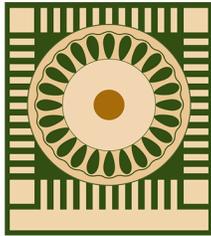


CITY OF HAYWARD

Hayward City Hall
777 B Street
Hayward, CA 94541
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CITY OF
HAYWARD
HEART OF THE BAY

Agenda

Wednesday, July 28, 2021

5:30 PM

Remote Participation

Council Infrastructure Committee

This meeting is being conducted utilizing teleconferencing and electronic means consistent with

State of California Order No. 29-20 dated March 17, 2020, and Alameda County Health Officer Order

No. 20-10 dated April 29, 2020, regarding the COVID-19 Pandemic.

To submit written comments: Send an email to kathy.garcia@hayward-ca.gov by 1:00 p.m. the day of the meeting.

Please identify the Agenda Item Number in the subject line of your email. Emails will be compiled into one file, distributed to the Council Infrastructure Committee and City staff, and published on the City's Meeting and Agenda Center under Documents Received After Published Agenda.

Please click the link below to join the webinar:

<https://hayward.zoom.us/j/94753427600?pwd=YURCbzY2a1g5V0xMTIBWVJoa1JhZz09>

Passcode: CIC@072821

Or Telephone: 1 699 900 6833

Webinar ID: 647 5342 7600 Passcode: 4844244518

CALL TO ORDER

ROLL CALL

PUBLIC COMMENTS:

REPORTS/ACTION ITEMS

1. Approval of Minutes of the Council Infrastructure Committee (CIC) Meeting held on April 28, 2021

Attachments: [Attachment I Minutes from 4/28/21 CIC Meeting](#)

2. Approval of Minutes of the Special Council Infrastructure Committee (CIC) Meeting held on May 26, 2021

Attachments: [Attachment I Minutes from Special CIC Meeting 5/26/21](#)

3. Recommend Council Approval of Proposed Changes to Patrick Ave Safety Improvement Project

Attachments: [Attachment I Staff Report](#)
[Attachment II Summary of Community Feedback](#)

4. Mission Boulevard Linear Park Landscape - Project Update

Attachments: [Attachment I Staff Report](#)

ORAL REPORTS

CIP Update

Hayward Blvd Traffic Mitigation

Rail Safety Enhancement Program

FUTURE AGENDA ITEMS

5. Proposed 2021 Agenda Planning Calendar: Review and Comment

Attachments: [Attachment I 2021 Agenda Planning Calendar](#)

COMMITTEE MEMBER/STAFF ANNOUNCEMENTS AND REFERRALS

ADJOURNMENT

Next Regular Meeting: Wednesday, October 27, 2021 5:30 PM



CITY OF HAYWARD

Hayward City Hall
777 B Street
Hayward, CA 94541
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File #: MIN 21-103

DATE: July 28, 2021

TO: Council Infrastructure Committee

FROM: Director of Public Works

SUBJECT

Approval of Minutes of the Council Infrastructure Committee (CIC) Meeting held on April 28, 2021

RECOMMENDATION

That the Council Infrastructure Committee reviews and approves the April 28, 2021, CIC meeting minutes.

ATTACHMENTS

Attachment I April 28, 2021 Council Infrastructure Committee Meeting Minutes



COUNCIL INFRASTRUCTURE COMMITTEE MEETING

Remote Participation- Digital Zoom Meeting

April 28, 2021

5:30 p.m.

MEETING MINUTES

CALL TO ORDER: Meeting called to order at 5:31 PM by Chair Elisa Márquez

ROLL CALL:

Members Present:

- Elisa Márquez, Chair
- Angela Andrews, City Council Member
- Mark Salinas, City Council Member

Staff Present:

- Alex Ameri, Director of Public Works
- Kevin Briggs, Senior Civil Engineer
- Kaitlyn Byrne, Management Analyst I
- Kathy Garcia, Deputy Director of Public Works
- Dave Hung, Senior Civil Engineer
- Ayeh Khajouei, Associate Transportation Planner
- Michelle Koo, Landscape Architect
- Elli Lo, Management Analyst I
- Alex Tat, Associate Civil Engineer
- Michael Wolny, Senior Secretary (Meeting Recorder)

PUBLIC COMMENTS:

1. Ms. TJ with Hayward Concerned Citizens, spoke in support of the use of drones for Hayward Police Department (HPD) and Hayward Fire Department (HFD) noting the use of drones is becoming the standard practice.
2. Ms. Susan Gehlke expressed concern for the preliminary recommendation of the Hayward Blvd Safety Improvement project and would like staff to work with HFD to evaluate evacuation routes and further study the impact of adding sidewalks and bicycle lanes in the area before any work begins.

COMMITTEE COMMENTS:

There were no Committee comments.

1. Approval of Minutes of the Council Infrastructure Committee (CIC) Meeting held on January 27, 2021

The item was moved by Council Member Salinas, seconded by Council Member Andrews, and approved unanimously.

2. Main Street Complete Streets Update

Director Alex Ameri introduced Alex Tat, Associate Civil Engineer, who presented the report and provided background.

Public Comments

Mr. Dave Campbell with Bike East Bay, spoke in support of design concept one and protected bicycle lanes.

Mr. Dominic LiMandri with the Downtown Hayward Improvement Association raised concern over support from local businesses for this project due to potential disruptions caused by construction and would like more pedestrian improvements at crosswalks included in the project.

Mr. Carl Gorringer suggested an alternate design using a triple lane concept and provided photos to staff to reference.

Mr. Kim Hugget, President of the Hayward Chamber of Commerce, is against the Main Street project and would like to see funds used for bicycle lanes in other parts of the City with higher need. He feels that businesses would be negatively impacted by the construction as they reopen from COVID. He is also concerned about emergency services being delayed in the area due to the proposed design and is not in support of the project.

Ms. Ruby Márquez concurred with Mr. Hugget's concerns and would like the project to be postponed. She noted the delays and disturbances caused by delivery trucks offloading and blocking the flow of traffic, and inquired on assigned parking spaces for businesses.

Committee Questions / Discussion

Council Member Salinas asked if adding diagonal parking on Main Street would remove a lane in each direction. Director Ameri confirmed that the proposed design would remove one lane in each direction which would allow a wide enough section to accommodate diagonal parking.

Council Member Salinas and Council Member Andrews expressed concern over the impact on businesses asked Staff to explore options that would offer micro grants to local businesses for COVID relief funding during project construction. Council Member Andrews asked staff to consider additional parking in the back of businesses that could provide easier access to deliver trucks as an alternative. Director Ameri acknowledged that staff is aware of public and business concerns over the functionality of the proposed one lane and how this will affect deliveries to businesses. He also noted that a two-lane downtown is technically the exception as most downtown designs like Pleasanton (Main Street), Livermore (First Street), Mountain View (Castro Street), Palo

Alto (University Avenue), San Jose (Santana Row), San Mateo (3rd Street) and Burlingame (Burlingame Ave) have downtown areas that have one lane in each direction. Director Ameri confirmed that the options presented are conceptual at this time and not final as the City needs to receive and consider feedback from the community, local businesses, and residents. He advised that additional community and business meetings will be scheduled to continue gathering feedback.

Council Member Salinas also expressed concern with delays in emergency service responses due to reduced lanes. Director Ameri confirmed that the City would not move forward with a project unless it had support from HFD and HPD.

Council Member Andrews was concerned with access for AC Transit buses while Council Member Salinas asked if routes could be re-directed off Main Street. Director Ameri confirmed that Staff is actively working with AC Transit to resolve any foreseeable concerns and possibly re-routing buses from Main Street.

Council Member Andrews asked if the One Bay Area Grant could be used for this project and Chair Márquez asked if scheduling of the community meetings would cause any issues with the deadline to use Grant funds. Director Ameri advised that Grant funds could be used for the project with approval of measures that would make the street more bicycle and pedestrian friendly. Council Member Andrews asked Staff to compare the Main Street design to Oakland (e.g., Broadway and Telegraph) as they are also increasing bicycle lanes and pedestrian safety measures. Mr. Tat added that the Grant guidelines allow for a two-year period to complete the design, and a ten-year period to complete the project.

Chair Márquez inquired on the number of new parking spaces added as a result of the project with Mr. Tat advising of ninety current parking spaces and a total of 108 after completion of the project.

Chair Márquez asked Staff how many potential housing units would be created along Maple Court and Lincoln Landing within the next one to four years. Director Ameri introduced Michelle Koo, Landscape Architect, who confirmed 476 units at Lincoln Landing, 314 units at Maple Court and Main Street, for a total of 790 units. There will also be 7,100 square feet of retail at Maple Court and Main Street, and 80,500 square feet of retail at Lincoln Landing.

Council Member Salinas and Chair Márquez expressed concern over businesses along Main Street who are trying to regain business after COVID and Chair Márquez also suggested a joint publicity effort between the City and Hayward Chamber of Commerce to encourage the community to use the retail services on Main Street during construction.

Chair Márquez stated that she is still in favor of concept design one but would like Staff to work on design variations given tonight's community feedback and provide them in a future update to the Committee.

3. Safe Routes for Seniors Program

Director Alex Ameri introduced Ayeh Khajouei, Associate Transportation Planner, who presented the report and provided background.

Public Comments/Discussion

Mr. Dave Campbell with Bike East Bay asked if there will be bicycle lanes on Watkins Street and D Street.

Mr. Carl Gorringer, would also like to see bicycle lanes on Watkins Street as well as Foothill Boulevard. He also suggested a more direct walking path from Lincoln Landing to compensate increased foot traffic due to the new housing developments.

Staff acknowledged public comments by stating that bicycle lanes could be considered in the future, but the project's initial focus is to increase pedestrian safety for the City's senior community who live in the Downtown area. Director Ameri added that funding secured for this project is for Safe Routes for Seniors and cannot be used for bicycle lanes. Staff would need to secure additional funding for the addition of bicycle lanes in the proposed areas.

Council Member Andrews and Chair Márquez expressed concern over possible vandalism, graffiti, and litter on median benches, and asked what actions the City would take if this became an issue. Director Ameri acknowledge the possibility and advised that benches could and would be removed if this became problematic.

4. Review of Recommended Capital Improvement Program (CIP) for FY 2022 - FY 2031

Director Ameri introduced Kaitlyn Byrne, Management Analyst I, for the report and presentation.

Public Comments/Discussion

There were no public comments.

The Committee thanks staff for their excellent work and program selection. Chair Márquez asked Staff to work with the City's Communications Division to get the CIP website information out to the public, potentially using The Stack newsletter. Director Ameri thanked Kaitlyn Byrne and Elli Lo for their tremendous work on this project.

5. Mission Boulevard Linear Park Landscape - Project Update:

Director Ameri introduced Dave Hung, Senior Civil Engineer, for the report and presentation alongside the consultant, Surface Design, Inc.

Public Comments/Discussion

There were no public comments.

The Committee thanked staff for the time and effort dedicated to the program and asked staff to postpone further discussion on the project for a future meeting due to the limited time of this meeting. Director Ameri confirmed that staff would poll the Committee and schedule a special meeting to continue discussing the project.

6. Oral Reports

Item moved to Special CIC Meeting in May.

7. Proposed 2021 Agenda Planning Calendar: Review and Comment

Item moved to Special CIC Meeting in May

8. COMMITTEE MEMBER/STAFF ANNOUNCEMENTS AND REFERRALS

Director Ameri confirmed once again that Staff would poll Committee members for a special meeting in May.

ADJOURNMENT: 7:42 PM

Attendance	MEETINGS						
	Present 07/22/20 Meeting	Present 10/28/20 Meeting	Present 01/27/21 Meeting	Present 04/28/21 Meeting	Present to Date This Fiscal Year	Excused to Date This Fiscal Year	Absent to Date This Fiscal Year
Elisa Márquez	✓	✓	✓	✓	4	0	0
Mark Salinas	✓	✓	✓	✓	4	0	0
Angela Andrews	NA	NA	✓	✓	2	0	0



CITY OF HAYWARD

Hayward City Hall
777 B Street
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File #: MIN 21-104

DATE: July 28, 2021

TO: Council Infrastructure Committee

FROM: Director of Public Works

SUBJECT

Approval of Minutes of the Special Council Infrastructure Committee (CIC) Meeting held on May 26, 2021

RECOMMENDATION

That the Council Infrastructure Committee reviews and approves the May 26, 2021, CIC meeting minutes.

ATTACHMENTS

Attachment I May 26, 2021 Special Council Infrastructure Committee Meeting Minutes



SPECIAL COUNCIL INFRASTRUCTURE COMMITTEE MEETING
Remote Participation- Digital Zoom Meeting

May 26, 2021
5:30 p.m.

MEETING MINUTES

CALL TO ORDER: Meeting called to order at 5:31 PM by Chair Elisa Márquez

ROLL CALL:

Members Present:

- Elisa Márquez, Chair
- Angela Andrews, City Council Member
- Mark Salinas, City Council Member

Staff Present:

- Alex Ameri, Director of Public Works
- Kevin Briggs, Senior Civil Engineer
- Kathy Garcia, Deputy Director of Public Works
- Dave Hung, Senior Civil Engineer
- Jennifer Ott, Assistant City Manager
- Alex Tat, Associate Civil Engineer
- Michael Wolny, Senior Secretary (Meeting Recorder)

PUBLIC COMMENTS:

There were no public comments.

COMMITTEE COMMENTS:

There were no Committee comments.

1. Provide Feedback on Proposed Capital and Infrastructure Related Projects in the Updated City of Hayward Federal Stimulus Expenditure Plan Consistent with United States Treasury Guidelines

Director Alex Ameri introduced Jennifer Ott, Assistant City Manager, who presented the report and provided background.

Public Comments

There were no public comments.

Committee Questions / Discussion

Council Member Andrews asked about the Corporation Yard security improvements and staff amenities. Director Ameri clarified that \$900,000 in funding is available for immediate needs, including upgrades to the employee showers and staff lunchroom.

Assistant City Manager Ott added that there will be technology investments such as adding of fiber optic lines to upgrade outdated systems.

Council Member Andrews asked staff if the Animal Services facility would be upgraded as well and if not, suggested that staff research funding resources. Assistant City Manager Ott clarified that Animal Services is not in the current plan but could potentially be added to the project upgrade list if funding becomes available. Ms. Ott further stated that staff is looking into possible funding from County, State and Federal sources. Ms. Ott also added that the City has had preliminary conversations with the Hayward Area Recreation and Park District (HARD) for areas and facilities in Hayward that could be improved with use of HARD bonds and funds. Ms. Ott is also working with a consultant on strategies to secure funding from private corporations to further diversify outside funding for improvement projects throughout Hayward.

Council Member Salinas wanted to know if highspeed broadband/fiber optic internet would be possible with this overall improvement project, and if initial focus could begin in the Downtown area. Assistant City Manager Ott responded that implementing broadband infrastructure would deplete the majority of funding available. She informed the Committee that the State of California is in the process of moving a broadband infrastructure bill and staff will follow it for potential broadband infrastructure funding.

Chair Márquez said she supports staff's recommendation and would like to see a working list of projects that show which funding source or revenue stream is being allocated per project, so the City is more transparent and helps the community understand the project funding process. Chair Márquez added that she would like other City buildings assessed for safety and other needed upgrades.

Chair Márquez asked Director Ameri if aesthetic improvements, such as City gateways or median landscaping, would be on the list of improvements. Director Ameri clarified that the funding being requested is for the design portion which would allow the City to have a shovel ready project.

Assistant City Manager Ott clarified that project improvement plans are expected to change as different funding sources become available and the working list of projects will be updated and provided to the Committee at future meetings.

2. Oral Reports

Director Alex Ameri introduced Alex Tat, Associate Civil Engineer, who gave an oral update on the following projects:

La Vista Park: Staff followed the environmental consultant's recommendation and hired a contractor to seal the man-made well. The updated grading plan will preserve the existing wetland which will serve as an educational tool for the public. A potential bicycle park will also be added to the revised design which will be presented to Council in the fall.

Hayward High Speed Fiber Optic Network Project: Phase 1 was completed in October 2020 and added 3.3 miles of new conduit and cabling along Winton Avenue, Clawiter Road and Cabot Boulevard. Phases 2 and 3 will add 7.7 miles of conduit and cabling to complete the high-speed fiber optic cable along Mission Boulevard and Industrial Parkway. Phase 2 and 3 plans are complete, but funding is not available for construction.

Director Ameri advised that Phase 2 and 3 of the Hayward High Speed Fiber Optic Network Project does not currently have funding and is listed under unfunded CIP projects. Staff is currently exploring grant funding sources.

3. COMMITTEE MEMBER/STAFF ANNOUNCEMENTS AND REFERRALS

Council Member Andrews announced that a Keep Hayward Clean and Green cleanup event is scheduled on Saturday, July 24th at Giuliani Plaza from 8:00am–12:00pm. Council Member Salinas also announced that there is a Hayward Promise Neighborhood cleanup event on Saturday, July 24, 2021, from 9:00am to 12:00pm.

ADJOURNMENT

Chair Márquez adjourned the meeting at 6:35 p.m. in honor and memory of the Santa Clara Valley Transportation Authority (VTA) families and victims impacted by the tragedy in San Jose.

Attendance	MEETINGS							
	Present 07/22/20 Meeting	Present 10/28/20 Meeting	Present 01/27/21 Meeting	Present 04/28/21 Meeting	Present 05/26/21 Meeting	Present to Date This Fiscal Year	Excused to Date This Fiscal Year	Absent to Date This Fiscal Year
Elisa Márquez	✓	✓	✓	✓	✓	5	0	0
Mark Salinas	✓	✓	✓	✓	✓	5	0	0
Angela Andrews	NA	NA	✓	✓	✓	3	0	0



File #: ACT 21-066

DATE: July 28, 2021

TO: Council Infrastructure Committee

FROM: Director of Public Works

SUBJECT

Recommend Council Approval of Proposed Changes to Patrick Ave Safety Improvement Project

RECOMMENDATION

That the Council Infrastructure Committee (CIC) recommends Council approval of proposed changes to the Patrick Avenue Safety Improvement Project.

SUMMARY

The Patrick Avenue Safety Improvement Project (Project), located along Patrick Avenue between Tennyson Road and Schafer Road, was approved by Council on October 6, 2020 as part of the City's annual Pavement Management project, based on complete street improvements identified in the Bicycle and Pedestrian Master Plan (BPMP). The purpose of the project was to improve the safety of Patrick Avenue given the high concentration of schools in the neighborhood, requests for additional crosswalks and traffic calming due to speeding, and implementation of the City's complete street goals and policies. The first phase of the Project was implemented in October 2020 and consisted of the addition of separated bike lanes next to the curb, the upgrade of ten crosswalks, on-street parking moved further into the street along the bike lane, and a reduction of lanes from four lanes to three, among other changes.

While initial notices about the proposed changes were sent to local residents, community members expressed significant concerns with the initial improvements once the changes were implemented. A detailed summary of feedback can be found in Attachment II. As a result, City staff paused any further improvements and sought additional community feedback before proceeding with any further changes to Patrick Avenue.

In response to the extensive feedback received, staff recommends numerous changes to the street design, which were presented and shared with the community at the July 19th community meeting. A summary of the key proposed changes are as follows and are further depicted in this staff report:

- Return the on-street parking back along the curb;
- Convert the separated bikeway to buffered bike lanes;
- Return two lanes northbound along Patrick Avenue from the left turn from Tennyson and start the merge to one lane after Roosevelt Avenue;
- Add a student and parishioner drop-off at St. Bede's School and Church;

- Add red curb near St. Bede's exiting driveway to improve visibility;
- Add a commercial loading zone near Yeyo's market; and
- Add Rapid Flashing Beacons (RFBs) at all uncontrolled intersections for safer pedestrian crossing.

The recommended changes were generally well-received by the community at the July 19th meeting, although some members preferred returning the street back to way it was originally, and Bike East Bay prefers completing the project and maintaining the separated bikeway along the curb or finding another separated bikeway alternative. These additional alternatives were also considered, but are not recommended: (1) returning the street back to the way it was before the Project was implemented eliminates all of the safety improvements and benefits; and (2) completing the project by keeping the separated bike lanes along the curb, adding green paint, RFBs, and additional demarcation between the bike lanes and parking would not be responsive to community concerns.

As a result, staff proposes progressing with the recommended design as outlined above as it best balances the needs and desires of the community with the important safety, traffic calming, and complete street goals that were approved by Council last year.

ATTACHMENTS

Attachment I Staff Report



DATE: July 28, 2021

TO: Council Infrastructure Committee

FROM: Director of Public Works

SUBJECT: Recommend Council Approval of Proposed Changes to Patrick Ave Safety Improvement Project

RECOMMENDATION

That the Council Infrastructure Committee (CIC) recommends Council approval of the proposed changes to the Patrick Avenue Safety Improvement Project.

SUMMARY

The Patrick Avenue Safety Improvement Project (Project), located along Patrick Avenue between Tennyson Road and Schafer Road, was approved by Council on October 6, 2020¹ as part of the City's annual Pavement Management project, based on complete street improvements identified in the Bicycle and Pedestrian Master Plan (BPMP). The purpose of the project was to improve the safety of Patrick Avenue given the high concentration of schools in the neighborhood, requests for additional crosswalks and traffic calming due to speeding, and implementation of the City's complete street goals and policies. The first phase of the Project was implemented in October 2020 and consisted of the addition of separated bike lanes next to the curb, the upgrade of ten crosswalks, on-street parking moved further into the street along the bike lane, and a reduction of lanes from four lanes to three, among other changes.

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- Return the on-street parking back along the curb;
- Convert the separated bikeway to buffered bike lanes;

¹ <https://hayward.legistar.com/LegislationDetail.aspx?ID=4656511&GUID=4D8DACAF-9E2C-4EFF-9036-AF924D119EEF&Options=&Search=>

- Return two lanes northbound along Patrick Avenue from the left turn from Tennyson and start the merge to one lane after Roosevelt Avenue;
- Add a student and parishioner drop-off at St. Bede's School and Church;
- Add red curb near St. Bede's exiting driveway to improve visibility;
- Add a commercial loading zone near Yeyo's market; and
- Add Rapid Flashing Beacons (RFBs) at all uncontrolled intersections for safer pedestrian crossing.

The recommended changes were generally well-received by the community at the July 19th meeting, although some members preferred returning the street back to way it was originally, and Bike East Bay prefers completing the project and maintaining the separated bikeway along the curb or finding another separated bikeway alternative. These additional alternatives were also considered, but are not recommended: (1) returning the street back to the way it was before the Project was implemented eliminates all of the safety improvements and benefits; and (2) completing the project by keeping the separated bike lanes along the curb, adding green paint, RFBs, and additional demarcation between the bike lanes and parking would not be responsive to community concerns.

As a result, staff proposes progressing with the recommended design as outlined above as it best balances the needs and desires of the community with the important safety, traffic calming, and complete street goals that were approved by Council last year.

BACKGROUND

Prior to the first phase of improvements in October 2020, Patrick Avenue was a four-lane roadway with no bicycle facilities. Patrick Avenue serves residential, religious institutions, several public schools, a couple private schools, the Weekes Community Center Park, and the Weekes Branch Public Library.



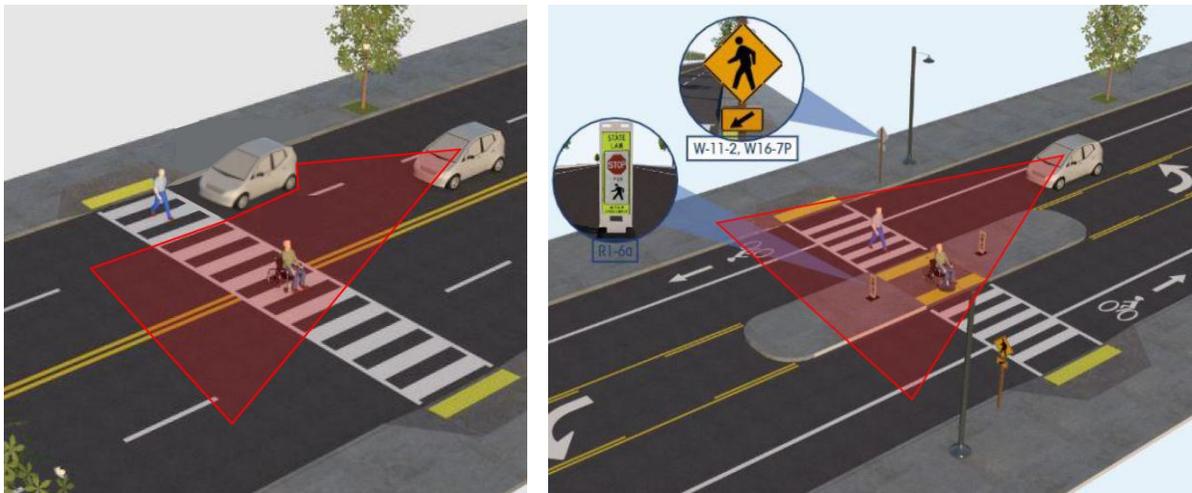
Pictured left: The map of schools off Patrick Avenue served as one of the main factors in selecting the Patrick Avenue corridor for complete streets and safety improvements.

Following Council's approval on October 6, 2020, staff implemented the first phase of the Patrick Avenue improvements which included:

- Installation of curb-side Class IV Separated Bike Lanes, including a painted buffer separating the bike lane from the vehicular parking lane; and
- Reduction from a four-lane roadway to a three-lane roadway to lower speeds, shorten pedestrian crossings, and improve pedestrian visibility in crosswalks

A typical street conversion from an existing four-lane, undivided roadway to two through lanes and one center, two-way left turn lane, similar to the initial improvements to Patrick Avenue, provides the following safety benefits:

- Allows left-turning drivers to exit the traffic stream while waiting for a gap to complete their turn;
- Frees up space that can be relocated to other uses for a complete street, such as bicycle lanes;
- Improves local access since motorists making left turns from the side streets will only need to scan for a break in traffic in two lanes as opposed to four lanes;
- Reduces vehicular travel speeds (i.e., the changes to Patrick Avenue have already resulted in up to a five mile per hour (5 MPH) reduction in speed since implementation);
- Reduces the occurrence and severity of collisions. These types of street conversions have been proven to reduce collisions on average by 19% in urban areas and 47% in suburban areas (i.e., initial data suggests collisions on Patrick Avenue have also been reduced); and
- Improves pedestrian visibility because when vehicles closest to the curb stop and yield for a pedestrian crossing the street, they inadvertently obstruct visibility for the vehicle traveling further from the curb (refer to image below).

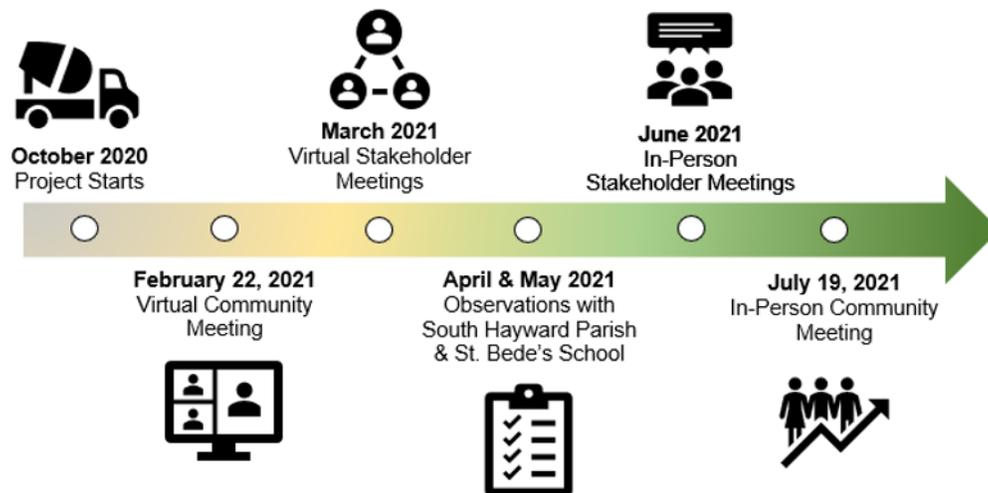


While initial notices about the proposed changes were sent to local residents, community members expressed significant concerns with the initial improvements, once the changes

were implemented, such as: back-up and merge confusion after the left turn from Tennyson; confusion with the perception that parking is “in the middle of the street;” site visibility from driveways and side streets; drop-off issues at St Bede’s school and Church; pedestrian visibility at the crosswalk closest to St. Bede’s school; and double parked trucks in and around Yeyo’s Market, among other issues.

As a result, City staff paused any further improvements and sought additional community feedback before proceeding with any further changes to Patrick Avenue. Staff hosted a series of virtual and on-site meetings with the community and local stakeholders over the past five months as summarized in the following schedule:

- A virtual community meeting on February 22, 2021;
- A round of virtual stakeholder meetings in March 2021;
- Consultations with the South Hayward Parish and St. Bede’s Parochial School in April 2021;
- A round of in-person on-site stakeholder meetings in June 2021; and
- An in-person community meeting at the Weekes Recreation Center on July 19, 2021.



During several community and stakeholder meetings over the past five months, many attendees have expressed their discomfort with the current placement of parking. However, in contrast, some other attendees have expressed a strong approval of the decision to install protected bike lanes, noting that it increases safety for bicyclists and pedestrians who frequent the corridor. A more detailed summary of the feedback is provided below and in Attachment II.

DISCUSSION

Following extensive discussions with the community and significant deliberation, staff have developed a recommended solution that is intended to balance the concerns of community members with accomplishing the project’s goal of calming traffic and maximizing safety for

all who live, go to school, work, or travel on Patrick Avenue. The following discussion summarizes community feedback, staff's recommended changes, and alternatives that were considered, but are not recommended.

I. Summary of Community Feedback

The following provides a summary of the feedback received from community members regarding the Project:

- Left turns from Tennyson Road cause a backup because of the lane assignments upstream;
- The left turn lane on Tennyson that leads to the through lane on Patrick Ave was highly preferred over the left turn lane leading to the left turn lane from Patrick Ave to Rieger Ave;
- Discomfort and confusion with parking in "the middle of the street" instead of along the curb;
- Difficulty seeing oncoming traffic when turning from side streets and exiting driveways;
- South Hayward Parish Food Drive queues back up along Patrick Ave for one block between Roosevelt Ave and Gomer Street;
- Confusion with St. Bede's student and parishioner drop-off areas and discomfort of dropping off in the parking area located in "the middle of the street;"
- Pedestrian visibility at uncontrolled crosswalks needs improvement, especially at the crosswalk near St. Bede's School;
- Trucks are double parking or parking in the residential neighborhoods near Yeyo's Market;
- The left turn from Gading Rd onto Patrick Ave is too tight and difficult to maneuver without crossing the double yellow lines;
- Increased congestion is anticipated;
- Requests for the pre-existing condition configuration of four lanes, parking along the curb and no bike lanes;
- Support for bike lanes, especially for students;
- Support for adding RFBs to enhance pedestrian safety;
- Requests to keep and enhance the protected bike lane along the curb;

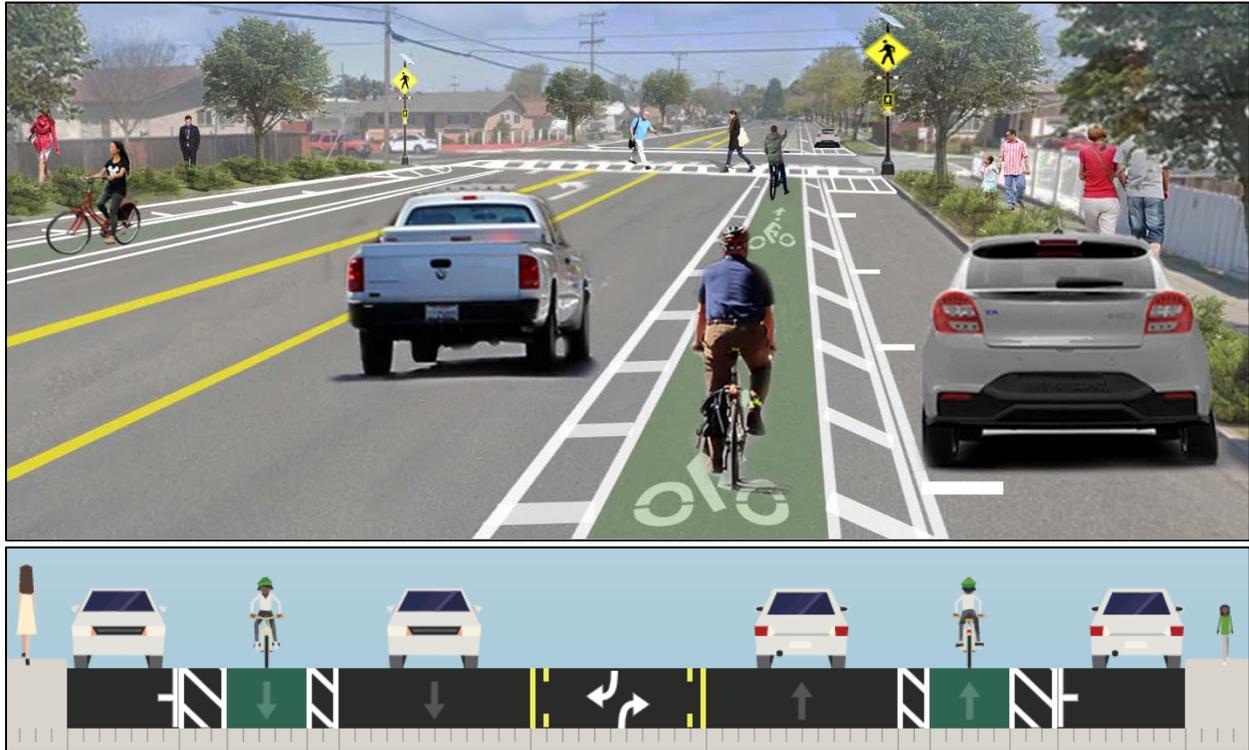
II. Recommended Design Changes in Response to Community Feedback

Staff proposes numerous changes to address community comments. The major change that will address much of the feedback received is returning parking back along the curb, which addresses the following:

- Difficulties seeing oncoming traffic when turning from side streets and exiting driveways;
- Discomfort and confusion regarding parking "in the middle of the street" instead of along the curb;
- Student and parishioner drop-off and pick-up operations;

- Trucks double parking near Yeyo’s Market;
- The tight left turn from Gading Road;
- Motorists parking their vehicles incorrectly along the curb in the bike lane; and
- Vehicles parking halfway into the buffer to be further away from the travel lane.

Placing the parking back along the curb reflects a more traditional complete street design with the bicycle lanes set between parking and the vehicular lane as shown in the following cross-section and rendering.



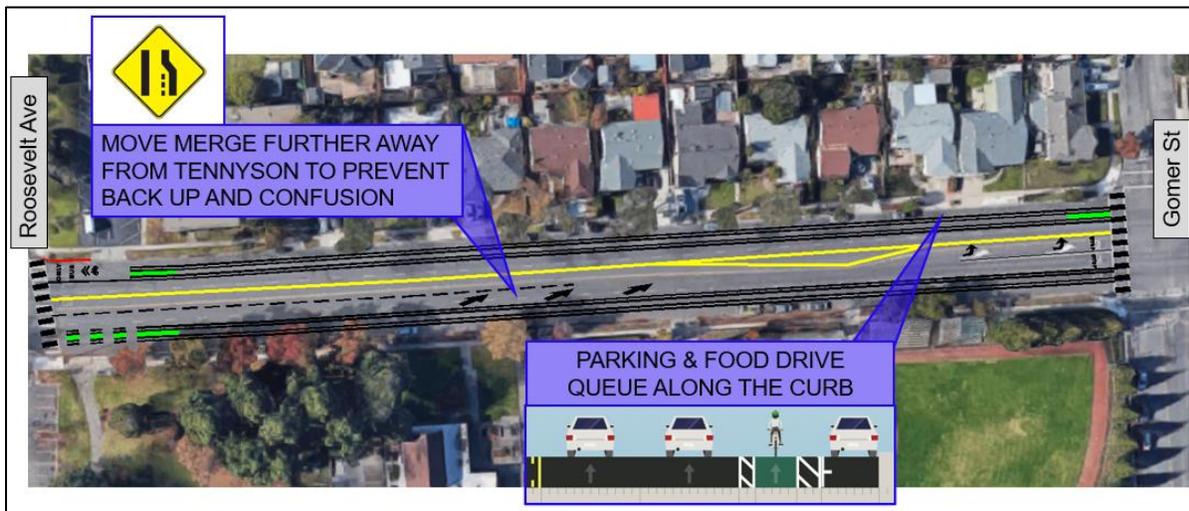
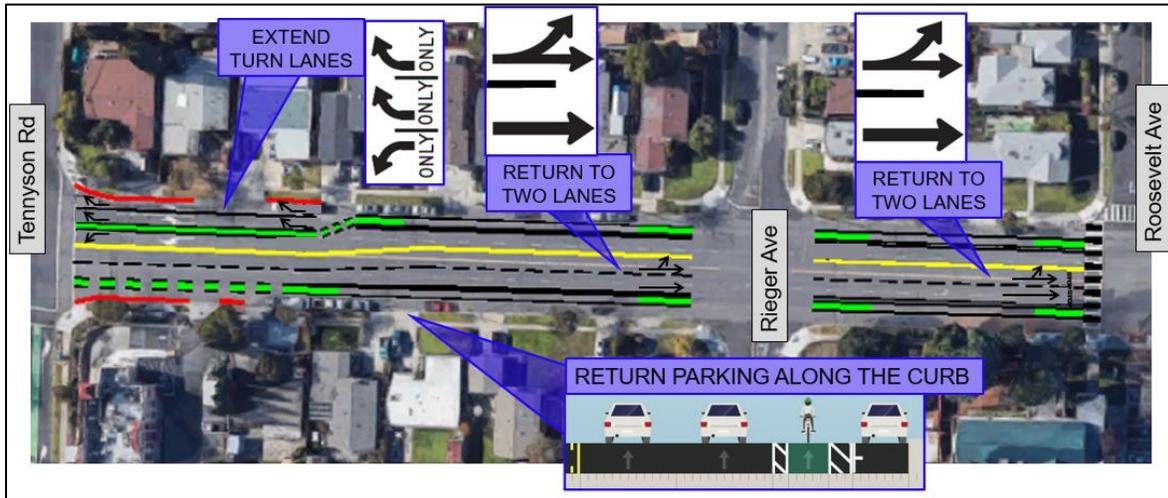
The following sections provide a more detailed summary of staff’s recommended changes by each segment of Patrick Avenue:

A. Segment #1 – From Tennyson Road to Gomer Street

The major changes proposed for the first segment of the project between Tennyson Road and Gomer Street, in addition to returning the parking along the curb, as shown in the below two images, includes:

- Returning the two through lanes on Patrick Avenue for the first two blocks from Tennyson Road to Roosevelt Ave to resolve the Tennyson left turn backups, the need to change lanes, and motorists unlawfully driving straight through the left turn only lane at Rieger;

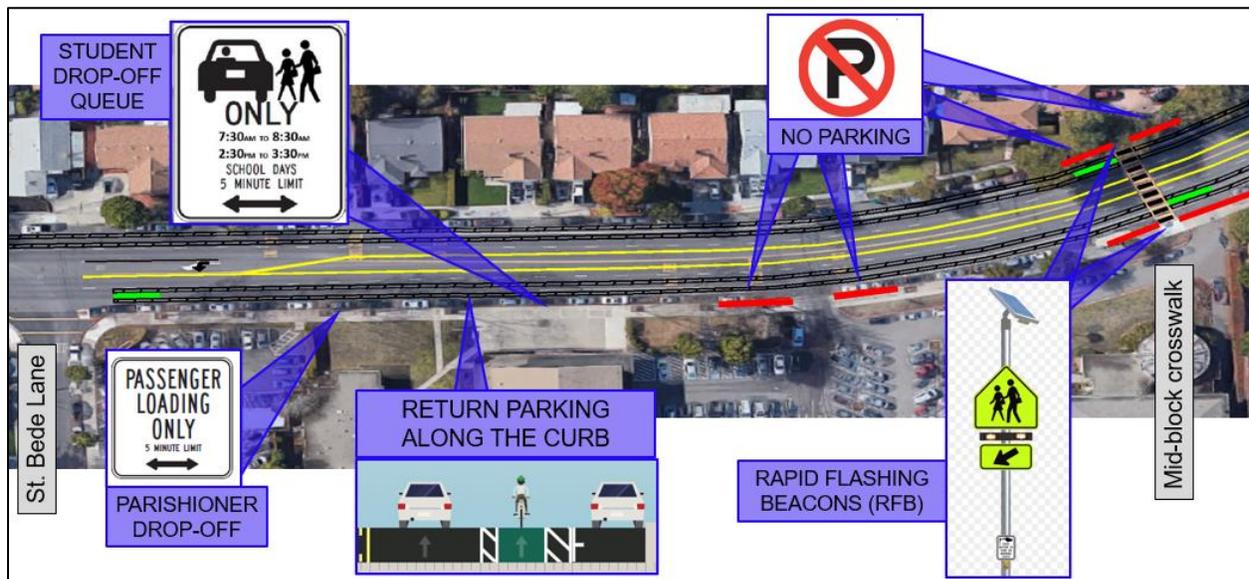
- Extending the turn lanes by an additional 100 feet, which provides an increase in intersection capacity by 18 vehicles; and
- Relocating the unofficial merge that occurred on the first block to the third block of the project between Roosevelt Avenue and Gomer Street, which is much longer in length to accommodate a merge more comfortably for motorists.



B. Segment #2 – From Gomer Street to Mid-Block Crosswalk

The next segment of the project between Gomer Street and the mid-block crosswalk just north of St. Bede’s School contains all of the corridors three uncontrolled crosswalks located at Westwood Street, St. Bede’s Lane, and the mid-block crosswalk. The proposed changes in this segment, shown in the next image, include:

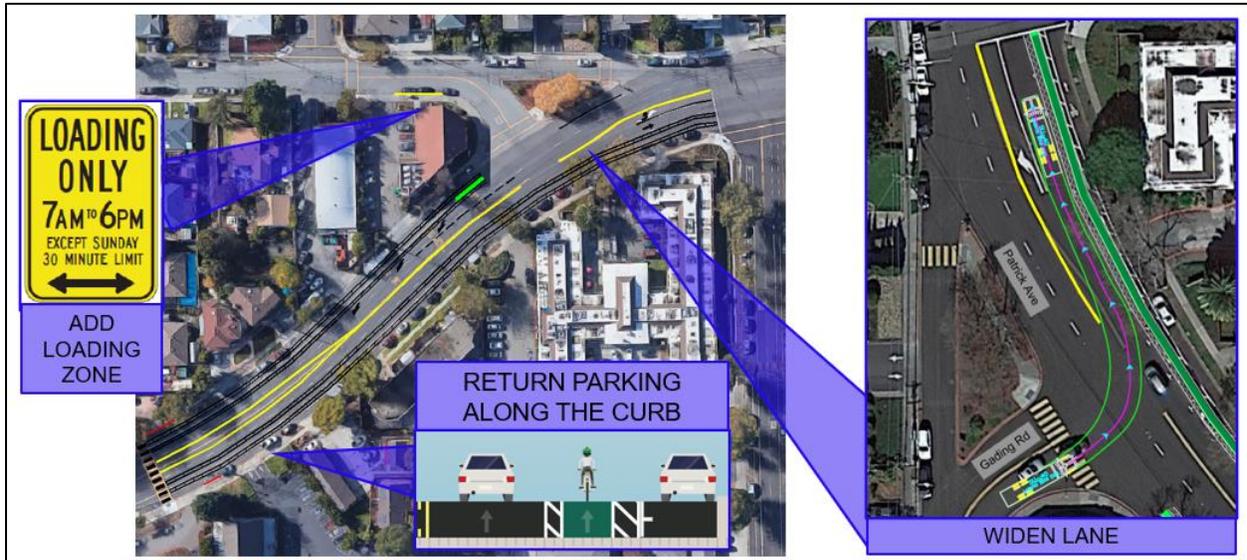
- Dedicating a passenger loading zone for parishioner drop-off in front of St. Bede's Church to address the discomfort of loading in the current parking area in the middle of the street;
- Dedicating an area during drop-off and pick-up times only for vehicles to queue to the administration office to drop off students;
- Returning parking along the curb and installing red curb near the driveways and crosswalks to improve visibility at crosswalks and driveways; and
- Installing pedestrian rapid flashing beacons at both ends of all three uncontrolled crosswalks to alert motorists from a further distance of the presence of pedestrians.



C. Segment #3 – From Mid-Block Crosswalk to Schafer Road

The last segment of the project is between the mid-block crosswalk just north of St. Bede's School and the end of the corridor at Schafer Road as shown in the next image. The proposed improvements consist of:

- Installing a dedicated truck loading zone for the market and local businesses to address the truck double parking and trucks parking in the residential areas; and
- Widening the receiving lane for those making a left turn from Gading Road to facilitate safer left turns from Gading Road.



D. Alternative Next Steps—Not Recommended

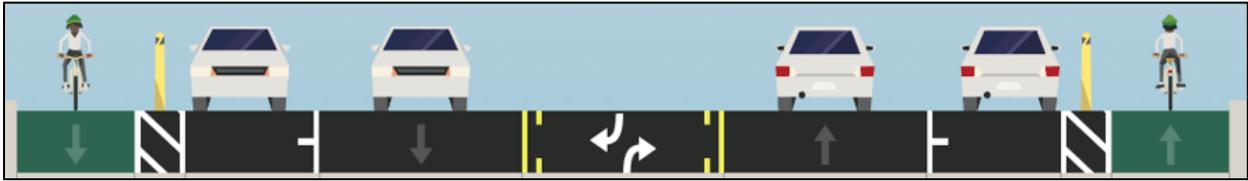
The recommended changes were generally well-received by the community at the July 19th meeting, although some members preferred returning the street back to way it was originally, and Bike East Bay prefers completing the project and maintaining the separated bikeway along the curb. These additional alternatives were also considered, but are not recommended:

1. **Revert to Original:** This option would involve removing all improvements installed during the first phase of the project and returning Patrick Avenue to a four-lane street with no bike facilities (as shown below). This option is not recommended because safety and traffic calming measures would be eliminated. Speeds would rise again, and safety benefits would not be realized. Additionally, pedestrian crossing distances would increase with the expanded number of travel lanes, and safety concerns about left hand turns would return with the elimination of the turn lane.



2. **Complete the Project as Previously Envisioned:** This option would involve leaving the initial improvements and completing the project as previously envisioned, which would include painting the bike lanes green and installing safe-hit delineator posts for vertical separation, pedestrian rapid-flashing beacons at three uncontrolled school crosswalks, parking end caps at each intersection, and other lane striping improvements (as shown below). This option is not recommended

because community concerns would not be addressed, especially regarding the placement of the parking lanes “in the middle of the street.”



As a result, staff proposes progressing with the new recommended design as outlined above as it best balances the needs and desires of the community with the important safety, traffic calming and complete street goals that were approved by Council last year.

ECONOMIC IMPACT

Active transportation options like bicycling and walking foster economic health by creating dynamic, connected communities with a high quality of life that helps support small business development, decreases transportation and healthcare cost, and increases property values, employment, and tourism. Providing alternate modes of travel reduces single lane occupancy vehicles, reduces congestion and costs related to automobile-oriented infrastructure maintenance and construction. The overall transportation system will be more efficient; thus, reducing travel time. Moreover, the City will become a more pedestrian- and bicycle-friendly community, thus creating positive economic and health benefits and reduction of greenhouse gas emissions.

FISCAL IMPACT

The first phase of the project was completed in conjunction with the Pavement Improvement Project with no additional fiscal impact to the City. The rough cost estimate for the recommended changes is expected to cost around \$300,000. Once final design is approved by the CIC, funding will be determined prior to presenting to Council for implementation.

STRATEGIC ROADMAP

This agenda item supports the Strategic Priority of Improve Infrastructure. Specifically, this item relates to the implementation of the following project(s):

- Project 8, Part 8b. Implement the Bicycle and Pedestrian Master Plan; Add 10 lane miles of bike lanes per year.
- Project 8, Part 8c. Implement the Bicycle and Pedestrian Master Plan; Assess Safe Routes to School

Project 8, Part 8d. Implement the Bicycle and Pedestrian Master Plan; Implement Safe Routes to School

SUSTAINABILITY FEATURES

The action taken for this agenda report will result in supporting mobility goals established as part of the City’s 2040 General Plan, providing for a balanced multi-modal system of transportation facilities and services in Hayward.

The plan will be a comprehensive effort that will guide, prioritize, and implement a network of quality bicycle and pedestrian facilities to improve mobility, connectivity, public health, physical activity, and recreational opportunities. By applying best practices, the plan will increase transportation options, reduce environmental impacts of the transportation system, and enhance the overall quality of life for residents. The goal of the project is to develop convenient transportation alternatives to motor vehicles for residents, visitors, shoppers, and commuters. The resulting reduction in single occupancy vehicles will reduce vehicle miles traveled and greenhouse gases.

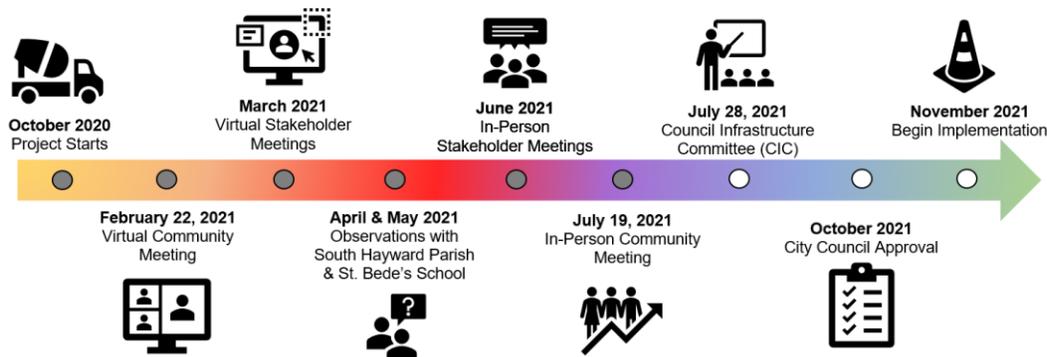
PUBLIC CONTACT

Public engagement has been a top priority of the Project, with online, direct mail, virtual, and on-site communication efforts deployed including:

- A virtual community meeting on February 22, 2021;
- A round of virtual stakeholder meetings in March 2021;
- Consultations with the South Hayward Parish and St. Bede’s Parochial School in April 2021;
- A round of in-person on-site stakeholder meetings in June 2021; and
- An in-person community meeting at the Weekes Recreation Center on July 19, 2021.

NEXT STEPS

If approved, staff is recommending the revised design to Council in late September/early October and anticipate beginning implementation in November.



Prepared by:

Shabnam Yari, Associate Transportation Engineer
Charmine Solla, Senior Transportation Engineer
Kathy Garcia, Deputy Director of Public Works

Recommended by:

Alex Ameri, Director of Public Works

Approved by:



Kelly McAdoo, City Manager

Community Meeting - July 19, 2021

No.	Resident Question/Comment	Staff Response
1	More slide show. Southbound Patrick at Gomer. Many people run the stop. Must see sign and run it	Thank you for your feedback. I understand your concerns with people running the stop sign. Unfortunately, we cannot prevent bad behavior other than enforcement. We will inform Hayward Police Department of this issue so that they can increase enforcement in that area.
2	27319 Patrick Ave. Move parking back along curb. Return 2 lanes northbound Tennyson to Roosevelt.	Thank you for your feedback. The proposed changes will address your concerns by re-install parking on back to the curb throughout the entire segment of Patrick Ave from Tennyson Rd to Schafer Rd
3	Food drive should not queue up on Lemay, blocking thru traffic. Thank you for returning parking to curb	Thank you for your feedback. The proposed changes will re-install parking back to the curb throughout the entire segment of Patrick Ave from Tennyson Rd to Schafer Rd, which will keep the Food Drive queue stay next to the curb and not block the through traffic.
4	Segment#1 having 2 lanes from Patrick into Tennyson to turn right towards the freeway would be very beneficial to have back. Pre-covid when school returns to in person having 1 lane then merge into 2 will cause more slow-up and back up. Some back up (w/ 2 lanes) was caused (before) all the way to Gomer St. There are 3/4 others schools on West Hayward that will be returning and people will begin to cut others off an get backed up and only cause more traffic. If things don't work out with the one lane margin, can it proposed to get the 2 lanes starting from Roosevelt again? I see that it will be proposed to get the 2 lanes back opposite side (coming from Tennyson ONTO Patrick (by the KFC). If that can be proposed then the same can be done for going the opposite way. That is my main concern. The other changes on returning parking to the curb is a good idea and adding the pedestrian visibility. Another thing, there is RARELY any people biking in this area, the only people biking that I see are some kids that don't even use the bike lanes. Thank you!	Thank you for your feedback. The proposed changes will have two through lanes on northbound Patrick Ave between Tennyson Rd to just south of Gomer St because Tennyson Rd has two left turns coming onto Patrick Ave and we want provide enough room for drivers to merge onto one lane. There is not enough room to also add two lanes in the southbound direction of Patrick Ave without removing the buffered bike lanes. The City does not recommend adding two lanes in each direction because it increases speeding and is less safe for pedestrians to cross 4 lanes of traffic instead of 3 lanes. Your feedback on re-installing parking back to the curb and installing rapid flashing beacons at uncontrolled crosswalks will be addressed through the proposed changes.
5	Merge points, two left lanes from Rieger. Red curb tree at West Corner at Gomer St. Queue up to Gading, take bike lane	Thank you for your feedback. The proposed changes will address your concerns with the merge being too soon and the visibility issues at side streets.
6	Daily issue, hard to see oncoming traffic, illegal parking commercial vehicles.	Thank you for your feedback. I understand your concerns with commercial vehicles parking and causing visibility issues. A work order has been prepared to install No
10	a lot of trucks parking on the street in front of church St Bede	Parking Vehicles Over 6' High to prevent commercial vehicles from parking on Patrick
7	Patrick and Westwood if traffic count could be done on how much traffic is delayed from turning, we could recommend a stop signal	Thank you for your feedback. We will look into conducting a Turning Movement Count at the intersection of Patrick Ave and Westwood St to determine if a stop control is
27	Westwood St @ Patrick	warranted.

8	26989 Patrick Ave and Westwood. 1) Need stop signs on Patrick at Westwood. Visibility on crosswalk 2) Very dangerous intersection for vehicles and pedestrians	Thank you for your feedback. We will look into conducting a Turning Movement Count at the intersection of Patrick Ave and Westwood St to determine if a stop control is warranted. The proposed changes will address your concerns on crosswalk visibility. The proposed improvements will include Rapid Flashing Beacons at all the uncontrolled crosswalks to alert drivers when a pedestrian pushes the button to cross. Red curbs will also be painted at the beginning and end of every intersection as well as crosswalks to increase visibility.
9	I cycle on Patrick and sight lines will improve. Now strip Gading Schafer to Huntwood Way for the bike lane	Thank you for your feedback. Bike lanes on Gading Rd from Schafer Rd to Harder Rd are proposed in the Bike & Pedestrian Master Plan. This segment of bike improvement will be implemented in the future when funding becomes available.
11	Need permanent lights on pavement on entire Patrick St. At night you can't see lanes especially when it's raining, can't see pedestrians. I like the sound of the current proposal, at least it's something else. The painted pavement is good so you can see the lanes.	Thank you for your feedback. The proposed changes will address your concerns with visibility issues. The proposed improvements will include Rapid Flashing Beacons at all the uncontrolled crosswalks to alert drivers when a pedestrian pushes the button to cross. Red curbs and green paint for bike lanes will also be painted at the beginning and end of every intersection as well as crosswalks to increase visibility.
12	On slide 15, please leave the park lot on the left side of the cross walk the way it is because there is always parking issue in that part of the street.	Thank you for your feedback.
13	CHP dumping cars on (freeway accidents) Patrick right next to KFC and leaving them to the owners responsibility.	Thank you for your feedback. We will look into this matter and inform Hayward Police Department to investigate.
14	In regards to Gomer St - Mid-block, I like the proposed changes I think the drop-off queue plus the middle turn lane will help with St. Bede drop off /pick up. I also agree with the idea of moving the parking back to the curb such as shown in slide 10. As a St. Bede parent these proposed changes would help address feedback, as well as keep safety. In regards to Tennyson Rd - Gomer, I like the proposed change of returning to 2 lanes so there can be better opportunity. When turning right back to Tennyson in from Patrick. I use that part of the street in order to get to work in the morning. It tends to be very congested as its the access point to 92 or 880. Therefore it's good to hear about having 2 turning lanes.	Thank you for your feedback. The proposed changes will extend the southbound direction turn lanes onto Tennyson from, which will provide more storage capacity and ease congestion. We are happy to hear that you support the proposed changes on Patrick Ave.
15	Resident 33 years here plus St Bede parishioner. Fun info on council mtg	Thank you for your feedback. We will send you an email with a link to the project webpage and information for the upcoming meeting.
16	Info for July 28	
22	Wants link to the website to get more info about Patrick	
17	Full red curb along left side of Meat Market	Thank you for your feedback. The proposed changes will provide red curbs at the beginning and end of every intersection as well as crosswalks to increase visibility. A yellow curb for loading will also be installed on Gading Rd for meat market's delivery trucks to utilize, so that the trucks do not park on Patrick Ave.
18	I like the proposed changes on slide 10	Thank you for your feedback.

19	(Original Comment in Spanish, translated to English by Staff: " Good evening. Thanks for worrying but I do not agree with this project because it does not help with speeding, pedestrian safety and most importantly the St. Bede School traffic because there are a ton of cars left on the street for weeks. I am sure you are all aware of how much traffic will increase with the start of school."	Thank you for your feedback. The proposed changes will install rapid flashing beacons at every uncontrolled crosswalk as well as painting red curb at every intersection and around crosswalks which will address speeding and pedestrian safety concerns. The proposed changes will also install a student drop-off/pick-up area along the curb for vehicles to queue and not block the through lane, which will help in reducing congestion on the travel lane. The southbound direction turn lanes onto Tennyson will also be extended to provide more storage capacity and ease traffic congestion. We will still continue to monitor the traffic on Patrick Ave once school starts and evaluate if any additional improvements are needed.
20	I appreciate the new proposals that you are still open to ideas	Thank you for your feedback.
21	Traffic speed from Patrick - Gading is a concern. Returning parking to curb is a plus. Red curb on side streets turn S/B longer	Thank you for your feedback. The proposed changes will re-install parking back to the curb throughout the entire segment as well as paint red curbs at every side street to increase visibility.
23	A protected bike lane feel a lot safer, especially for kids. I moved from Bay Farm and I've seen how to bike infrastructure encourages kids to ride to school. Removing protected bike lanes will continue to discourage biking and reduce the benefits of this investment	Thank you for your feedback. Although a Class IV parking-protected bike lane was not proposed, we are still proposing a Class II buffered bike lane. The proposed changes will include a 3 foot between the travel lane and bike lane and a 3 foot buffer between the bike lane and parking, which will provide sufficient safety for bicyclists. Red curbs will also be installed at the beginning and end of every intersection to increase visibility for bicyclists and pedestrians.
24	1) As lanes are reduced from 4 to 3, figure out how to create new roads so traffic can move along. 2) when lane use changes from driving to parking so abruptly, paint warning arrows in the driving lane both directions + turn lanes 3) are you providing longer line for food pantry -did not understand/ Good presentation Thanks.	Thank you for your feedback. The proposed changes will re-install parking back to the curb throughout the entire segment of Patrick Ave from Tennyson Rd to Schafer Rd, which will allow the Food Drive queue to stay next to the curb and not block the through traffic.

25	<p>To Whom it may concern, Fri, Oct 30, 2020 at 6:40 pm. Now that the city went on with their plans to Patrick Ave even though many residents said it was a bad idea. They have increase the danger of an accident. Turning off Westwood St. or St. Bede you can't see in either direction if there is a oncoming car because of the cars parking out in the street. Someone wasn't thinking about what a bad idea this is. The city should be held responsible for any accidents. Saturday, August 15, 2020, 11:19:04 AM PDT This is not a good idea. Makes as much sense as the loop downtown. I have lived on Westwood St for 42 years. I contacted city of Hayward July 29th 2017 about getting traffic lights at Gomer St. and Patrick Ave, Request 120101 and was told by Steven Chang that the intersection was currently number 4 on the list and a signal will be installed once funding is available. Cars still don't always stop at the stop signs. Steven Chang did place a work order for No Commercial/Truck parking on all corners of the intersection of Patrick Ave and Westwood St because trucks were parking on Patrive Ave on both sides of the street blocking the view from making a left or right turn which some still do. There must be available funds now sine the city wants make changes to Patrick Ave. There is a large number of cars that use Patrick Ave between Tennyson and Shafer Rd. There are Churches, Schools, Apartments a Store and a Library</p>	<p>Thank you for you feedback. The proposed changes will provide red curbs at the beginning and end of every intersection as well as crosswalks to increase visibility of oncoming traffic. A work order has also been prepared to install No Parking Vehicles Over 6' High to prevent commercial vehicles from parking on northbound Patrick Ave near St. Bede Ln. The signs have been installed in May 2021.</p>
26	<p>Re: bicycles/lanes: I like returning cars to the curb. Thank you for a good presentation.</p>	<p>Thank you for your feedback.</p>

**Summary of Stakeholder Meetings
March 2021 to June 2021**

Stakeholder Meetings - March 2021 to June 2021

Meeting / Date	Resident Question/Comment	Staff Response	Staff Recommendations
St. Bede's Parochial School Meeting Date: Thursday, March 11	School had concerns about driveway sight lines	We discussed possible solutions: parking removal on both sides of driveway plus vehicle height restriction sign	Install "No Parking Vehicles of 6' High" (R28D) signs on both sides of driveway to improve visibility from driveway on Patrick Avenue. Remove one parking space on the north side of the school driveway (closest to St. Bede Lane) and two parking space on the south side of the school driveway to improve visibility on Patrick Avenue. Remove one parking space on the north side of the school driveway (closest to mid-block crosswalk) and one parking space on the south side of the school driveway to improve visibility on Patrick Avenue. Install right edge line (parking lane line) one foot from parking ticks in both directions to increase parking width from 8 feet to 9 feet. Travel lane width would change from 12 feet to 11 feet. Approximately 5,700 feet of white paint.
	There were concerns about the Supply Pick-Up Line that occurs once a month from 1:30 PM to 2 PM while school is not fully back in session	Possible solution: coordinate with church to have line snake around parking lot	
	We discussed School Drop-Off/Pick-Up for when school is fully back in session	Staff offered to have the parking on Patrick in front of the church be a loading zone for school drop-off and pick-up times School said that isn't necessary	
	School requested that the second lane in each direction is put back because she anticipates traffic being bad once schools are fully back in session		
	School requested that the second lane in each direction is put back because she anticipates traffic being bad once schools are fully back in session	Principal Lisa was open to the project and was relieved to be able to express her concerns and to know that Staff is willing to resolve her concerns	
Hayward Area Recreation and Park District (HARD) Meeting Date: Thursday, March 11	They appreciate calming traffic and making Patrick Ave safer		
	Asked if we were doing work on Tampa Ave (backside of Weekes Recreational Park)	Staff is checking if Tampa is in the Pavement Improvement Program or in the Neighborhood Traffic Calming Program and will let them know Meghan mentioned that they will be doing park improvements off Tampa in the future and will reach out to us for coordination	
	HARD said there is nothing they don't like and would change		
South Hayward Parish Meeting Date: Thursday, March 11 Attendees: Ralph Morales, Aaron Horner	The Parish said Tuesday and Thursdays are the busiest Food Drive days	Parish liked the idea of parking restrictions on Patrick Ave during Food Drive hours (Mon, Tues, Thurs, Fri from 1 PM- 4 PM) Possible parking restrictions on Gomer St and Roosevelt Ave if more space is needed	Install temporary No Parking Mon, Tues, Thurs, Fri from 1 PM to 4 PM on traffic cones to place on the bike buffer area in the southbound direction of Patrick Avenue between Roosevelt Avenue to Gomer Street as a pilot. Will consider permanent installation if this works well If necessary, install same parking restriction on Roosevelt Ave
	They did not like the idea of having the queue start on the Lemay driveway instead of the Patrick Ave driveway		Install flexible posts on the yellow centerline striping across from the South Hayward Parish driveway to prevent vehicles making a left turn onto the driveway from northbound Patrick Ave as a pilot
	Parish requested posts to be installed to prevent vehicles from making a left from Patrick Ave to the Food Drive entrance	They mentioned that this is most important to them, even more important than the queue Staff said we can start with installing soft-hit posts before deciding whether a sturdier post will be required	Prohibit queuing on Roosevelt Avenue
	Dental RV operations started the week of March 1 and will take place for 12 weeks. Dental RV operations are on Fridays every week, except for March, the operations are on Thursdays and Fridays.	Parish Staff sets out parking restrictions on Wednesdays at 10 PM on Roosevelt for Dental RV operations the next day. They said they don't have any issues with this so far Staff offered to help. Internally, Staff will look into checking with the Weekes library or relocating Dental RV to Patrick Ave across the street	Coordinate a new location for future Dental RV events and post signs accordingly – possible coordination with Weekes Library Coordinate with HARD to use Weekes Community Center Park Parking Lot for future Dental RV events
Bike East Bay Meeting Date: Thursday, March 11	Seriously opposed to switching bike lane and parking lane along the entire corridor		
	Bike East Bay said it been enough time with the project. They said if it is changed now, we did not give the project a chance. They said Phase Two improvements should be implemented because it will reduce confusion and opposition. They said removing the project before Phase Two improvements would be removing the project when it is only half complete and we should get feedback for a complete project instead of halfway through the project		
	Bike East Bay does not like switching the bike lane and parking lane for the first block from Tennyson Rd to Rieger, but he will compromise if it means keeping the rest of the corridor		
	Bike East Bay said that at the ACTC Board Meeting that Mayor Barbara Halliday weighed in on the importance of improving safety for walking and biking and that she brought up the recent fatalities and her frustration that neighborhood pushback to safety projects was evident (Mayor Halliday attended the 2/22 Patrick Ave Community Meeting)		

Alameda County Transit (AC Transit) Meeting Date: Thursday, March 11	AC Transit said they remember when there was a meeting regarding Patrick Ave at the Weekes Recreational Center in 2018 Appreciates traffic calming improvements and the addition of the bike lanes		
	AC Transit mentioned that nearside bus stop lengths should be 80' minimum length, preferably 90'	Farside bus stop lengths should be 60' minimum length, preferably 65'	
	Expressed a concern for bicycle interaction with the farside bus stop on Patrick Ave at Tennyson Rd Although none on Patrick Ave, AC Transit does not like bus stops in the middle of a T-intersection		
	AC Transit prefers 11-foot wide travel lanes over 12-foot wide travel lanes		
Hayward Resident Meeting Date: Friday, March 12	Requested that the second lane in each direction is put back and bike lanes are removed Resident expressed that the project made safety conditions worse because motorists will drive in the opposite direction to pass slower vehicles		
	Mentioned five (5) main concerns: 1) Congestion and delay would make students late to school 2) Garbage pick-up and street sweeping – Amin thought that these services would end because of the project 3) Merge at Gading – Amin mentioned that there wasn't a merge here before so no one knows that they're merging. Amin also mentioned that the merge makes motorists race with each other to be the vehicle in front 4) "Merge" at Tennyson – same concerns as the merge on Gading 4) Parking widths – Despite not having yet parked on Patrick Ave, Amin said there is no way that more space is provided than previously. Amin said that vehicles will drive into open car doors		
	Resident did not seem open to the project at all Resident said that the people's opinions at the Community Meeting should take precedence over any other reason		
St. Bede's Parochial School Meeting Date: Thursday, June 17	Visibility exiting driveways Visibility of pedestrians crossing the street Student Drop-Off/Pick-Up Tennyson intersection Confusion of which lanes are for bikes	Swap the locations of the parking and the bike lanes with each other Student loading zone (to be used for queuing) along the curb during pick-up and drop-off times	
Hayward Resident Meeting Date: Thursday, June 17	Parking located in the middle Tennyson intersection South Hayward Parish Food Drive	Swap the locations of the parking and the bike lanes with each other Installation of Rectangular Rapid Flashing Beacons (RRFBs) at uncontrolled crosswalks	
Hayward Resident Meeting Date: Friday, June 18	Doesn't want bike lanes Speeding Parking located in the middle Delineators are "ghetto" Tennyson intersection South Hayward Parish Food Drive Enforcement of traffic controls Fruit Vendors Considers himself a safe driver, but has "almost hit a lot of people"	Swap the locations of the parking and the bike lanes with each other Temporary no parking during food drive (for food drive queue) Keeping one lane in each direction	
Hayward Resident Meeting Date: Friday, June 18	Loading zone in front of Yeyo's Market Doesn't understand why bike lanes were added Says speeding is worse Rectangular Rapid Flashing Beacons (RRFBs) at uncontrolled crosswalks Tennyson intersection Confusion of which lanes are for bikes	Request enforcement from HPD – provide specific day/time for best use of HPD's time Keeping one lane in each direction Discuss loading zone options with the Market Installation of Rectangular Rapid Flashing Beacons (RRFBs) at uncontrolled crosswalks Paint bike lanes green	

<p>Hayward Resident Meeting Date: Friday, June 18</p>	<p>Visibility exiting side streets Scared of parking in the middle of the street Bicyclists doing tricks in the middle of the street Tennyson intersection Garbage pickup Left turn from Gading onto Patrick is too narrow</p>	<p>Swap the locations of the parking and the bike lanes with each other Remove trap left turn lane Two through lanes to/from Tennyson Installation of Rectangular Rapid Flashing Beacons (RRFBs) at uncontrolled crosswalks</p>	
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**Summary of Community Meeting
February 22, 2021**

Community Meeting - February 22, 2021

No.	Resident Question/Comment	Staff Response
1	I have to leave just before 7PM, (for an on line class). Can I type my feedback on the current changes here?	Answered Live
2	hello i guess this is where we give our opinions?	Answered Live
3	thank you; I hope to get to speak, as I have 4 comments (sorry, all negative, & I AM an experienced & active road bicyclist). But I must emphasis what danger you have created for the east bound Tennyson traffic, w/2 left turn lanes just east of the Nimitz, to get onto Patrick. There is no warning, & the 2 left turn lanes must immediately merge into one.	The two lanes on northbound Patrick Ave from Tennyson Rd to Rieger Ave currently do not merge into one lane. The inner lane is an automatic left turn lane. The Patrick Ave Phase 2 improvements will design this segment to include a lane merge.
4	When are we going fix these horrible roads? It's the worst idea ever there is rarely any bikes and it's more unsafe than safe it's so easy for bikers to run parked into cars, not only that but it has caused so much traffic I've never in my life seen a marking spot in front of a Spot Sign	The purpose of this project is to improve traffic safety on Patrick Avenue. The City has received requests from the public to address concerns of speeding on Patrick Avenue. After review of vehicular traffic volume, collision history, and vehicular speeds, Staff determined that Patrick Avenue had an average speed of up to 13 MPH over the posted speed limit and is overbuilt for the vehicular volume it serves. Removing a lane in each direction would do three things to improve safety without compromising congestion: reduce the overall average vehicular speeds, improve sight lines and visibility of pedestrians and bicyclists crossing the street, and provide a separation of vehicles and bicyclists.
5	There is a food bank that enters from Patrick across from Weekes Library and when there are parked cars, cars are blocking the only driving lane. How are you addressing this issue now that there is only one drive lane? This occurs daily and makes it dangerous for people to drive. We are forced to drive through the middle lane if we don't want to wait an hour.	Thank you for bringing this issue to our attention. We plan to install temporary No Parking Mon, Tue, Thur, Fri from 1PM - 3PM signs on traffic cones and place them on the bike buffer area on southbound Patrick Ave from Roosevelt Ave to Gomer St during the South Hayward Parish Food Drive operating hours so that vehicles can use those parking stalls to wait in line. Those temporary signs will then be removed once a long-term recommendation is implemented for the Food Drive.
6	Are we allowed to provide our feedback about phase 1 improvements and how it has made our lives a living hell?	Answered Live

7	How does the removal of a lane help create efficient traffic flow? Especially during high traffic times	The purpose of this project is to improve traffic safety on Patrick Avenue. The City has received requests from the public to address concerns of speeding on Patrick Avenue. After review of vehicular traffic volume, collision history, and vehicular speeds, Staff determined that Patrick Avenue had an average speed of up to 13 MPH over the posted speed limit and is overbuilt for the vehicular volume it serves. Removing a lane in each direction would do three things to improve safety without compromising congestion: reduce the overall average vehicular speeds, improve sight lines and visibility of pedestrians and bicyclists crossing the street, and provide a separation of vehicles and bicyclists.
8	When was the survey conducted originally to determine phase 1?	Counts were collected in October 2015, February 2016, and September 2019 and counts and speeds were collected in July 2020 and February 2021.
9	my hand is also raised	Answered Live
10	This is beyond messed up. You put absolutely no thought into the school traffic on Patrick Avenue.	Answered Live
11	If you allocate parking spots to the food bank, what are people supposed to do if they live on Patrick and want to park in front of their houses?	Staff intends to install temporary No Parking Mon, Tue, Thur, Fri from 1PM - 3PM signs on traffic cones and place them on the bike buffer area on southbound Patrick Ave from Roosevelt Ave to Gomer St during the South Hayward Parish Food Drive operating hours so that vehicles can use those parking stalls to wait in line. Those temporary signs will then be removed once a long-term recommendation is implemented for the Food Drive. Parking on the east side of the block will remain available.
12	How are you going to address traffic jam during morning and evening rush hours. Schools aren't even opened and traffic is already a nightmare.	Although we don't expect increase in congestion, we will continue to monitor traffic and make changes accordingly.
13	I am concerned about the left turning lanes from tennyson onto Patrick. Because people try more to be on the right-left it holds up traffic from folks exiting 880 and attempting to make that first left onto Patrick.	The Patrick Ave Phase 2 improvements will design this segment to include a lane merge instead of a trap left turn lane. This way vehicles can wait in either of the left turn lanes from Tennyson Road regardless of what the movement will be at Rieger Avenue.
14	I feel like we are waiting for a massive accident or fatality.	Answered Live

15	Where are garbage cans to be placed and how do we get our streets cleaned?	There is no change to how garbage pick-up will take place. Please continue to place garbage bins on the curb.
16	This all sounds nice but I walk this street twice daily to walk my dog. Mornings and later afternoon or evening. Never do I see bikers in the bike lane. Even video on website shows a biker on sidewalk. When pandemic and shelter in place is over and school is back in. Traffic is going to be bad. Plus church. No one parks correctly. This week two box trucks stops on street just before the gateway hospital. Causing so much back up. Person who design obviously does not live here. I have watched several people try to leave their driveways and have had time to get out. Needs to go back to previous parking. This is not safe.	The purpose of this project is to improve traffic safety on Patrick Avenue. The City has received requests from the public to address concerns of speeding on Patrick Avenue. After review of vehicular traffic volume, collision history, and vehicular speeds, Staff determined that Patrick Avenue had an average speed of up to 13 MPH over the posted speed limit and is overbuilt for the vehicular volume it serves. Removing a lane in each direction would do three things to improve safety without compromising congestion: reduce the overall average vehicular speeds, improve sight lines and visibility of pedestrians and bicyclists crossing the street, and provide a separation of vehicles and bicyclists.
17	as someone who live sin this area. YOU are wrong!	Answered Live
18	Have you considered the amount of traffic in the morning before the pandemic ? The two lanes that were there were already at a crawling pace. How do you expect traffic to flow when traffic returns to normal ? I also have noticed that there are very few bicycles, if any.	<p>The purpose of this project is to improve traffic safety on Patrick Avenue. The City has received requests from the public to address concerns of speeding on Patrick Avenue. After review of vehicular traffic volume, collision history, and vehicular speeds, Staff determined that Patrick Avenue had an average speed of up to 13 MPH over the posted speed limit and is overbuilt for the vehicular volume it serves. Removing a lane in each direction would do three things to improve safety without compromising congestion: reduce the overall average vehicular speeds, improve sight lines and visibility of pedestrians and bicyclists crossing the street, and provide a separation of vehicles and bicyclists.</p> <p>Counts were collected in October 2015, February 2016, and September 2019 and counts and speeds were collected in July 2020 and February 2021. Although we don't expect increase in congestion, we will continue to monitor traffic and make changes accordingly.</p>
20	pre covid this area is so congested	Answered Live

21	Taking into account the Catholic School, it is nearly impossible for parents, and staff members, to navigate out of the parking lot, causing a traffic back up in the lot. The only two remedies seems to be placing a traffic light at St. Bede Lane or to place a police officer there to help direct traffic to mitigate this problem Are either of those being considered?	The City is coordinating with the St. Bede's Patrochial School to improve queuing conditions for the School Supply Pick-Up that occurs on the last Friday of every month.
22	I just wanted to state that I am happy that these phase 2 improvements are happening and that the safety of cyclist and pedestrian are becoming the priority.	Answered Live
23	volume on patrick is only so low because of pandemic.	Answered Live
24	the parked cars in the middle of the road is dangerous	Answered Live
25	So these surveys were taken into account during the pandemic when there has been less traffic.	Answered Live
26	Turning right onto tennyson from Patrick may become an issue once COVID is over. Especially once school starts going back in person. I often experience traffic because of the Calaroga light anytime before 9am. What are the plans if any of those lights go out?	We plan to install battery backup system at that intersection. Battery backup systems provide hours of uninterrupted power through weather outages and other disturbances.
27	I see so many people are speeding and going through stop sign by library and everywhere else. Worst idea, citizens living here should be able to vote to have this removed	The purpose of this project is to improve traffic safety on Patrick Avenue. The City has received requests from the public to address concerns of speeding on Patrick Avenue. After review of vehicular traffic volume, collision history, and vehicular speeds, Staff determined that Patrick Avenue had an average speed of up to 13 MPH over the posted speed limit and is overbuilt for the vehicular volume it serves. Removing a lane in each direction would do three things to improve safety without compromising congestion: reduce the overall average vehicular speeds, improve sight lines and visibility of pedestrians and bicyclists crossing the street, and provide a separation of vehicles and bicyclists.

28	<p>Having a parking lane that is floating causes confusion. In addition car doors are opening onto a driving lane. This is extremely dangerous for a parent who is loading or unloading small children. The bike lane needs to be swapped with the park lane.</p>	<p>This project did not provide less space to exit vehicles, although we understand how it may appear this way. This project installed pavement markings in the form of parking ticks between the parking and the travel lane which provide the appearance of less space, but more space was provided through this project. Prior to the Patrick Avenue road diet, vehicles were parked next to a 11-foot travel lane that served vehicles moving at an average speed up to 13 MPH over the posted speed limit. After the Patrick Avenue road diet, vehicles are now parked next to a 12-foot travel lane (that is an extra foot than before) that serves vehicles moving at an average speed of up to a 5 MPH reduction.</p>
29	<p>This idea is not safe. It's makes it's hard coming out parking lots (specially church) When schools open it's going make it more dangers and traffic is going to get worse.</p>	<p>The conditions of exiting a driveway have not changed with exception of crossing a bike lane. Prior to Phase I improvements, vehicles exited driveways into the travel lane that was next to parked vehicles. The same circumstance takes place today. The location of the on-street parked vehicles have no impact to the sight lines of exiting a driveway.</p>
30	<p>Yes all the traffic from the food bank.</p>	<p>Answered Live</p>
31	<p>amen</p>	<p>Answered Live</p>
32	<p>the bicyclist arent even using the lane</p>	<p>Answered Live</p>
33	<p>Yes</p>	<p>Answered Live</p>
34	<p>people are not following any rules near the library. Got lucky that I didn't get hit from behind. It's horrible.</p>	<p>Answered Live</p>
35	<p>Thank you for answering my question. I do agree with many of the issues and feedback being brought up. Will there be another community meeting before Phase 2 is implemented to get more feedback? If so, will translation services be available to ensure Spanish speaking community members are included in this conversation? I have family members attending this meeting as well who are not able to be a part of this conversation due to the languauge barrier.</p>	<p>The meeting that took place on February 22, 2021 was the community meeting to discuss Phase II improvements. The Phase I improvements included a road diet and was completed last year. Improvements in Phase II include additional pavement striping, minor parking removal for improved visibility, and installation of flashing beacon signs at uncontrolled crosswalks.</p>

36	What can we do to have this removed?	<p>The purpose of this project is to improve traffic safety on Patrick Avenue. The City has received requests from the public to address concerns of speeding on Patrick Avenue. After review of vehicular traffic volume, collision history, and vehicular speeds, Staff determined that Patrick Avenue had an average speed of up to 13 MPH over the posted speed limit and is overbuilt for the vehicular volume it serves. Removing a lane in each direction would do three things to improve safety without compromising congestion: reduce the overall average vehicular speeds, improve sight lines and visibility of pedestrians and bicyclists crossing the street, and provide a separation of vehicles and bicyclists. Based on our traffic analysis of Patrick Avenue, we do not anticipate congestion being created from the project. However, Staff will continue to monitor and observe the traffic congestions on Patrick Avenue and address any concerns that may arise accordingly.</p>
37	you have completely wasted tax payers money to create traffic jam in the name of slowing traffic and safety...	Answered Live
38	<p>Thank you very much for doing new projects in the Hayward community but this project will bring a lot of traffic and it will be a vehicle chaos, people like us who have lived here for years know that this project was not well planned or it was done by someone who does not live in this area. area, I'm sorry but it's the truth, there are more risks of accidents in this avenue, thanks, Homero Hernandez, Resident of this area of Patrick</p>	<p>The purpose of this project is to improve traffic safety on Patrick Avenue. The City has received requests from the public to address concerns of speeding on Patrick Avenue. After review of vehicular traffic volume, collision history, and vehicular speeds, Staff determined that Patrick Avenue had an average speed of up to 13 MPH over the posted speed limit and is overbuilt for the vehicular volume it serves. Removing a lane in each direction would do three things to improve safety without compromising congestion: reduce the overall average vehicular speeds, improve sight lines and visibility of pedestrians and bicyclists crossing the street, and provide a separation of vehicles and bicyclists. Based on our traffic analysis of Patrick Avenue, we do not anticipate congestion being created from the project. However, Staff will continue to monitor and observe the traffic congestions on Patrick Avenue and address any concerns that may arise accordingly.</p>
39	Amen Pam	Answered Live

40	Yes, that is correct when people especially kids open passenger side doors can hit the bike riders. Dumb idea who ever planned this.	Answered Live
41	Please consider restructuring, bringing back the two lanes because even with most of us working from home and student studying online, we are still experiencing traffic, how much more when the schools are open and employees working from home go back to work. Thank you for the time hearing our concerns.	The purpose of this project is to improve traffic safety on Patrick Avenue. The City has received requests from the public to address concerns of speeding on Patrick Avenue. After review of vehicular traffic volume, collision history, and vehicular speeds, Staff determined that Patrick Avenue had an average speed of up to 13 MPH over the posted speed limit and is overbuilt for the vehicular volume it serves. Removing a lane in each direction would do three things to improve safety without compromising congestion: reduce the overall average vehicular speeds, improve sight lines and visibility of pedestrians and bicyclists crossing the street, and provide a separation of vehicles and bicyclists. Based on our traffic analysis of Patrick Avenue, we do not anticipate congestion being created from the project. However, Staff will continue to monitor and observe the traffic congestions on Patrick Avenue and address any concerns that may arise accordingly.
42	I've lived in Hayward 57 yrs and lived in this community for 33 yrs. This is horrible.	Answered Live
43	How will you solve the huge blind spot that is created with the parking lane? When I pull out of the Saint Bede parking lot to turn left, I can see the on coming traffic. The school opens next week and I foresee a large number of accidents. It's a disaster.	The conditions of exiting a driveway have not changed with exception of crossing a bike lane. Prior to Phase I improvements, vehicles exited driveways into the travel lane that was next to parked vehicles. The same circumstance takes place today. The location of the on-street parked vehicles have no impact to the sight lines of exiting a driveway. However, Staff will continue to monitor and observe the traffic congestions on Patrick Avenue and address any concerns that may arise accordingly. Additionally, the City is coordinating with the St. Bede's Patrochial School to improve queuing conditions for the School Supply Pick-Up that occurs on the last Friday of every month.
44	Hello, I am the principal of St. Bede Catholic School. I am extremely concerned about the safey of our families as we return to in-person learning next week. As we start back, Patrick Avenue will surely be backed up in both directions in the morning and afternoon. How can you help us ensure safety?	Answered Live

45	Please consider some ASAP safety notices/signs for the east bound Tennyson cars (TWO lanes of turning traffic), to get onto Patrick north bound, - again this is an immediate accident waiting to happen.	The Patrick Ave Phase 2 improvements will design this segment to include a lane merge instead of a trap left turn lane. This way vehicles can wait in either of the left turn lanes from Tennyson Road regardless of what the movement will be at Rieger Avenue.
46	wouldn't it make more sense to have speeder caught by police rather than bottlenecking traffic? additionally as a secondary issue. I think fixing the on coming traffic from 880 N getting on Ternnyson trying to make that left or even merging is very dangerous, this new lane situation doesn't help. can that be fixed	this improved vehicular visibility of pedestrians and bicyclists
47	hi I'm I need to ask a question to please	Answered Live
48	Have you ever driven on Patrick in the morning? Durring traffic? You are in no way thinking of the saftey of the neighborhood or children.	The purpose of this project is to improve traffic safety on Patrick Avenue. The City has received requests from the public to address concerns of speeding on Patrick Avenue. After review of vehicular traffic volume, collision history, and vehicular speeds, Staff determined that Patrick Avenue had an average speed of up to 13 MPH over the posted speed limit and is overbuilt for the vehicular volume it serves. Removing a lane in each direction would do three things to improve safety without compromising congestion: reduce the overall average vehicular speeds, improve sight lines and visibility of pedestrians and bicyclists crossing the street, and provide a separation of vehicles and bicyclists. Based on our traffic analysis of Patrick Avenue, we do not anticipate congestion being created from the project. However, Staff will continue to monitor and observe the traffic congestions on Patrick Avenue and address any concerns that may arise accordingly.
49	I agree with Pam, I have not seen any bicycle riders by the Patrick area, but the trafic is getting worst and unsafe with this new design.	The Patrick Ave Traffic Calming project is to provide safety and mobility for all modes of traffic regardless of low bicyclist and pedestrian usage before.

<p>50</p>	<p>you state there was a study but you never did a survey with St. Bede School or church. I am a school board member and we had no idea about this project.</p>	<p>The purpose of this project is to improve traffic safety on Patrick Avenue. The City has received requests from the public to address concerns of speeding on Patrick Avenue. After review of vehicular traffic volume, collision history, and vehicular speeds, Staff determined that Patrick Avenue had an average speed of up to 13 MPH over the posted speed limit and is overbuilt for the vehicular volume it serves. Removing a lane in each direction would do three things to improve safety without compromising congestion: reduce the overall average vehicular speeds, improve sight lines and visibility of pedestrians and bicyclists crossing the street, and provide a separation of vehicles and bicyclists. Based on our traffic analysis of Patrick Avenue, we do not anticipate congestion being created from the project. However, Staff will continue to monitor and observe the traffic congestions on Patrick Avenue and address any concerns that may arise accordingly. Additionally, Staff held a meeting in September 2018 in the area. We had some faculty and parents from the different public elementary schools in attendance, but did not see any participants from St. Bede's School.</p>
<p>51</p>	<p>In your study you obviously did not survey how many bikes go down this street. There is hardly any bikes usage on that street</p>	<p>The purpose of this project is to improve traffic safety on Patrick Avenue. The City has received requests from the public to address concerns of speeding on Patrick Avenue. After review of vehicular traffic volume, collision history, and vehicular speeds, Staff determined that Patrick Avenue had an average speed of up to 13 MPH over the posted speed limit and is overbuilt for the vehicular volume it serves. Removing a lane in each direction would do three things to improve safety without compromising congestion: reduce the overall average vehicular speeds, improve sight lines and visibility of pedestrians and bicyclists crossing the street, and provide a separation of vehicles and bicyclists. Based on our traffic analysis of Patrick Avenue, we do not anticipate congestion being created from the project. However, Staff will continue to monitor and observe the traffic congestions on Patrick Avenue and address any concerns that may arise accordingly.</p>

52	<p>Just because we are receiving free grant money for these projects doesn't mean you can simply destroy our streets and remove lanes to please few occasional bikers.</p>	<p>The purpose of this project is to improve traffic safety on Patrick Avenue. The City has received requests from the public to address concerns of speeding on Patrick Avenue. After review of vehicular traffic volume, collision history, and vehicular speeds, Staff determined that Patrick Avenue had an average speed of up to 13 MPH over the posted speed limit and is overbuilt for the vehicular volume it serves. Removing a lane in each direction would do three things to improve safety without compromising congestion: reduce the overall average vehicular speeds, improve sight lines and visibility of pedestrians and bicyclists crossing the street, and provide a separation of vehicles and bicyclists.</p>
53	<p>Again, as a bicyclist, (member of Bike East Bay, & several recreational biking clubs)- I support what Patrick just said.</p>	<p>Answered Live</p>
54	<p>you state this is was to improve safety but this has made the street more unsafe</p>	<p>The purpose of this project is to improve traffic safety on Patrick Avenue. The City has received requests from the public to address concerns of speeding on Patrick Avenue. After review of vehicular traffic volume, collision history, and vehicular speeds, Staff determined that Patrick Avenue had an average speed of up to 13 MPH over the posted speed limit and is overbuilt for the vehicular volume it serves. Removing a lane in each direction would do three things to improve safety without compromising congestion: reduce the overall average vehicular speeds, improve sight lines and visibility of pedestrians and bicyclists crossing the street, and provide a separation of vehicles and bicyclists.</p>

55	I invite you to park and observe the traffic at 12:30pm on Sunday for when people are going to church on St. Bede and stay and watch everyone leave after church.	The purpose of this project is to improve traffic safety on Patrick Avenue. The City has received requests from the public to address concerns of speeding on Patrick Avenue. After review of vehicular traffic volume, collision history, and vehicular speeds, Staff determined that Patrick Avenue had an average speed of up to 13 MPH over the posted speed limit and is overbuilt for the vehicular volume it serves. Removing a lane in each direction would do three things to improve safety without compromising congestion: reduce the overall average vehicular speeds, improve sight lines and visibility of pedestrians and bicyclists crossing the street, and provide a separation of vehicles and bicyclists. Based on our traffic analysis of Patrick Avenue, we do not anticipate congestion being created from the project. However, Staff will continue to monitor and observe the traffic congestions on Patrick Avenue and address any concerns that may arise accordingly.
56	When people are getting food from the food bank and there are cars parked in the parking lane the people wait on the driving lane	Staff intends to install temporary No Parking Mon, Tue, Thur, Fri from 1PM - 3PM signs on traffic cones and place them on the bike buffer area on southbound Patrick Ave from Roosevelt Ave to Gomer St during the South Hayward Parish Food Drive operating hours so that vehicles can use those parking stalls to wait in line. Those temporary signs will then be removed once a long-term recommendation is implemented for the Food Drive.
57	I understand a traffic survey was done in July.....however was the traffic from the schools in the area taken into consideration?	Counts were collected in October 2015, February 2016, and September 2019 and counts and speeds were collected in July 2020 and February 2021.
58	Where are delivery drivers supposed to unload. The market on the corner of Gading & Patrick gets deliveries from an 18 wheeler. When we had 2 lanes, he took up one lane, now he will take the only travel lanes. Was this situation considered?	Delivery drivers may load on-site in the parking lot, park in on-street parking spaces, or use side streets such as Gading Road.
59	You are incorrect	Answered Live
60	Stop saying save There is no safety at all	Answered Live

61	The number of cars using Patrick right now is skewed because many people are working from home and kids are home from school. These are not representative of normal traffic patterns.	Counts were collected in October 2015, February 2016, and September 2019 and counts and speeds were collected in July 2020 and February 2021.
62	when we are trying to drive down Patrick ave I see people driving on the yellow divide to pass the people waiting for the food bank	Staff intends to install temporary No Parking Mon, Tue, Thur, Fri from 1PM - 3PM signs on traffic cones and place them on the bike buffer area on southbound Patrick Ave from Roosevelt Ave to Gomer St during the South Hayward Parish Food Drive operating hours so that vehicles can use those parking stalls to wait in line. Those temporary signs will then be removed once a long-term recommendation is implemented for the Food Drive. If a vehicle is blocking the travel lane, it is allowable to move around the stalled vehicle using the center turn lane. After signaling to your left, yield and proceed with caution in the center turn lane to move around the stalled vehicle. After signaling to the right, yield and proceed with caution back into the travel lane. Know that the stalled vehicle may be yielding to someone crossing the street.
63	money should have gone into better lighting and the flashing cross walk. this design is horrible and is more dangerous. adding a speed bump or a stop on St. Bede Lane would have been money better spent	The Phase I improvements included a road diet and was completed last year. Improvements in Phase II include additional pavement striping, minor parking removal for improved visibility, and installation of flashing beacon signs at uncontrolled crosswalks.
64	<p>Comment. I believe the lane is wider however when cars are swerving to avoid a car that is stopped waiting to turn that safety margin is now removed and you're putting more people in danger of getting hurt.</p> <p>Another comment on when the study was done -- one study was done in July of 2020(?) -- whatever the year was -- July has minimal traffic compared to months that have schools going on Patrick.</p>	The change from two lanes to one lane mitigates the need for swerving. It is recommended that vehicles not swerve around turning vehicles but continue to yield the right-of-way from an appropriate distance and speed. Additionally, counts were collected in October 2015, February 2016, and September 2019 and counts and speeds were collected in July 2020 and February 2021.
65	Michael, You may have been looking at this past year. Pre Covid and Post covid this will return to be a nightmare leaving Patrick onto Tennyson	Counts were collected in October 2015, February 2016, and September 2019 and counts and speeds were collected in July 2020 and February 2021. Based on our traffic analysis of Patrick Avenue, we do not anticipate congestion being created from the project. However, Staff will continue to monitor and observe the traffic congestions on Patrick Avenue and address any concerns that may arise accordingly.

66	is the number of cars taken as a 24 hour average, or taken with heavy flows changing the demand?	Counts (which are not an average number, but a total number) were collected in October 2015, February 2016, and September 2019 and counts and speeds (which are an average of all speeds that day) were collected in July 2020 and February 2021.
67	It's obvious that nobody likes this project. please don't duplicate it to any other street in Hayward.	The purpose of this project is to improve traffic safety on Patrick Avenue. The City has received requests from the public to address concerns of speeding on Patrick Avenue. After review of vehicular traffic volume, collision history, and vehicular speeds, Staff determined that Patrick Avenue had an average speed of up to 13 MPH over the posted speed limit and is overbuilt for the vehicular volume it serves. Removing a lane in each direction would do three things to improve safety without compromising congestion: reduce the overall average vehicular speeds, improve sight lines and visibility of pedestrians and bicyclists crossing the street, and provide a separation of vehicles and bicyclists.
68	Principal of St. Bede Catholic School. I request to speak please.	Answered Live
69	I would like to see a stop sign in front of St. Bede Church/school. It's hard to cross that street.	The Phase I improvements included a road diet which makes crossing the street easier since only two lanes of traffic versus four lanes of traffic need to be crossed and was completed last year. Improvements in Phase II include additional pavement striping, minor parking removal for improved visibility, and installation of flashing beacon signs at uncontrolled crosswalks.
70	Like improve potholes would be nice instead of bike lanes.	Answered Live
71	The supply pickup is February 26th not March 26th.	Answered Live

72	I am concerned that the voices of the neighborhood are not being heard. Any comment that is made is just being dismissed. I am extremely concerned about the road rage that will inevitably take place when all businesses are back to normal. Let's not wait for something bad to happen before the road is changed back to what it originally was...a safer two lane per side street.	The purpose of this project is to improve traffic safety on Patrick Avenue. The City has received requests from the public to address concerns of speeding on Patrick Avenue. After review of vehicular traffic volume, collision history, and vehicular speeds, Staff determined that Patrick Avenue had an average speed of up to 13 MPH over the posted speed limit and is overbuilt for the vehicular volume it serves. Removing a lane in each direction would do three things to improve safety without compromising congestion: reduce the overall average vehicular speeds, improve sight lines and visibility of pedestrians and bicyclists crossing the street, and provide a separation of vehicles and bicyclists. Based on our traffic analysis of Patrick Avenue, we do not anticipate congestion being created from the project. However, Staff will continue to monitor and observe the traffic congestions on Patrick Avenue and address any concerns that may arise accordingly.
73	The supply pick up is Friday 2/26/2021	Answered Live
74	Are any of you all even residents of Hayward?	Answered Live
75	Will this broadcast and the questions/answers be posted on your website? Thanks.	Answered Live
76	Hey there just a family member from Hayward California. Just had a question about the late near the library we were wondering if you guys can let us know if your going to fix that street into a 2 way because school will be opening and we will have trouble going to school so please inform me!	Answered Live
77	I I don't know if I'm still in the meeting or not but I would like to ask a question if you guys could please unmute my system	Answered Live
78	Correction: The supply pick up at St. Bede School will be this Friday, February 26 1:30-2:15pm. Please come and witness how difficult it is for parents of grades TK-5 to pick up supplies in a drive thru format.	Answered Live
79	As what i heard the survey was done from 2018 data (more than 2 years ago) and July 2020 (when most of us are working from home and students are studying online).	Counts were collected in October 2015, February 2016, and September 2019 and counts and speeds were collected in July 2020 and February 2021.

<p>80</p>	<p>This is more of a comment than question, but do to these new bike lanes I lost my dog it was killed in a tragic accident. I am way to emotional to talk about this live but I hope that this can open some eyes and bring a stop to this project. It is a danger to us all.</p>	<p>The purpose of this project is to improve traffic safety on Patrick Avenue. The City has received requests from the public to address concerns of speeding on Patrick Avenue. After review of vehicular traffic volume, collision history, and vehicular speeds, Staff determined that Patrick Avenue had an average speed of up to 13 MPH over the posted speed limit and is overbuilt for the vehicular volume it serves. Removing a lane in each direction would do three things to improve safety without compromising congestion: reduce the overall average vehicular speeds, improve sight lines and visibility of pedestrians and bicyclists crossing the street, and provide a separation of vehicles and bicyclists. The City is prioritizing bike lane installation per the adopted Bicycle Facilities Recommendation Map to create a well-connected bicycle network.</p>
<p>81</p>	<p>So should we reduce the lanes of the freeway to 1 in order to reduce everyone speed? This is not a logical way to enforce speed limits, how is this even a supporting argument?</p>	<p>The purpose of this project is to improve traffic safety on Patrick Avenue. The City has received requests from the public to address concerns of speeding on Patrick Avenue. After review of vehicular traffic volume, collision history, and vehicular speeds, Staff determined that Patrick Avenue had an average speed of up to 13 MPH over the posted speed limit and is overbuilt for the vehicular volume it serves. Removing a lane in each direction would do three things to improve safety without compromising congestion: reduce the overall average vehicular speeds, improve sight lines and visibility of pedestrians and bicyclists crossing the street, and provide a separation of vehicles and bicyclists.</p>

82	When will you be adding the second driving lane back to accomadate the vehicle traffic.	The purpose of this project is to improve traffic safety on Patrick Avenue. The City has received requests from the public to address concerns of speeding on Patrick Avenue. After review of vehicular traffic volume, collision history, and vehicular speeds, Staff determined that Patrick Avenue had an average speed of up to 13 MPH over the posted speed limit and is overbuilt for the vehicular volume it serves. Removing a lane in each direction would do three things to improve safety without compromising congestion: reduce the overall average vehicular speeds, improve sight lines and visibility of pedestrians and bicyclists crossing the street, and provide a separation of vehicles and bicyclists. The City is prioritizing bike lane installationi per the adopted Bicycle Facilities Recommendation Map to create a well-connected bicycle network.
83	Thank you. What's important to remember is at one point, cars didn't exist. Bicycling might not be quite present there right now, but with safety improvements, there is great opportunity for people to bike, especially changing away from driving to improve traffic flow. Many more people bicycling can go through the same space than people driving can.	Answered Live
84	Where do you expect bicyclists to ride to? Tennyson is awful for bicyclists, so is Jackson. To have a clear bike path between two dangerous roads does not make much sense to me.	The purpose of this project is to improve traffic safety on Patrick Avenue. The City has received requests from the public to address concerns of speeding on Patrick Avenue. After review of vehicular traffic volume, collision history, and vehicular speeds, Staff determined that Patrick Avenue had an average speed of up to 13 MPH over the posted speed limit and is overbuilt for the vehicular volume it serves. Removing a lane in each direction would do three things to improve safety without compromising congestion: reduce the overall average vehicular speeds, improve sight lines and visibility of pedestrians and bicyclists crossing the street, and provide a separation of vehicles and bicyclists. The City is prioritizing bike lane installationi per the adopted Bicycle Facilities Recommendation Map to create a well-connected bicycle network.
85	3rd request to speak as the principal of St. Bede Catholic School. Thank you.	Answered Live

86	<p>You didn't answer my question. Have you considered alternate bicycle lanes ? Specifically bicyclist can use Tampa Avenue and that would clear room for the second lane on Patrick Avenue between Gomer/Tampa ans Tennyson ?</p>	<p>The purpose of this project is to improve traffic safety on Patrick Avenue. The City has received requests from the public to address concerns of speeding on Patrick Avenue. After review of vehicular traffic volume, collision history, and vehicular speeds, Staff determined that Patrick Avenue had an average speed of up to 13 MPH over the posted speed limit and is overbuilt for the vehicular volume it serves. Removing a lane in each direction would do three things to improve safety without compromising congestion: reduce the overall average vehicular speeds, improve sight lines and visibility of pedestrians and bicyclists crossing the street, and provide a separation of vehicles and bicyclists. The City is prioritizing bike lane installation per the adopted Bicycle Facilities Recommendation Map to create a well-connected bicycle network.</p>
87	<p>My children attend St. Bede school and before this project was implemented, the traffic on Patrick and St Bede Lane was already bad and dangerous for pedestrians, other drivers and parents dropping off/picking up their children. During Covid, we've had previous events (supply pickup) and the vehicles lined up on Patrick Ave turning in to St. Bede Lane was ridiculous. We have an upcoming supply event on Friday and I hope that a city staff member can observe the traffic. Also, the one lane on Patrick Ave turning onto Tennyson (freeway) is not very safe. Please revisit this project. Thank you for your time.</p>	<p>The purpose of this project is to improve traffic safety on Patrick Avenue. The City has received requests from the public to address concerns of speeding on Patrick Avenue. After review of vehicular traffic volume, collision history, and vehicular speeds, Staff determined that Patrick Avenue had an average speed of up to 13 MPH over the posted speed limit and is overbuilt for the vehicular volume it serves. Removing a lane in each direction would do three things to improve safety without compromising congestion: reduce the overall average vehicular speeds, improve sight lines and visibility of pedestrians and bicyclists crossing the street, and provide a separation of vehicles and bicyclists. Based on our traffic analysis of Patrick Avenue, we do not anticipate congestion being created from the project. However, Staff will continue to monitor and observe the traffic congestions on Patrick Avenue and address any concerns that may arise accordingly. Additionally, the City is coordinating with the St. Bede's Patrochial School to improve queuing conditions for the School Supply Pick-Up that occurs on the last Friday of every month.</p>
88	<p>Please allow me to speak as principal of St. Bede Catholic School.</p>	<p>Answered Live</p>

89	I would greatly appreciate posting the actual surveys for everyone to see those numbers.	Answered Live
90	Please allow Lisa Greco, the principal of St. Bede Catholic School to speak.	Answered Live
91	We've had 2 supply drop offs at St Bede school during the pandemic. Even with off peak hours bidirectional traffic was locked up for almost 1 hour. A 5 minute drive turned into a 2 hour event.	The City is coordinating with the St. Bede's Patrochial School to improve queuing conditions for the School Supply Pick-Up that occurs on the last Friday of every month.
92	If additional grant funds need to be allocated, have you thought about making the Patrick/Tennyson intersection upgraded with better lighting? I almost hit a pedestrian crossing the street after sundown. Also, I very much agree with the one speaker who mentioned Patrick car parking should be next to the side walk and then the bike lane between the street and parked car	Thank you for your feedback. Additional grant funds are being allocated and improved lighting will be taken into consideration.
93	when the painting got done, there was a meeting at Weekes Park, the flashing lights were brought up, the city at that time stated flashing cross walks are actually a safety hazard. due to pedestrians feeling "safe"	We have no information of a meeting that took place at Weekes Park when painting was implemented.
94	Please allow for Mrs. Lisa Greco to speak she is the principal of St. Bede School	Answered Live
95	I've been dropping my children off at school on Patrick since 2010 and I've never had any concerns with traffic flow. Now the list of concerns is lengthy. It's dangerous and totally unnecessary.	The purpose of this project is to improve traffic safety on Patrick Avenue. The City has received requests from the public to address concerns of speeding on Patrick Avenue. After review of vehicular traffic volume, collision history, and vehicular speeds, Staff determined that Patrick Avenue had an average speed of up to 13 MPH over the posted speed limit and is overbuilt for the vehicular volume it serves. Removing a lane in each direction would do three things to improve safety without compromising congestion: reduce the overall average vehicular speeds, improve sight lines and visibility of pedestrians and bicyclists crossing the street, and provide a separation of vehicles and bicyclists.
96	This can be just passed on to Charmaine please: the area the City sent postcards to this was too small. Please do a larger mailing in the future on this. Things get "lost" in the regular issues of the Stack & Leiflet; I did see this from the Stack that was dedicated only to the notice of this meeting.	Answered Live

97	I am not sure if all the new construction of condos and housing was considered during this survey. But how do you plan on combatting all the new residents that will be in the area?	There are no new developments expected on Patrick Avenue as there is no vacant spaces for new development.
98	Yes	Answered Live
99	I want to ask a question	Answered Live
100	I live on Patrick Ave across the street from the church , it's very difficult to see when pulling out of my drive way. It's also very scary getting out of the car when parked in the street. The bike lane should be to the left of the parked cars	This project did not provide less space to exit vehicles, although we understand how it may appear this way. This project installed pavement markings in the form of parking ticks between the parking and the travel lane which provide the appearance of less space, but more space was provided through this project. Prior to the Patrick Avenue road diet, vehicles were parked next to a 11-foot travel lane that served vehicles moving at an average speed up to 13 MPH over the posted speed limit. After the Patrick Avenue road diet, vehicles are now parked next to a 12-foot travel lane (that is an extra foot than before) that serves vehicles moving at an average speed of up to a 5 MPH reduction. The conditions of backing out of a driveway have not changed with exception of backing into a bike lane. Prior to Phase I improvements, vehicles backed out of the driveways into the travel lane that was next to parked vehicles. The same circumstance takes place today. The location of the on-street parked vehicles have no impact to backing out sight lines.
101	So I would really appreciate if you answered my question about my concern about notifying other people?	Answered Live

102	<p>Think about the student of Hayward that need to be on there way to go to school in the morning they can't do that with a 1 lane it causes traffic and it will get students late and it will affect they grade and I want you all to rethink the situation u are causing that can possibly bring harm</p>	<p>The purpose of this project is to improve traffic safety on Patrick Avenue. The City has received requests from the public to address concerns of speeding on Patrick Avenue. After review of vehicular traffic volume, collision history, and vehicular speeds, Staff determined that Patrick Avenue had an average speed of up to 13 MPH over the posted speed limit and is overbuilt for the vehicular volume it serves. Removing a lane in each direction would do three things to improve safety without compromising congestion: reduce the overall average vehicular speeds, improve sight lines and visibility of pedestrians and bicyclists crossing the street, and provide a separation of vehicles and bicyclists. Based on our traffic analysis of Patrick Avenue, we do not anticipate congestion being created from the project. However, Staff will continue to monitor and observe the traffic congestions on Patrick Avenue and address any concerns that may arise accordingly.</p>
103	<p>I would like to note that I did not receive a survey prior to this change on Patrick Avenue. It is important to communicate with school administration, business owners, and places of worship.</p>	<p>Answered Live</p>
104	<p>Hey there I am a senior student from mount eden high school and I just wanted to know the ratio of carpool to biking ! If you have a kid you know the hassle of every morning so please let me know what is going on hayward is already going bad because of these streets ! Half of these people that are on the bike lanes are in the middle of the streets doing stunts like it's a bmx stunt show so please come to Hayward and someone tell me I see this everyday and I know all these bike riders so try me!</p>	<p>Answered Live</p>
105	<p>I would like to note that I did not receive a survey prior to this change on Patrick Avenue. It is important to communicate with school administration, business owners, and places of worship.</p>	<p>Answered Live</p>
106	<p>You interrupted and ended the man talking about how this change isn't for the better, however for the man agreeing with you saying this is a good change you let him speak his full mind until the end.</p>	<p>Answered Live</p>
107	<p>I do not believe anyone is saying get rid of the bike lines. Simply swap the bike lane and the parking spot and everyone is getting their needs attended to</p>	<p>Thank you for your feedback. This is something that the City is looking into and considering.</p>
108	<p>there is no point of this, if you really see ,kids with bikes literally bike ride in the middle of the street. make a change.</p>	<p>Answered Live</p>

109	<p>My children attend St. Bede school and before this project was implemented, the traffic on Patrick and St Bede Lane was already bad and dangerous for pedestrians, other drivers and parents dropping off/picking up their children. During Covid, we've had previous events (supply pickup) and the vehicles lined up on Patrick Ave turning in to St. Bede Lane was ridiculous. We have an upcoming supply event on Friday and I hope that a city staff member can observe the traffic. Also, the one lane on Patrick Ave turning onto Tennyson (freeway) is not very safe. Please revisit this project. Thank you for your time.</p>	<p>The purpose of this project is to improve traffic safety on Patrick Avenue. The City has received requests from the public to address concerns of speeding on Patrick Avenue. After review of vehicular traffic volume, collision history, and vehicular speeds, Staff determined that Patrick Avenue had an average speed of up to 13 MPH over the posted speed limit and is overbuilt for the vehicular volume it serves. Removing a lane in each direction would do three things to improve safety without compromising congestion: reduce the overall average vehicular speeds, improve sight lines and visibility of pedestrians and bicyclists crossing the street, and provide a separation of vehicles and bicyclists.</p> <p>Based on our traffic analysis of Patrick Avenue, we do not anticipate congestion being created from the project. However, Staff will continue to monitor and observe the traffic congestions on Patrick Avenue and address any concerns that may arise accordingly.</p>
110	<p>Pedestrian Safety -- Crossing the street. Walking on sidewalks. Are pedestrians walking in the street? I understand biking is a mode of transportation as I bike as well and have had bicycle friends get hit by a car. I applaud trying to make things better for all modes of transportation however reducing traffic to 1 lane was a horrible idea. I thank you for taking the time to listen to the public however I feel that this meeting is only to give the perception you will do something when in fact you will continue with this project and do nothing to address the issues that people are concerned about.</p>	<p>The purpose of this project is to improve traffic safety on Patrick Avenue. The City has received requests from the public to address concerns of speeding on Patrick Avenue. After review of vehicular traffic volume, collision history, and vehicular speeds, Staff determined that Patrick Avenue had an average speed of up to 13 MPH over the posted speed limit and is overbuilt for the vehicular volume it serves. Removing a lane in each direction would do three things to improve safety without compromising congestion: reduce the overall average vehicular speeds, improve sight lines and visibility of pedestrians and bicyclists crossing the street, and provide a separation of vehicles and bicyclists.</p> <p>Based on our traffic analysis of Patrick Avenue, we do not anticipate congestion being created from the project. However, Staff will continue to monitor and observe the traffic congestions on Patrick Avenue and address any concerns that may arise accordingly.</p>
111	<p>Hey there just wondering this isn't a circus I'm not trying to wake up and have a bumper car contest with the other vehicle so please stop this childish act there are already fireworks everynight! That should explain that !</p>	<p>Answered Live</p>

112	Everyone on this call needs to join me and email all Hayward City Council and make your concerns.	Answered Live
113	My other concern -- is that you "thank people" for their comments however I want to understand if you are actually listening and will address the concerns of people with these questions.	Answered Live
114	I can help support the concerns. I am an elected member of the Alameda Central Committee and I can help push a resolution for the change.	The purpose of this project is to improve traffic safety on Patrick Avenue. The City has received requests from the public to address concerns of speeding on Patrick Avenue. After review of vehicular traffic volume, collision history, and vehicular speeds, Staff determined that Patrick Avenue had an average speed of up to 13 MPH over the posted speed limit and is overbuilt for the vehicular volume it serves. Removing a lane in each direction would do three things to improve safety without compromising congestion: reduce the overall average vehicular speeds, improve sight lines and visibility of pedestrians and bicyclists crossing the street, and provide a separation of vehicles and bicyclists.
115	Swapping the bike lane with the parking lane makes it more dangerous for people to bike	Parking-protected bike lanes are safer for bicyclists because it eliminates the risk and fear of collision with vehicles.
116	It's not surprising that there aren't many bikes, because the bike lanes just end at Gading, so you have to go a mile out of the way down Schafer to get to Harder...	The City is prioritizing bike lane installation per the adopted Bicycle Facilities Recommendation Map to create a well-connected bicycle network. Additionally, we plan to extend the bike lanes from Gading Rd to Harder Rd in future projects.

117	I did not receive a survey as Principal of St. Bede Catholic School.	<p>Over 3,600 postcards were mailed to addresses in the vicinity of the Patrick Avenue project. The postcard included details on how to submit feedback on the proposed project and a link to the project webpage for more information.</p> <p>Information was advertised through various social media forums – Instagram, Facebook, Twitter, and NextDoor. The public was advised to email feedback for the Patrick Ave Traffic Calming Improvements to PatrickFeedback@hayward-ca.gov, respectively. On August 13, 2020, information on the Traffic Calming Project were advertised on the City’s Instagram handle and Facebook page. Approximately every other day beginning August 13, 2020, tweets of the Patrick Avenue Traffic Calming project was tweeted from the City’s Twitter account. On August 14, 2020, an article in the Hayward Stack was published and emailed to the approximately 70,000 subscribers on the distribution list and information was posted on NextDoor in the corresponding neighborhoods from the City’s account.</p>
118	Something else to note, when Contreras Market gets deliveries, their tractor trailer blocks the lane right where it begins to merge to 1 lane on Patrick heading towards Tennyson.	Answered Live
119	I would like to know why you made the bike lane bigger in general? Did they not have enough space before? I dont understand why bikers need such a big lane. Its not like they are riding side by side they are going to ride behind each other.	<p>The purpose of this project is to improve traffic safety on Patrick Avenue. The City has received requests from the public to address concerns of speeding on Patrick Avenue. After review of vehicular traffic volume, collision history, and vehicular speeds, Staff determined that Patrick Avenue had an average speed of up to 13 MPH over the posted speed limit and is overbuilt for the vehicular volume it serves. Removing a lane in each direction would do three things to improve safety without compromising congestion: reduce the overall average vehicular speeds, improve sight lines and visibility of pedestrians and bicyclists crossing the street, and provide a separation of vehicles and bicyclists. No bike lane had existed on Patrick Avenue previously.</p>
120	I saw a lot of bonjaglers already you guys don’t know nothing so please stop with the nonsense and just get some brain cells stop acting like you smoke dick Fucken fagget stop sitting in a circle and jerking eachother other	Answered Live

121	I rarely see bikers using these bikes lanes. removing lane has made traffic nighmare for all of us. We need our old second lane back.	The purpose of this project is to improve traffic safety on Patrick Avenue. The City has received requests from the public to address concerns of speeding on Patrick Avenue. After review of vehicular traffic volume, collision history, and vehicular speeds, Staff determined that Patrick Avenue had an average speed of up to 13 MPH over the posted speed limit and is overbuilt for the vehicular volume it serves. Removing a lane in each direction would do three things to improve safety without compromising congestion: reduce the overall average vehicular speeds, improve sight lines and visibility of pedestrians and bicyclists crossing the street, and provide a separation of vehicles and bicyclists.
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CITY OF HAYWARD

Hayward City Hall
777 B Street
Hayward, CA 94541
www.Hayward-CA.gov

File #: RPT 21-087

DATE: July 28, 2021

TO: Council Infrastructure Committee

FROM: Director of Public Works

SUBJECT

Mission Boulevard Linear Park Landscape - Project Update

RECOMMENDATION

That the Council Infrastructure Committee (CIC) reviews this report and comments on this update for the Mission Boulevard Linear Park Landscape Project.

SUMMARY

The Mission Boulevard Linear Park Landscape project (Project) will provide improvements to the linear park adjacent to portions of the Mission Boulevard Corridor Improvements Phase 2 project. Staff and the design consultant presented the design development during the third and final community meeting on June 23, 2021, and received comments. The purpose of this report is to provide the CIC with an update on the progress of the design and to receive comments.

ATTACHMENTS

Attachment I Staff Report



DATE: July 28, 2021

TO: Council Infrastructure Committee

FROM: Director of Public Works

SUBJECT: Mission Boulevard Linear Park Landscape - Project Update

RECOMMENDATION

That the Council Infrastructure Committee (CIC) reviews this report and comments on this update for the Mission Boulevard Linear Park Landscape Project.

SUMMARY

The Mission Boulevard Linear Park Landscape project (Project) will provide improvements to the linear park adjacent to portions of the Mission Boulevard Corridor Improvements Phase 2 project. Staff and the design consultant presented the design development during the third and final community meeting on June 23, 2021¹, and received comments. The purpose of this report is to provide the CIC with an update on the progress of the design and to receive comments.

BACKGROUND

The Linear Park is on the east side of Mission Boulevard from approximately 600 feet south of Blanche Street to 500 feet north of Fairway Street and is approximately 5,000 feet long and varies in width from 50 to 65 feet. The Linear Park currently consists of an asphalt path, grasses, trees, and shrubs. The Mission Boulevard Corridor Improvements Phase 2 construction project removed trees that were in declining health, replaced the asphalt path, added new pedestrian lighting, and installed the main irrigation water line within the Linear Park. The landscape improvements were not included in the Phase 2 project because the cost estimate during the design phase exceeded the project budget for the Phase 2 project.

Below is a list of major milestones for the Mission Boulevard Linear Park Landscape project:

- October 2019²: Introduction of the project to the CIC for scope options and associated costs.

¹ <https://www.youtube.com/watch?v=5A3XmjRGXP8>

² <https://hayward.legistar.com/LegislationDetail.aspx?ID=4199603&GUID=B7F58DED-4A4C-4A5B-B6FD-64D1060A0B8B&Options=&Search=>

- June 2020³: Council adopted a resolution authorizing the City Manager to execute a Professional Services Agreement with SurfaceDesign, Inc., (SDI) for the design of the Mission Boulevard Linear Park Landscape Project.
- August 2020: SDI began pre-design data collection and field survey.
- September 2020: Staff and SDI held first community meetings both virtual and onsite tent events to gather input for the conceptual design including post meeting survey for additional community input.
- October 2020⁴: CIC meeting for a project update including community input considered in the conceptual design.
- December 2020: Staff and SDI held a second virtual community meeting to present the conceptual design and gather input.
- March 2021: Design development level completed.
- April 2021⁵: CIC meeting for a project update.
- June 2021: Staff and SDI held the third and final virtual community meeting to present the design development and gather input.

DISCUSSION

The design includes the following features:

- Reshape the flat landscape areas, using cut and fill to create earth forms that echo the East Bay Hills;
- Plant new trees, no-mow grass, native plants, wildflowers, and irrigation;
- Realign existing path at two locations;
- Add decomposed granite shoulder along the existing path for alternative surface for walker/runners as well as making it dog friendly;
- Create expanded paving areas and pathways using recycled concrete;
- Add seating using reclaimed timbers and upcycled accent seating;
- Add boulders;
- Install trash receptacles and pet waste stations;
- Add art crosswalk; and
- Provide privacy to adjacent properties by planting new shrubs and limbing up existing oleander along existing fencing.

This design was presented on June 23 during the third and final community meeting. Overall, the design was well received by the attendees who commented. Other comments included:

- Request for sound wall
- Saving of existing magnolia trees

³ <https://hayward.legistar.com/LegislationDetail.aspx?ID=4576642&GUID=32D41BF8-52CB-4E7C-B048-08B61F8CB28D&Options=&Search=>

⁴ <https://hayward.legistar.com/LegislationDetail.aspx?ID=4677680&GUID=566B11CB-76A2-467B-A13C-09E61025BF61&Options=&Search=>

⁵ <https://hayward.legistar.com/LegislationDetail.aspx?ID=4923166&GUID=5BE79211-DAA8-4DDD-965E-B8FEAF48DC1D&Options=&Search=>

- Request for planting for privacy along existing fencing
- Request for bus shelters
- Questions on landscape maintenance and garbage pickup
- Question on street sweeping along bike lane
- Question on speeding

This design does not include new fencing, new exercise equipment, and sound walls due to limited budget constraints. Should additional funding become available, these features can be added in the future.

ECONOMIC IMPACT

Completion of the landscape improvements will provide the final aspect of the complete streets total project for this portion of the Mission Boulevard, provide additional pedestrian and bicycle facilities, recreation facilities, resulting in positive economic benefits for nearby businesses and increased property values for residential areas adjacent to the Linear Park.

FISCAL IMPACT

This landscaping project is funded by the Route 238 Corridor Improvement Fund. The adopted FY20 CIP includes \$2,813,000 for the project.

The estimated project costs are as follows:

	Estimated Cost
Construction	\$2,200,000
Design	\$400,000
Construction Admin, Inspection, Testing	\$213,000
Project Total	\$2,813,000

This estimated project cost is based on the design outlined in the Discussion section and does not include new fencing along the existing fencing, additional exercise equipment, or sound walls that were requested in community meetings. For these improvements, additional funding will be needed.

STRATEGIC ROADMAP

This agenda item supports the Strategic Priority of Improve Infrastructure. Specifically, this item relates to the implementation of the following project:

Project 7 Improve Mission Boulevard as a key ‘Gateway to the City’

SUSTAINABILITY FEATURES

1. Water: The project will include the installation of drought tolerant plants to reduce water usage.
2. Environment: This project will implement Bay-Friendly Landscaping techniques to use native and climate appropriate plants for the linear park. The project will be reviewed for Bay-Friendly certification after the project design is complete.
3. Bike and Ped: The project will provide a pleasant, safe, and inviting environment for walking, jogging, casual biking, and exercise.

PUBLIC CONTACT

As part of the design process, staff and the design consultant held three community meetings on September 25, 2020, December 10, 2020, and June 23, 2021. Based on the presentation of the conceptual design and design development, the feedback from the community members who provided input was overall positive. Information about the project can also be found in the project webpage: <https://hayward-ca.gov/Linear-Park> where there are opportunities to provide comments through the project email and phone number.

NEXT STEPS

The following is the tentative schedule for this project:

Complete Construction Documents	September 2021
Begin Construction	January 2022
Complete Construction	Summer 2022

Staff will incorporate the CIC's comments into the final design, which will then be used to prepare the bid documents for Council approval.

Prepared by: Dave Hung, Senior Civil Engineer
Kathy Garcia, Deputy Director of Public Works

Recommended by: Alex Ameri, Director of Public Works

Approved by:



Kelly McAdoo, City Manager



CITY OF HAYWARD

Hayward City Hall
777 B Street
Hayward, CA 94541
www.Hayward-CA.gov

File #: ACT 21-064

DATE: July 28, 2021

TO: Council Infrastructure Committee

FROM: Director of Public Works

SUBJECT

Proposed 2021 Agenda Planning Calendar: Review and Comment

RECOMMENDATION

That the Council Infrastructure Committee (CIC) reviews and comments on this report.

SUMMARY

The proposed 2021 agenda planning calendar contains planned agenda topics for upcoming Council Infrastructure Committee meetings for the CIC's consideration. This agenda item is included in every CIC agenda and reflects any modifications to the planning calendar, including additions, rescheduled items, and/or cancelled items.

ATTACHMENTS

Attachment I 2021 Agenda Planning Calendar



DATE: July 28, 2021

TO: Council Infrastructure Committee

FROM: Director of Public Works

SUBJECT: Proposed 2021 Agenda Planning Calendar: Review and Comment

RECOMMENDATION

That the Council Infrastructure Committee (CIC) reviews and comments on this report.

DISCUSSION

The proposed 2021 agenda planning calendar contains planned agenda topics for the CIC meetings for the Committee’s consideration. This agenda item is included in every CIC agenda and reflects any modifications to the planning calendar, including additions, rescheduled items, and/or cancelled items.

Underlined – Staff recommends item to be added to Approved Agenda Planning Calendar
~~Strikeout~~ - Staff recommends item to be removed or scheduled from previously Approved Planning Calendar.

FY 2022
October 27, 2021
1. Review and Approve the Meeting Minutes from July 28, 2021
2. <u>Work Session: Policy Discussion Regarding Bicycle and Pedestrian Infrastructure Improvements</u>
3. <u>City Policy on Operation of City-owned Drones</u>
4. Review and Comment on the FY 2022 Pavement Rehabilitation Project (PW&U)
5. Review and Approve the 2021 Agenda Planning Calendar
6. CIP Oral Update
Review and Comment on the Long-Range Planning for the WPCF Upgrades 2022 – 2031 (2 of 2) (PW&U)
Review and Comment on Bicycle and Pedestrian Infrastructure Improvements from the 4/28/21 CIC Work Session Discussion
Work Session: Policy Discussion Regarding the Implementation of Solar Projects (PW&U)

January 26, 2022
1. Review and Approve the Meeting Minutes from October 27, 2021
2. Work Session: Policy Discussion Regarding the Implementation of Solar Projects (PW&U)
3. Review and Comment on Bicycle and Pedestrian Infrastructure Improvements from the 7/28/21 CIC Work Session Discussion
4. Review and Comment on the Long-Range Planning for the WPCF Upgrades 2022 – 2031 (2 of 2) (PW&U)
5. Review and Comment on the Long-Range Planning for the Sewer System Upgrades 2022 – 2031 (2 of 4) (PW&U)
6. Receive Update on the I-880 Winton/A Street Interchange Project (PW&U)
7. Review and Approve the 2022 Agenda Planning Calendar
8. CIP Oral Update
Review and Comment on the Implementation of Solar Projects Resulting from the 7/28/21 CIC Work Session Discussion (PW&U)
Work Session: Policy Discussion Regarding the Planned Implementation for Equity in distribution of services
April 27, 2022
1. Review and Approve the Meeting Minutes from January 26, 2022
2. Work Session: Policy Discussion Regarding the Planned Implementation for Equity in distribution of services
3. Review and Comment on the Implementation of Solar Projects Resulting from the 1/26/22 CIC Work Session Discussion (PW&U)
4. Review and Comment on the Long-Range Planning for the Sewer System Upgrades 2022 – 2031 (3 of 4) (PW&U)
5. Review and Comment on the FY 2023 Pavement Rehabilitation Project (PW&U)
6. Review and Approve the 2022 Agenda Planning Calendar
7. CIP Oral Update
Receive Final Report on the completed Mission Blvd. Phase 3 Project (PW&U)
July 27, 2022
1. Review and Approve the Meeting Minutes from April 27, 2022
2. Review and Comment on the Planned Implementation for Equity from the 4/27/22 CIC Work Session Discussion (PW&U)
3. Review and Comment on the Long-Range Planning for the Sewer System Upgrades 2022 – 2031 (4 of 4) (PW&U)
4. Receive Update on the Whipple/Industrial Interchange Project (PW&U)
5. Review and Approve the 2022 Agenda Planning Calendar
6. CIP Oral Update
FY 2023
October 26, 2022
1. Review and Approve the Meeting Minutes from July 27, 2022
2. Receive Final Report on the completed Mission Blvd. Phase 3 Project (PW&U)
3. Review and Approve the 2022 Agenda Planning Calendar
4. CIP Oral Update

January 25, 2023
1. Review and Approve the Meeting Minutes from October 26, 2022
2. Review and Approve the 2023 Agenda Planning Calendar
3. CIP Oral Update
April 26, 2023
1. Review and Approve the Meeting Minutes from January 25, 2023
2. Receive the Final Report on the Completed Fire Station 6 & Training Center Construction Project (PW&U/Fire)
3. Receive Update on the Clawiter/92 Interchange Project (PW&U)
4. Receive Update on the Winton/A Street Interchange Project (PW&U)
5. Review and Approve the 2023 Agenda Planning Calendar
6. CIP Oral Update
Unscheduled and/or Future Topics
Receive Update on New CIP Project: Corporation Yard and Potential Funding Options (PW&U/FIN)

NEXT STEPS

Upon consideration and approval by CIC, staff will schedule items accordingly for future meetings.

Prepared by: Kathy Garcia, Deputy Director of Public Works

Recommended by: Alex Ameri, Director of Public Works

Approved by:



Kelly McAdoo, City Manager