

**CITY COUNCIL MEETING
TUESDAY, FEBRUARY 28, 2017**

DOCUMENTS RECEIVED AFTER PUBLISHED AGENDA

Item #1 CONS 17-069

Agenda Questions and Answers

AGENDA QUESTIONS & ANSWERS

MEETING DATE: February 28, 2017

<p>Item 1 - Requested by CM Lamnin: <i>Recycled Water Storage and Distribution System Project: Authorization to Execute a Professional Services Agreement for Professional Services for Recycled Water Customer Retrofit Conversions</i></p>	<p><u>Response from Director Ameri, U&ES:</u></p>
<p>1) Recycled Water Storage and Distribution System Project Consultant: Will the consultant also build the knowledge of our water system staff in addition to that of customers?</p>	<p>Yes. Utilities staff will be working closely with the consultant to gain knowledge and experience with recycled water regulations and the process for retrofitting customers to use recycled water. Upon project completion, Utilities staff will be responsible for operating the recycled water system and providing ongoing support and inspections for our recycled water customers. Utilities staff will also assume responsibility for future rounds of site supervisor training that will be required when customers assign new site supervisors or new recycled water sites are added to the system.</p>

Item #3 WS 17-007

Complete Streets/Traffic Safety

From: Susie Hufstader

Date: February 28, 2017 at 4:18:58 PM PST

To: <List-Mayor-Council@hayward-ca.gov>

Cc: Cynthia Armour, <Kelly.McAdoo@hayward-ca.gov>, <Morad.Fakhrai@hayward-ca.gov>

Subject: Complete Streets Comments from Bike East Bay

Dear Hayward Councilmembers,

At Bike East Bay we are glad to see that City Council will be discussing the Complete Streets program at your meeting this evening. I was planning to attend, but will not be able to because of a conflict. I wanted to share some comments and questions Council could consider in preparation for the meeting tonight, or as followup. My apologies for the short notice.

1. In Hayward, Complete Streets implementation is particularly important because of the infrastructural barriers to active transportation. Freeways, train tracks, and other barriers make travel by bicycle and on foot extremely difficult. When a corridor does not use a complete streets approach in a redesign (for example, Winton Avenue or Tennyson Road), parallel routes over freeways and railroads are extremely far out of the way and can result in much fewer trips by bike, or in highly dangerous, even fatal crossings. The draft modal priority map shows Tennyson Road, for example, as a priority for pedestrians and bicycles--except for on the overpass, which is marked for autos and trucks. This discontinuity reflects the discontinuity of the actual bikeway, which is a known problem on the Tennyson overpass. Also note that a modal priority for autos does not mean that bicycle and pedestrian facilities may be excluded entirely. Council and staff should make sure to implement Complete Streets throughout entire corridors to prevent major gaps in the bike and pedestrian network.
2. In the past, the design process for roadways in Hayward has been somewhat difficult to understand and track. We have had recent success communicating on an individual basis with the traffic engineering team, but it would be best for the Complete Streets checklists to be completed and made public in a systematic way to allow for full transparency in the transportation planning process. Please consider asking staff tonight how they plan to organize the design and approval process, who will review the checklists and exceptions prior to construction, and what public information will be available throughout.
3. The staff report asks for feedback on level of service (LOS) standards. The state has mandated a switch from LOS to vehicle miles traveled (VMT) as the primary metric for street evaluation. This switch is reflected in Action 1.4.1 of the implementation plan (attachment V), and should be implemented as soon as possible.
4. The staff report asks Council to give feedback on prioritizing bicycle vs. pedestrian facilities, and suggests a separate pedestrian master plan. At Bike East Bay we do not consider bike and pedestrian facilities as in competition, but as equally vital elements of a complete street. The question should not be which is a priority, but how streets can be designed to serve all modes equitably. In most cities, bike and pedestrian master plans are combined, giving both equal weight and attention. Hayward should consider doing the same in the upcoming bike plan update.

Thank you very much for your time, consideration, and careful discussion of this vital program for Hayward's streets. Please don't hesitate to be in touch with me with any questions.

Susie Hufstader
Community Organizer
[Bike East Bay](#)

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