

# **COUNCIL INFRASTRUCTURE COMMITTEE**

**WEDNESDAY, JULY 22, 2020**

DOCUMENTS  
RECEIVED AFTER  
PUBLISHED AGENDA

## eCOMMENTS RECEIVED

### Public Comments – Item 2

RPT 20-085

MAIN STREET COMPLETE STREETS: REVIEW PUBLIC FEEDBACK  
FROM COMMUNITY MEETINGS AND PROVIDE DIRECTION ON  
DESIGN CONCEPT

## Angel Groves

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**Subject:** FW: RPT 20-085 - Main Street Complete Streets

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**From:** Carl Gorringer [REDACTED]  
**Sent:** Tuesday, July 21, 2020 8:11 PM  
**To:** Kathy Garcia <[Kathy.Garcia@hayward-ca.gov](mailto:Kathy.Garcia@hayward-ca.gov)>  
**Subject:** RPT 20-085 - Main Street Complete Streets

**CAUTION:** This is an external email. Do not click on links or open attachments unless you know the content is safe.

(Please include following and attached PDF into public record, and provide PDF to committee.)

Dear Council Infrastructure Committee:

I am writing to you today to present an alternative design concept for the Main Street Complete Streets Project, titled "Main Street Merchants Hybrid-Diagonal Concept".

After speaking with merchants along Main St, I've found that many desire a concept that includes diagonal parking. However, the public has not yet had the opportunity to comment on any such concepts as none have been presented by the city staff. I am now presenting you with such a plan.

There are a number of issues which I have also enumerated with the staff's existing plans.

I implore you to please consider or delay the decision to pick a plan until Main Street merchants and others have an opportunity to review and comment on this alternative plan.

Thank You,

Carl Gorringer  
Downtown Hayward Resident  
[REDACTED]

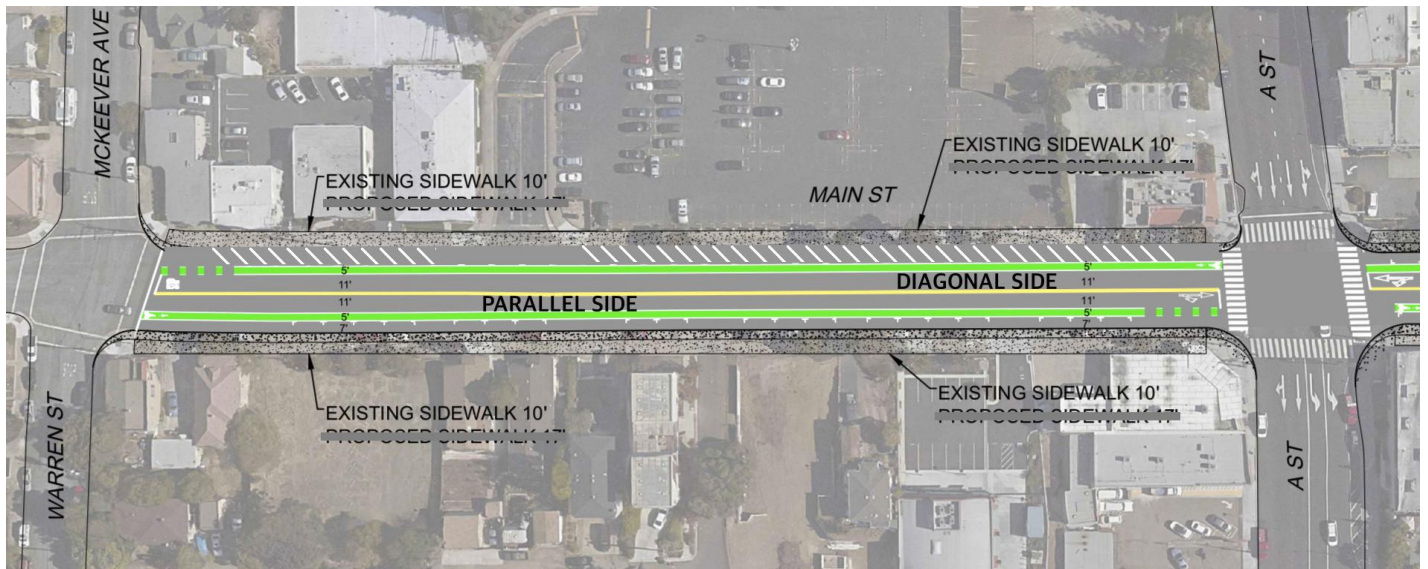
July 22, 2020

Thank you,  
Carl Gorringer  
[carl@gorringe.org](mailto:carl@gorringe.org)

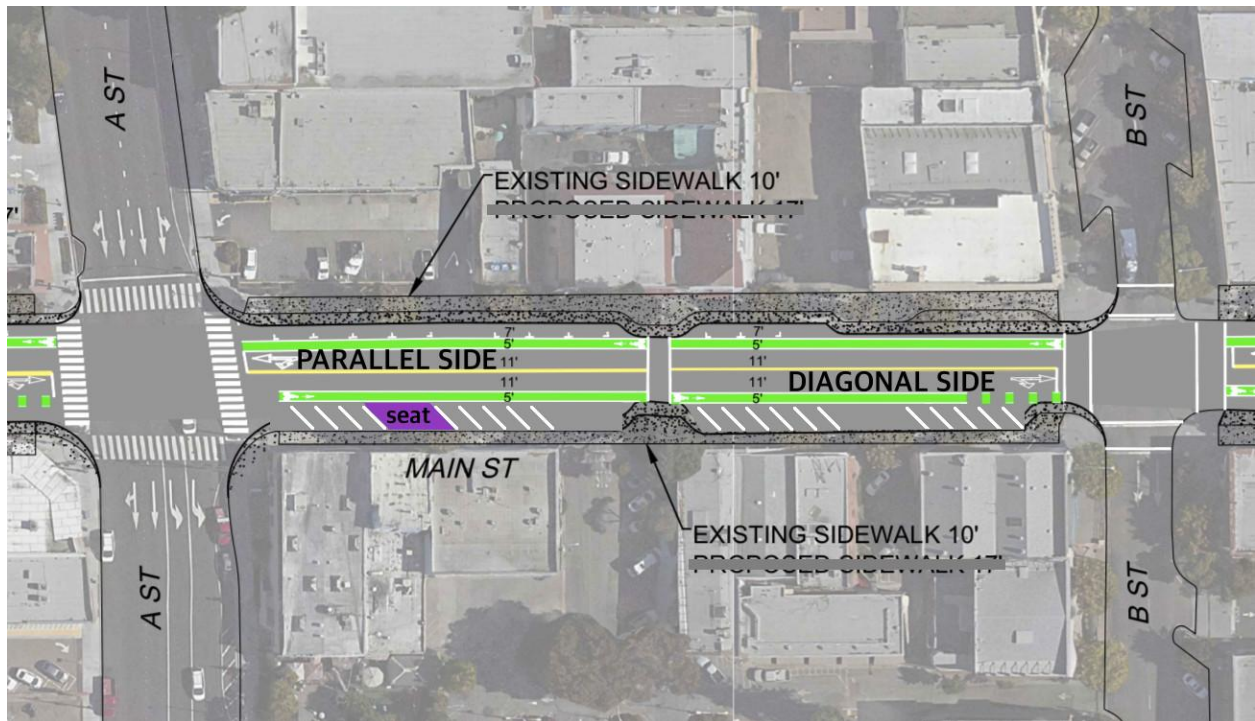
[illegible]

The following maps show a rough draft of placement of diagonal parking and outdoor seating. Diagonal parking spaces are not measured exactly and therefore the number of parking spaces isn't accurate. Outdoor seating should be determined by asking every merchant.

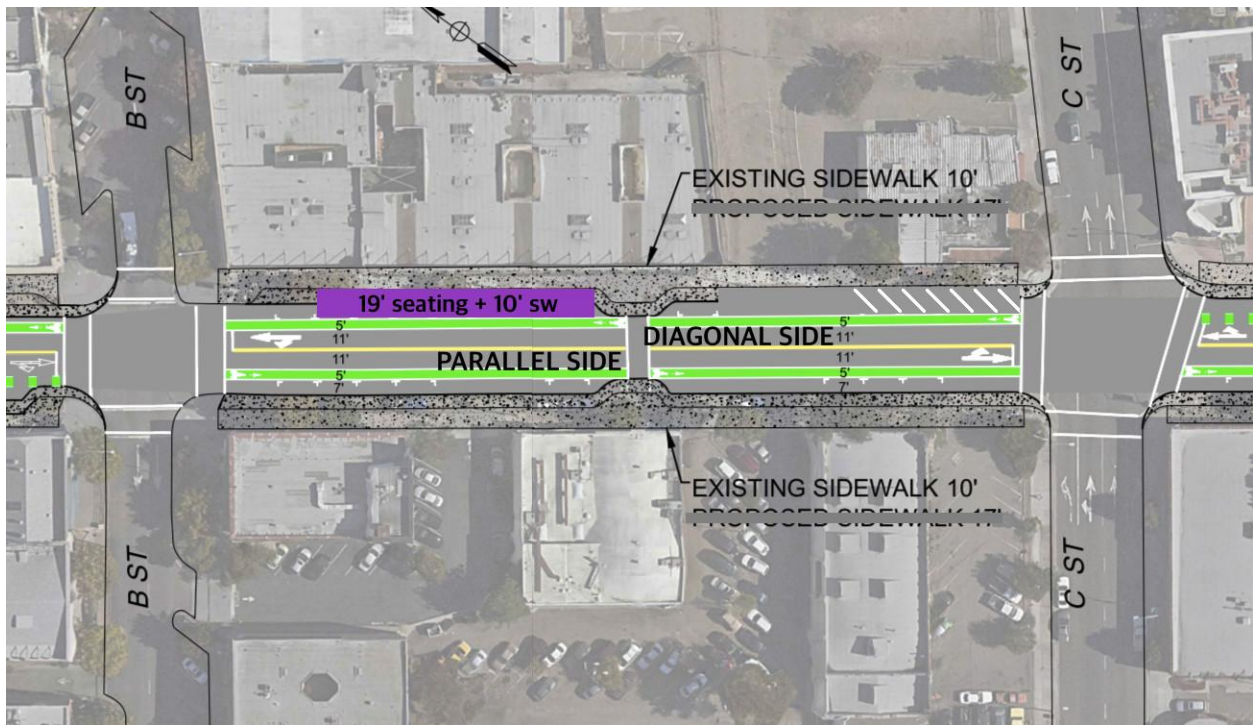
## 1. McKeever Ave to A Street



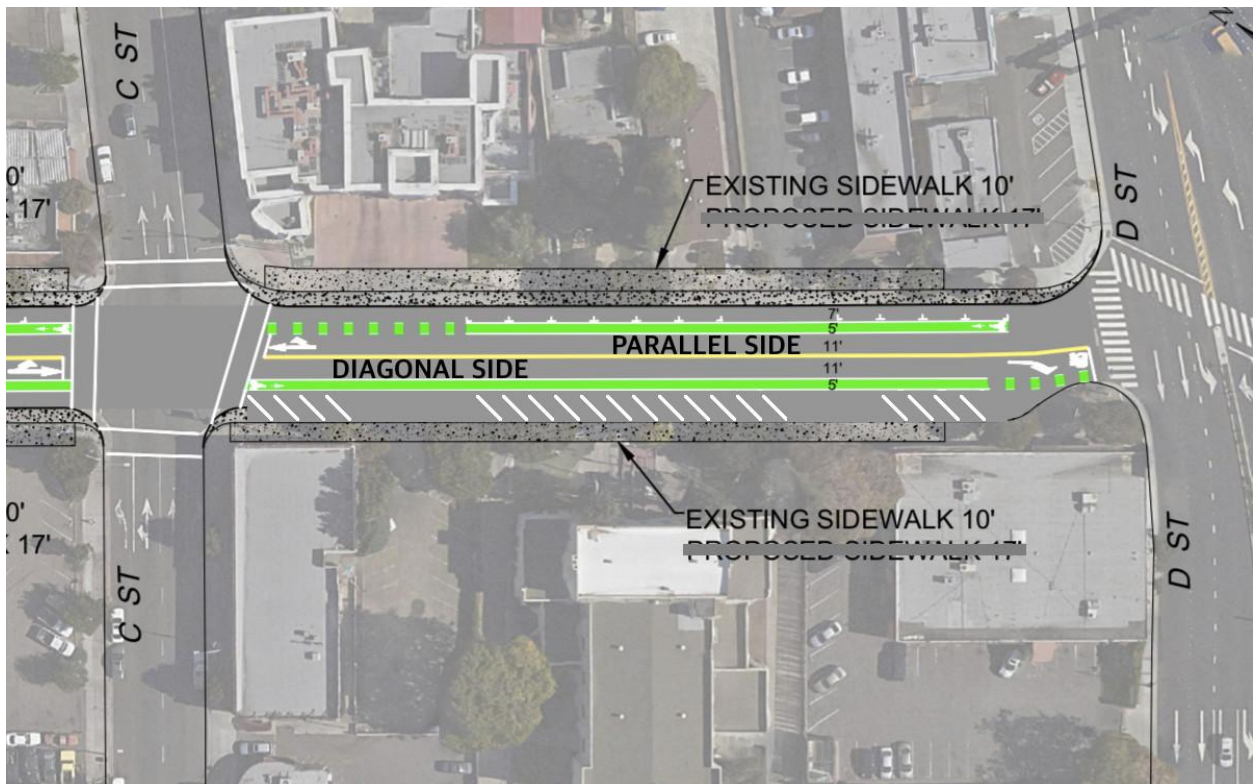
## 2. A Street to B Street



### 3. B Street to C Street



### 4. C Street to D Street



### III. Current Issues with Concepts 1 & 2 (not included here)

1. Both Concepts 1 & 2 **do not** have any accommodations for ADA parking, and have no means to support it.
  - a. While there is ADA parking in the surrounding parking lots, it would be prudent to ask the merchants if their ADA parking needs are currently being met. Our hybrid diagonal parking plan could meet these additional needs.
  - b. For one specific example: There is currently an ADA parking spot alongside Bay Cities Credit Union at 22777 Main St. If C1 or C2 are implemented along this block, they would require removal of this ADA parking spot or else modify the plan.
2. Concept 1 is especially troublesome regarding safety for a couple reasons related to the lack of a buffer zone between the parallel parking and traffic lane. In C1 there is an 11' traffic lane right beside 7' parallel parking. This is bad for 2 reasons:
  - a. Persons entering and exiting parked cars on driver-side must do so while there is no passing traffic. Traffic must be careful not to hit doors opening into their lane. Persons who are slow walking or use walkers will have trouble entering and exiting their vehicle.
  - b. Extra wide vehicles such as trucks will not fit within the 7' and will bleed over the traffic lane. This is dangerous for AC Transit buses and fire trucks exiting the fire station, as these vehicles will have to cross over the center-line in order to avoid hitting parked vehicles. We suspect that this will happen because there is a history of loading trucks that sometimes double-park along Main Street. Another example can be found along Meekland Ave north of A Street where, in that case, parked vehicles regularly cross over bike lanes.
  - c. Out of the 2 presented concepts, Concept 2 **can** be modified to allow for a 2' buffer zone between parked cars and bike lanes in order to mitigate this issue. (sidewalk would be reduced from 17' to 15' and parking expanded to 9' to include buffer.) Concept 1 could not be improved in this manner unless the sidewalk width were to be reduced from 15' to 13'.

3. Neither Concepts C1 or C2 adequately permit outdoor seating in the current plan. 15' wide sidewalks only allow for 5-7' for seating with a 8-10' walkway. We would prefer much wider designated bulb-out spots for outdoor seating, similar to B Street. These details need to be in the plan, **must** have merchant input, and are currently not provided in C1 or C2:
  - a. Concept 1 **does not** allow for easy post-conversion to outdoor seating due to the inner bike lane.
  - b. Concept 2 **might** allow for converted "parklets", that is, parking spots later converted to seating area. However, we'd much prefer that expanded seating area be in the initial plan and not be a hacked-on parklet solution later.
4. Concept 1 forces bike lanes to weave. We'd much prefer straight bike lanes.

## IV. MSM Hybrid-Diagonal Concept Solves the Following Issues

1. Provides for ADA parking in diagonal spots.
2. Provides a 2' buffer between the driver side of parallel-parked vehicles and bike lanes. This solves the following safety issues:
  - a. Mitigates concerns from bikers who commented about bike safety. This provides a safe zone so that bikers do not need to worry about car driver-side doors opening in their path.
  - b. Allows for the safe entering and exiting of parked vehicles, on both driver and passenger sides.
  - c. Prevents parallel-parked wide vehicles from crossing into traffic lanes, therefore making it safe for AC Transit and fire trucks to pass.
3. Provides for outdoor seating bulb-outs.
  - a. 29' wide bulb-outs on diagonal side: 8-10' walkway + 19-21' seating area.
  - b. 19' wide bulb-outs on parallel side: 8-10' walkway + 9-11' seating area.
  - c. This is a much more desirable arrangement than only 5-9' for seating in C1 & C2.
4. Provides straight bike lanes that do not weave.
5. Potentially increased parking spots in desired locations.
6. Aesthetically pleasing and extends B Street's design, creating a richer Downtown area.

## Angel Groves

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**Subject:** FW: Main Street Project - RPT 20-085

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**From:** Sapporo Hayward  
**Sent:** Tuesday, July 21, 2020 9:24 PM  
**To:** Kathy Garcia  
**Subject:** Main Street Project - RPT 20-085

**CAUTION:** This is an external email. Do not click on links or open attachments unless you know the content is safe.

Carl Gorringer sent me this.

"I am a Downtown Hayward resident who has been participating in meetings regarding the proposed "Main Street Complete Streets" project. I've been hearing often that the merchants along Main Street would like to see a diagonal parking plan for that street, but none of the plans presented by city staff ever include diagonal parking.

This Wednesday July 22nd at 4pm the staff will give their recommendation for "Concept 1" to the Council Infrastructure Committee.

I have developed an Alternative plan, titled "Main Street Merchants Hybrid-Diagonal Concept", which I have included attached to this email."

My name is Nicholas Yoo. I am the manager at Sapporo Restaurant (located on 22507 Main Street). My family has been doing business at this location since 1997. We have seen many changes and never voiced our opinion. I have attended some of the previous meetings and even asked a few of my own questions. Our business was severely affected by the Hayward Loop plan and this time, we wanted to make sure we spoke out for the Main Street Project.

This is an alternate plan which includes diagonal parking (on one side). It offers a lot of advantages and more parking for customers, food delivery drivers and distributors. I wanted to send this email showing support and agreement with this plan.

## Angel Groves

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**Subject:** FW: Main Street Followup-Consider semi-permanent bikeway design

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**From:** Susie Hufstader

**Sent:** Wednesday, July 22, 2020 10:21 AM

**To:** Elisa Marquez; [Al Mendall](#); Mark Salinas

**Cc:** Alex Tat

**Subject:** Fwd: Main Street Followup-Consider semi-permanent bikeway design

**CAUTION:** This is an external email. Do not click on links or open attachments unless you know the content is safe.

Dear Councilmembers,

As referenced in my other message, please also review comments below that I sent as follow-up to the last CIC meeting. If it is helpful, I can provide contacts from other cities who have experience using these types of planters and other semi-permanent materials.

Thank you,  
Susie

**Susie Hufstader | Advocacy Manager**

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----- Forwarded message -----

**From:** **Susie Hufstader**

**Date:** Thu, Jan 23, 2020 at 8:45 AM

**Subject:** Main Street Followup-Consider semi-permanent bikeway design

**To:** Al Mendall , [Elisa Marquez](#)

**<Cc:** Alex Tat, Alex Ameri, Fred Kelley

Dear Councilmembers and Staff,

Thank you for a good CIC meeting yesterday and for all your hard work in making Hayward a safer and more accessible place for people walking, taking transit, and biking. After hearing the discussion on Main Street yesterday, I'd like to offer a suggestion for how to approach the multiple needs and desires for the street:

I'm hearing a strong preference for street seating a parklet opportunities for future businesses while also wanting to prioritize safety and access for people biking and walking. As I've said before, Hayward needs to take every opportunity to shift modes and improve safety. In order to leave opportunities for adjustments for future businesses, the City should

consider building the protected bikeway (Option 1) with attractive but **temporary materials**. Using semi-permanent separation materials instead of concrete islands not only leaves the possibility of bending out the bikeway for future parklets, but also allows staff to evaluate the facility and make necessary safety adjustments in the future.

The design could be a hybrid of permanent and semi-permanent features, which is standard for many bikeways. This would include fully built bulbouts and sidewalk features, with planters or other separators for the bikeway that can be evaluated and adjusted in the future. This is also good "value engineering" that can save money for the City. Here is one example from Seattle that show planters with concrete curb stops--there are also new products that are even more durable and attractive while still semi-permanent. Oakland has used planters near Lake Merritt, and they can be combined with bollards and spaced in such a way to allow for parking. The key here is quick implementation and flexibility for future adjustments.



In other cities, similar materials have been used to create parklets and street seating, so if the City decides to build out the bike lanes later, you can repurpose the moveable barriers in other projects. Here's a photo of a parklet plus bikeway in Memphis:



Thanks as always for your consideration and dedication to the health and well-being of Hayward. Please be in touch with any questions at all.

All best,  
Susie Hufstader

Advocacy Manager

[Bike East Bay](#)

pronouns: she/her

Support visionary bike lanes in 2020. [Donate today](#).

## Angel Groves

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**Subject:** FW: Main Street Merchants Hybrid-Diagonal Concept

Begin forwarded message:

**From:** Julie Machado [REDACTED]  
**Date:** July 22, 2020 at 11:48:07 AM PDT  
**To:** Kathy Garcia <[Kathy.Garcia@hayward-ca.gov](mailto:Kathy.Garcia@hayward-ca.gov)>  
**Subject:** Main Street Merchants Hybrid-Diagonal Concept

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Hi, Ms. Garcia. Please consider this to be a public comment on the proposed improvements to Main Street. I am a resident of Hayward and also own a business on Main Street.

I wish to support the "Main Street Merchants Hybrid-Diagonal Concept" developed by Hayward resident Carl Gorringer. I feel that this option is much better than either of the two concepts currently being proposed by the City ("Concepts 1 and 2").

I have always felt that diagonal parking should be a part of any plan for improving Main Street, primarily because there is space for it and it would increase the amount of parking spots. I saw an earlier city plan that showed diagonal parking in the middle of the street, which doesn't seem very plausible or practical.

However the "Hybrid-Diagonal Concept" is well thought out. It also accommodates better options for areas with outdoor seating for restaurants. I know that the City (or some consultants) want to discourage parking, but we are not there yet as a community...we still need improved parking. Even as you increase the numbers of people living downtown, those of us who do not live downtown need to be able to access the banks and restaurants and the book store there.

We also don't need huge sidewalks that serve no purpose if they are not wide enough to also have restaurant tables. I find that 9 or 10 feet is plenty wide for two people to walk side by side, or for opposite-travelers to pass.

I urge you to either support this concept or to delay any decision until most of the downtown merchants have had a chance to give their opinions.

Thank you,

Julie Machado  
22248 Main Street  
Hayward CA 94541  
[REDACTED]

## Angel Groves

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**Subject:** FW: RPT 20-085 Ramos, Didacus

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**From:** Didacus Ramos [REDACTED]  
**Sent:** Tuesday, July 21, 2020 6:49 PM  
**To:** Kathy Garcia <[Kathy.Garcia@hayward-ca.gov](mailto:Kathy.Garcia@hayward-ca.gov)>  
**Subject:** RPT 20-085

**CAUTION:** This is an external email. Do not click on links or open attachments unless you know the content is safe.

I submit this in support of an alternative plan for Main Street that does not seem to be included in plans suggested by City staff.

Head in parking could:

- provide more spaces than parallel parking,
- make the design of Main Street more consistent of the theme presented by B Street, and,
- enhance public safety on Main Street as a traffic calming element. Narrower streets and head-in parking are noted as having that quality in design forums.

Please feel free to contact me for further explanation if needed.

Sincerely,

Didacus Ramos

## Angel Groves

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**Subject:** FW: RPT 20-085 "Main Street Complete Streets"

Begin forwarded message:

**From:** [REDACTED]  
**Date:** July 22, 2020 at 12:10:57 PM PDT  
**To:** Kathy Garcia <[Kathy.Garcia@hayward-ca.gov](mailto:Kathy.Garcia@hayward-ca.gov)>  
**Subject:** RPT 20-085 "Main Street Complete Streets"

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Ms. Garcia and Council Infrastructure Committee members,

I support Mr. Carl Gorringer's "Main Street Merchants Hybrid-Diagonal Concept" as an alternative to "Concept 1" submitted by the staff for the Main Street project.

My understanding is that none of 3 original concepts developed by the staff included diagonal parking, and the additional "Concept 4" written by the staff per meeting attendees' requests included diagonal parking in the center of intersection at B and Main Streets. It is not clear to me how any parking spaces in the middle of intersection would improve traffic.

Increased spaces gained by parking diagonally, even on one side of Main Street, would help more customers visiting the businesses.

Thank you very much for your consideration.

April Yamaguchi

Snappy's Cafe

978 A Street, Hayward, CA 94541

## Angel Groves

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**Subject:** FW: Options for Main Street's renovation?

Begin forwarded message:

**From:** Renee Rettig [REDACTED]  
**Date:** July 22, 2020 at 12:02:00 PM PDT  
**To:** Kathy Garcia <[Kathy.Garcia@hayward-ca.gov](mailto:Kathy.Garcia@hayward-ca.gov)>  
**Subject:** Options for Main Street's renovation?

**CAUTION:** This is an external email. Do not click on links or open attachments unless you know the content is safe.

Good morning--

It's just come to my attention today that diagonal parking isn't one of the considerations for Main Street's renovations; is this accurate?

As someone who's worked in downtown Hayward for 25 years, I see a growing need for ADA parking and well-connected bike lanes-- as I see it, diagonal lanes facilitate these needs.

I'd be interested to know if there's a particular reason that this choice isn't one to make Main Street a Complete Street, and do appreciate all of the work that's been put into the project thus far.

Thank you so much,  
Renee Rettig

Books on B  
Tuesday-Saturday 10am-2pm

(510) 538-3943



1014 B Street, Hayward, CA 94541

## Angel Groves

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**Subject:** FW: RPT 20-085 Main Street Merchants Hybrid-Diagonal Concept

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**From:** Cheryl Kojina [mailto:Cheryl.Kojina@hayward-ca.gov]  
**Sent:** Wednesday, July 22, 2020 1:00 PM  
**To:** Kathy Garcia <[Kathy.Garcia@hayward-ca.gov](mailto:Kathy.Garcia@hayward-ca.gov)>  
**Subject:** RPT 20-085 Main Street Merchants Hybrid-Diagonal Concept

**CAUTION:** This is an external email. Do not click on links or open attachments unless you know the content is safe.

Dear Ms. Garcia,

I am writing in support of delaying any decision on the Main Street Complete Streets plan until hearing from the area merchants. Carl Gorringer has developed an alternative plan that is worth considering that addresses merchant desire for diagonal parking. I live on the residential end of Main St. and walk downtown often. I think the current sidewalks are wide enough and diagonal parking may be a better use of the space.

Thank you,  
Cheryl Kojina  
[REDACTED]  
Hayward, CA 94541