

**SPECIAL CITY COUNCIL MEETING
OCTOBER 12, 2021**

**DOCUMENTS RECEIVED AFTER
PUBLISHED AGENDA**

eCOMMENTS RECEIVED

Item 6

eComments received for October 12, 2021 Hayward Special City Council Meeting:

Item	Name	Comment
6. LB 21-046 Patrick Avenue Safety Project: Adopt a Resolution Approving Proposed Changes to the Patrick Ave Safety Improvement Project	Brenda Gabatino	Please move the parking spaces back to the curb. It is very difficult to see the on coming cars getting out of the parking lot. It is also very unsafe when my children are coming out of the car.

PUBLIC COMMENTS

(Item Not On Agenda)

From: Dan McCloskey
Sent: Tuesday, October 12, 2021 2:16 PM
To: List-Mayor-Council
Subject: Fwd: Public Comment-10/12/21

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Resending, as I had a typo on the email address.

Sent via Android

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

From: **Dan McCloskey**
Date: Tue, Oct 12, 2021, 2:12 PM
Subject: Public Comment-10/12/21
To: <list-mayor-council@hayward.ca.gov>

I was not able to add an eComment to tonight's agenda but want this added to the public record:

What is being done to combat the rampant red light running occurring throughout Hayward? I've loved living here the last 7 years, but the amount of cars I see going at Nascar-level speeds to beat yellow/red lights is unacceptable. I have been almost hit multiple times, the latest time happening a few months ago while driving my son home from daycare. I was at the intersection, incredibly, between the fire station and police station on Main and C St. I had a green, and of course, another car had a yellow/red coming up C St but proceeded to run the light anyway, coming inches from colliding with my passenger side. My son started screaming because I had to slam the brakes and turn the wheel. Incidents like this seem to be regular occurrences. I know Hayward doesn't do traffic cameras at intersections anymore, but perhaps they should be brought back, or at least installed at high traffic areas like Mission Blvd. I rarely, if ever, see a police presence near these major intersections, so offenders get away untouched. I've seen a large number of car accidents lately, and I have to believe it's due to the red light running. This needs to be addressed as soon as possible.

Also, there are a ton of cars on Mission Blvd. parking illegally during the "No Parking" hours of 4-6pm. It backs up traffic and is against the law--again, no police presence removing these cars. No point in having a sign if no one follows the rules. Some of the biggest offenders seem to be the car dealerships (Hayward Honda and Toyota on Mission). Something needs to be done, as again, it's a safety concern (cars having to get over, cars going at very high speeds, etc).

I look forward to seeing what the Council has to say about these two issues.

Sincerely,

Dan McCloskey

ITEM #6 LB 21-046

**Patrick Avenue Safety Project:
Adopt a Resolution Approving
Proposed Changes to the Patrick Ave
Safety Improvement Project
(Report from Public Works Director Ameri)**

PUBLIC COMMENTS



October 11, 2021

Mayor and Hayward City Council
City of Hayward
777 B Street
Hayward CA 94541

Re: October 12 Agenda Item 6 Patrick Avenue: OPPOSE buffered bike lanes: Paint doesn't protect

Dear Mayor and City Council:

Their names are Richard Heard Jr, Valerie Martinez and Jose Hernandez. All three were killed by drivers while bicycling and walking on streets near Patrick Avenue where cars are given priority and people who walk and bike are required to share busy streets with fast moving traffic. It is a recipe for death because paint doesn't protect. Paint did not protect Richard bicycling on Tennyson; paint did not protect Jose bicycling across 880; and paint did not protect Valeria walking across multiple travel lanes on Huntwood. The loss of three neighbors, family members, and loved ones is heartbreaking and tragic. Their deaths were preventable. Neither your staff report on Patrick Avenue Safety Project nor the consultants' Peer Review Memorandum mentions their names once.

Richard Heard Jr. was killed bicycling on Tennyson Road near Tampa Avenue and Dickens Avenue on June 16, bicycling to his job at FedEx. You can find a moving Streetsblog follow article [here](#) about Richard's death and a [GoFundMe page](#). In February 2021, Valerie Martinez was struck and killed walking across



Huntwood Avenue, right where the City intentionally chose not to make the street safer with a road diet but rather prioritized cars and trucks. Pedestrians and high-speed traffic should not mix. Here is a [KRON4 news article](#) about Valerie and her family in mourning. And in 2016, Jose Hernandez was killed bicycling on Tennyson Road at 880. He was doing all he could to navigate one of the most dangerous roadway conditions traffic engineers have designed for bikes—the cloverleaf freeway interchange. Here is an [East Bay Times article](#) about Jose. Every year people using the Tennyson corridor suffer on average 40 serious injuries or are killed, with people walking and bicycling being about 22% of victims. This data should be all of our marching orders to separate people bicycling and walking as much as possible from high speed traffic, and to get speeds down, way down!



Staff's Patrick Avenue recommended design for buffered bike lanes places bikes amongst parking cars, loading/unloading cars and high speed traffic. It is dangerous, and is certainly no place for elementary school children to safely get to school. Traffic speeds on Patrick Avenue average 37 mph. A child will be lucky to survive a collision at that speed. Everywhere around the East Bay where buffered bikes are striped next to on-street parking we see cars use the wider bike lanes as a 2nd travel lane, a passing lane, to drop off and pick up, to load and unload, as well as pull into and out of on-street parking. On busy streets, buffered bike lanes do not work.

The consultants analysis does not tell you what speeds you can expect on Patrick Avenue with buffered bike lanes, but we can assure you the prevailing speeds will be way above the speed limit and far too high for parents to trust that drivers won't hit their children walking and bicycling to school. Bike East Bay's proposed cycle track design achieves the greatest speed reduction on Patrick Avenue and the maximum safety for people walking and bicycling--the highest goal of this project. All of the issues identified by consultants can be addressed and are addressed with a 2-way cycle track, and some of them exist anyway with buffered bike lane design and thus are decision agnostic. Fremont just added a [2-way cycle track on Fremont Blvd](#) in front of American High School, where there are driveways.

The [2018 walk audit](#) of Tennyson Road and Patrick Avenue called for substantial safety improvements on both of these streets. The spanish-speaking parents in attendance at this safety audit were appreciative that the audit was conducted in spanish and asked that followup safety improvement discussions continue to be offered in spanish. That has not happened. Richard, Valerie and Jose were all people of color, and are now unfortunately part of the alarming reality that people of color disproportionately make up traffic fatalities on our streets. To our knowledge, Hayward has not asked in spanish what the parents of kids attending local public schools think of a switch from protected back to buffered bike lanes--Hayward should ask. To our knowledge,

Hayward has not asked the families of Richard, Valerie and Jose what they think about staff's recommendations--Hayward should ask.

We do not feel buffered bike lanes meet the goals of the Patrick Avenue Safety Project. Rather, buffered bike lanes are a dangerous compromise that elevates convenience of people driving and parking at the safety detriment of people walking and bicycling. To us, this is no compromise. Bike East Bay's proposal for a 2-way cycle track on the east side of Patrick Avenue is a true compromise and maximizes safety while addressing concerns of residents and drivers.

Moving forward, we look forward to working with your staff on safety improvements in Hayward, but before we can keep Hayward residents safe walking and bicycling, we need to come to a better understanding of how on busy streets paint does not protect, more is needed than paint. We are ready to start regular monthly check-ins with your staff to discuss project development and implementation, as staff has promised to commence soon.

Please support protected bike lanes on Patrick Avenue and all busy streets in Hayward, as your approved bike plan details. Thank you for your thoughtful consideration of safety.

Thank you again.



Dave Campbell
Advocacy Director
Bike East Bay

[Bike East Bay's June 16 Letter to Council](#)
[Bike East Bay's Memo on 2-way cycle track](#)

From: Bruce Dughi
Sent: Tuesday, October 12, 2021 11:09 PM
To: List-Mayor-Council
Cc: Alex Ameri; Charmine Solla; Dankberg, Adam; Dave Campbell
Subject: Patrick Ave Reconfiguration

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

Mayor and Hayward City Council,

Thank you for the friendly amendment of incorporating a rumble strip on Patrick Ave. Anything to further separate bikes from cars is appreciated.

However, the travel lane also needs to be narrowed from 12' to 11' for any chance of maintaining the present 5 mph speed reduction. The effect of lane width on speed is extremely well established and narrower lanes produce lower speeds. In the old design, the 12' lane was adequate to reduce speed due to the close proximity of parked cars (friction). With parked cars far to the right in the new design, we need narrower travel lanes to compensate. NACTO and other enlightened design guides recommend 10' travel lanes with the option of 11' for some bus routes. There are examples of 10' bus routes in our area such as Castro Valley Blvd in Castro Valley. Nobody intentionally stripes 12' travel lanes anymore. They are kind of like flip phones--still a few of them around but not recommended.

I sensed a possible class issue between the more vocal and upscale St Bede school vs the public Glassbrook Elementary up the road. I heard almost nothing of Glassbrook while Staff seemed smitten by St Bede's sense of entitlement. Safety should not be designed by the loudest or wealthiest voice. Safety should also not be designed by democracy. Safety should be designed by reason and evidence. The little bit of evidence that was presented, showed a 60% reduction in collisions, probably due to the 5mph slower speeds that will disappear with the new design.

I want to emphasize that Hayward roads are not just for Hayward residents. And the residents of Patrick are definitely the minority road users there. There is no way that your out reach method would have captured Richard Heard, who died in the Tennyson bike lane, because he was passing thru Hayward and did not reside on Tennyson. Send out all the post cards you want in any language you like, he never would have gotten one. Richard Heard died in what Staff once considered a safe bicycle facility.

Finally, please do not change Huntwood. Both my daughters and I love it! Please continue to make Hayward more bicycle friendly so more people will choose to bike! Thanks.

Bruce

From: Miriam Lens
Sent: Tuesday, October 12, 2021 4:55 PM
To: Aisha Wahab; Angela Andrews; Barbara Halliday; Elisa Marquez; Francisco Zermenio; Mark Salinas; Sara Lamnin
Cc: Adam Kostrzak; Alex Ameri; Chuck Finnie; Dustin Claussen; Garrett Contreras; Jana Sangy; Jayanti Addleman; Jennifer Ott; Kelly McAdoo; Michael Lawson; Miriam Lens; Todd Rullman; Toney Chaplin
Subject: October 13 City Council Meeting: Comment on Patrick Avenue Safety Project (Item 6)

Good afternoon Council Members,

Please review the email below regarding Item No. 6 on tonight's City Council agenda. Mr. Clark was also provided the option to join the meeting via the Zoom application, call into the meeting, or participate in person by providing proof of vaccination against COVID.

Thank you

Miriam Lens, City Clerk

-----Original Message-----

From: Jim Clark
Sent: Tuesday, October 12, 2021 3:01 PM
To: Barbara Halliday <Barbara.Halliday@hayward-ca.gov>
Subject: Patrick Avenue Safety Project

Dear Mayor Halliday,

I have a question regarding the Patrick Avenue Safety Project, and all "road diet" projects in general. Are there any studies available that demonstrate the safety benefits of reducing road capacity and increasing traffic density? I am very concerned about this trend because taxpayers will not only have to pay for the retrofitting of the roads, but then also pay for increased fuel consumption (heavy traffic causes delays, more stop and go). Furthermore, the delay is unproductive time, so it will cost them in lost wages, increased costs at day care facilities as they will have to delay picking up their children, and increased healthcare costs, as stress levels are increased.

I have a difficult time understanding the safety benefits as I have now witnessed frustrated drivers do extremely dangerous maneuvers at intersections, including running red lights, passing groups of cars in turn lanes, etc...

In addition, congested streets means that emergency vehicles cannot get through as well. It also means evacuation in an emergency will be delayed. These two things alone put people's lives at real risk.

Finally, I would like to attend the council meeting in person, to voice my opposition to these policies. Now, the government that I am forced to support via taxation, affords me no representation. I cannot attend the council meeting since Hayward is now actively discriminating, and will be demanding to "see papers" regarding covid vaccination. Since I have recovered from covid, I have natural immunity, which is widely regarded as superior to vaccine induced immunity. Furthermore, the CDC, the NIH, WHO, and even the vaccine manufacturers have all conceded that the vaccinated can still contract and spread covid (this is not true for those that are naturally immune like me). It is unconstitutional, discriminatory, and immoral to restrict anyone from redressing their government representatives.

You, and the council were elected to serve the interests of the people of Hayward. How does this serve us?

Jim Clark <><

prepare yourselves...

From: Josh Cohen
Sent: Tuesday, October 12, 2021 5:00 PM
To: List-Mayor-Council
Cc: advocacy@bikieastbay.org
Subject: Please support protected bike lanes on Patrick Ave

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

Hi city council,

My name is Josh Cohen, and I am a member of Bike East Bay. I use my bike as my primary mode of transportation around the East Bay.

I am reaching out to you to urge you to support fully protected bike lanes on Patrick Avenue. Traffic on this road is fast-moving, and people on bikes need to be physically protected from vehicular traffic. Children and parents on bikes or walking going to school will be using this corridor, and protecting them physically will make them safer, and encourage more people to use their bikes as a sustainable and fun way to get around.

As city council members facing this important decision, the onus is on you all to offer your constituents a way to safely travel on this corridor. Any parking concerns can easily be addressed as they have throughout the region, state, and world many times over for a configuration to your liking.

I hope you understand the gravity of this decision and act in the interest of the most vulnerable people in the community you represent.

Thanks

Josh