

## Miriam Lens

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**From:** Sherman Lewis  
**Sent:** Tuesday, January 20, 2015 5:53 PM  
**To:** Miriam Lens  
**Subject:** Item 5. Downtown Specific Plan

Please help get this to these Councilmembers before 8pm tonight, thanks.

----- Forwarded Message -----

**Subject:**Re: Item 5. Downtown Specific Plan

**Date:**Tue, 20 Jan 2015 15:45:24 -0800

**From:**Sherman Lewis

**To:**Sara Lamnin <[Sara.Lamnin@hayward-ca.gov](mailto:Sara.Lamnin@hayward-ca.gov)>, Al Mendall <[Al.Mendall@hayward-ca.gov](mailto:Al.Mendall@hayward-ca.gov)>, Greg Jones <[Greg.Jones@hayward-ca.gov](mailto:Greg.Jones@hayward-ca.gov)>,

On 1/20/2015 1:22 PM, Sara Lamnin wrote://

Hi, Sara, I wanted to share my comments on your email with Al and Greg. I am also copying to the HAPA Board so they can rein me in if I get too far off base. Feel free to circulate.

I asked Fred Kelley last week for a copy of the work plan; he said it was still in house. The City has been collecting some information but not telling me what it is, and I believe it has not collected what was spelled out in my report on Ideas for Downtown Hayward SP. There is nothing in the work plan specific enough to know if the needed info will be collected.

What is in your packet, the Project Framework, 1.4 Scope of Work, 2-C Scope of Work, will define and limit 3-A Frame Choices. The 2-C bullet points are about existing data with no details on solutions to be looked at.

"Improved circulation" p. 52 usually means faster vehicle circulation, not transit, pedestrian, or business access level of service, which traffic consultants do not recognize as legitimate, especially when they conflict with more capacity. The non-auto methodologies have not been quantified and integrated with the models for traffic. In Hayward, for example, the Loop documents said the plan would improve pedestrian circulation while increasing crossing widths to six and seven lanes. The traffic consultant made congestion projections for the no project alternative that were absurd, but credible to those who have not studied traffic.

"Specifically" p. 52 implies excluding other ideas. It does not say "prioritize access to downtown over through traffic," which would hit the nail on the head. Unless Council says "we want consideration of a reversion to two way on the loop and increased parking" it is unlikely to happen. It will only be mentioned as a citizen input and then poo-pooed or ignored. Are you willing to direct staff?

Traffic consultants are hired to do what staff wants done and may not be able to deal with this honestly. (Even Cambridge Systematics caved to pressure from Heminger on HSR.) The consultants will probably tell you Hayward can optimize with the Loop and other measures. Consultants are paid by staff, not Council. Welcome to the world of how staff manages Councils. It is not dishonest; the underlying problem is a lack of understanding and vision by staffs and society

at large. Staff is focused on getting developers to invest in sites, with no real circulation options explicitly considered.

Kittleson will probably not do a good traffic analysis. NN could do one, but I'll bet (based on reviewing the Project Framework) they are being assigned to parking, transit and ped issues and will have to stay away from the lack of clothing on the emperor. NN analysts Siegman and Tumlin are excellent, but Jessica Alba did a mixed job for South Hayward, good on walk and parking, terrible on shuttle, shared parking, market charges, and elasticities. The City did not hold NN to its work plan, apparently due to lack of expertise and political will.

By the time we get to Task 5 "circulation and access," it is too late to develop new options or get public input. Staff will tell you we can keep the Loop but tweak it and do x, y, and z and solve the problems. Councils usually use staff reports, months of process, and really long documents as the basis for tough political choices.

The work plan is confined to building on the Loop background report, which I have analyzed and discredited, not so much for what it said as for what it left out (in previous email).

I don't trust this process; I lack confidence the needed alternatives to the Loop will be studied or honestly evaluated. I need something in writing about collecting relevant factual information and considering a real alternative.

My opinion of course, but based on over 40 years of experience in politics and the City going back to OHHA's successful lawsuit over the streets, the vagueness of the documents, and the weakness of Councils in getting internal consensus and then in controlling staff.

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