



DATE: November 6, 2017

TO: South Hayward BART Station Access Authority Board

FROM: Co-Executive Directors

SUBJECT Review and Selection of Mission Blvd. Parking Policies

RECOMMENDATION

That the Board reviews this report and recommends a policy alternative for addressing parking regulations on Mission Blvd. between Tennyson and Valle Vista.

BACKGROUND

In early 2013, the City and BART approved the Action Plan for the South Hayward BART Joint Powers Authority, adopting the preferred alternative 1, which included allocating 40 parking spaces (JPA spaces) along Mission Blvd, between Tennyson Road and Valle Vista Avenue.

In February of this year, staff received a petition from 111 residents living at the Alta Mira Apartments located at 28901 and 28939 Mission Blvd (Attachment II) requesting that the reserved BART parking be removed from the street on Mission Blvd in front of the Alta Mira buildings. Alta Mira consists of both an affordable and senior affordable housing, built as a transit oriented development in partnership with Eden Housing.

According to the petition, these residents do not have available parking for family members and care providers. Alta Mira only has two dedicated visitor parking spaces. Many of these residents do not own cars and rely on others as their main means of transportation. The current parking situation does not provide local parking spots in front of the apartment buildings, requiring the residents to walk long distances from a parked location or leaving their means of transportation without a spot to pick them up.

On July 20, 2017, staff from the City and BART held a community meeting at Alta Mira to glean a better understanding of the residents' pain points with the parking situation on Mission Blvd, in response to the petition. It was at this meeting that the residents of Alta Mira also suggested holding a Board meeting locally, at Alta Mira, so the residents could be present.

DISCUSSION

Current Policy

Under the JPA Action Plan, there are 40 parking spaces reserved for BART patrons between Tennyson and Valle Vista, with half of those spaces immediately in front of the Alta Mira

properties. On this block, there is a mix of parking restrictions, which confuse local residents. From the corner of Tennyson to the southern edge of the Alta Mira properties, BART parking restrictions are in place all day, all hours, seven (7) days a week. Restrictions further south to Valle Vista are in place from 4 AM to 3 PM, Monday through Friday.

The current occupancy rate for these spaces can range considerably from a low of 29% on a Monday to 67% on a Wednesday, according to a staff survey of spaces.¹

Resident Pain Points

Under the current parking policy, residents do not have access to what they describe as “adequate, local on-street parking.” Residents and/or their visitors have tried parking in JPA spaces available in front of their building by walking to the BART station to purchase parking, requiring payment for access beyond the faregates. Several residents explained that the Station Agent often will not allow them to purchase parking, in accordance with the parking policy because they are not technically BART patrons.

Since the residents are unable to park in front of their building, they will opt to park where they can, like across the street on northbound Mission Blvd, which is often full or other locations along the Mission Blvd corridor. Residents admitted they jaywalk across Mission Blvd to their building, crossing several lanes of traffic. Other residents will park or have their visitors park at K-Mart and have them walk to the building, over 1 mile away.

The residents state that they are unable to host guests with vehicles overnight, without them waking up early in the morning and searching for new parking in order to move prior to the 4:00am parking regulation start time.

Another pain point the residents face is the lack of a designated loading zone, one where those in wheelchairs can easily access the buildings, and residents can catch their taxi/rideshare/shuttle services waiting in traffic. However, there is a side street, Cadence Way, where these vehicles could potentially wait if the situation required it.

All of these residents are living in affordable housing, and explained to staff that their ability to pay for parking daily, or to pay parking tickets is limited. Therefore, the residents feel they have nowhere to park and no real workable alternatives.

Policy Alternatives

Alternative 1: Adjust Parking Regulations on Mission Blvd.

Under this alternative, parking restrictions on Mission Blvd, between Tennyson and Valle Vista, would be in place from 9am to 3pm on weekdays for BART riders and have no overnight parking regulations. This would still provide access to parking for BART patrons but at the same time, provide greater access to parking for residents and their guests, especially in the evening, overnight, and morning hours.

¹ Survey of spaces completed by Hayward Department of Public Works: Engineering & Transportation at 2:30pm on October 23, 24, 25.

Alternative 2: Restructure Parking Regulations on Mission Blvd.

Page 4-4 of the JPA Action Plan provides recommendations for addressing parking if spillover parking beyond the on-street allotment of spaces is a problem for residents, businesses, and other parkers. While the on-street allotment is not at full or over capacity, the action plan provides some insight into solutions that may alleviate this current situation. Specifically, the action plan recommends increasing the efficiency of on-street parking facilities by removing striping that partition discrete spaces and open the entire block between Tennyson and Valle Vista for parking. In this alternative, the JPA would have to install on-street pay stations on the block to allow motorists to pay (and display) for parking by time required only rather than by parking space as is currently done. Under this alternative, the Authority would convert to hourly on-street parking regulations, similar to what is outlined in Alternative 1.

This alternative is the costliest, and would require additional analysis by the City to determine the total budgetary impact.

Alternative 3: Remove BART Parking Spaces on Mission Blvd.

This is the most drastic alternative and is not recommended by staff at this time. Removing spaces would not be in accordance with the JPA's adopted action plan and would require both governing bodies of the City of Hayward and BART to amend the action plan.

Staff recommends moving forward with a 90-day pilot of Alternative 1. Following the pilot, staff will engage residents to evaluate whether or not this solution alleviates their pain points. Furthermore, this alternative is the least costly and has the shortest time for implementation out of the other alternatives.

Additional Considerations

Residents noted an issue with individuals, likely BART patrons, parking in the private alleyway north of their building, in visitor spaces. Staff recommended to Alta Mira staff to contract with a towing company to remove those vehicles consuming the limited visitor spaces. Residents also asked staff for advice on ways to cut down speeding through the alleyway. Staff recommended speed bumps and connected Alta Mira staff with the Neighborhood Improvement Grant program as a potential source of funding.

ECONOMIC AND FISCAL IMPACT

The current FY2017 JPA budget does include funding for new signage which would be needed under Alternative 1. Alternative 2 would require more funding, which could be allocated at FY2017 Mid-Year if necessary or in FY2018. Staff would need to complete more analysis for vendor selection for mid-block parking payment systems and the costing of removing the striping of the spaces and installation of required infrastructure.

NEXT STEPS

Following direction from the Board, JPA staff will move forward with implementing the changes.

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Recommended by: Stacey Bristow, Interim Director of Development Services, City of
Hayward
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Approved by:

A handwritten signature in black ink, appearing to read 'K. McAdoo', is positioned above a horizontal line.

Kelly McAdoo, City Manager