

**CITY COUNCIL MEETING
TUESDAY, JULY 3, 2018**

PRESENTATIONS

ITEM 4 – LB 18-036

**DOWNTOWN PARKING MANAGEMENT PLAN –
AMENDMENTS TO SECTION 3.80 AND 3.95 OF
HAYWARD TRAFFIC REGULATIONS**



DOWNTOWN HAYWARD PARKING MANAGEMENT PLAN



Fred Kelley
Transportation Manager
Public Works

July 03, 2018

Staff Recommendation

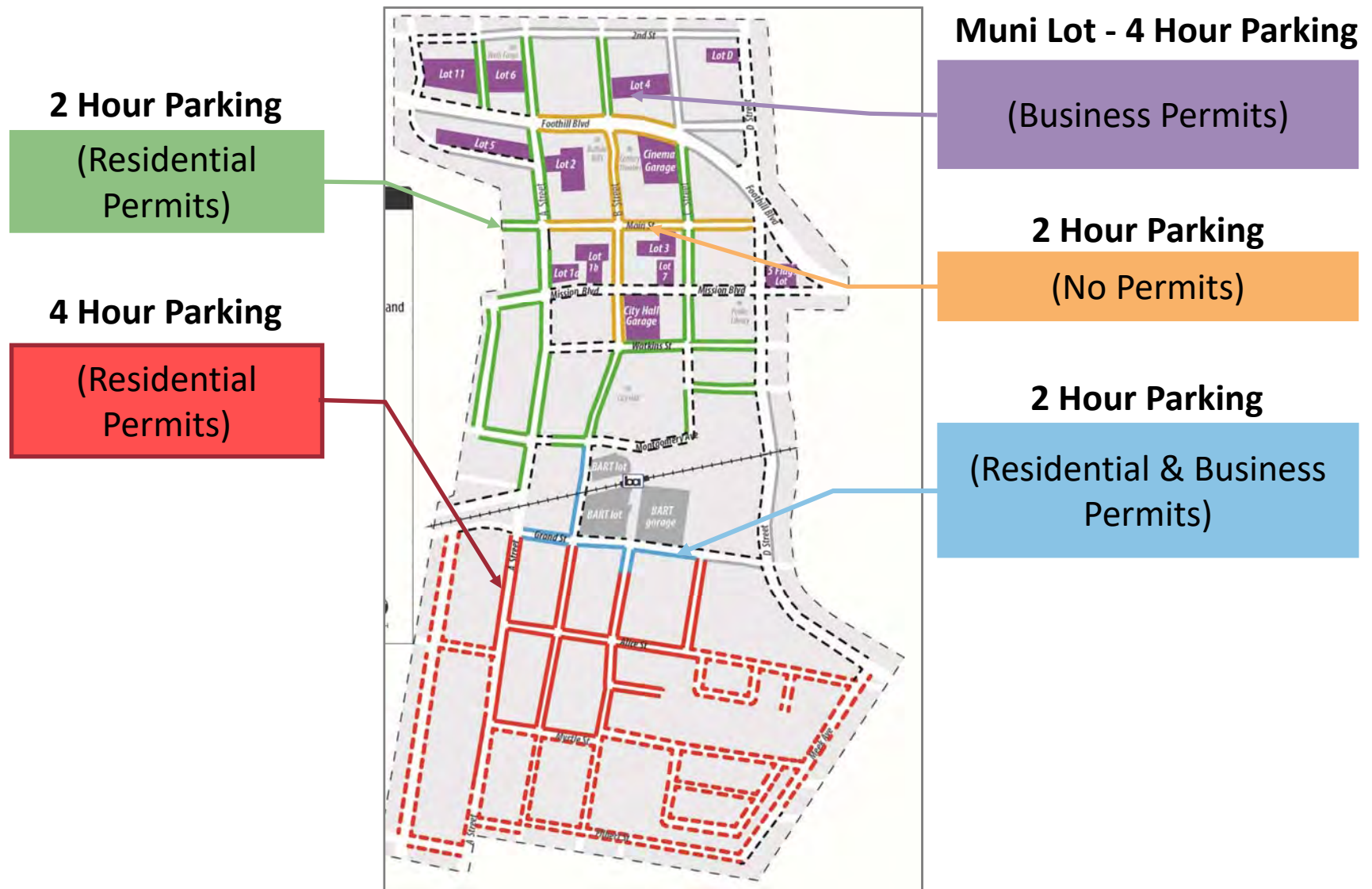
- Council adopts the revisions and amendments to Hayward's Traffic Regulations (Sections 3.80 and 3.95).

Adopted Parking Management Plan Components



Adopted Time Restrictions

9:00AM to 4:00 PM



Adopted Downtown RPP Program

Residential Permits

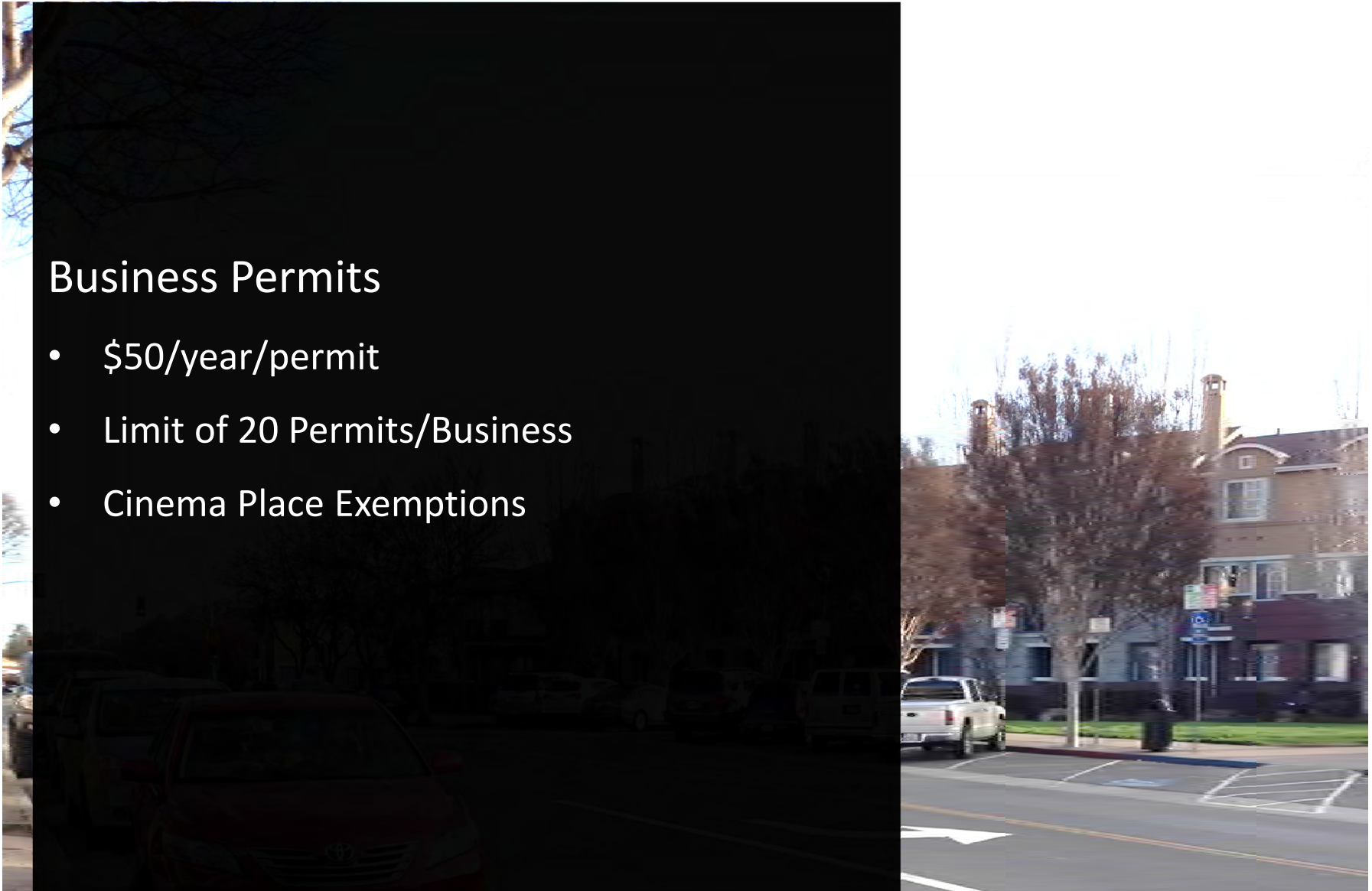
- \$50/year/permit
- Free for first year
- Limit of 2 permits/household
- Guest permits: \$5/permit - 5-day limit
- Overnight Parking



Adopted Downtown BPP Program

Business Permits

- \$50/year/permit
- Limit of 20 Permits/Business
- Cinema Place Exemptions



Enforcement

- License Plate Recognition Equipped Vehicle
- Enforcement Days/Hours



Wayfinding - Parking Lot Signs

Advance Signs



Entrance Signs

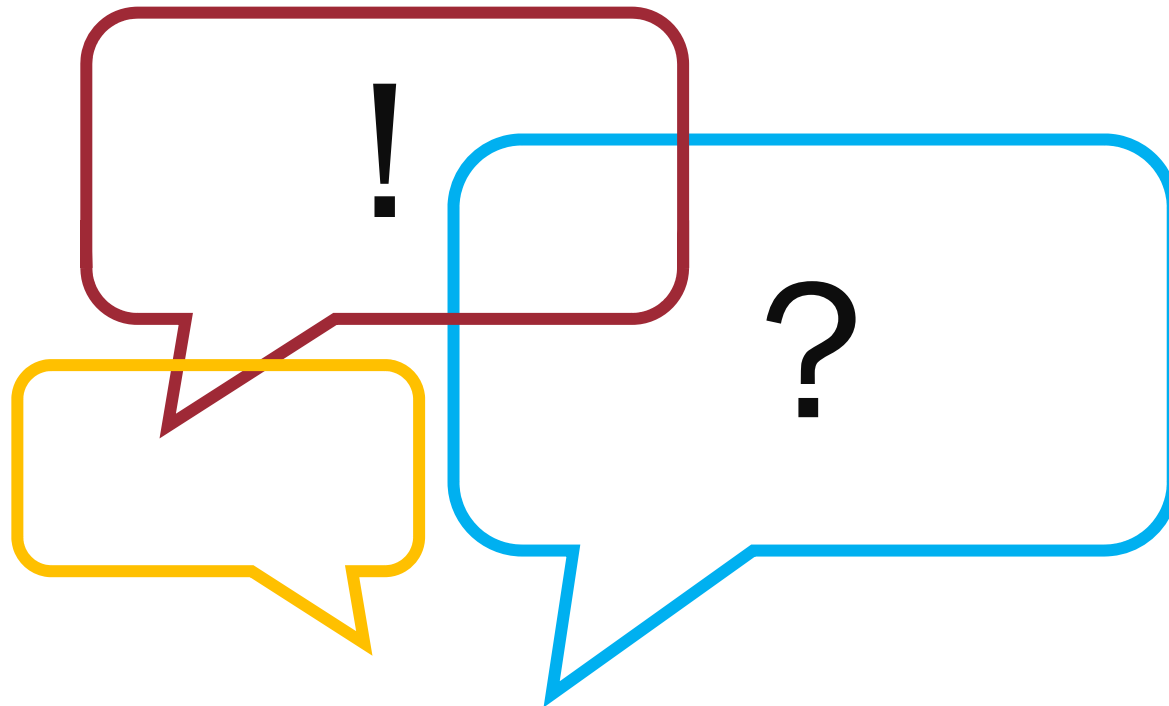


Next Steps

- Fall, 2018: Revisions to Master Fee Schedule
- Fall, 2018: LPR Appropriation
- January, 2019: Program Implementation
- June, 2019: 6-month review of the program
- January, 2020: One-year review of the program



Questions & Feedback



ITEM 5 – LB 18-037

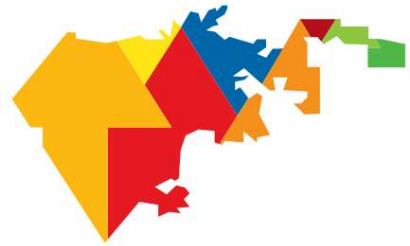
**NEIGHBORHOOD TRAFFIC CALMING
PROGRAM - PROGRAM ADOPTION**



Neighborhood Traffic Calming Program (NTCP)

**Presentation
07.03.18**

**Fred Kelley, Transportation Manager
Public Works**



Staff Recommendation

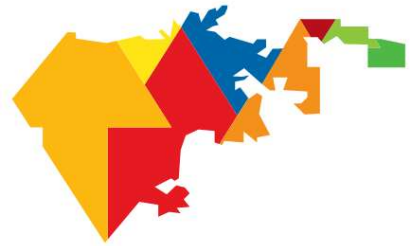
- Council Adopts the Neighborhood Traffic Calming Program.



Project Goals

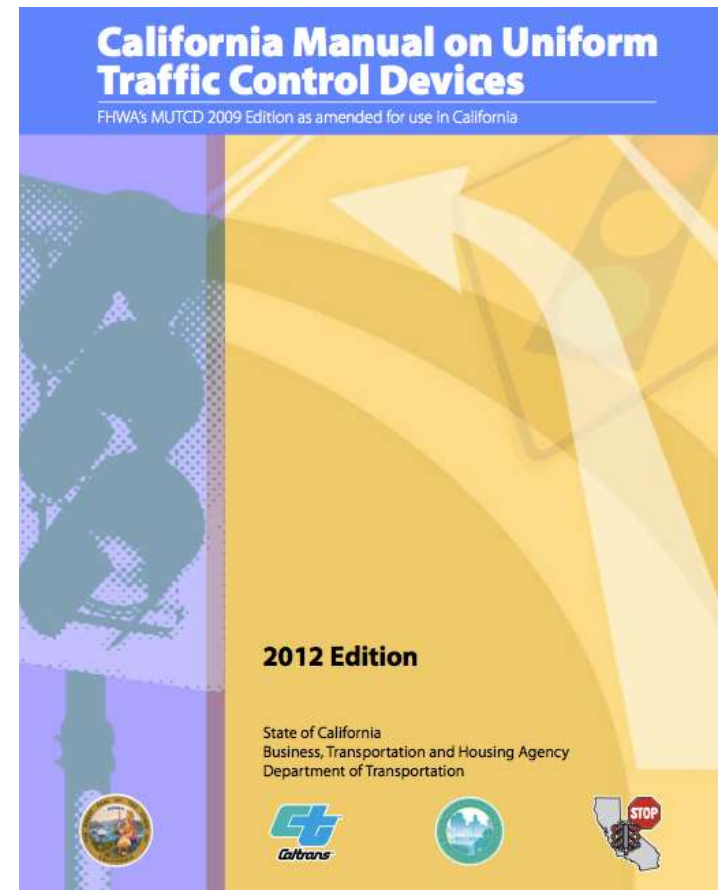
- Address speeding, cut-through traffic and pedestrian/bicycle safety
- Develop comprehensive, realistic and flexible strategies
- Fair, consistent policies and procedures
- Incorporate 4E's – Education, Enforcement, Empowerment, Engineering

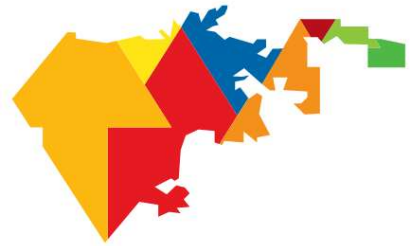




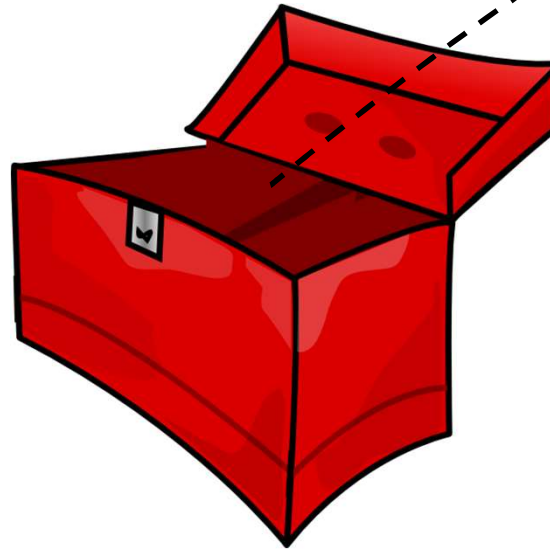
NTCP Development

- Community Outreach (Town Hall Meetings)
- Social Media
- Benchmarking
- Council Infrastructure Committee





Existing Traffic Calming Strategy

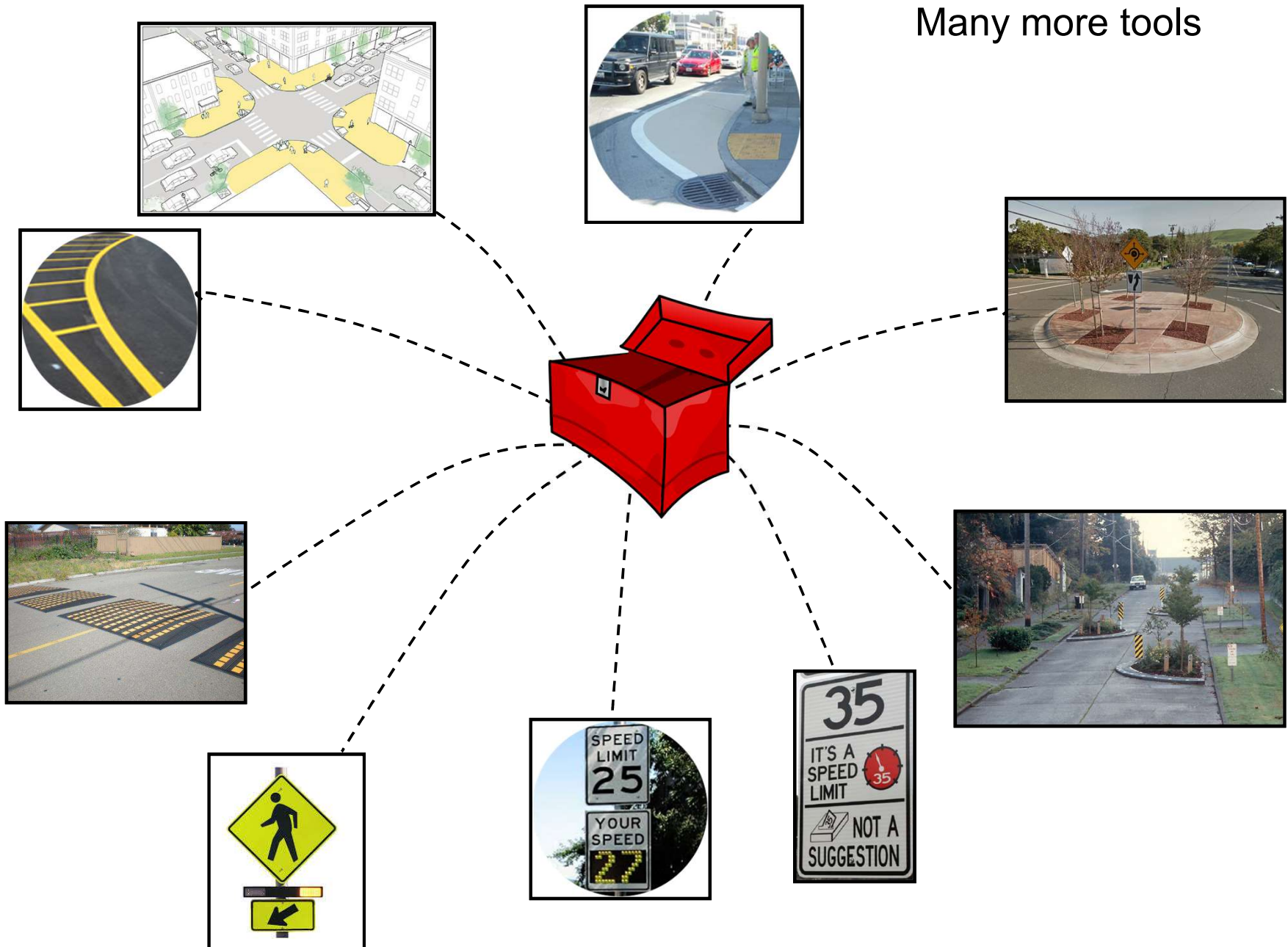


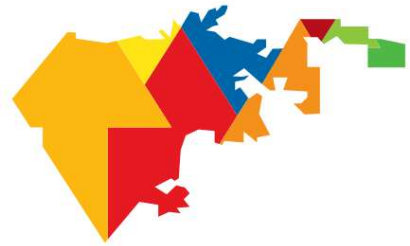
One tool



Proposed Traffic Calming Strategies

Many more tools





Three Tiers

Tier I

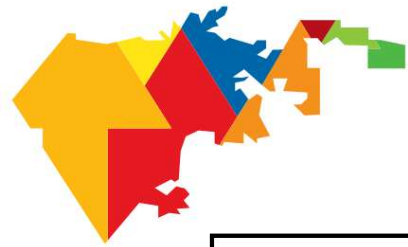
- Low cost
- Easy to implement

Tier II

- Higher cost
- Minor design/construction

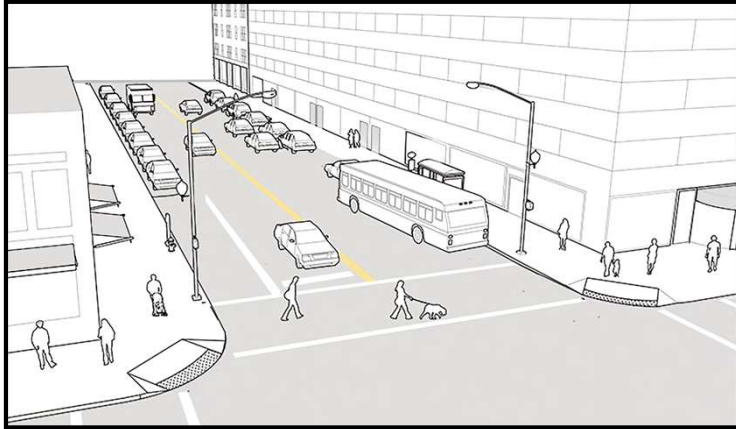
Tier III

- Highest cost
- Major design/ construction
- Requires community buy in



Tier I

Low Cost-High Return



Edgeline/Centerline Striping

Suitable for: Residential Streets, Collector Streets

Not Suitable for: Arterial Streets

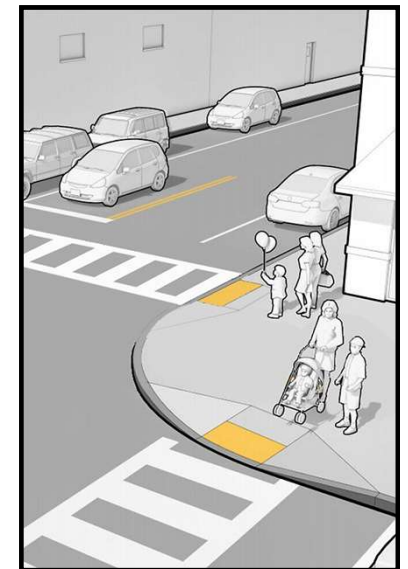
Cost: \$0.50 - \$1.00 per linear foot of striping

High Visibility Crosswalks

Suitable for: School zones, Residential Streets etc.,

Not Suitable for: Low pedestrian volume locations

Cost: \$3.00 - \$4.50 per linear foot of striping

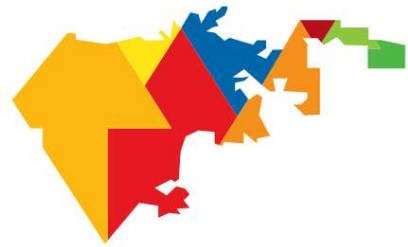


Signage

Suitable for: School zones, Residential Streets etc.,

Not Suitable for: N/A

Cost: \$250 - \$500 per sign



Tier II

High-Cost & Minor Design/Construction

Flashing Beacons

Suitable for: School Zones, Residential Streets

Not Suitable for: Streets with speed limits >35 mph

Cost: \$15,000 - \$25,000



Speed Feedback Signs

Suitable for: School Zones, Residential Streets

Not Suitable for: Intersections, Curved Roadway

Cost: \$15,000

Road Diet

Suitable for: School Zones, Wide Residential Streets

Not Suitable for: Narrow Roadways

Cost: \$15,000 to \$20,000 per a mile of a roadway.





Tier III

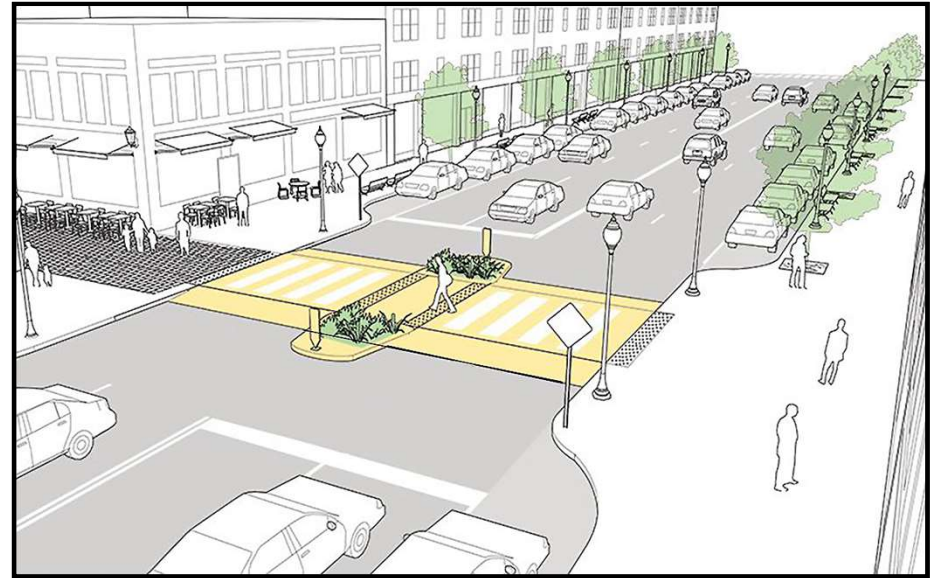
Highest Cost & Major Design/Construction

Raised Crosswalk

Suitable for: High pedestrian activity areas, Residential Streets, School Zones

Not Suitable for: Arterial streets, Intersections

Cost: \$40,000 - \$70,000 per two lane roadway



Chokers

Suitable for: Wide streets, High cut-through volumes

Not Suitable for: High bicycle volumes & on-street parking demand

Cost: \$30,000 to \$50,000 per location



Tier III

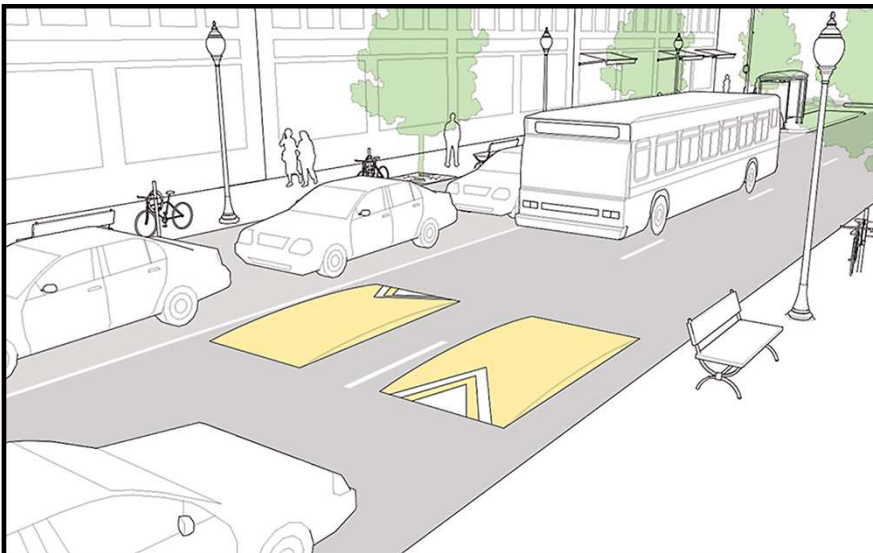
Highest Cost & Major Design/Construction

Roundabouts/Traffic Circles

Suitable for: Collector/Arterial Streets, High accident rate

Not Suitable for: Horizontal/vertical curvature

Cost: \$150,000 to \$350,000 for a single lane roundabout



Speed Lumps

Suitable for: Residential streets, High cut-through volumes

Not Suitable for: Collector/Arterial Streets

Cost: \$12,000 to \$15,000 per pair



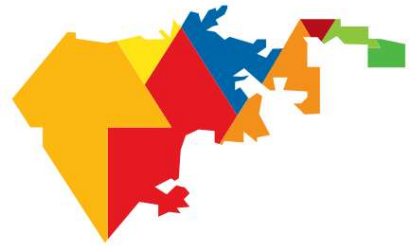
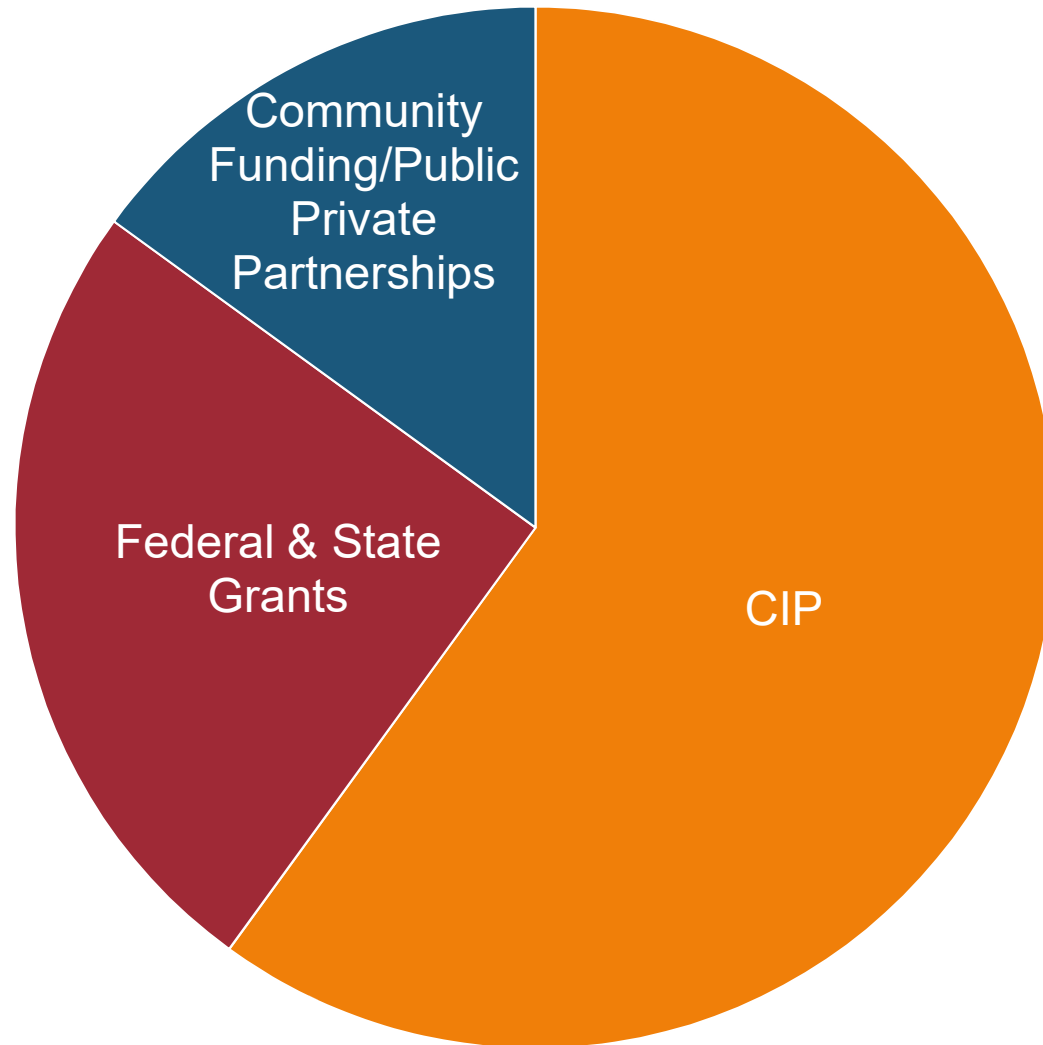
- Comprehensive analysis by staff
- Implement Tier I measures
- Evaluate effectiveness of Tier I measures
- Neighborhood petition process
- Tier II/III feasibility analysis
- Design/Cost estimates
- Prioritize
- Identify funding and implement



Prioritization

Criteria		Point Definitions	Points Available
Primary	85th percentile speed	2 points for every 1 MPH above the posted speed limit (85th percentile speed must be at least 5 MPH over the posted speed limit to be considered for traffic calming)	30
	Crash History	3 points for each preventable crash within the last three years	30
Secondary	Vicinity to Schools	7.5 points per school if street fronts or provides access to a school, or if street is a designated Safe Route to School	15
	Pedestrian Generators	10 points if location is within 1,000 feet of a major transit access point or a civic facility; or peak hour pedestrian volume at any adjacent intersections exceeds 100	10
	Traffic Volumes	1 point for 0 – 500 average daily traffic 2 points for 501 – 1,000 average daily traffic 3 points for 1,001 – 1,500 average daily traffic 4 points for 1,501 – 2,000 average daily traffic 5 points for > 2,000 average daily traffic	5
	Cut-through Traffic	2 points if at least 25% of traffic volume is cut-through; 1 points for each additional 5% (Up to 40% max)	5
	Additional Concerns	1 point if visibility restrictions result from roadway geometry; 1 point if segment is a designated Bike Route or pedestrian corridor; 1 point if street has no sidewalks; 1 point if segment is > 1,000 feet in length; 1 point if segment is > 40 feet in width	5
Total			100

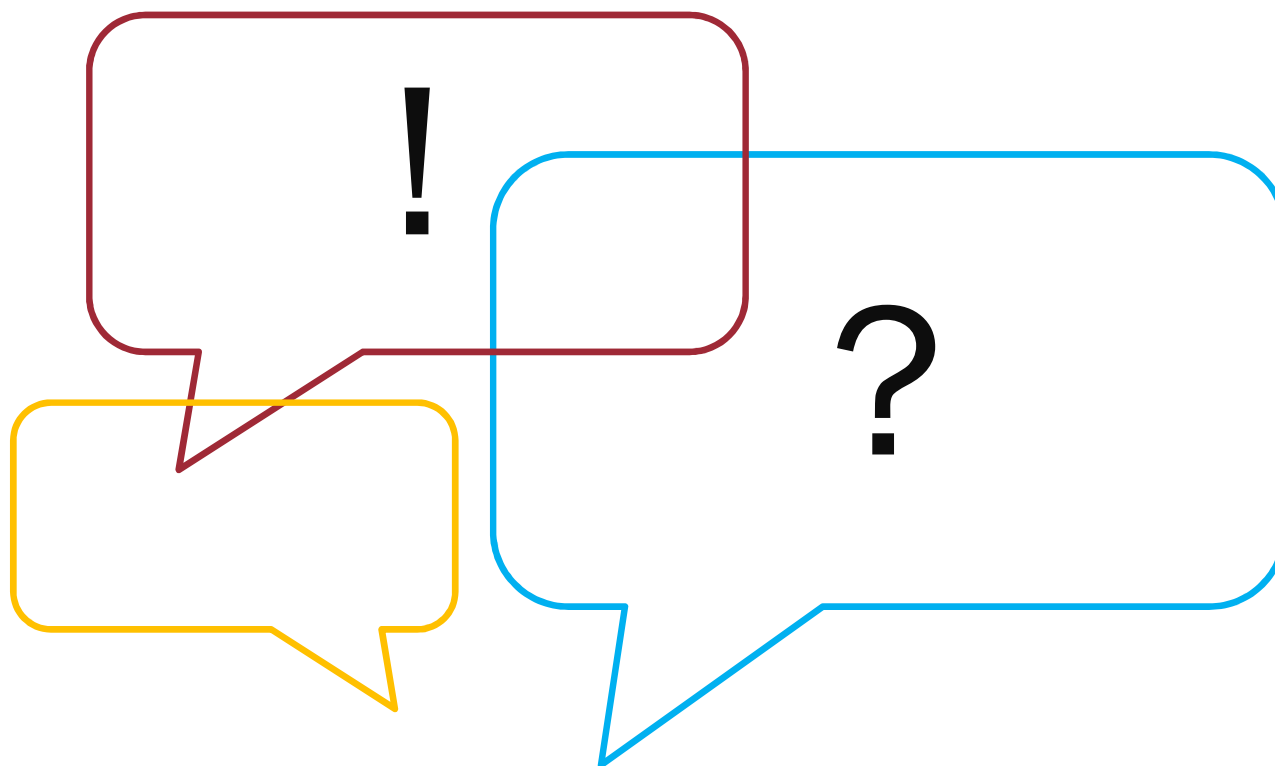
Funding

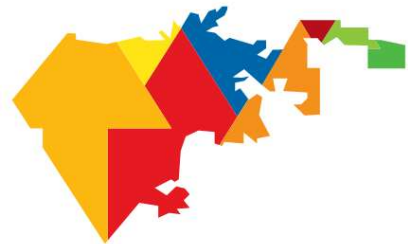


- Program Implementation - Fall, 2018



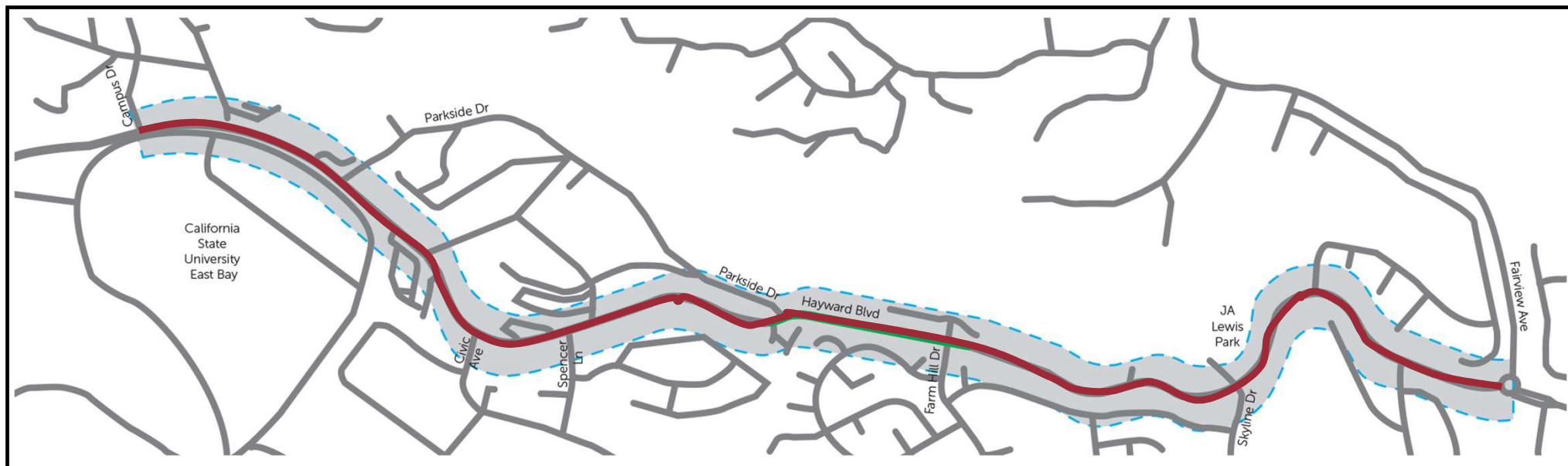
Questions & Feedback

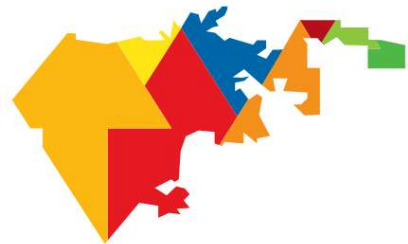




Traffic Calming on Collector and Arterial Streets

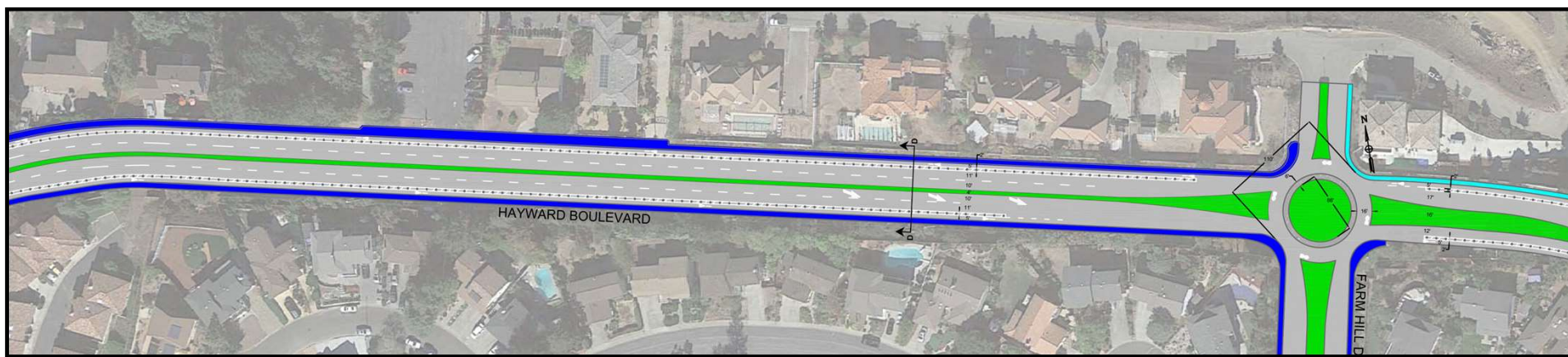
Hayward Blvd (Carlos Bee Blvd to Fairview Ave)





Traffic Calming on Collector and Arterial Streets

Hayward Blvd (Farm Hill Dr to Parkside Dr) – Tier III Concepts



- Single-Lane Roundabout
- Protected Bicycle Lanes

Preliminary Cost Estimate:

Segment Cost: \$360,000

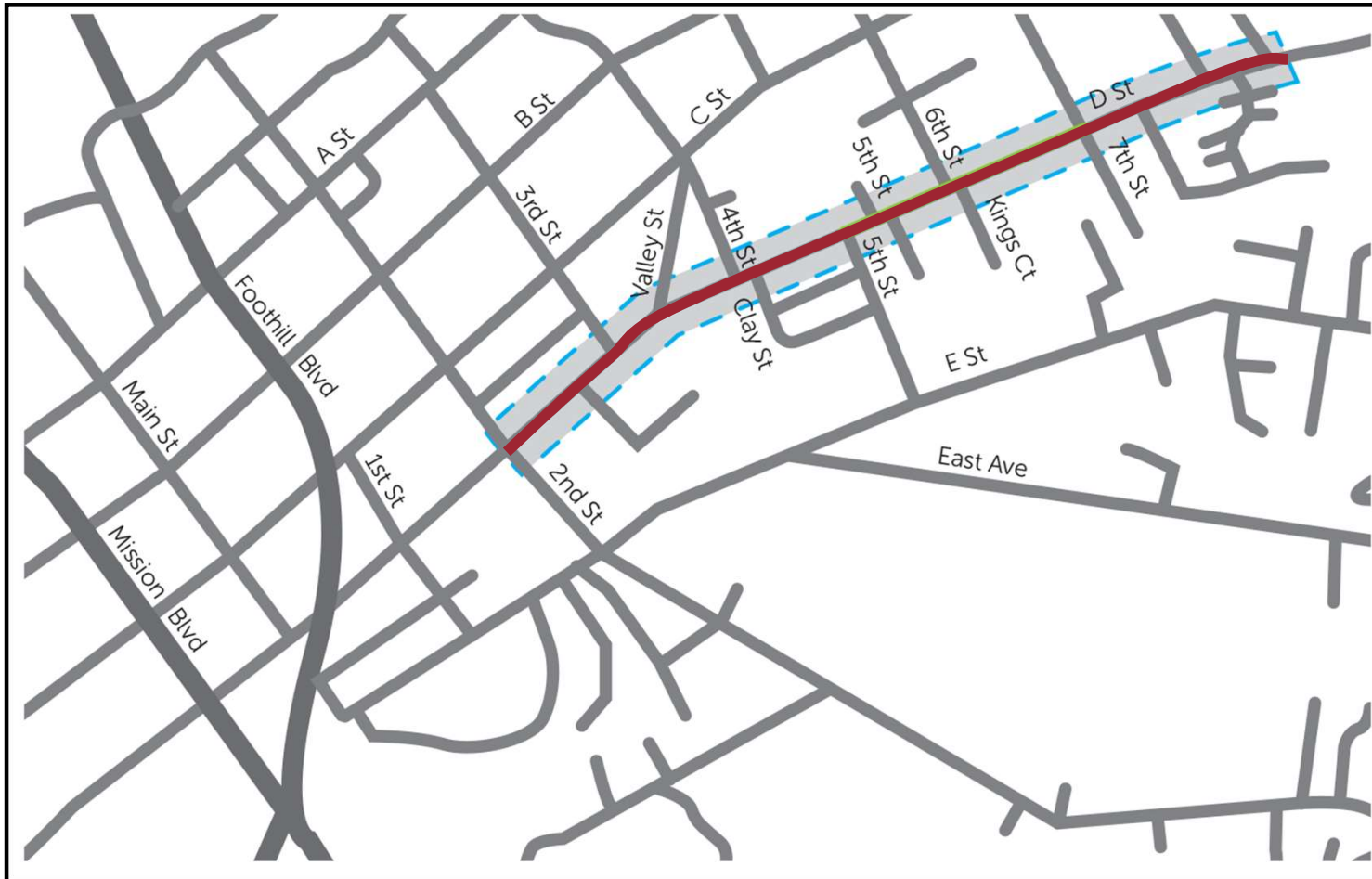
Corridor Cost: \$2,600,000





Traffic Calming on Collector and Arterial Streets

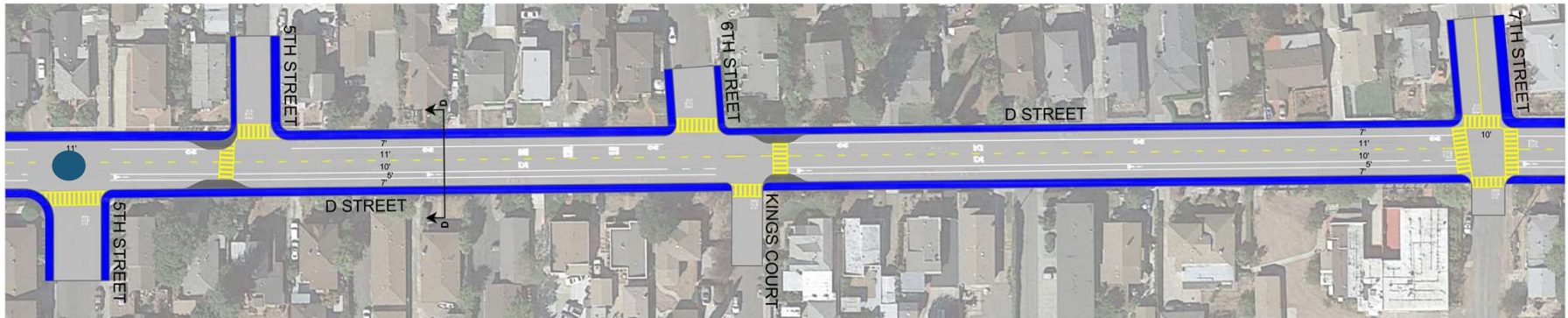
D St (2nd St to City limit)





Traffic Calming on Collector and Arterial Streets

D St (5th St to 7th St) – Tier III Concepts



- Bulb Outs
- Traffic Circle
- Flashing Beacons

Preliminary Cost Estimate:

Segment Cost: \$90,000

Corridor Cost: \$230,000

