

Exhibit 3



City of Alameda Public Works Department Policy for Improvements to Visibility (Daylighting)

POLICY

Following the direction of City Council, the Public Works Department has established this policy to improve the safety of all users of the road through visibility improvements (daylighting) at intersections. Pursuant of AMC 8-7.1 and 8-8.5, the Public Works Director is authorized to remove or change parking in order to achieve this goal. This policy has been established to ensure that:

1. Safety is the absolute, primary priority; and
2. Although secondary, parking should be removed with care, consideration, and proper justification.

PROCEDURE

Visibility may be reviewed on a case by case basis or as part of other corridor projects. It can be reviewed at intersections, midblock crossings, heavily used driveways, or at electronic traffic control devices. For all pavement management resurfacing projects, visibility improvements *shall* be implemented along all arterials and collectors, as defined in the City's Transportation Element of the General Plan.

Current engineering standards such as the California Manual for Uniform Traffic Control Devices (CA MUTCD) and/or National Association of City Transportation Officials (NACTO) guidelines, shall be the basis for determinations, this includes but is not limited to length of no parking zone necessary for sufficient visibility, parking space dimensions, and appropriate tools for improvements.

Every intersection is unique, and visibility can be impacted by many different factors. Therefore, visibility shall be reviewed in the field. Staff shall use engineering analysis to recommend and justify parking removals. General applications shall only be used for guidance and will not automatically determine final recommendations for visibility at each individual intersection. For situations where parking may be removed from a corner, careful consideration should be made where a few feet less of no parking zone would provide sufficient visibility while also maintaining on-street parking supply. However, no parking shall be permitted within 20 feet of intersections along collector and arterial streets. The length of a no parking zone may also be extended in cases where the nominal length would not leave sufficient space for an integer number of on-street parking stalls between a corner and the end of the parking zone (e.g. driveway, red curb, etc.).

GUIDANCE

1. At intersections along arterials and collectors, parking shall be prohibited along the arterial and collector for a minimum of 20 feet before and after the intersection.
2. The installation of a new 20 feet no parking zone may be in addition to an existing no parking zone at the corner.
3. At mid-block crosswalks, parking shall be prohibited for a minimum of 20 feet on the approach sides of a crosswalk. Parking may also be prohibited for 20 feet on the departure side, as well.
4. At each approach of signalized intersections, parking may be prohibited up to 30 feet on the near side and 20 feet length on the far side.
5. At any electronic traffic control device installed along arterials and collectors, parking may be prohibited up to 20 feet on each side of the device. 10 feet may be used if it is sufficient for visibility of the device.
6. Within 100 feet of any intersection, the parking of tall vehicles may be prohibited when the Public Works Director has determined that the parking of such vehicles is creating a hazard. The limiting height shall be based on the current California Vehicle Code, engineering sign standards, and engineering practices for the prohibition.
7. Determination of parking prohibitions on local streets will be on a case by case basis and will take into account whether the intersection is controlled (i.e. stop signs) or uncontrolled, crash analysis, pedestrian and traffic volume, observed parking demand, and resulting parking loss. The length of the no parking zone may range from 5 feet to 20 feet. The no parking zone may also be reduced if it is determined to be excessive and the new length shall be sufficient for visibility.

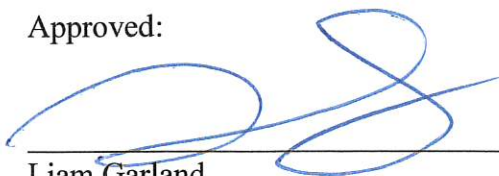
NOTICING AND APPEALS

Written notices of the determinations may be sent to all properties within 300 feet of the subject location and all property owners as a courtesy notice. The notice shall indicate the direction from City Council to prioritize intersection improvements for improved safety, a generalized description of the planned improvements, and shall also reference and quote applicable municipal codes.

The Public Works Director's decision is not appealable and work for the improvements may commence when appropriate.

If additional improvements are requested or otherwise needed, a new study of the post parking removal conditions shall be performed. Updates to AMC 8-1.2, 8-1.3, 8-7.1, and 8-8.5 shall supersede any references or excerpts in this policy.

Approved:



Liam Garland
Public Works Director

7/29/19

Date