

## ATTACHMENT A

1. Authorizing the Installation of Residential Speed Control Devices (3 Speed Humps) on Spring Street in North Fair Oaks, Redwood City Area

<b>Address</b>	<b>Area</b>	<b>Description</b>	<b>Objections</b>	<b>Support</b>
Spring St. between 5 <sup>th</sup> Ave. and Bay Rd.	North Fair Oaks	Page 2	2	60*

\*Over 51% of the residents requested the speed humps and signed the petition in favor of their installation, which is one of the qualifying criteria listed in the Residential Speed Control Devices Program.

2. Establishing a No Parking Zone in Broadmoor, Daly City Area

<b>Address</b>	<b>Area</b>	<b>Description</b>	<b>Objections</b>	<b>Support</b>
333 87 <sup>th</sup> St.	Broadmoor	Page 3	0	0

**Descriptions of Proposed Traffic Control Devices by Location:**

1.) Authorizing the Installation of Residential Speed Control Devices (3 Speed Humps) on Spring Street in North Fair Oaks, Redwood City Area

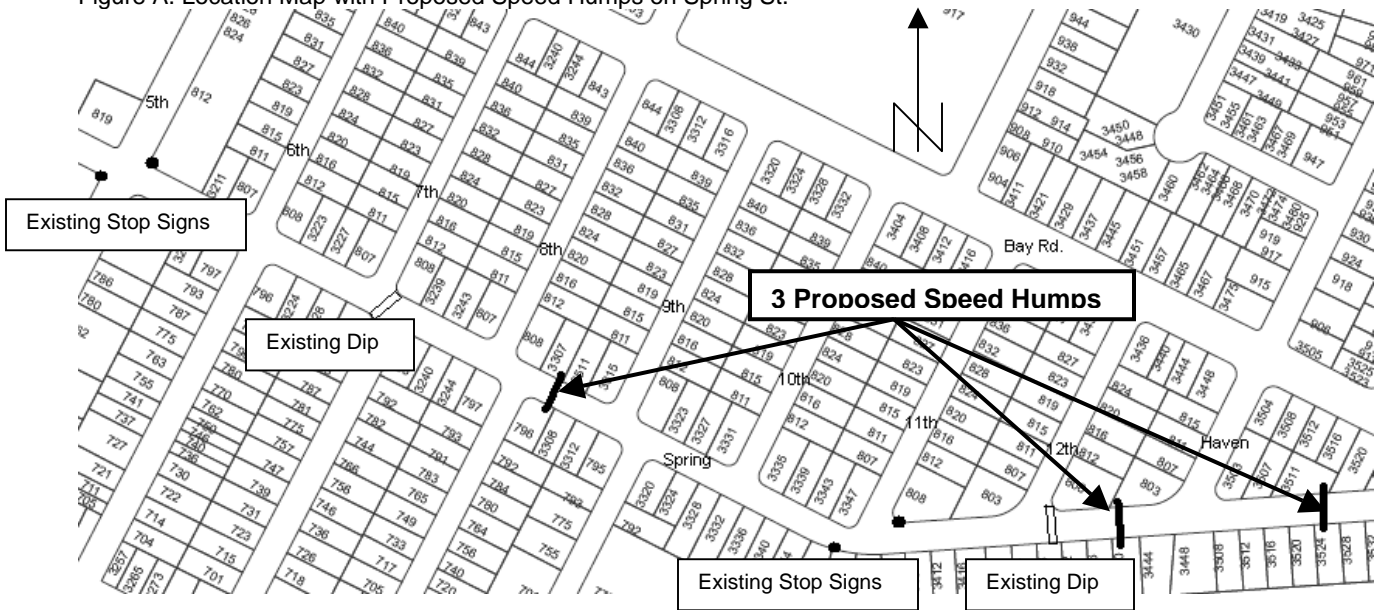
Discussion: The majority of the residents who live on Spring St. between 5<sup>th</sup> Ave. and Bay Rd. petitioned for speed humps as part of the County's Residential Speed Control Devices Program. Staff verified that this location qualifies for speed humps:

- A. An 85<sup>th</sup> percentile speed of over 32 mph was recorded
- B. The Average Daily Volume of vehicles was greater than 500 vehicles per day
- C. CHP did not have any objections to the proposed speed humps
- D. Worked with Redwood City Fire Department on their preferred speed hump cross section and location options

The installation of speed control devices qualifies for CEQA exemption. A Notice of Exemption has been filed with the County Clerk.

We estimate the construction of the speed humps will take approximately three days. An independent contractor will perform the speed hump construction and markings. Our Road crew will install the signs.

Figure A. Location Map with Proposed Speed Humps on Spring St.



2.) Establishing a No Parking Zone in Broadmoor, Daly City Area

Discussion: The Broadmoor Police Department requested a No Parking Zone at 333 87<sup>th</sup> Street to aid their egress. Staff reviewed the site and determined that:

- A. The proposed No Parking Zone would improve sight distance for drivers exiting the parking lot at 333 87<sup>th</sup> Street
- B. The new 20-foot long parking zone would not negatively impact neighborhood parking

Figure B. Location Map of Proposed and Existing Curb Markings on 87<sup>th</sup> Street

