

Stony Point Road Restriping Proposal

Santa Rosa Creek Bridge to W. Third Street

Ground Rules

~~Raise hands to speak.~~

Only one speaker at a time.

All comments are to be treated fairly and with respect.

No side conversations as they can be disruptive to those attempting to follow the discussion.

Place cell phones on vibrate.

Scope of Work

~~Perform a Parking Demand Assessment~~

W-Trans on December 26, 2007

Perform a collision history evaluation

Study period - July 2004 through March 2008

Develop a preliminary striping plan to include a center turn lane, turn pockets at Glenbrook Drive and class II bike lanes

Parking Study Dates

~~Data was collected on the following times~~

Wednesday, November 28, 2007, from 9p to 11p

Friday, November 30, 2007, from 9p to 11p

Saturday, December 1, 2007, from 4p to 6p

Sunday, December 2, 2007, from 2a to 4a

Sunday, December 2, 2007, from 8:45a to 10:45a

Parking Study Data



Table I
Highest Surveyed Parking Demand

Area	Peak Period	Total Spaces (Supply)	Highest Parking Demand	Occupancy
A1	Wednesday, 9 p.m. - 11 p.m.	26	19	73%
A2	Friday, 9 p.m. - 11 p.m.	46	10	22%
A3	Friday, 9 p.m. - 11 p.m.	8	5	63%
B1	Sunday, 2 a.m. to 4 a.m.	43	36	84%
B2	Wednesday, 9 p.m. - 11 p.m.	44	31	70%
C1	not applicable	0	0	n/a
C2	Friday, 9 p.m. - 11 p.m.	18	18	100%
P1	Sunday, 8:45 a.m. to 10:45 a.m.	85	85	100%
P2	Wednesday, 9 p.m. - 11 p.m.	24	18	75%
P3	Sunday, 8:45 a.m. to 10:45 a.m.	47	47	100%
P4	Wednesday, 9 p.m. - 11 p.m.	32	33*	103%
P5	Sunday, 2 a.m. to 4 a.m.	54	46	85%
P6	Wednesday, 9 p.m. - 11 p.m.	25	24	96%
P7	Sunday, 2 a.m. to 4 a.m.	43	37	86%
P8	Wednesday, 9 p.m. - 11 p.m.	18	20*	111%
P9	Friday, 9 p.m. - 11 p.m.	55	41	75%
P10	Sunday, 2 a.m. to 4 a.m.	53	49	92%

* Demand in excess of the supply reflects presence of vehicles parked illegally

Parking Study

Conclusions and Recommendations

~~Maximum occupancy of 75 percent of supply during church services.~~

Average occupancy of 50 percent of supply when including the church lots and 70 percent without the church lots.

On-street demand highest n/o Glenbrook Dr.

Sufficient supply exists in off-street parking lots and on-street along adjacent public streets.

Collision History Evaluation

~~Between July 2004 and March 2008 there~~
were 50 collisions along the study segment, of
which 21 collisions staff believes are likely
attributed to the lack of a center turn lane.

Rear end – 10

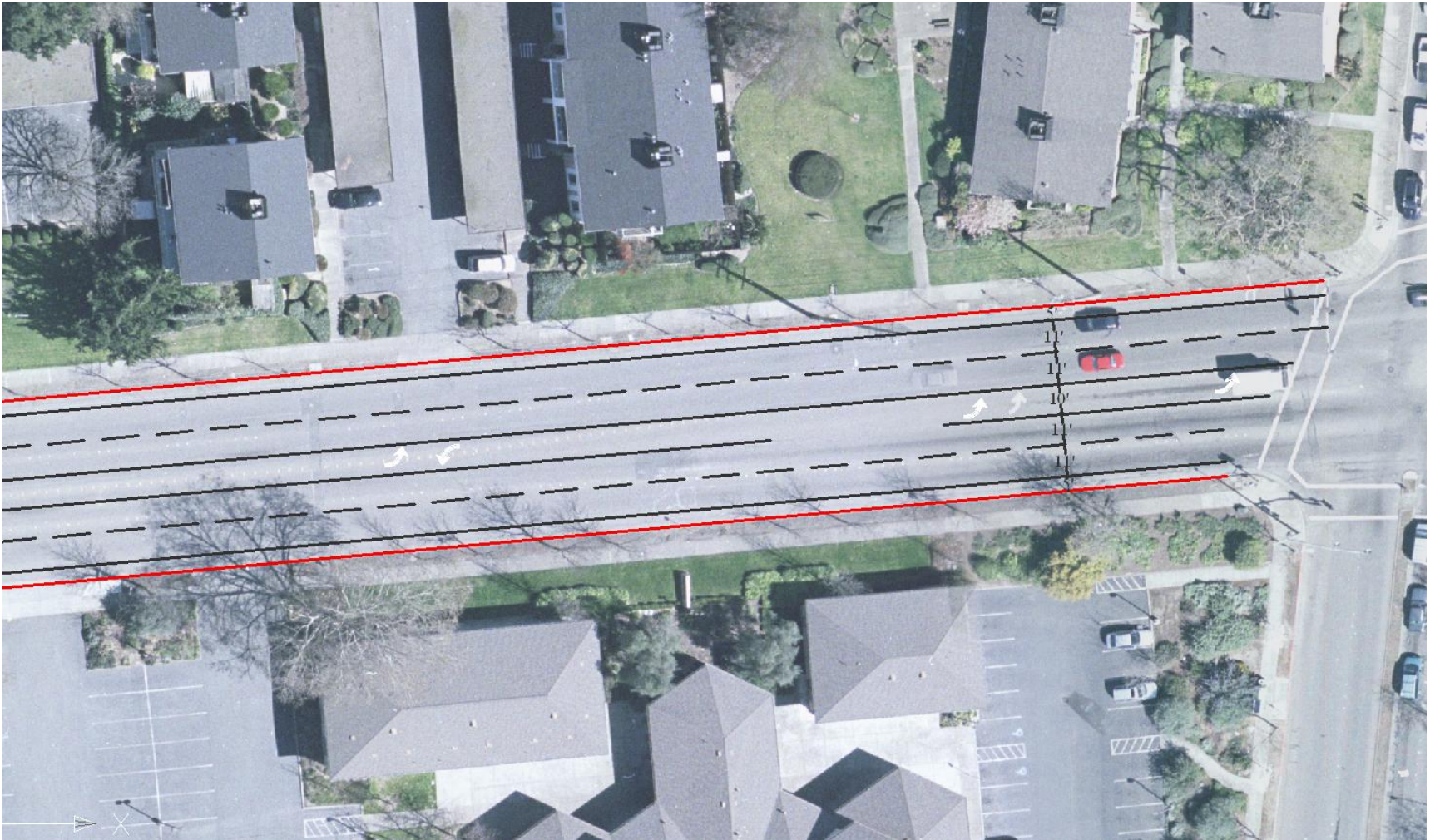
Sideswipe – 2

Broadside – 7

Head-on – 2

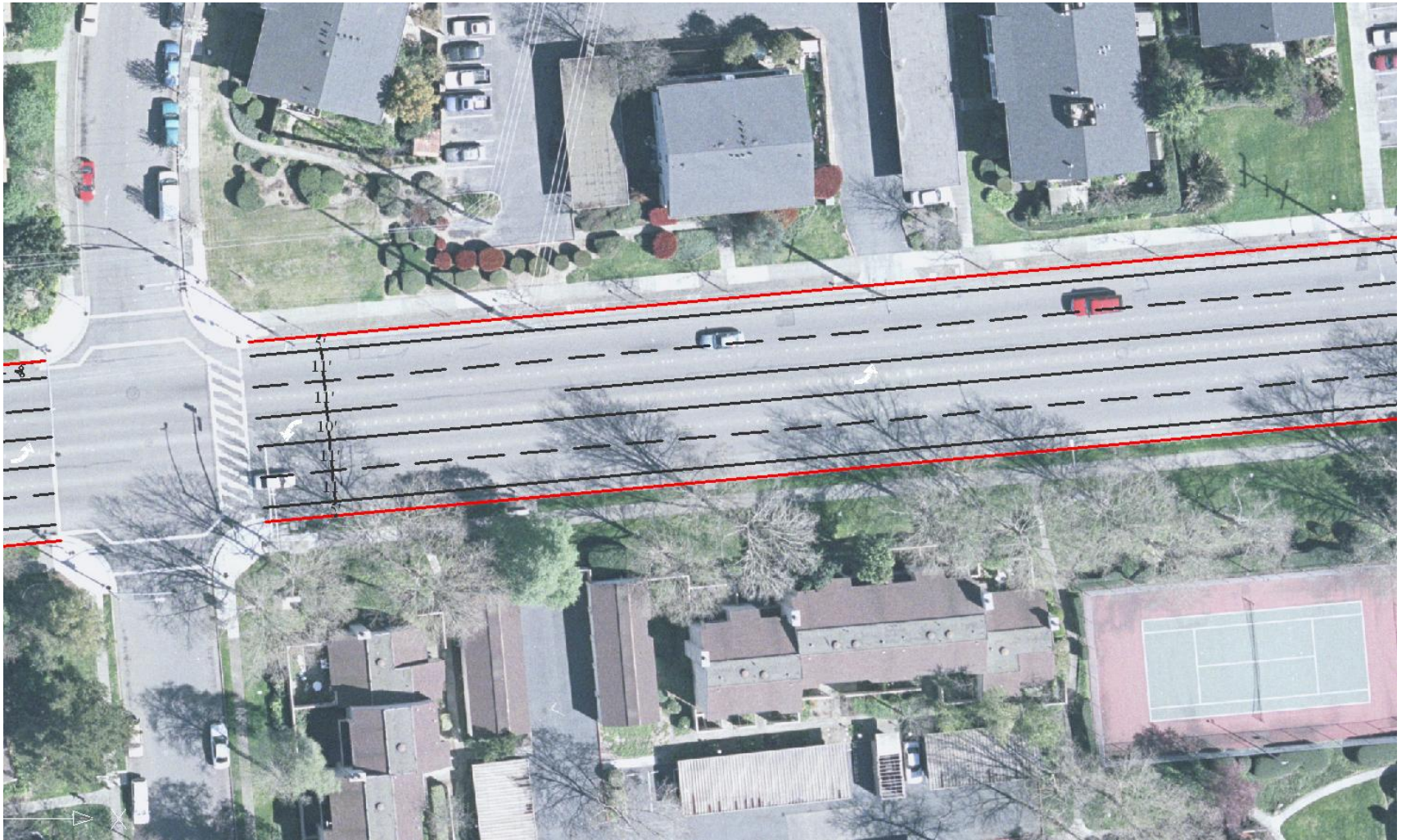
Preliminary Striping Plan

W. Third Street to Glenbrook Drive



Preliminary Striping Plan

W. Third Street to Glenbrook Drive



Preliminary Striping Plan

North of Glenbrook Drive

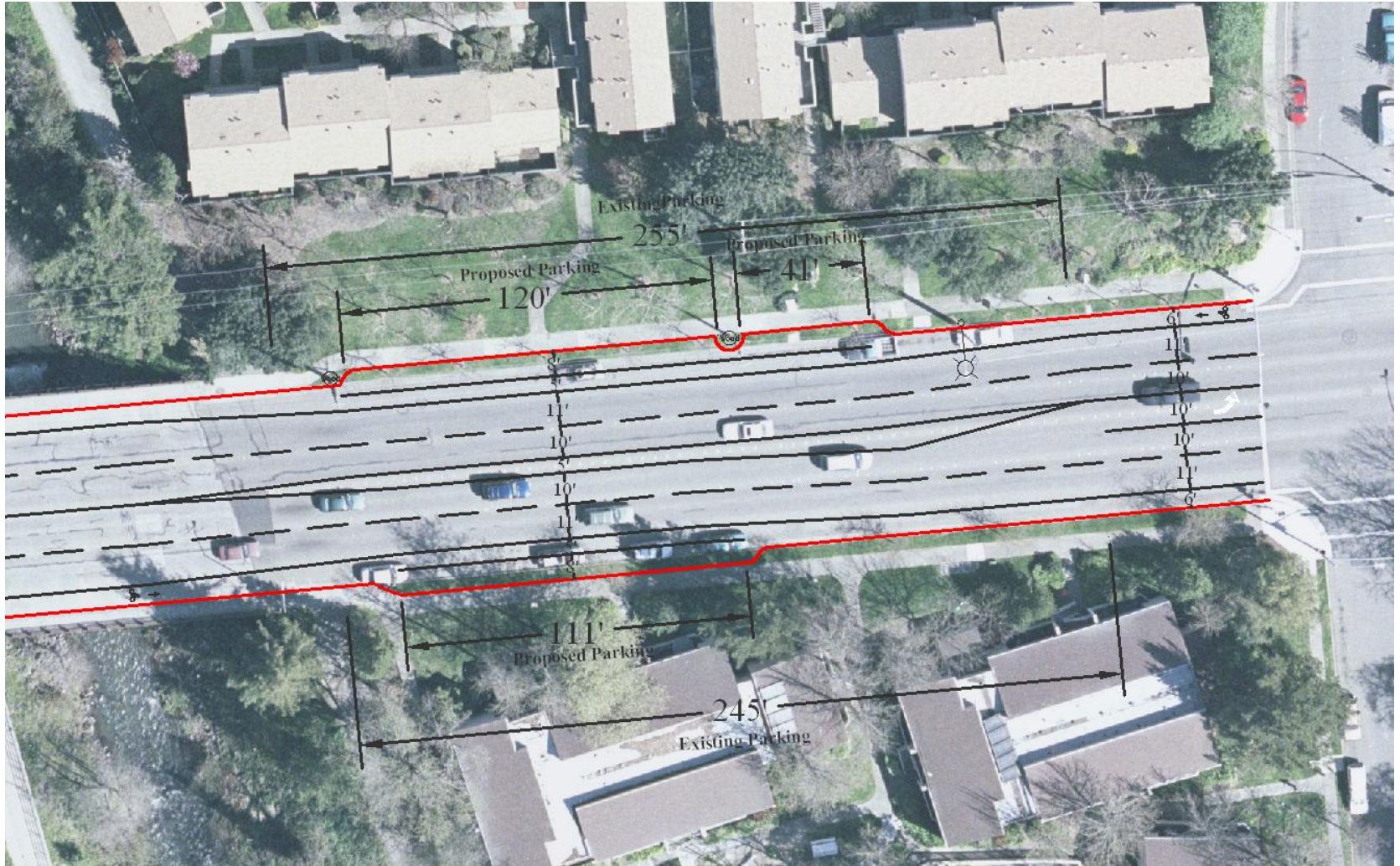
— Parking study identified that removal of all on-street parking would result in a hardship for residents.

Some parking must be removed to accommodate the turn pockets at Glenbrook Drive.

It may be possible to construct parking bays to accommodate some on-street parking.

Preliminary Striping Plan

Parking Bays north of Glenbrook





Contacts

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