

STAFF REPORT

DATE: September 19, 2023

TO: City Council

FROM: Dianna Jensen, Director of Public Works – Engineering & Transportation/City Engineer
Ryan D. Chapman, Assistant Director of Public Works – Engineering & Transportation/Traffic Engineer

SUBJECT: G Street Parking Modifications and Update on G Street Activation Project

Recommendations

1. Receive a staff update on the G Street Activation Project; and
2. Receive the report on modifying parking along G Street and provide direction on the proposed changes between 2nd Street and the H Street parking lot driveway, and between 3rd and 5th Streets; and
3. Direct staff to develop any necessary plans and return with an ordinance establishing the Council's preferred alternatives; and
4. Approve the proposed commercial loading zone locations and times and direct staff to come back with an ordinance establishing them.

Fiscal Impact

Precise project costs will be developed based on direction and next steps, with future actions to be brought to City Council. Project funds are available in Downtown Public Amenities (Project 8284) that will fund any striping that is necessary to modify parking along G Street.

The curb markings and signs required to establish the loading zones are funded within the normal baseline budget of Street Maintenance (Program 7252).

The efforts to date with the design meetings associated with the G Street Activation have been supported by CIP ET8284, Downtown Public Amenities.

Council Goal(s)

While this action does not support a specific task, it does support the City Council's Goal to Enhance a Vibrant Downtown and Thriving Neighborhoods

Commission Input

The proposed parking modifications were presented to the Bicycling, Transportation and Street Safety Commission (BTSSC) at their February and June meetings. Their recommendations for proposed changes are discussed below.

Background & Analysis

On January 17, 2023 the City Council approved converting a portion of G Street between 2nd and 3rd streets to an activated street by keeping it closed to automobile traffic and encouraging its use by the adjacent business owners, pedestrians, and cyclists. In addition, staff was asked to develop a list of near, mid, and long-term alternatives to help enhance the activated zone. Staff was also asked to review the parking along G Street and look for opportunities for adding additional parking spaces; specifically, from 2nd Street to the activated street and from 3rd Street to 5th Street.

Update on the G Street Activation Project

In addition to the recommendations to improve parking adjacent to the project area, staff has been preparing plans for improvements to the infrastructure on G Street to support enhanced use by the community. This work is ongoing but key accomplishments and important upcoming steps are outlined here to provide information and a context in which to consider the parking recommendations.

At the January 17th City Council meeting, an exhibit was included that provided a general idea of the project area with proposed functional spaces created in what was previously the street. Enhancements included “boardwalks” or raised platforms abutting the sidewalks which will provide the foundation for additional safe and attractive areas for offerings from the adjacent businesses or for public use. In addition, some form of fence/partition will be needed, and increased street lighting is envisioned along with potential amenities such as a stage, information kiosk, and a drinking fountain along with vibrant public art.

To achieve this goal, the City has retained the services of a City on-call firm, Psomas, to provide planning, landscape architecture and preliminary engineering services. To date, they have completed the topographical surveys and prepared the base mapping. The preliminary design is being drafted and will be reviewed by staff with the goal of sharing it at an upcoming design charette.

The charette, or design workshop, is planned for **October 4 and will be held on G Street as a pop-up event between 9:00 am – 1:00 pm**. Psomas will be on hand with renderings of the proposed project showing options of the boardwalk, including fencing, lighting and potential furnishings and color schemes. Other aspects of the project that may be addressed are potential public art projects and a name for the project area. The City will promote this event with robust messaging. Our focus will be outreach to local businesses in and near the project area as well as community members. The goal of the charette is to invite feedback to inform the next phase of the designs. With this, we will then proceed to the next step of our work with Psomas to provide a draft complete design for the project.

A final design will be subject to review by all the various departments with oversight including Planning and Building, Public Works, Police and Fire. Soon after that a formal report and a design recommendation, along with management and maintenance recommendations for the block will be prepared for presentation to, and approval by, City Council. This is expected to occur in the first quarter of 2024.

Area from 2nd Street to the Activated Street

Council requested that staff evaluate the possibility of reversing the direction of the parking on the west side of the street to make it easier to park on the left side of the street when traveling north. Based on staff research, section 22502 of the California Vehicle Code only allows parking on the left side of the road if the road is a one-way street. However, making this section of G Street one way would also prohibit cyclists from traveling south unless a class IV bikeway was also created.

In order to fit a southbound class IV bikeway and northbound travel lane the angled parking on the west side would need to be replaced with parallel parking and would eliminate four (4) parking spaces. This alternative was prepared and presented to the BTSSC for discussion at their February meeting. The BTSSC had concerns about the ease of use for these spaces and the safety of cyclists trying to navigate the street and recommended that:

1. The road be made one way heading north; and
2. A class IV southbound bikeway be installed from the activation zone to 2nd street;
and
3. The parking on the west side be eliminated and replaced with bike
parking/planters

This alternative has been drafted, and is shown as attachment 1 and shown below:

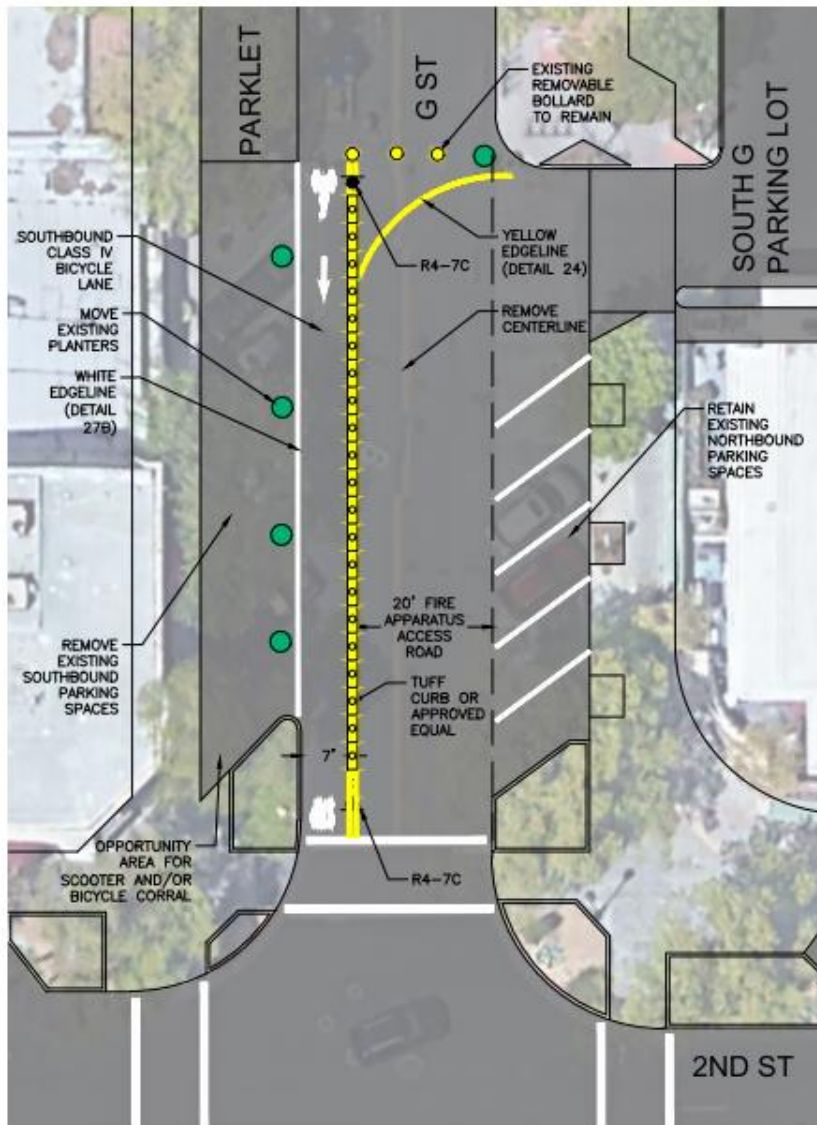


Figure: G Street North of 2nd: Bike Lane Option.

Following this meeting there were further discussions with staff and representatives from Downtown Davis who asked to look at another option that would:

1. Keep the street 2 way and allow for biking on the street like it currently is; and
2. Restripe the parking on the west side to perpendicular parking

This alternative would result in the creation of an additional parking space and would not change the access from G Street for cyclists but would make it easier for automobiles to access the parking on the west side of the street and is shown as attachment 2 and shown below.

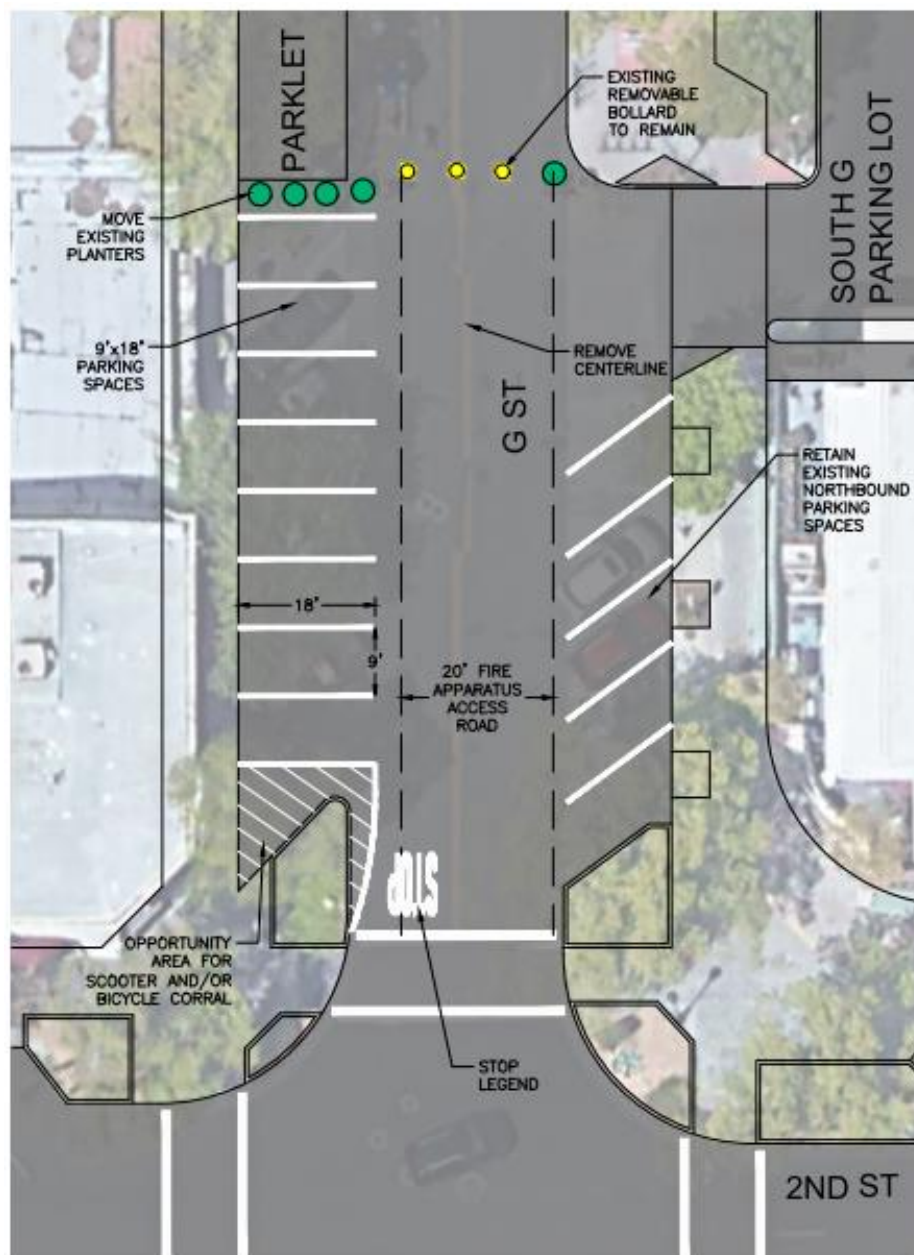


Figure: G Street North of 2nd: Maximized Parking Option.

This alternative was presented to the BTSSC at their June meeting and the commission still preferred their original alternative, indicating that there was a need to make sure that the activated street was easily accessible to cyclists from both directions.

3rd Street to 5th Street

As part of the January City Council meeting staff was asked to look at converting parallel parking to angled parking on G Street north of 3rd Street.

Staff evaluated the two blocks between 3rd and 5th Streets and developed a plan to increase parking spaces. The table below shows the staff recommended changes.

Staff Recommended				
G Street Segment	Type of Parking Existing		Type of Parking Proposed	
	Parallel	Angled	Parallel	Angled
3rd and 4th West Side	12	0	3	13
4th and 5th West Side	11	0	1	13
3rd and 4th East Side	2	13	0	17
4th and 5th East Side	15	0	8	11
Totals	40	13	12	54
Combined Totals	53		66	

The attached striping plan was prepared (attachment 3) showing what these changes would look like. If fully implemented this plan would create 13 additional parking spaces.

The BTSSC expressed concerns about the additional angled parking causing conflicts between cyclists and backing vehicles and recommended that the angled parking only be established on one side of the street and the side that is selected should maximize the available parking. The BTSSC felt that the additional travel lane width that this would create would reduce the potential for these conflicts and make it easier for vehicles backing out of these spaces. The table below shows this proposal.

BTSSC Proposal				
G Street Segment	Type of Parking Existing		Type of Parking Proposed	
	Parallel	Angled	Parallel	Angled
3rd and 4th West Side	12	0	12	0
4th and 5th West Side	11	0	11	0
3rd and 4th East Side	2	13	0	17
4th and 5th East Side	15	0	8	11
Totals	40	13	31	28
Combined Totals	53		59	

Attachment 4 shows this alternative and would create 6 additional parking spaces. Both attachments include a number of spaces along the particular frontage (typically between driveways) in a circle and the type of parking, parallel or 14 degree next to it.

Staff did review the collision history for the downtown streets with angled (or perpendicular parking) and there have been seven (7) reported collisions between 2017 and 2021 that involved a cyclist and parking/backing automobiles that resulted in an injury. During the same time frame there have been three (3) collisions involving parallel parked vehicles and bikes in downtown Davis. The travel way widths between 3rd and 4th streets would generally be consistent with other locations downtown and while the widths between 4th and 5th would be narrower than what is typically seen downtown they are still consistent with our improvement standard lane width of 10 feet.

Commercial Loading Zones

During conversations with business owners and representatives from Downtown Davis a recurring request was for the creation of additional loading zones for deliveries in the morning. Staff has prepared a proposal for the addition of two zones that would only be in effect from 5:00 am to 10:00 am, Monday through Friday. Outside of these times they would become open parking spaces. They would be at:

1. The south side of 3rd Street just east of G Street (attachment 5); and
2. The west side of G Street south of 2nd Street (attachment 6)

The BTSSC reviewed this proposal and had no comments or concerns.

This would be the first commercial loading zone in the City that operates at these hours. All the other zones are commercial loading from 7:00 am to 6:00 pm and is general use parking outside of these times.

Conclusion

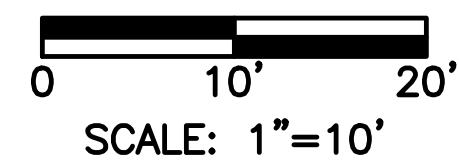
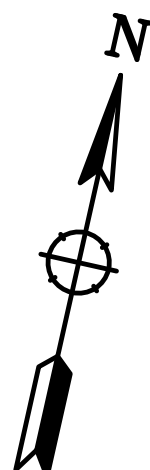
At this time staff is seeking direction from the City Council on what parking alternatives should be pursued. Based on this direction staff will prepare final plans and install the necessary signs or curb markings; and coordinate with a contractor to make any necessary striping changes. Additionally, staff would prepare the necessary ordinances modifying the Municipal Code and bring them to the Council for adoption.

Staff anticipates that it would take 3 months to complete any parking modifications.

Attachments

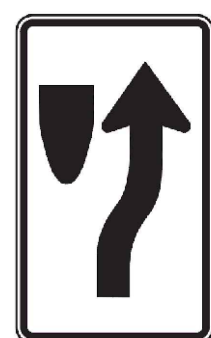
1. 2nd to H Street Parking Lot (BTSSC recommendation)
2. 2nd to H Street Parking Lot (Staff recommendation)
3. 3rd to 5th Maximized parking
4. 3rd to 5th Angled parking one side (BTSSC Alternative)
5. Proposed Loading Zone G St & 2nd Street
6. Proposed Loading Zone 3rd St & G Street

Jun 29, 2023 - 5:37pm



PROPOSED SHORT-TERM LAYOUT
(PARKING ON ONE SIDE ONLY ALTERNATIVE)

**PRELIMINARY PLANS
NOT FOR CONSTRUCTION**



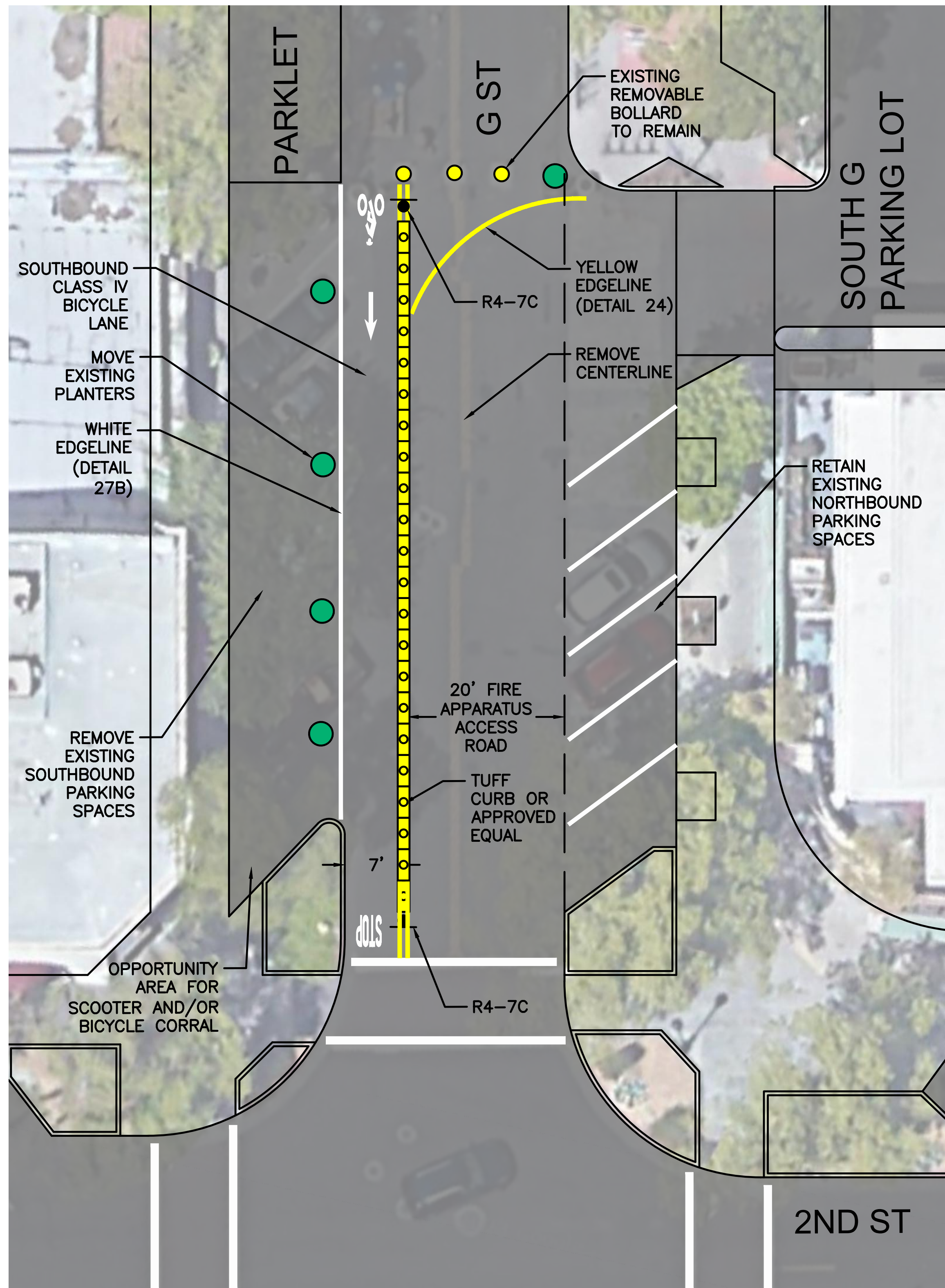
R4-7C



TUFF CURB (OR
APPROVED EQUAL)
SOURCE: transafeproduct.com



FOR REDUCED PLANS, THE
ORIGINAL SCALE IS IN INCHES



Attachment 1 - 2nd to H Street Parking Lot
(BTSSC recommendation)

G STREET RECONFIGURATION
CONCEPT DESIGNS
CITY OF DAVIS

CONCEPT LAYOUTS

SCALE 1"=10"
DATE JUN 2023
JOB NO. DAV901-3
DRAWING NUMBER

5 OF 8

DRAWN BY
KRC

DESIGNED BY
KRC

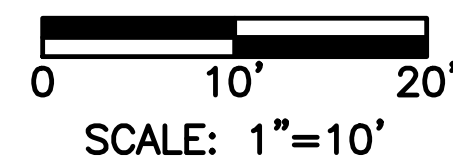
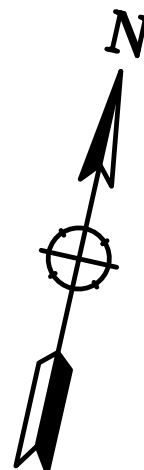
CHECKED BY
AP, DW

DATE

W-Trans
490 Mendocino Avenue, Suite 201
Santa Rosa, CA 95401
(707) 542-9500 Fax (707) 542-9590

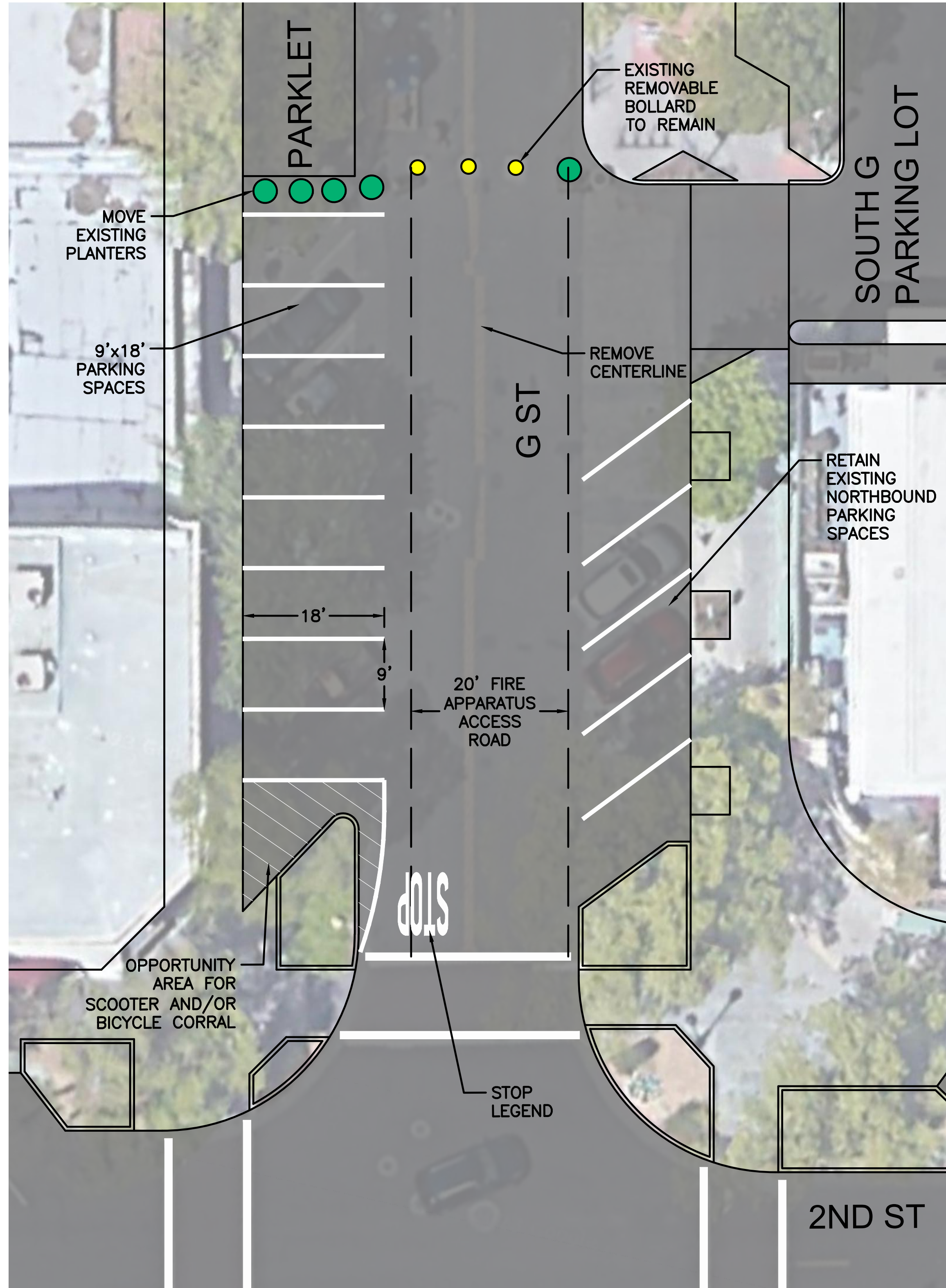


May 31, 2023 - 11:57am



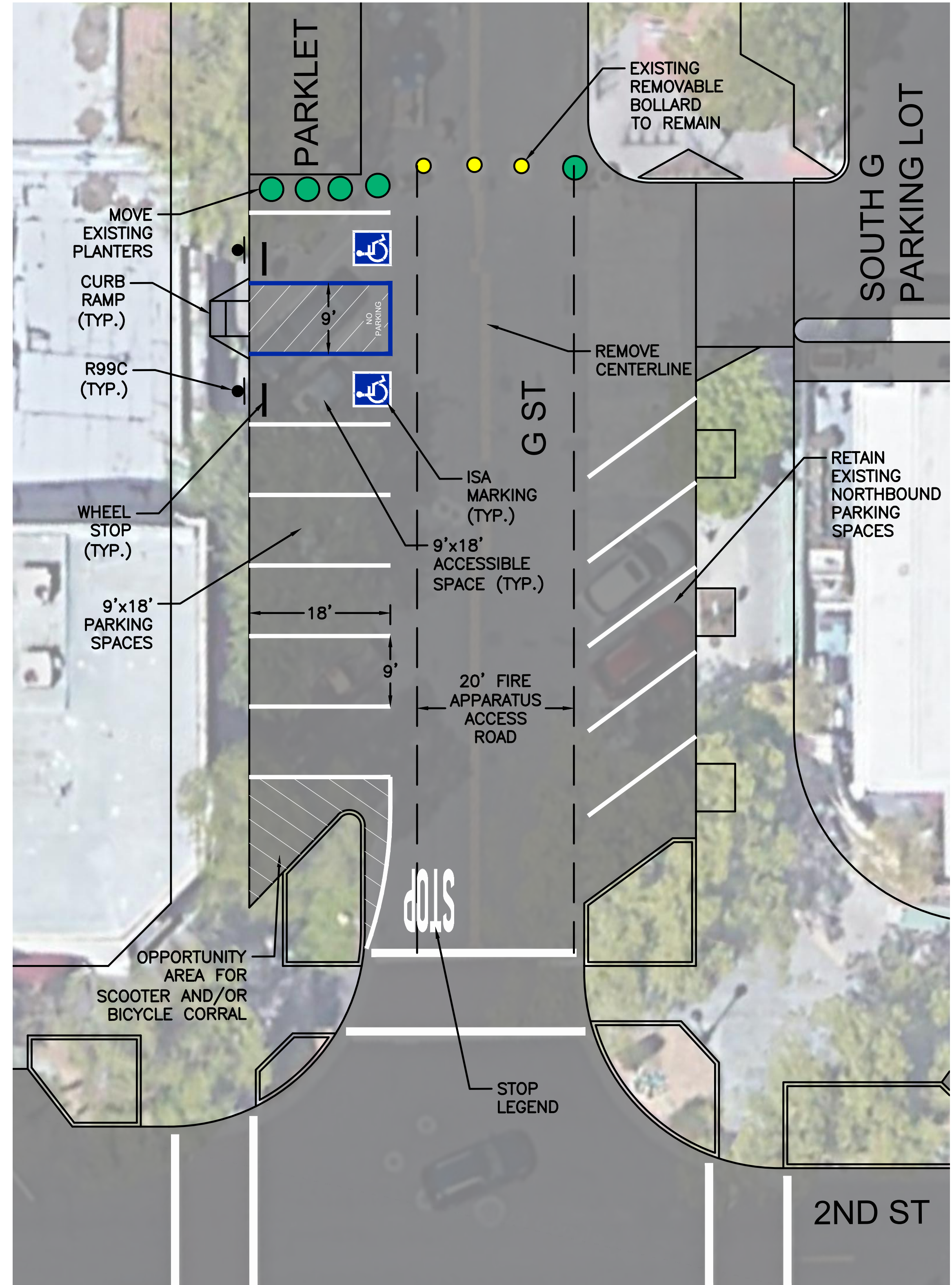
PROPOSED SHORT-TERM LAYOUT
(90° ALTERNATIVE)

**PRELIMINARY PLANS
NOT FOR CONSTRUCTION**



R99C

FOR REDUCED PLANS, THE
ORIGINAL SCALE IS IN INCHES



PROPOSED SHORT-TERM LAYOUT
(90° WITH ADA ALTERNATIVE)

2nd to H Street Parking Lot (Staff recommendation)

W-Trans
490 Mendocino Avenue, Suite 201
Santa Rosa, CA 95401
(707) 542-9500 Fax (707) 542-9590



DRAWN BY
KRC

DESIGNED BY
KRC

CHECKED BY
AP, DW

DATE

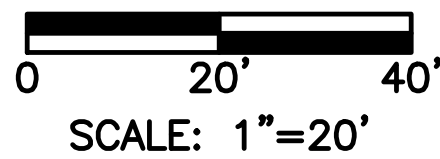
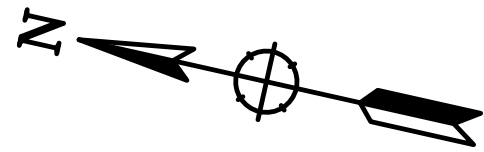
G STREET RECONFIGURATION
CONCEPT DESIGNS
CITY OF DAVIS

CONCEPT LAYOUTS

SCALE 1"=10"
DATE JUN 2023
JOB NO. DAV901-3
DRAWING NUMBER

4 OF 4

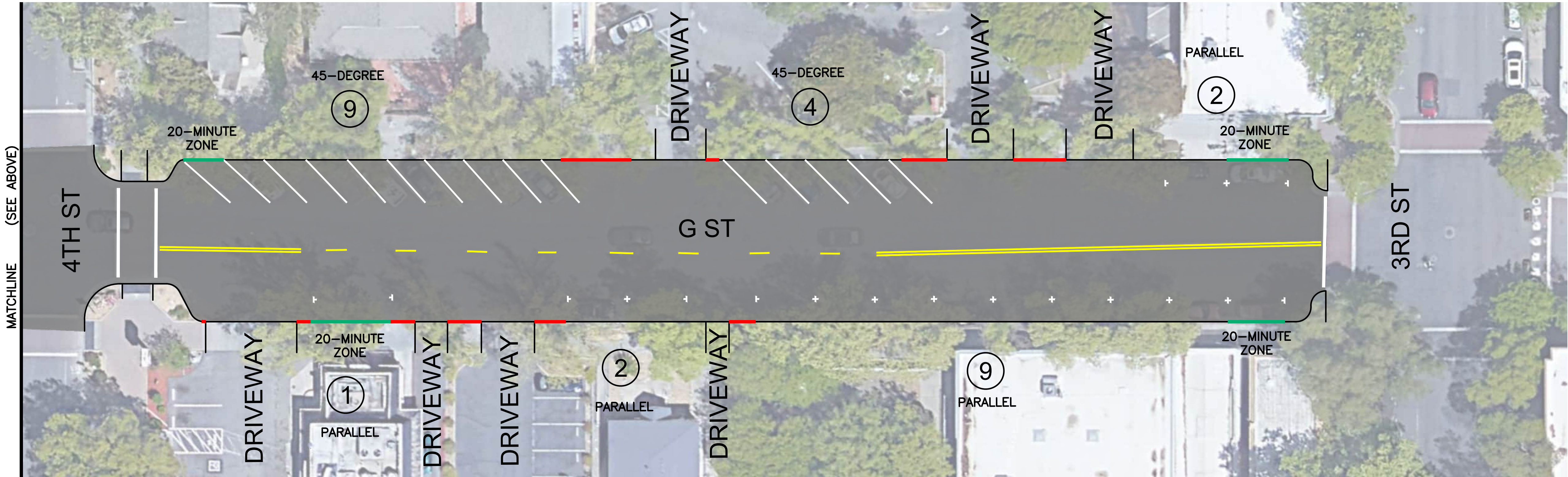
Mar 10, 2023 - 5:33pm



**PRELIMINARY PLANS
NOT FOR CONSTRUCTION**

EXISTING LAYOUT

PARKING TOTALS				
BLOCK	GENERAL	20-MINUTE	3-MINUTE	TOTAL
5TH - 4TH	21	4	1	26
4TH - 3RD	23	4	0	27
TOTAL	44	8	1	53



Attachment 3 - 3rd to 5th (maximized parking)

G STREET RECONFIGURATION
CONCEPT DESIGNS
CITY OF DAVIS

3RD ST-5TH ST PARKING

DESIGNED BY
KRC

CHECKED BY
AP, DW

DRAWN BY
KRC

DATE

SCALE
1"=20"

DATE
MAR 2023

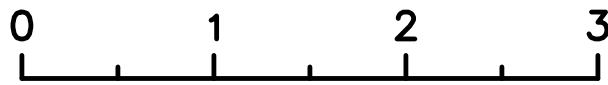
JOB NO.
DAV901-3

DRAWING NUMBER

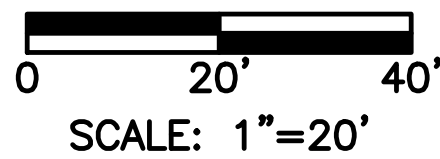
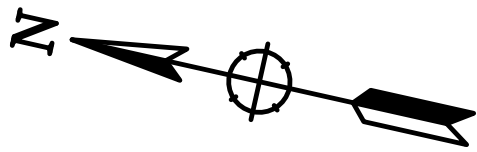
4 OF 5



W-Trans
490 Mendocino Avenue, Suite 201
Santa Rosa, CA 95401
(707) 542-9500 Fax (707) 542-9590



Jun 29, 2023 - 5:37pm

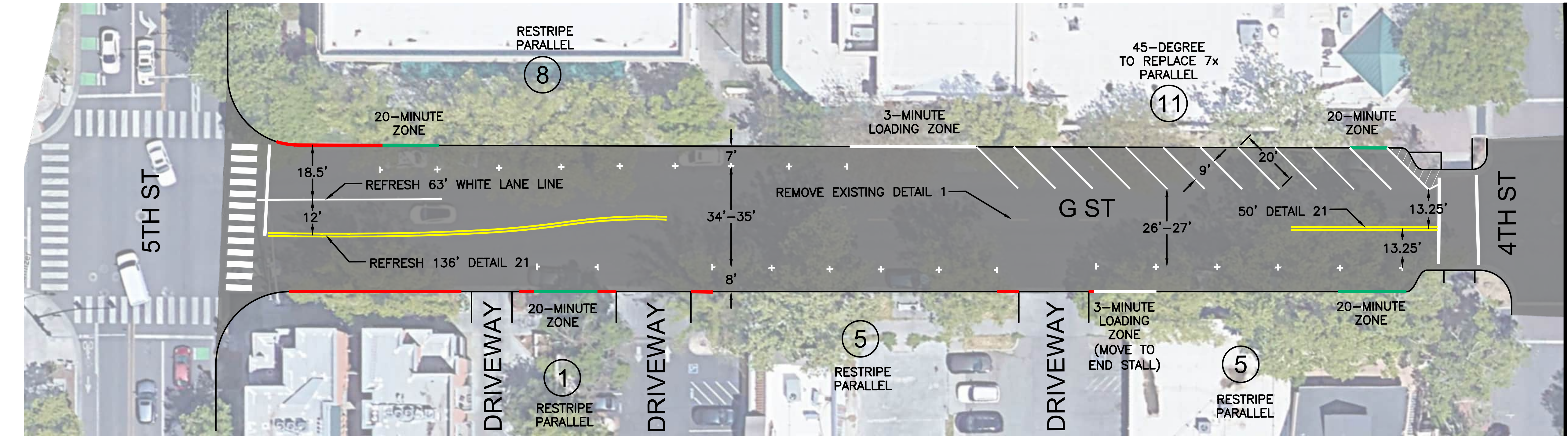
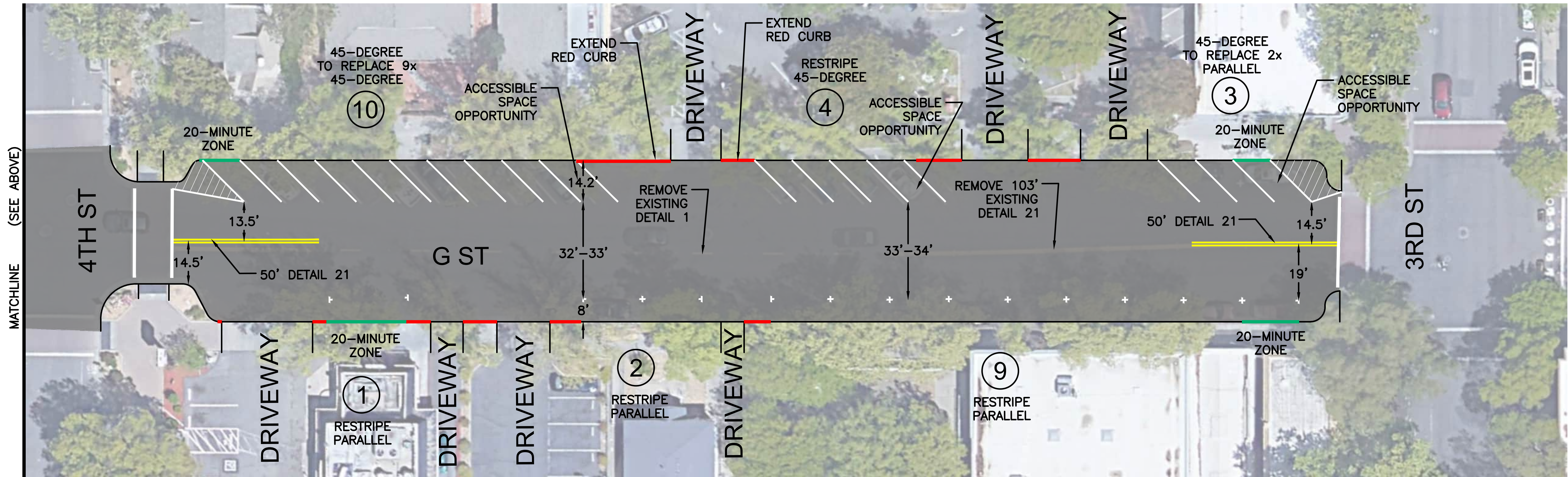


GENERAL NOTE:
1. REFRESH EXISTING CURB PAINT TO REMAIN.

PROPOSED LAYOUT
(DIAGONAL PARKING ON ONE SIDE ONLY ALTERNATIVE)

PRELIMINARY PLANS
NOT FOR CONSTRUCTION

FOR REDUCED PLANS, THE ORIGINAL SCALE IS IN INCHES



MATCHLINE (SEE BELOW)

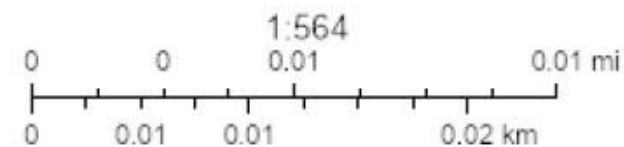
PARKING TOTALS				
BLOCK	GENERAL	20-MINUTE	3-MINUTE	TOTAL
5TH - 4TH	27	4	1	30
4TH - 3RD	25	4	0	29
TOTAL	52	8	1	59

Attachment 4 - 3rd to 5th
(BTSSC Alternative)

W-Trans 490 Mendocino Avenue, Suite 201 Santa Rosa, CA 95401 (707) 542-9500 Fax (707) 542-9590	DESIGNED BY KRC	DRAWN BY KRC
	CHECKED BY AP, DW	DATE
G STREET RECONFIGURATION CONCEPT DESIGNS CITY OF DAVIS		
3RD ST-5TH ST PARKING		
SCALE 1"=20"		
DATE JUN 2023		
JOB NO. DAV901-3		
DRAWING NUMBER		
8 OF 8		



Proposed Loading Zone G St & 2nd St



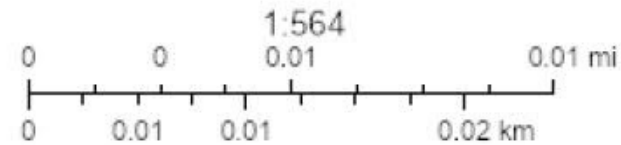
Public Works
Engineering &
Transportation

www.cityofdavis.org



City of Davis, Yolo County, Maxar, Microsoft

Proposed Loading Zone 3rd St & G St



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Transportation

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