MENDOCINO AVENUE RECONFIGURATION

Community Meeting
May 17, 2022

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Transportation and Public Works
AGENDA

• About the Project
• Mendocino Avenue in City Plans
• Additional Background
• Preliminary Concepts
• Design Considerations
• Parking Impacts
• What We’ve Heard
• Timeline
• Poll Questions
• Public Comment
ABOUT THE PROJECT

• The City plans to apply a slurry seal paving treatment on Mendocino Avenue between 4th Street and College Avenue in Summer/Fall 2023.
• Paving projects present the best opportunity to change roadway configuration.

Project limits: Mendocino Avenue between 4th Street and College Avenue
Traffic decreased on this stretch by 60 percent following the reunification of Old Courthouse Square.

Staff recommends removing one of the two northbound travel lanes and repurposing that space for a different use.

This project will address roadway STRIPING only (no sidewalk work, street trees, etc), but your ideas could help inform future improvements to Mendocino Avenue.
MENDOCINO AVENUE IN CITY PLANS

**Downtown Station Area Specific Plan (2020)**
- Convert to one lane in each direction with a center turn lane
- Assess feasibility of angled parking in conjunction with sidewalk widening
- Consider “complete streets” (walking/bicycling) improvements

**Bicycle and Pedestrian Master Plan Update (2019)**
- Identified as a proposed Class III (shared lane) bicycle route
Car-Free Mobility Improvements

- Several planned bicycle improvements throughout Downtown, including on Santa Rosa Avenue between 1st Street and Highway 12
- Bike and scooter share systems launching later this year
Parking Utilization (2019 Study)

- On-street parking utilization is highest (85%+) on the blocks between 5th and 7th Streets
- On-street parking utilization is lower on the blocks north of 7th Street (50-69%)
Development Impacts

- Several upcoming development projects that could increase on-street parking demand, but also walking and bicycling activity.
PRELIMINARY CONCEPTS

Center turn lane

Angled parking

Bike lanes
DESIGN CONSIDERATIONS

- Changing the parking to angled would trigger the need to add accessible spaces, which would likely be added as parallel spaces near intersections
- This would preclude parklets near intersections in some locations (TBD)
Left turn lanes are recommended at 5th Street and 7th Street.

Incorporating left turn lanes at intersections in the angled parking and bike lane options would require removing parallel parking for the length of the turn lane.

The bike lane option could preserve parallel parking on one side, but this would result in narrower bike lanes (next slide).
DESIGN CONSIDERATIONS

Bike lane option at intersections with left turn lanes and parallel parking on one side

Bike lane option at intersections with left turn lanes and no parallel parking
## PARKING IMPACTS

<table>
<thead>
<tr>
<th>Option</th>
<th>Estimated # Parking Spaces</th>
<th>Estimated Parking Change (vs Existing)</th>
<th>Parklet Impacts</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing</td>
<td>86</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Angled Parking*</td>
<td>~120-130</td>
<td>+34 to +44</td>
<td>No parklets within 60-100 feet of 5&lt;sup&gt;th&lt;/sup&gt; and 7&lt;sup&gt;th&lt;/sup&gt; St intersections on one side (southbound) and at accessible spaces (TBD)</td>
</tr>
<tr>
<td>Center Turn Lane</td>
<td>~101</td>
<td>+15</td>
<td>None</td>
</tr>
<tr>
<td>Bike Lanes – Parking on One Side at Left Turn Lanes</td>
<td>~86</td>
<td>No Change</td>
<td>No parklets within 60-100 feet of 5&lt;sup&gt;th&lt;/sup&gt; and 7&lt;sup&gt;th&lt;/sup&gt; St intersections on one side (southbound)</td>
</tr>
<tr>
<td>Bike Lanes – No Parking at Left Turn Lanes</td>
<td>72</td>
<td>-14</td>
<td>No parklets at 5&lt;sup&gt;th&lt;/sup&gt; and 7&lt;sup&gt;th&lt;/sup&gt; St intersections on both sides</td>
</tr>
</tbody>
</table>

*Angled parking estimate subject to change depending on angle, sight distance requirements at driveways and intersections, accessible space requirements, and compatibility with commercial and passenger loading zones.
WHAT WE’VE HEARD

Downtown Action Organization Design & Improvement Committee (May 10)

- Allow as many businesses as possible the option of installing parklets
- Support bike improvements
- Center turn lane option offers little benefit along mid-block locations due to the absence of driveways along most of Mendocino Avenue
Visit [srcity.org/MendocinoAvenue](srcity.org/MendocinoAvenue) for more information about the project, survey link, and to sign up for updates.
POLL QUESTIONS

1. Which best describes your relationship to this stretch of Mendocino Avenue?
2. What are your top priorities for this project? (select up to three)
DISCUSSION

1. Click “👋 Raise Hand” in the Zoom meeting window to be called on to speak
2. Press *9 on your phone to Raise Hand
3. Or type your question in the Chat
THANK YOU!

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Questions? Contact Bjorn Griepenburg, Active Transportation Planner: bgriepenburg@srcity.org