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 1
Highest Surveyed Parking Demand

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

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