

Park Street and Webster Street Commercial Corridors Restriping Plan

**City Council
July 5, 2023**

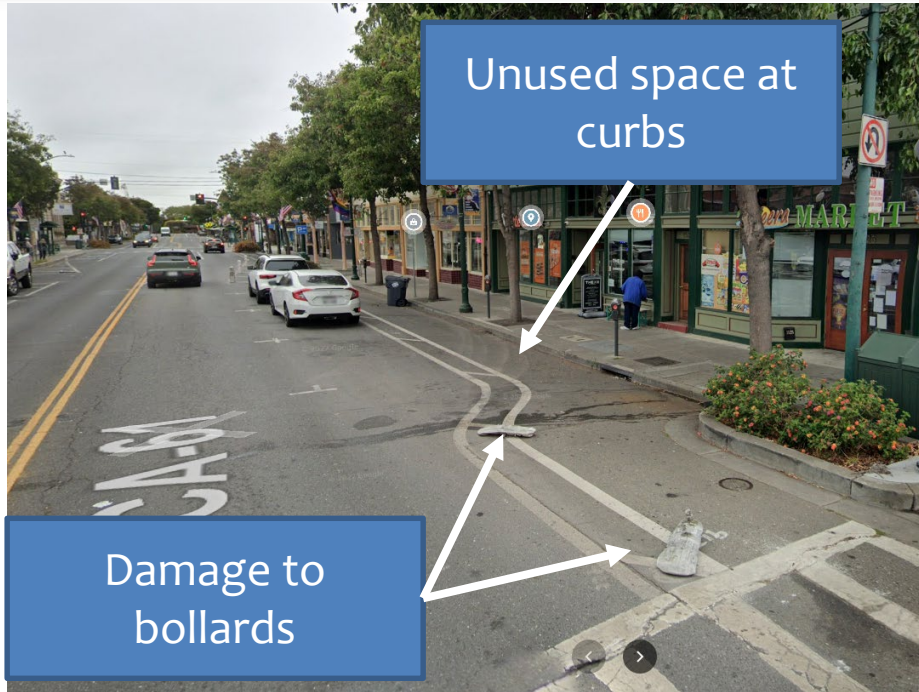


Background

- 2020/2021 COVID-19 Response: Park and Webster restriped from 4-lane cross section to include parklets
 - One lane in each direction with left turn lanes at intersections
 - Parklets along curbline with floating parking
- Nov. 2021: City Council extended parklet program to Nov. 2023
 - Council adopted standard plans for concrete parklet barricades
 - Staff updated design guidelines for new/rebuilt parklets
 - Parklet owners signed new agreements; not required to rebuild
- June 2023: Current parklets: Webster - 3, Park - 19



Existing Conditions: Challenges



Project Goals

- Improve aesthetics of commercial corridors
- Implement Council-directed concrete barricades around parklets
- Clarify parking locations, increase parking compliance, limit double parking
- Begin implementing Active Transportation Plan (ATP) near-term goals for bicycle facilities on the commercial corridors
- Prepare for parklet program to continue past November 2023



Staff Recommendations

1. Maintain the parklet program with modifications
 - Remove unused parklets
 - Enter new agreements, incl. conformance to design guidelines
2. Maintain two travel lanes for automobiles and buses
3. Move the parking lane to the edge of the curb
4. Add striped bicycle lanes between the parking lane and the travel lane
5. Maintain Alameda Ave. street closure



Proposed Typical Cross Sections



**Parklets along curb with
no adjacent parking**



**Parking along curb
where there are no
parklets**



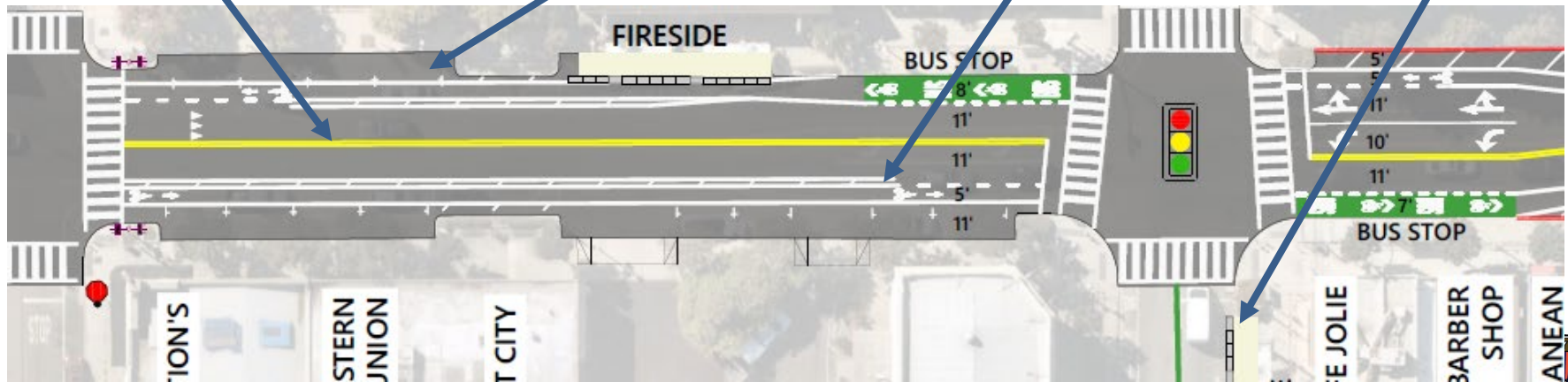
Webster Street Typical Block— Taylor to Santa Clara

Two travel lanes +
turn lanes

Parking at Curb

Striped bicycle
lanes

Modified parklet
standards



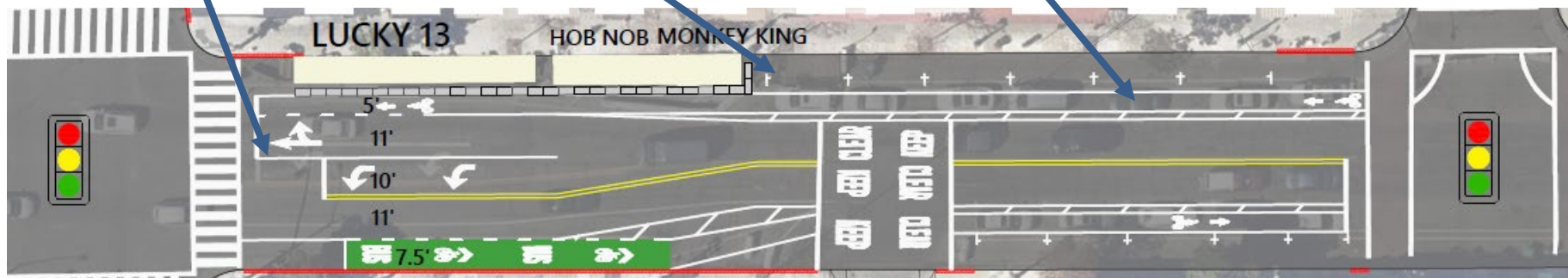
Park Street Typical Block— Encinal to Alameda Ave

Two travel lanes +
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Parking at Curb

Striped bicycle
lanes

Modified parklet
standards



Parking Changes – Preliminary

- Webster Street
 - Central to Lincoln
 - Recover 13 parking spaces (tentative)
- Park Street
 - San Jose to Webb
 - Remove 18 parking spaces (tentative)
 - Includes parking reduction at existing parklets and at Central Ave. intersection where parking was recently restored at the curb



Outreach and Feedback

- 2023 Targeted Outreach
 - Business associations and individual businesses with parklets
 - AC Transit
 - Mailings to transportation list
 - Transportation Commission
- Feedback on striping changes
 - Clarify where parking is allowed/prohibited
 - Identify areas for ADA and short term parking
 - Add green markings to guide cyclists and reduce conflicts with vehicles
- Feedback on parklet program changes
 - Aesthetics, use and design guidelines
 - Restrictions on number and location of parklets



Next Steps

- Work with businesses and parklet owners to address non-conforming parklets and establish “envelope” for parklet locations
- Develop evaluation criteria and collect pre-project data
- Return to City Council to approve agreements for barricades and/or striping installation
- Execute new agreements with parklet owners
- Restripe streets in fall 2023
- Place barricades in late 2023/early 2024
- Collect post-project data in late spring 2024

