



CITY COUNCIL AGENDA REPORT

MEETING DATE: AUGUST 16, 2005

ITEM NUMBER:

SUBJECT: SIX MONTH EVALUATION OF PARKING MODIFICATIONS ON WILSON STREET, COLLEGE AVENUE, AND VANGUARD WAY, AND "RESIDENT ONLY" PERMIT PARKING ON COLUMBIA DRIVE, WAKE FOREST ROAD, AMHERST PLACE, TULANE PLACE, DARTMOUTH PLACE, RUTGERS DRIVE AND FORDHAM DRIVE

DATE: AUGUST 4, 2005

FROM: PUBLIC SERVICES/TRANSPORTATION SERVICES

PRESENTATION BY: PETER NAGHAVI, TRANSPORTATION SERVICES MANAGER

FOR FURTHER INFORMATION CONTACT: PETER NAGHAVI, 714-754-5182

RECOMMENDATION:

1. Retain "**resident only**" permit parking on Columbia Drive, Wake Forest Road, Amherst Place, Tulane Place, Dartmouth Place, Rutgers Drive And Fordham Drive
2. Retain on-street parking on the south side of Wilson Street between College Avenue and Fairview Road.
3. Retain 90 degree angle parking on the east side of College Avenue, between Wilson and Victoria Streets, and the west side of Vanguard Way, between Fair Drive and Newport Boulevard.
4. Take no action regarding implementing additional parking restrictions for street sweeping purposes on streets within the study area.
5. Request Orange County Transportation Authority (OCTA) to reinstate bus service on Wilson Street between Harbor Boulevard and Fairview Road.

BACKGROUND:

At the regular meeting of November 15, 2004 the City Council approved the implementation of "**resident only**" permit parking within the single-family neighborhood north of Wilson Street and west of Fairview Road, specifically on Columbia Drive, Wake Forest Road, Amherst Place, Tulane Place, Dartmouth Place, Rutgers Drive and Fordham Drive. In order to provide additional parking for multi-family residents located south of Wilson Street and east of Fairview Road who were potentially impacted by the "**resident only**" parking restriction, the City Council also approved restriping Wilson Street between College Avenue and Fairview Road to enable on-street parking on the south side of the street, and restriping College Avenue and Vanguard Way to allow 90 degree angle parking on one side of each of those streets.

Following the above approvals, Council directed staff to return with a status report in six months. This report would include a review of the implemented parking configuration, consideration of a street sweeping program on certain streets, and exploring the possibility of rerouting the westbound bus route on Wilson Street and/or providing bus turnouts. An excerpt of the City Council minutes is attached (**ATTACHMENT 1**).

The restriping of Wilson Street, College Avenue and Vanguard Way, as well as the implementation of “**resident only**” permit parking in the single-family neighborhood was completed during January 2005.

ANALYSIS:

“Resident Only” Permit Parking

The implementation of “**resident only**” permit parking has been well received by most residents within the single-family neighborhood north of Wilson Street and west of Fairview Road. The permit parking has effectively eliminated all complaints about the parking of vehicles belonging to residents from outside the single-family neighborhood. One hundred sixty three residential parking permits have been issued to vehicles registered to the one hundred thirteen eligible single-family homes. The City Council approval of “**resident only**” permit parking included granting the Transportation Services Manager the authority to extend or modify the limits to serve the best interests of the neighborhood. Since the implementation of permit parking, no requests have been received from neighboring streets to extend the parking restriction. The Study Area Map, (**ATTACHMENT 2**), depicts the streets where “**resident only**” permit parking restrictions are now in place.

Additional On-Street Parking

The additional parking provided on Wilson Street, College Avenue, and Vanguard Way has been well received by residents. Approximately 50 parking spaces were initially added on Wilson Street. On College Avenue, 48 additional parking spaces were added. On Vanguard Way, 41 parking spaces were added. Once residents became familiar with the new parking arrangements, the additional parking provided on each of these streets has been utilized nearly 100 percent of the time during evening hours.

The number of driveways, fire hydrants, and red curb areas necessary to provide adequate sight distance somewhat limited the amount of on-street parking that could be added in certain areas. In order to maximize the available parking, staff provided only the minimum red curb clearance required for sight distance. On the wider and lower volume streets of College Avenue and Vanguard Way, the red curb areas provided for visibility when exiting driveways has proven to be adequate and has generated very little complaint. On Wilson Street, however, the minimal red curb areas has generated few complaints by residents noting the sight distance as too limited for the higher volume of traffic on that street.

In response to residents’ concerns, staff has re-evaluated the sight distance at each driveway on Wilson Street. As a result, staff has found it appropriate to increase the length of red curb to provide additional sight distance at five of the driveways on the south side of Wilson Street. This resulted in the removal of eleven parking spaces on Wilson Street, thereby reducing on-street parking to 39 spaces. Should additional concerns for safety become apparent staff will make the necessary adjustments in

parking. However, at this time, staff recommends retaining the on-street parking on the south side of Wilson Street and the 90 degree angle parking on College Avenue and Vanguard Way.

Bus Service

The Orange County Transportation Authority (OCTA) has provided bus service on Wilson Street for many years. The area includes many medium to large multi-family developments along Wilson Street and Fairview Road, including a mobile home park and senior resident housing. To serve the high ridership in the area OCTA operated two bus routes, numbers 47 and 55, on Wilson Street.

Soon after the addition of parking was completed on Wilson Street, OCTA reported an eastbound bus was involved in a minor sideswipe incident with a parked vehicle. No traffic accident report is on file with the City. However, the incident raised concern over the new parking arrangement along with existing bus service. The Transportation Services Division staff met with OCTA to review the bus service and related safety issues. After a review of all factors, OCTA and the city agreed to temporarily relocate bus service from this segment of Wilson Street in order to allow time for residents and the public to become more acclimated with the new traffic striping arrangement. The bus service was accordingly re-routed to Fair Drive as a parallel route to Wilson Street.

Since that time staff has not only received complaints from many residents affected by the loss of bus service on Wilson Street and Fairview Road, but has also received complaints from residents adjacent to the temporary bus stops on Fair Drive. Those residents on Fair Drive oppose the bus service and bus stop activity next to their homes.

Both City and OCTA staff believe that continuing bus service on Fair Drive does not benefit overall ridership and, especially, service to those who are transit dependent. Pending City Council approval, OCTA supports the reinstatement of bus routes 47 and 55 back onto Wilson Street from Fair Drive. Staff will continue to review and provide for OCTA any necessary modifications to parking in order to ensure adequate safety on Wilson Street and at each bus stop location.

Future Bus Turnouts

In order to provide continued bus service and improve safety on Wilson Street between Fairview Road and Harbor Boulevard, funding through the Community Development Block Grant (CDBG) program has been included in the budget for the current fiscal year, for construction of two bus turnouts on this segment of Wilson Street. Staff will continue work with OCTA to select the optimum locations for bus turnouts while minimizing impacts to adjacent properties. It is anticipated that the bus turnouts will be completed by June 30, 2006.

Traffic Accident Frequency

Traffic accident records for the past twelve months were reviewed to determine if there have been any significant changes in accident patterns due to the changes in on-street parking.

Wilson Street:

During the six months prior to the changes in striping on Wilson Street there were ten reported accidents in the segment between College Avenue and Columbia Drive. The type of accidents before the addition of parking on Wilson Street involved rear-end (3),

sideswipe (2), broadside (2), head-on (2), and off-road (1). In the six months following the addition of parking on Wilson Street there were 4 reported accidents in the same segment. The type of accidents following the addition of parking on Wilson Street involve rear-end (1), sideswipe (1), and broadside (2). Overall, both before and following the changes, the accidents represent a variety of factors including unsafe speed, improper passing, unsafe turning into or out of driveways or side streets, and driving under the influence (DUI). No one location or type of accident is noted as correctable by changes in traffic controls.

College Avenue:

In the six months preceding the changes in parking on College Avenue there was one accident involving a driver swerving to avoid a left turning vehicle and in turn striking a parked car. In the six months following the changes in parking there have been no accidents on College Avenue related to the 90 degree angle parking.

Vanguard Way:

In the six months preceding the changes in parking on Vanguard Way there was one accident involving a sideswipe of a parked vehicle. In the six months following the changes in parking there have been no reported accidents on Vanguard Way.

The reduction in traffic accidents on Wilson Street, College Avenue, and Vanguard Way in the immediate six months following the restriping and addition of parking is encouraging. Transportation Services Division will, however, continue to monitor traffic conditions in this area for any significant changes.

Other Traffic Data

The Transportation Services Division has also monitored traffic levels on Wilson Street to determine any significant changes since the restriping and additional parking was completed. This review determined that the traffic volume on Wilson Street has not changed since the completion of work.

Vehicle speeds on Wilson Street have dropped slightly since the addition of on-street parking. Prior to the addition of parking, the 85th percentile speed was 39.4 miles per hour. Recent speed surveys indicate the 85th percentile speed is 37.2 miles per hour. This slight reduction in speed is welcomed, however, it is not sufficient to support any reduction in the posted speed limit as determined by State regulations. The posted speed limit of 35 miles per hour on Wilson Street will, therefore, remain as is.

Street Sweeping Parking Restriction

As requested by Council at their November 15, 2004 meeting, staff has reviewed the effectiveness of the street sweeping program in Areas 1 and 2 for the consideration of the placement of signs on all streets for street sweeping purposes. The results of this review are also depicted on the Study Area Map, **Attachment 2**. As indicated on the area map, many of the streets within the areas are already posted “No Parking For Street Sweeping” and, therefore, are thoroughly swept each week.

Based upon a recent survey staff has determined that the streets that are not currently posted “No Parking For Street Sweeping” are effectively swept at or above the 50% level.

Regarding Council's desire to consider placement of signs on all streets within the area to restrict parking for street sweeping purposes, the Transportation Services Division manages the parking restrictions for street sweeping by two different methods. One method is when specifically petitioned by a majority of residents. The second method involves a survey by staff documenting the inability of the street sweeper to effectively sweep at least 50% of the street. In such a case staff will evaluate the condition of curbs and gutters and when appropriate make a determination to restrict parking in order to keep the gutters clean and free of debris. During the recent survey, staff has not noted any significant accumulation of debris or ponding of water on any streets in Area 1 or 2 that would necessitate the proactive imposition of a parking restriction by the City. Therefore, staff does not recommend the implementation of additional parking restrictions at this time in the absence of a majority of support by affected residents.

ALTERNATIVES CONSIDERED:

No alternatives have been considered to modify the parking changes previously approved by City Council on Wilson Street, College Avenue, and Vanguard Way. The Council could, however, elect to have the OCTA bus routes remain on Fair Drive.

FISCAL REVIEW:

There is no fiscal impact due to the recommendations made in this report. Funding for construction of bus turnouts on Wilson Street is already included in the FY2005-2006 fiscal year adopted budget.

LEGAL REVIEW:

There is no legal review required on this item.

CONCLUSION:

The implementation of "**resident only**" permit parking on single-family streets north of Wilson Street, plus significant changes in on-street parking on Wilson Street, College Avenue, and Vanguard Way were approved by the City Council at their regular meeting of November 15, 2004. All of the changes in parking, including modification to traffic lane configuration to accommodate the addition of on-street parking on Wilson Street, were completed in January 2005. Additionally, bus service provided by OCTA was temporarily rerouted due to concerns for the proximity of the on-street parking on Wilson Street.

The Transportation Services Division staff has conducted a six month review of parking and traffic conditions within the area and has concluded that the above changes have been effective in resolving conflicts in parking in the single-family neighborhood located north of Wilson Street and west of Fairview Road. The additional parking has also been effective for area residents located south of Wilson Street and east of Fairview Road. In order to return much needed bus service to area residents, staff recommends reinstatement of the OCTA bus routes on Wilson Street. As a means to further improve traffic flow and safety along Wilson Street, funding has been included in the current fiscal year to construct two bus turnouts within the segment of Wilson Street between College Avenue and Fairview Road.

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Director of Public Services

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Deputy City Clerk
Deputy City Manager – Development Services
Police Chief
Director of Public Services
Staff
File

ATTACHMENTS: 1 [Excerpt of City Council Minutes of November 15, 2004](#)
2 [Study Area Map](#)

File Name

Date

Time