City of El Segundo

Richmond Street Arterial Improvements
El Segundo Blvd. to Holly Street

City Council Meeting

July 21, 2015
Project History and Overview
Richmond St. Needs Rehabilitation

Sidewalk Obstructions

ADA Obstructions

Damaged Sidewalks

Irregular curb heights

Pavement Degradation
Historical Perspective

• Improvements needed for more than a decade
• Funding allocation provided 7 years ago; stalled
• Draft concepts to increase parking designed 2 years ago
• Downtown revitalization starts
• Last fall...
  – Pilot testing angled spaces
  – Funding for improvement provided
Richmond St. Project Goals

- Remove/replace Ficus trees
- Reconstruct street, sidewalk, curb and gutter as necessary
- Comply with ADA Standards
- Improve pedestrian experience
- Improve lighting
- Increase availability of parking
- Plan for future growth
Proposed Right-of-Way Changes

- Increase roadway width from 40’ to 46’
- Reduce sidewalk width from 10’ to 7’
- Parallel parking on east side
- 45 degree angled parking on west side of Richmond
- New trees and street/pedestrian lighting
- Install designated loading zones and handicapped parking stalls
Community Outreach and Input
Community Outreach Meetings

- **City Council Subcommittee selected**
  - Carl Jacobson
  - Dave Atkinson

- **Draft Plans Presented**
  - Thursday April 23rd - Subcommittee
  - Tuesday, May 12th - Subcommittee
  - Wednesday June 10th – Public Meeting
Community Feedback

• General Comments/Concerns
  – Timing and scope of project
  – Impact on businesses during construction
  – Pedestrian access during construction
  – Landscaping plan
  – Angled stalls too narrow; poor angle & visibility
  – Increased parking in the 100 & 200 blocks already positive
Community Feedback

• 100 Block:
  – Old Town Theater: loading zone, congregation area, ADA parking

• 200 Block:
  – Potentially close driveway
  – Eliminate patio dining may be necessary
  – Provide loading zone on east side
Community Feedback

• 300 Block
  – Opposition to wider sidewalks at the north end
  – Opposition to wider street and angled parking
  – Desires smaller parallel stalls (20’ instead of 24’)
  – Maintain that parking is not a problem
  – Believe that the parking garage is underutilized
  – St. Michael’s has concerns about safety of children, operational impacts during construction and does not want to relinquish 6’ public ROW for playground
Staff Concerns Re: Street, Sidewalk and Parking

- Sidewalks in some areas of the 300 block do not meet ADA guidelines (north/south ends)
- Curbs heights are irregular throughout
- Parallel parking stalls are too small
- Angled stalls are not wide enough
- Various encroachments will need to be removed to accommodate the proposed plan
- Parking structure not accessible from Richmond St.
Proposed Design
Based on Council Direction, Key Objectives and Community Feedback
Proposed Street Layout

Wider Stalls
Revised Angle
Wider Drive Aisles

Design Standards
MUTCD
FHWA
AASHTO
ADA (federal)
CalTrans
Greenbook
ESMC
Typical Parallel Design Standard

Figure 3B-21 (CA). Examples of Parking Space Markings

- Curb
- 8 ft
- 24 ft
- 20 ft

NO PARKING ZONE
20 ft Minimum

NO PARKING ZONE
20 ft Minimum
100 BLOCK

34 Spaces increased to 47 (13; 38% gain)
200 BLOCK

17 Spaces increased to 26 (9; 53% gain)

Closed Driveway
300 BLOCK

7' Continuous Sidewalk

Closed Driveway

Note 3' Street Transition and 5' Residential Sidewalk

7' Continuous Sidewalk
300 Block Segments

Segment 1
Segment 2
Segment 3
Segment 4
Segment 5
Segment 6
<table>
<thead>
<tr>
<th>300 Block Configuration Options</th>
<th>Curb Length</th>
<th>Parking Stall Length</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>20’</td>
<td>22’</td>
</tr>
<tr>
<td>Segment 1</td>
<td>116’</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>Segment 2</td>
<td>170’</td>
<td>8</td>
<td>8</td>
</tr>
<tr>
<td>Segment 3 (2-part)</td>
<td>110</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>Segment 4</td>
<td>125’</td>
<td>6</td>
<td>5</td>
</tr>
<tr>
<td>Segment 5</td>
<td>45’</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Segment 6</td>
<td>300’</td>
<td>15</td>
<td>13</td>
</tr>
<tr>
<td>Total: ALL parallel</td>
<td></td>
<td>41</td>
<td>38</td>
</tr>
<tr>
<td>Total: Parallel + Angled</td>
<td></td>
<td>48</td>
<td>47</td>
</tr>
</tbody>
</table>

Total: ALL parallel w/closed Drive [Gain of 2]

<table>
<thead>
<tr>
<th>Total: parallel, angled, closed driveway (gain of 5)</th>
<th></th>
<th></th>
<th></th>
</tr>
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<tbody>
<tr>
<td></td>
<td>43</td>
<td>40</td>
<td>38</td>
</tr>
<tr>
<td></td>
<td>53</td>
<td>52</td>
<td>51</td>
</tr>
<tr>
<td></td>
<td>(+10)</td>
<td>(+12)</td>
<td>(+13)</td>
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</table>
## Total Parking Increase Potential

<table>
<thead>
<tr>
<th>Location</th>
<th>Parking Gain over Parallel</th>
<th>ADA Stalls Proposed</th>
<th>Loading Zones</th>
</tr>
</thead>
<tbody>
<tr>
<td>100 Block</td>
<td>13</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>200 Block</td>
<td>9</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>300 Block</td>
<td>7-13</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>29-35</td>
<td>4</td>
<td>2</td>
</tr>
</tbody>
</table>

* Staff recommendation of 22’ stalls results in a total gain of 34 parking stalls
Parking Survey
300 Block & Parking Structure
Parking Counts in the 300 Block (46 spots) and Parking Structure (127 spots)

• For one week, June 17-24
  – Noon
  – 5:00 p.m.
  – 7:00 p.m.

• For one week, June 25 – July 3
  – 2:00 p.m.
  – 6:00 p.m.
Parking Count Results

300 Block On-Street Parking Use

Day of the Week

Occupied Spaces

Monday  Tuesday  Wednesday  Thursday  Friday  Saturday  Sunday

Optimal
12:00
5:00 PM
7:00 PM
2:00 PM
6:00 PM
Parking Count Results

Parking Structure Spaces

Spaces Occupied

Day of the Week

Monday Tuesday Wednesday Thursday Friday Saturday Sunday

Optimal 12:00 5:00 PM 7:00 PM 2:00 PM 6:00 PM
300 Block Stalls

- 78% occupied – overall average
- 85% full is most desirable
Parking Structure Stalls

• 52% occupied – overall average
  – 62% full weekdays
  – 20% full weekends
• Majority of free stalls on upper level

GOAL

52% Average

78% Full weekdays, 2:00 p.m.

85% Full Threshold

Availability

Shortage
Parking Structure Use

Middle Level
Monday, June 22\textsuperscript{nd}, Noon
Parking Structure Use

Upper Level
Monday, June 22\textsuperscript{nd}, Noon
Parking Survey Findings

- On-street parking approaching optimal capacity
- Upper level of parking garage is under-utilized
- Middle level well utilized at certain times
- Parking structure not accessible from Richmond
- 99¢ Only Store parking is not for the general public and was not included in this survey

- Broader Downtown Parking Opinion Survey now underway – link on City’s website
Staff Recommendations
Based on Council Direction, Key Objectives and Community Feedback
Staff Recommendations

1. 100 and 200 Blocks
   1. Approve design as presented

2. 300 Block
   1. Approve reduced parking stall length to 22’ where it results in additional spaces gained
   2. Approve closure of antique store driveway
   3. Confirm whether to widen Richmond St. from 40’ to 46’ and install angled parking
   4. Confirm desired sidewalk width in front of St. Michael’s Church and the condominiums
Staff Recommendations

3. Revise signage in parking structure
   1. Enhance “Free Parking” signage
   2. Consider “Pilot Testing” 2-hour parking limit on middle level

4. Add parallel parking on north side of El Segundo Blvd. b/t Main St. and Richmond St.
Next Steps

• Council approval of final design plans
• Initiate landscaping design community mgt.
• Finalize construction documents
• Bid late 2014
• Award early 2015
• Construction: March – May
• Completion: June
Questions?