

The logo of the City of El Segundo, featuring a circular seal with a central figure and the text "CITY OF EL SEGUNDO" around the perimeter.

CITY OF
EL SEGUNDO

Smoky Hollow Parking Pilot Project

Project Goals & Objectives

- Implementation of Smoky Hollow Specific Plan pilot parking project.
- Conversion to from 2-way street to 1-way street and provide angled parking.
- Increase parking capacity.

Smoky Hollow Specific Plan

- Identification of one-way streets



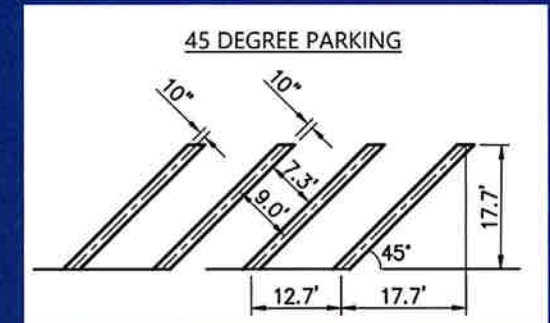
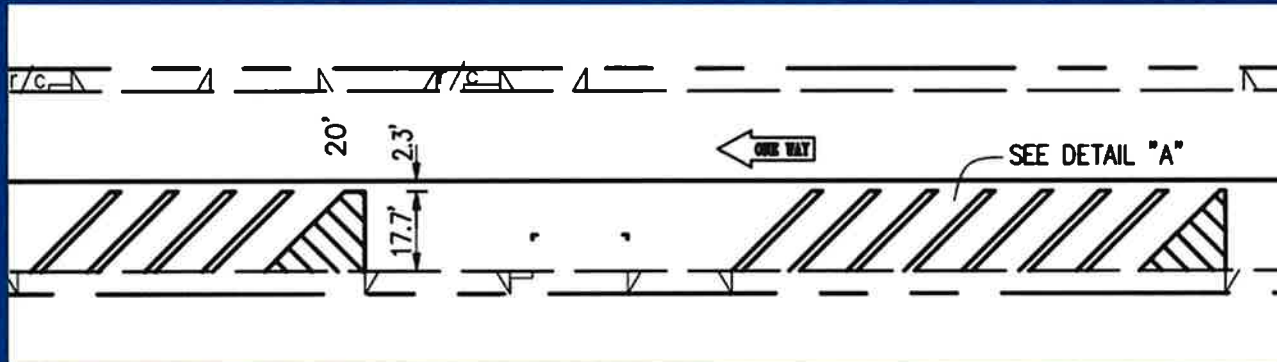
Pilot Parking Project

Nevada Street & Oregon Street

- Limits: El Segundo Blvd to Grand Ave
- One-way couplet
- Two consecutive blocks

California Street

- Limits: Franklin Ave to Grand Ave
- One block



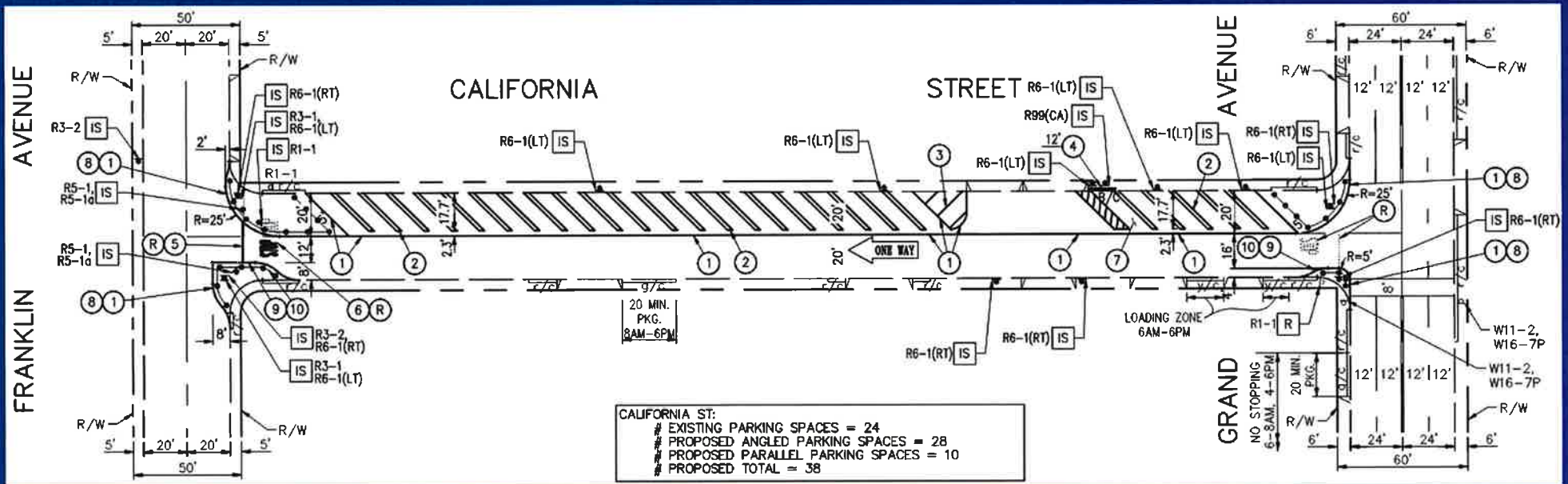
City Council & Community Meetings

- Received directive from City Council at 9/20/22 meeting to add California Street (Grand Avenue to Franklin Avenue) to the project.
- Community was concerned about the minimal parking gain.

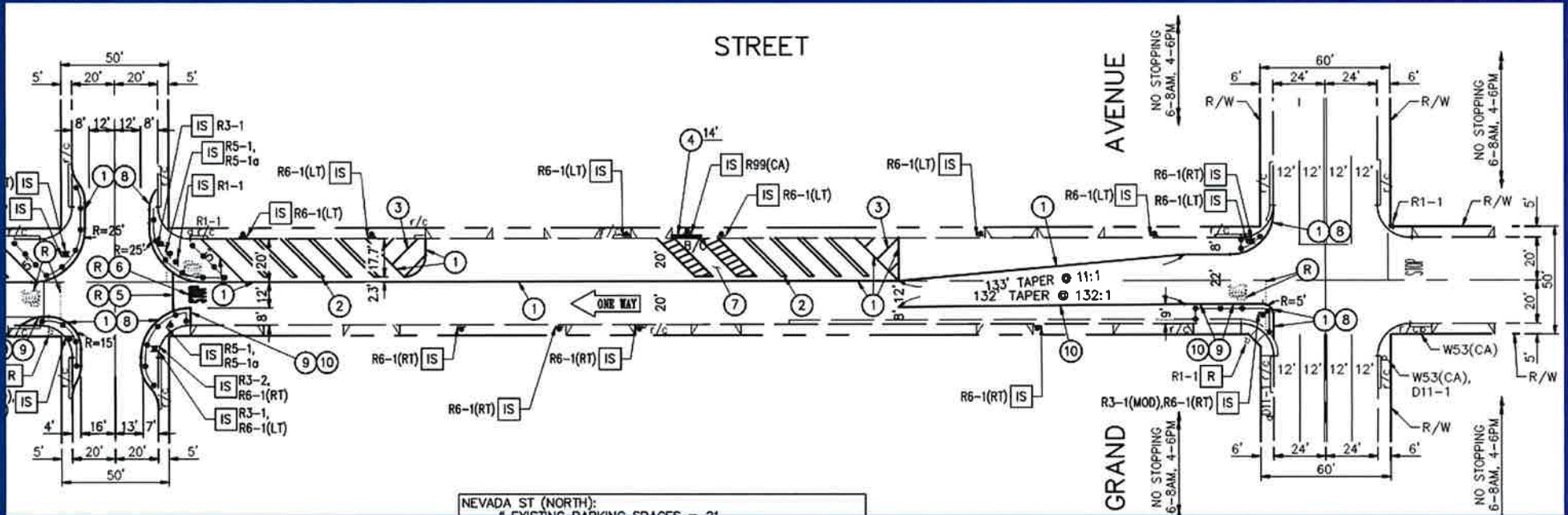
Changes to Project

- California Street added to the project.
- Nevada Street and California Street travel lane shifted to the opposite side of the roadway.
- Curb extensions at intersections.
 - Better location for sign placement.
 - Increased awareness of 1-way street.

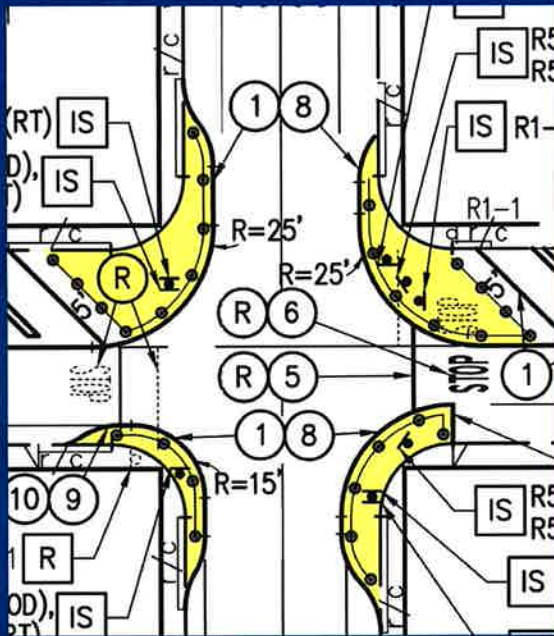
California Street



Travel Lane Shift

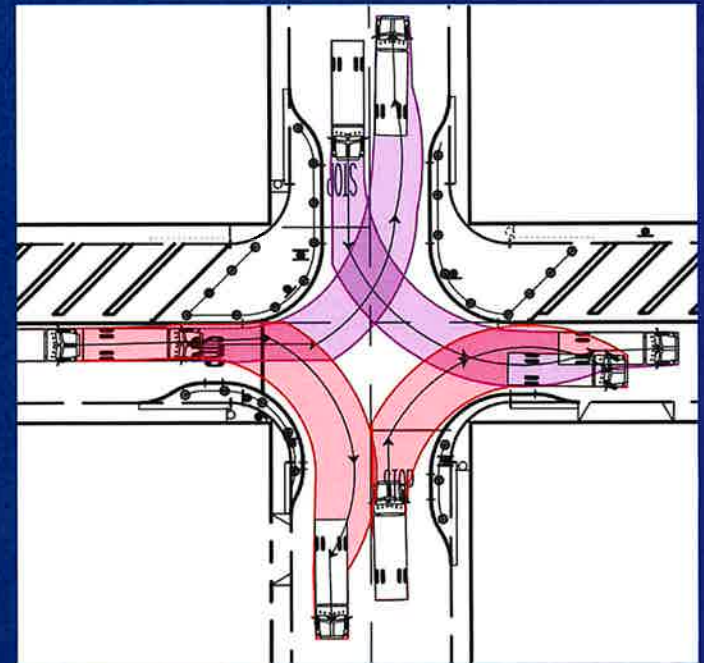


Curb Extensions



Turning Templates

- Passenger car & pick-up trucks OK.
- Delivery trucks up to 30' in length OK.



Parking Analysis Table

Segment Location	New Parking Study (September 2022)					
	Ex. Parallel Parking Capacity	Potential Diagonal Parking Capacity (1 side)	Remaining Parallel Parking	Total Potential Parking	Increase In Parking Spaces	% Increase In Parking
Nevada Street (North)	21	13	12	25	4	19%
Nevada Street (South)	19	5	15	20	1	5%
Oregon Street (North)	23	23	10	33	10	43%
Oregon Street (South)	20	12	12	24	4	20%
California Street	24	17	15	32	8	33%
Totals	107	70	64	134	27	25%

Segment Location	New Parking Study (March 2023)					
	Ex. Parallel Parking Capacity	Potential Diagonal Parking Capacity (1 side)	Remaining Parallel Parking	Total Potential Parking	Increase In Parking Spaces	% Increase In Parking
Nevada Street (North)	21	12	11	23	2	10%
Nevada Street (South)	19	21	10	31	12	63%
Oregon Street (North)	23	23	10	33	10	43%
Oregon Street (South)	20	10	12	22	2	10%
California Street	24	28	10	38	14	58%
Totals	107	94	53	147	40	37%

Project Cost

- Approx. \$200,000



CITY OF
EL SEGUNDO

Questions?

Parking Analysis Table

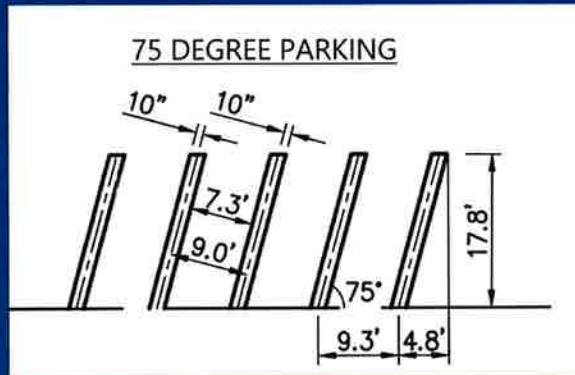
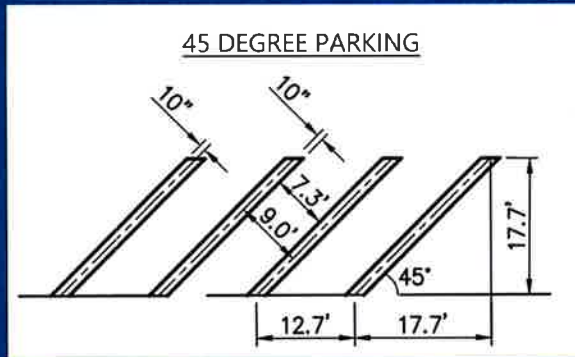
Segment Location	Previous Study (2016)				New Parking Study (September 2022)					
	Ex. Parallel Parking Capacity	Total Potential Parking (Angled & Parallel)	Increase In Parking Spaces	% Increase In Parking	Ex. Parallel Parking Capacity	Potential Diagonal Parking Capacity (1 side)	Remaining Parallel Parking	Total Potential Parking	Increase In Parking Spaces	% Increase In Parking
Nevada Street (North)	23	28	5	22%	21	13	12	25	4	19%
Nevada Street (South)	21	32	11	52%	19	5	15	20	1	5%
Oregon Street (North)	20	26	6	30%	23	23	10	33	10	43%
Oregon Street (South)	26	34	8	31%	20	12	12	24	4	20%
California Street	28	36	8	29%	24	17	15	32	8	33%
Totals	118	156	38	32%	107	70	64	134	27	25%
Segment Location	Previous Study (2016)				New Parking Study (February 2023)					
	Ex. Parallel Parking Capacity	Total Potential Parking (Angled & Parallel)	Increase In Parking Spaces	% Increase In Parking	Ex. Parallel Parking Capacity	Potential Diagonal Parking Capacity (1 side)	Remaining Parallel Parking	Total Potential Parking	Increase In Parking Spaces	% Increase In Parking
Nevada Street (North)	23	28	5	22%	21	12	11	23	2	10%
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Totals	118	156	38	32%	107	94	53	147	40	37%



Angled Parking Analysis

- City of Los Angeles Department of Transportation Angled Parking Standard.
- Analyzed 45 degree through 75 degree parking.
- 45 degree parking yielded the most gain.

Angled Parking Analysis



θ	A	B	C	E
37.5°	16.9'	14.8'	22'	11'
45°	12.7'	12.7'	17.7'	11.1'
50°	18.0'	11.75'	15.1'	12'
52.5°	18.2'	11.3'	13.6'	13.1'
60°	18.4'	10.4'	10.6'	15.1'
67.5°	18.2'	9.7'	7.5'	17.3'
75°	17.8'	9.3'	4.8'	19.7'

NOTES

- ALL PARKING STALL LINES AND EDGE LINES SHALL BE IN PAVED-BASED THERMOPLASTIC.
- CALCULATIONS BASED ON, BUT NOT LIMITED TO L.A.M.C. SECTION 12.21, UTILIZING 8'x11' STALL SIZE. LARGE VEHICLES REQUIRING THE 18-FOOT DIMENSION ARE EXPECTED TO OVERHANG THE CURB, AS SHOWN. STALL DESIGN WORK REQUIRES 2-FOOT OVERHANG FOR 18-FOOT VEHICLE.
- ON LOCAL STREETS, COLLECTOR STREETS, AND THOSE ARTERIAL STREETS WHICH FUNCTION AS COLLECTOR STREETS (SEE 4, BELOW), THE "C" DIMENSION SHALL BE 4' MINIMUM WHERE THE PARKING ANGLE IS GREATER THAN 45 DEGREES. ON THOSE LOCAL AND COLLECTOR STREETS WITH ANGLE PARKING 45 DEGREES OR LESS, THE "C" DIMENSION MAY BE REDUCED TO A MINIMUM OF 2 FEET. THE "A" DIMENSION IS PREFERRED, HOWEVER, AND SHOULD BE PROVIDED IF THE ROADWAY WIDTH PERMITS.
- ON ARTERIAL HIGHWAYS, THE "C" DIMENSIONS SHOWN IN THE ABOVE TABLE SHALL BE CONSIDERED REQUIRED MINIMUMS. THIS IS INTENDED TO PROVIDE FOR UNEXPECTED TRAFFIC MOVEMENT IN THE ADJACENT TRAVELED LANE. ARTERIAL STREETS ARE DESIGNATED BY COMMUNITY PLANS. A DESIGNATED ARTERIAL STREET MAY, FOR THE PURPOSES OF THIS STANDARD PLAN BE CONSIDERED AS A COLLECTOR STREET IF THE DAILY VOLUME IS LESS THAN 10,000 VEHICLES, OR THE STRIPING PROVIDES FOR ONLY ONE THROUGH LANE IN EACH DIRECTION.

APPROVED: *January 21, 2018*
John S. Fisher
 John S. Fisher, Director
 CITY OF LOS ANGELES
 DEPARTMENT OF TRANSPORTATION

ON-STREET ANGLE PARKING STALLS 1/2

M.T. 05-17C S-440.0



Pilot Project Costs

- Alternative 1 – Approx. \$100k
 - Signing and striping only.
- Alternative 2 – Approx. \$300k
 - Signing and striping.
 - Raised landscaping planters.
- Alternative 3 - \$2.2 mil
 - Roadway rehabilitation, replace driveways, sidewalk, and curb ramps.
 - Corner curb extensions with landscaping and irrigation.
 - Signing and striping improvements.