Memo

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| Date:  |  June 14, 2011 |
| From: | James Olson |
| To: | Transportation Commission |
| Sub: | PARKING PROHIBITIONS ON CENTRAL AVE. |

**QUESTION:**

Will the Commission consider establishing a parking prohibition on the south side of Central Avenue between Helman Street and Water Street?

**STAFF RECOMMENDATION:**

Central Avenue between Helman and Water Streets is wide enough to support on-street parking even @ a neighborhood collector standard. Central Ave is a neighborhood street and as such on-street parking is allowed on both sides of the street with a width of 25 to 28 feet. A neighborhood collector requires 32 to 34 feet of width for on-street parking on both sides of the street. This section of Central Ave has a width of 30 to 33 feet.

Staff recommends that no parking prohibition be placed on Central Ave; however a painted centerline may serve to keep vehicles in their prospective lanes.

**BACKGROUND:**

Request

On April 7 the attached email was received by Jim Risser suggesting that a parking prohibition be placed on the south side of Central Avenue to improve safety on the street.

Street Composition

Central Avenue is classified as a neighborhood street with an east-west alignment. The street has a slight curvature near the mid-point of the street where the street width changes from 33 feet to 30 feet.

There are sidewalks on both sides of the street and parking is unrestricted on both sides as well. Traffic volumes are low; however parking is moderate to heavy with an average utilization of 75 percent or more. Adjacent usage is primarily commercial.

The block of Central Avenue between Helman and Water Streets is 310 feet long. The westerly 155 feet is 33 feet wide while the easterly or lower section is 30 feet wide. The westerly section is nearly flat with a slope of 1.3%. The easterly section has a maximum grade of 15%. This extreme grade difference occurs near the midpoint of the street and creates a site obstruction where traffic cannot be seen until the vehicle is within 65 feet of the break point.

There are only two driveways located on this section of street but both driveways, which are nearly opposite of each other, are located near the street’s midpoint making them invisible to approaching westbound traffic.

**Conclusion:**

A parking prohibition on one side of the street would likely not have the desired outcome which is to ensure the traffic remains in its proper lane to avoid potential head-on crashes.

It is recommended that a yellow centerline stripe be placed on Central Ave to reinforce the lane locations.