Downtown Carson Street Parking and Pedestrian Improvements Plan March 14, 2013

INTRODUCTION

In early 2012, representatives of downtown businesses asked the Board of Supervisors to consider a proposal to stripe Carson Street to provide additional parking for downtown businesses and create a safer pedestrian environment. The Board of Supervisors directed staff to look into the proposal and report back the findings. City staff conducted a workshop and collected surveys from downtown property owners and businesses to determine if they were interested, as a group, in pursuing the conceptual plan. The results of the survey and public comment received during the January 3, 2013, Board of Supervisors meeting indicated general support of moving ahead to implement the downtown parking plan. At that time, the Board of Supervisors directed staff to prepare an implementation plan and present it at a subsequent meeting. The following sections outline the components of the proposed implementation.

REMOVAL OF EXISTING STRIPING & RE-STRIPING

The Public Works Department will hire a contractor to remove the selected existing striping on Carson Street within the project area from Sixth Street to Ann Street. Only striping that would conflict with the proposed new design will be removed. The contractor would also stripe the proposed new design. In addition, some new crosswalks would be added, particularly at four-legged intersections. The cost for the additional crosswalks has been included in the estimate.

FENCING

The fencing that runs along either side of Carson Street from approximately Musser Street to Robinson Street would be substantially removed by City crews in a fashion that it could be reinstalled if so desired. City staff has determined that the removal of the fencing itself can be accomplished with a relatively minimal effort. However, the main posts cannot easily be removed or reinstalled (if necessary). Should the project be implemented, the fencing would be removed, but the main posts would be left in place and only individual posts removed if they are determined to be obstacles for parking or for changed use by adjacent businesses. The posts could be permanently removed in the future if desired.

PARKING EVALUATION – PARKING RESTRICTIONS

City staff will solicit input from business within the project area to determine what the ideal parking restrictions should be for the additional proposed parking stalls. A proposal for recommended parking restrictions will be provided after all feedback is received. Staff is currently in discussion with representatives of the Legislative Counsel Bureau and State Capitol regarding parking along the frontage of state facilities on the east/northbound side of Carson Street between E. Fifth Street and E. Musser Street.

PARKING STALL LENGTH

Initially, the proposed length of each stall was approximately 24 feet, but concerns were raised by the public and the Board at the January 3 meeting that some residents may have difficulty backing into stalls to parallel park, particularly with larger vehicles. Therefore, the suggestion was made to increase the length of the parking stalls to allow for vehicles to pull in and out. After further evaluation, it was determined that 27 feet would be more appropriate to allow for the pulling in and out of vehicles and that length could be consistently applied throughout the project area with very minimal loss of parking spaces. The proposed layout would result in 85 parallel parking spaces.

EMERGENCY RESPONSE

The design proposed for Carson Street has been reviewed by City officials responsible for emergency response. A proposed standard operating procedure developed by the Carson City Fire Department has been developed and is attached to this document in Attachment A.

ESTIMATED TRAFFIC IMPACTS

Analyses of traffic impacts were conducted in 2007 and 2012 to determine the estimated traffic impacts on Carson Street and other surrounding streets. It was determined that should the project be implemented, the levels of service on Carson Street and surrounding streets would remain at acceptable levels. The amount of traffic on Carson Street is expected to decrease by approximately 35%. The traffic would shift to other parallel facilities. Stewart Street could be expected to experience an increase of approximately 20%, Roop Street could expect approximately 15%, and the north-south roads west of Carson Street to (and including) Mountain Street could expect increases

of approximately 10%. It is also expected that there will be some additional shift of traffic to the freeway. While the freeway extension to Fairview Drive has certainly had a significant impact on traffic volumes and travel patterns in the City, the freeway has not been completed. In addition to the substantial traffic volumes being carried on surface streets from Fairview Drive to the south, there are still many travelers that are "through" trips – not stopping in Carson City – who choose to continue to use Carson Street instead of the freeway. It is reasonable to expect some of those motorists to be encouraged to use the freeway for those "through" trips if the proposed project is implemented.

A traffic engineering analysis was conducted specifically for the intersection of Carson Street and William Street due to concerns about the operation of the intersection. It was determined that the overall operations of this intersection would be expected to improve slightly. Like other intersections, operations would be monitored following implementation.

SIGNAGE

Parking signage would be installed per the results of the parking evaluation. In addition, informational signage would be installed to inform motorists approaching the downtown area on Carson Street that continuing on to the portion of Carson Street with reduced lanes is the way to access local businesses.

COST TO IMPLEMENT PROPOSED PROJECT

The signing and striping for the proposed project is expected to be accomplished through the work of a contractor with the estimated cost being about \$32,000. The cost is detailed in Attachment B to this document. There are multiple potential sources of funding for this proposed project, and should the project be implemented, direction would be sought from the Board of Supervisors regarding which funding source would be utilized.

FURTHER PROJECT EVALUATION

The project area would be evaluated and monitored on a continuing basis. Traffic counts will be collected prior to implementation of the revised striping as well as after project completion on a periodic basis. Traffic counts would be conducted not just on Carson Street, but on the parallel north-south running roads which are expected to

experience increased traffic volumes due to the proposed project. In addition, intersection performance will be monitored once the project is implemented to determine if any modifications need to be made in order to keep traffic at an optimal flow. Any potential safety concerns will also be addressed and City staff will remain in contact with downtown businesses to accept input on potential improvements, if there is a need. It is proposed that traffic counts after implementation would begin about two weeks after implementation and the results of those counts (in comparison to the "before" counts) would be presented to the Board of Supervisors for its review as well as a review of the other factors listed above including safety, business inputs, and others. This information would be presented to the Board of Supervisors within two months of the implementation of the project.

RESTORATION OF INITIAL DESIGN

The current striping and traffic operations conditions could be restored if the proposed project is implemented and then a determination is made to restore previous conditions. Should this occur, the project area would be resurfaced and re-striped by a contractor. The cost estimate included in Attachment C shows the cost to return the roadway to the existing conditions. As detailed in Attachment C, the total cost to restore the street section to the existing configuration is about \$119,000. However, only about \$30,000 is the cost of signs and striping directly attributable to the project. The majority of the cost – about \$89,000 – would be related to a resurfacing of the road surface. This would allow for the restriping without removal of striping already in place and would be a pavement preservation activity. The extension of the pavement life will be required in any circumstance, and this cost would be realized by the City with or without the proposed project. It is proposed that the fencing would not be reinstalled because even if the street were restored to two thru lanes in each direction, the traffic volumes are currently less than half of the peak volumes experienced in 2002 and volumes are expected to continue to decline.

TIMEFRAME

If approved to proceed by the Board of Supervisors, staff would complete the remaining evaluations by May 31, contract for the work to be done, and have the work performed in Summer 2013.

Attachment A

CARSON CITY FIRE DEPARTMENT

SOP: 0-43

SUBJECT: Downtown/Carson St

REVISED: Proposed

Emergency Response Plan

INDEX AS: Operations

SUPERSEDES:

PAGE(S): 043-1

PURPOSE: The purpose of this procedure is to provide direction on response and vehicle placement during emergencies in the Downtown/Carson Street. area. Additionally, the purpose is to allow for safe fire operations, ensure public safety and reduce traffic congestion during emergencies.

RESPONSIBILITY: All operational personnel within the Carson City Fire Department are responsible to ensure that this SOP is followed.

PROCEDURE: Unless the information provided directs the responding units to the rear of an establishment, the first arriving emergency response unit shall report to the front (side A) of the address given and provide a size up of the situation. If the emergency can be handled from an alley or side street, that unit shall proceed to that area on their initial response.

The second due unit will respond to the rear or side alley of the structure. The third due unit shall stage off of Carson Street, but as close to the scene as possible and wait for instructions from the IC.

In the event traffic prevents initial responding units from reaching a Carson Street address, units should respond via the nearest side street and gain access to the incident location on foot and direct incoming units to stage and await further access instructions.

REFERENCE:		
DRAFT		
R. Stacey Giomi,	Fire Chief.	

Attachment B

PROJECT: Carson St. Narrowing - Parking

LOCATION: Carson City, NV

DATE: 2/7/2013

BY: DR

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL
1	Mobilization	LS	1	\$3,500.00	\$3,500.00
2	Traffic Control	LS	1	\$3,500.00	\$3,500.00
3	Remove Existing Stop Bar	LF	324	\$1.00	\$324.00
4	Remove Existing Skip Stripe (Paint Only)	LF	900	\$0.75	\$675.00
5	Paint 24" Solid White Stop Bar	LF	500	\$1.75	\$875.00
6	Paint Crosswalk Markings (24"wide x 10' long)	LF	4,360	\$1.75	\$7,630.00
7	Paint Yield Line (24"x36" Sharks Teeth)	EA	111	\$5.00	\$555.00
8	Paint Solid White Left/Right Turn Arrow Pavement Legend	EA	4	\$345.00	\$1,380.00
9	Paint Solid White "ONLY" Pavement Legend	EA	2	\$345.00	\$690.00
10	Paint 4" Solid White Parallel Parking Stall (6lf each)	LF	408	\$1.00	\$408.00
11	Paint 8" Solid White Hatch & Boundary	LF	2,800	\$1.00	\$2,800.00
12	Install Sign & Post (2 Hour Parking)	EA	18	\$400.00	\$7,200.00
13	Install Sign & Post (Other Regulatory)	EA	6	\$450.00	\$2,700.00
	TOTA	⊥ L (Signine	g & Striping)		\$32,237.00

Attachment C

PROJECT: Carson St. Narrowing - Undo Parking Striping

LOCATION: Carson City, NV

DATE: 2/7/2013

BY: DR

ITEM	DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL
1	Mobilization	LS	1	\$3,500.00	\$3,500.00
2	Traffic Control	LS	1	\$3,500.00	\$3,500.00
3	Paint 4" Double Yellow Centerline Stripe	LF	510	\$0.12	\$61.20
4	Paint 4" Solid Yellow w/ 4" Yellow Skip Stripe	LF	754	\$0.12	\$90.48
5	Paint 4" White Skip Stripe (8' long stripe w/24' gap)	LF	4,290	\$0.09	\$386.10
6	Paint 8" Solid White Lane Stripe	LF	614	\$0.22	\$135.08
7	Paint 24" Solid White Stop Bar	LF	500	\$1.75	\$875.00
8	Paint Crosswalk Markings (24"wide x 10' long)	LF	4,360	\$1.75	\$7,630.00
9	Paint Yield Line (24"x36" Sharks Teeth)	EA	111	\$5.00	\$555.00
10	Paint Solid White Left/Right Turn Arrow Pavement Legend	EA	30	\$345.00	\$10,350.00
11	Remove Exisiting Sign & Post (No Parking Zones)	EA	18	\$125.00	\$2,250.00
12	Remove Sign W4-7L (Thru Traffic Merge Left)(30"x30")	EA	2	\$125.00	\$250.00
13	Remove Sign W9-1R (Right Lane Ends)(30"x30")	EA	2	\$125.00	\$250.00
14	Remove Sign R3-7R (Right Lane Must Turn Right)(36"x36")	EA	2	\$125.00	\$250.00
	\$30,082.86				
15	Mobilization	LS	1	\$11,500.00	\$11,500.00
16	AC Micro Paving	SF	168,600	\$0.46	\$77,556.00
TOTAL (AC Micro Paving)					\$89,056.00
	\$119,138.86				