



Agenda Bill AB24-066

Meeting Date: April 1, 2024

Agenda Item: XI.B

Regular Business Meeting

Workshop/Study Session

Special Business Meeting

Submitted By: Steve King, PW Director & Laura Parsons, Civil Engineer III

Date Submitted: March 26, 2024

Department: Public Works

Contact Phone: 360-379-5090

SUBJECT: Tyler Street Pavement Restoration Project – First Reading of Resolution 24-013 Authorizing Angled Parking on Tyler Street

CATEGORY:

- Consent Resolution
 Staff Report Ordinance
 Contract Approval Other: Motion
 Public Hearing (Legislative, unless otherwise noted)
 3-Year Strategic Plan: 4 - Ensure sustainable future for public services and facilities

BUDGET IMPACT: Potential

Expenditure Amount: N/A

Included in Budget? Yes No

Cost Allocation Fund: 305 CIP Street

This agenda item addresses whether or not angled parking should remain on Tyler Street between Lawrence Street and Clay Street. The public is encouraged to weigh in on this resolution at this meeting, at the City Council workshop on April 8, 2024, and at the second reading of this Resolution on April 15, 2024. The first reading is intended to provide background and several options to consider. Normally, resolutions do not have a first and second reading; however, in this case staff would like to provide ample time for public input if there is a proposed change from the existing angled parking to parallel or back in angled parking.

SUMMARY STATEMENT:

On January 3, 2023, the Port Townsend City Council reviewed and approved Resolution 23-005, authorizing the City Manager to execute a grant agreement with the Washington State Transportation Improvement Board (TIB) and all other agreements necessary to complete the Tyler Street Overlay Project. This project is also called the Tyler Street Pavement Restoration Project. The original project scope included a street overlay, addressing drainage needs and adding twenty-four curb ramps that are fully compliant with the American Disabilities Act (ADA).



Since Resolution 23-005, City staff has been working to determine a scope of work that addresses the level of deterioration of the street.

On January 16, 2024, City Council approved a motion recommending using full depth pavement reclamation as a strategy for pavement rehabilitation. This motion also acknowledged and recommended that the street form stay the same in terms of width. In other words, this project will not be a complete street reconstruction similar to Discovery Road currently under construction or Water Street in the past.

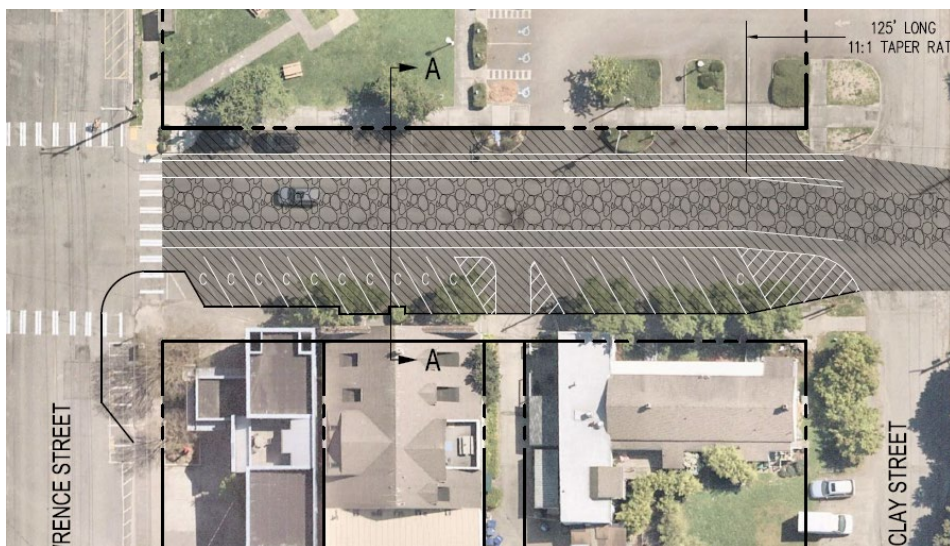
The City Council did ask for staff to consider a different approach to parking on the block of Tyler Street between Lawrence and Clay Street where there is currently 60 degree angled parking as shown in this photo. Currently, 17 angled parking stalls exist on the south west side of the street. Not all of these angled parking stalls are regulation length for full size vehicles and a couple stalls are too close to the intersection. Head in angled parking is also known to be dangerous for cyclists and motor cycles given people backing out of an angled parking stall often have limited visibility.



Aerial Photo Illustrating 17 Existing Angled Parking

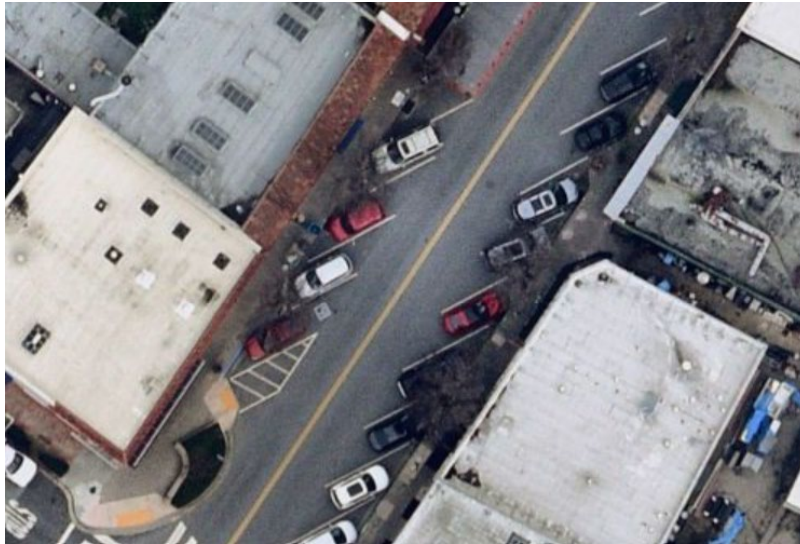
Given the existing parking configuration is substandard, staff and SCJ Alliance developed schematic level drawings of three parking options to consider. The pros and cons of each option are as follows:

Option 1.A – Keep parking as is with 60 degree angled parking, but make some safety improvements in the striping to address visibility at corners and stall size. This configuration results in 11 compact stalls and 6 regular stalls.



Option 1.A

Option 1.B – Keep the parking as head in parking, but changed to 30 degree angled parking for greater visibility. 30 degree angled parking is very inefficient and only slightly better than parallel parking in terms of parking stall count. The following photo illustrates 30 degree angled parking. The number of parking spots decreases to from 17 to approximately 10. 45 degree parking is also an option in which an estimated 12 parking stalls would be available. In both cases, a steeper angle helps with visibility.



Generic photo illustrating 30 degree angled parking.



Illustration of 45 degree angled parking.

Option 2 – Change to 60 degree back in angled parking. Back in angled parking provides improved vision for motorist to see bicycles and motorcycles when pulling out of the stall. Back in angled parking is also safe during the process of backing into a stall given the bicycle stops behind the car similar to a parallel parking situation. Back in angled parking is becoming more popular in communities to promote on-street parking density and bicycle safety. This option results in 11 compact stalls and 7 regular stalls as shown below.

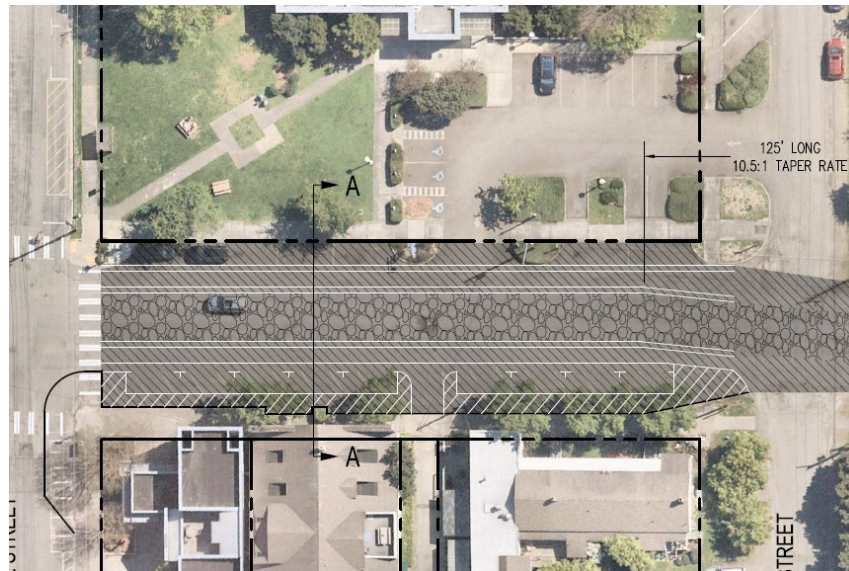


Schematic illustrates 60 degree back in angled parking



Back-in 45 degree angled parking in Boise, ID.

Option 3 – Change to parallel parking. Parallel parking is the safest configuration for on-street parking, but yields the least amount of on-street parking stalls. This configuration reduces the parking count to 9 parallel stalls. It also results in additional pavement which allows for some creative options for street painting. Associated with the Farmers Market. In this option buffered bike lanes on both sides of the street include a door buffer and a traffic buffer.



Schematic illustrating parallel parking

RCW 46.61.575 requires that the City pass an ordinance whenever angled parking is allowed on a federally classified arterial street. Tyler Street is federally classified which is why the street was eligible to receive funding from the Transportation Improvement Board.

Most cities do not know about this state law requirement and thus do not have ordinances. As a matter of due diligence, staff will ensure that any street undergoing a change in parking configuration be brought up to date with an angled parking ordinance.

Angled parking is generally discouraged from the standpoint of safety. In the times past, angled parking disrupted traffic flow. Now days, angled parking helps slow traffic by creating congestion purposefully. However, head-in angled parking is still considered dangerous for bicycles. Staff is unaware of any accident history concerning angled parking, but at a minimum angled parking is unwelcoming to cyclists.

Therefore, staff recommends Option 3 (parallel parking). If Council desires more on-street parking stalls, then Option 2 (back-in, 60-degree, angled parking) is recommended by staff. Finally, if not change is proposed and option 1 is recommended, the City staff will make sure the design has ample space between the intersections for visibility. The bulbouts will help with pedestrian safety no matter what option is chosen.

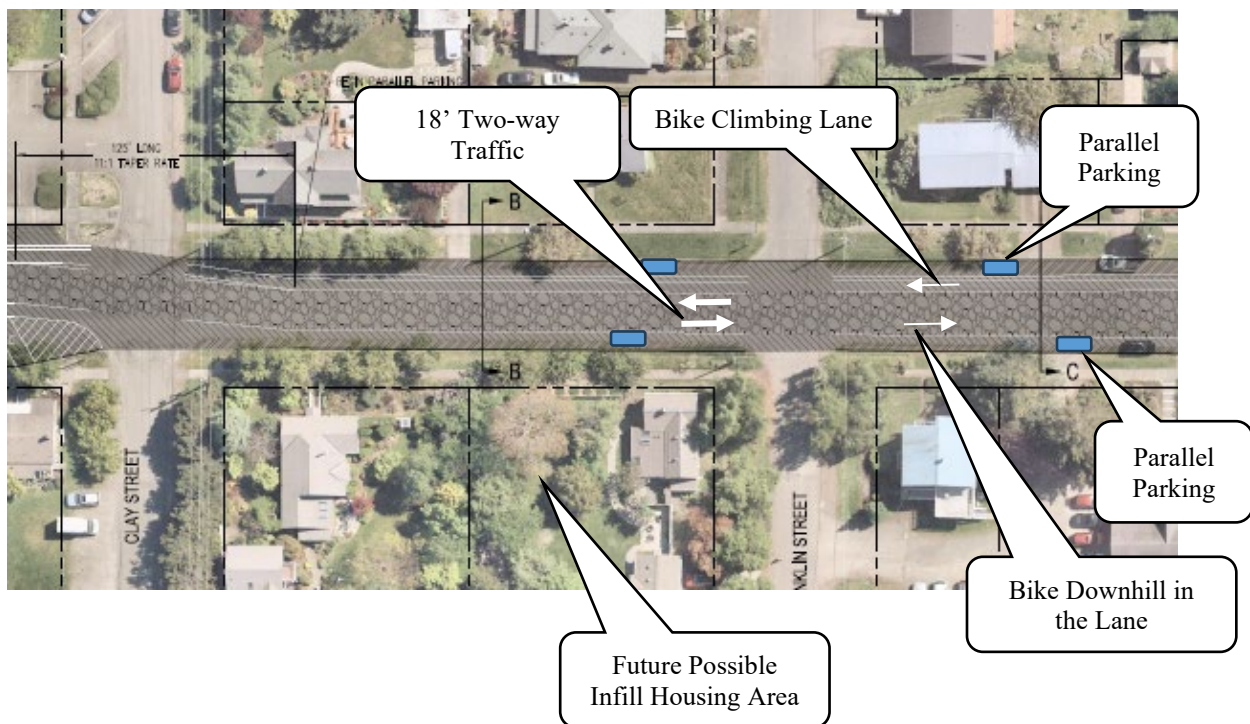
Coming to a decision on the parking is slated to occur through this first reading, a City Council workshop, and a second reading on April 15th. PT Main Street is willing to help with outreach as well as direct communication with adjoining business owners.

While not related to this resolution concerning angled parking, staff wishes to bring to the attention of the City Council that the existing parallel parking on both sides of the Street between Clay and Jefferson Streets could be changed. This project will repair the shoulders as part of pavement preservation as shown below.



With the should repair, there is enough room for a climbing bike lane in addition to preserving the existing angled parking. However, if there is a desire to stripe the road with a downhill bike land as well, then parallel parking would have to be removed on the SW side of the street.

The following schematic illustrates the addition of a climbing bike lane and preserving parallel parking on both sides of the street. Bikes traveling down the hill will ride within the travel lane under this configuration.



The City's Complete Street ordinance requires the City to consider a balance of making streets welcoming to all modes of transportation and other street uses such as parking and public gathering spaces. This project seeks to implement the balance within the grant funding and eligibility requirements. With recent Council direction to provide opportunities for on-street parking to encourage infill, the above figure illustrates how parking may be important for infill opportunities on adjoining parcels. By observation, these areas are most heavily used associated with events and the residents.

Staff in partnership with PT Main Street is doing out reach concerning parking changes. Staff is soliciting Council feedback concerning the section of Tyler Street between Clay and Jefferson Street because of the overall impact on the street although not part of the resolution.

The schedule for the project is to be under construction by August of this year in order to meet grant timelines.

ATTACHMENTS:

1. Project Brief
2. Resolution 24-013

CITY COUNCIL COMMITTEE RECOMMENDATION: N/A

RECOMMENDED ACTION:

Move to approve first reading of Resolution 24-013 Authorizing Angled Parking on Tyler Street

ALTERNATIVES:

- Take No Action Refer to Committee Refer to Staff Postpone Action
 Remove from Consent Agenda Waive Council Rules and approve Ordinance ____
 Other:

Tyler Street Paving Project Info Sheet



Why? The Tyler Street pavement is quickly falling apart. Given this is the home of the Farmer’s Market, adjacent to Lawrence and the Uptown businesses, resurfacing of this street is a priority.

Where? This project will repave Tyler Street between Lawrence and Jefferson Streets. Work will also include wheel-chair ramps. See map on backside of this sheet.

What? The City received a grant for \$380,000 to repave the street. Repaving the street also requires upgrades to wheelchair ramps. These upgrades will improve accessibility to the businesses and Farmers Market, meeting a key goal of the City and the Farmers Market.

When? The City is just beginning design. The majority of the work will occur sometime between July and September 2024 when temperatures are the warmest, which is required for a pavement overlay. The street will remain open most of the time. We anticipate a two-month project with street closures occurring occasionally for 2-3 days at a time. Sidewalk closures will occur around the intersections and where sidewalk repairs are needed.

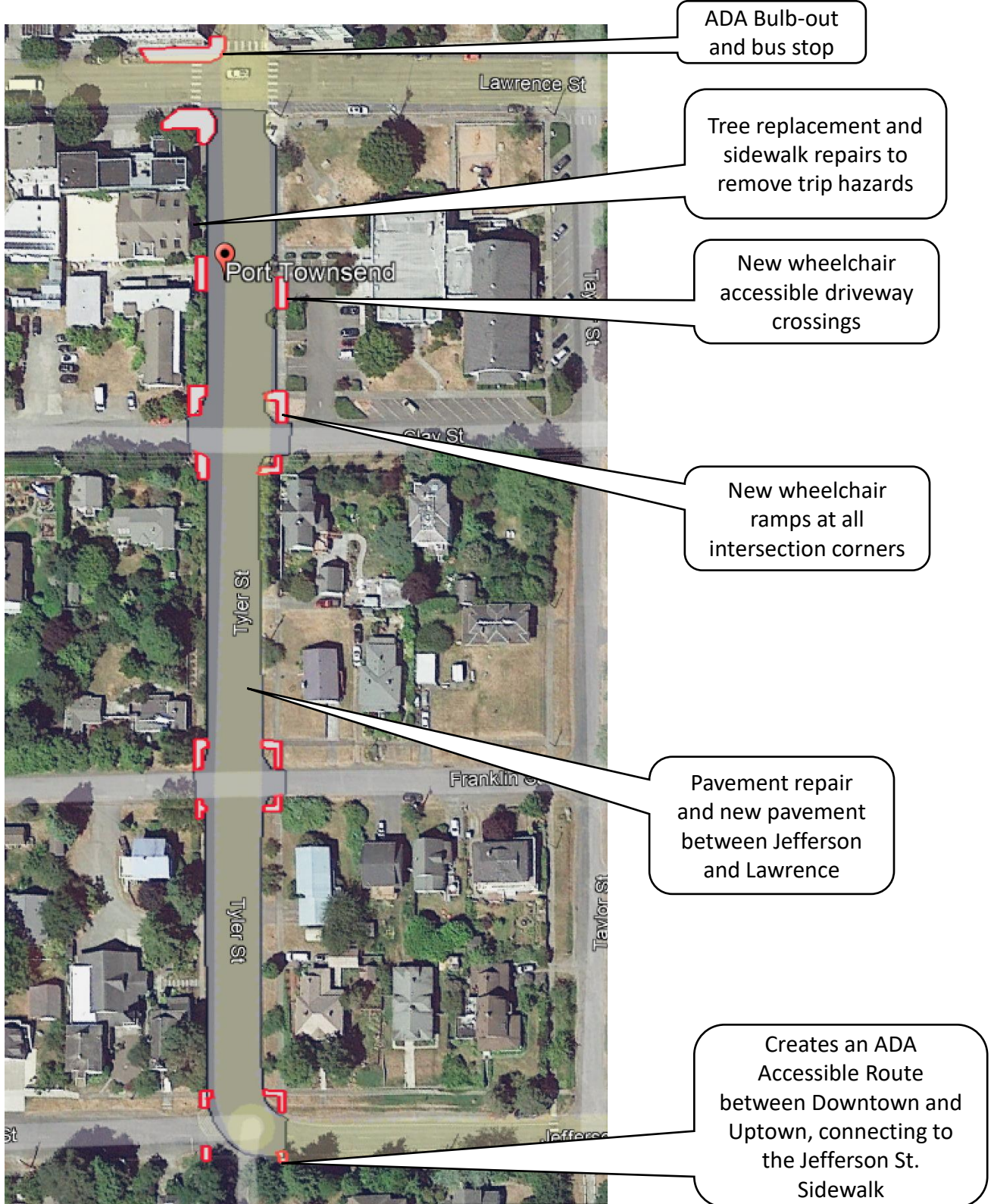
Some work will be done by City crews ahead of the main construction project to help make the project go faster.

Key Considerations: This is a small project compared to Water Street. The City Council has asked that we evaluate changing the parking striping to parallel stalls or back in angle parking. The City will be interested to hear feedback from the public and business owners. The City has also been working with DASH and Jefferson Transit to develop a plan for a bus stop near Aldrich’s Market. The City is coordinating with the Farmer’s Market and PT Main Street to minimize business disruptions.



Example of Wheel-chair Ramp and Bulb-out for Pedestrian Safety at the Post Office (2019). This type of upgrade is expected for pedestrians crossing Lawrence Street.

Tyler Street Paving Project Map



RESOLUTION NO. 24-013

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PORT TOWNSEND,
WASHINGTON, AUTHORIZING ANGLED PARKING ON TYLER STREET**

WHEREAS, RCW 46.61.575 states that the City may by ordinance or resolution permit angled parking on any roadway, except that angled parking shall not be permitted on any federal-aid or state highway unless the secretary of transportation has determined by order that the roadway is of sufficient width to permit angle parking without interfering with the free movement of traffic; and

WHEREAS, the City is considering authorizing angled parking on Tyler Street; and

WHEREAS, it is in the best interest of the City to allow angled parking when the public safety is so served by such parking configuration;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Port Townsend that angled parking shall be authorized on Tyler Street pursuant to RCW 46.61.575.

ADOPTED by the City Council of the City of Port Townsend at a regular meeting thereof, held this 1st day of April 2024.

David J. Faber
Mayor

Attest:

Alyssa Rodrigues
City Clerk