

INFORMATIONAL STAFF REPORT

TO: THE HONORABLE MAYOR AND MEMBERS OF THE CITY COUNCIL
MEETING DATE: OCTOBER 21, 2024
FROM: DAN LAFONTAINE, PUBLIC WORK DIRECTOR
SUBJECT: STRIPING PLAN UPDATE

RECOMMENDATION: Staff is presenting this striping plan for comments in the downtown and Miners bend area of Sutter Creek to add parking spaces and improve the safety/alleviate congestion. Council can give feedback and input.

BACKGROUND: Parking is always a challenge in small cities like ours that were built prior to the infrastructure to accommodate vehicle traffic. In evaluating the parking situation and developing a striping plan to increase parking, it must not be at the detriment of safety. Typical parking spot dimensions are shown below and will be followed at a minimum:

Type of Spot	Length (feet)	Width (feet)
Parallel	20 to 23 feet	8 feet
Street	N/A	12 feet minimum

Another constraint of the striping plan is for line of sight whereas red zones (no parking) must be marked from the edge of the road for a distance greater than or equal to 6-feet back based on field conditions. Curb colors will be painted either red or yellow per the plan (thermo in high traffic areas). Any former colors that are not needed will be power washed off to bare concrete.

DISCUSSION: The stripping plan changes are broken down into four zones (Miners Bend Approach, Downtown, Spanish Street, Boston Alley, and Eureka St).

Downtown

Main street contains many parking spaces and serves as the overflow parking after the two parking lots are full. To provide adequate line of sight, red zones will be remarked at 6-feet from each intersection. Currently there is one 36-foot loading zone in front of 51 main street (Choc-O-Latte) and one 17-foot red zone. The plan proposes to reduce the red zone to 13-feet and install two, new 20-foot parking spaces in its place.

Eureka Street

Eureka Street is a narrow two-lane road that contains many businesses. Parking is mainly contained to the middle and East end (residential) of Eureka St (see Figure 1 below). Over time many of the curbs have been painted red and yellow creating confusion for parking. The plan includes remarking most of the red curbs and one yellow curb on the back of 7a (Cavanas) with a 6-foot setback from the corner of Boston Alley. The plan will also add a yellow loading zone in front of 15 Eureka St with a 6-foot setback from the corner Boston Alley. After 15 Eureka Street, red paint will create a no parking zone in front of Rosas Cocina.

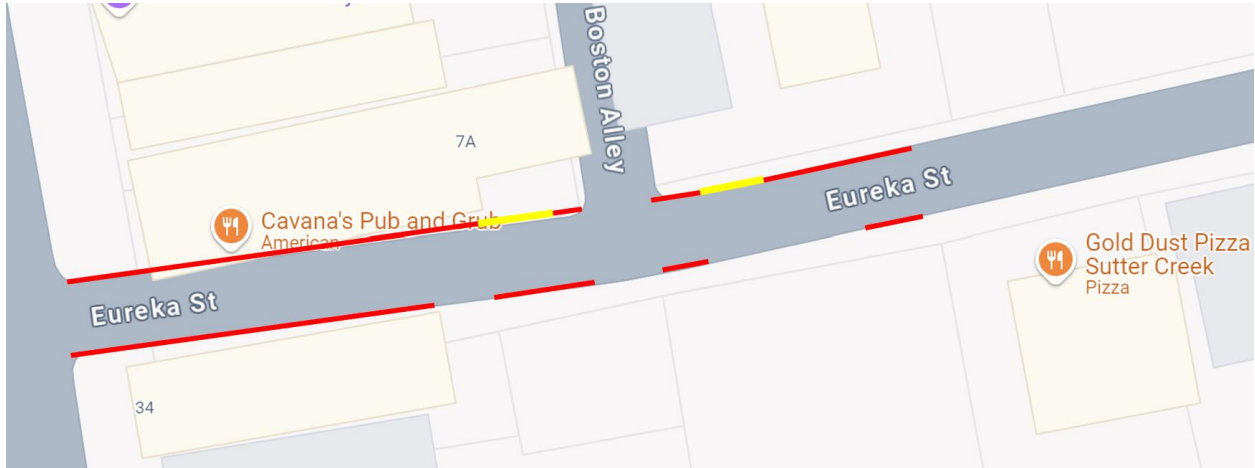


Figure 1: Eureka Street

Boston Alley (North)

Boston Alley is broken into two sections, North (between Randolph and Gopher Flat) and South (between Randolph and Eureka St). In North Boston Alley parallel parking currently occurs on either side without markings. The plan proposes to mark parallel spots in the white zones shown in Figure 2. Spots will be approximately 20 feet in length so an estimated 11 spots on the East side and 14 spots on the West side will be marked. Note that all driveways and customer parking areas are black zones shown below.

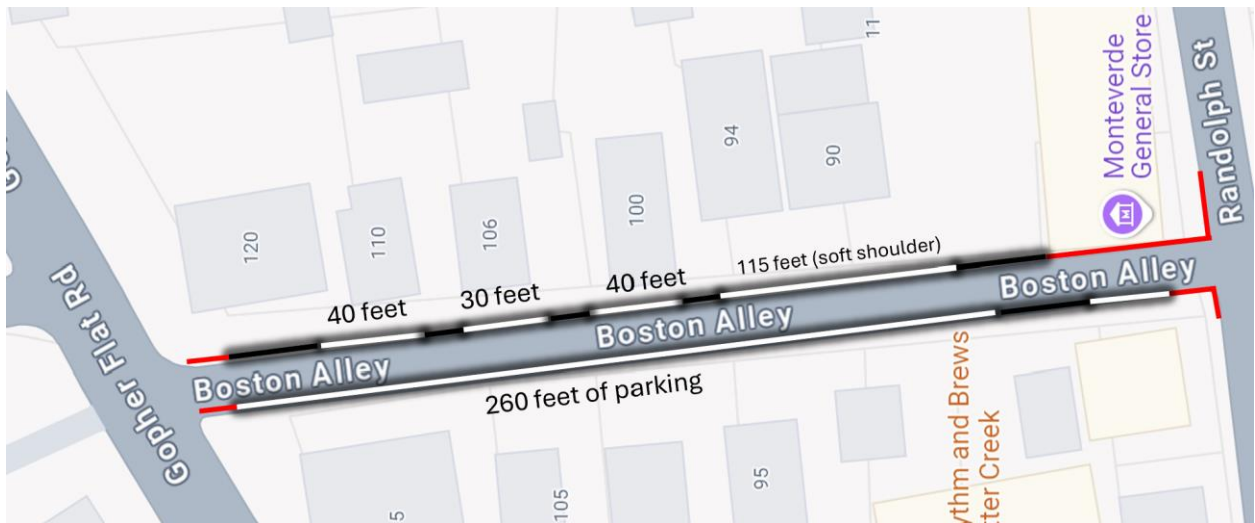


Figure 2: Boston Alley (North)

Boston Alley (South)

Boston Alley is broken into two sections, North (between Randolph and Gopher Flat) and South (between Randolph and Eureka St). On South Boston Alley parallel parking currently occurs on either side and the majority without markings. Most of the markings on South Boston Alley will be repainting existing red marks. The plan proposes to mark 3 parallel spots (shown in white in Figure 3) in front of both 14 and 52 on the West side of Broadway for a total of 6 spots. Note that all driveways and customer parking areas are black zones shown below.



Figure 3: Boston Alley (South)

Spanish Street

Spanish street is a two-lane road between Main and Fiefield with minimal room for parking. Currently the North side of the street is marked with red and there will be no changes to this side of the road. Currently the South side of Spanish street there is a mix of yellow and red markings on the curbs. The plan intends to make red markings from Main street 84 feet until the bollards surrounding a PGE vault. After that the plan intends to mark yellow as a loading zone for approximately 33 feet. After the loading zone the plan will add two parallel parking spaces and then mark red after the spaces until the merge of Spanish and Fiefield. See Figure 4 below for further details.

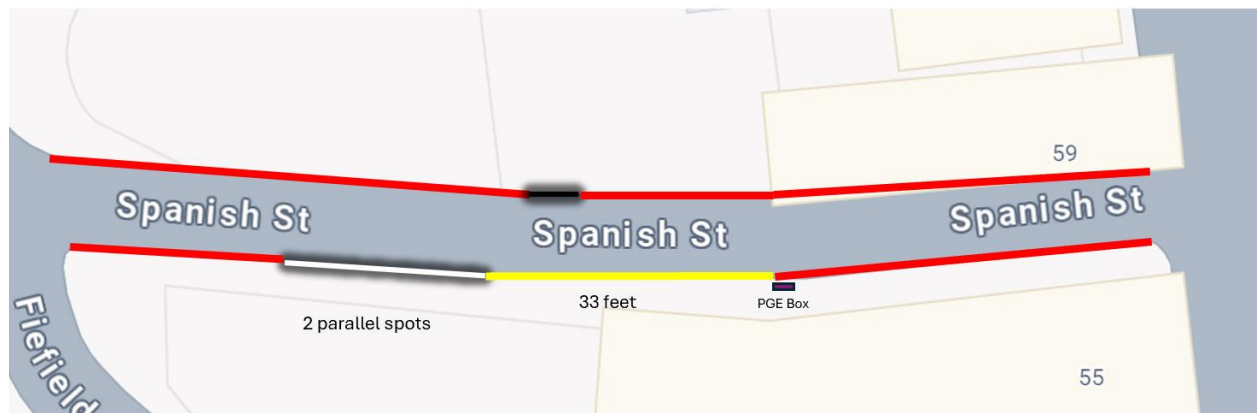


Figure 4: Spanish Street

Miners Bend Approach

As cars leave downtown and approach the curves around Miner’s bend the entrance to Miner’s bend is confusing and contains only a few parking stalls. Approaching Miners Bend parking lot from downtown the road splits to either continue on Old Route 49 or to enter the side road towards Miners Bend (Miners Bend approach). Currently parallel parking is occurring on the West side of Miners Bend approach road without any markings.

After Nickerson a minimum of 23 feet width exists between the edge line of Main street to the sidewalk. This area is delineated by Nickerson and a tree that is growing in the road. After that tree the road widens to a minimum of 26 feet. The plan proposes striping the area before the tree, which can accommodate 5 parallel parking spaces. The plan also proposes striping the area after the tree up to Worley, which can accommodate up to 15 parallel spaces (field fit will work around existing resident driveways). See Figure 5 for additional details (driveways not shown for clarity).

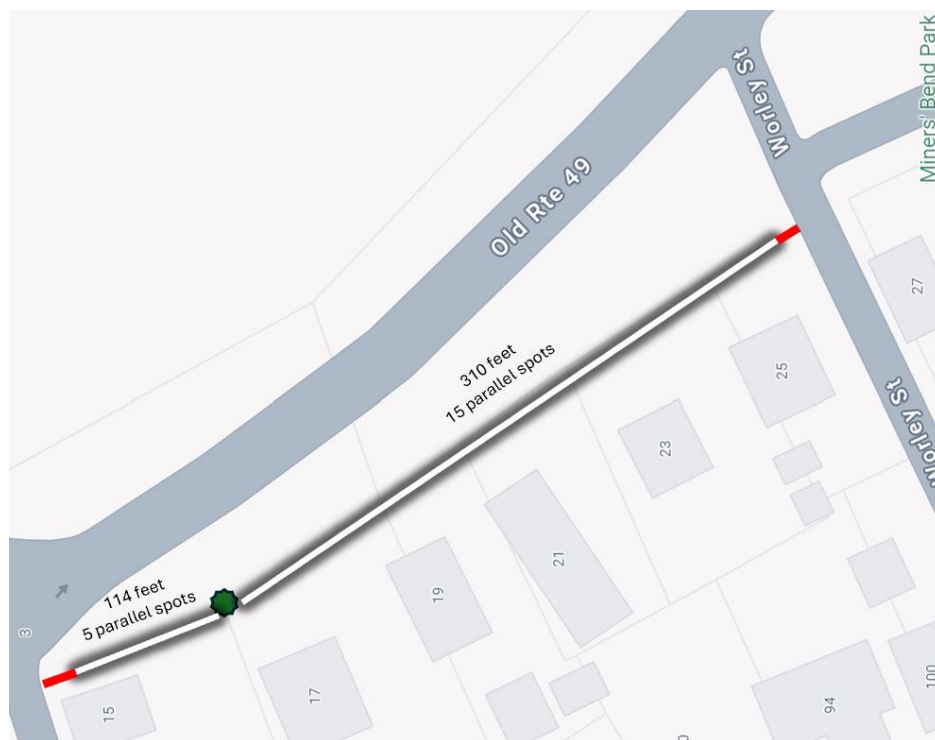


Figure 5: Miners Bend Approach

BUDGET IMPACT: The striping plan costs will include paint and thermo as the majority of the costs. The paint is either on hand or can be ordered and will be applied by public works employees. Thermo will be laid by public works employees. All modifications presented in this updated striping plan can be accomplished by Public works for less than \$1,000.

This project will have both capital costs and ongoing maintenance costs associated with additional parking spots for striping. Ongoing maintenance costs will be reduced by using thermo (5 to 10-year lifespan) If paint is applied, ongoing maintenance will be larger due to repainting every year.