

AGENDA REPORT

Traffic & Public Safety Commission

MEETING DATE: October 8, 2018

PREPARED BY: Abraham Bandegan
City Traffic Engineer

Department Director: Brenda Wisneski

DEPARTMENT: Development Services

SUBJECT:

Cross Section Alternatives for Liverpool Dr and Chesterfield Dr

RECOMMENDED ACTION:

Review the feasible cross section alternatives, receive public input and provide recommendation to staff on how to proceed with modifying the existing cross section on Liverpool Dr and Chesterfield Dr.

BACKGROUND:

On January 8, 2018 Traffic and Public Safety Commission recommended staff evaluate the striping cross section, parking, pedestrian activity and safety along Liverpool Dr and Chesterfield Dr. Both roadways are relatively narrow and pavement width is limited for cars parking on both sides and pedestrian activity when opposing vehicles are present.

DISCUSSION:

City's right of way for Liverpool Dr is 50' and for Chesterfield Dr is 40'. However, both streets currently only have a 30' wide paved curb to curb width. The streets are unimproved and don't have standard curb and gutter or sidewalks on either side.

Parking is currently allowed on both sides of the streets and both streets are divided by a double-yellow centerline (detail 21) into two 15' lanes that are used for parking, walking and by vehicles traveling in each direction. When cars are parked on both sides of the streets, the available width remaining for the vehicles is limited and opposing vehicles sometimes have to cross the centerline to pass the parked cars. It also makes it hard for pedestrians since they have to use the paved surface as there is no sidewalk. As it can be seen in the following photo, considering the limited available widths and safety concerns associated with vehicular and pedestrian movements, the streets cross sections can be modified to accommodate for pedestrians and safer vehicular travel.



Staff evaluated potential feasible scenarios and has come up with multiple different alternatives each with their own advantages and disadvantages.

1. Eliminate parking on W/B (downhill), keep parking (7') on E/B, provide two 10' wide lanes in each direction and provide a 3' wide walkway on W/B. (Alt 1)
2. Eliminate parking on E/B (downhill), keep parking (7') on W/B, provide two 10' wide lanes in each direction and provide a 3' wide walkway on E/B. (Alt 2)
3. Eliminate parking on W/B (downhill), provide two 10' wide lanes in each direction and provide a 10' parking+walkway on E/B. Walkway can be parking protected. (Alt 3A&3B)
4. Eliminate parking on E/B (downhill), provide two 10' wide lanes in each direction and provide a 10' parking+walkway on W/B. Walkway can be parking protected. (Alt 4A&4B)
5. Eliminate parking on both sides, provide two 10' wide lanes and 5' wide walkways in each direction. (Alt 5)
6. Remove all encroachments, obstacles and abutment and widen the roadways to accommodate for parking and sidewalks. This scenario although feasible will be a CIP project, would need Council approval and considering the time and funding needed, can't be implemented easily. (Alt 6)
7. Create a one-way couplet on Liverpool Dr and Chesterfield Dr, from San Elijo Ave to Glasgow Ave (Liverpool Dr one-way E/B and Chesterfield Dr one-way W/B) that will accommodate for a walkway and parking on both sides. (Alt 7A&7B)

The alternatives are shown in the following cross section exhibits. The main disadvantage of most alternatives is the elimination of parking on one side of the streets and the main advantages are providing a relatively safe walkway for pedestrians and also providing two 10' wide travel lanes for opposing vehicles. The couplet alternative doesn't eliminate parking but limits E/B access to Liverpool and W/B access to Chesterfield.

ENVIRONMENTAL CONSIDERATIONS:

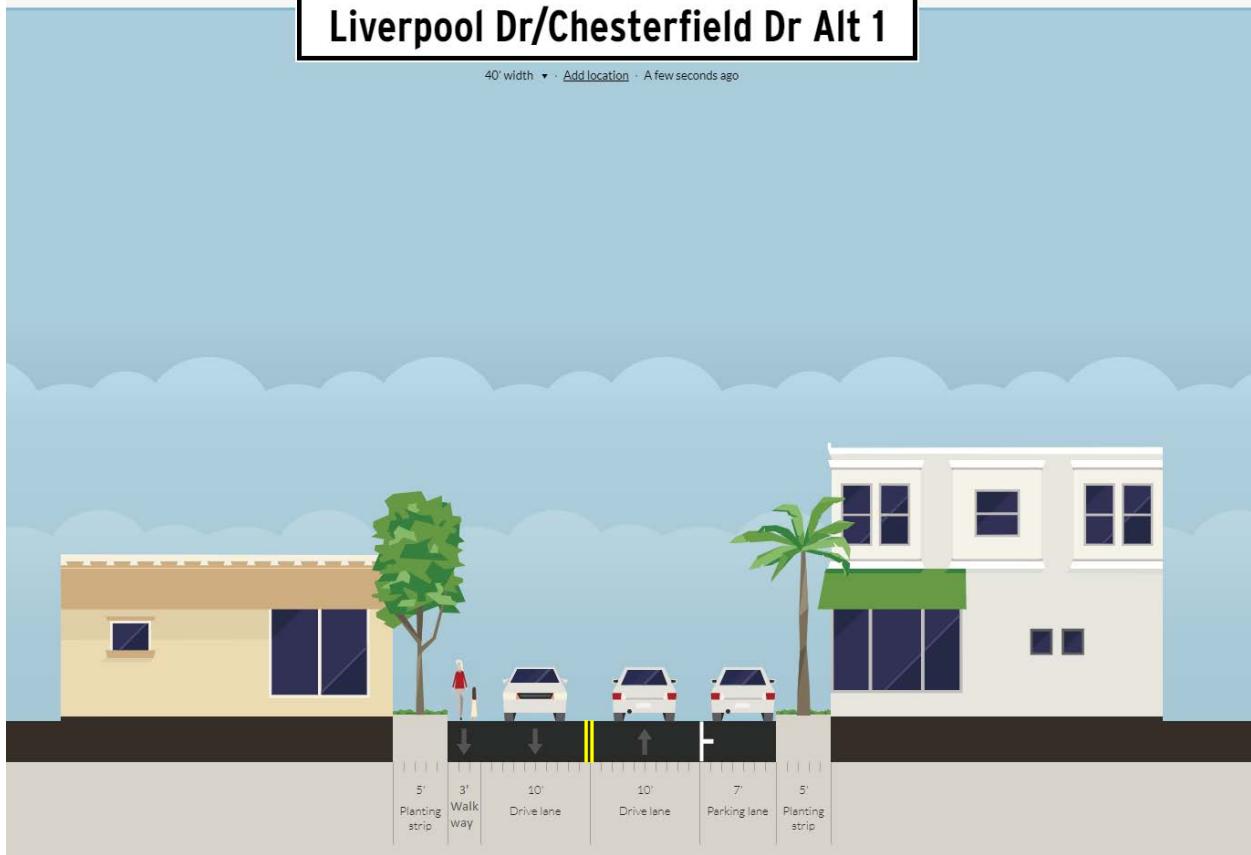
The report being considered by the Traffic and Public Safety Commission is exempt from the California Environmental Quality Act (CEQA) because it is not a "project" under Section 15378(b)(5) of CEQA Guidelines. It involves an organizational or administrative activity of government that will not result in the direct or indirect physical change in the environment.

Donate

New street

Liverpool Dr/Chesterfield Dr Alt 1

40' width ▾ · [Add location](#) · A few seconds ago



Donate

New street

Liverpool Dr/Chesterfield Dr Alt 2

40' width ▾ · [Add location](#) · A few seconds ago

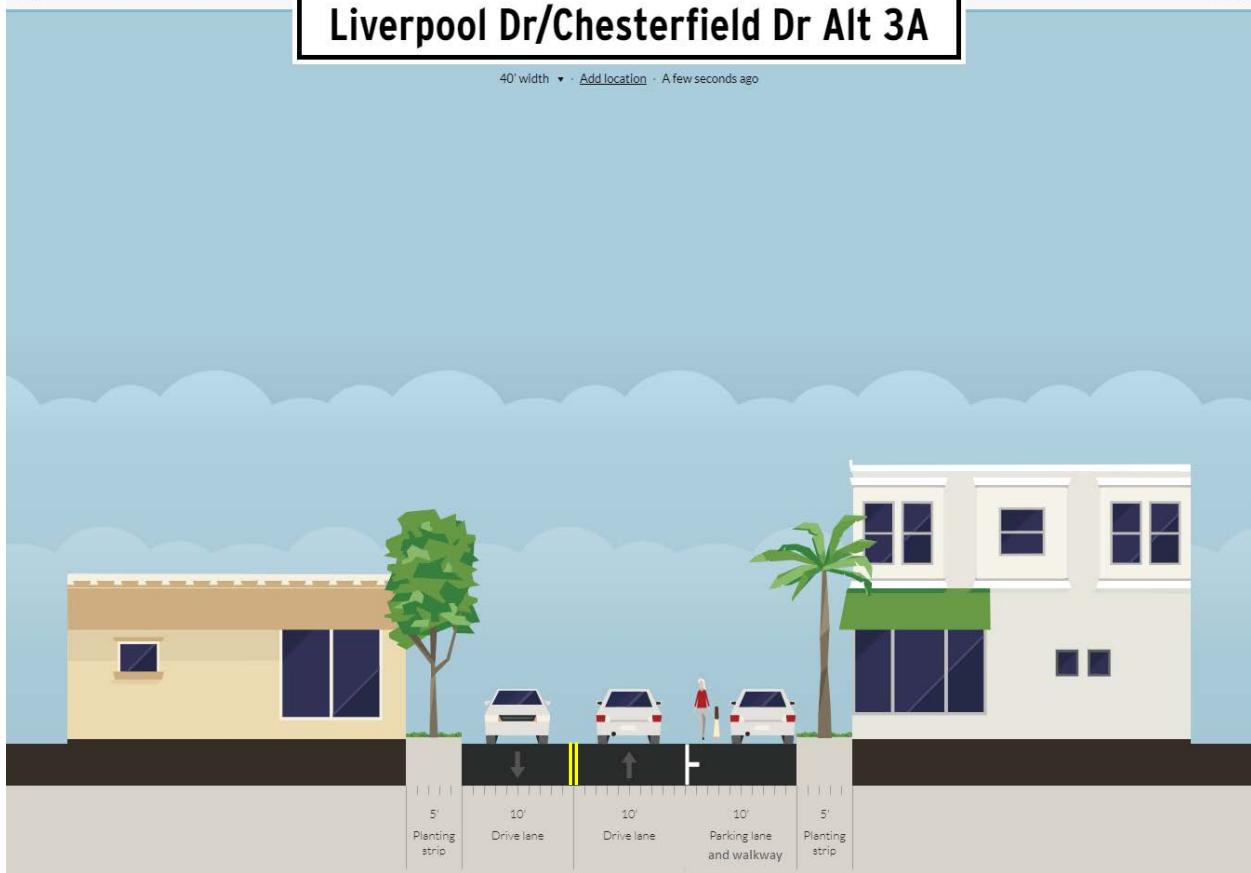


Donate

New street

Liverpool Dr/Chesterfield Dr Alt 3A

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Donate

New street

Liverpool Dr/Chesterfield Dr Alt 3B

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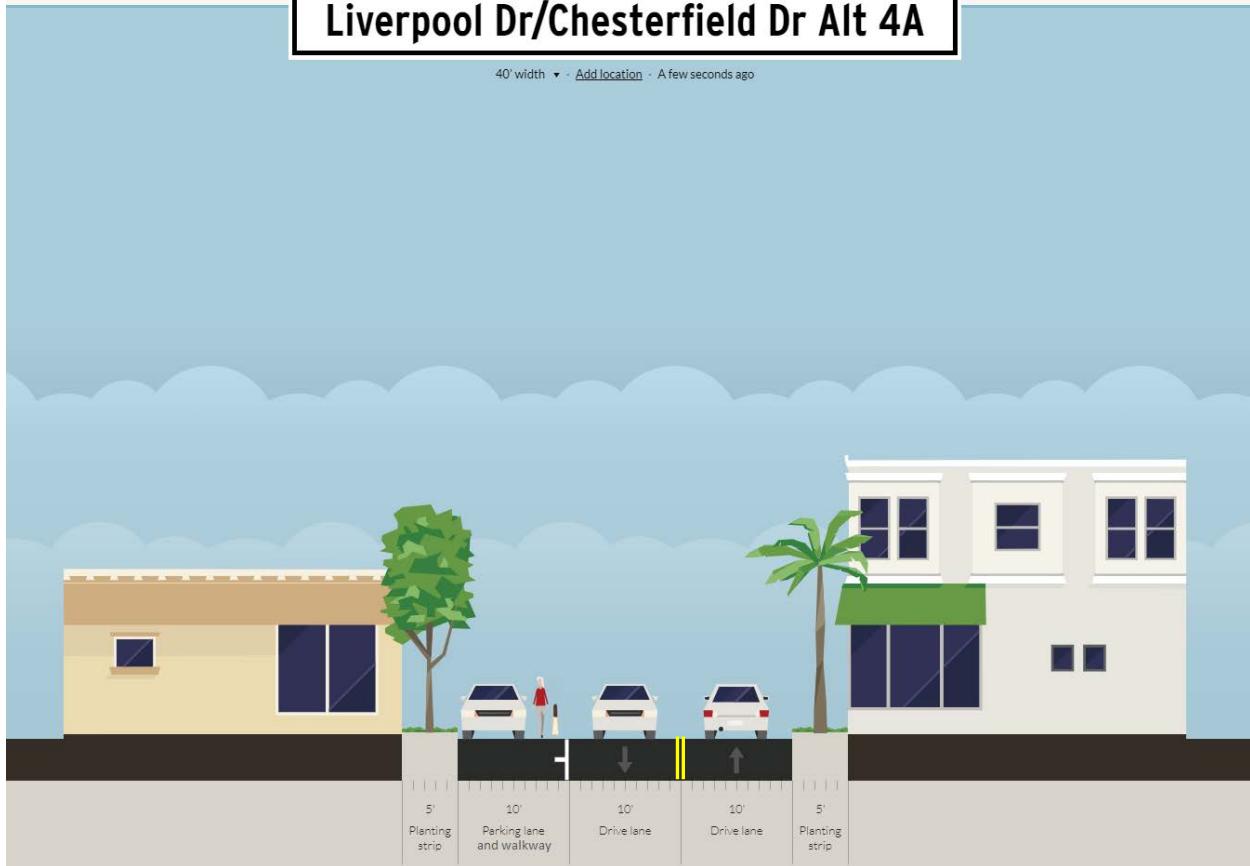


Donate

New street

Liverpool Dr/Chesterfield Dr Alt 4A

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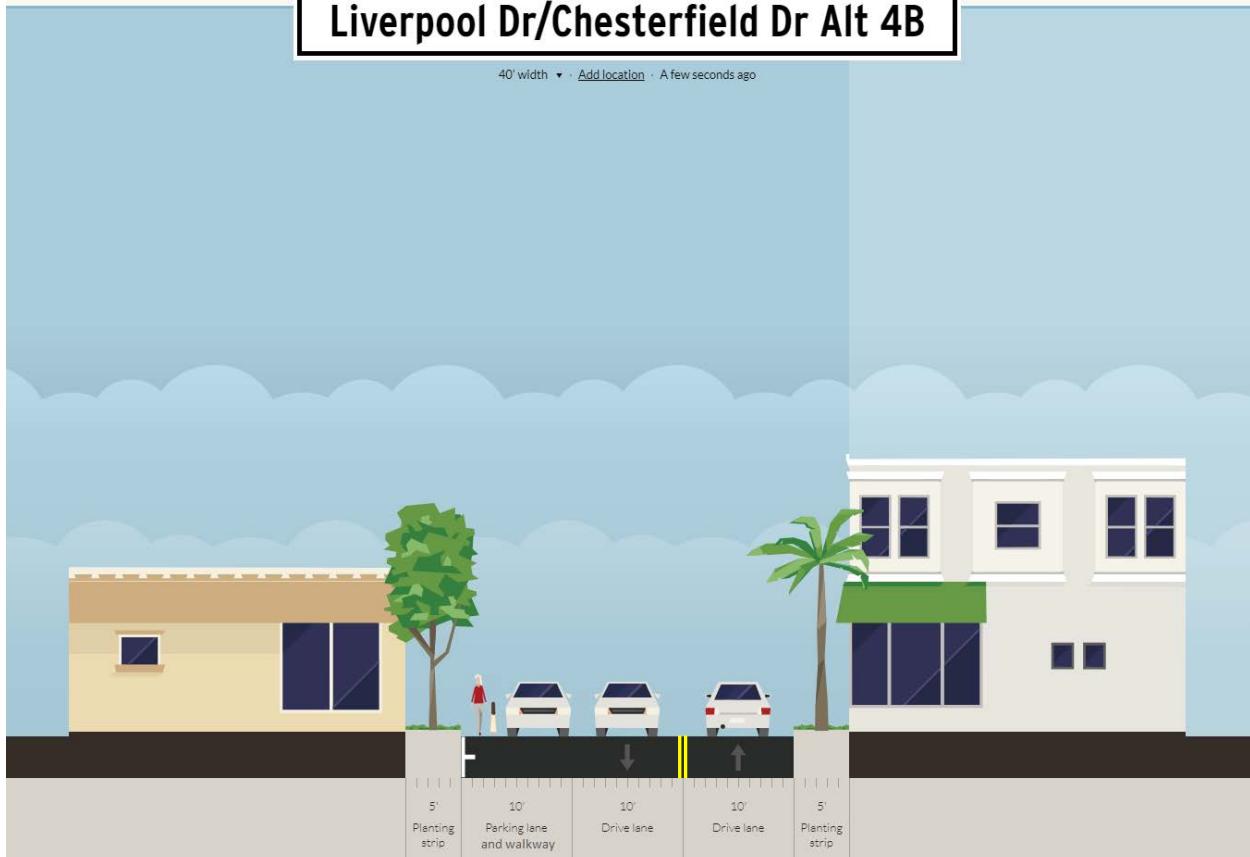


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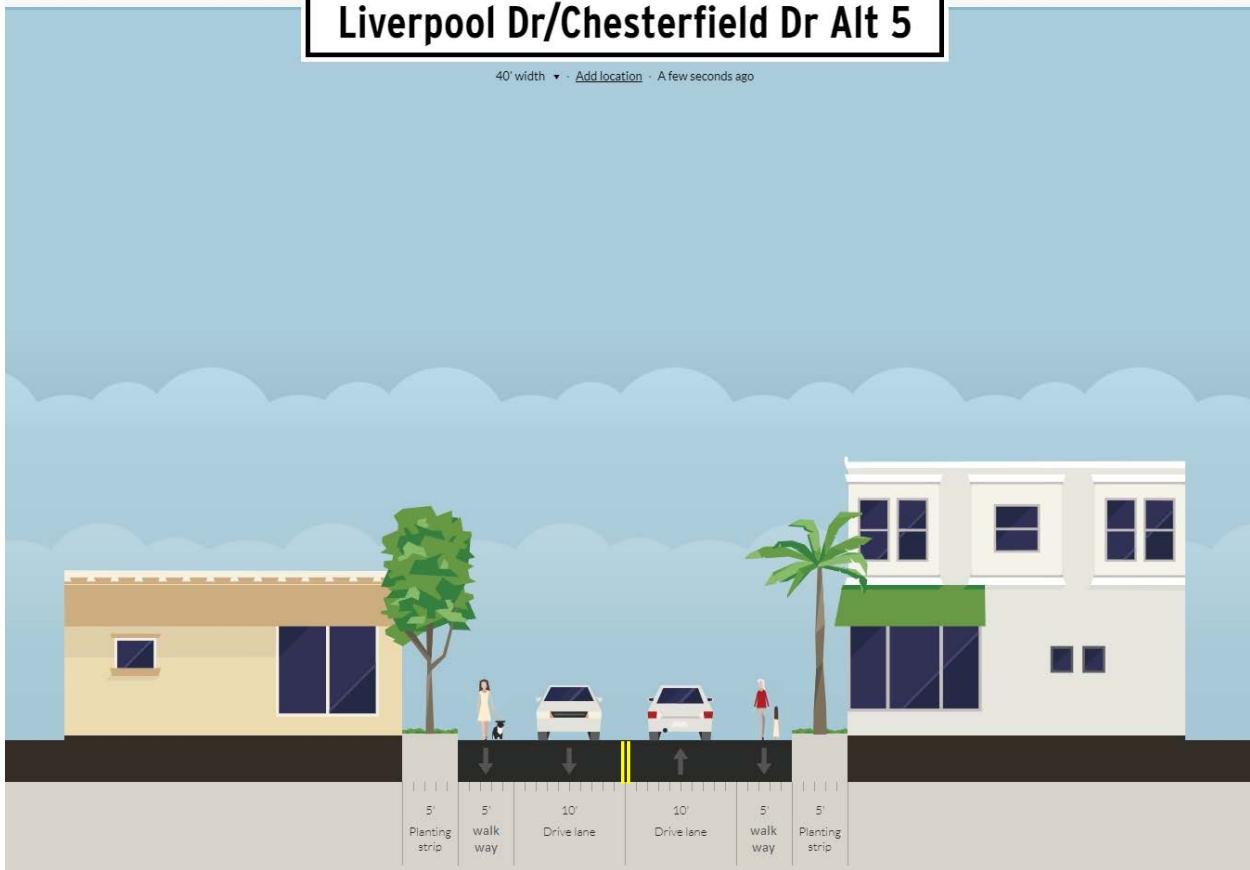
Liverpool Dr/Chesterfield Dr Alt 4B

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Liverpool Dr/Chesterfield Dr Alt 5

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Liverpool Dr/Chesterfield Dr Alt 6

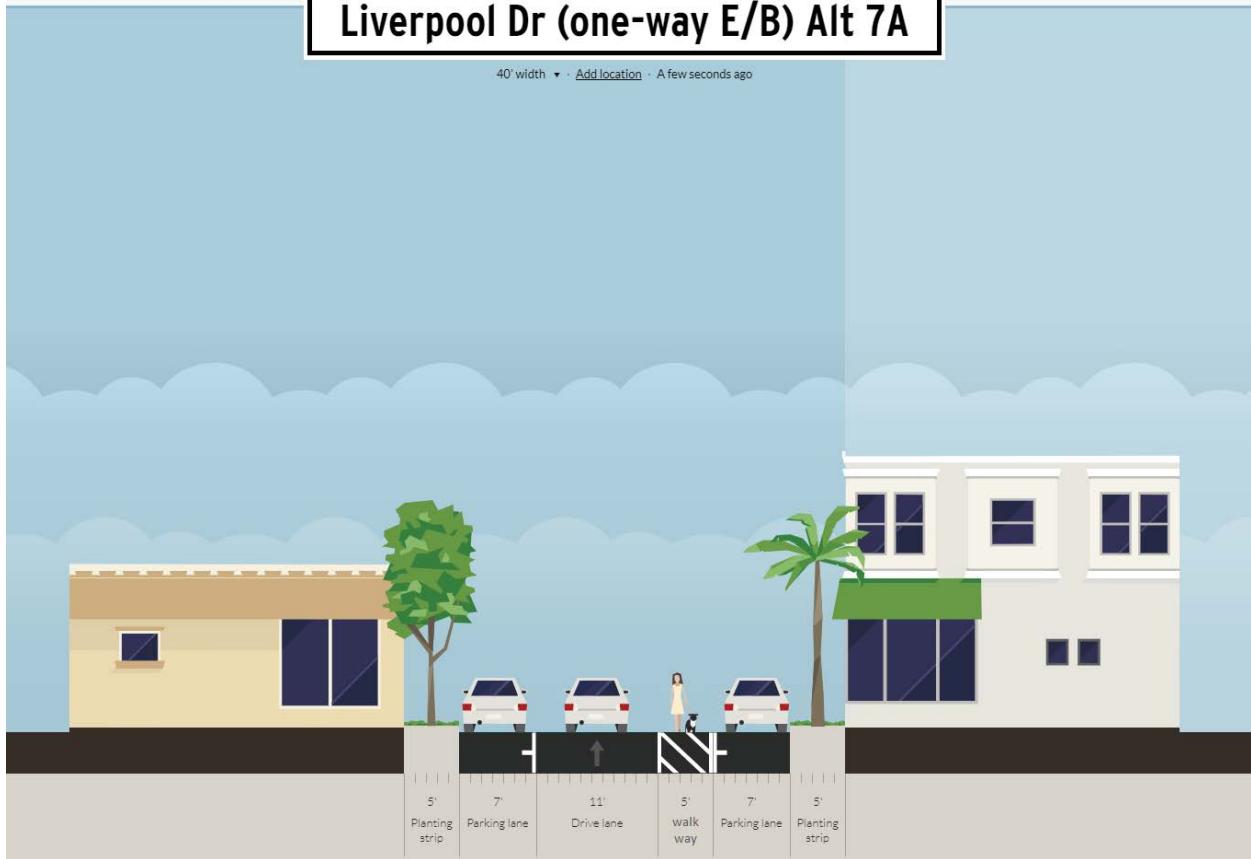
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New street

Liverpool Dr (one-way E/B) Alt 7A

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New street

Chesterfield Dr (one-way W/B) Alt 7B

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