

School Street Multimodal
Transportation Corridor Study

Welcome

Community Workshop #3

Thursday, December 11, 2025



Project Partners



This Plan is funded by a Caltrans
Sustainable Communities Grant



Housekeeping

- Exits
- Restrooms
- Refreshments
- Please silence your cell phones
- Zoom participants – Q&A in chat
- Spanish speakers

Agenda

1. Project Overview, Purpose, and Goals
2. Engagement Summary
3. Street design principles and amenities
4. Parking Tools
5. Trees
6. Alternative Concepts
7. Activity
8. Next Steps

Polling Questions



Join at [menti.com](https://www.menti.com) | use code **6423 5997**

Poll Question 1

How often do you visit downtown?

- **Daily**
- **Weekly**
- **Monthly**
- **A couple of times per year**
- **Almost never**

Poll Question 2

What typically brings you to the downtown? Choose up to three.

- Dining**
- Shopping**
- Special events/festivals**
- Arts/entertainment**
- Bars**
- My job**
- None of the above**

Poll Question 3

What would encourage you to visit downtown more often?

Choose up to three.

- **More restaurant or retail options**
- **More events or activities**
- **More shade/seating/public amenities**
- **Better lighting and nighttime safety**
- **More parking**
- **More activities/attractions for young kids**

Poll Question 4

I believe there is adequate parking downtown:

- **Strongly agree**
- **Somewhat agree**
- **Neither agree nor disagree**
- **Somewhat disagree**
- **Strongly disagree**

Poll Question 5

On a scale of 1 to 5, where 1 means “Not at all important”
and 5 means “Extremely important”,
How important is preserving historic buildings to you?

Planning Grant – funded by Caltrans

Having identified a problem or an opportunity, a planning grant:

- Analyzes existing conditions
- Studies various alternatives for solutions
- Gathers community input
- Provides a recommendation for a path forward
- Provides the foundation for future grants to fund implementation

What is being evaluated?

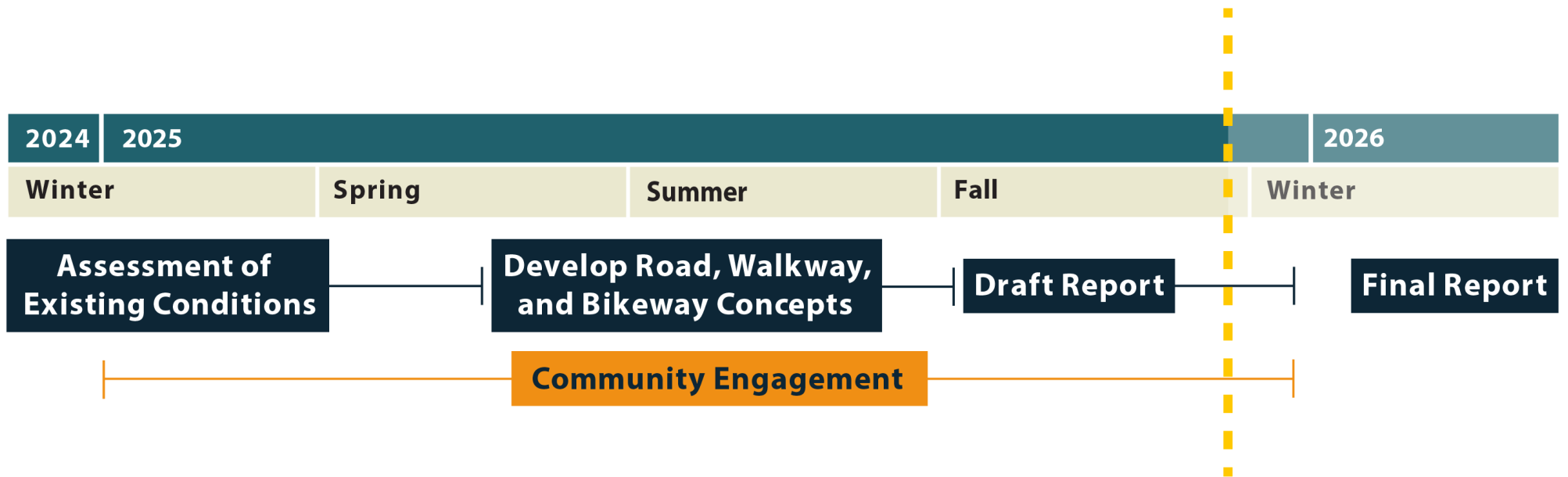
- **Sidewalks:** Width, condition, aesthetics, pedestrian safety
- **Street trees:** Chinese Pistache are the **ONLY** required street tree for School Street
- **Pavement:** Can include special treatments for crosswalks
- **Amenities:** Lighting, garbage containers, benches, bike racks, public art, landscaping, etc.
- **Circulation:** Streets can be two-way, one-way, or closed to traffic
- **Parking:** Options include different angles of diagonal parking, parallel parking, and back-in parking

Purpose & Goals



To preserve and enhance what we all love about School Street

Project Timeline



Community Engagement

→ Workshops, Walking Tours and Online Feedback To-Date



Technical Walking Audit

February 13, 2025 Observations

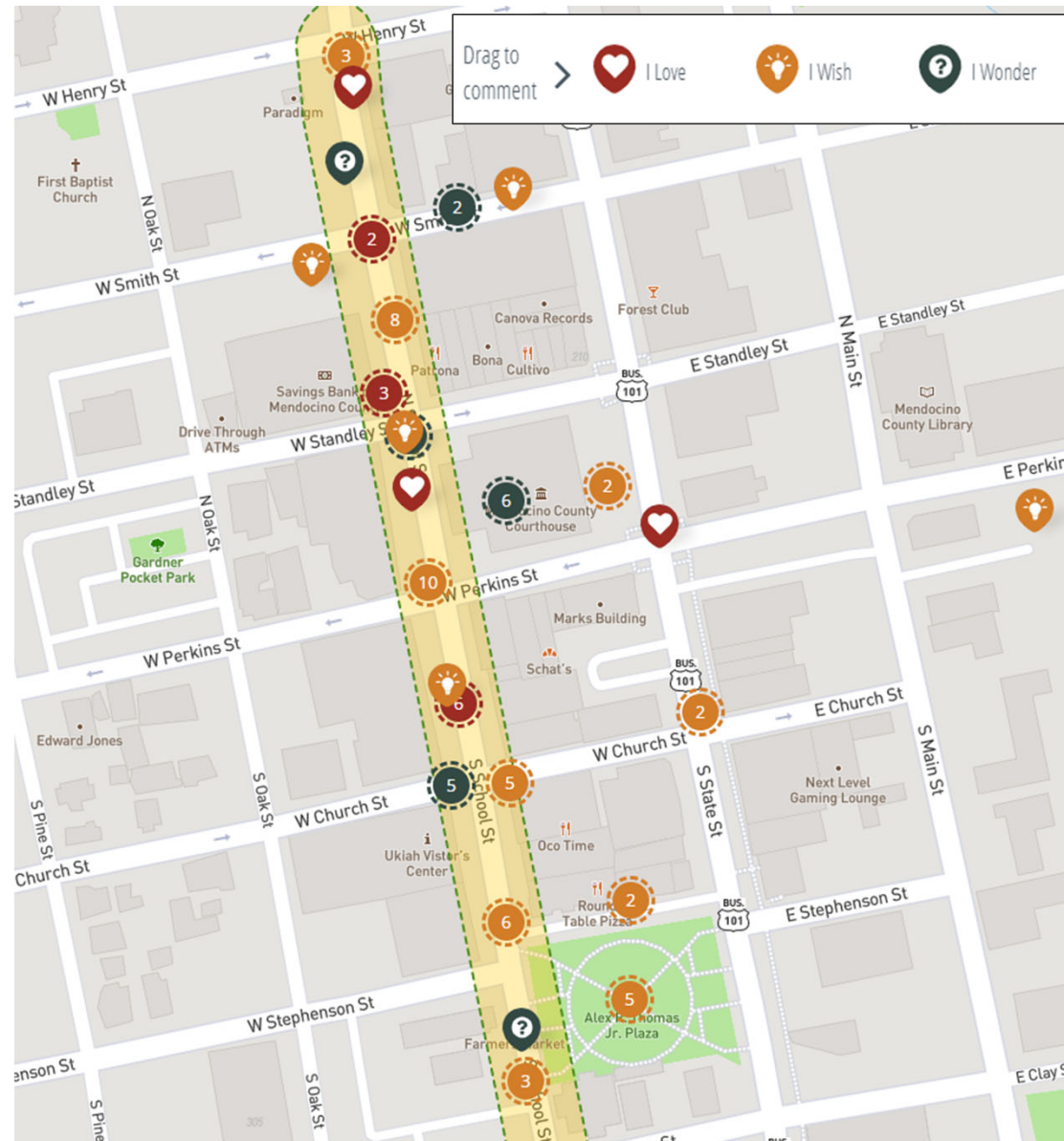
- Uneven Sidewalks
- ADA accessibility needs
- Lighting
- Walkability (security, comfort, welcome)
- Traffic behavior



Interactive Comment Map

Allowed people to pinpoint areas along School Street and note what things they “Love”, “Wish for”, and “Wonder” about.

This input was incorporated into the second workshop and the subsequent survey.



Workshops

February 13, 2025 and
June 24, 2025



Key Takeaways

- One-way School Street (strong but not unanimous support)
- Back-in parking not supported strongly; same with parallel parking
- Important to maintain existing parking capacity
- Chinese Pistache trees are beloved
- Sidewalk and curb maintenance
- Improvements needed regarding ADA accessibility
- Lighting improvements
- Improved public spaces (pedestrian space, community events)
- Desire for public art
- Repurposing/revitalizing buildings



Online Survey

July 24th – August 29th

413 Responses – Key takeaways

Maintain existing parking

- Preserve or increase number of parking spaces
- Support for pull-in angled parking
- Concerns regarding collisions with back-in parking

Preserve trees

- Concerns about removing trees
- Support for increased tree cover

Community character and local businesses

- Maintain aesthetics
- Concerns about impacts to local businesses

Street Amenities

- Support for enhancements, including lighting and seating
- Desire to enhance public spaces

Principles of Downtown Streets

→ Street amenities, parking,
trees, and more



Sidewalk Parts

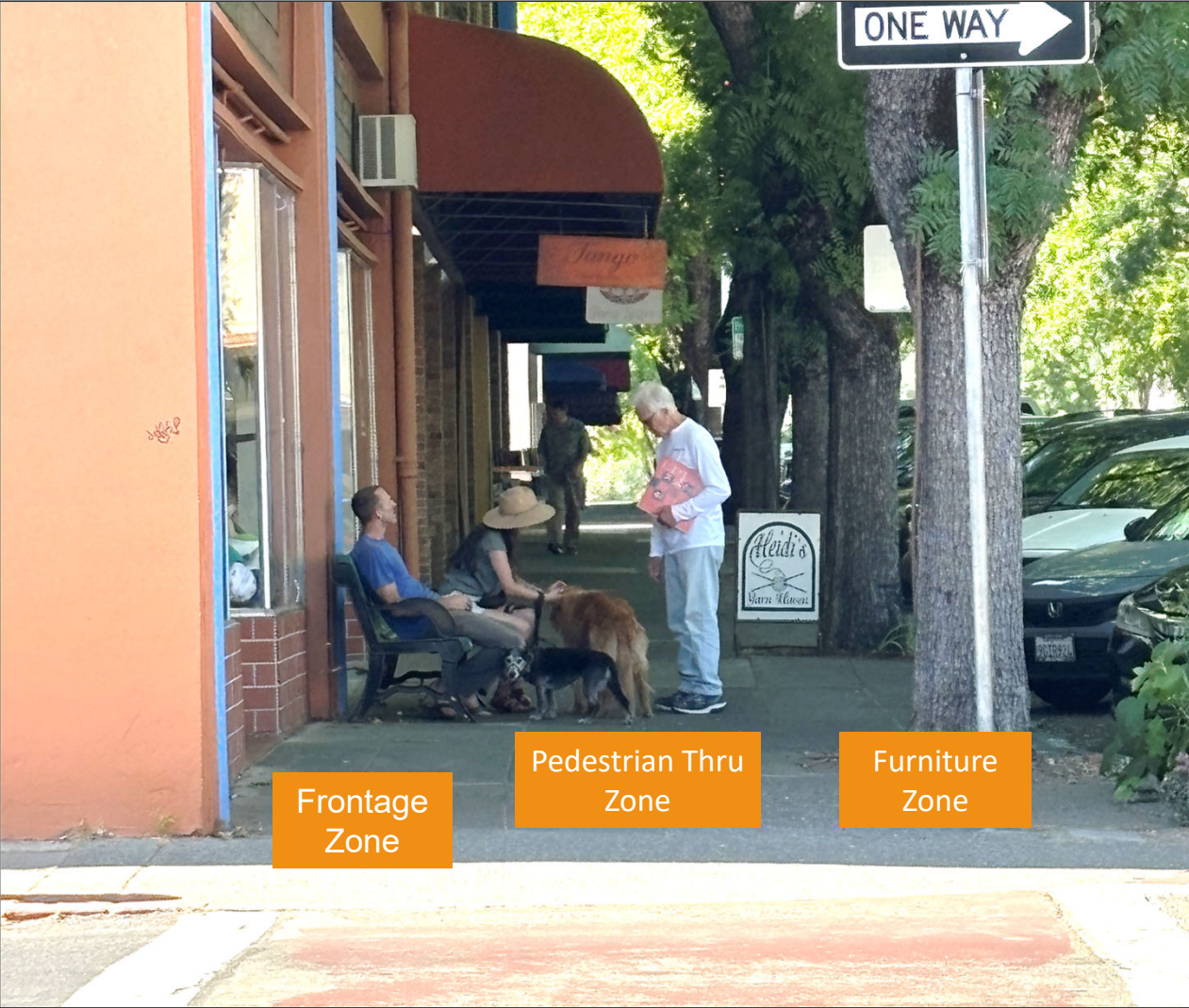
By breaking sidewalks into three distinct parts: **Frontage Zone**, **Furniture Zone** and **Pedestrian Thru Zone**, it is easier to see and protect each function.

The Pedestrian Thru Zone should NEVER have intruding parts, such as sandwich boards, trash cans or other interrupting features.



School Street

Why it is important to plan and protect the “zones” of a sidewalk...



Pop Quiz

What's going on here??



ADA Accessibility – Current Conditions

- Uneven Sidewalks
 - Caused by tree roots
 - Only *some* intersections have two ramps per corner
 - Limited handicap parking
 - Lights are dim and shielded by tree canopy in some places
- “Walkability” (security, comfort, welcoming) could be improved



Streetscape Amenities

Bike Parking



Lighting



Landscaping + Drainage



Decorative Crossings



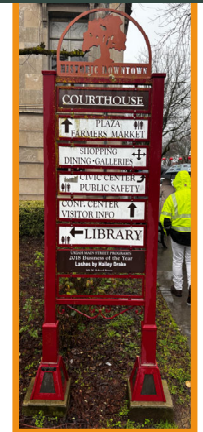
Seating



Public Art



Wayfinding & Signage



Polling Question



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Polling Question 6

Regarding the following streetscape amenities along School Street, would you like to see more, less, or about the same in the future?

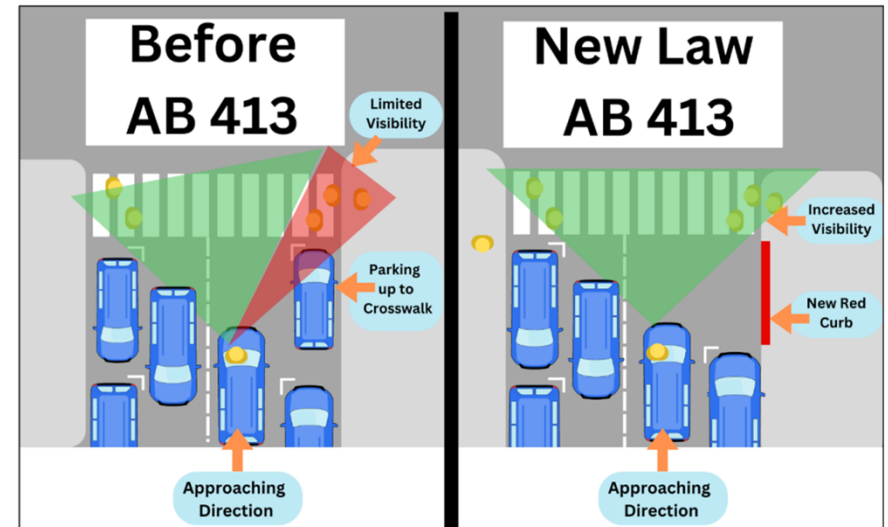
- Lighting
- Seating
- Bike racks
- Landscaping
- Wayfinding/signage
- Public art

→ **Parking Tools**

Daylighting Law

Assembly Bill 413 – CA State Law

- Went into effect January 1, 2025
- Now requires setback from crosswalk for on-street parking
 - No parking within 20 feet
 - 15 feet back with curb extension
- Net loss of 1-2 spaces per block face



Angled pull-in parking

- Allows for more parking spaces than parallel parking
- Requires more street width (17 feet versus 9 feet)



Parallel parking

- Requires less street width than diagonal parking (9 feet versus 17 feet)
- Would result in a net loss of parking spaces (roughly 3 per block face)



Trees

→ Current issues & stewardship



Tree Species – Chinese Pistache

Current Code Required Species for School Street (§9229.7 REQUIRED STREET TREES)

- *Pistacia chinensis* / Chinese pistache
- Typical size is 35' wide x 40' tall
- Requires **minimum 6 - 7' wide planter** to minimize root and hardscape conflicts
- Current planter sizes are inadequately sized and range from 4' square to 4' x 5' to 3' x 3' at the smallest
- Reconfiguration of streetscape provides an opportunity to plant new Pistache trees with larger planting space



Existing Street Trees

- Chinese Pistache were planted 60 years ago
- Planted on top of existing utilities
- Can be long-lived, but undersized planters could reduce lifespan and safety



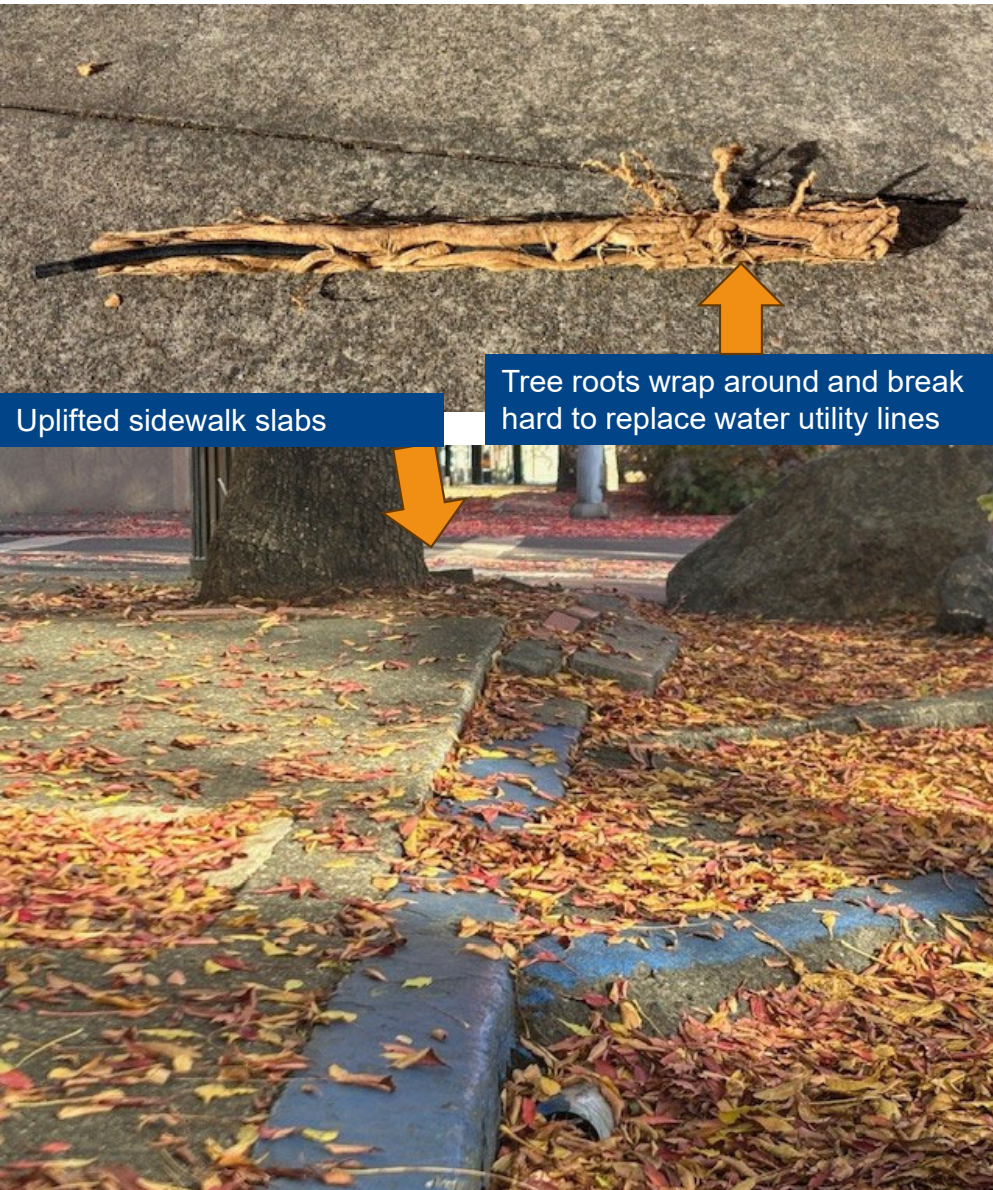
Current Tree Issues

Existing tree roots are already impacting:

- Sidewalk quality (hazard) and ADA accessibility
- Root heave
- Water lines clogged
- Sewer backups
- Drainage inlets
- Power lines cut-off underground
- Buildings (entrances, foundations)
- Ugly patchwork on sidewalk from maintenance

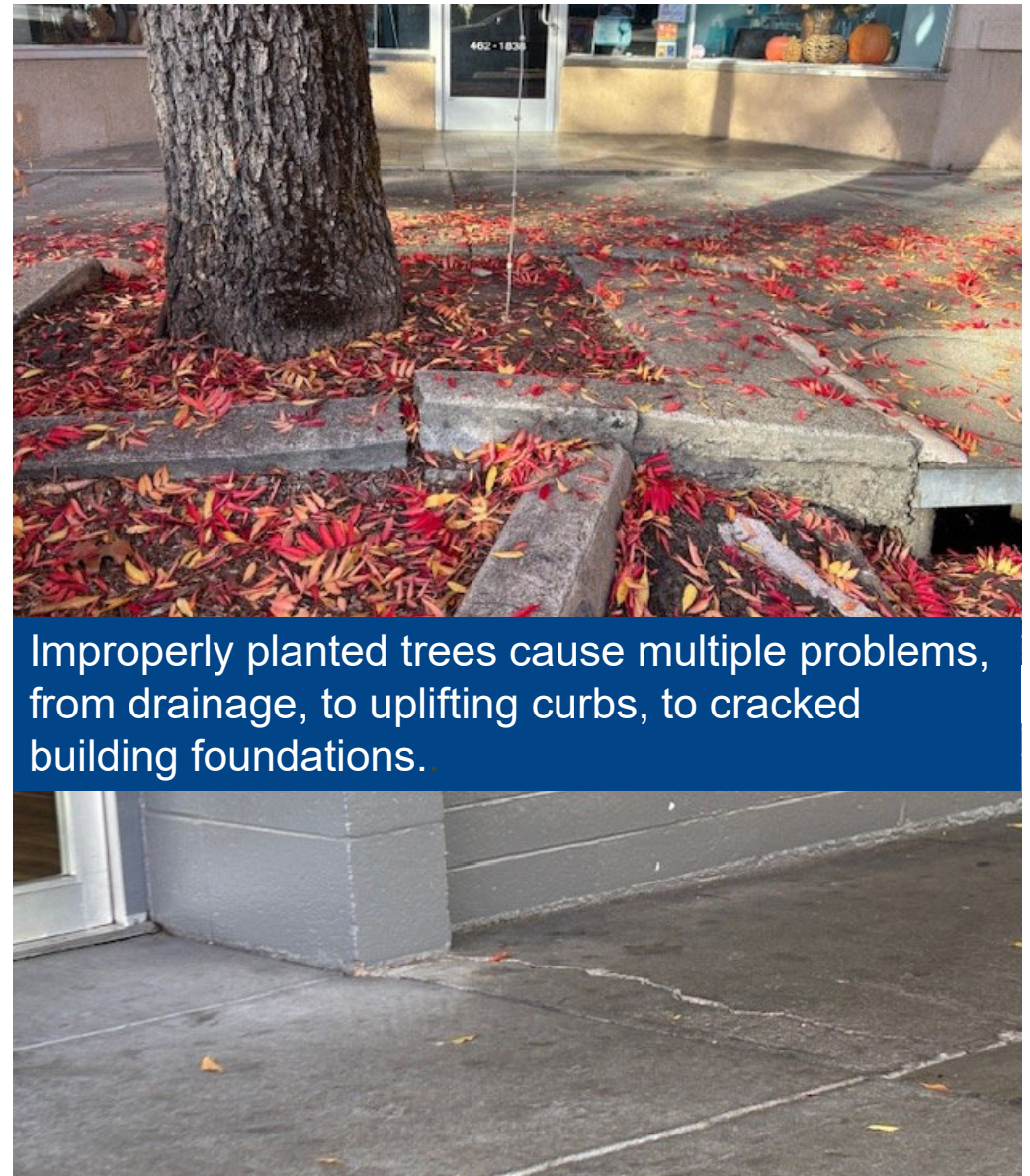
Existing trees will continue to severely impact underground utilities (sewer, water, electrical, gas), adjacent buildings, curb, and the sidewalk.





Uplifted sidewalk slabs

Tree roots wrap around and break hard to replace water utility lines



Improperly planted trees cause multiple problems, from drainage, to uplifting curbs, to cracked building foundations.

Tree Roots

Root systems extend
beyond tree well



How fast do trees grow?

2022



2024



2025



School Street Alternative Concepts

→ Draft cross-sections and renderings

Alternatives Overview

Alt. #1: One-Way Split with Diagonal Parking

- Reconfigures travel routes
- Allows for diagonal parking
- Allows for up to 15' sidewalks, less tree well space (leaves 5' – 8' walking space)

Alt #2: Keep Two-Way Traffic and Diagonal Parking

- Retains current travel patterns
- Retains current parking configuration
- Retains 11' – 13' sidewalk widths, less tree well space (leaves 3' – 5' walking space)

Alt. #3: Two-Way Traffic with Parallel Parking

- Retains current travel patterns
- Reduces number of on-street parking spaces
- Allows for widened sidewalks (up to 20', leaving 10' – 13' for walking space)

Alternative Concept 1

→ “Split” One-way from Perkins

Alternative 1: “Split” One-way from Perkins



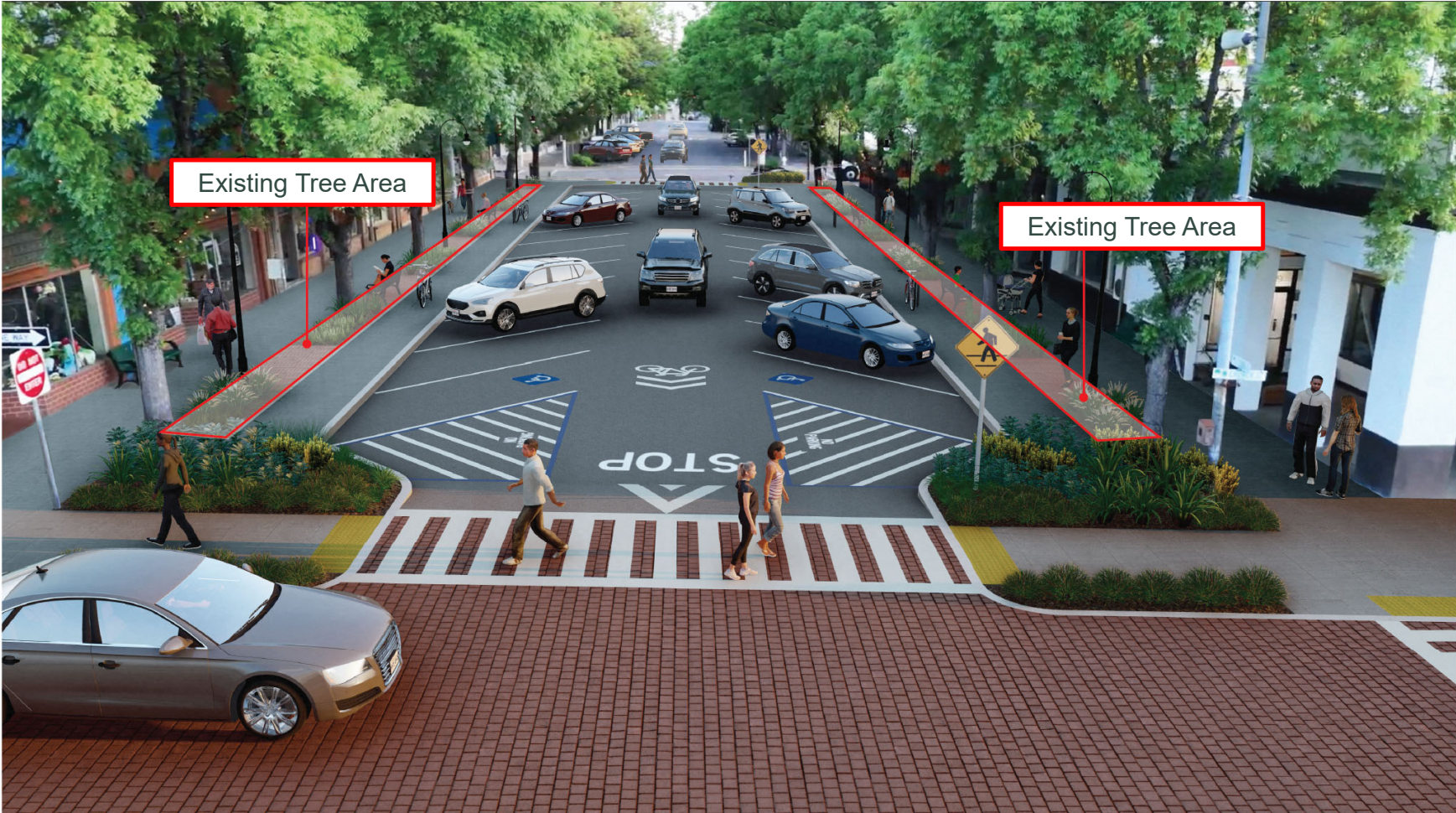
- One-way travel
- Northbound north of Perkins Street
- Southbound south of Perkins Street
- Retains angled parking
- Allows for up to 15' sidewalks including trees



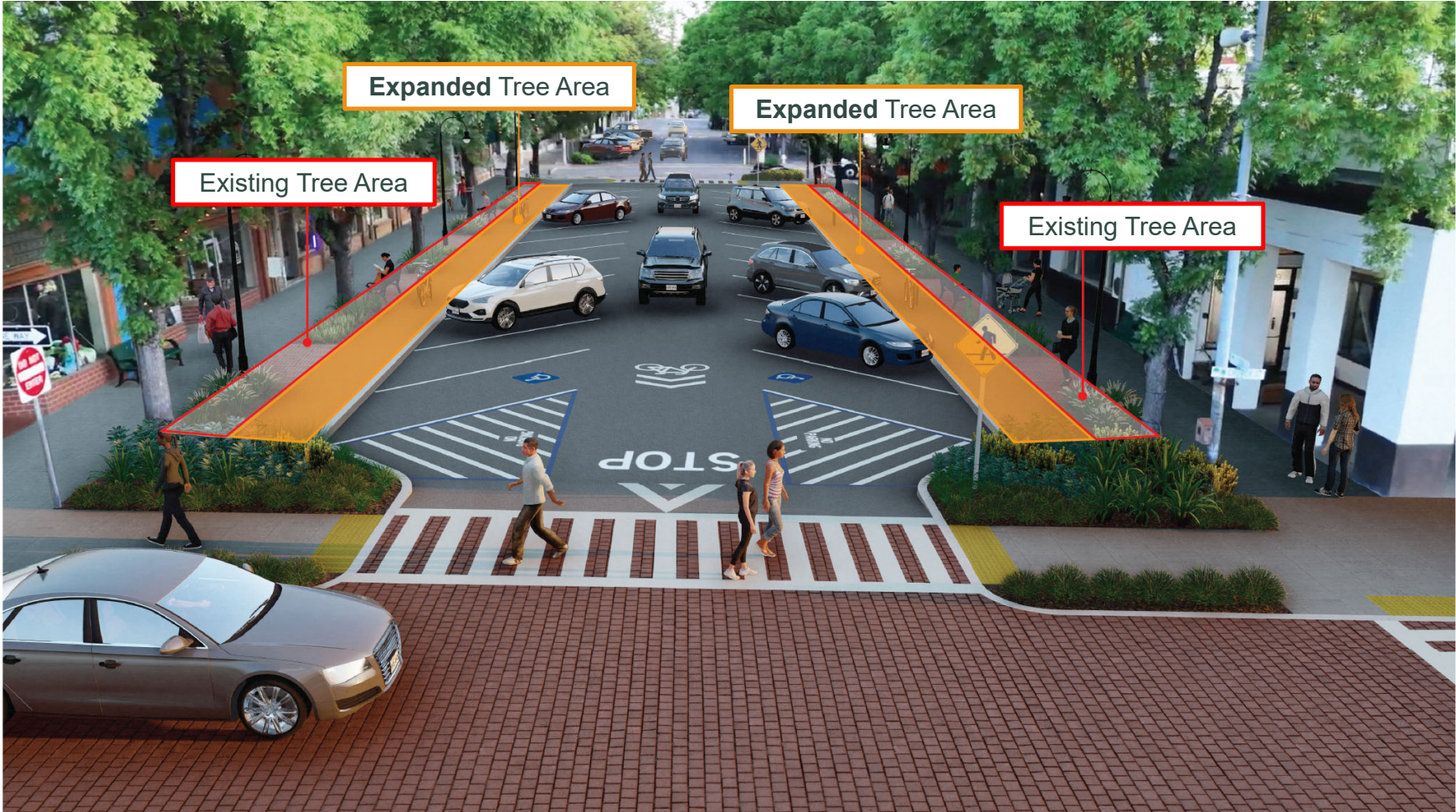
Alternative 1: Split One-Way



Alternative 1: Existing Tree Area



Alternative 1: Expanded Tree Area



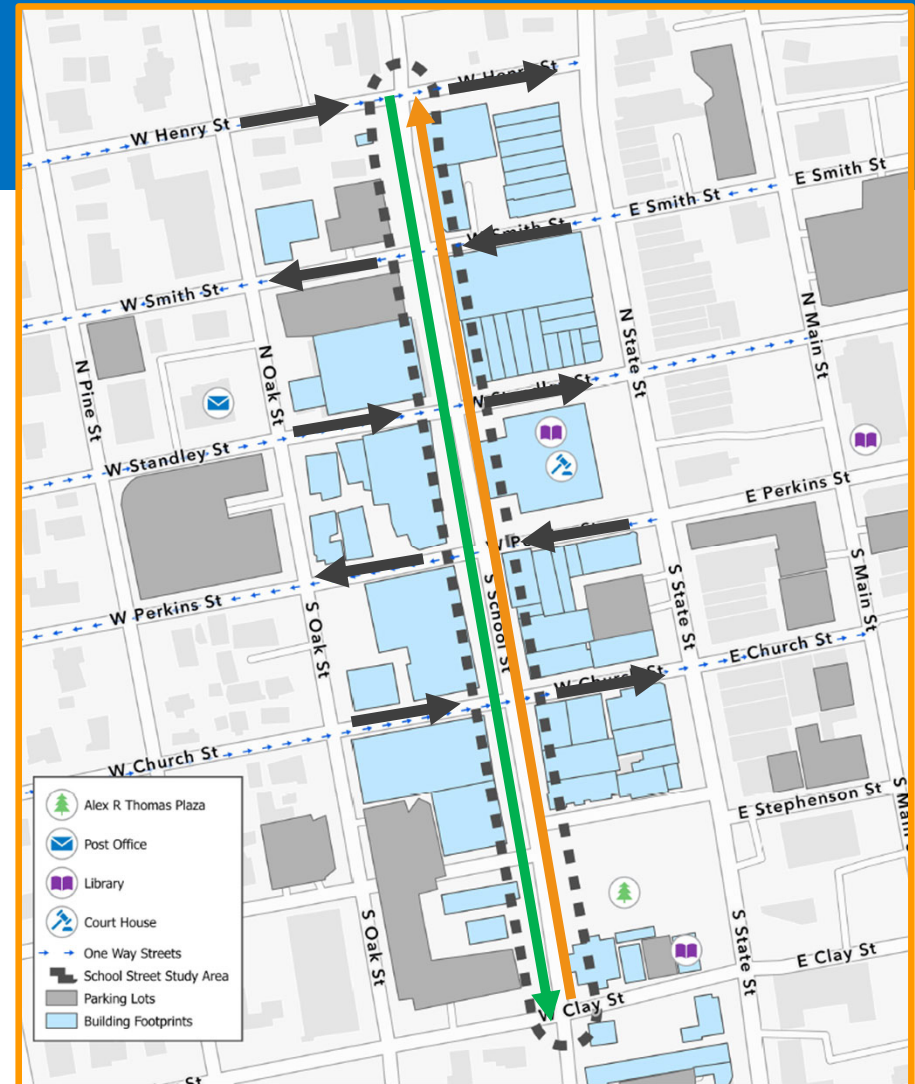
Alternative Concept 2

→ Retain Two-Way with Angled Parking

Alternative 2: Two-way with angled parking



- Two-way travel
- Angled parking
- With right-sized tree wells, leaves 5'-6' sidewalk, including "frontage zone".



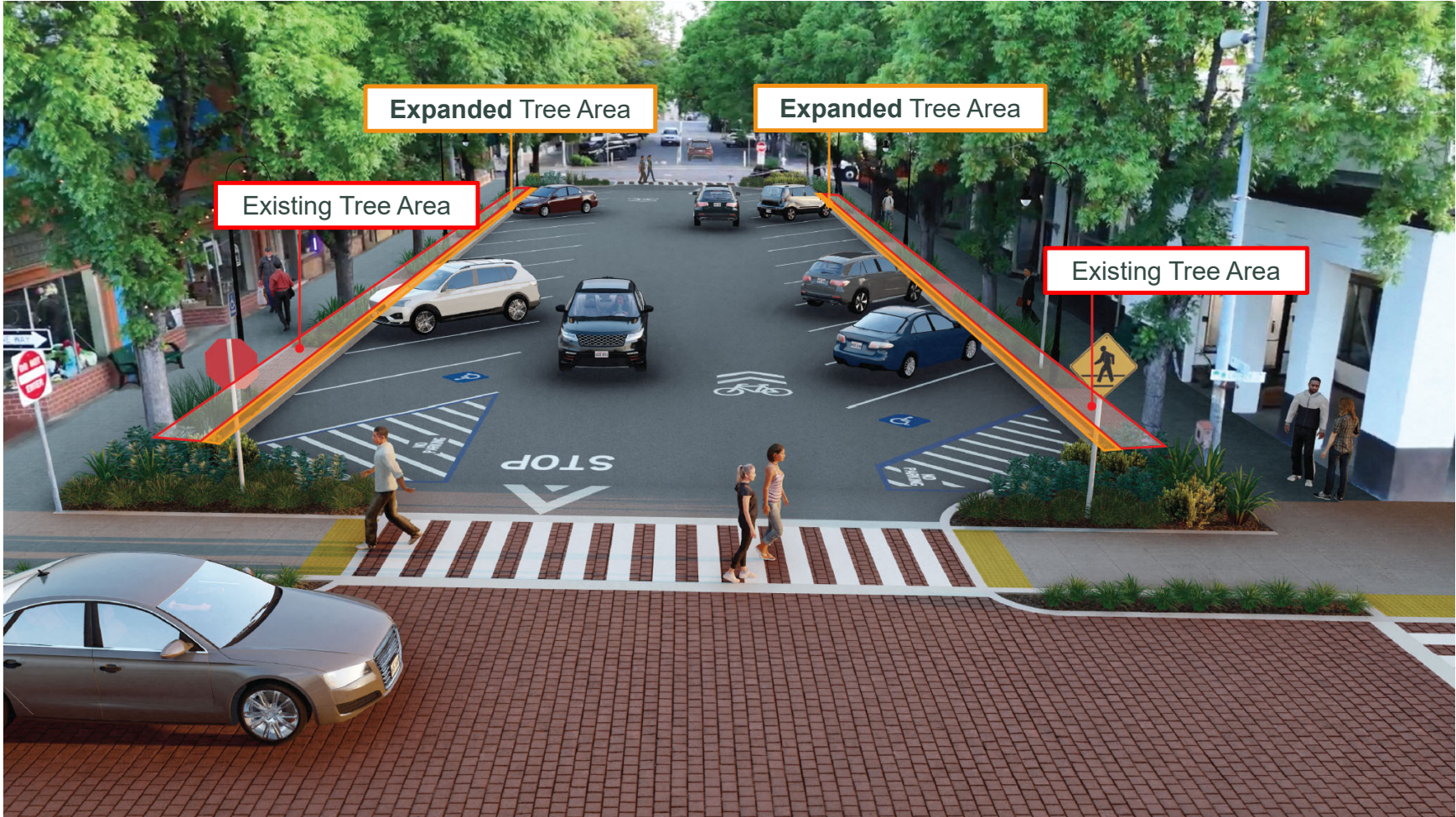
Alternative 2: Two-way with angled parking



Alternative 2: Existing Tree Area



Alternative 2: Expanded Tree Area



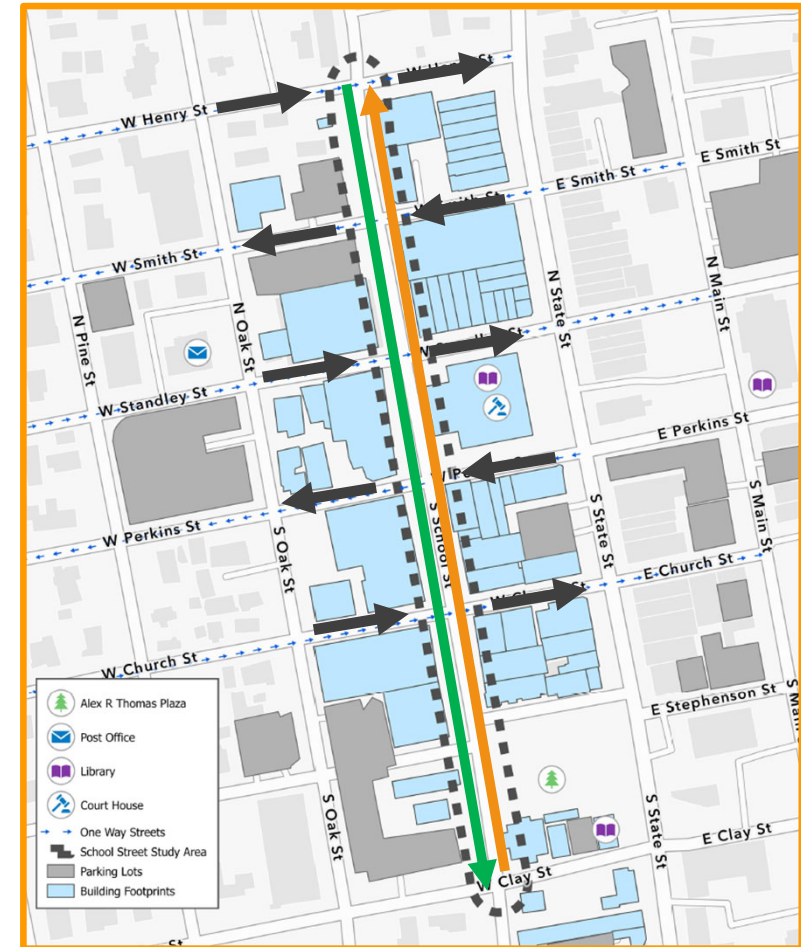
Alternative Concept 3

→ Two-Way Street with Parallel Parking

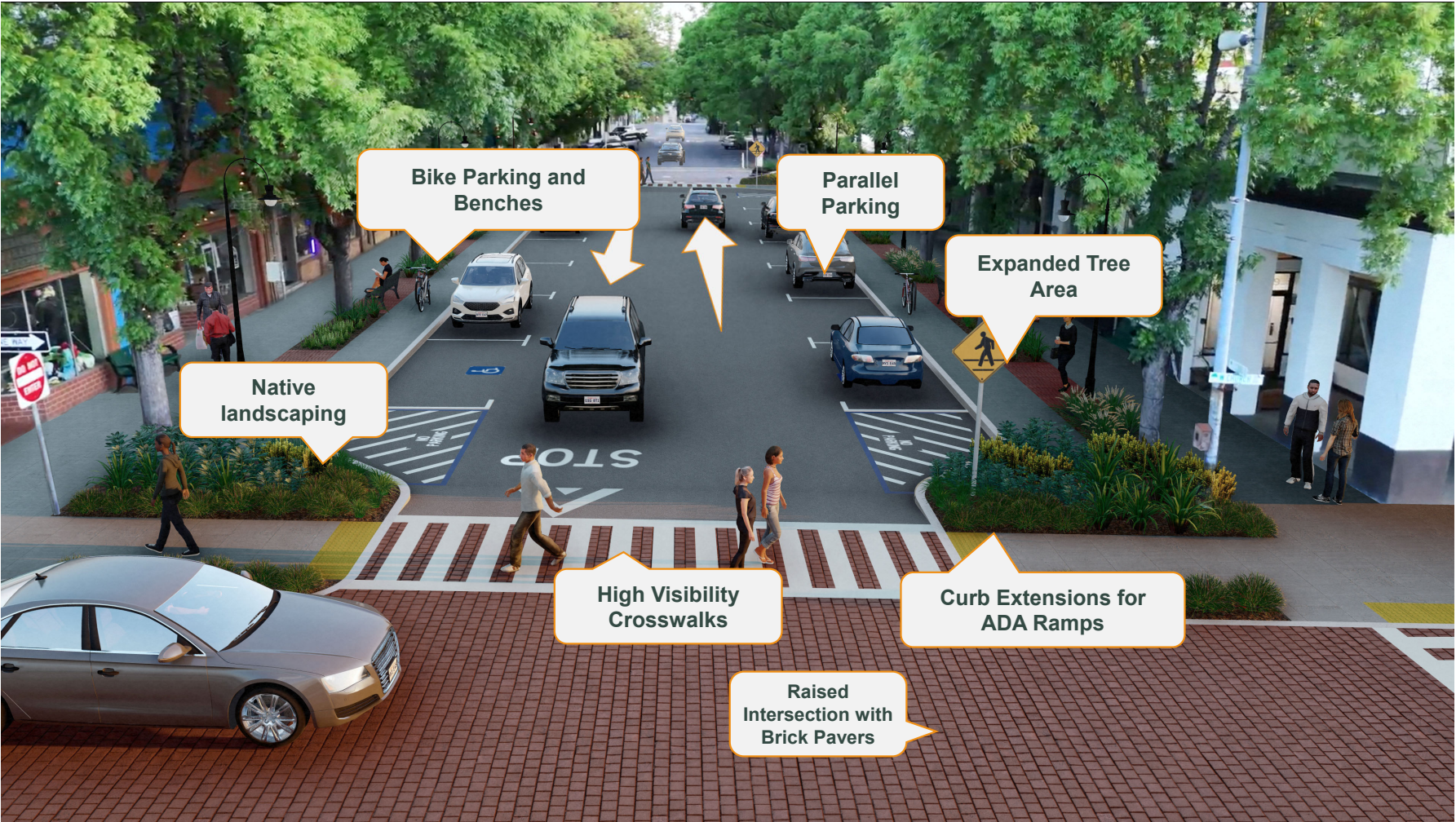
Alternative 3: Two-Way with parallel parking



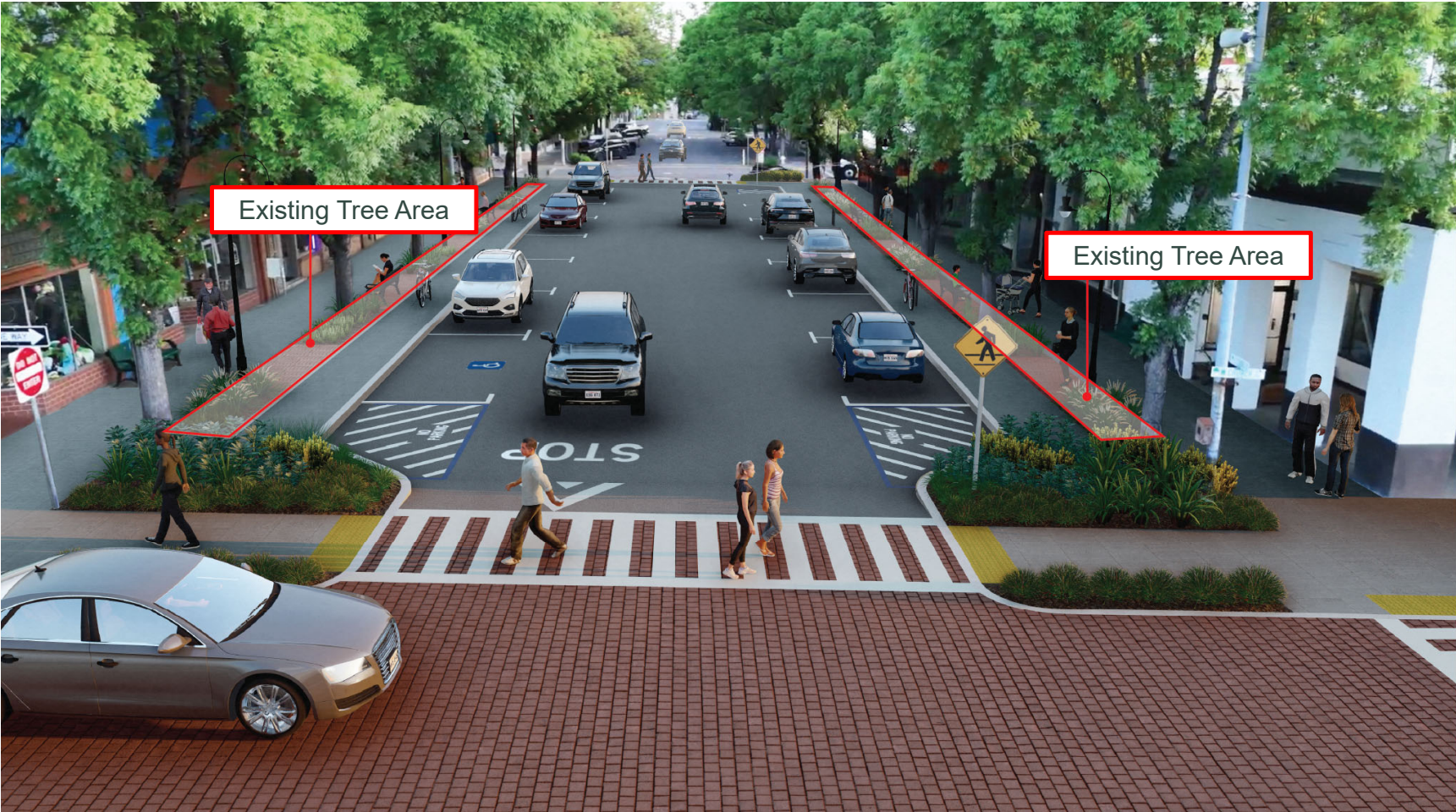
- Retains two-way traffic
- Allows for wider sidewalks (20 ft) for trees, street furniture or other amenities
- Parallel parking results in net loss of 3 parking spaces per block face



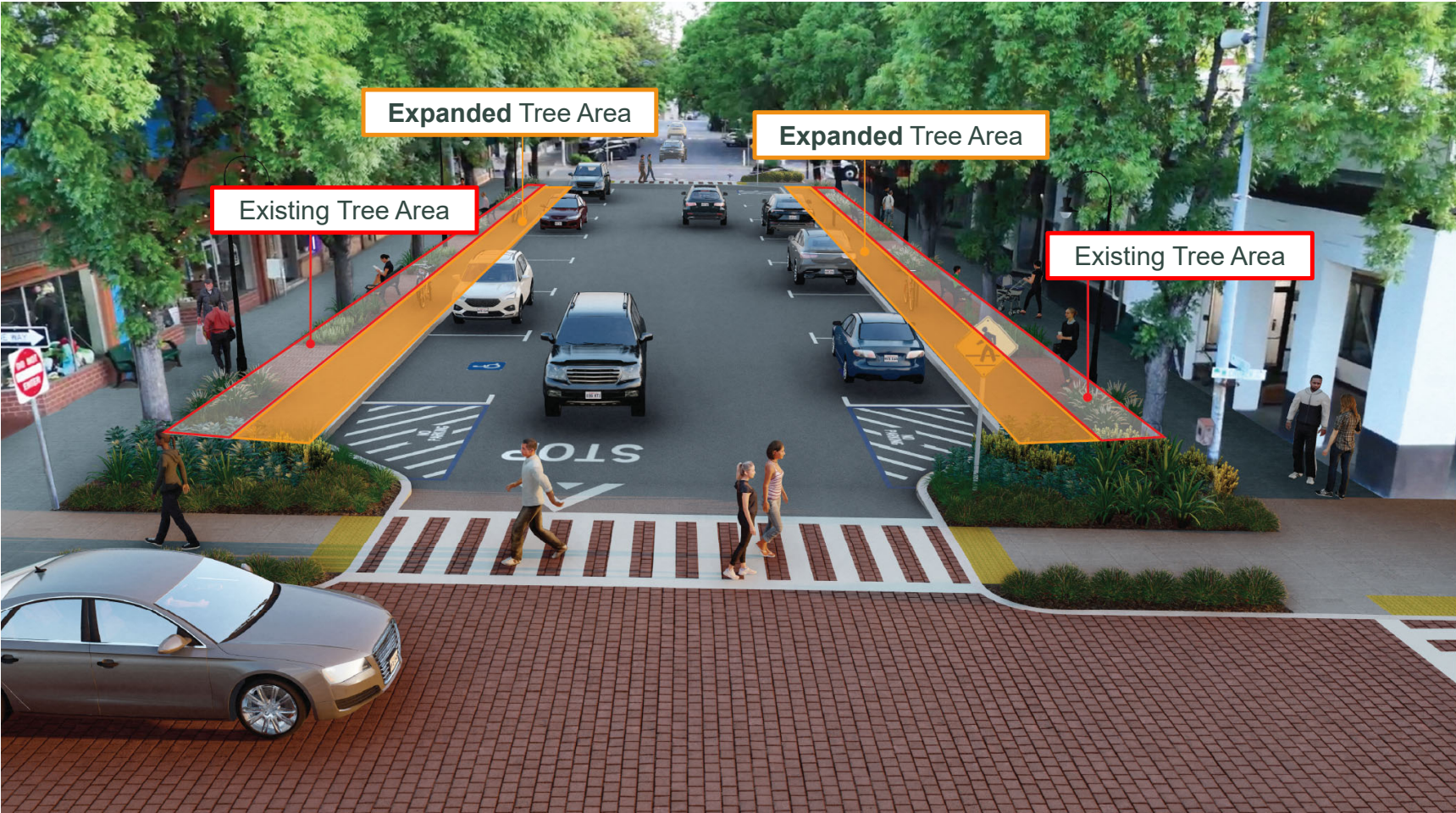
Alternative 3: Two-way with parallel parking



Alternative 3: Existing Tree Area



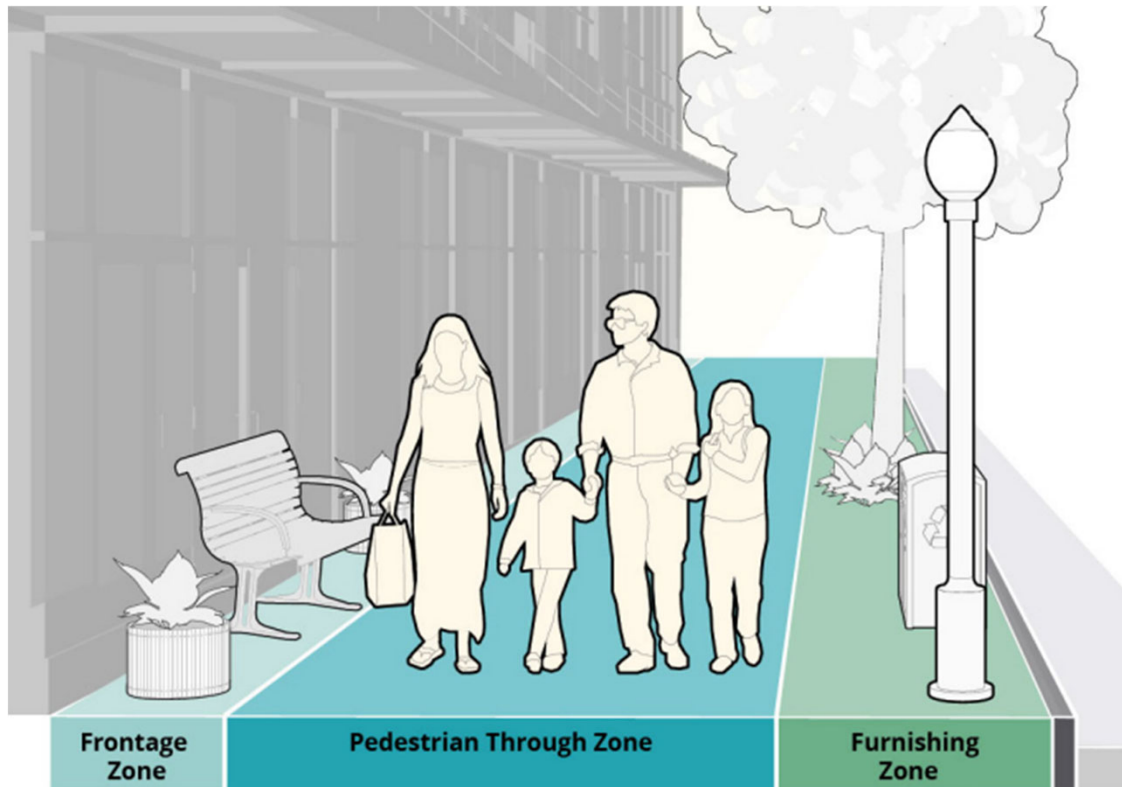
Alternative 3: Expanded Tree Area



Result with existing trees and expanded sidewalk



ACTIVITY – Design your street!



School Street width is 80 feet.

As you design your sidewalk part, keep these three parts in mind:

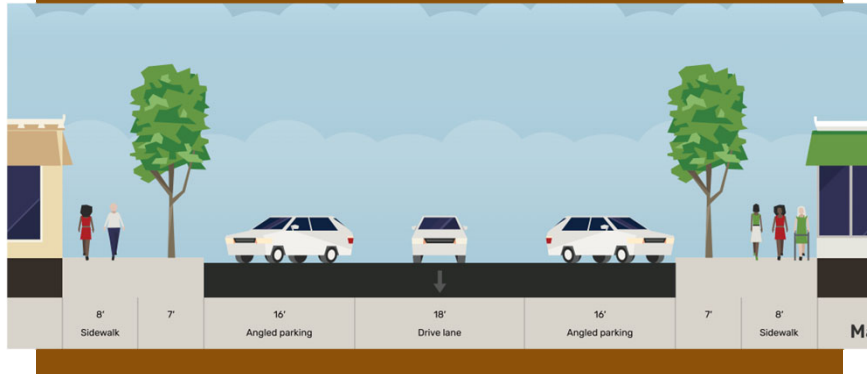
Frontage Zone: about 2-3' wide, this is where sandwich boards go, doors open into, etc.

Pedestrian Through Zone: This should be clear walking space.

Furnishing Zone: This area needs to be 5-7' wide to accommodate the Chinese Pistache trees (and other things like benches, public art, etc.). You have separate blocks that represent the tree wells; they should be placed ON TOP OF your sidewalk pieces.

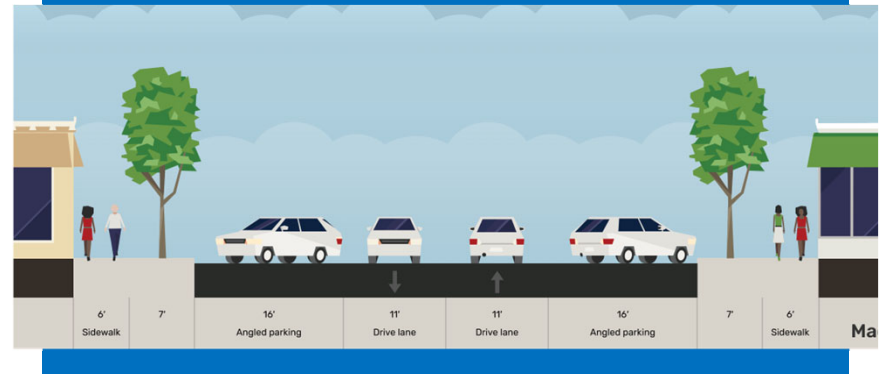
Alternative 1

One-way (split at Perkins) street with angled parking



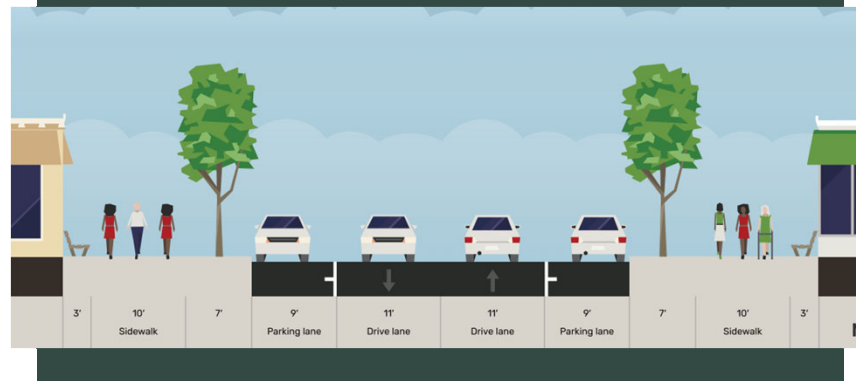
Alternative 2

Two-way street with angled parking



Alternative 3

Two-way street with parallel parking



Polling Question



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Polling Question 7

Which Alternative do you rank the highest?
Rank them 1-3 in order of your preference.

Mentimeter Link

Summary of tonight's findings:

- One-way vs. two-way traffic
- Parallel vs diagonal parking
- Sidewalk width
- Amenities – more, less, or the same?
- Add public art?
- Unresolved issues?

Next Steps

- Identify a recommended alternative for School Street based on today's feedback and prior community input
- Develop the Draft Plan
 - Implementation Plan
 - Rough cost estimate
 - Identify potential funding mechanisms
- City will use this vision document to seek grant funding for further design and construction



*** Thank You**