



# REPORT TO COUNCIL

## City of Sacramento

915 I Street, Sacramento, CA 95814-2604  
[www.CityofSacramento.org](http://www.CityofSacramento.org)

Consent  
October 27, 2009

Honorable Mayor and  
Members of the City Council

**Title: On-Street Back-in Angled Parking Program (S15101500) and Transfer of Funds**

**Location/Council District:** Within the Alkali and Mansion Flats Neighborhoods.  
Location map - Exhibit A of Resolution (Districts 1 and 3).

**Recommendation:** Adopt a **Resolution: (1)** approving implementation of back-in angled parking within the Alkali and Mansion Flats Neighborhoods (S15101500); and (2) approving the transfer of \$91,952 from the On-Street Angled Parking Program (S15071500) to the On-Street Angled Parking Program (S15101500).

**Contact:** Zarah Bringas, Assistant Civil Engineer, (916) 808-8494; Samar Hajeer, Senior Engineer, (916) 808-7808

**Presenters:** None

**Department:** Transportation

**Division:** Traffic Engineering

**Organization No:** 15001161

### Description/Analysis

**Issue:** Residents and property/ business owners in the above-mentioned neighborhoods have requested an increase in the availability of on-street parking by converting the existing on-street parallel parking to back-in angled parking. City Council approval is necessary to implement the conversion to back-in angled parking.

**Policy Considerations:** The action requested herein is consistent with the City's Strategic Plan goals to achieve sustainability and enhance livability and expand economic development throughout the city.

## Environmental Considerations

**California Environmental Quality Act (CEQA):** The Community Development Department, Environmental Planning Services Manager has reviewed the proposed action and determined that the project is exempt from the provisions of the California Environmental Quality Act (CEQA) under Class 1, Section 15301(c) of the CEQA Guidelines. Projects exempted under Class 1, Section 15301(c), consist of the operation, repair, or minor alteration of existing highways, streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities involving negligible or no expansion of use.

**Sustainability Considerations:** This project is consistent with the City's Sustainability Master Plan. It is aimed at addressing the goals and targets set forth in the Transportation Infrastructure and Air Quality Focus Areas by improving transportation infrastructure.

**Rationale for Recommendation:** In September 2006, City Council approved the Central City Parking Master Plan. The Central City Parking Master Plan is a comprehensive on-street and off-street parking strategy. One of the specific objectives of the Master Plan is to pursue opportunities to increase the amount of parking provided on existing facilities by implementing various options including use of angled parking. The proposed angled parking project is aimed at addressing this objective by increasing available on-street parking spaces at the following locations.

1. West side of 11<sup>th</sup> Street between F and G Streets
2. West side of 13<sup>th</sup> Street between C and D Streets
3. West side of 13<sup>th</sup> Street between D and E Streets
4. West side of 13<sup>th</sup> Street between E and F Streets
5. North side of C Street between 12<sup>th</sup> and 13<sup>th</sup> Streets
6. North side of F Street between 11<sup>th</sup> and 12<sup>th</sup> Streets

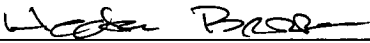
C Street and 13<sup>th</sup> Street both have existing on-street bike lanes. Staff evaluated the removal of the on-street bike lanes along C and 13<sup>th</sup> Streets bounded by this project area. After coordination with the City's Bicycle and Pedestrian Coordinator, staff determined that the bike lane striping can be removed to meet the minimum street width necessary to install the angled parking stalls. With the removal of the bike lanes, the street segments will be reclassified as bike routes. This will provide for the angled parking stalls, and allow vehicles and cyclists to share the road without bike lane striping.

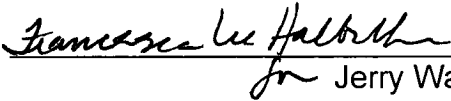
The overall available parking spaces within the project limits will increase from approximately 72 parallel spaces to approximately 106 back-in angled spaces. This is an increase of 47 percent.

Overall, the proposed back-in angled parking project complies with the City's criteria for the On-Street Angled Parking Program. See Attachment 1, Background Information.

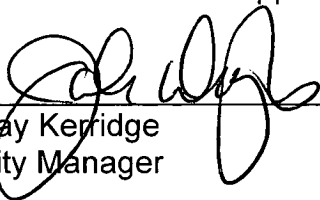
**Financial Considerations:** Funding for the proposed angled parking project will come from the On-Street Angled Parking Program (S15101500). The typical cost to implement angled parking is approximately \$6,000 per city block. The approximate total cost for the proposed six blocks within the Alkali and Mansion Flats neighborhood is estimated to be \$36,000. As of September 29, 2009 the On-Street Angled Parking Program (S15101500) has a total budget of \$25,000. Approval of the fund transfer in the amount of \$91,952 from the On-Street Angled Parking Program (S15071500) will increase the total budget to \$116,952 and the unobligated balance to \$116,952 which is sufficient to fund the angled parking project.

**Emerging Small Business Development (ESBD):** Any goods and services will be procured in accordance with established City policy.

Respectfully Submitted by:   
Hector Barron  
City Traffic Engineer

Approved by:   
for Jerry Way  
Director of Transportation

Recommendation Approved:

  
Ray Kerridge  
City Manager

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**Attachment 1****Background Information:**

On August 25, 1998, City Council adopted Resolution No. 98-436 establishing a Citywide On-Street Angled Parking Program and approved angled parking on 21 City streets. In 1999, staff established the following criteria for evaluating angled parking locations:

1. The number of vehicles traveling on the street segment must be less than 4,000 vehicles per day.
2. The street must be at least 48 feet wide from curb to curb.
3. The speed limit must be less than or equal to 30 miles per hour.
4. Potential impacts to Class II bicycle facilities and/or Regional Transit bus routes are reviewed on the proposed section.
5. The Fire and Police Departments also review the locations for potential conflicts.

After a street has been evaluated and found to meet all of the criteria, ballots are provided to the residents and property/business owners on each street. Angled parking is recommended for implementation to the City Council if the majority of ballots received are in favor of the angled parking request.

During the review phase of this project, City staff presented the project at a community meeting. The community was updated on the project's status and was given information regarding the merits of back-in angled parking. Staff then balloted residents and property owners along each block considered for angle parking.

The following locations have met the City's criteria and ballot response requirement of 50% plus one of the residents and/or business owners voting in favor of angle parking on their respective blocks:

1. 11<sup>th</sup> Street between F and G Streets
2. 13<sup>th</sup> Street between C and D Streets
3. 13<sup>th</sup> Street between D and E Streets
4. 13<sup>th</sup> Street between E and F Streets
5. C Street between 12<sup>th</sup> and 13<sup>th</sup> Streets
6. F Street between 11<sup>th</sup> and 12<sup>th</sup> Streets

Residents and business/property owners on the following blocks were also provided with a ballot but did not meet the City's ballot response requirement of 50% plus one in favor. Therefore staff is not recommending angle parking be added to these areas at this time:

1. 13<sup>th</sup> Street between F and G Streets
2. F Street between 12<sup>th</sup> and 13<sup>th</sup> Streets

**RESOLUTION NO.**

Adopted by the Sacramento City Council

**APPROVING IMPLEMENTATION OF ANGLED PARKING (S15101500)**

**BACKGROUND**

- A. On August 25, 1998, City Council adopted Resolution No. 98-436 establishing a Citywide On-Street Angled Parking Program and approved angled parking on 21 City streets.
- B. After a street has been evaluated and found to meet all of the necessary criteria, the residents or property / business owners on each street are provided with ballots. Angled parking is to be recommended for implementation to the City Council if the majority of ballots received are in favor of the angled parking request.
- C. The following locations have met the City's criteria and ballot response requirement:
  - 1. West side of 11<sup>th</sup> Street between F and G Streets
  - 2. West side of 13<sup>th</sup> Street between C and D Streets
  - 3. West side of 13<sup>th</sup> Street between D and E Streets
  - 4. West side of 13<sup>th</sup> Street between E and F Streets
  - 5. North side of C Street between 12<sup>th</sup> and 13<sup>th</sup> Streets
  - 6. North side of F Street between 11<sup>th</sup> and 12<sup>th</sup> Streets

**BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:**

**Section 1.** Implementation of angled parking on the following streets through the On-Street Angled Parking Program (S15101500) is approved:

- 1. West side of 11<sup>th</sup> Street between F and G Streets
- 2. West side of 13<sup>th</sup> Street between C and D Streets
- 3. West side of 13<sup>th</sup> Street between D and E Streets
- 4. West side of 13<sup>th</sup> Street between E and F Streets
- 5. North side of C Street between 12<sup>th</sup> and 13<sup>th</sup> Streets
- 6. North side of F Street between 11<sup>th</sup> and 12<sup>th</sup> Streets

**Section 2.** Angled parking regulations pursuant to Section 10.36.290 of the Sacramento City Code shall apply to the following streets:

1. West side of 11<sup>th</sup> Street between F and G Streets
2. West side of 13<sup>th</sup> Street between C and D Streets
3. West side of 13<sup>th</sup> Street between D and E Streets
4. West side of 13<sup>th</sup> Street between E and F Streets
5. North side of C Street between 12<sup>th</sup> and 13<sup>th</sup> Streets
6. North side of F Street between 11<sup>th</sup> and 12<sup>th</sup> Streets

**Section 3.** The FY09-10 Capital Improvement Program is amended by transferring \$91,952 from the On-Street Angled Parking Program (S15071500) to the On-Street Angled Parking Program (S15101500).

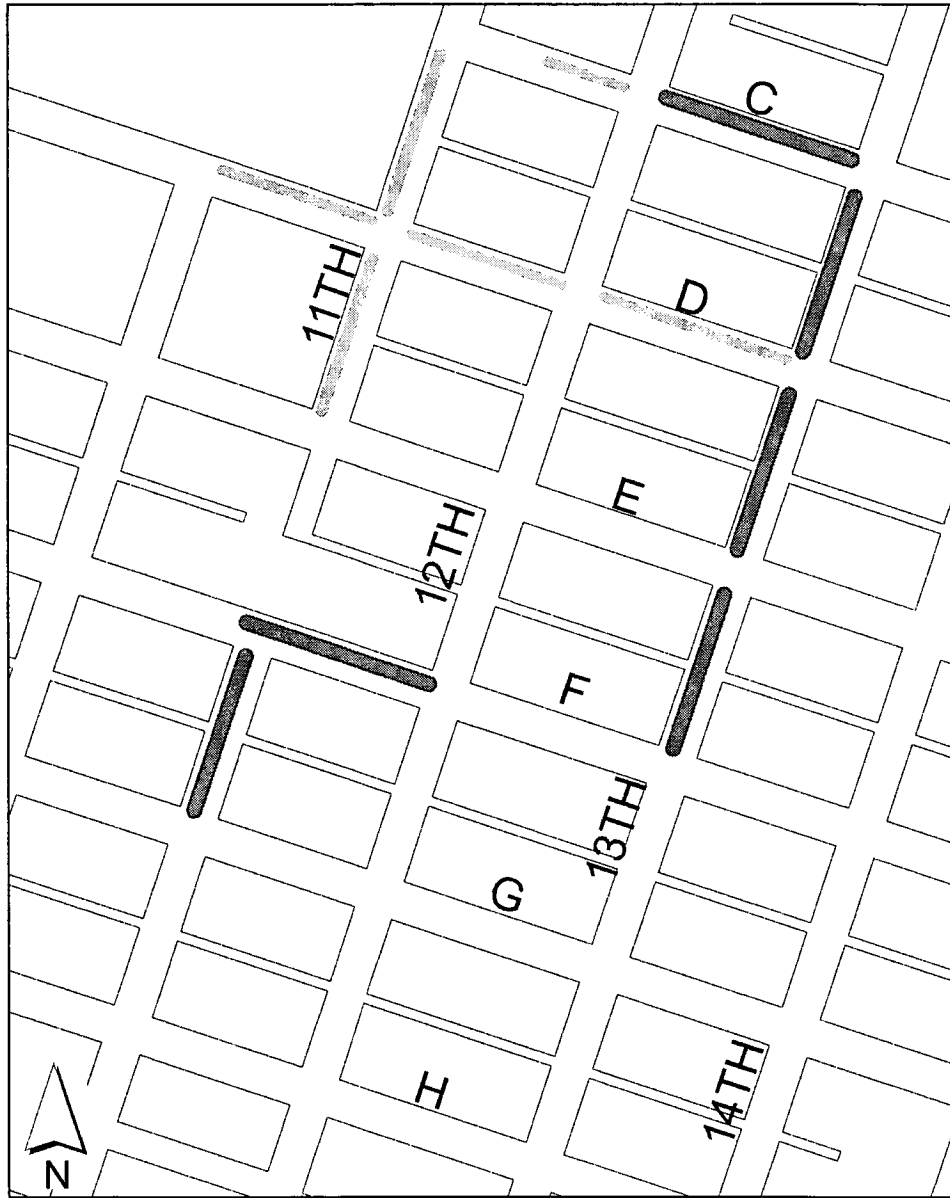
**Section 4.** Exhibits A and B are hereby incorporated into and are a part of this Resolution.

**Table of Contents:**

- Exhibit A: Map of Angled Parking Project (S15101500)  
Exhibit B: Conceptual Plans

**Exhibit A**

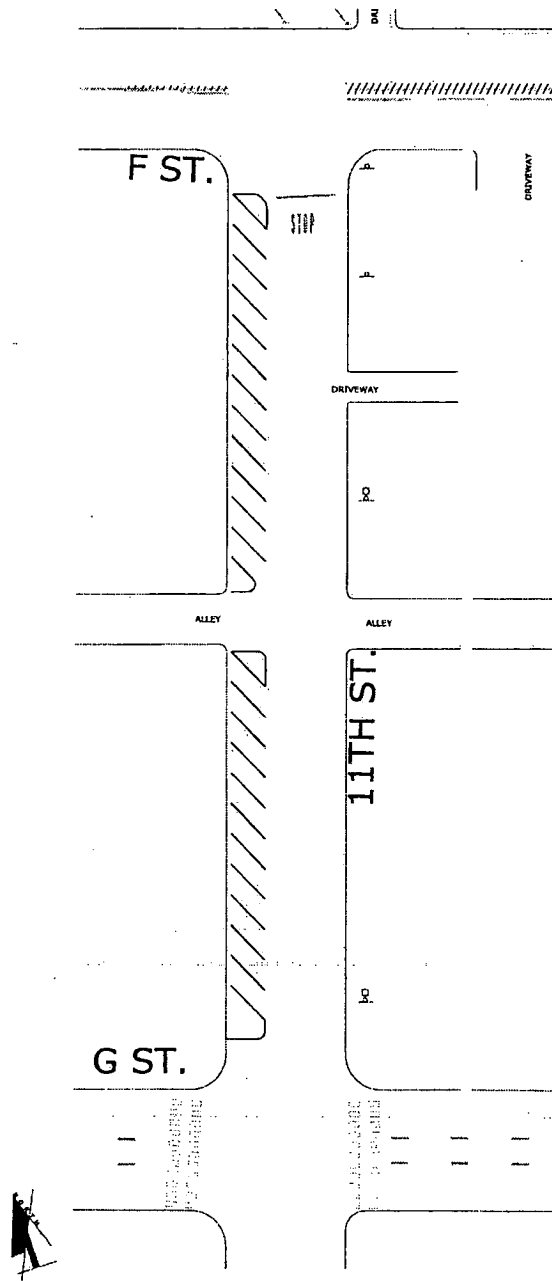
**ALKALI AND MANSION FLATS  
BACK-IN ANGLED PARKING AREA PLAN**



-  **PROPOSED BACK-IN ANGLED PARKING**
-  **PREVIOUSLY APPROVED BACK-IN ANGLED PARKING**

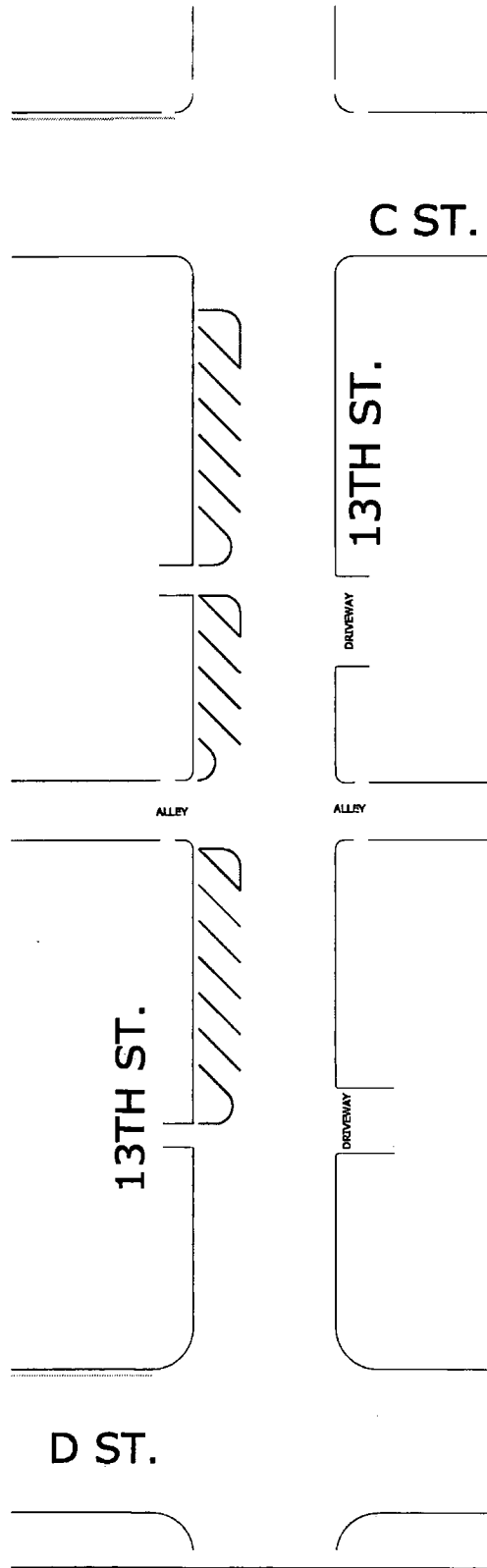
**EXHIBIT B**  
**Conceptual Plans**

**11<sup>TH</sup> Street between F and G Streets**

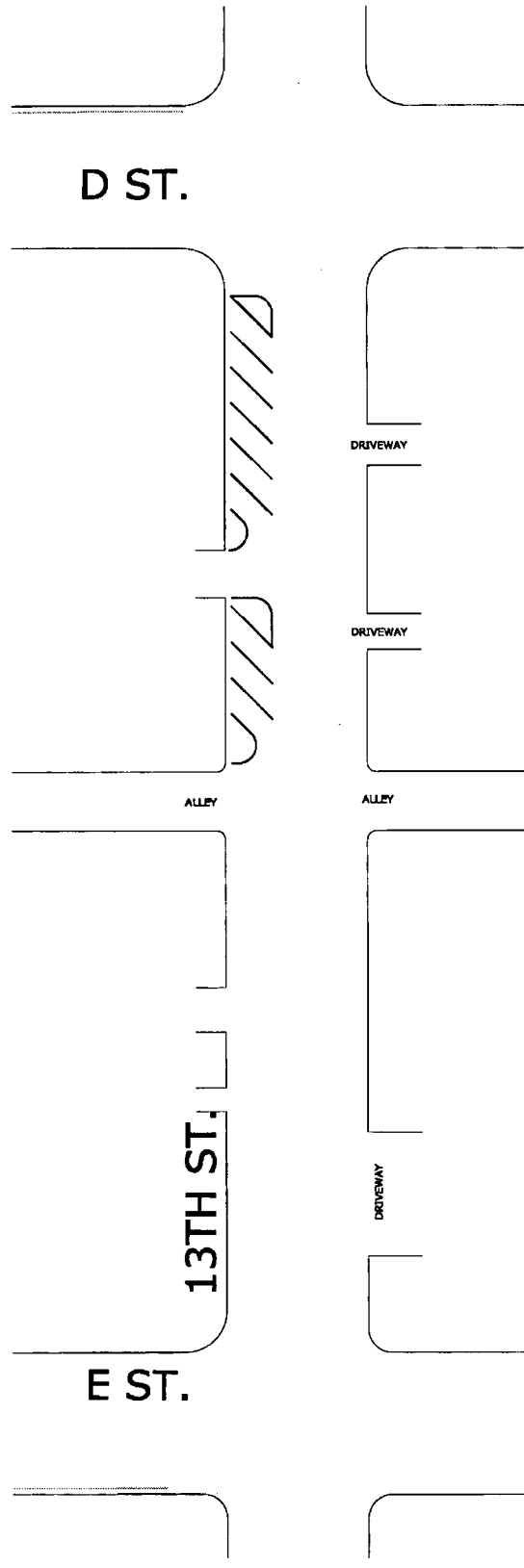




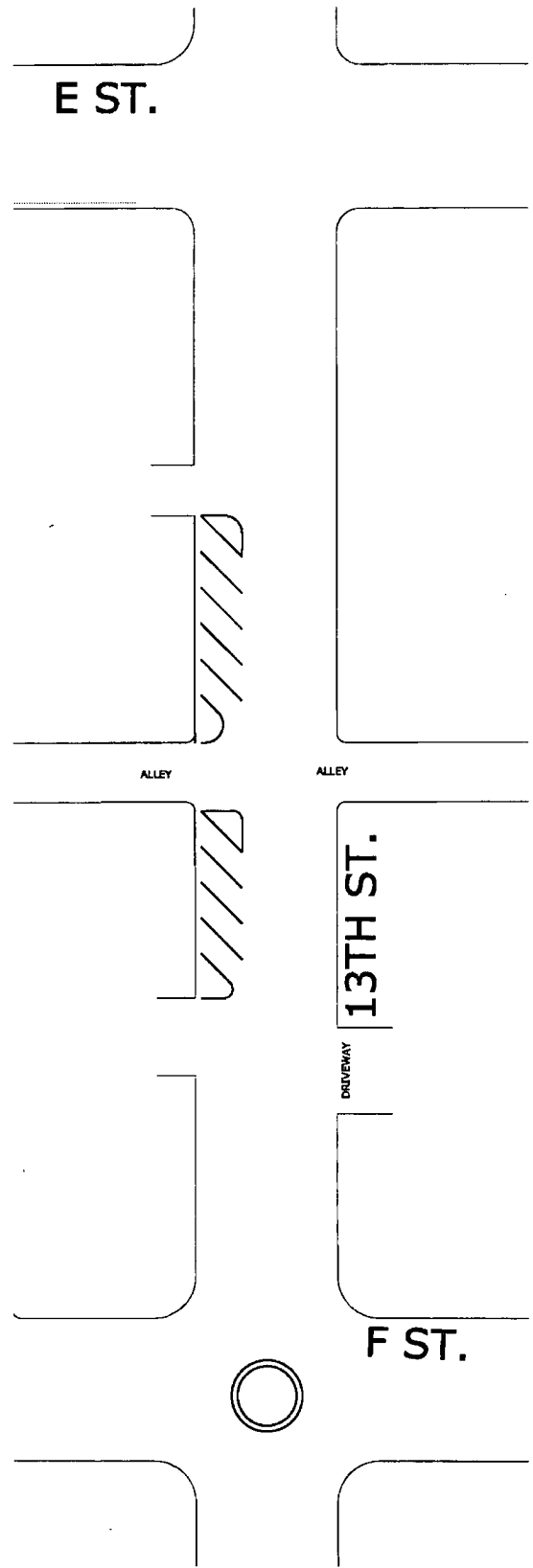
**13<sup>TH</sup> Street between C and D Streets**



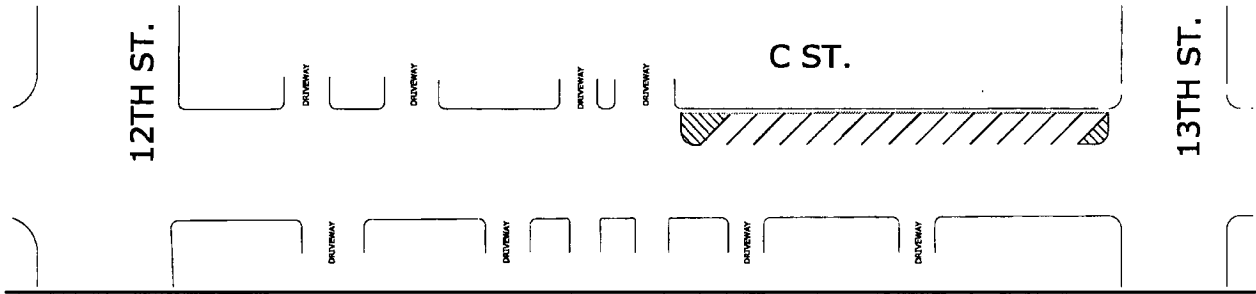
**13<sup>TH</sup> Street between D and E Streets**



**13<sup>TH</sup> Street between E and F Streets**



**C Street between 12<sup>th</sup> and 13<sup>th</sup> Streets**



**F Street between 11<sup>th</sup> and 12<sup>th</sup> Streets**

