



DEPARTMENT OF
PUBLIC WORKS

TRANSPORTATION DIVISION

CITY OF SACRAMENTO
CALIFORNIA

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SACRAMENTO, CA
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ROBERT L. LEE
TRANSPORTATION
DIVISION MANAGER

April 25, 1989

Budget & Finance and
Transportation & Community Development Committee

Honorable Members In Session:

SUBJECT: Midtown Angle Parking Program

SUMMARY

The Midtown Parking Committee, based upon input from staff, recommends that the Midtown Angle Parking Program be modified to eliminate the angled parking element at this time but to continue forward with intersection modifications and increased landscaping. Both the Midtown Business Association and the Sacramento Old City Association prefer to continue with the total Midtown Angle Parking Program (please see attached exhibits). Staff concurs with the recommendation of the Midtown Parking Committee and is proceeding with the intersection modifications and increased landscaping.

BACKGROUND

In 1986, a proposal surfaced in the Midtown area of the City to implement a residential permit parking program to reduce the impacts of commuter parking in the residential areas of Midtown (Midtown is generally defined as being bounded by E Street, L Street, 16th Street and 29th Street). Included in this program was a proposal to implement angled parking on the numbered streets near the Midtown business core, which is primarily along J Street between 17th and 29th Streets.

Staff had proposed that intersection modifications for the angled parking streets be constructed. These modifications would advise the motorist that the street was changing in character and assist in the design of the angled parking.

During the public hearing process on the proposed permit program the angled parking element was dropped due to opposition from the residents. Permit parking was subsequently approved and initiated in January of 1988.

In September of 1988, staff was again approached by members of the Midtown Parking Committee and asked to consider implementation of the angled parking element in the Midtown business area. The concept was to 1) increase the parking, 2) provide physical changes to intersections by decreasing pavement width, increasing landscaping and providing special paving treatment, and 3) create a "village" atmosphere for the Midtown business area.

A pilot project was identified by the Transportation Division staff which would provide angled parking and intersection modification on three streets. Two of the streets would define the limits of Midtown "village" and a third street would be located in the center of the Midtown business area. The middle street would be blocked at the I-J alley and a mini-park area developed to prohibit increased commercial traffic from impacting the resident areas of the Midtown area. The streets proposed for this pilot program were 18th Street, 23rd Street and 27th Street.

At the October meeting of the Midtown Parking Committee, staff presented the proposal. At the December meeting, a conceptual rendering was presented to the committee. Generally, the committee liked the street treatment but did not support either the mini-park concept or the angled parking element and asked for more information. The committee also commented that the staff proposal did not increase the available parking supply. In addition to single implementation of the permit parking program there is ample available short-term parking.

Both the Police Department and the Fire Department reviewed the Transportation Division proposal and indicated opposition to the street closure element. The police were concerned that the mini-park would attract transients and be difficult to patrol while the Fire Department indicated that fire hydrants are located at the alleys in the Midtown area and such a closure could affect their ability to serve the area. In addition, the Fire Department indicated that angled parking could make serving the area more difficult as well. However, neither department objected to the intersection modifications.

Based on this information, the Transportation Division modified the proposal and eliminated the angled parking and street closure elements while retaining the intersection modifications. This approach would not preclude reconsidering either angled parking or the mini-park concept at a later date. It was felt by the committee that the intersection of J and 24th Streets was the best location in the Midtown area to benefit from such a program. The Midtown Parking Committee approved this proposal at their April, 1989, meeting.

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FINANCIAL DATA

It is estimated that the cost of the Angled Parking, Intersection Modification and Mini-Park Program would cost approximately \$160,000 per street. The intersection modification portion of this amount is approximately \$90,000. There is \$106,920 in General Fund monies in the Midtown Angled Parking Project (VA81) as of April 13, 1989. Therefore, the Intersection Modification Program can be implemented within the current funding limits of the Midtown Angled Parking project. To implement the total program an additional \$57,080 would be required.

MBE/WBE

N/A

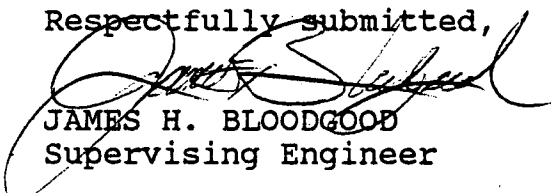
POLICY CONSIDERATIONS

N/A

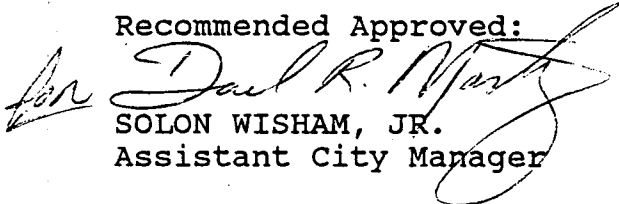
RECOMMENDATION

This report is for information only. Staff will come back to Council with a request to solicit bids for the scope of work identified above at a later date.

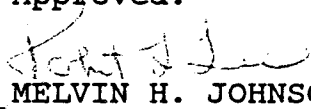
Respectfully submitted,


JAMES H. BLOODGOOD
Supervising Engineer

Recommended Approved:


SOLON WISHAM, JR.
Assistant City Manager

Approved:


MELVIN H. JOHNSON
Director of Public Works

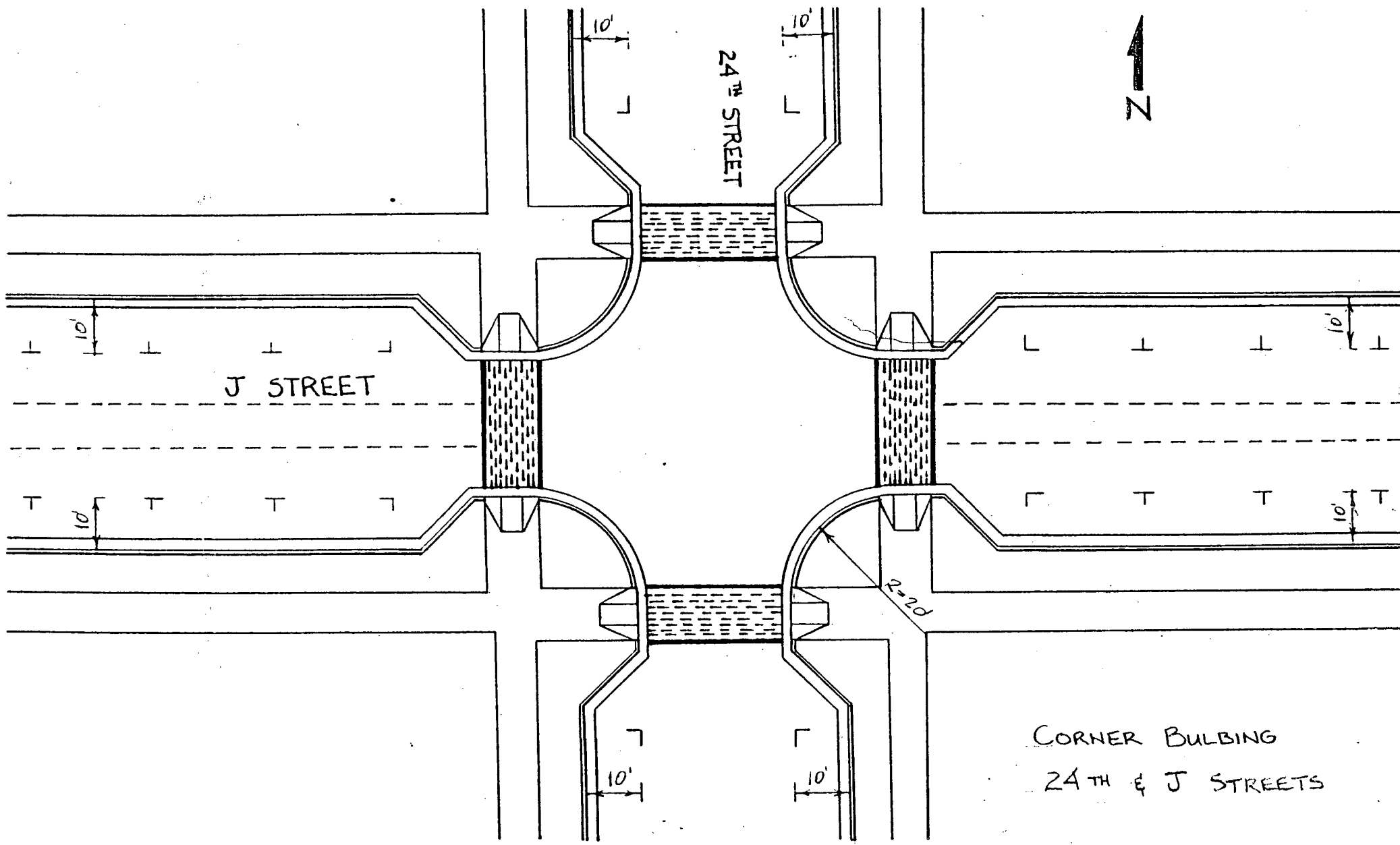
Contact Person to
Answer Questions:

April 25, 1989
District 1

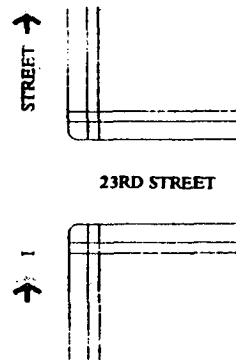
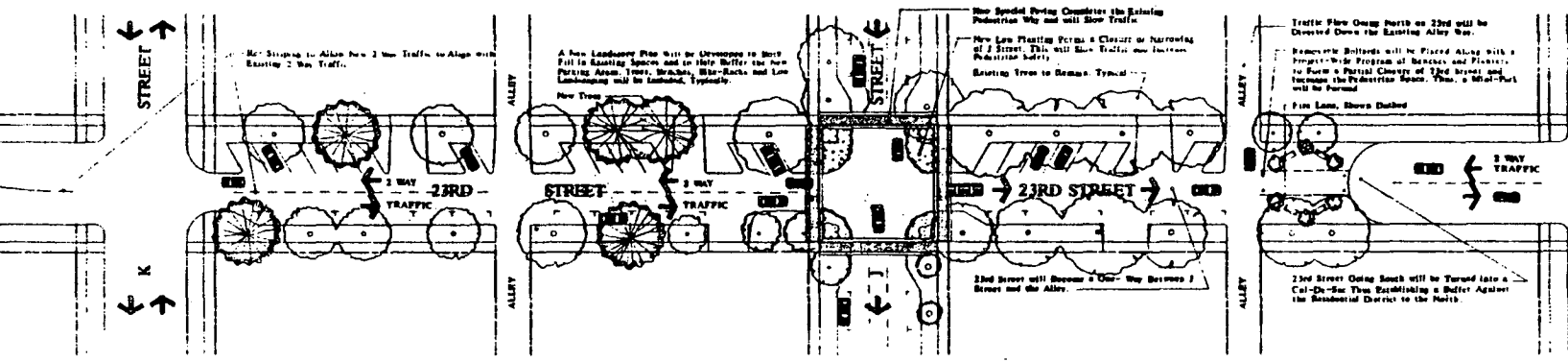
Jim Bloodgood, Supervising Engineer 449-5307

Attachments

JB:lm
CA2-07.L



CORNER BULBING
24TH & J STREETS



**MIDTOWN
 DIAGONAL
 PARKING
 STUDY**
 Sacramento, Ca
 Design By:
 CITY OF SACRAMENTO
 Production By:
 CHRYN - BUSCONI
 ARCHITECTS
 1987 22nd Street
 Sacramento, CA 95808
 916 440 9120

Detail at 23rd & J
 6, December 1988