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November 28, 1989  
REF: 89-11-06

DEPARTMENT OF  
PUBLIC WORKS  
  
PARKING DIVISION

CITY OF SACRAMENTO  
CALIFORNIA

1023 J STREET  
SUITE 202  
SACRAMENTO, CA  
95814-2877

916-449-5354

Budget & Finance  
Transportation & Community Development Committee

Honorable Members in Session:

SUBJECT: MIDTOWN ANGLE PARKING PILOT PROGRAM

SUMMARY

This is a report on the results of a community meeting held on October 16, 1989, to receive public comments from the residents and merchants regarding the proposed Midtown Angle Parking Pilot Program.

BACKGROUND

On April 25, 1989, the Joint Committees endorsed the full scope of the Midtown Angle Parking Program and requested that staff return with additional details.

The program included angle parking, intersection modification for driveway entrances into the blocks with angle parking, and midblock street closures, which diverted traffic through the alleys. Also included were landscaped street closure islands, extension of the intersection corners into the parking lanes (bulbing), and crosswalk paving treatment.

On October 16, 1989, a Community meeting was held in the Midtown neighborhood to obtain testimony from the area businesses and residents. At that meeting, the proposed project was presented.

Strong opposition was unanimously expressed to this Pilot Program by the residents and merchants attending the meeting. Those in attendance were asked to submit an opinion ballot at the close of the meeting. The results of that ballot are as follows:

Totally Opposed To The Program	50%
Intersection Paving Treatment Only	32%
Intersection Modification (including landscaping, bulbing, and paving treatment)	13%
Intersection Landscaping & Paving Treatment	3%
Paving Treatment For A Limited Number Of Midtown Intersections	2%

The consensus of the meeting was that 100% opposed angle parking and street closure, 50% totally opposed the entire program, and 50% favored some type of intersection treatment only.

Representatives of the Police and Fire Departments were also present. Both the Police and Fire Departments expressed concern to the Mid-Block street closure, which would divert traffic through the I-J alley. 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 was opposed to angle parking because angle parking could make serving the area more difficult as well. The Police Department expressed its concerns regarding transient attraction to the landscaped street closure island (mini park).

#### FINANCIAL DATA

The original Midtown Angle Parking and Intersection Pilot Program was proposed for 23rd Street between K Street and the I/J Street alley. It is designated in the 1989-1990 C.I.P. with a budget of \$113,000 from the General Fund. The estimated costs for the options that are now being considered are as follows:

1. Angle parking and intersection treatment, including \$169,000 midblock street closure, landscaped street closure islands, angle parking, and intersection modification
2. Intersection modification, including intersection \$ 90,000 bulbing, landscaping, and crosswalk paving treatment
3. Crosswalk paving treatment only (intersection) \$ 16,000

MBE/WBE

N/A

POLICY CONSIDERATIONS

Angle parking with street closures could set a precedent for many other areas of the city.

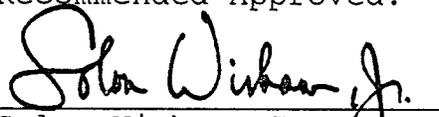
RECOMMENDATION

Based on public input from the Midtown Community Meeting, it is recommended that the Angle Parking Pilot Program be converted to an Intersection Paving Treatment Pilot Project, to exclude angle parking, intersection modification, and street closure. Upon approval of this recommendation, preparation of conceptual plans will be initiated for a report back to the Joint Committees.

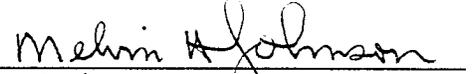
Respectfully Submitted,

  
J. Mark Morgan  
Parking Administrator

Recommended Approved:

  
Solon Wisham, Jr.  
Assistant City Manager

Approved:

  
Melvin H. Johnson  
Director of Public Works

Contact person:  
J. Mark Morgan  
Parking Administrator  
449-5354

November 28, 1989  
District 1

MM:mlw

Attachment