

DEPARTMENT OF
PUBLIC WORKS

CITY OF SACRAMENTO
CALIFORNIA

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TECHNICAL SERVICES DIVISION
TRAFFIC ENGINEERING SERVICES

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November 1, 1999

City Council
Sacramento, California

Honorable Members In Session:

SUBJECT: ANGLE PARKING

LOCATION AND COUNCIL DISTRICT: 17th Street, 24th Street, and 28th Street, District 3.

RECOMMENDATION:

This report recommends that the City Council adopt the resolution to place angled parking on the attached city streets.

CONTACT PERSON: Evangeline Lucas, Assistant Engineer, 264-7612

FOR COUNCIL MEETING OF: November 16, 1999

SUMMARY:

This report recommends converting three city blocks from parallel parking to angled parking to increase parking capacity. This report is a follow up to the November 9, 1999 Council report which deferred locations with bicycle issues. This project will be funded through our On-Street Angled Parking Program, CIP #TT61. Staff is currently working with the Bicycle Advisory Committee (BAC) to establish an application process to evaluate future angled parking requests.

COMMITTEE/COMMISSION ACTION:

None.

BACKGROUND INFORMATION:

In March of 1998, the Angled Parking Program was initiated with the installation of four pilot blocks of angled parking as part of the Neighborhood Preservation Transportation Plan (NPTP). Since then, response from the community has been overwhelmingly positive.

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.

On November 24, 1998, Council approved Resolution No. 98-589 authorizing staff to install angled parking in the Midtown area and in Oak Park. Currently there are 44 city blocks that have installed angled parking through this program.

On November 9, 1999, Public Works staff presented 22 angled parking locations. The BAC reviewed these locations and rendered no opinion. To date, there are no reported collisions due to the angled parking.

The following locations have met the City's criteria of speed, volume and width. However, these were held over from the November 9th report so that Public Works staff could meet with representatives of the BAC to address bicycle issues.

- 17th Street between O Street and P Street (District 3)

The angled parking on 17th Street was intended to be installed with the construction of the Fremont building. There are no existing bike lanes. Regional Transit is proposing that 18th Street (existing, Class II bike lanes) be closed at R street. 17th Street from O to V Street will be used as a cross connection to bypass the 18th & R Street closure.

- 24th Street between Q Street and R Street (District 3)

24th Street was proposed by a resident to continue the existing angled parking along 24th Street. 24th Street is on the 2010 Bikeway Master Plan (BMP) and is to be installed as part of Cal EPA update.

- 28th Street between B Street and C Street (District 3)

28th Street was requested by the owners of the B Street Theater to increase parking capacity. The B Street Theater is in the process of renovating an on site storage building into a children's theater, which will increase the number of patrons. 28th Street is on the 2010 BMP and has existing bike lanes (Class II). This will be the major connection to the future Sutter Landing Park bike trail.

The following two locations still have pending issues and are not being recommended for angled parking at this time. Please see Attachment A for the BAC's opinions to these locations.

- 50th Street between Broadway and 49th Street (District 5)
- 4th Avenue between 65th Street to the end (District 6)

City Council
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FINANCIAL CONSIDERATIONS:

The cost to implement angled parking is approximately \$800 per city block. Funding for the installation of angled parking will come from CIP TT61, On-Street Angled Parking Program.

ENVIRONMENTAL CONSIDERATIONS:

The Neighborhoods, Planning and Development Services Department, Office of Environmental Affairs has reviewed the project and has determined that this project is exempt from the California Environmental Quality Act (CEQA) under section 15301-C of the CEQA guidelines.

POLICY CONSIDERATIONS:

In May 1998, Council held a Parking Workshop to discuss parking-related issues for the Downtown area. The discussion included current parking utilization of public and private spaces, new parking demand projected by year 2000, and exploration of solutions to meet the new demand. Council directed staff to consider angled parking throughout the Downtown as well as the Midtown area, as a low cost way of increasing parking supply. This report addresses Council concerns and approval of the staff recommendation would be consistent with prior Council direction.

This project meets the City Council's priorities Economic Development and Neighborhood Revitalization. It is consistent with City Code Section 25.07.124, which permits the installation of angled parking on city streets.

ESBD CONSIDERATIONS:

Any goods and services will be procured in accordance with established City policy.

Respectfully submitted,



Marty Hanneman
City Traffic Engineer

RECOMMENDATION APPROVED:



ROBERT P. THOMAS
City Manager

Approved:



Michael Kashiwagi
Director of Public Works



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ATTACHMENT A

Memo

November 3, 1999

TO: Members of the City Council
Joe Serna, Jr., Mayor
Heather Fargo, District 1
Rob Kerth, District 2
Steve Cohn, District 3
Jimmie Yee, District 4
Lauren Hammond, District 5
Dave Jones, District 6
Robbie Waters, District 7
Bonnie Pannell, District 8

FROM: Dana Gard, Alternative Modes Coordinator (264-8334)

SUBJECT: Angle Parking Item November 16, 1999 Agenda

The Sacramento City/County Bicycle Advisory Committee (SacBAC) respectfully submits the following comments on the proposed angle parking request for 4th Avenue, 17th Street, 24th Street, 28th Street and 50th Street locations:

To: Sacramento City Council
From: Sacramento City-County Bicycle Advisory Committee (SacBAC)

Re: Please delay a decision for angle parking on the following five streets while staff develops additional criteria, including a measurable need for the additional parking, and a standardized form for applicants.

1. 4th Avenue between 65th Street to the end.

SacBAC questions the need for additional parking since Golden One has a parking lot. The purposes for which diagonal parking will be approved should be well defined:

- A. Diagonal parking may be approved for increasing parking for customers of retail, service or other smaller businesses when it is not feasible for the business to provide additional off-street parking (such as converting a surface lot to a parking garage). It may be approved for residents' vehicles in residential areas where it is not feasible for homeowners to park their vehicles on their property.
- B. Diagonal parking should NOT be approved to increase parking for employees of businesses, especially large employers. Business owners should be providing incentives to their employees to carpool, use transit, walk or use bicycles, or provide their own on-site employee parking.

2. 17th Street between O and P streets.

17th Street may be designated a bike route if Regional Transit closes 18th Street to through traffic to accommodate light rail expansion. 18th Street is currently a designated bike route.

3. 24th Street between Q and S streets.

Diagonal parking should NOT be approved to give a neighborhood a certain "look." All properties on this block have off-street parking. There is no demonstrated need for additional parking.

4. 28th Street between B and C streets

This block should be considered for alternate parking methods.

5. 50th Street between Broadway and 49th streets.

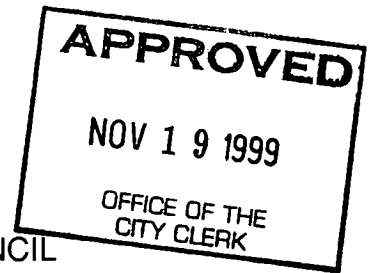
See answer to No. 1 above. In addition, the City Council should consider the issue of fairness. The California Attorney General's Office is not a member of a transportation management association (TMA) and apparently has made no effort to encourage its employees to carpool, vanpool, take public transit, bicycle or walk. (Since there is no application form for angle parking, the applicant does not have to address these issues.) In the meantime, the UCD Medical Center, who is a member of a TMA, has been trying to reduce the number of employees who drive to work alone. In addition, there is no guarantee that the additional parking spaces created for the Attorney General's Office will be used by that office. The likelihood that Medical Center employees will fill up the additional spaces is high, negating the efforts of the Medical Center to reduce the number of employees who drive to work alone and leaving the Attorney General's Office with no additional parking. This request needs more study.

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Thank you respectfully, the Sacramento City/County Bicycle Advisory Committee.

c: File
Mike Kashiwagi, Director of Public Works
Marty Hanneman, Traffic Services Manager
Evangeline Lucas, Assistant Traffic Engineer

RESOLUTION NO. 99-652



ADOPTED BY THE SACRAMENTO CITY COUNCIL
ON DATE OF _____

RESOLUTION IMPLEMENTING ANGLED PARKING

WHEREAS, Pursuant to Section 25.07.124 of the Sacramento City Code, when markings have been placed on the pavement indicating angled parking, no person shall park any vehicle contrary to such markings on any street described in a resolution adopted by the City Council.

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SACRAMENTO AS THAT:

The following streets shall be regulated by angled parking:

- 17th Street between O Street and P Street (one block)
- 24th Street between Q Street and R Street (one block)
- 28th Street between B Street and C Street (one block)

MAYOR

ATTEST:

CITY CLERK

FOR CITY CLERK USE ONLY

RESOLUTION NO.: _____

DATE ADOPTED: _____