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DEPARTMENT OF  
PUBLIC WORKS

CITY OF SACRAMENTO  
CALIFORNIA

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DIVISION

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October 19, 1999

City Council  
Sacramento, California

Honorable Members In Session:

**SUBJECT: ANGLE PARKING**

**LOCATION AND COUNCIL DISTRICT:** Various Streets. Districts 1,3, 4 and 5.

**RECOMMENDATION:**

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

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

**FOR COUNCIL MEETING OF:** November 9, 1999

**SUMMARY:**

This report recommends converting 22 city blocks from parallel parking to angled parking to increase parking capacity (Attachment A). This project will be funded through the On-Street Angled Parking Program, CIP #TT61. Staff is continuing to work with representatives of the Bicycle Advisory Committee to provide the necessary information for them to render an advisory opinion on proposed angled parking locations. Also included in this report are locations that do not meet our minimum criteria (Attachment B).

**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

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(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. To date, there are no reported collisions due to the angled parking.

### **Angled Parking Criteria:**

As angled parking becomes accepted throughout the City, it becomes crucial to establish general guidelines and criteria to evaluate these locations. Our current process and criteria are presented in Attachment C. Our process will continue to develop as new situations occur.

### **Current Angled Parking Requests:**

Throughout the year, Public Works received numerous requests to evaluate angled parking on city streets. On September 14, Public Works staff provided the Bicycle Advocate Committee (BAC) with the current list of proposed angled parking locations. The following locations had bicycle issues:

- K Street between 15<sup>th</sup> Street and 16<sup>th</sup> Street (one block)
- 11<sup>th</sup> Street between I Street and J Street (one block)
- 17<sup>th</sup> Street between O Street and P Street (one block)
- 24<sup>th</sup> Street between Q Street and S Street (two blocks)
- 28<sup>th</sup> Street between B Street and C Street (one block)
- 49<sup>th</sup> Street between Broadway and 50<sup>th</sup> Street (one block)

Since then, the requester has decided not to pursue K Street and 11<sup>th</sup> Street at this time and Council Member Hammond has asked that 49<sup>th</sup> Street not be brought forward because of the existing on-street bike lane. In a follow-up City Council report, 17<sup>th</sup>, 24<sup>th</sup>, and 28<sup>th</sup> Streets will be included.

On October 12<sup>th</sup>, Council Members Cohn, Hammond, and Jones met with Public Works staff and representatives of the BAC to discuss the current angled parking process and the following locations:

- 50<sup>th</sup> Street between Broadway and 49<sup>th</sup> Street (District 5)
- 4<sup>th</sup> Avenue between 65<sup>th</sup> Street and the end (District 6)

At that meeting, Public Works staff was asked to work with a subcommittee of BAC to provide the necessary information for the BAC to evaluate and render an advisory opinion on proposed angled parking locations. These locations will then be included in a follow-up City Council report (see Attachment B).



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**FINANCIAL CONSIDERATIONS:**

The cost to implement angled parking is approximately \$800 per city block. Funding for the 24 city blocks will come from CIP TT61, On-Street Angled Parking Program. No additional funds are requested. As of September 29, 1999, TT61 had an unobligated budget amount of \$57,403.

**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:**

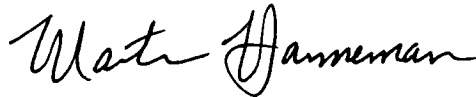
In May 1998, Council held a Parking Workshop to discuss parking-related issues for the Downtown area. The discussion included current parking utilization of public and private spaces, new parking demand projected by year 2000, and exploration of solutions to meet the new demand. Council directed staff 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

# ATTACHMENT A

## PROPOSED ANGLED PARKING LOCATIONS

### Council District 1

- 6<sup>th</sup> Street between L Street and Capitol Mall (one block)
- 14<sup>th</sup> Street between G Street and J Street (three blocks)
- 14<sup>th</sup> Street between K Street and L Street (one block)

### Council District 3

- B Street between 27<sup>th</sup> Street and 28<sup>th</sup> Street (one block)
- C Street between 27<sup>th</sup> Street and 28<sup>th</sup> Street (one block)
- I Street between 30<sup>th</sup> Street and Alhambra Boulevard (one block)
- O Street between 16<sup>th</sup> Street and 17<sup>th</sup> Street (one block)
- 23<sup>rd</sup> Street between P Street and R Street (two blocks)
- 25<sup>th</sup> Street between Q Street and R Street (one block)
- 26<sup>th</sup> Street between N Street and O Street (one block)
- 27<sup>th</sup> Street between B Street and C Street (one block)
- 39<sup>th</sup> Street between J Street and K Street (one block)

### Council District 4

- 14<sup>th</sup> Street between N Street and P Street (two blocks)
- O Street between 13<sup>th</sup> Street and 16<sup>th</sup> Street (three blocks)

### Council District 5

- 3<sup>rd</sup> Avenue between Franklin Boulevard and 30<sup>th</sup> Street (one block)
- 30<sup>th</sup> Street between 3<sup>rd</sup> Avenue and Franklin Boulevard (one block)



# ATTACHMENT B

## LOCATIONS REMOVED FROM LIST BY REQUESTER AND/OR COUNCIL MEMBER

### Council District 1

- K Street between 15<sup>th</sup> Street and 16<sup>th</sup> Street (one block)
- 11<sup>th</sup> Street between I Street and J Street (one block)

### Council District 5

- 49<sup>th</sup> Street between Broadway and 50<sup>th</sup> Street (one block)

## LOCATIONS WHICH DO NOT MEET THE MINIMUM CRITERIA

### Council District 1

- 4<sup>th</sup> Street between L Street and Capitol Mall (high volume)
- 5<sup>th</sup> Street between L Street and Capitol Mall (high volume)
- 13<sup>th</sup> Street between H Street and J Street (high volume)

### Council District 3

- P Street between 16<sup>th</sup> Street and 17<sup>th</sup> Street (high volume)
- T Street between Alhambra Boulevard and 30<sup>th</sup> Street (high volume)
- 16<sup>th</sup> Street between O Street and P Street (high volume)
- 18<sup>th</sup> Street between Q Street and R Street (light rail conflict)

### Council District 5

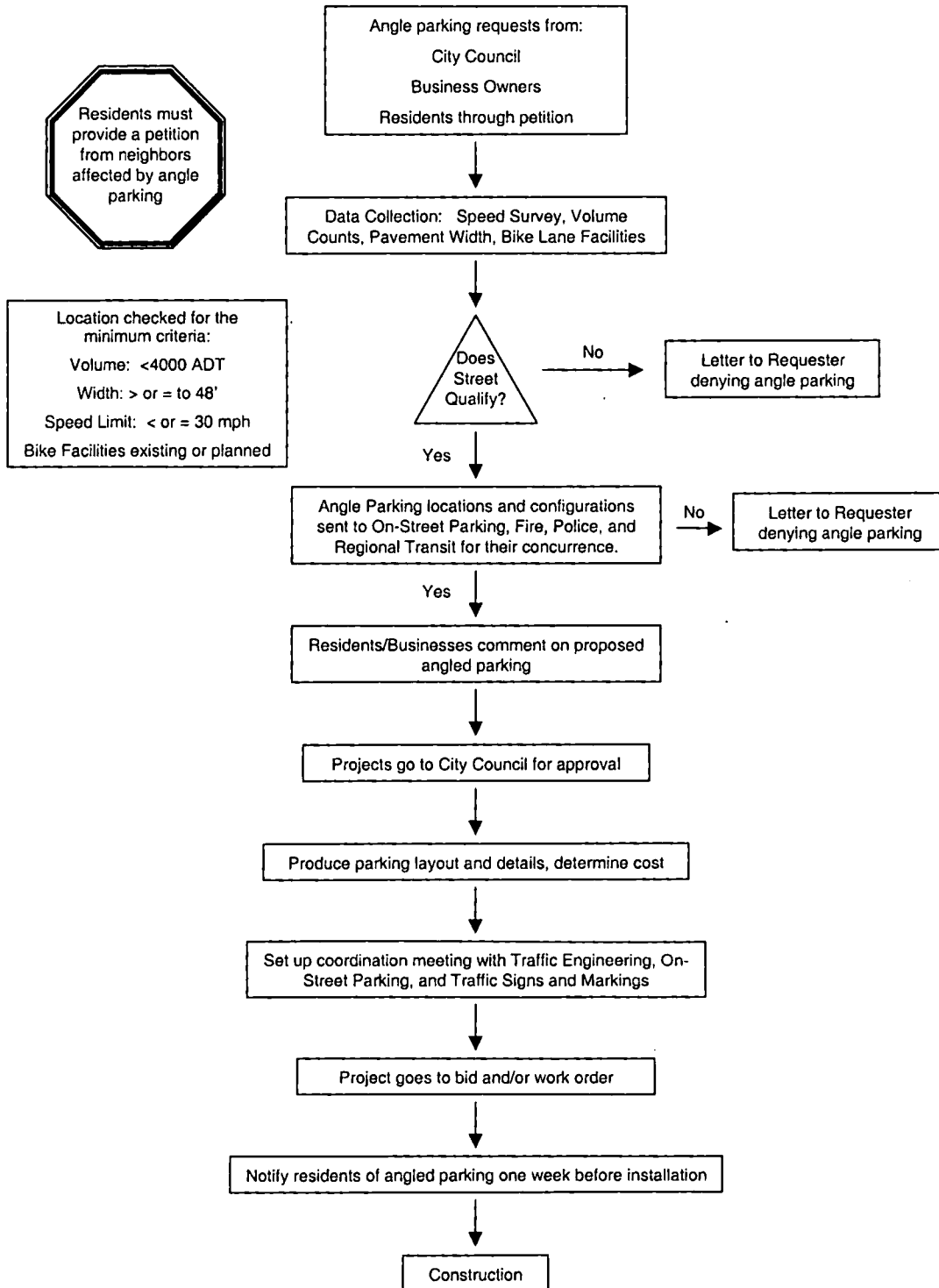
- San Joaquin Street between Business Drive and Redding Avenue (narrow width)

## LOCATIONS TO BE INCLUDED IN THE NOVEMBER 16<sup>TH</sup> COUNCIL REPORT

- 17<sup>th</sup> Street between O Street and P Street (District 3)
- 24<sup>th</sup> Street between Q Street and R Street (District 3)
- 28<sup>th</sup> Street between B Street and C Street (District 3)
- 24<sup>th</sup> Street between R Street and S Street (District 4)
- 50<sup>th</sup> Street between Broadway and 49<sup>th</sup> Street (District 5)
- 4<sup>th</sup> Avenue between 65<sup>th</sup> Street to the end (District 6)

# ATTACHMENT C

## ANGLE PARKING PROCESS

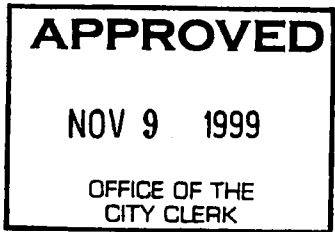




RESOLUTION NO. 99-632

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:

- B Street between 27<sup>th</sup> Street and 28<sup>th</sup> Street (one block)
- C Street between 27<sup>th</sup> Street and 28<sup>th</sup> Street (one block)
- I Street between 30<sup>th</sup> Street and Alhambra Boulevard (one block)
- O Street between 13<sup>th</sup> Street and 17<sup>th</sup> Street (four blocks)
- 3<sup>rd</sup> Avenue between Franklin Boulevard and 30<sup>th</sup> Street (one block)
- 6<sup>th</sup> Street between L Street and Capitol Mall (one block)
- 14<sup>th</sup> Street between G Street and J Street (three blocks)
- 14<sup>th</sup> Street between K Street and L Street (one block)
- 14<sup>th</sup> Street between N Street and P Street (two blocks)
- 23<sup>rd</sup> Street between P Street and R Street (two blocks)
- 25<sup>th</sup> Street between Q Street and R Street (one block)
- 26<sup>th</sup> Street between N Street and O Street (one block)
- 27<sup>th</sup> Street between B Street and C Street (one block)
- 30<sup>th</sup> Street between 3<sup>rd</sup> Avenue and Franklin Boulevard (one block)
- 39<sup>th</sup> Street between J Street and K Street (one block)

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**FOR CITY CLERK USE ONLY**

RESOLUTION NO: \_\_\_\_\_

DATE ADOPTED: \_\_\_\_\_

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