

**Meeting Date:** 7/15/2014

**Report Type:** Consent

**Report ID:** 2014-00465

**Title:** Parking Modifications for Portions of J Street and H Street

**Location:** District 3

**Recommendation:** Pass a Motion 1) approving the establishment of no parking zone on J Street between 41st Street and 55th Street with an exception for those parking spaces in front of parcels 0080154001 (4730 J Street), 0080154002 (4738 J Street), 0080104012 (4819 J Street) and 0080104011 (4825 J Street); 2) approving the establishment of a no parking Monday thru Friday from 7 am to 9 am on westbound H Street between Alhambra Boulevard and 33rd Street.

**Contact:** Edward Cox, Program Analyst, (916) 808-8434; Hector Barron, City Traffic Engineer, (916) 808-2669, Department of Public Works

**Presenter:** None

**Department:** Public Works Department

**Division:** Traffic Engineering

**Dept ID:** 15001921

**Attachments:**

1-Description/Analysis

2-Background

3-Attachment 1- Map

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### **City Attorney Review**

Approved as to Form

Gerald Hicks

7/9/2014 8:39:58 AM

### **Approvals/Acknowledgements**

Department Director or Designee: Jerry Way - 6/26/2014 4:16:12 PM

## Description Analysis

**Issue:** The City of Sacramento has been experiencing a growing demand from bicycle users to have more space on existing streets. In order to provide the desired roadway space for bicyclists, modifications to the existing street configuration will need to be made. These modifications include completely restricting most of the on-street parking spaces on J Street between 41<sup>st</sup> Street and 55<sup>th</sup> Street, and establishing a no parking zone during peak morning commute hours on westbound H Street between 33<sup>rd</sup> Street and Alhambra Boulevard. These areas have been chosen based on surveys that showed little to no parking utilization.

**Policy Considerations:** The proposed parking modifications are consistent with City General Plan Goal 4.2 to provide complete streets that balance the diverse needs of the users of the public right-of-way. Several General Plan policies support this goal, including the need to manage the public right-of-way for all travel modes (M1.1.1) and the need to promote multimodal access to activity centers (M1.2.3)

**Economic Impacts:** No economic impacts are expected. The removal of these parking spaces does not affect paid parking, since only unutilized or underutilized parking will be removed.

### Environmental Considerations:

**California Environmental Quality Act (CEQA):** The current proposal involves restrictions to parking. The proposal is not a "project" in accordance with Section 15378 of the CEQA Guidelines. The parking modifications do not have a potential for resulting in either direct or indirect physical changes in the environment. Therefore, as determined by the City's Environmental Services Planning Manager, no environmental review is necessary.

**Sustainability:** Making streets easier to travel by bicycle will contribute to a greater non-motorized mode share, which supports the Sustainable Sacramento Plan to reduce communitywide vehicle miles traveled per capita 7% by 2020 and 16% by 2035.

**Commission/Committee Action:** The parking restriction concepts were shared with the Joint City/County Bicycle Advisory Committee on June 10<sup>th</sup>, 2014. Members of the committee supported the proposed project, but requested that City staff install shared lane markings on J Street where the parking will be retained. City staff intends to install the shared lane markings after the bikeway master plan has been updated to include this segment of J Street as a bikeway.

**Rationale for Recommendation:** Recent surveys have demonstrated little to no utilization of the existing on-street parking at the subject

locations. Establishing the parking restrictions will allow the City to better serve bicyclists without substantially impacting motorists.

**Financial Considerations:** The cost to implement the parking restriction signage is estimated to be approximately \$5,500.

The installation of the parking signs will be funded from the Bicycle Program CIP (K15120000). As of June 9, 2014, the Bicycle Program CIP (K15120000) has an unobligated balance of \$258,480, which is sufficient to install signage and provide for remaining bicycle program needs.

There are no general funds planned or allocated to this project.

**Local Business Enterprise (LBE):** Any goods or services will be purchased in accordance with established City policy.

## **Background:**

The proposed parking concept for J Street came about after the City recently restriped the segment of J Street between 41<sup>st</sup> Street and 55<sup>th</sup> Street, and installed parallel parking along this segment. After conducting utilization surveys for this segment of J Street, it was found that the majority of the space provided for parallel parking was not actually being used. The exceptions were three parking spaces on the south side (eastbound) between 47<sup>th</sup> and 48<sup>th</sup> Street, and five parking spaces on the north side (westbound) between 48<sup>th</sup> and 50<sup>th</sup> Streets. Since these parking spaces were regularly utilized, the proposed restriction of parking will not include these locations.

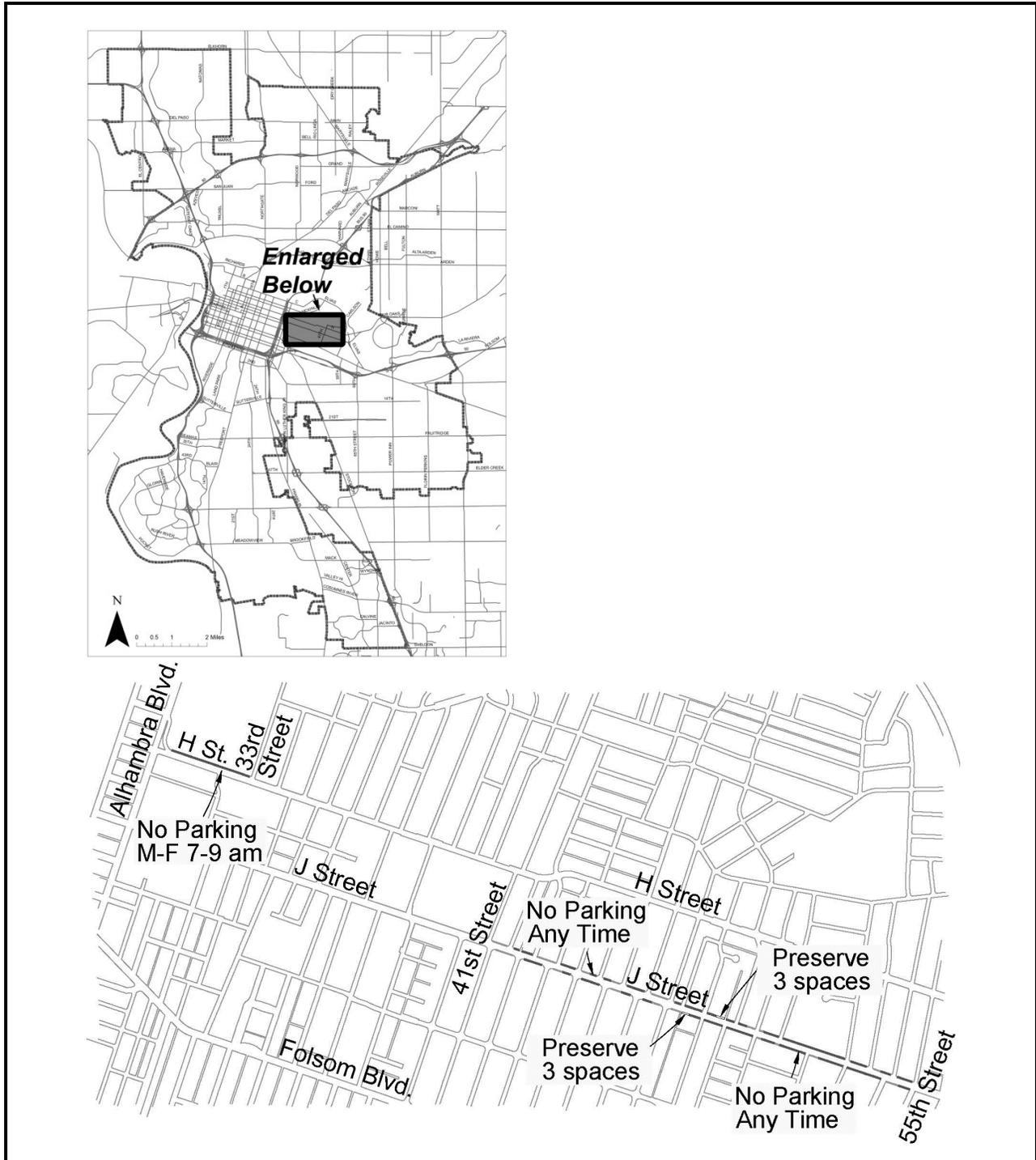
A community meeting to discuss this proposal was held on February 26<sup>th</sup>, 2014. Members of the adjacent neighborhoods and nearby businesses were invited and approximately 40 citizens attended the meeting. The meeting attendees were generally in favor of the proposed removal of parking.

The proposed parking concept for H Street between Alhambra and 33<sup>rd</sup> Street came from a citizen request to keep the westbound parking clear for weekday morning bicycle commuters. After conducting utilization surveys for this segment of H Street, it was found that the majority of the space provided for parallel parking was not being used during the morning commute hours between 7:00 a.m. and 9:00 a.m.

The nearby neighborhood and community associations were informed about the proposed parking plan to provide morning commute hour restrictions on H Street between 7:00 a.m. and 9:00 a.m. There were no objections to the proposal.

In addition, City staff sent notification letters to all property owners who would be affected by the proposed parking changes and no objections have been received to date.

## LOCATION MAP FOR J STREET AND H STREET PARKING RESTRICTIONS



Map Contact: Ed Cox  
Date April, 2014