



Legislation Text

File #: 05-2625, **Version:** 1

Recommendation to adopt resolution to install angled parking on the following street segments:

1. The north side of 8th Street between Martin Luther King Jr. Avenue and Long Beach Boulevard;
2. The south side of 9th Street between Martin Luther King Jr. Avenue and Elm Avenue;
3. The south side of 12th Street between Chestnut Avenue and Long Beach Boulevard; and
4. The north side of 16th Street between Daisy Avenue and San Francisco Avenue.

(District 1)

The Traffic and Transportation Bureau was requested by the First District City Council office to evaluate various streets in parking impacted neighborhoods north of downtown for possible conversion to angled parking. Through an engineering evaluation, it was determined that portions of 8th Street, 9th Street, and 12th Street were viable candidates for conversion from parallel parking to angled parking.

In addition, the Traffic Engineering Division received a request from the Magnolia Industrial Group (MIG) to consider the installation of angled parking on 16th Street between San Francisco Avenue and Daisy Avenue in order to increase on-street parking for the businesses in that area. Based on preliminary angled parking layout plans designed by City traffic engineers, it was estimated that 30 additional spaces could be provided on 8 Street between Martin Luther King Jr. Avenue and Long Beach Boulevard, 43 additional spaces could be provided on 9 Street between Martin Luther King Jr. Avenue and Elm Avenue, 25 additional spaces could be provided on Street between Chestnut Avenue and Long Beach Boulevard, and 30 additional spaces could be provided on 16 Street between San Francisco Avenue and Daisy Avenue. The implementation of angled parking on all four identified street segments could result in a total gain of 128 parking spaces. The City Traffic Engineer has also determined that the installation of angled parking on the four street segments will have no adverse impacts on traffic circulation, safety, and the provision of public services. Since the angled parking concept for 16 Street was initiated by the community, a petition was circulated by the proponents among each of the 15 affected properties on both sides of 16 Street. As shown on the attached petition, 12 businesses support the proposal, three have no opinion, and not a single business opposed the proposal. The petition process revealed that 80 percent of the businesses are in support of the angled parking proposal. Since the angled parking concept for the remaining three street segments was initiated by the City, the City Traffic Engineer mailed notices containing the proposed parking layout plans to all of the impacted properties on the three street segments. The notice also encouraged residents to contact staff with any opinions, comments, or concerns about the proposed angled parking conversion and alerted them that the matter would be heard by the City Council on April 19th. Of the 715 notices issued, to date the City Traffic Engineer has received five responses, four in support and one in opposition. The locations of the proposed street segments for the implementation of angled parking are identified on the attached vicinity map.

This letter was reviewed by Deputy City Attorney Lisa Peskay Malmsten on March 28, 2005, and Budget Management Officer David Wodynski on March 25, 2005.

City Council action on this item is not time critical.

The cost of materials and installation of the angled parking on the four street segments is estimated at \$70,000. Sufficient funds are budgeted in the Capital Improvement Project (PWT300) in the Gas Tax Street Improvement Fund (SR) in the Department of Public Works (PW) to support this activity.

Approve recommendation.

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