

DATE ISSUED: July 23, 2003

REPORT NO. 03-156

ATTENTION: Public Safety and Neighborhood Services Committee
Agenda of July 30, 2003

SUBJECT: Angle Parking

REFERENCE: None

SUMMARY

Issue – 1) Should the City Manager be authorized to permit angle parking on City streets without City Council approval? 2) Should the City Council adopt a Council Policy on angle parking?

Manager's Recommendations –

1. Amend Municipal Code Section 86.03 to authorize the City Manager to permit and install angle parking on City streets in accordance with criteria approved by the City Council.
2. Adopt a Council Policy outlining criteria and an approval process for angle parking.

Other Recommendations – The Community Planners Committee (CPC), Community Planners Advisory Committee on Transportation, and Parking Meter District Task Force Committee are all in support of the above Manager's recommendations.

The subcommittee for Removal of Architectural Barriers (SCRAB) voted at their April 10, 2003 meeting to approve the proposed Angle Parking Council Policy

subject to a number of recommendations, which have already been incorporated into the Policy.

Fiscal Impact – Minimal. Funds for angle parking installation are budgeted within the Transportation Department, Street Division operating fund.

BACKGROUND

Angle parking, also known as diagonal parking is when a vehicle is parked on a street at an angle to the curb line, rather than parallel to the curb. It usually results in more parking spaces because each vehicle occupies less curb length, but it also requires more street width than parallel parking. Lines painted on the street surface delineate angle parking. Angle parking is frequently requested in neighborhoods and business districts.

Currently, when a request for angle parking is made for a particular section of street, staff investigates to determine if it is feasible and whether it will increase parking. Items of investigation include the street width, steepness, classification, speeds, volumes and frequency of driveways. If the investigation determines that angle parking is feasible, a favorable petition signed by a least 75% of property owners, managers, or tenants fronting the stretch of street is required to be submitted. The angle parking proposal is then taken to the community planning group or business improvement district for review and approval. California Vehicle Code Section 22503 and Municipal Code Section 86.03 authorize angle parking on public streets. Municipal Code Section 86.03 requires that proposals for angle parking be brought to the City Council for final authorization (Attachment 1).

DISCUSSION

Typically, local parking items such as these are adopted by the City Council on consent. Nonetheless, the final step of taking the item to the City Council adds time to the approval process. The time required for this process would be reduced if the Manager were granted authority to install angle parking.

Attached is a proposed Council Policy on Angle Parking (Attachment 2). This policy would require that each request for angle parking meet the criteria as stated in the policy. If the criteria as proposed in the Council Policy is satisfied, the request could be processed in one of two methods. Either by the submittal of a petition by 75% of the abutting properties on the side of the street proposed for angle parking and subsequent review by the appropriate special parking district and community planning group. Or by the approval of the designated community planning group after a noticed public hearing. The Manager will then be authorized to install the angle parking.

Sometimes, on-street angle parking is a part of a development or redevelopment project. Under these circumstances, the proposed Council Policy would allow angle parking to be approved as a design element through the routine project approval process.

CONCLUSION

Customer service would be improved by amending Municipal Code Section 86.03 to permit the Manager to install angle parking under guidelines approved by the City Council, rather than sending each individual proposal to the City Council.

ALTERNATIVES

Do not amend Municipal Code Section 86.03 or adopt a Council Policy on angle parking. This is not recommended because the current requirement for City Council approval for each individual proposal results in a lengthy approval process.

Respectfully submitted,

Approved by:

Patti Boekamp
Chief Deputy Director
Engineering & Capital Projects

George I. Loveland
Senior Deputy City Manager

LOVELAND/FB

- Attachments: 1. Proposed Angle Parking Council Policy
 2. Municipal Code Section 86.03 Proposed Changes

Existing Ordinance:

'86.03 Angle Parking

The City Council may by resolution permit angle parking on any street. Lines indicating such angle parking shall be shown upon the surface of such street.

The City Council may by resolution designate certain days or limited time periods when angle parking shall be observed. No lines shall be shown upon the street for such limited period, but such restriction shall be effective when appropriate signs giving notice thereof are erected.
("Angle Parking" added 4-10-1956 by O-6936 N.S.)

Proposed Changes:

'86.03 Angle Parking

The City ~~Council~~ Manager may, in accordance with City Council Policy, permit angle parking on any street. Lines indicating such angle parking shall be shown upon the surface of such street.

The City ~~Council~~ Manager may designate certain days or limited time periods when angle parking shall be observed. No lines shall be shown upon the street for such limited period, but such restriction shall be effective when appropriate signs giving notice thereof are erected.

Proposed New Ordinance:

'86.03 Angle Parking

The City Manager may, in accordance with City Council Policy, permit angle parking on any street. Lines indicating such angle parking shall be shown upon the surface of such street.

The City Manager may designate certain days or limited time periods when angle parking shall be observed. No lines shall be shown upon the street for such limited period, but such restriction shall be effective when appropriate signs giving notice thereof are erected.

CITY OF SAN DIEGO, CALIFORNIA
COUNCIL POLICY

SUBJECT

ANGLE PARKING

POLICY NUMBER

EFFECTIVE DATE

BACKGROUND

Angle parking, also known as diagonal parking is when a vehicle is parked on a street at an angle to the curb line, rather than parallel to the curb. It usually results in more parking spaces because each vehicle occupies less curb length, but it also requires more street width than parallel parking. Lines painted on the street surface indicate angle parking. Vehicle Code Section 22503 and Municipal Code Section 86.03 authorize angle parking.

PURPOSE

The purpose of this policy is to set forth criteria for determining where angle parking is appropriate and an approval process for implementation.

POLICY

A. Criteria

1. Minimum Street Width

To accommodate angle parking, a street must be wide enough to allow for storage of the parked vehicles, backing room for vehicles to exit parking spaces, and safe clearance for through traffic lanes. Angle parking on one side of a street may be paired with angle parking on the opposite side, parallel parking, or prohibited parking, depending on conditions. The following chart applies to streets that are classified as a collector street or higher in a community plan, or are “through streets” as defined in Council Policy 200-11:

Minimum Width of Street Based on Frontage Parking Layout			
Traffic Flow Configuration	Angle on Both Sides of Street	Angle/Parallel	Angle/Parking Prohibited one Side
two-way	56 feet	48 feet	42 feet
one-way	52 feet	44 feet	36 feet

For other streets, the following chart applies:

Traffic Flow Configuration	Angle on Both Sides of Street	Angle/Parallel	Angle/Parking Prohibited one Side
two-way	52 feet	44 feet	40 feet
one-way	48 feet	40 feet	32 feet

Note: Charts assume standard angle, defined herein, and one traffic lane per direction of travel.

CITY OF SAN DIEGO, CALIFORNIA
COUNCIL POLICY

SUBJECT

ANGLE PARKING

POLICY
NUMBER

EFFECTIVE
DATE

2. Gain in Parking Spaces

A vehicle parked at an angle should not overhang or block access into or out of an adjacent driveway or alley. Therefore, with angle parking, parking should be prohibited for approximately 20 feet downstream from driveways or alleys. Consequently, on blocks with many driveways, there will be many such parking prohibitions, erasing the parking gain that angle parking might have provided. Angle parking should normally be installed on blocks where a gain in parking can be demonstrated, or where other factors merit consideration despite no gain in spaces.

3. Special Cases

Angle parking shall not be installed in the turnaround bulb of a cul-de-sac that was designed or constructed to a standard that assumed parallel parking. Angle parking may be installed in special configurations such as parking bays or bulb-outs on a case-by-case basis.

4. Standard Angle

The standard angle from the curb for the lines on the street indicating angle parking markings is 39° 50'. When the lines are marked 12.5 feet apart along the curb, this angle results in parking spaces eight feet wide. For wider spaces, the lines may be drawn further apart. Other angles, including 90° parking, may be considered on a case by case basis as additional factors apply as to its appropriateness.

5. Grade

In general, angle parking should be on the side of the street on which traffic is traveling downhill. If installed on the uphill side the grade for the parking stalls shall be such that a motor vehicle parked in neutral with parking brake off will not roll back into the travel lane.

6. Curb and Sidewalk

Angle parking shall be installed only where there is curb and sidewalk present. The sidewalk should be at least five feet wide.

7. Blue Zones

Blue zones in angle parking stalls shall be installed in accordance with state and federal ADA requirements. Van-accessible angle parking stalls shall be installed in accordance with state and federal ADA requirements.

CITY OF SAN DIEGO, CALIFORNIA
COUNCIL POLICY

SUBJECT

ANGLE PARKING

POLICY
NUMBER

EFFECTIVE
DATE

Blue Zones should be located adjacent to pedestrian ramps or at the end of a block. A minimum of one blue zone shall be provided at each block where angle parking is installed. The grade at blue zone locations shall not exceed 2% including the crown of the roadway.

8. Average Daily Traffic (ADT) and Speed
Angle parking should not be installed on streets carrying 12,000 vehicles per day or more and a speed higher than 30mph; however, an exception can be made on a case-by-case basis, based on a Traffic Engineering study of the proposed street.
9. Bicycle Facilities
Angle parking shall not be installed on streets with marked bike lanes or bike routes in Council-adopted planning documents.
10. Refuse Collection
Angle parking layout should include provisions that allow access to refuse containers.

B. Process for Implementation

1. Evaluation
A proposal to install angle parking shall be evaluated by City staff using the criteria described in Section A. If the criteria are satisfied, then the approval process described below shall be followed. The approval process described in Item 2 below shall also be followed for removal of angle parking.
2. Approval
 - a. Petition
 - (1) It is important that the approval process begin with evidence that the proposed angle parking has support from affected parties before the proposal is sent to the appropriate organizations for review. This support shall be demonstrated by a petition representing 75% or more of the abutting properties on the side of the street proposed for angle parking. The petition may be signed by individuals who could reasonably represent the property (property owners, property managers, or tenants). In cases of multiple tenants, an owner or manager may sign on behalf of the entire property. In cases of collective ownership, a representative of the homeowners association may sign.

CITY OF SAN DIEGO, CALIFORNIA
COUNCIL POLICY

SUBJECT

ANGLE PARKING

POLICY
NUMBER

EFFECTIVE
DATE

Signatures from tenants are included in order to allow tenants in properties with absent or inaccessible owners or managers to participate in the process. If, however, there is a dispute or difference of opinion between the owner and the tenant of a particular property, then in most cases, the owner=s view shall prevail.

(2) Special Districts

If applicable, the angle parking will then be reviewed by the board of the business improvement district and/ or the parking meter district for the area.

(3) Community Planning Group

An angle parking proposal shall be reviewed by the recognized community planning group for the area. The City will consider the planning group=s comments prior to making a final determination. Angle parking may then be installed.

b. Requests made by Recognized Community Planning Groups

In the case where a request for angle parking is made by a recognized community planning group, written notices describing the proposed angle parking shall be sent to affected parties to obtain their input. The recognized community planning group will then vote to support or deny the request.

A petition of support as described in step “2a” above will not be needed in this case.

c. Development or Redevelopment

In cases of development or redevelopment, angle parking may be approved as a design element through the routine project approval process if the criteria described in Section A are satisfied.

3. City Council

Notwithstanding the above steps, the City Council may authorize the installation of angle parking.

HISTORY

Adopted by Resolution R-