

**RESOLUTION NO. 84-534**

ADOPTED BY THE SACRAMENTO CITY COUNCIL ON DATE OF

A RESOLUTION PROHIBITING PARKING AT ALL TIMES

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

Pursuant to Section 25.101 of the Sacramento City Code when signs are erected giving notice thereof no person shall at any time park a vehicle upon any of the following described streets or parts of streets:

Marysville Boulevard between Grand Avenue and Doolittle Street

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
CITY CLERK

**APPROVED**  
BY THE CITY COUNCIL

**JUN 19 1984**

OFFICE OF THE  
CITY CLERK



# CITY OF SACRAMENTO

## DEPARTMENT OF PUBLIC WORKS

Engineering and Transportation Division  
915 I Street - Room 300  
Sacramento, California 95814

CITY MANAGER'S OFFICE  
**RECEIVED**  
JUN 19 1984

	Telephones (916)
Civil Engineering	449-5281
Electrical Engineering	449-5287
Architecture	449-5144
Construction	449-5281
Real Estate	449-5626
Traffic Engineering	449-5307
Parking	449-5354
Street Maintenance	449-5236

June 19, 1984

City Council  
Sacramento, California

Honorable Members in Session:

SUBJECT: RESOLUTION TO PROHIBIT PARKING ON SECTIONS OF MARYSVILLE BOULEVARD

### SUMMARY

Removal of parking on Marysville Boulevard from Grand Avenue to Doolittle Street is requested. This removal will allow for the installation of a two-way left turn lane.

### BACKGROUND

On June 12th the Council considered this request as part of a larger parking removal request. At that time the Council elected not to remove parking in the subject area. It is requested that the Council reconsider prohibiting parking on Marysville Boulevard between Grand Avenue and Doolittle Street. The previous staff report is attached for your information.

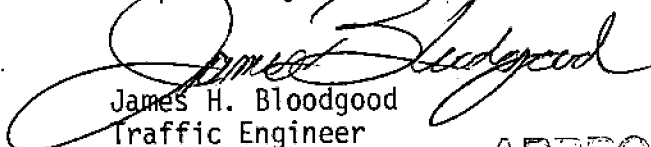
### FINANCIAL DATA

None.

### RECOMMENDATION

It is recommended that the attached Resolution be adopted.

Respectfully submitted,


  
James H. Bloodgood  
Traffic Engineer

**APPROVED**  
BY THE CITY COUNCIL

JUN 19 1984

OFFICE OF THE  
CITY CLERK

RECOMMENDATION APPROVED:

  
Walter J. Slipe  
City Manager

JHB:cec

cc: Ted Nunes, Asst. Parking Manager  
Lt. Silva, Police Dept. Traffic Div.  
att.

June 19, 1984  
Dist. 1, 2 & 5



# CITY OF SACRAMENTO

## DEPARTMENT OF PUBLIC WORKS

Engineering and Transportation Division  
915 I Street - Room 300  
Sacramento, California 95814

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June 5, 1984

City Council  
Sacramento, CA

Honorable Members in Session:

SUBJECT: RESOLUTION TO PROHIBIT PARKING ON SECTIONS OF MARYSVILLE BOULEVARD

### SUMMARY

Removal of parking on Marysville Boulevard from Los Robles Boulevard to South Avenue and from Grand Avenue to Doolittle Street is requested. This removal will allow for the installation of a two-way left turn lane while maintaining four through travel lanes. The two-way left turn lane will not be installed, and on-street parking will be retained between South Avenue and Grand Avenue. The two-way left turn lane will help reduce accidents and improve traffic flow along Northgate Boulevard.

This item was presented to the City Council at the May 29th meeting. The Council requested a two week continuance and asked that staff address the parking situation at Der's Cafe, located at 3820 Marysville Boulevard.

### BACKGROUND

Attached for your information is a copy of the staff report for this request which was presented to the Council on May 29th. At that meeting a representative of Der's Cafe objected to the proposed parking removal. The objection was filed because it is felt, by the management of this cafe, that on-street parking is necessary to their business, especially for take-out orders. Furthermore, while parking exists on Willow Street (see attached exhibit), the operator desires to park on-street so that he can keep visual contact. There have been alleged acts of vandalism and confrontations in the unlit on and off-street parking facilities on Willow Street.

The attached exhibit gives a plain view of the area in question. Der's Cafe is on the north side of the commercial building on the block bounded by Grand Avenue, Marysville Boulevard, Harris Avenue, and Willow Street. Paved parking stalls exist on the narrow portion of land between Marysville Boulevard and Willow Street just north of the cafe. Parking stalls and spaces also exist for the entire length of Willow Street between Grand Avenue and Harris Avenue. Furthermore, a small off-street lot exists on the south side of the commercial building.

Traffic Engineering has conducted many daylight, on-street parking surveys of this area between August of 1983 and April of 1984. On the average, four automobiles were parked on the east side of Marysville Boulevard between Grand Avenue and Harris Avenue. In general, these automobiles were parked in the middle of the block, as parking has previously been removed on the south side of the block for left turn pockets at Grand Avenue.

Approximately twenty on-street spaces will be lost on this block face with approval of this proposal. Approximately 80 spaces will still exist on Willow Street.

For the years 1981, 1982, and 1983, excluding the intersection of Marysville Boulevard and Grand Avenue, nine accidents have occurred on this segment of Marysville Boulevard. Based on the accident types, it is estimated that five of those accidents are correctable by the installation of a two-way left turn lane.

Approximately 15,000 vehicles a day travel on this section of Marysville Boulevard. It is staff's position that a two-way left turn lane will provide a substantial benefit to the motoring public in terms of improved traffic operation. Furthermore, the negative impact of losing on-street parking in front of Der's Cafe is minor by comparison to this benefit, especially when alternative parking is readily available.

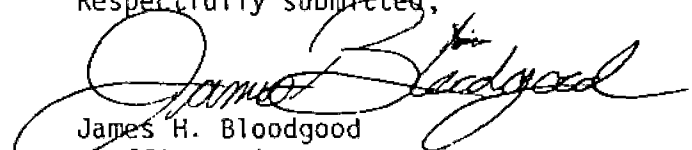
FINANCIAL DATA

All costs associated with this proposal have been incorporated into the resurfacing project.

RECOMMENDATION

It is recommended that the attached Resolution be adopted.

Respectfully submitted,

  
James H. Bloodgood  
Traffic Engineer

RECOMMENDATION APPROVED:

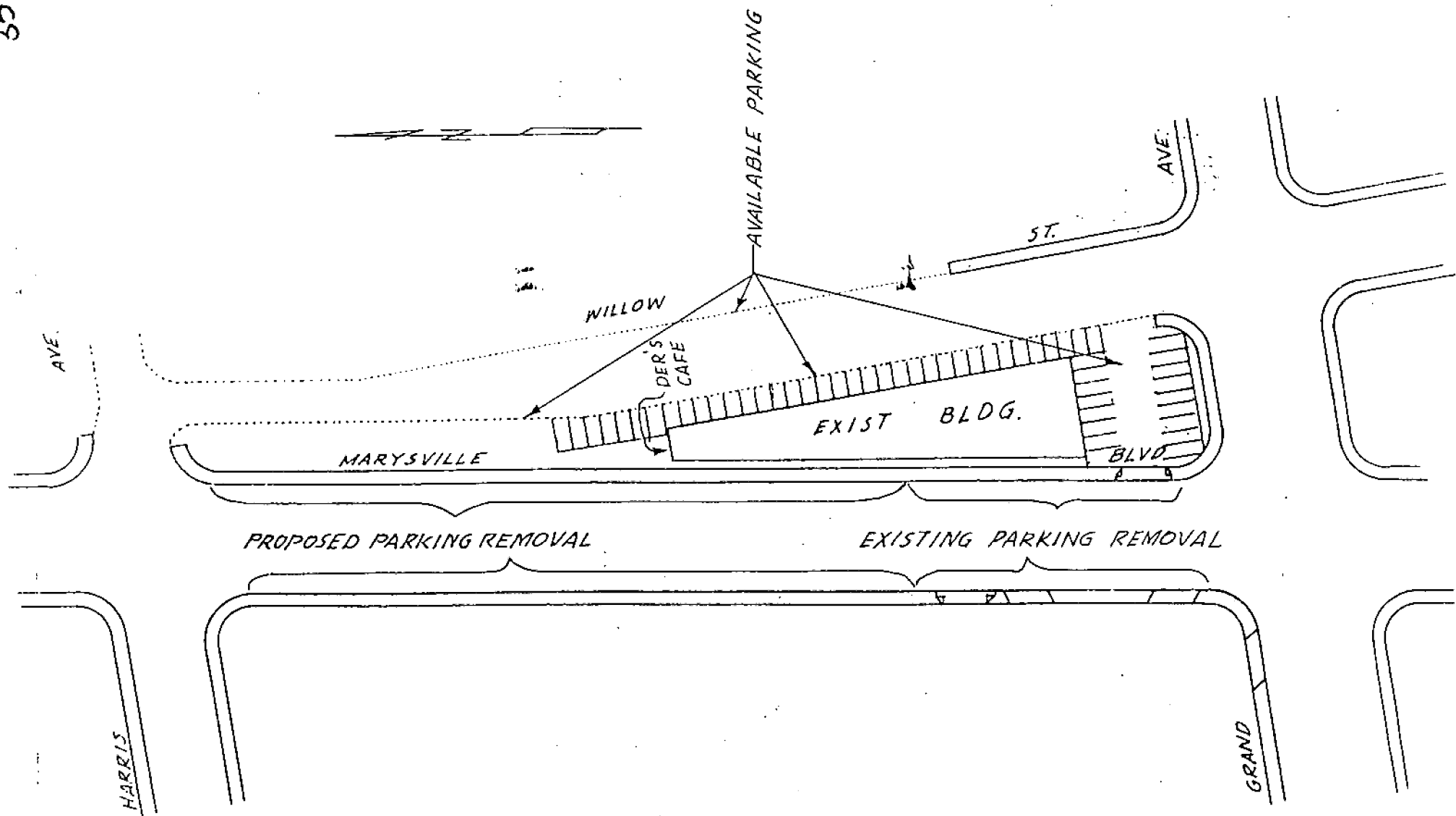
Walter J. Slipe  
City Manager

JHB:cec

cc: Ted Nunes, Asst. Parking Manager  
Lt. Silva, Police Dept. Traffic Div.

att.

June 12, 1984  
Dist. 1, 2, & 5





# CITY OF SACRAMENTO

## DEPARTMENT OF PUBLIC WORKS

Engineering and Transportation Division  
915 I Street - Room 300  
Sacramento, California 95814

### Telephones (916)

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Street Maintenance	449-5236

May 22, 1984

City Council  
Sacramento, CA

Honorable Members in Session:

SUBJECT: RESOLUTION TO PROHIBIT PARKING ON SECTIONS OF MARYSVILLE BOULEVARD

### SUMMARY

Removal of parking on Marysville Boulevard from Los Robles Boulevard to South Avenue, and from Grand Avenue to Doolittle Street is requested. This removal will allow for the installation of a two-way left turn lane, while maintaining four through travel lanes. The two-way left turn lane will not be installed and on-street parking will be retained between South and Grand Avenues. All affected parties have been notified prior to this meeting.

### BACKGROUND

During the construction season of 1984 Marysville Boulevard between Los Robles and Doolittle will have its pavement reconstructed as part of the Jobs Bill Program. Traffic Engineering has reviewed the accident history for the past three years and has determined that restriping the street with a two-way left turn lane will provide a positive benefit to the motoring public in terms of improved traffic operations and in reducing accidents.

Previously this item was scheduled before the City Council on March 27th. At that time all parking on Marysville Boulevard between Los Robles and Doolittle was to have been removed. However, the item was withdrawn at the request of the Housing and Redevelopment Agency in order to provide more time for affected property owners and merchants to consider the prohibitions.

On April 19th staff attended the Del Paso P.A.C. meeting to explain the Marysville parking removal. The P.A.C. indicated they felt the removal of parking would have a detrimental affect on the businesses on Marysville between South and Grand Avenues. This area is currently preparing a redevelopment plan which will address off-street parking for this commercial strip. Until the plan is implemented it was felt that the retention of on-street parking was of critical importance. As such, they indicated that they could not support the proposal. Staff indicated they would prepare alternatives to a total parking prohibition which addressed the parking needs of the merchants and the safety concerns of staff and present those alternatives to the Marysville merchants.

On April 30th staff presented three alternatives to the Marysville Merchants Association. The first was the proposal as previously submitted; to remove parking for the entire length of Marysville between Los Robles and Doolittle. Another proposed removing parking only on one side and maintaining parking on the other. A third proposed retaining parking on both sides of Marysville in the commercial area between South and Grand Avenues and removing parking between Los Robles and South, and Grand Avenue and Doolittle. The merchants determined that this last alternative was the most appealing to them. On May 1st the Del Paso P.A.C. considered the three parking removal options. They voted in favor of the third alternative listed above. On May 16th the East Del Paso Target Area Committee heard the proposed parking removal and voted to support the alternative recommended by the Merchants Association and the Del Paso P.A.C.

Staff is supportive of the alternative selected by the Marysville Merchants Association, the Del Paso P.A.C. and the East Del Paso T.A.C. It provides for a two-way left turn lane for the majority of Marysville, as well as a southbound to eastbound left turn pocket at South Avenue. Parking is retained for the merchants' customers while the Agency prepares the redevelopment plan. If, in the future, it appears necessary to install a two-way left turn lane between South and Grand Avenue, grinding and restriping costs will be minimal.

Approximately 200 on-street parking spaces will be lost. The impact of this removal will generally be minimal as most of the frontage outside of the Grand Avenue to South Avenue area is vacant or made up of commercial development that has off-street parking. There are less than 20 single family houses affected. Most of these are concentrated on the west side of Marysville, just to the north and south of South Avenue. These units' driveways offer off-street parking. In addition, the side streets allow for on-street parking. A series of daytime parking surveys showed an average of less than two parked cars at any one time in this residential area, and an average of less than 20 vehicles at any one time within the limits of the proposed parking removal.

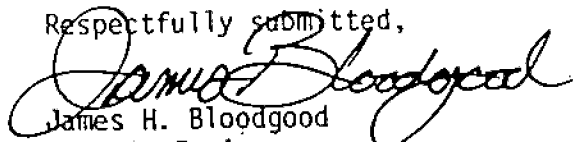
#### FINANCIAL

All costs associated with this parking removal have been incorporated in the cost of the pavement overlay project.

#### RECOMMENDATION

It is recommended that the attached Resolution be adopted.

Respectfully submitted,

  
James H. Bloodgood  
Traffic Engineer

RECOMMENDATION APPROVED:

Walter J. Slipe  
City Manager

JHB:cec

cc: Ted Nunes, Asst. Parking Manager  
Lt. Silva, Police Dept. Traffic Div.

att.

May 29, 1984  
Dist. 1, 2 & 5