



**Council Meeting: April 3, 2012**

**SUBJECT: Consideration of Ordinance to Amend the Sunnyvale Municipal Code to include “Back in, Head Out Angle Parking”**

**REPORT IN BRIEF**

Many cities across the country have been utilizing a type of angled parking referred to as “back in, head out angle parking.” This style of on-street parking can improve visibility for drivers exiting parking spaces. The Bicycle and Pedestrian Advisory Commission (BPAC) has indicated support for implementing this type of parking at appropriate locations in Sunnyvale and staff has agreed to consider implementation as opportunities arise. At this time, staff is considering potential implementation of back in, head out angle parking at two potential sites. Modification of the Sunnyvale Municipal Code (SMC) is required to allow for enforcement of back in, head out angle parking. Council is being asked to approve the attached ordinance (Attachment A) amending the SMC to clarify that angle parking implementation and enforcement includes back in, head out angle parking.

**EXISTING POLICY**

Land Use and Transportation Element C3, Attain a transportation system that is effective, safe, pleasant and convenient.

**DISCUSSION**

Back in, head out angle parking has shown advantages to improving sight lines for drivers and reducing the potential for collisions and severity of collisions related to accessing on-street angle parking. Drivers have better visibility when leaving a space to enter an active travel lane and the backing maneuver occurs into a vacant parking space rather than an active travel lane. Bicyclists view back in, head out angle parking as superior for cyclists’ safety as backing vehicles are more visible to cyclists, and drivers have a better view to approaching cyclists when exiting a parking space.

Research shows that over 30 cities in North America, including Fremont, Chico, San Francisco and Ventura, California, have implemented back in, head out angle parking. Available documentation and discussion with officials from cities implementing back in, head out parking shows that it can have a positive effect on collision reduction when implemented in certain conditions. Implementation on higher volume streets with significant traffic volumes or

signal-coordinated traffic platoons can cause issues with interruption of traffic flow by vehicles accessing parking spaces. Successful applications as related by documented testimonials and conversations with officials responsible for parking installations are typically on lower volume streets (less than 7,000 vehicles/day) with fairly captive, low turnover parking demand.

Staff has indicated to the BPAC that this configuration can be considered for installation in Sunnyvale where appropriate. Staff has currently identified two potential locations for installation of back in, head out angle parking. Hendy Avenue will be reconfigured as part of a roadway rehabilitation and streetscape project and back in, head out angle parking could be implemented adjacent to the Northrup Grumman facility. Attachment B shows the proposed layout of parking on Hendy Avenue.

Back in, head out angle parking will also be considered for the Washington Pool area as one option for improving bicycling conditions and facilities on Pastoria Avenue. Both streets feature traffic volumes below 7,000 vehicles per day, and Northrup Grumman employees and Washington Pool users can be considered captive users that will learn the system. Signs would be provided to assist drivers as well. Approval of the attached ordinance will allow the City to implement enforceable back in, head out angle parking facilities. The ability to enforce is one aspect of implementing successful back in, head out angle parking as it discourages vehicles approaching in an opposite direction from parking head-in to a back in space.

### **FISCAL IMPACT**

There is no fiscal impact from adopting the attached ordinance. Implementation of back in, head out angle parking would occur as part of individual capital projects or operating issues, and factored into the attendant costs.

### **PUBLIC CONTACT**

Public contact was made by posting the Council agenda on the City's official-notice bulletin boards outside City Hall, in the Council Chambers lobby, the City Clerk's office, at the Library, Senior Center, Community Center, and Department of Public Safety; posting the agenda and report on the City's Web site; and making the report available at the Office of the City Clerk.

### **ALTERNATIVES**

1. Approve the attached Ordinance modifying the Sunnyvale Municipal Code to allow for enforcement of back in, head out angle parking.
2. Do not take action at this time.

**RECOMMENDATION**

Staff recommends Alternative No. 1: Approve the attached Ordinance modifying the Sunnyvale Municipal Code to allow for enforcement of back in, head out angle parking.

Approval of the ordinance will allow for enforcement of back in, head out angle parking, which will improve the operation of such facilities at such time that they are implemented.

Reviewed by:

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Kent Steffens, Director of Public Works

Prepared by: Jack Witthaus, Transportation and Traffic Manager

Approved by:

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Gary M. Luebbbers, City Manager

**ATTACHMENTS**

- A. Ordinance
- B. Proposed Parking Plan on Hendy Avenue

**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SUNNYVALE TO AMEND SECTION 10.16.090 OF TITLE 10 (VEHICLES AND TRAFFIC) OF THE SUNNYVALE MUNICIPAL CODE RELATING TO PARKING REGULATIONS**

SECTION 1. SECTION 10.16.090 AMENDED. Section 10.16.090 of Chapter 10.16 (Parking Regulations) of Title 10 (Vehicles and Traffic) of the Sunnyvale Municipal Code is hereby amended to read as follows:

10.16.090. Angle and back-in parking.

(a) The city traffic engineer shall have the authority to designate, install and maintain angle and back-in angle parking on city streets. The designated street shall be marked and/or signed to indicate the angle or direction at which vehicles shall be parked. Such determinations shall be incorporated in the traffic control regulations document. Appeals of the city traffic engineer's decision may be made as described in Chapter 10.04.

(b) It is unlawful for any person to park or stand a vehicle other than at the angle to the curb or edge of the roadway indicated by such signs or markings.

(c) If "back-in parking only" signs or markings are in place on a street or portion thereof, then the rear wheel nearest the curb shall be within six inches of said curb on such street or portion thereof that is marked or posted with such "back-in parking only" signs or markings.

SECTION 2. EXEMPTION FROM CEQA. The City Council finds, pursuant to Title 14 of the California Code of Regulations, Section 15378(b)(4), and that this ordinance is not a project and thus, not subject to the requirements of the California Environmental Quality Act (CEQA).

SECTION 3. CONSTITUTIONALITY; SEVERABILITY. If any section, subsection, sentence, clause or phrase of this ordinance is for any reason held to be invalid by a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance. The City Council declares that it would have adopted this ordinance and each section, subsection, sentence, clause and phrase thereof irrespective of the fact that any one or more section, subsection, sentence, clause or phrase be declared invalid.

SECTION 4. EFFECTIVE DATE. This ordinance shall be in full force and effect 30 days from and after the date of its adoption.

SECTION 5. POSTING AND PUBLICATION. The City Clerk is directed to cause copies of this ordinance to be posted in three (3) prominent places in the City of Sunnyvale and to cause publication once in *The Sun*, the official newspaper for publication of legal notices of the City of Sunnyvale, of a notice setting forth the date of adoption, the title of this ordinance, and a list of places where copies of this ordinance are posted, within 15 days after adoption of this ordinance.

Introduced at a regular meeting of the City Council held on \_\_\_\_\_, 2012, and adopted as an ordinance of the City of Sunnyvale at a regular meeting of the City Council held on \_\_\_\_\_, 2012, by the following vote:

AYES:  
NOES:  
ABSTAIN:  
ABSENT:

ATTEST:

APPROVED:

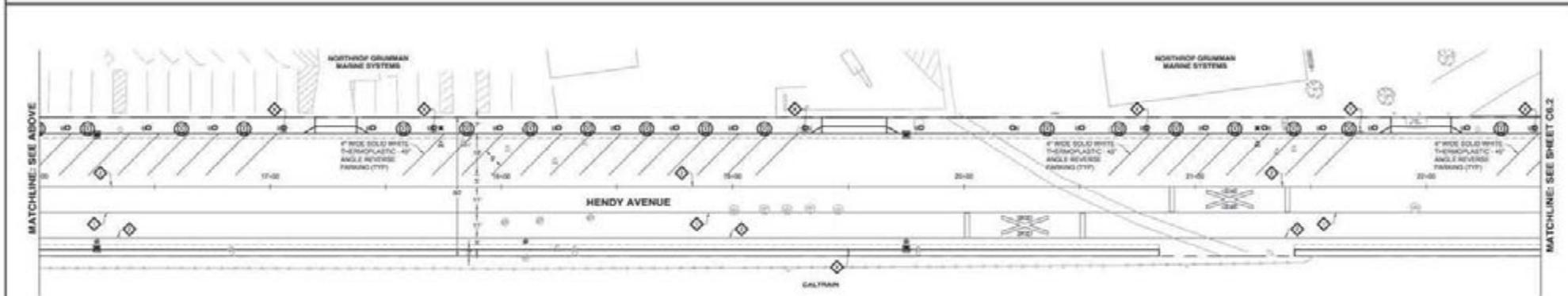
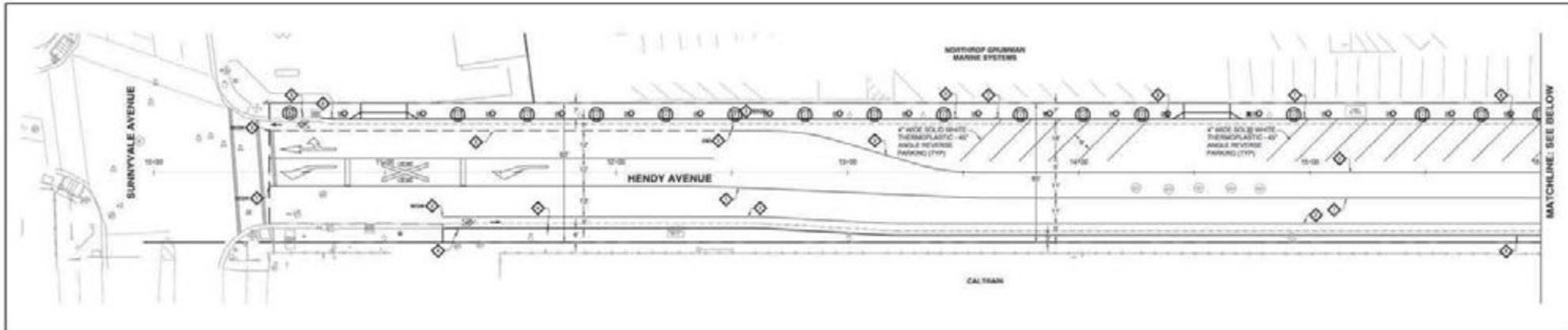
\_\_\_\_\_  
City Clerk  
Date of Attestation: \_\_\_\_\_

\_\_\_\_\_  
Mayor

(SEAL)

APPROVED AS TO FORM AND LEGALITY:

\_\_\_\_\_  
David E. Kahn, City Attorney



**CONSTRUCTION NOTES:**

- ◆ INSTALL DETAIL 25 PER CALTRANS STD PLAN A324
- ◆ INSTALL DETAIL 38 PER CALTRANS STD PLAN A320
- ◆ INSTALL DETAIL 38A PER CALTRANS STD PLAN A320
- ◆ INSTALL 181 (BANK LANE) WITH 181A (BANK) SIGNS ON BANK POST
- ◆ INSTALL 181 (BANK LANE) WITH 181B (BANK) SIGNS ON BANK POST
- ◆ INSTALL 424 (NO PARKING) SIGN
- ◆ INSTALL "BACK IN PARKING ONLY" SIGN (SEE DETAIL THIS SHEET) ON POST
- ◆ INSTALL "BACK IN PARKING ONLY" SIGN (SEE DETAIL THIS SHEET) ON STREET LIGHT
- ◆ INSTALL 87 & 82 (NO PARKING BANK LANE) SIGN ON POST

**LEGEND:**

- INSTALL BIKE LANE ARROW PER CALTRANS STD PLAN A324
- INSTALL BIKE LANE SYMBOL WITHOUT PERSON PER CALTRANS STD PLAN A32C
- ← INSTALL TYPE 3 (R) ARROW PER CALTRANS STD PLAN A324
- ← INSTALL TYPE 4 (L) ARROW PER CALTRANS STD PLAN A324
- ◆ INSTALL BALKING CROSSING SYMBOL PER CALTRANS STD PLAN A324
- 12" WIDE WHITE THERMOPLASTIC STRIPE



E76 APPLICATION SET  
JANUARY 30, 2012

Rev.	Description	Date

**Bellecci & Associates, inc.**  
Civil Engineering • Land Surveying  
899 Avenida Realero, Suite 100 • Sunnyvale, CA 95050  
Phone: (408) 461-5555 Fax: (408) 461-5555



Scale	AS SHOWN
Designed By:	MB
Drawn By:	MA
Checked By:	MB
Computer's Job No.	11875

HENDY AVENUE COMPLETE STREET IMPROVEMENTS PROJECT

**SIGNING & STRIPING PLAN**



City of Sunnyvale  
Santa Clara County  
California  
Department of Public Works  
400 Real Oaks Avenue  
P.O. Box 5707  
Sunnyvale 95088-2707

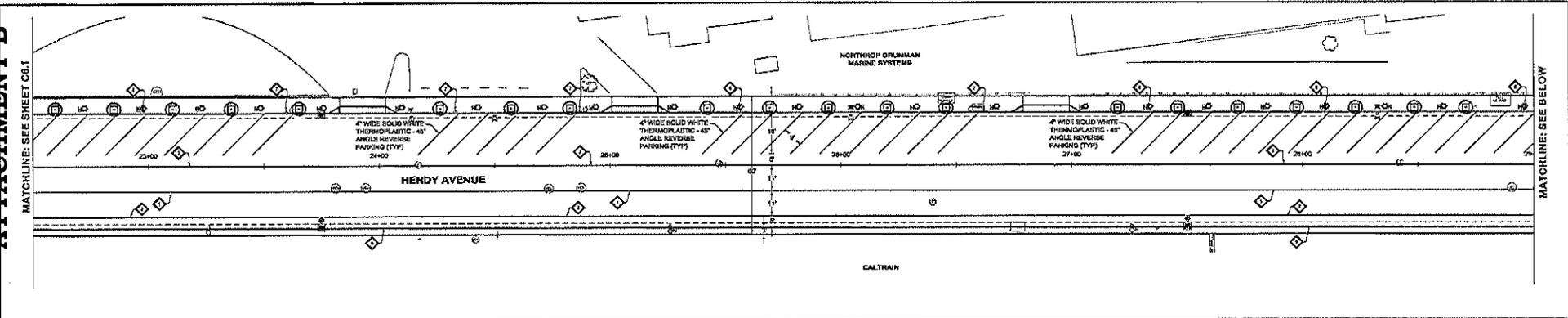
City of Sunnyvale  
Project No.  
ST-1205-12

Drawing No.  
**C6.1**  
Sheet 13 of 25

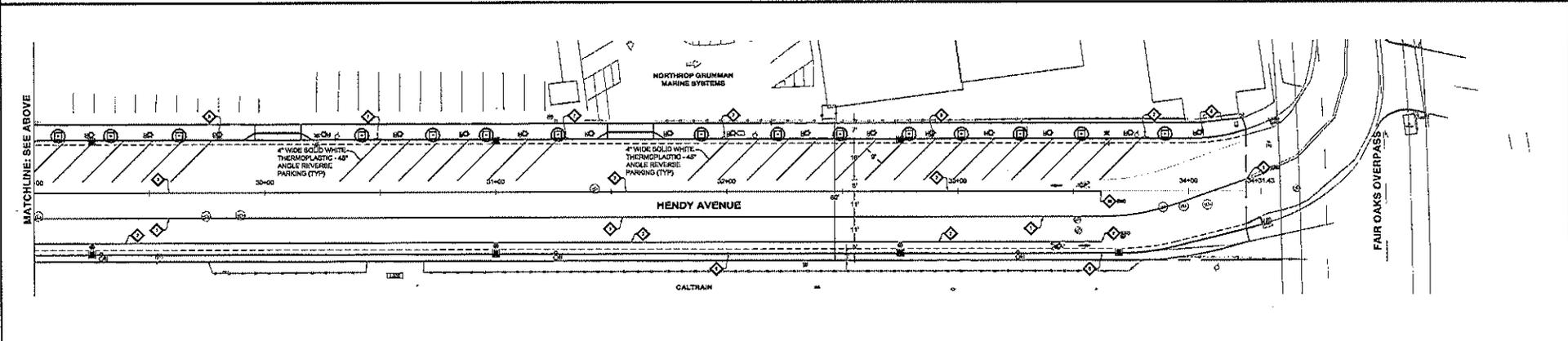
FOR REDUCED PLANS  
ORIGINAL SCALE IS IN INCHES

MATCHLINE: SEE SHEET C6.1

MATCHLINE: SEE BELOW



MATCHLINE: SEE ABOVE



**CONSTRUCTION NOTES:**

- ◆ INSTALL DETAIL 25 PER CALTRANS STD PLAN A20A
- ◆ INSTALL DETAIL 33 PER CALTRANS STD PLAN A20B
- ◆ INSTALL DETAIL 35A PER CALTRANS STD PLAN A20B
- ◆ INSTALL R11 (BIKE LANES) WITH R11A (SIGN) SIGNS ON SAME POST
- ◆ INSTALL R11 (BIKE LANES) WITH R11B (SIGN) SIGNS ON SAME POST
- ◆ INSTALL R12 (NO PARKING) SIGN
- ◆ INSTALL "BACK-IN PARKING ONLY" SIGN (SEE DETAIL SHEET C6.1) ON POST
- ◆ INSTALL R7-9 (NO PARKING BIKE LANE) SIGN ON POST

**LEGEND:**

- INSTALL BIKE LANE ARROW PER CALTRANS STD PLAN A20A
- ↔ INSTALL BIKE LANE SYMBOL, WITHOUT PERSON PER CALTRANS STD PLAN A20C
- ↔ INSTALL TYPE II (S) ARROW PER CALTRANS STD PLAN A20B
- ↔ INSTALL TYPE III (S) ARROW PER CALTRANS STD PLAN A20B
- ✕ INSTALL RAILROAD CROSSING SYMBOL PER CALTRANS STD PLAN A20E
- 12" WIDE WHITE THERMOPLASTIC STRIP



E76 APPLICATION SET  
JANUARY 30, 2012

Rev.	Description	Date

**Bellecci & Associates, inc.**  
 Civil Engineering & Land Surveying  
 2292 Diamond Boulevard, Suite 100 Chico, CA 95926  
 Phone (925) 848-8888 Fax (925) 848-8888



Scale	AS SHOWN
Designed By:	HS
Drawn By:	MA
Checked By:	HS
Contributor's Job No.	11076

HENDY AVENUE COMPLETE STREET IMPROVEMENTS PROJECT

**SIGNING & STRIPING PLAN**



City of Sunnyvale  
Santa Clara County  
California  
Department of Public Works  
455 West Olive Avenue  
P.O. Box 3707  
Sunnyvale 94088-3707

City of Sunnyvale  
Project No.  
ST-12/05-12

Drawing No.  
**C6.2**

Sheet 14 of 25

FOR REDUCED PLANS  
ORIGINAL SCALE IS IN INCHES