



CITY OF SACRAMENTO

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May 11, 1983

APPROVED
BY THE CITY COUNCIL

MAY 19 1983

as amended

OFFICE OF THE
CITY CLERK

City Council
Sacramento, California

Honorable Members in Session:

SUBJECT: Ten-Hour Parking Meters in the Alkali Flats Residential Permit Parking Area

SUMMARY

This report responds to a request made by the City Council on April 26, 1983 for a report back on ten-hour meters in conjunction with Residential Permit Parking in the Alkali Flats area.

BACKGROUND

At the April 26 Council meeting, discussion was held on the issues of how ten-hour parking meters are located and whether or not Residential Parking Permits should exempt residents from ten-hour meters. This issue is in response to problems experienced by the residents on 14th Street between H & I Streets. In that block, there are three residential apartment buildings and only one-half of the block is regulated by Residential Permit Parking since this is where the apartments have frontage. The other one-half block is non-residential and is regulated by 10-hour meters. Therefore, the residents' parking is compressed into one-half block for the three multiple unit buildings, and the result is a shortage of residential parking space.

There is also concern that employees who park in or near the Alkali Flats area must already undergo displacement by the program and, therefore, should not be further impacted by the introduction of 10-hour parking meters. Also, it is observed that some 10-hour meters in Alkali Flats are unused, thereby raising the question of their necessity.

Staff Findings

1. Parking conditions on 14th Street between H & I Streets were investigated, and it has been found that the north one-half of the block where 10-hour meters are installed can be converted to Residential Permit Parking

May 11, 1983

19

(without parking meters). This conversion will be compatible with the existing land uses (a city parking lot and a racquet ball club) fronting on that one-half block. The resident originating this issue has been contacted by staff and has expressed satisfaction on behalf of himself and his neighbors with this solution.

2. The program for 10-hour parking meters in the Alkali Flats area was approved by the City Council on July 14, 1982 and again on July 21, 1982 when the resolutions were adopted. Ten-hour meters in Alkali Flats and the Southside areas were recommended in order to fund the Residential Permit Parking Program. It was determined that by installing 10-hour meters on non-residential frontage, that would otherwise be unregulated in those neighborhoods, the city's Residential Permit Parking Program would be self-supporting.

FINANCIAL DATA

The ten-hour meters were recommended as a means of making the city's Residential Permit Parking Program not only operationally self-supporting but also capable of reimbursing implementation costs and generating a surplus to the General Fund after five or six years when capital costs were paid back.


It is estimated that the 10-hour parking meters in Alkali Flats area will generate \$65,000 in revenue to the General Fund for the 1983-1984 fiscal year. It is estimated that the 10-hour meters in all areas will generate \$115,538 in the 1982-1983 fiscal year and \$248,000 for the 1983-1984 fiscal year. In the State Capitol and Southside areas, 10-hour parking meters have shown a steady increase in usage and revenues which is anticipated to occur also in the Alkali Flats area. Experience shows that it takes about one year for all 10-hour meters in an area to reach full usage. For example, the average monthly revenue from the State Capitol area 10-hour meters in 1982 was about \$5,700 per month, but in 1983, that average has increased to almost \$9,000 per month. Further increase is anticipated.

RECOMMENDATION

It is recommended that the 10-hour parking meter program be continued as a significant source of revenue to the General Fund and that modifications in parking regulations be made to resolve residential parking problems rather than making residential permits exempt at 10-hour parking meters. Keeping residential permit parking and 10-hour parking meters independent from each other will prevent further conflicts in parking demand in residential areas.

Respectfully submitted,

Recommendation Approved:


Walter J. Slipe, City Manager


J. Mark Morgan
Parking Manager

JMM/mf

May 19, 1983
District 1

