



CITY OF SACRAMENTO

51

TRAFFIC ENGINEERING DIVISION

1023 J STREET — SUITE 202

SACRAMENTO, CALIF. 95814

TELEPHONES (916)

TRAFFIC ENGINEERING 449-5307

OFF-STREET PARKING 449-5354

ON-STREET PARKING 449-5644

July 9, 1980

CITY MANAGER'S OFFICE
RECEIVED

JUL 10 1980

APPROVED
BY THE CITY COUNCIL

City Council
Sacramento, California

Honorable Members in Session:

JUL 15 1980

SUBJECT: Preferential Parking - State Capitol Area

OFFICE OF THE
CITY CLERK

as amended

SUMMARY

This report recommends a Preferential Parking Program for the residential area near the State Capitol, located within the boundaries of L, 19th, 7th Streets and the alley south of Q Street (area map attached as Exhibit "A").

BACKGROUND INFORMATION

In February 1980, the City Traffic Engineer received petitions from the residents of this area for a Preferential Parking Program. Surveys and studies of the on-street parking conditions of the area were conducted. The results of these surveys and studies are attached as Exhibit "B". Based on these results, the area was determined as eligible for this program.

The parking regulations recommended for the area are as follows:

1. Residential Permit Parking with two-hour limits and one hour time limits.
2. Non-Residential Permit Parking with two-hour limits (Fee: \$22 per month).
3. Two-hour Time Limits (no permits).
4. Two-hour Parking Meters (no permits).

Exhibit "B", attached, shows statistics relating to the numbers of parking spaces recommended for these regulations, compared to existing parking regulations in the area. There are 2,260 parking spaces in the area, of which 1,548 are currently unregulated and available for all-day parking by non-residents. The proposed program recommends converting 439 spaces to Non-Residential Permit Parking and 1,060 spaces to Residential Permit Parking. The remaining 761 spaces would be regulated by time limits and meters. A \$22 monthly fee would be charged for Non-Residential Permits.

Two public hearings were held, on May 19 and 26, 1980. The first public hearing was held for the east half of the area. Ten residents of this section attended this hearing. The second public hearing was held for the west half of the area. Three residents attended the second hearing. Comments made at the hearings are shown on Exhibit "D" of this report. There were also 29 state

employees at the second hearing. The main controversy that predominated the two public hearings was concerning Non-Residential Permits. The total 13 residents at the hearing were in favor of a program with either no such provision or a higher rate than the state's parking lots in the area. The state employees were opposed to Non-Residential Permits because they felt they were unfairly subjected to a fee for parking on-street. Although this program cannot completely satisfy everyone affected, the regulations being recommended for the area are considered by the Traffic Engineer to be appropriate in the management and control of on-street parking problems in the area. The residents will be provided parking near their homes during the weekdays. Non-residential parking will be provided only adjacent to state parking lots or vacant parcels. Although all-day parking will be reduced by 72%, some all-day on-street employee parking will be available for those who have no alternative. It is anticipated that the limited supply of all-day parking will promote more carpooling on a voluntary basis. To completely eliminate all-day employee parking without alternatives at this time is considered impractical. It is possible that more employee parking can be accommodated in state parking lots, based on empty spaces shown in our surveys.

FINANCIAL DATA

When the Council enacted the City's Preferential Parking Program in November 1978, two additional positions (one Parking Control Foreman and one Student Trainee) were added to Traffic Engineering. Since that time, the Sutter Memorial Hospital area has been implemented; the U.C. Medical Center will be implemented effective August 1, 1980; and the Capitol area will probably be implemented in several months. Public hearings are being scheduled for the Mercy Hospital area this month. Petition forms have been sent upon request to the neighborhood south of the Capitol area, and residents from five other areas have shown interest in the program.

Upon implementing the Capitol Area Program, funding for additional personnel, supplies and equipment will be required for Preferential Parking operations as follows:

Parking Meter Checker	\$9,389
Clerical Assistant	3,408
Benefits	5,119
Total Salaries & Benefits	<u>\$17,916</u>

(These salaries are adjusted to show 3/4 year cost)

1 Cushman Scooter	\$4,823
1 2-way Radio	1,800
Uniforms	618
Miscellaneous Supplies	150
Total Equipment & Supplies	<u>\$7,391</u>

Total Operating Costs \$25,307

Funding will also be required for the initial costs of regulatory signing and vehicle permits:

Signs	\$12,668
Permits	550
Total Initial Costs	<u>\$13,218</u>

July 9, 1980

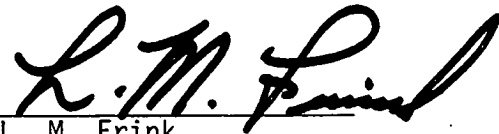
Total funding in the amount of \$38,128 will be required for the 1980-81 Traffic Engineering Budget. This item will be brought back to the Council after receipt of a second petition from the Capitol area, showing over 50% of the dwelling units in support of the program.

A total of \$80,000 in revenues generated from Non-Residential Permits is estimated for the 1980-81 fiscal year.

RECOMMENDATION

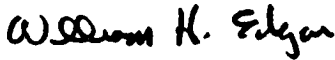
It is recommended that the attached Resolution, tentatively establishing the program, be adopted.

Respectfully submitted,



L. M. Frink
Traffic Engineer

Recommendation Approved:

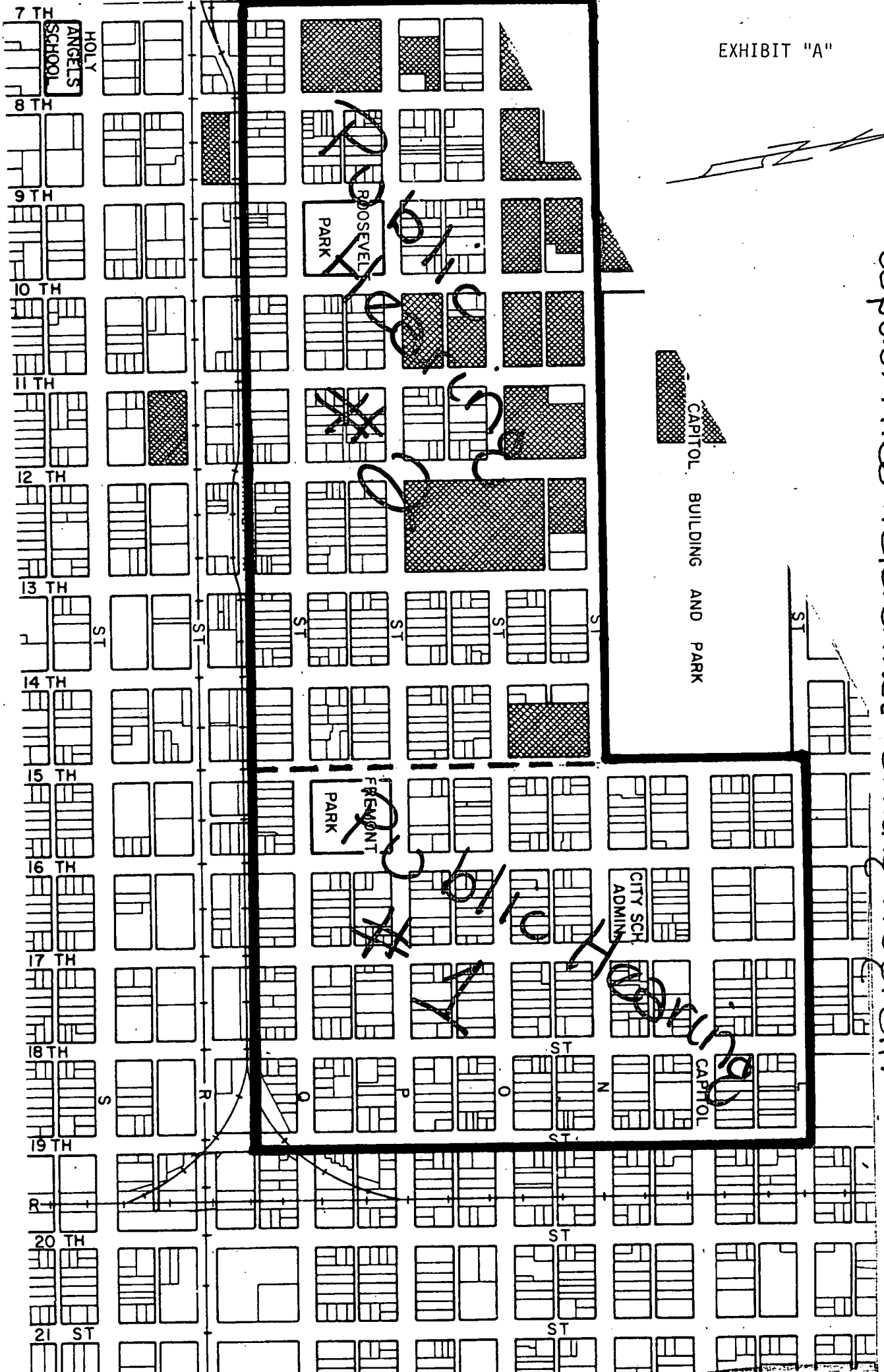
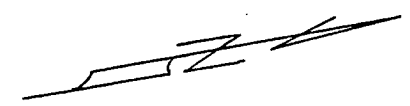


sr Walter J. Slipes
City Manager

LMF:JMM/mf
Attachments 5

July 15, 1980
Districts 1 & 4

Capitol Area Preferential Parking Program



NOT TO SCALE

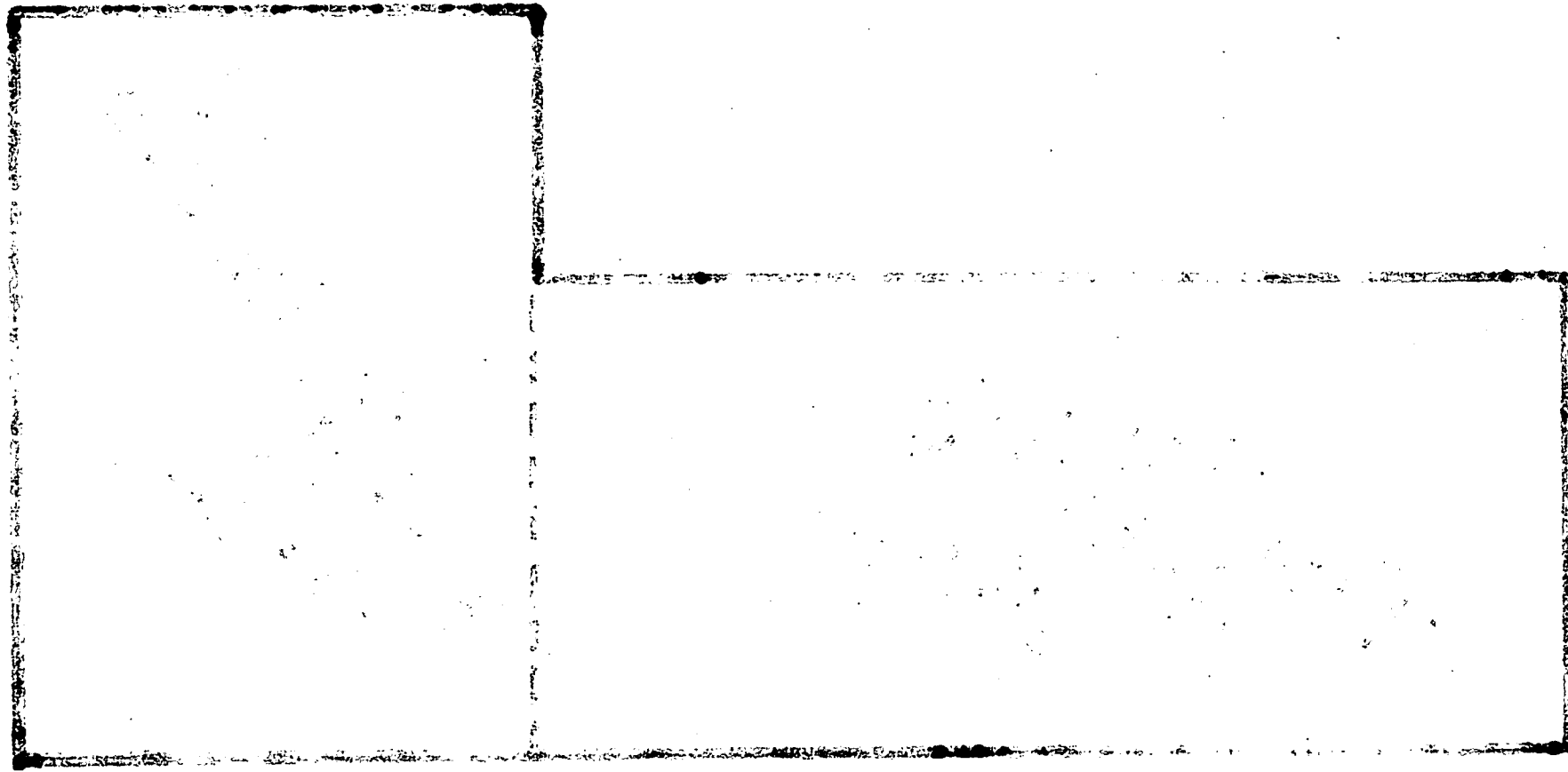


EXHIBIT "B"

Peak Period of Parking Congestion	11:00 AM	
Total Parking Spaces in Area	2,260	
Total Spaces Occupied at Peak	1,795	79%
Total Residential Vehicles	136	8%
Total Non-Residential Vehicles	1,557	87%

State Parking Lots

Total Off-Street Parking Spaces	2,085
Off-Street Spaces Occupied at Peak	1,233
Off-Street Spaces Available at Peak	852

EXHIBIT "C"

	<u>Existing Parking Spaces</u>	<u>Proposed Parking Spaces</u>
No Regulations	1,548	18
Two Hour Meter	491	534
Two Hour Time Limits	221	209
Residential Permits	0	1,060
Non-Residential Permits	<u>0</u>	<u>439</u>
Total Parking Spaces	2,260	2,260

EXHIBIT "D"

COMMENTS FROM RESIDENTS AND NON-RESIDENTS AT PUBLIC HEARING

N = Non-Resident
R = Resident

- R - Sliding scale should be used to set non-residential permit fee according to level of salary.
- R - Why is the Traffic Engineer recommending non-residential permits when no one has requested such permits?
- R - Eliminate the non-residential parking permit program.
- R - Raise the recommended fee of non-residential parking permits.
- R - Non-residential permits should not be recommended on blocks where there are residential units or parks.
- R - Non-residential permits should be implemented as an interim measure only. All revenue generated through the non-residential permits should be used solely for development of mass transit. As improved mass transit systems are instituted, non-residential parking permit areas should be phased out.
- R - Change the time limits on 16th Street to preferential parking since there are residents above some commercial buildings.
- R - Extend the regulation hours. There is parking congestion on 15th Street when Exhibit Hall is in use at night.
- R - Small businesses should be charged a small fee for obtaining permits.
- R - Preferential Parking Program should be modified (phased upward) as more residential units are developed.
- R - Vacancies in apartment units should be taken into account for the number of signatures required on the final petition.
- N - Require state to furnish parking for employees.
- N - Eliminate all parking meters in the area.
- N - Opposes the program. No bus service from home and has tried unsuccessfully to get in a carpool for three years through the Caltrans commuter service. Must park on street.
- N - Give priority to non-residential vehicles parking before normal working hours, due to lack of early bus service.

RESOLUTION NO. 80-467

Adopted by The Sacramento City Council on date of

JUL 15 1980

RESOLUTION ESTABLISHING THE STATE CAPITOL AREA AS A PREFERENTIAL PERMIT PARKING AREA

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

Pursuant to Sections 25.174 of the Sacramento City Code, the area known as the State Capitol Area as shown on the attached map is hereby established as a Preferential Permit Parking Area. Parking on the public streets within the area boundaries, as shown on the attached map, shall be regulated by various parking restrictions. Vehicles which display valid Residential Parking Permits or Visitor Parking Permits issued for use in the Capitol area, shall be exempt from said parking time restrictions in appropriately designated areas.

Residential Parking Permits shall be issued to each residential vehicle of the area, upon application by the resident owner to the office of the Traffic Engineer. Current vehicle ownership registration, issued by the State of California, shall be required as proof of residential vehicle ownership and residence. Each residence shall be entitled to one Visitor Permit upon application by the respective resident to the office of the Traffic Engineer and by showing proof of residence in the area by current California vehicle ownership registration, a current California driver's license, or other proof as deemed appropriate by the Traffic Engineer. Said Residential Permits and Visitor Permits shall be valid for one full year from the date of issuance. Additional temporary Visitor Permits may be issued to area residents by application to the office of the Traffic Engineer. Said temporary Visitor Permits shall be issued at the discretion of the Traffic Engineer.

Upon receipt of a petition from the area described herein to be established as a Preferential Permit Parking area, signed by residents representing over 50% of the dwelling units within the area boundaries, the Traffic Engineer shall implement the Preferential Parking Program as described herein.

NOTE: All red, yellow, blue, white, and green zones, and the 36-minute meters, will remain in effect if located on a block with Preferential Permit Parking.

The following public street in the Capitol Area shall be regulated by one hour time limits from 8:00 a.m., to 6:00 p.m., Monday through Friday. Vehicles displaying Residential or Visitor Parking Permits issued for use in the Capitol Area shall be exempt from all parking time limits.

16th Street, west side, between N Street to N-O Alley, Preferential Parking with one hour time limits.

JUL 15 1980

CITY CLERK

The following public streets in the Capitol Area shall be regulated by two hour time limits from 8:00 a.m., to 6:00 p.m., Monday through Friday. Vehicles displaying Residential or Visitor Parking Permits issued for use in the Capitol Area shall be exempt from said parking time limits.

- 11th Street, west side, between Q Street to Q-R Alley.
- 12th Street, east side, between O Street to P Street.
- 12th Street, east side, between P Street to Q Street.
- 12th Street, east side, between Q Street to Q-R Alley.
- 13th Street, west side, between O Street to O-P Alley.
- 13th Street, west side, between Q Street to Q-R Alley.
- 13th Street, east side, between P Street to Q Street.
- 13th Street, east side, between Q Street to Q-R Alley.
- 14th Street, west side, between N-O Alley to O Street.
- 14th Street, west side, between O Street to P Street.
- 14th Street, west side, between Q Street to Q-R Alley.
- 14th Street, east side, between N Street to O Street.
- 14th Street, east side, between Q Street to Q-R Alley.
- 15th Street, west side, between O Street to O-P Alley.
- 15th Street, west side, between P Street to Q Street.
- 15th Street, east side, between Capitol Avenue to N Street.
- 15th Street, east side, between N Street to O Street.
- 15th Street, east side, between O Street to O-P Alley.
- 15th Street, east side, between Q Street to Q-R Alley.
- 16th Street, west side, between Q Street to Q-R Alley.
- 17th Street, west side, between N-O Alley to O Street.
- 17th Street, west side, between P Street to Q Street.
- 17th Street, west side, between Q Street to Q-R Alley.
- 17th Street, east side, between L-Capitol Alley to Capitol Avenue.
- 17th Street, east side, between Capitol-N Alley to N Street.
- 17th Street, east side, between N Street to O Street.
- 17th Street, east side, between O Street to P Street.
- 17th Street, east side, between P Street to Q Street.
- 17th Street, east side, between Q Street to Q-R Alley.
- 18th Street, west side, between L Street to Capitol Avenue.
- 18th Street, west side, between Capitol Avenue to N Street.
- 18th Street, west side, between N Street to O Street.
- 18th Street, west side, between O Street to P Street.

- 18th Street, west side, between P Street to Q Street.
- 18th Street, east side, between L Street to Capitol Avenue.
- 18th Street, east side, between Capitol Avenue to N Street.
- 18th Street, east side, between N Street to O Street.
- 18th Street, east side, between O Street to P Street.

18th Street, east side, between P Street to Q Street.
19th Street, west side, between Capitol Avenue to N Street.
19th Street, west side, between N Street to O Street.
19th Street, west side, between O Street to P Street.
19th Street, west side, between P Street to Q Street.
L Street, south side, between 18th Street to 19th Street.
Capitol Avenue, north side, between 15th Street to 16th Street.
Capitol Avenue, north side, between 17th Street to 18th Street.
Capitol Avenue, north side, between 18th Street to 19th Street.
Capitol Avenue, south side, between 17th Street to 18th Street.
Capitol Avenue, south side, between 18th Street to 19th Street.
N Street, north side, between 17th Street to 18th Street.
N Street, north side, between 18th Street to 19th Street.

N Street, south side, between 15th Street to 16th Street.
N Street, south side, between 16th Street to 17th Street.
N Street, south side, between 17th Street to 18th Street.
N Street, south side, between 18th Street to 19th Street.
O Street, north side, between 13th Street to 14th Street.
O Street, north side, between 15th Street to 16th Street.
O Street, north side, between 16th Street to 17th Street.
O Street, north side, between 17th Street to 18th Street.
O Street, north side, between 18th Street to 19th Street.
O Street, south side, between 13th Street to 14th Street.
O Street, south side, between 14th Street to 15th Street.
O Street, south side, between 15th Street to 16th Street.
O Street, south side, between 16th Street to 17th Street.
O Street, south side, between 17th Street to 18th Street.
O Street, south side, between 18th Street to 19th Street.
P Street, north side, between 12th Street to 13th Street.
P Street, north side, between 13th Street to 14th Street.
P Street, north side, between midblock to 15th Street.
P Street, north side, 16th Street to 17th Street.
P Street, north side, 17th Street to 18th Street.
P Street, north side, 18th Street to 19th Street.
P Street, south side, between 12th Street to 13th Street.
P Street, south side, between midblock to 14th Street.
P Street, south side, between 16th Street to 17th Street.
P Street, south side, between 17th Street to 18th Street.
P Street, south side, between 18th Street to 19th Street.
Q Street, north side, between 12th Street to 13th Street.
Q Street, south side, between 10th Street to 11th Street.
Q Street, north side, between midblock to 14th Street.

Q Street, north side, between 16th Street to 17th Street.
Q Street, north side, between 17th Street to 18th Street.
Q Street, north side, between 18th Street to 19th Street.
Q Street, south side, between 12th Street to 13th Street.
Q Street, south side, between 13th Street to 14th Street.
Q Street, south side, between 14th Street to 15th Street.
Q Street, south side, between 15th Street to 16th Street.
Q Street, south side, between 16th Street to 17th Street.
Q Street, south side, between 17th Street to 18th Street.
Q Street, south side, between 17th Street to 19th Street.

The following public streets in the Capitol Area shall be regulated by two hour meters from 8:00 a.m., to 6:00 p.m., Monday through Friday. Vehicles displaying Residential or Visitor Parking Permits issued for use in the Capitol Area shall be exempt from said parking units.

13th Street, west side, between N Street to O Street.
Apt. next to state office.

14th Street, west side, between N-O Alley.

Existing meters on $\frac{1}{2}$ block

N Street, south side, between 12 Street to 13 Street.

N Street, south side, between 13 Street to 14 Street.

P Street, south side, between 10 Street to 11 Street.

PHILLIP L. ISENBERG

MAYOR

ATTEST:

LORRAINE MAGANA

CITY CLERK

7-15-80

Petition Submitted - 215 Signatures
 Signatures not verified for duplicates

July 15, 1980

Sacramento City Council;

Attached are copies of the petitions that were circulated among state employees for one day. This is a very brief indication of the feelings of state employees regarding the proposed limiting of on street parking in the downtown area.

State employees have seen no effort by the city to limit parking in the area from 7th to 19th streets and D to L streets where city and county employees park. So state employees feel they are being discriminated against.

If the city has no more concern for the people who are supporting the down town area, then let the people who drive downtown support the merchants. If it were not for state employees most of the downtown merchants would be out of business.

State Workers to Boycott the Downtown Merchants

Kim O Rinehart
 1411 Heskett way
 Sacto Cal. 95825
 925-1671

KIM RINEHART TO SPEAK