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DEPARTMENT OF
PUBLIC WORKS

PARKING DIVISION

CITY OF SACRAMENTO
CALIFORNIA

1023 J STREET
SUITE 202
SACRAMENTO, CA
95814-2877

916-449-5354

April 7, 1987

REF: 87-03-55A

Budget and Finance Committee
Transportation and Community Development Committee

Honorable Members in Session

SUBJECT: PROPOSED PARKING MANAGEMENT FOR THE CITY'S 10TH AND L
GARAGE (LOT H)

SUMMARY:

This report recommends changing the parking restrictions in Lot H from "No Parking 7 AM-10 AM" to "Two-hour Parking" time limits, cancellation of 45 single-occupancy monthly parking permits, restriping for compact car parking spaces, and installation of signs to increase efficiency in exit lane operations.

BACKGROUND:

EXISTING CONDITIONS

On February 3, 1987, City staff reported to the Transportation and Community Development Committee in regards to current parking conditions and management controls at Lot H. The Sacramento Downtown Association (SDA) presented certain recommendations for revised and additional parking management controls, which are reiterated in the attached letter of February 27, 1987 from SDA president Sam Tarpin (Exhibit "A").

Decisions in regards to revisions and additions to current parking management programs at Lot H should be made with knowledge of the existing conditions, as follows:

1. Lot H has 948 parking spaces and is located between 10th, 11th, L and the alley north of L Street. It is seven levels high and is serviced by dual sets

of elevators at the northeast and northwest corners of the facility. This facility is often full from 9:30 AM to about 1:30 PM, Monday through Friday.

2. A Burns security guard is assigned to patrol the garage from 12:30 PM to 7 PM. There are security problems in this facility, even though there is security patrol, due to the extensive area to be patrolled and the structural features and characteristics of the garage (interwoven ramps and enclosed stairwells). Because of this, monthly parkers tend to avoid the upper levels when possible.
3. There are 430 monthly parking permits issued in Lot H. These are issued to several different types of users as follows:
 - A. 200 monthly parking permits - issued by long-term agreement with the Park Executive Building, dating back to the garage development in 1968.
 - B. 163 monthly parking permits - issued to car pools with three or more riders.
 - C. 45 monthly parking permits - issued to various tenants of the Physicians Exchange Building. This agreement is now cancelled and subject to renegotiation upon sale of the building to a new owner. Permits to transfer to Lots B and E.
 - D. 22 monthly parking permits - issued to various tenants of the City-owned commercial lease property in the street level frontage of the garage, by lease agreements.
4. There are "No Parking" from 7AM - 10AM" restrictions on the 2nd and 3rd up-ramps. These restrictions are enforced and violators receive \$13 citations. The purpose of these restrictions is to reserve these parking spaces for short-term hourly customers who arrive after 10 AM. Monthly permit vehicles would otherwise occupy these parking spaces all day. Also, the garage would be full to capacity on many days by 10 AM. This parking management control is a part of the Parking Management Program adopted by the City Council in

1976. It is used at Lot E (13th and J), Lot K (underground, 5th-7th-J-L), Lot G (4th and L) and Lot P (2nd and J).

5. The garage is unattended on weekends, providing free off-street parking to weekend shoppers and tourists. Garage elevators are in operation during the day.
6. The East End Garage Project will relieve some of the parking demand in the vicinity of Lot H. The East End Garage is planned for the north one-half block of 10th, 11th, I and J. Completion of this facility is anticipated to be in 1989 (two years away).

ISSUES

The current issues that the Committee is presented with are as follows:

1. The no parking restrictions at Lot H are not controlling the rate of short-term hourly parking that is intended by the posting and enforcement of such restrictions, since long-term vehicles that either arrive between 10-11 AM, or those which leave the garage and return, occupy many of these spaces after 10 AM. An alternative to be considered is two-hour parking time limits from 8 AM to 4 PM.
2. In addition to changing from "No Parking 7 AM-10 AM" to "Two-hour Parking Only 8 AM-4 PM", the amount of parking spaces regulated to provide for short-term parking could be increased.
3. There is a graduated hourly rate scale for all City-operated parking facilities. The rates are: \$.25 for each of the first three hours and \$1.00 for each hour thereafter between 6 a.m. and 6 p.m. Intended to encourage short-term customer parking and discourage all-day long-term parking, this rate scale has generated a widespread practice at all City parking facilities, whereby customers exit prior to the fourth hour and re-enter in order to park all-day at \$.25 per hour. This practice results in the opposite of what is intended by the graduated rate scale. SDA recommends changing

from \$.25 per hour to \$.25 per one-half hour for each of the first three hours.

4. SDA has recommended that the monthly permit vehicles be restricted to park at the top levels of the garage only, in order to make the lower levels available for short-term parking. SDA's recommended method of control is to require monthly vehicles to have bumper decals in order to identify them and issue parking citations to them if parked outside of the areas assigned.

DISCUSSION

1. Restrictions to facilitate short-term parking:

The idea to replace the "No Parking 7 AM-10 AM" restrictions with "Two-hour Parking Only 8 AM-4 PM" was originated in drafting the workplan for the Downtown Parking Study (now underway; final report due August 1987). City staff considers this to be a sound proposal that will more effectively achieve the objective. To increase the parking spaces under these regulations in Lot H from 100 to 200, however, is considered premature at this time.

The "Two-hour Parking" regulation should replace the "No Parking" restrictions in the same locations on an experimental basis. If it is determined that additional short-term parking space should be provided, this can be done at a later date, if the need is demonstrated.

It is advised that an increase in the rates for the first three hours of parking be delayed at least until either budget hearings in May 1987 or the completion of the Downtown Parking Study in August 1987.

2. Monthly permit parking:

To restrict monthly parking to certain areas of any parking facility is most efficiently and successfully accomplished by designing this kind of separation into the structure itself, wherein monthly parking and hourly parking ingress and egress and parking areas are separated

structurally. Lot H is not designed for separate areas of usage and retrofitting. Therefore, to accomplish this is not possible. To issue decals and mandate that all monthly vehicles use them becomes an operational problem. To identify a monthly vehicle without a decal would be cumbersome. It would involve at least three decals per car pool permit. It would be possible for a monthly parker to drive an alternate car which could not be identified. Identification of a monthly vehicle without a permit displayed would involve license number checks which would not be effective when alternate, unidentified vehicles would be used by monthly parkers. In summary, such restrictions would be impractical.

Two-hour parking restrictions would best serve the intended purpose of restricting monthly parking to designated areas due to standard means of enforcement (chalk marking tires).

Currently there are 45 single occupant permits in Lot H which are residual to a cancelled parking agreement with the Physician's Building at 10th and K. These permits will be cancelled at Lot H and transferred to Lot B (10th and I) and Lot E (13th and J) under a new, renegotiated agreement.

3. Restriping for compact cars (additional parking spaces:

There is a project in the design stage, to restripe Lot H in all of the south bays (on the L Street side) which will add approximately 40 parking spaces to the existing supply. This will result in 4% of the total parking spaces in Lot H being designated for compact cars.

Other City parking facilities will be reviewed and considered for compact car restriping in the 1987-1988 fiscal year. Funds are being proposed for this project in the amount of \$ 52,000 in the 1987-1988 Parking Division Capital Improvement budget.

FINANCIAL DATA:

1. Transferring 45 monthly parkers from Lot H to other City parking facilities (Lot B at 10th and I and Lot E at 13th and J) will result in a revenue decrease of \$1,680 between April 1 and June 30, 1987, due to the lower monthly fees at Lots B and E.
2. It is estimated that restriping Lot H and adding 40 additional parking spaces would generate an additional 1.75 cars per space per day, at \$2.00 per car, for a total of \$36,400 in additional annual hourly parking revenue. (The estimated cost of this restriping project is \$12,000--adequate funds are available in the 1986-1987 operating budget for this item.)

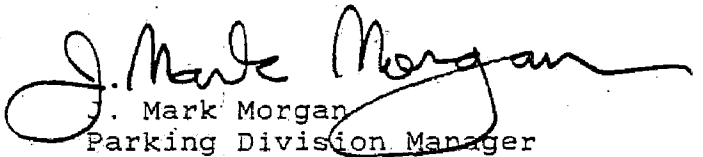
RECOMMENDATION:

To mitigate the problems and issues discussed in this report, the following items are recommended:

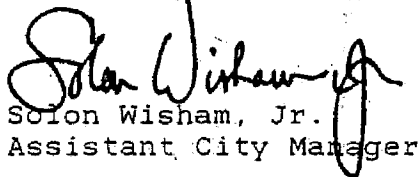
1. That the Parking Division Manager be given approval to post signs for two-hour parking time limit regulations in Lot H, replacing the "No Parking 7 AM-10 AM" regulations, with the provision that a status report back will be presented to the Transportation and Community Development Committee after 60 days, or sooner, if additional changes are determined to be needed prior to 60 days;
2. That approval be granted for continuing monthly permit parking on a first-come first-serve basis in Lot H without decals or restricted areas, except for those parking spaces that are regulated exclusively for short-term hourly parkers;
3. That approval be granted to the Parking Division Manager to have appropriate signs fabricated and installed in Lot H to facilitate more efficient and quicker exit lane operations in order to improve customer service; and

4. That transferring 45 monthly permits from Lot H to other City facilities and restriping for compact car spaces to add 40 parking spaces be approved by the Committee, in order to increase capacity in Lot H by 85 parking spaces.

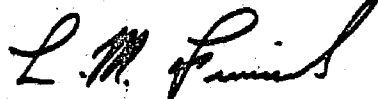
Respectfully submitted,


J. Mark Morgan
Parking Division Manager

RECOMMENDATION APPROVED:


Solon Wisham, Jr.
Assistant City Manager

APPROVED:


FOR MELVIN H. JOHNSON
Director of Public Works

District 1
April 7, 1987

JMM/rh

Attachment

RECEIVED

MAR 02 1987

CITY OF SACRAMENTO
PARKING*mailed*February 27,
February 23, 1987

Lynn Robie, Chair
Transportation & Community Development Committee
Sacramento City Council

Dear Chairperson Robie:

The Sacramento Downtown Association respectfully requests that authorization be given the City Parking Division manager to immediately implement in the 10th & L garage a two-hour parking limit between 7am and 6pm on first up ramp (38 spaces), 2nd up ramp (50 spaces), 3rd up ramp (50 spaces), and 2nd floor aisle on L Street side of garage (59 spaces), for a total of 197 spaces.

SDA recommends that permit parkers be assigned to floors 5 and 6 and that permit parkers have a vehicle identification sticker affixed to windshield or bumper; that floors 3, 4 and 7 and all down ramps be open, without the 2-hour limit, to all parkers except permit parkers; that Parking Division patrol two-hour limit area many times a day and issue violators overtime parking tickets. All-day parkers in two-hour limit areas should receive two or more overtime parking tickets.

As to rates, SDA requests they be increased to 25¢ per half hour with validation stamps made available to downtown businesses for 15¢ per half hour.

To facilitate quicker exit, SDA recommends that signs be hung from ceiling or painted on cross beams of all down ramps clearly listing rates and urging driver to please have change ready.

Historically speaking, parking lots were built for and used by shoppers in the beginning, except for permit parkers in varying numbers. The illegal monthly parkers have now squeezed out entirely the retail and commercial parkers.

It is now essential for the good of downtown commerce and the attraction of future retail business that this problem be immediately redressed.

Sincerely,

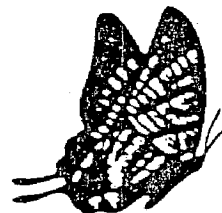
Samuel D. Tarpin, President

cc: Mayor Anne Rudin, members of City Council
Walter Slipe, City Manager
Mark Morgan, City Parking Manager

200 P Street
Suite D-21
Sacramento, CA 95814
442-2183



Downtown Sacramento



LOT H HOURLY PARKING

	----- 4-16-86 -----		----- 11-7-86 -----							
Hours Parked	No. of Tickets	Ticket % Distribution	No. of Tickets	Ticket % Distribution	% Variance		Estimated 86-87 Hourly Tickets	=	Ticket Variance After Rate Increase (Annualized)	
1	156	15.6	271	18.9	+ 3.3	x	390,000	=	+ 12,870	
2	192	19.2	252	17.5	- 1.7	x	390,000	=	- 6,630	
3	168	16.8	311	21.7	+ 4.9	x	390,000	=	+ 19,110	
4	133	13.3	172	12.0	- 1.3	x	390,000	=	- 5,070	
5	106	10.6	127	8.8	- 1.8	x	390,000	=	- 7,070	
6	56	5.6	63	4.4	- 1.2	x	390,000	=	- 4,680	
7	46	4.6	46	3.2	- 1.4	x	390,000	=	- 5,460	
8	21	2.1	64	4.5	+ 3.8	x	390,000	=	+ 14,820	
9	65	6.5	93	6.5	0	x	390,000	=	0	
10	50	5.0	1	.1	.1	x	390,000	=	- 19,110	
11	6	.6	30	7.1	+ 1.5	x	390,000	=	+ 5,850	
12	1	.1	5	.3	+ .3	x	390,000	=	+ 1,170	
	1,000	100.0	1,435	100.0						

Prior to rate increase: first three hours = 58.1% of total tickets
 After rate increase: first three hours = 51.6% of total tickets
 Increase in tickets of three hours or less: 6.5% or 25,350 tickets (annualized)

Prior to rate increase: from four to seven hours = 34.1%
 After rate increase: from four to seven hours = 28.4%
 Decrease in parking from four to seven hours = 5.7% or 22,230 tickets (annualized)