



CITY OF SACRAMENTO

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TRAFFIC ENGINEERING DIVISION
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CITY MANAGER'S OFFICE
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ON-STREET PARKING 449-5644

August 7, 1980

City Council
Sacramento, California

Honorable Members in Session:

SUBJECT: Non-Residential Parking Space Regulations in the State Capitol Area's Preferential Parking Area

SUMMARY

This report recommends that 10-hour parking meters be installed to control on-street non-residential parking in the State Capitol Preferential Parking Area.

BACKGROUND INFORMATION

On July 9, 1980, the Council tentatively designated by Resolution a Preferential Parking Program for the State Capitol residential area. The staff recommendation originally included a provision for non-residential parking permits for those blocks where there are no residences and no need for short-term parking. Due to legal problems, that provision was deleted from the program. The Council at that time requested that staff report back with an alternative recommendation for the control of the non-residential on-street parking spaces in the area.

Staff is recommending that these spaces be controlled by 10-hour parking meters. This will provide an alternative to allowing free employee parking in the area. Preferential Parking will control 1,021 spaces and the meters will control 527 spaces. The following table shows the existing distribution of parking regulations compared to what is proposed under the Preferential Parking Program recommended for the area.

	<u>Existing Parking Spaces</u>	<u>Proposed Parking Spaces</u>
Two Hour Meter	491	464
Two Hour Time Limits	221	209
Residential Permits	0	1,060
No Time Limits	<u>1,548</u>	<u>527</u>
Total Parking Spaces	2,260	2,260

APPROVED
BY THE CITY COUNCIL.

AUG 12 1980

OFFICE OF THE
CITY CLERK

We feel parking meters, at the rate of \$1.00 for 10 hours, will serve as a further deterrent to all-day parking without causing the problems that would be created by an outright ban on all employee parking. The rate recommended for the 10-hour meters is 25¢ per hour with a \$1.00 maximum. Upon inserting the 4th quarter (25¢) into the meter, the time allowance will increase from three hours to 10 hours. This will make it possible for short-term parkers to use the spaces at the regular 25¢ per hour rate and still allow long-term parking at a rate equal to about \$20 per month.

FINANCIAL DATA

A total of \$100,000 in annual revenues from the 10-hour meters is estimated. This is based on a 75% all-day occupancy factor. The cost of parking meters and related equipment is estimated between \$85,000 and \$90,000. This does not include the manpower and equipment costs for installation.

The meters could be purchased on a time payment plan, with a monthly payment of 50% of the revenues collected or \$5,000, whichever is the greater amount. An interest rate of 9% has been quoted by one of the meter supply companies. An alternative to paying this interest would be, of course, to make a direct appropriation out of the General Fund as an amendment to the Traffic Engineering budget. A purchase plan can be brought back to the Council for further consideration upon implementation of the State Capitol area Preferential Parking Program.

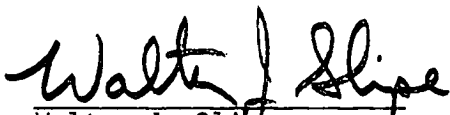
RECOMMENDATION

It is recommended that the non-residential on-street parking spaces on the blocks shown on Exhibit "A" of this report be controlled by 10-hour parking meters, upon implementation of the Capitol Area Preferential Parking Program.

Respectfully submitted,


L. M. Frink
Traffic Engineer

Recommendation Approved:


Walter J. Slibe

LMF:JMM/mf
Attachment: Exhibit "A"

August 12, 1980
All Districts

EXHIBIT "A"

STATE CAPITOL AREA

TEN-HOUR PARKING METERS

7th Street, east side, between Q Street to Q-R Alley.
9th Street, west side, between Q Street to Q-R Alley.
9th Street, east side, between P Street to Q Street.
9th Street, east side, between Q Street to Q-R Alley.
10th Street, west side, between Q Street to Q-R Alley.
11th Street, west side, between P Street to Q Street.
11th Street, east side, between P Street to Q Street.
12th Street, west side, between O Street to P Street.
12th Street, west side, between P Street to Q Street.
12th Street, west side, between Q Street to Q-R Alley.
13th Street, west side, between O-P Alley to P Street.
13th Street, west side, between P Street to Q Street.
13th Street, east side, between O Street to P Street.
14th Street, west side, between P Street to Q Street.
14th Street, east side, between O Street to P Street.
14th Street, east side, between P Street to Q Street.
15th Street, west side, between N Street to O Street.
15th Street, east side, between P Street to O-P Alley.
15th Street, east side, between P Street to Q Street.
16th Street, west side, between P Street to Q Street.
17th Street, west side, between L-Capitol Alley to Capitol Avenue.
17th Street, west side, between Capitol Avenue to N Street.
17th Street, west side, between N Street to N-O Alley.
17th Street, west side, between O Street to P Street.
17th Street, east side, between L Street to L-Capitol Alley.
Capitol Avenue, south side, between 15th Street to 16th Street.
N Street, north side, between 16th Street to 17th Street.
O Street, north side, between 14th Street to 15th Street.
P Street, north side, between 14th Street to midblock.
P Street, north side, 15th Street to 16th Street.
P Street, south side, between 11th Street to 12th Street.
P Street, south side, between 13th Street to midblock.
P Street, south side, between 14th Street to 15th Street.
P Street, south side, between 15th Street to 16th Street.
Q Street, north side, between 9th Street to 10th Street.
Q Street, north side, between 10th Street to 11th Street.
Q Street, north side, between 11th Street to 12th Street.
Q Street, north side, between 13th Street to midblock.
Q Street, north side, between 14th Street to 15th Street.
Q Street, south side, between 9th Street to 10th Street.
Q Street, south side, between 10th Street to 11th Street.
Q Street, south side, between 11th Street to 12th Street.
