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September 19, 1989  
REF: 89-09-05

DEPARTMENT OF  
PUBLIC WORKS

CITY OF SACRAMENTO  
CALIFORNIA

1023 J STREET  
SUITE 202  
SACRAMENTO, CA  
95814-2877

TRANSPORTATION DIVISION  
PARKING

916-449-5354

Budget and Finance/Transportation and  
Community Development Committees  
Sacramento, California 95814

Honorable Members in Session:

SUBJECT: CENTRAL CITY STREET SWEEPING PROGRAM

SUMMARY

This report outlines a Central City Street Sweeping Program with parking prohibitions and related budgetary requirements necessary for Parking Enforcement and Signing.

BACKGROUND

In January of 1985, the City Council requested a report on a pilot program of prohibiting parking to facilitate street cleaning in an area bounded by 34th Street, 3rd Avenue, Broadway and 5th Avenue in Oak Park (Attachment A).

An analysis was made to determine if it was practical to prohibit parking on one side of the street each day of the week. It was determined that since this was such a small portion of a very large service area, the street cleaning costs would be out of proportion to the area of benefit. Therefore, it was decided that parking would be prohibited on both sides of all streets one morning per week from 8:00 a.m. until 12:00 noon. This plan could not be used in a larger area with inadequate off-street parking because 100% of the available on-street parking would be removed during street cleaning hours.

The costs of this program were:

Oak Park Pilot Program  
Initial Costs

Signs & Hardware	2,200
Installation Labor	1,700
Enforcement	<u>1,400</u>
Total	\$ 5,300

Oak Park Pilot Program  
Annual Operating Costs and Revenues

Enforcement		\$1,400
Supplies		50
Maintenance		<u>300</u>
	Total	\$1,750
Citation Revenue		\$3,024

In March of 1986, the Budget and Finance committee reviewed the Oak Park Pilot Street Cleaning Program, which had been implemented in September of 1985. Based on a favorable report and the experience with the program, the Committee directed staff to select a representative area in the Central City for a pilot street cleaning program.

In April 1986, the Budget and Finance Committee approved the implementation of a pilot street cleaning program in the Central City. This program area is bounded by E, H, 16th and 24th Streets (Attachment B). The method of operation differs from the Oak Park Pilot Program. In the Oak Park Pilot area, parking is prohibited on both sides of all streets one day per week from 8:00 a.m. to 12:00 noon. In the Central City Pilot area, parking is prohibited from 8:00 a.m. to 12:00 noon and is rotated over four days of the week, with each side of the street being cleaned on a different day. This limits the parking prohibition to 25% of the available space on any given day. The Central City Pilot Program was implemented in June 1986. The costs associated with this program were:

Central City Pilot Program  
Initial Costs

Signs and Hardware		\$ 7,400
Installation		2,800
Equipment		<u>1,200</u>
	Total	\$11,400

Central City Pilot Program  
Annual Operating Costs and Revenues

Enforcement		\$ 5,700
Supplies		250
Maintenance		<u>1,200</u>
	Total	\$ 7,150
Citation Revenue		\$37,804

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The program was planned to provide once-a-week garden refuse pickup and once-a-month street sweeping. For three weeks each month the parking prohibition would be in force to allow easy access for garden refuse pickup only.

Initially, there was a large number of complaints on the weeks when there was only garden refuse pickup. The pilot program was then revised to provide both street sweeping and garden refuse pickup once per week. This modified program continued until spring of 1988, at which time street sweeping and garden refuse pickup returned to the original schedule of once-a-month street sweeping and once-a-week garden refuse pickup. Since returning to the original street cleaning program, complaints regarding the parking prohibitions have been negligible. In the future, improved public notification on how the program works will result in a smoother transition period and fewer initial complaints.

The intent of the parking prohibitions, from 8:00 a.m. to 12:00 noon, is to allow City Garden Refuse and Street Sweeping crews unhindered access to the gutter in order to provide more efficient street cleaning. Parking Enforcement is an essential part of the street cleaning program. Parking enforcement precedes the street cleaning equipment. A consistent enforcement program provides a disincentive to discourage repeat offenders.

An average of 8 citations per week are issued in the current Oak Park Pilot Program area and 100 citations per week, in the Central City Pilot Program area.

When parking prohibitions are increased, in conjunction with street cleaning, additional parking enforcement personnel will be needed to provide the necessary enforcement. The number of citations issued will increase as additional areas are signed and enforced in the Central City area.

Due to the magnitude of a city wide street cleaning program in terms of initial costs, personnel, and the large number of residents and businesses impacted, a four phase plan over a four year period is proposed for the Central City from B to W, 2nd to 29th Streets (Attachment C), as follows:

- Phase I            Area 1        B to L, 16th to 29th Streets and Broadway, Stockton Boulevard and Y Streets
- Phase II           Area 2        L to W, 16th to 29th Streets
- Phase III          Area 3        2nd to 16th, R to W Streets
- Phase IV           Area 4        7th to 16th, C to H Streets

Parking prohibitions in the proposed program will be in effect for a four hour period between the hours of 8:00 a.m. and 5:00 p.m. The exact hours of "No Parking" will be determined by the street cleaning schedule. The parking prohibitions will rotate Monday through Friday with different sides of the streets being cleaned on different days of the week.

This limits the amount of parking removed on any given day to 25% or less of the available space. No more than two parking prohibition signs will be installed on each block, except where necessary. Whenever possible these signs will be installed on existing sign or streetlight standards to reduce the negative impact of additional signs on the streetscape. It is estimated that 2900 signs will be needed at a cost of approximately \$290,000.

Parking Enforcement will precede street cleaning. Vehicles parked in violation of the parking prohibition will be cited prior to the arrival of the street cleaning equipment. After the street cleaners have passed, vehicles will be allowed to park.

#### Phase I

Phase I of the street cleaning program will be to expand the current Central City Pilot Program area and clean Area I, bounded by B, L, 16th and 29th Streets (130 square blocks), and to expand the current Oak Park pilot program to Broadway, Stockton Boulevard and Y Streets.

It is estimated that an additional 125 parking citations per day will be issued in Phase I of the street cleaning program. Two additional Enforcement Officers and related equipment and supplies will be required to provide the necessary enforcement for the expanded Phase I street cleaning area.

#### Phase II

In the second year, the program will be expanded to include Area II, bounded by L, W, 14th and 29th Streets (165 square blocks). This area has heavy parking demand with many streets not having parking regulations, thereby providing unrestricted all day parking for a large number of commuter vehicles. Two additional Enforcement Officers will be required to issue an estimated 150 citations daily.

Based on experience gained during Phase I, a determination will be made on the feasibility and need to expand the street cleaning program to include additional areas outside of the Central City.

Phase III

Area III is bounded by 2nd, 16th, R and W Streets (70 square blocks). This area includes the Southside Residential Permit Parking area and is currently regulated with various parking time limits. Some long term parking will be reduced on blocks with ten hour parking meters during street cleaning hours. Enforcement and compliance with the parking prohibitions should be easier than in area 2 because of the existing Residential Permit Parking regulations which currently reduces all day parking demand.

It is estimated that 50 citations per day will be issued in area 3 which will require one additional Enforcement Officer and related equipment and supplies. Street cleaning will be accomplished with existing equipment and personnel.

Phase IV

Area IV is bounded by 7th, 16th, C and H Streets (45 square blocks). The addition of area D will complete the Central City Street Cleaning Program. This area is within the Alkali Flat Residential Permit Parking area. The parking demand in area 4 is heavy due to its close proximity to the Downtown Business District.

Approximately 50 citations will be issued daily in area 4, and this will require one additional Parking Enforcement Officer and related equipment. Street cleaning will be accomplished with the current levels of manpower and equipment by rescheduling existing cleaning crews.

With the implementation of all four areas no additional street sweeping or garden refuse personnel or equipment will be required, because this program is actually the same schedule of street cleaning. The difference is that "No Parking" regulations and parking enforcement personnel (and equipment) are added. A total of 6 additional Parking Enforcement Officers will be needed to enforce the fully implemented program including all four phases.

The biggest controversy that will be encountered with this program will be the reduction in the amount of on-street parking availability during the times that the streets are being cleaned. The program eliminates parking on one side of each block one day per week during certain hours. In effect, a 25% reduction, or slightly less, in the supply of on-street parking will result. Adding to parking congestion, there will be increased traffic circulation and increased levels of frustration with downtown parking conditions. Positive response, however, from the residential community is anticipated.

CENTRAL CITY STREET SWEEPING PROGRAM  
 FINANCIAL DATA

	1989-90	1990-91	1991-92	1992-93	4
		Add	Add	Add	Year
	<u>Area 1</u>	<u>Area 2</u>	<u>Area 3</u>	<u>Area 4</u>	<u>Totals</u>
<u>Cumulative Initial Costs</u>					
Signing	\$ 47,500	\$102,500	\$127,500	\$145,000	\$145,000
Scooters	20,000	40,000	50,000	60,000	60,000
Radios	8,800	17,600	22,000	26,400	26,400
Other Supplies	406	812	1,015	1,218	1,218
Labor	33,250	71,750	89,250	101,500	101,500
Equipment	<u>14,250</u>	<u>30,750</u>	<u>38,250</u>	<u>43,500</u>	<u>43,500</u>
Cumulative Total	\$124,206	\$263,412	\$328,015	\$377,618	\$377,618
<u>Annual Initial Cost by Area</u>	\$124,206	\$139,206	\$ 64,603	\$ 49,603	\$377,618
<u>Annual Operating Costs</u>					
Enforcement	\$ 33,400	\$133,600	\$167,000	\$200,400	\$534,400
Equip. Maint.	3,656	14,624	18,280	21,936	58,496
Service/Supplies	1,632	5,652	7,065	8,478	22,827
Sign Maintenance	<u>2,375</u>	<u>10,250</u>	<u>12,750</u>	<u>14,500</u>	<u>39,875</u>
Total	\$ 41,063 <sup>1</sup>	\$164,126	\$205,095	\$245,314	\$655,598
Total Annual Cost	\$165,269 <sup>1</sup>	\$303,332	\$269,698	\$294,917	\$1,033,216
Total Annual Citation Revenues	\$ 94,500 <sup>1</sup>	\$415,000	\$490,000	\$566,200	\$1,565,700
Net	(\$ 70,769)	\$111,668	\$220,302	\$271,283	\$532,484
Cumulative Net	(\$ 70,769)	\$ 40,899	\$261,201	\$532,484	

<sup>1</sup>6 Months Only

Upon full implementation of all 4 areas, Annual Costs and Revenues are itemized as follows:

Enforcement	\$233,800
Equip. Maint.	\$ 25,592
Service/Supplies	\$ 10,110
Sign Maintenance	<u>\$ 16,875</u>
Total Annual Costs	\$286,377
Total Citation Revenue	\$566,200
Annual Net	\$279,823

In summary, the Program will generate a \$71,000 deficit the first year (1989-1990). Thereafter, positive Net Revenues will be generated each year, with the first year deficit recovered and a \$41,000 surplus remaining the second year (1990-1991). Upon full implementation of all 4 areas an annual surplus of \$279,823 is estimated.

#### POLICY CONSIDERATIONS

This will be the initiation of a new policy to raise the standards of street cleaning and quality of life in the Central City.

#### MBE/WBE

Not applicable.

#### RECOMMENDATIONS


It is recommended that the Budget and Finance/Transportation and Community Development Committees give conceptual approval to:

1. Establish a four area Central City street cleaning program with parking prohibitions to be implemented over a four year period; and

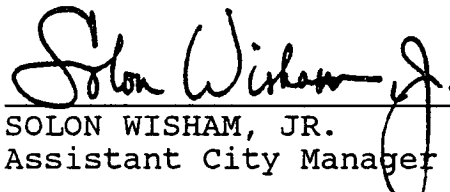
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- 2. Direct staff to report back on an appropriate financing mechanism to fund the subject program.

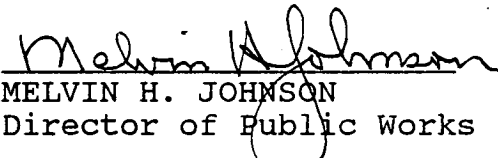
Respectfully submitted,

  
 J. MARK MORGAN  
 Parking Administrator

Recommendation Approved:

  
 SOLON WISHAM, JR.  
 Assistant City Manager

Approved:

  
 MELVIN H. JOHNSON  
 Director of Public Works

Contact Person to  
Answer Questions:

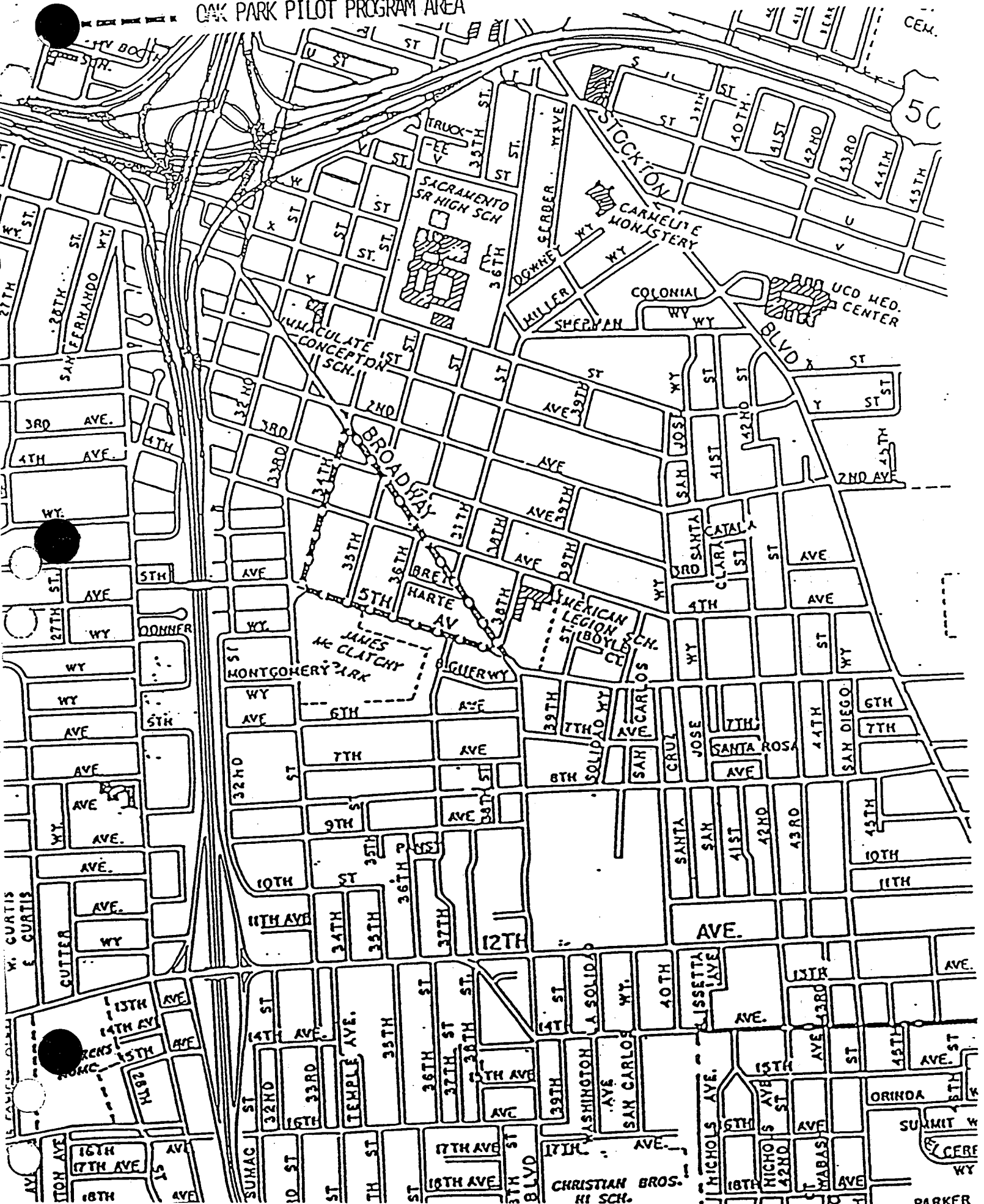
J. MARK MORGAN, PARKING ADMINISTRATOR  
449-5354

Sent:  
All Districts

JMM/MJM/cls



OAK PARK PILOT PROGRAM AREA



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CEM.

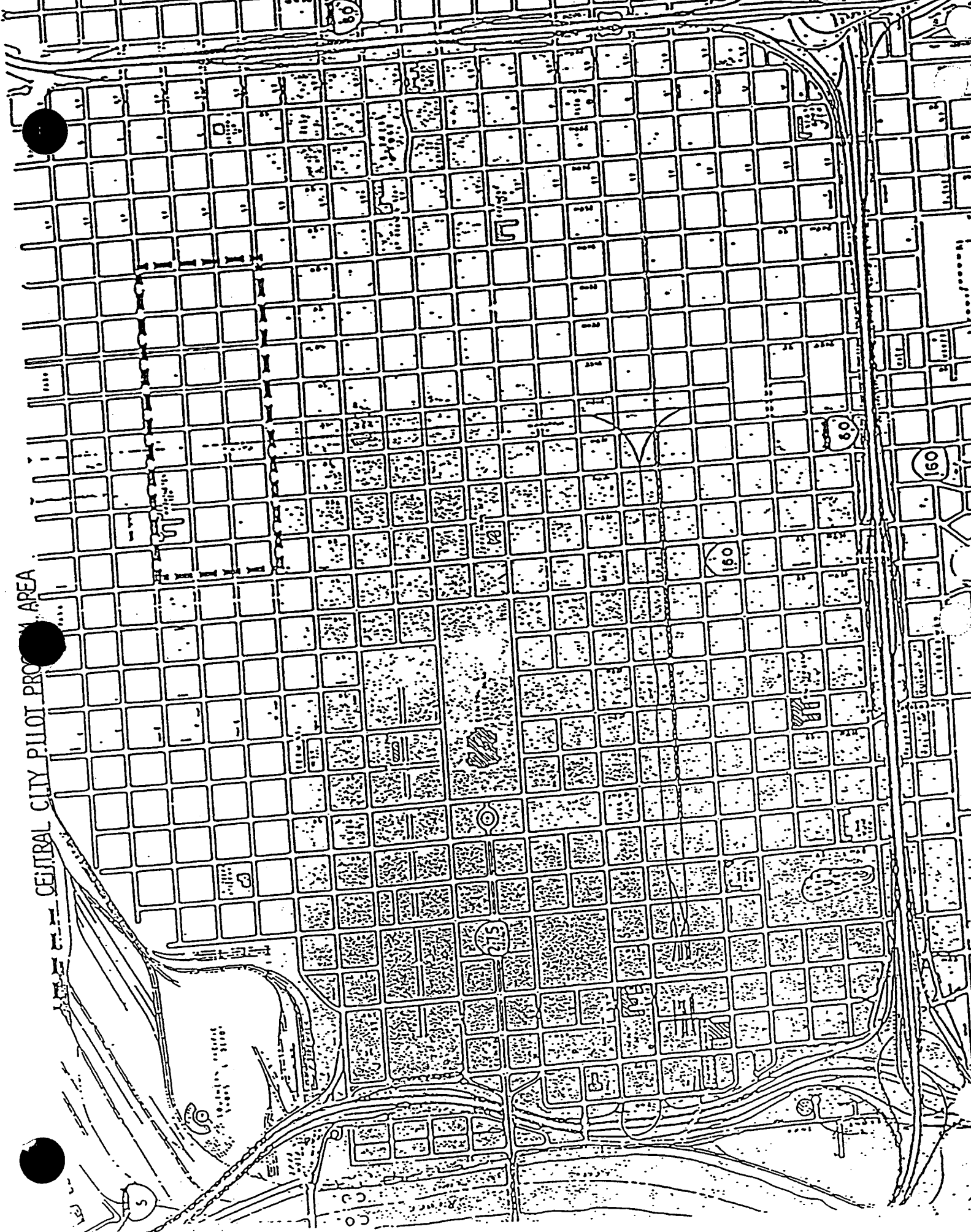
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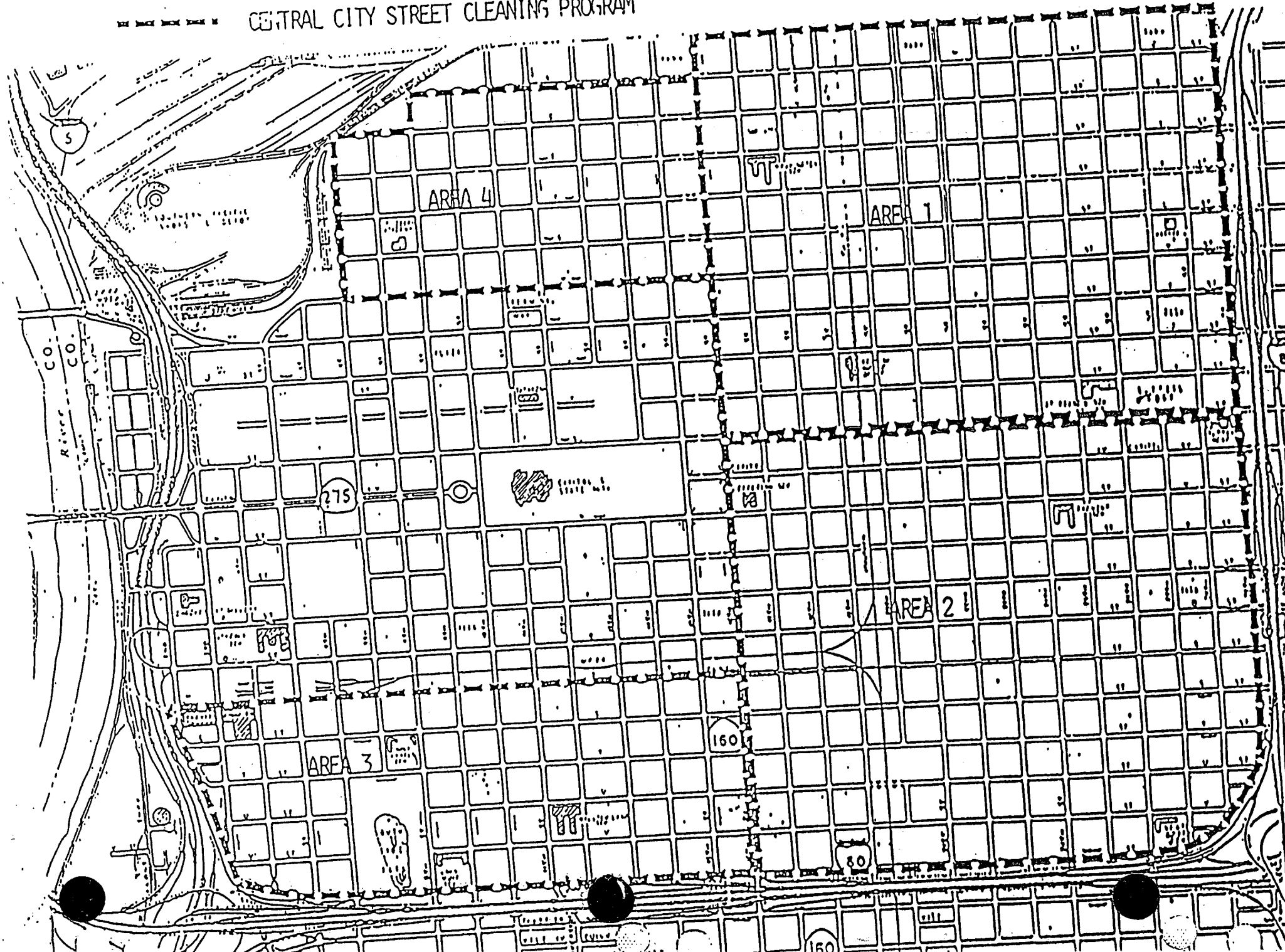
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CENTRAL CITY PILOT PROGRAM AREA

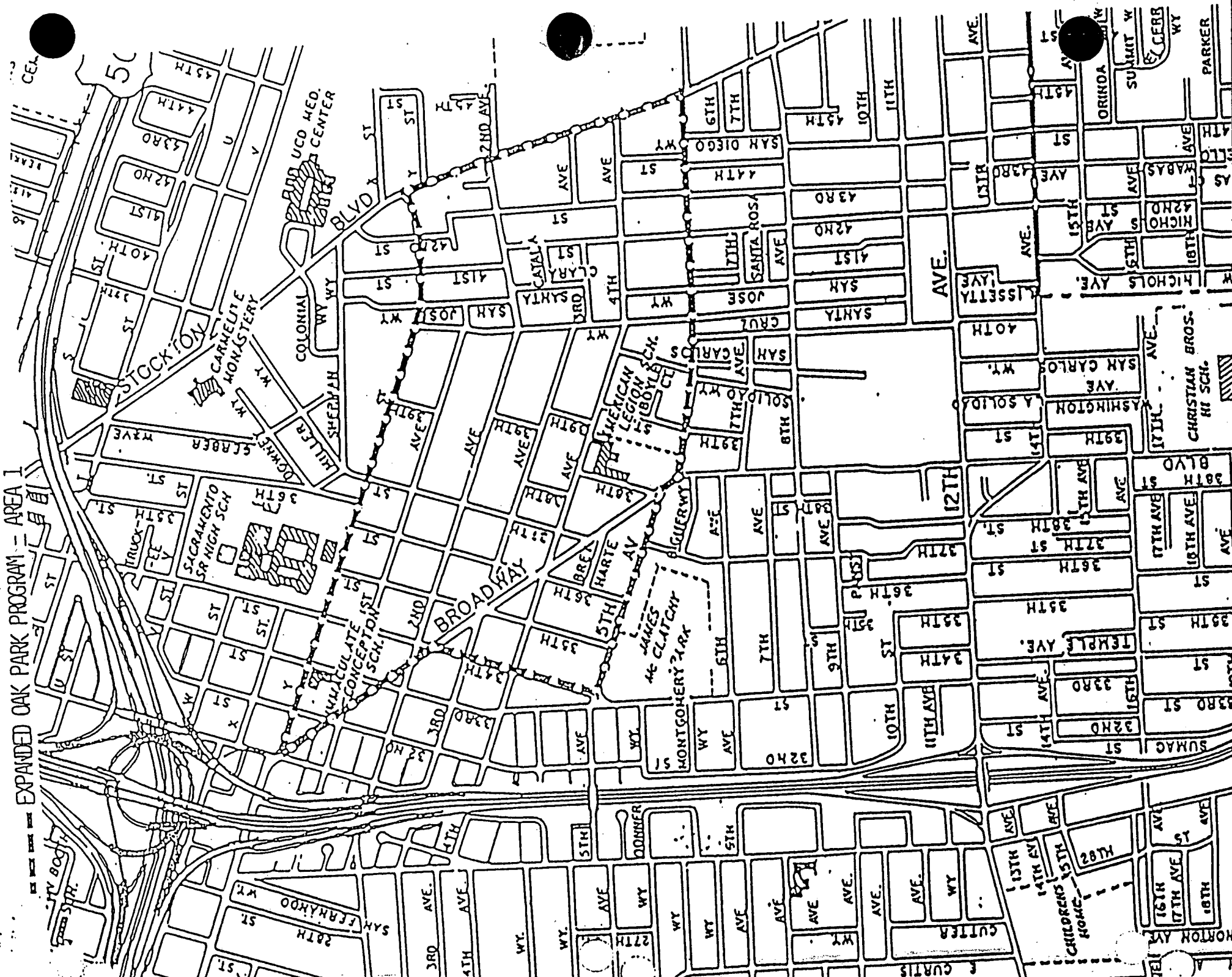


CENTRAL CITY STREET CLEANING PROGRAM

Attachment C



EXPANDED OAK PARK PROGRAM - AREA 1



BUDGET AND FINANCE/TRANSPORTATION & COMMUNITY DEVELOPMENT COMMITTEES  
AGENDA

September 19, 1989

2:00 p.m.

City Council Chambers  
915 I Street  
Sacramento, CA

1. Report regarding landfill gas mitigation. (D-All)

RECOMMENDATION OF STAFF: FOR COMMITTEE INFORMATION

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2. Report regarding garden refuse customer satisfaction survey. (D-All)

RECOMMENDATION OF STAFF: FOR COMMITTEE REVIEW AND FORWARD TO COUNCIL

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3. Report regarding the evaluation of once per week residential street sweeping. (D-All)

RECOMMENDATION OF STAFF: FOR COMMITTEE REVIEW AND FORWARD TO COUNCIL

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4. Report regarding study of waste collection services to commercial customers. (D-All)

RECOMMENDATION OF STAFF: FOR COMMITTEE REVIEW AND FORWARD TO COUNCIL

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5. Report regarding Central City Street Sweeping Program. (D-All)

RECOMMENDATION OF STAFF: FOR COMMITTEE INFORMATION

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6. Report back regarding projected parking rate increases for 1990-91. (D-All)

RECOMMENDATION OF STAFF: FOR COMMITTEE INFORMATION

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7. Report regarding the transportation infrastructure report. (D-All)

RECOMMENDATION OF STAFF: FOR COMMITTEE INFORMATION

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AGENDA CONTINUED TO NEXT PAGE

BUDGET AND FINANCE/TRANSPORTATION & COMMUNITY DEVELOPMENT COMMITTEES  
(CONTINUED)

8. Report regarding 1988-89 Minority/Women Business Enterprise Program-  
Fourth Progress Report/1988-89 Fiscal Year Statistics. (D-All)

RECOMMENDATION OF STAFF: FOR COMMITTEE INFORMATION

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9. Res. changing program name, reaffirming minority and women business  
enterprise (M/WBE) goals, directing staff to negotiate a joint venture  
request for proposals for factual predicate study, and direction staff  
to develop administrative procedures for a small business economic  
opportunity program. (D-All)

RECOMMENDATION OF STAFF: RECOMMEND APPROVAL AND FORWARD TO  
COUNCIL

- 
10. Status report regarding the Downtown Cultural and Entertainment  
District Masterplan. (D1)

RECOMMENDATION OF STAFF: FOR COMMITTEE INFORMATION

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COMMITTEE MEMBERS: Robie (Chair), Chinn, Ferris, Kastanis, Mueller,  
Pope, Serna, Shore