



November 22, 1988

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DEPARTMENT OF
PUBLIC WORKS

CITY OF SACRAMENTO
CALIFORNIA

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SACRAMENTO, CA
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TRANSPORTATION DIVISION
PARKING

APPROVED
BY THE CITY COUNCIL

916-449-5354

City Council
Sacramento, California 95814

NOV 22 1988

Members in Session:

OFFICE OF THE
CITY CLERK

SUBJECT: STATUS REPORT ON THE MIDTOWN RESIDENTIAL PERMIT
PARKING AND TRANSPORTATION MANAGEMENT PROGRAM

SUMMARY

This report is to advise the City Council of the progress under Phase I of the Midtown Residential Permit Parking and Transportation Management Program, and to recommend that employee on-street parking permits continue to be issued as in Phase I, and that carpool restrictions be retained on 40% of the ten-hour parking meters.

BACKGROUND

The Midtown Program is essentially a Residential Permit Parking Program with a transportation management element.

On January 12, 1988 the City Council adopted the Midtown Residential Permit Parking and Transportation Management Program. This program is being implemented in three phases, with Phase I beginning April 1, 1988.

Staff was directed to provide a status report back to the Planning Commission on the Transportation Program's progress under Phase I. The Planning Commission's recommendation will be presented at the City Council Meeting when this item is presented by staff.

PHASE I

Phase I is a six-month period wherein on-street parking permits are issued to both residential vehicles and for a monthly fee of \$50.00 per permit to vehicles of employees who are employed by businesses located in the Midtown area. The intent of Phase I is to provide a transition period for residents and businesses

and to determine the impact of displacing vehicles generated by employers located outside of the Midtown area (primarily west of 16th Street and south of L Street). Residential permit parking shall continue through all phases of the program.

The City of Sacramento has a contract with Sacramento Rideshare to promote and coordinate ridesharing and Regional Transit ridership to employers and employees of Midtown. The City Parking Administration is providing Sacramento Rideshare a temporary office within Midtown in order to provide a visible accessible location for employees and businesses of Midtown.

PHASE II

There is a 45 day transition period between Phase I and Phase II. Immediately thereafter, on-street parking for employee single-occupant vehicles is reduced to one permit per business. Each business will be provided an application, upon request, for the issuance of one on-street parking permit, the usage of which will be at the discretion of the business to which it is issued. Phase II will continue for seven months. Employee on-street parking permits will be issued at the same fee as established in Phase I.

PHASE III

After 14.5 months (6 months for Phase I, a 45 day transition from Phase I to Phase II and 7 months for Phase II) Phase III will begin. Under Phase III and thereafter no on-street parking permits will be issued to Midtown employees.

PERMITS

The residential permit parking ordinance provides for any vehicle (single occupant or otherwise) to qualify for an on-street parking permit if registered to a business within the residential permit parking area. Approximately 70 permits have been issued to vehicles that are registered to businesses in Midtown. To date, 2,278 residential permits have been issued and 2,331 visitor permits have been issued.

Based on the initial rideshare survey and other statistics, it was estimated that in Phase I 1,484 employees out of the 5,305 total Midtown employees could potentially apply for single occupant vehicle on-street employee permits. It was estimated that 35% of these employees would not be willing to pay for on-street parking permits and would park outside of the program boundaries (north of F Street or south of L Street). Therefore, it was estimated that during Phase I 965 employees would purchase on-street single occupant vehicle permits (Exhibit A).

The following table is a summary of the actual employee on-street single occupant vehicle permits that have been issued.

Month	Apr	May	Jun	Jul	Aug	Sep
Permits Issued	73	65	58	61	56	58

This small number of employee permits issued compared to the potential number of employee permits is attributed, in part, to the cooperative efforts of the Midtown Business Community and the promotional efforts of the Midtown Rideshare Agency. Exhibit B compares parking location and commuter modes of transportation prior to implementation of the Midtown Transportation Management Program and during Phase I.

The intent of Phase II is to reduce the number of employee on-street parking permits. Due to the number of employee permits issued during Phase I (58 in September) limiting permits to one per business in Phase II is not considered necessary. Staff recommends that during Phase II employee permits continue to be issued as in Phase I. In the event that the total number of permits exceeds the number of businesses, then employee permits will be cancelled and reissued on the basis of one per business. It is unlikely that employee permits will increase to this extent during the 7 months of Phase II. All employee on-street parking permits will be eliminated in Phase III.

ENFORCEMENT

Enforcement of the residential permit parking regulations began April 4, 1988. During the first two weeks of April warning notices were issued for violation of the residential permit parking regulations at the rate of approximately one hundred per day. Since that time 2,612 residential permit parking violation citations have been issued in the Midtown area north of I Street (primarily residential), and 990 citations have been issued south of I Street (primarily commercial/retail).

Residential Permit Parking Citations							
	Apr	May	Jun	Jul	Aug	Sep	Total
North of I Street	385	412	577	386	574	278	2,612
South of I Street	101	142	163	225	258	101	990
Total	486	554	740	611	832	379	3,602

RIDESHARE PROGRESS

The Midtown Ridesharing Agency was established to promote, implement, administer and evaluate the ridesharing element of the Midtown Transportation Management Program. This program has several elements including: rideshare marketing, carpool and vanpool development, personalized employee assistance and transit promotion.

The City of Sacramento has been awarded the Governor's Transportation Award for the Midtown Transportation Management Plan. This award recognizes excellence in the area of transportation demand management programs for both the public and private sectors. The Midtown Rideshare agency received an award for excellence in marketing materials at the statewide Rideshare Commute Management Conference.

The primary goal of the Midtown Transportation Management Program is to achieve the following objectives:

<u>Mode</u>	<u>Month</u>						
	0	3	6	9	12	15	18
Drive Alone	83	77	71	65	59	53	47
Carpool	5	7.4	9.8	12.2	14.6	17	19.5
Vanpool	0	0	1	1	1	2	2
Transit	2.5	5.25	8	10.75	13.5	16.25	19
Bicycle/Motorcycle	1.5	1.8	2.1	2.4	2.7	3	3.5
Walk	4	4	5	5	5	5	5
Dropped off by other	2	2	2	2	2	2	2
Other	2	2	2	2	2	2	2
TOTAL	100%	100%	100%	100%	100%	100%	100%

In order to assess the progress made by the Midtown Ridesharing Agency a commute mode survey was conducted in June. Based on this survey, the number of employees who drive alone has decreased from 83% to 75% while 25% of the Midtown employees use alternative transportation to the single occupant vehicle. The Midtown Ridesharing Agency interim report (Exhibit C) details the ridesharing efforts during Phase I.

STATISTICAL DATA

Prior to implementing Phase I, the total on-street parking occupancy of the Midtown area was 86% (Exhibit D). During Phase I another parking survey was conducted. All of the on-street parking spaces in the program area (F to L, 16th to 29th Streets) were inventoried and listed by block. A survey of vehicle license numbers was then conducted. The results of this survey showed that during Phase I, 57% of the available on-street parking spaces was occupied during the peak parking demand time (Exhibit E). This is a 29% reduction in on-street parking occupancy.

Further analysis of the vehicles parked in the study area showed that of the total vehicles parked, 57% were commuter vehicles, 27% were resident vehicles, and 15% were vehicles which could not be identified through DMV records. These figures compare favorably to the conditions that existed prior to Phase I (Exhibit F). Parking regulations associated with the pilot street cleaning program (E to H, 17th to 24th Streets) may have impacted adjacent unregulated blocks by creating a higher parking occupancy rate.

CONCLUSIONS

Phase I of the program has effectively displaced a significant number of commuter vehicles generated by employers located outside of the Midtown area. This has resulted in a decrease in the number of vehicles parked in the program area.

Problems associated with Phase I have been relatively minor. The ten-hour parking meters that are reserved for carpools from 7:00 a.m. until 10:00 a.m. are underutilized. The requirement for carpools has been reduced from three persons per vehicle to two persons per vehicle in an effort to improve the promotion of carpools.

RECOMMENDATION

City staff recommends that the Midtown Transportation Management Program resolution be amended as follows:

1. During Phase II employee on-street parking permits shall continue to be issued as in Phase I. In the event that the total number of permits exceeds the number of businesses then the permits will be reissued on the basis of one per business. All on-street single occupant employee parking permits shall be eliminated in Phase III.

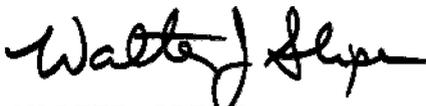
2. Carpool restrictions shall be retained on 40% of the ten-hour parking meters, including all 10-hour parking meters in the residential sector north of the alley between I and J Streets. As carpools are formed and exceed 40% of the 10-hour parking meters, restrictions will be reinstated as needed to serve carpool vehicles.

Respectfully submitted,



ROBERT E. BARRETT
Transportation Division Manager

APPROVED:



WALTER SLIPE
City Manager

APPROVED:



MELVIN H. JOHNSON
Director of Public Works

JMM/tr

November 22, 1988
District 1

Attachments: Exhibit A
Exhibit B
Exhibit C
Exhibit D
Exhibit E
Exhibit F

Amended
RESOLUTION NO. 88-1001

ADOPTED BY THE SACRAMENTO CITY COUNCIL ON DATE OF

**A RESOLUTION TO AMEND RESOLUTION
NUMBER 88-044 OF THE MIDTOWN PARKING
AND TRANSPORTATION PROGRAM**

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

Resolution No. 88-044 is hereby amended as follows:

1. During Phase II employee on-street parking permits shall continue to be issued as in Phase I. In the event that the number of employee permits issued exceeds the number of businesses in the program area employee permits shall be reissued on the basis of one per business.
2. Carpool restrictions shall be retained on 40% of the ten-hour parking meters, including all ten-hour parking meters in the residential sector north of the alley between I and J Streets. As carpools are formed, these restrictions shall be reinstated as needed to serve carpool vehicles. Parking prohibitions shall be posted in conjunction with the ten-hour parking meters south of said residential sector at the discretion of the Parking Administrator, as needed to displace parking of commuter vehicles by employees who work outside of the Midtown area which is bounded by F, L, 16th and 29th Streets.

MAYOR

ATTEST:

CITY CLERK

RESOLUTION NO. 88-1001

ADOPTED BY THE SACRAMENTO CITY COUNCIL ON DATE OF *as amended*

A RESOLUTION TO AMEND RESOLUTION NUMBER 88-044 OF THE MIDTOWN PARKING AND TRANSPORTATION PROGRAM

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

Resolution No. 88-044 is hereby amended as follows:

- 1. During Phase II employee on-street parking permits shall continue to be issued as in Phase I. In the event that the number of employee permits issued exceeds the number of businesses in the program area employee permits shall be reissued on the basis of one per business.
- 2. Carpool restrictions shall be retained on 40% of the ten-hour parking meters, including all ten-hour parking meters in the residential sector north of the alley between I and J Streets. As carpools are formed, these restrictions shall be reinstated as needed to serve carpool vehicles.

MAYOR

ATTEST:

CITY CLERK

APPROVED
BY THE CITY COUNCIL

NOV 22 1988

OFFICE OF THE
CITY CLERK

add language - allow staff discretion to place time restrictions in the morning on 10 hr. parking meters.

MIDTOWN TRANSPORTATION PROGRAM PROJECTIONS

A.	Total Midtown employees	5,305
B.	Total off-street parking spaces owned and/or controlled by businesses	3,485
C.	Business parking lot spaces reserved for customers	<1,000>
D.	Employee off-street parking spaces	2,485
E.	Employees who would use other mode of transportation (bus, walk, bicycle, etc.)	636
F.	Employees parking on street at ten-hour meters (350 x 2)	700
G.	Potential employees who could purchase on-street permits (A-(D+E+F))	1,484
H.	Employees who would park outside of program boundaries (1,484 x .35)	519
I.	Potential employees who would purchase on-street permits (G-H)	965

PARKING AND COMMUTE MODE SURVEY¹PARKING LOCATION

<u>Location</u>	<u>May 1987</u>	<u>June 1988</u>
Employer lot	54.5 %	74.5 %
10-hour meter	----	.5
Parking garage	7.8	3.5
Regular meter	2.7	3.0
On-street, no time limit	26.4	2.5
Other	8.7	1.5
Do not need parking space due to ridesharing		12.5

COMMUTER MODE SURVEY*

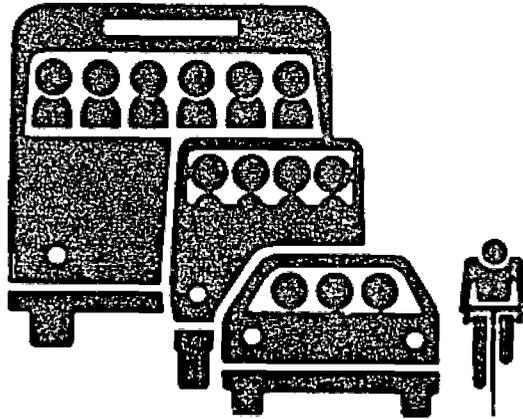
<u>Mode</u>	<u>May 1987</u>	<u>June 1988</u>
Drive alone	83 %	75 %
Carpool	4.9	12
Bicycling	1.1	1.5
Transit	2.3	1.5
Walk	3.8	8
Dropped off	1.9	2

* Refer to page 5 of Midtown Ridesharing Program Interim Report (Exhibit C).

¹ Survey performed by Sacramento Rideshare, June 1988

MIDTOWN RIDESHARING PROGRAM

* INTERIM REPORT *



Prepared as Part of The
Midtown Transportation Management Program

by
SACRAMENTO RIDESHARE - DISTRICT 03
California Department of Transportation
September, 1988

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BACKGROUND TO THE MIDTOWN RIDESHARING PROGRAM

The Midtown Ridesharing Agency, one element of the Midtown Transportation Management Program, represents the cooperative efforts of the City of Sacramento and CALTRANS' Sacramento Rideshare Office to effectively and efficiently improve commute transportation for employees in the Midtown community. The program evolved from a lengthy debate regarding parking within Midtown. The City, in a display of initiative and foresight, included a transportation demand management element to the resolution of the Midtown parking debate. The solution included the initiation of a preferential parking strategy for Midtown residents and implementation of an aggressive demand management (rideshare) program to assist employees displaced by the new parking restrictions.

The City appropriated \$82,500 in funding to support the ridesharing program for an eighteen month period. Caltrans Sacramento Rideshare provides supplemental resources for the Midtown Rideshare Program, including supplemental personnel, graphic and design production, and support materials. Regional Transit provides supplemental marketing and promotional materials.

PROGRAM ELEMENTS

The Midtown Rideshare Agency was created to design, implement, administer, and promote the rideshare element of the Midtown Transportation Management Program. The program includes seven major elements:

- 1. Rideshare Marketing
- 2. Carpool Development
- 3. Vanpool Development
- 4. Employer Support Services
- 5. Transit Promotion
- 6. Bicycle Commuting Promotion
- 7. Program Evaluation

PROGRAM GOALS

The program was designed to provide the combination of information, incentives, and disincentives to encourage Midtown ridesharing.

The primary goal of the Midtown Rideshare Program is to reduce the commute mode share of single occupant vehicles to Midtown employees from the baseline of 83% to 47%. In addition, the following goals were proposed as a means of "supporting" the attainment of the aforementioned reduction in use of single occupant vehicles.

- * Designation of 300 off-street preferential parking spaces by Midtown businesses for high occupancy vehicles.
- * Flexible work hour availability for at least 20 percent of all Midtown employees.
- * Development of 8 vanpools with average occupancy of 12 passengers.

MIDTOWN EMPLOYEE
COMMUTE MODAL SPLIT (%)
GOALS FOR MIDTOWN
RIDESHARING PROGRAM

MODE	MONTH						
	0	3	6	9	12	15	18
Drive Alone	83	77	71	65	59	53	47
Carpool	5	7.4	9.8	12.2	14.6	17	19.5
Vanpool	0	0	1	1	1	2	2
Transit	2.5	5.25	8	10.75	13.5	16.25	19
Bicycle/Motorcycle	1.5	1.8	2.1	2.4	2.7	3	3.5
Walk	4	4	5	5	5	5	5
Dropped off	2	2	2	2	2	2	2
Other	2	2	2	2	2	2	2
Total (%)*	100						

*May not add up to 100 due to rounding

RIDESHARE MARKETING

SYNOPSIS OF ACTIVITIES BY PROGRAM ELEMENT



The marketing element of the Midtown program has been designed to convey the basic message of why it is necessary for Midtown employees to consider alternatives to the single occupant vehicle, what alternatives are available, and how to access these alternatives. During the first phase of the Midtown Rideshare Program, a multifaceted marketing program was begun, including the following components.

Brochures and Printed Material

The following printed materials have been produced by the Midtown Rideshare Agency:

* "Guide to The Midtown Rideshare Program": This brochure was designed to introduce the program and describe the services available to Midtown businesses.

* "Guide to Midtown Regional Transit Services": Designed to encourage first time use of Regional Transit, this brochure provides information regarding transit routes, connections to other communities, fares, and a basic "how to use transit" message.

* Midtown versions of the popular Sacramento Rideshare brochures "Mythbusters," "Tips to Make Ridesharing Work," and "Ridesharing - The Way to Go" were produced.

* Two posters for employers to post at the work site were produced. One poster is general and the other is carpool modal specific.

Three other brochures are in production: a Bicycle Guide to the Midtown area, a leasing agent brochure designed to inform real estate agents of Midtown parking regulations and the services Midtown Rideshare offers, and a general brochure highlighting the vast array of personalized services provided to Midtown businesses and their employees.



Collateral Material

The following items were developed or secured to reinforce and convey the basic marketing message, each with the central theme of "Join the Midtown Match-Up!".

- * Ceramic coffee mugs
- * Adhesive stickers
- * A plastic trash bag
- * Magnets and T-shirts.

Public Relations and Promotions

In an effort to promote the program and to develop a good working relationship with Midtown businesses, the Midtown Ridesharing Agency has spent considerable time cultivating a positive image for the program. Examples of this effort include...

- * Employer outreach meetings
- * Employee workshops
- * Attendance at area business association meetings
- * Attendance at Midtown Transportation Committee meetings
- * Timely responses to information requests and complaints
- * Distribution of an informative monthly newsletter about current ridesharing events to Midtown employers.

Media

The Midtown Ridesharing Agency has made extensive efforts to use various media in promoting the program. Our efforts to date include . . .

- * Development and distribution of three public service announcements to six local radio stations (KAER, KGNR, KFBK, KCTC, KSFM, and KXOA)
- * Press releases to local media regarding newsworthy events, often resulting in radio and/or newspaper coverage
- * Appearances on local public affairs shows, including Davis Cable, "What's Going On," KXTV Channel 10, "A New Morning" with Jean LaMotte, KSCH Channel 58, "Focus" with Lori Sequist; and KZAP 98.5 FM with Chris Davis
- * Installation of three bus bench ads in the Midtown area - 2100 block of "J" St., 30th and "N" St., and on "L" Street by Sutters Fort. The benches prominently display the "Join the Midtown Match-Up" theme.



CARPOOL DEVELOPMENT

Carpool development in the Midtown has been primarily facilitated through the computer matching process. All Midtown employees have been requested to complete "rideshare applications" indicating home and work locations and scheduled work hours. The applications are used to generate computerized matchlists, mailed to each applicant, which indicate the names and contact phone numbers of other Midtown employees with similar commute patterns. The applicants then use the matchlists to form carpools. To date, the Midtown Ridesharing Agency has distributed approximately 9,000 applications and has processed 210 applications requesting ridesharing information.

So as to facilitate the formation of carpools, the Midtown Ridesharing Agency has provided personalized placement assistance for each applicant, including:

- *Individualized commute information packages;
- *Follow-up phone calls to ensure receipt of information and assistance in carpool formation; and
- *City carpool permit applications and maps as well as an assortment of promotional information.

VANPOOL DEVELOPMENT

The formation of vanpools consisting of 12-15 passengers has been strongly pursued, albeit with no success as of yet. Midtown Ridesharing Agency activities to date to promote vanpooling include . . .

- *Public service radio announcements;
- *News articles in local papers;
- *Appearances on local cable television programs; and,
- *Direct requests and informational flyers aimed at Midtown employees.

The lack of success is thought to be attributable to the lack of riders from concentrated areas with similar work hours coming a sufficient distance to make vanpooling economically viable.

TRANSIT PROMOTION

The Midtown Ridesharing Agency has actively promoted transit use by Midtown employees. The Midtown Ridesharing Agency office provides information for the following transit providers . . .

- *Sacramento Regional Transit
- *Yolo Bus
- *Para Transit
- *Roseville Commuter Lines
- *Berkeley Bus

Activities conducted by the Midtown Ridesharing Agency to promote transit include the production of the "Guide to Midtown Regional Transit Services." In addition, the Midtown Ridesharing Agency conducted a "Try RT Day" promotion in May to call attention to the transit service available to Midtown employees. The Midtown Ridesharing Agency is the only designated outlet for the sale of Sacramento Regional Transit tickets and monthly passes within the Midtown community.

BICYCLE COMMUTING DEVELOPMENT

A survey conducted in April, 1987 indicated that 30% of Midtown employees lived within a 5 mile radius of work. This, along with level terrain and fair weather, make bicycle commuting to Midtown an ideal commute alternative. To promote bicycle commuting, the Midtown Ridesharing Agency is developing the Midtown Bicycle Guide. The Guide provides information on bike routes, along with safety and riding tips. The Midtown Ridesharing Agency will be encouraging bicycling as an alternate mode of transport during the statewide California Rideshare Week (October 3-7).

BICYCLE FACILITIES DEVELOPMENT

In the next Phase of the Midtown Transportation Management Program, the Midtown Ridesharing Agency will be providing the City and the Midtown Transportation Committee with recommendations regarding needed facilities to encourage bicycle commuting. A Midtown Ridesharing Agency inventory of Midtown bicycle facilities indicated the presence of 4 bicycle storage lockers, 1 bicycle cage storage facility, 9 bicycle racks, and 127 employers that are willing to allow employees' bicycles to be stored at the employer site.

PROGRAM EVALUATION

In order to assess the progress made by the Midtown Ridesharing Agency in its efforts to reduce the number of single occupant vehicles travelling to Midtown, a commute mode survey was conducted in June, 1988. The results are as follows:

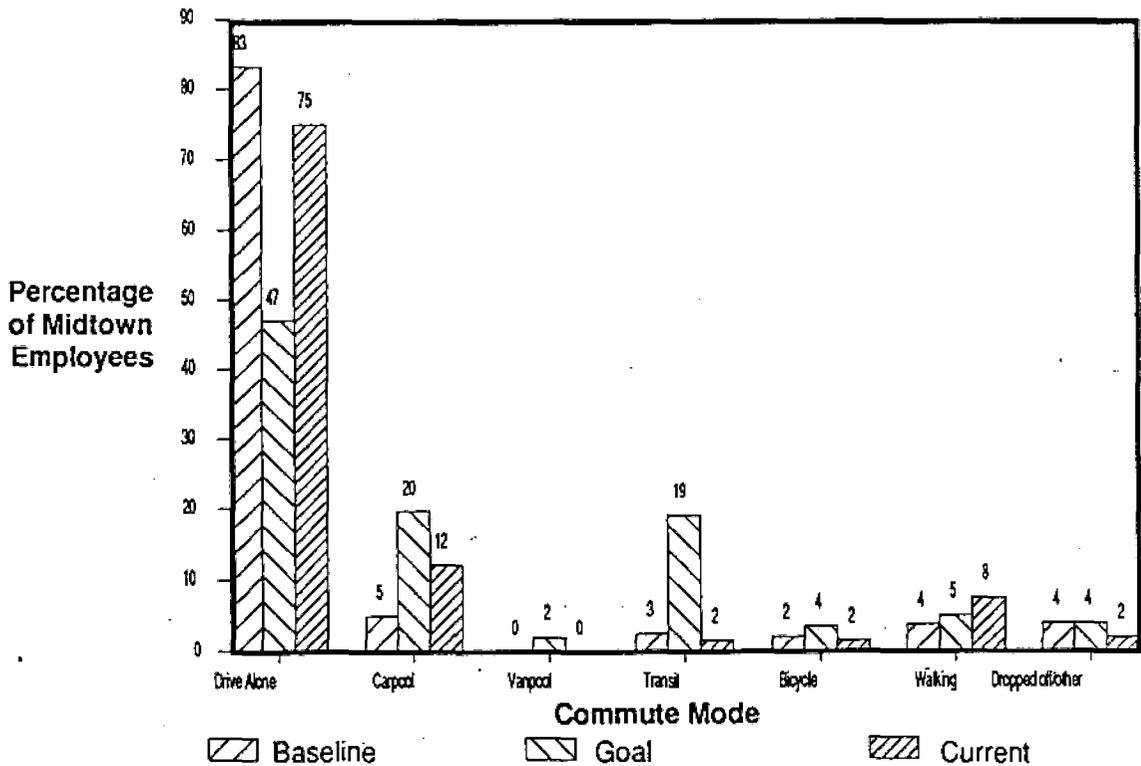
COMMUTE MODE SURVEY RESULTS, JUNE, 1988

MODE	BASELINE (%)	PRESENT (%)
Drive Alone	83	75
Carpool	5	12
Vanpool	0	0
Transit	3	2
Bicycle/Motorcycle	2	2
Walk	4	8
Dropped off by others	4	2
Total (%)*	100	100

*May not add up to 100 due to rounding

The survey results indicate that the number of employees who drive alone has decreased from 83% to 75%, with the remaining 25% using alternate modes (carpooling, transit, bicycling or walking). The next survey will be conducted in October, 1988.

PRESENT COMMUTE MODE VERSUS PROGRAM GOALS



CONCLUSIONS

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The Midtown Ridesharing Program is working. Preliminary survey results indicate a decrease in commuter use of single occupant vehicles with a corresponding increase in ridesharing. However, problems do exist. The lack of use of the on-street carpool parking spaces remains a highly visible problem. The Midtown Ridesharing Agency is of the opinion that the decrease in required occupancy from three to two Midtown employees will increase carpool meter usage. However, as long as there exists off-street parking perceived as more convenient, the carpool spaces may remain vacant. Area growth and increased parking demands, however, will surely increase their usage.

Other than the lack of use of the on-street carpool parking spaces, the Program has only encountered minor problems. The overall majority of Midtown Businesses have been extremely cooperative. Only a few have refused to participate in any manner. Indications are that the marketing materials we send to the businesses for dissemination to all employees are, in fact, reaching our Midtown commuter audience.

PREFERENTIAL PARKING STUDY

Northeast Area
FINAL SUMMARY - INITIAL SURVEY (January, 1986)

A = Total on street parking spaces available per day	3,148
B = Average total vehicles parked at <u>11:00 a.m.</u> in survey area	2,706
$\frac{B}{A}$ = Total parking occupancy percentage	86

Analysis of Total Vehicles Parked

<u>2,033</u>	= Commute Vehicles or	75 %
<u>425</u>	= Residence Vehicles or	16 %
<u>249</u>	= Misc (*) Vehicles or	9 %

Of the total vehicles parked:

<u>Longtime Parked (4 hours or more)</u>	<u>Shorttime Parked (less than 4 hours)</u>
<u>622</u> (<u>63</u> %).....Commute.....	<u>1,411</u> (<u>82</u> %)
<u>254</u> (<u>26</u> %).....Residence.....	<u>170</u> (<u>10</u> %)
<u>109</u> (<u>11</u> %).....Misc.....	<u>140</u> (<u>8</u> %)

NOTE:

Miscellaneous vehicles fall within the following categories:

- A) Out of state license plates
- B) No license plate on vehicle
- C) No registration record at DMV, Sacramento

PREFERENTIAL PARKING STUDY

NORTHEAST AREA

FINAL SUMMARY - PHASE I (July, 1988)

A = Total on street parking spaces available per day	<u>3,148</u>
B = Average total vehicles parked at 11:00 a.m. in survey area	<u>1,789</u>
$\frac{B}{A}$ = Total parking occupancy percentage	<u>57</u>

Analysis of Total Vehicles Parked

<u>1,027</u> = Commute Vehicles or	<u>57</u> %
<u>488</u> = Residence Vehicles or	<u>27</u> %
<u>274</u> = Misc (*) Vehicles or	<u>15</u> %

Of the total vehicles parked:

<u>Longtime Parked (4 hours or more)</u>		<u>Shorttime Parked (less than 4 hours)</u>	
<u>212</u>	(<u>42</u> %)	<u>2,033</u>	(<u>66</u> %)
<u>240</u>	(<u>48</u> %)	<u>542</u>	(<u>18</u> %)
<u>52</u>	(<u>10</u> %)	<u>501</u>	(<u>16</u> %)

NOTE:

Miscellaneous vehicles fall within the following categories:

- A) Out of state license plates
- B) No license plate on vehicle
- C) No registration record at DMV, Sacramento

SURVEY COMPARISON

	<u>Initial Survey</u> <u>(January, 1986)</u>		<u>After Phase I</u> <u>(July, 1988)</u>	
	<u>Vehicles</u>	<u>%</u>	<u>Vehicles</u>	<u>%</u>
Total parking occupancy	2,706	86	1,789	57
Commute vehicles	2,033	75	1,027	57
Resident vehicles	425	16	488	27
Misc. vehicles	249	9	274	15

Miscellaneous vehicles fall within the following categories:

- . Out of state license plates
- . No license plate on vehicle
- . No registration record at DMV, Sacramento