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DEPARTMENT OF
PUBLIC WORKS

PARKING DIVISION

CITY OF SACRAMENTO
CALIFORNIA

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June 16, 1987

REF: 87-06-13

Transportation & Community Development Committee
Sacramento, California

Honorable Members in Session:

SUBJECT: TWO-HOUR TIME LIMIT REGULATIONS - 10TH & L GARAGE
(LOT H)

SUMMARY

On April 7, 1987, the Transportation and Community Development Committee reviewed a staff report on recommendations for improving short-term customer parking conditions at Lot H. Pursuant to directive of the Committee, this is a report back on experience to date with the two-hour time limit parking regulations and other measures as recommended.

BACKGROUND

The recommendations made for the operation of Lot H revolve around the primary issue of short-term hourly customer parking demand in conflict with long-term employee parking demand.

There are 382 monthly permit parkers that use this facility on a daily basis in conjunction with an average of approximately 1,700 hourly parkers. There are 988 parking spaces in Lot H to serve these vehicles. In the construction and financing of off-street parking facilities, the City's primary intent is to serve short-term hourly parking as a demand that pre-empts all-day employee parking. This is set forth in Sacramento City Code, Section 25.154 and also in the City's Parking Management Program adopted by the City Council in 1976.

The recommendations for Lot H in serving this guideline are as follows:

1. On May 4, 1987, two-hour parking regulation signs were posted on the two up-ramps between levels 2 and 3 and levels 3 and 4, replacing the "No Parking 7AM-10AM" signs. During the first week of this change, warning notices were issued to violators who parked in excess of two hours. Starting with the second week, parking citations were issued to violators. Surveys of vehicles and parking spaces were conducted to determine changes in vehicle usage. The survey results show a significant change in turnover. These survey results are shown in Exhibits "A" and "B" attached hereto.

Exhibit "A" shows that on March 19, 1987, prior to the change in regulations, a total of 182 vehicles parked in these spaces (1.8 vehicles per space). On May 29, 1987, 25 days after the change, a total of 305 vehicles parked in these spaces (3 vehicles per space). On March 19, 40 vehicles parked for two hours or less in these same spaces and on May 29, 275 vehicles parked for two hours or less. This equates to a 68% increase in total vehicle turnover and a 588% increase in vehicles parked for two hours or less.

Exhibit "B" shows the vehicle turnover for the 100 parking spaces and the number of spaces per day wherein no citations were issued. The number of parking spaces with a turnover factor of zero or 1 have decreased significantly, while the number of parking spaces with a turnover factor of 2 or 3 have increased significantly. The number of parking spaces with a turnover factor of 2 have increased from 15 on March 19, to 48 on May 29 (a 220% increase).

Based on these surveys, the trend is towards an increasing total number of vehicles per space, a decrease in parking duration, and an increase in complaints with the two-hour regulations. The number of citations issued to vehicles parking in excess of two hours on the restricted ramps is shown in Exhibit "C". An average of 30 citations

per day have been issued with a peak of 39 citations and a low of 14 citations.

The 100 two-hour parking spaces showed an occupancy of over 90% for four of the seven days surveyed and an occupancy of over 70% for the other three days. The last day surveyed at this writing showed an occupancy of 97%.

Based on these survey findings, staff concludes that the two-hour time limits are successful in achieving a higher rate of turnover and should be continued in lieu of the "No Parking 7AM - 10AM" regulations.

2. In April 1987, 45 monthly permit vehicles were transferred out of Lot H to Lots B (11th & J) and Lot E (13th & J), in agreement with the new owner of the Physician's Building at 10th and K. This is a significant increase in the amount of parking space available to the general public.
3. On Saturday, May 30, and Sunday, May 31, the south bays of Lot H were restriped, adding an additional 40 spaces to the capacity of this facility.
4. In order to improve efficiency and speed in processing customers exiting from Lot H, advance signs are being installed to advise them to have money and tickets ready prior to arriving at the exit lane stations.

With the implementation of two-hour parking regulations, the removal of 45 monthly permits, and the addition of 40 parking spaces due to compact car restriping, the parking conditions at Lot H have improved. Compliance and vehicle turnover are showing a significant, continuing improvement in utilization of the two-hour spaces, and improvement has been noted by the decrease in traffic waiting lines and customer complaints.

FINANCIAL DATA

The total cost for restriping Lot H to add 40 additional spaces (compact cars only on all of the south bays) was approximately \$5,500. Signing for the two-hour spaces incurred approximately


\$1,000 in materials and labor. Exit lane signs will cost approximately \$400. The total costs of all items was approximately \$6,900. This amount will be funded out of the 1986-1987 operating budget without additional appropriations.

Transferring 45 monthly permit parkers out of Lot H to Lots B and E generates a net reduction in revenue in the amount of \$1,680, between April 1 and June 30, due to the lower rates at Lots E and B. By restriping and adding 40 additional parking spaces, \$36,400 in additional annual net revenue will be generated by hourly parking (\$1.75 per space per day).

RECOMMENDATION

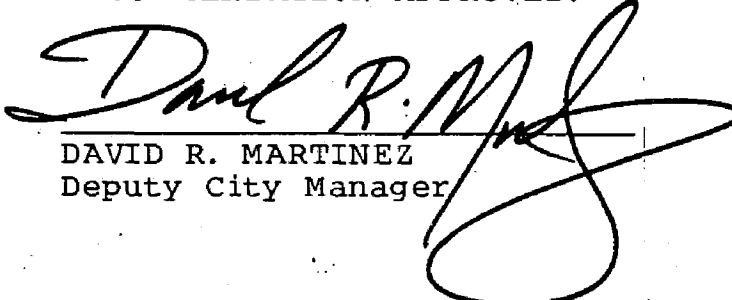
It is recommended that the 100 two-hour time limit parking spaces in Lot H be continued with no expansion to additional ramps at this time, in order to maintain the current balance of long-term and short-term parking demand. These conditions will be monitored and necessary changes will be made as needed.

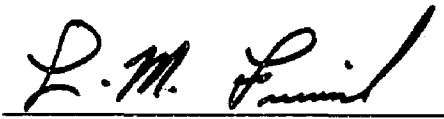
Respectfully submitted,


J. Mark Morgan
Parking Division Manager

RECOMMENDATION APPROVED:

APPROVED:


DAVID R. MARTINEZ
Deputy City Manager


MELVIN H. JOHNSON
Director of Public Works
District 1
June 16, 1987

JMM/rh

Attachments

Lot H
 Survey of Vehicle Turnover
 Two-Hour Parking Regulations

Lot H	March 19*	May 4	May 5	May 6	May 11	May 12	May 13	May 29
Total cars parked	182	235	211	274	271	276	267	305
Cars parked less than two hours	40	165	146	179	242	226	225	275
Cars parked more than two hours	74	46	41	75	19	38	33	26
Cars parked more than four hours	69	24	24	20	10	12	9	4

* Prior to change from "No Parking 7AM - 10AM" to "Two-Hour Parking"

Lot H
 Vehicle Turnover by Parking Space
 Two-Hour Parking Regulations

Vehicles per space		1	2	3	4	Total	Spaces with
Turnover per space		0	1	2	3	Spaces	No Violations
Thursday	March 19, 1987*	33	52	15	0	100	Not available
Tuesday	May 5, 1987	26	38	36	0	100	36
Wednesday	May 6, 1987	10	30	42	18	100	21
Monday	May 11, 1987	9	23	56	12	100	65
Tuesday	May 12, 1987	7	14	43	36	100	46
Wednesday	May 13, 1987	9	30	43	18	100	53
Friday	May 29, 1987	4	19	48	29	100	68

* Prior to change from "No Parking 7AM - 10AM" to "Two-Hour Parking"

Lot H
 Citations and Enforcement Time
 Two-Hour Parking Regulations

<u>Day</u>	<u>Personnel Hours</u>	<u># of Citations</u>	<u>Total Cars Parked</u>
May 11	4	22	2,025
May 12	5	29	1,926
May 13	4	14	2,178
May 14	6	35	2,084
May 15	6	34	2,310
May 18	5	33	1,876
May 19	6	39	1,875
May 20	4	30	2,012
May 22	4	23	2,171
May 26	6	32	2,094
May 27	5	37	2,043
May 29	4.5	20	2,410

Total 13 days 62.5 385 25,004

Summary of Average

13 days
 Five days per enforcement day
 30 citations per day