



2

August 28, 1990
REF: 90-07-22

DEPARTMENT OF
PUBLIC WORKS

CITY OF SACRAMENTO
CALIFORNIA

1023 J STREET
SUITE 202
SACRAMENTO, CA
95814-2877

PARKING DIVISION

916-449-5354

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

Honorable Members in Session:

SUBJECT: CENTRAL CITY STREET CLEANING PROGRAM

SUMMARY

This report describes a Central City Street Cleaning Program with parking prohibitions in effect for four hour periods which will vary from area to area, between the hours of 8:00 a.m. and 5:00 p.m. Monday through Friday. This limits the amount of parking removed on any given day to 25% or less of the available space. The Central City Street Cleaning program will include all residential areas of the central city C to W, 2nd to 29th Streets. This program will be implemented in 4 phases and will be fully implemented in fiscal year 1993-1994. The program will generate a \$71,000 deficit the first year (1990-1991) after initial costs. Thereafter, positive net revenues will be generated each year. Due to revenue shortfalls caused by State and County budget actions, no action is recommended at this time. Staff will report back at a later date when this issue is resolved.

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

Budget and Finance/Transportaiton and
Community Development Committee
CENTRAL CITY STREET CLEANING PROGRAM
August 28, 1990
Page 2

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 and revenues of the Oak Park Pilot Program were as follows:

Initial Costs

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

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 streets being cleaned on a different day. This limits the parking reduction to 25% of the available spaces on any given day. The Central City Pilot Program was implemented in June 1986.

The costs and revenues associated with the Central City Pilot program were as follows:

Initial Costs

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

Annual Operating Costs and Revenues

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

Citation Revenue \$37,804

The Central City Pilot 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 allow easy access for garden refuse pickup only; on the fourth week, street sweeping also was done.

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 every 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. An average of 100 citations per week are issued 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.

City Wide Program

Due to the magnitude of a Central City 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 recommended 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 would be in effect for four hour periods which would vary from area to area, 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 would 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 would be installed on each block, except where necessary. Whenever possible these signs would 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 would be needed at a cost of approximately \$290,000.

Garden refuse would be picked up weekly and streets swept once a month. Parking Enforcement would precede street cleaning. Vehicles parked in violation of the parking prohibition, in advance of the arrival of the street cleaning equipment, would be cited. After the street cleaners have passed, if prior to the end of the four hour prohibition period, vehicles may park without being cited.

Phase I

Phase I of the street cleaning program would be to expand the current Central City Pilot Program area and clean Area 1, 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 would be issued in Phase I of the street cleaning program. Two additional Enforcement Officers and related equipment and supplies would be required to provide the necessary enforcement for the expanded Phase I street cleaning area.

Based on experience during Phase I, study and analysis would be made of the feasibility of expanding the street cleaning program to include additional areas outside of the Central City.

Phase II

In the second year, the program would be expanded to include Area 2, bounded by L, W, 16th and 29th Streets (165 square blocks). This area has heavy parking demand and many streets have no parking regulations, thereby providing unrestricted all day parking for a large number of commuter vehicles. Two additional Enforcement Officers would be required, and they would issue an estimated 150 citations daily.

Phase III

Area 3 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 would be reduced on blocks with ten hour parking meters during street cleaning hours. Enforcement and compliance with the parking prohibitions would be facilitated by the existing Residential Permit Parking regulations which currently reduce all day parking demand.

It is estimated that 50 citations per day would be issued in Area 3, which would require one additional Enforcement Officer and related equipment and supplies.

Phase IV

Area 4 is bounded by 7th, 16th, C and H Streets (45 square blocks). The addition of Area 4 would 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 more intense due to its close proximity to the Downtown Business District.

Approximately 50 citations would be issued daily in Area 4, and would require one additional Parking Enforcement Officer and related equipment.

All four areas would require no additional street sweeping or garden refuse personnel or equipment, because this program does not modify the existing schedule of street cleaning. The major modification is that "No Parking" regulations and parking enforcement personnel (and equipment) are added. A total of 6 additional Parking Enforcement Officers would be needed to enforce the fully implemented program including all four phases.

The biggest controversy that would be encountered with this program would 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, there would be a 25% reduction, or slightly less, in the supply of on-street parking. Adding to parking congestion, there would be increased traffic circulation and increased levels of frustration with downtown parking conditions. Positive response, however, from the residential community is anticipated.

The City's Environmental Coordinator is making the necessary CEQA determination on this matter and a report back will be forthcoming to the Committees.

FINANCIAL DATA

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

Enforcement (6 Officers)	\$200,400
Equip. Maint.	\$ 21,936
Service/Supplies	\$ 8,478
Sign Maintenance	<u>\$ 14,500</u>

Total Annual Costs

\$245,314

Budget and Finance/Transportaiton and
 Community Development Committee
 CENTRAL CITY STREET CLEANING PROGRAM
 August 28, 1990
 Page 7

Annual Citations		
Area 1	32,000	
Area 2	39,000	
Area 3	13,000	
Area 4	<u>13,000</u>	
Total Annual Citations	97,500	
Est. Collection Rate	<u>65%</u>	
Bail Amount	<u>\$16</u>	Citations
Gross Revenue \$	1,014,000	
Jail Fund (97,500x\$3)	<u>(292,500)</u>	
	\$ 721,500	
City Split	<u>79%</u>	
Total Net Citation Revenue		\$ <u>566,200</u>
Annual Net		\$ 320,886

In summary, the Program would generate a \$71,000 deficit the first year (1990-1991) after initial costs. Thereafter, positive Net Revenues would be generated each year, with the first year deficit recovered and a \$41,000 surplus remaining the second year (1991-1992). Upon full implementation of all 4 areas an annual surplus of \$320,886 is estimated.

Attachment D shows the estimated cumulative initial and annual operating costs and revenues, as all 4 areas of the program would be implemented.

As a result of recent budgetary actions by the State and County which will negatively impact the City's budget, Staff is not recommending the adoption of this program at this time. When the City's response to these budget impacts has been determined, Staff will return with specific recommendations as to potential funding sources. Because the program will result in increased parking fine revenues to the General Fund and because of its flexibility, the General Fund is the most logical source of start-up and ongoing program costs.

Budget and Finance/Transportaiton and
Community Development Committee
CENTRAL CITY STREET CLEANING PROGRAM
August 28, 1990
Page 8

POLICY CONSIDERATIONS

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

MBE/WBE

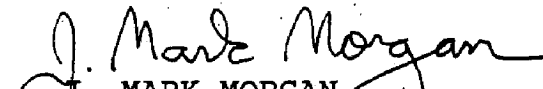
Procurement of materials and services would be in accordance with the City's MBE/WBE policies.

RECOMMENDATIONS

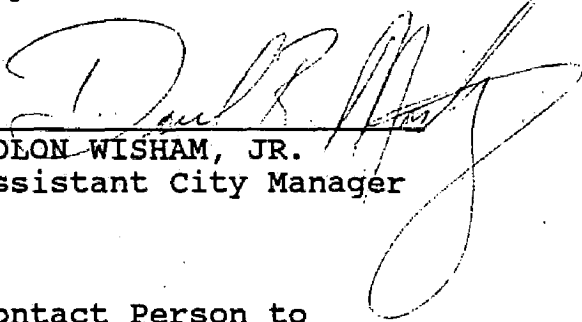
No action is necessary. This report is for information only. Staff will return with a report recommending specific funding sources and uses after the determination of the City's response to State and County budget actions.

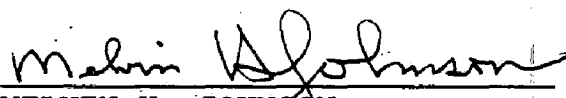
Budget and Finance/Transportaiton and
Community Development Committee
CENTRAL CITY STREET CLEANING PROGRAM
August 28, 1990
Page 9

Respectfully submitted,


J. MARK MORGAN
Parking Administrator

Approved for Committee Information: Approved:


SOLON WISHAM, JR.
Assistant City Manager


MELVIN H. JOHNSON
Director of Public Works

August 28, 1990
All Districts

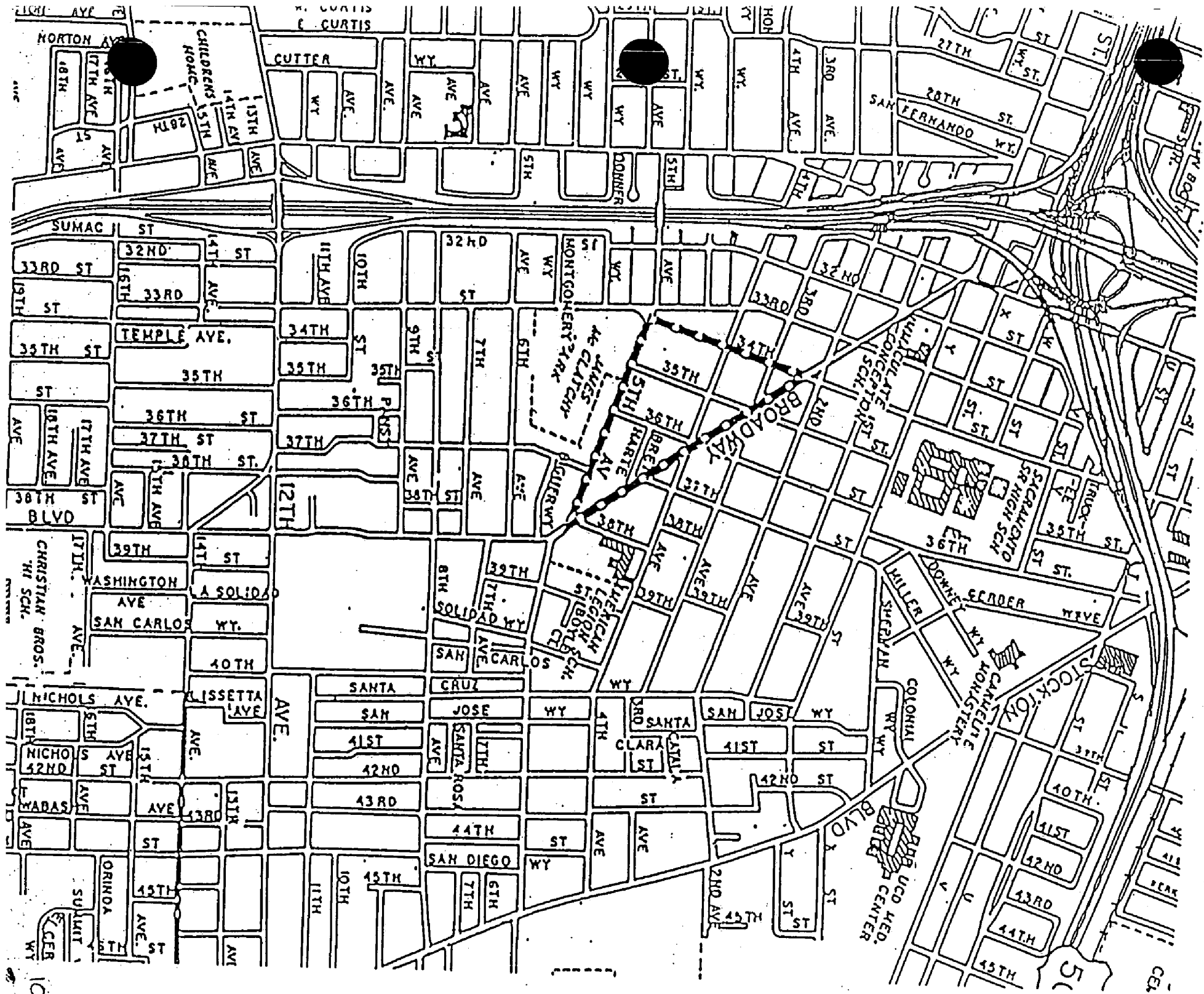
Contact Person to
Answer Questions:

J. MARK MORGAN
Parking Administrator
449-5354

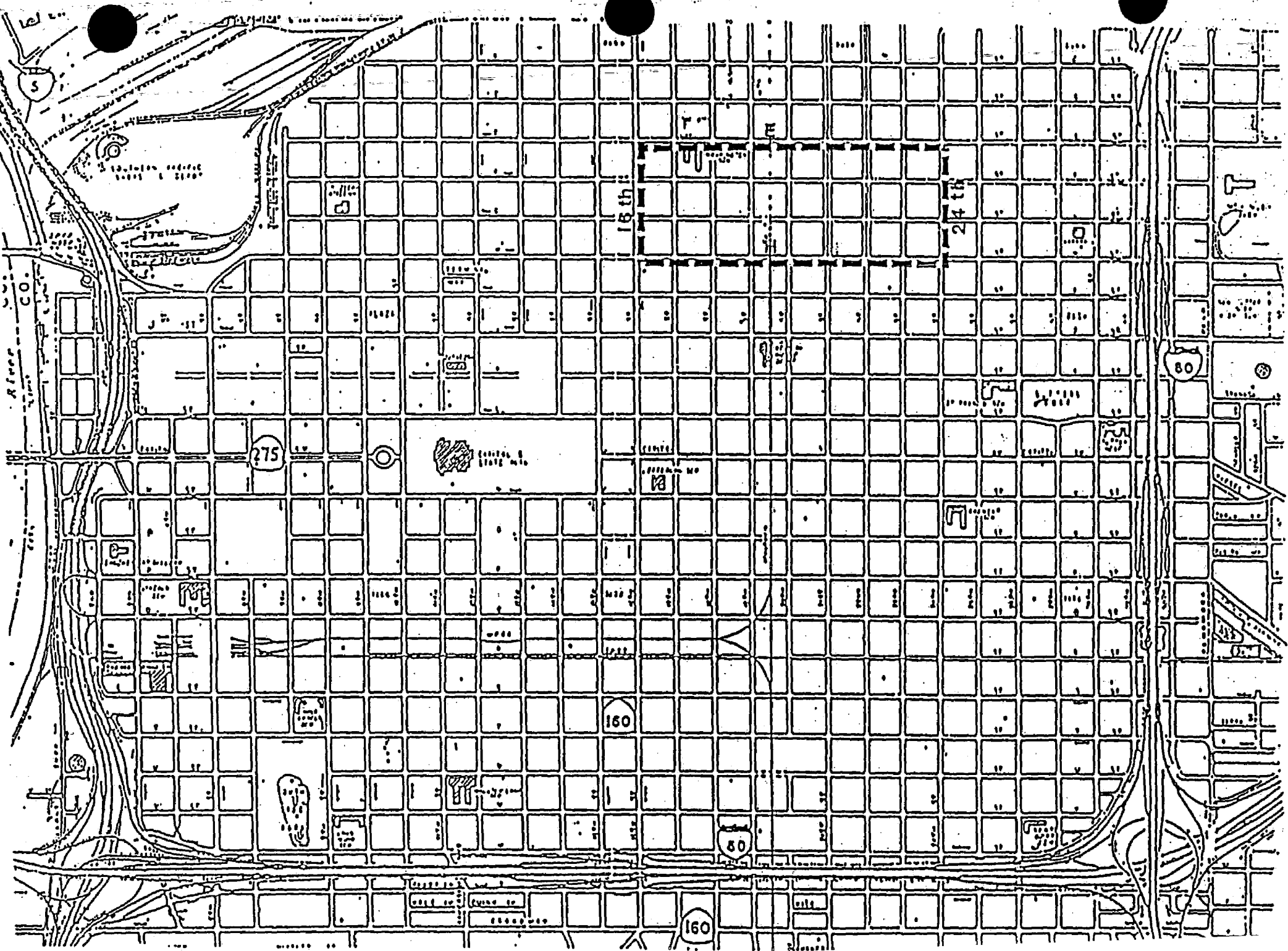
JMM/MJM/cls:js

Attachments: (A) Oak Park Pilot Program Map
(B) Central City Pilot Program Map
(C) Expanded Oak Park Program Map
(D) Central City Street Sweeping Program,
Costs and Revenues

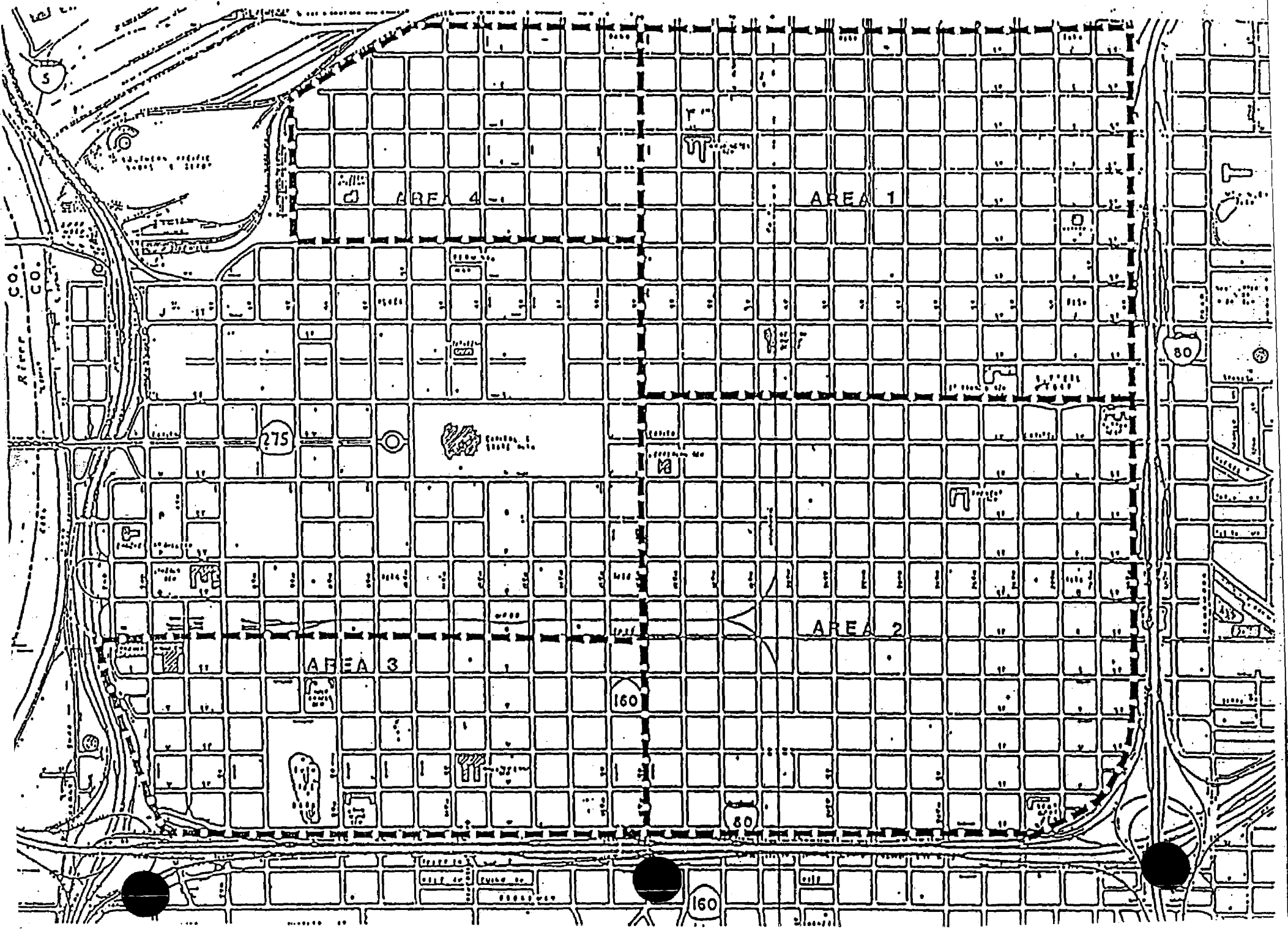
OAK PARK PILOT PROGRAM

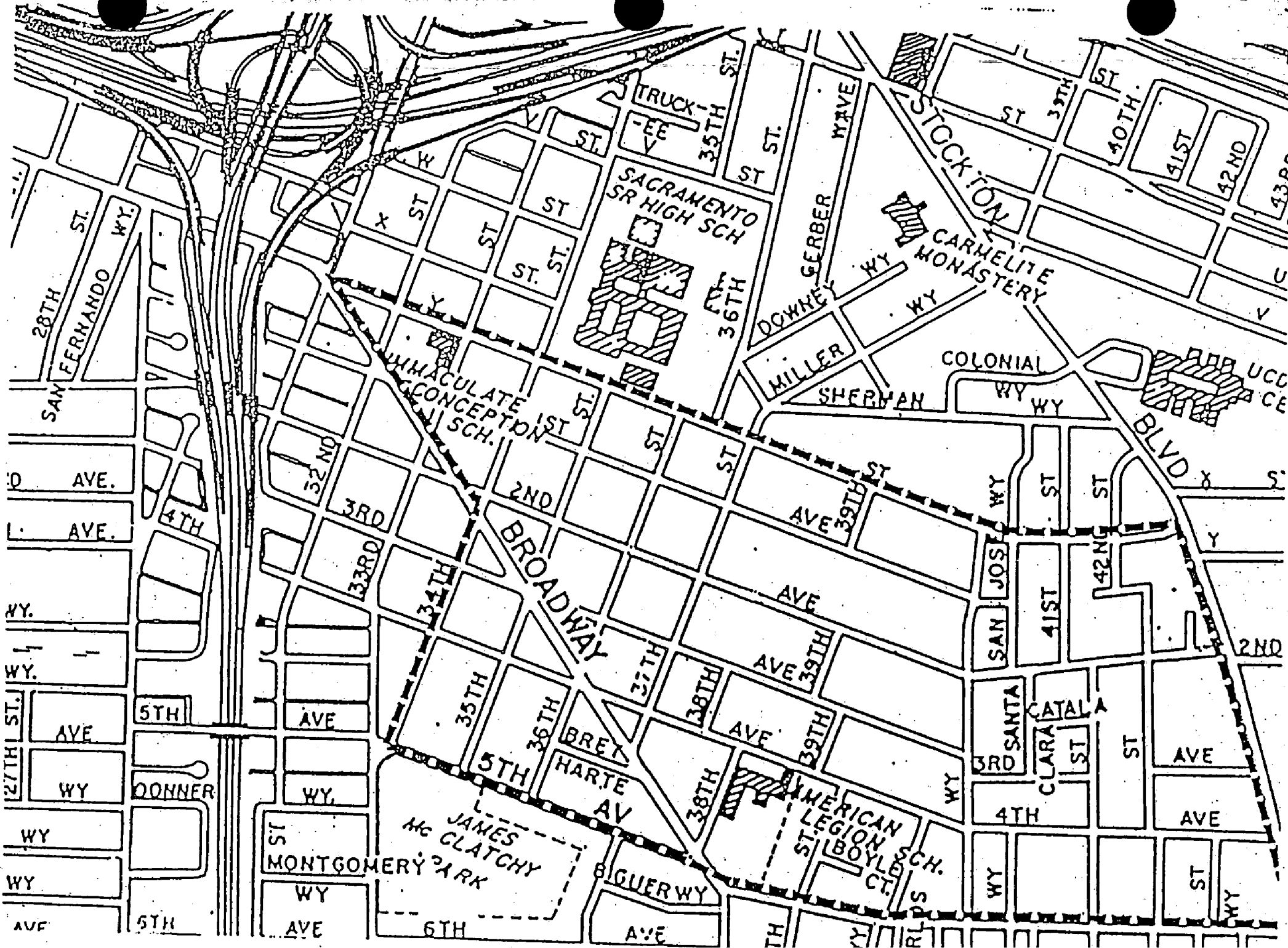


CENTRAL CITY PILOT PROGRAM



CENTRAL CITY STREET CLEANING PROGRAM





ATTACHMENT D

CENTRAL CITY STREET SWEEPING PROGRAM
COSTS AND REVENUES

	1990-1991	1991-1992	1992-1993	1993-1994	
		Add	Add	Add	
	<u>Area 1</u>	<u>Area 2</u>	<u>Area 3</u>	<u>Area 4</u>	<u>Total</u>
<u>Initial Costs</u>					
Signing	\$ 47,500	\$ 55,000	\$ 25,000	\$ 17,500	\$145,000
Scooters	20,000	20,000	10,000	10,000	60,000
Radios	8,800	8,800	4,400	4,400	26,400
Other Supplies	406	406	203	203	1,218
Labor	33,250	38,500	17,500	12,250	101,500
Equipment	<u>14,250</u>	<u>16,500</u>	<u>7,500</u>	<u>5,250</u>	<u>43,500</u>
Total	\$124,106	\$139,206	\$ 64,603	\$ 49,603	\$377,618
<u>Cumulative</u>					
<u>Initial Costs</u>	\$124,206	\$263,412	\$328,015	\$377,618	\$377,618
 <u>Annual</u>					
<u>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 ¹	\$164,126	\$205,095	\$245,314	\$655,598
 Total Cost	\$165,269	\$303,332	\$269,698	\$294,917	\$1,033,216
 Total					
Citation Revenues	\$ 94,500	\$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	

¹6 Months Only