



CITY OF SACRAMENTO

DEPARTMENT OF PUBLIC WORKS

REF: 86-02-38

PARKING DIVISION

February 20, 1986

Budget and Finance Committee
Sacramento, California

Honorable Members in Session

SUBJECT: OAK PARK PILOT STREET CLEANING PROGRAM AND CONSIDERATIONS
FOR PROGRAM EXPANSION

SUMMARY

This is a report back on experience to date with the Oak Park Pilot Street Cleaning Program and information pertaining to expansion of this program.

BACKGROUND

On September 3, 1985, the City Council adopted a resolution to prohibit parking each Wednesday from 8:00 a.m. to 12:00 p.m. in a small area of Oak Park for a pilot street cleaning program, wherein streets are swept one Wednesday per month, and cleaned of garden refuse on all other Wednesdays each month.

Prior to installing signs in the area, two (2) surveys of the cars parked at curb side in the street cleaning area between 8:00 a.m. to 12 p.m. were conducted. Over one hundred (100) cars were counted during both surveys. "No Parking" signs were installed in the subject area on Friday, September 13, 1985. On Monday, September 16th, notices were delivered to each residence and placed on each vehicle parking on-street in the subject area. Notices were again placed on vehicles parked on-street on Tuesday, September 17th.

Enforcement began on Wednesday, September 18, 1985 and a total of nineteen (19) citations were issued. From inception of the program through February 5, 1986, one-hundred seventy-one (171) citations have been issued to vehicles parking in violation of the "No Parking" regulations for this program, or an average of eight (8) citations per Wednesday.

Based on the results of this small pilot street cleaning program, it appears that the majority of residents are willing to comply with the program regulations. Very few complaints have been received relating to the "No Parking" regulations or parking citations received.

The Solid Waste Division Manager reports that the street cleaning operation has worked very efficiently with few problems. Conditions in the area in terms of clean streets and gutters has improved very noticeably. Since both sides of the streets are posted for "No Parking" on the same day of each week, there are no problems with scheduling the once a month mechanical street sweeping and weekly garden refuse pick up, in an area of such small size.

A street cleaning program for a large area, however, would not be a simple, problem-free operation like the Oak Park Pilot Program. Scheduling for the existing street sweeping and cleaning crews would be more demanding and would result in additional manpower requirements for routing and sweeping operations. This would be compounded in a large area where parking congestion is a normal, every-day condition. Parking would have to be prohibited on one side of the street per day requiring a 4-day sweeping cycle each week for all block faces (north, south, east and west). Parking for residents would be severely impacted, requiring some vehicles to be left long distances from homes. Parking congestion would be compounded on those sides of the streets on days when sweeping isn't scheduled. Street cleaning scheduling would be more complex and labor intensive. Parking enforcement would become more intensive with more violations, due to lack of alternative parking and more cars parking in less space. A larger number of blocks to enforce would require additional enforcement personnel. All of the above would translate into a financial impact on the general and enterprise funds, which is illustrated in the next section of this report.

FINANCIAL DATA:

The annual operating cost of enforcement for the Oak Park area is \$1400 and is being absorbed in the On-Street Parking budget. The labor cost to post the signs was \$1700 and was absorbed in the Street Division budget. The cost for the "No Parking" signs was \$2200 and was paid for, per resolution of the Council, by an amendment to the Street Maintenance Division budget. This is possible because the Oak Park Pilot Program area is so small.

Larger areas would require much larger expenditures due to more extensive signing, additional positions, and additional equipment for parking enforcement. Also, adding various small street cleaning areas such as Oak Park to this program would have a cumulative impact that would eventually require additional expenditures at that point when existing operations could not absorb the additional manpower, equipment and materials without curtailing service in other parts of the City.

To illustrate the financial impact of expanding this program, the residential streets between G, T, 16th and 29th Streets is used as an example. This area is about 17 times the size of the Oak Park Pilot Area. The Oak Park Pilot Program is approximately 10 square blocks, while the downtown area used for illustration (G-T-16th-29th) is about 172 blocks. Dividing the downtown area into four (4) subsections for four (4) days per week of street cleaning creates a daily enforcement beat of 43 blocks. It takes about one (1) hour once per week to enforce the Oak Park Pilot Area (9 blocks) so it would take about 4-5 hours per day, four times per week, to enforce the downtown area used for illustration.

Adding five (5) or six (6) small areas the size of the Oak Park Pilot Area would not generate enough additional parking enforcement and street cleaning to require additional personnel and equipment.

Beyond this, however, additional personnel and equipment would be needed unless services in other areas were curtailed.

Based on the foregoing, appropriations for an expanded program the size of the example (G-T-16th-29th) would be as follows:

PARKING ENFORCEMENT COSTS

Initial Costs:

Parking regulation signs	\$61,800
Installation	12,200
1 Parking Enforcement scooter	7,500
1 2-way radio	2,100
1 Parking Enforcement uniform	150
Training	50
Safety equipment	150
Handi-talkie	2,250
Total	\$ 86,200

Annual Enforcement Operating Costs:

1 Parking Enforcement Officer	\$26,400	
Equipment maintenance	3,700	
Operation supplies	900	
Maintenance of signs	10,800	
Total Annual Operating Costs		\$ 41,800
Total first year cost for parking enforcement		\$128,000

STREET CLEANING COSTS

Re-routing/scheduling	\$ 5,240	
Sweeper Operation and Maintenance	1,700	
Total Operating Costs		\$ 6,940

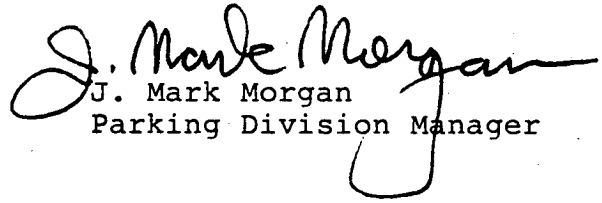
SUMMARY COSTS

Parking Enforcement Initial Costs	\$86,200	
Parking Enforcement Operations Costs	41,800	
Street Cleaning Operations Costs	\$ 6,940	
Total first year appropriation required		\$134,940

RECOMMENDATION

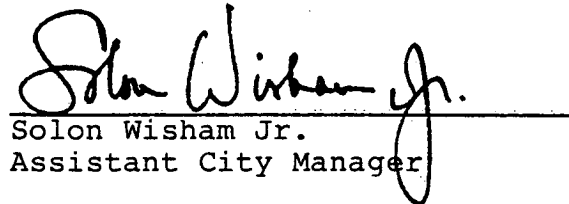
It is recommended that the Budget and Finance Committee review financial impacts and areas to be included in considering the feasibility of a major street sweeping program.

Respectfully submitted,

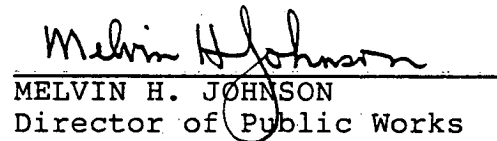

J. Mark Morgan
Parking Division Manager

JMM/bjc

Recommendation Approved:


Solon Wisham Jr.
Assistant City Manager

APPROVED:


MELVIN H. JOHNSON
Director of Public Works

District 1