



CITY OF SACRAMENTO

DEPARTMENT OF PUBLIC WORKS

PARKING DIVISION

REF: 86-06-34

July 1, 1986

Transportation and Community Development Committee
Sacramento, California

Honorable Members in Session:

SUBJECT: PARKING ENFORCEMENT IN THE OUTER AREAS OF THE CITY

SUMMARY

This is a report requested by the committee on the feasibility of expanding parking enforcement operations into the outlying areas of the City.

BACKGROUND

Until July 1, 1973, the Police Department enforced all parking regulations in the City. When the Parking Enforcement Unit was transferred to the Public Works Department, it was to enforce the parking regulations in the Central Area, Del Paso Boulevard and the Oak Park business area. The Police Department retained several sworn officers to enforce parking regulations and perform other similar duties. It was understood that the Public Works Department was only responsible for enforcement in the designated areas -- Monday through Saturday between 8:00 a.m. and 6:00 p.m. The employees were commonly referred to as "Meter Maids" and their main job was to enforce the meters and time limits in business areas.

Between 1973 and 1979, the Police Department reduced their parking enforcement activities and the Public Works Department expanded their area of coverage through the Residential Permit Parking Program. Starting January 1, 1979 an agreement between the departments was instituted whereby the Public Works Department area was extended to Fruitridge Road on the south and

65th Street on the east, including California State University and Campus Commons. At that time, the Police Department established a policy that their enforcement would be on a complaint basis only (Attachment 1) and on a priority basis as well. For all practical purposes, except in the central area and residential permit areas, enforcement by the Parking Division is also only by complaint. The expansion of Residential Permit Parking, however, has resulted in additional Parking Enforcement Officers that are dispatched to some complaints in the outlying areas. The addition of four (4) new officers in the 1986-1987 Parking budget will further strengthen this capability.

Experience through the years has shown that it is not practical to routinely patrol areas where the regulations (and violations) are few and far between. In addition to a low measure of productivity for such an operation, the unsuitability of the enforcement scooters for high mileage operation must be considered. The safety considerations of operating scooters over long distances in relatively high speed traffic has also been a concern. Therefore, if routine, daily enforcement operations by the Parking Division were expanded into the outlying areas, the enforcement officers would require passenger vehicles rather than the traditional 3-wheelushman scooter. The program would require two (2) separate beats, one in the north area of the City and the other in the south area. This would require two (2) officers, one in each beat. The main arterial roadways, would be their primary assignment, with other enforcement done on a complaint basis as it is currently done.

Based on current experience with complaints in the outlying areas, a low number of citations would be anticipated, in the range of ten (10) to fifteen (15) citations per day per beat.

Another consideration has been to assign this responsibility to the Nuisance Abatement Division, which has, upon City Council direction, initiated a special Pilot Parking Enforcement Program intended to augment the Police Department's public right-of-way enforcement efforts. The emphasis of this special program has been to remove the blight conditions caused by abandoned vehicles on neighborhood streets. At the present time, three (3) limited term Parking Enforcement Officers are marking approximately ninety-five (95) vehicles per week and removing roughly fifty (50) vehicles per week from the neighborhoods.

A significant amount of time is required in the abatement of these vehicles (calling the tow company, meeting the tow truck at the violation site, completing the many required police documents). Any additional assignment such as the enforcement of overtime or other parking violations would significantly reduce the effectiveness of this special vehicle enforcement program.

Therefore, this alternative is not a viable solution to the request to expand routine parking enforcement in the outlying areas of the City.

The attached Exhibit "A" shows the current parking enforcement beats. Exhibit "B" shows the two (2) outlying areas being considered for expansion of parking enforcement.

FINANCIAL DATA

The costs for expanding parking enforcement into the outlying areas of the City are itemized as follows:

Initial Costs

2 Passenger vehicles	\$ 16,600	
2 Two-way radios	4,000	
2 Police handi-talkies	4,480	
Uniforms & Misc. supplies	<u>1,180</u>	
Total		\$ 26,260

First Year Operating Costs


2 Parking Enforcement Officers	\$ 58,694	
Vehicle Maintenance	6,000	
Radio Maintenance	312	
Uniform Allowance	988	
Misc. Supplies	<u>600</u>	
Total		\$ 66,594
Total First Year Costs		\$ 92,854
Total Estimated Annual Revenue		\$ 50,000

RECOMMENDATION

It is recommended that:

1. The Parking Enforcement Program be continued without expansion of routine daily beats into the outlying areas of the City where there would be low productivity and demand for service.
2. The Abandoned Vehicle Removal Program be continued in its current form without additional parking enforcement duties.

Respectfully submitted,



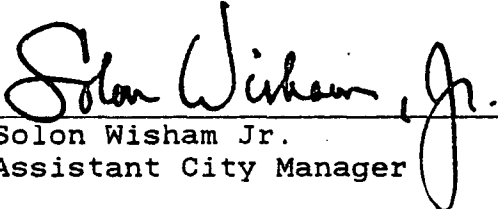
Michael Hanamura
Nuisance Abatement Manager

APPROVED:



MAC MAILES
Director of Planning & Development

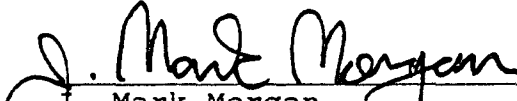
RECOMMENDATION APPROVED:



Solon Wisham Jr.
Assistant City Manager


JMM/bjc
Attachments

Respectfully submitted,



J. Mark Morgan
Parking Division Manager

APPROVED:



MELVIN H. JOHNSON
Director of Public Works

District 1
July 1, 1986

M E M O R A N D U M

SACRAMENTO POLICE DEPARTMENT

ALL FIELD OPERATIONS PERSONNEL
Date: DECEMBER 20, 1979

ATTN: RON FRAME, LIEUTENANT
COMMUNICATIONS SECTION
OFFICE OF ADMINISTRATIVE SERVICES
Ref. No: 12-24

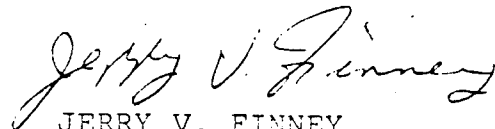
From : JERRY V. FINNEY
DEPUTY CHIEF OF POLICE
OFFICE OF OPERATIONS

Subject: PARKING ENFORCEMENT AND EXTENSION OF PARKING CONTROL BOUNDARIES

By mutual agreement between the Traffic Engineering, Parking Control Section and the Police Department, effective January 2, 1980, the Police Department will assume responsibility for parking enforcement complaints in the core area (Embarcadero to 17th Street, I Street to L Street, including the alleys), between the hours of 1800 and 0200, seven(7) days a week, in addition to a city-wide responsibility from 1800 to 0800 hours seven(7) days a week. This added responsibility simply means that we will make a reasonable effort to see that parking is orderly in the city of Sacramento and cite for on-sight violations when appropriate, and we will be dispatched as first responders on a complaint basis for parking violations between the above hours.

In return for this concession, Parking Control Section has agreed to expand its geographic area of responsibility during the hours they are on duty. This area of responsibility will be bounded by the Sacramento River on the west, Fruitridge Road on the south to 65th expressway. The east boundary is made up of 65th expressway and extends around Cal State University and Campus Commons. The north boundary is the American River with the exception of Del Paso Blvd. from the south end to El Camino, and Arden Way from Del Paso east to the Southern Pacific R.R. tracks.

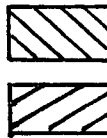
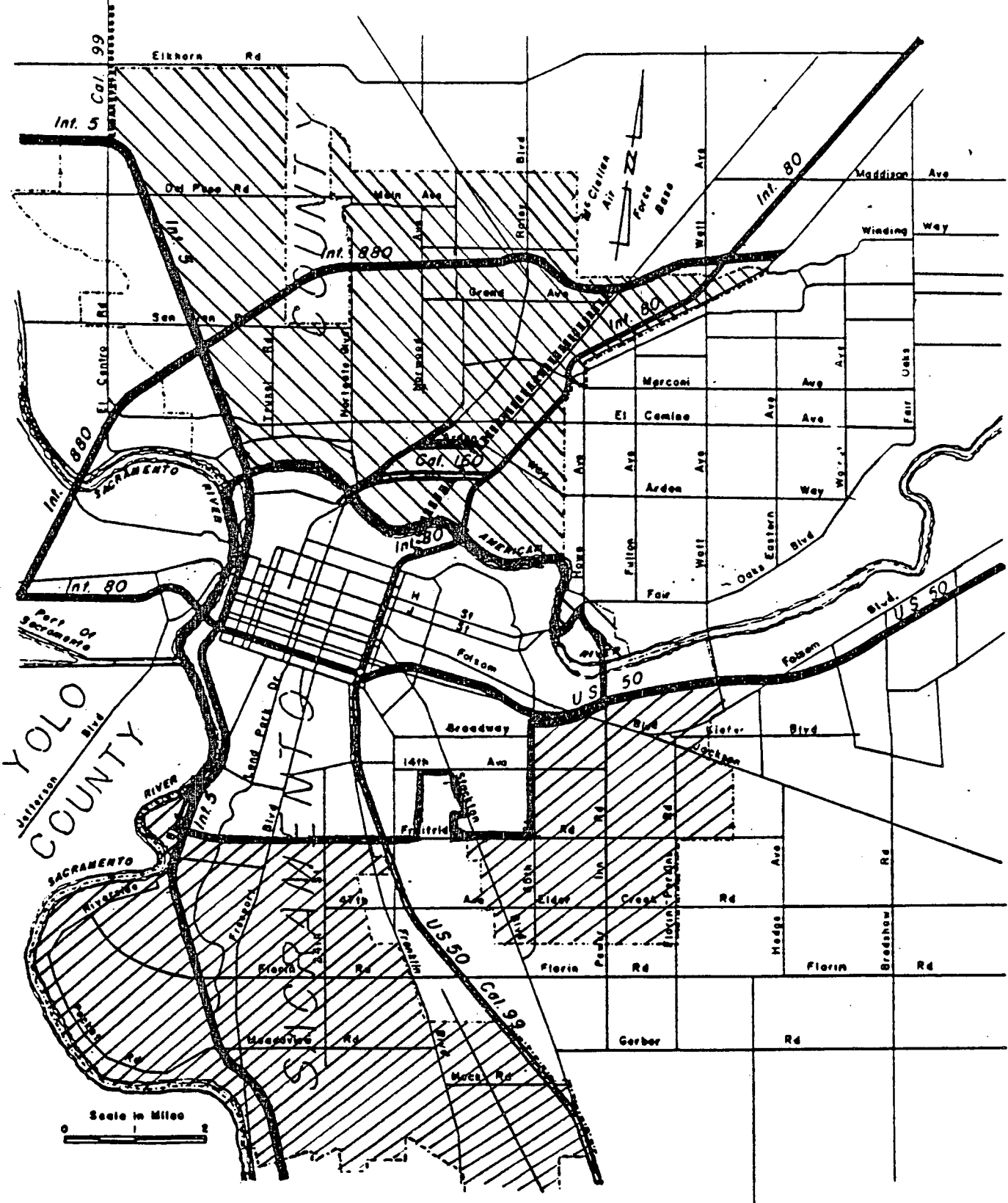
This additional responsibility should not create an undue burden on enforcement personnel under our present sequence of assignments.



JERRY V. FINNEY
DEPUTY CHIEF OF POLICE
OFFICE OF OPERATIONS

JVF:FBS:njg

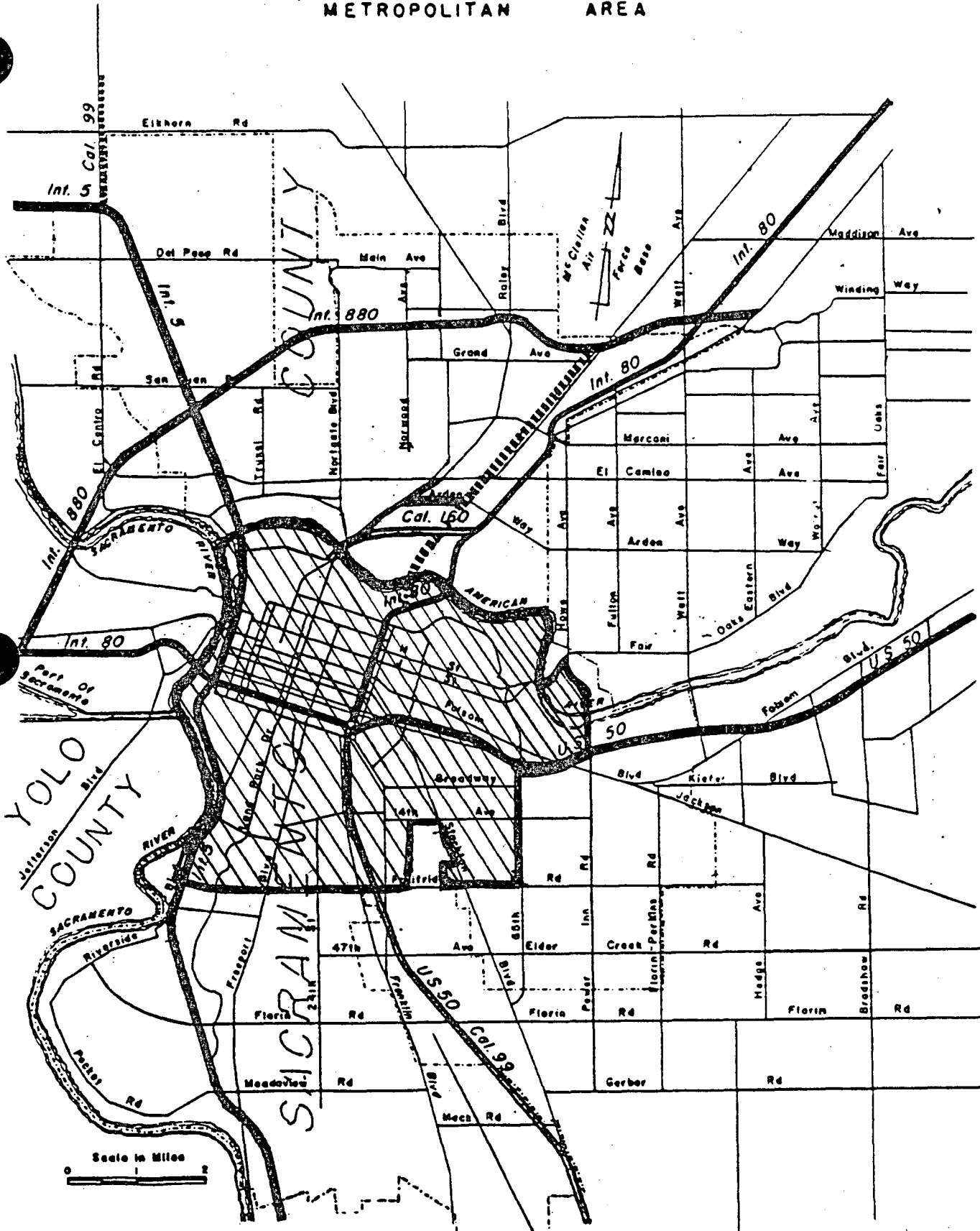
SACRAMENTO METROPOLITAN AREA CALIFORNIA



Proposed North Area Beat

Proposed South Area Beat

SACRAMENTO METROPOLITAN AREA CALIFORNIA



Current Enforcement Beats