

CITY OF SACRAMENTO

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September 23, 1981
FILED
City Council
Office of the City Clerk

City Council
Sacramento, California

SEP 29 1981

Honorable Members in Session:

SUBJECT: Implementation Status Report for the Parking Management and Alternative Transportation Incentive Program (M-395)

SUMMARY

Pursuant to the Council's request in adoption of the Parking Management and Alternative Transportation Incentive Program report last March, this implementation status report is provided for your review and files. Implementation of the 28 measures adopted is progressing in accordance with the program's policy and timing recommendations. Further implementation progress will be facilitated by a recently approved EPA grant and will continue during the next year.

This report is provided for your review and files and no action is recommended.

BACKGROUND INFORMATION

The Parking Management and Alternative Transportation Incentive Program report recommendations were unanimously adopted by the City Council on March 17, 1981 (with the exception that Councilmember Pope voted no on measure 1.6 to reduce the monthly parking permit discount over daily rates), and staff was directed to prepare a status report on the implementation progress within six months. This report was prepared in conjunction with the Traffic Engineering Division and is intended to fulfill that obligation. Listed below for your review and consideration is a description of each adopted measure and its implementation status:

Policy Measure

Six-Month Implementation Status

1.2 Limit issuance of new off-street non-carpool monthly parking permits.

When the level of short-term parking demand begins to conflict with monthly parking occupancy, monthly parking volume is adjusted by limitation through attrition or if necessary, through permit cancellation. All parking garages have limits set for the number of single occupant monthly permits that are sold.

Policy MeasureSix-Month Implementation Status

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| 1.3 | Restrict by 10-20% the amount of off-street parking available between 7-9 a.m. at CBD lots. | Currently, there is adequate space to meet short-term parking demand at City parking lots. Parking characteristics may change in the future and this measure may be required to ensure adequate short-term parking supplies. |
| 1.4 | Modify existing carpool parking permit verification program to provide stronger enforcement. | Carpool verification is performed from time to time, resulting in some cancellation of permits issued to phony carpools. Due to current vacant positions, carpool verification has been minimal. |
| 1.5 | Establish a sliding scale for hourly parking rates. | Sliding scale monthly parking rates for all City lots was instituted effective July 1, 1978. |
| 1.6 | Reduce the monthly parking permit rate discount over daily rates. | Monthly parking rates were raised each year from July, 1977 to July, 1980 in keeping monthly rates commensurate with monthly parking demand. On July 1, 1981, the monthly rates for the Old Sacramento garage and Lot G were increased. |
| 1.7 | Provide flexible work hours for all City employees, with exceptions by job categories due to public service needs or other conflicting requirements. | An informal flextime policy exists on an individual department basis. A formal policy may be pursued once the results of Caltrans Project Flex Study is completed. |
| 1.8 | Encourage greater participation in the City's carpool preferential parking program. | The City's carpool preferential parking program was initiated a number of years ago, providing a 25% monthly parking rate reduction. Other incentives, such as reserved parking spaces, are not provided as a matter of practicality and economy of parking space supplies. |
| 1.9 | Encourage greater utilization of the City's employee bicycle fleet. | No implementation progress on this measure has been achieved. Once the employee newsletter is reinstated, notice of and encouragement for use of these facilities will be provided. |
| 1.10 | Amend the Zoning Ordinance to require secure bicycle parking facilities at all new developments. | A draft minimum bicycle parking ordinance will be prepared and presented to the Planning Commission and City Council within the next few months. |

<u>Policy Measure</u>	<u>Six-Month Implementation Status</u>
1.11 Provide bus tokens for City employee business travel.	No implementation progress on this measure has been achieved. Staff is still attempting to formulate the program and devise an administration procedure.
1.12 Establish General Plan policies and amend the Zoning Ordinance to require transit amenities be provided at new developments.	Application of this measure throughout the City will be evaluated in conjunction with preparation of the Circulation Element of the General Plan. Once the light rail line alignment and station locations have been approved, an ordinance to require certain transit facilities by adjacent property owners in conjunction with new development proposals will be formulated.
1.13 Establish pedestrian transit malls along appropriate streets.	The State of California is pursuing conversion of O Street to a transit and pedestrian mall in relation to their adopted Capitol Area Plan.
1.14 Amend Zoning Ordinance relating to parking lot design standards to improve vehicular access and flow.	A Special Permit is currently required for all drive-up window facilities and the design guidelines included in the PMP report are used to assess the impact of each proposal. Other zoning ordinance parking lot design regulations may be amended in conjunction with the Comprehensive Zoning Ordinance update effort.
1.15 Increase the percentage of compact car spaces allowed to a maximum of 30% of the lot.	Implementation ordinance approved July 7, 1981.
1.16 Increase the amount of parking lot landscaping required based on a 50% shading of the lot.	Implementing ordinance approved in December, 1980, as part of the City's Energy Conservation Program.
1.17 Revise minimum parking requirements based on survey results of actual demand.	Since the City's existing parking standards are reasonably close to the parking demand survey results, amendments to existing parking requirements are not envisioned in the near future.
1.18 Allow substitutions of required parking for in-lieu measures within all areas of the City.	The Council recently adopted the C-3 In-Lieu Vehicle Parking Ordinance and a similar ordinance applicable to other zones in the City will be developed for review and approval within the next few months.

<u>Policy Measure</u>	<u>Six-Month Implementation Status</u>
2.1 Request the County Municipal Court to increase parking violation fines.	A letter was sent to the County Court Administrator with the adopted City and County resolutions attached. As of September 1st, the previous \$4.00 parking fine was raised to \$5.00.
2.2 Subsidize parking management programs with a portion of the parking fine increase.	Approximately \$100,000 to \$150,000 additional parking fine revenues may be available due to the recent fine increase. These funds will be used to further various parking management programs.
3.1 Support and expand residential preferential parking programs.	Residential preferential parking program for the State Capitol area has received final approval and implementation will occur once the needed funding has been secured. The Alkali Flats Area is in the final petition process stage and initial stages of petitioning have been completed for the Southside Area. Initial petitions are now circulating in the northeast and St. Luke's Hospital area. The magnitude of this program is beginning to create financial problems in funding new areas ready for implementation.
3.2 Establish non-residential site plan review guidelines to encourage alternative transportation incentive provisions.	As part of a recently approved EPA grant, implementation of this measure will occur within the next year.
3.3 Provide additional and more secure bicycle parking facilities at all City lots and public buildings.	The Traffic Engineering Division has been awarded a State of California Bicycle Lane Account Grant for \$10,700 to purchase and install 175 Class II bicycle parking racks. These racks will be installed throughout the City-operated parking garages in locations easily accessible to both public employees and short-term visitors. This project should be completed by the end of the 1981 calendar year. The installation of additional bicycle parking facilities is dependent upon financing, demand, and available space for the racks.
4.1 Provide sufficient right-of-way additions for bicycle lane development along streets designated as bicycle routes.	In May, 1981, the Council approved addition of 23 new on-street bicycle routes to the Sacramento Bikeway Master Plan. As a result, new developments along these routes may be required to provide an additional five feet of street right-of-way to facilitate development of these routes.

Policy MeasureSix-Month Implementation Status

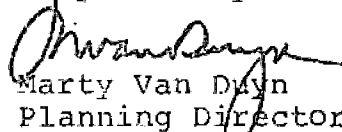
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| 4.2 | Reprioritize implementation of the Sacramento Bikeway Master Plan to promote development of a commuter bicycle route system. | The bicycle improvement projects proposed for development in fiscal year 1981-82 are consistent with the recommendations included in the PMP report. |
| 4.3 | Provide bicycle parking facilities along bus routes, at bus shelters, and park-and-ride lots. | A letter, including a copy of the City Council resolution encouraging SACOG and RT to study the feasibility of providing bicycle parking facilities at transit stops, was sent to these agencies last April. |
| 4.4 | Continue and expand support for Caltrans' Ridesharing Program. | As part of a recently approved EPA grant, the City and County Planning staffs will jointly be studying and proposing methods for encouraging greater ridesharing participation by private employers during the next year. |
| 4.5 | Prepare and distribute a multi-agency alternative transportation informational/educational package. | An alternative transportation incentive marketing and educational handbook will be prepared and distributed to private employers as part of the recently approved EPA grant within the next year. |

In terms of the progress of the State and County to implement their recommended parking management and alternative transportation incentive measures, the County Board of Supervisors has recently approved various zoning ordinance amendments relating to vehicle and bicycle parking requirements; and the State has increased their employee bicycle parking supplies and intends to designate four of their downtown employee parking lots for carpools only.

RECOMMENDATION

This report is provided for your review and files and no action is required.

Respectfully submitted,


Marty Van Dorn
Planning Director

FOR CITY COUNCIL INFORMATION:


Walter J. Slips, City Manager

MVD:SP:jm
M-395

September 29, 1981
All Districts