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City of South Gate

Item No. 16

JUL 9 - 2020

CITY COUNCIL

CITY OF SOUTH GATE
OFFICE OF THE CITY MANAGER

10:25am

AGENDA BILL

For the Regular Meeting of: July 14, 2020

Originating Department: Public Works

Department Director:

Arturo Cervantes

City Manager:

Michael Flad

SUBJECT: CITYWIDE PARKING STUDY, CITY PROJECT NO. 590-RPT

PURPOSE: This item was continued from the regularly scheduled City Council Meeting of June 9, 2020. The City Council commissioned the Citywide Parking Study in order to develop strategies to enhance on-street parking citywide. The study is complete and ready for approval.

RECOMMENDED ACTION: Reschedule consideration to approve the Citywide On-Street Parking Management Plan and the Priority Tool Kit to an in-person City Council Meeting after the COVID-19 pandemic.

FISCAL IMPACT: There is no impact to the General Fund. Implementation of the Citywide On-Street Parking Management Plan's recommendation will require staffing and funding resources. At a future time, the City Council will be requested to program funds to implement recommended parking solutions.

ALIGNMENT WITH COUNCIL GOALS: The Citywide Parking Study is in the City Council's Fiscal Year 2019/20 Work Program to "Continue Creating and Protecting Strong and Sustainable Neighborhoods."

ANALYSIS: On-street parking issues on residential streets have been prevalent citywide for many years. The common issue is that it is difficult to find parking on residential streets, particularly in the evening hours and on weekends. Demand for parking exceeds parking availability in many of the City's residential neighborhoods. According to input received from residents through surveys conducted, the range of issues that contribute to the parking problems are wide-ranging.

Over the years, the City has implemented solutions to address parking issues as opportunities have risen. The solutions implemented thus far include, but are not limited to the following two examples. The City Council reduced street sweeping parking restrictions from eight hours to four hours in residential streets citywide. The City Council also acquired parking lots throughout the City in order to provide more public parking.

The Citywide On-Street Parking Management Plan changes the approach to implementing solutions. Rather than address issues as they arise, the study proposes a planned set of multi-faceted strategies that can be implemented in the short-, mid- and long-term. Eight guiding principles and 181 parking solutions were developed.

In light of the many issues and solutions, a Priority Tool Kit was developed. It prioritizes parking solutions across the eight guiding principles that can impact a wide range of issues in the community. The goal was to be efficient yet effective. For example, a permit district is proposed as an area-wide

solution that could address a wide variety of issues such as parking impacts from businesses, schools and residents owning several cars. The guiding principles are listed on the following page.

1. Organize an internal Parking Task Force.
2. Direct the Public Works Department to implement as-needed parking strategies on public streets.
3. Direct the Police Department to address operational issues related to on-street parking with more parking enforcement.
4. Direct Code Enforcement Officers to focus on addressing private property issues impacting on-street parking.
5. Provide private property owners with opportunity and strategies to better utilize off-street parking space.
6. Implement public parking strategies.
7. Implement a community educational campaign.
8. Direct Community Development Department staff to create planning initiatives to enhance on-street parking conditions.

BACKGROUND: The City has been experiencing on-street parking issues that are wide-ranging and of concern to the community. According to the Citywide On-Street Parking Management Plan, the root cause of the parking issues is complex and also wide-ranging. From a broad perspective, the following are some examples of root causes impacting on-street parking: population density, cost of living, high vehicle ownership rates, household and vehicle density, property density, lack of expansive Alternative Modes of Transportation, residents not using their own driveways, lack of available off-street parking for apartment tenants, vehicles stored on street for sale or service, and lack of usage of public parking lots.

The following summarizes some of the findings of the study:

- **Vehicle Ownership:** It is estimated that residents own over 50,000 vehicles yet there is only 31,307 parking spaces on the street.
- **Demand for On-street Parking:** Demand for on-street parking is high citywide. Some neighborhoods experience a parking demand of 92 percent of the parking capacity, on evenings and on weekends.
- **Street Sweeping Parking Restrictions:** On street sweeping day, the impact on parking is approximately twofold as residents can only park on one side of the street.
- **Operational Issues:** There are visible parking issues citywide such as double parking, parking adjacent to red curb, parked cars that partially block driveways, parking in front of fire hydrants, and parking near intersections. Residents would like to see a higher level of parking enforcement.
- **Lack of or Underutilized Alternative Modes of Transportation:** There are existing few viable alternative modes of transportation Citywide. For example, bike facilities are not robust, and the City is not currently served by light rail.
- **Inefficient Use of Available Parking:** Driveways are used inefficiently, as is parking on residential streets. For example, residents park one car across two parking spaces. A large number of residents were observed to be occupying curbside parking space when there was sufficient storage available in residents' own driveways.
- **Land use Issues:** There are issues that impact parking during "surge" times of the day. For example, parents of student's temporarily park or double-park on streets during school pick-up

and drop-off hours. Automotive sales/repairs shops store vehicles on the street rather than on their property, during normal business hours.

- **Converted Garages:** When a garage is converted, demand for on-street parking typically increases, particularly when a second household moves in. The average household in South Gate owns 2.3 vehicles.
- **Roadway Design Constraints:** There are opportunities to increase parking capacity on some City streets. For example, it is currently prohibited to park within 15 feet of a fire hydrant. That distance can be reduced by ordinance or resolution according to the vehicle code.
- **Narrow Driveways:** Residential lots are not large, and that leads to narrow driveways. Narrow driveways are known for discouraging parking on the driveway. Some residents have widened their driveways into the landscape setbacks.

The Citywide On-Street Parking Management Plan proposes a suite of planned solutions. The primary task is the creation of a Parking Task Force composed of an advisory group from representatives from various City Departments. This task force will serve to inform the City Council and offer recommendations to identify and address short-term parking solutions that can be implemented annually.

Civic engagement was a high priority. Staff held five community meetings, a business and school outreach meeting, an on-line survey, and two pop-up city events. Over 400 residents participated in the meetings. Over 760 residents participated on the on-line survey. Residents were given an opportunity to share their issues, as well as what they believe are the solutions. The City received over 1,200 comments. After reviewing all comments from the community, it is evident that there is no consensus on what the issue is or what the solution should be regarding the lack of parking within the City. Therefore, the solution for the problem is not the same for each resident. For example, some residents state that there is not enough parking on a street (issue) and that the City should add more spaces (solution). A resident with an opposing view would argue the solution would exacerbate the problem, because it would allow for more vehicles to park on the street. Another example, a resident indicated that neighbors have too many cars and that permits should be issued to limit how many can park on the street. A resident with an opposing view would argue that parking should be available to all the residents in their home of driving age, as they provide financial support needed to sustain the household.

The study used the latest in technology to inventory parking conditions. The City now has all parking controls citywide, documented on a GIS system. This puts the City one step closer to being in a "shovel-ready state" to implement projects.

Attachment "A" includes a Priority Tool Kit with eight guiding principles and 32 recommended strategies.

Attachment "B" includes the Executive Summary of the Citywide On-Street Parking Management Plan. The Citywide On-Street Parking Management Plan is available at the City Clerk's office for review.

- ATTACHMENTS:**
- A. Priority Tool Kit
 - B. Citywide On-Street Parking Management Plan: Executive Summary

JL:lc

PRIORITY TOOL KIT Top Short-, Mid- and Long-term Strategies per Guiding Principles		Citywide On-Street Parking Action Plan - South Gate, CA			
RS#	Timeframe	Description	PW	PD	CD
Guiding Principle Area #1: Organize an Internal Parking Task Force					
1.01	ST	Create a Parking Task Force to guide City Departments in the implementation of the Citywide On-Street Parking Management Study, with a focus on the Priority Tool kit.	PW	PD	CD
1.02	ST	Pursue City Council approval to modify programs, policies, and ordinances that impact on-street parking conditions, such as, Preferential Parking District (PPD), parking restrictions, development policies, private property improvements, etc.	PW	PD	CD
1.03	ST	Provide an annual report to the City Council on the accomplishment of the Parking Task Force in implementing the Citywide On-Street Parking Management Study and Priority Tool kit.	PW	PD	CD
1.04	MT	Develop a strategy to proactively, cost-effectively and efficiently implement short-term, mid-term and long-term strategies outlined in the Citywide On-Street Parking Study.	PW	PD	CD
Guiding Principle Area #2: Authorize Public Works to Implement As-Needed Parking Strategies on Public Streets					
2.01	ST	Collaborate with external agencies in the development of passenger light rail to promote alternative modes of transportation.	PW	PD	CD
2.02	ST	To enhance parking, assess parking restrictions, such as at intersections and adjacent to fire hydrants, and make recommendations that could lead to increasing on-street parking capacity however in a manner that meets safety standards.	PW	PD	CD
2.03	ST	Assess traffic signage prohibiting the parking of commercial and oversized vehicles on residential streets, for adequacy in resolving parking issues.	PW	PD	CD
2.04	ST	Implement pilot programs in advance of implementing parking solutions that could be impactful to the community, such as area wide Preferential Parking Districts and marking of on-street parking stalls.	PW	PD	CD
2.05	MT	Prioritize the assessment of the City's Preferential Parking District and recommend improvements to optimize its effectiveness.	PW	PD	CD
2.06	LT	Pursue grant opportunities to implement capital projects for alternative modes of transportation such as bike facilities, as means to encourage non-motorized modes of travel.	PW	PD	CD
Guiding Principle Area #3: Direct Police Department to Address Operational Issues Related to On-Street Parking with More Parking Enforcement					
3.01	ST	Assess parking enforcement activities in areas with the highest on-street parking demands, for sufficiency in addressing parking issues.	PW	PD	CD
3.02	ST	Publicize new parking restrictions and provide a 30-day grace period for enforcement.	PW	PD	CD
3.03	MT	Assess staffing capacity of the parking enforcement program to determine if additional parking enforcement officers could improve on-street parking conditions.	PW	PD	CD
3.04	MT	Work with East Los Angeles College Expansion Project representatives to develop programs that prohibit students from parking on residential streets.	PW	PD	CD
3.05	LT	Consider License Plate Recognition (LPR) technology to digitally "chase" vehicles parked longer than 72 hours, or otherwise identify and log improperly parked vehicles in designated "No Parking" locations such as in PPDs.	PW	PD	CD
Guiding Principle Area #4: Direct Code Enforcement to Focus on Addressing Private Property Issues Impacting On-Street Parking					
4.01	ST	Identify and assess enforcement of City Ordinances that regulate issues that negatively impact parking and traffic flows (e.g. converted garages, illegal businesses in residential neighborhoods, etc.), for sufficiency in resolving parking issues.	PW	PD	CD
4.02	MT	Enforce existing ordinances and design requirements to mitigate issues discouraging usage of private driveways (e.g. right distance, vegetation, block walls, etc.).	PW	PD	CD
4.03	MT	Where possible, require project sponsors seeking to convert garages to residential dwellings to provide adequate parking on private property, in a manner that complies with State law.	PW	PD	CD
4.04	MT	Assess the impact of adding Code Enforcement personnel to enforce city ordinances that lead to enhancing parking conditions.	PW	PD	CD
Guiding Principle Area #5: Provide Private Property Owners with Opportunities and Strategies to Better Utilize Their Off-Street Parking Space					
5.01	ST	Consider implementing pilot programs to allow improvements on residential properties that could lead to increasing parking capacity within the property, such as, allowing the widening of existing driveways to provide parking for an additional vehicle.	PW	PD	CD
5.02	MT	Develop programs that encourage and/or enable residents to utilize their garages for vehicle parking.	PW	PD	CD
Guiding Principle Area #6: Implement Public Parking Strategies					
6.01	ST	Develop strategies to enable residents to locate and park on public parking lots and municipal parks facilities, inclusive of allowing overnight parking (i.e. modifying ordinance to allow overnight parking, way finding signage, etc.).	PW	PD	CD
6.02	MT	Evaluate an Advanced Parking System (APS) to facilitate ways to find parking availability at City-owned parking lots.	PW	PD	CD
6.03	MT	Develop strategies for shared parking agreements amongst private property owners that would also consider allowing overnight parking.	PW	PD	CD
6.04	LT	Coordinate with UPRR to provide public parking within their right-of-way, along Ardmore Avenue and Independence Avenue.	PW	PD	CD
Guiding Principle Area #7: Implement a Community Educational Campaign					
7.01	ST	Provide educational information to residents on what they can do to enhance parking conditions on residential streets.	PW	PD	CD
7.02	ST	Develop online residential parking resources and information fact sheets.	PW	PD	CD
Guiding Principle Area #8: Direct Community Development Department to Create Planning Initiatives to Enhance On-Street Parking Conditions					
8.01	ST	Encourage apartment owners and multi-family building managers to provide tenants with secure bike facilities.	PW	PD	CD
8.02	LT	Support Light-Rail (Eco-Rapid Transit) projects and enhanced access to light rail stations.	PW	PD	CD
8.03	LT	Encourage businesses to explore feasibility of ride-sharing programs or parking incentive programs, such as California's Parking "Cash Out" law (AB 213) for employers who currently provide free parking.	PW	PD	CD
8.04	MT	Work with local schools to develop neighborhood traffic management plans (NTPM) which incorporate parking mitigation strategies for faculty, staff and students who currently park on adjacent residential streets.	PW	PD	CD
8.05	MT	Investigate the potential need, viability and benefits of car-thruway-pedestrian paths between residential neighborhoods and commercial or school areas to encourage walking as a viable mode of transportation.	PW	PD	CD
8.06	MT	Require development projects to implement and/or contribute toward Transportation Demand Management (TDM) improvements.	PW	PD	CD
8.07	MT	Require new development to create safe pedestrian and bicycle paths towards schools, shopping centers and other destinations to encourage walkability.	PW	PD	CD

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PRIORITY TOOL KIT | Top Short-, Mid- and Long-term Strategies per Guiding Principles

Citywide On-Street Parking
Action Plan - South Gate, CA

Responsible Department(s)

PW | PD | CD

RS# | Timeframe | Description

ST Short term priority/implementation (Within 1 Year)
 MT Mid-term priority/implementation (Within 1 to 5 years)
 LT Long term priority/implementation (Within 5 to 10 years)

Notes:

Responsible Department(s)
 PW: Public Works PD: Police
 CD: Community Development



Executive Summary

1.1 - Overview of the Parking Management Plan

The City of South Gate engaged Minagar & Associates, Inc. (Minagar) to complete a Citywide Parking Study. The goals of this study were to evaluate current supply and demand conditions on every public street and block within the City of South Gate, and to obtain public feedback and input on parking issues. Further, Minagar was tasked with developing recommendations and a comprehensive plan based on the results of the study and discussions with city staff, to guide the city management in implementing future strategies and carrying out effective parking policy.

The team's findings and recommendations in this Plan provide the City of South Gate a valuable toolkit of strategies to address its ongoing parking issues, and an opportunity to make important, impactful changes for its citizens that will help to ensure that the on-street parking supply will continue to serve its residents and businesses well; that existing and future regulations are effectively and equitably enforced; that any changes to the City's parking regulations or enforcement of such regulations are strategically defined and well-communicated to the public; and that parking will not continue to be a deterrent to the quality of life for those who live and work in South Gate.

In cooperation with Katherine Padilla Associates (KPA), Minagar & Associates, Inc. and City of South Gate Public Works staff focused on identifying existing on-street parking deficiencies, particularly in residential neighborhoods, encountered throughout the City on a day-to-day basis. The parking study was founded on understanding the root causes of the parking issues, based on the collected parking data and community feedback. This knowledge was then used to develop a set of short-term, mid-range and long-term recommendations and policies to support the City in addressing these issues. Combined, the parking survey data, public outreach efforts, incorporation of community-wide input, and cooperation with City staff and management to develop parking strategies and policy recommendations form this "Parking Management Plan" to guide the City of South Gate in a clear direction to address on-street parking issues over the next 10 years.

1.2 - Citywide On-Street Parking Study and Community Outreach

A series of on-street parking utilization surveys were first conducted across the City of South Gate, over the span of several weeks, and covering every public street in the City. The surveys began with Minagar staff conducting walking audits along every city block to



estimate the amount of on-street parking space available at the curb based on frontage length between driveways, absent parking obstructions and prohibitions such as fire hydrants, driveways, No Parking signage and painted curb zones. Each street was then driven multiple times each day to observe the number of cars occupying these spaces in order to understand how the existing on-street parking supply was being utilized on a typical day. Field staff also reviewed the video footage to identify potential causes of the parking deficiencies observed during the surveys. The collected data was then aggregated and analyzed to identify parking utilization rates across each community zone within the City, and the locations and times during which on-street parking utilization exceeded acceptable levels.

Following the field data collection parking surveys, Minagar and its public outreach consultant, KPA, worked with city staff to coordinate several community outreach meetings to obtain useful and measurable public input. The community's feedback was reviewed and incorporated into the Study as a tool to further inform Minagar's recommendations, and its understanding of localized parking issues within the city. The Project Team also administered an online survey for South Gate residents to take and provide feedback on the various parking issues and potential solutions. A combination of multiple choice responses and custom comments from individuals was returned over a one-month period, with a total of 762 residents who participated in the online survey.

The most notable findings of the online survey revealed that while the majority of respondents agreed on the key causes of parking issues (*Too many cars/drivers per household – 77%, Residents not using their own driveways or garages to park their cars – 62%, Multiple cars are parked on the street, stored or seldom used – 55%*); with the exception of providing preferential parking permits to residents (60% agreed this was a viable solution) the recommended strategies which might help to rectify these issues did not garner strong consensus across the board (*Install marked on-street parking stalls – 39%, Encourage residents to use their driveways/garages – 36%, Increase parking/police enforcement – 29%*; and so on). This indicated to the Project Team that residents do experience common sets of parking problems—high demands, constrained supply, and poor parking behaviors by others—and yet, there appears to be no “one size fits all” solution. Rather, a multi-faceted strategy which takes into account local neighborhood issues and characteristics, and combines the efforts of both the residents and the City would be the best approach in any given situation to resolve the ongoing parking problems in the City.



1.3 - Key Findings of the Study

Following are key findings from this study:

- On-street parking on residential streets is the biggest issue. The core issue is the widespread lack of available on-street parking on *residential streets*, i.e., the curbside space within the public right-of-way typically open for residents to park their cars in front of (or at least near) their home. Approximately two-thirds of all publicly-maintained roadways in City of South Gate is comprised of local streets¹; that is, roadways with direct vehicular access from the public right-of-way to residents’ properties. Therefore, while curbside parking does accumulate on major collector streets and arterial highways throughout the City, the data reveals that the principal volume of on-street parking accumulation (and thus the focus of most of the City’s parking issues) occurs within local neighborhoods on residential roadways, where cars are commonly found lining both sides of virtually every street, each day all throughout the week.

One of the most noticeable issues when driving through residential streets in the City of South Gate is that virtually every local street is significantly narrow, to the point where the presence of on-street parking on both sides of the street significantly constrains the passage of two-way traffic. This is especially the case for larger vehicles such as utility services, vans and pickup trucks. Based on the City of South Gate’s Municipal Code and Zoning Ordinance², a “narrow street” is defined as a roadway which is thirty feet or less in width. On such streets, the Director of Public Works may authorize the prohibition of parking on one side in order to enhance public safety and improve traffic mobility, since the presence of curbside parked cars (approximately 7 to 8 feet in width from the curb face, with side-view mirrors included) on both sides of the street leaves very little room for concurrent opposing traffic (30’ wide street – (2 x 7’ parking lanes) = 16 feet / 2 travel lanes → 8-foot travel lane per direction). Unfortunately, since the vast majority of the City’s residential roadways are 30 feet wide, and thus currently built to a “narrow street” standard, restricting parking on one side of every street for safety and mobility reasons may inadvertently cause a disproportionate number of residents who currently park on these streets—whether out of necessity or by choice—to be in direct violation of the City’s parking code.

¹ Management Partners. (2018, April 3). *Street Sweeping Evaluation Project Report*. Retrieved from City of South Gate City Council Agenda, May 8, 2018 Item No. 17.

² City of South Gate Municipal Code, Chapter 8.12, Section 040(J) pursuant to Ord. 1982 § 2, 4-11-95.



Therefore, in light of various pre-existing socioeconomic and operational factors discussed in further detail in this study which affect parking demand (e.g., population density, housing density, automobile ownership, frontage width, existing driveway dimensions, fixed street widths) two-sided on-street parking on narrow residential streets has not been prohibited by the City except on uniquely narrow streets such as Duane Way, Missouri Avenue, Deeble Street or Mariposa Lane where permitting it would render two-way traffic between parked cars impossible.

- Based on the field data collection, the highest on-street parking demands in the City exist in the neighborhoods west of Alexander Avenue (Zones 1 through 3), particularly during the weekday overnight hours and mid-day Saturday periods when most residents are home and the need for on-street parking reaches its peak. Neighborhood areas east of Alexander Avenue (Zones 4 and 5) also showed unsuitably high on-street parking conditions, only to a slightly lesser degree than the west side of the City. The highest concentration of frequently over-parked streets was found to be in the residential neighborhoods within a half-mile distance to the west and east of Long Beach Boulevard. The following is a summary of the peak parking utilization periods in each of the surveyed community zones in the City:
 - Zone #1 – Alameda to Long Beach: 92%
 - Zone #2 – Long Beach to California: 93%
 - Zone #3 – California to Alexander: 77%
 - Zone #4 – Alexander to I-710 Freeway: 68%
 - Zone #5N – I-710 to east city limits, north of Imperial: 46%
 - Zone #5S - I-710 to east city limits, north of Imperial: 58%

Based on industry practice, a maximally acceptable utilization rate for on-street parking is generally 85 percent. At this point, a driver can expect to find 1 free space for every 7 occupied. Above 85%, the parking accumulation has exceeded the functional capacity of the curb lane for convenient use, causing drivers (e.g., residents, guests) to park much further away from the intended destination/residence.

- Supply Sufficiency: Based on the above-described citywide parking utilization surveys it was concluded that South Gate’s existing on-street parking supply, particularly within residential areas and during critical times of the day, is generally insufficient to meet localized demands. While most properties in South Gate do contain sufficient storage space in existing on-garages and driveways for multiple cars to be parked off of the street, on-street parking is much more convenient for many users and seemingly in higher demand in comparison to driveway/garage



parking. Factoring in the various constraints imposed by socioeconomic conditions and the limitations of the pre-existing built environment for residential neighborhood parking, it is seen that curbside parking is not immediately available to all residents, and that as a result many drivers wind up engaging in inconvenient or disruptive parking practices, such as rotating parked vehicles in driveways, pre-meditative double parking and “space saving”, parking over sidewalks or front lawns, or finding an open curbside space much further away from their residence. Fortunately, there are a number of factors actively contributing to these localized shortages which can be alleviated now; for example, improving the use of parking spaces available on private property, adding more parking spaces on the street, or reducing the need for automobile ownership and parking demands. The efficiency of the current supply could be further improved by upping enforcement of existing parking and code regulations to make the existing curbside parking supply more readily available for regular users.

- **Public Perception of the Issues, and Community-Supported Strategies:** The community mostly believes that the existing on-street parking deficiency is a matter of there being too many people per residence, owning too many cars, and an excessive number of cars on the street that should instead be parked in driveways and garages (or should not be there to begin with, as is the case of vehicles parked from nearby businesses, customer/employee vehicles of unpermitted home businesses, parked cars from residents of other streets, apartment tenants parked in front of single-family properties, or car sales/repairs on the street). In addition to the perception that neighbors prioritize the on-street parking lane over their own private driveways and garages, community members widely believe that simply the sheer number of resident car owners and automobiles per household is a root cause of the problem which causes the demand for on-street parking to extend beyond the limits of each individual property. Residents have also voiced a common concern over the intrusion of on-street parking by nearby businesses and schools, and the prevalence of unused cars left abandoned on the street which also contributes to the lack of available parking space. In terms of resolving the existing on-street parking problems, there is shared belief among the community that the best solution will involve a combination of the City implementing policies to affect parking availability, coupled with residents adopting new behaviors. Strategies that garnered the most public support included areas involving: preferential parking districts (residential on-street parking permits); better management and regulation of the existing on-street parking system (e.g., marked on-street stalls, increased parking enforcement); and ways to encourage or compel residents to prioritize the use of their driveways



and garages for car parking (e.g., widening driveways, using garages for parking rather than dwelling space or storage).

- **Community Education:** Many community members are unaware of the countless causes behind the parking issues experienced in their own community, some of which they themselves may be contributing towards and can help alleviate. Existing parking regulations are one such aspect of the needed community education which is essential to the integrity of South Gate’s public rights-of-way and on-street parking use. For instance, prohibitions related to parking large vehicles (i.e., greater than 7.5 feet wide) on residential streets; parking vehicles on the street for more than 72 hours in the same place; storing a non-operational vehicle on a public roadway for any longer than 12 hours; parking on a front lawn; and parking in a manner which blocks one’s own driveway. Targeted outreach and education on “good neighbor” parking behaviors and City regulations and the benefits they offer to the community is essential.

1.4 - Recommended Parking Strategies and Policies

Following are key action items recommended by this study:

- 1.) *Present the recommended parking policies, or “Guiding Principles”, described below and contained in this Citywide On-Street Parking Management Plan to City Council for adoption.*
- 2.) *Circulate this Plan to relevant city departments for future reference in leveraging the various “parking toolbox” strategies contained herein to mitigate on-street parking conditions in the short, medium and long term.*

Summary of Recommended Parking Policies

- Guiding Principle #1:
 - **Organize an internal Parking Task Force**
- Guiding Principle #2:
 - **Authorize Public Works to Implement As-Needed Parking Strategies on Public Streets**
- Guiding Principle #3:
 - **Direct Police Department to Address Operational Issues Related to On-Street Parking with More Parking Enforcement**



- [Guiding Principle #4:](#)
 - ***Direct Code Enforcement to Focus on Addressing Private Property Issues Impacting On-Street Parking***
- [Guiding Principle #5:](#)
 - ***Provide Private Property Owners with Opportunities and Strategies to Better Utilize Their Off-Street Parking Space***
- [Guiding Principle #6:](#)
 - ***Implement Public Parking Strategies***
- [Guiding Principle #7:](#)
 - ***Implement a Community Educational Campaign***
- [Guiding Principle #8:](#)
 - ***Direct Community Development Department to Create Planning Initiatives to Enhance On-Street Parking Conditions***

Summary of Parking Toolbox Strategies

The Team's combined efforts of field parking utilization surveys and public outreach resulted in the development of various parking toolbox strategies which could be applied to address specific parking issues encountered throughout the City. Through a series of screening steps, the following measures have been recommended for the City to implement as part of a short-term (within 1 year), mid-range (5-year) and long-term (10-year) plan:

Short-Term Parking Strategies (within 1 year):

- Create a Parking Task Force to examine and address concerns raised in the Citywide On-Street Parking Management Study, and to guide the City's departments to implement the "Guiding Principles" and priority-list strategies developed in the citywide on-street parking action plan
- Remove/Reduce Red Curb Zones to Add Parking Space
- Stripe On-Street Stalls (Parallel)
- Increase Existing Code Enforcement
- Increase Parking Enforcement
- Allow Driveway Widening
- Develop an education campaigning program
- Involve Residents to Help Monitor/Enforce Parking Regulations
- Reach out to apartment owners to provide tenants with secure bicycle facilities to encourage more bike use and reduce auto ownership
- Improve public awareness of City-owned parking lots by installing wayfinding guide signage; publishing locations maps in visible places of public gathering or