



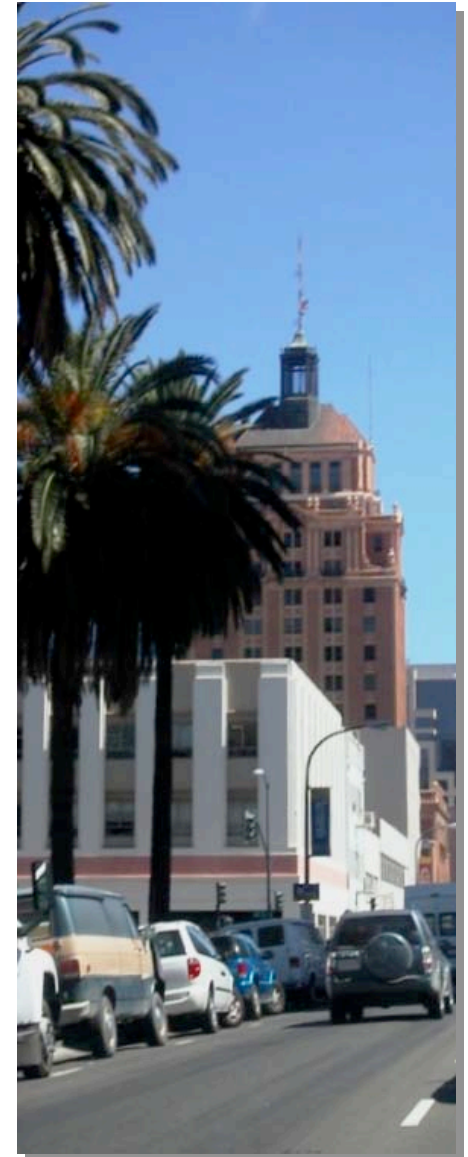
City of Sacramento

Central City Parking Master Plan

Fifth Stakeholder Meeting March 9, 2005

DKS Associates

TRANSPORTATION SOLUTIONS



Presentation Outline

- ∪ Project Overview and Update
- ∪ Changes to Policy Recommendations
- ∪ Parking Demand Management Orientation
- ∪ Discussion and Comment



City Council Meeting Schedule

- u **Aug 05** – Goals and Objectives approved
- u **Sept 05** - Parking Supply
- u **Oct 05** – Case Study approved
- u **Nov 05**– Existing Supply & Demand Mgt.
- u **Jan 06** – Funding, Financials & Surface Lot Policy
- u **April 06** – Consider Interim Surface Lot Policy
- u **April/May 06** – Consider approval of Master Plan

Policy Recommendations

Goals - 9

Objectives - 30

∨ *Recommendations – 80+*



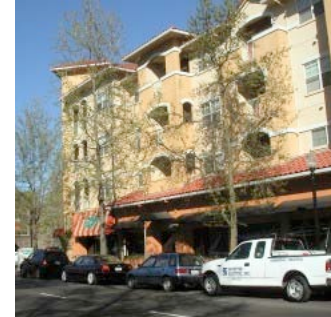
Goal 1 - Support citywide goals of economic development, livable neighborhoods, sustainability and safety

(Changes in Recommendations)



- v Expand office range to 1.67 – 2.5 spaces per 1000 SF*
- v Set residential minimum at 1.5 spaces per unit for developments outside of Core*
- v Require that one space per residential unit be provided within 400'*

Goal 1 - continued



(Changes in Recommendations)

- u Require off-street parking for all retail and entertainment unless there is adequate existing parking*
- u Allow construction of less than minimum parking (with in-lieu-of-parking fee) when development is adequately served by transit and where mixed-use development allows for shared use of parking*

Goal 2 - Supply parking to meet need

(Changes in Recommendations)

- v Formulate interim surface parking lot policy*
- v Consider extending time for current 5-year surface lot permits when there is a parking demand*
- v Evaluate use of red zones adjacent to crosswalks and increase parking where appropriate*



Goal 3 - Use time limits, rates and enforcement to manage parking supply efficiently

(Changes in Recommendations)



- v Review methods for retaining existing long-term on-street parking in neighborhoods where off-street options are not available*
- v Change metered time limits from long-term to short-term in transition areas*
- v Add meters to zones that are currently time restricted*

Goal 3 - Continued

(Changes in Recommendations)



- υ *Encourage State and County to work with City to increase rates*
- υ *Generate or support state legislation to help curb abuse of disabled placards*
- υ *Update valet parking requirements and permitting process*

Goal 6 - Make parking safe, secure, attractive and convenient

(Changes in Recommendations)

- u Evaluate and address identified accessibility barriers for on-street parking*
- u Work to bring City parking into compliance with State and Federal accessibility guidelines and standards*
- u Monitor utilization of accessible spaces and increase when needed*



Goal 7 - Operate City-owned Parking in a financially sound manner

(Changes in Recommendations)

- v Consider a Parking Surcharge for increased enforcement and promotion of alternative modes*
- v Expand the Parking Manager's authority over setting of rates, time limits and hours of enforcement*



Goal 8 - Promote alternative modes and walking

(Changes in Recommendations)



- u Adjust parking requirements downward over time as transit service and ridership increase*
- u Allow flexibility for reduction of parking requirements when there is financial support of alternative mode programs*
- u Seek funds to promote use of RT services, bicycling, walking and other trip reduction strategies*

Goal 8 - Continued

(Changes in Recommendations)

- u Initiate a pilot program for transit passes for residents of new developments*
- u Expand bicycle parking*
- u Consider car sharing programs*



Goal 9 - Provide Transportation options to encourage use of existing parking supply

(Changes in Recommendations)

- v Require bicycle valet parking for special events*
- v Consider bike stations where use is intense*
- v Provide more on-street bicycle parking*
- v Seek funding for improved street light near night-time parking*



Summary



- ∪ Policy recommendations are comprehensive in coverage of City Council Goals and Objectives
- ∪ Policy recommendations were developed with significant stakeholder and public input and collaboration
- ∪ Policy recommendations provide the necessary groundwork to begin implementation planning



Recommendations Support Demand Management

1. Reducing Parking Requirements when Appropriate
2. Charging for Parking
3. Reducing the Need for Permanent Parking
4. Providing Bicycle Parking
5. Supporting Transit and Trip Reduction Programs

Reducing parking requirements when appropriate



- ∪ Allowing reduced parking minimums when trip reduction can be demonstrated
- ∪ Adjusting parking requirements downward as transit service and ridership increase
- ∪ Basing parking requirement for residential on size of unit
- ∪ Providing “In-lieu of parking fee” option for developers

Charging for parking



- u Elimination of free parking in public on-street and off street spaces (except for residents in RPP areas)
- u Increasing public on-street and off-street rates to reflect cost of supplying parking and market rates
- u Increasing the cost of commuter parking in on-street spaces

Reducing the need for new permanent parking



- u City brokering the use of private parking on nights and weekends
- u Allowing for limited temporary use of vacant lots for parking
- u Allowing some use of surplus capacity in RPPs by local employers and businesses
- u Providing services that support use of existing parking



Providing Bicycle Parking

- u Requiring bicycle parking in new developments
- u City providing additional on-street and off-street bicycle parking
- u Requiring valet bicycle parking for special events



Supporting Transit and Trip Reduction Programs

- Supporting a pilot program with transit passes
- Expanding Transportation Management Program to include residential projects
- Seeking funds for promotion of alternative modes
- Considering car sharing programs
- Supporting work-proximity programs



Concerns

- ∪ Spillover effects if parking demand is higher than expected
 - ∪ Neighborhood intrusion
 - ∪ Increased competition for spaces used by older historic buildings
 - ∪ Commuters using spaces needed for store customers
- ∪ City left with paying cost for needed parking
- ∪ Difficulty estimating the trip reduction effect of demand management strategies

Discussion and Comment

