



*City of Sacramento*

# Central City Parking Master Plan

## Third Stakeholder Meeting June 2, 2005

***DKS Associates***

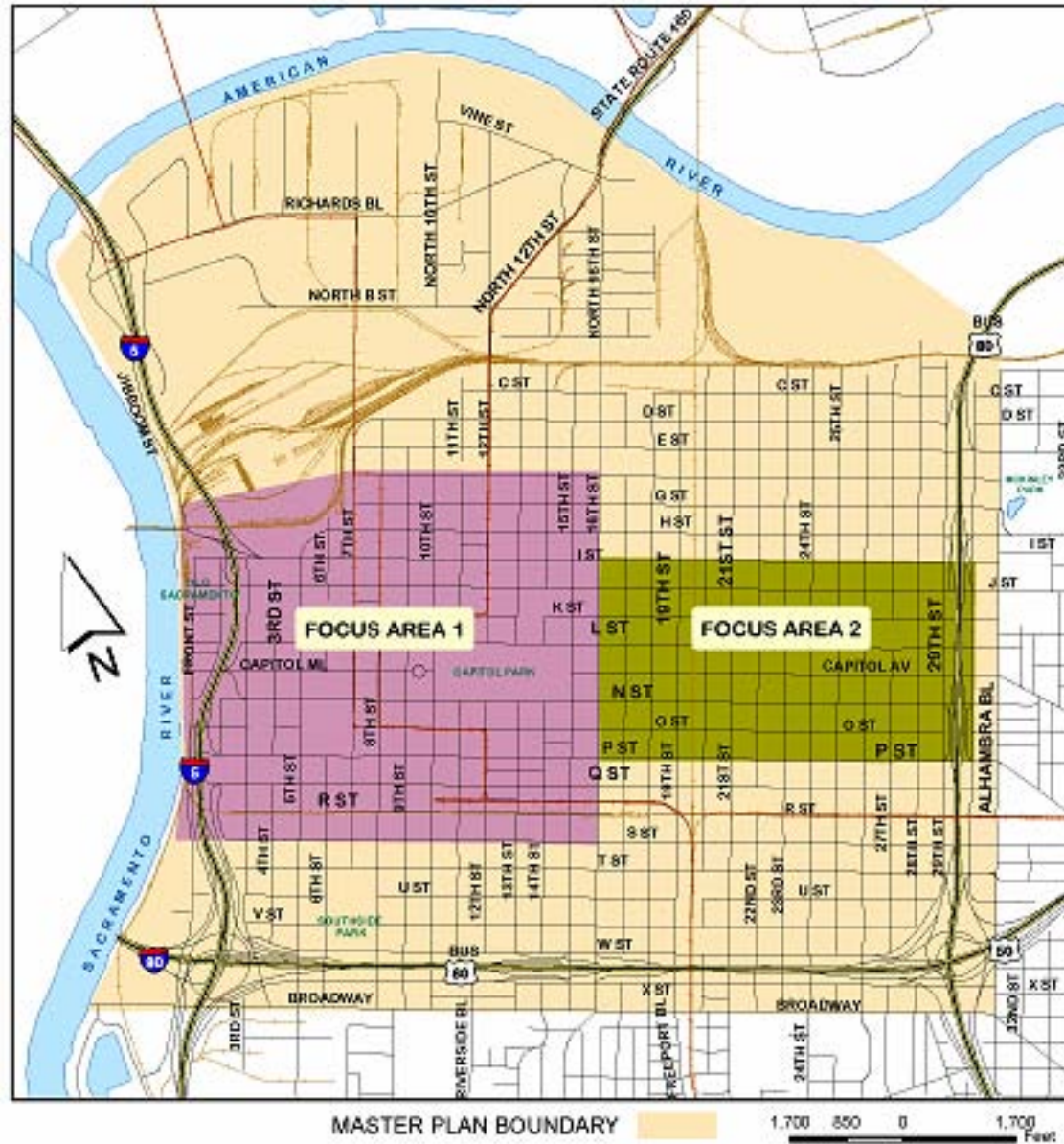
TRANSPORTATION SOLUTIONS





# Central City Parking Master Plan

## Focus Areas



## When were the focus area mid-day parking surveys conducted?

- ◆ Tuesdays through Thursdays in April
- ◆ Peak time for overall Central City parking demand (10 AM to 2 PM)
- ◆ Legislature was in session
- ◆ Minor events at Convention Center

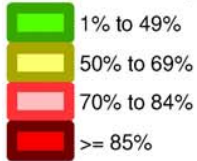
**ON-STREET  
MID-DAY (10am-2pm)  
OCCUPANCY  
BY DISTRICT**

PIE SIZE=TOTAL SPACES  
BLUE=OCCUPIED  
WHITE=VACANT

2D:  
1,410:  
692:  
49%:



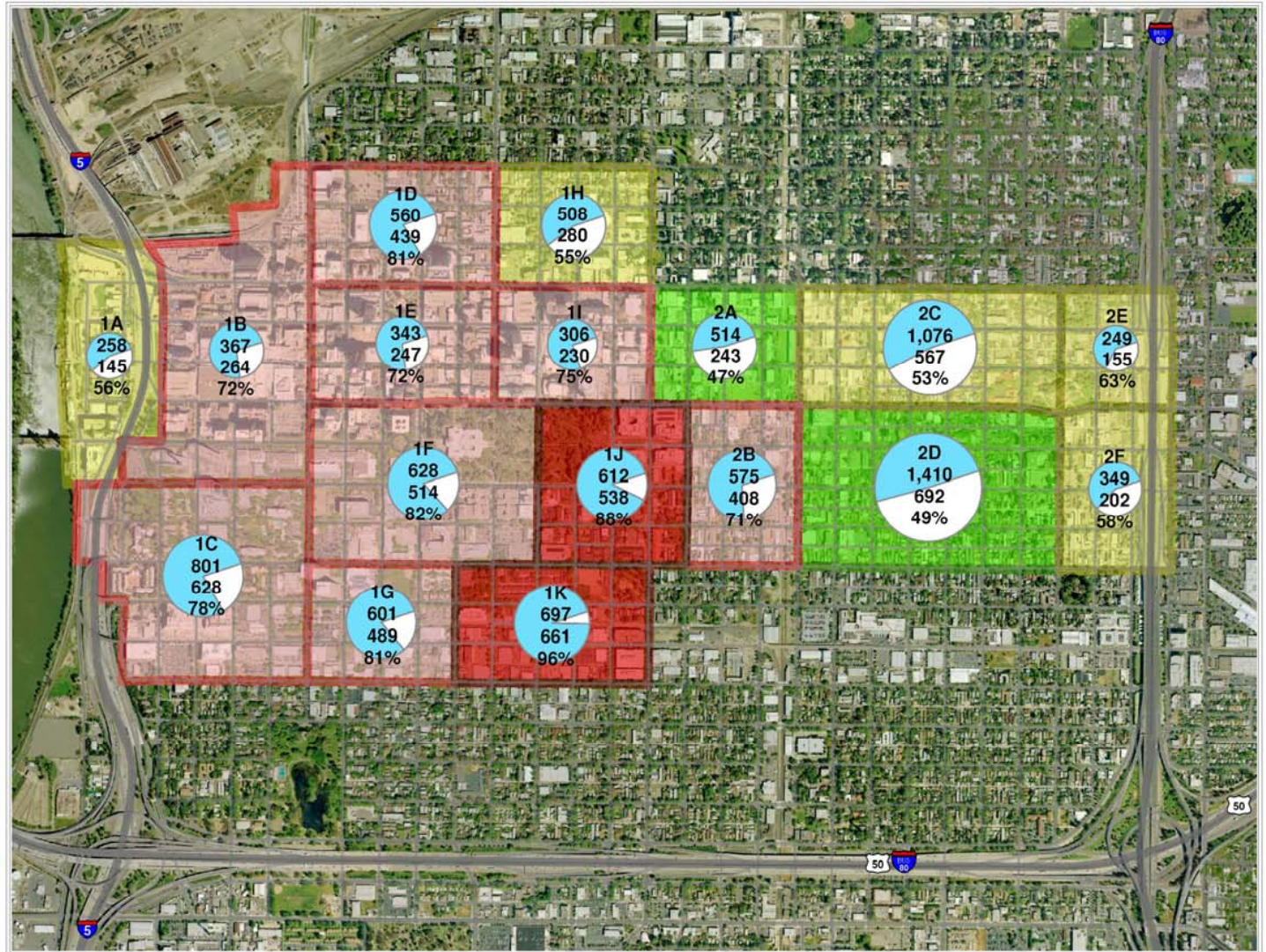
**On-Street Occupancy**



0 0.125 0.25 0.5 Mile

**DKS Associates**

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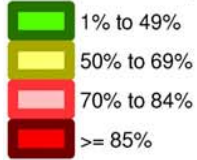
**OFF-STREET  
MID-DAY (10am-2pm)  
OCCUPANCY  
BY DISTRICT**

PIE SIZE=TOTAL SPACES  
BLUE=OCCUPIED  
WHITE=VACANT

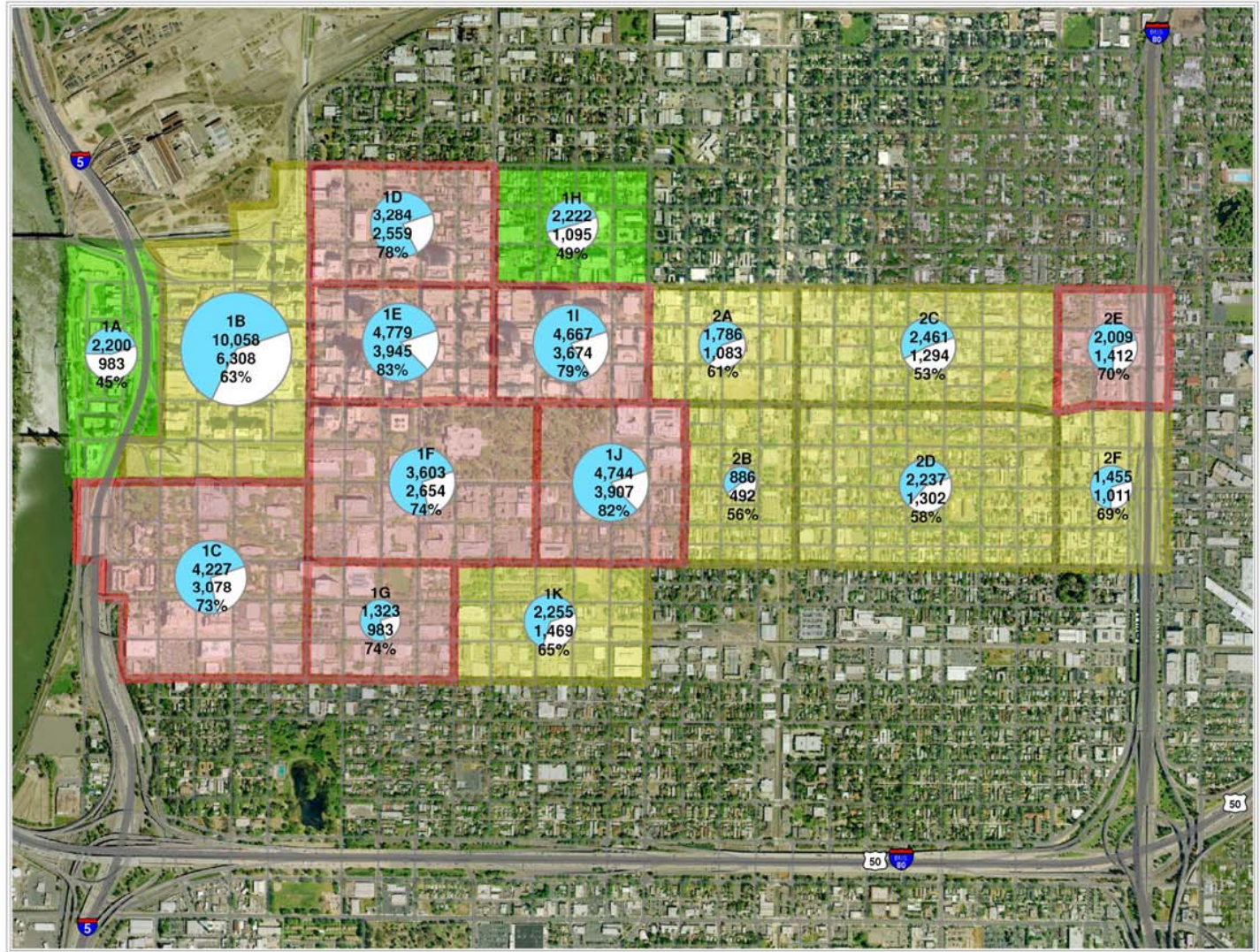
1B: DISTRICT #  
10,058: TOTAL SPACES  
6,308: OCCUPIED SPACES  
63%: PERCENT OCCUPIED



**Off-Street Occupancy**



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**DKS Associates**

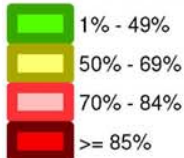
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Alhambra

**ON + OFF STREET  
MID-DAY (10am-2pm)  
OCCUPANCY  
BY DISTRICT**

PIE SIZE=TOTAL SPACES  
BLUE=OCCUPIED  
WHITE=VACANT

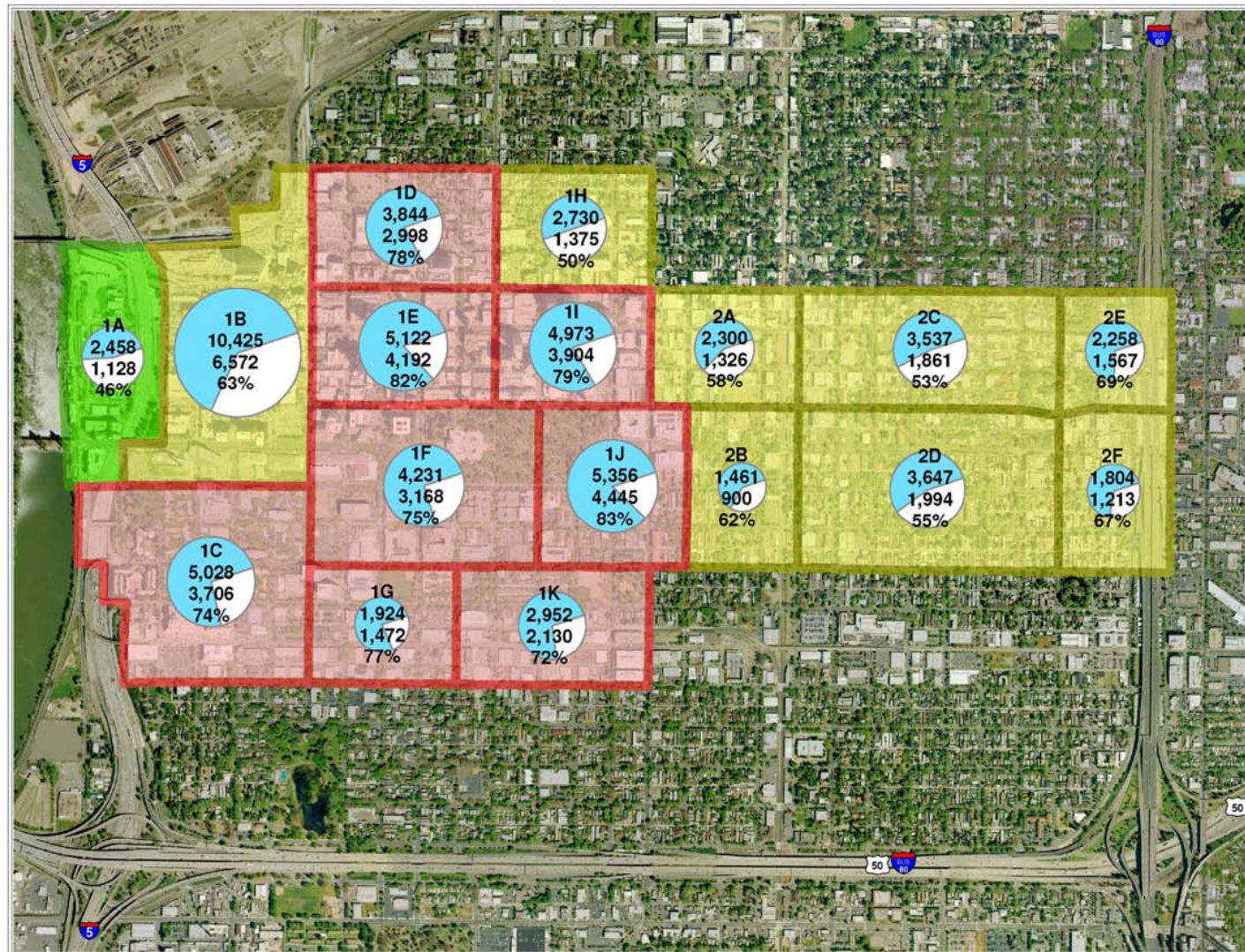
2D: DISTRICT #  
3,647: TOTAL SPACES  
1,994: OCCUPIED SPACES  
55%: PERCENT OCCUPIED

**On/Off Street Midday**



**DKS Associates**

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District	Total Spaces	Occupied Spaces	Percent Occupied
1A	2,458	1,128	46%
1B	10,425	6,572	63%
1C	5,028	3,706	74%
1D	3,844	2,998	78%
1E	5,122	4,192	82%
1F	4,231	3,168	75%
1G	1,924	1,472	77%
1H	2,730	1,375	50%
1I	4,973	3,904	79%
1J	5,356	4,445	83%
1K	2,952	2,130	72%
2A	2,300	1,326	58%
2B	1,461	900	62%
2C	3,537	1,861	53%
2D	3,647	1,994	55%
2E	2,258	1,567	69%
2F	1,804	1,213	67%

## What do the mid-day surveys tell us?

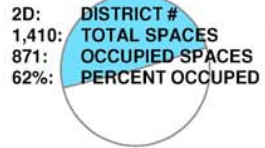
- ◆ On-street and off-street parking demand for individual city blocks will vary more than by “districts”
- ◆ Off-street parking is readily available in Focus Area 1 for average midday conditions. There are fewer off-street parking opportunities in Focus Area 2.
- ◆ In several areas, on-street parking is difficult to find.

## Parking Supply and Demand in Focus Areas

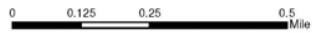
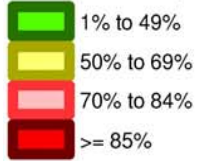
	Focus Area		
	1	2	Both
<b>Parking Spaces</b>			
On Street	5,681	4,173	9,854
Off Street	43,362	10,834	54,196
<b>Total</b>	<b>49,043</b>	<b>15,007</b>	<b>64,050</b>
<b>Percent Occupied</b>			
On Street	78%	54%	68%
Off Street	71%	61%	69%
<b>Total</b>	<b>72%</b>	<b>59%</b>	<b>69%</b>

**ON-STREET  
FRIDAY  
EVENING (7pm-9pm)  
OCCUPANCY**

PIE SIZE=TOTAL SPACES  
BLUE=OCCUPIED  
WHITE=VACANT

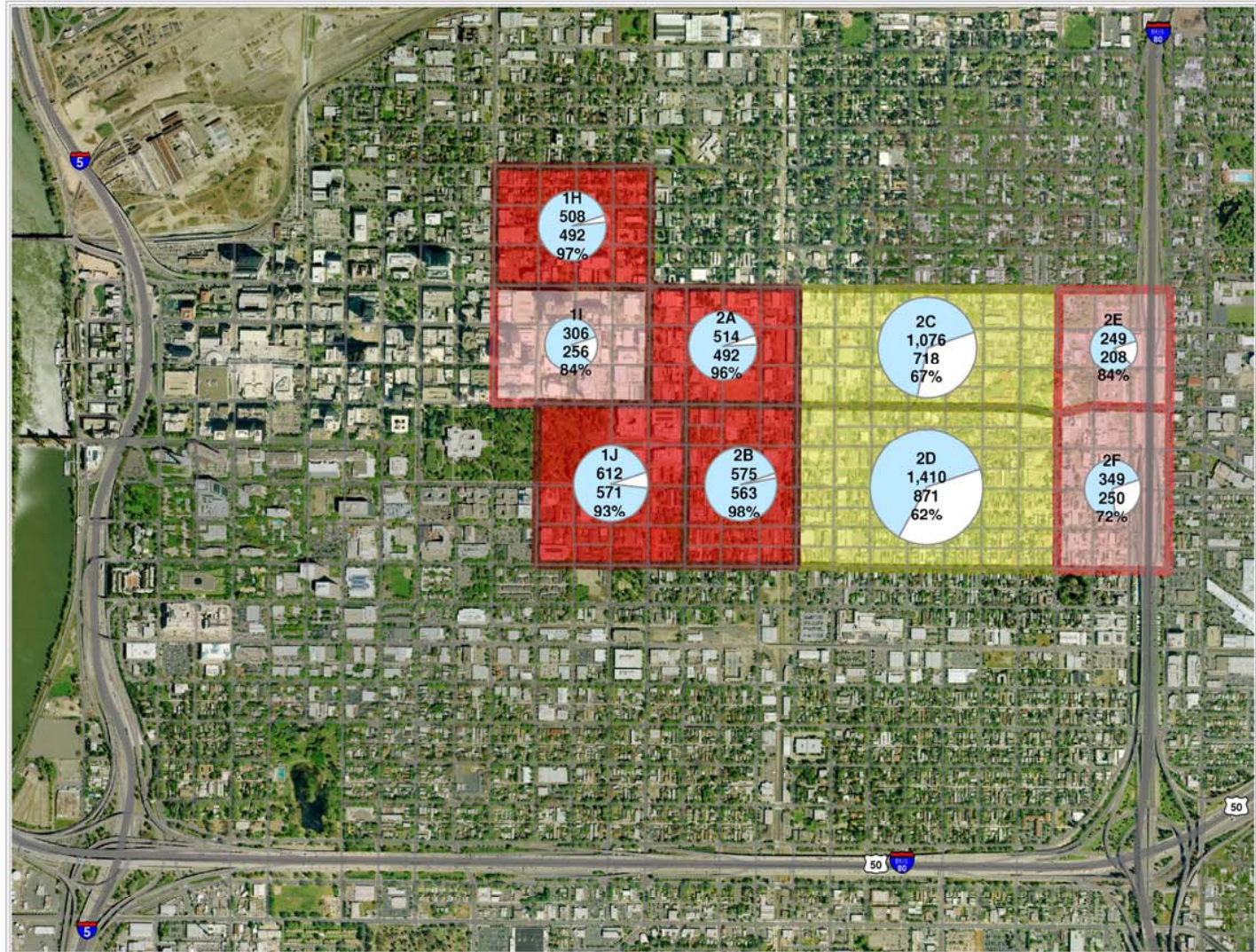


**On-Street 7-9pm**



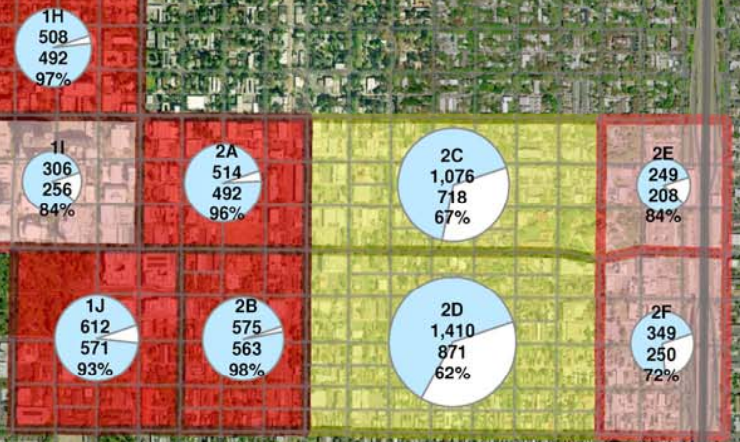
**DKS Associates**

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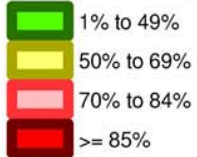


**ON-STREET  
FRIDAY  
NIGHT (10pm-12am)  
OCCUPANCY  
FOCUS AREA 2**

PIE SIZE=TOTAL SPACES  
BLUE=OCCUPIED  
WHITE=VACANT

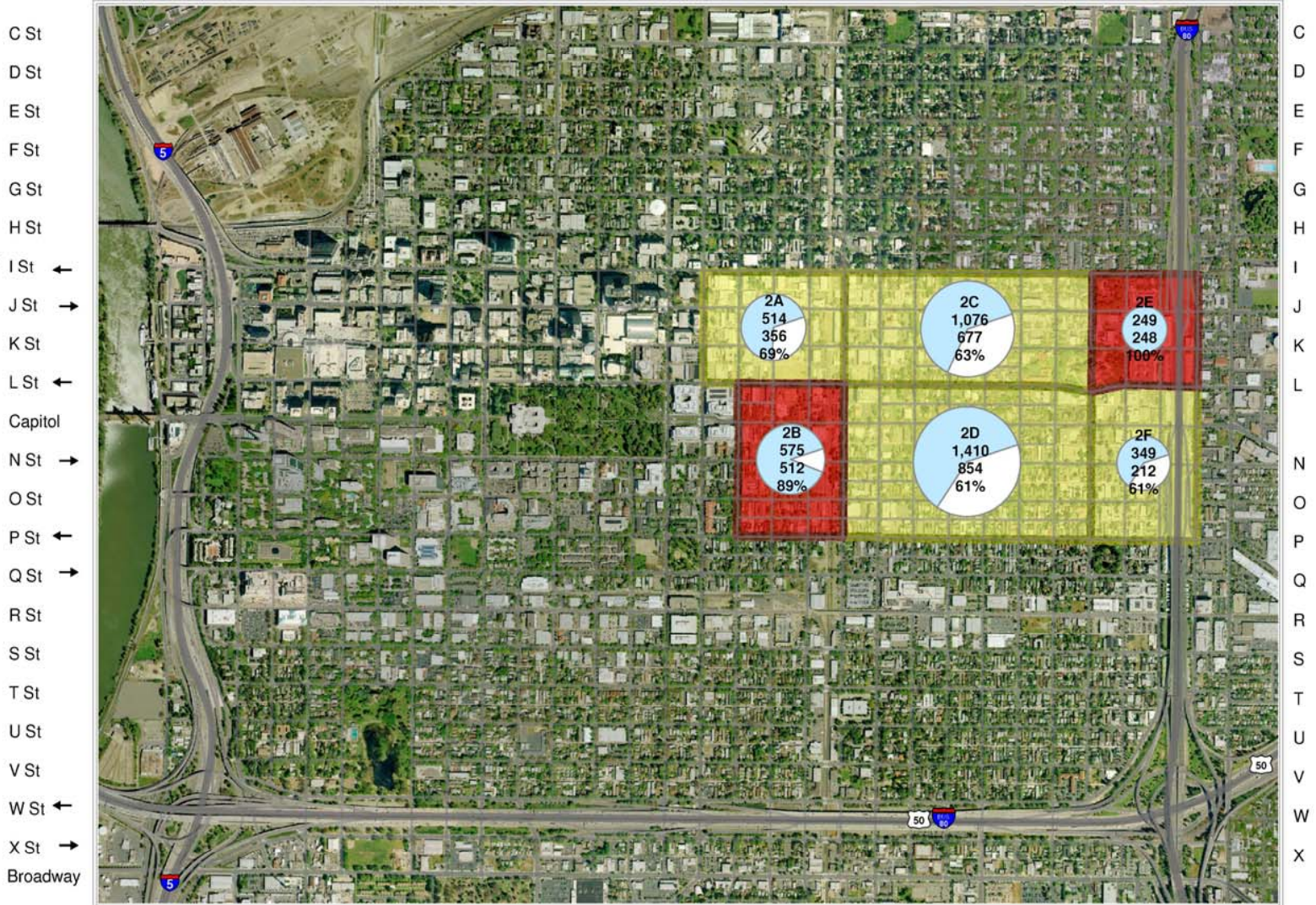
2D: DISTRICT #  
1,410: TOTAL SPACES  
854: OCCUPIED SPACES  
61%: PERCENT OCCUPIED

**On-Street 10-12pm**



0 0.125 0.25 0.5 Mile

**DKS Associates**



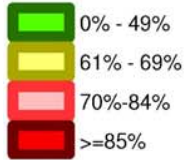
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**ON-STREET MORNING (2am-5am) OCCUPANCY FOCUS AREA 2**

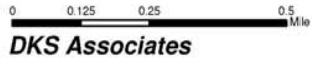
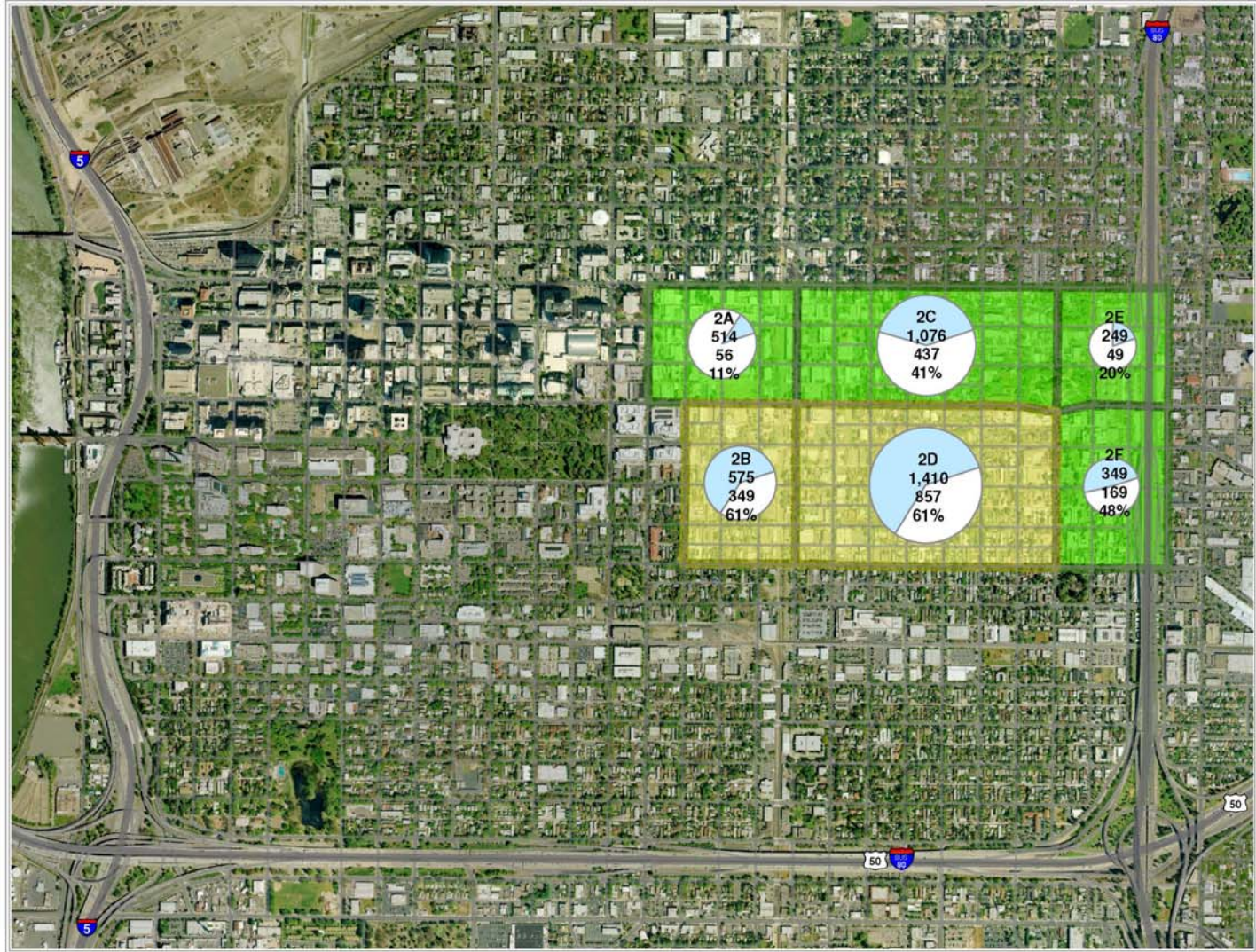
PIE SIZE=TOTAL SPACES  
 BLUE=OCCUPIED  
 WHITE=VACANT

2D:  
 1,410: DISTRICT #  
 857: TOTAL SPACES  
 61%: OCCUPIED SPACES  
 PERCENT OCCUPIED

**On-Street 2-5am**



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## What do the Friday evening surveys tell us?

- ◆ Heaviest on-street demand is in the theatre district and restaurant areas from 7 to 9 pm.
- ◆ Heavy demand continues through late evening in some areas, exceeding midday demand in many areas.
- ◆ Overnight (residential) demand is readily accommodated on most blocks.

## Supplying Parking to Meet Need

- ◆ Using parking minimums, tied to mode shares, to ensure that developers provide most of the new parking
- ◆ Using maximums to ensure that there isn't too much parking
- ◆ City acting as a broker to supply parking when the private sector doesn't

# Using Time Limits, Rates and Enforcement to Manage Parking Supply Efficiently

- ◆ Establishing priorities for parkers for each type of parking
- ◆ Using and enforcing time limits to make sure that priority parkers can find parking
- ◆ Establishing rates to encourage people to use spaces efficiently

# Modifying the Residential Permit Program to Manage the Commercial/Residential Interface

- ◆ Gaining greater consistency and clarity in the Residential Permit Program areas
- ◆ Providing for daytime permits for employees in Residential Permit areas where there is a surplus of daytime parking