

Uptown Community Parking District Comprehensive Parking Management Strategies



Part Two Inventory What Do We Have?

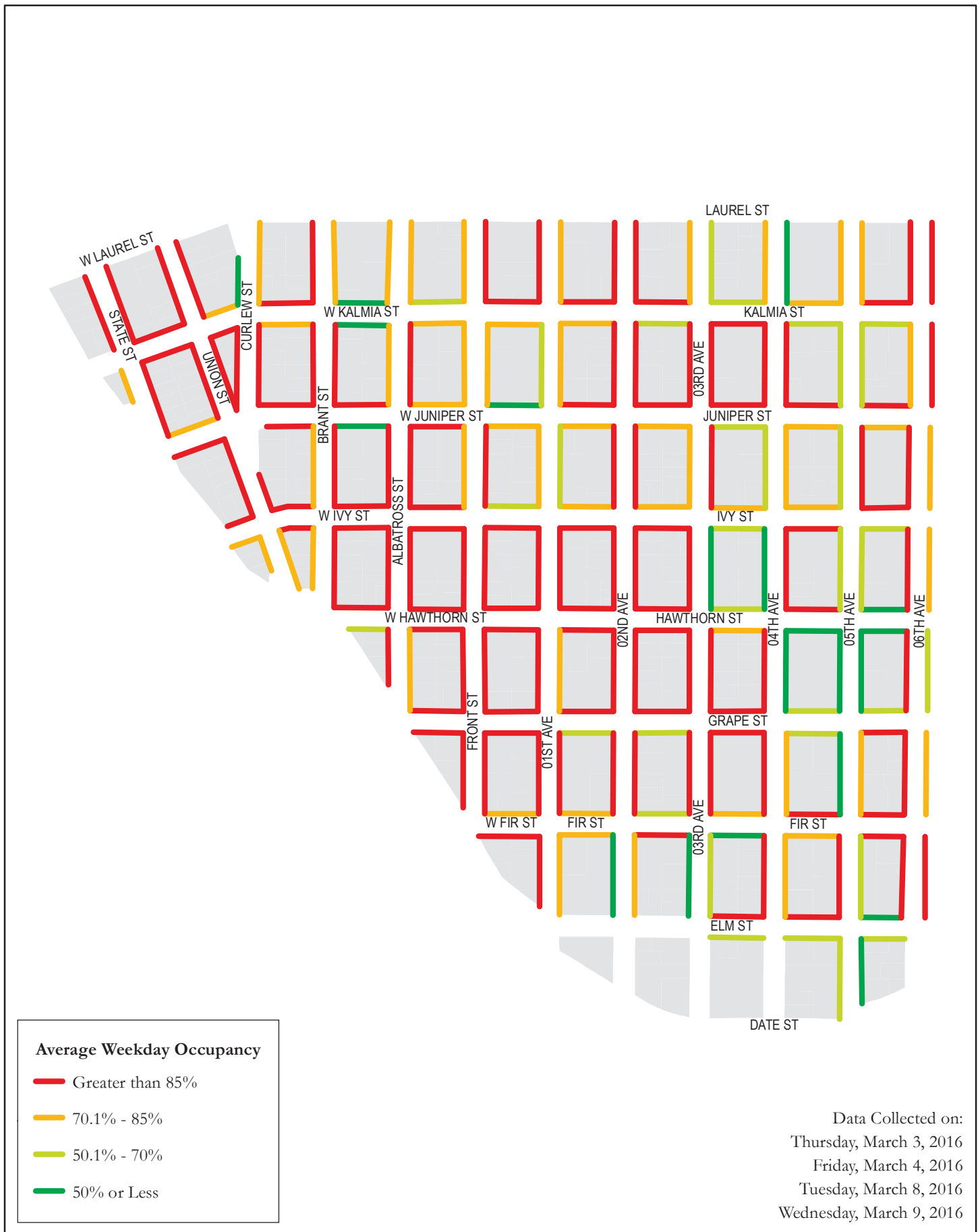
What do we have?

Before we can offer solutions, we need to know what we have
Let's take a quick peek at the parking supply in Uptown:

Uptown has	1528	metered spaces on our streets
Uptown has	7985	un-metered spaces on our streets
Uptown has (TBD) off-street parking stalls		

ON-STREET PARKING SUPPLY			
	All	Metered	Non-Metered
Bankers Hill	3860	650	3210
Hillcrest	3388	674	2714
Mission Hills	1845	130	1715
Int'l Restaurant Row	420	74	346
Uptown Totals	9513	1528	7985
% of Meters			16%

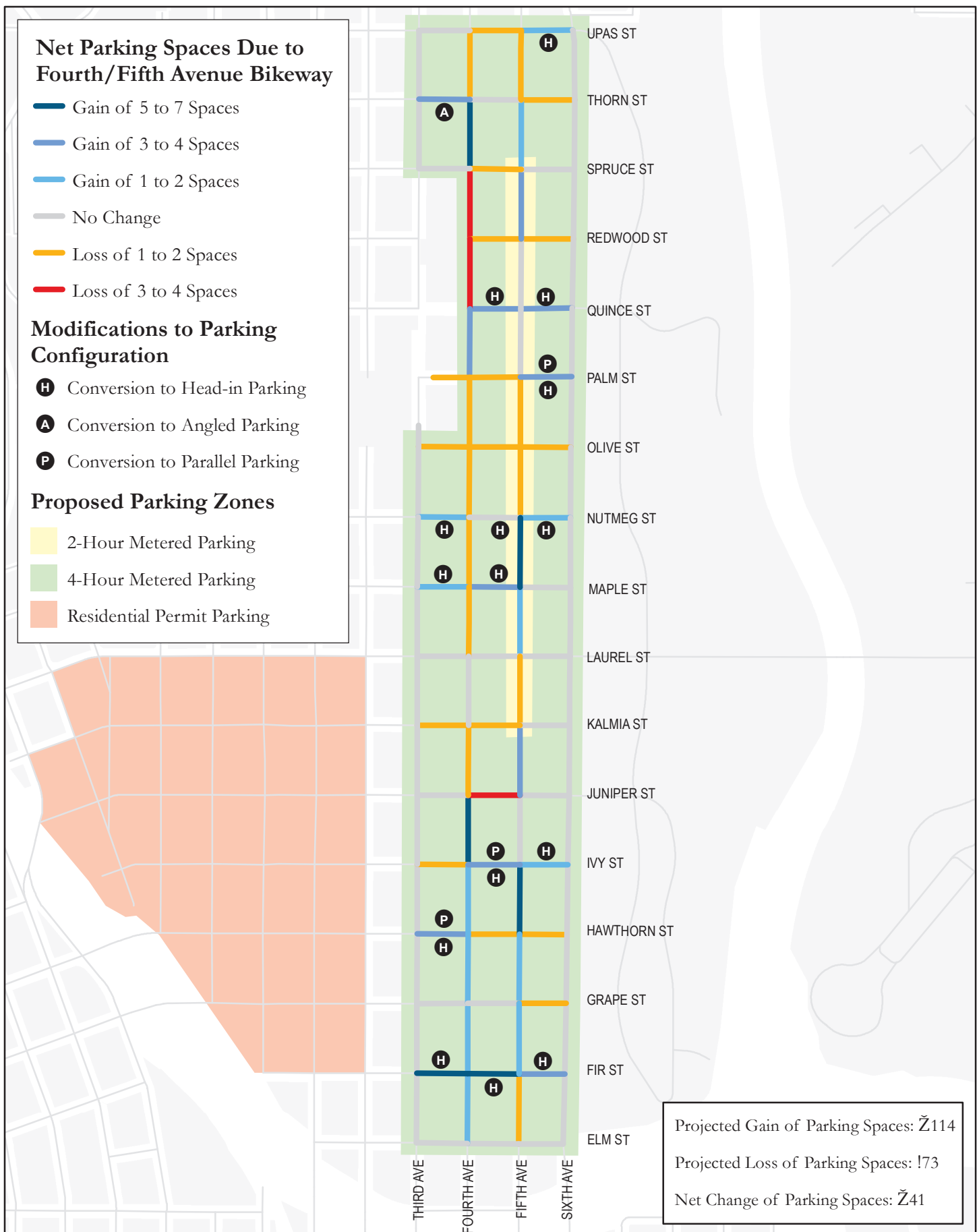
- BH, used the borders defined in annual plan submitted to the City
- For HC, Washington border to the north, Upas to the south, Front to the west, Park to the east.
- For MH, West Montecito to the north, Sutter to the south, Stephens to the west, Front to the east. Used ¼ mile from meters to define borders.
- For IRR, McKee to the north, Vine to the south, San Diego to the west, Guy to the east. Used 1/8 mile from meters to define borders.



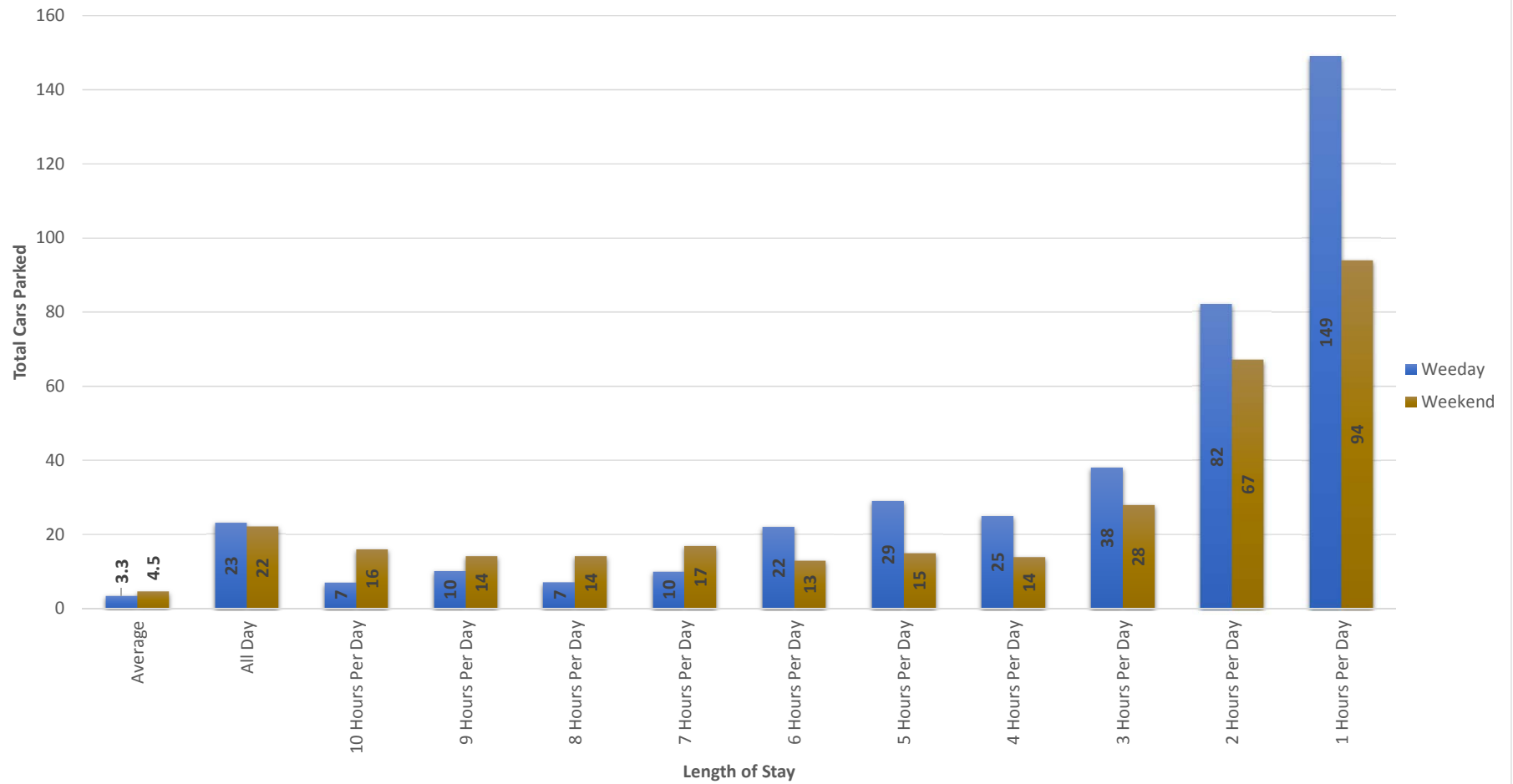


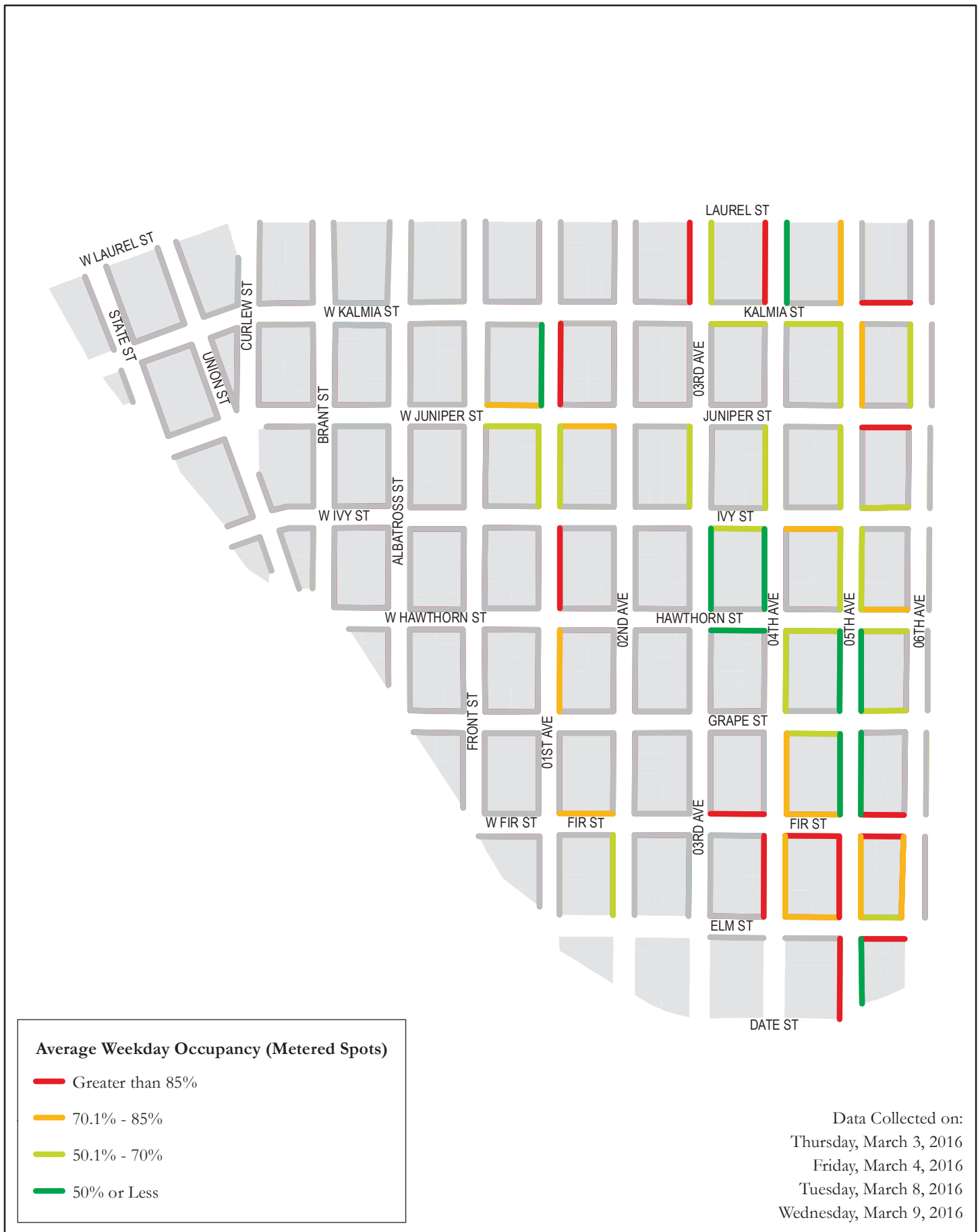






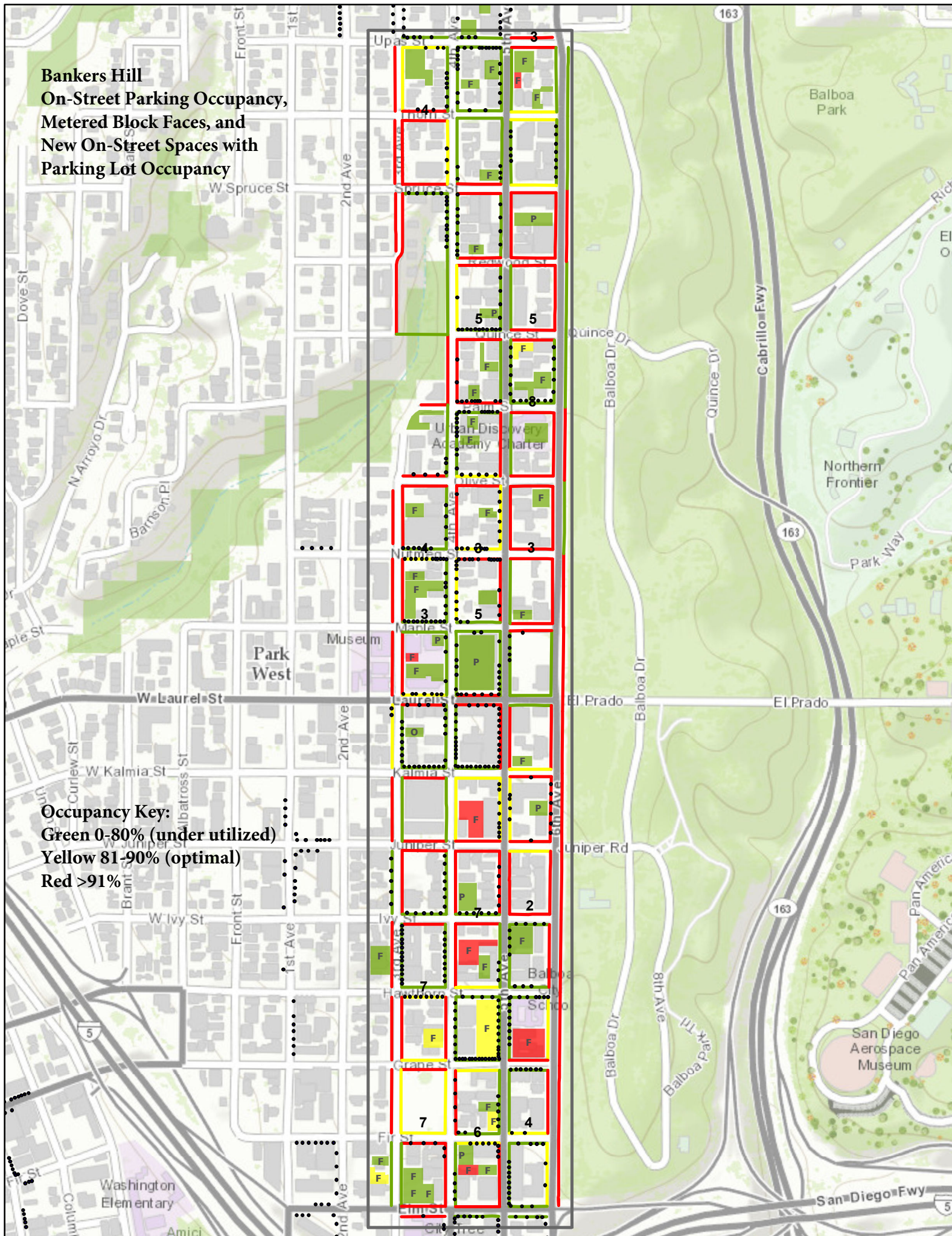
South Bankers Hill On-Street Parking Turnover Survey

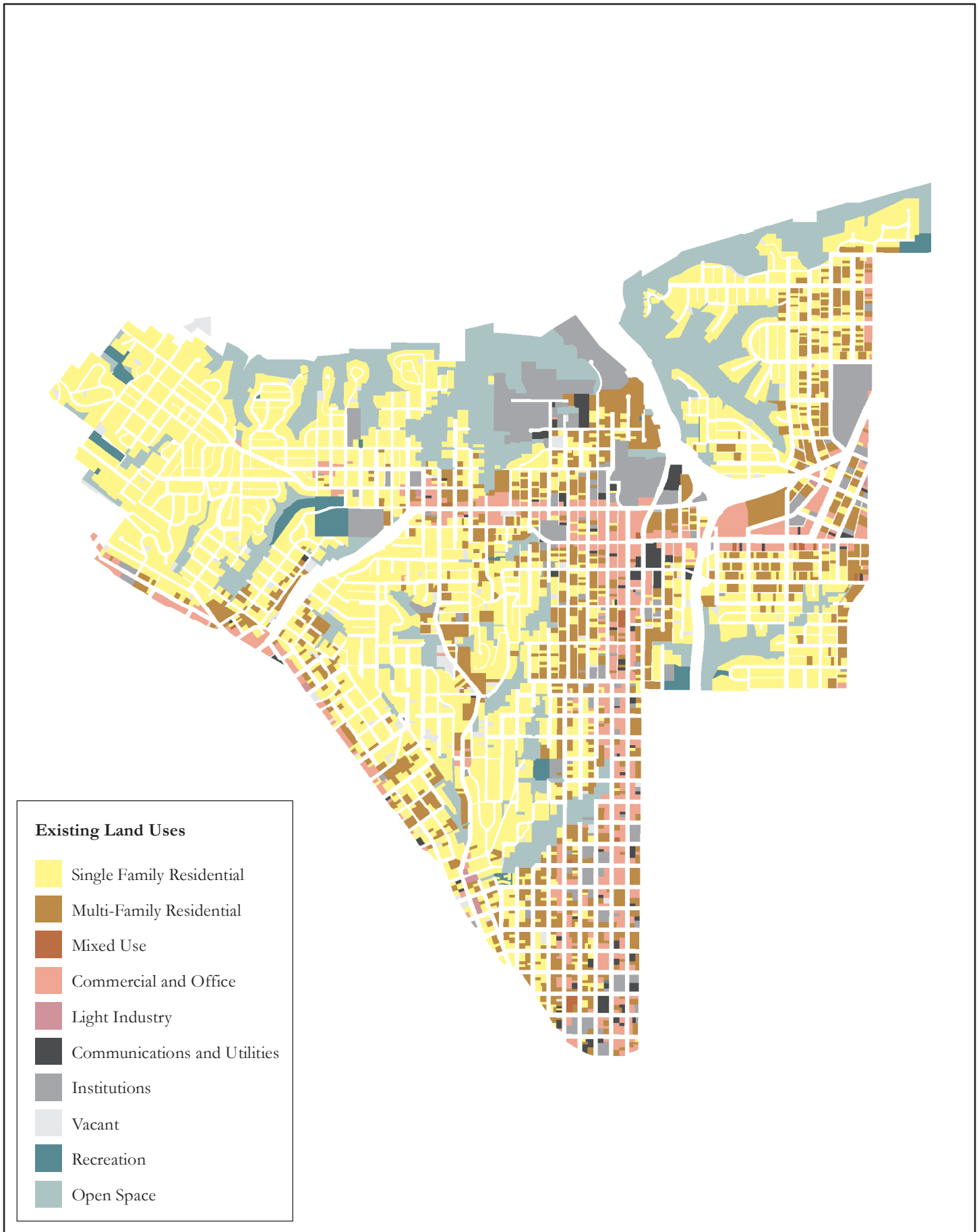


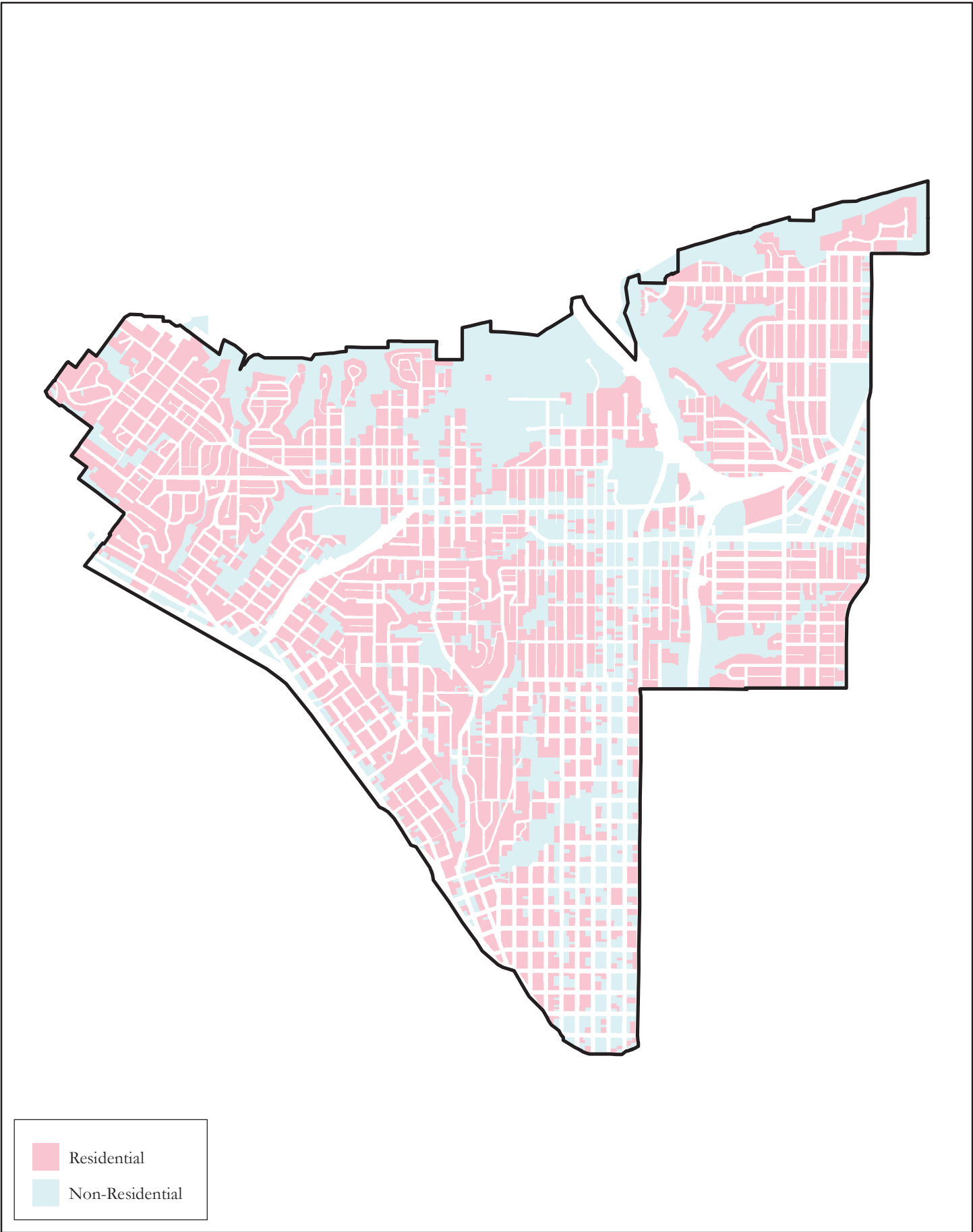


**Bankers Hill
On-Street Parking Occupancy,
Metered Block Faces, and
New On-Street Spaces with
Parking Lot Occupancy**

Occupancy Key:
Green 0-80% (under utilized)
Yellow 81-90% (optimal)
Red >91%







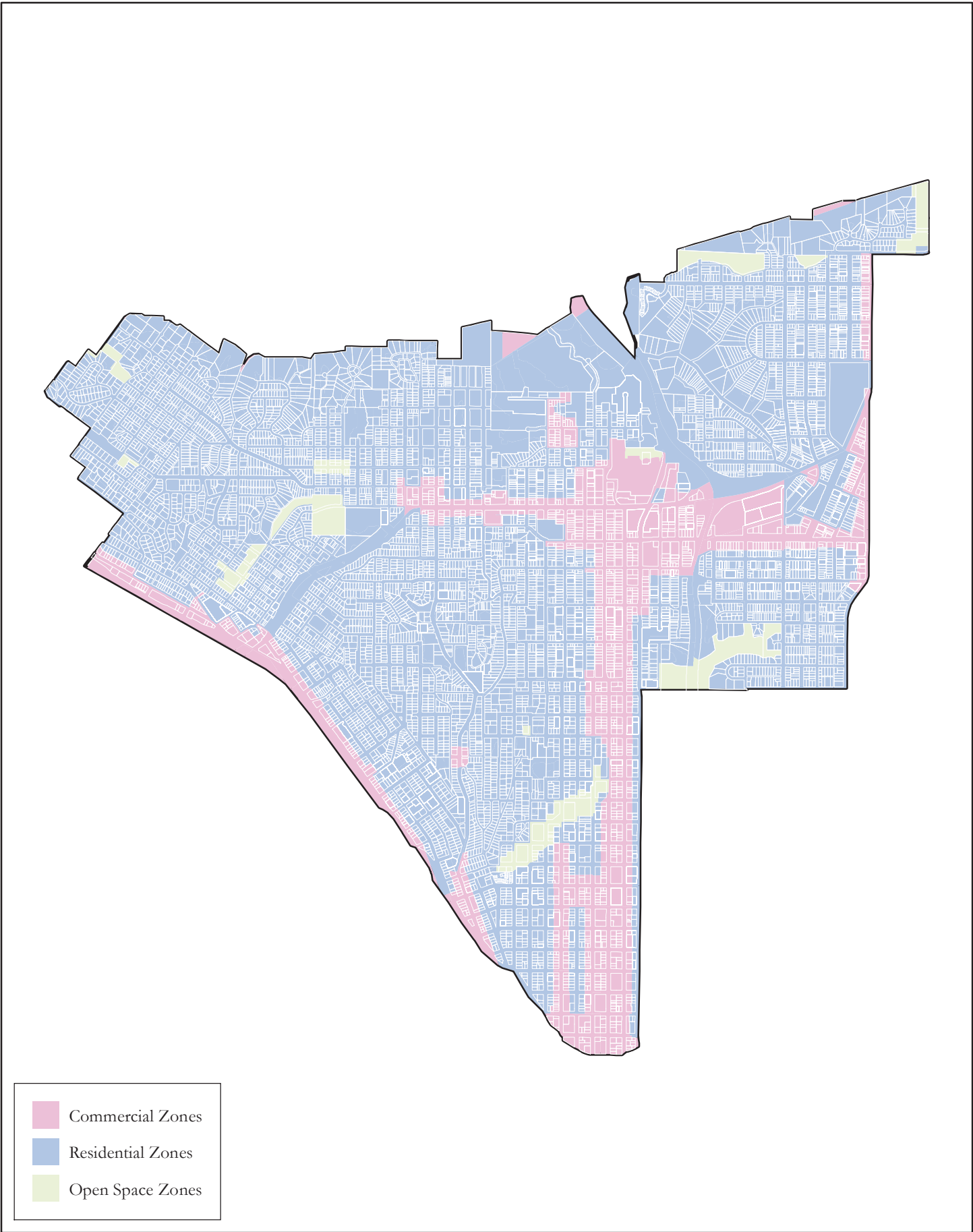
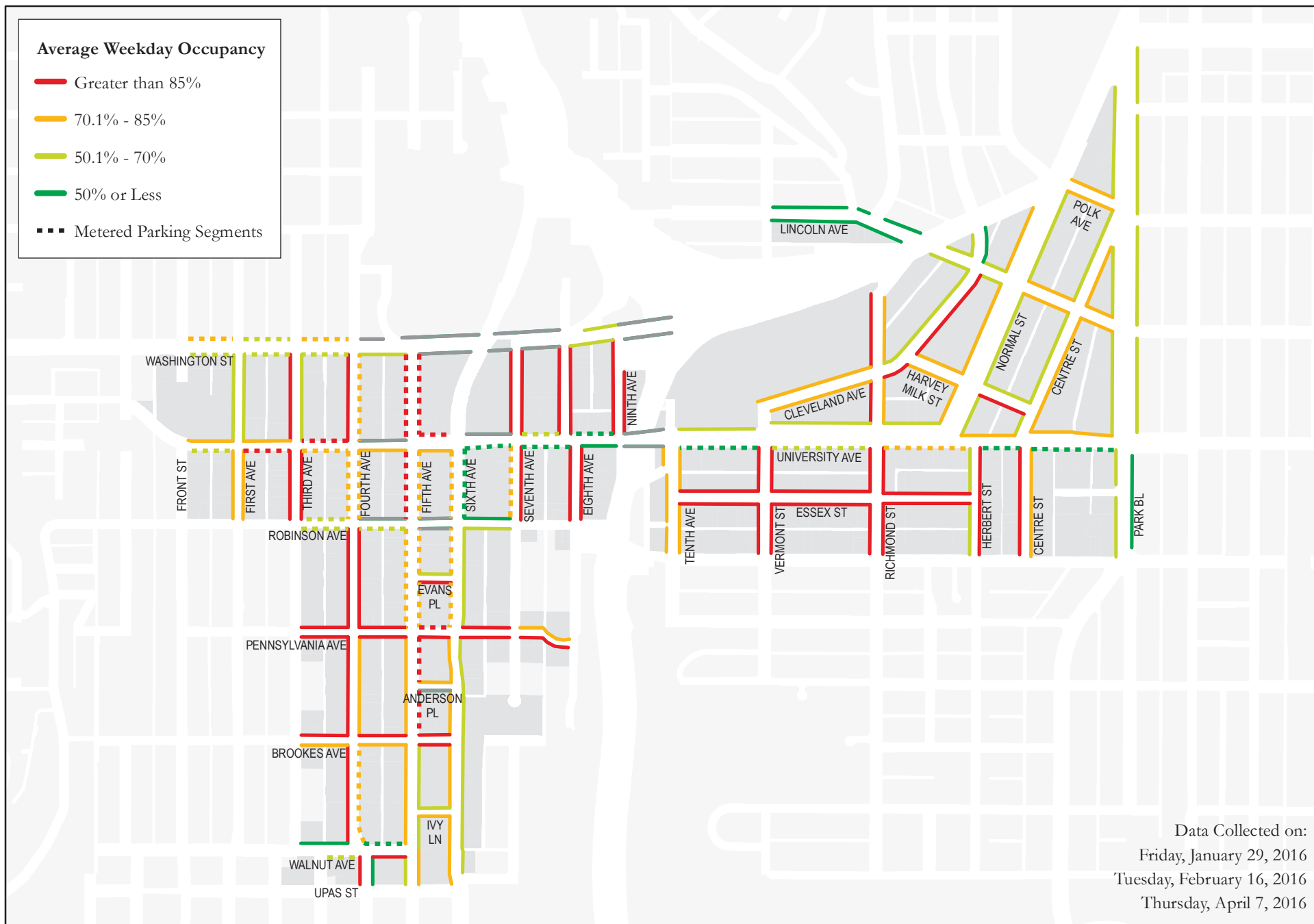
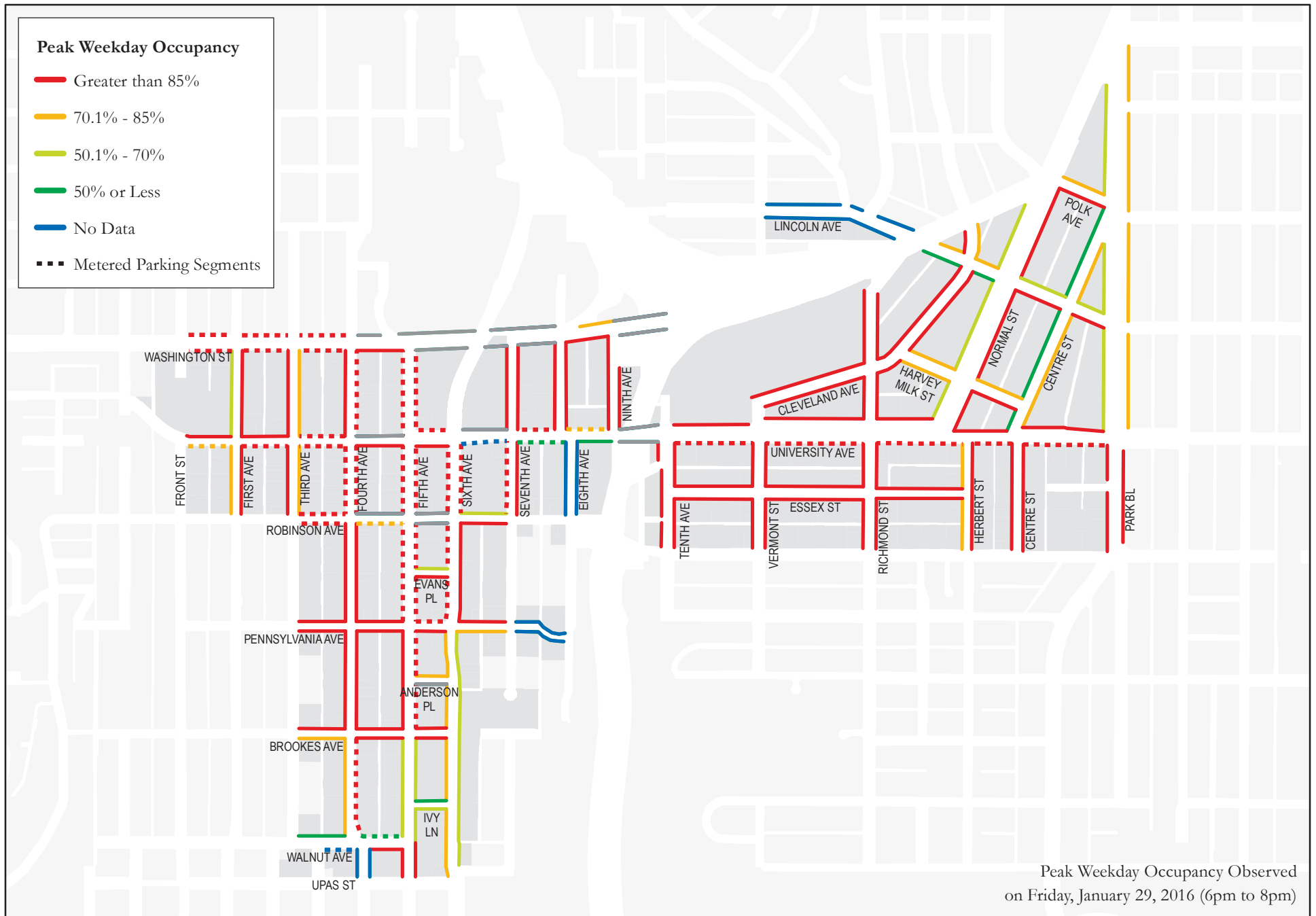
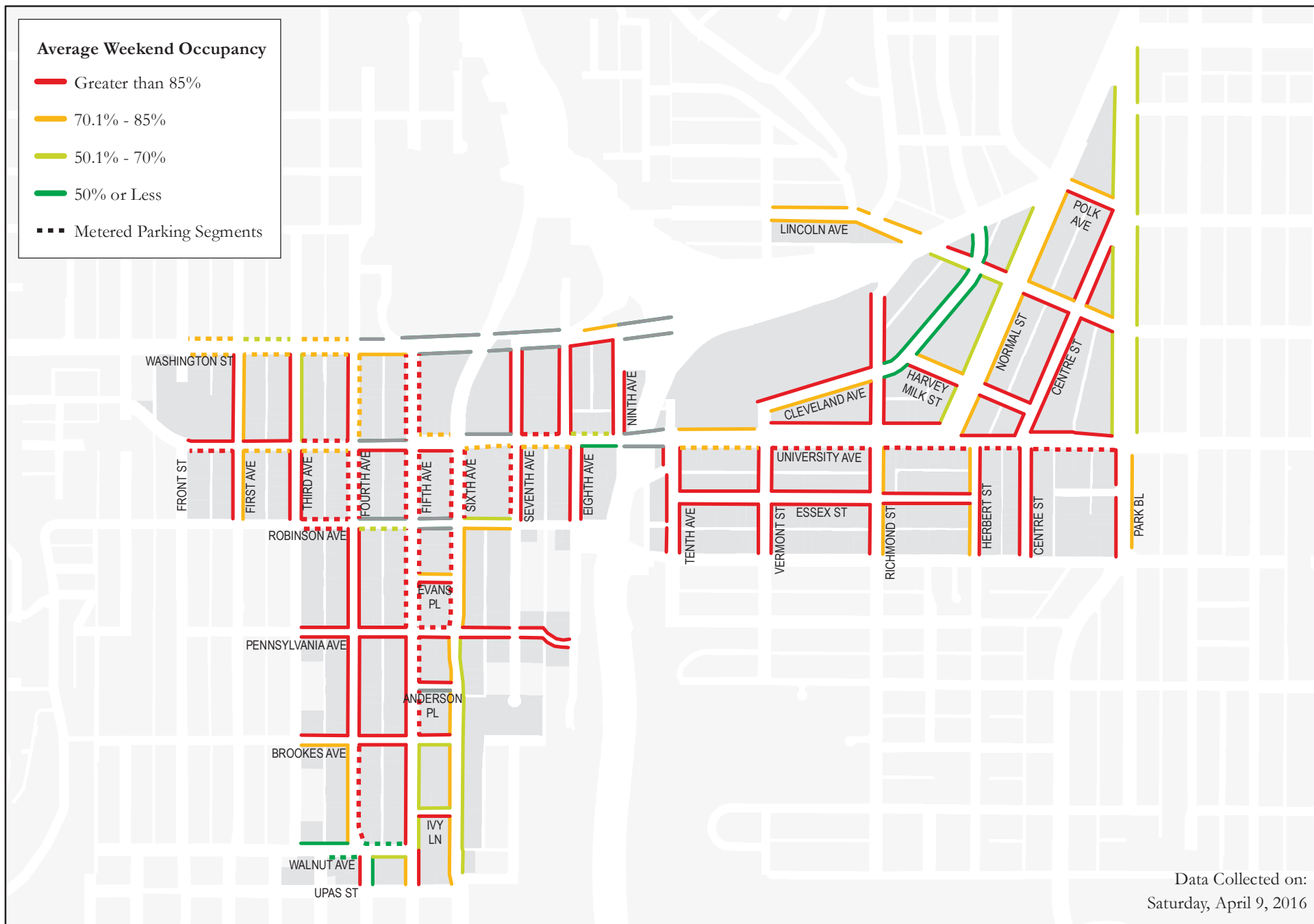
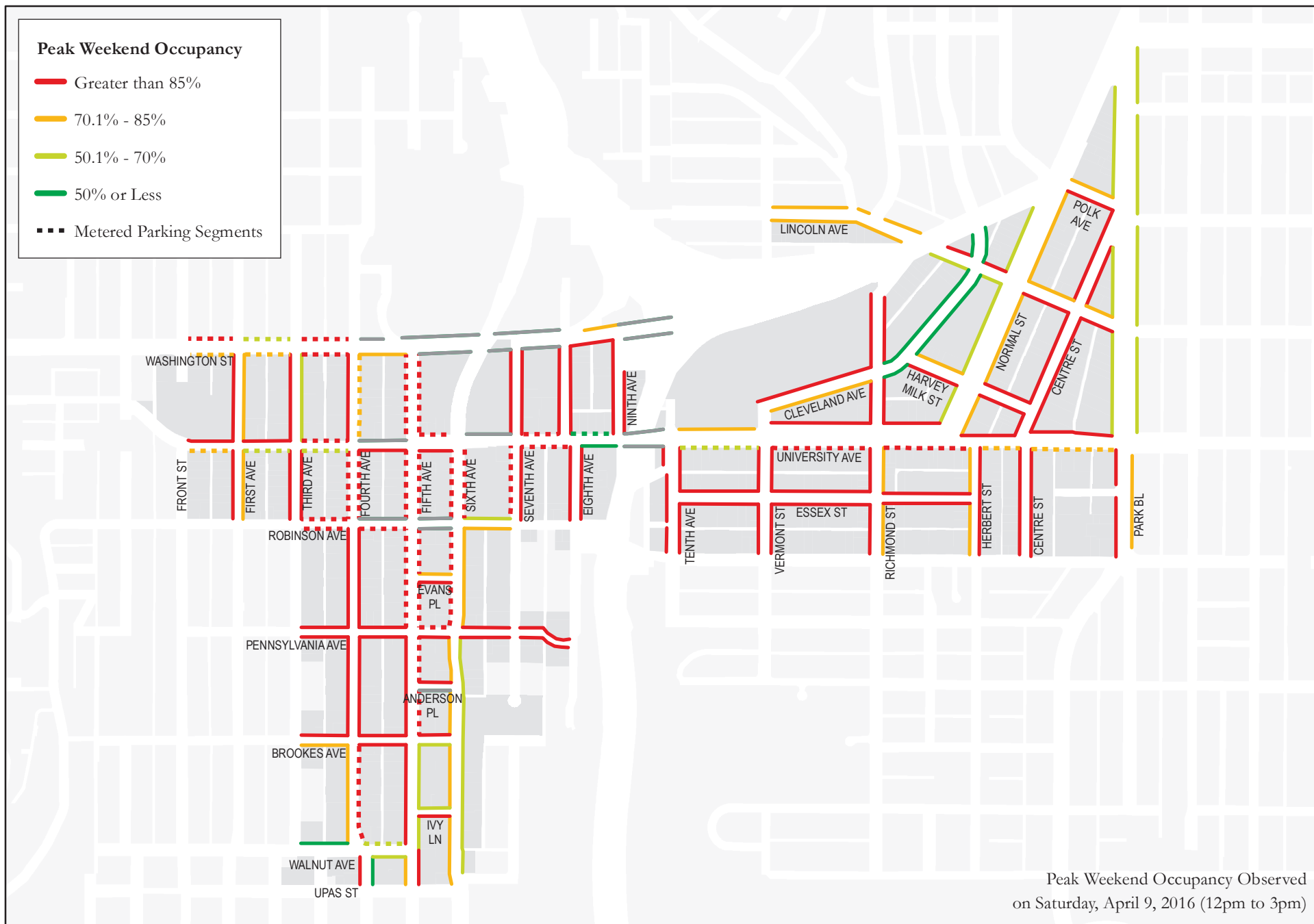


Figure 3
Uptown Zoning









What do we want?

What are your top concerns:

<input type="checkbox"/> protect residential parking	<input type="checkbox"/> promote business
<input type="checkbox"/> encourage non-automotive transportation	<input type="checkbox"/> reduce congestion
<input type="checkbox"/> extend parking time limits	<input type="checkbox"/> reduce parking time limits
<input type="checkbox"/> provide taxi loading zones	<input type="checkbox"/> increase valet zones
<input type="checkbox"/> evaluate the use, cost (free) placement and availability of ADA on street parking	<input type="checkbox"/> improve communication, signage & way-finding of parking
<input type="checkbox"/> decrease parking prices	<input type="checkbox"/> increase parking prices are too low
<input type="checkbox"/> considers that on-street parking supply is at capacity	<input type="checkbox"/> considers that we are too reliant on automobile use
<input type="checkbox"/> loading and unloading zones	<input type="checkbox"/> special event parking impacts
<input type="checkbox"/> low – infrequent parking space turnover	<input type="checkbox"/> park commuters and employees somewhere besides on the streets
<input type="checkbox"/> meet future parking need of business districts	<input type="checkbox"/> match on-street and off-street parking rates
<input type="checkbox"/> maximize on-street parking configurations	<input type="checkbox"/> build new public parking structures
<input type="checkbox"/> provide more shuttle and transit options	<input type="checkbox"/> safe, well-light pedestrian access and crossings
<input type="checkbox"/> have modes balanced: pedestrian, bicycle, transit, auto	<input type="checkbox"/> connect neighborhoods quickly
<input type="checkbox"/> have bikes separated by safe, continuous lanes	<input type="checkbox"/> other goal(s) _____

What can we do about it?

Part Three – Sneak Peak

Ideas, Projects, and Policies

Toolbox -

- New Meter Locations
- Parking Meter Enforcement Hours
- Parking Meter Rates
- Curb Special Use Allocations
 - Yellow Curb Locations - Commercial Loading / Shared Use
 - Green Curb Locations - 15-30 min stays
 - White Curb Locations – 3 Minute Passenger Loading
 - Blue Curb Locations - ADA
- Motorcycle / Scooter / EV Charging / Car Share Parking
- Residential Parking Programs
- Angled Parking
- Employee Parking Solutions
- Parking Lots & Structures

Out of the Box Ideas -

- Progressive Pricing (premium parking rates)
- Blocked driveway permits (in residential areas)
- 15 minutes free on each meter (at start and grace period at end)
- Parking Ambassadors (on-street greeting and advising)
- Enforcement Targeted Enforcement (certain areas need more oversight than others)
- Shopper Permits – see Laguna
- Parking Discounts for Residents

Toolbox Part II –

Other Influences on Parking

- Car-share / Ride-hailing Programs, Taxis and Valets
- Bikes
 - Bike-share Programs; Bike Lanes; Bike Parking
- Mass Transit – MTS bus
- Walking
- Special Event Parking Impacts and Needs
- Real-time Information – Parking Guidance Systems
- Way-finding Signage
- Parking Payment Options - Parking Reservation System

How do we know what to do where?

Implementation Strategies & Recommendations

Part Four & Five Sneak Peak

Part Four

Methodology for toolbox application(s)

Under / Over Supplied - Underutilized

Lack of Turnover

Barriers to implementation

Best practices

Rating system

**Weighing impacts on community livability,
economic vitality and equity of access**

**What's the role of VMT – LOS and
upcoming changes to how CA assesses**

Part Five

Recommendations & Public Outreach

Goals to Consider

**Support neighborhood business districts by
making on-street parking available**

**Provide adequate turnover of on-street
parking spaces**

**Find employee parking solutions -reduce
meter feeding and car shuffling**

**Meet the needs of the variety of parking
time-limit needs**

**Make efficient use of off-street parking
facilities**

**Encourage use of transit, biking and
walking**