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October 6, 2021

To: Supervisor Hilda L. Solis, Chair
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Supervisor Kathryn Barger

From: Fesia A. Davenport
Chief Executive Officer

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First District

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REPORT BACK ON EAST LOS ANGELES PILOT PARKING ENFORCEMENT AND BENEFIT DISTRICT STUDY (ITEM NO. 4, AGENDA OF APRIL 30, 2019)

On April 30, 2019, the Board of Supervisors (Board) adopted a motion directing the Chief Executive Office (CEO), in conjunction with the Departments of Public Works (DPW), Auditor-Controller, County Counsel, and the Sheriff (LASD) to conduct a comprehensive review of residential and business/commercial parking enforcement practices throughout East Los Angeles (East LA); research best practices utilized in other jurisdictions; and study the feasibility of establishing a localized Enforcement District and a Parking Benefit District in the unincorporated communities of East LA.

The CEO engaged Walker Consultants (Walker) to conduct a parking availability and improvement study (East LA Parking Study) for the unincorporated communities of East LA. The study encompasses an assessment of the parking needs in the East LA communities, a review of current parking restrictions and enforcement practices, research of best practices, and community outreach and engagement. Walker performed parking counts, interviewed County personnel, obtained information from the various County departments, and conducted research on best practices of other jurisdictions. In addition, the CEO held virtual meetings for the public and local community groups, and Walker conducted an online survey to reach out to the community to obtain their valued input.

The East LA Parking Study was conducted during the COVID-19 pandemic. However, based on the high parking demand numbers observed during the pandemic and the feedback gleaned from stakeholders, the high level of demand overall is the basis that the parking recommendations were formulated. The COVID-19 conditions were not considered to have materially impacted parking conditions such that they would negate the findings and recommendations of the study.

Walker's East LA Parking Study identified prominent parking issues in the East LA communities in both the residential and business/commercial areas, which include: limited availability of

on-street parking; and limited enforcement of illegal parking blocking fire hydrants, sidewalks or driveways, red zones, overnight parking, abandoned/inoperable vehicles, illegal sidewalk vending, etc. that affirms the communities' complaints.

To address the parking issues, Walker recommends a three concurrent task approach summarized below and in Attachment A for the Board's consideration. The complete East LA Parking study, by Walker, is included as Attachment B. A major component to improve the parking in the East LA communities is to obtain community buy-in during each task of the implementation.

- A. Task 1 - Enforcement Enhancements (Immediate Implementation - within one year):** Increase enforcement by hiring a parking enforcement services company to **augment** existing LASD parking enforcement staff for an initial contract period of five years. Revenue generated from the increase in the number of citations should be used to offset the cost of the contract and County staff for the monitoring/managing of the contract. Annual evaluations of the enhanced enforcement efforts as to the effectiveness of the program would be conducted and reported to the CEO.
- B. Task 2 - Preferential Parking Districts:** Establish a preferential parking district (PPD) in the residential neighborhoods immediately surrounding the proposed Whittier Boulevard Parking Benefit District (PBD). DPW could begin community outreach to gauge the interest in creating PPD's. DPW would manage the PPD on a permanent basis (as DPW currently manages various PPD's in the County). If there is enough interest to establish a PPD, DPW would alter the current PPD's flat fee structure and implement a specific East LA PPD that would have a tiered rate structure, and require license plate credentials.
- C. Task 3 - Parking Benefit District:** If the community desires, establish a PBD along Whittier Boulevard East of the I-710. The PBD would restrict the revenue generated from the parking meters and potential parking enforcement citations, and have it reinvested into the District for community benefits, such as landscaping of common areas, improving blight areas, enhancing corridor maintenance, increasing bike/pedestrian pathways, enhancing enforcement, and potentially increasing parking infrastructure.

Improvements to the paid parking options to generate increased revenue include: (1) multi-space meters that are credit card-enabled and pay-by-license plate rather than by space, or pay-by-cellphone; (2) Use of license plate recognition (LPR) enforcement; and (3) Use of off-street parking lots (owned by the County) for additional paid parking for visitors and employees.

Public Works could begin community outreach to gauge the interest in creating PBD's. If the community is attracted by the concept of the PBD, DPW would need to initiate the steps in developing the goals and strategies, rules, funding mechanism, etc. that govern the PBD. DPW would manage the PBD for the operations and maintenance of the parking meters and would control the funds, but the net revenue (after operating expenses) will be

Each Supervisor
October 6, 2021
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overseen by a Department to be determined, who will authorize the expenditures of the funding based on the PBD's advisory committee comprised of community stakeholders.

The implementation of any of the recommendations from this report, including the award of a contract for the parking enforcement services, and/or the establishment of either a preferential parking district or a parking benefit district will require returning to the Board for approval. DPW should work with our office, Auditor-Controller, and County Counsel as part of their due diligence and include any budget impacts of any proposed changes. The establishment of any Special Fund, and any staffing requests will be included in the submittal to the CEO during the annual budget process, and would be fully offset by revenue generated by the paid parking options and potential enforcement fees. The enforcement fees that previously went into the General Fund from the East Los Angeles area would be diverted to the proposed Special Fund(s).

East LA's parking concerns may stem from high-population density leading to the lack of available on-street parking, but the solutions to address the issues should not only include regulatory measures such as enforcement, but also policies to allow for viable transportation options while balancing housing needs, and re-envisioning public right-of-ways and spaces. Various County/non-County departments are reviewing potential actions that complement the results of the East LA Parking Study such as DPW and the Street Ambassador Program; Department of Consumer and Business Affairs and the illegal sidewalk vending ordinance; Department of Regional Planning on policies for Accessory Dwelling Units and housing; and the Metropolitan Transportation Authority increasing transit opportunities by planning for two future rail stations in East LA.

East LA has the highest population density in the County for communities with a population over 100,000, and there are 16,000+ persons per square mile residing in this community. The median household income in East LA is \$43,879 compared to \$64,251 in the County. Implementing these recommendations for better parking management and innovation in the East LA area to change the parking culture will enhance the quality of life and service for the East LA communities by addressing the parking issues that have adversely affected the residents and businesses.

Should you have any questions concerning this matter, please contact me or Sheila Williams at (213) 974-1155 or swilliams@ceo.lacounty.gov.

FAD:JMN:MM
SW:CY:CF:kd

Attachments

c: Executive Office, Board of Supervisors
County Counsel
Sheriff
Auditor-Controller
Public Works
Regional Planning

EAST LOS ANGELES PILOT PARKING ENFORCEMENT AND BENEFIT DISTRICT STUDY

To address the parking issues, CEO recommends a three concurrent task approach summarized below for the Board's consideration.

Task 1 - Enforcement Enhancements (Immediate Implementation- within one year):

Establish a parking enforcement district throughout unincorporated East LA, enforced by a professional parking enforcement services provider dedicated to this task, funded by parking citations.

To determine if a parking enforcement district is in fact necessary, CEO recommends a pilot program to increase enforcement as the first step to mitigate the parking issues where the community can see the results in a short amount of time and gain the County's trust. Due to the limited staffing of LASD, outsourcing parking enforcement services with a professional parking enforcement firm can increase enforcement capabilities and consistency, and the County can remain flexible by increasing/decreasing services depending on the need. The training and ability to shift personnel resources from the parking enforcement firm allow for consistent coverage.

In addition, the option to use LPR enforcement (vehicle-mounted license plate scanner equipment), allows the County to invest in technology to increase efficiency, and reduce liability with in-person engagement, especially when encountering aggressive members of the public.

By increasing enforcement personnel, the revenue generated could offset the cost of the contract, and the County's staff time in monitoring/managing the contract. Using a 3-year average (from Fiscal Year (FY) 2017-18 to FY 2019-20) of revenue versus expenditures for the East LA area, LASD collected approximately \$3.47 million from citations, and spent approximately \$1.15 million in staffing, vendor's fees, and DMV fees. The net amount of \$2.32 million could be used to procure the contract services of the professional parking enforcement firm, and invest in new technology.

Recommendation: Hire a parking enforcement services company to **augment** existing parking enforcement staff for an initial contract period of five years as a pilot. Revenue generated from the increase in citations could be used to offset the cost of the contract and County staff for monitoring/managing of the contract.

County departments such as LASD, with their expertise, or DPW, due to their role with the road right-of-way, may service the contract with the parking enforcement services company. The services contract should be developed and managed in collaboration with LASD Parking Enforcement Detail to ensure maximum efficiency and support.

Annual evaluations of the enhanced enforcement efforts as to the effectiveness of the program would be conducted and reported to the CEO. Any modifications to the pilot program would be discussed with the Board offices.

A parking enforcement district using a professional parking enforcement firm solely or a hybrid model may be established after the pilot period ends. An operational effectiveness study should be completed evaluating the use of the contract firm, County personnel, or hybrid of both to find the balance of insourcing and outsourcing this responsibility and its budget impacts, but also meeting the needs of the communities. During this process, a comprehensive fee study should also be conducted to update the parking citation fees.

Any staffing requests and changes to the budget structure will be included in the submittal to the CEO during the annual budget process and is proposed to be fully offset by revenue generated through enforcement.

Task 2 - Preferential Parking Districts: Establish a PPD in the residential neighborhoods immediately surrounding the proposed Whittier Boulevard Parking Benefit District (PBD) (discussed below). Establishing preferential parking areas in the residential areas primarily surrounding the business/commercial corridors, may help the residential areas with parking, as parking becomes limited due to the spillover from these businesses. The purpose of the program is to limit the number of household vehicles parked along the street during business operating hours as well as to control the amount of time a visitor may park on neighborhood streets. It also encourages the use of private driveways and garages for those residents who have this option.

The preferential parking districts would be managed by issuing residential parking permits, limiting the number of permits per residence, having a tiered-rate structure, and requiring license plate credentials.

Recommendation: DPW could begin community outreach to gauge interest in creating PPD's. If there is enough interest to establish a PPD, DPW would diverge from the current PPD's flat rate permit fee structure and implement a specific East LA PPD that would have a tiered rate structure, and require license plate credentials. DPW would manage the PPD on a permanent basis (similar to current preferential parking districts in the County).

DPW currently manages permits for 14 preferential parking districts throughout the unincorporated areas of the County. Flat rate permit costs range from \$14 to \$120 per dwelling unit for each 3-year renewal period and generates approximately \$15,000 a year towards the maintenance and operations of the permit program of the Districts. To limit the number of cars parked in the proposed preferential parking area, a specific analysis may be conducted to review the number of permits to be issued per residence, have a tiered-rate structure, and require the permits be associated with a specific license plate.

Task 3 - Parking Benefit District: Establish a PBD along Whittier Boulevard East of the I-710 (pilot), and consider other PBD locations throughout the business/commercial corridors of unincorporated East LA where low on-street parking availability has been identified as a problem (after pilot).

To further enhance the East LA community, the County may consider creating a PBD with community "buy-in" that would require improvements to the paid parking options in the business/commercial corridors to generate additional revenue that would be reinvested into the

local communities. Community “buy-in” is key to the development of the PBD, due to the lengthy process of establishing a PBD. Task 3 entails extensive community outreach, developing goals and strategies, creating policy/procedures on how to allocate funding, guidelines for the stakeholders and advisory committee, and purchasing and installing meters, and analysis to review fees.

The PBD would restrict the revenue generated from the parking meters and potential citation revenue, and have it reinvested into the District for community benefits, such as landscaping of common areas, improving blight areas, increasing bike/pedestrian pathways, and enhancing enforcement.

The improvements to the paid parking options to generate increased revenue include: (1) multi-space meters that are credit card-enabled and pay-by-license plate rather than by space, or pay-by-cellphone; (2) Use of LPR enforcement; and (3) Use of off-street parking lots for additional paid parking for visitors and employees.

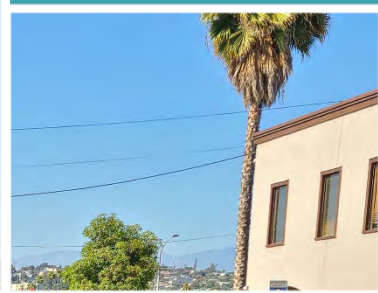
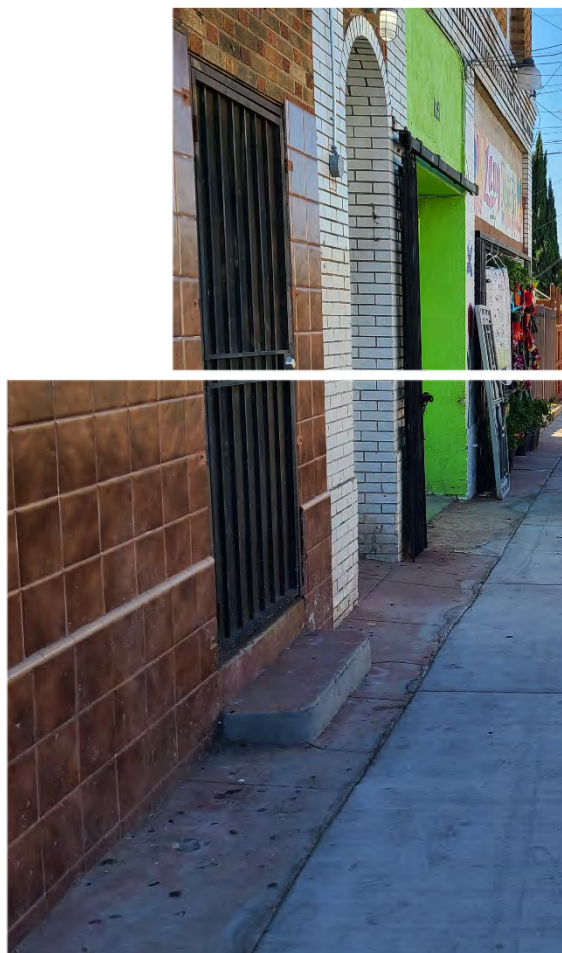
Recommendation:

DPW could begin community outreach to gauge the interest in creating PBD’s. If the community is attracted by the concept of the PBD, DPW would need to initiate the steps in developing the rules, funding mechanism, etc. that would govern the PBD. DPW would manage the PBD for the operations and maintenance of the parking meters and potential citation revenue and would control the funds, but the net revenue (after operating expenses) will be overseen by the Executive Office of the Board of Supervisors on behalf of the Supervisorial District, who will authorize the expenditures of the funding based on the PBD’s advisory committee comprised of community stakeholders.

Food Trucks/Vendors:

Walker also addresses the need to coordinate food trucks/vendors that take up parking in the business and commercial areas, mainly occupying the “One-Hour Only” parking spaces. Most violators remain in the space beyond the posted time limits because it is lucrative to continue their business even though they are violating the parking time limits. In addition to the recommendation to extend the time limits from one hour to two hours in the commercial areas, there is a need to consider how this group of business owners fit within the East LA economy. Parking regulations that prevent food trucks from operating may free up parking, but at the expense of someone’s livelihood.

Recommendation: Department of Consumer and Business Affairs in collaboration with Public Health, Regional Planning and DPW to work with local businesses and food truck and mobile kitchen vendors to create designated areas where these mobile services may be offered to the public without affecting business/commercial access and traffic conflicts.



East Los Angeles Parking Availability Improvement Study

Existing Parking Conditions

County of Los Angeles, CA

September 24, 2021

Prepared for:
Chief Executive Office Budget and Operations
Community Services



WALKER
CONSULTANTS

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Introduction

The County of Los Angeles (“County”) engaged Walker Consultants (“Walker”), to conduct a parking availability and improvement study for the unincorporated community of East Los Angeles. The study encompasses an assessment of the community’s parking needs, a review of current parking restrictions and enforcement practices, research of best practices, and community outreach and engagement. In addition, the study identifies the implementation challenges and potential adverse consequences to local residents and businesses of the recommended solutions presented henceforth.

The study is divided into several tasks beginning with a review of existing parking conditions (Task 2), followed by an analysis of current restrictions and enforcement practices (Task 3), recommendations for improvement (Task 4), a feasibility study for implementing a pilot parking enforcement district (Task 5), and a feasibility study for implementing a parking benefit district (Task 6).

This report addresses the evaluation of existing parking conditions (Task 2).

Background

In 2019, the County of Los Angeles Board of Supervisors directed the Chief Executive Office to study parking conditions throughout the community of East Los Angeles, following the study conducted by the Department of Public Works in City Terrace. While this study accounts for the findings of the previous City Terrace study, it is a separate analysis. The focus in the City Terrace study of 2019 was to identify solutions to provide access for emergency vehicles through the hillside streets. This study focuses on finding solutions to address the issues of parking management and enforcement. With direction from the Chief Executive Office, this study aims to pull together all departments that have a role in parking to take a comprehensive approach at addressing the issues identified.

Executive Summary

Walker conducted an analysis of existing parking conditions in East Los Angeles (East LA). The analysis included a parking supply and demand study along residential and commercial corridors throughout the community, community engagement to hear directly from stakeholders what the parking issues, as they experienced them, are in East LA, and needs and issues identification to begin to inform the development of recommendations to improve current conditions.

Overview of Findings

The existing conditions analysis revealed that parking in East LA is made difficult by a combination of factors. There is no one single source for the parking problems that the community faces. However, by identifying the issues we can begin to develop solutions that may help ease the challenges that residents, business owners, employees, and visitors of East LA regularly face.

The following details a listing of our findings of the existing parking conditions in unincorporated East LA.



High Population Density East LA has the highest population density in the county for communities with a population over 100,000. There are 16,000+ persons per square mile residing in East LA. At the same time 84 percent of commuters drive or carpool to work, and 88 percent of East LA households have access to 1+ vehicles. There is a high concentration of non-conforming residences (more units than allowed per zone) and higher than average household size. The combination of a high population density and high vehicle reliance for mobility results in high parking demand.



Lack of Available On-Street Parking The most evident and vocalized issue in East LA is the lack of available on-street parking. On residential streets, parking occupancy levels are so high, that instances of illegal parking (e.g., parking in intersections, red curb, blocking driveways, double parking, etc.) are commonplace, thus pushing on-street occupancies above 100 percent. This issue is so broad that it can be found in most residential neighborhoods. The factors leading to the scarcity of available on-street parking include inconsistent or ineffective enforcement of current regulations, a free to park system, high automobile reliance, , high population density, and accessory dwelling unit laws for converting garage/carports without replacing parking.

In commercial areas, on-street parking utilization was also high. While it should be noted that the commercial on-street utilization data and observations were gathered during the COVID-19 pandemic, which most certainly reduced observed parking demand for commercial and commuter parking, the parking demand observed was *still* found to be high. For this reason, and the input provided by stakeholders regarding troubling, impacted parking conditions, our working assumptions that will inform our recommendations are that the parking supply for commercial spaces is impacted by high parking demand. The following table shows the on-street occupancies observed during the period of peak parking demand.

ZONE	PEAK			
	OCCUPANCY PERCENTAGE**			
	Weekday†	Weekend††		
	Residential	Residential ¹	Commercial ² / Industrial ³	Total
César Chávez	99%	84%	83%	84%
1 st Street	100%	87%	63%	79%
Whittier (West)	104%	89%	66%	87%
Olympic (West)	111%	94%	98%	95%
Nueva Maravilla‡	104%	--	--	--
Ford/Mednik	103%	84%	25%	77%
Telford	53%	40%	21%	37%
Whittier (East)	107%	96%	99%	97%
Olympic (East)	105%	88%	81%	86%
Atlantic	107%	89%	60%	77%
Saybrook	115%	91%	13%	90%
Whiteside	113%	96%	100%	97%
TOTALS	104%	83%	73%	81%

Notes:

** Occupancy percentage is equal to parking occupancy divided by inventory.

†† Commercial parking demand as measured during weekend peak; Industrial demand as measured during weekday peak.

‡ Each section treated as a separate block of residential parking.

1 On-street spaces on residential blocks

2 On-street spaces on commercial blocks

3 On-street spaces on industrial blocks



'Reserving' of On-Street Parking Spaces/Low Turnover Because on-street parking is sparsely available, many residents have become accustomed to holding on to their on-street spaces for as long as they can. This essentially 'locks' those spaces out from being used by anyone else, exacerbating the lack of available parking. Results from the online survey of the public's experience with parking in East LA indicate that a majority of residents worry about losing their parking space on the street, and thus the practice of 'reserving' a parking space by some begets more 'reserving' of parking by others. A similar issue occurs along commercial corridors, where merchants have voiced their concerns over catering trucks and vehicles associated with street vending posts occupying time-limited parking spaces along commercial corridors for extended periods of the day, thus limiting turnover of those spaces and the opportunity for others, particularly customers of established businesses in the area, to park.



Limited Parking Enforcement There is a general sentiment in the community that parking enforcement is not meeting the needs of the residents and businesses of East LA. Common complaints are that patrols on the street are insufficient to address illegal parking practices during evenings and weekends, they are difficult to reach to report and respond to issues, and that they do not cite enough to discourage instances of illegal parking, including occupying a parking space for more than 72 hours, among others. Walker's extensive review and analysis of the available staffing and coverage of the area validated the perception of parking enforcement inadequate to address the significant demands. A first step in addressing the parking issues experienced in East LA will be applying more effective enforcement. Results from the community outreach indicate that most people are generally in favor of increased enforcement.



Mobile Vendors Along commercial corridors, there are complaints from merchants that mobile food vendors,¹ as well as their customers, occupy short-term parking spaces intended for patrons of the corridor-lining businesses. On the other hand, some community members expressed the sentiment that mobile vendors are merely trying to make a living and that vendors should be allowed to park on the street. When it comes specifically to short-term parking, it is a best practice to make those spaces available to customers. At the same time, mobile vendors may need a place to be able to operate. A potential solution could combine active enforcement of time limits combined with the development of a zone approach to allow food vendors in zones for a specified duration of time. Once the time has expired, they must move out of the zone or a penalty may be incurred. Other jurisdictions have variations of these policies.



Parking Spillover The issue of unavailable on-street parking leads to issues of parking spillover when no accessible or acceptably convenient alternatives are available. Parking spillover generally refers to when parking demand for one land use spills over into the parking supply of an entirely different use, and those users subsequently may then suffer from insufficient parking. Residents and business owners highlighted parking spillover issues in various forms. Residents complained of automotive businesses

¹ In the form of both food trucks and sidewalk vendors.

(repairs and sales) parking their inventory along residential streets, spillover from transit users who park on residential streets or in parking intended to serve local businesses, and non-residents (i.e., people from outside of the immediate neighborhood) parking on residential streets. In commercial areas, business owners complained that: mobile vendors occupy on and off-street parking spaces meant for their customers, spillover from transit users, and spillover from residents.



Inoperable Vehicles A common issue that residents have communicated is inoperable vehicles parked on the street and left for extended periods of time without penalty. Walker staff did observe evidence of vehicles being parked on the street for extended periods of time. A solution to address this issue will start with increased enforcement, but a more tailored approach could be more effective. For example, the City of Pico Rivera operates its inoperable vehicle program throughout the entire city. Enforcement staff have outlined the city into approximately 20 zones and approach each zone at a time. With this structured and deliberate piecemeal approach, they have seen 85-95 percent compliance rates in each zone.



Off-Street Parking Supply The impact of high parking demand to on-street parking in East LA is clear; however, the impact on the public off-street supply of parking is less so. The County own a several parking lots throughout the community, some of which are located near commercial corridors. While on-street demand along commercial corridors was high, off-street parking demand in the county-owned lots were not observed reaching capacity. We have noted that parking observations were conducted during the Covid-19 pandemic, which would have impacted demand in some if not all areas. Still, in comparing satellite imagery with what was observed, the conclusion is that county-owned off-street parking is not consistently, fully utilized. The County should review public access to the County owned lots and develop options for increased utilization.

Privately-owned off-street parking, as noted via the stakeholder outreach, is being encroached upon by mobile vendors and customers of those vendors. In areas near transit, the encroachment is coming from commuters whom do not want to pay for parking at the transit station. The options for a preferential parking district that would be mutually beneficial for property owners, business owners, customers, and the county will be explored.

In residential areas, the off-street parking capacity was also surveyed during peak periods to understand whether more vehicles can be accommodated off-street to relieve some of the pressure from on-street parking. As noted previously, on-street parking is impacted by the behavior to 'hold onto' on-street parking, as residents wish to maintain their off-street spaces available for guests to park in, for easily moving vehicles in and out, or storing inoperable vehicles. There are also accessory dwelling units (ADUs) that can impact parking demand on the street as well as the availability of driveway parking. Still, the results of the survey of driveways conservatively indicates that there is opportunity to accommodate more vehicles off-street than are currently being parked.



Free Parking System Enforcement is key to maintaining availability and order in the parking system. In locations that experience high parking demand, paid parking in some form (from paid street parking in commercial areas to parking permits on residential streets) is an effective enforcement tool.² With the exception of approximately 150 parking meters that are in operation along 1st Street, the rest of East LA has free on-street parking. With one of the highest population densities in the county, and high rates of

² In basic terms, a paid space only requires one visit by an enforcement officer to ensure compliance, a free space requires at least two visits.

vehicle ownership, the free parking system makes parking enforcement of spaces and the allocation of demand between higher and lower demand locations more challenging.




Residential Parking Permits Given the impact of high parking demand on residential streets, most community stakeholders indicated that they would support a residential parking permit (RPP) district if it meant that there would be more available on-street parking as a result. Still, some community members expressed opposition, in part depending on the amount of any fee. Some of the reasons given were that East LA has many income-burdened residents, enforcement is currently lacking so an RPP would be ineffective, and many felt that unless RPPs are established everywhere, demand will spill over into neighborhoods that do not establish one. The concerns raised by the community are valid and will be taken into consideration prior to developing a program. Nonetheless, there are many ways in which a program can be structured to meet the needs of the community. For example, for the concerns about price, the first permit may be offered free of charge or at a very low rate.



Land Use and Housing Policies Many in the community expressed that land use and housing policies are adding to the parking issues that community members experience in East LA. For instance, some community members expressed concern over the approvals of affordable multi-family developments with seemingly low parking supplies, likely as a result of state policies that reduce or eliminate minimum parking requirements. In looking at a list of recent approvals, newer developments are being built to code as specified in the Third Street Specific Plan, where residential developments are required to provide at a minimum one (1) parking space per unit. The goal of the Third Street Specific Plan is to enable transit-supportive development near East LA transit stations. The vast majority of East LA is located within Southern California Association of Government's High Quality Transit Area and is already one of the most transit accessible areas in the Los Angeles Area, which allows new residential projects to request reduced parking requirements. Still, issues of high parking demand are not entirely tied to new development: existing multigenerational households, multi-vehicle ownership, and free parking all impact the demand on the street. We note that recent policy changes to allow for fewer parking spaces for residential uses have been made to increase the supply of housing, and lower the cost of housing development. For example, with respect to accessory dwelling units (ADUs), the state and county have been clear in their desire to provide as much housing as possible to address the housing crisis, thus prioritizing housing for people over housing for cars. However, we also note that arguments made for, and policies advocating, reducing minimum parking requirements typically assume actively enforced on-street parking measures, adding credence to the need for more parking enforcement on the streets of East LA.



Management of Parking Supply/Demand East LA is one of the densest communities in the county, yet it relies entirely on signage and enforcement of that signage to manage the high demand for its parking supply. Given that parking is free in most of East LA, with the exception of 150 parking spaces along 1st Street, the inconsistent likelihood of receiving a citation for an infraction, and that there are limits to the number of enforcement officers that may be working at a given time, one can understand how issues of parking congestion are so vast across the community. More active management of parking resources in East LA offer the possibility to improve parking availability on the street, potentially significantly. Currently, the fragmentation of parking management, where enforcement is handled by the Sheriff Department, and infrastructure and operations are handled by Public Works is a challenge. A central department that oversees all aspects of parking should achieve efficiencies, better customer service, execution of parking policies, and address parking issues more comprehensively than the current structure allows. Task 3 of this study explores the options for identifying the county department that is best suited to manage parking.

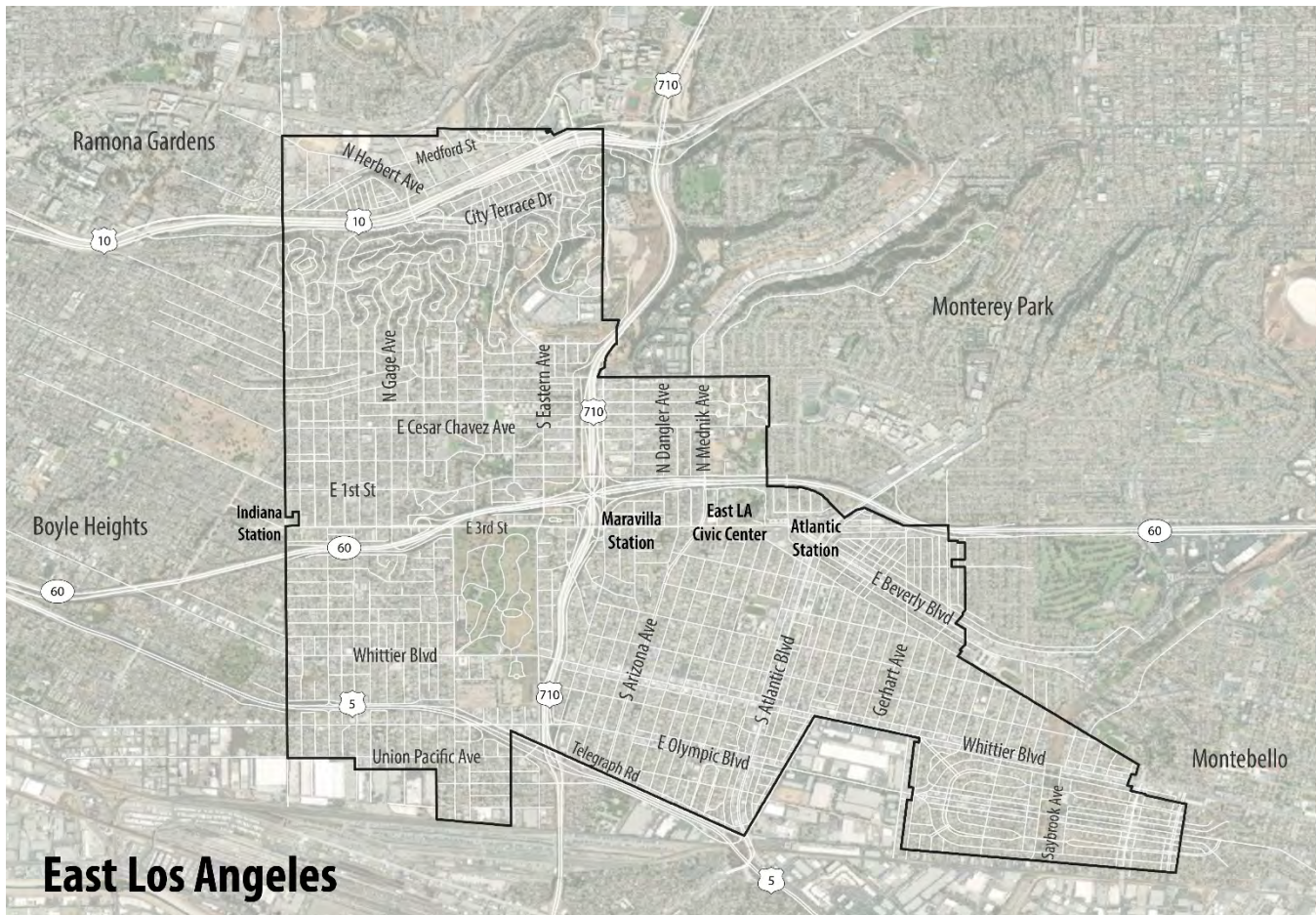


01 Geographical
Boundaries and
Community
Characteristics

East Los Angeles Demographics and Community Characteristics

East Los Angeles (“East LA”) is an approximately 7.45 square mile unincorporated community and U.S. Census “Designated Place.” East LA is located immediately east of the Boyle Heights district of the City of Los Angeles, south of the El Sereno district of the City of Los Angeles, north of the City of Commerce, and west of the cities of Monterey Park and Montebello. The boundary of East LA is shown in Figure 1.

Figure 1: East Los Angeles Boundary



Source: Walker Consultants, 2020.

Population and Housing

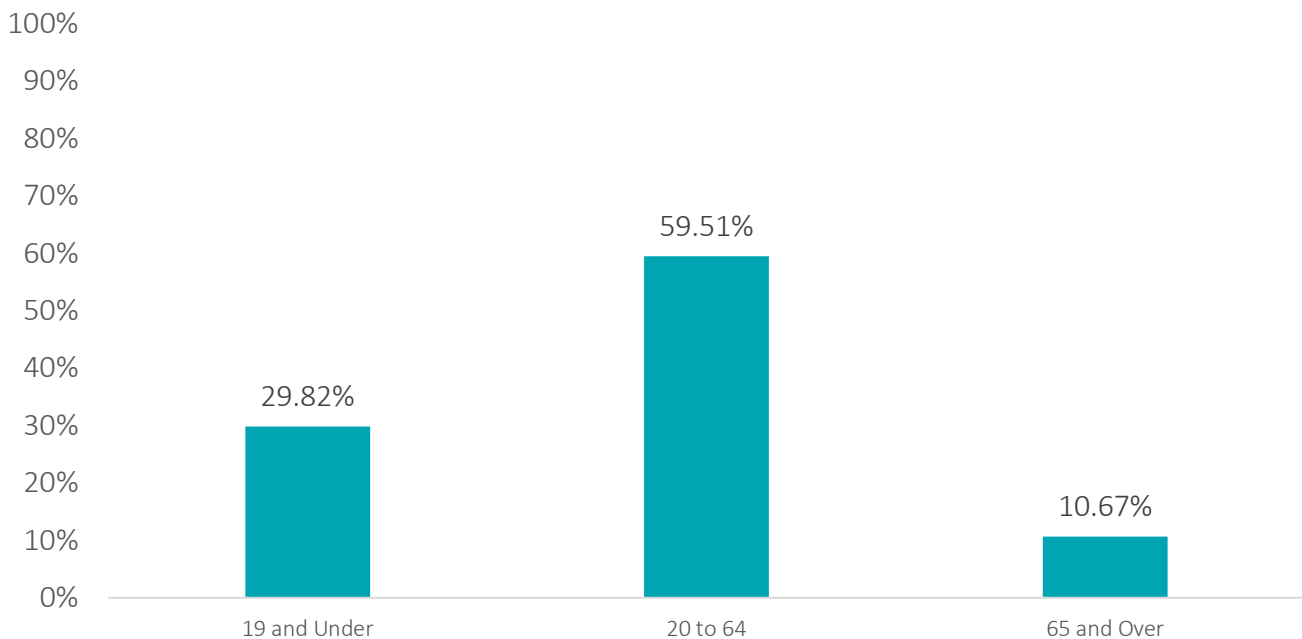
East LA has a total population of 119,827.³ Of this total about 114,954⁴ (95 percent) identify themselves as Hispanic or Latino.

In terms of age, the population in East LA skews toward working age adults as shown by Figure 2. Of the total population (119,827):

- 29.82 percent are aged 19 and under,
- 59.51 percent are between the ages of 20 and 64, and
- 10.67 percent are 65 and over.

The median age in East LA is 32, four years younger than the County-wide median of 36.

Figure 2: East Los Angeles Age of Population



Source: Data - U.S. Census Bureau (2018) American Community Survey 5-year estimates Table S0101. Graphics -Walker Consultants, 2020.

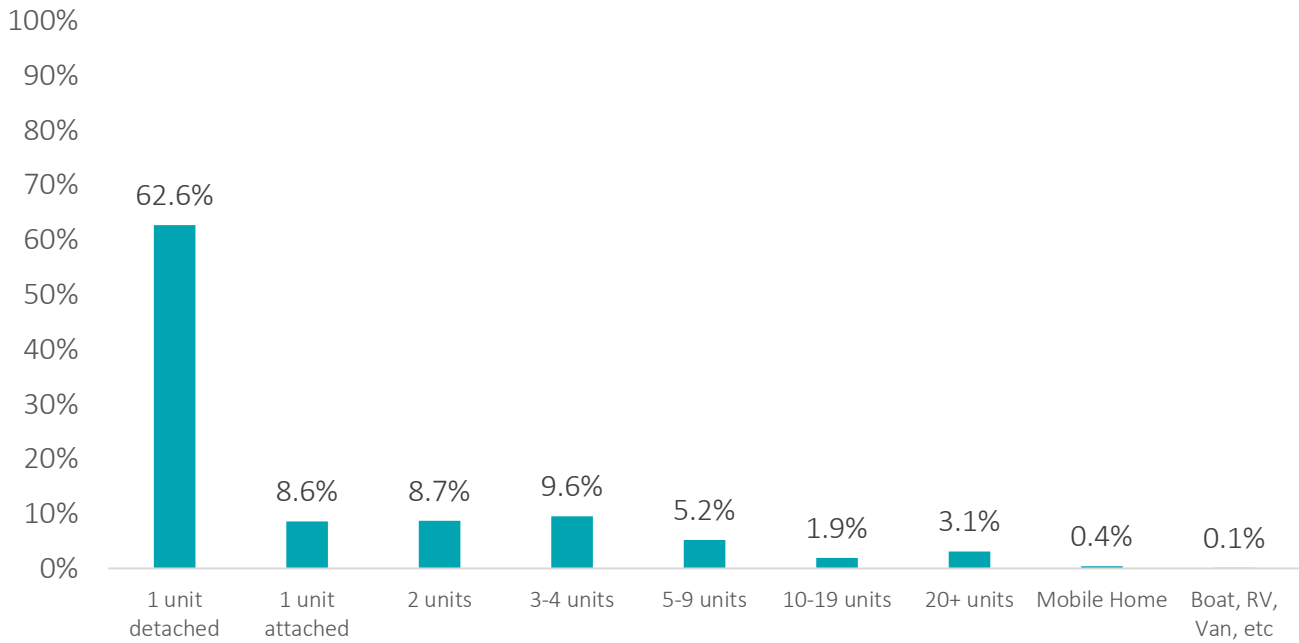
There are 33,290 total households in East LA, the majority of which are single, detached units (63 percent).

Figure 3 displays the percentage of each type of housing unit within East LA.

³ U.S. Census Bureau (2018). American Community Survey 5-year estimates. Table DP05.

⁴ Ibid.

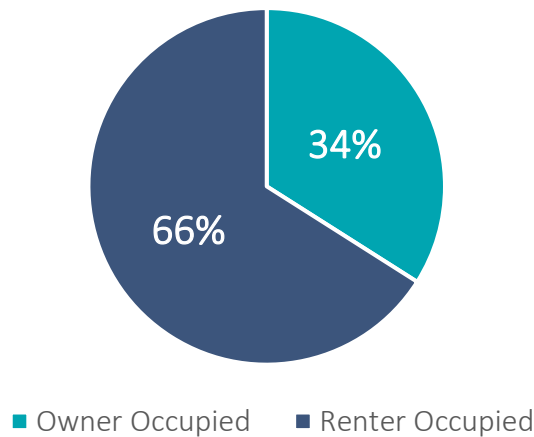
Figure 3: East Los Angeles Housing Supply Breakdown



Source: Data - U.S. Census Bureau (2018) American Community Survey 5-year estimates Table DP04. Graphics -Walker Consultants, 2020.

Figure 4 demonstrates the household tenure for East LA, meaning the conditions under which household units are held or occupied (i.e., owner or renter). As shown, there are a greater number of renter-occupied units in East LA than owner-occupied units.

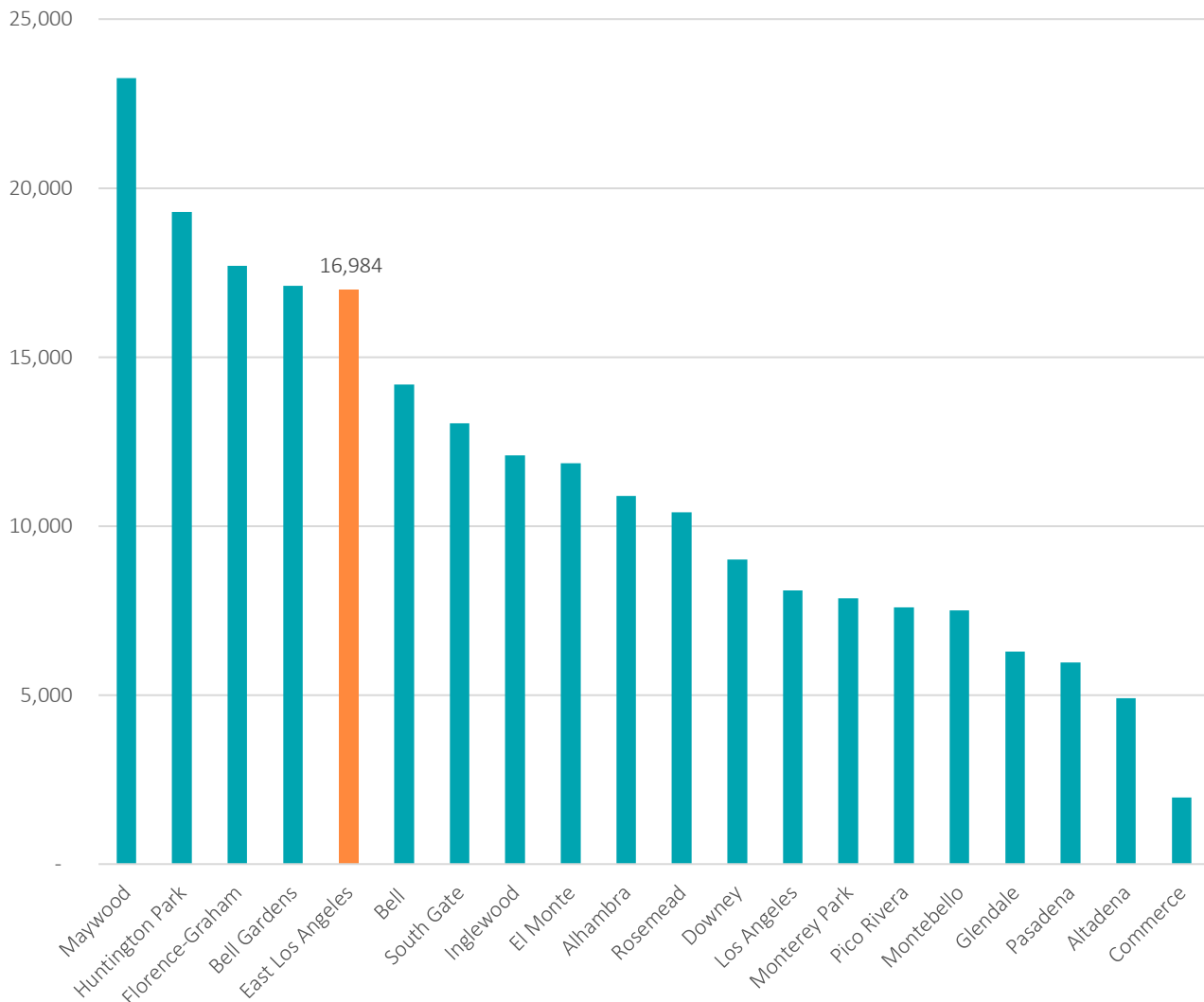
Figure 4: East Los Angeles Household Tenure



Source: Data - U.S. Census Bureau (2018) American Community Survey 5-year estimates Table S1101. Graphics -Walker Consultants, 2020.

East LA has a population density (persons per square mile) of 16,984. Figure 5 compares the population density of 20 cities located in the Greater Los Angeles region.

Figure 5: Population Density per Square Mile of Los Angeles County Cities and Census Designated Places (CDP)

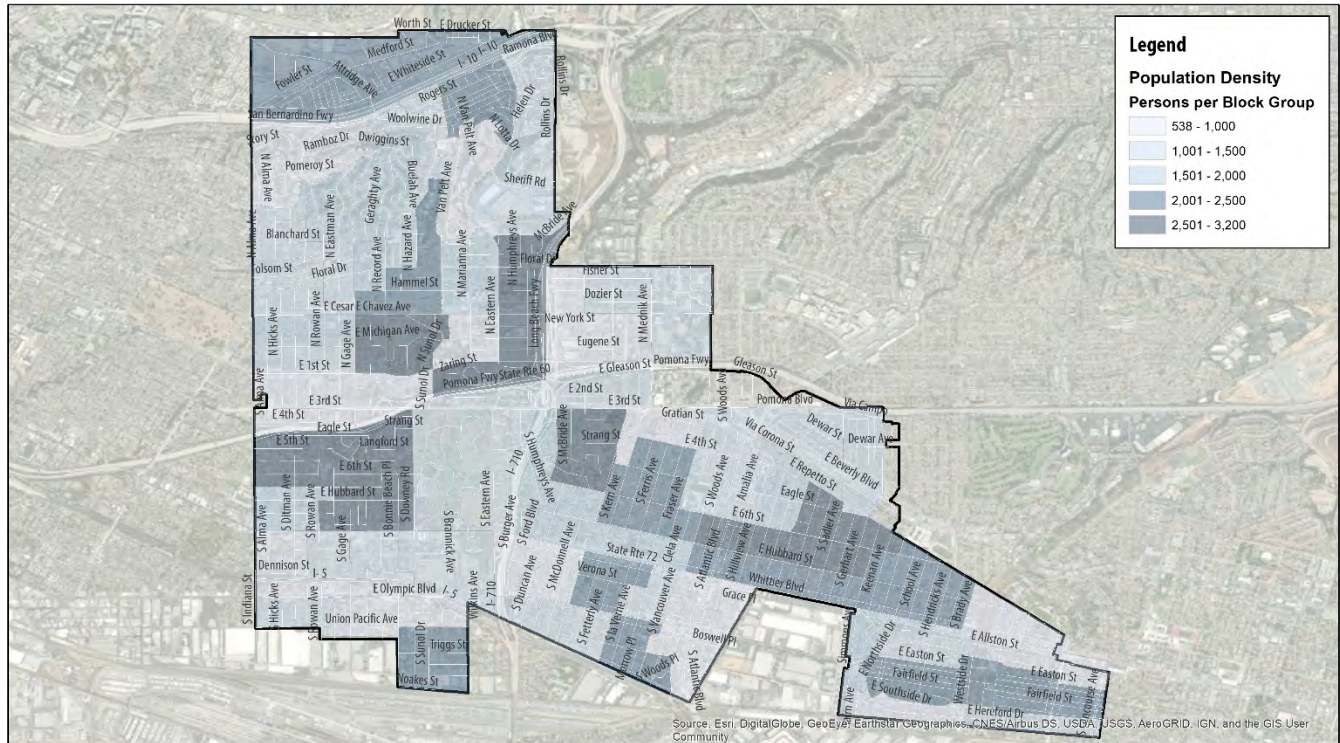


Source: Data - U.S. Census Bureau (2010) Decennial Census. Retrieved from <https://www.census.gov/quickfacts/fact/table/eastlosangelescdpcalifornia/POP060210#POP060210>
 Graphics -Walker Consultants, 2020.

As shown in Figure 5, East LA has among the highest population densities in the region, only surpassed by Bell Gardens, Florence-Graham, Huntington Park, and Maywood. This means that there are more people residing per square mile in East LA than in most nearby communities. However, when looking at cities and communities that have populations of 100,000+, East LA is the densest in the county.

Within the boundaries of East LA, the densest neighborhoods are not concentrated in any one area, and instead are disbursed throughout the community. Figure 6 shows the population density within East LA by block group⁵.

Figure 6: Population Density in East Los Angeles by Block Group



Source: Data - U.S. Census Bureau (2018) American Community Survey 5-year estimates Table B00001. Graphics - Walker Consultants, 2020.

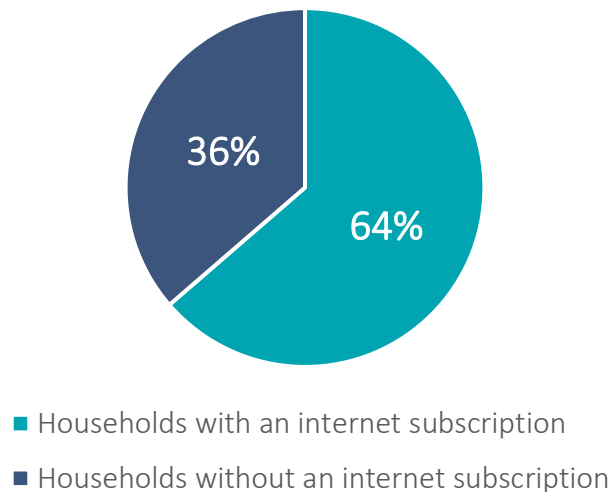
As shown in Figure 6, the darker blue areas represent the denser block groups, and thus the areas with a higher concentration of residents.

⁵ Block Groups (BGs) are statistical divisions of census tracts, are generally defined to contain between 600 and 3,000 people and are used to present data.

Internet Access

Figure 7 illustrates the breakdown of East LA households with and without an internet subscription. In this data set an internet subscription includes dial-up and broadband of any type such as a cellular data plan, broadband cable, and satellite internet service.

Figure 7: East Los Angeles Household Internet Access



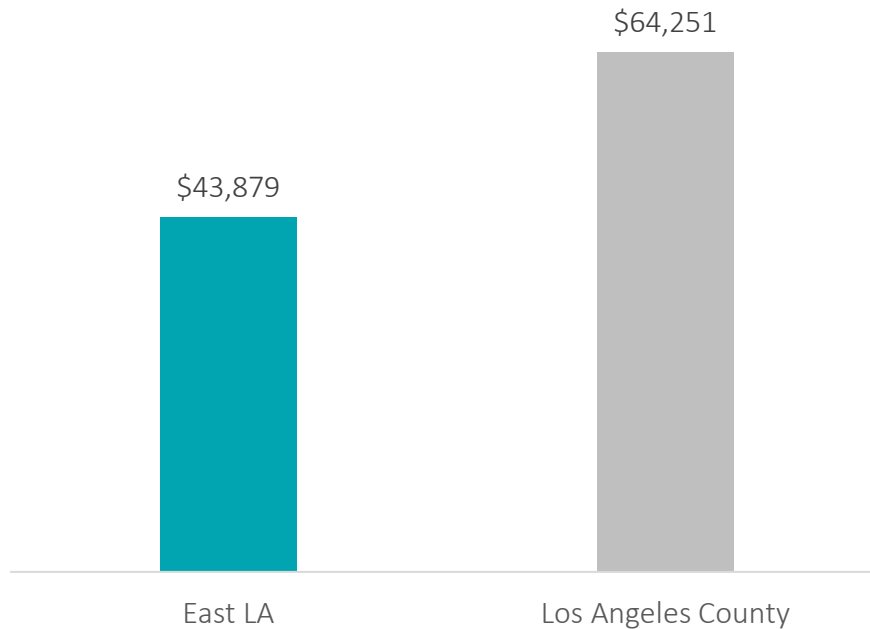
Source: Data - U.S. Census Bureau (2018) American Community Survey 5-year estimates Table S2801. Graphics -Walker Consultants, 2020.

As shown in Figure 7, 64 percent of households in East LA have an internet subscription, and 36 percent do not. The percentage of households without an internet subscription is higher than in Los Angeles County, where 82 percent of households have internet subscriptions, and 18 percent do not.

Economic Profile

Figure 8 shows that the median household income for households in East LA is less than in Los Angeles County as a whole, whereas median household income is \$43,879 in East LA and \$64,251 in the county.

Figure 8: East Los Angeles Median Household Income



Source: Data - U.S. Census Bureau (2018). American Community Survey 5-year estimates. Table S1901. Graphics - Walker Consultants, 2020.

When looking at income per capita (i.e., per person), East LA residents average \$16,281 annually. In comparison, that is about half of the county average, \$32,469.

Figure 9: East Los Angeles Residents Industry Employment demonstrates employment in East LA by industry sector. The top three employment sectors are:

1. Educational services, health care, and social assistance (17 percent)
2. Manufacturing (15 percent)
3. Retail trade (13 percent)

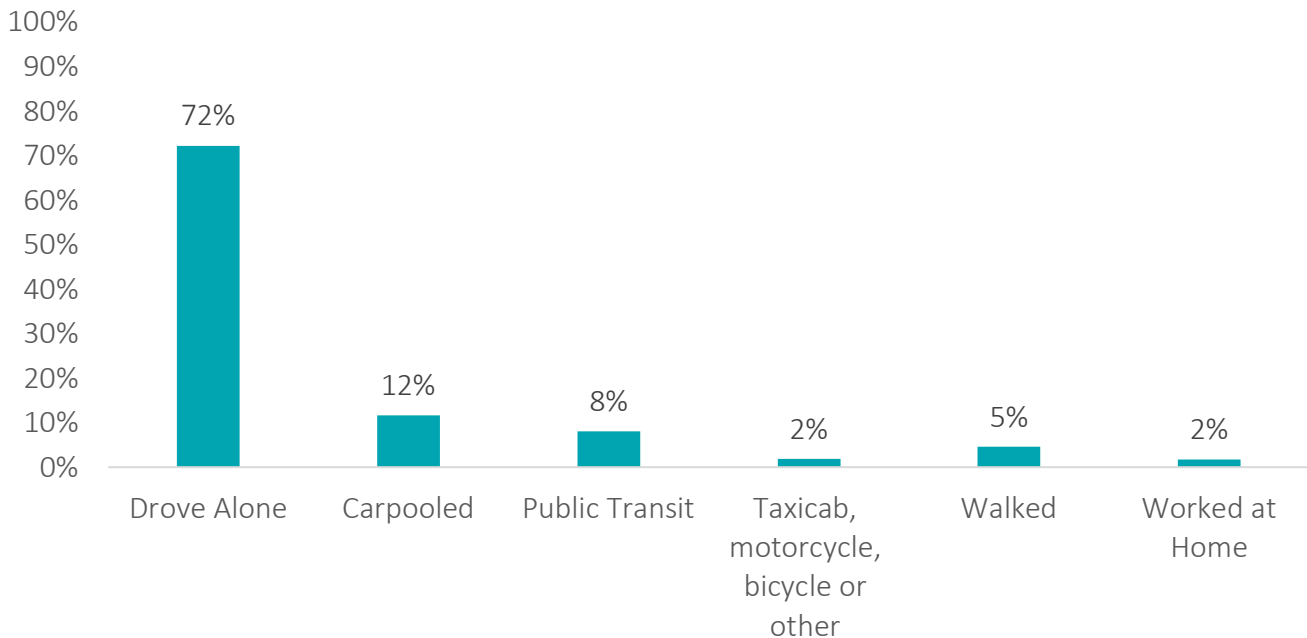
Figure 9: East Los Angeles Residents Industry Employment


Source: Data - U.S. Census Bureau (2018) American Community Survey 5-year estimates Table S2403. Graphics -Walker Consultants, 2020.

Travel and Transportation

The majority of residents in East LA travel to work by driving alone (72 percent). Figure 10 demonstrates the travel modes for East LA workers.

Figure 10: East Los Angeles Workers Means of Transportation to Work



Source: Data - U.S. Census Bureau (2018) American Community Survey 5-year estimates Table B08101. Graphics -Walker Consultants, 2020.

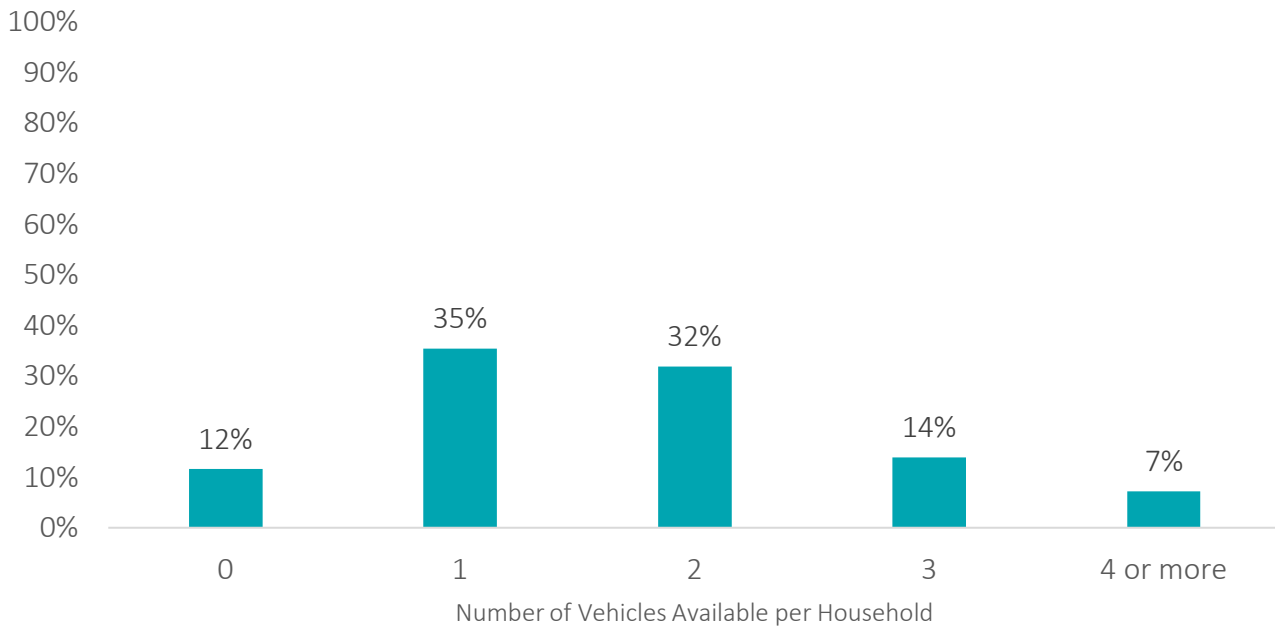
While single-occupancy vehicle (SOV, Drove Alone) travel is the most common mode for commuters in East LA and in the County, commutes on public transit are slightly higher in East LA than in the County at large. As shown in the chart, the share of transit commuters is eight (8) percent in East LA. In comparison, the County's share of commuters is six (6) percent.

Still while the share of transit use in East LA is higher than in the County, a recent study from the Institute of Transportation Studies at the University of California Los Angeles (UCLA) has shown that transit ridership is declining in the greater Los Angeles region, with an increase in vehicle ownership as one of the main factors in the decline of

transit use.⁶ Thus, while East LA boasts four Gold Line Stations (Indiana, Maravilla, Civic Center, and Atlantic) the management of parking in an area like East LA is critical to addressing issues of access and quality of life.

With respect to vehicle ownership, approximately 90 percent of East LA households have at least one vehicle available. Figure 11 summarizes vehicle availability for households in East LA.

Figure 11: East Los Angeles Number of Vehicles Available per Household



Source: Data - U.S. Census Bureau (2018) American Community Survey 5-year estimates Table B08201. Graphics -Walker Consultants, 2020.

Land Use and Planning

Per data retrieved from the Los Angeles County Assessor, there are a total of 19,130 parcels in East LA. There are eight general land use categories in East LA, and they include:

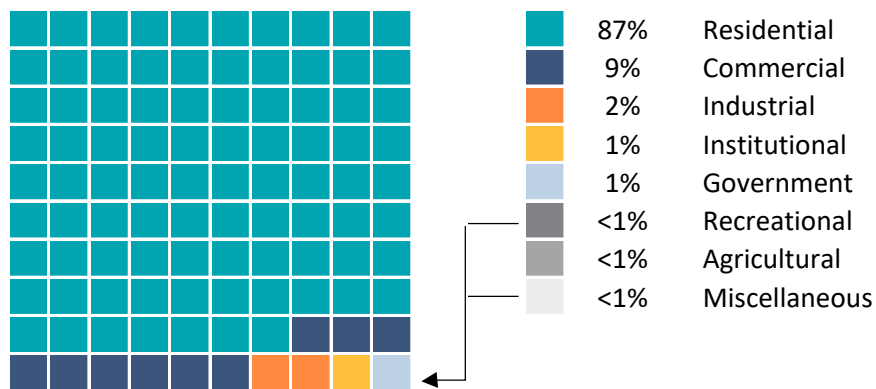
1. Residential
2. Commercial
3. Industrial
4. Institutional
5. Government

⁶ <https://www.its.ucla.edu/2018/01/31/new-report-its-scholars-on-the-cause-of-californias-falling-transit-ridership/>

6. Recreational
7. Agricultural
8. Miscellaneous

Of that total, residential parcels account for 87 percent, commercial account for 9 percent, industrial 2 percent, institutional 1 percent, government 1 percent, and recreational, agricultural, and miscellaneous all less than 1 percent. Figure 12 shows the percentage of total parcels found in East LA by land use.

Figure 12: Parcels by Land Use Type in East Los Angeles

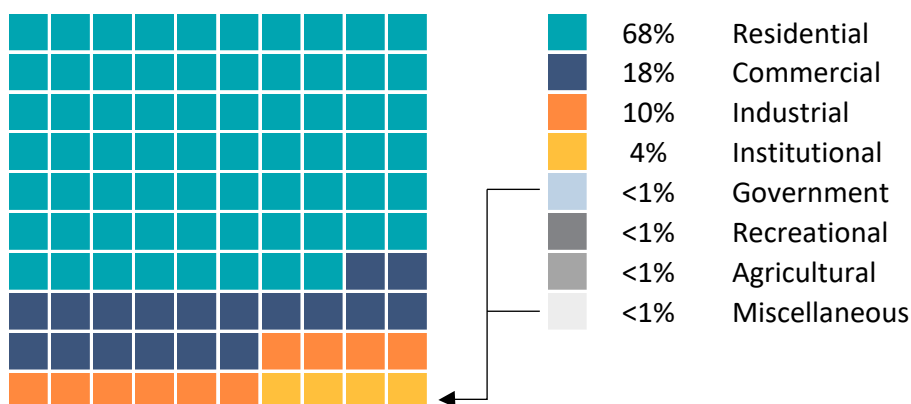


Source: Data - Los Angeles County Assessor. Graphics -Walker Consultants, 2020.

As shown in Figure 12, the majority of parcels in East LA are residential. However, not all parcels are equal in size. Thus, when looking at the actual amount of land distributed to different land uses in East LA, the amount of land dedicated to residential, while still the majority, decreases.

Figure 13 shows the actual amount of land distributed to different land uses in East LA.

Figure 13: Percent of Land Distributed to Each Land Use Type in East Los Angeles



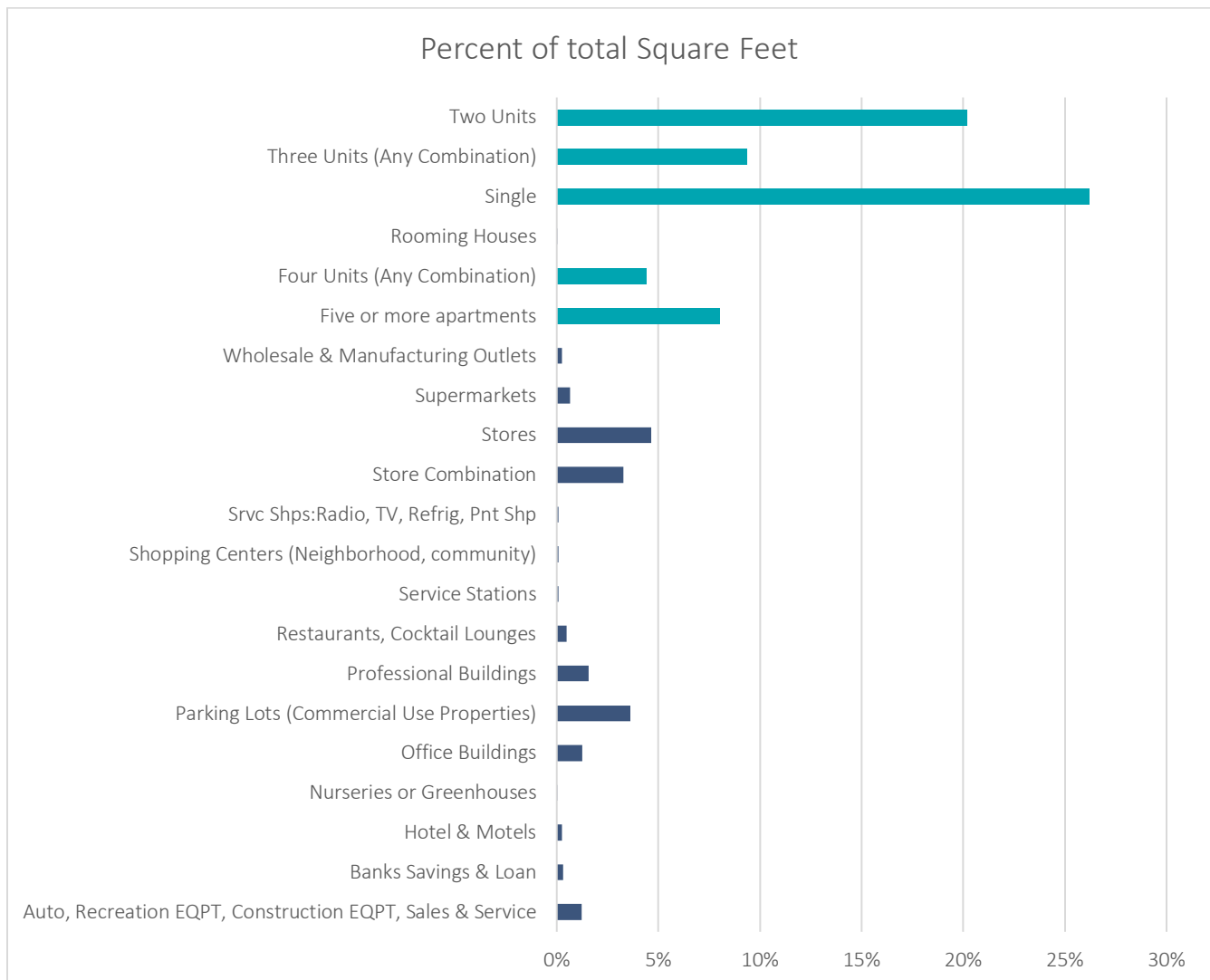
Source: Data - Los Angeles County Assessor. Graphics -Walker Consultants, 2020.

As shown in Figure 13:

- 68 percent of all land in East LA is residential,
- 18 percent commercial,
- 10 percent industrial,
- 4 percent institutional, and
- less than 1 percent is government, agricultural, recreational, and miscellaneous.

Given that the focus of this study is on residential and commercial parking, a breakdown of those two land uses is shown in Figure 14. Residential uses are shown in **Teal**, while commercial uses are shown in **Dark Blue**.

Figure 14: Percent of Land Distributed to Specific Residential and Commercial Uses in East Los Angeles



Source: Data - Los Angeles County Assessor. Graphics -Walker Consultants, 2020.

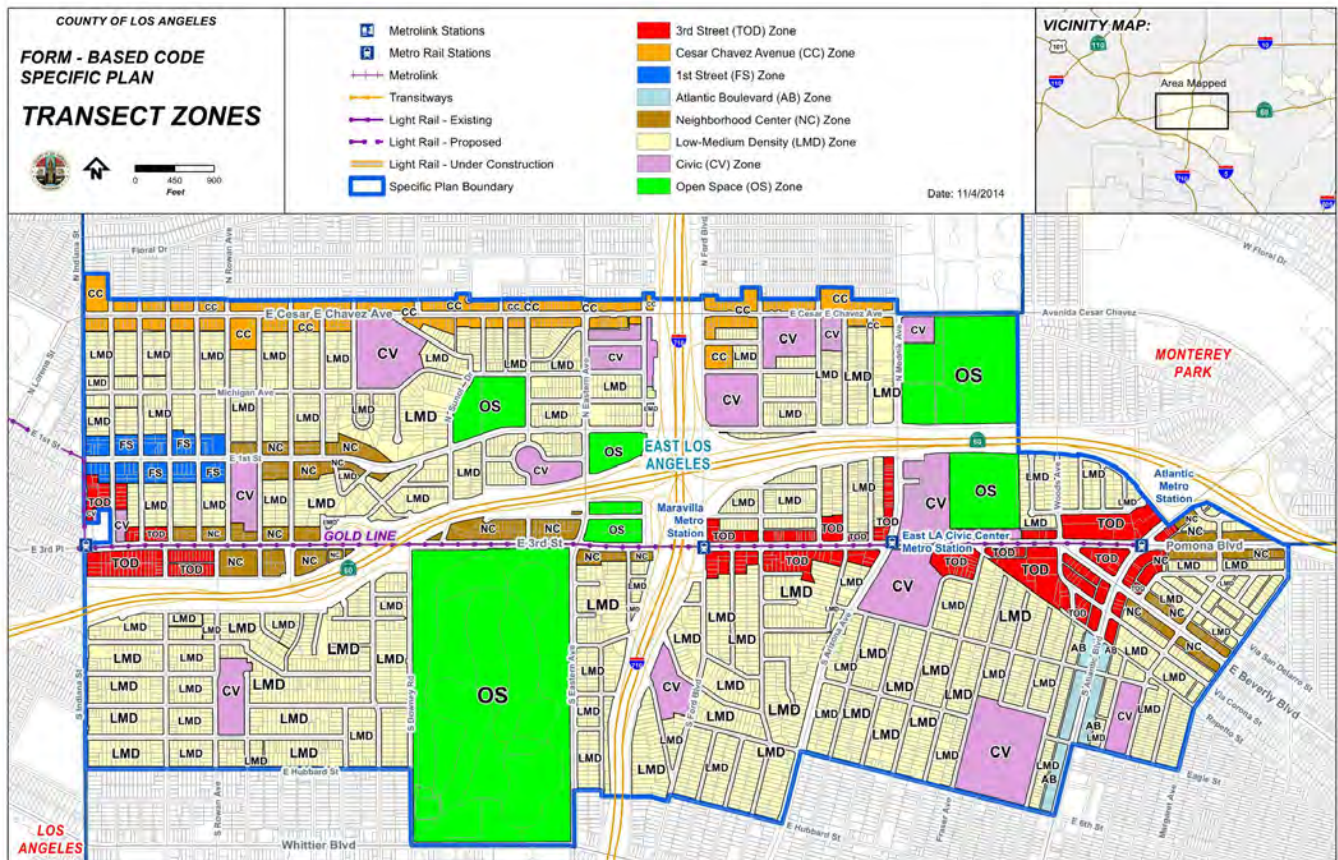
Figure 14 shows that the housing stock in East LA is predominantly single unit (i.e., single-family), followed by parcels that have two units and three units. For commercial land uses, the predominant land use with the highest footprint is stores, followed by commercial parking lots.

Third Street Form-Based Code Specific Plan

One of the main land use plans in East LA is the Third Street Form-Based Code Specific Plan. The plan enables transit-supportive development around the four Metro Gold Line Stations (Indiana, Maravilla, Civic Center, Atlantic) located along 3rd Street. The purpose of the plan is to focus on the form of buildings rather than the separation of land uses.

Within the specific plan area there are eight (8) Transect Zones. The plan area and transect zones are shown in Figure 15.

Figure 15: East LA Third Street Specific Plan Area



Source: Data - Los Angeles County Department of Regional Planning, 2020.

Each Transect Zone has its own regulations of building form. In looking at the parking requirements in each Transect Zone, the minimum number of parking spaces required is lower in the specific plan than in the rest of East LA. Table 1, shows the required number of parking spaces in these zones.

Table 1: Parking Requirements Comparison LA County and East LA 3rd Street Specific Plan (Transect Zones)

			East LA - Third Street Specific Plan*												
Zone	Land Use	LA County (East LA)	3rd Street (TOD)	Cesar Chavez Avenue (CC)	1st Street (FS)	Atlantic Boulevard (AB)	Neighborhood Center (NC)	Low-Medium Density (LMD)							
Commercial	Any use permitted in Zone C-3 but not permitted in Zone R-4, including commercial, retail, or service uses and medical or dental offices	4 per ksf	0 per ksf (For developments ≤ 10,000 gross sq.ft.) or 2 per ksf (For 1,000 sq. ft. above first 10,000 sq. ft. of developments > 10,000 gross sq.ft.)												
	Business and professional offices	2.5 per ksf													
Entertainment, assembly, and dining	Conference rooms	10+ 1 per 3 persons													
	Dining rooms, cafes, cafeterias, coffee shops, nightclubs, outdoor dining areas, restaurants, and other similar uses														
	Drinking establishments, bars, cocktail lounges, nightclubs, soda fountains, taverns, and other similar uses														
	Exhibit rooms, stages, lounges, and other similar uses														
	Theaters, auditoriums, lodge rooms, stadiums, or other places of amusement and entertainment, not otherwise listed in this Chapter														
	Mortuaries														
	Dancehalls, skating rinks, and gymnasiums														
Residential	Health clubs and centers	1 per unit.							1 per unit					1 per unit	
	Accessory dwelling units**														
	Adult residential facility														1 per staff member on the largest shift and 1 per business vehicle.
	Apartment (Bachelor)														1 per dwelling unit.
	Apartment (Efficiency and one-bedroom)		1.5 per dwelling unit.												
	Apartment (Two or more bedrooms)		1.5 per dwelling unit and 0.5 per dwelling unit.												
	Apartment (Guest parking for apartment houses with at least 10 units)		1 for guests per 4 dwelling units of the total number of dwelling units.												
	Two-family residences		3 and 1 covered or uncovered per two-family residence.												
	Farmworker housing		Spaces for each dwelling unit in the number required and subject to the same conditions as specified for "Residential uses" and where farmworker housing consists of group living quarters, such as barracks or a bunkhouse, 1 space per 3 beds.												
	Group homes for children		1 per staff member on the largest shift and 1 per business vehicle.												
	Housing developments for senior citizens and persons with disabilities		0.5 per dwelling unit and 1 for guests per 8 dwelling units.												
	Joint live and work units		2 per joint live and work unit.												
	Single-family residences		2 covered standard spaces per unit.	2 per unit											
Single-family residences on compact lots	1 per unit for units less than 750 sq. ft. with one bedroom or less.														

Notes:

All ratios shown per 1,000 square feet (ksf) unless otherwise noted.

* The Civic (CV) and Open Space (OS) Transect Zones follow the parking requirements as set for the in the Institutional Zone as prescribed in Section 22.26.020 and in the Open-Space Zone as prescribed in Chapter 22.16 of the County of Los Angeles Code.

**Per section 22.140.640 - Accessory Dwelling Units of the County code there are exceptions in which the requirement can be reduced to zero, such as being located within one-half mile of public transit.

Source: Data – County of Los Angeles Code of Ordinances, 2020.

As shown in Table 1, parking requirements are generally lower in the Third Street Form-Based Code Specific Plan than in the rest of East LA. For example, a retail store is generally required to provide four (4) parking spaces per 1,000 square feet (ksf) in the County of Los Angeles, including unincorporated East LA. However, in looking at the Third Street Specific Plan, a retail store need not provide parking for the first 10,000 square feet, and only after the first 10,000 square feet is parking required at two (2) per 1,000 square feet.

In looking at residential uses, parking requirements within the specific plan are also lower than the County requirements. For example, The Third Street Specific Plan calls for one (1) space per unit for all developments in all Transect Zones with the exception of the Low-Medium Density (LMD), Civic (CV), and Open Space (OS) zones. On the other hand, the County requires a range depending on the housing use. For example, one-bedroom apartments are required to have 1.5 parking spaces per unit. In addition, there is no parking requirement for non-residential uses within 500 feet of a metro station.

The intent of the lower parking requirements is to facilitate transit-supportive development, and encourage and support a sustainable, pedestrian-friendly, and economically vibrant community. It is important to note that the requirement is a minimum, not a maximum, thus should developers perceive that the market calls for more parking than is minimally required they are allowed to provide it.

Note: There is also the General Plan and the East LA Community Plan, which regulates the areas outside of the Third St. Specific Plan. The County is also preparing a Metro Area Plan, which includes all of East LA and will update the Third St. Specific Plan.

Los Angeles County Transit-Oriented District Design Guidelines

The Department of Public Works for the County of Los Angeles developed a toolkit for designing for transit-oriented districts. Given the presence of the four Metro Gold Line Stations and the Third Street Specific Plan, East LA is well-positioned to take advantage of transit-oriented development. The guidelines presented in the toolkit are meant to provide a framework for a consistent approach to infrastructure and transportation-related improvements to support land use decisions in areas in close proximity to transit stations.

The guidelines provide parking strategies that aim to create a more cohesive parking system. Among the strategies listed in the toolkit are:

- Interconnected parking: link parking with adjacent development whenever possible to facilitate vehicular and pedestrian movements, especially when streets are congested.
- Joint and shared parking: Incorporate joint and shared parking opportunities amongst multiple properties, including “park once” concepts.
- Amount of parking: Consider reduced parking standards in TOD areas. In addition to a reduction in required parking, standards may include provisions for shared parking, unbundled parking, in-lieu parking fees, provisions for transit passes or other mechanisms.

While the guidelines discuss the off-street parking strategies for design, perhaps the most important consideration is on-street parking demand management. As will be discussed in the next section, East LA suffers from excess on-street parking demand in virtually all areas of the community.

The background of the page is an abstract composition of overlapping geometric shapes in various shades of teal, blue, and light cyan. The shapes are primarily triangles and quadrilaterals, creating a layered, modern aesthetic. The colors transition from dark blues and teals at the top to lighter, almost white tones at the bottom.

02 Existing Parking Conditions

Existing Parking Conditions

Definition of Terms

Throughout this report, several terms are used to describe different components and conditions of the parking system. The following list defines those terms.

- **Study Area** – The physical boundary in which study data are collected. It is important to note that for this effort the selected study area is composed of several zones (or sub-areas) which are meant to represent a sample of parking conditions experienced throughout the community.
- **Zone (or Sub-Area)** – For this report, a zone (or sub-area) refers to a bounded area within the larger study area generally consisting of one or two land uses, the boundaries of which were defined in collaboration with County staff.
- **Block face** – The entire side of a block from one intersection to another. A conventional city block contains four sides, or four block faces.
- **Parking Supply** – The total number of parking spaces within a specified area; for example, a study area, zone, parking lot, or block face.
- **Effective Supply** – The parking supply adjusted by the optimum utilization factor, typically demonstrating that a number of spaces greater than the number of cars is desirable to allow drivers to conveniently find spaces, to take into account peak needs such as occasional large gatherings, and for traffic to reasonably circulate.
- **Parking Demand** – The number of spaces required by various user groups in a specified area.
- **Peak Hour** – The peak hour represents the busiest hour of the day for parking demand.
- **Survey Day** – The day that occupancy counts within a study area are recorded. This day should represent a typical busy day.
- **Parking Congestion** – For the purpose of this analysis we use the term “parking congestion” to convey the extent to which a defined area was found to experience a high demand for a limited number of parking spaces, negatively impacting the availability of parking spaces to accommodate the demand for parking and resulting in an unacceptably low level of parking space availability for drivers who were seeking a parking space.
- **Occupancy** – The percentage of the parking supply that is occupied at a certain point in time. For example, if a block face contains 10 parking spaces, and 5 of those spaces are occupied by vehicles, then there is a resulting occupancy of 50 percent.

Methodology

A key component of the study was to understand current parking conditions in East LA, both in residential areas and in commercial areas. To determine current parking conditions, Walker performed fieldwork in July and August 2020.

The fieldwork consisted of:

- An inventory of on-street parking spaces in the study area.
- Parking occupancy counts during peak periods for commercial, residential, and industrial uses.
 - For commercial zones, counts were conducted on weekends from 12:00pm to 6:00pm.
 - For residential zones, counts were conducted on weekdays after 9:00pm, and before 7:00am.
 - For industrial zones and zones near transit stations, counts were conducted on weekdays from 10:00am to 2:00pm.
- Observations of off-street parking lots in commercial areas during peak periods.
- Observations of off-street parking in residential areas during peak periods.

The objective of the fieldwork was to observe and study representative areas for commercial, residential, and industrial land uses that would capture existing conditions including availability, help us identify parking issues, and serve as a foundation for recommending improvements to parking in East LA.

COVID-19 Considerations

It is important to note that this analysis was conducted during the occurrence of the Covid-19 pandemic, although the field data collection during the month of August did witness conditions far busier than the slower conditions in the spring. As a response to health directives resulting from the pandemic, more workers were working from home. A portion of workers, especially those employed in the service sector, had experienced layoffs or furloughs, thus potentially impacting demand for parking in residential areas. However, it is Walker's opinion that Covid-19 did not materially impact our findings on our findings of peak conditions for residential parking. This is because the effect that the pandemic is having on parking demand is that more workers are home during daytime hours, but that does not change peak parking conditions, which for residential areas typically occur in the evenings.

While we did observe and quantify high demand during peak periods in some commercial areas, the extent to which parking demand has changed all areas is difficult to determine precisely. As discussed later in this report, business owners in East LA indicated that the conditions observed in some areas do not reflect pre-pandemic levels of parking demand. With this in mind, the analysis and subsequent recommendations will factor in the impacts of the pandemic. On a broader scale, Walker has observed that the pandemic has impacted businesses in that restaurants and stores have shifted toward a more takeout/pick-up business model. As such, we would expect shorter parking durations (and the need for parking spaces available to accommodate this). However, in the final analysis, based on the high parking demand numbers we observed during the pandemic and the feedback gleaned from stakeholders, the high level of demand overall is the basis on which we will operate as we formulate parking recommendations.

Study Area

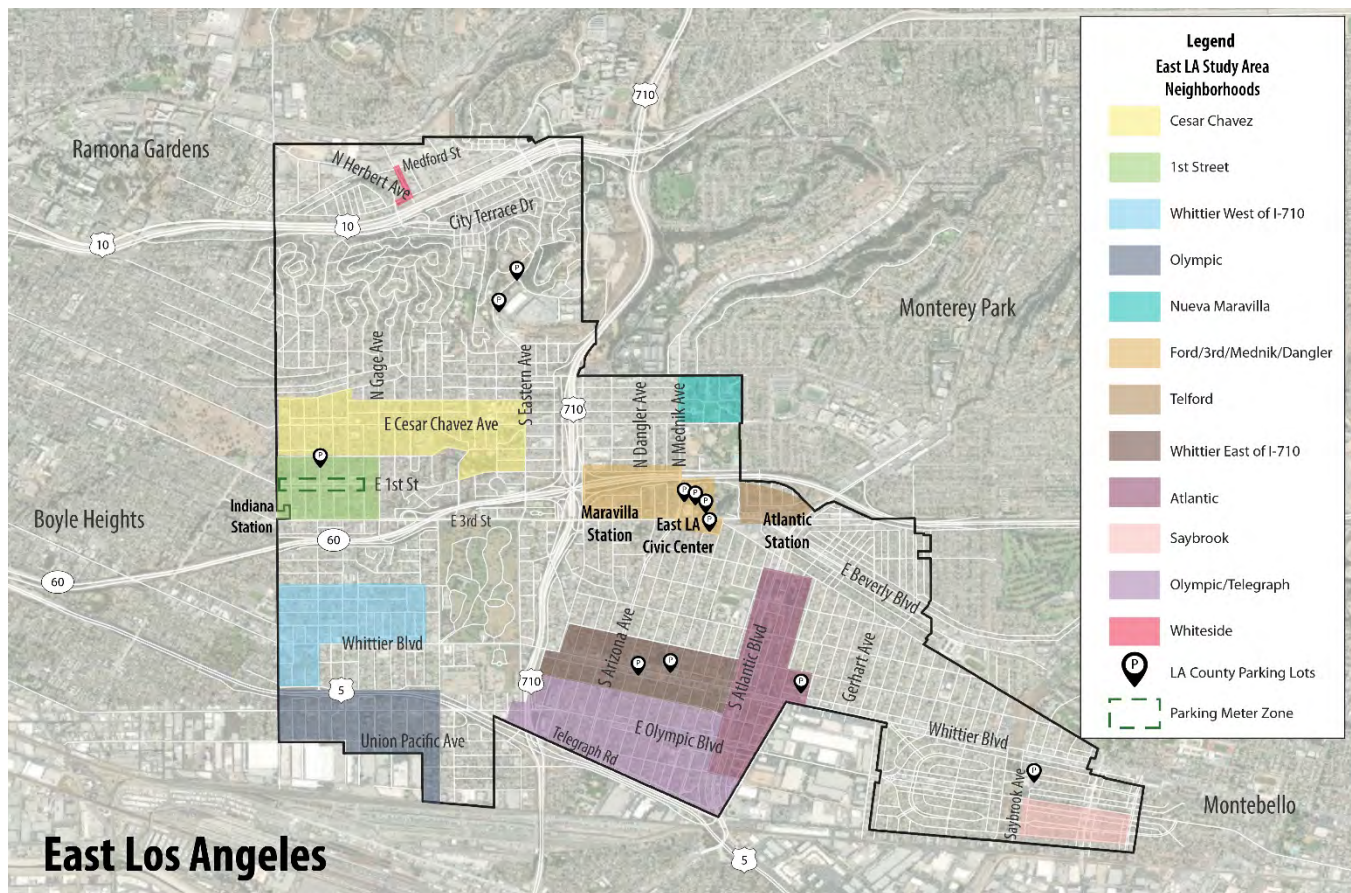
The study area for this project was selected based on information provided by various departments in the County including; Regional Planning, Public Works, Sheriff’s Department, Supervisorial District 1 staff, and the Chief Executive Office. The study area includes twelve zones plus City Terrace. City Terrace is called out as it is in a different stage of the study process. As such, while inventory and occupancy counts were not conducted there, it is being studied for solutions.

The zones contain commercial, residential, and industrial areas that are known to experience parking challenges. Additionally, the selected zones also include:

- County-owned off-street parking facilities,
- Gold Line Stations, and
- The only area of East LA that has parking meters, located along 1st Street.

Figure 16 illustrates the study area zones.

Figure 16: East LA Parking Study Area Zones



Source: Walker Consultants, 2020.

It is important to note that while specific zones were outlined for data collection, the conditions observed in these zones are assumed to be representative of the whole of East LA. The outlined study area zones include:

- Cesar Chavez Avenue
 - From Indiana Street to Eastern Avenue
- 1st Street
 - From Indiana Street to Gage Avenue
- Whittier Boulevard – East of the I-710
 - From Burger Avenue to Woods Avenue
- Whittier Boulevard – West of the I-710
 - From Indiana Street to Bonnie Beach Place
- Olympic Boulevard – East of the I-710
 - From Burger Avenue to Woods Avenue
- Olympic Boulevard – West of the I-710
 - From Indiana Street to Downey Road
- Nueva Maravilla Housing Community
 - Bounded by Cesar Chavez Avenue, Mednik Avenue, and Floral Drive
- The area around Dangler Avenue
 - Bounded by 3rd Street, Ford Boulevard, State Route 60, and Mednik Avenue
- The area around Telford Street
 - Near Metro’s Atlantic Station and Kaiser Permanente Hospital
- Atlantic Boulevard
 - From Telegraph Road to 4th Street
- Area near Saybrook Park
 - Bounded by Saybrook Avenue, Olympic Boulevard, Concourse Avenue, and Hereford Drive
- Whiteside Street in City Terrace
- City Terrace areas north and south of the I-10

Parking Supply (Inventory)

On-Street

Walker conducted an inventory of the on-street parking supply in each of the zones of the study area. Table 2 shows the inventory of on-street spaces by study area zone.

Table 2: Study Area On-Street Parking Supply by Zone

ZONE	BLOCKS SURVEYED	INVENTORY*		
		Residential ¹	Commercial ² / Industrial ³	Total
César Chávez	30	1,455±	213±	1,668±
1st Street	14	598±	275±	873±
Whittier (West)	27	1,360±	152±	1,512±
Olympic (West)	29	987±	206±	1,193±
Nueva Maravilla‡	6	558±	--	558±
Ford/Mednik	8	415±	60±	475±
Telford	5	303±	39±	342±
Whittier (East)	26	827±	345±	1,172±
Olympic (East)	38	1,521±	336±	1,857±
Atlantic	37	1,047±	727±	1,774±
Saybrook	13	769±	8±	777±
Whiteside	4	46±	12±	58±
TOTALS	237	9,886±	2,373±	12,259±

Notes:

* Inventory based on vehicles parked.

‡ Each section treated as a separate block of residential parking.

1 On-street spaces on residential blocks

2 On-street spaces on commercial blocks

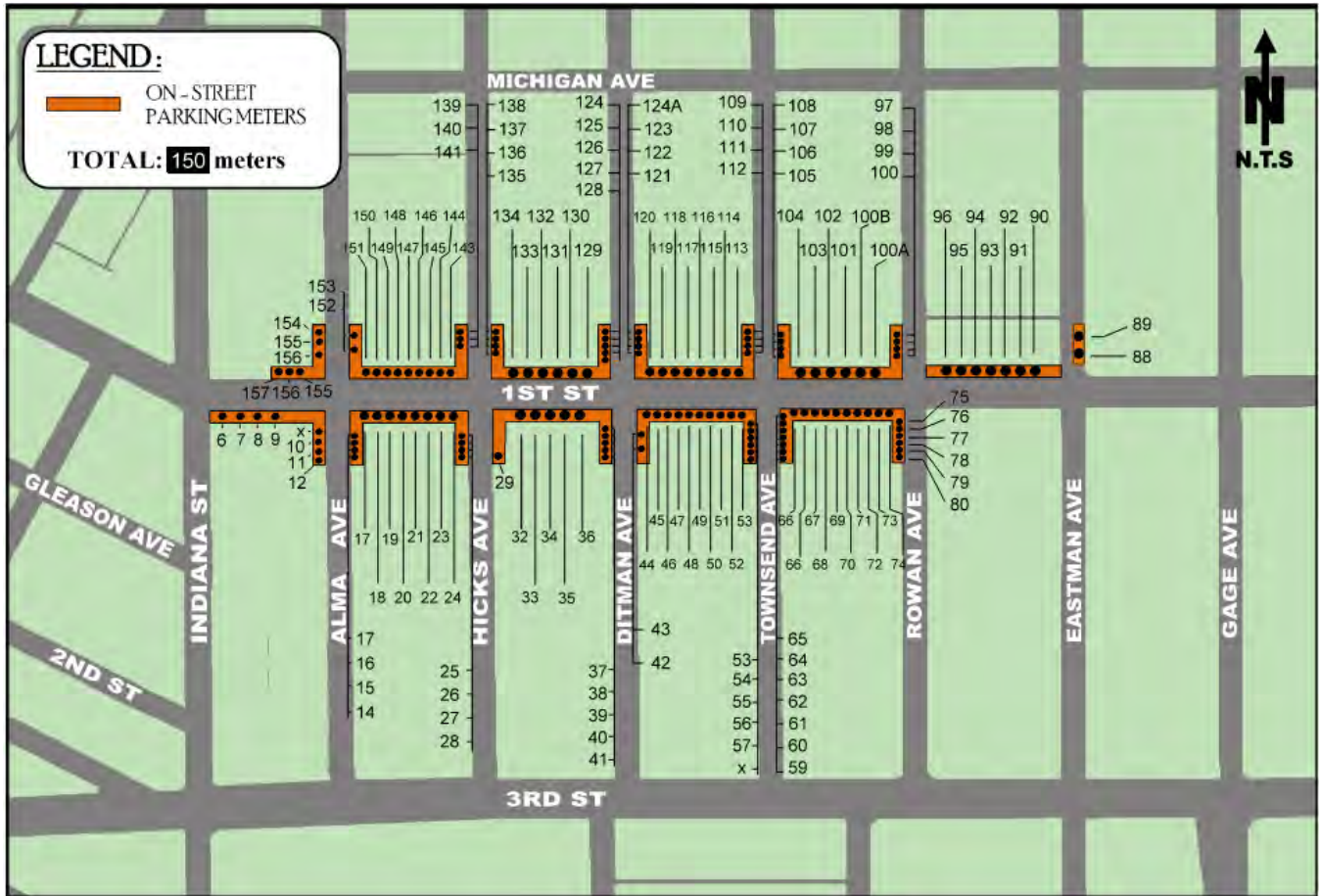
3 On-street spaces on industrial blocks

In total, Walker surveyed 237 blocks throughout East LA. The total number of spaces counted in residential areas was 9,886±, approximately 80 percent of all spaces counted. The total number of spaces counted in commercial and industrial areas was 2,373± (approximately 20 percent of spaces). Combined, the total number of on-street spaces counted within the study area was 12,259±.

Metered Spaces

There are 150 metered on-street parking spaces in East LA, and they are all located along 1st Street and the commercial portions of side streets that bisect 1st Street, between Indiana Street and Eastman Avenue. Figure 17 shows the locations of the meters.

Figure 17: Locations of Parking Meters in East LA



Source: County of Los Angeles – Department of Public Works, 2020.

All 150 parking meters accept only coins. Figure 18 shows an example of the type of meters that are in place in East LA.

Figure 18: Parking Meters in East LA



Source: Walker Consultants, 2020.

While there is nothing inherently wrong with having coin-operated meters, parking meter technology has advanced and there are more customer-friendly options for acceptance of payment. These include the ability to pay with credit card and mobile applications. Furthermore, upgraded meter technology can facilitate enforcement as newer smart meters can provide real-time data to parking enforcement staff and improve parking management.

ADA (Americans with Disabilities Act) Spaces for People with Disabilities

Another type of on-street space that was counted in the study area were those designated to serve people with disabilities under the American's with Disabilities Act (ADA). In the study area zones, Walker field staff counted 126 ADA spaces on residential blocks, and 16 on commercial blocks. ADA spaces account for just over 1% of the total number of on-street spaces in the study area zones.

Figure 19 shows an example of an on-street ADA space in a residential street. No assessment was made as to the compliance of these spaces with the specific rules and regulations of ADA requirements.

Figure 19: On-Street ADA Spaces in East LA



Source: Walker Consultants, 2020.

ADA spaces are generally accompanied by signage and blue curb painting as shown in the figure above. Residents can make requests to obtain an ADA space to the Department of Public Works' Traffic Safety and Mobility Division (formerly named Traffic and Lighting Division). If the requestee's residence does not have a driveway or garage

access to park off-street, the department will conduct a study to determine if the requirements are met for obtaining blue curb parking.

Off-Street

While an inventory of off-street parking was not part of the scope of work for this study, Walker identified fifteen County-owned parking lots and structures within East LA. The facilities vary in terms of user groups and location. While some off-street parking facilities may be restricted to certain user groups, such as the Internal Services Department, others serve the general public. The locations of the County-owned lots are shown in Table 3.

Table 3: County-owned Parking Facility Stall Counts

Department	Parking Facility Address	Name	Public Parking	Parking Stall Counts		
				Lot	Structure	Total
Health Services	216 S Mednik Ave	Ed Roybal Comprehensive Health Center	No	17		17
Internal Services	1100 N Eastern Ave	Auto Park 81	No	1419		1419
	146 S Fetterly Ave	East LA Courthouse	Yes		339	339
	4837 E 3rd St	East LA Civic Center	Yes	225		225
	922 S Fetterly Ave	East LA Business District	Yes	104		104
Parks and Recreation	3864 E Whittier Blvd	Salazar Park	Yes	113		113
	6300 E Northside Dr	Saybrook Park	Yes	26		26
	4914 E Cesar Chavez Ave	Belvedere Regional Park	Yes	199		199
	1126 N Hazard Ave	City Terrace Park	Yes	118		118
	111 N Marianna Ave	Eugene A. Obregon Park	Yes	63		63
Social Services	759 S Belden Ave	DPSS Belvedere District	No		366	366
Public Works	124 N Ditman Ave	Belvedere Off Street Lot	No	38		38
	753 S La Verne Ave	East LA Business District	Yes	91		91
Sheriff	1104 N Eastern Ave	Auto Park 81A	No	884		884
	4108 City Terrace Dr		Yes	24		24
TOTAL				3321	705	4026

Source: Walker Consultants, 2020.

As shown in Table 3 there are over 4,000 County-owned stalls in East LA. Of those, 3,321± (approximately 82 percent) are in surface parking lots and 705± (approximately 18 percent) in parking structures. Of the county-owned facilities, ten of them contain public parking. The total number of stalls within those facilities total 1,302.

Utilization

A key metric in any parking study is utilization. Utilization reveals how full or empty any specific supply of parking is. For this study, Walker conducted occupancy counts during the projected peak periods of parking demand for each zone in the study area. The determination of peak periods is based on the land uses that predominate each

zone. For example, a parking occupancy count for residential areas was conducted in the evening when most residents should be home.

Table 4 shows the peak on-street occupancies by zone in the study area.

Table 4: Study Area On-Street Parking Occupancy by Zone

ZONE	PEAK			
	OCCUPANCY PERCENTAGE**			
	Weekday†	Weekend††		
	Residential	Residential ¹	Commercial ² / Industrial ³	Total
César Chávez	99%	84%	83%	84%
1 st Street	100%	87%	63%	79%
Whittier (West)	104%	89%	66%	87%
Olympic (West)	111%	94%	98%	95%
Nueva Maravilla‡	104%	--	--	--
Ford/Mednik	103%	84%	25%	77%
Telford	53%	40%	21%	37%
Whittier (East)	107%	96%	99%	97%
Olympic (East)	105%	88%	81%	86%
Atlantic	107%	89%	60%	77%
Saybrook	115%	91%	13%	90%
Whiteside	113%	96%	100%	97%
TOTALS	104%	83%	73%	81%

Notes:

** Occupancy percentage is equal to parking occupancy divided by inventory.

†† Commercial parking demand as measured during weekend peak; Industrial demand as measured during weekday peak.

‡ Each section treated as a separate block of residential parking.

1 On-street spaces on residential blocks

2 On-street spaces on commercial blocks

3 On-street spaces on industrial blocks

As shown in Table 4, in virtually every study area zone, high levels of parking occupancy were observed. In looking at the residential areas peak (weekday), almost all zones were observed to be at or above a 100 percent occupancy. This means that when the counts were conducted, not only were all the on-street parking spaces occupied, but there were extra vehicles parked illegally on the street such as in intersections, on red curbs, in front of hydrants, double-parked, etc.

There was one residential area that had low levels of occupancy as compared to the rest. In the Telford zone, the peak occupancy observed was 53 percent. The inclusion of this zone in the study area was predicated on the complaints of parking spillover from Metro riders and from the Kaiser Permanente facility. However, given that the survey days occurred during July and August of 2020, during the Covid-19 pandemic, the conditions of parking spillover were not observed. This is likely due to the significant drop off in Metro ridership during the pandemic and similarly lower hospital parking demand.

Commercial parking demand was also observed to be high in certain zones, but not exceeding capacity. Commercial parking demand peaked on the weekend. The corridors with the highest occupancies were Whittier Boulevard East with 99 percent, Olympic Boulevard West with 98 percent, and Cesar Chavez with 83 percent.

While the on-street occupancies along commercial corridors were generally high, especially along Whittier Boulevard and Olympic Boulevard, parking across the Atlantic Boulevard zone was less so. At peak, the Atlantic zone was 60 percent occupied. However, there were clusters of high parking demand observed along Atlantic Boulevard especially near blocks closer to Whittier Boulevard. Still despite some areas of high demand, along the entire corridor, parking was not as full as in other major commercial corridors.

Adequacy (Surplus/Shortfall)

While occupancy counts reveal the utilization and availability of on-street spaces, an analysis of adequacy reveals whether there is a surplus or shortfall of the on-street supply. The adequacy is determined by applying an effective supply factor to the parking supply.

Effective Supply Factor

An effective supply factor (ESF) is an adjustment to the parking supply to account for the movement of vehicles in and out of parking spaces. For example, the optimum occupancy standard for on-street parking is identified as 85 percent on any given block or block face, per current planning and transportation research and literature. This is an industry standard that dictates that the optimal occupancy generally means that there are one or two spaces vacant per block face, even during periods of typical peak demand, allowing drivers to locate an available parking space in reasonable proximity to their destination. Thus, to determine the adequacy of the on-street parking supply, we applied an 85 percent ESF to detect where there were surpluses or shortfalls of parking in the study area.

Table 5 shows the adequacy of the study area on-street parking in East LA.

Table 5: Study Area On-Street Parking Adequacy by Zone

ZONE	PARKING SURPLUS/(DEFICIT)***	
	Weekday†	Weekend††
	Residential	Commercial ² / Industrial ³
César Chávez	-200	4
1st Street	-92	61
Whittier (West)	-256	29
Olympic (West)	-254	-26
Nueva Maravilla‡	-109	0
Ford/Mednik	-73	36
Telford	98	25
Whittier (East)	-184	-50
Olympic (East)	-305	15
Atlantic	-231	180
Saybrook	-227	6
Whiteside	-13	-2
TOTALS	-1,846	278

Notes:

*** Surplus/deficit determined by an effective supply factor of .85 for all spaces less parking demand.

† Residential parking demand as measured during weekday peak.

†† Commercial parking demand as measured during weekend peak; Industrial demand as measured during weekday peak.

‡ Each section treated as a separate block of residential parking.

1 On-street spaces on residential blocks

2 On-street spaces on commercial blocks

3 On-street spaces on industrial blocks

Source: Walker Consultants, 2020.

As shown in Table 5 the analysis of on-street parking adequacy shows two findings. The first, that there is a modest overall surplus of commercial and industrial parking in the study area, even though there are notable deficits across some zones like Whittier Boulevard East (50-space shortfall) and Olympic Boulevard West (26-space shortfall). The second, is that there are deficits in virtually every residential zone in the study, often in the hundreds of spaces.

For example, the Cesar Chavez, Whittier Boulevard West, Olympic Boulevard West, Olympic Boulevard East, Atlantic Boulevard, and Saybrook zones are all projected to have shortfalls of 200 spaces or more. The extent to which shortfalls were observed extends through the entire study area. As such, as part of the survey of current conditions, a sample of the availability of parking in residential driveways was conducted.

General Observations

Availability in Residential Driveways

Given the severity of the parking congestion on residential streets, and the sheer volume of vehicles observed parked illegally, we wanted to understand better whether or not off-street residential parking supply is being used to capacity. To determine that, Walker surveyed a sample of residential block faces throughout the study area. The survey consisted of observing driveway capacity during peak residential evening hours and counting those households that could accommodate at least one additional vehicle off-street. While the survey only accounts for one additional vehicle per household, it must be noted that many households observed have the space to accommodate multiple vehicles.

Table 6 shows the results of the survey.

Table 6: Survey Sample of Driveway Availability

ZONE	BLOCK FACES	SAMPLE OF DRIVEWAYS SURVEYED	SPACES
César Chávez	94	17	74
First Street	41	9	24
Whittier (West)	90	18	39
Olympic (West)	72	6	25
Nueva Maravilla†	-	-	-
Ford/Mednik	23	8	29
Telford	16	16	32
Whittier (East)	65	9	37
Olympic (East)	100	8	45
Atlantic	96	13	17
Saybrook	40	9	23
Whiteside	-	-	-
TOTALS	637	113	345

Source: Walker Consultants, 2020.

As shown in Table 6, when looking at the availability of residential driveway space to accommodate more vehicles, Walker observed available capacity in driveways in every zone. Of the 637 block faces in the study area, Walker surveyed 113, and within those block faces observed capacity for at least 345 vehicles that could be accommodated in driveways.

Utilizing the observed availability in driveway space per block face, on average, each block face could accommodate 3+ (345/113) vehicles off-street. In other words, on any given block face, Walker observed on average available driveway capacity for 3+ vehicles. If we apply that average to the total study area (645 block faces), there is a projected capacity for an additional 1,944+ spaces in driveways across the entire study area. This has the potential to address the 1,846-space shortfall in residential areas.

Of course, not all households have off-street parking capacity, and even some that do, may not have the physical space to fit modern vehicles. However, the takeaway from this analysis is that there is opportunity for at least some residents to fully utilize their off-street capacity to free up on-street spaces.

Off-Street Parking in Commercial Areas

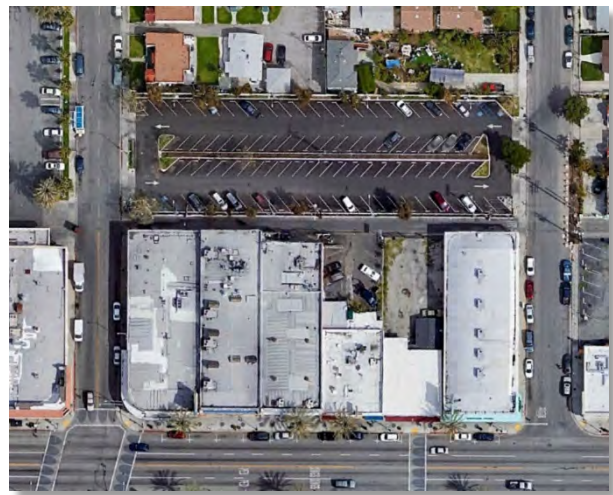
While on-street demand along commercial corridors was high, off-street parking demand in the county-owned lots were not observed as reaching capacity. Of course, it must be noted that parking observations were conducted during the Covid-19 pandemic, which may have impacted demand in some commercial areas. However, in comparing satellite imagery with what was observed by Walker field staff, the conclusion is that county-owned off-street parking is not fully utilized with regularity.

One example that stands out is the lot at 753 S La Verne (shown in image to the right). The Public Works owned and operated lot was observed to have only between 10-13 cars parked at peak, when the adjacent Whittier Boulevard was at a 99 percent occupancy. Even during evening counts on nearby residential streets, Walker field staff noted only sparse use of this lot.

Another lot that was not used is the county lot at 124 N Ditman. That lot was gated and locked at the time of Walker's parking survey. With a parking capacity of 28 spaces, this lot was underutilized given the demand that surrounds it.

Lastly, the county-owned lot located on 922 S Fetterly was also observed as not reaching capacity during peak occupancy counts for the Whittier Boulevard commercial corridor. This lot, while used more than the lot at 753 S La Verne, had capacity during the peak and off-peak hours. Given its proximity to residential areas, it did appear that some residents may already be spilling over into this lot.

Ultimately, the observations of the county-owned off-street parking lots indicate that they are underutilized given that the surrounding streets are heavily congested.



Source: Google Earth Professional, 2020

The background of the page is an abstract composition of overlapping geometric shapes in various shades of teal, blue, and light cyan. The shapes are primarily triangles and quadrilaterals, creating a sense of depth and movement. The colors transition from darker blues and teals at the top to lighter, almost white tones at the bottom. The overall effect is modern and professional.

03 Community Engagement

Stakeholder Outreach

While data communicates an important and objective portion of the story of existing parking conditions in East LA, it cannot convey people's actual experiences. Further, often perceptions are reality for parking system users. This section documents the qualitative information collected to complement the quantitative information discussed previously.

For this project, Walker engaged two types of stakeholders:

- The East LA community, including residents, business owners, employees, and visitors, and
- Numerous County of Los Angeles staff from several departments including: Regional Planning, Public Works, Sheriff's Department, Fire Department, Supervisorial District 1 staff, Chief Executive Office, and the California Highway Patrol.

The purpose of obtaining feedback from both the community and County staff was to get a full representation of the understandings of current parking conditions in East LA.

Stakeholder Outreach Methodology

County Departments

The methodology used to engage staff in the various County departments that were involved in this study, was through teleconference calls and through requests for information. The purpose of the calls and requests for information was to gather input on current parking conditions, challenges, and opportunities within the study. A summary of key findings from those meetings is presented in the following section.

Key Findings from County Departments Outreach

- Parking enforcement is a challenge in East LA for various reasons, among them:
 - Staff retention – many officers that join the parking detail get promoted into other positions outside of parking.
 - Hiring – receive a lot of applications, but many applicants do not pass background checks. When some do get hired, they don't always stay on.
 - Limited Coverage – Limited number of staff to cover the entire community.
- The management of parking resources is allocated between various departments. For example, Sheriff handles enforcement, while Public Works handles infrastructure and operation of on-street and some off-street parking. This fragmentation poses a challenge in management of parking.
- Issues of parking congestion are virtually everywhere in the community. Instances of illegal parking are common: parking in intersections, red curb, in front of hydrants, double-parking, etc.
- Roughly 99 percent of the calls that come into the Supervisorial District 1 office about parking are complaints.
 - Many complaints from the community are about not having a place to park. There have even been instances when some will park in another person's driveway.

- Under current conditions many in the community see that receiving parking citations is merely a part of living in East LA.
- 72-hour parking rule may need revision, currently only need to slightly move vehicle to comply.
- Vehicle storage on the street is a community-wide issue.
- Neighborhoods located near the Metro stations experience spillover from transit users. Some residents are asking for residential permit districts.
- County wants to explore whether another department may be better suited to handle parking enforcement, or if another department can support/supplement the Sheriff Department's enforcement efforts.
- With respect to City Terrace:
 - Narrow streets, hilly terrain, and dense on-street parking congestion are a problem for first responders. As such, recommendations to restrict parking to allow access to emergency vehicles were developed.
 - Many residents in City Terrace oppose the red curb and parking restrictions recommended from the 2019 study. After the first set of red curb paint and signage restricting parking went up this year, some residents removed the signs. At the same time, some residents began clearing out garages and getting rid of unused vehicles to make off-street parking on their properties available.
 - No consensus among residents regarding restrictions as some are for and some are against, this can vary street by street. The same division exists with respect to residential parking permits.
 - Some residents have asked about potentially utilizing school parking lots to increase supply in the area.

East LA Community Outreach

After several discussions with the County departments, a methodology to engage the general public was developed. Several efforts were made to receive feedback from the East LA community throughout this study. These included:

- An online survey promoted among residents, business owners, employees, and visitors in East LA.
- Given the ongoing Covid-19 pandemic, the decision was made to hold two virtual public meetings with the capability for participants to dial-in by telephone.
- Focus groups, one was held with the Chamber of Commerce, and several invitations to speak to other community groups were extended. In addition, the Chief Executive Office answered telephone and email inquiries regarding the study. It must be noted that members of several groups attended the virtual public meetings.

Marketing Plan

The goal of the marketing effort was to promote the two virtual general public meetings, introduce the parking study to the community, and invite feedback via an online survey and/or via email or telephone. The methods by which the meetings and survey were marketed included the following.

Creating A Project Landing Webpage

Through the County's web platform, a "landing page" was developed that served as the home and go-to source for any meeting or project information presented to the public. The link to this page was provided in subsequent

marketing materials including social media, newspaper advertisements, email blasts, etc. The project website also hosted the link to the online survey, which was available in English and Spanish.

Social Media Posts

Leveraging the County’s social media outlets, the virtual meetings and online survey were promoted several times leading up to the meeting dates. The social media outlets used to spread the word included the County’s official Twitter, Facebook, and Instagram accounts. Reminders were sent one week leading up to the event, one day prior to the event, and on the day of the event.

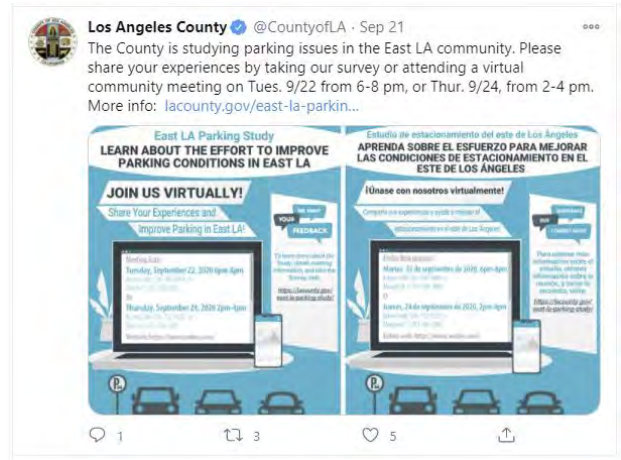
Email Blasts

Utilizing the County’s list of stakeholder community groups, email blasts were sent to those groups inviting them and their members to attend the meetings and provide feedback. Email blasts were sent two weeks prior to the community meetings, and reminders were sent at the same frequency as social media posts.

Advertisements in Local Newspapers

Based on the community profile, 36 percent of East LA households do not have internet subscriptions at home. Given the challenges of meeting with community members in person due to the Covid-19 pandemic, the decision was made to take out ads in local newspapers. The intention was to bridge the digital divide and any language barriers that may exist in the community. As such, the ads were placed in the Spanish-language newspaper La Opinion, one of the largest Spanish language print media in circulation in the Los Angeles area.

English and Spanish advertisements were also taken out in The Eastsider LA, which is a digital platform focused on covering stories in the communities located on the eastside. The ads ran for a month, two weeks leading up to the public meetings and two weeks after, whilst the online survey was open. The Eastsider LA also published the information on its social media accounts.



Source: County of Los Angeles Twitter, 2020



Source: The Eastsider LA Facebook, 2020

Translation/Interpretation of Marketing Material and Community Meetings

All marketing collateral that was disbursed was available in English and in Spanish, as was the online survey. For the two virtual public meetings an interpreter was on-hand to interpret all material presented in Spanish.

Public Meetings

General Community Meetings

The two public meetings were held on September 22, 2020 at 6:00-8:00pm, and on September 24, 2020 at 2:00-4:00pm. The marketing efforts to promote the meeting guided attendees to the project landing page where instructions were provided on how to attend the virtual meetings. Options for attending were either by joining online or by phone. The format of the meeting was a slide deck presentation followed by a question/comment and answer session. The focus of the meeting was on sharing the initial current conditions analysis and gathering input from the community's residents, business owners, and visitors as they reacted to the information presented. Over 40 participants attended the first virtual meeting, and over 20 attended the second.

The key themes that emerged from the meetings are as follows:

- Enforcement is lacking
 - Illegal parking (Hydrants, Double, Intersections, Red Curb, Etc.) is widespread
 - On weekends there is seemingly no enforcement coverage. One resident noted that they were told "call back on Monday" to address a parking issue
 - No enforcement of time-restricted spaces along commercial corridors
 - The only time that community members feel they see enforcement is during street sweeping
- Lack of transparency regarding citation revenue and meter revenue
 - One attendee commented that citation revenues are divided among different entities including: The Superior Court, Sheriff Department, among others.
- Low availability of on-street parking in both residential and commercial areas
 - Low turnover of on-street parking
 - Inoperable vehicles parked on-street
 - Catering trucks parked all day
 - One community member noted that even after getting cited, trucks will remain parked. See citations as a part of doing business.
 - Street vending
 - "Reserving" of parking spaces
 - Overcrowded housing
 - Multiple car ownership
 - Under parked developments (minimum parking requirements)
 - Illegal ADUs
 - Oversized vehicles (RVs, Commercial Trucks) parked in residential areas
 - Auto repair businesses/commercial vehicles parked in residential neighborhoods
- Parking spillover
 - From surrounding commercial uses (e.g., car sales, auto body, etc.) into residential areas
 - From surrounding residential uses (e.g., parking in commercial lots, streets) into commercial areas
 - From non-residents (i.e., people from outside immediate neighborhood) into residential areas

- From transit riders into residential areas
- Residential parking permits (RPP)
 - In the past some residents have tried to gather signatures to create a district, but there is no consensus among all residents, as some are for while others are opposed. The cost of permits was also noted as a concern; and if enforcement does not improve, seen as pointless to have a permit district.

Focus Group (Chamber of Commerce)

A meeting with members of the Chamber of Commerce took place on November 5, 2020 at 9:00-10:45am. The purpose of that meeting was to gather feedback regarding the parking issues that East LA businesses experience. In attendance were members of the Chamber of Commerce, County staff, and Walker staff.

Several key themes emerged from that meeting, among them chamber members expressed:

- Limited enforcement coverage
 - There is a sentiment across the entire community that enforcement is not meeting the needs of the community, business and residential.
 - Merchants also expressed concern over crime occurring on their private parking lots including, theft and robbery of parked cars and businesses, and intimidation of merchants and their patrons.
- Lack of on-street parking along commercial corridors
- Parking spillover from residents into commercial off-street lots
 - In City Terrace, residents utilize off-street commercial lots all-day, patrons of local businesses can't find parking.
 - 3rd Street surrounding the Metro Gold Line Station.
 - When the Gold Line Station started charging for parking it exacerbated parking congestion issues on the surrounding streets and private off-street commercial lots.
- Low turnover of on-street parking spaces in commercial streets.
 - Due to low availability of on-street parking, some people park in alleys which also prevent circulation of vehicles by blocking ingress and egress points. This is problematic for merchants and their patrons.
- Food/Catering trucks park in time-limited commercial corridors for extended periods beyond posted time limits without consequence.
 - If they are issued a citation, there are no follow-up punitive measures to discourage them from continuing to disregard posted limits. They have come to accept citations as a part of doing business.
 - Vendors also exhibit territorial behavior and have expressed their claims to merchants over certain parking spaces in the right-of-way.
 - Disregard red curbs and have even painted over red curbs to appear gray.
 - Park in private off-street commercial parking lots without permission, and their customers also utilize private off-street lots that prevent patrons of those commercial centers to park.
- Merchants in commercial centers are afraid to tow vehicles from their parking lots because they are afraid of retaliation from the vehicle owners.
 - Similar sentiment in residential areas.
- Street/sidewalk vendors are an issue for merchants across the community.

- Their patrons often utilize private parking lots that prevent customers of those businesses from parking there.
- Merchants/owners of private lots often must clean up after the street vendors and their customers.
- There is a broad sentiment that the parking issues are hurting the local East LA economy.
- There are several County-owned lots throughout the community, some merchants see these as an opportunity to improve parking conditions.
- Concerns expressed over a state bill that would allow garage conversions into living space without requiring any parking.

Online Survey

In light of the Covid-19 restrictions during the community outreach phase, a key tool for obtaining feedback was the online survey. The survey launched on September 10, 2020 and lasted through October 10, 2020. The survey was promoted during all outreach efforts and based on the amount of responses; the marketing efforts were successful. The number of responses needed for a statistically significant⁷ survey sample size given the population of East LA is 384.

In total, 628 people responded to the survey. Of those 575 were from residents, business owners, employers, and visitors of East LA. The other 53 were just outside of the unincorporated area boundaries and further into the general Los Angeles area. Because this effort is solely about East LA, the subsequent analysis includes only the responses within East LA. Table 7 shows a summary of the online survey responses.

Table 7: Number of Online Survey Respondents

LANGUAGE	IN EAST L.A.†	OUT OF AREA‡	TOTAL
English	560	53	613
Spanish	15	0	15
Totals	575	53	628

Notes:

† Category includes all respondents who live, own a business, work, shop or dine, study, visit friends, or have medical appointments in East Los Angeles.

‡ Category includes all respondents who indicated that they live in East Los Angeles but provided location data that indicate they live outside the study area.

Source: Walker Consultants, 2020.

As shown in Table 7, of the 575 East LA survey respondents, 560 took the survey in English and 15 took the survey in Spanish.

⁷ Confidence level of 95% and 5% Margin of Error.

In an effort to capture input from residents, business owners, employees, and visitors of East LA, the survey was divided into four sections:

1. One for residents
2. One for business owners
3. One for employees
4. One for shoppers, diners, students, visitors, and patients.

If respondents identified with more than one of the sections described above, they could take the survey again for as many sections as applied to them.

Table 8 shows the breakdown of respondents by section (affiliation).

Table 8: Summary of East LA Survey Respondents by Affiliation

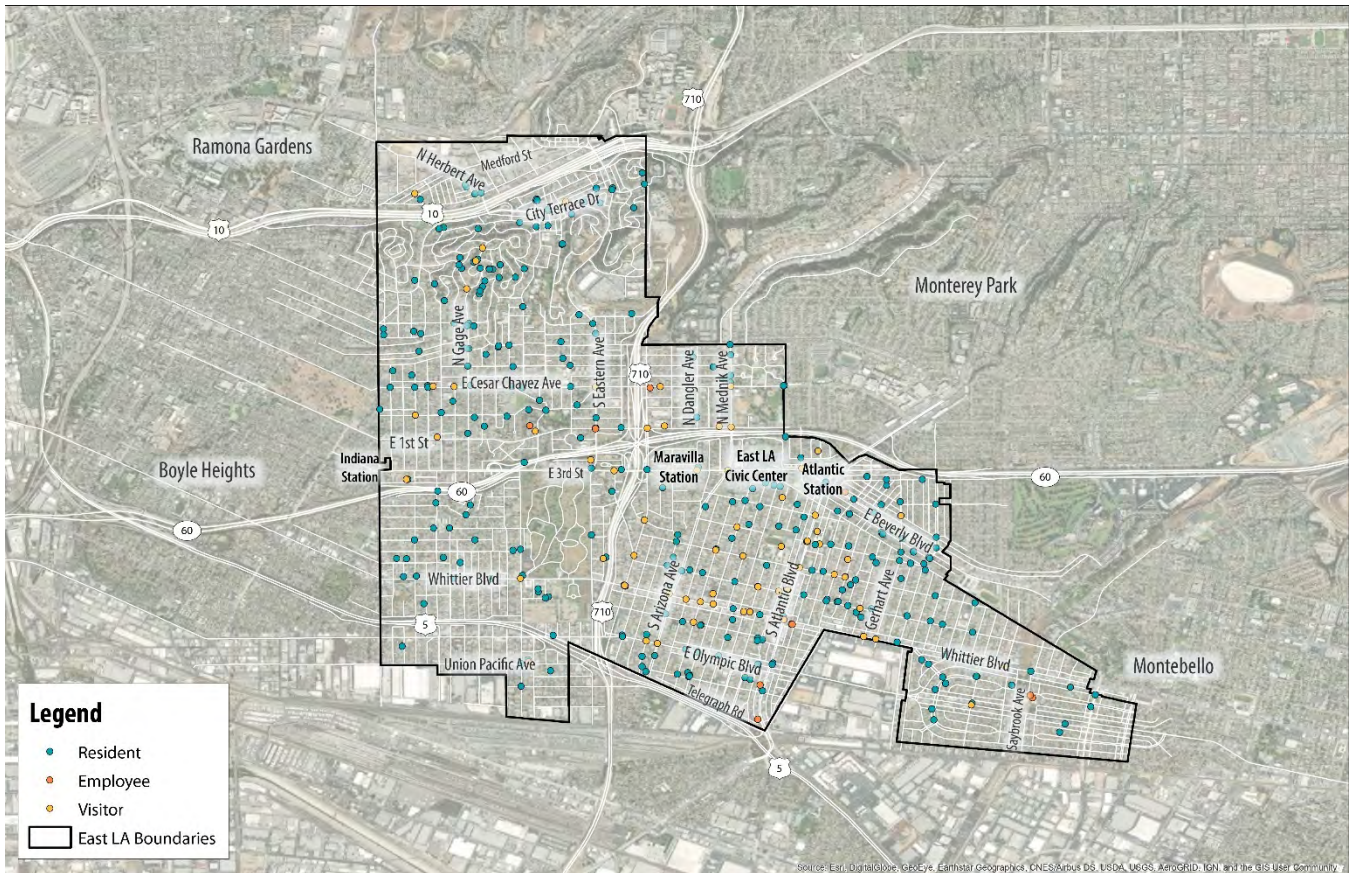
SURVEY SECTION	AFFILIATION	TOTAL			
		ENG	ESP	ALL	%
1	I live in East LA	458	12	470	82%
2	I own a business in East LA	3		3	1%
3	I work in East LA	29	2	31	5%
4	I shop/dine in East LA	23		23	4%
	I study in East LA	3		3	1%
	I visit friends and family in East LA	43	1	44	8%
	I have medical appointments in East LA	1		1	0%
		560	15	575	100%

Source: Walker Consultants, 2020.

As shown in Table 8, the majority (82%) of respondents identify as residents of East LA. The other respondents were visitors/shoppers/diners/students (13%), employees (5%), and business owners (1%).

In each section of the survey respondents were asked to provide their address or closest cross streets to indicate the locations of their parking concerns. Figure 20 shows the geographic locations of the areas of parking concern of survey respondents.

Figure 20: Geographic Locations of Respondent's Parking Concerns



Source: Walker Consultants, 2020.

As shown in Figure 20, much like the parking issues observed in the field and the comments made during the public meetings, there are parking issues across the whole of East LA. The spread of the map indicates that parking issues are not concentrated in any one area, but occur throughout the community.

Findings from Residential Responses (Section 1)

The following highlights the results from the online survey that pertain to residential respondents.

Top Three (3) Parking Issues for Residents

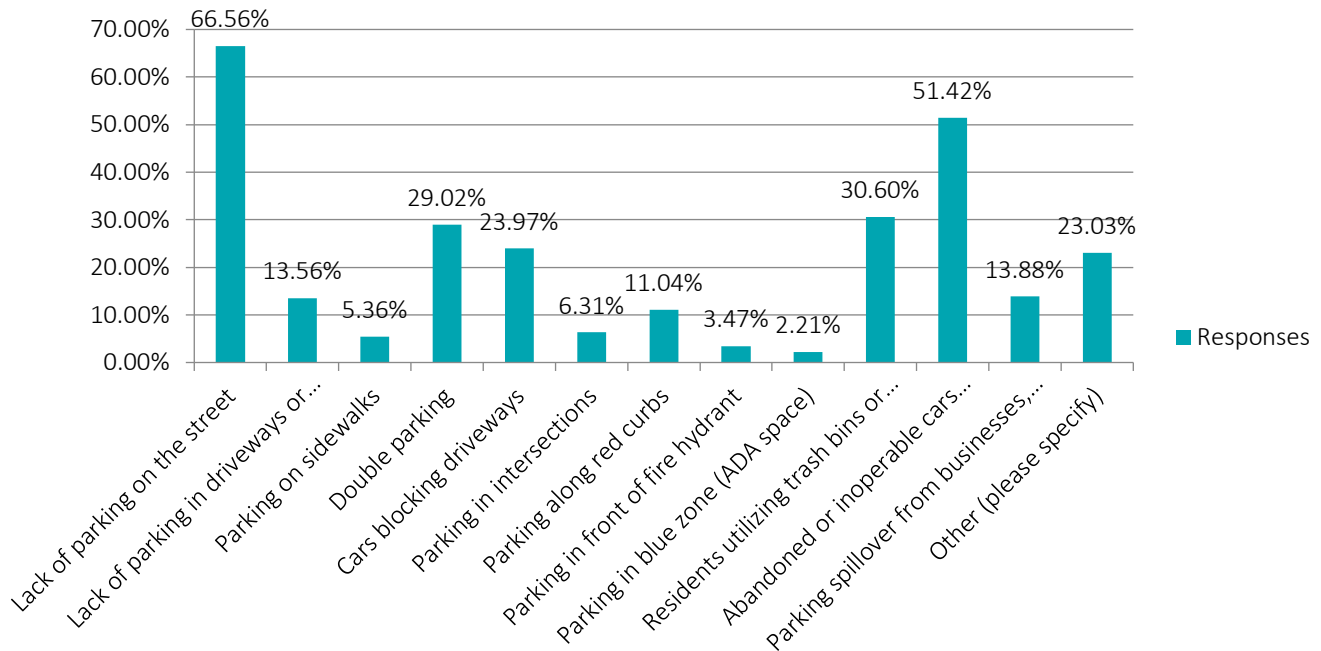
When asked to rank and/or list the top three parking issues in East LA, residents selected:

1. Lack of parking on the street (66.56%)
2. Abandoned or inoperable vehicles (51.42%)
3. Residents utilizing trash bins or other measures to 'reserve' parking on the street (30.60%)

Within the "Other (please specify)" category, common themes were:

- Zoning enforcement -- businesses being run out of private homes and generating parking demand.
- Inadequate parking enforcement
- Housing policy concerns including density leading to too many cars for too many spaces, safety concerns because of homelessness, and RVs taking up parking spaces.
- People owning excess vehicles and parking them on the street.

What is your biggest issue regarding parking in East LA? Please select up to three (3).



Most Difficult Day/Time to Find Parking

When asked what days and times are the most difficult to find parking, respondents answered:

Day

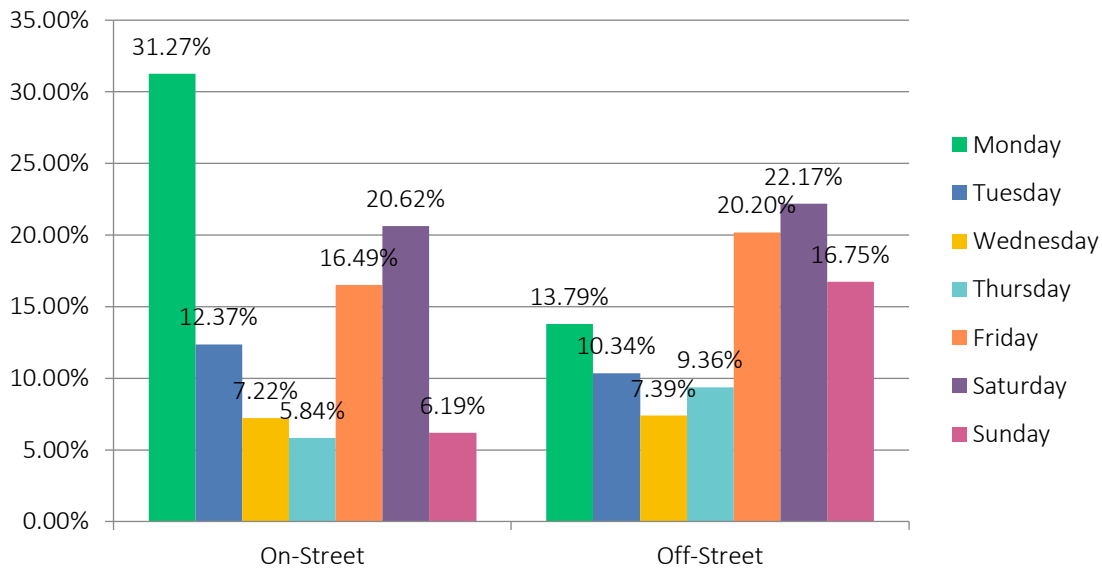
On-Street:

1. Monday (31.27%)
2. Saturday (20.62%)
3. Friday (16.49%)

Off-Street:

1. Saturday (22.17%)
2. Friday (20.20%)
3. Sunday (16.75%)

Day



Time

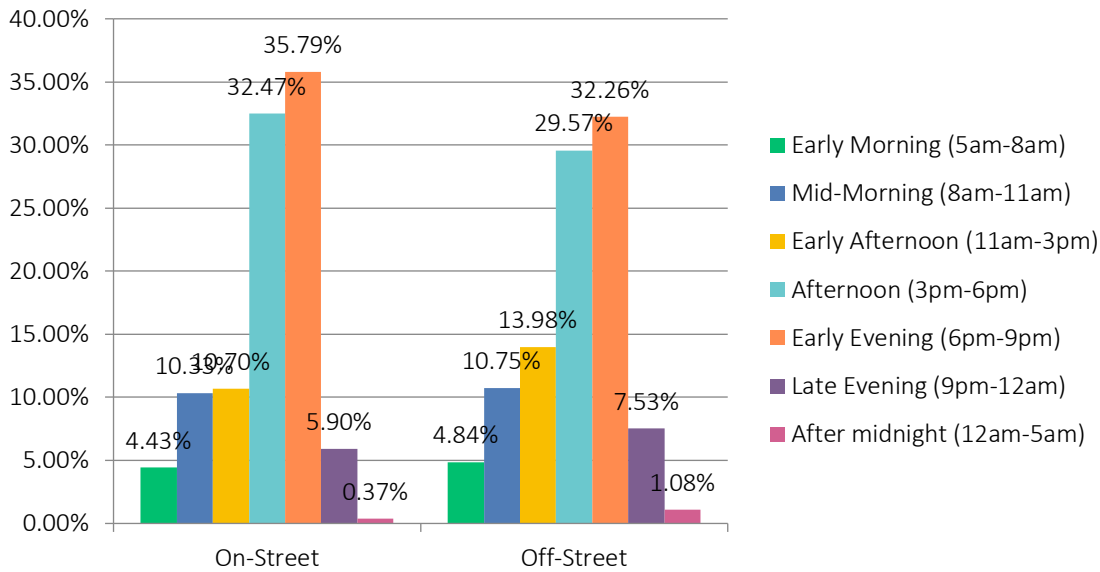
On-Street:

1. Early Evening 6-9:00pm (35.79%)
2. Afternoon 3-6:00pm (32.47%)
3. Early Afternoon 11am-3:00pm (10.70%)

Off-Street:

1. Early Evening 6-9:00pm (32.26%)
2. Afternoon 3-6:00pm (29.57%)
3. Early Afternoon 11am-3:00pm (13.98%)

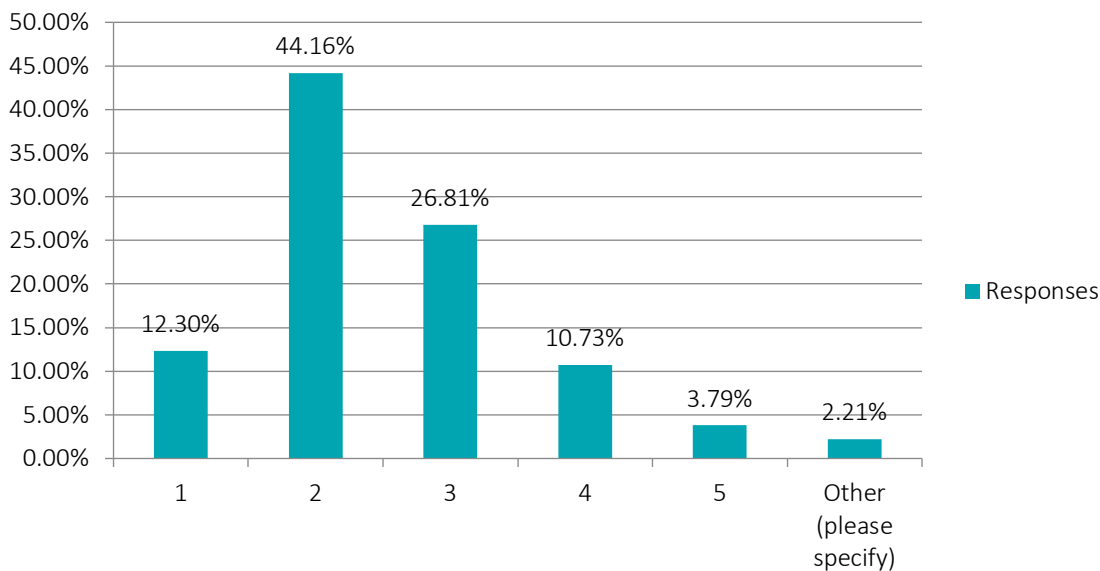
Time



Number of Vehicles in the Household

Regarding the number of vehicles in the household, 44.16% of respondents said they owned two (2) cars, 26.81% said three (3) cars, and 12.30% said they owned one (1) car. Within the “Other (please specify)” category, three respondents said they own six (6) cars, and one respondent nine (9) cars.

How many cars are there in your household?



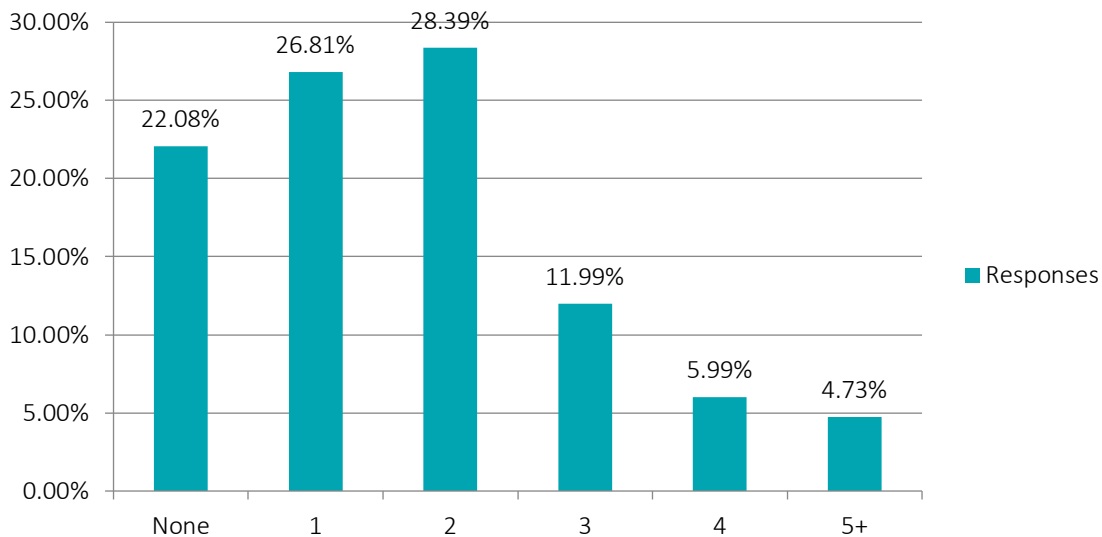
Parking Supply at Home

When asked about the number of off-street spaces that they have at home, residents answered:

1. 2 spaces (28.39%)
2. 1 space (26.81%)
3. None (22.08%)

The results show that 77.92% of respondents have at least one (1) off-street parking space at home, while 22.08% have none (0).

How many off-street parking spaces do you have at home, (e.g., in your garage, driveway, carport)?

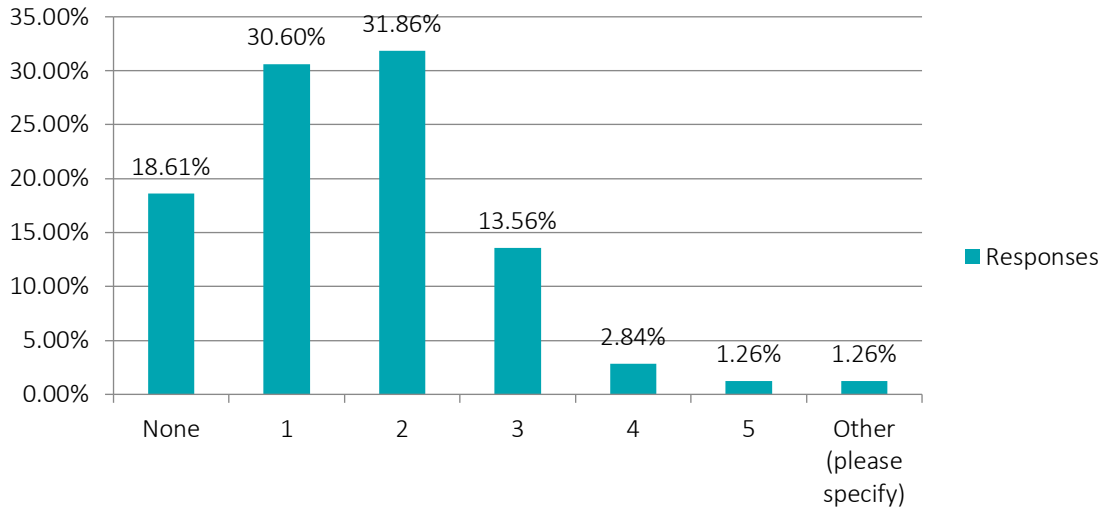


Parking Utilization

When asked how many cars they park off-street at home, residents responded:

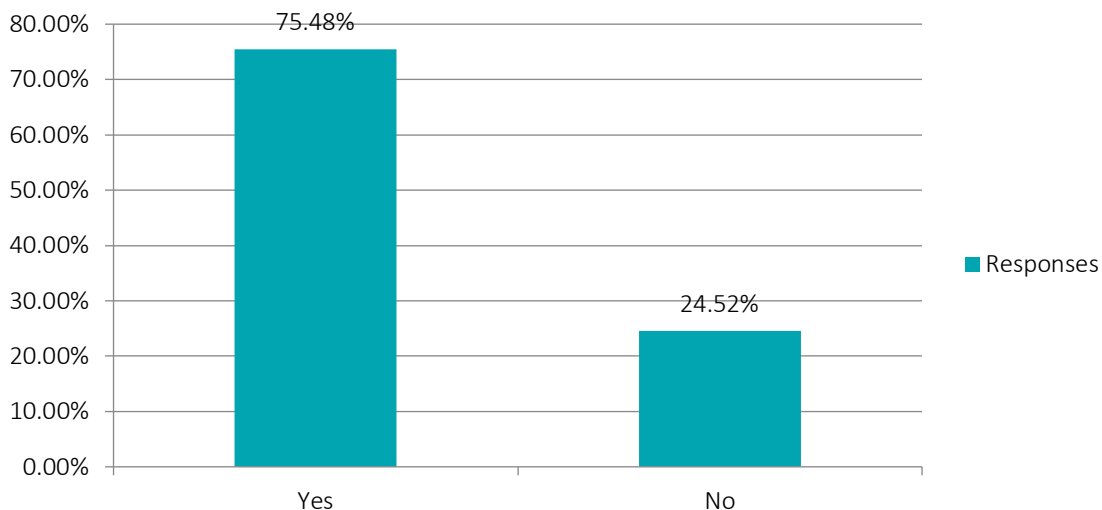
1. 2 (31.86%)
2. 1 (30.60%)
3. None (18.61%)
4. 3 (13.6%)
5. 4 (2.84%)
6. 5+ (1.86%)

How many cars does your household park at home off-street (e.g., in garage or driveway)?



When asked if they use all the off-street spaces they have at home, 75.48% of respondents said yes, and 24.52% said no.

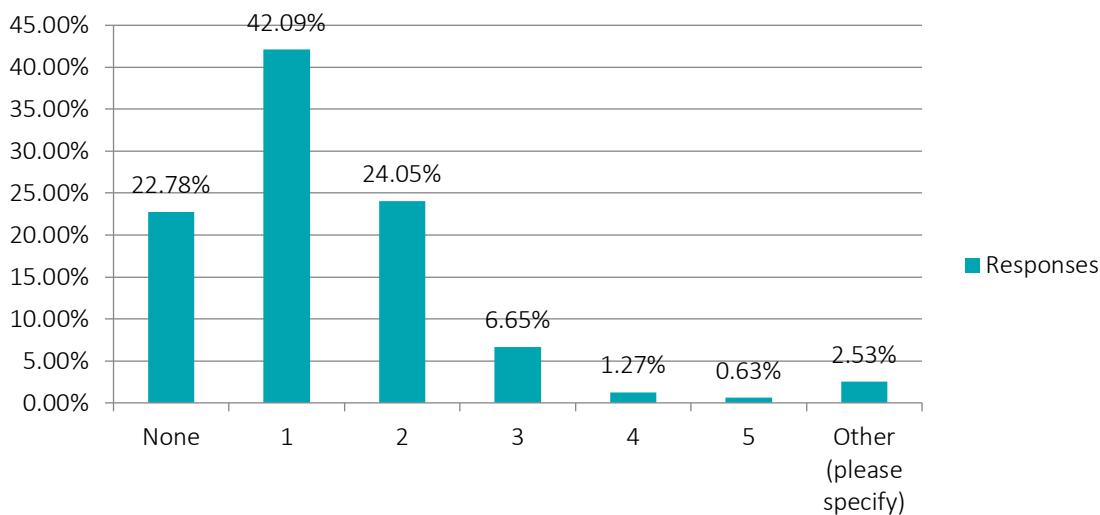
Do you use all the off-street parking spaces you have at home to park your vehicles?



When asked about the number of cars residents park on the street, respondents said:

1. 1 (42.09%)
2. 2 (24.05%)
3. None (22.78%)

How many cars does your household park on the street?

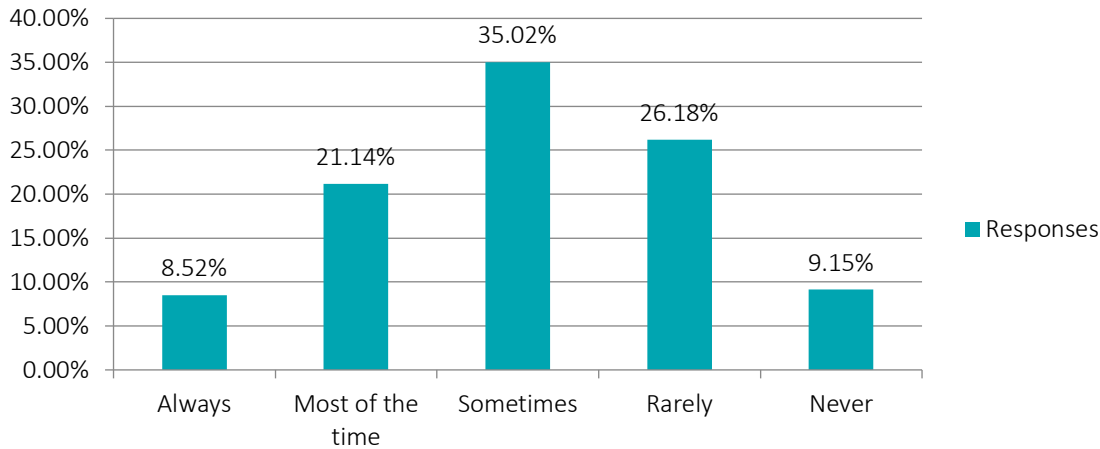


When asked about the frequency with which residents could find on-street parking within one (1) block of their homes, respondents said:

1. Sometimes (35.02%)
2. Rarely (26.19%)
3. Most of the time (21.14%)
4. Never (9.15%)
5. Always (8.52%)

In looking at the results of this question, the answers skew toward it being less frequent that residents could find an on-street parking space within one (1) block of their residence.

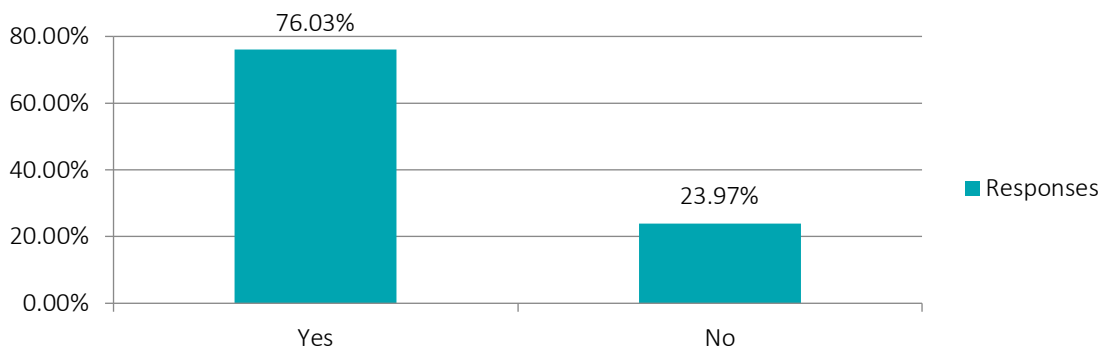
When you park on the street, do you find a parking space within one (1) block of your destination:



Parking Permits

When asked about whether residents would support a permit district in their neighborhood, that required a fee, but would improve parking availability, 76.03% of respondents said they would while 23.97% said they would not.

In order to improve parking availability on your street, would you support a parking permit district in your neighborhood where residents pay a fee and receive permits to park on the street?



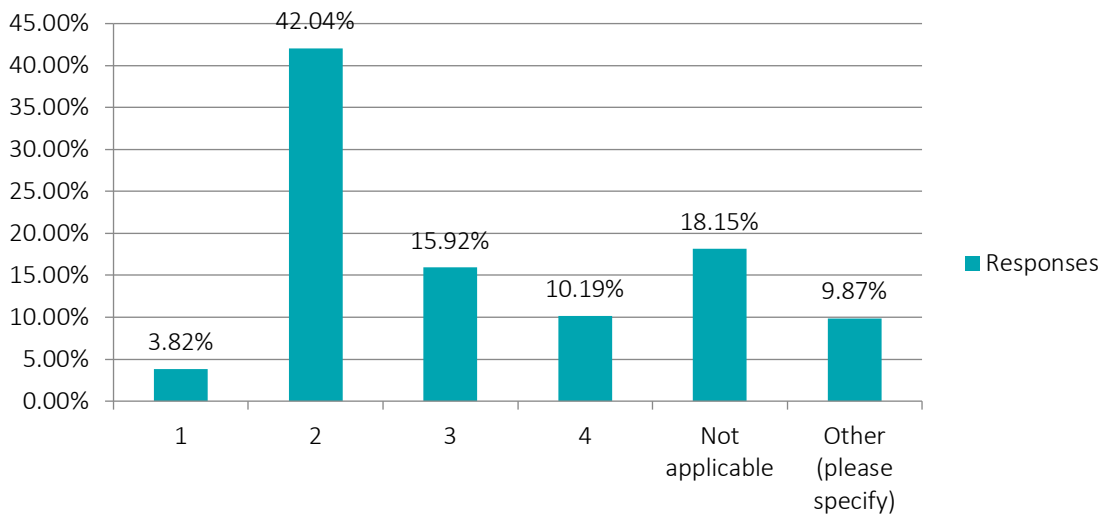
When asked about what the limit should be on number of permits issues per household, respondents provided the following:

1. 2 (42.04%)
2. N/A (18.15%)
3. 3 (15.92%)

Within the “Other (please specify)” category common themes were:

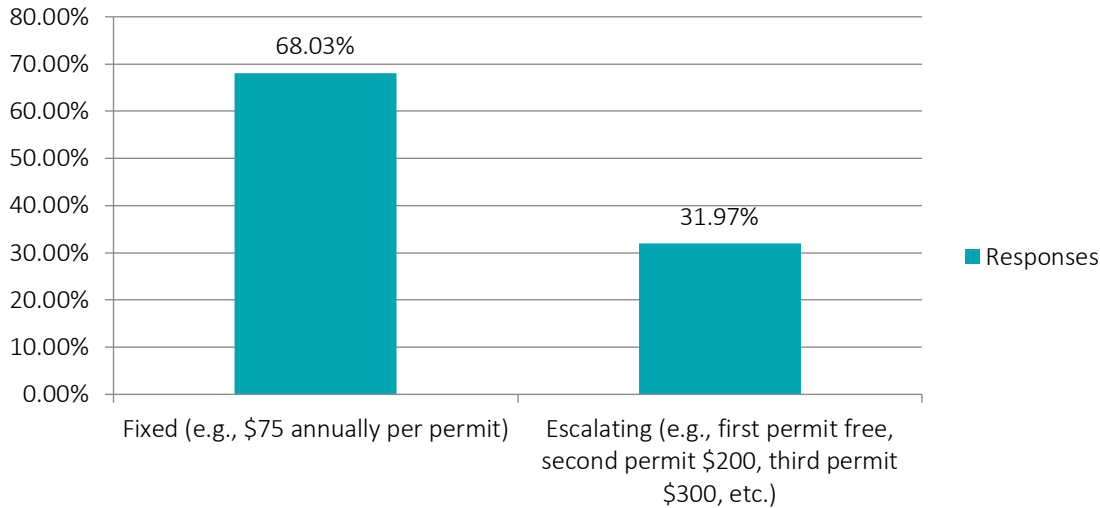
- Of the 31 free responses, 12, or about 40%, want permits issued to individual drivers or cars.
- More than half would prefer permits issued by household or by size of household or number of residents.
- Almost ten percent oppose a parking permit program.

If yes, what should be the limit on number of permits per household?



A follow-up question to residents was whether they preferred a fixed rate or variable rate for permits. The results indicate a preference for fixed permit rates.

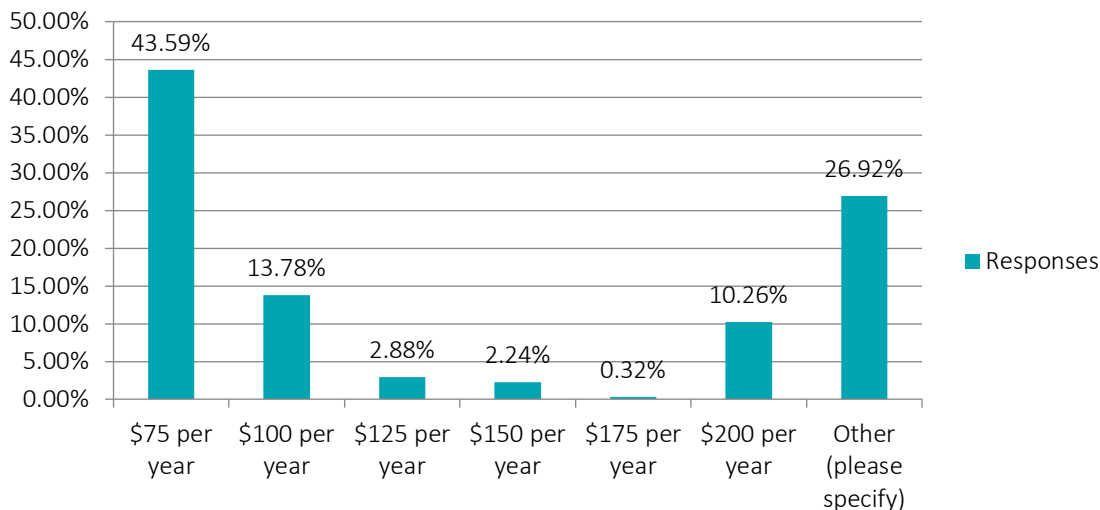
Which of the following fee structures would you support for a parking permit district?



Respondents were then asked how much they would be willing to pay annually for a permit. The results show that 73% are willing to pay at least \$75 per year. Within the “Other (please specify)” category, respondents said:

- Not willing to pay a fee
- Willing to pay: \$20, \$24, \$25, \$30, \$35, \$50, \$80
- Should be a sliding scale for senior citizens, low income residents.
- Consider offering a number of permits free.

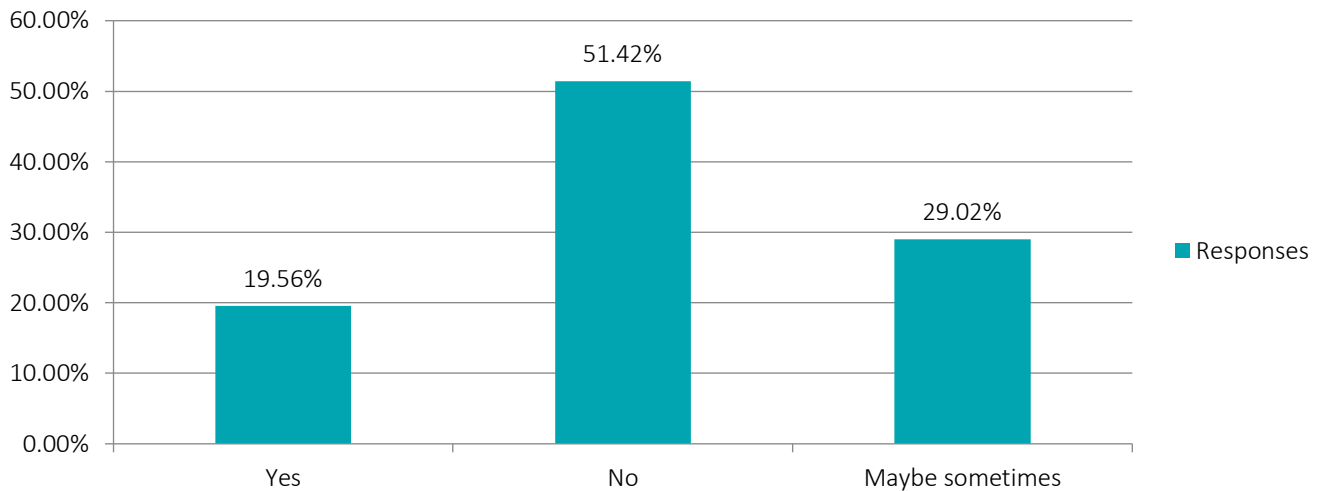
How much would you be willing to pay for a permit?



Remote Parking Option

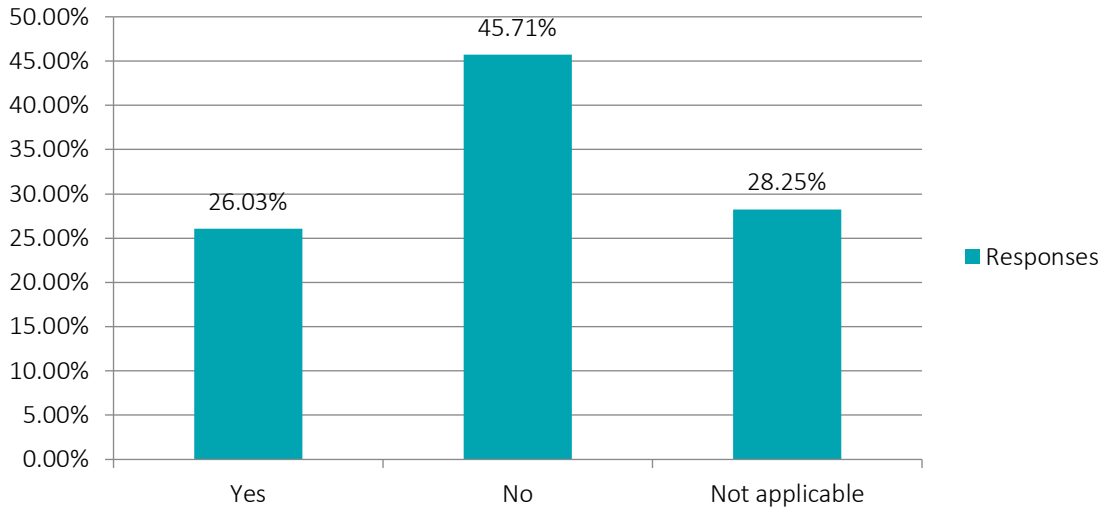
Respondents were asked how likely they would use remote parking on a regular basis if it were made available to them. Most (51.42%) respondents said that they would not use remote parking, while 29.02% said they may sometimes.

If parking were made available to you in the evening at a location that may require a bicycle, scooter, or shuttle ride to reach your home, would you likely use that parking space on a regular basis?



As a follow-up question, respondents were asked if they would be willing to pay for this parking and transport services. The results indicate that many (45.71%) would not, but 26.03% would.

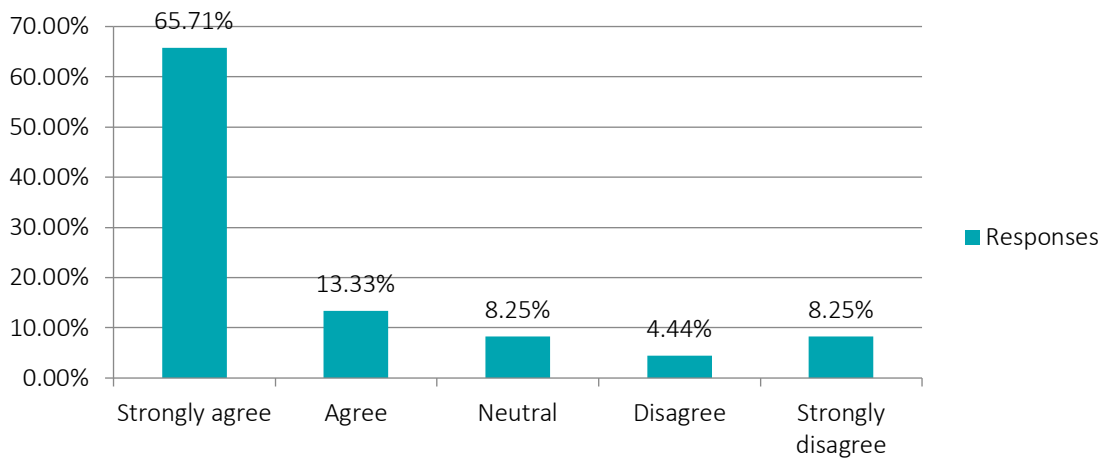
If yes, would you be willing to pay a fee for these parking services?



Increased Parking Enforcement

Given the concerns centering around parking enforcement, respondents were asked if they would support increased enforcement to help address the parking issues that they experience. The results show that residents strongly support more enforcement.

Would you support additional parking enforcement to help address these parking issues?



Findings from Employee Responses (Section 3)

The following highlights the results from the online survey that pertain to employee respondents.

Top Three (3) Parking Issues for Employees

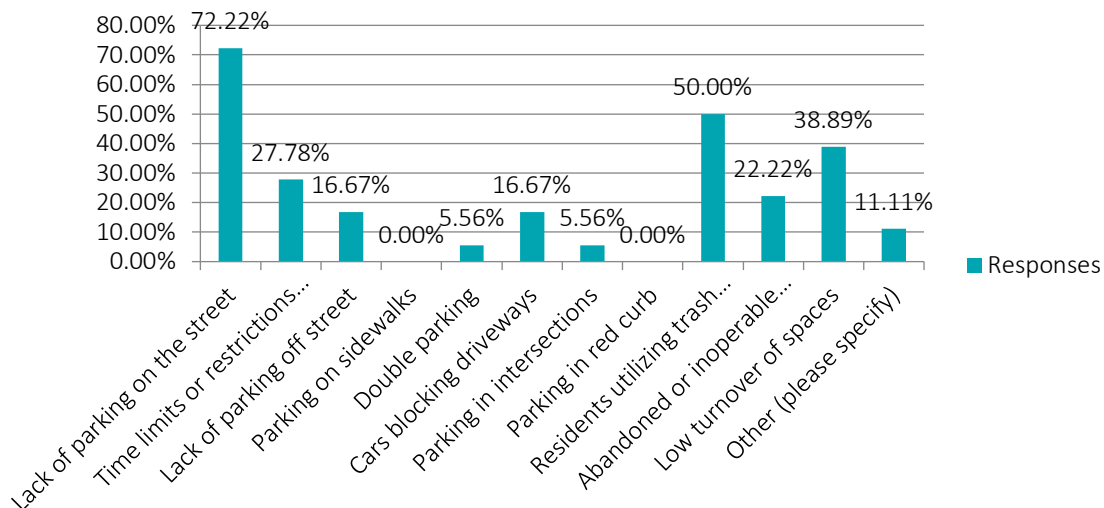
When asked to rank and/or list the top three parking issues in East LA, employees selected:

1. Lack of parking on-street (72.22%)
2. Residents utilizing trash bins or other measures to ‘reserve’ parking on the street (50.00%)
3. Low turnover of spaces (38.89%)

Within the “Other (please specify)” category, common themes were:

- Lack of available ADA parking, lack of safe sidewalks, lack of enforcement for ADA violations
- Lack of parking on street sweeping days

What is the biggest issue regarding parking in East LA? Please select up to three (3)?



Most Difficult Day/Time to Find Parking

When asked what days and times are the most difficult to find parking, employee respondents answered:

Day

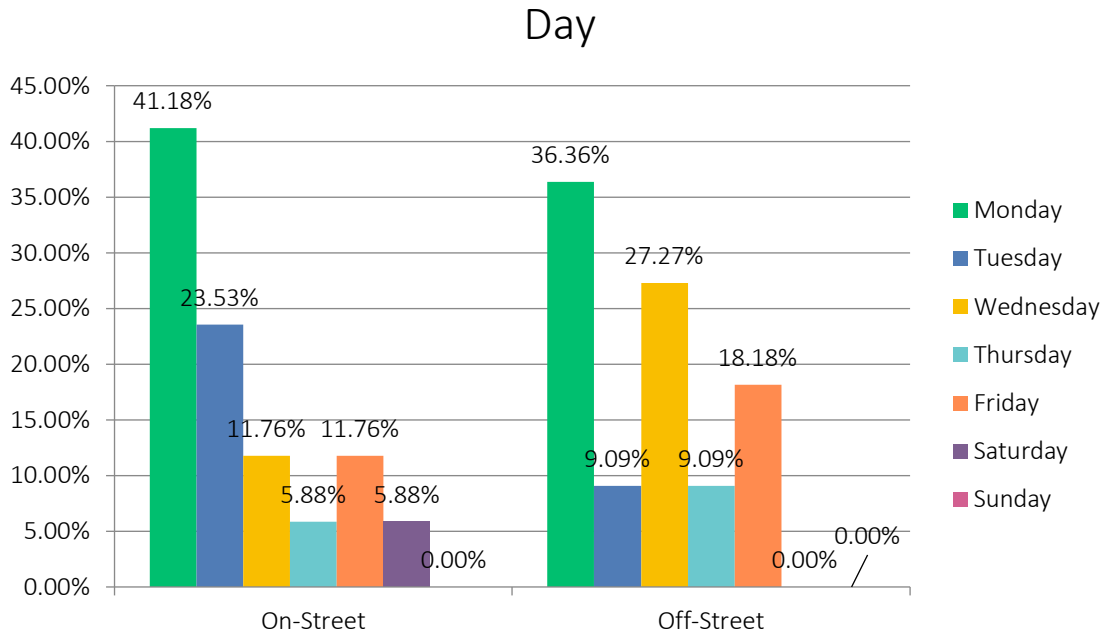
On-Street:

1. Monday (41.18%)
2. Tuesday (23.53%)

3. Wednesday and Friday (11.76%)

Off-Street:

1. Monday (36.36%)
2. Wednesday (27.27%)
3. Friday (18.18%)



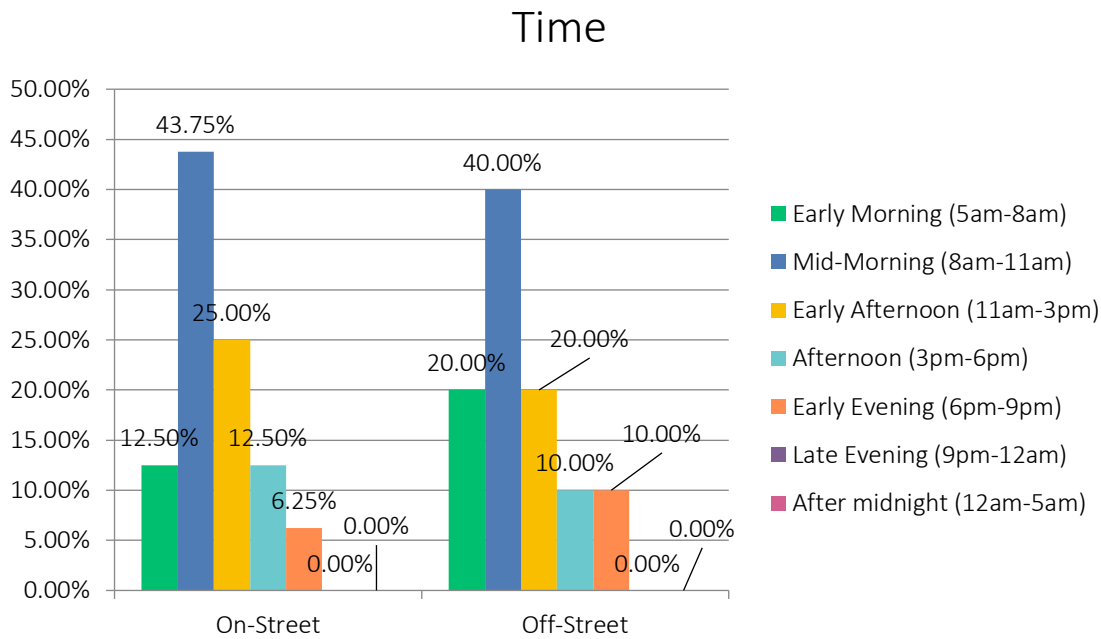
Time

On-Street:

1. Mid-Morning 8-11:00am (43.75%)
2. Early Afternoon 11am-3:00pm (25.00%)
3. Early Morning and Afternoon (12.50%)

Off-Street:

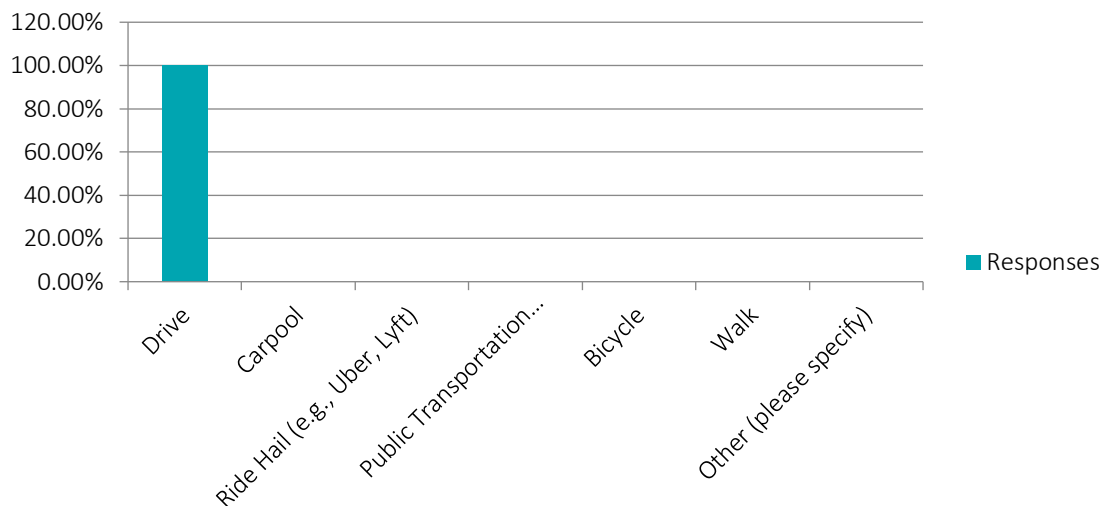
1. Mid-Morning 8-11:00am (40.00%)
2. Early Morning and Early Afternoon (20.00%)
3. Afternoon and Early Evening (10.00%)



Commute Mode Split

When asked how they commute to work in East LA, 100.00% of respondents said they drive. While not uncommon to find most respondents drive, the 100% split may be explained by the fact that the survey was focused on parking, thus it was more likely that those that experience parking issues are also drivers.

What is your primary mode of transportation in East LA?



As a follow-up, respondents were asked if they commute by driving, where do they park. Common themes from the responses were:

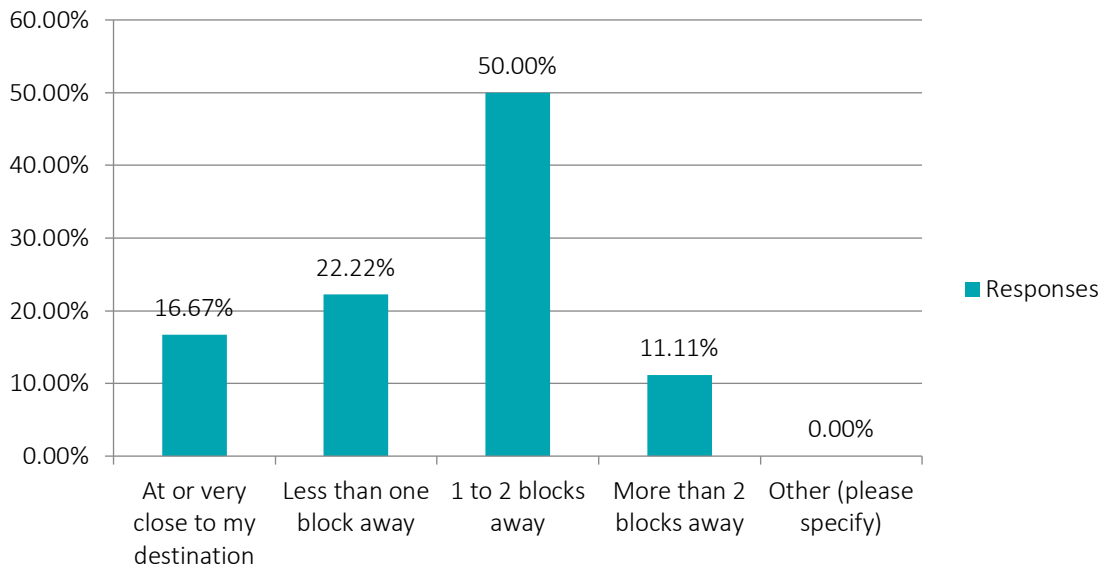
- On the street
 - Sometimes in residential area
 - Sometimes blocks away from work
- Onsite, if the parking lot is not full
- On a family member’s driveway

Proximity of Parking to Workplace

When asked about the proximity of available parking at or near their place of work, respondents said that they can find parking:

1. 1 to 2 blocks away (50.00%)
2. Less than 1 block away (22.22%)
3. At or very close to destination (16.67%)

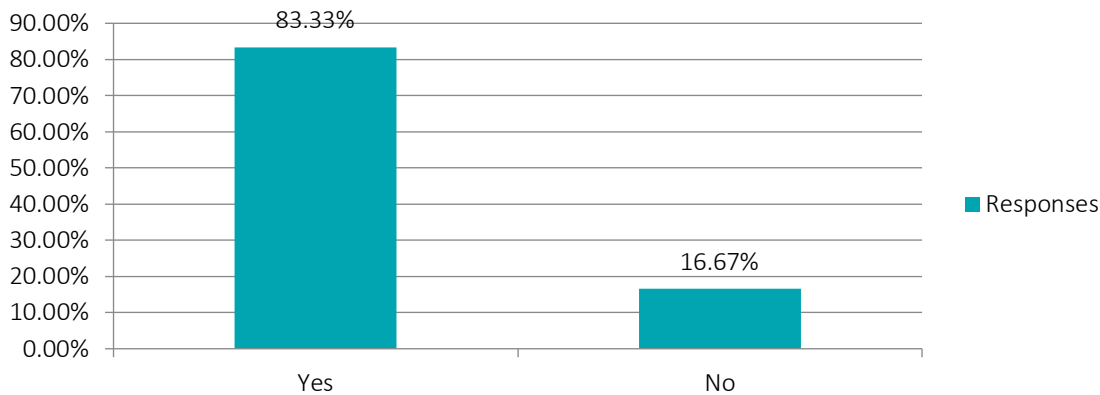
How close to your job are you able to park?



Parking Permits

When asked about whether employees would support a permit district that required a fee, if it meant they would have a designated place to park near work, 83.33% of respondents said they would and 16.67% said they would not. The results show that employees are willing to pay a fee for permits, if it meant that parking would be more readily available near their place of work.

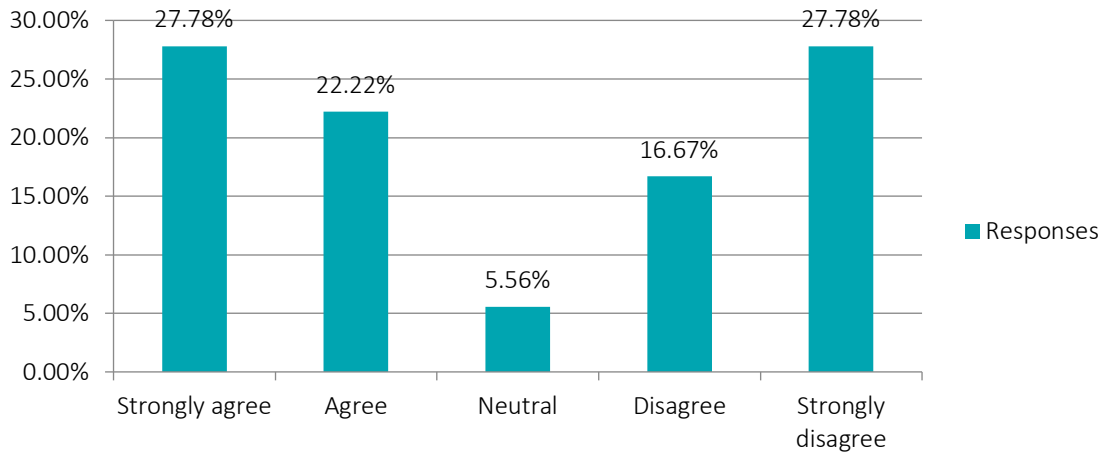
Would you be willing to pay a small fee for a permit to park if it meant that there would be a designated employee parking area near your workplace?



Increased Parking Enforcement

Given the general complaints around enforcement in East LA, respondents were asked if they would support increased enforcement to help address the parking issues that they experience. The results show that employees are split on this question. The results indicate that while some employees would want enforcement to try and address the availability issue on the street, others have probably been affected by citations, likely street sweeping, since many of them park in residential streets.

Would you support additional parking enforcement to help address these parking issues?



Findings from Visitor Responses (Section 4)

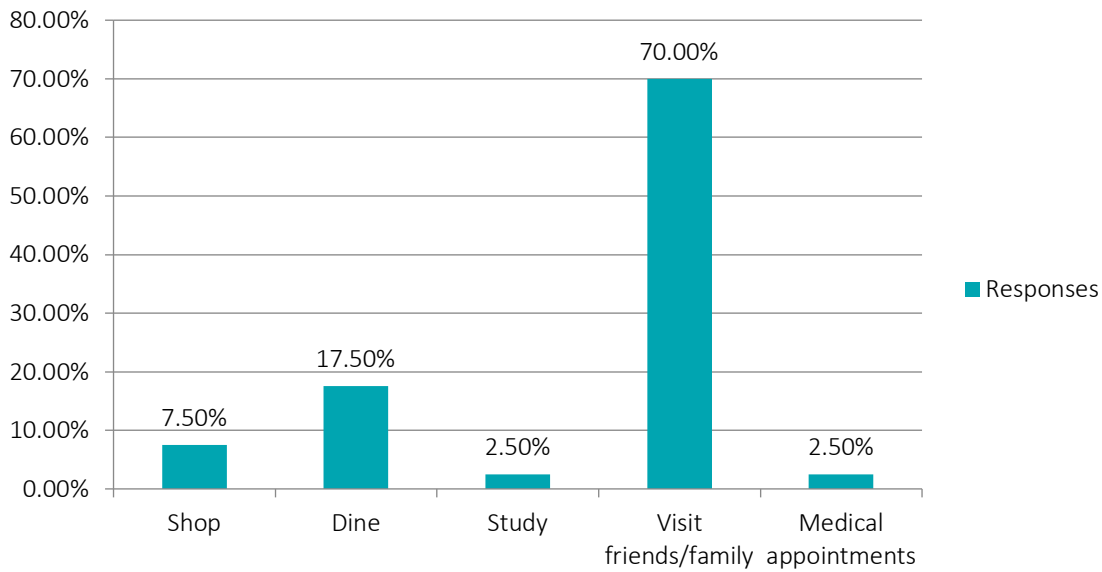
The following highlights the results from the online survey that pertain to visitors of East LA.

Primary Reason for Visiting East LA

When asked about the main reason they visit East LA, respondents said:

1. Visit friends/family (70.00%)
2. Dine (17.50%)
3. Shop (7.50%)

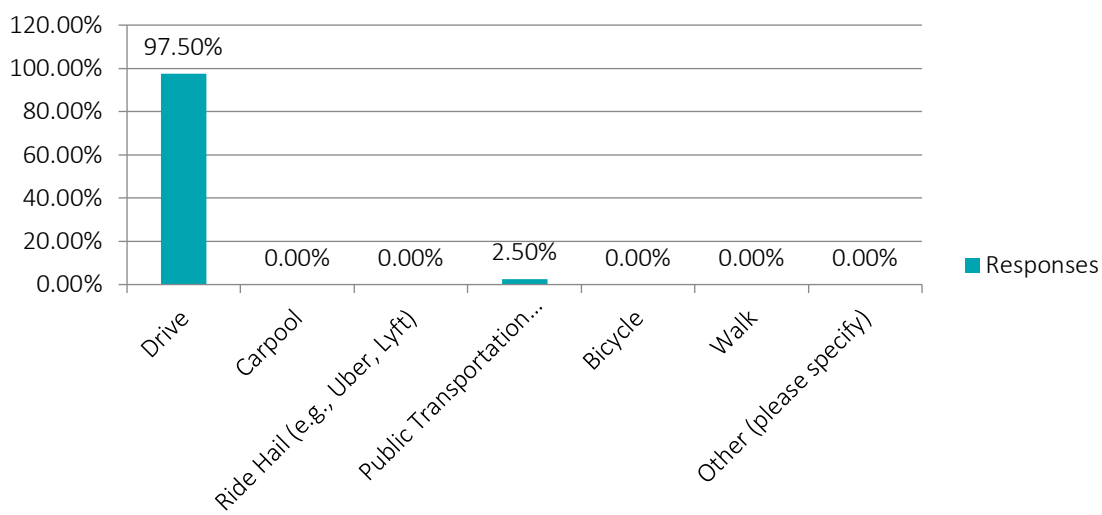
What is the primary reason you visit East LA?



Transportation Mode Split

When asked how they travel to East LA, 97.50% of respondents said they drive, and 2.50% said they take public transportation.

What is your primary mode of transportation in East LA?



Top Three (3) Parking Issues for Visitors

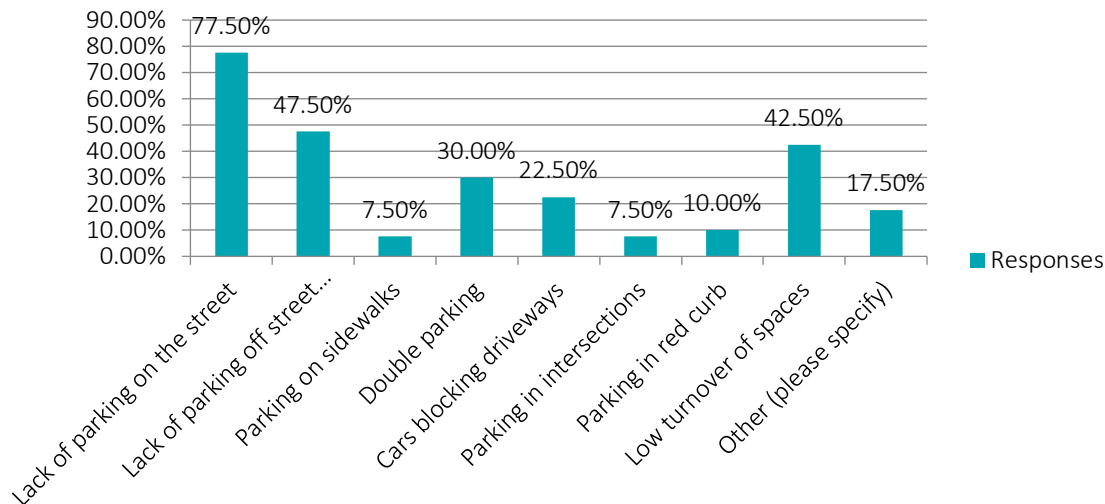
When asked to rank and/or list the top three parking issues in East LA, visitors selected:

1. Lack of parking on-street (77.50%)
2. Lack of off-street parking (47.50%)
3. Low turnover of spaces (42.50%)

Within the “Other (please specify)” category, common themes were:

- Spillover from transit users
- Underutilization of driveways
- Multi-vehicle ownership
- Oversized vehicle parking congestion
- Parking vehicles inefficiently to ‘reserve’ parking

What is the biggest issue regarding parking in East LA? Please select up to three (3)?



Most Difficult Day/Time to Find Parking

When asked what days and times are the most difficult to find parking, visitor respondents answered:

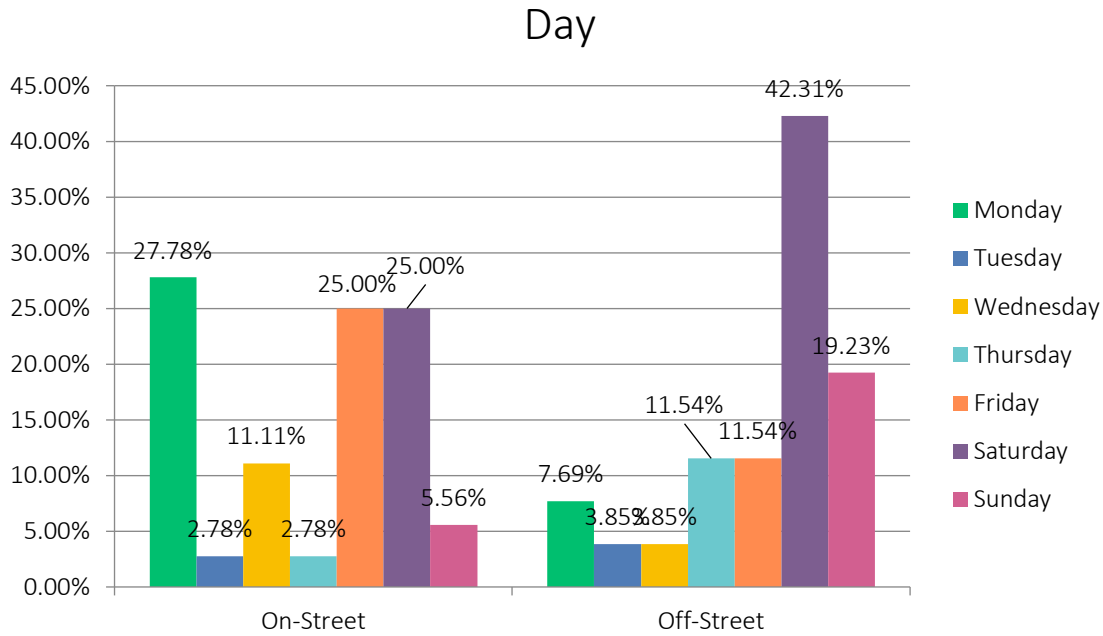
Day

On-Street:

1. Monday (27.78%)
2. Friday and Saturday (25.00%)
3. Wednesday (11.11%)

Off-Street:

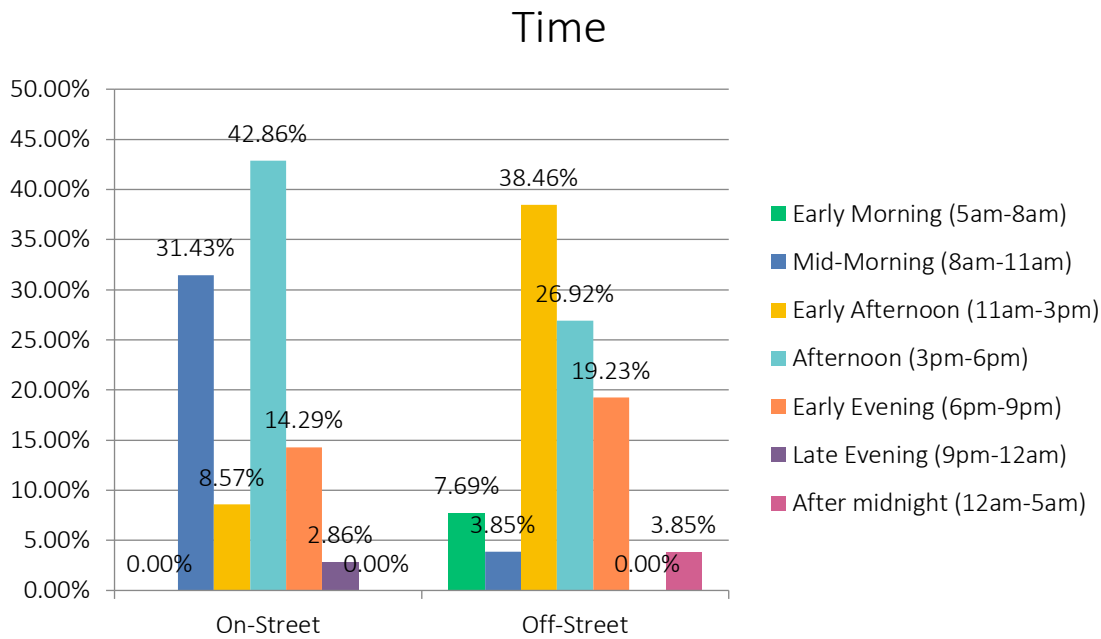
1. Saturday (42.31%)
2. Sunday (19.23%)
3. Thursday and Friday (11.54%)


Time
On-Street:

1. Afternoon 3-6:00pm (42.86%)
2. Mid-Morning 8-11:00am (31.43%)
3. Early Evening 6-9:00pm (14.29%)

Off-Street:

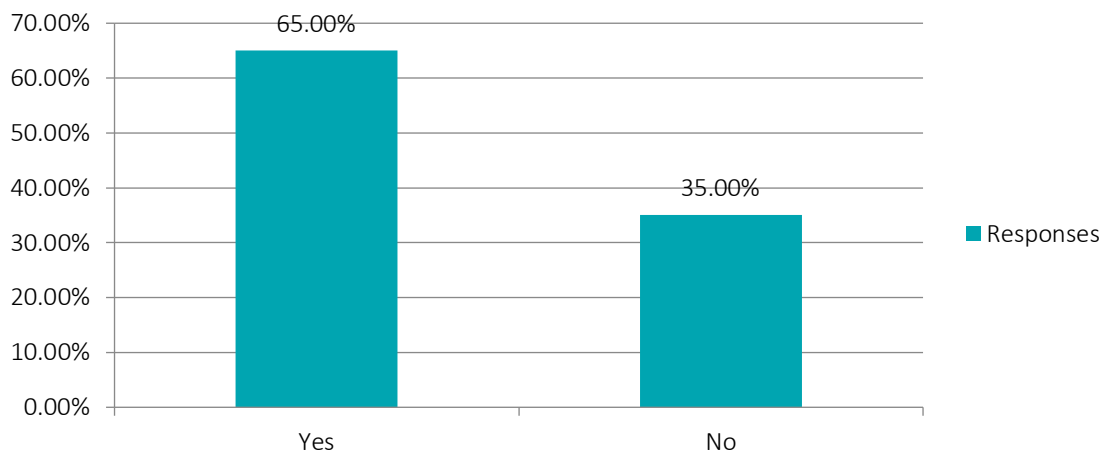
1. Early Afternoon 11am-3:00pm (38.46%)
2. Afternoon 3-6:00pm (26.92%)
3. Early Evening 6-9:00pm (19.23%)



Paid Parking

When asked about whether visitors would support paid parking if it made it easier to find parking, 65.00% of respondents said yes, and 35.00% of respondents said no.

Would you support paying a small fee for parking, if it made it easier for you to find a parking space?



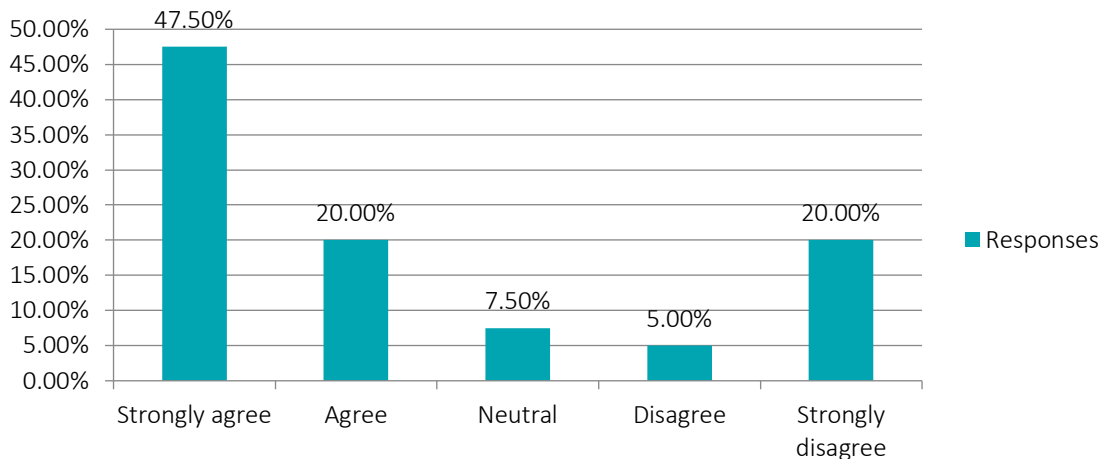
Increased Parking Enforcement

When asked about whether visitors would support additional parking enforcement to help address parking issues, respondents said:

1. Strongly Agree (47.50%)
2. Agree and Strongly Disagree (20.00%)
3. Neutral (7.50%)
4. Disagree (5.00%)

Most visitors, 67.50% of respondents, said that they would support increased enforcement if it meant that there would be more available parking.

Would you support additional parking enforcement to help address these parking issues?



Summary of Key Findings from the Online Survey

The response to the online survey has provided much insight into the parking issues experienced by community members of all types. Below is a quick summary of the highlights gleaned from the various East LA parking user groups.

Residents

Residents accounted for the highest number of respondents to the survey with 470. Among the key findings from this group were:

- Lack of on-street parking was the most common parking issue for East LA residents.

- Monday is the most difficult day to find on-street parking, while Saturday is the most difficult day to find off-street parking.
- The early evening (6-9:00pm) is the most difficult time to find parking.
- Approximately (~) 78% of residents have at least one (1) off-street parking space at home.
- ~71% of residents own 2-3 cars per household.
- On average, East LA households own 2.48 cars.
- On average, East LA households have 1.67 off-street spaces at home. This means that on average, households own more cars than spaces.
- On average, East LA households park 1.55 cars off-street in their place of residence.
- When parking on the street:
 - ~35% of residents noted that they sometimes find parking within one block of their residence
 - ~26% say they rarely find parking within one block
 - ~21% say they find parking within one block of their residence most of the time.
- In terms of permits, ~76% are for residential permits while ~24% are opposed.
 - ~42% of respondents said that they support a limit of two (2) permits per household
 - ~68% expressed a preference for a fixed-rate permit system.
 - ~44% are willing to pay \$75 annually per permit.
 - ~30% are willing to pay \$100 and over per permit.
 - ~13% respondents are not willing to pay a fee for permits.
 - ~11% of respondents are willing to pay between \$15-\$50 annually per permit.
- Just over half of respondents are unwilling to use parking on a regular basis if it were offered in a remote location during evenings.
 - ~29% would use remote parking sometimes, while ~20% would use it regularly.
 - ~46% would not be willing to pay for remote parking or transportation services, while 26% would.

Business Owners

While there were a handful of respondents that identified as business owners, some of them were located outside of unincorporated East LA, and thus their responses do not apply to the community's issues. The other respondents submitted partial responses and thus no additional analysis was possible. Still, the feedback from the community meetings and the focus group with the Chamber of Commerce helped provide some context regarding the issues that businesses face in East LA with respect to parking.

Employees

In total, 31 respondents whom are employed in East LA took the survey. Here is a summary of their responses:

- Like residents, the most common parking issue is lack of available on-street parking.
- Monday was noted as the most difficult day to find on and off-street parking.
- The mid-morning (8-11:00am) is the most difficult time for employees to find on and off-street parking. This aligns with the conventional peak commuting hours.
- 100% of employee respondents indicated that they drive to work.
 - They park in residential streets near work
 - They park onsite if their work's parking lot is not full
 - Sometimes have to park several blocks away from work.

- Half of all respondents indicated that they park 1-2 blocks away from their jobs.
 - ~39% park at or very close to their jobs, or less than one (1) block away
 - ~11% park more than two (2) blocks away from their place of employment.
- 83% of respondents said that they are willing to pay for a parking permit if it meant that they had a designated place to park near work.
- With respect to parking enforcement, respondents were split with approximately half of respondents for increased enforcement and half against.

Visitors

In total, 71 respondents whom identified as visitors to East LA took the survey. Here is a summary of their responses:

- The primary reason given by this group for visiting East LA is to visit friends and family. 70% of respondents selected this reason.
- With respect to the mode of travel that visitors use to get to East LA, 97.5% said that they drive, while 2.5% said that they use public transportation.
- The most common parking issue among visitors is the lack of on-street parking, followed by a lack of off-street parking, and low parking space turnover.
- Monday is the most difficult day to find parking on-street. Saturday is the most difficult day for this group to find available parking off-street.
- The afternoon (3-6:00pm) is the hardest time for this group to find on-street parking, and the early afternoon (11am-3:00pm) is the most difficult time to find off-street parking.
- With respect to paid parking, 65% of visitors would be willing to pay a fee for increased availability of parking, while 35% would not.
- When asked about increased enforcement, 67.5% of respondents were in support of increasing enforcement, 25% were against, and 7.5% were neutral.

Community Suggestions

Throughout the stakeholder engagement process, the community provided some possible solutions to the parking challenges that they experience in East Los Angeles. In the online survey, the solutions offered by the community fall into several categories, among them are:

- Enforcement, of parking policies and code enforcement (e.g., inspections)
- Infrastructure improvements
- Increased parking capacity
- Residential parking permits (RPP)
- Land Use, transportation, and housing policies
- Education and incentives

Within those categories, community members offered the following solutions.

Enforcement

- Increased citations
- Towing
- Increased night patrols
- Increase building inspections to ensure that new housing stock contains adequate parking
- Hold residents accountable for holding inoperable vehicles and parking them for sale
- Keep track of abandoned vehicles
- Prevent parking of oversized vehicles in residential streets
- Limit the number of people operating mechanics shops out of their homes
- Educate residents and enforce the code on hardscapes to prevent front yards from being turned into parking lots.

Infrastructure Improvements

- Mark and stripe parking stalls on the street like Maywood to prevent people from parking inefficiently.
- Place parking meters near businesses
- Make ADA spaces dedicated to the household that requires it
- Add speed limit signs and speed bumps in residential areas
- Add back parking that was removed in City Terrace

Increase Parking Capacity

- Build off-site parking to allow residents to park, and offer lower to no-cost options for low income bracket households
- Provide parking lots for residents
- Add parking horizontally and vertically
- Build on underutilized lots
- Use empty/underutilized lots as parking

Residential Parking Permits (RPP)

- Should be based on household size
- Should be equal only to the number of spaces on the street
- 1 permit per household
- 2 permits per household
 - 2 permits at the same, escalated fee up to 4, contingent upon registration and insurance
- 3 permits per household
- 4 permits per household
- Based on per driver rather than amount of cars
- Should be based on number of registered vehicles
- Based on the number of bedrooms per household
- Based on the number of people on a home lease

Land Use/Transportation/Housing Policies

- Shuttles in residential areas for improved connections to regional transit
- Rent control so families don't have to live together
- Landlords need to allow renters to park off-street
- Paid parking
- Address homelessness, allocate a place for people living in their vehicle to park and access resources
- Mandate sufficient parking for renters

Education and Incentives

- Encourage property owners to clean up their garages and not use them for storage
- Education on parking restrictions
- Limit number of cars per household
- Focus on getting residents with off-street parking to utilize it
- Make it easier for people to offload their inoperable vehicles
- Educate residents on illegal dumping

The background of the page is an abstract composition of overlapping geometric shapes in various shades of teal and blue. The shapes are primarily triangles and quadrilaterals, creating a sense of depth and movement. The colors range from a light, almost white teal to a dark, muted blue. The overall effect is modern and clean.

04 Issues and Impacts to the Community

Issues and Impacts to the Community

As revealed in the existing conditions analysis, there are numerous parking issues that the East LA community faces regularly. Among the key issues and common themes observed and gathered from the stakeholder outreach are:

- Lack of available on-street parking
- Limited enforcement coverage
- Illegal parking (Hydrants, Double Parking, Intersections, Red Curb,
- Low turnover of on-street parking
- Unofficial ‘reserving’ of parking spaces
- Parking spillover from surrounding commercial uses (e.g., car sales, auto body into residential streets
- Parking spillover from street vendors and catering trucks into private commercial off-street lots
- Parking spillover from surrounding residential uses (e.g., parking in commercial lots, streets)
- Parking spillover from non-residents (i.e., people from outside immediate neighborhood)
- Parking spillover from transit riders into residential and commercial streets and private commercial off-street lots
- Oversized vehicles (RVs, Trucks) parking on the street
- Inoperable vehicles parked on the street
- Multiple car ownership
- Inconvenient street cleaning hours
- Under parked developments resulting from land use policy (minimum parking requirements)

While there is no single source of the parking issues experienced in East LA, there are some overarching issues that if addressed can begin to provide relief to residents and businesses with respect to their parking issues. The following section highlights the main issues in East LA and their impacts on the community.

Lack of Available On-Street Parking

The number one issue identified by residents and businesses in East LA was the lack of available parking on the street. This was especially prominent in residential areas, where Walker staff observed over one hundred percent occupancies in virtually every study area zone. Along commercial corridors, high parking congestion was also observed, and stakeholders also expressed the conditions of unavailable on street parking near their businesses. For some residents and businesses, those whom do not have off-street parking, the availability of on-street parking is vital.

Impacts of Unavailable On-Street Parking

In residential areas the impacts of a lack of available on-street parking mean that parking is a daily problem for residents and their visitors, especially those that do not have access to off-street parking. This is because they compete with other residents for the on-street parking supply on any given block. As shown in the community profile, East LA is one of the densest residential areas in the county, and with most people relying on vehicles to access their jobs and services, the parking issues are prominent.

Parking is a quality of life issue. When asked if they ‘worry about losing their parking space on the street if they moved their car’, 90 percent of respondents to the online survey agreed that they worry about on-street parking availability. Moreover, when asked if they must plan their day around the availability of on-street parking, more than 80 percent of respondents indicated that they plan their days around the availability of on-street parking. Residents in East LA must factor parking into their daily routines.

Because available parking is so scarce, residents have become accustomed to holding onto their on-street parking spaces, for fear of losing their space on the street. This practice inevitably begets more holding of spaces by other residents as everyone tries to ensure that they maintain a space near their residence.

Still, perhaps the biggest noticeable impact to on-street parking in residential areas is illegal parking. Instances of illegal parking were so widespread that they were observed in every zone, and lead to occupancies over 100 percent in most residential areas. Because available on-street parking is so sparse, some residents have resorted to parking wherever they could find space, be it along red curbs, in front of hydrants, in front of driveways, in intersections, and double parking, to name a few.

In commercial areas, the impacts of a lack of available on-street parking mean that customers may not find convenient parking when they wish to patronize East LA businesses, which in turn can impact the patronage of those businesses. Similar to how residential on-street parking results in the ‘reserving’ of spaces, commercial areas also experience a form of ‘reserving’ in that spaces do not turn as often as they should. This is due to the substantial presence of mobile vending trucks and stands that stay well beyond the posted time limits. A parking space that is intended to turn cars at least five to ten times a day (for example, using a two- or one-hour time limit), may only park one to two vehicles a day if occupied by a business owners, employee or food truck, and effectively provide no customer parking for surrounding businesses.

During the public meetings, focus groups, and online survey, business owners, employees, and visitors of East La noted that a lack of on-street parking is the number one issue for them. This issue is key, especially for those businesses that do not have their own off-street parking. Thus, ensuring the availability of short-term on-street spaces is vital for East LA businesses.

Factors Leading to Parking Availability Shortfalls

There are a number of reasons for the severity of the on-street parking conditions observed by Walker and expressed by the community, among them are:

- Inconsistent or ineffective enforcement of current regulations
- A free to park system, which makes enforcement challenging and may encourage people to leave cars parked at a given location for a longer period of time
- High automobile reliance
- Newer vehicles may not easily fit in older garages limiting off-street parking options
- The preference or necessity of residents to park on the street
 - Some residents don’t have an option but to park on the street
- Insufficient parking demand management

Parking Spillover

The issue of unavailable on-street parking leads to issues of spillover when no apparent off-street parking spaces are available. Parking spillover generally refers to when parking demand for one land use spills over into the parking supply of an entirely separate use. Residents and business owners highlighted parking spillover issues in various forms.

In residential areas:

- The community noted parking spillover from car repair businesses and from auto sales businesses into residential streets.
- In the survey, employees in East LA noted that they utilize residential on-street parking when off-street parking is unavailable at their place of work.
- Community members noted that parking spillover from transit users occurs into surrounding residential streets.
- Lastly, residents complained that non-residents (i.e., people from outside of the immediate neighborhood) often park on their streets.

The impact to residents from parking spillover has increased competition for the finite parking spaces that are available on any given residential street. Thus, propagating the tendency for residents to hold onto their spaces.

In commercial areas, spillover issues were noted from:

- Catering trucks and street vendors occupying space in private off-street lots and their customers parking in those lots; thus, taking up parking allocated for patrons of adjoining shopping centers.
- Similarly, East LA business owners and tenants noted that catering trucks and their patrons occupy on-street parking along the major commercial corridors, and as a result occupy short-term spaces that are meant for patrons of commercial corridor-lining store fronts and restaurants.
- Spillover from transit users into private commercial parking lots and commercial street occurs near the transit stations.
- Walker also noted and observed residential spillover into off-street parking lots during off peak hours.

The impact that spillover has on commercial businesses is mainly highlighted by the fact that these spaces are not turning over as they should. Business owners have noted that catering trucks, street vendors, and transit users utilize parking spaces meant for their patrons often all day long. As a result, the impact to businesses is less opportunity for patronage.

Limited Enforcement Coverage

There is a general sentiment in the community that parking enforcement is not meeting the needs of the community. Residents feel that enforcement does not do enough to address the parking issues that impact their neighborhoods outside of street sweeping hours. Business owners and merchants feel that enforcement does not do enough to ensure that short-term spaces along commercial corridors turnover to allow customers to patronize businesses.

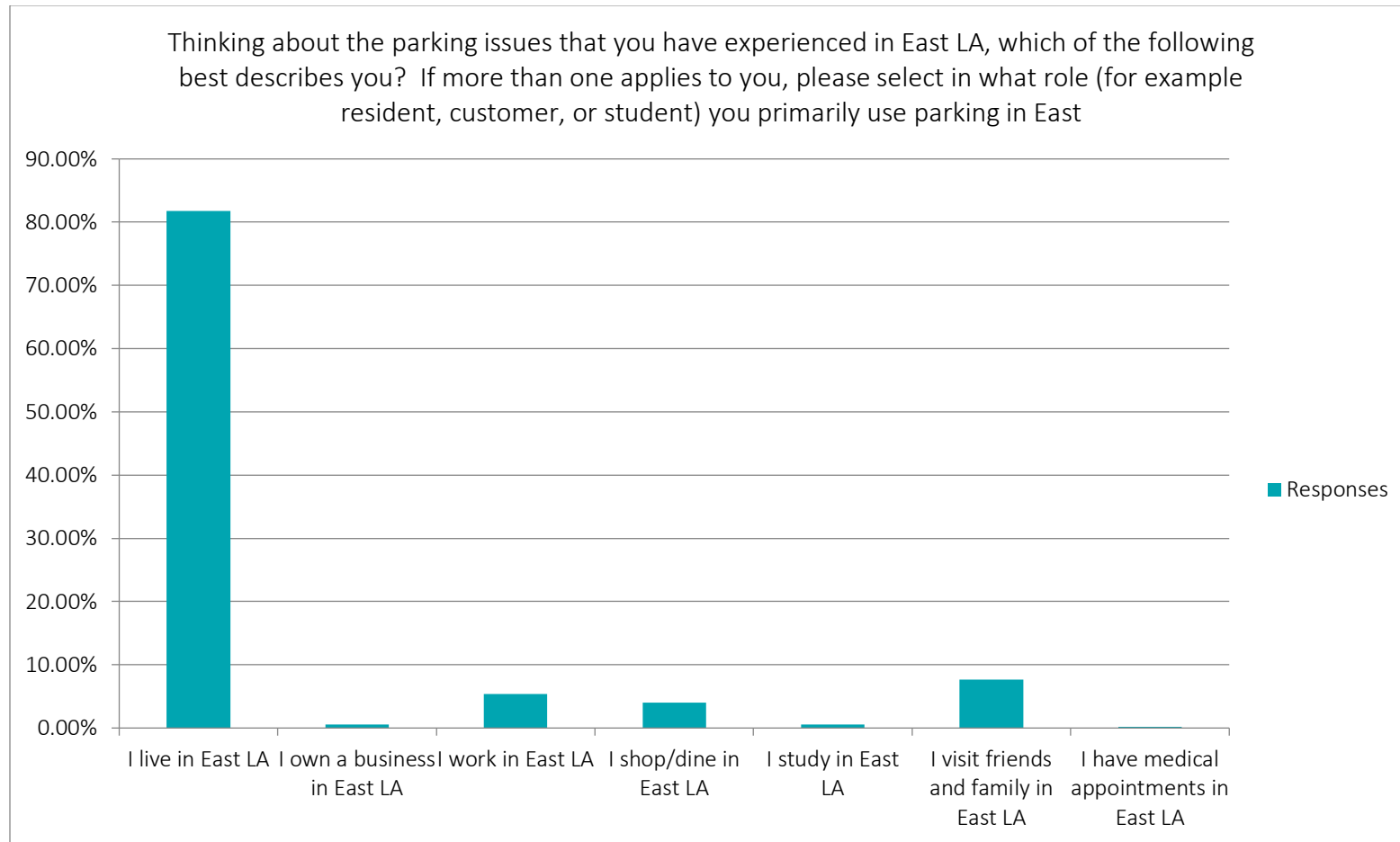
As part of this study, Walker is conducting a thorough review of current parking restrictions and enforcement practices to identify where and how improvements to enforcement can be made. The following chapter (Task 3) provides that review.



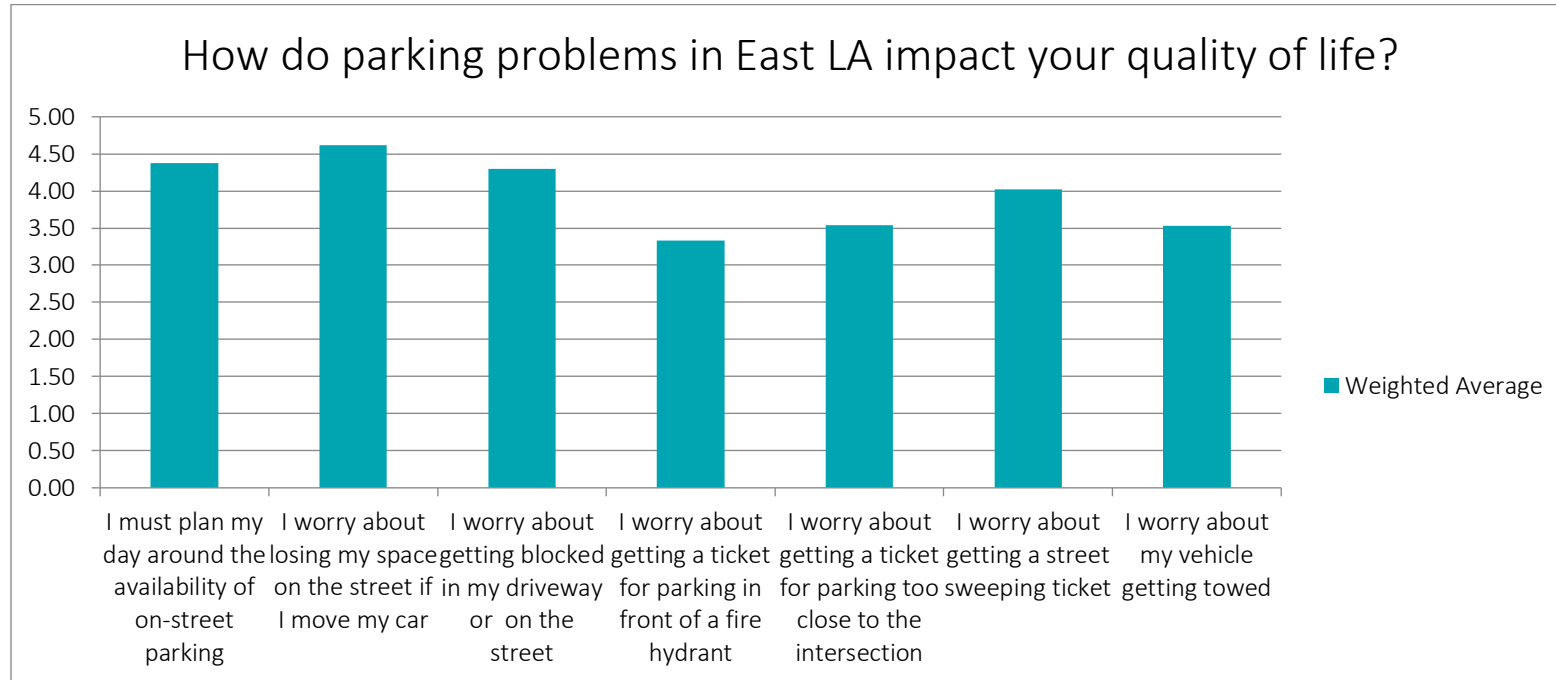
05 Appendix

Appendix A: East Los Angeles Parking Survey Results (English/Spanish Combined)

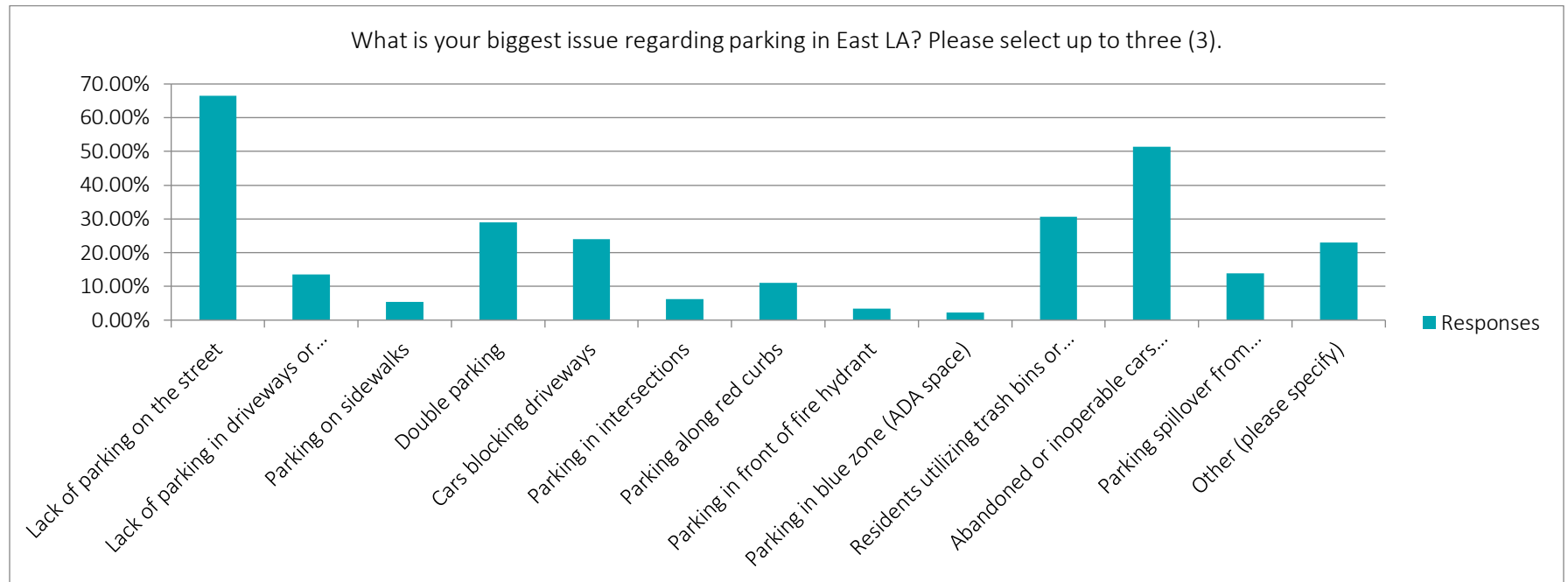
Question 1



Question 2



Question 3



Respondents	Other (please specify)
1	Households not utilizing their driveways for their vehicles
2	multiple cars from one house
3	residents parking their unused but operable cars out in the street because they own to many cars.
4	not enough parking at local businesses

5	Parking overnight in alleys because there are no signs posted not to park; worry about an emergency vehicle not being able to enter the alley because of all the cars parked overnight.
6	People moving trash cans on trash day to park their car on that spot and sometimes my trash doesn't get picked up because the bin is on the sidewalk
7	Parking illegally in alley
8	Overcrowded housing, apartment complexes/multi-unit housing that do not provide housing. Too many people with access to driveways in their home do not use them
9	Rent being too high, multiple families living together to afford the high rent -which means more cars.
10	The Sheriff Parking Enforcement NOT diligently doing their jobs. They drag their feet and it takes so much struggle/effort to give illegally parked cars tickets/towed. They should ticket/tow cars without having residents make a complaint. They are NOT earning their paycheck if we have to do this. They need to stop being so damn LAZY! Someone in higher position needs to pound the Sheriff Department on this. It should start with this practice until the end of the year before making drastic changes.
11	Used car salesmen that use the street as their dealership! People HAVE TO RESORT TO PUTTING TRASH CANS! I had to get an electric scooter to save my parking and a tiny car so that I can actually have a life after 2 pm.
12	Neighbors that are running a car repair business at their home & taking up car spaces!
13	Recently our residential street lost 50% of our already overcrowded parking & now people are SPEEDING thru our neighborhood.
14	Homeowners with renter not allowing them to use their parking stall, and blocking the drive ways, Homeowner; selling cars from their home created limited parking,

	<p>apart. units on Miller St. w/no parking for their tenants. Homeowners not using their driveways to park their cars, but the street.</p>
15	<p>We have two neighbors, one has a washing machine repair shop, he parks his fully loaded trucks onto our streets and takes 3-5 spots, other neighbor sells cars and parks at least 6 cars which is taking useful residential parking for us that DO NOT have driveways.</p>
16	<p>Lack of enforcement by the sheriff's parking staff. Before the pandemic, they only came around street sweeping day or when we call to report an abandoned vehicle</p>
17	<p>People fighting over parking</p>
18	<p>Owning way to many vehicles for sales and profit.</p>
19	<p>Up to code commercial trucks and vehicles - air pollutant concerns</p>
20	<p>Some people don't use driveways and too multiple families in one household</p>
21	<p>On some occasions there is not enough parking do to several neighbors having 6 to 7 cars per house hold. But lately it's been ok this is for stringer ave.</p>
22	<p>Multi generational homes have multiple cars that take up a lot of street parking</p>
23	<p>I am selecting other due to the limit of only being allowed to select three, in reality all these are issues. not just three.</p>
24	<p>People experiencing homelessness have their cars/RVs on Alma between Whittier & Verona</p>
25	<p>Difficulty getting handicapped spaces</p>
26	<p>Used car dealerships parking their overflow inventory on the residential streets - this is MAIN reason why there is a lack of parking for streets off of Atlantic Blvd. Between the 60 f-way and 5 f-way. That is the auto squat of ELA. More than 20 dealers. It's</p>

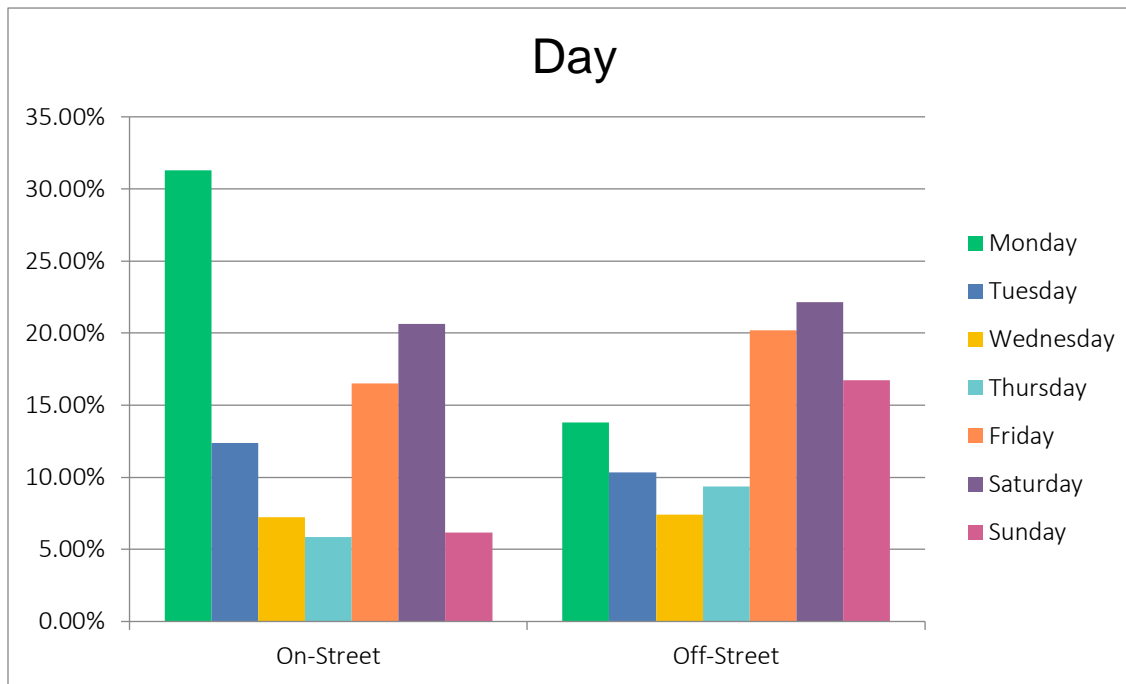
	really bad at Olympic and Atlantic because there are several down west on Olympic Blvd.
27	People selling cars on our block and taking parking spaces from residents
28	House holds have 7, 8 junk cars just parked on the street
29	Neighbor running auto repair business at home taking multiple parking spaces on street.
30	People operating a mechanic shop out of their home and using the street to park all of the cars they need to fix.
31	Having 1 neighbor have 12 none working cars parked on the street and never moving them.
32	Abandon cars, cars parked double park in my street, and cars blocking always! Only using a space for trash day but annoyed when they move them in the middle of the street and when they leave they don't put it back.
33	Too many apartments/duplex zoned and no parking for the cars so multiple families living the with multiple cars.
34	Neighbors that don't use their driveways
35	Neighbor leaving car in front of our house for over 72 hours, tires need to be chalked and enforced
36	Lots of people leave broken cars on their driveway and park their working cars on the street
37	People with more than 12 cars that park on the street and have driveways
38	only one side of our street is usable for parking.

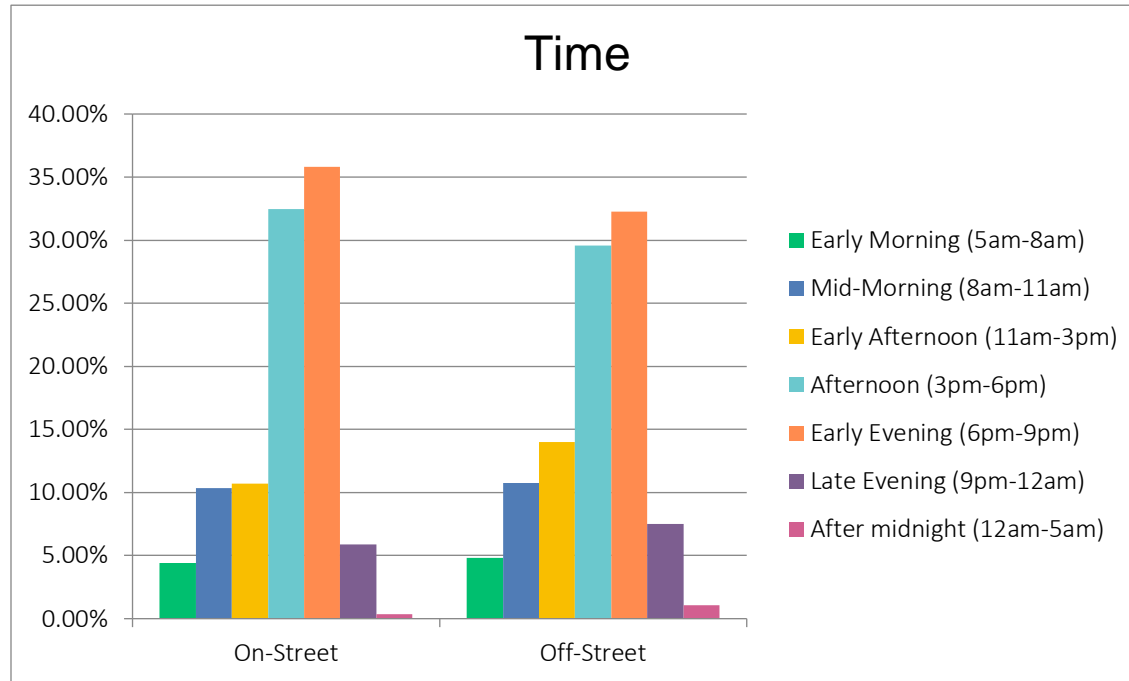
39	RVs set up as homeless encampments taking you space on street, with trash spilling over onto street and sidewalk, making me feel unsafe walking too close to it.
40	Some residents have multiple vehicles that they use to save parking, often taking up the whole space in front of a home with one car parked in the middle. This is to prevent someone else parking there so they save the space for someone else in their family. They will frequently move one car forward and park their other car behind it and wait for the street sweeper to pass by so they can move their car back there so no one else gets "their" parking spot. This is likely due to their landlord not providing them enough parking in their property.
41	People having multiple cars from another street parked on my street.
42	street cleaning tax
43	kipp school not having parking for staff and parents at there school they expanded but did not supply parking for them. Our street during school time is busier than Whittier blvd the noise level is if we lived next to a freeway then the noise from the school makes since was a quiet neighborhood at times unbearable we have 3 other schools and for over 20 years no noise until kipp opened. Neighbors trash bins are in the middle of the street due to them blocking driveways or squeezing a car that partially blocks a driveway Neighbors block their own driveway cause there is no parking.
44	People having way too many cars per house.
45	People with multiple cars!
46	Too many homeless people parking in the street and taking over parking areas.
47	Apparent Used Cars dealers take up parking in our streets
48	Too many cars due to illegal auto repair in a residential area, parking on the corners of streets

49	Apt complex don't have parking which causes the to use SfD parking a domino effect.
50	Residents not having permits to park in their neighborhood
51	cars that doesn't move more than 72 hrs; loitering while parked; trash
52	Cars using more than one space not allowing another car a slot.
53	The streets are too small and cars park on both sides- peoples cars get hit all the time.
54	Too many cars per household
55	Residents not utilizing their driveways
56	Not being able to park in front of my own house
57	The current parking situation is horrible, the housing projects residents park multi PK lenders on our street and reserve for their household members. As well as neighbors saving parking and not utilizing there driveways
58	People from the metro station parking on the street
59	Too many cars per residence.
60	Using driveways as businesses. Too many cars!!!
61	There are too many cars on the already tight streets. There have been a number of incidents in our neighbor hood. Car accidents, altercations over parking and cars blocking driveways 3 in the past month. There are houses that have 5-6 vehicles.
62	HUGE WORKING TRUCKS PARK ON RESIDENTIAL STREET BLOCK THE VIEW ONCOMING TRAFFIC COMING OUT OF DRIVE WAYS OR CROSSING INTERSECTIONS. THIS TRUCKS COLLECT METAL SCRAPS AND HAVE CARGO UP TO 10 TO 15 FEET HIGH.

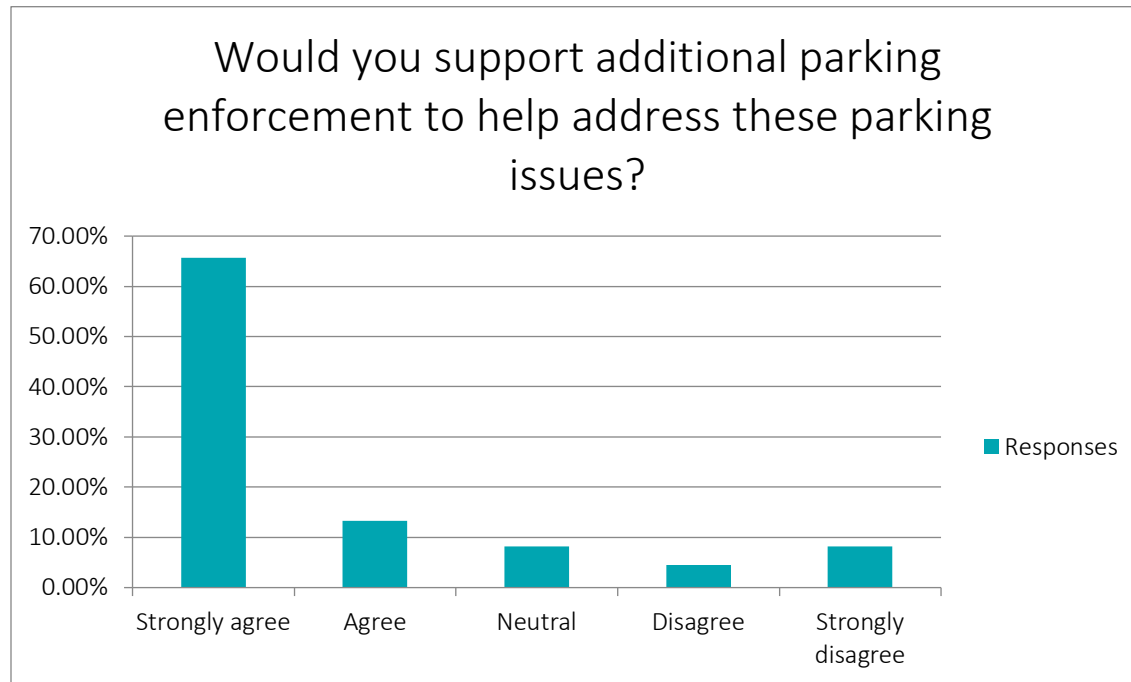
	ALSO Residents utilizing trash bins or other measures to 'reserve' parking on the street
63	People taking 2 spots to save for family members
64	People have large numbers of vehicles. My neighbors have up to 6-7 vehicles per house in a single family home. They also have vehicles that are not in use just taking up space.
65	People parking in the middle of two parking spaces
66	Large vehicles parked in corners obstructing the view of drivers trying to turn
67	Motorhomes used as dwelling.
68	Motorhomes or Business trucks parking taking up multiple spaces
69	Households with more vehicles than they have space for.
70	Large vehicles
71	People living in their cars and RVs has lead to public dedication or urination, trash being littered on the sidewalks, unwalkable sidewalks
72	I have more than three because parking is not enforced in East LA. I am adding Parking on sidewalks, Double parking, Cars blocking driveways , Parking in front of fire hydrant, Abandoned or inoperable cars parked on the street

Question 4 - What day and time is it most difficult to find parking in East LA?

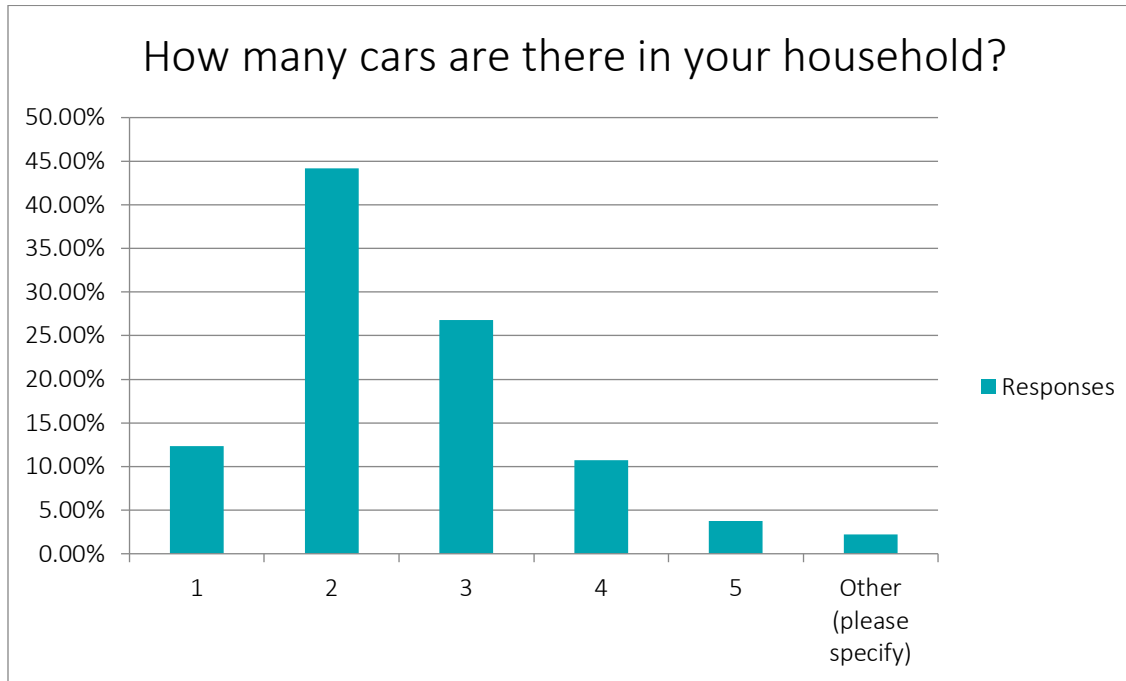




Question 5



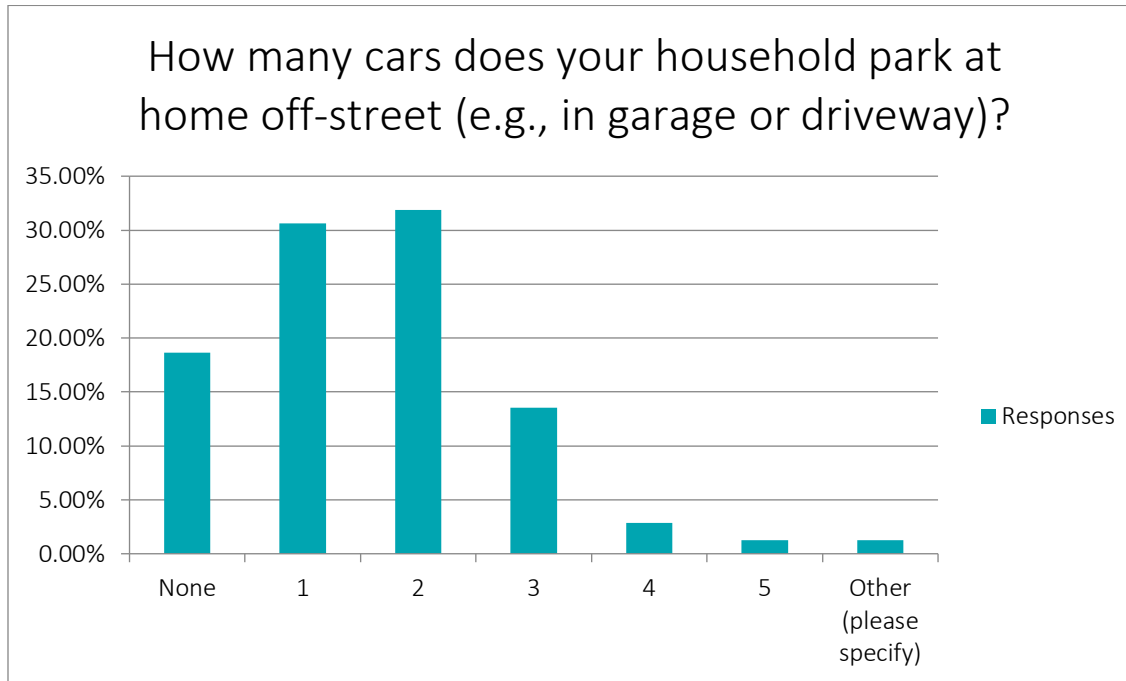
Question 6



Respondents	Other (please specify)
1	9
2	6
3	Other tenants have more than 4 cars per tenant

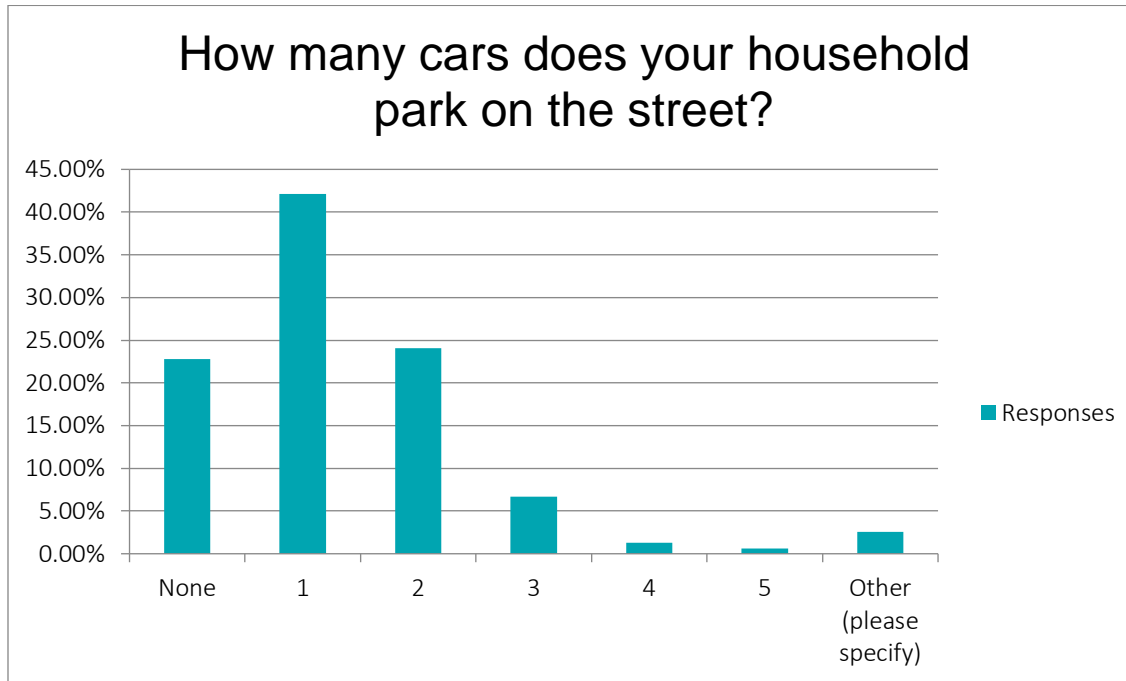
4	We have our own parking inside, what I hate is when they move the trash to use for parking.
5	6
6	6
7	Multiple, but all are parked in our property

Question 7



Respondents	Other (please specify)
1	We own our home and have no drive way. I park both my cars on the street
2	We have 6, only 1 parks outside but when no parking, we take it inside.
3	6
4	We have designated spaces in the Maravilla Housing but even then households with extra cars have been parking their cars inside without hav

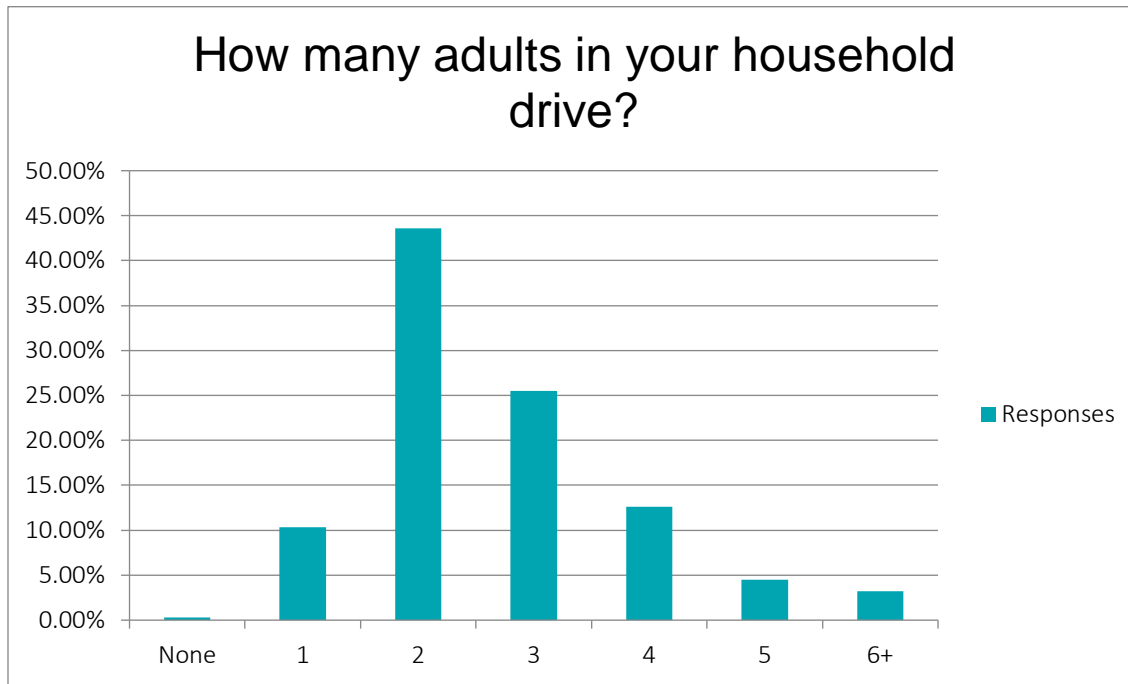
Question 8



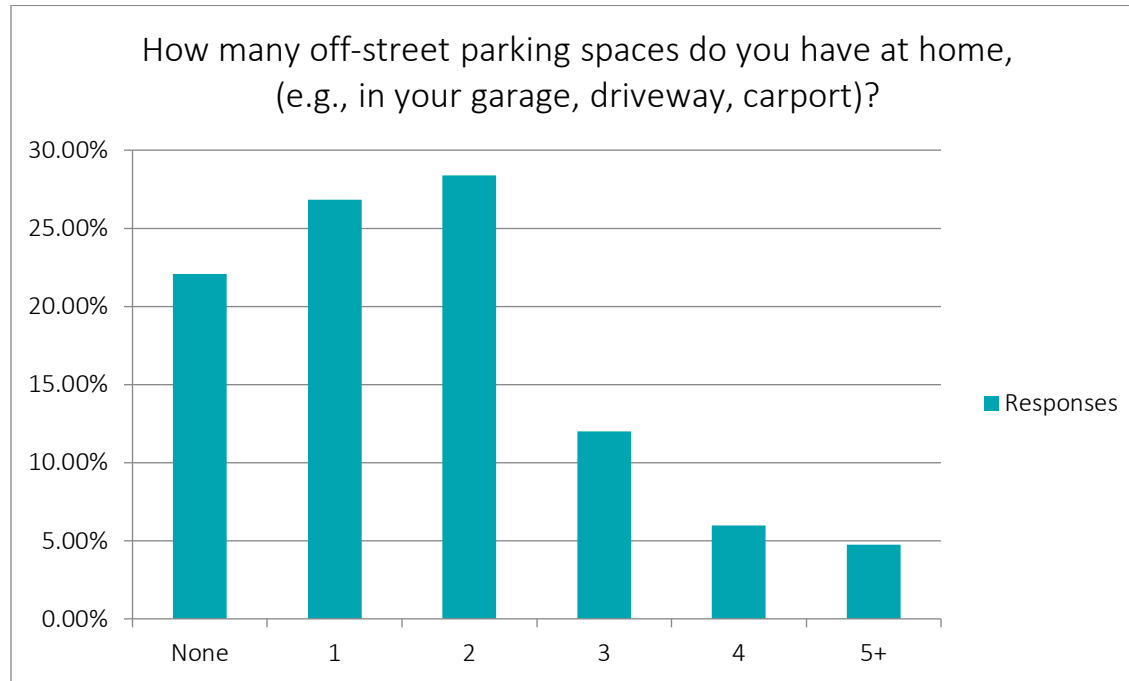
Respondents	Other (please specify)
1	1 only when running errands
2	I sometimes park on street if there is a spot
3	7
4	We own our home and have no drive way. I park both my cars on the street

5	Friends can't visit due to no parking
6	Sometimes 2 depending on my guests.
7	Not able to park on street always occupied
8	Don't have parking soace

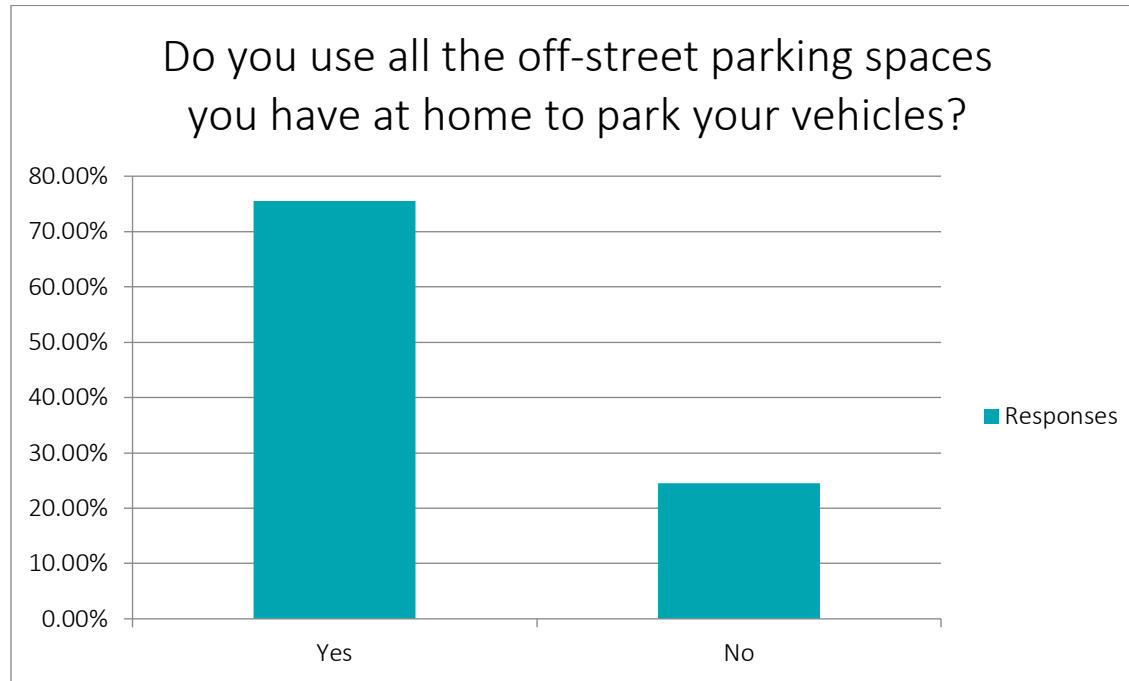
Question 9



Question 10



Question 11



Respondents	If no, why not? (please specify)
1	I want to park my car in front of my house on street. I don't like anyone parking in front of my house. My neighbors are filthy. They leave food and trash in front of my house .
2	Not allowed to
3	Currently have a vehicle on one side of the driveway that is inoperable other vehicle I park in the driveway..husband vehicle blocks the driveway.
4	Space too tight

5	I don't have any.
6	Don't have a driveway
7	no off-street parking options available to us
8	I don't have any off street parking
9	No driveway.
10	there are so many young people in their 20s in the neighborhood living at home with two or more cars . I mean they own two vehicles themselves . Then they complain when there's not enough parking on the streets . It would help if we had one or two dedicated parking lots especially for residence in the neighborhood . Also It's hard to get out of my driveway... especially with so many cars parked on the street and I don't have a sliding gate.
11	We have no access to off-street parking spaces.
12	We keep one car to the front of the house because other cars will park in front of our home and leave the full week without moving it. The owners of the cars usually live an estimated 8 houses down from our home.
13	I have a driveway. If I have friends visit they park on the street - or I move my car to the street and give them my driveway.
14	I don't have a driveway or spot to park my vehicle therefore I have to park on the street
15	n/a
16	Don't have off-street parking.
17	I recently got a ticket for parking in front of my own garage! My garage blocks only my personal entrance - doesn't block a sidewalk or any other public area.
18	We dont have a driveway.

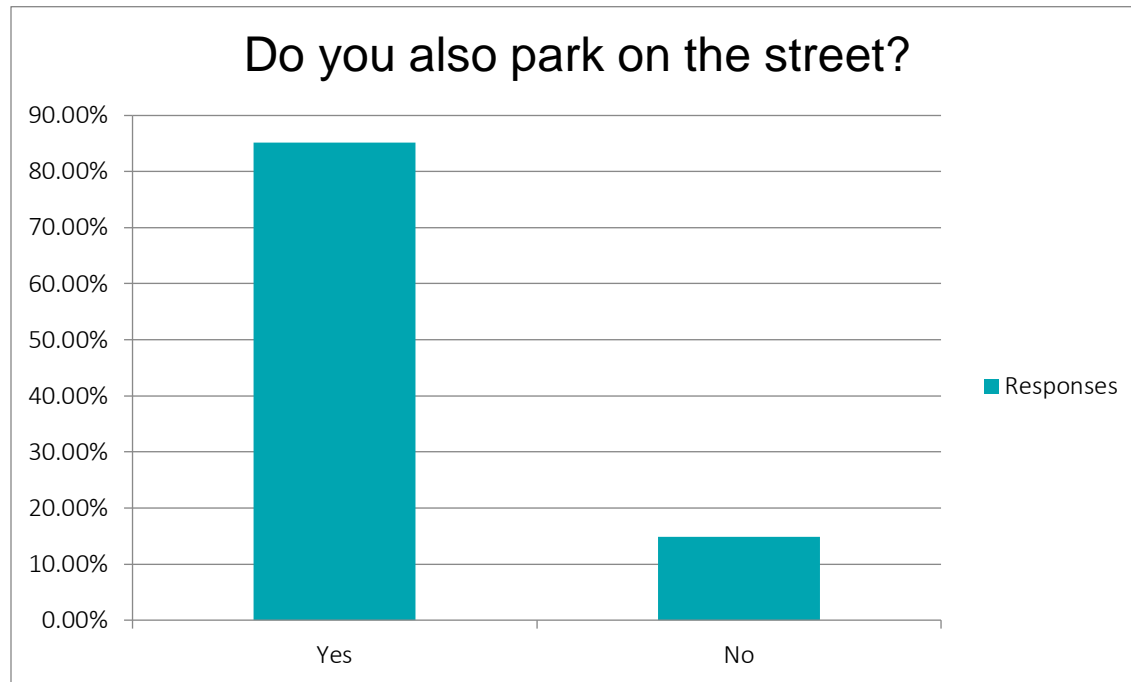
19	I park in my driveway.
20	Because having to move cars for other people who drive in the household. we all have different schedules.
21	Because I have no driveway or off-street parking
22	I rent a garage for \$75 to allow me to have a parking space. The garage is too small for my vehicle and many times people park in my spot. I leave notes and at times had to call police.
23	Garage to small
24	I don't have a driveway
25	I use all the parking slots assigned to me in my unit but due to planning codes, I must still park one of the vehicles on the street
26	do not pay for parking space
27	I do not have off-street parking available owner uses them
28	Because I have neighbors that have more than 5 cars per member they use all the parking spaces don't move cars for days and when they do they call other family members to park where they are parked makes it so hard for people to find parking they use big working trucks that occupy at least two parking spaces and don't move this cars for days
29	Garage was built in 1920, only fits 1 compact car. Front of house has no parking sign due to narrow street.
30	There's never parking so I can't never park outside my home
31	Because my driveway gets blocked and I can't get out in case of emergency. I care for an elderly person.
32	Don't have any parking

33	Unable to park
34	We leave the 1 garage spot available for guests because the parking is so difficult
35	Have to park in front of our house or people will park and block the drive way and not able to get out. Have been late for work, dr appointment, special engagements. I have almost hit cars trying to get in or out of driveway when it's blocked on both sides.
36	No space
37	garage used for storage, and play area for toddler in household
38	It makes it hard for us to move and rotate cars the driveway is straight, my landlord parks her car so when she goes out we have to move and rotate cars
39	We use our driveway for different things.
40	No off street parking is available.
41	Our driveway parks three cars but we only own 2
42	no off street parking
43	We only have 2 cars
44	Parking not available. Some residents have 9 vehicles they park on street. They leave driveways as yard space.
45	I rent an apartment
46	driveway small for handicapped persons in home total 2 handicapped persons one vehicle is to large for driveway
47	Its hard to find parking, theirs a mechanic neighbor that has all his work parked out in the street.

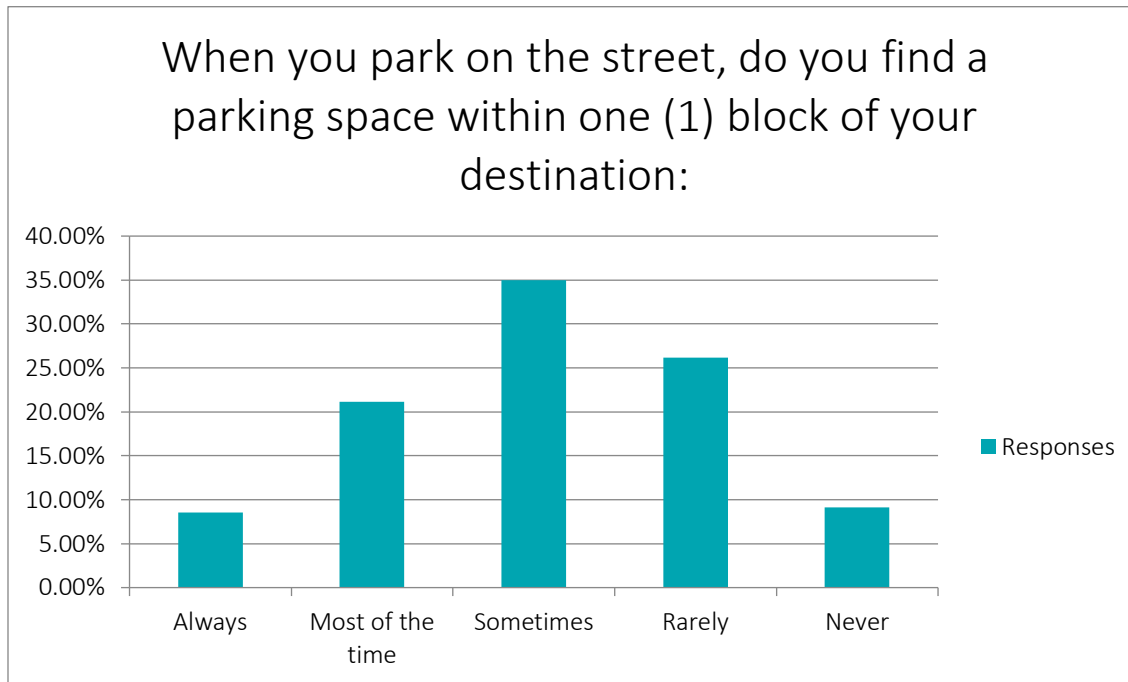
48	I don't have a parking spot, we have three units that have small parking garages in the back alley, but all three are used by one tenant who pays rent for them. So two of us have to park in the street, but the tenant who rents the other two garages, puts one of his cars, which is a van, in a spot in the back that was said can be used, first come first serve. The other two small garages he uses for his business and has three other cars that he parks in the street.
49	Drive way is too narrow only compact car fits
50	none available, live in apartment
51	Different work schedules
52	we live in a front house no driveway
53	We also use our driveway, sometimes one car on the lawn.
54	leave it for guest.
55	other tenants park inside
56	Cause we only have 2 vehicles
57	Cars will be left in front of my house for too long .
58	I don't have off street parking
59	Garage storage
60	We don't have that many cars
61	This is NEVER an option for us. There are way too many cars in our street. Some if not a lot don't belong in our neighborhood we need permits we need to enforce regulations
62	Only have two cars at this time

63	I don't have off street parking
64	I don't have my own parking space
65	Never parking in front of my home
66	My car doesnt fit in the garage
67	Yes I do but on night when the street sweeping passes cesar chavez people park their unpermitted cars inside maravilla housing
68	Full of stuff
69	Roommate is in and out and not convenient to park in driveway
70	Can't park inside renting
71	Unless I'm leaving again
72	Extra off-Street space is kept open for family who assist with child care
73	As a tax payer I feel like should have the option to park in front of my property.

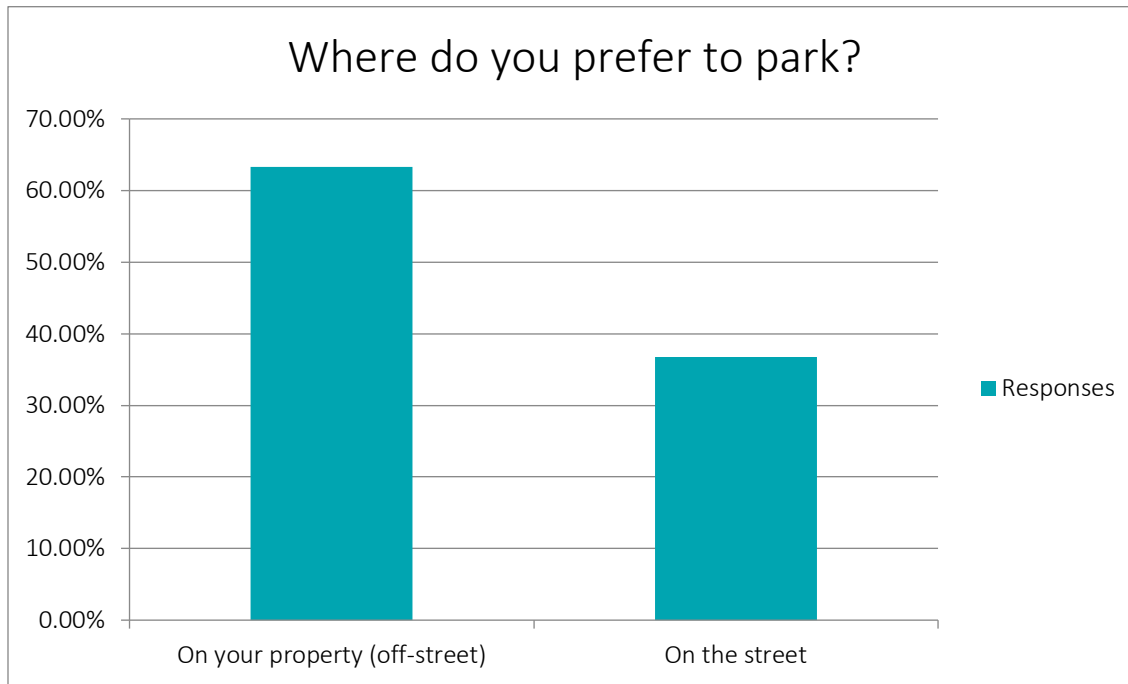
Question 12



Question 13



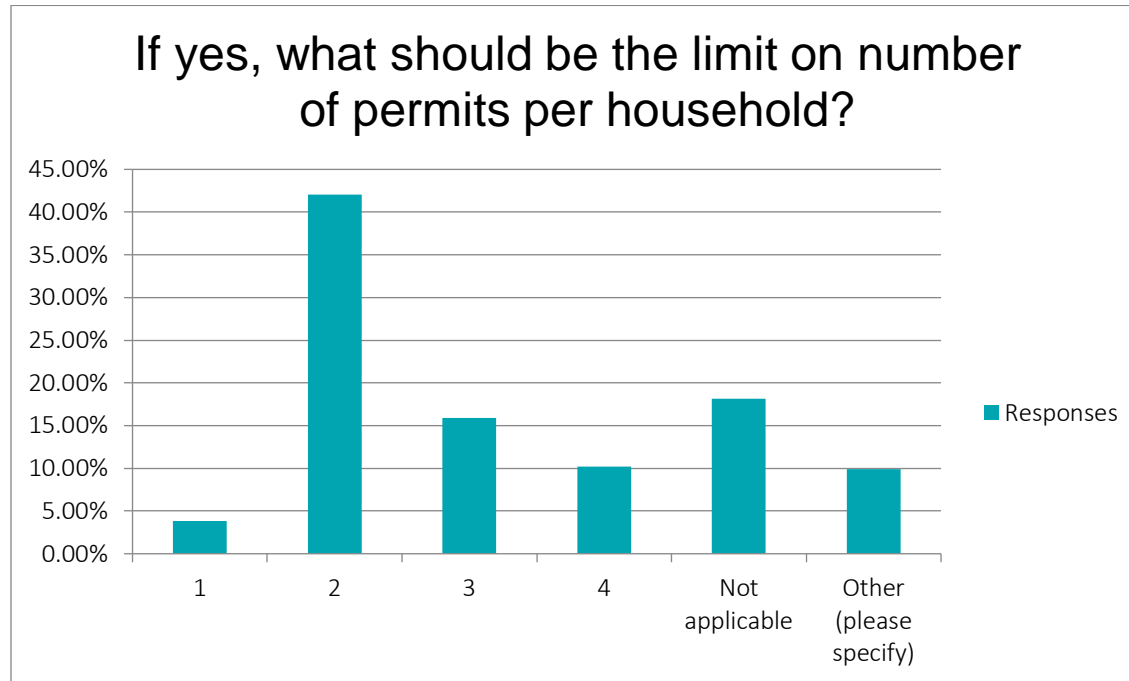
Question 14



Question 15



Question 16

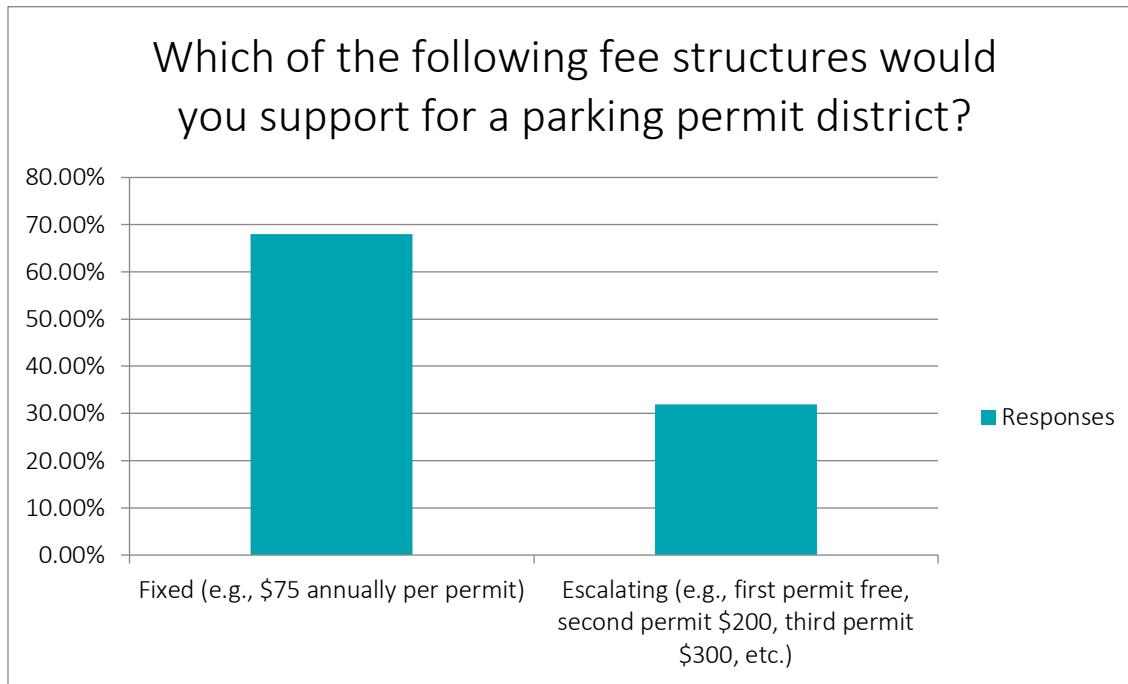


Respondents	Other (please specify)
1	Depending how many drive in the house
2	Equal the of cars parked on street only
3	In my neighborhood and the parking problem is due to a lot of young people owning more than one vehicle. It's not like they need a work truck and a car they just have the luxury of only two vehicles and still living at home with their family

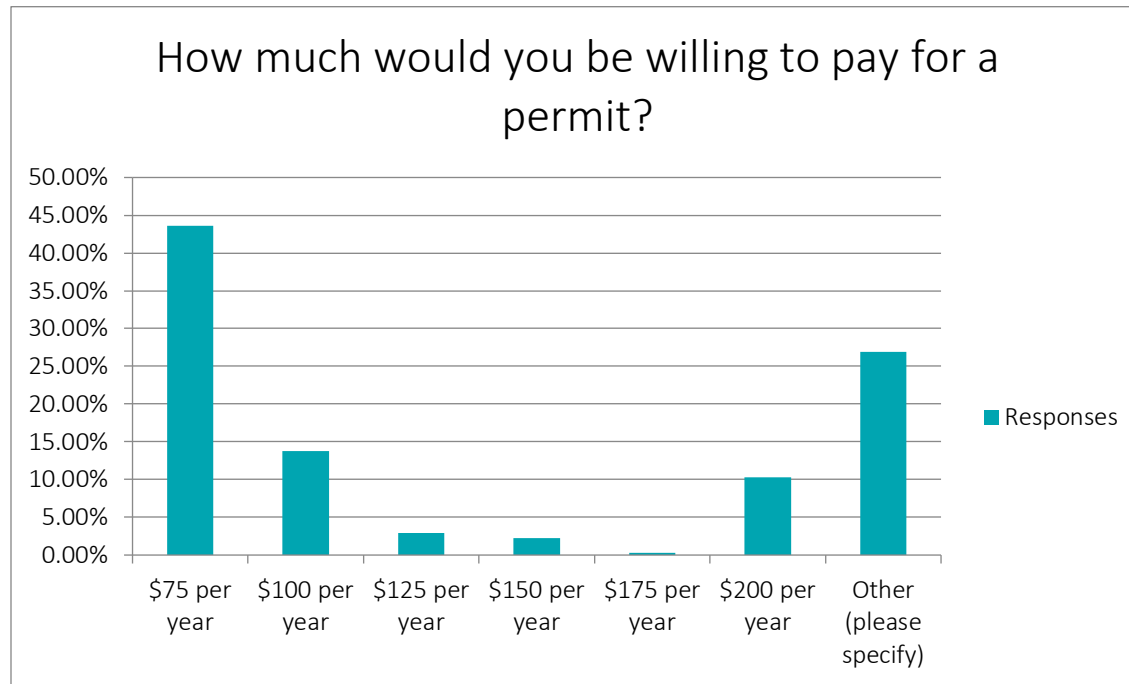
4	The answer to 15 is YES and NO. It's not just residents - what about friends and although I don't have family here, but family for those that have visiting family members.
5	Have them pay for all the cars that they actually use
6	It depends on the family size within reason and how many cars each family owns; case by case bases. Any if they have driveway; it should be used.
7	Do not support parking permit district
8	I do not agree with the permit parking, I think parking enforcement should be increased in evenings and on weekends. Double parking and blocking sidewalks is a big problem. I would like to see a parking structure for resident use.
9	uit
10	At least 2-3 per household, I have 3 units and total we have 6 cars.
11	Maybe it is per driver rather than the amount of vehicles.
12	one permit per car in household
13	Unlimited
14	There should be no limit as long as it is for a resident
15	It should perhaps depend on the size of property- one or two cars per room?
16	1 permit. Houses have driveways! Leave street parking OPEN for visitors!
17	It should be according to how many residents have registered running vehicles.
18	4 for permanent homeowners or renters and availability plto purchase guest permits for family from out of town that visit

19	One fee for two permits; fee for extra up to 4, contingent on proof of current registration and insurance.
20	depending on household size
21	2 paid one free for guest (guest hours will need to have a time frame not able to use for overnight)
22	Unable to answer since household incomes and sizes vary. I would hope strong messaging incentivizes households to limit cars and donate non-functioning vehicles to make room for easy flow of traffic.
23	The amount of licensed drivers
24	1 car per driver license
25	Depends on the number of residents zoned for each building
26	one permit for each current driver's license
27	Should be number of permits based on number of bedrooms.
28	Depends on how many bedrooms are in the home. I don't think a 2 bdrm should have 5 cars because that signal overcrowding
29	Depending on number of people on a lease for the home/apartment; that should be the limit
30	It should be based on home size.
31	Based on # of bedrooms for property

Question 17



Question 18



Respondents	Other (please specify)
1	0
2	\$25
3	\$50

4	between 100 to 200- some families sell cars and take all parking spaces- on Boswell St-Downey Rd
5	50
6	I am not interested in paying for a parking permit.
7	\$50
8	\$80
9	\$20
10	\$24 per year
11	I am not in support of a permitting practice. The area is largely low to extremely low income. To impose a fee/fine is predatory. Please address the challenges with regards to overcrowded housing first.
12	None
13	The permit won't help because most of the people taking up parking in my neighborhood our residence. We recently had the city close off Herbert Circle so that city workers could get through. As a result people started parking over in my immediate street and taking parking from residents that live on that block. Another big problem is that sometimes landlords are letting large amounts of people live in one house and they're not often immediate family. So if your house has an extended family or friends renting and there are seven or eight people then they have a lot of vehicles
14	Zero if these fees will be given to the Sheriff Dept. operations budget. They don't deserve more money if they don't do their job efficiently. I can bet my life you can get rid of 3 inefficient employees and hire 1 good efficient one. They are lazy, arrogant and drag their feet when servicing public complaints on parking.

15	No permits! We already pay taxes & very high rent - do not make us pay more to live here.
16	\$50 per year per permit. Where does the money go?
17	nothing, parking is public space. you don't have to pay to go to a public park
18	0
19	0
20	\$0 - \$25
21	\$50 per year
22	0.00
23	None
24	Not willing to pay for a permit
25	none, off street parking should never be paid for. The economic structure in East LA wouldn't make sense for a low socioeconomic neighborhood
26	Don't agree with permits the issue is current residents specifically two neighbors have too many cars for their house hold and they park all their cars on the street. We also have one neighbor that has a driveway park their cars on the street while the driveway is empty. This for stringer ave and Pomeroy st.
27	Zero..we are on a fixed income and cannot afford any of the above
28	\$50 because anything above that fee would become inaccessible for working class community members.
29	\$0

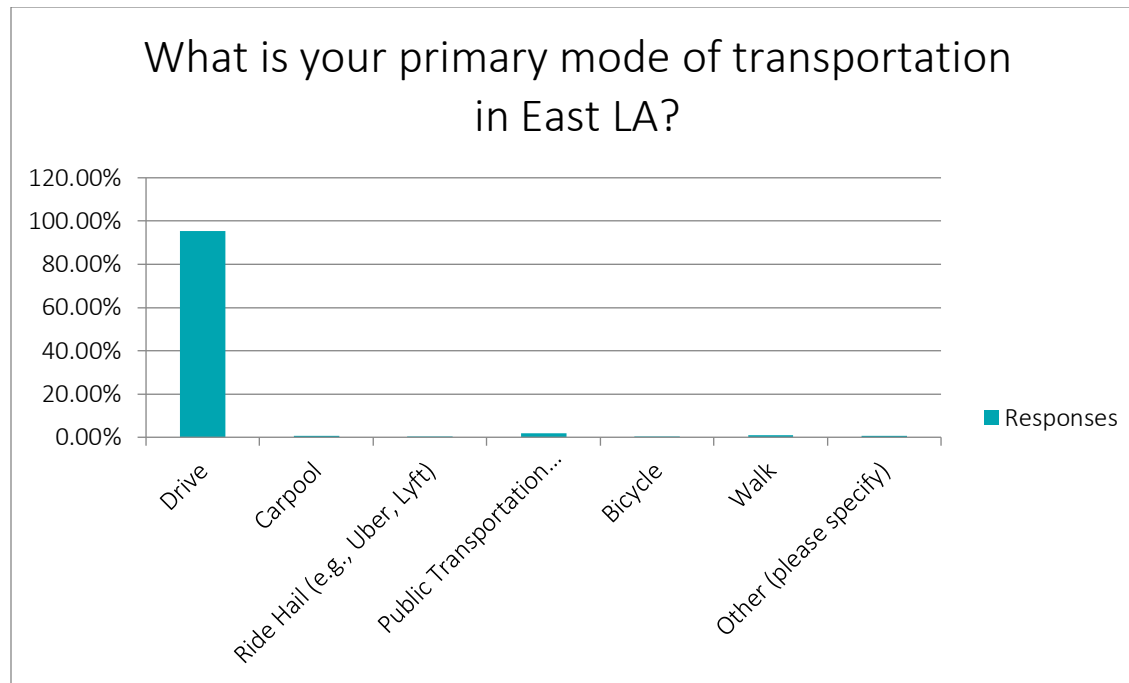
30	50.00
31	Should be included in property tax
32	Nothing!!!! We already pay enough taxes!!!!!! :O
33	50
34	As a home owner i should not be charged a fee to park on the residential streets - MY PROPERTY TAXES SHOULD COVER THST! GO AFTER THE BUSINESS THST PARK THRIR INVENTORY ON OUR STREETS!!!!!!
35	Two free permits per households
36	None
37	\$50.00
38	0
39	Can we get discounts for more than 1, \$75 is okay. As a homeowner, I would have to pay for my tenants. I would say yes! The permit would only be for cars outside.
40	I think this should be determined by the avg median salary in this area
41	I would rather not pay anything
42	Disabled \$0, one free other escalate
43	25.00
44	None
45	50.00

46	\$50 per year
47	0, I do not approve
48	Nothing
49	0.00
50	\$15
51	\$50
52	0
53	I Homeowners pay alot in taxes already we pay 00for curb and street maintence I think it would be nice 4 permits per home at 100.00 for all 4 plus visitor pass if only evening permits then less people who handicap have nurses and therapist that come throughout the day would need additional assistance if permits needed theoughout the dayt
54	\$50
55	none
56	50.00
57	50
58	First 2 should be free per household; \$100/year additional
59	0
60	1st one \$75, any more than that \$300each
61	\$40

62	\$25
63	50.00
64	Prefer no fee to park in my area
65	\$25-\$50/year. This is a low income neighborhood, I want my neighbors to be able to afford it
66	35.00 per year
67	None. Parking should be free!
68	None
69	20.00
70	If you are a property owner or lease holder it should not cost more than \$40 annually
71	0\$
72	It should be free we pay property taxes
73	\$30
74	0
75	50
76	Nothing
77	50
78	I don't support fees
79	25

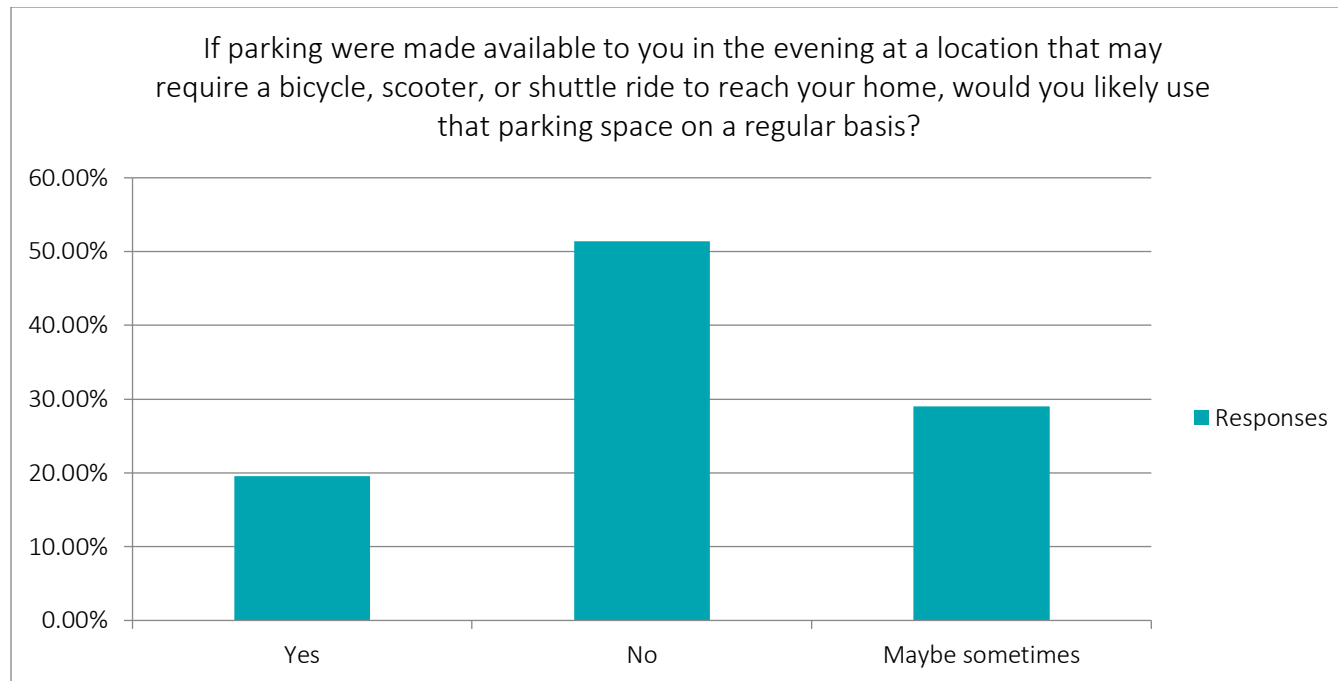
80	Sliding scale Sr. Ctzn
81	I'm not paying for parking ,my Taxes should be enough make permits available for home owners at no cost
82	None
83	\$50

Question 19

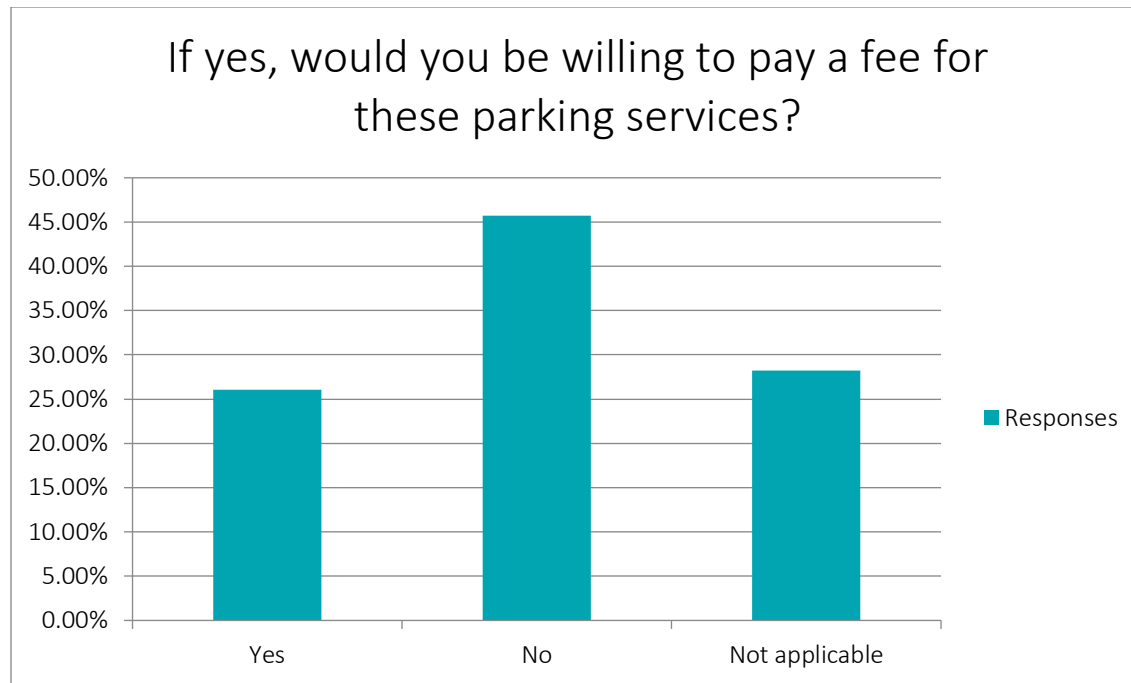


Respondents	Other (please specify)
1	I drive and take public transit interchangeably depending on the needs of my job
2	Company vehicle

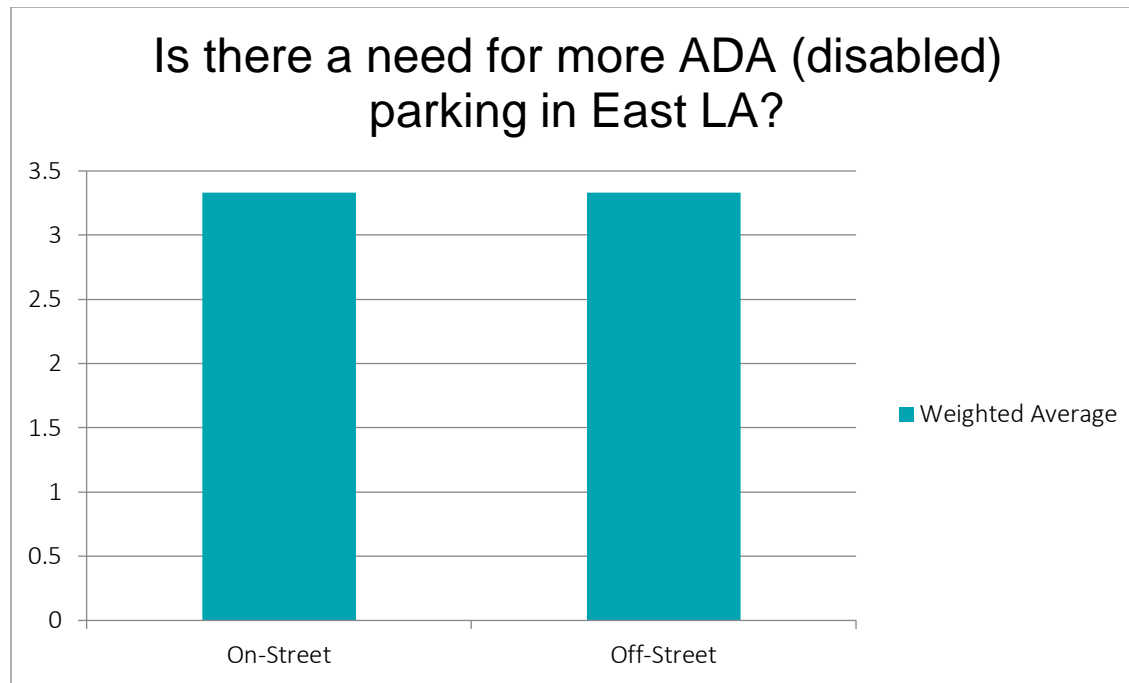
Question 20



Question 21



Question 22



Question 23 - Please provide address or closest cross-streets to your home.

Refer to Figure 20 for a reference map. Actual addresses not shown for the privacy of respondents.

Question 24 - Please provide any additional comments that you may have regarding parking in East Los Angeles.

Respondents	Responses
1	Parking was fine on woolwine till they put no parking signs on one side of the street forcing all those vehicles to find other parking alot of cars are also abandoned there never moved all this started whe. Covid started it makes it very difficult on everyone n the situation
2	Too many red and loading zones.
3	Too many cars parked on street. Some households have up to 8 cars parked on street. This should be unacceptable.
4	I have called the ELA Parking enforcement several times and can never get a hold of anyone. And leaving a message is impossible, the voice mail is always full.
5	We need help in contacting street sweeping. answers we may have .
6	They don't give tickets for expired tags or abandoned cars ... parking violations are not enforced ..
7	Cars that dont run that are left parked in one spot until it's time 2 move them for street sweeping.
8	I support parking enforcement issuing citations and tows to repeated offenders.
9	I feel that there are too many cars that are out order and are just move from side to side to prevent tickets from street cleaning. Those cars need to be removed.
10	Implement marked street parking spaces to prevent cars from parking too close to driveways and intersections.

11	Need to actively clean up and remove excess cars not operable. They are an eyesore
12	Not enough parking at businesses. 2-3 metered parking would help. Parking fines should decrease in amount. Over \$50 is too high.
13	There's neighbors that park there cars that they don't drive to save parking. They double park.
14	Too many cars per house hold and people outside the area park cars in front of my home and drive off with someone else
15	Low income families with cars that are inop leaving cars collecting webs on street
16	People in East LA sometimes space their cars too far apart and it waste space. There are also a lot of commercial trucks with junk in them taking up space on residential streets.
17	There are many households that have 3-4 cars and all of them have e expired tags/ registration and are parked on the street, therefore there is no available parking on the street, would suggest looking into that
18	Help us with this parking situation it's really bad
19	Na
20	The parking problem could be remedied if property owners are encouraged to clean up their existing garages and use these spaces for car and not for storage. Also, the city allowing people to convert their garages into living spaces is not helping matters. I have a neighbor that has 7 cars and he was allowed to convert his garage into a living space.
21	Asking supervisor solis and the planning department to issue residential parking permits. also need pay per parking space meters on whittier blvd.

22	Unless sufficient parking enforcement is maintained, parking issues will not improve only worsen.
23	I believe residents should be educated on the parking restrictions for example, can't park close to or block driveway. There are markings on the street and residents either don't know but the majority of the time don't care.
24	There are many unused vehicles taking spaces. Many vehicles belong to 1 address.
25	there are too many inoperable vehicles and campers parked illegally without valid registration and we need the street sweeper to clean the streets. our streets are filthy!
26	City help to add second driveway for 2 homes on a lot. Reserved parking I'm front home for at least 1 car
27	home parking space is used as car storages for non working cars for years. Limited number of cars per household should be implemented my neighbor has 3 parking spaces in their home whichvthey use plus have 7 cars parking on street
28	I really wish parking enforcement would do their job. There are so many cars that park on corners blocking the view of intersections and ada corner sidewalks. Cars double park over night. There really should be a night parking enforcement. There would be so many violations and you can use that money to pay for other East LA city improvements. Treat us like we live on the westside and get this situation in order.
29	Parking enforcement should cruise in the evenings also
30	There are some businesses primary from mechanics that leave the cars they're working on, on residential parking
31	People who don't live in the neighborhood park here, making it harder for the residents that live in the neighborhood to find parking once coming home. Although we do have neighbors who don't use their driveway instead they prefer to park on the street. They usually hold their most prized cars or cars they don't use in their driveway.

32	<p>I have lived in East LA for over 25 years. I am a homeowner with 2 garage spaces for our cars. However, despite having parking off street, it is almost impossible to find a parking space close by. If we have get togethers with family members, we have to encourage them to Uber because of this huge problem. Please help us with this problem.....it's long overdue.</p>
33	<p>Cars are left from local body shops</p>
34	<p>Illegal parking in alley is a big problem</p>
35	<p>There are too many houses that are converted to apartments and do not provide sufficient parking for all those tenants.</p> <p>There should be dedicated handicap parking that is assigned to the households that need it, too many people have handicap placards that take up all the handicap parking with a few blocks of the area for those who actually live there and need them.</p>
36	<p>One households have to many cars. That's why it's hard to fine parking and broken down cars.people always double park too.</p>
37	<p>North Bonnie Beach is primarily single home residents, it is in recent years that parking has become an issue. Possibly reasons beyond the scope of what the County can do, for example almost anyone can finance a car so we face too many cars on the road.</p>
38	<p>We have a lot of renters in the community and renters do not often have control over parking, especially when the property lots have been jam packed with housing stock and no parking. Additionally, the persistent economic disparities have continued to force many adults to live with their parents or other family members, thus increasing the number of vehicles in the area. Any parking solution must focus first on getting individuals with access to parking off-street to utilize it. Then we must focus on viable solutions that do not further punish those at the lowest income bracket which includes parking structures off site offered at no cost. Make it easy for people to offload their non-working vehicles in order to make room for working vehicles in their driveways and on street. Increase the number of building inspectors to ensure that when new housing stock is being constructed it includes adecquate parking.</p>

39	Lots of people parking Their cars in the middle of the street making it very dangerous For drivers... the round abouts took away many parking spots as well
40	There are some landlords that rent out homes to people that aren't immediate family and there may be more than five adults in a small home but everybody has cars to park . Parking was fine in my neighborhood up until a couple years ago when it started to increase and more recently when Herbert Circle was closed off, which is understandable especially when city workers need to drive through in the circle was overcrowded or double parked. also some kids are still living at home but they own more than one car at their age and it's not for work purposes. I think we need a parking lot nearby or what would really be helpful is a shuttle bus that would come up the hill by Herbert Circle if that's possible... That would make it easier to jump on the L soul bus and go downtown.
41	Feel free to call me with any questions at 626 533 0044. I have lived in City Terrace for 52 years. My name is Donna. I am glad that the County has recognized this problem. I hope it can be remedied.
42	Please do something about it. We have big metal collection trucks that are getting bigger, heavier, and unsafe taking over the streets.
43	Please do something. It feels like just talk and nothing gets done.
44	McDonnell Ave, between Telegraph Rd. and Olympic Blvd, lacks residential parking because of the car repair shops in the area take all the street parking spaces. Their cars are only moved when on street sweeping days.
45	We shouldn't have to pay for parking within our community. Please ensure there is rent control so families do not have to live together in order to afford rent in this area. Also, multiple homes in the area have been converted to apartments that has also effected our parking situation on the street. Majority of our neighbors respect one another's space in front of our homes. Also, it should be noted this area has older style homes where the driveways are too narrow for us to fit cars down them.
46	I strongly suggest Parking Enforcement pick up their slack and enforce parking restrictions. I guarantee you they would enforce it if we were in Beverly Hills or some rich neighborhood. Start with getting on the Sheriff's ass about doing a no tolerance enforcement for the rest of the year

	and see if that works. We shouldn't have to be begging our public servants (Sheriff/Parking Enforcement) to do their job. And it shouldn't be like trying to pull teeth to get complaint addressed right away. It's ridiculous! DPW also needs to update the infrastructure to fix the parking issue. This
47	<p>On the call it was mentioned that driveways were found not being used. Couldn't that be because someone was on vacation (like my roommate for 2 1/2 weeks) or they don't have a car, their car is too large to fit in their driveway, or they work later or earlier than when the observation was made?</p> <p>I think the residents with more cars than drivers in their household should be addressed. On our street one household has 7 cars and 4 drivers - unfortunately they are the most vocal when the street parking spot they claim is theirs is taken and their argument is that they pay taxes so it's their space.</p>
48	Parking becomes hard to find after 5pm, I have to plan my day to not go out after that time to avoid losing my parking spot, and at times it is inevitable that I must move my car and when I come back home I have to park 3 to 5 blocks away from home which is dangerous because I have been followed and I practically have to run home because I feel so unsafe, my son works night shift and same issue, no parking which at times we have no choice but to park on the red spots close to the intersection because of the lack of parking and for personal security
49	parking wars!!!
50	Many mechanics leaving cars out on the street to fix that take up space
51	Most households have more cars than licensed drivers.
52	It's completely unfair that so many people have cars parked on the street that are never used and or for sale as a business taking up parking on the streets. some people take advantage that street parking is free. A parking permit might be a way for people to get rid of unused cars.
53	We recently lost 50% of our street parking & our street parking was already tough. Now when I return home I regularly have to park 3 blocks or more from home. I have to walk on streets without sidewalks at night with my kids hauling groceries. I got a ticket for parking in front of my

	own garage. My neighbors car windows were broken & he was sad he was parked so far from home bc he doesn't know who did it. Now people are speeding down my street bc it's a wide hill. We want our parking back. Sending the sherriff thru at 4am to give out tickets was not OK. Permits are not going to work. We pay a lot in taxes & rent - we can't afford to pay for parking like that. Please understand. Stop ticketing us to death. It's a lot. Maximize parking & minimize excess charges, this is not Beverly Hills & these fees add up.
54	Get rid of unused vehicles
55	The infrastructure in City Terrace has not been updated since 1962; and today residents have more cars per family, apart. units, on Miller Street, have no parking and struggle everyday to fine parking. We have homeowners that prefer to park on the street and not used their driveway, homeowners that have tenants that literally block their tenants from using their parking space and last homeowner selling used cars from his house.
56	Owners are renting homes to tenants with multiple families and vehicles that causes the parking problems on the streets..
57	Our home unfortunately doesnt have a driveway, we are the only home without one. Appliance store (La Segunda) located on City Terrace Dr. takes prk from residents that live on Hazard Ave, in addition to an illegal taco stand that creates a gridlock. Also neighbor selling cars from his home easily takes parking from residents.
58	We need to hold residents accountable who have multiple cars (such as 20) that are inoperable and take up as much as two blocks of space. These are violators and they need to be prosecuted.
59	Charging should be last consideration. Some renters would have no where to go. I recommend innovative parking instead of traditional parking. How about adding marked parking spot. Horizontally and vertically
60	not enough enforcement. Cars sit for days pre and during pandemic. residential streets should not be the provider of overnight parking for businesses on Atlantic and Olympic that are lacking their own parking space on their property.

61	<p>There is an abundant parking behind dollar tree, numero uno market and 99cents store. The county should build parking structures there. There is no need to create a permit system, especially if you will be charging for it. It is the county's responsibility for the amount of development they have approved in East LA. Also, why will you be adding an extra cost to an already low-income renter community? Be considerate of the existing socio-economic conditions.</p>
62	<p>Appliance Junk Yard and Illegal taco street vendor on the corner of City Terrace Dr. and N. Hazard Ave. are a big cause of our parking situation. Also, neighbors who have car sales business and take up all the parking for their cars to be sold.</p>
63	<p>LA residents shouldn't have to pay a fee to have parking for their cars. You cannot survive in social without a car and you need parking for those cars. A parking structure is a horrible idea, this just means more cars are going to park there for shops and dining & it will not center the residents.</p>
64	<p>There is plenty of revenue being generated from citations, therefore, I see no reason to have to pay for parking. In addition, I am not a proponent of parking permit districts.</p> <p>While conducting your study, you must see that we have many businesses, schools, churches and residents, and parking is an extreme problem. I am also concerned about the cars that are parked for sale in front of Anthony Queen Library on Hazard Avenue. Another thing is NO MORE BUILDING if you cannot provide ample parking for the new building development! Thank you.</p>
65	<p>We are not sure if all of the 'ice cream trucks' are operable that are parked at what seems to be a parking lot for these suspicious vehicles that are like 'food trucks'. The trucks are not only noise nuisances and air pollutants, but they also are not up to health code and seem to be a front for other shady exchanges of 'things' in and out of the trucks. I attached a photo of one of the trucks, that very clearly has an address for an Ice Cream company (Huerta Ice Cream) based in Montebello. We saw the ice cream truck block a street for some time, as it backed up into a driveway of a residential home on Bonnie Beach Place, near the William R. Anton Elementary School, where we noticed another supposed 'ice cream truck' parked. These trucks often have very odd, creepy art and images on them, as well as graffiti. They look rusted, beat up and definitely condemned. We have also noticed neighbors of ours, visit the trucks on the street, for extended periods of time (sometimes an excess of 20 mins), not buy any ice cream, but instead exchange</p>

	something else (often bags that come from inside the homes, and the people pass off to the truck drivers).
66	We need more street parking enforcement
67	I live down around the corner from Floral Drive, and I notice many vehicles that are abandoned or inoperable. Rodents nest in these vehicles and chew the electrical wires, further detracting from the vehicle's capabilities thereby placing more financial strain on its owner.
68	make officers keep track of vehicle abandonment
69	I live in the hills and it is very difficult to navigate here due to visibility issues when making left turns. There are many accidents on both Rowan and Gage Avenues due to this problem. Cars obstruct the drivers' view and the speed at which cars are driving also impact the safety of both vehicle drivers and pedestrians alike.
70	I think before they built the new middle school on Kern/whittier blvd they should have built a parking structure. There is not enough parking and the school will really impact the parking issues. Also many cars park on the corner of a street blocking the sidewalk making it difficult to cross the street. In the evenings it is impossible to find parking. Many broken down cars are on the street and need to be towed. Landlords need to allow residents to park inside also. My landlord does not allow us to park inside, so I rent a garage for \$75. My vehicle does not fit in the garage, but it saves me a parking. At times someone would be in my parking spot, I have called the police on occasion. More parking enforcement on weekends and in the evenings is needed.
71	how to encourage those that have driveways or land on property to park there.
72	Every neighbor in this block has more than 2 vehicles per household.
73	where practical driveways can be expanded sideways to create additional parking. These are called driveway aprons. It will make the front yard lightly smaller but it week ease the parking. Perhaps the county can offer a property tax break equal to the cost of the apron.
74	I completely disagree with East LA having a parking enforcement fee. Why is this information not going around to our spanish speaking neighbors? Many of the decisions that have been taking

	place are only accounted for those that have access to internet. many of our spanish speaking community don't have access to a computer so I feel it is highly irresponsible to create a survey that is only limited to a few individuals.
75	permits won't solve the parking issue...the issue is too many cars to a home and not enough off street parking available
76	Street parking in our residential area specifically where I live 1226 Van Pelt Ave is dangerous. Cars speed down on our street, putting in danger children that live near by, cars are parked on the sidewalk, double parked next to each other, making the streets narrow with limited space for cars to drive through. My house hold as experienced two instances where our cars have been side swiped by speeding cars. In addition to a parking solution, our neighborhood/ street need speeding signs and should consider the option of speed bumps. Our neighborhood deserves a safer living environment. With our narrow streets, I don't see how emergency vehicles like ambulances or fire trucks could make it through our streets. This seems to be developing as a bigger problem than I realized. We need a solution. Thanks.
77	People aren't respecting driveways anymore, always blocking residents. I really encourage Parking Permits.
78	Permits will be the only thing that will solve parking, as well as getting junk cars off the streets, there are so many of them that haven't moved in months
79	There needs to be some sanctions for funeraria Latino Americana on Whittier Blvd/Alma Ave bc they park their funeral vehicles on my Alma between Whittier and Verona, plus tell their patrons to park at Salazar Park
80	We need parking enforcement officers to make regular rounds in the hills of City Terrace. You make great plans but people do not follow the rules after 5pm or on weekends. Also, please encourage people to clear out their garages and to park in them. Dumping is also a huge issue. People cannot park because there are mattress and dumped furniture throughout N Gage and City Terrace Dr.

81	More street cleaning.
82	None
83	Parking in East LA is an uncontrolled nightmare. Residents and visitors alike, know very well that parking enforcement is virtually non-existent and thus there is little to no regard for posted parking restrictions. Parking enforcement, itself, needs to be enforced.
84	Too many apartments are being built with not enough parking spaces. A lot of landlords do not allow their tenants to park in the property.
85	People double park, and those who have space in their driveways prefer to use street parking, cannot understand why
86	It's getting infested with unused vehicles.
87	N/a
88	To many people with to many cars that are not being used at all an don't get moved.
89	double parking is starting to occur and has been causing traffic and small accidents due to no parking
90	Too many illegal rental units that do not provide parking for their tenants. Extreme problem with double parking, literally empty cars running, while dropping off kids at a home daycare that offers no parking. People using disabled spots as reserved parking, sharing a disabled plaque, telling neighbors door to door not to park on disabled, and keying and spraying cars that park in the disabled.
91	Many homes have been converted into apartments, which now include homes holding more than three adults, and with each adult that is at least one car. Perhaps there is a way to make a rule where property owners have to provide one parking per adult living on the property. Figure out a way to reduce illegal room additions/ without permit which is probably why there is an influx of vehicles, and less parking on the streets.

92	<p>1. Owners/tenants should be enforced and encouraged to use all the available space they have within their driveways or garages to minimize the over crowded street parking for those that do not</p> <p>2. Over sized trucks such as produce, ice cream, trailers trucks should not be allowed to use regular street parking especially if it's not in use</p> <p>3. Towing should be enforced for street cars/trucks parked with expired tags</p>
93	<p>Not enough parking should do paid permit parking , fully support that as some people have way too many vehicles and constantly block driveways</p>
94	<p>Parking is really bad something needs to be done with people who have big business trucks they should find parking somewhere else as far as other tenants should only be allowed one parking space per car and not take other peoples parking space and leave car for days is ridiculous that you could not even park on your own street parking because you have tenants who have more than 6 cars per house hold member and occupied entire street</p>
95	<p>Biggest issue for me is non operating vehicles left on street and similarly, people with multiple cars leaving their excess cars outside.</p>
96	<p>Parking in East LA is bad . The cars are always blocking cross walks or sometimes even the curb ramp and that's something the city should really enforce because of a handicap person falls because the ramp was blocked that would be a lawsuit . And sometimes you can't even see on coming cars . That's why there's so many accidents now in residential streets because you can't see on coming traffic. On my street some residents just show up and double parked and leave there cars all night till next morning . And they never get ticketed. I recommendation is to implement parking permits and that will open up parking . Cuz many persons use the street parking as storage.</p>
97	<p>I believe part of the problem is multiple families living in a single family home. Also too much population density. The building of apartments and/or condos where single family homes once stood is a big part of the problem. I'm seeing three and four unit buildings in R-2 zoned areas.</p>

98	I understand it's their job but parking enforcement give out so many tickets way too often. It's dangerous for women to park so far and walk to their house if they work night shifts. I have struggled with being followed and harassed because of lack of parking
99	Many people are selfish with parking, taking up whole blocks (moving cars to tighten space for parallel parking, not allowing others to park)
100	Stop these used car dealerships from parking their cars on the Streets and you will solve a big chunk of the parking problem. CHARGE them for parking permits. And apartment renters- charge them for permits if their building doesn't have parking. 6 people in one apartment and each one has a car, and there's 25 + apartment buildings with 20+ units - you fo the math!!!! So between the apartments and the used car dealerships home owner s have no extra parking!!! I've lived here over 50 years - my mom more than 70 years so we know what its become. Check out West Hollywoods permit parking!
101	No RV parking in residential neighborhoods
102	Double parked vehicles and ice cream trucks create a hazard by forcing other cars to go around them and into on coming traffic. I would like to see CHP involved in this survey in addition to parking enforcement and LASD.
103	Paid parking
104	There's no enforcement of the no parking zones so people continually park there blocking my in my drive way
105	Most households around me have more cars than licensed drivers.
106	The City should cut down on people operating Mechanic shops out of their homes
107	The ongoing issue on parking is due to neighbors double parking. There is parking spaces that can fit up to 3 or 4 (depending on car size) cars. Instead neighbors double park in spaces purposely occupying just the right amount of space that doesnt allow another car to fit. I must add that moat of the neighbors that double park also have they're driveway unoccupied which would make more parking available.

	Also there are commercial trucks and tow trucks that are parked in residential areas. Many cars that are unused and Non Operating Vehicles have been parked for months
108	There is too many cars, too many houses/ residents in one house/ per block. I believe it's a density issue and the lack of efficient public transportation. Many residents have cars that don't operate and take up space. Many vehicles park blocking the intersections and pedestrian walkways/ curbs.
109	We limit ourselves to leaving due to losing parking, no one likes to visit due to parking, there's a lot of car non-operated parked, a lot of auto mechanic activity going on and cars left for days.
110	Painted lines on street would help with parking, so people don't park midway to "save" stops, or be in the shade.
111	People just don't care, they park in red, they block other people's driveway. They block fire hydrants, they park on sidewalks
112	Neighbors purposely park many cars on the street even when having driveway also residents from 2 blocks away park their cars and dont move them for days as well as some neighbors double park to save parking and some neighbors get upset if you park in front of their home on public street and they proceed to throw dirt or trash on your cars or stick nails in your tires.
113	I would like to have my own designated space in front of the property, I do not mind paying for my spot. This would help with trash day and provide at least 1 space for the tenant that has 3 cars. I provide my tenants at least 2 parking spaces and inform them that if they need parking, to put in their car in the property. Some of the property owners never provide their tenants parking. I fight with people that live a block away coming to our block to park their car, the issue is them moving my trash cans when I have them outside my home (1 space). This is a huge issue in our block!!
114	On my street there is a neighbor who owns an auto body shop down on Eastern & Floral but he parks all of his Vehicles that need repair on the street. He has taken up at least 5-6 spaces on the street. If he would store his vehicle that need repair at his shop there would be so much more room on the street.

115	I don't support paying for permits, the problem is the area has a lot of renters vs. homeowners now and these people have like 4-5 cars per house. It's ridiculous, especially the people who's business is metal pick up or junk removal services. They have big trucks that take up more parking space.
116	Na
117	non operational vehicles up to 5 , same spot. Doub
118	Previous tenants that have junk collecting trucks leave them parked here overnight then come and park their car during the day to take junk truck during the day.
119	Need more parking
120	too many people from other block away Park a vehicle taking 2 spaces so that they have a space for their second vehicle.
121	no permits needed, ban trash can placeholders and double parking.
122	Too much dangerous overcrowded housing causing parking wars.
123	Lots of non operational cars both on the streets and peoples driveways .i find this behavior very ignorant.
124	There should be a parking structure built on the large chunk of land that contains pure empty field. Specifically, between Hay St. and Brady St.
125	I don't understand why you think that charging me for public Street parking is the solution. You are taking away my right and charging me to take it back. Unheard of and ridiculous.
126	N/a
127	Neighbors having more than 4 vehicles and Parking them on the street when they have a driveway available to them. Local mechanics or repair business' parking their clients vehicles on the street.

128	people having multi cars that doesn't have tags. Cars not working.
129	Several RVs set up as permanent residences by Evergreen Cemetery, Superior Grocers, and one RV has been parked on Michigan & Eastman for over 15-20 years.
130	Our neighbor has two cars which he rotates in the spot in front of our home so it's never available. People double park all the time. Our driveway is blocked at least once a week. It's ridiculous! Something needs to be done about it. INSTALL SPEED BUMPS TOO! So much speeding!
131	We need something done about the motorhomes being parked on the streets in the area, they take up too much space.
132	Broken down vehicles, businesses vehicles should NOT be allowed on residential streets.
133	I really think parking permits are needed. I sometimes have RVs parked in front of my house. Also many people rent their garages and have multiple cars parked on the street when they are never driven. Or too many cars for 1 household. Parking permits should really be given based on house size. There's no need for 6 cars for a 2 bedroom house. People also need to utilise their own garages.
134	Neighbors only move car for sweep and then park the rest of week
135	Too many cars on the street
136	I do not believe that residents paying any additional fees is wanted or necessary. There is already city/county money for this. Do not make residents pay!!
137	I hope this survey actually helps and fixes all the problems that the police and parking enforcement ignore because this is not the west side
138	People have like 4 or even more cars that they never move! I don't know if the cars don't work but they've been parked in the same spot for 6 months now since this COVID situation started

139	If permit parking went into effect, I would support being able to buy an overnight pass or weekly pass.
140	Parking in East LA is horrible. There are many people living in these homes. They don't use their driveways at all.
141	Car dealers need to move there cars onto there lots homeless in tailers living at park and sce building and schools provide parking for staff and pick up students not through residential area. Residents deserve peace and quiet throughout the day. Kipp uses speaker at 745 am shouting at students have many seniors and people who sleep in the morning due to working graveyard shifts. And be woken up to hearing " Whos in the house" and kids screaming cheering the teacher on , Hear nothing from Garfield,St. Alphonus or 4th street school.
142	This issue needs to be resolve ASAP
143	It's harder for elderly because we can't be walking at night alone when we have to park a block or more away because we can't find parking on our street. Property owners should be made to supply parking spaces to all their tenants, should be a law.
144	To many families park on the street instead of in their driveways
145	Parking issue needs to be resolved ASAP
146	Need permit for gold line users park in the neighborhood to avoid parking structure fees for parking
147	To look at parking in isolation is scary. The earlier move that has allowed for increased units has resulted in tremendous paving of front yards to make parking. We cannot sustain that effect. It is ugly, bad for our neighborhood, and the environment. No one cares - we need to start educating and enforcing the code on hardscape.
148	Illegal added housing adds more cars and they do not provide on property parking
149	Parking is EXTREMELY 🗨️ we definitely need help

150	A lot of the issue in my community is homeless people who are living in their vehicles and spreading out to other parking slots and onto the street.
151	Parking closest to my residence is only option for me. If this cannot be met then I am not interested in parking permits and rather take my chances.
152	There are way to many cars on the streets. Especially at corners. Making it very difficult to see cars coming in either direction when trying to cross an intersection.
153	Parking on Sydney is way out of control ever since they started parking on both sides of Sydney.
154	For many years we have asked for permit parking and it has never been addressed. My owns a triplex that has its own driveway and at times we cannot access our own driveway since other cars will block it. We have lives here since 1962 and it is a pitty that street services are provided only with the bare minimum. We have requested speed bumps since my father was murdered in front of this residence due to a gang initiation. We were denied that since the street didn't qualify for it. A murder did not justify speed bumps. Parking is TERRIBLE on our street people stalk the street sweeper and if we wait until 3, the proper time to put a car on the street we will have no parking. Woods avenue between telegraph and Atlantic is terrible. Help us reclaim our neighborhood, the place we love and call home.
155	A lot car park on the street use them for storage or not move them for days
156	I 'm worried about the growing number of loitering on Escuela St. Cars come and go and leave food container trash, marijuana dispensary containers, alcohol bottles, used condoms, etc. My block wall gets vandalized often. Parking should be okay but not to hang around and trash the street. I once witnessed a couple park and have sex in the back of their vehicle. Grocery carts are left on the street or sidewalk.
157	house hold have 5-8 cars, some do not use driveways some hold spots. I work 8 hrs drive in some time traffic to get home and not parking

158	Although I have a driveway, I strongly feel I am entitled to street parking. As a homeowner, I pay taxes for the repair and maintenance of the street. Landlords and developers should be required to provide parking for tenants.
159	<p>Constant monitoring by Parking Services to ticket vehicles blocking Fire Hydrants, Street Corners painted red (limiting turning visibility) and double parking will make large revenue for the community if performed correctly. Part of the problem why people are inclined to repeat this behavior is most likely because there are zero consequences to this behavior.</p> <p>Also, neighboring businesses might need to allow 'permitted' parking in their parking lots if they are walking distance to nearby households that are impacted by family/car size. Permits may allow easy enforcement for after-hours monitoring.</p> <p>Thank you.</p>
160	Because there isn't any restrictions with the Parking other than during street sweeping days, people take advantage of the parking.
161	Please enforced abandoned vehicles, fixing vehicles, and RV on residential blocks. Huge problem on 400 N. Alma Ave
162	Too many run down cars and illegally parked trailers are the biggest problem.
163	It should be control as to how many vehicles are own per household not more than 3 vehicles
164	The biggest issue we have with parking is people not using their drive ways, ppl parking from other housing units and currently people home because of the pandemic and parking enforcement still issuing tickets with no place to park!!

165	I just want to be able to park in front of my own house and not have to worry about my neighbor taking my spot.
166	If permits are required, what would happen when we have family gatherings. Parking would be a nightmare and for my guest to get temporary parking permits would be a nightmare. What is suggested in those cases. I would recommend an online permitting app
167	There's way to my cars per residency !
168	People are over crowding houses with adults that drive. Adults have more than one car and use the street as a used car lot to fix, wash and store unused cars.
169	So many cars not enough parking
170	Having something like this will help fix parking issues especially because many vehicles that are parked there aren't moved at all.
171	Parking enforcement needs to remove all abandoned vehicles and give tickets for double parking. Also, there are 10 cars to a household which makes me hard for everyone to find parking. Tickets for people who double park.
172	A lot of people own more than 4 cars and only two people drive also homeowners should have more privileges than renters on the parking situation
173	we have to reduce the amount cars on streets. There are way too many families living under the same house hold so their for they all have cars and its not fair! start strict permits and fees you will see how quickly it cleans up
174	Using empty land as a parking lot
175	I think my biggest gripe is just that people will park a car for 2-3 days even more without moving it. When authorities are called...nothing gets done.
176	The parking in East LA sucks ! So after 3pm you have cars parked on red, or on fire hydrants double parked as well on some streets And on the intersection corners you sometimes can even

	turn or see on coming traffic cuz there's cars parked there as well . And seems like everyone knows that parking enforcement doesn't operate from 5pm to 4:30am everyday and off on weekends cuz that's when it's completely worse . I think 2 permits for home will be great cuz it will also get people to put there cars inside . For example there's neighbors that have like 6 cars and don't put none inside .
177	Parking permits I believe are not the answer. This will only cause financial hardship on certain residents, and with so many residents living in converted living spaces, they will only start to park on the properties lawns etc...there is just not enough space provided anymore on residential lots to park cars and precious space is taken up and cars are no longer viable to park on properties.
178	Too many people per house. Too many homeless people living in RVs.
179	It's not always safe. There isn't good lighting. Too many residents per household is the main issue. Not enough room for everyone.
180	No Rv parking
181	Crack down on people living in unpermitted garages.
182	There are cars parked on the street for month. There is no patrol of parking or enforcement.
183	enforce regulation of large vehicle parking
184	Saving parking by double parking.
185	Some people have more than 3 cars taking up street parking they never move them , or most double park
186	Too many properties with mechanic shops in their homes, taking parking spaces. My neighbor parks 4 cars in a 2 space street parking. 1 blocking sidewalk the other at the entrance to the street. Clearly a citation!!!

187	Households have plenty of parking and hardly anyone parks inside also most neighbors will double park to save a spot and only move at their convenience!!! 😡 😡
188	Something has to be done about the parking situation here. Parking enforcement is a joke. I have had problems with people parking in front of my driveway and I have had about half dozen cars towed away in the 10 years I have lived here
189	Cars parked on corners or red zones make it dangerous for cars to make right and/or left turns. Cars double parked on the street overnight
190	It is very hard to find parking at any time
191	Vehicles that are being used as a business, for example pick-up trucks that have been modified to be used as metal collecting or gardening, should not be allowed to park on residential streets.
192	The safety of our residents is vital. There are to many cars that make it very hard to enjoy the neighborhood safely.
193	I SEE A LOT OF RESIDENT THAT HAVE DRIVE WAYS AND INSTEAD OF PARKING THEIR VEHICLES IN THEIR DRIVER WAYS THEY HAVE CLUTTER OR TABLES AND THE FAMILY HAS 4 TO 6 CARS AND THEY ALL PARK IN THE STREET WHICH TAKE SPACE FROM HOMES WITH NO DRIVE WAY OR LIMITED DRIVE WAY SPACE.
194	Too many cars in one household and they take up 2 spots and dont consideration for anyone. Cars are often broken into
195	Cross walks are blocked making street crossing dangerous. People double park.
196	It affects the quality of life in City Terrace. It makes our streets unsafe for pedestrians and drivers because the cars are so full of cars. On numerous occasions, the fire dept hasn't been able to get up here for emergencies. A car ran into 3 vehicles.

197	Too many disabled (ADA) parking spots not in use from no longer living residents, causes issues such as illegal use of parking spot or no use of parking at all.
198	To the planning staff, please please please recommend at the top of your recommended interventions for residential parking permits!
199	I would recommend marking out the parking spaces. Any car taken two spaces should be fined or towed.
200	Create a permit system to allow parking in Belvedere park between 8pm-8am. Charge a fee per month or per year, use the fees to pay a security person, even though its next to sheriff's Station. And use the rest of the fees to fund other parking issues
201	Mostly concerned with an unnecessary amount of street sweeping and non operational cars
202	I would love a permit based parking. Also, we should not be allowing RVs/Motorhomes to park on the street over night. They take up multiple spaces, and when parked close to an intersection makes it impossible to see oncoming traffic. Similarly, vehicles that are primarily used for business should not be allowed to park overnight. We need to save the spaces for resident and their guests.
203	To many cars per household and some are non operating. 10 plus cars per household at times. You even see people doing mechanics to cars on streets. I would be happy with permit parking and road humps. We live in the hills and people drive so fast up here. Not safe for our kids.
204	This parking situation is ridiculous. People park 5 or 6 vehicles per home. and they don't use their off site parking
205	Residential buildings should not be given a construction permit if enough parking spaces are not part of the construction. Too many apartments around my neighborhood and not enough parking.
206	Parking not the issue for me as much being able to leave in the morning and evening from my driveway. Of course once we get back to normal again it will become a problem again.
207	Parking is an ongoing and chronicle problem in Unincorporated East LA. There are several cars per household and many do no use their driveways or garages - many times because they've used it for

	<p>storage purposed. I do not believe parking permits are the answer and if selected areas opt in, it will only push the problem out to surrounding areas/neighboring blocks. I am in favor of STRICTER parking enforcement to begin setting a precedent of parking etiquette, such as NO double parking, no parking in the red zone or blocking water hydrants.</p>
208	<p>Limiting multi-car households taking all street parking is essential. Neighbors have 5 cars!</p>
209	<p>Lots of cars parking in their driveways which block pedestrian, wheelchair and stroller access to the sidewalk, you have to go into the street with your wheelchair and strollers (on trash days you have to go out more into the street) making it very dangerous but I've reported it many times and it just keeps happening. Cars are constantly in their driveway blocking pedestrian sidewalk</p>
210	<p>Red curbs are never respected.</p>
211	<p>There are too many households with multiple cars in them , and many, many people have junk cars stored on the streets (that they only move once a week for street cleaning) . This clearly shouldn't be allowed. People park illegally on corners and block sight at intersections .</p> <p>Also there are lots of abandoned vehicles.... and people living in vehicles. If everyone were made to get permits it would be a much better story for the people living and working in the area . We know of one household With 7 cars- and they don't even use their own garage because they use that for storage!!</p>
212	<p>Parking is a nightmare in our area. It's outrageously dangerous and unregulated. Parking is allowed on both sides of the street which makes the roads one way. It's so ridiculous and a obvious hazard. To get onto a Main Street we have to back up multiple times for other cars to pass. Many in the area have several cars, my neighbor has over 10. This takes up all the street parking from those who need it. There are cars sitting around that are clearly abandoned and the city does NOTHING. What do we pay taxes for exactly? Oh that's right to fund payroll for corrupt politicians. The streets are an eye sore, dangerous, and clearly neglected. We cannot even access our electrical box because the city won't designate the area no parking. Not that anyone follows the parking signs anymore I have never one seen parking enforcement or street sweeping on my block.</p>

213	There are too many cars parked on the street that are inoperable, I received a ticket for being in the Red, and the car in front tags were from 2018 there are work vehicles and trailers parked on the street people are starting to block spaces with cones, and trashcans, Hilda Solis is garbage, tell her there will be a photo op on my street if she can address this, and I bet she will be all over this
214	A lot more has to be done with people living in their cars, I've seen many moments of public urination and defecation. It creates health hazards and public safety concerns. Perhaps create a space where folks who live in their cars can park and stay and have resources for them.
215	Not enough parking on street
216	Start regulating mechanics (home and business) that use all spaces to store their cars.
217	There are way too many "junk" trucks that park on my residential street. 5-7 each night. Full of metal and washing machines. Since Covid began, cars sit abandoned for months. Lots of inoperable cars. Lots of business on Atlantic during daytime think 1200 block of Amalia is their personal parking lot.
218	There are way too many illegal units on properties that are being rented which creates this parking overflow onto the streets. Many many residents have enough space in their driveways but decide to saturate the street because it's easier to come and go. Also, many households have adult kids still living at home or the kid's entire family living with their parents which creates more cars on the street. I have seen many cars parked on the street that residents move back and forth to use as storage when they can park in their own property/driveway. Many are older classic cars. Time to get rid of them.
219	The parking in East LA is ridiculous. There is no enforcement and the residents know it. There are many cars parked illegally and they block driveways, sidewalks and crosswalks. This makes it impossible for people with disabilities to travel safely on sidewalks. People also park where there are clearly "NO Parking" signs, in front of fire hydrants and on the corners of intersections. It is very dangerous to drive in East LA because of the cars that are parked on the corners of intersections. You can't see cars coming or people crossing the street. People also have multiple cars with expired tags and they use these cars to save parking spots. I grew up in the city of Los Angeles and never have I been somewhere where the parking laws are ignored. It is really shocking that there is a lack of parking enforcement. When my wife and I drive in the neighborhood we play a game where we

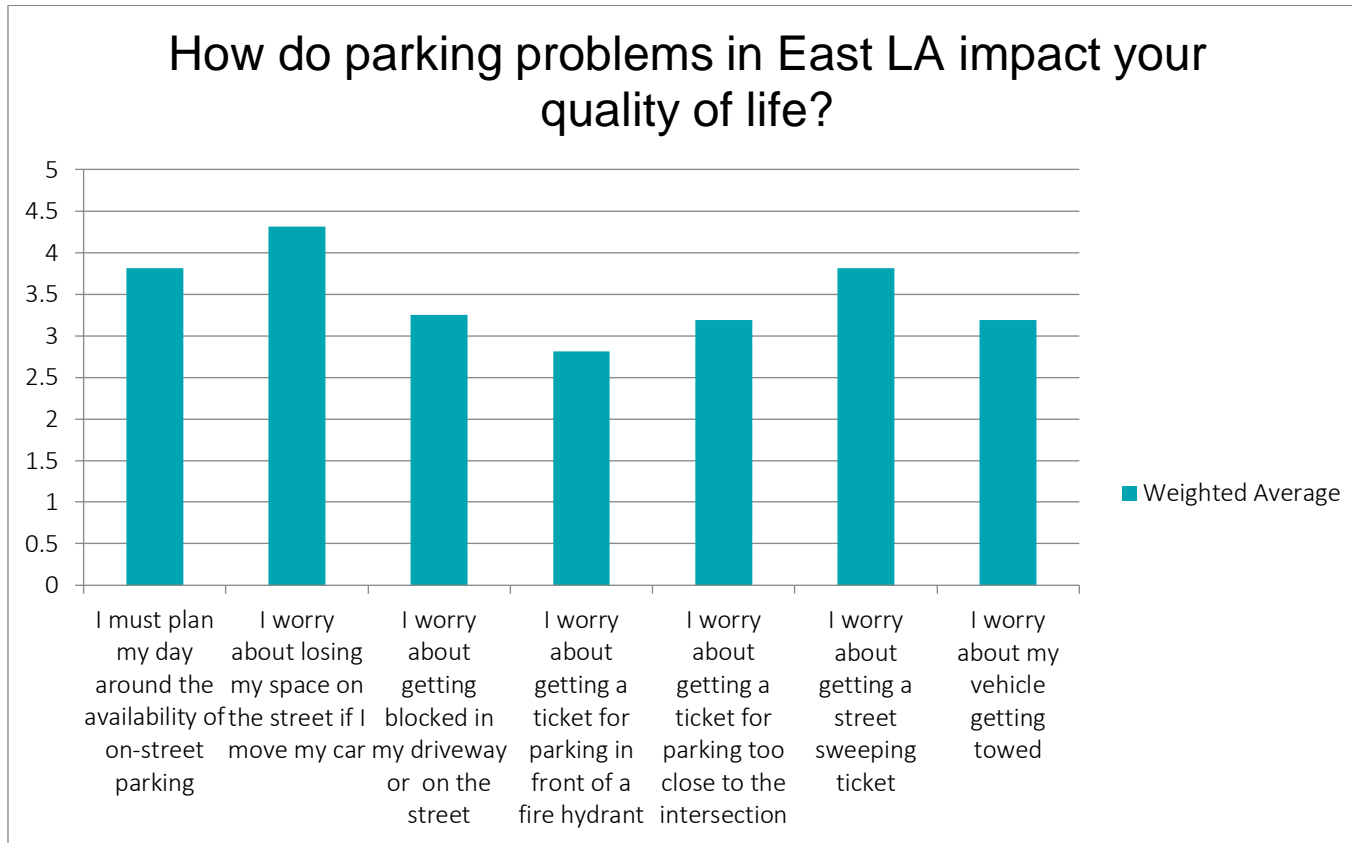


	<p>spot illegally parked cars and they are worth \$25 dollar tickets, who ever issues the most tickets wins. Sadly there are times when one of us wins with over \$1000 dollars worth of tickets in the span of 10-15 minutes. The parking enforcement needs to be implemented in East LA and using the pandemic as an excuse is not valid because parking was not being enforced to begin with.</p>
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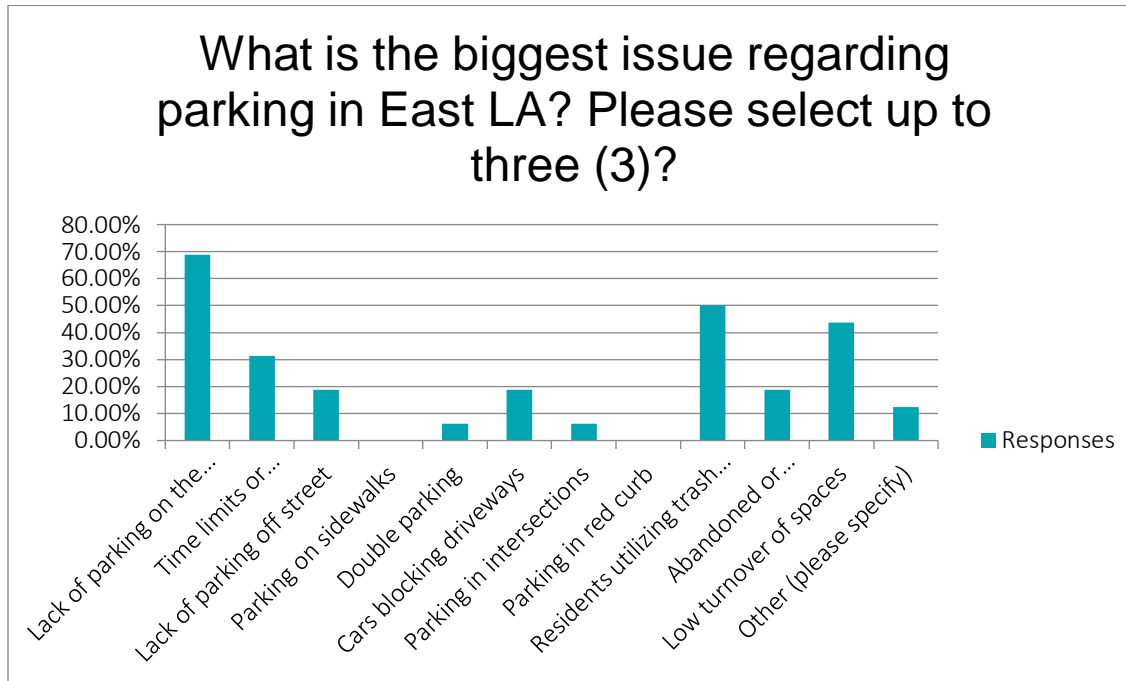
Questions 25 – 38

No charts provided as there were no respondents that answered these questions. These questions were directed toward business owners in East LA.

Question 39

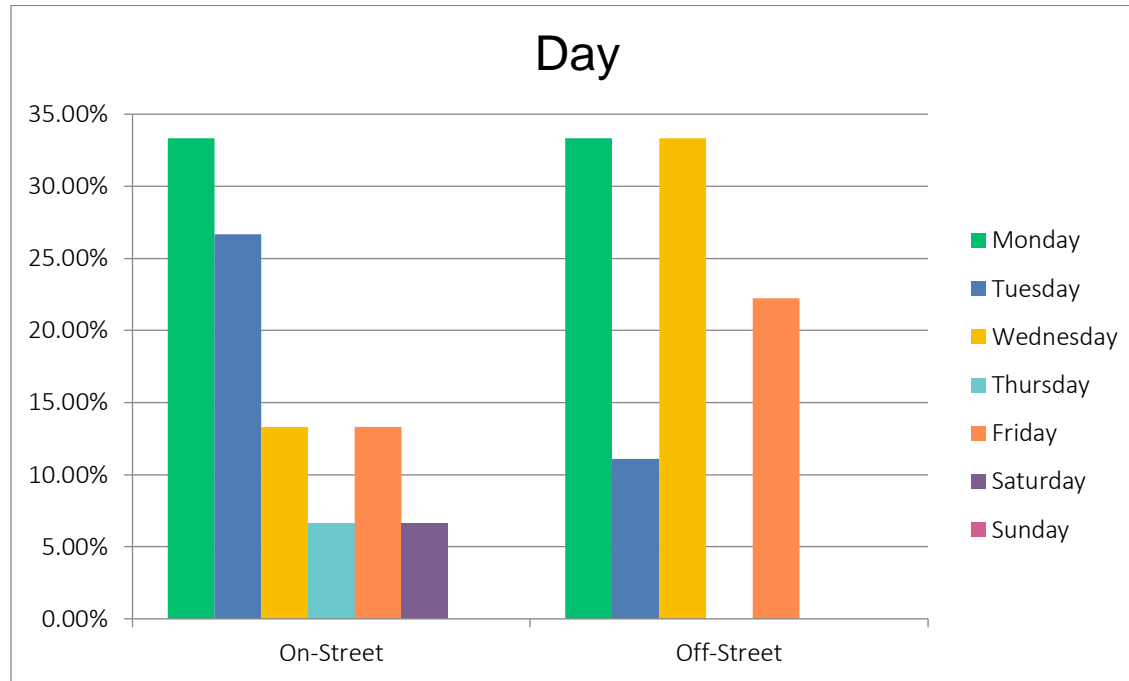


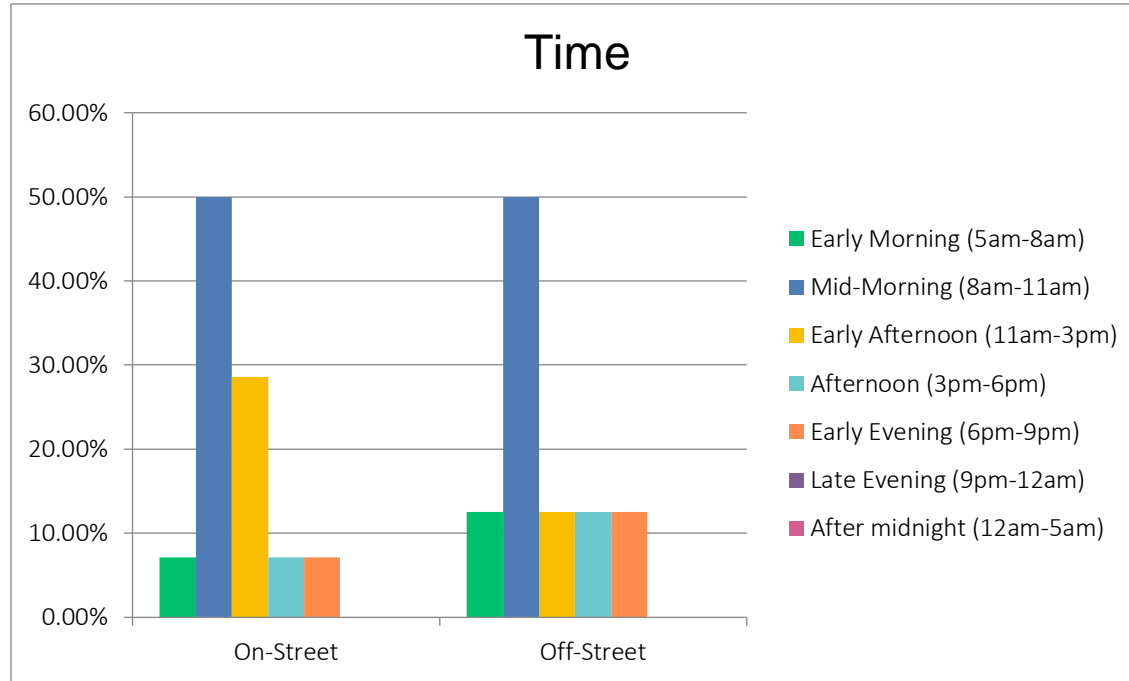
Question 40



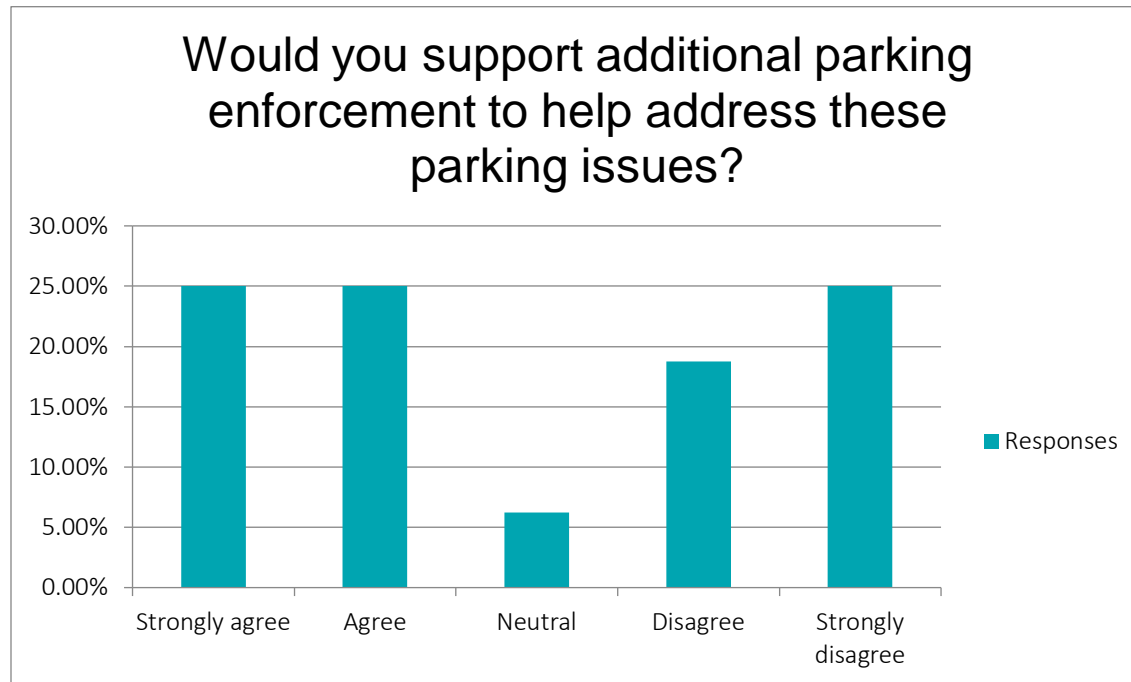
Respondents	Other (please specify)
1	Lack of available ADA parking, lack of safe sidewalks, lack of enforcement for ADA violations
2	Lack of parking on street-sweeping days

Question 41 - What day and time is it most difficult to find parking in East LA?

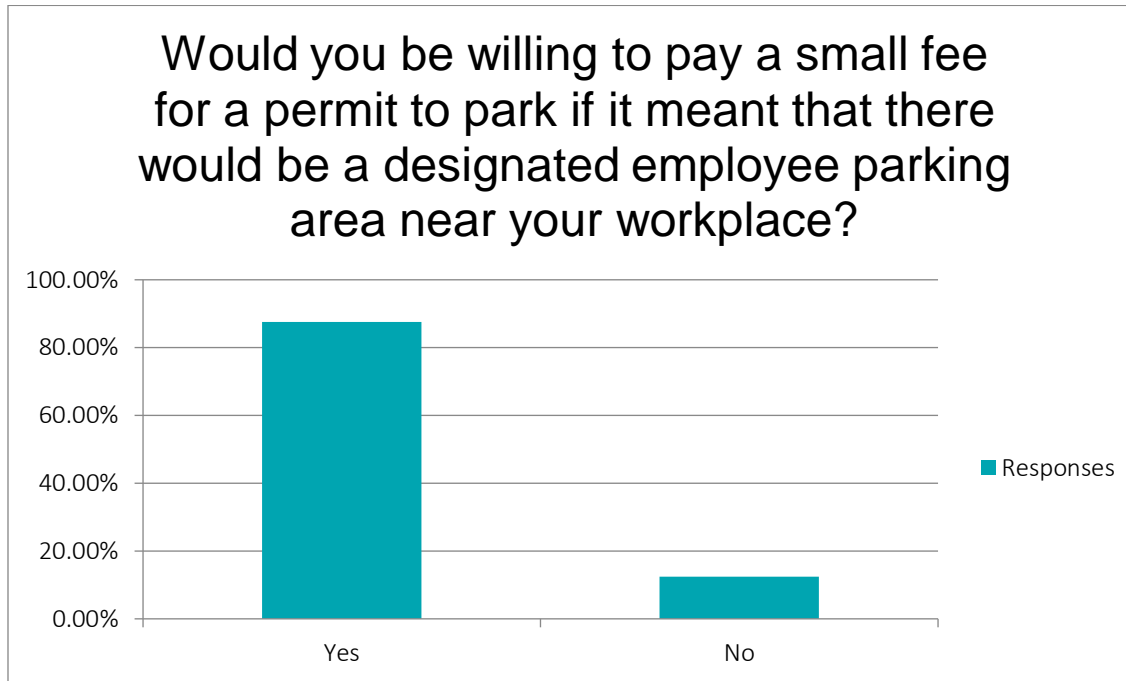




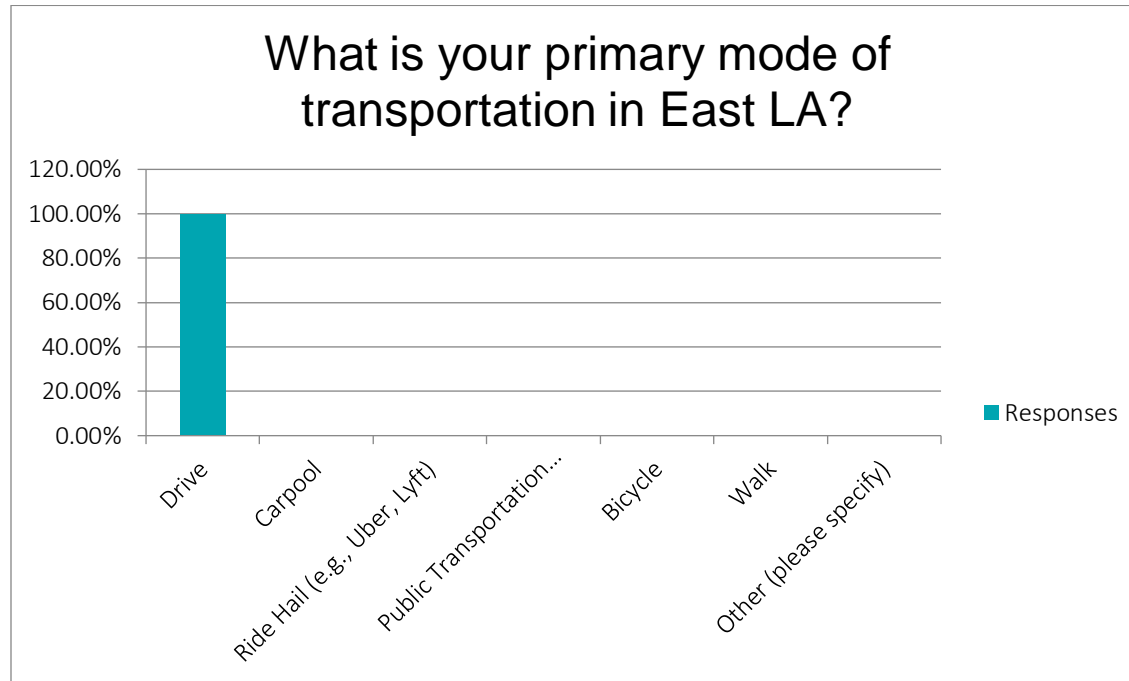
Question 42



Question 43



Question 44



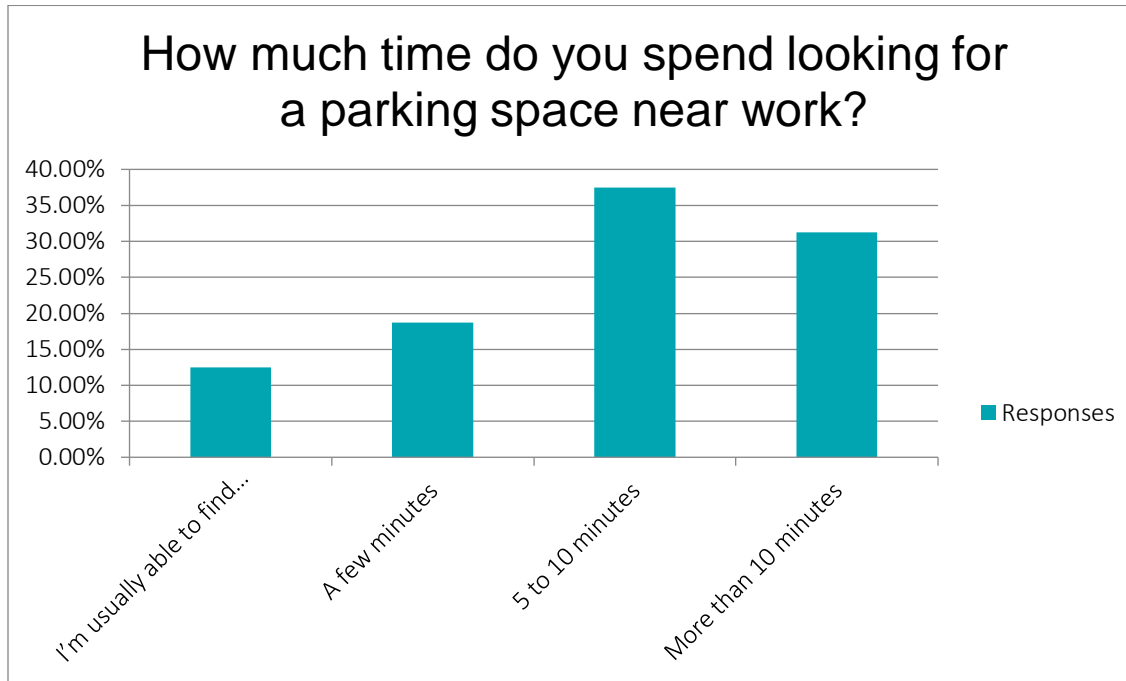
Question 45 - If you drive, where do you typically park?

Respondents	Responses
1	In the site parking lot if not full.
2	Park, street, building-specific parking
3	Street
4	On the street.
5	In residential area next to business
6	Street Parking on Amalia
7	Residential street
8	Structure
9	on-site at employment or on street
10	Street
11	Street
12	Private parking for work and family drive way parking
13	Parking lot, but when I am meeting members of the community I face the same challenges as the residents. Lack of parking is the main reason I left ELA
14	Street
15	Street



16	Street
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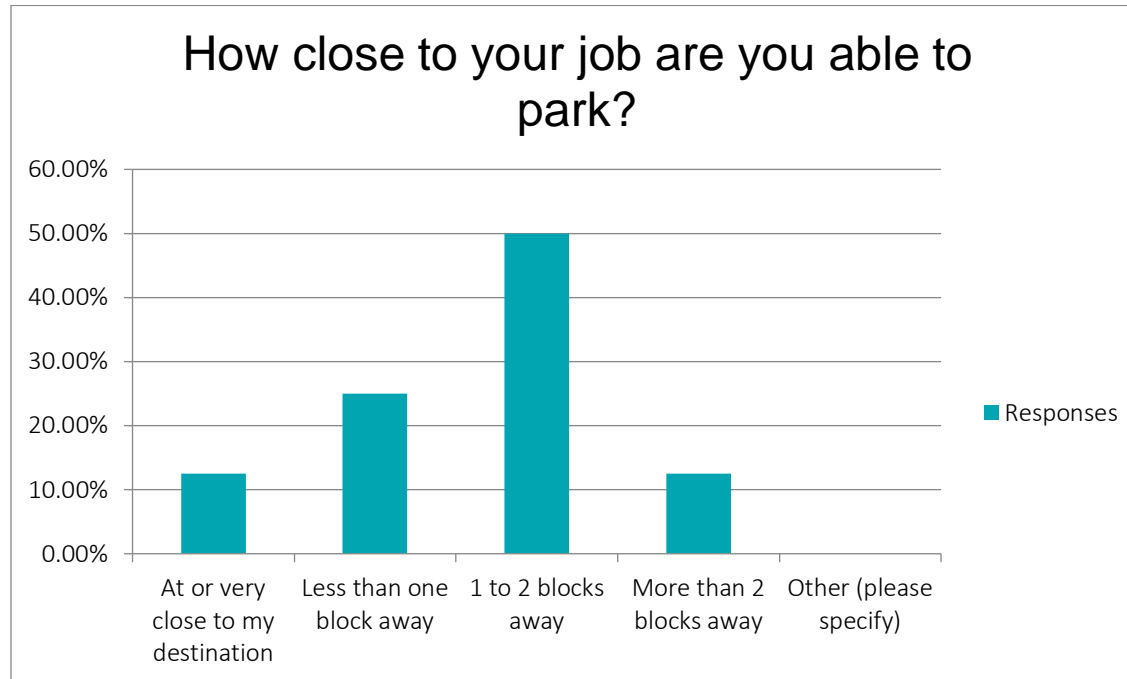
Question 46



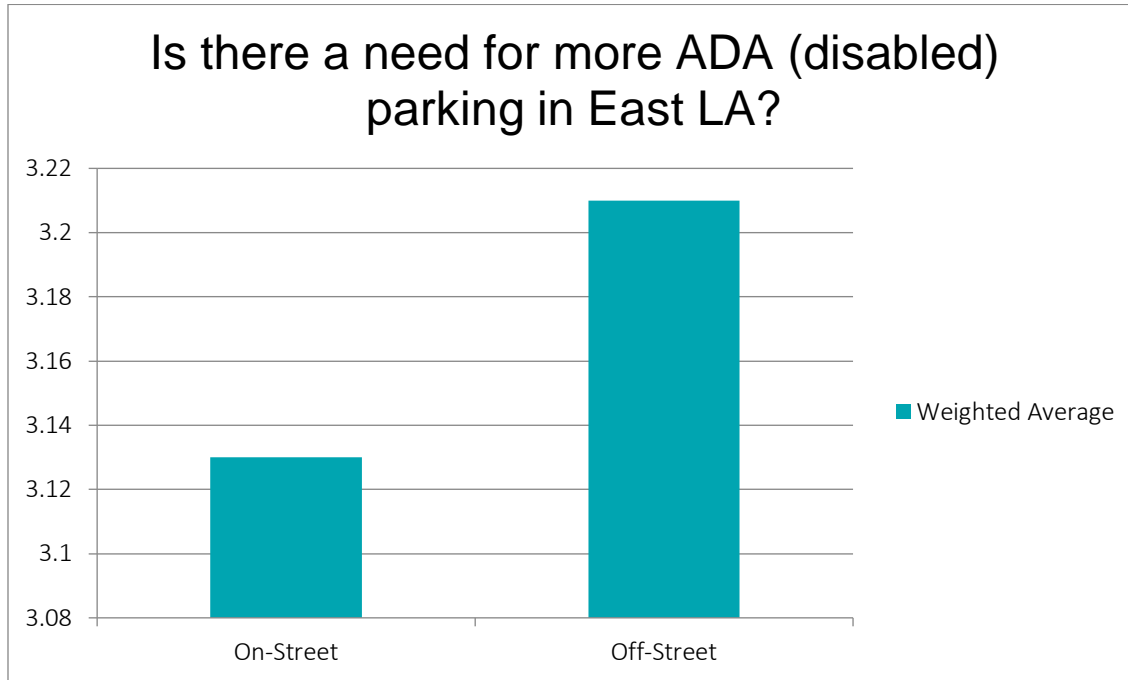
Question 47



Question 48



Question 49



Question 50 - Please provide address or closest cross-streets to your workplace.

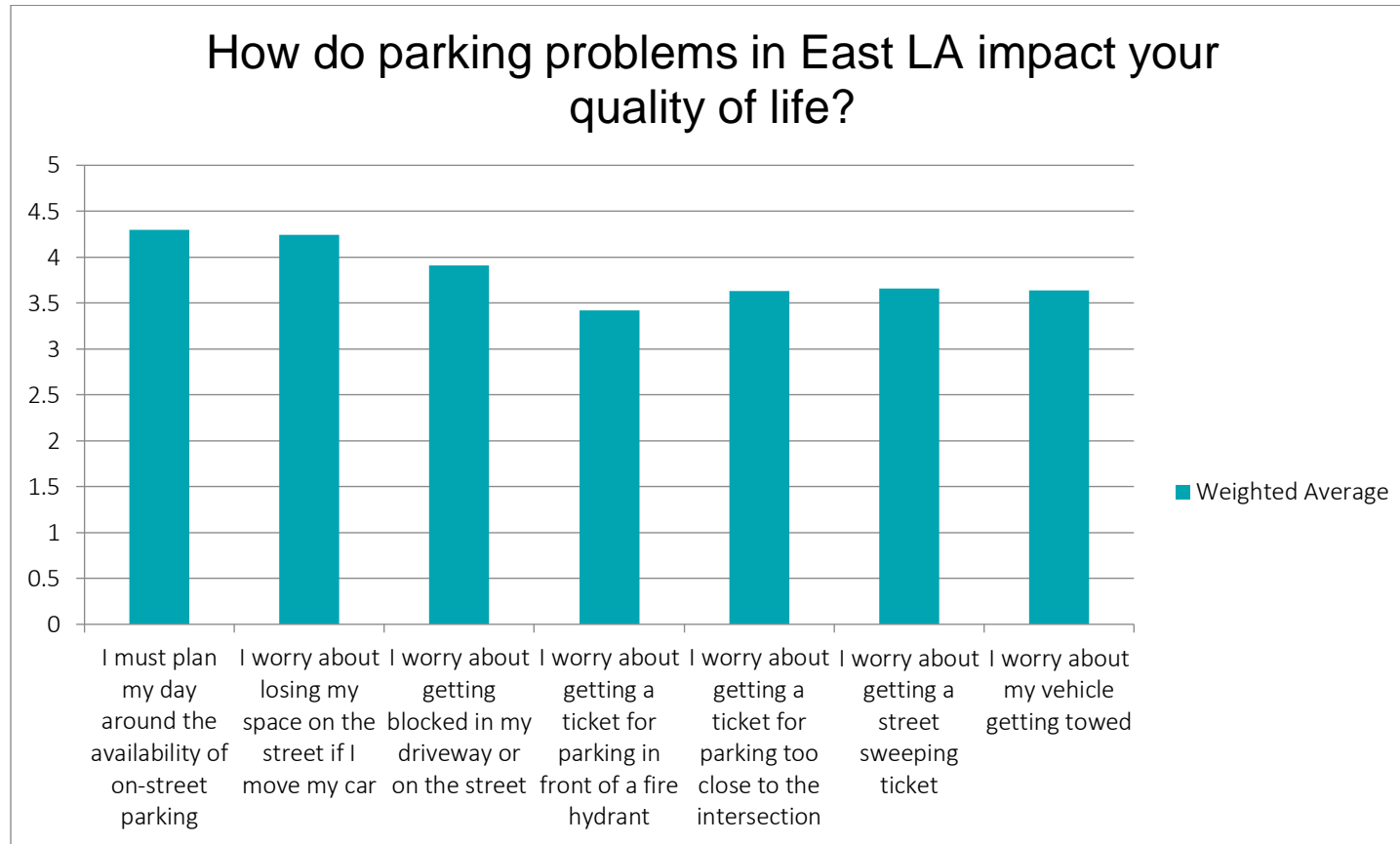
Refer to Figure 20 for a reference map. Actual addresses not shown for the privacy of respondents.

Question 51 - Please provide any additional comments that you may have regarding parking in East Los Angeles.

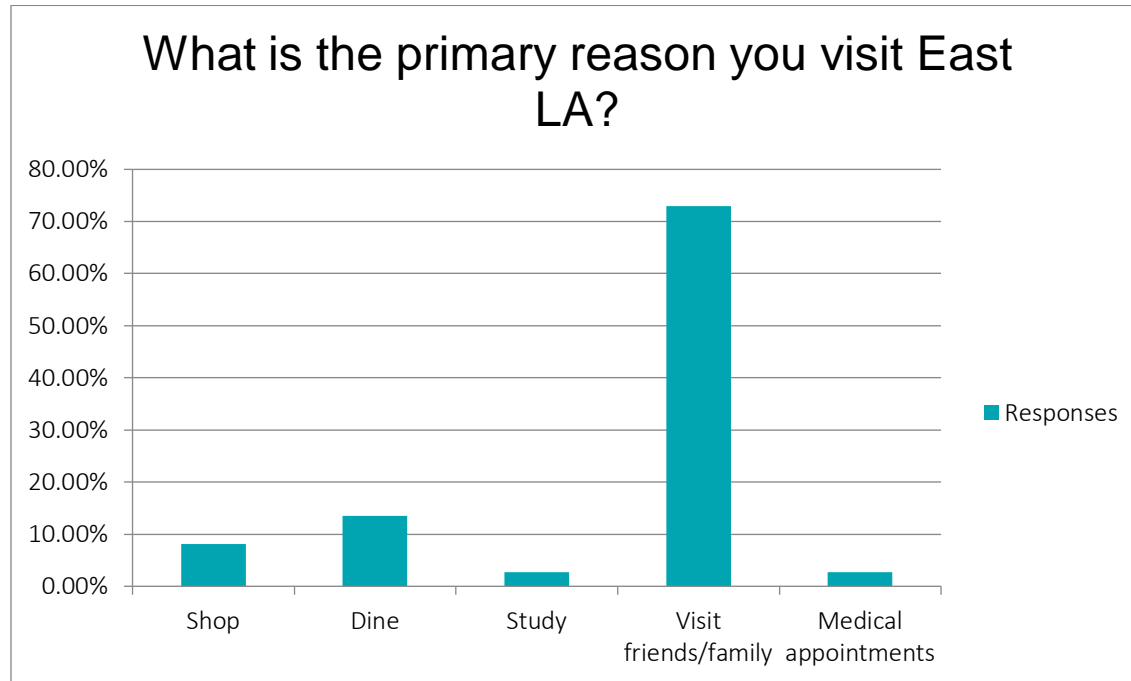
Respondents	Responses
1	As people are aging / acquiring disability / abuse of disabled placards, lack of ADA parking is a big concern
2	Need off-street parking.
3	Residents in the neighborhood often park in the middle of the space so that only one car may park in a space that could accommodate two cars. They also block spaces with trash bins. The street sweeping restrictions are set for the beginning and middle of the work day which make on street parking unavailable on one whole side of the block for too long a period. Other neighborhoods in LA County have no street sweeping restrictions. One hour parking limits on Whittier Boulevard are too restrictive. Parking permits would just make the parking problem more critical and would not be helpful as residents have too many cars on the street.
4	The main problem for me is the street sweeping restrictions and the 1 hour parking on busy streets (whittier and atlantic).
5	Residents try to impede parking for teaching staff by blocking spots. Parents dropping off students also take parking spots and will not leave until after school begins, making it difficult for staff to find parking.
6	<p>I believe that too many people have more than one care and they take up all the street parking... I also see people playing musical cars - might be friends of relatives, that when they move their car, they save it for that one friend or relative to get that parking.</p> <p>Currently, since the street sweeper is not actually working like before COVID-19, people are leaving their cars for a week or more and they do not get tickets when the street sweeper passes by.</p>

7	Again, lack of parking space is the primary reason I left ELA, had it not been for that, I would have purchased my home here
8	Hate it

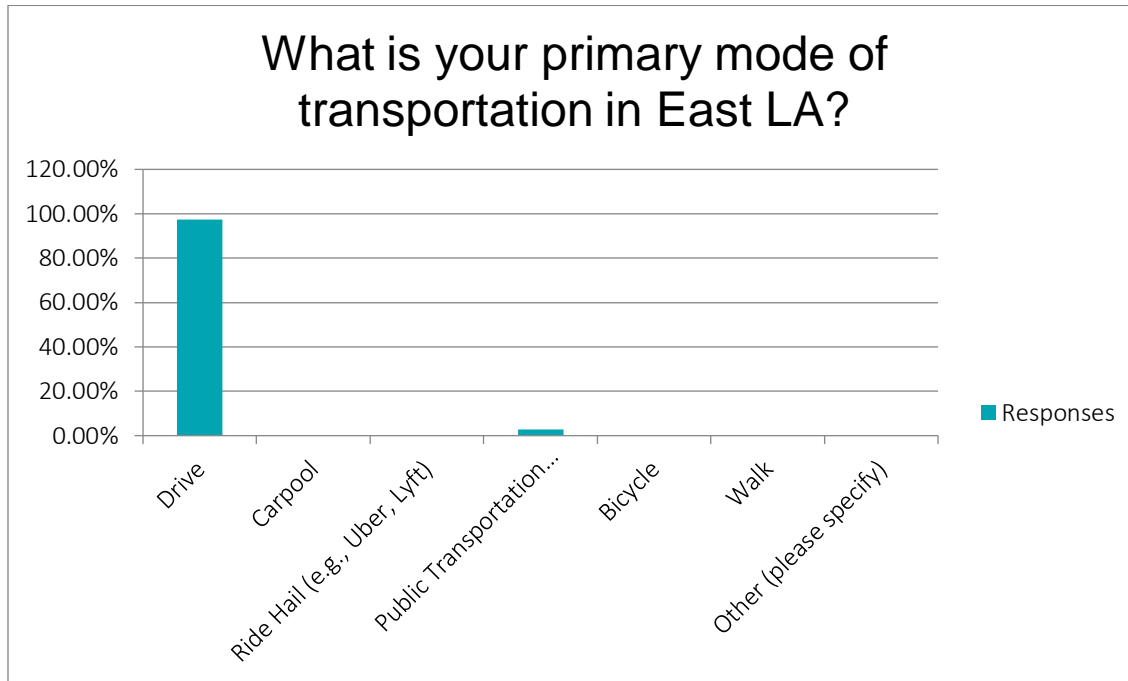
Question 52



Question 53



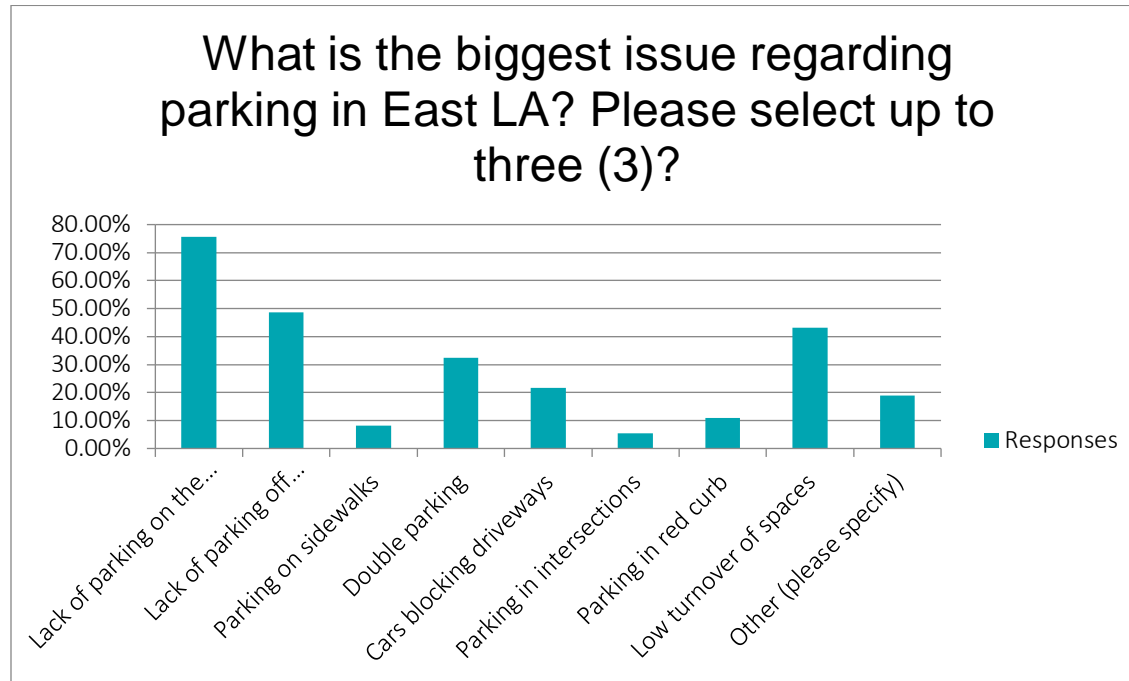
Question 54



Question 55 - Which areas of East LA do you visit most often?

Refer to Figure 20 for a reference map. Actual addresses not shown for the privacy of respondents.

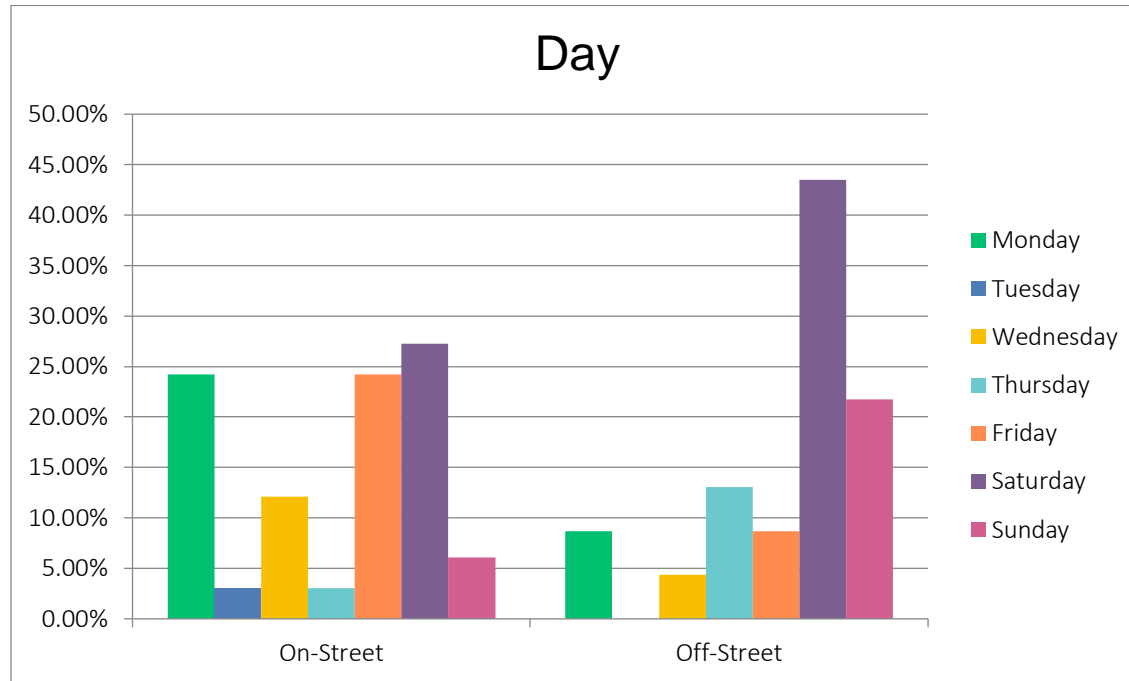
Question 56

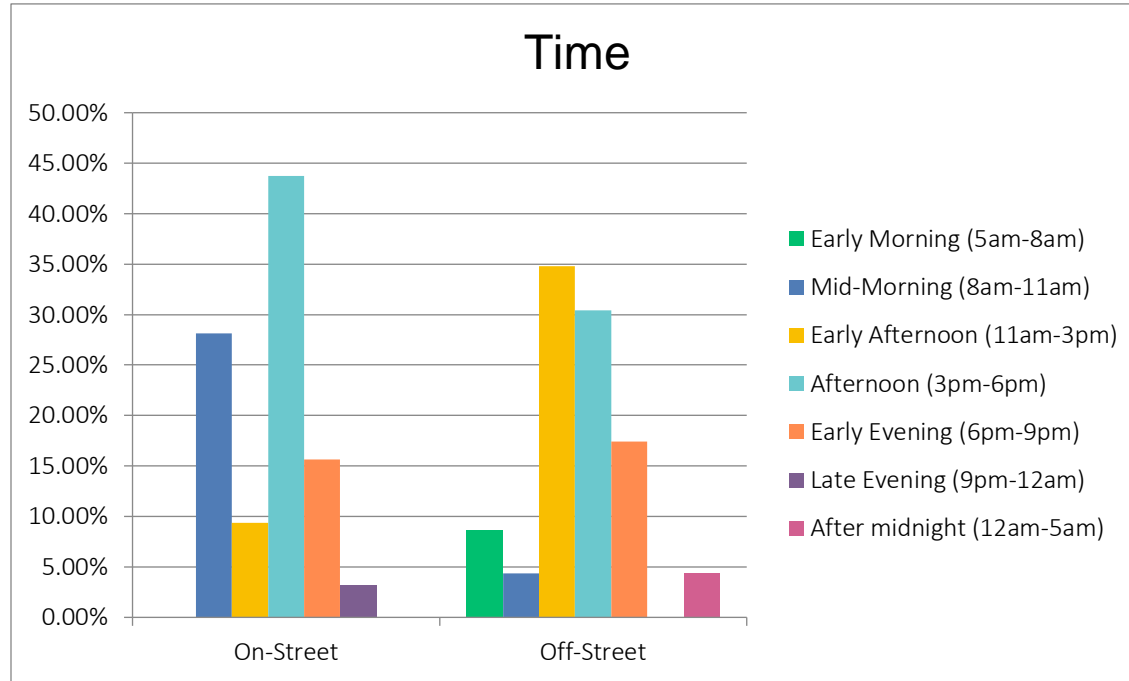


Respondents	Other (please specify)
1	people park in my parents neighborhood to take the gold line
2	Driveways don't get used for parking
3	Too many cars per household; people not leaving enough room for other cars to save space for another car in their home.
4	increase in oversized RV parking in residential areas

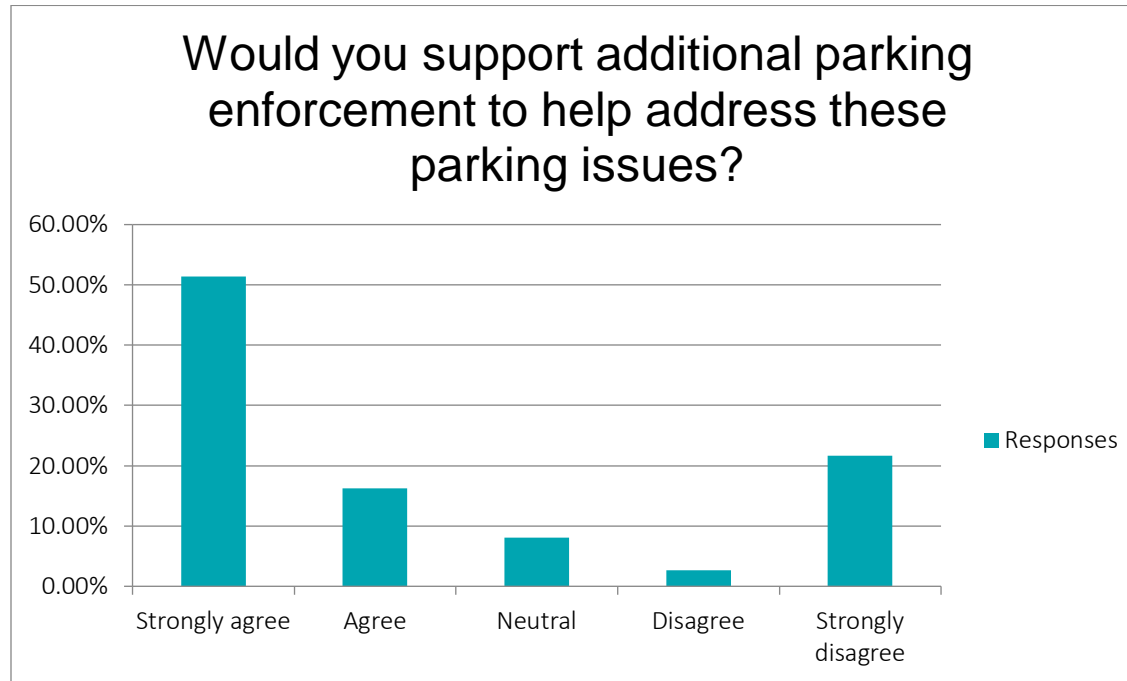
5	Oversized RV Parking in residential area
6	Mobile homes/RV of individuals who don't live in the area taking up street parking
7	Big trucks that are overloaded with junk take up all the parking and make the street dangerous

Question 57 - What day and time is it most difficult to find parking in East LA?

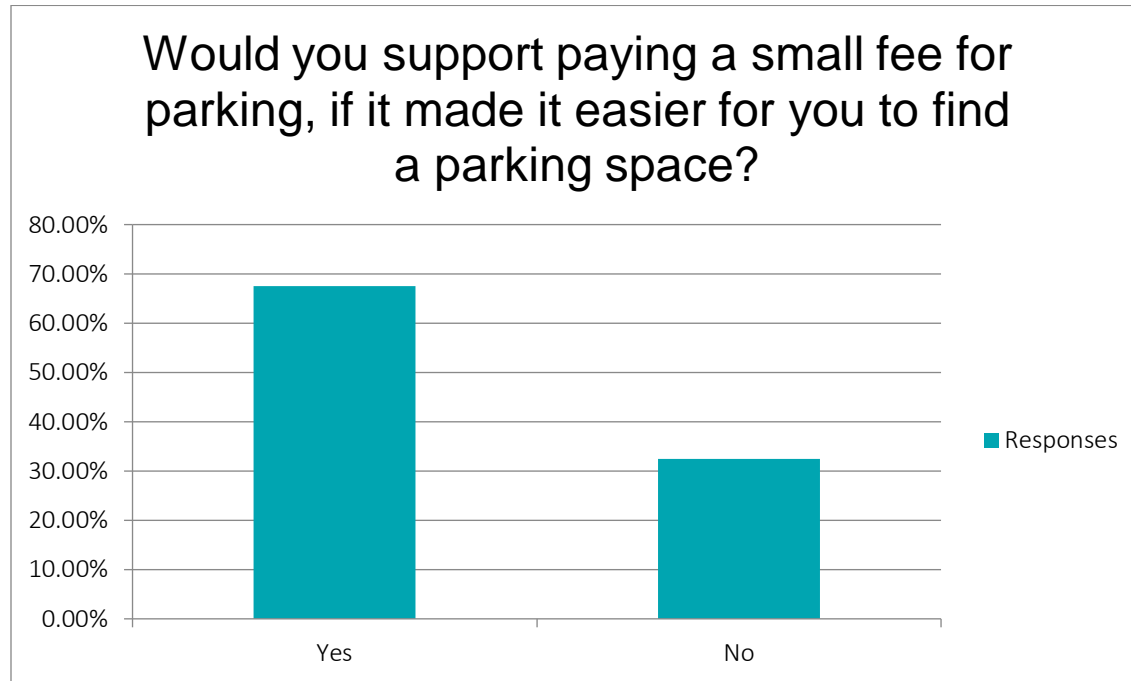




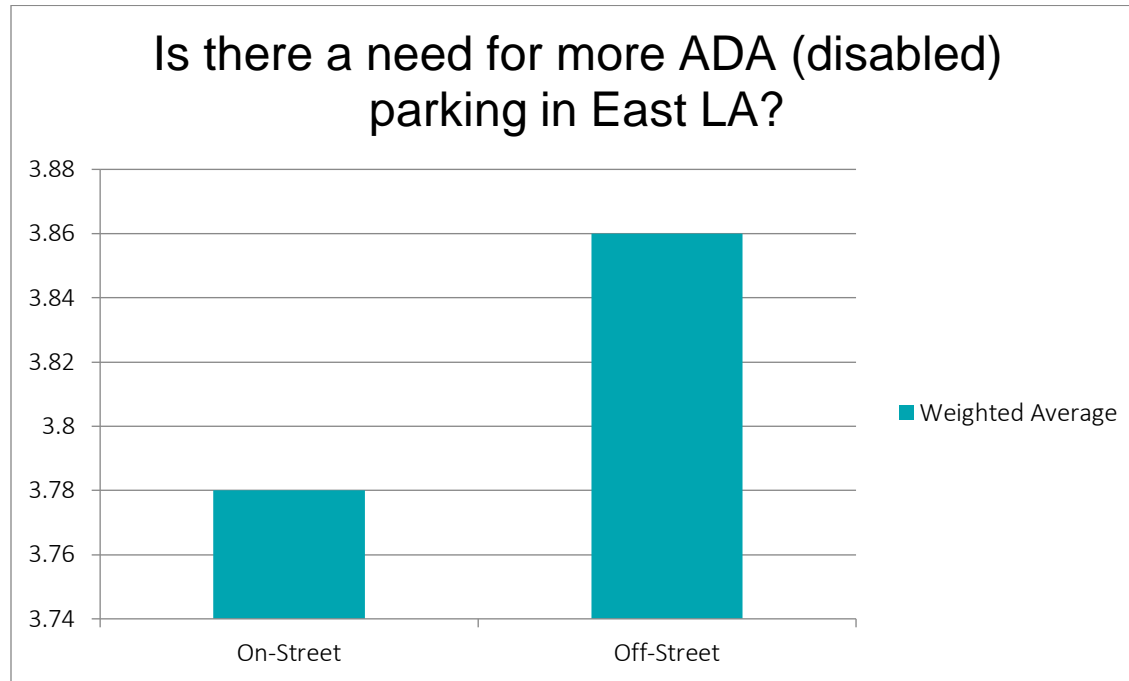
Question 58



Question 59



Question 60



Question 61

Respondents	Responses
1	Parking by permit
2	People should use their driveway instead of the spots on the street. It makes it very difficult when they park their cars on the street just to have an extra spot.
3	Mandate all housing has sufficient parking for renters
4	Looking for parking in east la is always a hassle. Makes me think of visiting family.
5	A lot of people have more than one car and it takes away the chance for other people to park
6	homes exceed occupancy limits - hence too many drivers with cars. new buildings should not be approved without 3 off street parking spaces per unit
7	What is this survey considering ELA?
8	East Los Angeles /City Terrace parking enforcement department is NOT available EVER to enforce parking and abandon car violators. Do NOT use ELA Sheriff's department for parking enforcement. They are needed for public safety NOT parking enforcement. The problem with parking is due to the LACK of Enforcement by East Los Angeles parking enforcement department. Parking supervisor needs to do the job and personally tow away all the abandoned cars. The parking enforcement supervisor does not respond to the community. Supervisor Hilda Solis' office is aware of the parking problems in East Los Angeles/City Terrace. Stop the survey & do your jobs!!! Ticket & Tow violators!!! While your add it pickup the abandon debris and dumped items at bus stops and intersections. PERMIT parking needed in City Terrace/East Los Angeles just like Pasadena, Alhambra, San Gabriel. Increased revenue for LA County.
9	Neighbors who have multiple cars and take up all street parking.

10	<p>I feel that the biggest issue about parking difficulties is caused by street sweeping.</p> <p>The street sweeper has not operated for 6 months . May i add that the streets are filthy and full if trash. Some areas of Los Angeles still has debris from 4th of july laying in the streets. When the street sweeper is operating weekly not only does it help against the pandemic but also it forces neighbors to actually move they're vehicles. Which enables all neighbors a equall chance of parking theyre vehicle. Instead of a zero chance when vehicles stay in place.</p>
11	Parking enforcement is ruthless..
12	houses using trash cans to save parking, cars parked for a long period in the middle of the street with hazard lights on
13	It's bad but there are a lot of people living in single households. The economy is not at a point where you can start charging people to park
14	to many cars per household
15	Stop ticketing low income people for parking issues.
16	My property is the only one on my block without a driveway, due to a fire hydrant placement and alleyway. My neighbors double park on street and leave their driveways empty! I'm little frustrated! It's a daily struggle that my entire family deals with.
17	Follow the example of the city of Maywood and have marked street parking.
18	Just simply congested area
19	it really bad, especially the double parking of cars
20	I support on-Street parking permits and creating preferential parking districts across East L.A.
21	Parking brackets on the street/curb would be helpful to maximize the number of cars that fit on a street. Many people park in a way as to make it impossible for another car to fit, mostly because

	they are saving space for other cars in the household and in some instances disregard for neighbors.
22	There has been an increase in oversized RV parking in residential areas which dramatically decreases the number of available spots for residents. This has caused an increase in trash dumped on the street causing a lower quality of life for residents in East LA.
23	There has been an increase in oversized RV parking in residential areas which dramatically increases the number of available spots for residents. This has caused an increase in trash dumped on the street causing a lower quality of life for residents in East LA.
24	Designated parking for RV/ mobile homes should be moved off of residential streets and into a secured structure (especially if the RV/mobile homes do not belong to the residents in the area).
25	Not sure what's the solutions to the parking issue too many people and too many cars.
26	A big problem on Humphreys and Sydney is that these trucks that collect metal and junk take up a large amount of parking on Sydney and Humphreys. A second problem is that some residents have too many cars.



East Los Angeles Parking Availability Improvement Study

Current Parking Restrictions and Enforcement Practices

County of Los Angeles, CA

September 24, 2021

Prepared for:
Chief Executive Office Budget and Operations
Community Services



WALKER
CONSULTANTS

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Executive Summary

The primary mission of Los Angeles County's ("LA County" or "County") parking enforcement program is to ensure that residents, visitors, and other community stakeholders adhere to the county's parking regulations.

The Parking Enforcement Detail (PED) of the Los Angeles County Sheriff's Department provides centralized administration of parking violation enforcement and parking citation processing in the unincorporated areas of LA County. PED also provides the administrative review of contested citations and schedules administrative hearings conducted by civilian hearing officers. The PED unit provides services for other County departments, police agencies, and some Contract Cities. PED is comprised of 1 Manager, 8 headquarters staff members, 55 Parking Control Officers, and 11 Supervisor Parking Control Officers deployed throughout 16 patrol stations. Through regular patrol, parking control officers issue citations to vehicles that are parked in violation of the law, identify abandoned vehicles, and recover stolen vehicles. They also respond to community complaints regarding parking violations.

The Parking Enforcement Detail issues over 225,000 citations annually. Once parking citations are issued, the Parking Violations Bureau handles collection management. Motorists can pay tickets online by credit card, telephone, U.S. mail, or in-person at any of the LA County payment centers. The Administrative Adjudication process provides for the hearing and disposition of all contested cases involving parking violations of the California Vehicle Code, the Los Angeles County Codes, and participating City Municipal Codes.

Unincorporated Community of East Los Angeles

In the unincorporated community of East Los Angeles (East LA), the PED is comprised of 8 Parking Control Officers, and 1 Supervisor Parking Control Officer reporting to the East Los Angeles Station.

On average, the East Los Angeles Parking Enforcement Detail issues over 49,000 citations annually, representing over \$3.25 million citation fine dollars, with an average citation fine amount of \$66.56 per citation. Only 2,500 (5%) of these citations are contested on an annual basis and approximately 13,726 (28%) of the citations issued have not been paid.

Overview of Findings

Walker reviewed the current parking restrictions and enforcement practices in unincorporated East LA. As we will discuss throughout the body of this report, we recognize that some parking restrictions may create additional challenges for parking enforcement to enforce with a high degree of consistency, such as short-term, time limited parking durations and the growing concern that food vendor trucks and mobile kitchens have taken over the valuable curbside parking inventory in many of the commercial corridors.

Additionally, East LA parking enforcement personnel resources are limited to a number of encumbered positions making it difficult to increase enforcement efforts and consistently enforce all parking related aspects of unincorporated East Los Angeles. To effectively meet the needs of the community, we believe more enforcement officer positions should be staffed throughout the day and, in the case of the residential neighborhoods, into the early evening hours and weekends.



The following details a listing of our findings of the current practices and restrictions, recommendations for organizational analysis, and best practice concepts.



Street Sweeping Hours Parking restrictions allow for street sweeping of commercial corridors during early morning hours (5:00 a.m. to 8:00 a.m.) and residential streets between the hours of 8:00 a.m. and 12:00 p.m. and from 11:00 a.m. to 3:00 p.m.



On-Street Time Limits Extend on-street parking permissions on commercial corridors to 2-hour limits to allow for maximum commercial access and appropriate enforcement behaviors. The reality of enforcing a 1-hour time limit is not conducive to commercial needs and enforcement resources.



- **Commercial and Vehicles for Sale Restrictions** Posted restrictions for parking commercial vehicles over 5 tons and vehicles for sale on commercial corridors add to additional posted regulatory information. Commercial vehicles and vehicles for sale are permissible in the areas without posted signage per County Code. Posting this regulatory information on some roadway corridors and not all corridors confuse the public.



Coin-Only Parking Meters The parking meters located in the East 1st Street neighborhood are coin-only, which limits the ability for motorists to pay for parking, creating a program whereby compliance becomes a barrier and not the solution.



Sign Restriction Conflicts Early morning street sweeping restrictions were found to conflict with time-limited parking permissions in several commercial areas on certain days of the week. A typical example of this conflict is when on-street parking is restricted between the hours of 5:00 a.m. and 8:00 a.m. while commercial on-street permissions allow for time-limited parking between the hours of 7:00 a.m. and 4:00 p.m.



Mobile Vendors During the current conditions analysis, community stakeholders expressed that food vendor trucks, mobile kitchens, and pickup trucks pulling food kitchen trailers often park longer than the posted time restriction, which limits curbside access and commercial turnover throughout the permissible parking times of day.



Parking Violation Types Walker requested and received copies of the parking citations issued in unincorporated East LA over the past three years, to include records from calendar years 2017 through 2019. On average, the PED issued sixty-four (64) different categories of parking citations. The list of most commonly issued citations represent forty-six percent (46%) of the total violation categories shown in the County's parking citation database system. As authorized by LA County parking ordinance codes and the California Vehicle Code, the PED has the ability to issue as many as 140 different types of parking violations within the County.



Parking Violation Percentages Of the sixty-four (64) violation categories, six (6) citation categories comprise ninety percent (90%) of the citations issued in unincorporated East LA. Approximately 53% of the parking citations issued in the East LA County neighborhoods are for street sweeping violations, an indication that many residents do not have options for parking their vehicle in designated off-street locations.



Enforcement Best Practice The County should have consistent enforcement practices on all violation types to include time-limited and metered parking in commercial corridors, commercial vehicle parking in residential neighborhoods, and parking vehicles for sale in commercial corridors.



Parking Enforcement Detail Allocation During the stakeholder intake interview with the Parking Enforcement Detail team, Walker learned street sweeping enforcement responsibilities determine how enforcement resources are allocated each day. Street sweeping schedules are generally Mondays through Fridays from 5:00 a.m. to 7:00 a.m., 8:00 a.m. to 12:00 p.m., and 11:00 a.m. to 3:00 p.m. To meet the scheduled enforcement times, the PED allocates a minimum of four to seven parking control officers to the designated areas each day. Current staff coverage and assigned shifts are as follows.

#	Rank	Day of Week	Time of Day	Work Cycle
1	SPCO	Monday through Friday	6: 00 AM to 2:00 PM	Five (8-hour tour)
1	PCO	Tuesday through Friday	5: 00 AM to 3:00 PM	Four (10-hour tour)
2	PCO	Tuesday through Friday	7:00 AM to 5:00 PM	Four (10-hour tour)
3	PCO	Monday through Friday	6:30 AM to 2:30 PM	Five (8-hour tour)
4	PCO	Sunday	3:00 AM to 1:00 PM	One (10-hour tour)
		Monday through Wednesday	5:00 AM to 3:00 PM	Three (10-hour tour)
5	PCO	Monday through Friday	4:00 AM to 12:00 PM	Five (8-hour tour)
6	PCO	Monday through Thursday	5:00 AM to 3:00 PM	Four (10-hour tour)
7	PCO	Monday through Friday	5:00 AM to 1:00 PM	Five (8-hour tour)
8	PCO	Thursday and Friday	9:00 AM to 7:00 PM	Two (10-hour tour)
		Saturday and Sunday	5:00 AM to 3:00 PM	Two (10-hour tour)

Source: LA County Sheriff Department; May 2020



Parking Enforcement Detail Salaries We requested and received the salary information for the PED and received the 2018-2021 salary schedule with step increases for the position of Supervisor Parking Control Officer and Parking Control Officer. The graphic below has been provided to demonstrate the salary ranges for each of these positions.

Parking Enforcement Detail 2018-2021 Salary Schedule		Step 1	Step 2	Step 3	Step 4	Step 5	Step 6
Position	Year	Annual	Annual	Annual	Annual	Annual	Annual
Supervisor Parking Control Officer	10/1/18	\$46,579	\$49,155	\$51,886	\$54,785	\$57,840	\$59,424
	10/1/19	\$47,724	\$50,376	\$53,184	\$56,148	\$59,280	\$60,912
	1/1/20	\$48,199	\$50,877	\$53,716	\$56,710	\$59,873	\$61,523
	10/1/20	\$49,399	\$52,146	\$55,058	\$58,128	\$61,371	\$63,060
	1/1/21	\$49,399	\$52,146	\$55,058	\$58,128	\$61,371	\$63,060
Parking Control Officer	10/1/18	\$40,350	\$42,566	\$44,910	\$47,381	\$50,010	\$51,380
	10/1/19	\$41,340	\$43,610	\$46,019	\$48,557	\$51,255	\$52,665
	1/1/20	\$41,736	\$44,028	\$46,464	\$49,032	\$51,756	\$53,184
	10/1/20	\$44,911	\$47,381	\$50,010	\$52,795	\$55,739	\$57,267
	1/1/21	\$44,911	\$47,381	\$50,010	\$52,795	\$55,739	\$57,267

Source: LA County Sheriff; 2020



For salary comparison purpose, Walker referenced the U.S. Bureau of Labor Statistics website for parking enforcement workers. As of May 2019, the occupational employment and wages provided the following:

Percentile	(Median)				
	10%	25%	50%	75%	90%
Hourly Wage	\$12.80	\$15.48	\$19.67	\$25.50	\$30.87
Annual Wage	\$26,610	\$32,200	\$40,920	\$43,040	\$64,210

Source: www.bls.gov 33-3041 Parking Enforcement Workers; 2020



Limited Parking Enforcement Coverage As identified in the public survey responses and further supported through comments made during the community stakeholder sessions, both residents and business merchants believe enforcement coverage is not substantial or consistent enough to meet the needs of the community. A number of stakeholders shared that enforcement officers are seldom seen enforcing matters on their community streets, especially during the afternoon and early evening hours. On days when street sweeping is scheduled in specific neighborhoods, as few as 2-3 parking control officers are available to cover the non-street sweeping restricted areas of the East LA district. Considering conditions that effect scheduled and unscheduled paid time off (PTO) or medical leave of absence (MLA), it can become increasingly difficult to meet the coverage needs, not only each day, but in the early evening hours too.



Mobile LPR Enforcement Consider the use of mobile license plate recognition (LPR) to help PED maintain the timeliness of district-wide enforcement practices and discourage scofflaw behavior.



Parking Enforcement Training and Experience LA County Parking Control Officers are required to have a minimum of six months of experience in the public or private sector involving contact with the public, customer relations, or service to the community. A valid California Class C Driver License is required to perform job related essential functions. The minimum training and experience requirements for a Supervising Parking Control Officer specify at least two years' experience as a Parking Control Officer.



Enforcement Tours Establish regular enforcement tours for the assignment of Parking Control Officers each day. Require the Parking Enforcement Officers to rotate through the enforcement tours every two weeks to reduce the perception of targeting and promote best practice enforcement behaviors.



Organizational Analysis Should the PED remain an in-house service of the County, the LA County Sheriff's Department remains the clear choice to provide parking enforcement services in unincorporated East Los Angeles. The training and ability to shift personnel resources remains adequate to provide minimal coverage in the event of temporary employment vacancies.




Parking District Programs Best Practices Residential Parking Permit (RPP) programs or Preferential Parking District (PPD) programs are tools that help communities manage on-street parking in residential areas by limiting spillover of non-residential parking in residential areas.

- When RPP or PPD permits are free of charge, cities are not generating fee revenue from the programs, thus limiting funding available for administering the programs.
- For RPP and PPD programs, cities need to provide consistent enforcement, which in turn requires sufficient staffing, which can be costly.



- When RPP or PPD programs allow for an unlimited or large number of permits to be issued to each resident, the programs do not necessarily manage parking demand, as there can be numerous resident or guest vehicles parked on the street.
- When RPPs or PPDs have varying hours of enforcement or time restrictions throughout a community, it can be difficult for cities to administer the program. An alternative approach is to designate an entire community as an RPP or PPD and allow for areas to opt-in to the program, if desired.

The background of the page is an abstract composition of overlapping geometric shapes in various shades of teal and blue. The shapes are primarily triangles and quadrilaterals, creating a layered, architectural feel. The colors range from a light, airy cyan to a deep, dark navy blue. The overall effect is modern and clean.

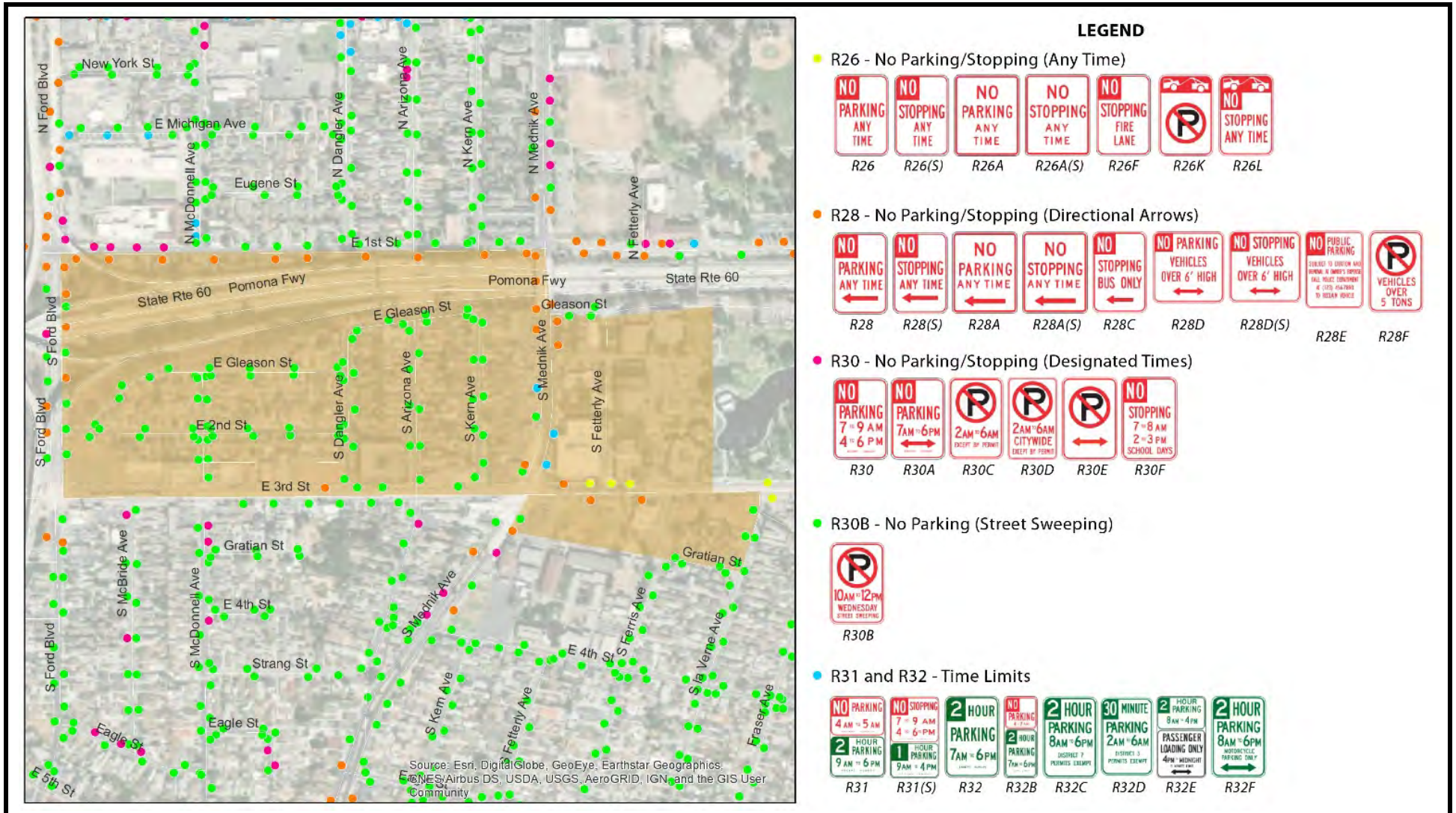
01 Current Parking Restrictions and Enforcement Practices

Current Parking Restrictions

Walker received parking restriction data from the County's Department of Public Works. Upon initial review of the data, Walker determined that the East Los Angeles study area has 11,929± street signs designed to permit and restrict parking on neighborhood streets and alleys. To analyze the data, Walker created the following exhibits using a geographic information system (GIS) framework designed to visualize the location of parking signs throughout the East Los Angeles neighborhoods. A brief analysis of the restriction data is provided before each exhibit.

Exhibit 1. The majority of the parking restriction signs in this neighborhood have been designed to restrict parking between 10:00 a.m. and 12:00 p.m. on Wednesdays for street sweeping purposes. Signs posted along primary roadway corridors to include East 3rd Street and South Mednik Avenue appear to be more restrictive with permissible limited duration parking along portions of South Mednik, north of East 3rd Street. Signs permitting 2-hour parking are acceptable for commercial business patrons in this neighborhood. The Metro Gold Line is supported by the Maravilla Station and the East LA Civic Center Station located along the East 3rd Street corridor of this area.

Exhibit 1: East 3rd Street/South Ford Boulevard/South Mednik Avenue and Dangler



*Signs shown are examples of signage provided by the California Department of Transportation for each category. Signs do not represent actual signs posted in East LA.

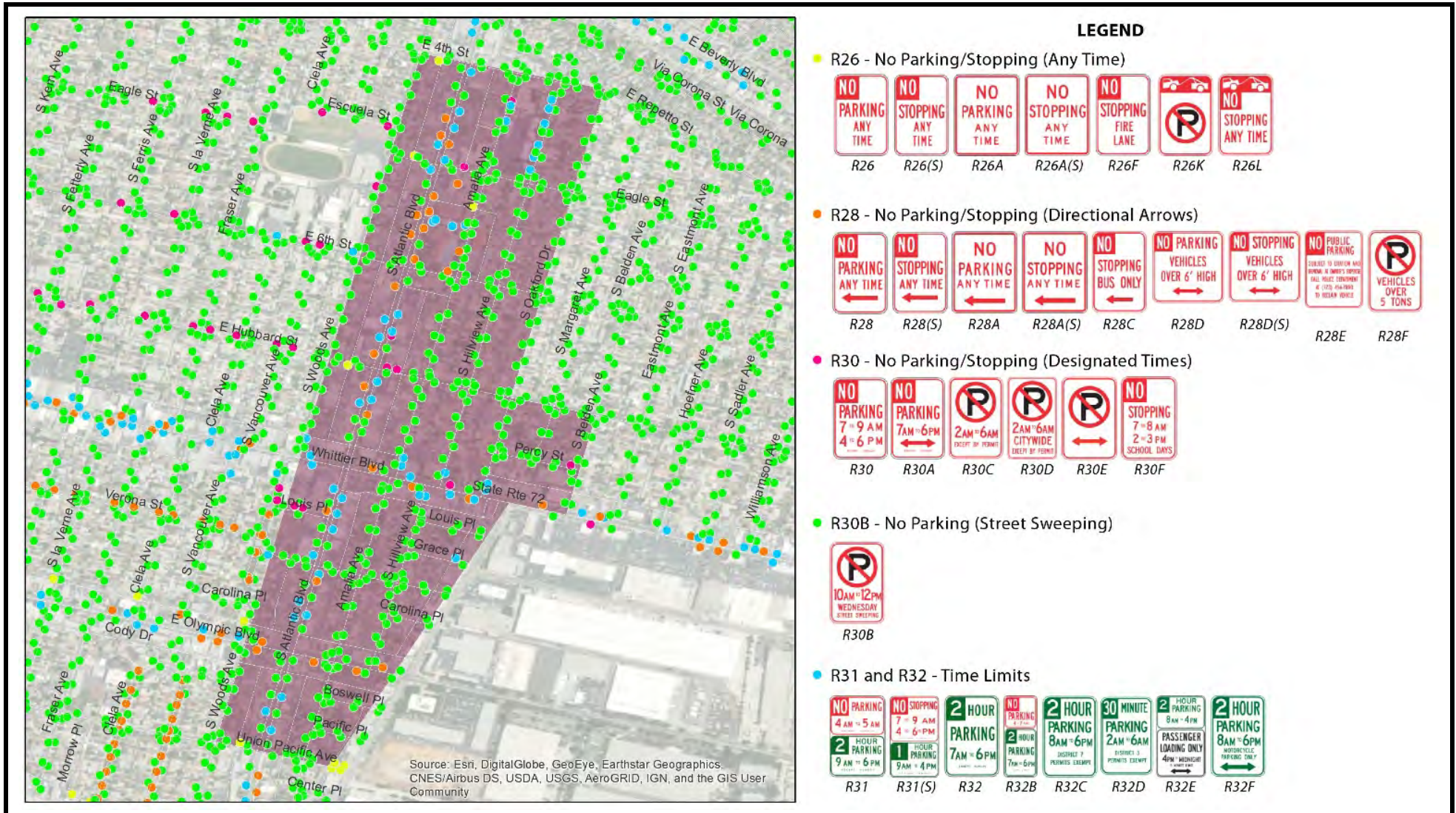
Source: Public Works Department and Walker Consultants; 2020

Exhibit 2. Similar to the previous exhibit, the vast majority of the signs for this neighborhood restrict parking from 10:00 a.m. to 12:00 p.m. on Wednesdays for street sweeping purposes. Street sweeping times for commercial corridors, to include Whittier Boulevard/SR 72, restrict all parking from 5:00 a.m. to 8:00 a.m. on designated days.

A number of designated areas throughout the Whittier/SR 72 and South Atlantic corridors have multiple restrictive signs, to include “no parking commercial vehicles over 5 tons” and “no parking of vehicles for sale entire block”. The addition of these restrictive signs to commercial areas tend to create unnecessary sign clutter and potential confusion, often creating a menu of signs on a single light pole. These restrictive signs should be removed and remain a function of County ordinance and enforced district wide. During field observations, Walker observed that food vendor trucks, mobile kitchens, and pickup trucks pulling food kitchen trailers often parked longer than the posted time restriction, which limits curbside access and commercial turnover throughout the permissible parking times of day. The County should work with food truck and mobile kitchen vendors to create designated areas where these services may be offered to the public without affecting commercial access and traffic conflicts.

Overnight and weekend parking in this area could be supported by the parking structure serving the LA County Department of Social Services. The facility is located at 759 South Belden Avenue.

Exhibit 2: South Atlantic Boulevard

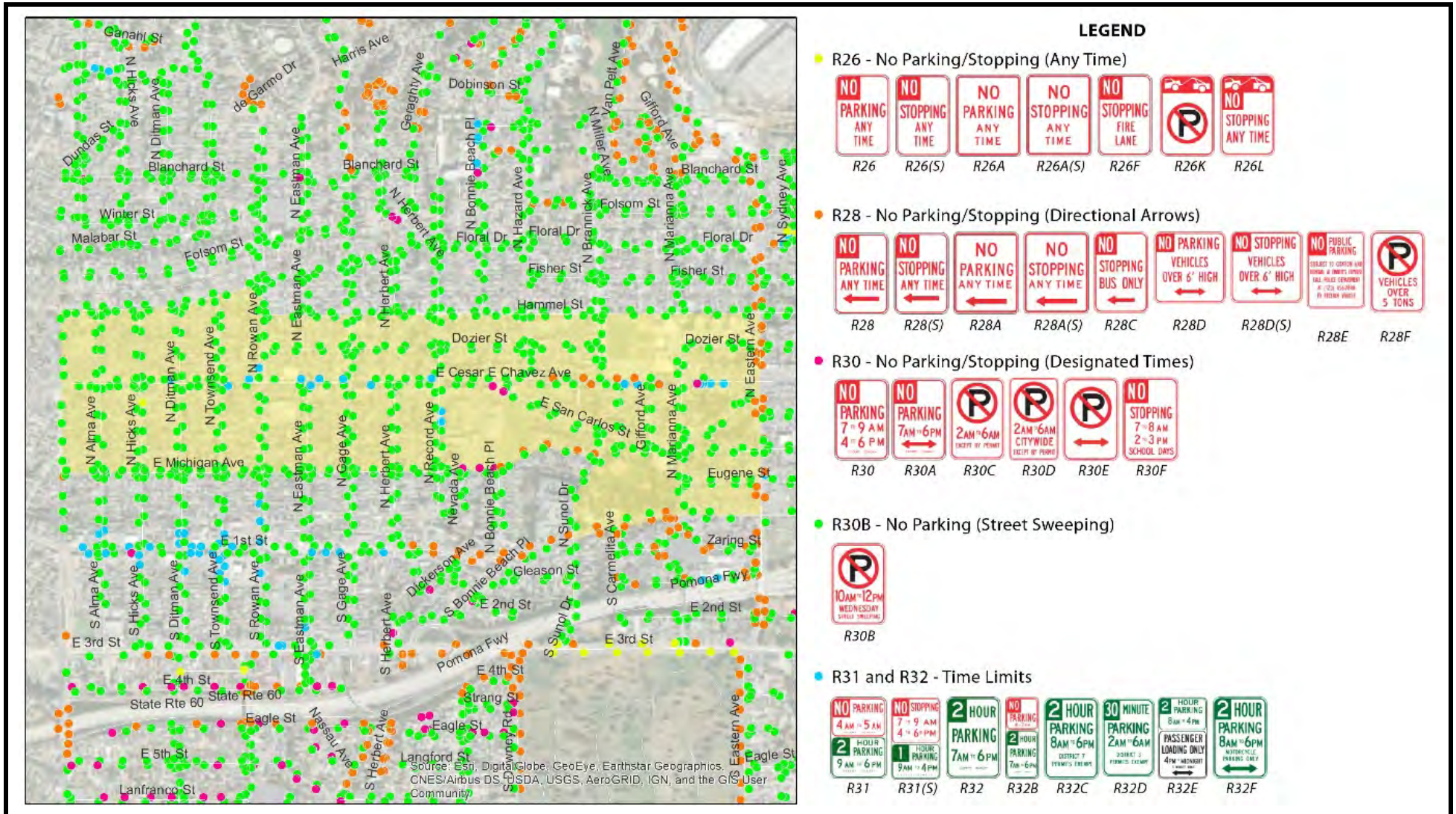


*Signs shown are examples of signage provided by the California Department of Transportation for each category. Signs do not represent actual signs posted in East LA.

Source: Public Works Department and Walker Consultants; 2020

Exhibit 3. East Cesar Chavez Avenue corridor operates in much of the same way as the other commercial corridors within the district, permitting short-term parking and restricting parking for early morning street sweeping on certain days.

Exhibit 3: East Cesar E. Chavez Avenue

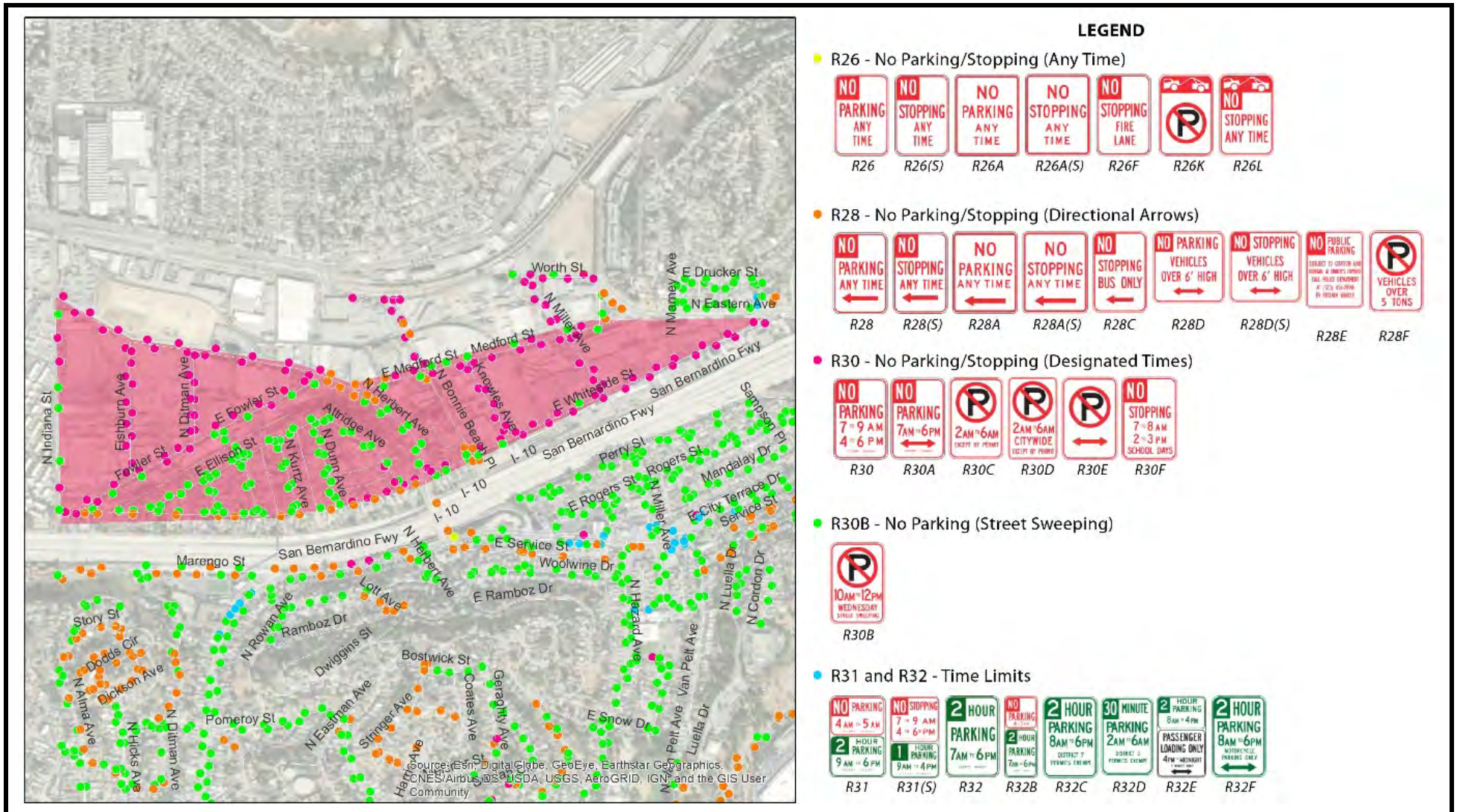


*Signs shown are examples of signage provided by the California Department of Transportation for each category. Signs do not represent actual signs posted in East LA.

Source: Public Works Department and Walker Consultants; 2020

Exhibit 4. Much of the light industrial portions of this City Terrace neighborhood have signs restricting parking from 7:00 p.m. to 5:00 a.m. each day with street sweeping restrictions on Mondays from 11:00 a.m. to 3:00 p.m. There are no commercial corridors or need to limit curbside parking to short-term duration limits.

Exhibit 4: City Terrace North

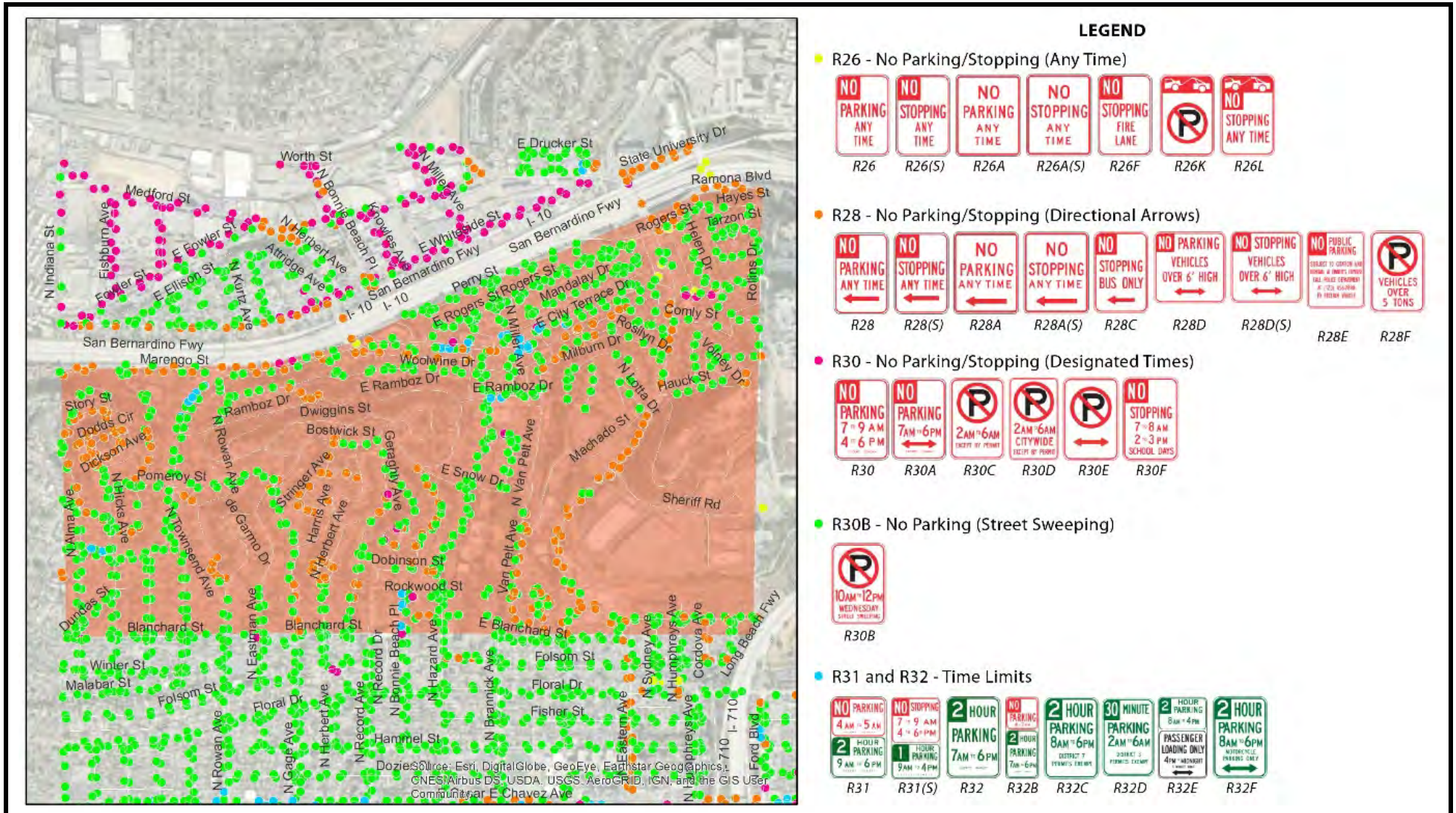


*Signs shown are examples of signage provided by the California Department of Transportation for each category. Signs do not represent actual signs posted in East LA.

Source: Public Works Department and Walker Consultants; 2020

Exhibit 5. Residential dwellings within the City Terrace South designation must adhere to Monday and Tuesday street sweeping schedules requiring the removal of vehicles from 11:00 a.m. to 3:00 p.m. each week. Parking restrictions are generally located around the elementary schools and residential roadways where on-street parking is limited to one side of the street. To accommodate passenger loading around the schools, early morning and afternoon loading signs restrict on-street parking, however, time limited parking is permitted between the two loading periods.

Exhibit 5: City Terrace South



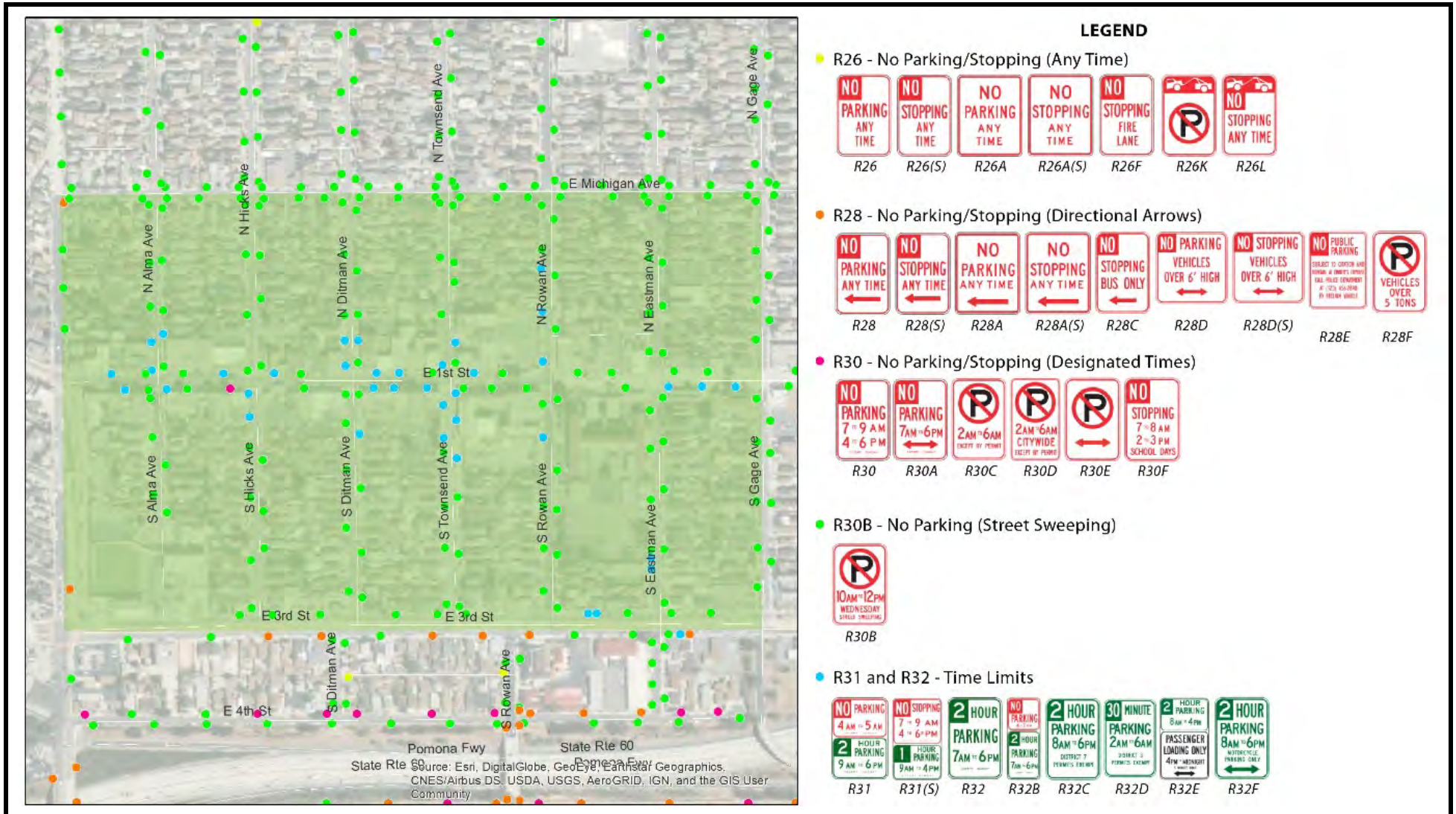
*Signs shown are examples of signage provided by the California Department of Transportation for each category. Signs do not represent actual signs posted in East LA.

Source: Public Works Department and Walker Consultants; 2020

Exhibit 6. Time limited and metered parking is prevalent throughout this area from 7:00 a.m. to 6:00 p.m. daily. Coin only, single space meters limit payment methods for motorists. Commercial parking restrictions on 1st Street from 5:00 a.m. through 8:00 a.m. on Mondays and Fridays conflict with one hour parking permissions from 7:00 a.m. to 6:00 p.m. Street sweeping restrictions prohibit on-street parking on Wednesdays and Thursdays from 8:00 a.m. to 12:00 p.m. The Metro Gold Line is supported by the Indiana Station located at the western end of this area on South Indianan Street.

There is one off-street parking facility located in this area at 124 North Ditman Avenue. The location is secured by a gated system and supports administrative parking privileges for the KIPP (Knowledge is Power Program) SoCal Public Schools. KIPP SoCal Public Schools is an independent nonprofit organization that operates 20 tuition-free, open-enrollment charter public schools educating more than 8,800 students and supporting 5,100 alumni to and through college.

Exhibit 6: East 1st Street

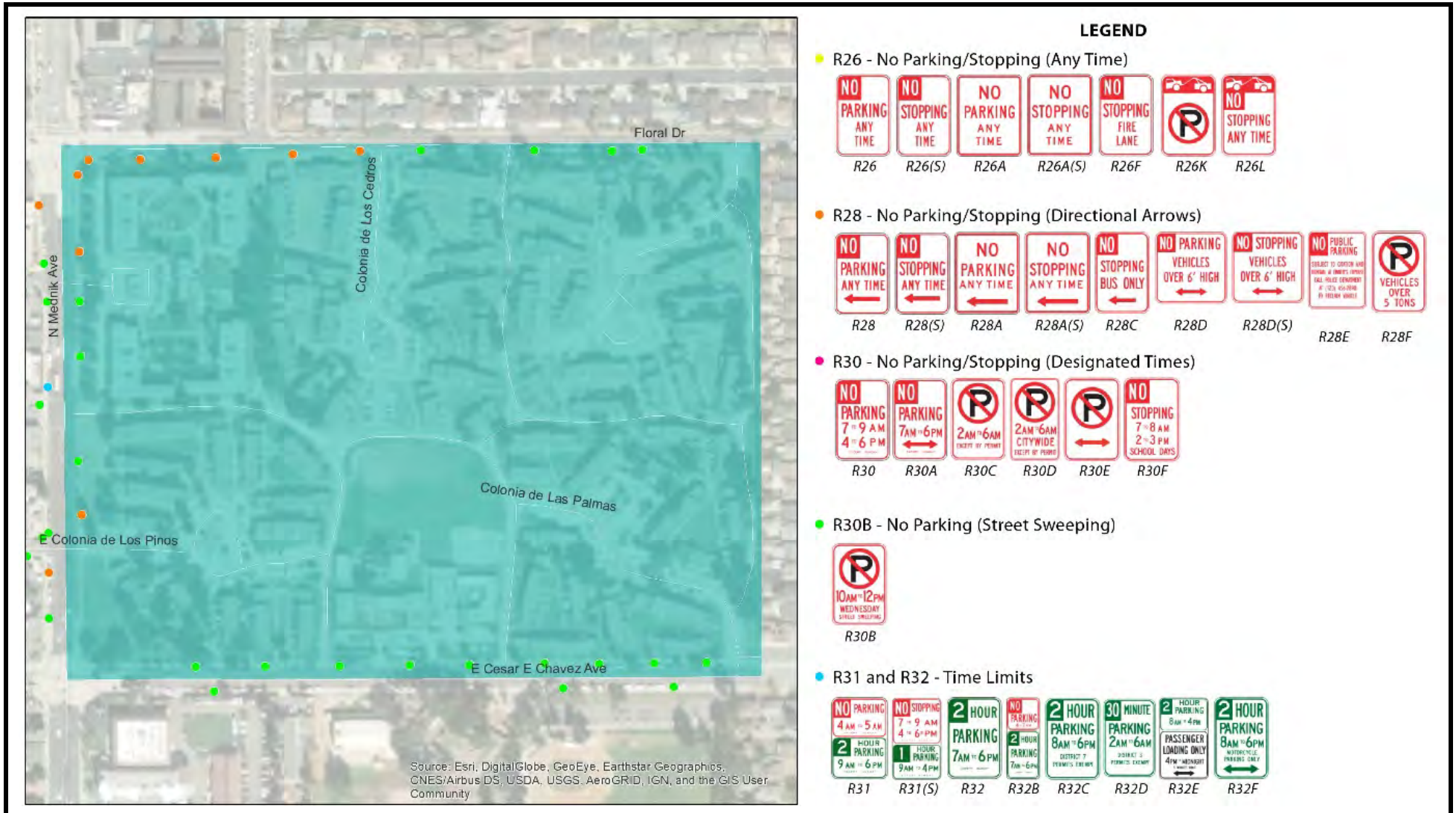


*Signs shown are examples of signage provided by the California Department of Transportation for each category. Signs do not represent actual signs posted in East LA.

Source: Public Works Department and Walker Consultants; 2020

Exhibit 7. Parking restrictions around the Nueva Maravilla Community appear to be the least restrictive with the exception of early morning Friday street sweeping restrictions from 5:00 a.m. to 8:00 a.m. Parking restrictions appear most prevalent along the Floral Drive corridor to the north of the area. There are no designated off-street county parking facilities in this area.

Exhibit 7: Nueva Maravilla

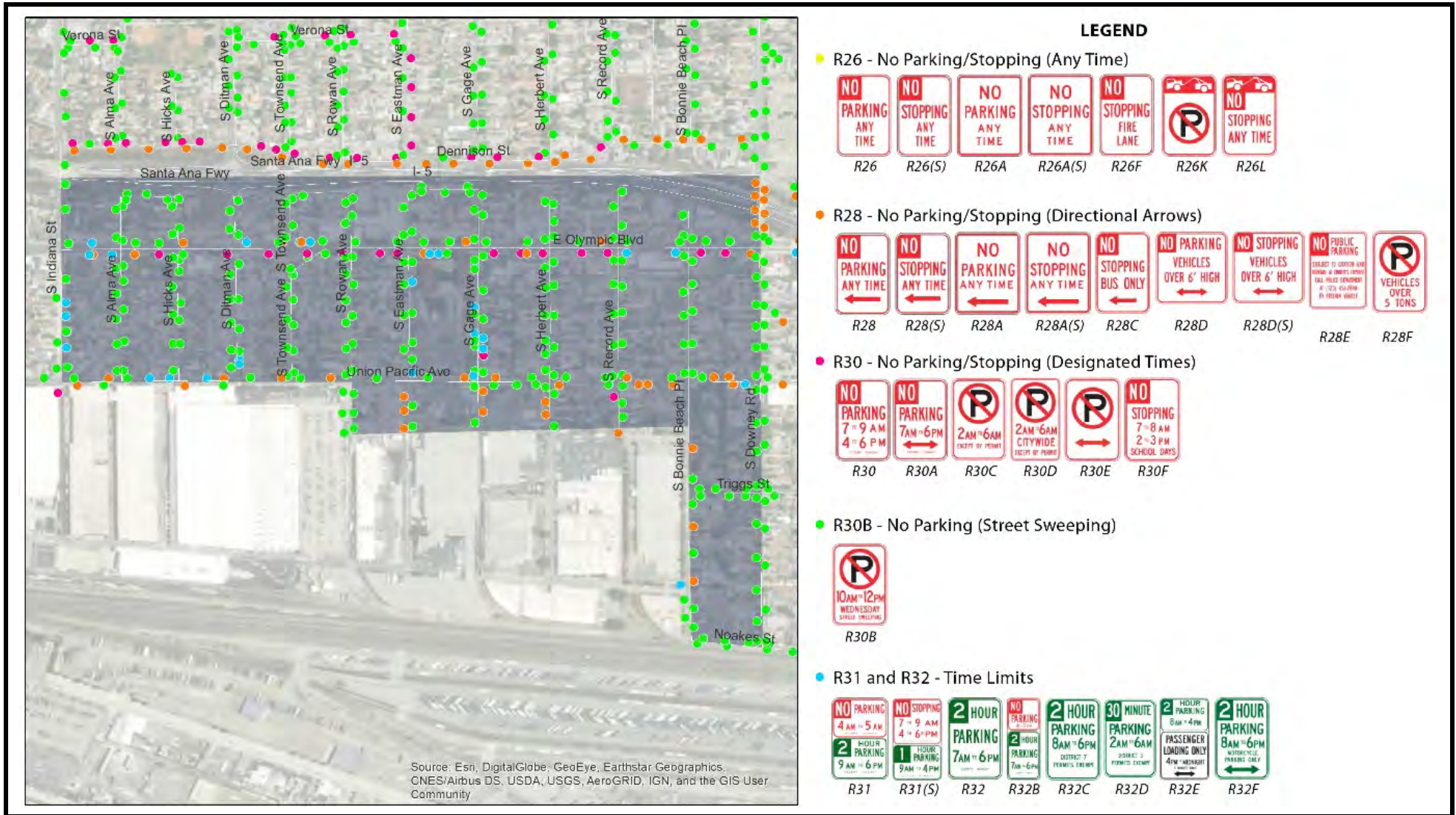


*Signs shown are examples of signage provided by the California Department of Transportation for each category. Signs do not represent actual signs posted in East LA.

Source: Public Works Department and Walker Consultants; 2020

Exhibit 8. The East Olympic Boulevard corridor operates in much of the same fashion as the Whittier/SR 72 and South Atlantic Boulevard corridors. Street sweeping restrictions occur in the early morning hours and no parking signs are posted restricting vehicles for sale within entire blocks and restricting commercial vehicles over 5 tons from 10:00 p.m. to 6:00 a.m. Typical restrictions are found to be prevalent around the Eastman Avenue elementary school. Residential street sweeping areas restrict parking on Thursday mornings from 8:00 a.m. to 12:00 p.m. and Friday afternoons from 11:00 a.m. to 3:00 p.m. There are no designated off-street county parking facilities in this area.

Exhibit 8: East Olympic Boulevard

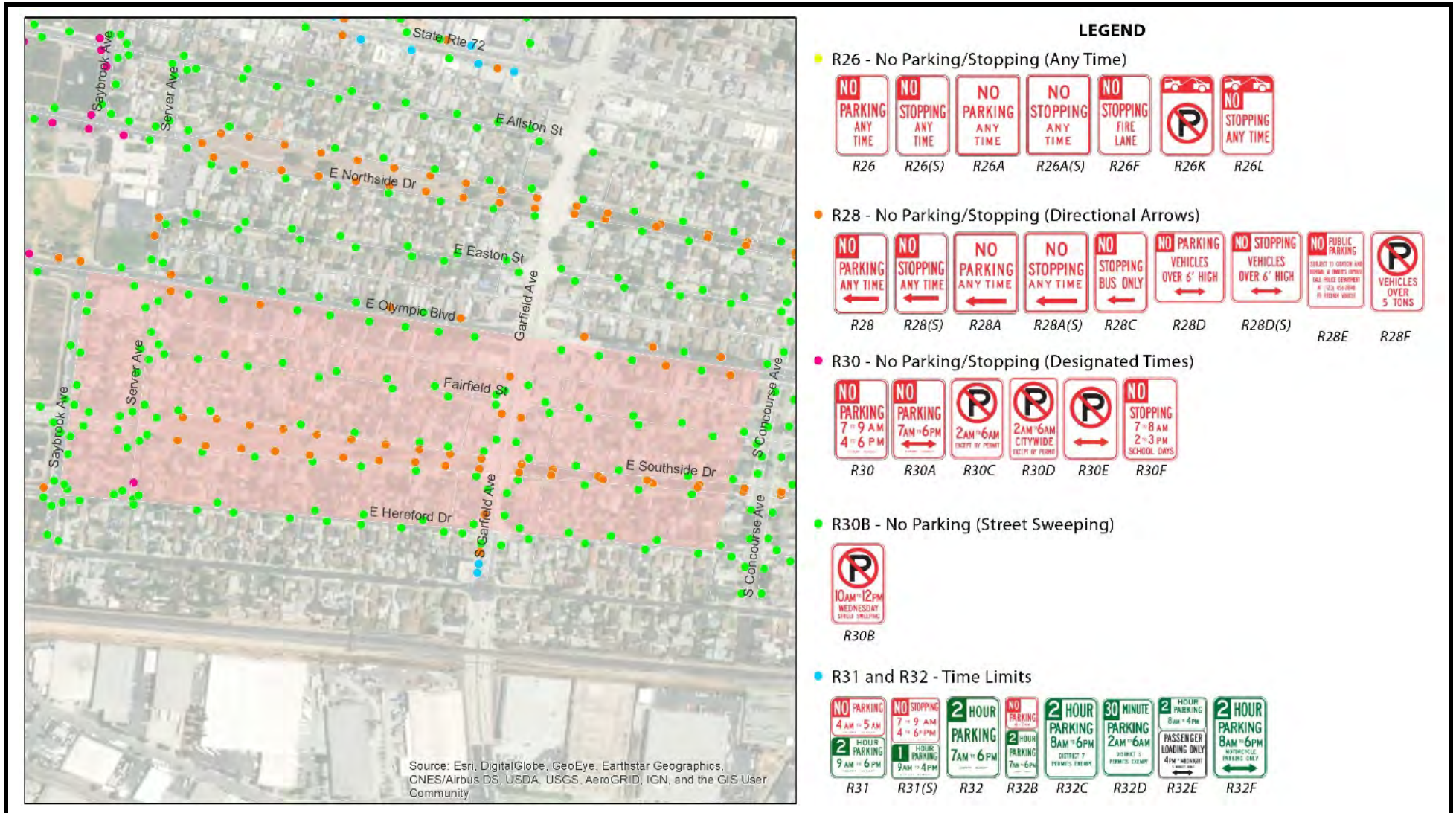


*Signs shown are examples of signage provided by the California Department of Transportation for each category. Signs do not represent actual signs posted in East LA.

Source: Public Works Department and Walker Consultants; 2020

Exhibit 9. The Saybrook neighborhood is just south of East Olympic Boulevard and runs from Saybrook Avenue on the west to Garfield Avenue on the east. The East Southside Drive corridor runs through the center of the residential area, restricting parking to only one side of the roadway. Residential street sweeping occurs on Tuesdays and Wednesdays from 11:00 a.m. to 3:00 p.m. There are no designated off-street county parking facilities in this area.

Exhibit 9: Saybrook Avenue



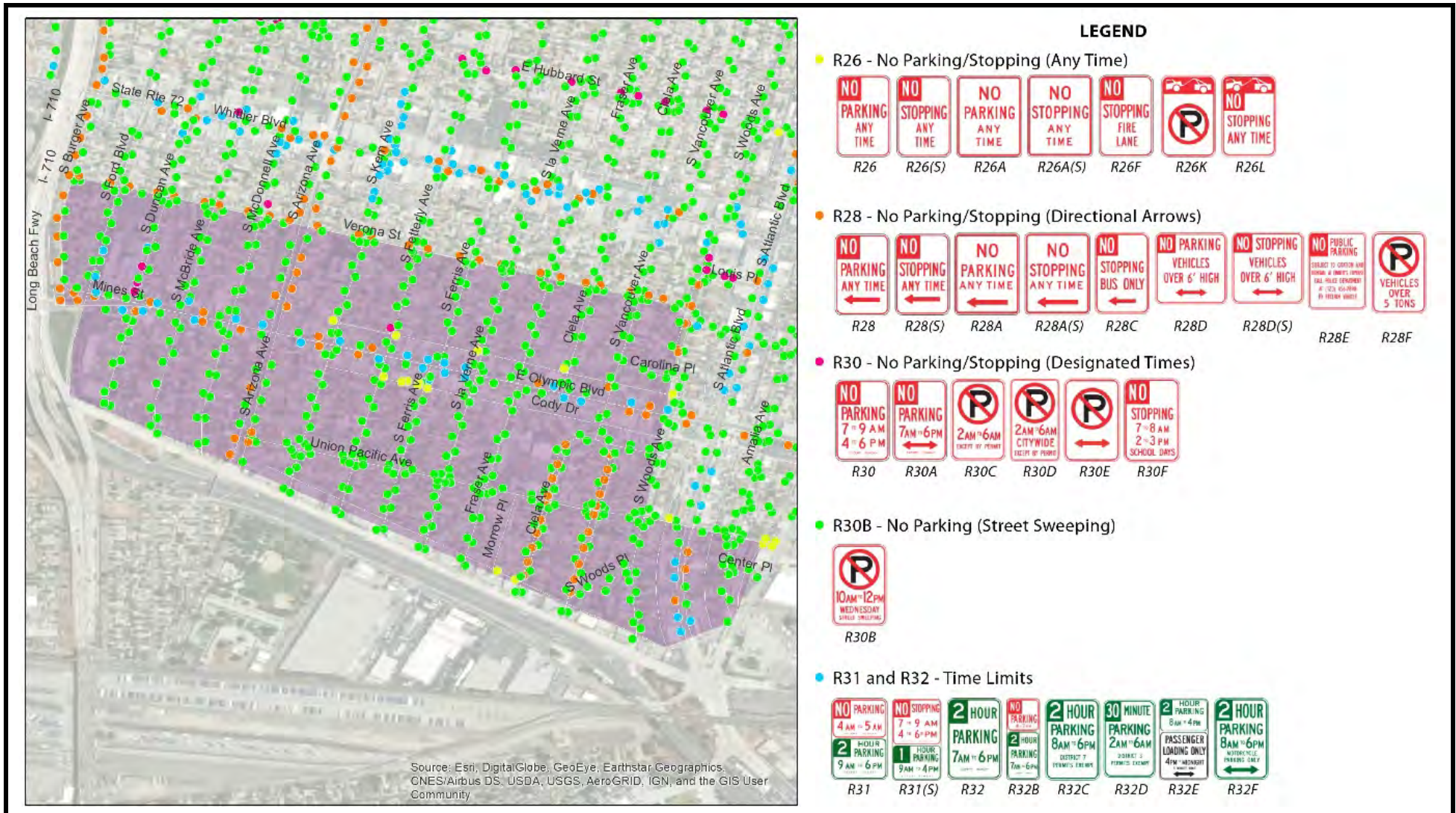
*Signs shown are examples of signage provided by the California Department of Transportation for each category. Signs do not represent actual signs posted in East LA.

Source: Public Works Department and Walker Consultants; 2020

Exhibit 10. The Telegraph and East Olympic Boulevard area is defined by each of these commercial corridors, although the neighborhood actually extends north to Verona Street. Areas east of South Woods Avenue and South Woods Place support extensions of the South Atlantic Boulevard commercial corridor. Winter Gardens Elementary School and Ford Boulevard Elementary School restrict street parking during early morning and afternoon passenger loading times. Neighborhood street sweeping occurs on Monday and Friday afternoons from 11:00 a.m. to 3:00 p.m. Parking along South Vancouver Avenue and Clela Avenue is limited to the residential sides of the roads and not permitted along the median.

Commercial vehicle parking over 5 tons is restricted along primary commercial corridors. As previously recognized, East Olympic Boulevard has a conflicting message for permissible and restrictive parking between 7:00 a.m. and 8:00 a.m. on street sweeping days. There are no designated off-street county parking facilities in this area.

Exhibit 10: Telegraph and East Olympic Boulevard

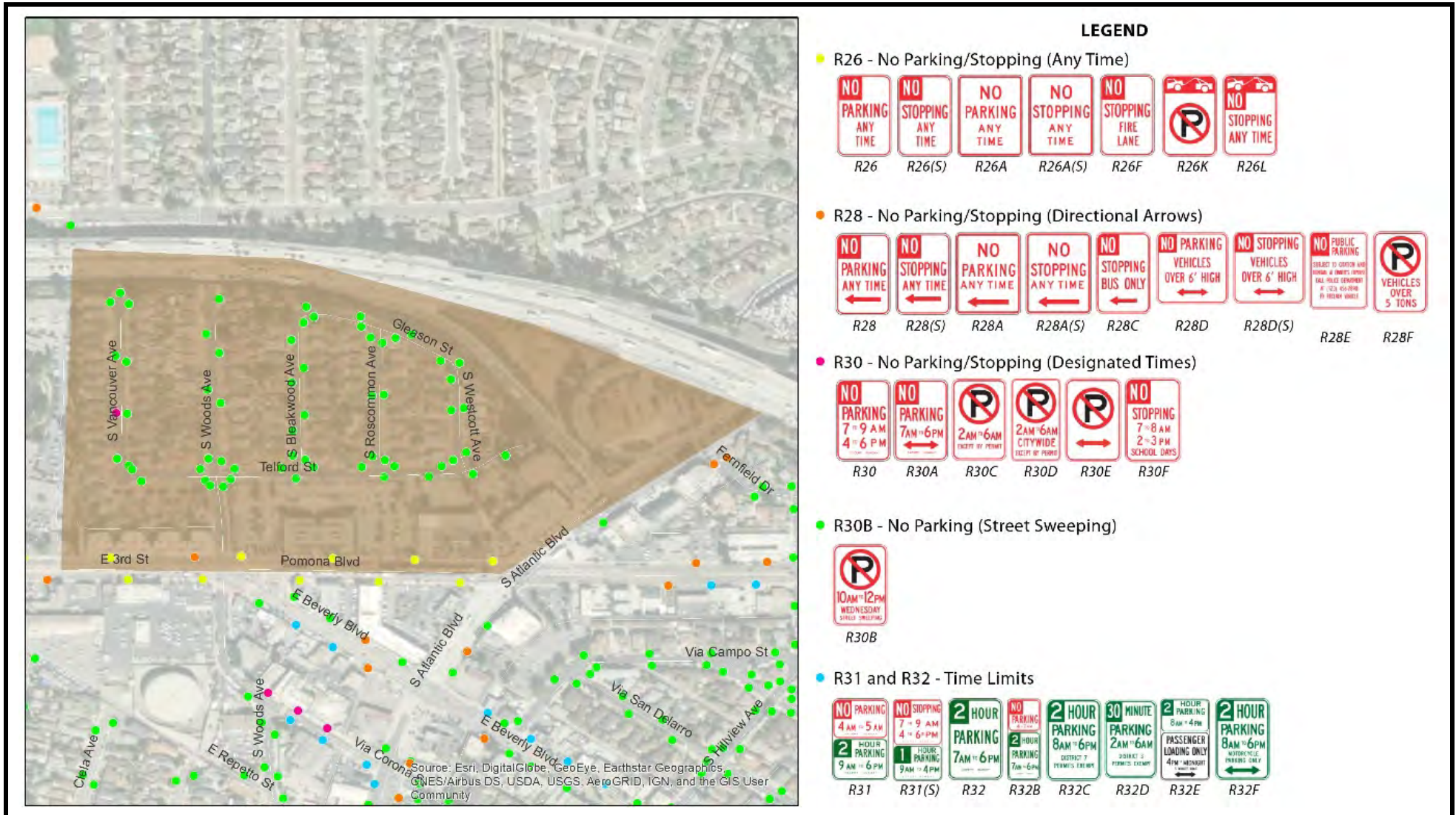


*Signs shown are examples of signage provided by the California Department of Transportation for each category. Signs do not represent actual signs posted in East LA.

Source: Public Works Department and Walker Consultants; 2020

Exhibit 11. The Telford Street area is bordered by East 3rd Street/Pomona Boulevard and the Pomona Freeway with limited access to the neighborhood from South Woods Avenue. Unique to this neighborhood is the Kaiser Permanente East Los Angeles Medical Offices. Parking during weekday business hours and Saturday mornings is limited to the needs of the medical offices, primarily restricting park and ride needs of the Metro Gold Line Atlantic Station. The nearby Atlantic Station Metro Gold Line parking facility restricts public parking from 4:00 a.m. to 11:00 a.m. each day and permits public parking after 11:00 a.m. for \$3 for 3 hours. 24-hour transit parking is available for \$2 per day. Neighborhood street sweeping occurs on Thursdays and Fridays.

Exhibit 11: Telford Street



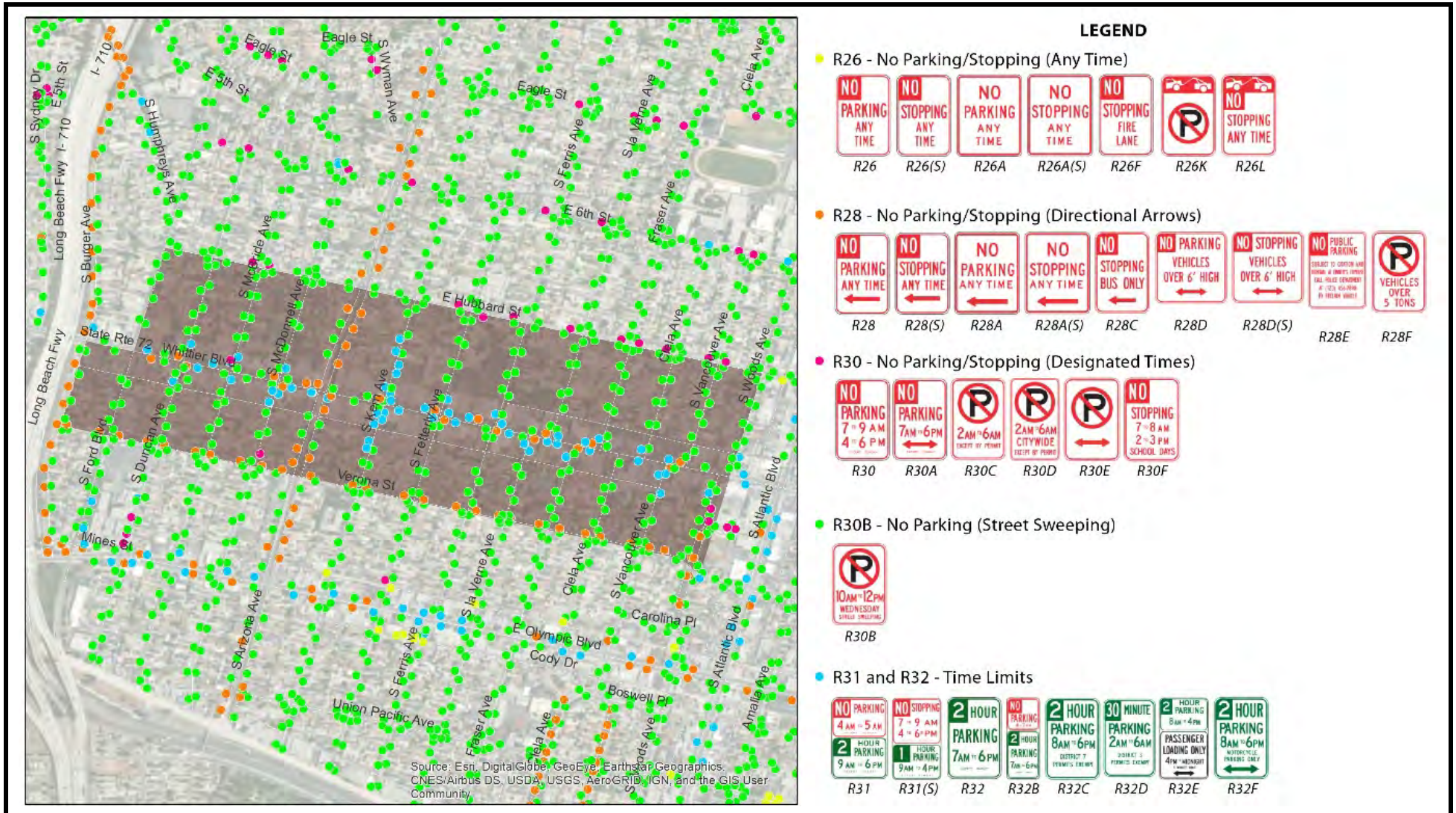
*Signs shown are examples of signage provided by the California Department of Transportation for each category. Signs do not represent actual signs posted in East LA.

Source: Public Works Department and Walker Consultants; 2020

Exhibit 12. The Whittier Boulevard/SR 72 serves a significant level of commercial activity between East Hubbard Street on the north and Verona Street on the south. Street sweeping on Whittier Boulevard has a similar conflicting message for permissible and restrictive parking between 7:00 a.m. and 8:00 a.m. on street sweeping days. Parking along Verona Street is limited to one side of the street due to the limited rights of way along this corridor.

The County offers off-street public parking inventory at 922 South Fetterly Avenue, which prohibits parking from midnight to 6:00 a.m. and public parking inventory at 753 South La Verne Avenue. Parking is free of charge at these locations.

Exhibit 12: Whittier Boulevard/SR 72 East of I-710

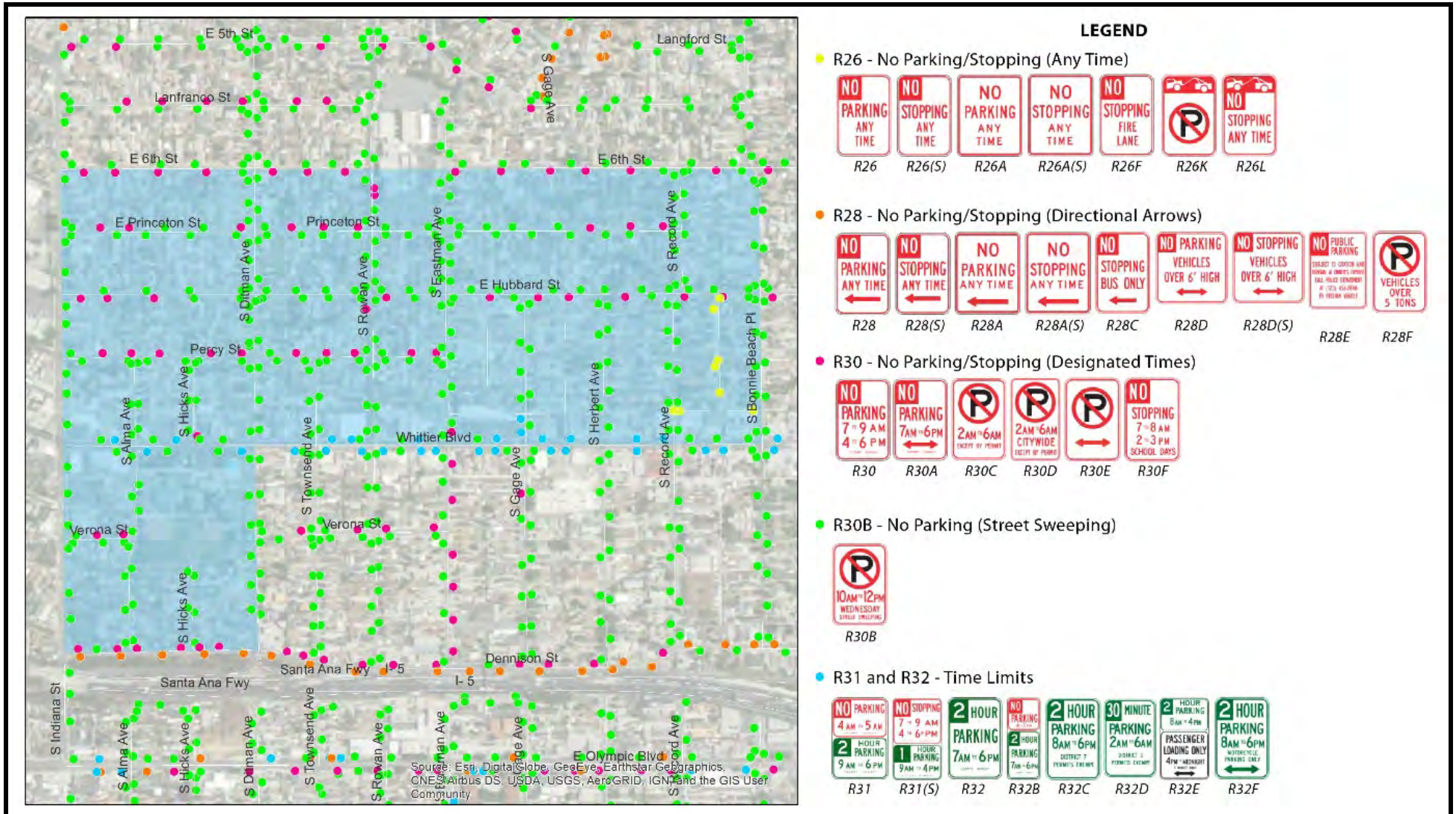


*Signs shown are examples of signage provided by the California Department of Transportation for each category. Signs do not represent actual signs posted in East LA.

Source: Public Works Department and Walker Consultants; 2020

Exhibit 13. Whittier Boulevard/SR 72, west of the I-710 supports additional commercial activity between South Downey Road and South Indiana Street. County provided parking at Salazar Park suggests the only county-owned public parking in the neighborhood. Residential street sweeping restrictions limit parking in neighborhoods on Thursdays between 8:00 a.m. and 12:00 p.m. and Fridays between 11:00 a.m. and 3:00 p.m. Parking along the Dennison Street corridor to the south is limited to parking on the residential side of the street only.

Exhibit 13: Whittier Boulevard West



*Signs shown are examples of signage provided by the California Department of Transportation for each category. Signs do not represent actual signs posted in East LA.

Source: Public Works Department and Walker Consultants; 2020

Walker Recommendation

Based on our general observations of the parking restrictions in East Los Angeles, Walker recommends that the County continue to focus on the following areas:

- Street sweeping of commercial corridors should remain the focus during the early morning hours before 7:00 a.m. Neighborhood street sweeping in residential corridors should continue to allow for street sweeping restrictions on one side of the street during opposing and separate days of the week.
- Consider extending on-street parking permissions on commercial corridors from a 1-hour limit to a 2-hour limit to allow for maximum commercial access and appropriate enforcement behaviors. The reality of enforcing a 1-hour time limit is not conducive to commercial needs and enforcement resources.
- The removal of multiple restrictive signs, to include “no parking commercial vehicles over 5 tons” and “no parking of vehicles for sale entire block.” These restrictions should remain a function of County ordinance and enforced district wide.
- During the current conditions analysis, community stakeholders expressed that food vendor trucks, mobile kitchens, and pickup trucks pulling food kitchen trailers often park longer than the posted time restriction, which limits curbside access and commercial turnover throughout the permissible parking times of day. The County should work with food truck and mobile kitchen vendors to create designated areas where these services may be offered to the public without affecting commercial access and traffic conflicts.

Parking Violation Categories

Los Angeles County is a legal subdivision of the state of California charged with governmental powers. Under the powers established within the county’s charter, Title 15 – VEHICLES AND TRAFFIC provides three specific divisions defining 1) traffic, 2) miscellaneous traffic regulations, and 3) penalties and fees related to violations of standing and parking laws. Within the three divisions, specific ordinances have been developed for laws governing traffic signs and signals; stopping, standing, and parking; abandoned and inoperable vehicles; and a schedule of civil penalties and additional assessments for parking violations.

Walker requested and received copies of the parking citations issued in Unincorporated East LA over the past three years, including records from calendar years 2017 through 2019. On average, the Parking Enforcement Detail issued sixty-four (64) different categories of parking citations. The citation categories and fines are as follows:

Exhibit 14: Unincorporated East LA Most Common Parking Citation Categories

#	Parking Citation	California Vehicle Code	LA County Ordinance	Fine Amount
1	Abandonment Prohibited	22523 (a)(b)		\$100
2	Parking in Fire lane	22500.1		\$65
3	Parking Disabled Access Ramp	22500(l)		\$250
4	Blocking Street		15.64.300	\$40
5	Parking in Bus Loading Zone		15.64.110	\$250

#	Parking Citation	California Vehicle Code	LA County Ordinance	Fine Amount
6	Double Parking	22500(h)		\$40
7	Failure to Apply for Registration	4152.5		\$25
8	Failure to Obey Sign/Curb Markings		15.200.703	\$50
9	Failure to Obey Sign/Curb Markings		15.200.70	\$50
10	Failure to Obey Sign/Curb Markings		15.200.701	\$50
11	Parks - Unauthorized Parking		17.04.370M	\$40
12	Parking in Front Yard		15.64.271	\$55
13	Disabled Parking	22507.8		
14	Disabled No Visible Placard or Plate	22507.8(a)		\$330
15	Obstruction of Disabled Parking Space	22507.8(b)		\$330
16	Parking Disabled Crosshatched Boundary Lines	22507.8(c)		\$330
17	Identification Plate	5017		
18	Key in Ignition, Unattended Vehicle		15.64.210	\$35
19	Position of License Plate	5201		\$25
20	Mutilated of Illegal License Plate	4457		\$25
21	No Commercial Parking, Residential District (more than 10,000lbs.)		15.64.052	\$65
22	Commercial Vehicle (More than 6,000 lbs.) Parked in Violation of Posted Limits		15.64.055	\$65
23	Display of License Plate	5200		\$25
24	No Front Plates	5200(a)		\$25
25	Period of Display	5202		\$25
26	No Parking at Anytime		15.64.260	\$40
27	No Violation Code		No VIOL	
28	Parking in Intersection	22500(a)		\$40
29	Parked on Lawn	2220025		
30	Parked over 18" from Curb		15.76.230	\$40
31	Parking in Alley	1048060		\$40
32	Parking/Safety and Curb	22500(c)		\$40
33	Parking Commercial Vehicle		15.64.050	
34	Parking, Disconnected Trailer		15.64.100	\$40
35	Parking - Fire Hydrant		15.64.370	\$55
36	No Parking – Alleys		15.64.130	\$40
37	Parking in Bus Zone	22500(i)		\$250
38	Housing Authority - Occupying More than One Parking Space		15.44.140	\$35
39	Blocking Driveway	22500(e)		\$40
40	Parking on Grades		15.64.220	\$35
41	Unlawful Parking - Public Grounds	21113(a)		\$40
42	Parking in Private or Public Property without Consent		15.64.270	\$40
43	Parking Time Limits		15.200.10	\$35

#	Parking Citation	California Vehicle Code	LA County Ordinance	Fine Amount
44	Parking in Intersection	22500(a)		\$40
45	Parking on Wrong Side of Street		15.64.280	\$40
46	Parking Near (3') Sidewalk Access Ramp	22522		\$280
47	Blocking Driveway on Private Street		15.64.320	\$40
48	Plate Clearly Visible	5201(f)		\$25
49	With Proof of Correction	5201(g)		\$10
50	Preferential Parking District-Unauthorized Parking		15.64.700	\$40
51	15' of Fire Hydrants	22514		\$55
52	Parking 18" from Curb	22502(a)		\$40
53	Parking Fire Station Entrance	22500(d)		\$55
54	Parking on Crosswalk	22500(b)		\$40
55	Parking on Sidewalk	22500(f)		\$40
56	Parking Lot - Street and Alley Parking	22951		\$35
57	Repairing Vehicles on Street		15.76.120	\$40
58	Stopping Prohibited		15.64.180	
59	Street Sweeping		15.200.702	\$50
60	No Tabs Displayed	5204		\$60
61	No Tabs Displayed	5204(a)		\$60
62	Temporary No Parking		15.64.140	\$40
63	Registration Required	4000(a)		\$60
64	Registration Required	4000(a)1		\$60

Source: LA County Sheriff; Conduent; 2020

The list of most commonly issued citations shown above represent forty-six percent (46%) of the total violation categories shown in the County's parking citation database system. Between LA County parking ordinance codes and the California Vehicle Code, the Parking Enforcement Detail has the ability to issue as many as 140 different types of parking violations within the county. A complete list of LA County parking violation descriptions with violation code and fine amount has been provided in the Appendix section at the end of this report. The violation list includes applicable California Vehicle Code and LA County Ordinance descriptions.

Of the sixty-four (64) violation categories shown in the previous exhibit, six (6) citation categories comprise ninety percent (90%) of the citations issued in East LA County. This data for these six categories are shown in **Exhibit 15**.

Approximately 53% of the parking citations issued in the East LA County neighborhoods are for street sweeping violations, an indication that many residents do not have options for parking their vehicle in designated off-street locations or other on-street locations.

Exhibit 15: Unincorporated East LA Top Six Citation Categories

Top Six (6) Citation Categories	Calendar Year			Average
	2017	2018	2019	
Street Sweeping (\$63)	27,292	24,641	26,101	26,011
\$ Value of Citations Issued	\$1,719,396	\$1,552,383	\$1,644,363	\$1,638,714
Percentage of Annual Citations Issued	53.77%	51.38%	54.54%	53.24%
Unregistered Vehicle (\$73)	5,627	5,540	6,219	5,795
\$ Value of Citations Issued	\$410,771	\$404,420	\$453,987	\$423,059
Percentage of Annual Citations Issued	11.09%	11.55%	12.99%	11.86%
Failure to Obey Sign (\$63)	5,526	5,474	3,834	4,945
\$ Value of Citations Issued	\$348,138	\$344,862	\$241,542	\$311,514
Percentage of Annual Citations Issued	10.89%	11.41%	8.01%	10.12%
Failure to Obey Marking (\$63)	2,773	2,913	3,454	3,047
\$ Value of Citations Issued	\$174,699	\$183,519	\$217,602	\$191,940
Percentage of Annual Citations Issued	5.46%	6.07%	7.22%	6.24%
Parking in Alley (\$53)	2,230	2,279	2,051	2,187
\$ Value of Citations Issued	\$118,190	\$120,787	\$108,703	\$115,893
Percentage of Annual Citations Issued	4.39%	4.75%	4.29%	4.48%
Parking 15' of Fire Hydrant (\$68)	2,203	2,344	1,758	2,102
\$ Value of Citations Issued	\$149,804	\$159,392	\$119,544	\$142,913
Percentage of Annual Citations Issued	4.34%	4.89%	3.67%	4.30%
			Total	90.23%

Source: LA County Sheriff Department; 2020 (Fine amounts include additional penalties and related costs)

Walker Recommendation

Based on our general observation notes of the parking violation categories for unincorporated East Los Angeles, Walker recommends that the Parking Enforcement Detail focus on the following areas:

- Focus consistent enforcement practices on all violation types to include time-limited and metered parking in commercial corridors, commercial vehicle parking in residential neighborhoods, and parking vehicles for sale in commercial corridors.

Enforcement Practices

Walker evaluated a number of parking enforcement data outputs including citations issued, cost of citations, fees and penalties, average cost of citation, annual revenue collected, annual delinquency rates, average total cost of outstanding citations, as well as total number and amount of outstanding citations. A summary of this information has been provided in this section with our evaluation comments provided accordingly.

Parking Enforcement Data

Through a data request to the Parking Enforcement Detail, Walker received the following parking enforcement data from Conduent, the agency’s parking citation management vendor. The data provided in the following exhibit details the number of citations issued and paid with their associated dollar amount. The exhibit also reflects the number of unpaid citations with the associated revenues for the amount of outstanding citations. Lastly, a percentage of calendar year paid versus issued citations is reflected in the last line.

Exhibit 16: East Los Angeles Parking Citation Data – Recent Three-Year Historical

	CY2017	CY2018	CY2019
Citations Issued	50,757	47,690	47,860
Citations Paid*	34,868	35,515	35,015
Total PAID AMT	\$3,390,374	\$3,300,673	\$2,918,807
Citations Unpaid	15,889	12,175	12,845
Total AMT Due (Unpaid)	\$2,363,122	\$2,196,682	\$2,566,571
Percentage Paid	68.70%	74.50%	73.20%

*By Process Date

Source: Conduent; August 2020

Countywide, Conduent’s records reflect a three-year average of 239,236± citations issued. Of the issued citations, an average of 84,028± were paid without collection measures, while an additional 79,686± (approximately 50% of the total citations noticed) citations were paid through collection efforts. Countywide citation payment percentages average 68.43% per year. By comparison of the same three-year period, annual citations solely issued in East Los Angeles have a slightly greater percentage (72.13%) of payment on record.¹

There are two types of citations of parking citations that are uploaded into Conduent’s citation database.

1. Electronic – Citation issued via parking control officer handheld docked at the individual Sheriff’s stations and uploaded to the database in a nightly batch process.
2. Handwritten – Batched by County Parking Enforcement Detail and sent to Conduent via third party courier services for data entry and also uploaded to the database in a nightly batch process. These may take a little

¹ Conduent Business Services, LLC; LA County Grand Totals Extract Report; July 2020

longer to update depending on the time it takes for Conduent to receive citations from Parking Enforcement Detail (currently it's estimated Conduent is receiving a few 100 handwritten citations daily).

The timeline and communication to the violator is dictated by a pre-programmed citation lifecycle shown in **Exhibit 17**. The citation database is programmed with next action logic so that each citation follows this flow from issuance through closure via dismissal or payment. When a citation is contested the lifecycle stops (is suspended) while the citation is under review.

The primary issue when paying a citation in-person relates to the violator's need to pay the citation immediately after issuance. Electronic citations generally get uploaded quicker; however there is still a potential for delay depending on the day and specific time the citation was issued. Handwritten citations may take as many as 4 to 6 calendar days for the citation record to appear in the database if the citation was issued on a Friday.

Conduent has recommended a conversion to real-time upload and processing using one of their newer proprietary enforcement applications to address this issue. The following exhibit has been provided to detail the digitized rules governing the County's citation lifecycle.

Exhibit 17: LA County Parking Citation Lifecycle

Date	Action/Event	Description
Day 0	Issue Date	Citation issued to citizen
Day 1	Registered Owner Update	Name/address requested from DMV: requests done (INSTATE 4 times every 30 days OUT of STATE 4 times every 90 days)
Day 21	Notice 1	Notice of Delinquent Parking: mailed 21 days after issue date
Day 36	Penalty 1	Assessed 15 days after Notice 1 mail date
Day 51	Penalty 2	Assessed 15 days after Penalty 1 is added
	Penalty 4	Assessed 15 days after Penalty 1 is added: Penalty 4 is Special Collection Fee, assessed at 30% of amount due as of January 2010 and 21% of amount due before January 2010
	Penalty 5	Assessed 15 days after Penalty 1 is added: Penalty 5 is \$3 California DMV Fee for DMV hold, INSTATE only
	Notice 21	1st Special Collection Notice: mailed as soon as Penalties 2, 4, and 5 are assessed
Day 56	Registration Hold Request	California DMV hold is requested 5 days from Notice 21 mail date
Day 66	Notice 22	2nd Special Collection Notice: mailed 15 days after Notice 21 mail date
Day 96	Notice 25	3rd Special Collection Notice: mailed 30 days after Notice 22 mail date

Source: Conduent; August 2020

Allowing a DMV hold to be placed on a vehicle registration within 60-days of an unpaid citation is an ideal best practice measure for citation collection. Some states require three or more outstanding citations, or in some cases, a significant dollar amount threshold to place a vehicle registration on hold. Introducing a graduating penalty schedule every 15 days is also considered a best practice measure for encouraging payment of an outstanding citation.

Parking Restrictions and Enforcement Mapping

Parking enforcement throughout East LA County is designed by time of day and day of week. During our stakeholder interview with the Parking Enforcement Detail team we learned street sweeping enforcement responsibilities determine how enforcement resources are allocated each day. Street sweeping schedules are generally designated on Mondays through Fridays from 5:00 a.m. to 7:00 a.m., 8:00 a.m. to 12:00 p.m., and 11:00 a.m. to 3:00 p.m. To meet the scheduled enforcement times, the Parking Enforcement Detail allocates a minimum of four to seven parking control officers to the designated areas each day. The following exhibit has been provided to demonstrate the coverage areas on street sweeping days.

Exhibit 18: Parking Enforcement Detail Coverage by Time of Day and Day of Week

Time	Day of Week							
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	
3:00 AM	0	0	0	0	0	0	1	
4:00 AM	1	1	1	1	1	0	1	
5:00 AM	4	5	5	4	4	1	2	
6:00 AM	4	6	5	4	4	1	2	
7:00 AM	5	7	7	6	6	1	2	
8:00 AM	5	7	7	6	6	1	2	
9:00 AM	5	7	7	7	7	1	2	
10:00 AM	5	7	7	7	7	1	2	
11:00 AM	5	7	7	7	7	1	2	
12:00 PM	4	6	6	6	6	1	2	
1:00 PM	3	5	5	5	4	1	1	
2:00 PM	3	5	5	5	4	1	1	
3:00 PM	0	2	2	3	3	0	0	
4:00 PM	0	1	1	2	2	0	0	
5:00 PM	0	0	0	1	1	0	0	
6:00 PM	0	0	0	1	1	0	0	
7:00 PM	0	0	0	1	1	0	0	
Coverage Hours	44	66	65	66	64	10	19	

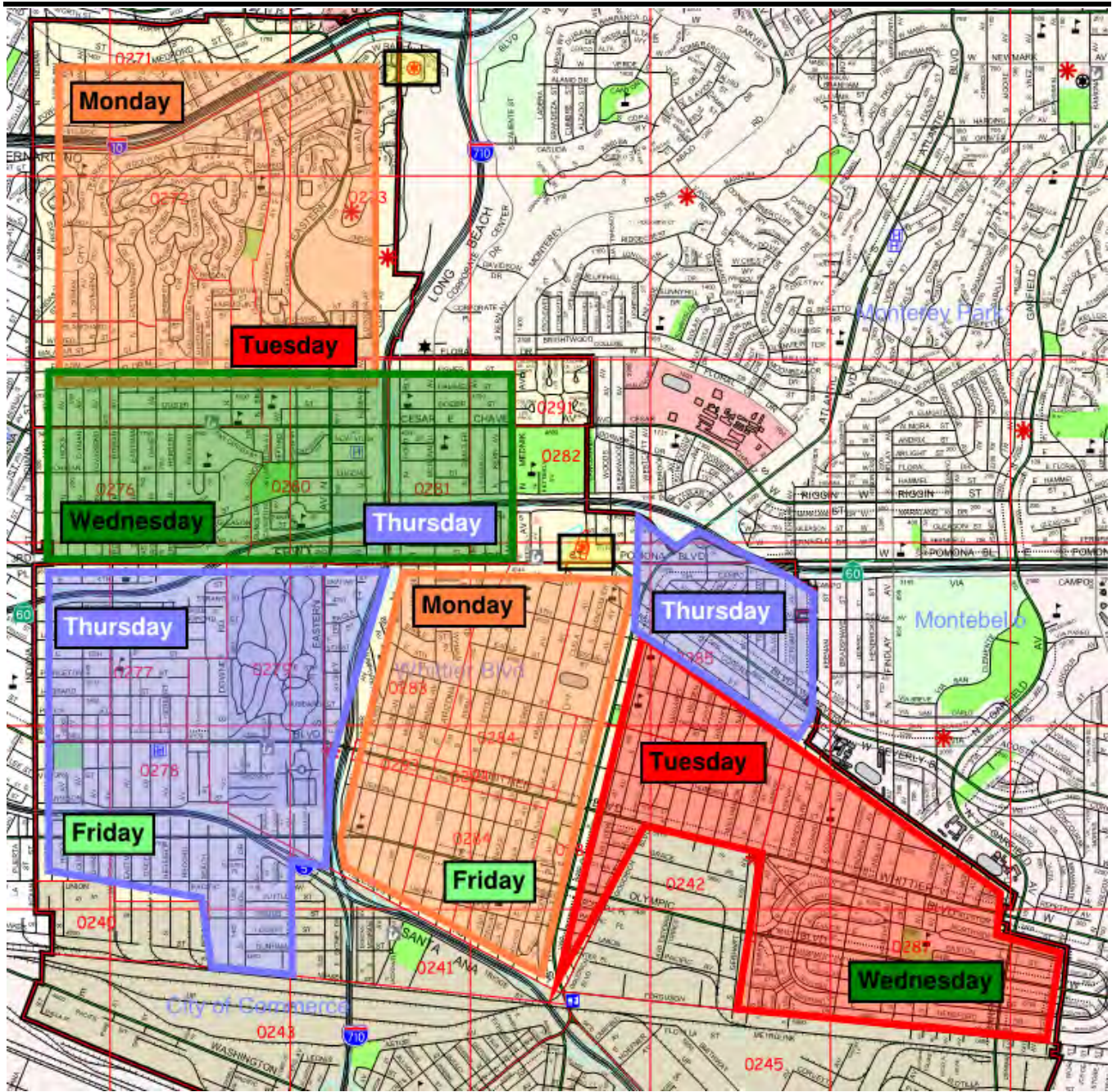
Source: LA County Sheriff Department, LA County Public Works Department and Walker Consultants; 2020

In this exhibit, each day of the week has been color coded with a color that identifies the scheduled streets within the county boundaries. For a detailed description of the street sweeping schedules by day of the week, please refer to the Appendix section at the end of this report. As shared above, street sweeping responsibilities begin at 5:00 a.m. each day and run through 3:00 p.m. A total of eight (8) parking control officers are assigned to the East LA Station, reporting to one (1) supervisor. As evidenced by the number of enforcement officers assigned to weekday enforcement times, we learned three to four officers are assigned to street sweeping responsibilities each weekday, while the remaining two to three officers handle enforcement of abandoned vehicles and neighborhood calls made to enforcement dispatch.

Mapping

To help visualize the street sweeping restrictions and the assigned allocation of parking control officers by day of the week, we designed the following exhibit to show how concentrated coverage occurs within certain areas of the community each day, while other areas may receive negligible coverage outside of their street sweeping schedule times.

Exhibit 19: Parking Enforcement Detail Coverage by Street Sweeping Schedule



Source: LA County Sheriff Department, LA County Public Works Department and Walker Consultants; 2020

As shown in the exhibit, most street sweeping areas do experience enforcement coverage more than one day of the week as street sweeping schedules provide sweeping on opposite sides of the street on different days. The exhibit has been color coded to highlight the areas where street sweeping occurs on a second day of the week. It is believed the assigned street sweeping parking control officers remain in these areas during their scheduled shift to accommodate the various street sweeping times throughout the early morning, late morning, and early afternoon. Tuesday through Friday, between 3:00 p.m. and 7:00 p.m., as few as one to three parking control officers are assigned to cover the entire community. On Mondays, Saturdays and Sundays, no enforcement coverage is provided between 3:00 p.m. and 7:00 p.m.

Walker Recommendation

Based on our general observation notes of the parking enforcement practices for unincorporated East Los Angeles, Walker recommends that the County focus on the following areas:

- Demonstrate consistent enforcement practices in all areas of unincorporated East Los Angeles County to increase parking compliance and encourage vehicle owners to take greater responsibility for their parking behavior.
- Continue to promote payment options and encourage the practice of citation payment within the first 21 days of issuance to avoid subsequent penalties.
- Consider the use of license plate recognition (LPR) for the Parking Enforcement Detail to maintain the timeliness of district-wide enforcement practices and discourage scofflaw behavior.
- Add the best practice of immobilizing vehicles for non-payment of multiple outstanding violations. Upon immobilization, vehicles should be towed at the end of the day if immobilization practice is not addressed by vehicle owner in the same day. Immobilized vehicles left on street overnight may encourage tampering of immobilization devices.

The background of the page is an abstract composition of overlapping geometric shapes in various shades of teal, blue, and light cyan. The shapes are primarily triangles and quadrilaterals, creating a sense of depth and movement. The colors transition from dark, muted blues in the upper left to lighter, brighter teals and light blues towards the bottom right. The overall effect is modern and professional.

02 Parking Enforcement Operations

Parking Enforcement Operations

Walker conducted a comprehensive review of the Sheriff’s Department Parking Enforcement Detail. The review included the number of staff assigned to the Parking Enforcement Detail, encumbered versus vacant positions, funding and staffing cost analysis, scheduling, workload GAP analysis, and hiring practices. The following information has been provided to demonstrate the challenges and opportunities within each of these review items. Where appropriate, we have provided best practice recommendations for improving efficiencies and maximizing the customer service experience.

Organization

The Parking Enforcement Detail remains the responsibility of the Civil Management Bureau of the Los Angeles County Sheriff’s Department. Within the Bureau’s organization, a Captain position oversees a Manager position, which is responsible for the oversight of sixteen (16) enforcement detail stations throughout the entire county. A single headquarter location provides administrative and technical support to the remote stations.

Staffing levels at each station range from as few as one (1) Parking Control Officer at the Santa Clara Station, to as many as eight (8) Parking Control Officers at the East Los Angeles and the Century stations. As many as eleven (11) Supervisor Parking Control Officers are responsible for overseeing enforcement activity at some individual stations. Not all stations have a dedicated supervisor. As of May 12, 2020, the Parking Enforcement Detail organization chart reflected a total of fifty-five (55) encumbered Parking Control Officer positions out of a budgeted fifty-five positions; a total of ten (10) encumbered Supervisor Parking Control Officer positions out of a budgeted eleven positions; and seven (7) encumbered office and technical support positions out of a budgeted eight positions. (See Exhibit 21 on the following page)

East Los Angeles Station

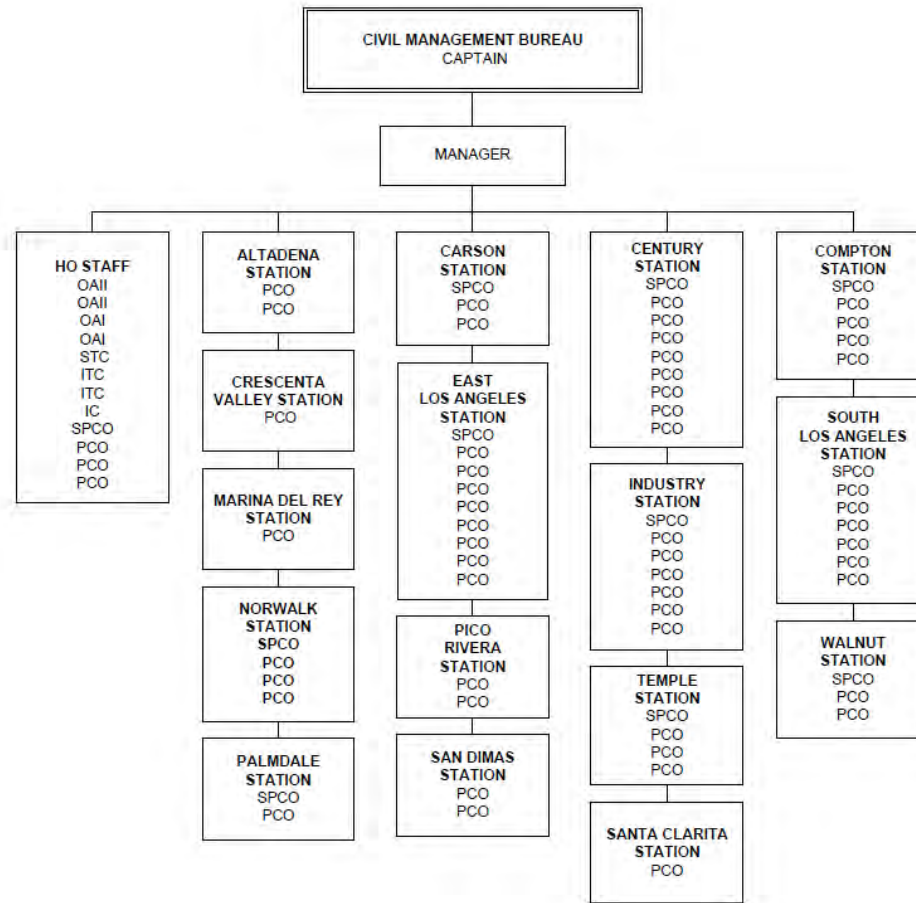
The East Los Angeles Parking Enforcement Detail station is staffed with eight Parking Control Officers (PCO) and supervised with one Supervisor Parking Control Officer (SPCO). The following exhibit has been provided to demonstrate current staff coverage and assigned shifts.

Exhibit 20: East Los Angeles Parking Enforcement Detail Staff and Assigned Shifts

#	Rank	Day of Week	Time of Day	Number of Staff (Shift Length)
1	SPCO	Monday through Friday	6:00 AM to 2:00 PM	Five (8-hour tour)
1	PCO	Tuesday through Friday	5:00 AM to 3:00 PM	Four (10-hour tour)
2	PCO	Tuesday through Friday	7:00 AM to 5:00 PM	Four (10-hour tour)
3	PCO	Monday through Friday	6:30 AM to 2:30 PM	Five (8-hour tour)
4	PCO	Sunday	3:00 AM to 1:00 PM	One (10-hour tour)
		Monday through Wednesday	5:00 AM to 3:00 PM	Three (10-hour tour)
5	PCO	Monday through Friday	4:00 AM to 12:00 PM	Five (8-hour tour)
6	PCO	Monday through Thursday	5:00 AM to 3:00 PM	Four (10-hour tour)
7	PCO	Monday through Friday	5:00 AM to 1:00 PM	Five (8-hour tour)
8	PCO	Thursday and Friday	9:00 AM to 7:00 PM	Two (10-hour tour)
		Saturday and Sunday	5:00 AM to 3:00 PM	Two (10-hour tour)

Source: LA County Sheriff Department; May 2020

Exhibit 21: East Los Angeles Parking Enforcement Detail – Organization Chart



Source: LA County Sheriff Department; May 2020

Encumbered Versus Budgeted Positions

As of May 2020, the Civil Management Bureau has seventy-four (74) encumbered positions of seventy-six (76) budgeted positions for a ninety-seven (97%) encumbrance rate. Only one headquarter support position and one Supervisor Parking Control Officer position are shown as unencumbered or vacant. According to these staffing metrics, the Bureau appears to be experiencing minimal vacancies and recruiting challenges.

Funding and Staffing Cost Analysis

We requested and received the salary information for the Parking Enforcement Detail and the 2018-2021 salary schedule with step increases for the position of Supervisor Parking Control Officer and Parking Control Officer. The following exhibit has been provided to demonstrate the salary ranges for each of these positions.

Exhibit 22: East Los Angeles Parking Enforcement Detail – Salary Schedule

Parking Enforcement Detail 2018-2021 Salary Schedule							
Position	Year	Step 1 Annual	Step 2 Annual	Step 3 Annual	Step 4 Annual	Step 5 Annual	Step 6 Annual
Supervisor Parking Control Officer	10/1/18	\$46,579	\$49,155	\$51,886	\$54,785	\$57,840	\$59,424
	10/1/19	\$47,724	\$50,376	\$53,184	\$56,148	\$59,280	\$60,912
	1/1/20	\$48,199	\$50,877	\$53,716	\$56,710	\$59,873	\$61,523
	10/1/20	\$49,399	\$52,146	\$55,058	\$58,128	\$61,371	\$63,060
	1/1/21	\$49,399	\$52,146	\$55,058	\$58,128	\$61,371	\$63,060
Parking Control Officer	10/1/18	\$40,350	\$42,566	\$44,910	\$47,381	\$50,010	\$51,380
	10/1/19	\$41,340	\$43,610	\$46,019	\$48,557	\$51,255	\$52,665
	1/1/20	\$41,736	\$44,028	\$46,464	\$49,032	\$51,756	\$53,184
	10/1/20	\$44,911	\$47,381	\$50,010	\$52,795	\$55,739	\$57,267
	1/1/21	\$44,911	\$47,381	\$50,010	\$52,795	\$55,739	\$57,267

Source: LA County Sheriff; 2020

As shown in red highlight and effective October 1, 2020, Supervisor Parking Control Officers are eligible for a Step 1 base salary amount of \$49,399 and Parking Control Officers are eligible for a Step 1 base salary amount of \$44,911. The salary amounts shown in this exhibit do not include amounts for benefits and pension contributions, nor does the amount reflect any overtime compensation or other pay amounts. The step increases provide a measure of merit pay increases dependent upon annual performance evaluation. For salary comparison purpose, the U.S. Bureau of Labor Statistics website was referenced for parking enforcement workers. As of May 2019, the occupational employment and wages provided the following breakdown:

Exhibit 23: U.S. Bureau of Labor Statistics for Parking Enforcement Workers

Percentile	(Median)				
	10%	25%	50%	75%	90%
Hourly Wage	\$12.80	\$15.48	\$19.67	\$25.50	\$30.87
Annual Wage	\$26,610	\$32,200	\$40,920	\$43,040	\$64,210

Source: www.bls.gov 33-3041 Parking Enforcement Workers; 2020

When compared to these national wage percentages, the Los Angeles County Parking Enforcement Detail employees fall under the 75% to 90% salary earnings range for parking enforcement workers.

Additional geographic research from this same website revealed California as the state with the highest level of employment in this position, representing 7% employment per thousand jobs. On average, California has a location quotient of 1.28, representing the ratio of the area concentration of occupational employment to the national average concentration. A location quotient greater than one indicates the occupation has a higher share of employment than average. Additionally, California has an hourly mean wage amount of \$27.81 per hour and an annual mean wage amount of \$57,850 per year before benefits and pension contributions. Each of these wage amounts continue to fall between the 75th and 90th percentile of the national average.

Workload Gap Analysis

As identified in the public survey responses and further supported through comments made during the community stakeholder sessions, both residents and business merchants believe enforcement coverage is not substantial or consistent enough to meet the needs of the community. A number of stakeholders shared that enforcement officers are seldom seen enforcing matters on their community streets, especially during the afternoon and early evening hours. On days when street sweeping is scheduled in specific neighborhoods, as few as 2-3 parking control officers are available to cover the remainder of the East LA district. Considering conditions that effect scheduled and unscheduled paid time off (PTO) or medical leave of absence (MLA), the challenge becomes increasingly difficult to meet the coverage needs, not only each day, but in the early evening hours as well.

Hiring Practices

During the scheduled stakeholder intake session with the management and supervision of the East LA Parking Enforcement Station, information was requested and shared with respect to the department's hiring practices. The minimum training and experience requirements for a Parking Control Officer specify six months of experience in the public or private sector involving contact with the public, customer relations, or service to the community. A valid California Class C Driver License is required to perform job related essential functions. The minimum training and experience requirements for a Supervising Parking Control Officer specify at least two years' experience as a Parking Control Officer.

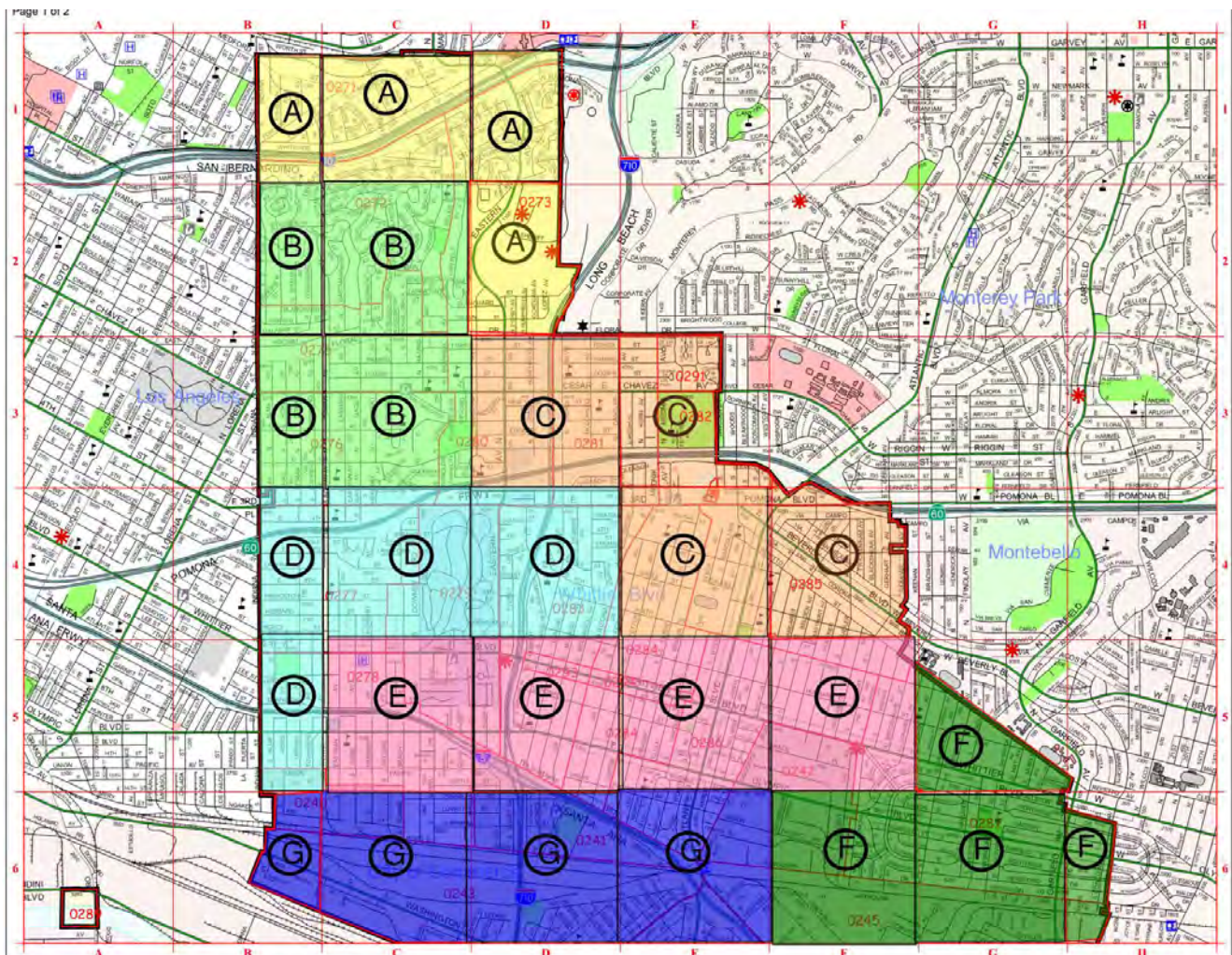
When a Parking Control Officer position becomes vacant, the manager and supervisor verify permission to request an advertisement of the Class Specification Bulletin. Once permission to advertise has been granted, the Bulletin is posted for internal and external view for a minimum advertisement period. Once the Bulletin advertisement is closed, the County's Human Resource Department will begin the process of certifying the applicants to see which applicants meet the minimum training and experience requirements. The certification list is then valid for a minimum three-year period, regardless of how many positions must be filled or how many applicants are interviewed to fill the vacant positions.

One example was provided where the manager requested a certification list of 39 applicants. 24 interviews were conducted for 15 vacancies. Of the 24 interviews, they may only have 2 pass the background check investigation. Some, which pass the background check investigation, may find they do not care for the work duties once they have been trained and spend time in the field with a Parking Control Officer. Essentially, the process must start all over.

Staffing

To better serve the enforcement needs of the community, it is recommended that parking control enforcement personnel be added to the East LA district for consistent coverage from 8:00 a.m. through 10:00 p.m., seven days per week. To further address coverage needs, we recommend establishing enforcement tours which allow regular enforcement rounds through each of the community streets. Use of enforcement tour methodology will help define a grouping of streets within a subsection of the East LA district. Tours should be developed to enable a Parking Control Officer to cover the tour every two hours at a minimum. Under this approach, every street will be enforced a minimum of four times during an eight hour scheduled shift. We have assembled the following exhibit to help demonstrate potential enforcement tours for the East LA district.

Exhibit 24: Sample Enforcement Tours for the East LA District



Source: Los Angeles County Sheriff's Department and Walker Consults; 2020

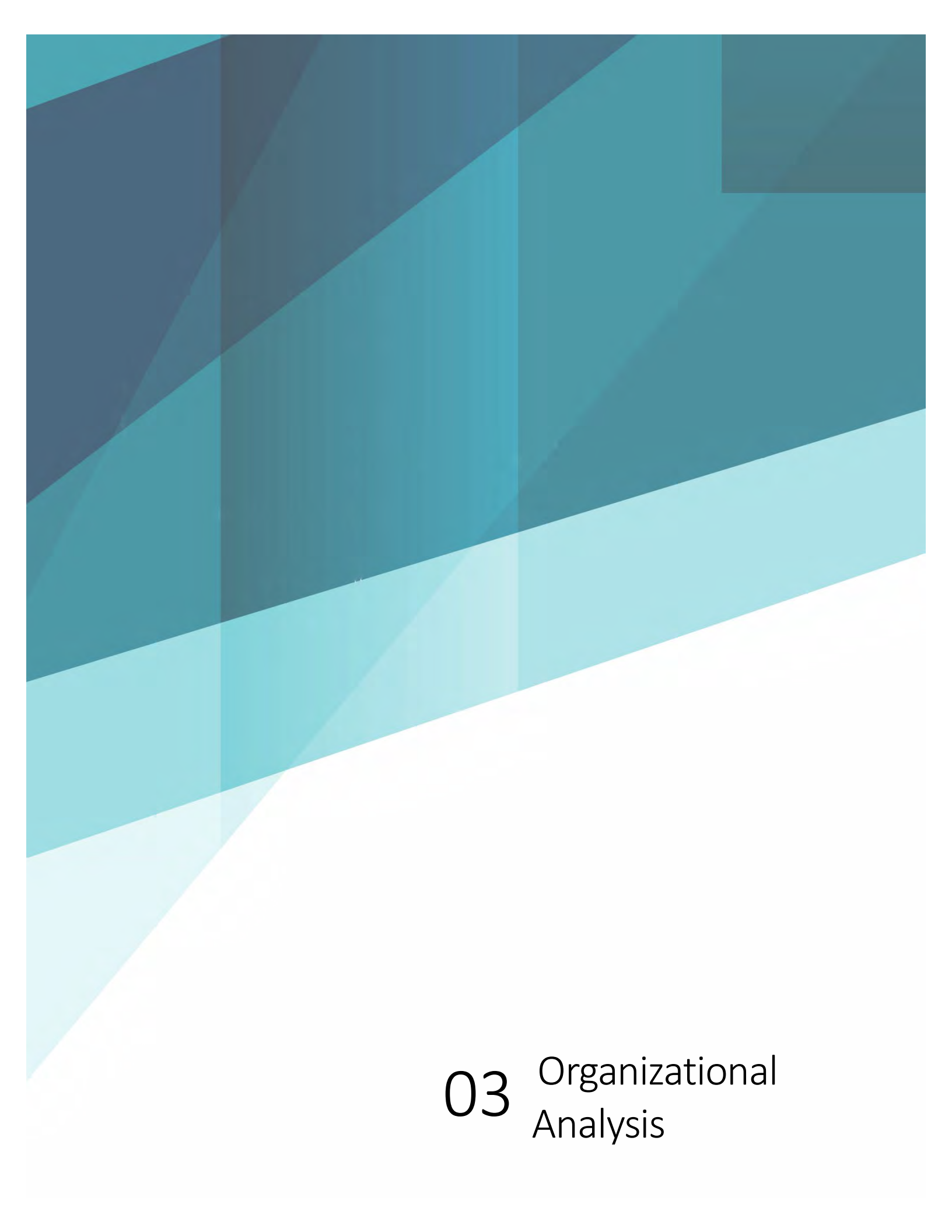
This exhibit attempts to break down the East LA district using the district boundaries and map grids to create enforcement subsections labeled as enforcement tours A through F. As a result of varying neighborhood densities, it may also be necessary to rearrange the tours to reduce tour footprints by two to three map grids versus the use of four grids per Parking Control Officer as shown in the figure.

Daytime coverage would continue to be provided by the use of the eight existing fulltime Parking Control Officers, however, we recommend adding additional fulltime and part-time Parking Control Officers to cover the evening and weekend coverage hours.

Walker Recommendation

Based on our general observation notes of the parking enforcement operations for unincorporated East Los Angeles, Walker recommends that the County should focus on the following areas:

- Increase the amount of parking enforcement resources to allow for consistent coverage in all unincorporated areas of East Los Angeles County from 8:00 a.m. to 10:00 p.m., seven days per week.
- Establish regular enforcement tours for the assignment of Parking Control Officers each day. Require the Parking Enforcement Officers to rotate through the enforcement tours every two weeks to reduce the perception of targeting and promote best practice enforcement behaviors.

The background of the page is an abstract composition of overlapping geometric shapes in various shades of teal, blue, and light cyan. The shapes are primarily triangles and quadrilaterals, creating a sense of depth and movement. The colors transition from dark, muted blues in the upper left to lighter, brighter teals and light blues towards the bottom right. The overall effect is modern and professional.

03 Organizational Analysis

Organizational Analysis

Walker was asked to identify the county department that is best positioned to provide parking enforcement services in unincorporated East Los Angeles. Thirty-seven (37) departments/agencies are listed under the Los Angeles County Departments website. The departments are as follows:

- Agricultural Commissioner/Weights & Measures
- Alternate Public Defender
- Animal Care & Control
- Arts and Culture
- Assessor
- Auditor-Controller
- Beaches & Harbors
- Chief Executive Office
- Child Support Services
- Children & Family Services
- Consumer & Business Affairs
- County Counsel
- Development Authority
- District Attorney
- Executive Office, Board of Supervisors
- Fire Department
- Health Agency
- Health Services
- Human Resources
- Internal Services
- Library
- Medical Examiner-Coroner
- Mental Health
- Military & Veterans Affairs
- Museum of Art
- Natural History Museum
- Parks and Recreation
- Probation
- Public Defender
- Public Health
- Public Social Services
- Public Works
- Regional Planning
- Registrar-Recorder/County Clerk
- Sheriff
- Treasurer & Tax Collector
- Workforce Development, Aging & Community Services

Sheriff's Department

Upon review of the descriptions and roles of each department, the LA County Sheriff's Department remains the clear choice to provide parking enforcement services in unincorporated East Los Angeles. From time to time, the Sheriff's Department works with the Human Resources Department to update Class Specification Bulletins providing salary ranges, classification standards, examples of duties and minimum requirements for Parking Control Officer and Supervisor Parking Control Officer recruitment efforts. Once hired, Class Specification training is provided through a one week orientation class and multiple field assignments with experienced Parking Control Officers over several weeks.

Most notably, the Parking Enforcement Detail of the LA County Sheriff's Department has reasonable levels of human capital to provide periodic coverage amongst all 16 patrol stations despite temporary vacancies created by medical leave of absence and personal time off requests, if necessary.

Public Works Department

Often times, other county jurisdictions employ code enforcement personnel for parking enforcement needs. To some organizations, this makes sense as law enforcement agencies are typically concerned with establishing safe and peaceful communities, including neighborhoods, parks, schools, business districts and homes. Typically, code enforcement agencies are concerned with upholding local ordinances to include unsafe and unhealthy conditions, abandoned structures, abandoned vehicles, and inoperable or neglected trash, junk and debris.

The LA County Public Works Department oversees a code enforcement component that reports to its Building and Safety Division. While much of the Building and Safety Division's responsibility includes application of building laws and regulations, the Department oversees property rehabilitation violations and the more difficult nuisance abatement violations which may involve interfacing with the Departments of Regional Planning, and Public Health and the Sheriff's Department.

While the Public Works Department doesn't necessarily have the human capital resources of the Sheriff's Department for parking enforcement related activities, it may be a reasonable option to encumber a contract monitor position to oversee a parking enforcement outsource contract. By association, this contract management position should be an extension of the Department's code enforcement agency.

Walker Recommendation

Based on our general observation notes of the organizational analysis for unincorporated East Los Angeles, Walker recommends that the County focus on the following areas:

- Should the Parking Enforcement Detail remain an in-house service of the County, the LA County Sheriff's Department remains the clear choice to provide parking enforcement services in unincorporated East Los Angeles. The training and ability to shift personnel resources remain adequate to provide minimal coverage in the event of temporary employment vacancies.
-
- Develop a Code Enforcement Team led by the Department of Public Works to coordinate the various departments, such as the Sheriff's Department, Regional Planning, Public Health, Fire Department to collaborate and share in the role of code enforcement that is more community oriented and with a clearly defined mission of improving the quality of life for the East LA Community.



04 Best Practices

Best Practices

As East LA considers the viability of implementing different types of parking districts and refining its enforcement program to improve current parking conditions, Walker researched the parking programs and enforcement methods at four municipalities. Understanding that there are differences between unincorporated areas and municipalities in terms of the functionality of local governance, and in this case in terms of socioeconomics as well, this section is intended to present examples of parking management program features that have worked well for the subject communities. Additionally, this section highlights the trade-offs of each of the parking programs presented. It is important to note that no program is perfect, and what one community values may differ from that of another, but the common denominator in all of these programs is the management of on-street parking.

The four municipalities selected, for the analysis were:

- City of Sacramento, CA
- City of Pasadena, CA
- City of Los Angeles, CA
- City of Glendale, CA

The purpose of this analysis was to present best practice examples from other California municipalities, how they operate their parking programs, and how they enforce parking in relation to these programs. The subsequent findings presented, reflect information gathered from conversations with staff from those municipalities as well as from online sources researched by Walker.

Types of Parking Districts

Several types of Parking Districts could be established in East LA to help meet the goals of sharing the limited on-street parking inventory equitably amongst residential and commercial users. Observations conducted within the study area around on-street conditions show vehicles parking for extended periods, parking in restricted areas, and causing potential hazards (such as in red curbed areas, in front of fire hydrants, and on sidewalks), and double parking on area streets. Residential Parking Permit Programs provide an opportunity for the County to better manage their on-street parking resources by allowing them to define areas/zones that designate who may park, what credential is needed to park, when and how they may park, where they can park, and the policies and procedures that must be followed to park, including how enforcement may be handled.

The following sections describe the different types of parking programs that may be implemented. The comps demonstrate that many jurisdictions may have a hybrid program of several of these types of programs. The constants are that they have some type of residential and/or commercial permit program, revenue from the programs in place either stay with the jurisdiction to fund their programs or are given/shared with the neighborhood(s), and some type of enforcement program is in place.

Parking Enforcement District

A Parking Enforcement District is typically a geographically defined area wherein the municipalities' official parking rules and regulations are enforced by Parking Enforcement Officers (PEO's) to manage available spaces to help ensure availability for users. The PEO's are customarily responsible to patrol the district and monitor, enforce, and

cite vehicles in violation, and may also be required to boot and/or tow vehicles as per the stated parking rules and regulations.

- Parking areas are actively managed and enforced.
- Citation revenues are used to offset the organizations operating and personnel costs.
- The community enjoys the benefit of enforced policies but does not receive financial benefit.

Parking Permit District

A Parking Permit District is typically a geographically defined area where parking is actively managed via permits to allow for on-street parking use by residents, businesses, and transient/short term parkers. Parking permits are required to park in designated areas on the streets within the district. It is customary to charge a fee and require that the vehicle be registered to an address within the district. These types of programs may be implemented in the following circumstances:

- For a predominately residential area that is impacted by parking use by non-residents. The residents are required to have a parking permit to park and many times resident parking takes priority during certain days/times.
- For a commercial district to assist with short term parking turnover and encourage off-street parking and shared/parking.
- For significantly mixed-used areas or residential and commercial developments to maximize on-street parking for both user groups.

A Parking Permit District typically requires buy-in from a set percentage of residents and/or business owners, though municipalities may create without this buy-in.

A Preferential Parking District (PPD) is a type of Parking Permit District that has posted regulations that limit parking without permits in an effort to reduce impacts of non-resident parking. Some municipalities call this type of district a Residential Parking Permit District (RPP).

An Overnight Parking District is an area that has posted regulations limiting parking by non-permitted vehicles between set (overnight) hours in an effort to reduce criminal and public nuisance activities by non-resident vehicles parked late at night.

Parking Benefit District

A Parking Benefits District is typically a geographically defined area whereby parking is monetized to manage supply and demand and the parking revenues collected within that district are used to fund parking and transportation infrastructure and improvements within that district. Revenues may fund items such as building or improvements to sidewalks, streets, landscaping, cleaning, or lighting and may even include things such as purchase, maintenance, and/or upgrades to parking meters or improvements to bus lines or biking infrastructure.

A Parking Benefits District typically requires City approval to create the district as well as the creation of an advisory committee that determines goals and strategies, creates policy/procedures, and decides how to allocate any funding received from the district. Revenue collected typically helps pay for district improvements.

City of Sacramento, CA

Type of Programs In Place: Parking Permit District and Parking Enforcement District

Overview

The City of Sacramento, CA (the City), like many other cities, is challenged with providing an adequate amount of street parking for both residents and visitors. Many residential areas experience a deficiency in on-street parking due to area workers (commuters) parking on residential streets. Parking issues in Sacramento span decades as the City established a Residential Parking Permit (RPP) program to help alleviate this issue in 1979.

The RPP program is in place in areas affected by commuter parking and where the supply of off-street parking is limited. Sacramento has multiple RPP program areas. They range from six square blocks to seventy-eight square blocks, with over 25,000 on-street spaces regulated by the RPP program. Permits allow residents to park on the street without the need to follow time restrictions that may be posted. In metered areas, the permit exempts the requirement to pay the parking meter. Non-residents may still be allowed to park in RPP areas as long as they follow posted time restrictions and pay the parking meter, if applicable.

The Parking Enforcement Unit conducts enforcement of parking regulations throughout the RPP.

Residential Parking Permit Program

Establishing or Changing an RPP Zone

To implement or to make changes to an RPP program area, residents must go through the process established by City Code Chapter 10.48 Residential Permit Parking Program. First, residents interested in a new RPP zone discuss the proposed zone with the City. The City conducts a study with the following occupancy thresholds:

- Occupancy rates of 95 percent or more support a parking limit of one hour or less
- Occupancy rates of more than 50 percent, but less than 85 percent support a limitation of more than one hour.
- Occupancy rates of 50 percent or less result in no change to the current parking restriction, and the City will decline the request.

If the parking study demonstrates a greater than 50 percent occupancy rate, the parking manager undertakes voting surveys of the owners of the properties located on the blockface(s) being considered for an RPP zone. A vote of greater than two-thirds is required for establishing an RPP zone. After the vote, the City mails notices to the residents of the proposed RPP zone, the proposed regulations, and fees (if any) to be charged.

Obtaining an RPP Parking Permit

First-time Residential Parking Permit (RPP) applicants must apply in person at the City Hall Revenue Division, while permit renewals may be requested in-person or by mail. To obtain the permit, the applicant must complete the City's Residential Permit Application and submit proper documentation which includes a copy of the applicant's

Department of Motor Vehicles (DMV) registration showing their name and current address and current (last 45 days) proof of residency (includes items such as a current utility, phone, or cable bill or property owner's tax bill). An unlimited number of resident permits can be obtained.

Permits are valid for two years, after which they must be renewed. The same documentation is required to apply for a permit as it is to renew a permit. Business owners within the RPP zone may also apply for a permit by completing the application and providing the same proof of residency documents.

Visitor Permits:

- Visitor permits may also be obtained using the process outlined above, though a DMV registration is not required. Only one visitor permit can be issued per household.

Temporary Residential Permits may be issued in certain circumstances including:

- Resident does not have proper documentation to receive the RPP – i.e., outdated DMV registration, no proof of residency, etc.
- Active military personnel (vehicle registration cannot be changed to the current address but have proof of Residency).
- Students living in the RPP area (permits must be renewed each semester).
- Home improvement or service technicians (performing work on a home in RPP).
- Temporary permits valid for 24 hours are available via an online system to residents that possess an RPP or Visitor Permit. A maximum of 10 permits may be printed per month, per address.

Other Permits/Exemptions:

- Home health care workers providing in-home health care services residents within the RPP may apply for a Home Health Care Worker permit.
- As California law exempts ADA permit holders from time-restricted parking and meter payment requirements, ADA permit holders (residents or visitors) are not required to obtain any type of RPP.

RPP Permit Costs/Program Funding

All Residential Parking Permits, including visitor and temporary permits, are free of charge. All outstanding parking citations must be cleared before an RPP is issued, though a temporary permit will be issued until the citation(s) are cleared. Replacement due to lost, stolen, or damaged permits is \$25.00 (online temporary 24-hour permits can be reprinted if the valid time is still in effect).

Approximately 15 years ago, the City considered charging for the RPP's but received negative feedback from the community and the plan did not progress.

Funding for the RPP program is obtained through parking citations issued by the City.

RPP Permit Regulations and Violations:

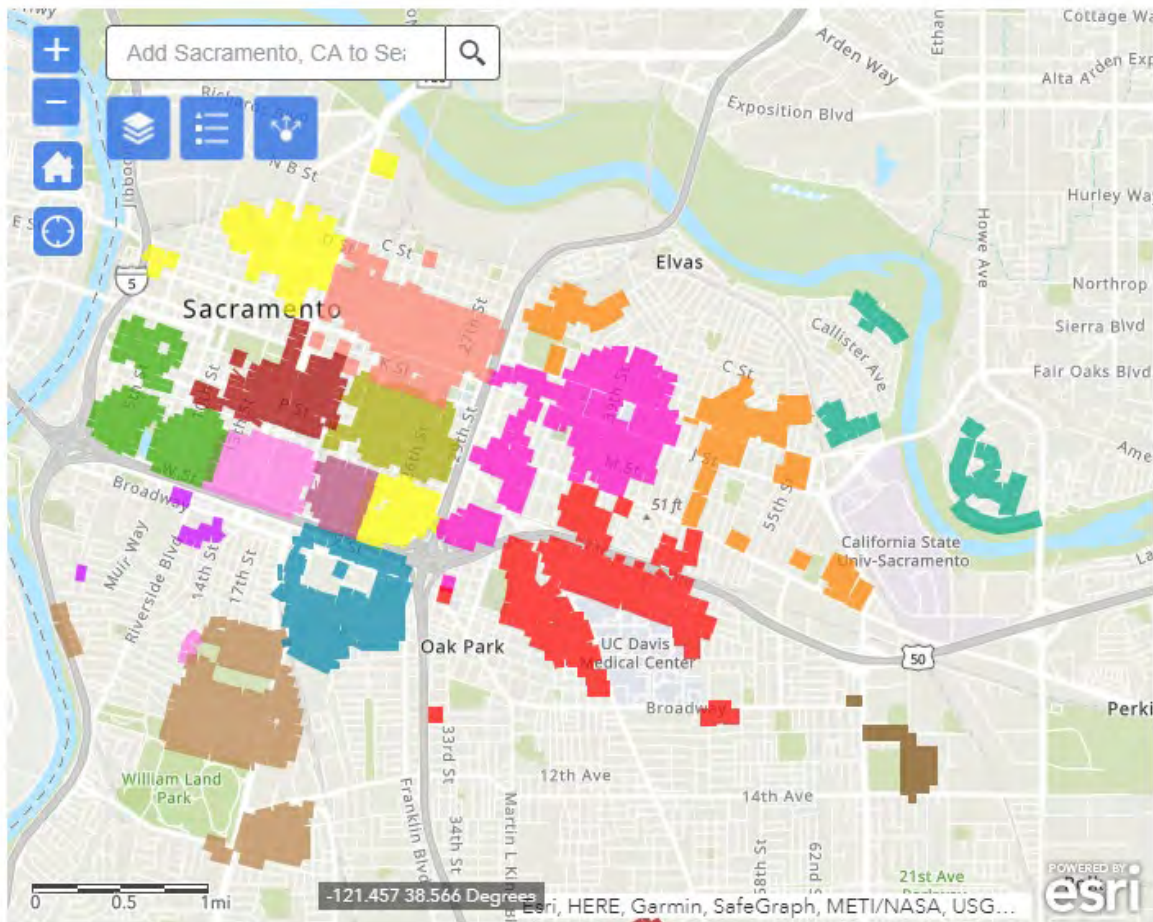
The following regulations apply to RPP zones:

- RPP permits exempt a motorist from the posted time limit (if any).
- RPP permit holders must park within three city blocks of the home address and must abide by posted regulations, such as street cleaning.
- Non-motorized vehicles are not eligible for parking permits unless attached or hitched to a motorized vehicle displaying a valid permit.
- Residents are responsible for renewing their parking permits and for notifying the City of any address change.
- Vehicles with valid ADA placards are exempt from RPP requirements and do not need to display a permit.

RPP Permit Zone Locations and Restrictions

The City provides Zone A through Zone U Residential Parking Permit Zones. Exhibit 25 shows the highest concentration area of permit zones, though some smaller RPP zones in effect are outside of the below map. Each color represents a different RPP Zone.

Exhibit 25: Sacramento Residential Parking Permit Program Areas



Source: City of Sacramento.org, 2020

The RPP zones have a variety of time restrictions, and some zones do not have any time restrictions. The zones with time limits typically have a 1 or 2-hour limit.

Benefits of RPP Program:

City

- The RPP program is a tool that helps to manage on-street parking in residential areas.

Neighborhoods

- RPPs limit parking on-street by non-residents to provide more parking for residents and their guests.
- RPPs are free of charge for residents.

Challenges of RPP Program:

City:

- The RPP requires consistent enforcement and staffing needs to follow posted time restrictions.
- Technology is required to promote an effective and efficient program. As with any technology, there can be challenges such as up-front costs, learning curves for staff using the technology, software/hardware issues, on-going expenses, etc.
- Vehicles with ADA placards are not required to obtain a permit to park in RPP areas. This can result in high demand for parking from vehicles with ADA placards, particularly in areas adjacent to locations that charge for parking.
- The RPP limits or disallows parking for customers of businesses in RPP areas.
- The RPP may unwittingly incentivize car usage when residents can limit parking on their streets and park any number of vehicles registered to their address.
- A challenge with providing free parking permits, is there is potential for fraud, as residents may sell parking permits to employees or visitors that currently pay to park.
- The City is not generating permit fee revenue from the RPP program, limiting the funding available for administering the program.
- The RPP areas around hospitals and universities are challenging as there is high demand for parking on residential streets from those uses, requiring more enforcement needed for the City.

Neighborhoods:

- Establishing a new parking permit district is an administrative process that requires time to complete.
- Residents are required to apply for and renew permits which is an additional administrative burden.
- RPPs give residents of a specific area the ability to park within the limits of that area, but do not guarantee the availability of a space.

Parking Enforcement

As with most cities, the City of Sacramento would rather have compliance than issue citations. The City enforces parking via the Parking Enforcement Unit, which is responsible for ensuring compliance with local and state regulations. The City has stated that their goal for enforcement is not punitive, but rather to gain compliance to help ensure space availability for users. Approximately 80% of the Parking Enforcement District boundaries are found in the downtown area, as shown in Exhibit 25, with the remaining 20% found in several outlying areas.

Parking is enforced in both metered and unmetered areas. While enforcement times may vary by zone, most metered and/or time-limited parking areas are enforced Monday through Saturday except City holidays (though Old Sacramento, the City's riverfront historic district, is enforced all days of the week).

Per the City, consistent enforcement that follows posted time restrictions is necessary for the parking districts to be successful. Enforcement must correspond with the posted time limits, no matter the time of day.

In addition to the set cost of the infraction, a State surcharge of \$12.50 is assessed on each citation as per the California State Budget Act of 2010. This surcharge is mandatory and goes to the State of California. Revenues from the meters are required, by code, to be used for parking program expenses. For citation revenue, approximately 50% of revenue collected goes back into the parking program and the remaining revenue is allocated to other areas as the City deems appropriate.

City of Pasadena, CA

Type of Programs In Place: Parking Benefit District, Preferential Parking Permit District, and Annual Overnight Permits

Overview

Prior to the early 1990s, Pasadena's downtown area (Old Pasadena) had been experiencing economic decline. Prior to 1993, the City of Pasadena did not have parking meters. All on-street parking was free and restricted to a two-hour time limit.² Customers had difficulty finding parking as employees often parked in the two-hour parking spaces and moved their vehicles throughout the day. The City proposed to install parking meters to alleviate this issue, but received pushback from the business owners, who feared that meters would drive away customers. Proponents of parking meters argued that meters would free up parking spaces for more customers to park downtown. The City made a compromise with the business community that meter revenue would be used to pay for public investments in Old Pasadena.

Organizational Structure

The City worked with the Old Pasadena Business Improvement District (BID) to establish the boundaries of the Old Pasadena Meter Zone (PMZ) where the parking meters would be installed. Only the blocks within the PMZ would directly benefit from the meter revenue.

Currently, the Old Pasadena Parking Meter Advisory Commission ("Commission") recommends to the City Council the priority expenditures of net revenues from the parking meters within the PMZ for street and parking related expenditures; and to study and examine other parking related issues such as proposed changes and amendments to the parking meter rates. The Commission is comprised of property owners and lessees (or employees of property owners and lessees) who are located in the PMZ. Commissioners serve a three-year term. City staff receive feedback from the Commission regarding funding priorities, which are then recommended to City Council.

Parking Meter Revenue Allocation

Upon installation of the parking meters in 1993, meter revenue initially was used to pay down debt for a \$5 million bond that funded the Old Pasadena Streetscape and Alleyways project, which paid for initial repairs to dilapidated alleyways and sidewalks, and installation of trees and tree grates, street furniture, and historic light fixtures.

Parking meter revenue funds the operation and maintenance of the parking meter program. Revenue also funds improvements in the PMZ such as tree grate maintenance, lighting improvements, traffic signal improvements, streetlight improvements, sidewalk maintenance, benches, wayfinding signage, security efforts and pedestrian safety improvements.

² Shoup.

To support local restaurants during the COVID-19 pandemic, the Old Pasadena Parking Meter Advisory Commission is considering appropriating \$100,000 from the parking meter fund for on-street dining.³ The funds would be used to continue the rental of barriers and associated traffic control currently provided by the City for on-street dining.

To highlight the benefits of the program to parking patrons, the meter head includes the following text “Your meter money will make the difference in Old Pasadena: Signage, Lighting, Benches, Paving.”

Parking Meter Hours of Operation

On-street parking meters have the following hours of operation:

- Sunday through Thursday: 11:00 a.m. to 8:00 p.m.
- Friday-Saturday: 11:00 a.m. to 2:00 a.m.
- Overnight parking is not permitted from 2:00 a.m. to 6:00 a.m.

Parking Meter Rates

The parking meter rate is \$1.25 per hour in Old Pasadena.

Benefits of the Parking Benefit District:

City:

- The implementation of parking meters helps to manage parking in the Old Pasadena area.
- The parking meter revenue provides a funding source for improvements within the Parking Meter Zone area.

Community

- Revenue received from the parking meters funds improvements that benefit the area that the meters are located.
- The revenue received from the parking meters comes at no cost to the businesses, property owners or taxpayers.
- The meters promote turnover of parking spaces, thereby increasing availability of parking spaces for customers.
- The parking enforcement officers who monitor the meters, particularly late in the evening, help provide “eyes on the street,” promoting safety in Old Pasadena.
- The Old Pasadena Parking Meter Advisory Commission, which consists of representatives from the local business community, advises the City on the spending of the parking meter revenue. This gives the community direct input on what the parking meter revenue should be used for.
- Sales tax revenue increased in the Old Pasadena area when the parking meters were installed.

³ Source: <https://www.pasadenanow.com/main/parking-meter-commission-to-consider-funds-for-on-street-dining/>

Challenges of the Parking Benefit District:

City:

- There is a substantial amount of city staff time required to administer and serve as a liaison with the Commission.
- When parking meter rates remain constant over a long period of time, there is less revenue to support investments in the district.

Community:

- Motorists are required to pay a fee to park in Old Pasadena.

Preferential Parking Permit District

Pasadena has a Preferential Parking Permit Program in place to manage spillover of parking demand from adjacent commercial and institutional uses onto residential areas. The City of Pasadena passed a Preferential Parking Permit Ordinance in 1996.

Establishing or Changing a Preferential Parking Permit District (PPD)⁴

The process for establishing a PPD can be initiated by citizen request or by a motion of City Council. The citizen request must be received from a property owner of a parcel abutting the proposed residential street segment for which the restriction is requested.

Once the process is initiated, Department of Transportation staff meet with the property owner to discuss parking concerns and identify mitigation measures. The Department of Transportation conducts field surveys to document the severity of the parking intrusion by non-residents. Once the City has determined that none of the alternative measures to Preferential Permit Parking will mitigate the problem, the City or neighborhood initiates a petition process by mailing a ballot. A 67 percent concurrence from the property owners abutting the proposed district is required.

The Department of Transportation completes a parking study to establish the boundaries of the district. A minimum occupancy of 70 percent must be consistently observed during the days and times of the parking problem. A minimum of 40 percent of those observed parked must be non-local. The parking study also includes review of any adjacent street segments that may be negatively impacted by the implementation of the PPD. The proposed PPD and parking study are submitted to the City's Transportation Advisory Commission for approval. If approved by the Commission, a majority (more than 50 percent) of property owner concurrence within the proposed district is required. The district is ultimately approved by the City Council.

⁴ City of Pasadena Procedures for Establishing Preferential Permit Parking, October 2014.

To expand an existing PPD, a majority of written support (51 percent) by abutting property owners is required. The City Council can also expand an existing PPD under the following circumstances:

- To mitigate the direct impact of a change in the configuration of a street or public right of way or similar action of government which changes traffic flow or patterns
- Where there is verifiable and measurable parking intrusion in the adjacent area from the source which impact the established PPD.

Obtaining a PPD Parking Permit

Permits may be obtained in person at the City's Parking Office or by calling the City. The applicant must provide a current valid vehicle registration that matches the address of the residents that qualified for a permit. Each household is eligible to receive up to three (3) parking permits. Permits are valid for one year following issuance.

Visitor Permits

- Each household can obtain up to three visitor permits
- Visitor permits are used for visitors of residents or those conducting business in the resident's home.

Daily Permits

- Each household can obtain up to ten daily guest permits.

PDD Permit Costs and Program Funding

The fee for the initial set of Preferential Parking Permits which includes up to 3 Residential Permits, 3 Guest Permits, and 10 Daily Permits is \$11.

Each additional 10 pack of Daily Permits is \$5.

PPD Permit Regulations and Violations

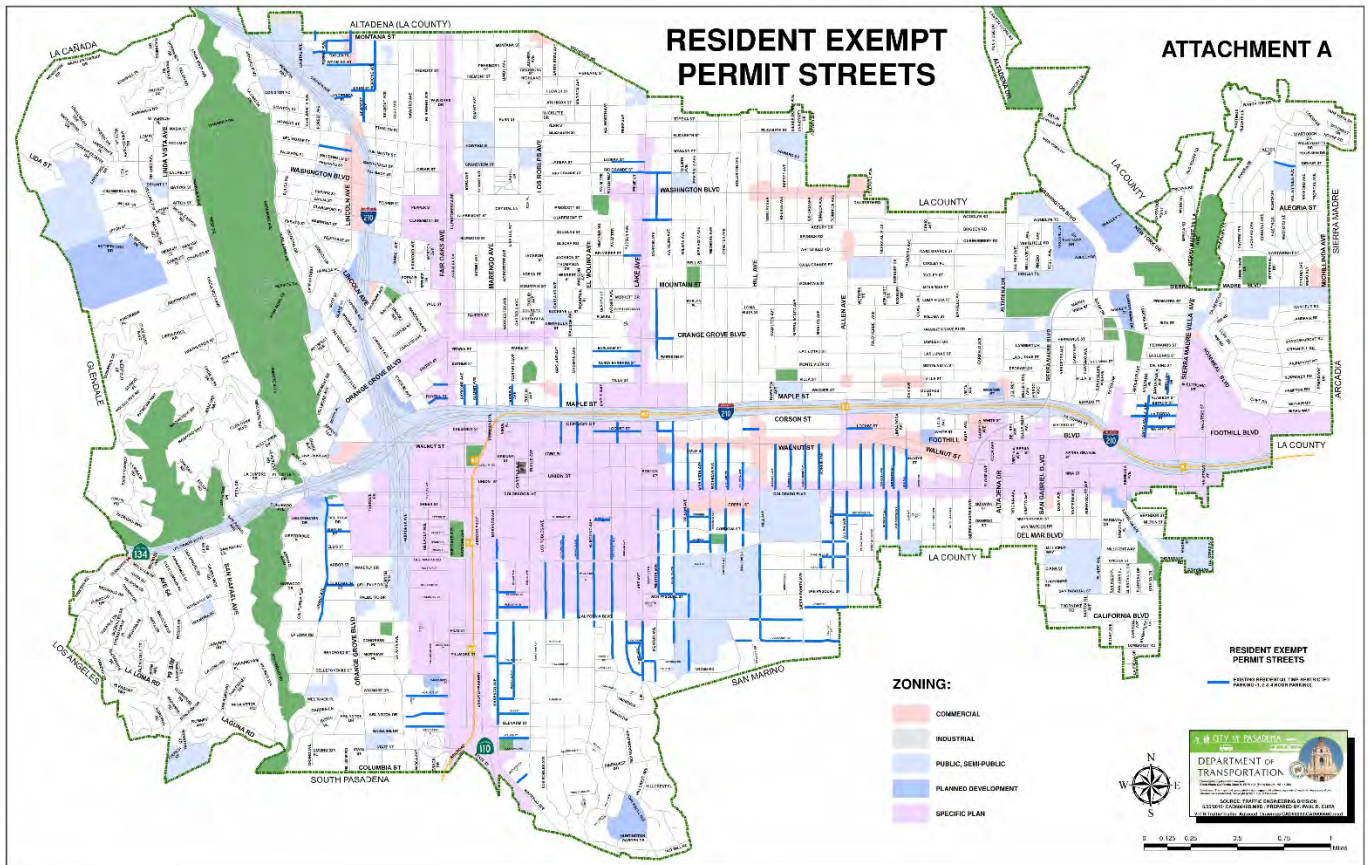
The following regulations apply to PPD permits:

- Resident permits are affixed to the lower corner of the driver's side windshield.
- One day guest passes should be visibly displayed hanging from the rear-view mirrors.
- Vehicles are required to follow all other posted parking regulations.

PPD Permit Zone Locations and Restrictions

The locations of current PPD permit zones is shown in Exhibit 26. These locations are residential time restricted parking (1, 2, and 4-hour parking). The permit exempts permit holders from the posted time restriction.

Exhibit 26: City of Pasadena PPD Permit Zone Locations



Source: cityofpasadena.net, 2020

The City also has PPD's in residential locations around the California Institute of Technology and Pasadena City College that are not shown in the figure above. These locations restrict all parking except by permit.

Benefits of PPD Program

City

- The RPP program is a tool that helps to manage on-street parking in residential areas, particularly in those areas adjacent to commercial development.

Neighborhood

- RPPs limit parking on-street by non-residents to provide more parking for residents and their guests.
- Residents have the opportunity to obtain both resident permits and guest permits.

Challenges of PPD Program

City

- The process requires staff time to establish and manage the permit districts.

Neighborhood

- Establishing a new PPD is an administrative process that requires time to complete.
- Residents are required to apply for and renew permits which is an additional administrative burden.
- PPDs give residents of a specific area the ability to park within the limits of that area, but do not guarantee the availability of a space.
- Residents are required to pay for permits.

Overnight Parking Permits

The City of Pasadena prohibits parking on most streets from 2:00 a.m. to 6:00 a.m. for public safety purposes and for street sweeping. Residents can obtain overnight parking permits to exempt them from this requirement.

Obtaining an Overnight Parking Permit

An application for an overnight permit must be completed and submitted to the Parking Division in person, online or by mailing an application. A separate application form is required for each vehicle requiring a permit.

To obtain a permit, residents must provide a current vehicle registration for all vehicles that matches the address of the residence. No more than two overnight permits can be issued per residence. Permits are valid for one year.

In order to obtain a permit, residents must have more vehicles than the available off-street parking at their residence. A field inspection is conducted by City staff to confirm this.

Temporary Permits

- A 30-day permit is available for purchase for a temporary need for on-street parking. Renewal of this permit requires investigation and approval by the Director of Transportation.

Other Permits/Exceptions

- Students whose vehicles are registered at another address must complete a form in order to be exempted from the change of address requirement. Students must provide a copy of a valid driver's license and valid current student identification card and/or current school registration.
- Residents with vehicles registered to their company must provide a letter from the supervisor confirming the car has been issued to the resident.

Overnight Permit Costs and Funding

There is a permit application fee of \$47 for applications requiring a field inspection.

Overnight Parking Permit Violations and Regulations

The following regulations apply for Overnight Parking Permits:

- Vehicles must be parked within a 500-foot radius of a permit holder's place of residence.
- Permits are invalid in locations with red painted curb and in posted hours for street sweeping.
- Permits must be affixed to the inside left rear window of the vehicle.

Benefits of Overnight Parking Permit Program

City

- The overnight parking restriction helps the City more efficiently perform street sweeping during the hours of 2:00 a.m. and 6:00 a.m.
- Managing parking demand overnight helps to promote public safety.
- The program effectively manages parking demand overnight, as residents must utilize all available off-street parking before parking on-street.

Neighborhood

- Managing parking demand overnight helps limit the number of non-residential vehicles parked in residential areas.
- The more efficient street sweeping and increased safety benefits neighborhoods.

Challenges of Overnight Parking Permit Program

City

- Significant staff time is required to inspect each residence for on-site parking.

Neighborhood

- Residents are required to apply for and renew permits which is an additional administrative burden.
- Residents must use all available parking in their driveway and in their garage in order to obtain a permit.
- Older residences that have smaller garages and driveways are more likely to need parking permits.

City of Los Angeles, CA

Type of Programs In Place: Preferential Parking District and Overnight Parking District

Overview

Preferential Parking Districts began in the City of Los Angeles, CA (the City) in 1979 when the City Council passed its Preferential Parking Ordinance – two years after the US Supreme court upheld the constitutionality of Preferential Parking Districts (PPD). The PPD Program, administered by the Los Angeles Department of Transportation (LADOT) is designed to address the negative impacts of non-resident parking in neighborhoods – specifically, to limit “intrusion” of non-residential and/or commuter parking while allowing residents and their visitors to park.

A formal process is required for neighborhoods to implement a PPD and LADOT requires a formal request from a homeowner’s association, council member, or neighborhood council to begin the process of potentially implementing a PPD. PPD’s are required to be over three blocks in size to be considered. The PPD program allows residents to purchase permits that exempt their vehicles, and their visitor’s/guest’s vehicles, from posted Preferential Parking Program restrictions.

An Overnight Parking District (OPD) is an area that has posted regulations that limit parking between 2:00am and 6:00am to those vehicles with valid resident parking permits. OPD’s are meant to reduce criminal and public nuisance activities that may occur with parking at that late hour. Residents may purchase permits that allow parking for their, and their visitor’s/guest’s vehicles, during that timeframe.

LADOT’s traffic officers enforce the parking laws and are scheduled 24/7 to address violations and respond to parking complaints.

Preferential Parking Permit Program

Establishing or Changing a Preferential Parking District

To implement or to make changes to a Preferential Parking District (PPD) LADOT must receive a formal request from a neighborhood council, homeowners association, or a council member. Once the formal request is received, an informal meeting is held to identify the parking issues and discuss solutions. To establish a PPD, signatures must be collected for a petition and the signatures must be verified by LADOT. LADOT then performs a study to identify the parking problem – a “problem” is defined as at least 75 percent of the on-street parking spaces are being occupied, with at least 25 percent of those spaces being occupied by non-residents. When at least four to six blocks within the study area have met these criteria (six blocks for a new PPD area, four blocks for a new PPD area that is near an existing PPD area), LADOT produces a report and conducts a public hearing. The report is sent to the City Council’s Transportation Committee, and then to the full Council for approval. If Council approves, the PPD is put in place.

Obtaining a Permit

First-time PPD permit applicants, or those with PPD permit renewals, may apply/renew either in person at one of several public service centers or online. The PPD permit allows the permitted vehicle to park anywhere within the assigned parking district, though permit holders still must follow any additional posted restrictions (such as red zones or street cleaning).

To obtain the PPD permit, the applicant must first establish an account with the City and submit proper documentation which includes a copy of the applicant's Department of Motor Vehicles (DMV) registration showing their name and current address and two additional proofs of residency (includes items such as a driver's license, current utility, phone, or cable bill, a property owner's tax bill, or a rental/lease agreement). Each household is limited to three total PPD permits (except where special conditions have been assigned by City Council).

Permits are valid for one year, after which they must be renewed. The same documentation is required to apply for a permit as it is to renew a permit.

PPD Visitor Permits:

- PPD visitor permits may be obtained using a similar process as outlined above, though a valid photo ID is needed in place of a DMV registration.
- Only two visitor permits are issued per household (except where special conditions have been assigned by the City Council).
- Parkers must park within the limits of the assigned district and must still observe additional posted restrictions (such as a red zone or street cleaning).

PPD Guest Permits:

- Each household within the district is entitled to one-day guest permits.
- PPD guest permits may be obtained using a similar process as outlined above, though a valid photo ID is needed in place of a DMV registration.
- There is no limit to the number of guest permits that may be purchased.
- Guest permits are only intended for the use of residents of the district and their guests. Re-sale or transfer of these guest permits will result in revocation of resident's permit privileges.
- Parkers may park within the limits of the assigned district and must still observe additional posted restrictions (such as a red zone or street cleaning).

Other Permits/Exemptions:

- As California law exempts ADA permit holders from time-restricted parking and meter payment requirements, ADA permit holders are not required to obtain any type of PPD permit. However, they are required to purchase permits for their guests and caretakers.
- When engaged in qualified work, the following are exempt from established parking restrictions:
 - Vehicles owned/operated by a utility that is engaged in authorized work.
 - Vehicles owned or operated under contract to a government agency when used in official government business.

PPD Permit Costs and PPD Program Funding

Parking Permit District Permit:

- \$34.00 per year

Parking Permit District Visitor Permit:

- \$22.50 per four months (max 2 permits)

Parking Permit District Guest Permit:

- \$2.50 (unlimited number of permits may be purchased)

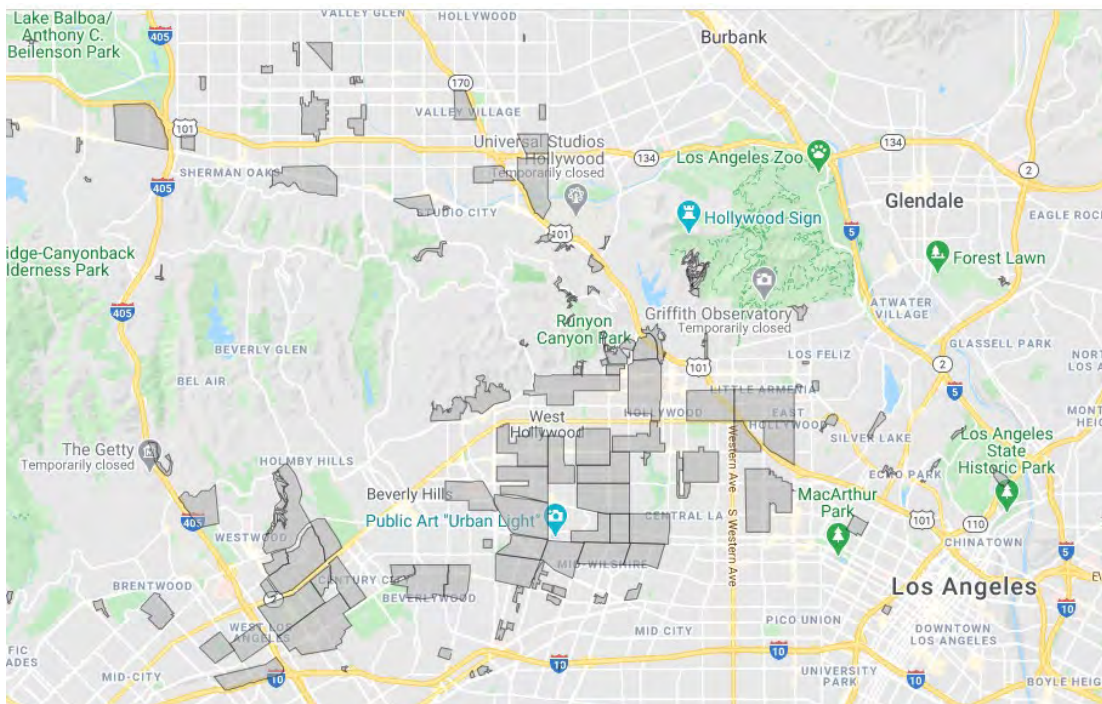
Those requesting PPD permits may only purchase permits if all outstanding parking fines have been paid.

The PPD program is required to be self-sustaining and funding for the program is via revenue from permit sales permits only.

Preferential Parking District Locations

The City Council designates certain parts of the city as Preferential Parking Districts. These districts are designated with signs and restrictions may vary by district. Exhibit 27 shows the highest concentration area of PPD's, though some smaller PPD districts in effect may be outside of the areas shown on the below map. The gray shaded areas denote each PPD.

Exhibit 27: Los Angeles Preferential Parking Districts



Source: data.lacity.org, 2020

Benefits of PPD Program:

City :

- The PPD program is a tool that helps to manage on-street parking in residential areas.
- Since commercial parking is finite, by limiting commercial parking in residential areas, the City could encourage the use of non-driving modes of transportation.
- The PPD program promotes an enhanced quality of life in neighborhoods by reducing noise, traffic hazards, and reducing litter.

Neighborhood:

- The PPD program helps to limit use of on-street spaces by non-residents. Therefore, the likelihood of finding a parking space improves.
- Residents can obtain a permit either on-line or in person.
- The PPD program promotes an enhanced quality of life in neighborhoods by reducing noise, traffic hazards, and reducing litter.
- The PPD program results in fewer instances of residents having their driveway blocked, trash cans moved, or late-night noise problems.

Challenges of PPD Program:

City:

- There needs to be consistent enforcement during the time restrictions of each PPD program area, requiring sufficient enforcement staffing (which can be costly).
- A challenge with providing guest PPD permits is there is a potential for fraud or misuse. LADOT provided an example where “influencers” were throwing parties and requesting hundreds of PPD guest permits. As there is currently no limit on the number of guest permits, LADOT was required to provide them though this is not the intent of the program. LADOT is currently working on changes to limit guest permits.

Neighborhood:

- The PPD does not necessarily solve the issues of resident’s having numerous vehicles and parking them on the street. For example, some residents that have garages or driveways, but do not use them to park vehicles or multi-generational households have a large number of vehicles that park on street.
- Establishing a new Preferential Parking District is an administrative process that requires time to complete.
- Residents are required to apply for and renew permits which is an additional administrative burden.
- Residents are required to pay for permits for themselves and their guests and visitors.
- PPD’s give residents of a specific area the ability to park within the limits of that area, but do not guarantee the availability of a space.

Overnight Parking Permit District Program

Establishing or Changing an Overnight Parking District

An OPD will only be established if a letter is received from Los Angeles Police Department (LAPD) that there are criminal issues in the area. The LAPD review their crime statistics program for the area, and if they determine there is an issue, they will write a letter supporting an OPD Program.

Obtaining an OPD Permit

The procedures for obtaining a new Overnight Parking District (OPD) permit, or renewing an OPD permit, are the same as those described above under the “Obtaining a Preferential Parking Permit” section.

- OPD’s do not have the same ADA California law exemptions as PPD’s – meaning ADA permit holders will need to purchase a permit to park in the OPD.

OPD Visitor Permits:

- OPD Visitor Permits may be obtained using a similar process as outlined under Obtaining a Preferential Parking Permit, though a valid photo ID is needed in place of a DMV registration.
- Only two OPD Visitor Permits will be issued per household (except where special conditions have been assigned by the City Council).
- Parkers must park within the limits of the assigned district and must still observe additional posted restrictions (such as a red zone or street cleaning).

OPD Guest Permits:

- Each household within the district is entitled to one-day overnight guest permits.
- An existing Residential Parking Permit account number and an active annual or visitor permit is required to purchase an overnight guest permit.
- OPD guest permits may be obtained using a similar process as outlined above, though a valid photo ID is needed in place of a DMV registration.
- Overnight guest permits are limited to 25 per day.
- Guest permits are only intended for the use of residents of the district and their guests. Re-sale or transfer of these guest permits will result in revocation of resident’s permit privileges.
- Parkers must park within the limits of the assigned district and must still observe additional posted restrictions (such as a red zone or street cleaning).

OPD Permit Costs and OPD Program Funding

Overnight Parking District Permits:

- \$15.00 per year

Overnight Parking District Visitor Permit:

- \$10.00 per four months (max 2 permits)

Overnight Parking District Guest Permit:

- \$1.00 per day (max 25 permits per day)

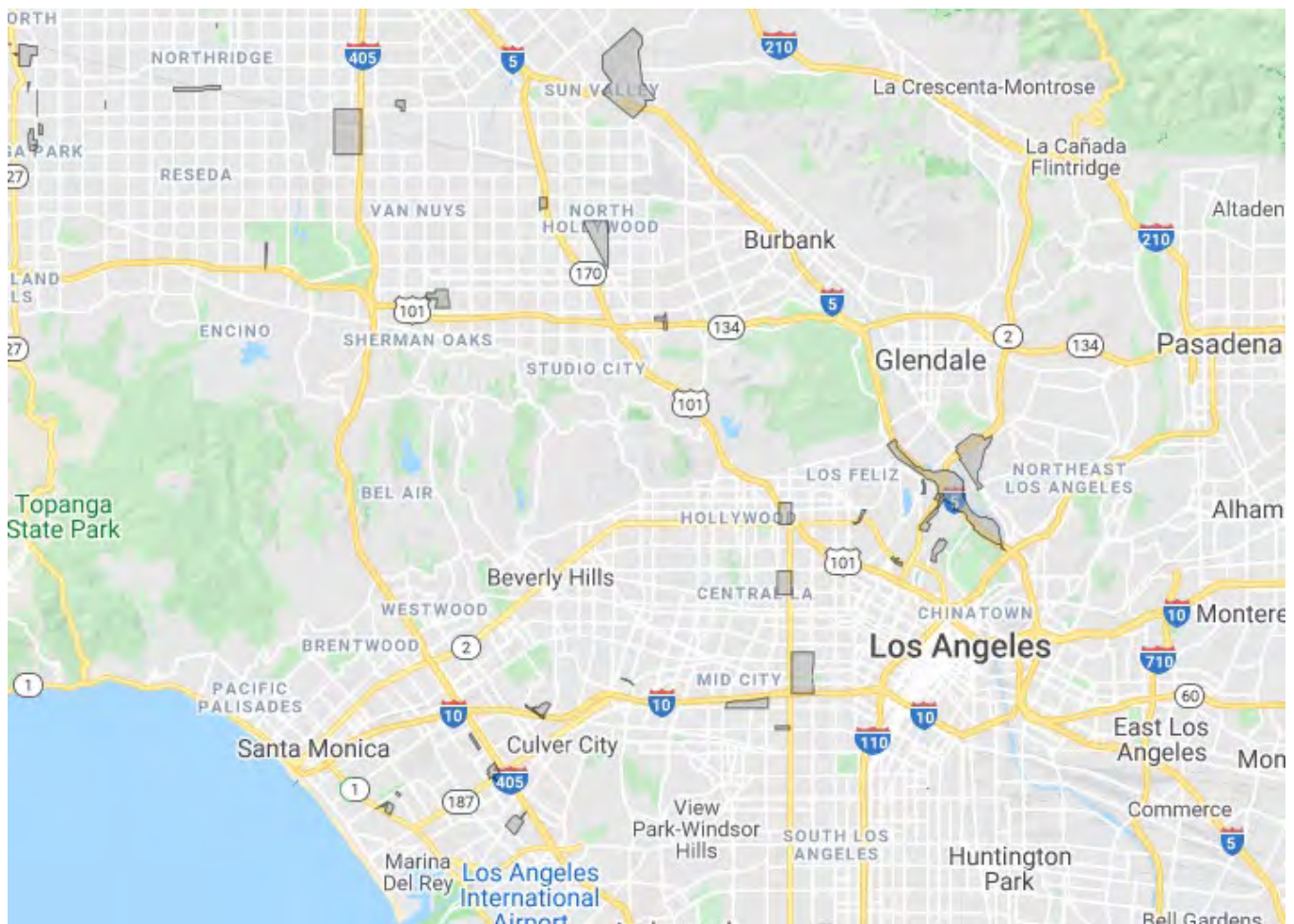
Those requesting OPD permits may only purchase permits if all outstanding parking fines have been paid.

The OPD program is required to be self-sustaining and funding for the program is via revenue from permit sales permits only.

Overnight Parking District Locations

The City Council designates certain parts of the city as Overnight Parking Districts. These districts are designated with signs and restrictions may vary by district. The exhibit below shows the highest concentration area of OPD's, though some smaller OPD districts in effect may be outside of the areas shown on the below map. The gray shaded areas denote each OPD.

Exhibit 28: Los Angeles Overnight Parking Districts



Source: data.lacity.org, 2020

Benefits of OPD Program:

City:

- The OPD program can assist and help deter existing criminal activity by not allowing non-resident parking from 2:00 am to 6:00 am daily.

Neighborhood:

- The OPD helps to deter criminal activity as stated above.

Challenges of OPD Program:

City:

- The OPD requires consistent enforcement which requires staffing.

Neighborhood:

- Establishing an OPD is an administrative process that requires time to complete.
- Residents are required to obtain permits which is an additional administrative burden.
- Residents are required to pay for permits for themselves and their guests and visitors.

Parking Enforcement

LADOT traffic officers are responsible for enforcing all parking laws in the California Vehicle Code and Los Angeles Municipal Code. Traffic officers are on duty 24/7 and patrol to address parking violators and respond to constituent complaints around parking.

Enforcement times of PPD and OPD areas vary by the stated time restrictions of each PPD and OPD zone.

Parking citations revenue is not used for the PPD or OPD programs, which are funded via permit sales, only. Parking citation revenue and meter revenue goes into the general fund.

City of Glendale, CA

Type of Program In Place: Preferential Parking District

Overview

The City of Glendale established the Preferential Parking Permit (PPD) Program in 1980 to discourage non-residents from parking in residential neighborhoods. Parking permits exclude residents from the posted time limits.

The City has two types of PPD's, a Preferential Parking District and a Special Preferential Parking District.

1. *Preferential Parking District* - a district of certain streets or portions thereof, which are designated by the transportation and parking commission as a preferential parking district in which certain vehicles displaying valid preferential parking permits are exempt from posted parking restrictions, or in which vehicles may not park unless an authorized permit is displayed.
2. *Special Preferential Parking District* - a residential area designated by the city council where vehicles displaying valid Special Preferential Parking District permits are exempt from parking restrictions; and due to unique circumstances, that do not apply generally to other areas of the City, is designated as a Special Preferential Parking District for which special rules may apply.

Establishing or Changing an PPD Zone

To implement a PPD program area, residents must go through the process established by City Code Chapter 10.36.030 Preferential Parking District Program Established. To implement an RPP program area, 75 percent of residents must support the request and studies must be conducted by the City to determine whether reasonably convenient parking is unavailable, whether more than 25 percent of the vehicles parked in the area under consideration are not registered to people residing in adjacent residences, and whether current posted time limits are causing a hardship for residents. The Transportation and Parking Commission makes the final decision to grant or deny a PPD zone. To reduce the secondary impacts of the establishment of PPDs, the City can expand the area of an established PPD to encompass other adjacent streets surrounding a district.

Special PPDs are designated by City Council. Special PPDs can be divided into zones in order to administer restrictions to address unique parking conditions or restrictions within a particular zone. There are two Special PPDs established in Glendale, the Glendale Community College Special PPD and the South Brand Special PPD. To establish designated PPD areas within the Glendale Community College Special PPD, residents must submit a petition signed by residents living in at least 75 percent of adjacent dwelling units. To establish designated PPD areas within the South Brand PPD, residents must submit a petition signed by residents living in at least 66 percent of adjacent dwelling units.

To terminate a PPD, residents must submit a petition representing at least 75 percent of adjacent dwelling units.

Obtaining an PPD Parking Permit

Residents can obtain a preferential parking permit online or via mail. Residents are required to provide a valid photo ID or driver's license to obtain a permit. If the photo ID does not contain the address in question, applicants must provide a utility bill, property tax statement, mortgage payment/bill, or rental agreement. A California vehicle registration is also required for each vehicle. Permits are valid through December 31 from the date of issuance, and residents must renew their permits each year. Permits are in the form of hang tags to be displayed on the rear-view mirror of the vehicle. Any resident of a PPD who owns a vehicle can apply for a permit.

Guest Permits

- Each household can purchase up to two guest permits

Temporary Parking Permits are also available under certain circumstances:

- *Special Event Guest.* Temporary parking permits for special occasions can be requested via phone or in-person, when more than two guest permits are required for special events. Residents seeking temporary special event guest permits must contact the City at least two days prior to the event. No more than two special events requiring temporary special event guest permits can be issued to any one permittee during a calendar year. The special event guest permits are not available in the South Brand PPD.
- *Health Care Guest.* Temporary parking permits can be issued to residents with in-home health care provides. Residents must submit a statement to the City indicating the medical necessity of the permit and the approximate amount of time the permit would be needed.

Other Permits/Exemptions:

- As California law exempts ADA permit holders from time-restricted parking and meter payment requirements, ADA permit holders are not required to obtain any type of PPD permit.
- Due to the unique circumstances of the Glendale Community College Special Preferential Parking District, the City can issue permits to the Woodlands Elementary School for exclusive use of the school's faculty, employees, and volunteers.
- In the South Brand Special Preferential Parking District, residents can obtain up to three resident parking permits. Guest permits are granted on a case by case basis.

PPD Permit Costs/PPD Program Funding

Residential permits, guest permits, and temporary permits cost \$25/vehicle/year. Permit fees contribute toward the administration of the PPD program.

Permit Regulations and Violations:

The following regulations apply to PPD zones:

- PPD permits exempt a motorist from the posted time limit (if any) posted on the signage.
- PPD permits do not allow oversized vehicles to park in residential neighborhoods.

- PPD permits do not allow any other vehicle from parking at “no parking anytime” zones, parking meters, pay stations, loading zones, 30-minute parking zone, and street sweeping days.

PPD Permit Zone Locations and Restrictions

As mentioned in the “Establishing or Changing a PPD Zone” section, the City has two established Special Preferential Parking Districts: the Glendale Community College Special PPD and the South Brand Special PPD. The Glendale Community College Special PPD is divided into four zones and the South Brand Special PPD is divided into eight zones. In addition to these two zones, there are approximately 148 individual districts, ranging in size from one half block to three more blocks.

Benefits of PPD Program:

City:

- The PPD program helps the City to manage on-street parking in residential neighborhoods.
- Since commercial parking is finite, by limiting commercial parking in residential areas, the City could encourage the use of non-driving modes of transportation.
- The process to establish a new PPD is collaborative between the neighborhood and the City.

Neighborhood:

- PPDs limit parking on-street by non-residents to provide more parking for residents and their guests.
- Residents have the option to request permits online, which enhances the convenience of the process.
- If a PPD that has been implemented is not meeting the needs of the residents, residents also have the opportunity to petition to remove parking permit districts
- The process to establish a new PPD is collaborative between the neighborhood and the City.

Challenges of PPD Program

City:

- In certain districts, an unlimited number of residential permits can be issued, which can result high demand for parking in PPD areas.
- There are approximately 150 districts in the City, with varying enforcement hours and time restrictions, making the program difficult to administer and enforce.
- The PPD procedures for the South Brand district are different than the other districts, making the program more challenging to administer.

Neighborhood:

- Establishing a new parking permit district is an administrative process that requires time to complete.
- Residents are required to apply for and renew permits which is an additional administrative burden.
- PPDs give residents of a specific area the ability to park within the limits of that area, but do not guarantee the availability of a space.
- Residents are required to pay for permits for themselves/families/tenants as well as guests and visitors.



05 Appendix

Appendix A: Parking Violation Description by Violation Code and Fine Amount

VIOLATION DESCRIPTION	VIOLATION CODE	EFFECTIVEDATE	FINE AMT	PENALTY1
ABANDONMENT PROHIBIT	22523A	12/7/10	\$113.00	\$100.00
ABANDONMENT PROHIBIT	22523B	12/7/10	\$113.00	\$100.00
AIRPORT-UNAUTH CLNG	1904990	12/7/10	\$48.00	\$35.00
AIRPORT-UNAUTH PRKNG	1904980	12/7/10	\$48.00	\$35.00
ANGLE PARKING	1564240	12/7/10	\$48.00	\$35.00
ANNUAL TRAIL PASS	17041175	12/7/10	\$28.00	\$18.00
ANTI-GRIDLOCK ACT	22526	12/7/10	\$68.00	\$55.00
ARBORETA/BOT GRDN PK	1708110	12/7/10	\$48.00	\$35.00
BIKE PATH	1704370E	12/7/10	\$53.00	\$40.00
BLOCKING DRIVEWAY	1704370L	12/7/10	\$53.00	\$40.00
BLOCKING FIRE LANE	225001	12/7/10	\$78.00	\$65.00
BLOCKING HANDICAPPED	22500L	12/7/10	\$258.00	\$50.00
BLOCKING HIGHWAY OR	1564300	12/7/10	\$53.00	\$40.00
BUS LOADING ZONE	1564110	12/7/10	\$263.00	\$50.00
BUS ZONE	1704370I	12/7/10	\$53.00	\$40.00
CROSSWALK	1704370F	12/7/10	\$53.00	\$40.00
CURB PARKING ONE-WAY	22502E	12/7/10	\$53.00	\$40.00
DOOR OPEN TO TRAFFIC	22517	12/7/10	\$68.00	\$55.00
DOUBLE PARKING	1564250	12/7/10	\$53.00	\$40.00
DOUBLE PARKING	1704370J	12/7/10	\$53.00	\$40.00
DOUBLE PARKING	22500H	12/7/10	\$53.00	\$40.00
EMERGENCY ACCESS	19121410	12/7/10	\$68.00	\$55.00
EVID. OF REGIST. WRO	4462B	12/7/10	\$38.00	\$25.00
EXCEED 14000 LB	1548060	12/7/10	\$53.00	\$40.00
EXPIRED METER	1564470	12/7/10	\$33.00	\$20.00
EXPIRED METER COUNTY	1564480	12/7/10	\$33.00	\$20.00
FAIL TO APPLY FOR RE	41525	12/7/10	\$38.00	\$25.00
FAILURE TO OBEY MARK	15200703	12/7/10	\$63.00	\$50.00
FAILURE TO OBEY SIGN	1520070	12/7/10	\$63.00	\$50.00
FAILURE TO OBEY SIGN	15200701	12/7/10	\$63.00	\$50.00
FAILURE TO PAY VEH F	1704370N	12/7/10	\$53.00	\$40.00
FIRE HYDRANT	1704370M	12/7/10	\$53.00	\$40.00
FRONT YARD PARKING	1564271	12/7/10	\$63.00	\$50.00

VIOLATION DESCRIPTION	VIOLATION CODE	EFFECTIVEDATE	FINE AMT	PENALTY1
FUEL CAP REQUIRED	27155	12/7/10	\$38.00	\$25.00
GRASS	1704370B	12/7/10	\$53.00	\$40.00
GRIDLOCK 2ND	22526A	12/7/10	\$113.00	\$100.00
GRIDLOCK 3RD	22526B	12/7/10	\$303.00	\$290.00
HANDICAPPED PARKING	225078A	12/7/10	\$338.00	\$50.00
HANDICAPPED PARKING	225078C	12/7/10	\$338.00	\$50.00
HANDICAPPED PKG. OFF	225078B	12/7/10	\$338.00	\$50.00
HOUSE TRAILER	1704380	12/7/10	\$63.00	\$50.00
HOUSNG AUTH-NO PARK	1544120B	12/7/10	\$48.00	\$35.00
KEY IN IGNITION	1564210	12/7/10	\$48.00	\$35.00
LIC.PLATES ATTACH OR	5201	12/7/10	\$38.00	\$25.00
LOADING ZONE	1704370H	12/7/10	\$53.00	\$40.00
LOCKED VEHICLE	22516	12/7/10	\$48.00	\$35.00
MDR/BIKE IMMOBLE	19121340	12/7/10	\$48.00	\$35.00
MDR-FAIL TO OBSERV P	19121320	12/7/10	\$48.00	\$35.00
METERS NO DEPOSIT	1564490	12/7/10	\$53.00	\$40.00
MORE THAN ONE SPACE	1704370K	12/7/10	\$53.00	\$40.00
MOTOR VIHICLE, PARKI	1712230	12/7/10	\$48.00	\$35.00
MOTOR VIHICLE, PARKI	17212230	12/7/10	\$28.00	\$18.00
MULT. REAR PLATE	4457	12/7/10	\$38.00	\$25.00
MV-PARKING RESTRCTNS	19121330	12/7/10	\$48.00	\$35.00
NO COMM PKG ANY RES	1564052	12/7/10	\$78.00	\$65.00
NO COMM. VEH PKG	1564055	12/7/10	\$78.00	\$65.00
NO FRONT PLATES	5200	12/7/10	\$38.00	\$25.00
NO FRONT PLATES	5200A	12/7/10	\$38.00	\$25.00
NO LICENSE PLATES DI	5202	12/7/10	\$38.00	\$25.00
NO PARKING SIGNS	1564260	12/7/10	\$53.00	\$40.00
NO VALID PASS	1704370R	12/7/10	\$53.00	\$40.00
NO VEH. MAINT. IN PU	1544160	12/7/10	\$48.00	\$35.00
OBSTRUCTING EXCAVATI	22500G	12/7/10	\$53.00	\$40.00
PARK HOURS	1704370Q	12/7/10	\$53.00	\$40.00
PARK W/IN 3' SIDEWAL	22522	12/7/10	\$288.00	\$50.00
PARK W/IN 7 1/2' RAI	22521	12/7/10	\$43.00	\$30.00

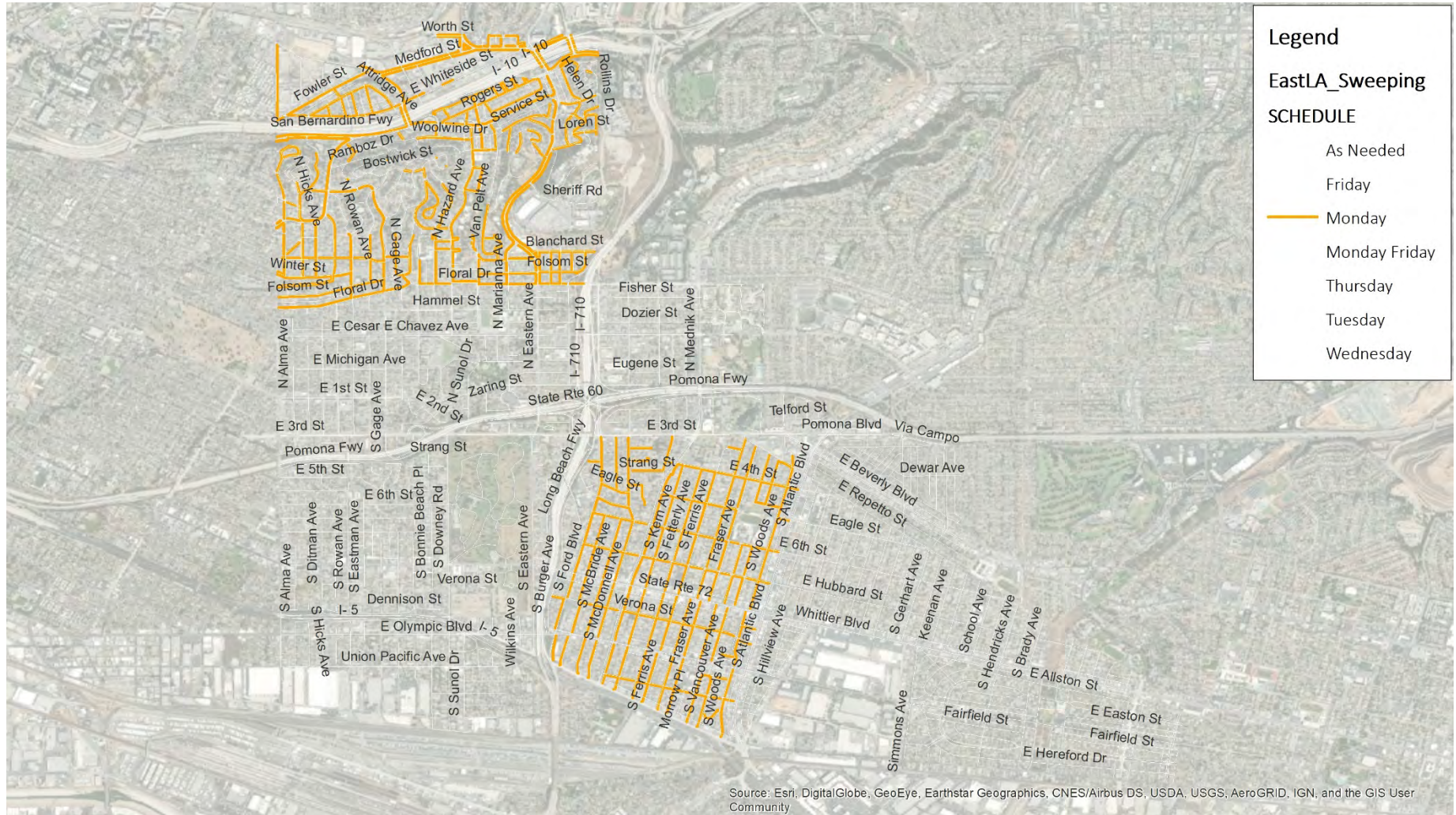
VIOLATION DESCRIPTION	VIOLATION CODE	EFFECTIVEDATE	FINE AMT	PENALTY1
PARKED IN INTERSECTI	1564330	12/7/10	\$53.00	\$40.00
PARKING ADJACENT TO	1564360	12/7/10	\$53.00	\$40.00
PARKING AND DRIVING	19121360	12/7/10	\$48.00	\$35.00
PARKING AT MAIL BOX	1564040	12/7/10	\$48.00	\$35.00
PARKING BETWEEN SAFE	22500C	12/7/10	\$53.00	\$40.00
PARKING DISCONNECTED	1564100	12/7/10	\$53.00	\$40.00
PARKING FIRE HYDRANT	1564370	12/7/10	\$68.00	\$55.00
PARKING HOURS 8:00 A	1704330	12/7/10	\$40.00	\$18.00
PARKING IN ALLEY	1564130	12/7/10	\$53.00	\$40.00
PARKING IN BUS LOADI	22500I	12/7/10	\$263.00	\$50.00
PARKING IN DESIGNATE	1544140	12/7/10	\$48.00	\$35.00
PARKING IN OR BLOCKI	22500E	12/7/10	\$53.00	\$40.00
PARKING IN PARKWAY	1564290	12/7/10	\$53.00	\$40.00
PARKING IN PASSENGER	1564120	12/7/10	\$53.00	\$40.00
PARKING IN RED ZONE	1704370	12/7/10	\$53.00	\$40.00
PARKING LIMIT-SPECIA	1564070	12/7/10	\$48.00	\$35.00
PARKING LOADING ZONE	1564020	12/7/10	\$78.00	\$65.00
PARKING ON A BRIDGE	22500K	12/7/10	\$53.00	\$40.00
PARKING ON GRADES	1564220	12/7/10	\$48.00	\$35.00
PARKING ON PUBLIC GR	21113A	12/7/10	\$53.00	\$40.00
PARKING OVERNIGHT	1564060	12/7/10	\$53.00	\$40.00
PARKING PARALLEL WIT	1564230	12/7/10	\$48.00	\$35.00
PARKING PUBLIC & PRI	1564270	12/7/10	\$53.00	\$40.00
PARKING SPACE MARKIN	1520130	12/7/10	\$48.00	\$35.00
PARKING SPACES FOR H	1564400	12/7/10	\$338.00	\$50.00
PARKING SPECIAL HAZA	1564350	12/7/10	\$53.00	\$40.00
PARKING TIME LIMIT-P	1564030	12/7/10	\$48.00	\$35.00
PARKING WITHIN INTER	22500A	12/7/10	\$53.00	\$40.00
PARKING WRONG SIDE O	1564280	12/7/10	\$53.00	\$40.00
PEDESTRAIN WALKWAY	1704370O	12/7/10	\$53.00	\$40.00
PICNIC AREA	1704370A	12/7/10	\$53.00	\$40.00
PKG HAZARD.WASTE	31303D	12/7/10	\$363.00	\$350.00
PKG IN SHOW AREAS	22510	12/7/10	\$53.00	\$40.00
PKG. ASSIGNED PKG. S	1564390	12/7/10	\$53.00	\$40.00

VIOLATION DESCRIPTION	VIOLATION CODE	EFFECTIVEDATE	FINE AMT	PENALTY1
PKG. DRIVEWAYS/PVT.	1564320	12/7/10	\$53.00	\$40.00
PKG. SPACES FOR HAND	1564410	12/7/10	\$338.00	\$50.00
PLATES CLEARLY VISBL	5201F	12/7/10	\$38.00	\$25.00
PLATES CLEARLY VISBL	5201G	12/7/10	\$38.00	\$25.00
PREFERENTIAL PKG NO	1564700	12/7/10	\$53.00	\$40.00
PRKING 15' FIRE HYDR	22514	12/7/10	\$68.00	\$55.00
PRKING 18" FROM CURB	22502A	12/7/10	\$53.00	\$40.00
PRKING FIRE STA. ENTR	22500D	12/7/10	\$68.00	\$55.00
PRKING IN TUNNEL	22500J	12/7/10	\$53.00	\$40.00
PRKING ON CROSSWALK	22500B	12/7/10	\$53.00	\$40.00
PRKING ON SIDEWALK	22500F	12/7/10	\$53.00	\$40.00
PRKNG LOT-STREET/ALL	22951	12/7/10	\$48.00	\$35.00
RECREATION BLDNG	1712220	12/7/10	\$23.00	\$20.00
RED ZONE	1704370G	12/7/10	\$53.00	\$40.00
REGISTRATION CARD	4454A	12/7/10	\$38.00	\$25.00
REPAIRING VEHICLE IN	1576120	12/7/10	\$53.00	\$40.00
RESTRICTED PARKING	1544150	12/7/10	\$48.00	\$35.00
ROADWAY	1704370C	12/7/10	\$53.00	\$40.00
SERVICE ROAD	1704370P	12/7/10	\$53.00	\$40.00
SIDEWALK	1704370D	12/7/10	\$53.00	\$40.00
STATE HIGHWAY PARKIN	22505B	12/7/10	\$53.00	\$40.00
STOPPED/PKG. VEHICUL	23333	12/7/10	\$45.00	\$32.00
STOPPING ON FREEWAY	22520	12/7/10	\$43.00	\$30.00
STREET SWEEPING	15200702	12/7/10	\$63.00	\$50.00
TABS	5204	12/7/10	\$73.00	\$60.00
TABS	5204A	12/7/10	\$73.00	\$60.00
TAXICAB STANDS	1564440	12/7/10	\$33.00	\$20.00
TEMPORARY SIGNS	1564140	12/7/10	\$53.00	\$40.00
TIME LIMITS	1564010	12/7/10	\$48.00	\$35.00
UNATTENDED VEHICLES	22515	12/7/10	\$53.00	\$40.00
UNINCORPORATED AREA	22504A	12/7/10	\$58.00	\$45.00
UNREGISTERED VEHICLE	4000A	12/7/10	\$73.00	\$60.00
UNREGISTERED VEHICLE	4000A1	12/7/10	\$73.00	\$60.00
VEH. PKD WITH HARZ.	1564310	12/7/10	\$363.00	\$350.00

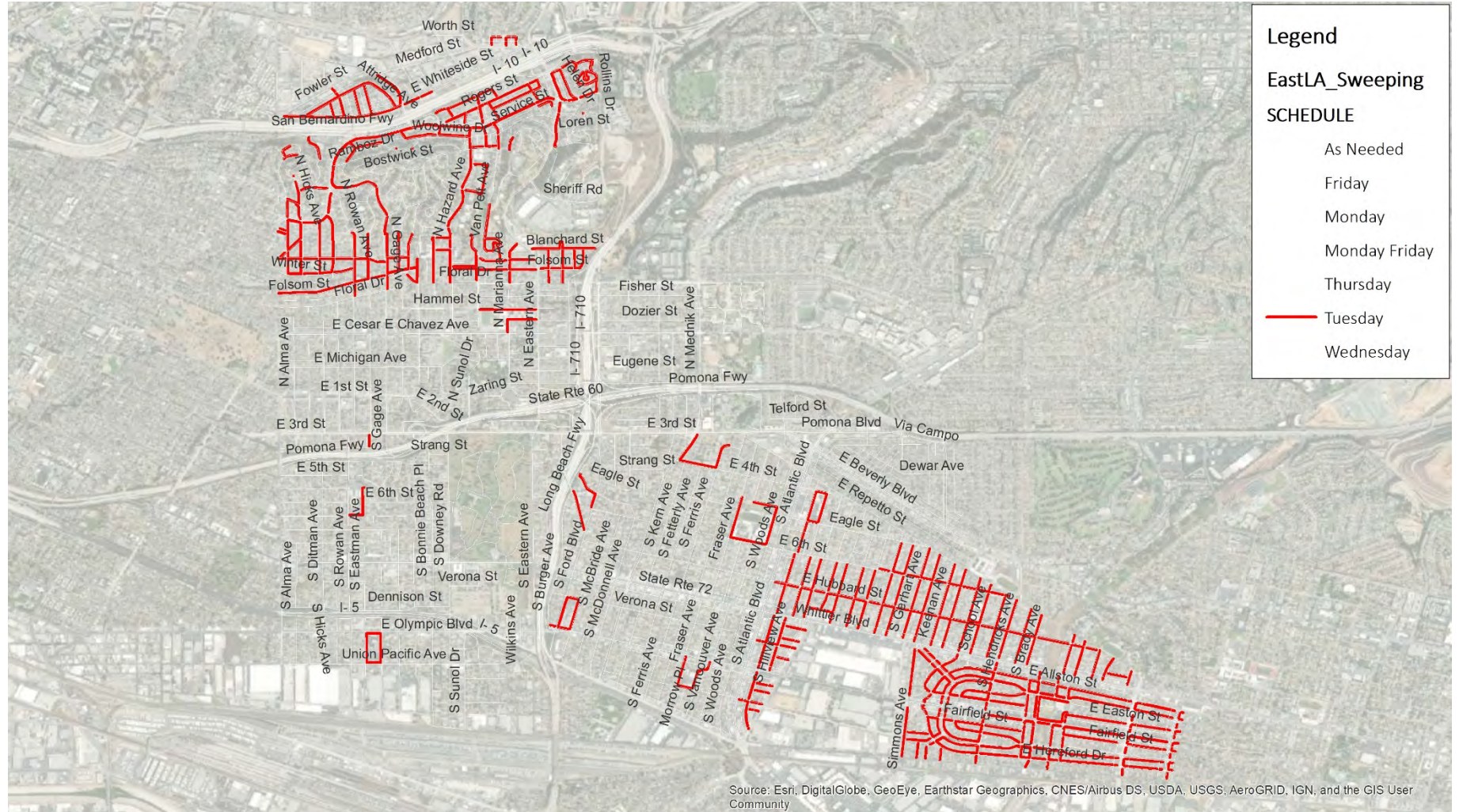
VIOLATION DESCRIPTION	VIOLATION CODE	EFFECTIVEDATE	FINE AMT	PENALTY1
VEHICLE IN BIKE LANE	1552040	12/7/10	\$48.00	\$35.00
VEHICLE ON SIDEWALK	1576080	12/7/10	\$53.00	\$40.00
WASHING VEHICLE ON H	1576130	12/7/10	\$53.00	\$40.00
WEIGHT EXCEEDING 600	1548050	12/7/10	\$53.00	\$40.00
WRNG DEVICE ON DSBLE	25300E	12/7/10	\$45.00	\$32.00
WRNG DEVISE ON DSABL	25300C	12/7/10	\$45.00	\$32.00

Source: LA County Sheriff, Conduent; 2020

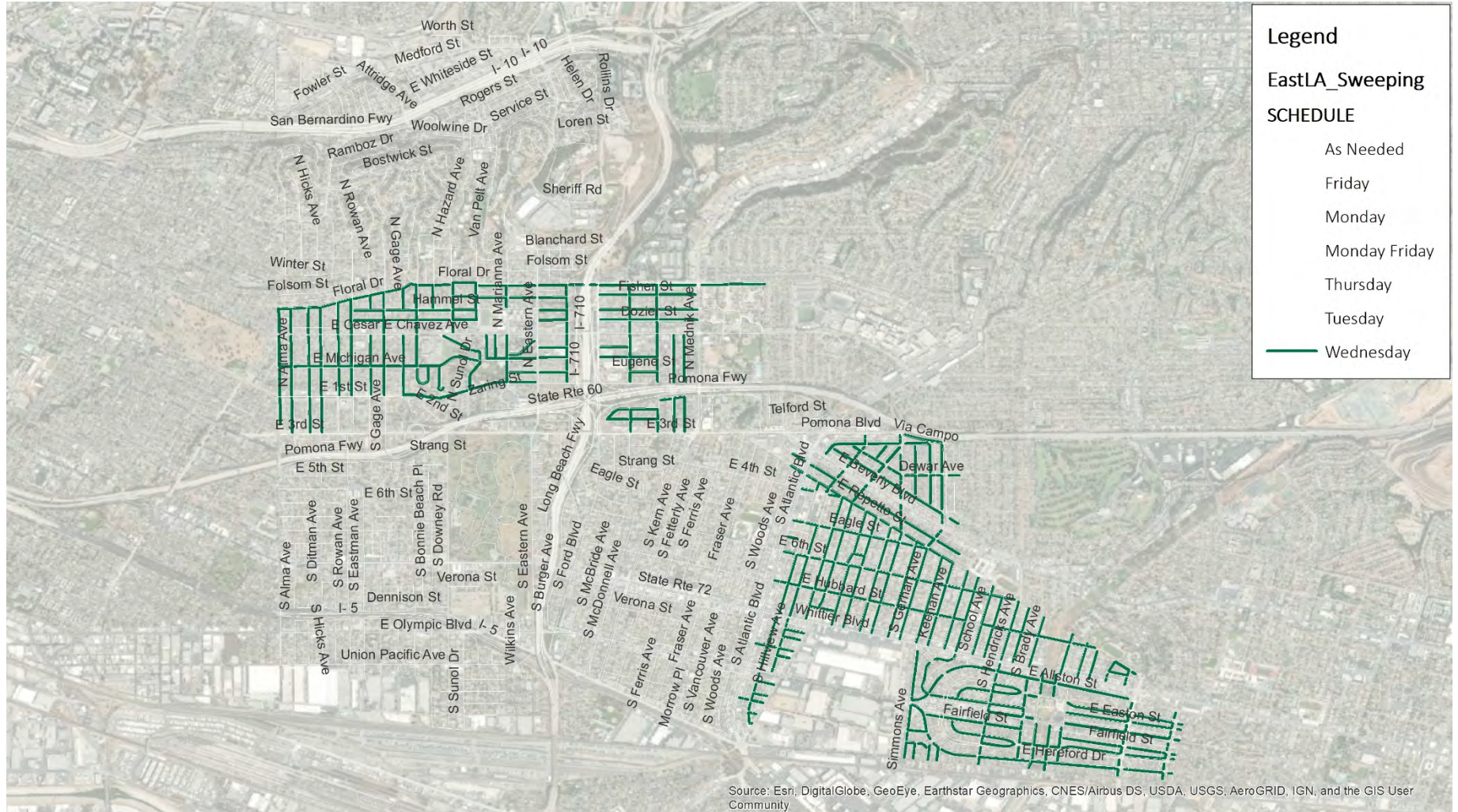
Appendix B: East LA County Street Sweeping Schedule – Monday



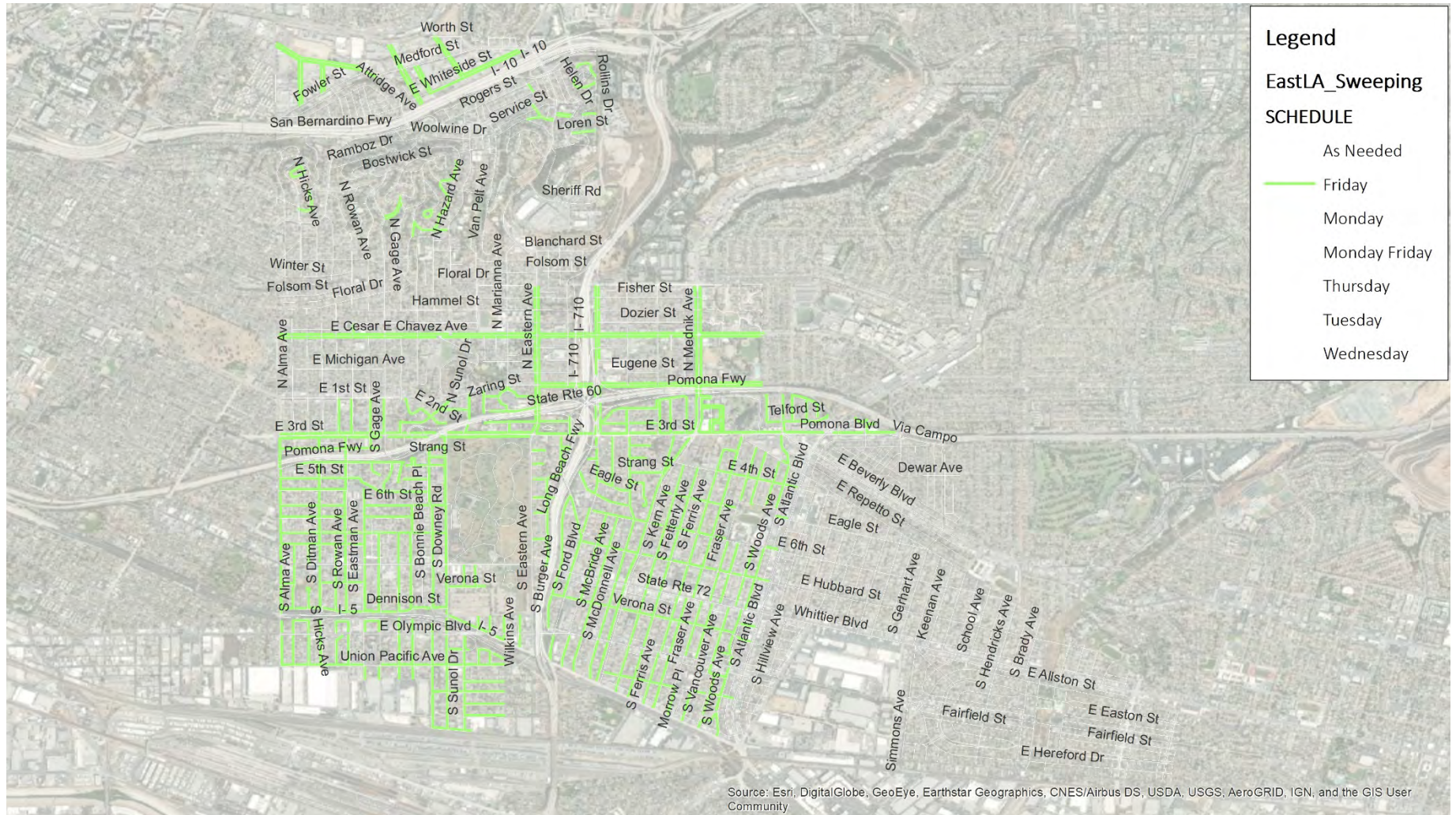
Appendix C: East LA County Street Sweeping Schedule – Tuesday



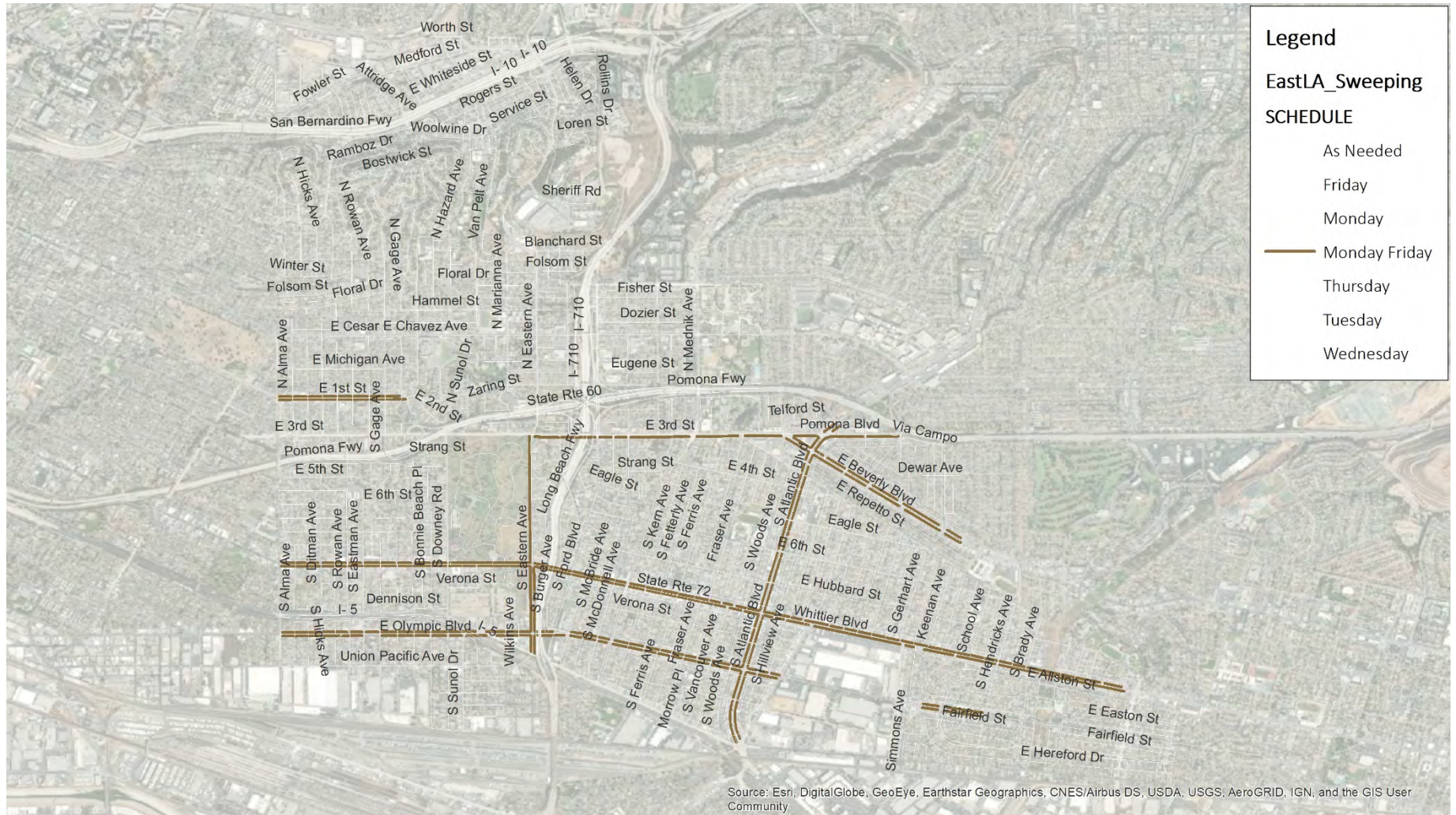
Appendix D: East LA County Street Sweeping Schedule – Wednesday



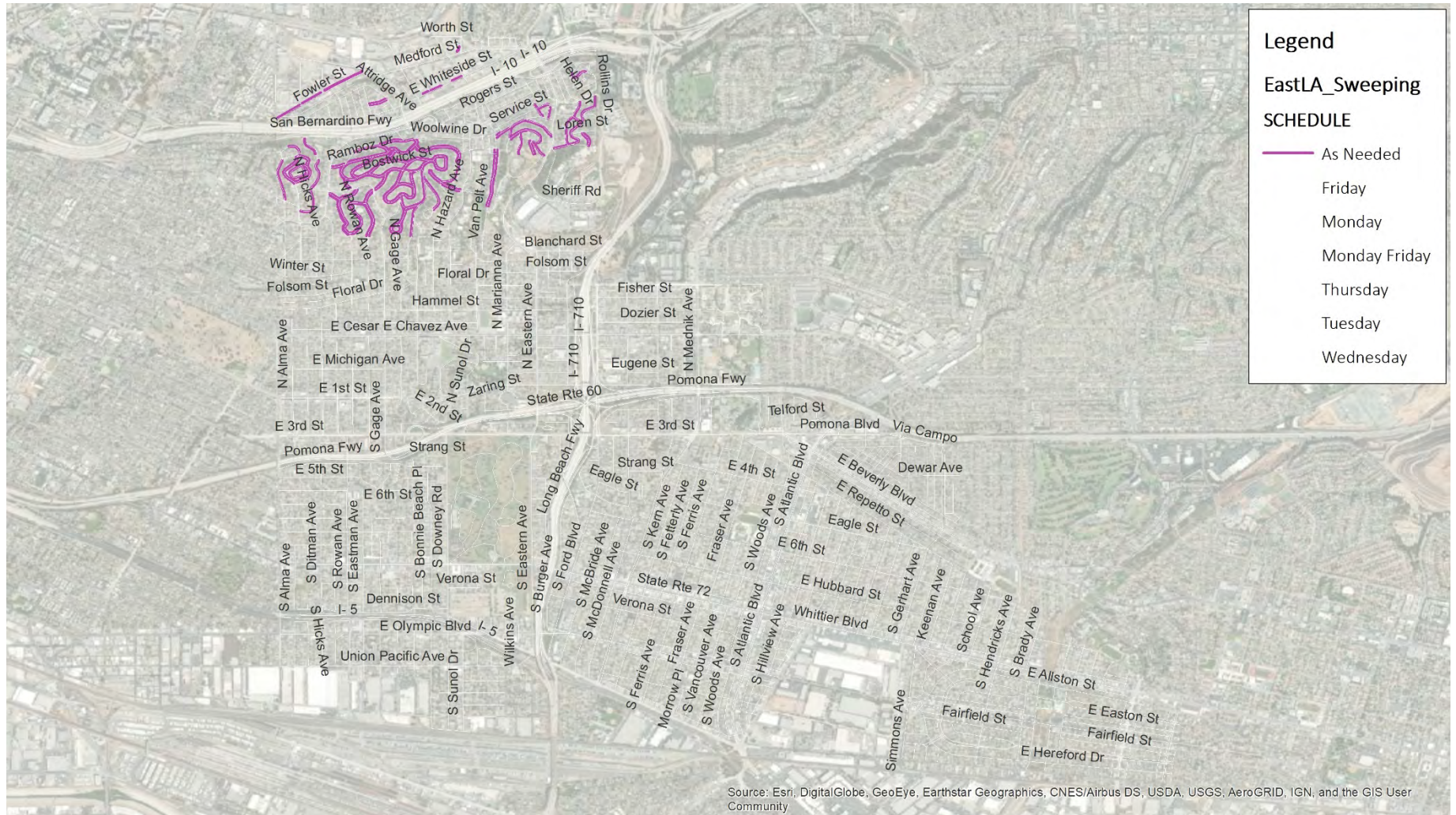
Appendix F: East LA County Street Sweeping Schedule – Friday



Appendix G: East LA County Street Sweeping Schedule – Monday and Friday



Appendix H: East LA County Street Sweeping Schedule – As Needed





East Los Angeles Parking Availability Improvement Study

Recommendations for Improved Parking Conditions, Restrictions, and Enforcement Practices

County of Los Angeles, CA

September 24, 2021

Prepared for:
Chief Executive Office Budget and Operations
Community Services



WALKER
CONSULTANTS



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Executive Summary

Consistent with a previous comprehensive review of parking conditions in the unincorporated community of City Terrace, similar conditions have been found to exist within other areas of unincorporated community of East Los Angeles (East LA). Key findings for the residential neighborhoods include limited on-street and off-street parking, lack of or difficult-to-access driveways, and households with multiple vehicles. On the commercial side of the equation, limited parking availability was reported and observed, which we concluded was due to a lack of enforcement of posted short-term parking limits, as well as food truck vendors occupying prime curbside inventory in direct competition with the parking needs of established “brick and mortar,” fast casual and neighborhood dining establishments.



Solutions Exist

A consistent finding in both residential and commercial areas identifies general overflow (i.e., spillover) parking concerns, which may be addressed with regulatory measures and associated enforcement that is designed to limit the amount and types of vehicles parked on the street in residential neighborhoods and enforce short-term time limits along commercial corridors. Parking spillover generally refers to when parking demand for one land use spills over into the parking supply of an entirely different use, and those users subsequently may then suffer from insufficient parking.



Walker Recommends

1. Establish a parking enforcement district throughout unincorporated East Los Angeles, enforced by a professional parking enforcement services provider dedicated to this task, funded by parking citations, which reports to a separate contract management team within the Sheriff's Department.
2. Establish a preferential parking district in the residential neighborhoods immediately surrounding the proposed Whittier Boulevard Parking Benefit District. The purpose of the program is to limit the number of household vehicles parked along the street during program operating hours as well as to control the amount of time a visitor may park on neighborhood streets.
3. Establish a parking benefit district (PBD) along Whittier Boulevard East of the I-710, and consider other PBD locations throughout the commercial corridors of unincorporated East LA where low on-street parking availability has been identified as a problem. A portion of the revenue from the parking benefit districts should be used in part to secure off-street parking inventory, such as sites considered not suitable for housing, or public private partnerships with local churches, commercial areas after hours, or schools, in each district to address overflow parking demands by accommodating parking needs, including the ability of food truck vendors to operate within defined areas of the community.

Overview of Findings

The following categories and concepts have been provided to provide an overview of our findings as described in the deliverables for Walker's Task 2 *Existing Parking Conditions* and Task 3 *Current Parking Restrictions and Enforcement Practices*.

Limited availability of on-street parking

The limited availability of parking in on-street spaces is likely the single-most problematic finding in many residential neighborhoods and commercial corridors in unincorporated East LA. The lack of available on-street parking stems not only from sheer volume of vehicles and parking congestion that results from multi-generational housing scenarios, but also from inappropriate and in some cases unlawful use of on-street parking that includes long-term and inoperable vehicle storage, curbside vending, spillover from unauthorized commercial business activity, and in some cases, developments that provide fewer spaces than the number of cars they generate.

Limited enforcement

Parking enforcement in unincorporated East Los Angeles is managed by eight (8) parking control officers and one supervisor parking control officer, who operate as part of the East Los Angeles Station of the Los Angeles Sheriff's Department. While coverage is provided seven days per week, staffing resources and coverage hours are mostly limited outside of the weekday hours of 5:00 am to 3:00 pm. Many areas within the 7.45 square miles do not see regular enforcement on a consistent basis. These areas rely upon call center requests, which may or may not immediately resolve the enforcement need. Additional parking enforcement support is provided by California Highway Patrol (CHP), although it is understood this effort has resulted in less than 300 citations being issued in the most recent 2019 calendar year, a small fraction of the total number of citations issued by the LASD.

Abandoned/Inoperable vehicles

Abandoned and inoperable vehicles left on street should be held to the 72-hour ordinance that permits the Sheriff to remove such vehicles to a safe place owned by, maintained by or under the jurisdiction of the County of Los Angeles (See Los Angeles County Code, Chapter 15.64.200, Vehicles parked over 72 hours – Removal by Sheriff). Inoperable vehicles discovered on public and private property shall also be handled in the manner described in the Los Angeles County Code, Chapter 15.80, Abandoned or Inoperable Vehicles. This code language permits a California Highway Patrol officer to have the authority to cause the abatement and removal of such vehicles after a 10-day notice of intention to abate has been served and the appropriate window for a public hearing has been observed. Any vehicle parked long term on the street, but especially an inoperable vehicle, has an impact on parking availability beyond the number of long-term vehicles parked on the street.

Reserving on-street spaces

Rotational use of multiple vehicles within the same household to reserve on-street parking spaces, as well as placing solid waste bins in the rights of way to reserve on-street parking is a common practice in neighborhoods where on-street parking is limited. Placement of solid waste bins and other materials in the rights of way should be handled with code enforcement policies, up to and including confiscation of materials upon appropriate notification. On-street spaces are for public use and not for individual benefit and personal gain.

Illegal parking

Illegal parking, including double-parking, using parking spaces for people with disabilities but without a placard or hangtag, fire hydrant, and blocking intersections are considered infringements upon public safety. These enforcement matters must be dealt with urgently within all commercial and residential areas of the community. Consistent and comprehensive enforcement coverage is vital to the success of the parking program with no exceptions. Allowing these behaviors to occur due to lack of consistent enforcement exacerbates matters over time and ultimately favors the appellant within the adjudication process.

Street vending and food trucks

Viewed as a significant problem throughout many of the commercial corridors, the growing numbers of street vending and food trucks have created an unwanted burden for maintaining sidewalk accessibility, as well as making it difficult for patrons to park curbside when accessing traditional “brick and mortar” businesses and restaurants. Often times, food truck patrons are observed taking advantage of off-street customer parking set aside for curbside businesses and restaurants.

Parking spillover into residential neighborhoods

Often as a result of commercial car sales, repair shops, non-residents (such as employees or customers), and spillover from transit riders who park near transit stations, vehicular spillover from non-residential uses on to residential streets creates a condition whereby parking spaces do not experience turnover during the business day and potentially into the evening and overnight hours, which is needed to provide opportunities for all drivers to park. Limiting the duration of neighborhood on-street parking during the business day and developing a preferential permit parking program would help to resolve these potential conflicts between multiple parking users.

Additional measures to mitigate the impacts of introducing a preferential parking program include offering the shared use of additional off-street inventory for multiple vehicle households during the evening hours and potentially for food truck vending services during the daytime hours. The ability to offer these alternate off-street locations not only provides a reasonable solution to the previously mentioned regulatory measures, but nudges residents and business owners to prioritize and modify their behavior and rethink their residential lifestyles and business plans. Parking conditions have reached the point where the impacts of unregulated, underregulated, and under enforced regulations of spillover parking are unsustainable for the community.

Multi-vehicle ownership

Households with more vehicles than licensed drivers may contribute to low availability of on-street parking. Ownership of multiple vehicles without sufficient off-street parking availability lends to the need to park daily-use vehicles on street while storing recreational, secondary-use, or leisure vehicles in available off-street inventory for longer periods of time. There is no incentive for a resident to behave otherwise in this instance when valuable yet under managed parking on the public street becomes impacted as a result.

Code enforcement

Code enforcement has an opportunity to play a pivotal role in the East Los Angeles Parking Availability Improvement Study. Under multiple scenarios, parking availability is adversely impacted by the growth of illegal accessory



dwelling units, unauthorized home business activity, unhoused living, such as campers and recreational vehicles on street, and oversized vehicles, as well as commercial service vehicles and vehicles not authorized by code standards. While many of these code enforcement opportunities may be directly related to the cost of high neighborhood rents, underutilized driveways, and landlords restricting or limiting the use of off-street parking, a concerted awareness campaign should be reviewed and revisited within the community.

Recommendations

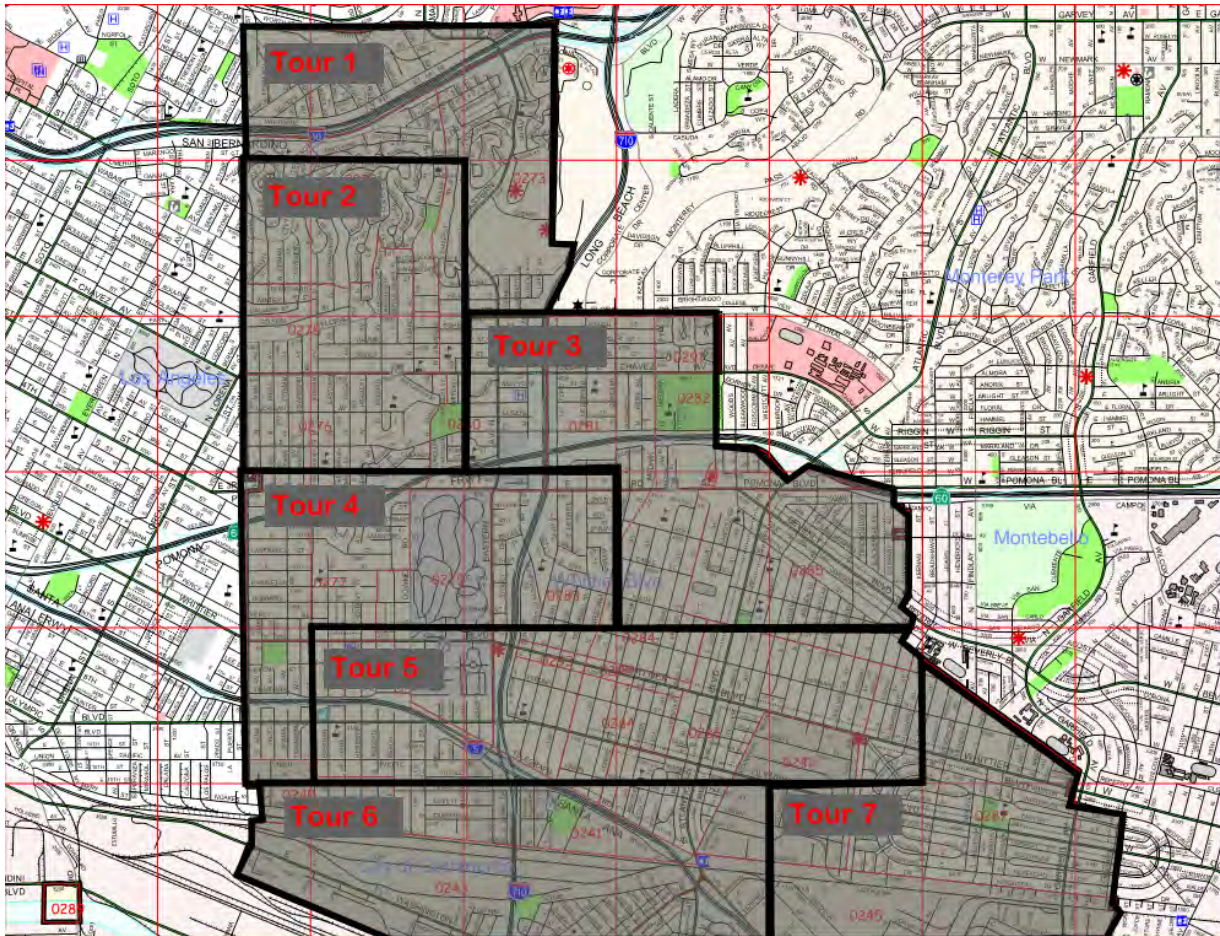
Based on past findings, current observations, and our review and analysis of the parking availability concerns in unincorporated East LA at this time, we recommend the County consider the following best practice measures to manage parking availability within the community.



Parking Enforcement District

A parking enforcement district is a more intentional effort to manage and enforce parking in a geographically defined area. Walker recommends that citation revenue generated in unincorporated East LA, remain in East LA, doing so essentially creates a district. To effectively meet the needs of the community, parking enforcement resources within unincorporated East LA must be expanded to provide consistent coverage across all areas. The following exhibit has been provided to demonstrate coverage areas by designated enforcement tour.

Exhibit 1: Recommended Enforcement Coverage and Enforcement Tours



Source: Los Angeles County Sheriff's Department and Walker Consultants; 2020



Each of the seven enforcement tours suggests the necessity of a minimum of seven parking control officers on duty during the recommended hours of enforcement from 5:00 am to 11:00 pm, seven days per week. To accommodate this recommendation, 14 full-time parking control officers and 14 part-time parking control officers should be recruited and trained to issue parking citations. The following exhibit has been provided to demonstrate the staffing needs by day of week and time of day. The minimum coverage number of seven officers is shown by hour of day with a total coverage hours per day summarized at the bottom of the exhibit. A one-hour meal period break has been factored into each nine-hour shift.

Exhibit 2: Recommended Parking Control Officer Schedule

Time	Day of Week						
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
3:00 AM	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0
5:00 AM	7	7	7	7	7	7	7
6:00 AM	7	7	7	7	7	7	7
7:00 AM	7	7	7	7	7	7	7
8:00 AM	7	7	7	7	7	7	7
9:00 AM	7	7	7	7	7	7	7
10:00 AM	7	7	7	7	7	7	7
11:00 AM	7	7	7	7	7	7	7
12:00 PM	7	7	7	7	7	7	7
1:00 PM	7	7	7	7	7	7	7
2:00 PM	7	7	7	7	7	7	7
3:00 PM	7	7	7	7	7	7	7
4:00 PM	7	7	7	7	7	7	7
5:00 PM	7	7	7	7	7	7	7
6:00 PM	7	7	7	7	7	7	7
7:00 PM	7	7	7	7	7	7	7
8:00 PM	7	7	7	7	7	7	7
9:00 PM	7	7	7	7	7	7	7
10:00 PM	7	7	7	7	7	7	7
Coverage Hours	126	126	126	126	126	126	126
	<u>Personnel</u>	<u>Per Week</u>	<u>Total</u>	<u>Per Year</u>	<u>Total</u>		
	14 Full Time	40 Hours	560 hours	50 weeks	28,000 hours		
	14 Part Time	16 Hours	224 hours	50 weeks	11,200 hours		

Source: Walker Consultants; 2020

In this exhibit, 1st shift officers are assigned to work from 5:00 am to 2:00 pm and 2nd shift officers are assigned to work from 2:00 pm to 11:00 pm. Both full-time and part-time officers have the same shift start and end times, regardless if assigned to working a weekday or a weekend day.



Organizational Structure

The Sheriff's Department remains the logical organization within the County to oversee the proposed parking enforcement district in unincorporated East Los Angeles. While it is understood the Department is unable to add full-time equivalent positions to meet the recommended number of positions required to serve the unincorporated East Los Angeles community, it is anticipated the staffing requirements may be met with the use of a contract with a professional parking enforcement firm.



Program Management

Use of a professional parking enforcement firm will greatly facilitate the County's ability to increase enforcement resources without bearing the financial impacts and recruitment challenges associated with hiring a full-time employee. Often times, position postings require a lengthy process to qualify, interview, and test applicants for an entry level position with the Sheriff's Department. Many of the candidates fail to pass the testing procedures and require the process to start over. Professional parking enforcement firms typically have a pool of employees which they may rotate between local and regional government contracts with minimal training and acclimation effects. If the management contract has been set up accordingly, the professional firms are incentivized to keep positions filled and shifts covered at all times.



Preferential Parking Program

A key component of a preferential parking program for the East LA neighborhood's will require the need to define and address the program parameters and limitations. The potential for establishing rules consistent with the unique characteristics of individual neighborhoods may be a necessity. As an example, neighborhoods with narrow roadways and reduced rights of ways may be required to limit on-street parking permits to one permit per household; the number of cars that can safely and realistically park on block faces in this scenario may be far less than typical. Other locations may be served by two permits per household, regardless of roadway definition and off-street parking availability.

A recommended best practice identifies the need to verify on-street parking inventory within each neighborhood and compare this to the number of residential households to establish a baseline metric. A subsequent step suggests the need to identify off-street inventory associated with each residential household. Given these two data points, a determination may then be made to establish program permissions and limitations. In most circumstances, each household should be permitted the use of one on-street permit per household address. Using a license plate permit credential (by which a vehicle's license plate number communicates whether, where and how long it may be permitted to park), the on-street permit can be virtually assigned to the first household vehicle parked on-street, rendering all other household vehicle license plates inactive during this use period.



Parking Benefit Program

Communicating the advantages of a parking benefit program is almost always the most difficult task for a government agency as residents and business owners must be able to envision the immediate benefits of having to pay for something many have previously received for free. In addition, equity is a major factor here where low income households may not be able to afford this additional cost, but still rely on vehicles to access jobs.

It is important to develop a transparent process to identify the goals of the parking benefit program for the community. Which user groups may be the focus, beneficiaries, but also the potential funders of the parking benefit program? Multiple vehicle households? Out of town visitors? Premium repeat parkers (customers) who simply want access and convenience and are willing to pay for the convenience? All these options should be considered and discussed with a focus and policy goals in mind. What then becomes of the revenue benefit? Parking and mobility infrastructure needs? Recurring community maintenance and subscription costs? Under the parameters of a parking benefit district, the district and its stakeholders should have a say in the way the revenue proceeds are reinvested in the community.



Neighborhood Incentive Programs

As discussed during the community stakeholder meetings, several neighborhood incentive programs may be supported through the County's resources to help residences and businesses make land resources available for parking. Such programs as "cash for clunkers," garage sales and single-day disposal services, and local business coupons or incentives, can provide sufficient financial incentive for residents and business owners to take action during times when simple coordination efforts seem too difficult to overcome. In addition, public car sharing programs like the BlueLA program; or offer micromobility options to provide better access to transit stations as a way to reduce the need for private car ownership.



Infrastructure and Capacity Needs

To address parking facility and capacity needs, the County should explore the possibility of using County real estate within unincorporated East LA to address some parking needs. Can existing facilities and surface parking areas be utilized for off-hour parking needs and overnight parking? Can underutilized land parcels be converted into parking lots or multi-purpose properties that offer increased off-street parking with reasonable minimal investment? Are walking distances, safety, or bike/pedestrian friendly locations such that some parkers would choose to park in these locations? These efforts typically precede opportunities for the County to explore land acquisition, or better yet, public/private land development opportunities where private developers may take advantage of development incentives after a public parking component is included with their development approval process. More simply and less costly, some jurisdictions have created formal, or facilitated informal, programs to use existing, underutilized



public or private off-street spaces to enhance the supply of parking available to some or all members of the parking public.



East Los Angeles Parking Availability Improvement Study

Parking Enforcement District Feasibility Analysis

County of Los Angeles, CA

September 24, 2021

Prepared for:
Chief Executive Office Budget and Operations
Community Services



WALKER
CONSULTANTS

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Executive Summary

The purpose of this report is to discuss the feasibility of establishing a parking enforcement district in the unincorporated community of East Los Angeles (East LA).

Recommendations

The key recommendations as part of Task 5 include the following.



Walker recommends that the parking enforcement operation for unincorporated East LA be partially outsourced to a professional parking enforcement firm or an interagency agreement because that entity will have significant resources specifically dedicated to parking enforcement. The professional enforcement firm would augment existing County personnel. The issue is one of the scale of resources available. Current LA parking enforcement staff perform their duties diligently but do not have the resources at their disposal to cover the enormous area and long hours required for effective parking enforcement in East Los Angeles. Having an additional dedicated, professional parking enforcement entity perform parking enforcement duties should allow for more consistent enforcement for longer periods of time over a longer area. Enforcement conducted by a private firm, or possibly a dedicated parking enforcement entity with significant resources should be more efficient and effective at deploying resources to operate at lower costs than insourced enforcement.

The Sheriff's Department should be responsible for providing contract management and oversight of the professional parking enforcement firm. It is anticipated that a full-time equivalent staff member of the Sheriff's Department would handle the daily oversight of the professional parking enforcement firm and would be required to provide education and training with regard to the LA County Code requirements. The professional parking enforcement firm would be required to submit a variety of monthly reports that include the types and number of citations, monthly management reports, and status reports.



Walker recommends that the parking enforcement responsibilities be conducted using license plate recognition (LPR) which to help maintain the timeliness of district-wide enforcement practices and discourage scofflaw behavior. LPR enforcement can provide many benefits to the enforcement operation and conveniences to the public.



With a parking enforcement district in unincorporated East LA, the revenue obtained from parking citations in unincorporated East LA would be used to fund the parking enforcement operation for unincorporated East LA. Walker projects the revenue obtained from parking citations will cover the costs of the parking enforcement operation, with a surplus that would go toward the County General Fund or invested in the community.



01 Introduction

Introduction

The primary mission of Los Angeles County’s (“LA County” or “County”) parking enforcement program is to ensure that residents, visitors, and other community stakeholders adhere to the County’s parking regulations. Parking regulations exist to provide safety and to facilitate the availability of parking on the street.

The Parking Enforcement Detail (PED) of the Los Angeles County Sheriff’s Department provides centralized administration of parking violation enforcement and parking citation processing in the unincorporated areas of LA County. PED also provides the administrative review of contested citations and schedules administrative hearings conducted by civilian hearing officers. The PED unit provides services for other County departments, police agencies, and some Contract Cities. PED is comprised of 1 manager, 8 headquarters staff members, 55 parking control officers, and 11 supervisor parking control officers deployed throughout 16 patrol stations. Through regular patrol, parking control officers issue citations to vehicles that are parked in violation of the law, identify abandoned vehicles, and recover stolen vehicles. They also respond to community complaints regarding parking violations.

In unincorporated East Los Angeles (“East LA”), the PED is comprised of eight parking control officers, and one supervisor parking control officer reporting to the East Los Angeles Station. Table 1 demonstrates current staff coverage and assigned shifts.

Table 1: Unincorporated East Los Angeles Parking Enforcement Detail Staff and Assigned Shifts

#	Rank	Day of Week	Time of Day	Number of Staff (Shift Length)
1	SPCO	Monday through Friday	6: 00 AM to 2:00 PM	Five (8-hour tour)
1	PCO	Tuesday through Friday	5: 00 AM to 3:00 PM	Four (10-hour tour)
2	PCO	Tuesday through Friday	7:00 AM to 5:00 PM	Four (10-hour tour)
3	PCO	Monday through Friday	6:30 AM to 2:30 PM	Five (8-hour tour)
4	PCO	Sunday	3:00 AM to 1:00 PM	One (10-hour tour)
		Monday through Wednesday	5:00 AM to 3:00 PM	Three (10-hour tour)
5	PCO	Monday through Friday	4:00 AM to 12:00 PM	Five (8-hour tour)
6	PCO	Monday through Thursday	5:00 AM to 3:00 PM	Four (10-hour tour)
7	PCO	Monday through Friday	5:00 AM to 1:00 PM	Five (8-hour tour)
8	PCO	Thursday and Friday	9:00 AM to 7:00 PM	Two (10-hour tour)
		Saturday and Sunday	5:00 AM to 3:00 PM	Two (10-hour tour)

Source: LA County Sheriff Department; May 2020

Current Parking and Enforcement Challenges

East LA has the highest population density in the County for communities with a population over 100,000. There are 16,000+ persons per square mile residing in unincorporated East Los Angeles. At the same time 84 percent of commuters drive or carpool to work, and 88 percent of unincorporated East Los Angeles households have access to one or more vehicles. The combination of a high population density and high vehicle reliance for mobility results in high parking demand.

The most evident and vocalized issue in unincorporated East Los Angeles is the lack of available on-street parking. On residential streets, parking occupancy levels are so high, that instances of illegal parking (e.g., parking in

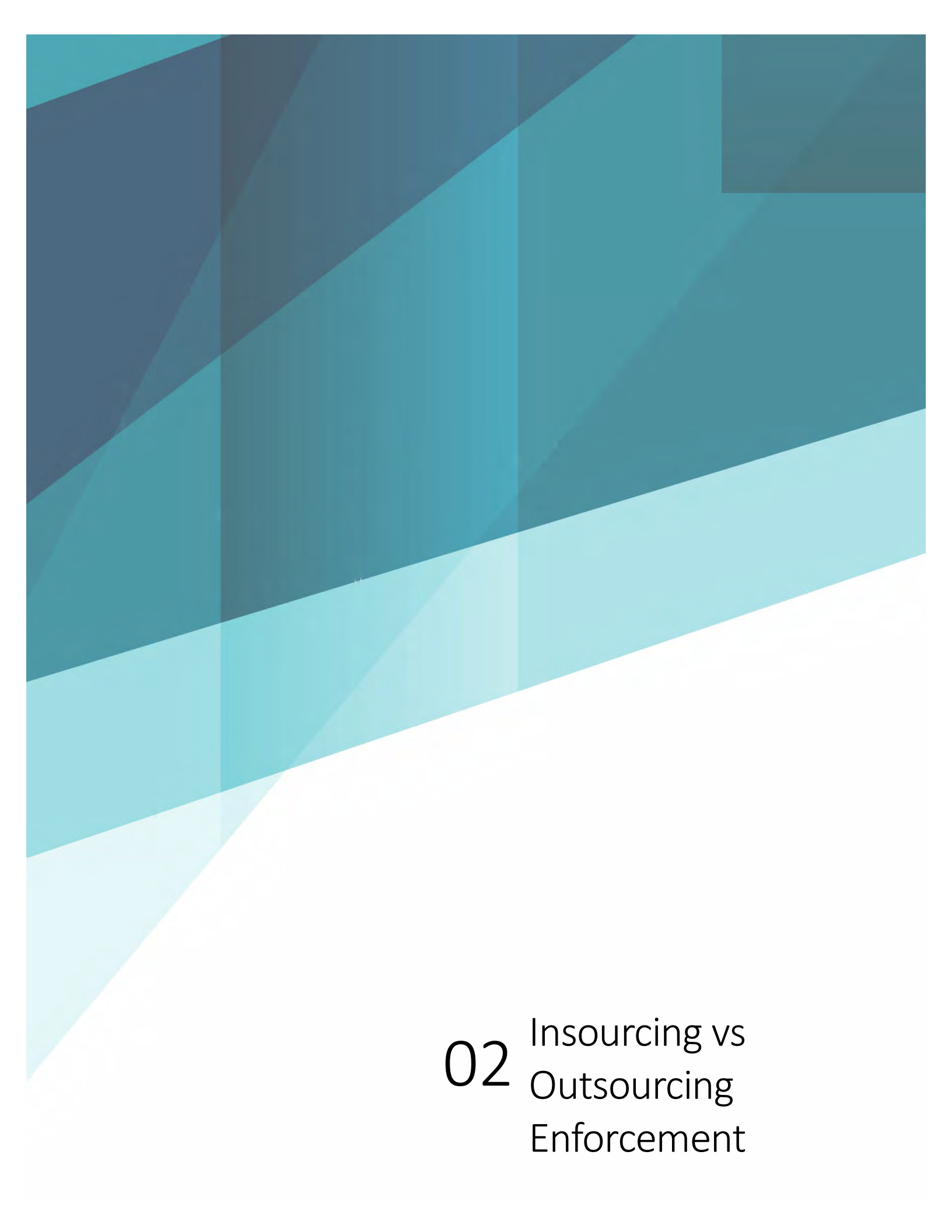
intersection, red curb, blocking driveways, double parking, etc.) are commonplace, thus pushing on-street occupancies above 100 percent. This issue is so broad that it can be found in most residential neighborhoods. The factors leading to the scarcity of available on-street parking include inconsistent or ineffective enforcement of current regulations, a free to park system, high automobile reliance, high population density, and limited residential parking options, among others.

East LA parking enforcement personnel resources are limited to a number of budgeted positions making it difficult to increase enforcement efforts and consistently enforce all parking related aspects of unincorporated East Los Angeles. To effectively meet the needs of the community, we believe more enforcement officer positions should be staffed throughout the day and, in the case of the residential neighborhoods, into the early evening hours and weekends.

As identified in the public survey responses and further supported through comments made during the community stakeholder sessions, both residents and business merchants believe enforcement coverage is not substantial or consistent enough to meet the needs of the community. A number of stakeholders shared that enforcement officers are seldom seen enforcing matters on their community streets, especially during the afternoon and early evening hours. On days when street sweeping is scheduled in specific neighborhoods, as few as 2-3 parking control officers are available to cover the remainder of the unincorporated East LA district. Considering conditions that affect scheduled and unscheduled paid time off (PTO) or medical leave of absence (MLA), the challenge becomes increasingly difficult to meet the coverage needs, not only each day, but in the early evening hours as well.

Parking Enforcement District

In light of these current enforcement challenges, the County is considering the implementation of a parking enforcement district for East Los Angeles. East LA already has a form of parking enforcement district in place, as it has a Sheriff's Department station that serves the East LA area. Under a parking enforcement district model, the citation revenue generated within East LA would fund the parking enforcement operation in the East LA area. Parking enforcement operations and responsibilities would be separate for the East LA area than for the rest of the County.



02 Insourcing vs Outsourcing Enforcement

Insourcing vs. Outsourcing Parking Enforcement Services

When determining the recommended organizational structure for the unincorporated East LA parking enforcement district, the first consideration is whether parking enforcement responsibilities in unincorporated East LA should continue to be provided by PED staff or if they should be outsourced to a professional parking enforcement firm.

Many public agencies conduct their own parking enforcement while others prefer to hire a professional management company to enforce. While the duties of parking enforcement can be delegated to a professional parking enforcement firm, the ultimate responsibility resides with the County to ensure the professional parking enforcement firm is acting in the best interest of the community. The following is a list of advantages for outsourcing parking enforcement services:

- Parking enforcement firms are usually experienced in handling enforcement responsibilities by offering experienced management, customer service, and quality control.
- Contract management typically requires lower startup costs. Parking enforcement firms can provide an established enforcement system. The County can require that the enforcement firm prepare specific reports, meet with ownership periodically to discuss those reports and other issues, and can usually offer specific recommendations to make the parking enforcement operation more efficient.
- In an area where it may be difficult to recruit or maintain a staff with the needed experience and expertise, a regional or national firm has the labor flexibility to provide continuous service. However, the County can also request that existing enforcement staff be retained by the professional parking enforcement firm.
- The parking enforcement firm is responsible for hiring and training qualified enforcement personnel. They can develop a location-specific procedure manual, approved by the County, which documents the day-to-day duties of all persons working at that location.
- Contracting through a parking enforcement firm allows greater employee flexibility should problems arise. For example, ownership may request the parking enforcement firm to remove any of its employees from the premises. As the parking enforcement firm has managerial responsibility, they then can simply transfer the employee to another location under their contractual oversight.
- Employee labor cost and benefits may be less expensive. Labor rates may not be governed by established public agency employee labor agreements. The parking enforcement firm is usually free to establish an approved labor and benefit schedule that may be lower than established rates for County employees.
- The County benefits from the expertise of the parking enforcement firm without giving up control of the policy decisions.
- The management fee paid to the parking enforcement firm is usually off-set by cost savings realized by reducing the workload on certain departments.
- The professional parking enforcement firm's local manager may be required to attend meetings on a regular basis so that coordination between the County and parking enforcement is ensured.
- The purchasing power of the parking enforcement firm may save the County money in the procurement of parking enforcement equipment, insurance, and supplies.

Self-operation has the following advantages over contracting the parking enforcement:

- Public employees may be perceived to have more at stake with the operation in terms of customer service and enforcement responsibilities.
- There is no direct parking management fee; although there may be additional payroll expenses and most likely higher benefit costs.

Private parking enforcement typically is more nimble, and therefore more efficient at deploying resources and tends to operate at lower costs than public agency enforcement programs. These lower costs usually compensate for the enforcement firm's management fee. With contract management, the public agency has control over major policies; however, the public agency does not have to employ several parking personnel for the day-to-day operations. Contract management removes the burden of employee supervision from the public agency staff. If the employees are employed by the public agency there is much less flexibility when increasing or decreasing staffing levels and providing benefits.

Another advantage of using the services of a parking enforcement firm is that a parking enforcement firm has specific expertise in the business. Even though the public agency has the final say on policy decisions, the parking enforcement firm is a great source of information and may be called upon to offer their recommendations in parking related matters.

Most disadvantages of contract management can be met through changes to the operating agreements. The professional parking enforcement firm could provide financial incentives for reaching financial goals, meeting standards of service, or reducing on-going issues. In this manner, the firm is more likely to attend to the daily parking operation and to provide the best possible care to the enforcement system.

Walker Recommendation

Due to the current enforcement challenges in unincorporated East LA described in the previous section, Walker recommends that the County engage a professional parking enforcement firm or dedicated entity for parking enforcement responsibilities in unincorporated East LA if a Parking Enforcement District is created:

- Having a professional parking enforcement firm conduct parking enforcement duties will allow for enforcement of longer hours with more consistent enforcement.
- In the event the outsourcing of enforcement services creates a reduction in force for the current County parking enforcement detail (PED), the County should require the third-party operator to extend employment offers to County employees affected by reduction in force policies. Current PED staff have the background and experience with parking enforcement in unincorporated East LA.
- The Sheriff's Department should be responsible for providing contract management and oversight of the professional parking enforcement firm. It is anticipated that a full-time equivalent staff member of the Sheriff's Department would handle the daily oversight of the operator and would be required to provide education and training of the LA County Code requirements.
- The professional parking enforcement firm would be required to submit a variety of monthly reports that include the types and number of citations, monthly management reports, and status reports.

The background of the page is an abstract composition of overlapping, semi-transparent geometric shapes in various shades of teal, blue, and light cyan. The shapes are primarily triangles and quadrilaterals, creating a layered, modern aesthetic. The colors transition from darker blues and teals at the top to lighter, almost white tones at the bottom.

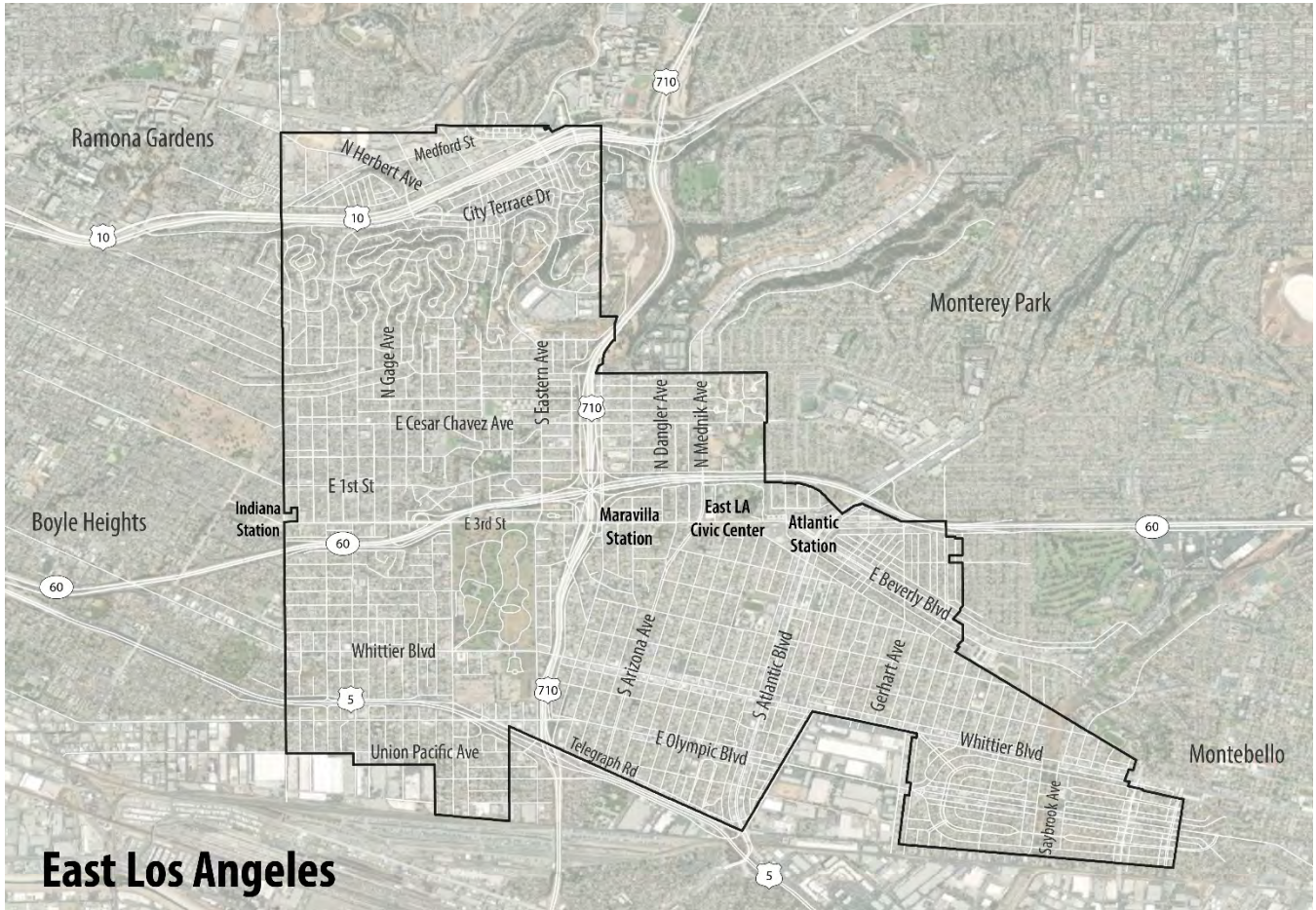
03 Parking Enforcement District Feasibility Analysis

Parking Enforcement District Feasibility Analysis

This section discusses the financial feasibility of a proposed parking enforcement district in unincorporated East LA. The following parameters would be associated with the district:

- The enforcement responsibilities within the unincorporated East LA area should be performed by a professional parking enforcement firm or dedicated entity with a Sheriff's Department representative managing the contract between the County and the entity providing enforcement services.
- The parking enforcement operation should demonstrate consistent enforcement practices in all areas of unincorporated East Los Angeles County to increase parking compliance and encourage vehicle owners to take greater responsibility for their parking behavior.
- The enforcement firm should continue to promote payment options and encourage the practice of citation payment within the first 21 days of issuance to avoid subsequent penalties.
- Enforcement hours should be modified to cover the operating hours of 5:00 a.m. to 11:00 p.m. seven days per week.
- The parking enforcement district should cover the entire unincorporated East LA area (7.45 square miles), as shown in the following Figure 1.
- The enforcement firm should use license plate recognition (LPR) to maintain the timeliness of district-wide enforcement practices and discourage scofflaw behavior.
- The enforcement firm should be incentivized to provide a high level of accuracy in issuing parking citations. A key performance indicator (KPI) for the enforcement firm should be the issuance of "valid issued citation percentage" rather than "citation revenue generated." This KPI should be established as part of the contract between the County and enforcement firm.

Figure 1: Unincorporated East Los Angeles Boundary



Source: Walker Consultants, 2020.

Revenue for a Parking Enforcement District

The primary source of revenue to fund a parking enforcement district is anticipated to be from parking citations. Table 2 summarizes the parking citation data for unincorporated East LA for the period of 2017 through 2019. The total citation amount ranges from \$2,918,807 to \$3,390,374. The average citation amount paid over the three-year period was \$3,203,285.

Table 2: Unincorporated East Los Angeles Parking Citation Data – Recent Three-Year Historical

	CY2017	CY2018	CY2019
Citations Issued	50,757	47,690	47,860
Citations Paid*	34,868	35,515	35,015
Total PAID AMT	\$3,390,374	\$3,300,673	\$2,918,807
Citations Unpaid	15,889	12,175	12,845
Total AMT Due (Unpaid)	\$2,363,122	\$2,196,682	\$2,566,571
Percentage Paid	68.70%	74.50%	73.20%

*By Process Date

Source: Conduent; August 2020

During the initial three to six months of program implementation, it is anticipated that citation numbers are likely to increase due to more officers patrolling the unincorporated East LA area. In particular, areas that do not have much enforcement now are likely to see an increase in citation rates, at least initially. However, the number of citations should begin to normalize after the first six months as compliance with regulations improves and repeat violators are likely to change their behaviors. Since citation rates will likely level off, it can be assumed that future citation revenue amount will be similar to what has been reported in recent years; therefore, citation revenue is assumed to be in the range of \$3.2mm to \$3.3mm on average, per year.

Expenses for a Parking Enforcement District

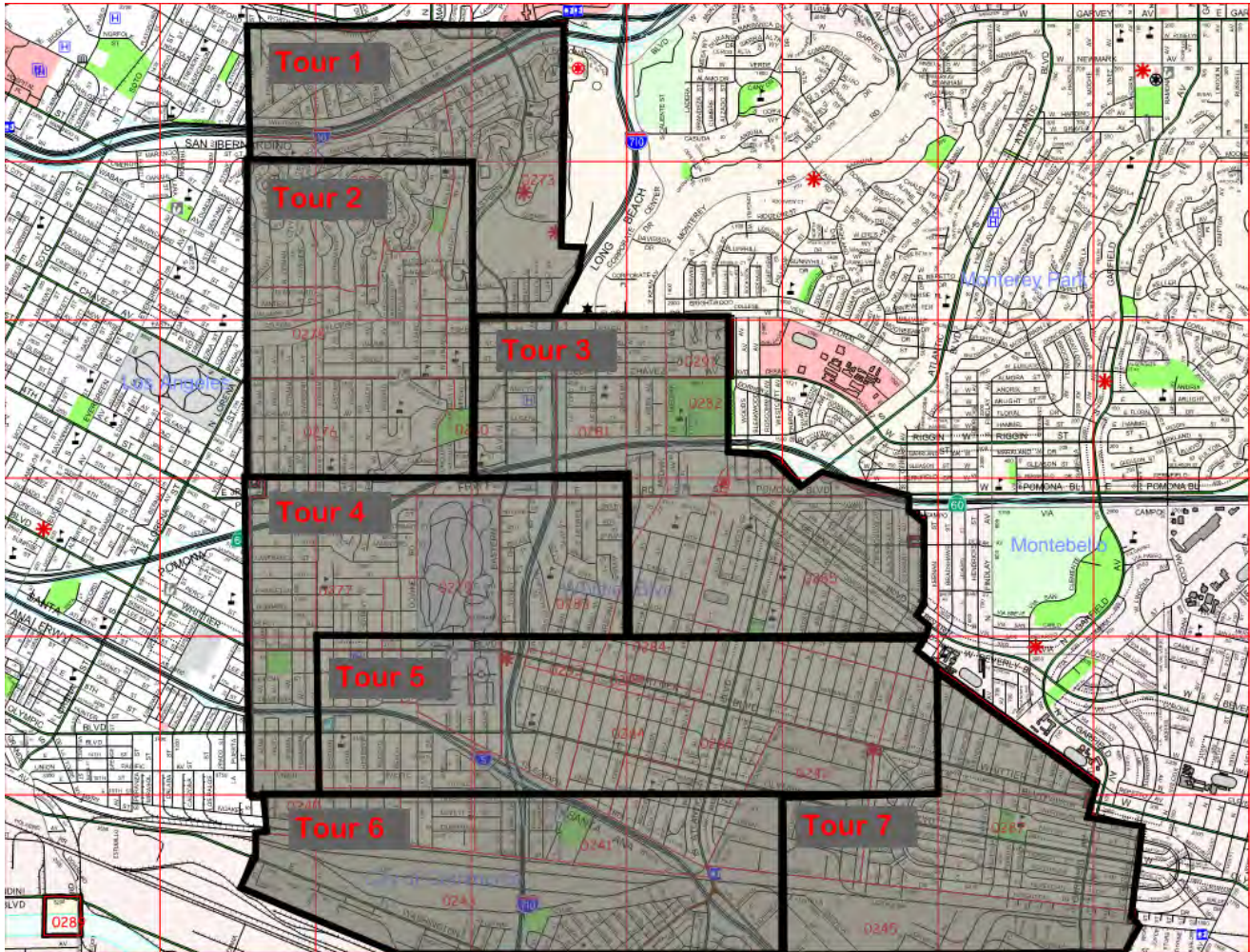
Typical operating expenses which may be associated with a parking enforcement district include the following:

- Parking enforcement staffing hourly wages and benefits
- Parking enforcement vehicles
- License Plate Recognition (LPR) equipment and software

Enforcement Staffing Schedule

To effectively meet the needs of the community, parking enforcement resources within unincorporated East Los Angeles County should be expanded to provide consistent coverage across all areas. The following exhibit has been provided to demonstrate coverage areas by designated enforcement tour.

Figure 2: Recommended Enforcement Coverage and Enforcement Tours



Source: Los Angeles County Sheriff's Department and Walker Consultants; 2020

Each of the seven enforcement tours suggest a need to have a minimum of seven parking control officers on duty during the recommended hours of enforcement of 5:00 a.m. to 11:00 p.m., seven days per week. Two shifts of seven parking enforcement officers would work nine-hour shifts (with one-hour break). 1st shift officers are assigned to work from 5:00 a.m. to 2:00 p.m. and 2nd shift officers are assigned to work from 2:00 p.m. to 11:00 p.m.

Table 3 demonstrates the staffing schedule proposed.

Table 3: Recommended Weekly Parking Control Officer Staffing Schedule

Start Time	Number of Staff per Day and Hour						
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
5:00 a.m.	7	7	7	7	7	7	7
6:00 a.m.	7	7	7	7	7	7	7
7:00 a.m.	7	7	7	7	7	7	7
8:00 a.m.	7	7	7	7	7	7	7
9:00 a.m.	7	7	7	7	7	7	7
10:00 a.m.	7	7	7	7	7	7	7
11:00 a.m.	7	7	7	7	7	7	7
12:00 p.m.	7	7	7	7	7	7	7
1:00 p.m.	7	7	7	7	7	7	7
2:00 p.m.	7	7	7	7	7	7	7
3:00 p.m.	7	7	7	7	7	7	7
4:00 p.m.	7	7	7	7	7	7	7
5:00 p.m.	7	7	7	7	7	7	7
6:00 p.m.	7	7	7	7	7	7	7
7:00 p.m.	7	7	7	7	7	7	7
8:00 p.m.	7	7	7	7	7	7	7
9:00 p.m.	7	7	7	7	7	7	7
10:00 p.m.	7	7	7	7	7	7	7
Total Coverage Hours	126	126	126	126	126	126	126

*Staffing schedule assumes a one-hour break during shift.

Source: Walker Consultants, 2020.

In addition to parking control officers, there are other staff that would be required to manage the operation, including:

- Dispatcher(s) to answer calls and dispatch parking enforcement officers.
- A supervisor to oversee the parking enforcement officers.
- A contract analyst to provide administrative functions and contract management for the third-party operator contract.
- A project manager to oversee the parking enforcement operation and to be the first point of contact between the County and the parking enforcement operator.
- A Sheriff's Department representative to oversee and manage the contract with the third-party operator. Walker recommends that this position reside with the Sheriff Department's internal team.

Table 4 summarizes the staffing schedule for the dispatcher, supervisor, contract analyst, and project manager. The project manager is a salaried position that is likely to work varying hours during the week.

Table 4: Recommended Enforcement Position Schedule

	Weekday			Weekend		
	Hours of Coverage*	Number of Staff	Weekday Staff Hours	Hours of Coverage*	Number of Staff	Weekend Staff Hours
Dispatcher	5:00 a.m. – 11:00 p.m.	2	32	5:00 a.m. – 11:00 p.m.	1	16
Supervisor	8:00 a.m. – 5:00 p.m.	1	8	N/A	0	0
Contract Analyst	8:00 a.m. – 5:00 p.m.	1	8	N/A	0	0
Project Manager	Salary	1	Salary	Salary	1	Salary

*Assumes 1-hour break

Source: Walker Consultants, 2020.

Table 5 summarizes the recommended number of staffing hours per year. A total of 34 staff members are recommended for the unincorporated East LA parking enforcement operation.

Table 5: Recommended Hourly Annual Professional Parking Enforcement Firm Staffing Schedule

Position Type	Number of Staff	Hours per Staff per Week	Weekly Labor Hours by Position Type	Weeks Per Year*	Total Labor Hours per Year	Hourly Rate	Total Cost
Full-time Parking Control Officer	14	40	560	52	29,120	\$31	\$902,720
Part-time Parking Control Officer	14	16	224	52	11,648	\$31	\$361,088
Full-time Dispatcher	2	40	80	52	4,160	\$42	\$174,720
Part-time Dispatcher	2	16	32	52	1,664	\$42	\$69,888
Full-time Supervisor	1	40	40	52	2,080	\$42	\$87,360
Full-time Contract Analyst	1	40	40	52	2,080	\$50	\$104,000
Project Manager	1	Salary	Salary	Salary	Salary	Salary	\$140,000
Total Annual Staffing/Cost	34						\$1,839,776

*52 weeks per year includes vacation and holidays.

**Hourly rates are derived from the U.S Bureau of Labor Statistics data for Parking Enforcement Workers and Walker experience with other Parking Enforcement procurement efforts in Southern California.

Source: Walker Consultants, 2020.

Additional Enforcement Expenses

In addition to the staffing requirements, there will be parking enforcement expenses related to the equipment needed to complete the enforcement responsibilities. These additional expenses may include the following items:

- 14 parking enforcement vehicles, one vehicle for each parking control officer assigned per day
- 14 vehicle-mounted LPR units, one for each vehicle

- 17 LPR handheld devices, one for each enforcement officer assigned per day with three spare units in case of unit malfunction
- Recurring costs, including software, subscription fees, and administrative costs

License Plate Recognition

Mobile license plate recognition (LPR) technology has made the enforcement of pay-by-plate, pay-by-cell, and license plate permit parking remarkably efficient and cost-effective.

Mobile LPR utilizes vehicle mounted cameras that read and record license plate numbers as an enforcement vehicle is driven through the designated enforcement areas of unincorporated East LA. The cameras use a series of algorithms to convert the photographic image of license plates into text data that can be compared with lists or databases of paid or permitted license plates, to determine if the vehicle has the right to park in that particular location at that particular time.

If the LPR camera reads a plate that is not recorded as registered or paid, or has been otherwise identified as searchable, an audible alarm sounds to alert the driver, who can then take the appropriate action. The LPR software can integrate with multi-space meter software, pay-by-cell software, permit software, and other databases such as law enforcement agencies to not only identify paid and unpaid motorists, but also stolen or otherwise significant license plates, such as Amber Alerts, felons, or scofflaws.

Figure 3: Mobile LPR Examples



Source: Genetec

Mobile LPR can be used to enforce time restricted parking, as the software time-stamps every image. The software can also be programmed to identify license plates that have moved, but are still parked on a particular street or zone (to circumvent time limit or chalk enforcement). This is far more efficient than manual chalking, and the photographic images reduce the appeals process due to the hard evidence (the photo). Eliminating manual chalking can also reduce staff injuries and worker's compensation claims.

Another benefit of LPR enforcement is the ability to use license plates as employee permits, residential, business or monthly permits. This not only eliminates the need for paper, hang tag or decal permits, since the motorist already has the license plate; it also makes enforcement extremely efficient. Registration is typically done online and can be fulfilled on a 24/7 basis. Permit holders can enter their own data, saving office staff time. Furthermore, the license plate is a regulated credential, providing a higher level of integrity and less opportunity for misuse or fraud.

License plate permitting significantly reduces the possibility of counterfeit permits or real permits being distributed, loaned or sold to unauthorized users. The permit software allows individuals to register more than one vehicle (for owners with multiple cars), while enforcement can restrict usage to one or more vehicles at a time. Permit parking can also be restricted to particular days, timeframes and even locations. The LPR system includes global positioning system (GPS) monitoring to enable the software program to identify and segregate parking zones.

At a driving speed of 15 miles per hour, mobile LPR is far more efficient than patrolling of foot, as the average foot patrol speed is two miles per hour; however, occasionally vehicles get stuck in traffic, need to stop at traffic lights, and need to park to verify license plate images and issue citations.

Another benefit of mobile LPR enforcement is the potential for ‘post-processing’ parking citations. Rather than placing citations on vehicle windshields, system software integrates with state motor vehicle registries to ascertain mailing addresses associated with vehicle license plates, and citations are sent via U.S. mail. The ability to mail citations rather than place them on vehicles is remarkably efficient, as the officer doesn’t need to stop or get out of the enforcement vehicle. This is also safer for staff and for the public, as it reduces the possibility of a negative exchange or altercation resulting from the issuance of the citation.

A mobile LPR system will cost approximately \$50,000 per vehicle (excluding the vehicle) and will have recurring subscription software costs that will contribute to the enforcement district operating expenses.

Summary of Additional Parking Enforcement Expenses

The projected cost of the additional parking enforcement expenses is summarized in Table 6. The cost of vehicles, vehicle-mounted LPR units, and enforcement handhelds are assumed to be provided under a condition of the professional parking enforcement operator agreement and therefore are only expected during the first year of the operation.

Table 6: Projected Parking Enforcement Expenses

	Unit Price	Units	Total Cost
Enforcement Vehicles (14)	\$30,000	14	\$420,000
Mobile LPR Units (14)	\$50,000	14	\$700,000
Enforcement Handhelds	\$5,000	17	\$85,000
Recurring Costs*	\$50,000	Annual Cost	\$50,000 per year

*Recurring costs include software, subscription, and administrative costs. It is assumed that these costs are subject to inflation.

Source: Walker Consultants, 2020.

Feasibility Analysis Results

A summary of the projected costs compared to the anticipated citation revenue for a five-year contract with a third-party operator (with three extension years) is included in Table 7.

Walker recommends that the County enter into a minimum five-year contract with a professional parking enforcement firm with three, one-year extension options. The parking enforcement staffing and recurring expenses are expected to increase year over year for the life of the contract. Walker assumes a 1.7 percent annual inflation rate for the life of the contract, consistent with average Consumer Price Index (CPI).

Table 7. Walker projects first-year expenses will be the highest with the purchase of the vehicles and LPR equipment. However, a net operating surplus is projected for the life of the contract.

Table 7: Projected Parking Enforcement Expenses

Position Type	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8
Staffing*	\$1,839,776	\$1,871,052	\$1,902,860	\$1,935,209	\$1,968,107	\$2,001,565	\$2,035,592	\$2,070,197
Vehicles	\$420,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
LPR Equipment	\$785,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Recurring Costs**	\$50,000	\$50,850	\$51,714	\$52,594	\$53,488	\$54,397	\$55,322	\$56,262
Total Expenses	\$3,094,776	\$1,921,902	\$1,954,575	\$1,987,802	\$2,021,595	\$2,055,962	\$2,090,913	\$2,126,459
Projected Citation Revenue	\$3,203,285	\$3,203,285	\$3,203,285	\$3,203,285	\$3,203,285	\$3,203,285	\$3,203,285	\$3,203,285
Net Revenue for Improvements	\$108,509	\$1,281,383	\$1,248,710	\$1,215,483	\$1,181,690	\$1,147,323	\$1,112,372	\$1,076,826

* It is assumed that labor costs will be subject to a 1.7 percent inflation rate.

**Recurring costs include yearly software and subscription costs. It is also assumed these costs are subject to a 1.7 percent inflation rate.

Source: Walker Consultants, 2020.

Feasibility Analysis Disclaimer

The costs included in this section are rough order of magnitude costs based on high-level projection of typical parking enforcement operation recommendations. These costs were developed based on Walker's experience with parking enforcement operations in other communities in Southern California. Because Walker Consultants does not control the cost of labor, materials, equipment or services furnished by others, methods of determining prices, or competitive bidding or market conditions, any opinions rendered as to costs are made on the basis of our experience and represent our judgement as experienced and qualified professionals, familiar with the industry. Walker cannot and does not guarantee that proposals, bids, or actual costs will not vary from its opinions of cost.

The citation revenue projected is based on past citation revenue collected and reported for unincorporated East LA and assumes that citation revenue will remain constant over the eight-year maximum term of the contract, unless fine amounts are adjusted.

Integration with Conduent Software

It is recommended that the professional parking operator would utilize the citation software that the County is already using, Conduent. A separate account with a separate access portal would be provided for unincorporated East LA. The parking enforcement operator would have primary access to the East LA system in order to manage the enforcement operation.

Adjudication Process

The adjudication process is also assumed to be conducted by the operator through the citation software. However, due to State of California legislation, it is likely the adjudication process could not be outsourced completely, as the County would still need to have a role. With the use of LPR camera enforcement as visual evidence, much of the adjudication process will potentially be minimized or supported with use of photographic evidence. Walker recommends that a first-level review of each contested citation be conducted by the operator with a level-two adjudication step forwarded to the County if the appellant is not satisfied with the first-level decision.¹

County Code Changes to a Establish a Parking Enforcement District

Walker reviewed the County of Los Angeles Code of Ordinances and did not see any language related to the establishment of parking enforcement districts. Since the language is not currently in place to establish a parking enforcement district, it is anticipated that changes to the LA County Code of Ordinances would be required to establish a new parking enforcement district for unincorporated East LA. LA County should work with their legal counsel to identify specific changes necessary to the LA County Code of Ordinances to allow for a parking enforcement district.

Potential Impacts of a Parking Enforcement District

With the implementation of a parking enforcement district in East LA, with increasing enforcement, there would be impacts on area residents and businesses.

Establishing a parking enforcement district, separate from the parking enforcement detail of the Sheriff's Department, suggests an opportunity for greater enforcement coverage in unincorporated East LA. Parking enforcement staff will help to mitigate inappropriate use of on-street parking including long-term and inoperable vehicle storage, curbside vending, and spillover from unauthorized commercial business activity.. Residents, business employees, and business customers are more likely to find available parking near their destination.

¹ The assumed adjudication process is based on Walker experience with other public agencies around the country. LA County should consult their legal counsel to confirm any established process meets state and local laws.

Increased parking enforcement that focuses on a primarily punitive system may discourage residents and visitors from parking in East LA. For this reason, the parking enforcement program should have customer service focused KPIs, such as the number of citations issued versus the number of citations appealed, rather than revenue performance thresholds.

This addendum addresses questions that the County of Los Angeles had regarding the draft deliverable Task 5: Parking Enforcement District Feasibility Analysis. Specifically, the County had the following questions/requests:

- Examples of other cities in Southern California that have outsourced parking enforcement operations and the department/division responsible for overseeing the professional parking enforcement firm.
 - An overview of the minimum Parking Control Officer (or similar) position requirements of the professional parking enforcement firm as compared to the minimum requirements of LA County Sheriff’s Parking Enforcement Detail.
 - An overview of the employee training required for a newly hired Parking Control Officer (or similar).
- In Task 5, Walker recommended that if the County chooses to outsource parking operations in unincorporated East LA, the Sheriff’s Department should oversee the contract. The County has requested that Walker evaluate an alternative department that could oversee the contract.

Comparable Research

Walker researched municipalities in Southern California that outsource all or a portion of parking operations to a professional parking enforcement firm, as summarized in Table 1.

Table 1: Example of Southern California Municipalities that Outsource Parking Enforcement Operations

City	City Department/Division Responsible for Parking Enforcement	Professional Parking Enforcement Firm
City of Glendale	Police Department/Parking Enforcement Team (Public Works Department/Parking Services oversees the third-party contract)	SP+ Municipal Services
City of Santa Clarita	Community Development Department/Community Preservation Division	Ace Parking Management
City of Inglewood	Police Department/Patrol Bureau	Serco
City of Pasadena	Department of Transportation/Parking Services	Inter-Con Security Systems
City of West Hollywood	Public Works/Parking Services	Serco

Source: Walker Consultants, 2021.

City of Glendale

The Glendale Police Department Traffic Bureau oversees the parking enforcement unit which is responsible for issuing parking citations. The goal of the parking enforcement unit is “to efficiently respond to calls for service, and effectively enforce parking laws and regulations that provide for the safe and efficient flow of traffic and parking for our residents and visitors.” The Parking Services Division, located within the Public Works Department, manages

the City's parking assets, which encompasses the oversight and management of metered and time-restricted parking spaces, residential parking permit program, the City's public parking structures, on and off-street parking spaces, and valet operations city-wide. Parking Services operates in conjunction with the Glendale Police Department Parking Enforcement Unit for many parking enforcement functions including parking citation processing, budget operations, customer service request, and operational support.

Walker Consultants conducted an organizational review for the City in 2016 and found three primary obstacles for the parking operation:

- Parking Enforcement actual time spent enforcing impacted by other police duties.
- Legacy dedicated enforcement technology with limited usability.
- Bifurcated organization structure prioritized police services over parking enforcement.

In response to these issues, the City conducted a restructuring effort for the enforcement program. The City Council approved new positions within the Glendale Police Department and Public Works Department, including the Parking Services Supervisor, Police Services Officers, and Police Services Supervisor/Parking. The existing Parking Enforcement personnel were retained by the Police Department to perform 100% of their time in areas that include minor collision reporting, data collection, school area enforcement, routine investigation and reports.

In 2018, the City released an RFP for citywide parking enforcement services and entered into a five-year contract with professional parking enforcement firm SP+, with a five-year optional contract extension. As part of the contract, SP+ provided up to 16 full-time Parking Enforcement Officers and management staff, as well as new hybrid or electric vehicles, and license plate recognition (LPR) equipment. The City's Parking Services Supervisor, who is in the Department of Public Works Parking Services Division, is tasked with the management and oversight of the parking enforcement services contract. In addition to the Parking Enforcement Officers provided through SP+, the Police Department retained approximately 10 Parking Enforcement Officers who work alongside SP+ staff.

Minimum Position Requirements

The following position requirements are listed for an Enforcement Officer with SP+ for the City of Glendale:¹

- Knowledge of geography of the area they are enforcing.
- Knowledge of hazards and safety precautions.
- Ability to use a handheld computer.
- Ability to operate a motorized vehicle or bicycle.
- Ability to understand and apply parking regulations.
- Ability to interact with others in a courteous and tactful manner.
- Ability to walk for extended periods of time.
- Ability to work in all weather conditions.
- Must be 18 years of age or older at time of hire.
- The individual will be required to have and maintain a valid state-issued driver's license with a current address and acceptable driving record.

¹ SP+ website. <https://tinyurl.com/y64d4qwf>

Training Requirements

SP+ has pre-screening and training requirements for their employees. The pre-screening requirements include a background and drug checks. Once employees are hired, there is also both online and in-person customer service training and employee development. A detailed description of the SP+ training program, as written in their RFP response proposal, is provided as an Attachment 1 to this Addendum.

City of Santa Clarita

In the City of Santa Clarita, parking enforcement responsibilities are provided in the Community Development Department's Community Preservation Division, which encompasses five functions, including Code Enforcement, Housing, Graffiti Removal, Animal Care and Control, and Parking Enforcement. The Community Preservation Division has the following mission:²

- Maintain and preserve the integrity of Santa Clarita neighborhoods.
- Encourage residents to preserve the appearance and value of neighborhoods in the City while promoting public safety.
- Develop successful relationships with residents and businesses to instill pride and continue to improve the quality of life in the community.
- Ensure compliance with State and City of Santa Clarita municipal codes and regulations while providing excellent service to residents and businesses.

Prior to 2010, parking enforcement was provided by the Los Angeles County Sheriff's Department. In 2010, the City contracted with a third-party, Data Ticket, Inc to provide parking enforcement and citation processing services. In 2018, the City issued an RFP for parking enforcement and traffic control service. The contract includes two Parking Enforcement Officers on duty 24 hours per day, 7 days per week and one g40-hour per week Field Supervisor Monday through Friday. The RFP requested that the proposer provide parking enforcement vehicles equipped with License Plate Recognition (LPR) equipment. Ace Parking Management was selected to provide parking enforcement and traffic control services. The City recommended that Data Ticket retain citation processing services.

Minimum Parking Enforcement Officer Position Requirements

The following position requirements are listed for Parking Enforcement Officers with Ace Parking Management for the City of Santa Clarita:³

- An outgoing and enthusiastic personality.
- The ability to navigate the city efficiently.
- A willingness to do whatever it takes to earn a "Thank You."
- Great customer service and communication skills.
- An ability to work flexible shifts/hours, including days, evenings, weekends, and holidays.
- Must be able to stand and walk for extended periods of time.

² <https://www.santa-clarita.com/city-hall/departments/community-development/community-preservation>

³ Indeed.com <https://tinyurl.com/y43hlmmb>

- Must possess a valid driver's license.

Training Requirements

Ace Parking Management provides each of their Parking Enforcement Officers with training before starting their position. For a minimum of five days, a certified trainer walks the new employee through their daily roles and responsibilities. The enforcement officer is made familiar with their work environment and taught the various policies and procedures of their job. In addition, a special safety training, driver training, and radio training are conducted for enforcement officers. Ace Parking also has a series of training programs that continue throughout the employee's time on the job. A detailed description of the Ace Management training program, as written in their RFP response proposal, is provided as an Attachment 2 to this Addendum.

City of Pasadena

The City's Parking Services Division, housed in the Department of Transportation, has primary responsibility for the administration of the City's parking enforcement program. The Department of Transportation's Mission Statement is "The Department of Transportation is committed to achieving the safe and sustainable movement of people and goods within Pasadena, while concurrently ensuring a balance between land use and transportation to maintain a livable community in which cars are not necessary to travel within the City."

The City has 320 miles of streets with an estimated 1,250 metered (multi-space and electronic single-head meters) and 13,000 non-metered spaces on-street. The City also owns four surface parking lots and nine parking garages with over 7,000 parking spaces. Additionally, there are ten Preferential Parking Districts, which restrict residential and/or commercial parking, and overnight parking is prohibited in most of the City without a valid permit.

The City's Parking Enforcement Program consists of three full-time and four-part-time Parking Enforcement Representatives, one Senior Parking Enforcement Representative and a Parking Services Supervisor employed by the City's Department of Transportation. Given the large area of coverage, the program is supplemented with contract personnel who provide parking patrol and related services during peak hours of operation when City staff is unavailable due to scheduling constraints.

Since 2015, the City has contracted with Inter-Con Security to provide the supplemental parking enforcement coverage. The contractor provides citywide enforcement services, and well as equipment to support parking enforcement, including six electric patrol vehicles, six license plate recognition units, one pickup truck for equipment transport, eight patrol bikes, and the uniforms and day to day equipment for the officers. The City provides radios and handheld citation issuance equipment. The Department of Transportation oversees the contract with Serco.

Minimum Position Requirements

The following position requirements are listed for Parking Enforcement Officers with Inter-Con Security for the City of Pasadena:⁴

⁴Glassdoor <https://tinyurl.com/y46uoxme>

Qualifications:

- Be physically and mentally capable of performing all job-related duties.
- Have the ability to understand, speak, read and write in English.
- Have the ability to follow and give oral and written instructions in English.
- Be able to legally, safely and properly operate necessary equipment and tools.
- Be able to drive vehicles with manual and automatic transmissions.
- Have the ability to establish and maintain cordial and effective working relationships with the public and city staff.
- Have the ability to remain calm and use good judgement and initiate in a confrontational or emergency situation.

Requirements:

- Be at least 18 years of age or older.
- Have the legal right to work in the United States of America.
- Passing a developed reference check, drug screening test and medical examination to determine fitness to perform assigned duties.
- Must be able to legally, safely, and properly operate necessary computer databases, equipment, and tools.
- Ability to speak, read and write in the English language and be able to write intelligible reports.
- High school diploma or GED.
- Experience in daytime parking enforcement.
- Valid California Driver's License.
- Possession of valid permits, licenses, and certifications required for the performance of job-related duties.
- Have the ability to walk for several hours or distances.
- Be able to operate motor vehicles.

City of Inglewood

The City of Inglewood Police Department's Patrol Bureau, Parking and Traffic Department provides parking enforcement services for the City of Inglewood. The Parking Enforcement Unit is supervised by two Supervisors, who are City staff, and enforcement is outsourced to professional parking enforcement firm Serco who deploys the Parking Enforcement Officers.

In 2014, the City entered into a ten-year contract with Serco to provide parking enforcement, management of parking meter operations and traffic control operations. Serco provides daily parking enforcement, traffic control, dispatch, customer service, and enforcement using license plate recognition technology, and operations and maintenance of the City's ±1,900 parking meters. The Police Department oversees the contract with Serco.

After the City entered into an agreement with Serco Inc, the City held a job fair at City hall to fill the parking enforcement positions to be provided by Serco. Internal staff impacted by the change were given first priority to

apply for the positions. The City also recruited at community locations to encourage Inglewood residents to apply. Approximately 30 full time and 30 part time staff positions were filled.⁵

City of West Hollywood

City of West Hollywood parking enforcement is a function within the Public Works Department's Parking Services Division. The Parking Services Division is responsible for City's public parking facilities, parking enforcement, parking permits, parking meters, bike racks, bike share, and special event parking.

For the past several years, the City of West Hollywood has engaged professional parking enforcement firm, Serco to perform parking enforcement and traffic control services. The parking enforcement operation includes a mobile license plate recognition (LPR) system and electric vehicles for enforcement. There is a total of 36 Serco staff that provide parking enforcement and traffic control services for the City of West Hollywood.

Minimum Position Requirements

The following position requirements are listed for Parking Enforcement Officers with Serco for the City of West Hollywood:⁶

- High School Graduate or equivalent.
- Must have at least two years of work experience in a related field and/or customer service.
- Ability to learn, comprehend, and retain knowledge of policies and guidelines related to the California Vehicle Code and West Hollywood Municipal Code.
- Must be computer literate to enter data accurately into handheld device.
- Excellent written and verbal communication skills.
- Must be able to report to work on-time for assigned shifts.
- Good sense of direction. Experience operating a company vehicle a plus.
- Candidate must be able to walk for long periods of time in a variety of weather conditions and be able to enter and exit out of a vehicle frequently.
- Flexibility in schedule to work holidays if scheduled and for mandatory special events including but not limited to LA Marathon (March), LA Pride (June) and Halloween (October).
- This position is contingent upon ability to pass a preemployment criminal history check and drug screen.

Additional desired experience and skills:

- Traffic control experience.
- Knowledge of radio calls (10-codes and NATO alphabet).
- Familiarity with City of West Hollywood streets and boundaries.
- Experience in conflict de-escalation and resolution.

⁵ <http://v1.cityofinglewood.org/news/displaynews.asp?NewsID=2126&TargetID=1>

⁶ Indeed.com <https://tinyurl.com/y6gfj7lg>

Training Requirements

Training for Parking Enforcement Officers is conducted at the professional parking operator's expense. Training is required in basic industry requirements, such as conflict resolution, customer service and safety, annually. New hires and rehires must be training on contract specific items, such as enforcement equipment, West Hollywood Municipal Code, California Vehicle Code, City boundaries, driving etiquette, and other tools for success. Staff members are expected to be re-certified once a year via an online training module, demonstrating core competencies. A detailed description of the West Hollywood enforcement training requirements, as provided in the agreement between Serco and the City, is provided as Attachment 3 to this Addendum.

Minimum Position Requirement Review

By comparison, Parking Control Officers for the County of Los Angeles have the following requirements:

- Six months of experience in the public or private sector involving contact with the public, customer relations, or service to the community.
- A valid Class C Driver's License

The West Hollywood Parking Enforcement Officers provided through Serco must have a minimum of two years of experience in a related field or in customer service, which is 18 months more than the County of Los Angeles experience requirement. Pasadena Parking Enforcement Officers hired by Inter-Con Security Systems require daytime parking enforcement experience but does not specify a minimum length of time. Santa Clarita Parking Enforcement Officers hired by Ace Parking Management and Glendale Parking Enforcement Officers do not have a minimum experience requirement.

Glendale, Santa Clarita, Pasadena, West Hollywood, and LA County Parking Enforcement Officers must have a valid driver's license. The County of Los Angeles specifies the requirement of a Class C Driver's License.

Pasadena and West Hollywood Parking Enforcement Officers are required to have a High School Diploma or GED. A High School Diploma or GED are not listed as a requirement for Glendale, Santa Clarita, or County of Los Angeles Parking Enforcement Officers.

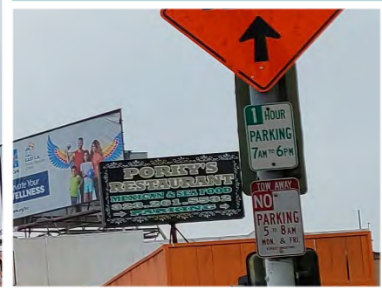
Recommendation

The County of Los Angeles is evaluating the considerations for outsourcing parking enforcement services in unincorporated East LA to a professional parking enforcement firm. If the County chooses to outsource parking enforcement services in unincorporated East LA, County staff would be required to oversee the third-party contract. In the Task 5 deliverable, Walker recommended that the Sheriff's Department oversee the contract with the professional parking enforcement firm.

Alternatively, we would recommend that Public Works would be a suitable option to oversee the contract. Public Works has functions that complement parking enforcement such as parking signage, maintenance of parking facilities, oversight of meter coin collection, and roadway maintenance. It is anticipated that a full-time equivalent staff member would handle the daily oversight of the contract operator and would be required to provide education and training of the LA County Code requirements. LA County has an existing Contract Monitor class title, Class Code 4227. Walker recommends that this position be modified to include oversight of the professional parking



enforcement firm contract. Public Works would need to assess funding, personnel, and the department's operational needs and determine where in the organization the contractor monitor would belong.



East Los Angeles Parking Availability Improvement Study

Parking Benefit District Feasibility

County of Los Angeles, CA

September 24, 2021

Prepared for:
Chief Executive Office Budget and Operations
Community Services



WALKER
CONSULTANTS

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Introduction

Parking benefit districts (PBDs) are geographically defined areas, typically commercial areas in which the parking supply and revenue it may generate are focused on managing parking supply and demand to ensure that the parking serves the district. Parking revenue generated locally stays local. It is returned to the district to pay for neighborhood improvements that are prioritized by local stakeholders. Revenues may fund improvements such as operational or capital improvements to the parking supply, sidewalk cleaning, installing of planters or street trees, bike and pedestrian improvements, and store front beautification projects, among others.

A focus of PBDs is therefore to return revenues to the local community such that it can maintain an attractive and thriving commercial district, the broader goal of an effective parking system. As a result, business owners and residents of the nearby district may be more supportive of paid parking as well, when they see the possibilities of local benefits. The appeal of PBDs over simply installing parking meters is that PBDs ensure that some parking revenue generated locally remains within the district.

Given that one of the main concerns in the unincorporated community of East Los Angeles (East LA) is low turnover of parked vehicles, resulting in a lack of availability of on-street spaces along commercial corridors as shown in the current conditions section, the implementation of a PBD along an East LA corridor is an effort to improve on-street parking availability by encouraging turnover of short-term spaces. This section explores the feasibility of establishing a PBD along a commercial corridor in East LA including potential benefits and adverse consequences to local businesses and residents.

The PBD presented henceforth is assumed to operate under the following assumptions:

- Enforcement issues, as identified in Task 3, have been addressed and the enforcement program is operating as efficiently as it can to maintain acceptable parking conditions on the street.
- A preferential parking district policy has been developed and is working adequately. Restrictions are in place and enforced to a reasonable degree to limit parking spillover into adjacent residential areas.
- An entity is in place, whether a third party or within the County, that can administer and manage or oversee the PBD.

PBDs are not a panacea for all of the parking issues experienced in the community, but rather they can be an effective tool to help manage parking in a way that supports local commerce by retaining revenue within the community.

Executive Summary

Overview of Findings

The analysis of the feasibility of implementing a parking benefit district (PBD) in East LA demonstrated a potential for realizing a solvent PBD. Many of the key elements are in place already, but success will largely depend on whether enforcement services can support the district, whether there is buy-in from businesses and residents, and whether the County can identify how it can support its creation and maintain some oversight.

The following details a listing of our findings of the feasibility analysis of implementing a PBD in unincorporated East Los Angeles.



Whittier Boulevard PBD Based upon the results of the current conditions analysis, Whittier Boulevard east of the I-710 stands out as a leading candidate for a parking benefit district (PBD). Perhaps the most important criterion for determining the implementation of paid parking is high parking demand.

Whittier Boulevard, from Burger Avenue to Woods Avenue was observed to have a 99 percent peak occupancy, the highest of the commercial corridors observed. Moreover, Whittier Boulevard has had parking meters in the past, and it has organized groups of business owners, merchants, and property owners that can steer the mission and operation of the prospective PBD. Still, it must be noted that many other commercial corridors in unincorporated East Los Angeles can arguably establish PBDs, such as 1st Street which is the only area in unincorporated East Los Angeles that already has parking meters in operation (150 total). However, all things considered, Whittier Boulevard serves as an appropriate location for a PBD.



Multi-Space Meters (MSM) In evaluating the parking meter options that are available, Walker recommends that for the Whittier Boulevard PBD the County opt for multi-space meters (MSMs). While the single-space meters (SSMs) will be familiar to unincorporated East Los Angeles residents and visitors already, given their presence along 1st Street, when all factors are considered MSMs offer specific benefits that SSMs do not. Among them are:

- More programmable options such as: pay-by-license plate, pay-by-space, pay-and-display, and pay-by-cell.
- Ability to include various payment options like cash (coins), credit cards, tokens, and mobile applications.
- With the option of pay-by-license plate, enforcement could be more efficient, which has been a particular concern of the community.
- Less pay stations than SSMs. This means less clutter on the street and more space for pedestrians or other public improvements like trees, benches, bike racks, etc. It also means less meters to remove should they need to be removed in the future.
- The future of on-street parking is moving toward mobile payments. MSMs facilitate that integration of mobile as they can already be programmed to accept mobile payment applications, and users become more accustomed to the idea of not having to pay at a meter directly in front of their vehicle.
- Ultimately, MSMs are more cost-effective than SSMs.



Financial Feasibility of a Whittier Boulevard PBD Assuming that enforcement is operating as efficiently as it can, that the level of business activities and commercial leasing along the corridor remains healthy, that there is 'buy-in' from the community and political support for paid parking, a potential Whittier Boulevard PBD can be financially feasible. Under a multi-space meter solution, with a parking rate of \$1.00 per hour, operating Monday-Sunday from 8:00am to 9:00pm, we project a potential \$1,600± of gross revenue annually per metered on-street space. If 333 spaces are metered, we project the potential for annual gross revenue of \$535,000±, and annual net revenue for the PBD at \$485,000±.¹

¹ All revenue projections contained in this and other Walker deliverables related to this engagement are for planning purposes only and not to be used in financing documents or otherwise by third parties.



Benefits and Potential Challenges of Implementing a PBD The potential impacts of the parking benefit district (PBD) proposed along Whittier Boulevard include the following.

For Businesses:

Benefits

- A new source of revenue by way of paid parking to pay for improvements along the Whittier Boulevard commercial corridor.
- The revenue generated within the district would be returned to the district.
- Local control over revenue, spending priorities, and parking policies.
- Increased on-street parking availability along the corridor, effectively allowing for more customer parking.
- Public improvement projects as a result of new revenue source.
- More efficient enforcement if using a mounted license plate recognition system.

Potential Challenges

- Parking for employees and business owners who drive would need to find parking that is not on-street along Whittier Boulevard, or on nearby residential streets. Parking for customers must always be the most convenient and the priority.
- There may be a customer learning period as they get accustomed to paid parking at a multi-space meter. However, paid parking should be implemented when the frustration of not finding convenient parking is exceeds a driver’s willingness to pay a small amount for the availability of a conveniently located parking space.
- Best practice dictates that short-term spaces be available to customers, and so catering trucks and vendors should not occupy these spaces. However, the County, Whittier Boulevard businesses, and catering truck and street vending businesses can meet and confer regarding options that are agreeable to all parties.

For Visitors:

Benefits

- Increased availability of on-street parking.
- Convenience of payment for parking (e.g., credit card, mobile, coin)
- A more attractive commercial corridor if revenues are spent on amenities that benefit the public.

Potential Challenges

- No longer free on-street parking.
- May be a learning curve for customers to use some payment technologies.
The speed at which vehicles travel along Whittier Boulevard may be less than conducive to frequent turnover of customer spaces. Slower speeds could facilitate the attractiveness of coming to Whittier Boulevard.

For Residents:

Benefits

- Economically healthier and improved commercial corridors for shopping.

- Increased enforcement tours through commercial corridor and neighborhoods.
- Increased availability of on-street parking along Whittier.
- Protection from long-term parkers that are not residents of the neighborhood, with accompanying implementation of a residential parking permit district.

Potential Challenges

- No longer free parking environment.
 - Paid parking implemented along Whittier Boulevard.
 - Permit parking implemented in the residential areas surrounding Whittier Boulevard.
- Because paid parking will be in place on Whittier, there is the potential from spillover onto residential streets from customers who do not want to pay for parking. However, there are two ways in which to mitigate this impact. The first is by implementing a two-hour time limit on all residential streets immediately surrounding Whittier Boulevard. This ensures that customers do not stay parked long-term. The second is the availability of off-street district parking to serve as an additional choice for customers. We note however that, at a 99% parking occupancy rate, some spillover must already be occurring in residential areas. The goal of paid parking is to provide the most convenient parking to the customer, not the employees or business owners.



Preferential Parking District (PPD) To better manage on-street parking demand, Walker recommends the implementation of a PPD program in the Whittier Blvd East zone. The PPD should be in place in the residential areas only not the commercial areas along Whittier Blvd, generally from Burger Avenue to Atlantic Boulevard, and Hubbard Street to Verona Street. Walker recommends that there be no more than three parking permits allowed for each household. The permit rates should be graduated so that the price of the second and third permit is higher than the price of the first permit. Walker recommends that the County provide an income assistance program for those in need of a permit, but cannot afford one, such as households with incomes below the poverty line. The assistance could come in the form of a credit as well; households could accept a subsidized permit or the cash equivalent.



Setup/Implementation of PBD In order to implement a high performing parking district, we offer the following considerations for implementation.

- Gather stakeholder buy-in.
 - The most important buy-in needs to come from the merchants and business groups that are located within the proposed district. Once businesses are onboard political support will follow more easily.
- Develop a mission statement and plan.
 - Effective parking districts today use comprehensive management and financial policies to address clearly stated objectives in the service of a broader mission.
- Identify or create a committee or board to oversee the PBD.
 - An important feature of the district will be the identification of the group to oversee the PBD revenue, spending priorities, and parking policies. In unincorporated East Los Angeles, there are numerous business stakeholders and merchants, such as the Whittier Boulevard Merchants Association and the East Los Angeles Chamber of Commerce. One approach the County can take is to create a commission composed of local business stakeholders and County liaisons.
- Draft enabling code language.

- The County of Los Angeles Municipal Code currently allows for preferential parking districts (PPD), but there is no mention of parking benefit districts or zones. As such, the County would need to draft code language enabling the creation of such districts.
- Develop a list of objectives for the PBD.
 - The parking district needs to have a defined set of objectives that have been vetted by and are available to the public.
- Key Performance Indicators
 - To measure the performance of the PBD, a set of key performance indicators (KPIs) should be developed. The KPIs should be designed to measure performance in meeting the objectives of the PBD. These may include setting and measuring occupancy targets, methods of payment, and total and net revenues to determine the solvency of the district.
- First class parking operation
 - To serve the parking district's constituents and to meet overall Parking Management Mission, the operation of the parking in the district needs to be handled in a first-class manner. This includes addressing maintenance, upkeep, safety, security, signage, technology, and enforcement. Parking enforcement acting as ambassadors can facilitate this.
- Marketing Plan
 - Strong public relations are imperative to the successful implementation of paid parking; therefore, Walker recommends considering a robust stakeholder outreach effort to introduce the new meter program.

The background of the page is an abstract composition of overlapping geometric shapes in various shades of teal and blue. The shapes are primarily triangles and quadrilaterals, creating a sense of depth and movement. The colors range from a light, pale blue to a dark, almost blackish-blue. The overall effect is modern and clean.

01 Parking Benefit District Location

Parking Benefit District

The purpose of a parking benefit district (PBD) is to enhance the district by effectively managing and thereby ensuring parking availability to enhance customer access and convenience to the businesses. But managing parking in a busy location has a beneficial byproduct. It generates revenue which typically goes to a general fund rather than being applied where it is generated. A Parking Benefit District however returns the revenue generated from paid parking to the neighborhood where it was generated, to further enhance the district beyond the parking availability. The improvements can be parking, pedestrian, aesthetics, cleaning, or other improvements that stakeholders or the PBD governing body prioritizes. Given this criterion, a PBD can generally be created anywhere that generates parking revenue. However, merely placing parking meters in a district does not guarantee that sufficient revenue will be generated to pay for improvements, let alone pay for the parking meters, their operation, and their maintenance. As such this report will explore a potential program that evaluates the financial feasibility of establishing a PBD within unincorporated East Los Angeles.

Successful Parking Benefit District Example

PBDs have been implemented successfully, one of the most notable examples being here in the Los Angeles area. The following section discusses how Pasadena implemented its PBD, why it was successful, and how the County may emulate this success in unincorporated East Los Angeles.

Old Pasadena

Perhaps the most recognized example of a successful parking benefit district (PBD) is that of Old Pasadena. Much like Whittier Boulevard in unincorporated East Los Angeles, Pasadena's original downtown is characterized by historic buildings with little to no off-street parking. Old Pasadena was struggling as a commercial district through the 1980s, with high commercial vacancies, unkempt and deteriorating buildings, and crime. Furthermore, the low supply of off-street parking, combined with the free parking on-street, resulted in high on-street parking demand and little turnover. Thus, limiting the parking opportunities for customers to patronize businesses.

To reinvigorate the area, the City of Pasadena made two significant changes to its parking policy. First, implementation of paid parking with the promise that all parking meter revenue generated within Old Pasadena would be returned to the neighborhood. Second, creation of a policy that would allow businesses in Old Pasadena to satisfy their parking requirements by paying a fee for those spaces which they did not provide. These policies brought about the changes needed to bolster the area.

The promise of returning meter revenue to the neighborhood was the feature that encouraged merchants to buy into the idea of installing parking meters in Old Pasadena. Even more, knowing that the merchants would be the ones controlling the revenue generated from the meters facilitated political support for implementing paid parking.

Once buy-in for the meters was achieved, the City advanced implementation of the meters. The boundary of the PBD was determined following discussions with the merchants and the local business improvement district (BID). The meters were finally installed in 1993 and Old Pasadena soon recovered. As paid parking increased turnover of curbed spaces, more customers were able to patronize local businesses, resulting in increased sales tax revenue for the City.

Moreover, the popularity of Old Pasadena began to increase as improvements to public spaces attracted more customers to the area. In turn, this prompted the PBD to continue investing in public improvements to maintain the areas as an attractive destination for customers.

Today, Old Pasadena remains a popular commercial district. The lessons that the County can take from Old Pasadena are:

- The lack of available curb parking may be limiting local businesses' the opportunity to capture increased patronage, because parking spaces are not turning over sufficiently.
- To obtain buy-in from local business owners to install meters, return the meter revenue to the district.
- Have a local business group manage the revenue.

East Los Angeles Parking Benefit District Location Selection Methodology

In reviewing potential areas for a parking benefit district in unincorporated East LA, Walker developed a list of criteria that informed the selection of the district location. The criteria are based on Walker's experience and research into identifying the fundamental elements of PBDs. The criteria used to select the location are:

- High demand for on-street parking (peak occupancy rate at or above 85%)
- A mix of land uses such as restaurants, retail, and office among others that peak at different times and that see high customer traffic akin to a central business district
- Proximity to a supply of public off-street parking
- A supply of privately-owned publicly available off-street parking
- The existence and ongoing presence of business stakeholder groups
- Popular destinations for visitors and customers

Based upon the analysis of the current conditions, and factoring in the aforementioned criteria, Whittier Boulevard east of the I-710 stands out as a leading candidate for a parking benefit district (PBD) and can be the location of a pilot. However, it is important to note that this does not mean that PBDs cannot be implemented elsewhere, only that Whittier is the best positioned to mitigate the potential impacts that might arise from implementing paid parking.

Still, in addition to Whittier Boulevard, another commercial area that is suitable for a PBD is 1st Street, from Indiana Avenue to Eastman Avenue. This area of 1st Street is the only area in unincorporated East Los Angeles that already has parking meters in operation (150 total); thus, creating a PBD in this area may be more acceptable than any other. However, because most of unincorporated East Los Angeles's commercial corridors currently operate under a free parking system, the subsequent analysis focuses on the feasibility of establishing a PBD in a commercial area that currently has free parking.

Parking Benefit District - Whittier Boulevard East of I-710

The takeaway from the current conditions section of this study is that available parking in unincorporated East Los Angeles is difficult to find virtually everywhere. However, when thinking about a parking benefit district (PBD), which means implementing paid parking, Whittier Boulevard appears to be the most appropriate location.

In fact, parking meters along Whittier Boulevard is not a new concept. Whittier Boulevard had parking meters in the past. Figure 1 shows a photograph of Whittier Boulevard circa 1979, which displays parking meters lining the commercial corridor.

Figure 1: Parking Meters on Whittier Boulevard, circa 1979



Source: Photographer – Anne Knudsen; Collection – Herald Examiner Collection – Los Angeles Public Library, 2020.

Of course, there were also meters on Atlantic Boulevard as well, and parking meters are still in place today along 1st Street. In analyzing the potential for a new district, Whittier Boulevard is best suited to meet the challenges that come with establishing a PBD.

High On-Street Parking Demand

The most important factor in determining the location for a PBD is whether the prospective district has a high demand for on-street parking. While any number of commercial areas in unincorporated East Los Angeles could be considered for a PBD based on this criterion, Whittier Boulevard, from Burger Avenue to Woods Avenue was observed to have a 99 percent peak occupancy, the highest of the commercial corridors observed, even during the COVID-19 pandemic.

Under current conditions, there are few, if any, open on-street parking spaces along Whittier Boulevard, and moreover they do not turn over with regularity despite time limit restrictions, thus contributing to the low availability of parking. Without high parking demand, paid parking may not generate enough revenue to be solvent. A PBD along Whittier Boulevard could help with the turnover of on-street parking spaces along the corridor, which effectively creates more availability for customers to park and patronize local businesses situated along the boulevard.

Along a commercial street like Whittier, one or two regularly open parking spaces per block face would ideally provide sufficient availability for customers and patrons to park near their destinations. The goal of introducing parking meters is to increase turnover such that the district can achieve some availability short-term of spaces.

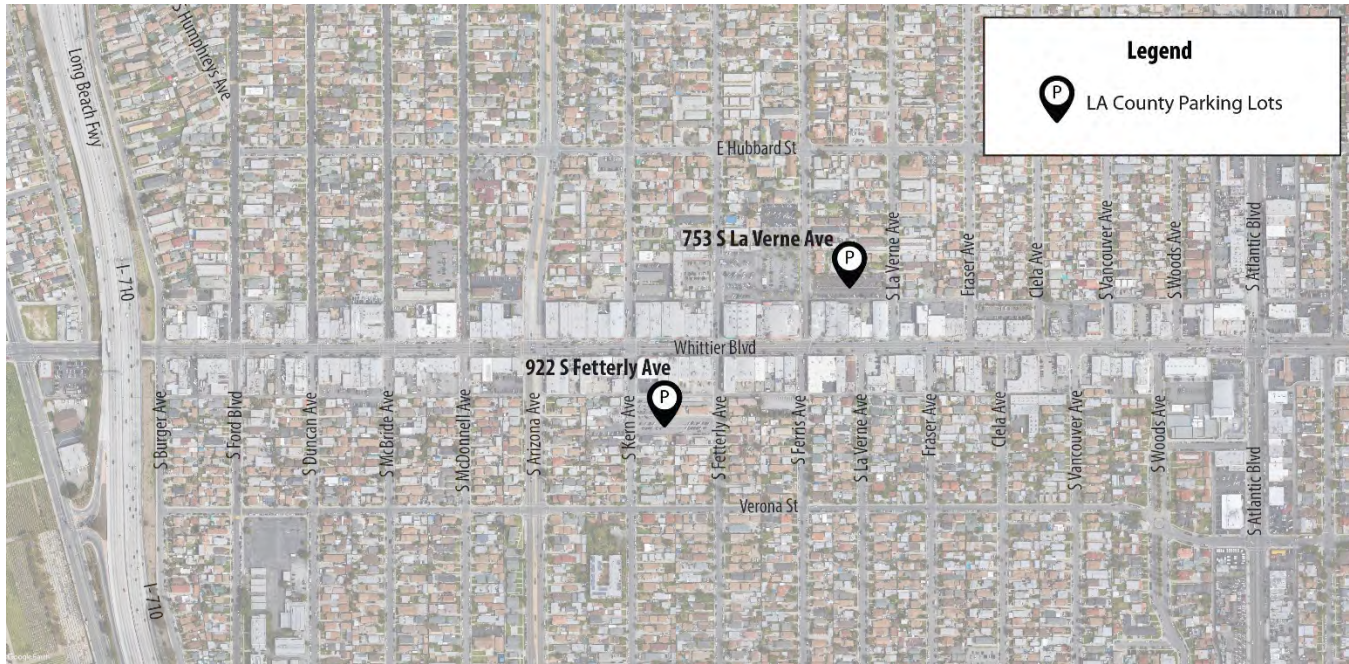
Of course, with the introduction of paid parking there is the potential that the vehicles that regularly occupy spaces on the boulevard for long periods of time, may spill over into areas that have less restrictions. As such, an important consideration for the PBD is to have a supply of off-street parking that can accommodate long-term parkers.

Off-Street Public Parking Supply

One feature that sets Whittier Boulevard apart from other commercial corridors in unincorporated East Los Angeles is that there are County-owned public parking lots located along the corridor. There are two lots that are both operated and maintained by the County located at 753 S La Verne Avenue and 922 S Fetterly Avenue. Combined, these two lots contain 195± stalls.

Figure 2 shows the location of these lots in relation to the proposed PBD corridor.

Figure 2: Public Parking Lots near Whittier Boulevard PBD



Source: Walker Consultants, 2020.

As shown in the figure above, these two lots may offer a location for long-term parkers in the district to park. For instance, from the current conditions survey, employee respondents indicated that they often park on residential streets when parking at or near their place of employment is unavailable. This is important because many of the buildings that line Whittier were built prior to zoning codes requiring that off-street parking be provided. As a result, some businesses that line the boulevard do not have their own parking and thus their employees rely on street parking. While not the only option to address the employee parking shortfall, off-street parking serves as an opportunity to carve out areas where employees may be allowed to park should capacity allow.

Off-Street Private Parking Supply

While publicly owned off-street parking falls within the purview of the County through zoning, the County has less control over the use and availability of privately-owned off-street parking. However, the presence of privately held off-street lots along Whittier Boulevard serves as an opportunity to unlock capacity for the benefit of the district as a whole. Taking a district approach to parking is important especially if benefits are going to be shared. A district approach for addressing parking issues includes looking at the private parking supply.

While an inventory of private off-street parking was not part of this study, in looking at the number of off-street parking lots that are located near Whittier Boulevard, if the County were to unlock some of that supply for use by district customers and employees (as availability allows), the PBD would be better positioned to accommodate the high demand for parking in the district.

Business Stakeholder Groups

A key feature of any parking district is the presence of an active and organized association of businesses and merchants. Typically, these are in the form of Business Improvements Districts (BIDs). In East LA there are several groups that can serve as the stewards of a PBD. One such group is the East Los Angeles Chamber of Commerce. If multiple PBDs are established in unincorporated East Los Angeles, the chamber of commerce may be best equipped to manage the benefits. However, if there is one PBD, as in the PBD along Whittier Boulevard, the Whittier Boulevard Merchants Association, composed of local merchants and business owners that are plugged into the community and have a long history of making improvements along the boulevard, may be the most appropriate entity.

In any case, whichever group is deemed most appropriate to provide community input to the County who oversee the management of parking meter-generated funds, their active role to advise on the expenditure of those funds will be key to providing improvements within the PBD.

Mix of Commercial Land Uses and Popular Destination

While there is no specific formula or mix of land uses that dictates whether a PBD will succeed or not, typically a PBD has a mix of commercial land uses that are compatible with each other, such that they all function and benefit from the parking policies and restrictions of the corridor. Most land uses on the Whittier Boulevard corridor are compatible to the short-term parking limits that are in place today and that will dictate the use of parking.

Whittier Boulevard is lined with commercial establishments that run the gamut from restaurants, retail, offices, medical services, salons/barbershops, furniture stores, and grocery stores among others. Moreover, Whittier Boulevard serves as the unofficial Central Business District (CBD) of East LA, and as such likely experiences high visitor traffic. Given its position as a focal point in the community, Whittier Boulevard's popularity lends itself to a PBD.

The background of the page is an abstract composition of overlapping geometric shapes in various shades of teal, blue, and light cyan. The shapes are layered, creating a sense of depth and movement. The colors range from dark, muted blues to bright, light blues. The overall effect is modern and clean.

02 Parking Meters

Parking Meters

An analysis of the feasibility of implementing a parking benefit district (PBD) warrants a study into whether or not to install parking meters, given that the future of curbside parking management appears to be moving toward mobile solutions. However, based on the community profile of unincorporated East LA, sole reliance on mobile solutions may not be the most apt solution at this time. As such, the consideration of paid parking should be based on which parking meters to install, what functionalities they should have, how many should be installed, and where, rather than mobile-only applications. This section discusses the options that are available for parking meters and the recommendation for a PBD in unincorporated East Los Angeles.

The intention of installing parking meters should not be to generate revenue for the sake of generating revenue, but rather:

1. To manage parking demand and supply within the PBD such that parking spaces are always available to customers, and
2. To improve conditions along the PBD such that customers want to visit the PBD and patronize those businesses, which in turn supports local economic development.

Parking Meter Technology

Today's customers are accustomed to convenience. As such, any parking meters considered for the PBD should reflect the conveniences that customers have come to expect.

While the concept of paying for parking at a single-space meter is ubiquitous, i.e., carry change, insert change, and return at the estimated time, the methods with which customers can now pay for parking are vastly more flexible than the traditional model, and thus offer more convenience.

Newer 'smart' parking meters have brought three key technologies to on-street parking: computers, solar power, and wireless communication. This allows customers to pay by credit card, the County to set complex rate structures, and the meters to communicate wirelessly via a central management system, providing remarkable audit control and maintenance capability.

Credit Card Acceptance

One of the major benefits of smart meters is the ability to accept credit cards. Benefits include the following:

- **Enhanced Customer Convenience:** Most motorists do not carry coins with them or keep enough coins in their vehicles to pay for parking. Most motorists do carry credit cards, enabling them to pay for parking at credit card-enabled meters.
- **Enhanced Compliance:** The added customer convenience results in a higher level of meter compliance, as most motorists will pay the parking fees when they can, but may risk receiving a ticket once they've parked but don't have enough coins to purchase the time they need.
- **Increased Revenue:** Motorists tend to purchase more time when paying with credit cards. They are no longer limited to the number of coins carried on their person or in their car. Furthermore, credit card-

accepting meters typically offer a “max” button that enables the motorist to purchase the maximum time allowed at the push of one button, rather than predicting how long they will actually be parked. Most people would rather leave unused time on the meter than risk getting a ticket for an expired meter.

- **Fewer Collections:** Credit card payments reduce the number of coins being inserted in the meter, reducing the frequency of coin collections. Conventional meter vaults hold approximately \$30 in quarters, requiring the coins to be collected at least once per week and more frequently in busy areas.
- **Fewer Coins to Process:** Credit cards reduce the number of coins that need to be processed; including transporting the coins, counting and rolling the coins and depositing them into the bank. Credit card transactions typically account for 35% - 70% of all transactions, reducing coin volume by more than that percentage, as credit card transactions typically replace the higher priced coin transactions. The higher the hourly parking rate, the higher the percentage of credit card use.

A concern in unincorporated East Los Angeles may be that a significant portion of the residents do not use credit cards; however, the new meters could be equipped to take both cash and credit cards. Furthermore, the new meters would be placed in the PBD along Whittier Boulevard. The addition of credit card acceptance may be convenient to visitors of unincorporated East LA, not just residents, thus potentially resulting in a more convenient customer experience.

Complex Rate Structures and Demand-Based Pricing

Conventional parking meters, like those in place along 1st Street, have limited rate setting capabilities. Rate structures are limited to one fixed rate for one fixed time frame. Computer software programs enable smart meters (single space or multi-space) to create a variety of rate structures. Hourly rates can change from hour to hour, or by time of day, or day of week. Flat rates can also be programmed for any duration of time. Rate structures can also be changed remotely (conventional meters require a trip to each meter).

New meter technologies enable the implementation of demand-based pricing at parking meters. This is a concept that has garnered a lot of attention since Donald Shoup; Professor of Urban Planning at UCLA published “The High Cost of Free Parking” in 2004. One of Shoup’s major parking policy reforms is to “set the right price for curb parking because the wrong prices produce such bad results.” Shoup notes that the consequences of setting the wrong price for curb parking are traffic caused by motorists cruising for parking, air pollution as a result of vehicles cruising for parking, and wasted time.

Setting the right price for curb parking can be challenging when the technology does not easily and quickly enable price adjustments in response to changes in demand. With ‘smart’ meter technology however, prices can be adjusted remotely, and a demand-based pricing model can be implemented. Demand-based pricing is the concept of shifting parking demand by adjusting rates. Rates are increased when demand is so high that there are no available spaces. The intention of the rate increase is to promote turnover of parking spaces, thereby increasing availability. If there is an abundance of availability, the prices can be lowered to encourage motorists to park in low utilized areas. The right parking rate to charge is the one that will produce one to two open spaces per block. Generally, this translates to a target occupancy of 85 percent on each block.

Multi-space and single-space smart meters enable the County to implement demand-based pricing. Not only can the meters handle complex rate structures and rate changes, they also help to provide baseline data needed to determine which blocks are candidates for rate increases, and which blocks are candidates for reduced rates. The system software provides reports showing transaction details such as when motorists paid, where they paid and

how much time they purchased. Once the rates are implemented, the reports will also help determine the effectiveness of the rates.

Audit Control

Conventional meters have minimal audit control. No-one knows how much money is inside them until the meters are collected. If a meter was not collected, it could go undetected. No reports are generated.

When a conventional meter vault fills, the coin slot to the vault closes, but the coin slot to the meter remains open. Coins can still be inserted into the meter, but they land on top of (or on the side of) the vault. The collector needs to pick these individual coins up by hand. If any of these coins are left, dropped, misplaced, lost, forgotten about or taken, they may not be missed. This is also the case throughout the counting process.

With the implementation of smart meters, computer software will track every payment that is made. The software tracks the date and time of all payments, how much time was purchased, and how it was paid for (coin denominations, credit card types, etc.). If any money goes missing, the auditors will know. The County will be able to see how much money is in the meter at any time by simply logging in.

Maintenance

Smart meters have self-diagnostic software that enables them to ‘report’ maintenance issues via wireless communication, enabling staff to respond immediately. Conventional meters may be out of service for days before a collector or enforcement personnel notices it and reports it.

Multi-Space vs. Single-Space Meter Technology

The ‘smart’ meter technology did not come cheaply when developed, which is why the multi-space meter was created. It wasn’t cost effective to put all of this technology into every parking space, but if one meter could cover multiple spaces, they became affordable. In the past few years, a single-space retrofit meter has become an attractive and affordable option. The computer, solar power and wireless capability have been incorporated into the single-space meter, providing most of the benefits of the multi-space meter, without requiring the customer to walk to the multi-space meter.

Following are the major differences between smart single-space meters (SSMs) and smart multi-space meters (MSMs):

- The public generally finds SSMs easier to use. SSMs are familiar and require no special instructions. MSMs require instructions; in fact, ambassadors are generally deployed to assist customers during initial rollout.
- SSMs do not require signage. Motorists see the meter and know they are expected to pay. MSMs require signage (w/arrows) advising motorists to pay at the MSM. Pay-by-space meters also require space numbers.
- SSM manufacturers charge credit card transaction fees above and beyond typical merchant processing fees – typically \$0.13 per transaction. This is how they can afford to put all that technology into every meter. MSM manufacturers do not charge these fees.
- SSMs are more susceptible to vandalism and theft. MSMs are more secure and are recommended for high-risk vandalism areas.

- SSMs have smaller coin vaults and consequently need to be collected more frequently.
- MSMs, by their nature, do not allow for ‘piggybacking’ (parking at a meter that has time left on it from the previous parker). This can account for increased revenues of up to 10%. SSMs require sensors to zero out the meter, which also decreases battery life.
- SSMs cannot accommodate pay-by-space or mobile license plate enforcement, which are more efficient than physically inspecting every meter.

A detailed analysis of ‘smart’ single-space and multi-space meters follows:

Single Space Smart Meters

Single-space meter manufacturers offer a single-space ‘smart’ meter. The original solution was a new meter mechanism that fit into conventional meter housings, like the ones along 1st Street. The replacement mechanism fits on an existing single space meter and into the existing housing (simply remove the original dome and mechanism and replace with the new mechanism). If no meters exist, a completely new meter can be purchased.

The meter features wireless cellular communication that links each meter to a centralized management system and provides real-time credit card authorization, revenue tracking, and flexible remote rate change capabilities. The meters are solar powered and contain a rechargeable battery pack.

Figure 3: IPS Single-Space Meter



Source: utsandiego.com

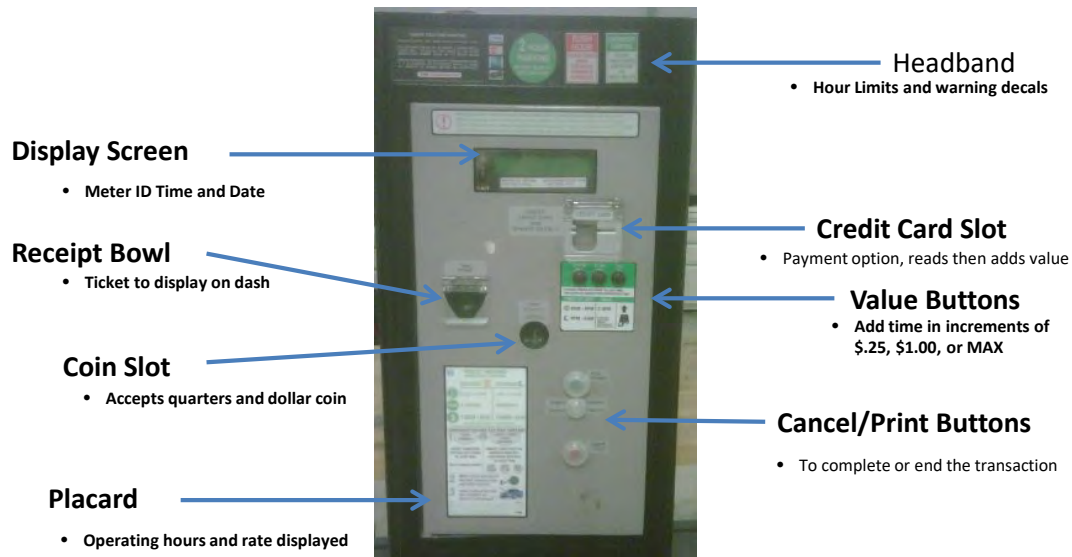
Source: commlawblog.com

Multi-Space Meters

The development of the multi-space meter (MSM) enhanced metered parking as a viable option for controlling revenue from multiple spaces with fewer devices. For on-street applications, multi-space meters usually manage eight to fifteen spaces. For surface lot or multi-level parking facility applications, one multi-space meter can manage any number of spaces, depending on the configuration and application.

Each meter is equipped with graphical and LED displays to instruct patrons; one or a combination of coin, token, banknote, credit card or smart card acceptors; a cashbox and/or bill vault to securely store money; and user interface buttons and/or a keypad. The meters are computerized, which allows for complex rate structures and strong audit and enforcement trails.

Figure 4: Multi-Space Meter Faceplate (Example)



Source: Cale

A typical installation is networked, allowing transaction and revenue data to be consolidated to a central server and viewed remotely. This allows the owner to remotely generate reports and other useful data necessary to manage the parking assets, including changing the rates and monitoring revenue.

Depending on the specific application and manufacturer, most multi-space meters can be configured for use in one of three modes of operation: pay and display, pay-by-space, or pay-by-license plate. Most multi-space meter manufacturers make one meter capable of being programmed for all three payment modes by changing the user interface (face plate) and the system software (rather than replacing the meter).

Pay and Display

In pay and display mode, patrons park the vehicle, walk to the parking meter, pay for a certain amount of time and receive a receipt. Somewhat less convenient for the patron than individual meters, in pay and display mode, the patron has to return to their vehicle to place the receipt on the dashboard. The receipt indicates the duration, location, machine number and end time for which the vehicle has paid for parking. The receipts are visually inspected during enforcement procedures, which have been found to take more effort and time as compared to the enforcement of other meter types.

Pay and Display requires that the motorist return to their car to display the receipt. This requires the meter to be relatively close to the car. On average, the meter should be within 100 feet of the parking space. A good rule of thumb is to install the meter with five parallel parking spaces on each side of it for a 1:10 meter to car ratio. For diagonal parking spaces the ratio could increase to 1:20; however, this doesn't account for fire hydrants, driveways, laneways, loading zones and other interruptions in the parking layout.

In Pay and Display mode, parking spaces do not need to be identified (striped), which has shown to allow more cars to park on each block, depending on the sizes of the cars parked at different times and the lengths of uninterrupted parking spaces.

Pay-By-Space

In pay-by-space mode, the patron is not required to return to the vehicle with a receipt. Each parking space is numbered. The patron approaches the parking meter, enters the parking space number in which the vehicle is parked and selects the amount of time desired. No receipt is needed for enforcement, but there can be a receipt for proof of transaction. Enforcement is done by viewing a web-based report of paid and/or unpaid spaces on a hand-held enforcement device or from any web-enabled computer or smart phone.

Most pay-by-space applications offer the added convenience of allowing patrons to add parking time to the meter from another meter or through their cell phone for added convenience. Pay-by-space meters are typically used in off-street applications where spaces can be easily numbered using signs or surface paint; however, they are also gaining popularity for on-street applications due to the pay-by-cell phone option, no need for the customer to return to their car with the receipt, and their improved enforcement options.

Pay-By-License Plate

In pay-by-license plate mode, the patron is not required to remember the parking space or return to the vehicle with a receipt. Instead, the patron enters the vehicle's license plate number and selects the amount of parking time. No receipt is required for enforcement, but there can be a receipt for proof of transaction. This system can allow a patron to move the vehicle to another spot within the same meter zone without having to pay for parking again - provided there was time still remaining on the original purchase, and they were not in violation of the posted time restrictions. As in pay and display mode, parking spaces do not need to be identified (striped), which has shown to allow more cars to park on each block, depending on the sizes of the cars parked at different times and the lengths of uninterrupted parking spaces.

Enforcement can be done with a vehicle mounted license plate recognition (LPR) system that scans the license plates of all parked cars, or with a hand-held unit, either scanning or manually entering the license plate.

Mobile License Plate Recognition

Mobile license plate recognition (LPR) technology has made the enforcement of time limit, pay-by-plate, pay-by-cell, and license plate permit parking remarkably efficient and cost effective. Mobile LPR utilizes vehicle-mounted cameras that read and record license plates as an enforcement vehicle is driven on roadways, surface lots, garages, etc. A processor is installed in the vehicle's trunk or in the floor, and a laptop is installed on the dashboard, between the front seats. The LPR cameras use a series of algorithms to convert the photographic images of license plates into text data. System software then compares the plate numbers with previous enforcement session(s) and/or databases of paid or permitted license plates, to determine if the vehicle has overstayed the time limit, if it has paid, or otherwise has a right to park in that particular location at that particular time.

Figure 5: Example of Vehicle-Mounted LPR Cameras and Dashboard



Source: Genetec

The LPR software can integrate with permit, meter, pay-by-cell and other databases such as law enforcement agencies, to not only enforce permits, time limits and paid/unpaid parkers, it can also identify stolen or otherwise significant license plates. If the LPR camera reads a plate that has overstayed the time limit or is not listed as paid or permitted, or has been otherwise identified as searchable, an audible ‘ping’ is generated, to alert the driver. The driver can then view the image of the license plate (or plates) to confirm accuracy and take the appropriate action.

While enforcing, mobile LPR can collect parking occupancy and frequency of visit data, as well as limited duration of stay data. Each time the mobile LPR vehicle drives past a parked vehicle, it time-stamps the image and the location, using GPS technology to identify the locations of the parking spaces and can sort the data by parking facility, street or by customized zones. Note that the system won’t know the exact time that the vehicle parked or exited – it only knows that the vehicle was parked in a specific location at the time of enforcement. Throughout multiple tours, the system software calculates the total time that the vehicle was observed as parked, up until it is observed to have moved.

It’s important to note that while mobile LPR is an efficient enforcement tool for permit, paid and time-limit parking, many other infractions such as no parking, ADA parking, loading zone, hydrant, etc., will still need to be manually (visually) inspected. Most enforcement officers are able to do so while driving the enforcement vehicle; however, this can impact enforcement routes and schedules.

Walker Recommendations

Multi-Space Meters with Pay-By-License Plate

In evaluating the parking meter options that are available, Walker recommends that for the Whittier Boulevard PBD the County opt for multi-space meters (MSMs). While the single-space meters (SSMs) will be familiar to unincorporated East Los Angeles residents and visitors already, given their presence along 1st Street, when all factors are considered MSMs offer specific benefits that SSMs do not. Among them are:

- More programmable options such as: pay-by-license plate, pay-by-space, pay-and-display, and pay-by-cell.

- Ability to include various payment options like cash (coins), credit cards, tokens, and mobile applications.
- With the option of pay-by-license plate, enforcement could be more efficient, which has been a particular concern of the community.
- Less pay stations than SSMs. This means less clutter on the street and more space for pedestrians or other public improvements like trees, benches, bike racks, etc. It also means less meters to remove should they need to be removed in the future.
- The future of on-street parking is moving toward mobile payments. MSMs facilitate that integration of mobile as they can already be programmed to accept mobile payment applications, and users become more accustomed to the idea of not having to pay at a meter directly in front of their vehicle.
- Ultimately, MSMs are more cost-effective than SMSs.

As shown in the next section (Opinion of Probable Cost and Revenue Analysis), MSMs are less expensive in the long run. While they have higher up-front costs, they have a lower amortized cost.



03 Cost and Revenue Analysis

Opinion of Probable Cost and Revenue Analysis

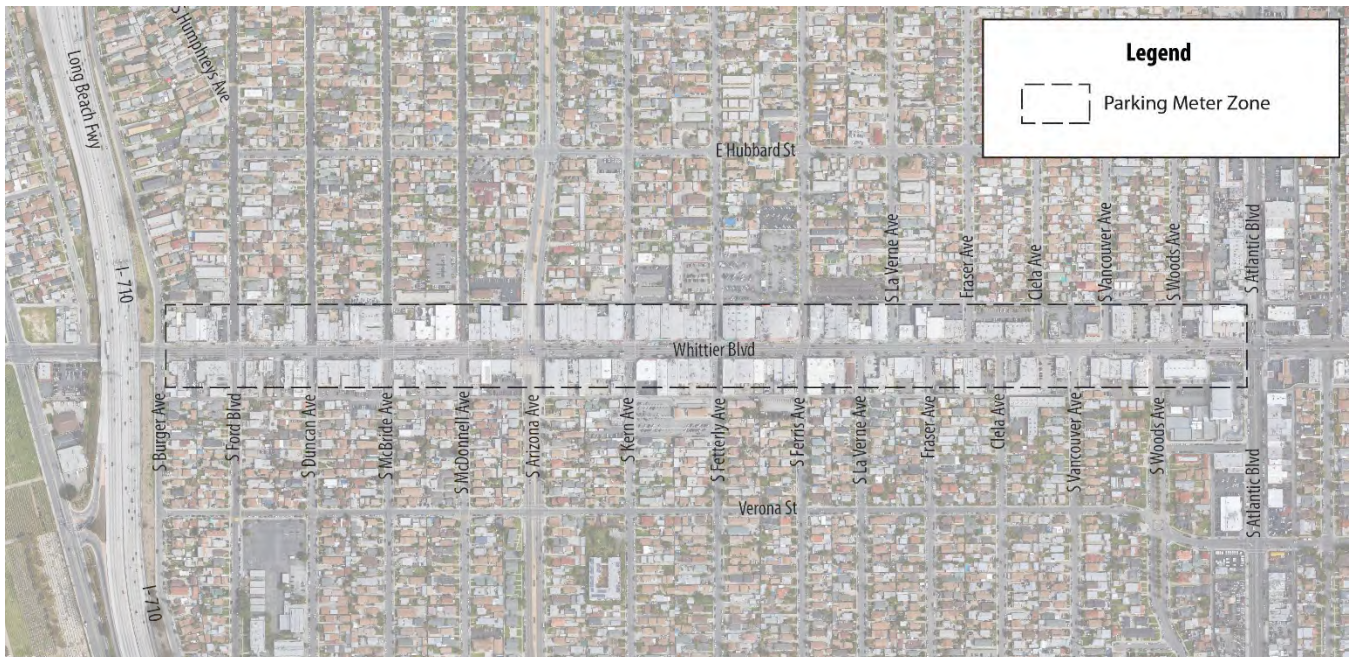
To determine the financial feasibility of a parking benefit district (PBD) in unincorporated East Los Angeles, Walker conducted an analysis of the costs and revenue that may result from implementing paid parking. It is important to note that the revenue numbers contained in this section are intended to assist decision makers regarding the benefits and costs of implementing the proposed program only. The figures included in the analysis are not intended to be used in financing documents.

Parking Meter Locations

As discussed previously, it is Walker’s opinion that the most appropriate location for a PBD is Whittier Boulevard. The commercial corridor that extends from Burger Avenue to Atlantic Boulevard was observed to have the highest occupancy of any commercial corridor.

Figure 6 shows the recommended location of the PBD. The parking meters should be placed along Whittier Boulevard and along the bisecting streets where warranted.

Figure 6: Parking Meter Zone for PBD



Source: Walker Consultants, 2020.

The potential metered area (Shown in Figure 6) generally includes parking spaces on the following streets:

- Both sides of Whittier Boulevard from Burger Avenue to Atlantic Boulevard,
- The commercial “pockets” north and south of Whittier Boulevard, and on both sides (east and west) of the street on:
 - Burger Avenue east side only (north and south of Whittier),
 - Ford Boulevard
 - Duncan Avenue,
 - McBride Avenue,
 - McDonell Avenue,
 - Arizona Avenue,
 - Kern Avenue,
 - Fetterly Avenue,
 - Ferris Avenue,
 - LaVerne Avenue,
 - Fraser Avenue,
 - Clela Avenue,
 - Vancouver Avenue,
 - Woods Avenue, and
 - Atlantic Boulevard west side only (north and south of Whittier).
- With respect to the number of multi-space meters (MSM) recommended along this stretch of Whittier, Walker recommends 47 MSMs to cover the area, a ratio of approximately one meter per seven spaces. By contrast, to cover the same area with SSMs the number would be 333. This total includes only spaces that are currently time-restricted, it does not include spaces that are ADA, yellow curb, white curb, or green curb.

Cost Analysis Single-Space Meters vs. Multi-Space Meters

An important consideration for the implementation of paid parking is whether to implement single-space meters (SSM) or multi-space meters (MSM). In the previous section, Walker compared the benefits of both technologies, and ultimately recommends MSM along the proposed Whittier Boulevard PBD. In comparing the costs, MSMs are generally a more cost-effective solution. Table 1 shows the comparison of costs between installing SSM versus MSM.

Table 1: Cost Analysis Single-Space Meters (SSM) vs. Multi-Space Meters (MSM)

Cost Analysis Single-Space Meters (SSM) vs. Multi-Space Meters (MSM)				
		Single-Space Meter	Multi-Space Meter	Variance (SSM - MSM)
A	Number of Meters	333	47	
B	Parking Meter Costs	\$1,000	\$10,000	
C				
	<i>Purchase Price Subtotal (A*B)</i>	<i>\$333,000</i>	<i>\$470,000</i>	
D				
	<i>Spare Parts Subtotal</i>	<i>\$18,000</i>	<i>\$18,000</i>	
E	Signs per Meter	0	2	
F	Signage Costs	\$0	\$150	
G				
	<i>Purchase Price Subtotal (A*E*F)</i>	<i>\$0</i>	<i>\$14,100</i>	
H				
	<i>Start-Up Marketing Fees (Literature/Website) Subtotal</i>	<i>\$5,000</i>	<i>\$30,000</i>	
I	Ticket Roll Costs per Unit	\$0	\$45	
J	Ticket Rolls per Year	0	6	
K				
	<i>Annual Ticket Roll Cost Subtotal (A*J*3.5)</i>	<i>\$0.0</i>	<i>\$7,400</i>	
L	Credit Card Transaction Fees	\$0.13	\$0	
M	Average Transactions per Day	3	21	
N	Credit Card Days per Week	7	7	
O				
	<i>Annual Credit Card Transaction Fees Subtotal (A*L*M*N*52 weeks)</i>	<i>\$47,300</i>	<i>\$0</i>	
P	Monthly Management Fees Per Meter	\$8	\$60	
Q				
	<i>Annual Management Fees Subtotal (A*P*12 months)</i>	<i>\$32,000</i>	<i>\$33,800</i>	
R	Battery Costs per Unit	\$30	\$100	
S	Year 3 Battery Cost	\$10,000	\$4,700	
T	Year 6 Battery Cost	\$10,000	\$4,700	
U	Year 9 Battery Cost	\$10,000	\$4,700	
V				
	<i>Total Battery Cost - 10 Years Subtotal (S+T+U)</i>	<i>\$30,000</i>	<i>\$14,100</i>	
	Total Cost Year 1 (C+D+G+H+K+O+Q)	\$435,300	\$573,300	(\$138,000)
	Five Year Cost	\$772,500	\$742,800	\$29,700
	Ten Year Cost	\$1,189,000	\$958,200	\$230,800

Note: Figures (\$) are rounded to the nearest hundred

Source: Walker Consultants, 2020.

As shown in Table 1, the cost of implementing MSMs is higher in Year 1; however, this is because the upfront costs of purchasing 47 multi-space meters is higher than 333 single-space meters. In looking at the costs five years and ten years out, the MSMs result in a projected cost savings of \$230,800±.

It is important to note that these costs do not include maintenance or collections costs, nor do they include costs for integrating a mobile payment application. Consideration for implementing the latter includes factoring in a \$0.35 fee per transaction.

Rough Order of Magnitude Cost and Revenue Projections

The key in determining the feasibility of the proposed PBD, is if the district can generate sufficient revenue to cover its costs. To determine the financial feasibility of implementing a PBD in unincorporated East Los Angeles the following assumptions were used:

- Meters will be in operation thirteen hours per day (8:00 a.m. to 9:00 p.m.)
- Meters will be in operation seven days per week, minus 12 holidays throughout the year.

- An average paid occupancy of 35% during hours of enforcement is assumed throughout the year for all metered spaces. Due to:
 - Hours of low-demand during the day.
 - Price elasticity may deter some from paying for parking.
 - There is a possibility of an increase in disabled parking placard use on metered spaces.
- Parking rates are assumed to be \$1.00 per hour Monday through Sunday.
- On-street parking spaces are assumed to be metered with credit card capable multi-space meter (MSM) technology.
- For on-street parking we assume roughly two MSM units per block face, likely placed near the corners to capture the “pockets” of commercial parking on residential streets. The ratio of parking meters to spaces is roughly one per every 7 parking spaces. The total number of MSMs would be ± 47 parking meters.
- The cost per meter is assumed to be \$10,000 per unit including installation, based on our experience.

These considerations combined are conservative projections of the average paid occupancy rate, which at times throughout the day will be higher.

- The parking rates used in the assumptions are comparable to those of other Southern California cities. For example, the City of Los Angeles charges \$1.00 per hour along 1st Street in the Boyle Heights neighborhood, the City of San Fernando charges \$1.25 per hour, or \$0.25 per each 12 minutes, the City of Inglewood charges \$1.00 per hour (plus convenience fee for mobile payments), the City of Glendale charges \$1.50 per hour on-street in its downtown streets, the City of Pasadena charges \$1.25 per hour in Old Pasadena and \$0.75 in the area South of Dayton Street between Pasadena and Raymond Avenues.

Based on these assumptions we project \$1,600 \pm of gross revenue annually per metered on-street space. If all 333 spaces are metered, we project annual gross revenue of \$534,800 \pm . We project that annual net revenue for the PBD would be \$487,600 \pm . Table 2 shows the revenue projections for the PBD.

Table 2: Order of Magnitude Revenue Projection for Whittier Boulevard PBD

MSM Revenue Analysis	
Hourly Rate	\$1.00
Estimated Revenue Per Parking Space	\$4.55
Annual Revenue Per Parking Space	\$1,600
Total Annual Revenue Projection	\$534,800
Estimated Machine Cost (Installed)	\$470,000
Spare Parts (Varies by meter quantities)	\$18,000
Estimated MSM Signage, installed (2@\$150 per MSM)	\$14,100
Estimated Marketing Costs for MSM Program	\$30,000
Annual Ticket Roll Cost	\$7,400
Annual Mgmt. Fees	\$33,800
Total MSM Implementation Cost	\$573,300
Payback Period (# of Months)	13
Annual CC Processing Fees (i.e. 50% of Revenue x 5%)	\$13,400
Annual Net after Mgmt. Fees and CC Processing Fees	\$487,600
Five Year Net	\$1,864,800
Ten Year Net	\$4,303,000

Note: Figures (\$) are rounded to the nearest hundred

Source: Walker Consultants, 2020.

We project that a paid parking program would provide a positive annual revenue source to the parking system's operating budget.

Additional Considerations

Multi-Space Meters in County Lots

Consideration should be given to implementing paid off-street parking as well. It is possible that when meters are installed on Whittier Boulevard the County lots that are located in the district may fill more regularly with customers, employees, or any other users avoiding paid parking. If demand patterns are such that these lots are regularly at capacity, the County may consider installing multi-space meters in these lots as well to encourage turnover and availability. While generally the price of the meters would be lower as compared to the off-street, consideration should be given for maintaining a target occupancy on off-street parking as well.


Mobile App Integration

The future of parking appears to be shifting toward mobile payments or Pay-by-Cell (PbC). PbC has been around for several years now and is improving as cell technology and connectivity improves. There are examples around the country in which municipalities have bypassed installing parking meters altogether and relied solely on mobile payments. However, given that many in the community still rely on cash transactions, we have not included the mobile app recommendation at this time.

It is important to note that multi-space meters offer a more seamless integration to mobile apps should the community consider mobile in the future. The cost to integrate a mobile application into the parking system may vary by vendor and application, but generally all vendors charge setup fees, and most importantly transaction fees. The revenue models of the vendors are based on transaction fees. These fees are typically \$0.35 per transaction. Some municipalities choose to absorb these fees while others pass these costs on to the customers.

Traffic Calming Measures

Because the on-street parking supply is vital to the success of the businesses along Whittier Boulevard, the County should study ways in which traffic calming measures could be implemented within the PBD. Under current conditions, observed traffic speeds are not conducive to the vision of a PBD. A PBD, in order to attract customers should be comfortable for motorists and pedestrians to navigate. The speed at which traffic typically runs along Whittier also makes it difficult for customers to parallel park on the boulevard. Implementing traffic calming measures may help with slowing speeds down such that it is not a deterrent to customers wanting to patronize businesses within the PBD.



04 Parking Benefit District Implementation

Attributes of a High-Performing Parking Benefit District

Based on our experience, some parking districts flourish while others stagnate. The ones that flourish have a common set of attributes that enable them to be high performing parking districts.

- **Parking Management Mission:** The intent of a parking district is typically to provide a positive parking experience for those who visit the commercial area which the parking district serves. This entails having an adequate number of spaces to serve the different user groups that will park in the area at different times of day, different days of the week and throughout the year. It also requires good customer service, both in terms of staffing as well as the condition of the facilities, signage and any equipment. From a cost standpoint, this requires examining both supply-side and demand-side approaches. The parking system must be integrated into the overall transportation policy goals of the County. A parking system is ultimately about providing the public with access to a given destination. Forward thinking parking districts may recognize and encourage this broader mission.
- **Parking District Objectives:** A high performing parking district will have a defined set of objectives. These objectives should be consistent with and support the County's overall Parking Management Mission.
- **Supportive and Engaged Constituents:** In order for the parking district to accomplish its objectives, its constituents (which may include property owners, business owners, parking users, and residents) need to support the mission and be engaged in the direction of the program. Engagement of constituents is more likely to build support than a parking district directed solely within local government, particularly when difficult decisions related to time restrictions and other regulations, enforcement policies, expenditures and possibly setting a price for some parking is involved. An actively engaged parking committee, advising or overseeing with regard to the policies of a parking district, should also engage in regular meetings to monitor the effectiveness of parking policies, occupancy rates, revenue, expenses and plan for the future.
- **Strong Financial Condition:** In order to meet the parking district's objectives, adequate funding to maintain existing programs and in some cases, to fund future parking, is necessary. This requires fiscal responsibility by the agency administering the program as well as an awareness of when potential financial issues should be addressed with parking district constituents.
- **Political Support:** Elected officials need to support the parking district's objectives in order for it to succeed. Providing political support will also help generate support and engagement amongst constituents. Garnering support is likely easier when a parking district is considered within the context of a County's overall transportation policy goals.

Strategy for Implementing a Parking Benefit District

In order to implement a high performing parking district, we offer the following considerations for implementation. This section outlines a strategy for the County to pursue implementation of the Whittier Boulevard parking benefit district (PBD). In accordance with recommendations in Task 4, consideration for a PBD will follow only after the following have been addressed:

- Enforcement issues, as identified in Task 3, have been addressed and enforcement is operating as efficiently as it can to maintain acceptable parking conditions on the street.
- An agency is in place, whether a third party or within the County, that can administer and manage or oversee the PBD.

Gather Stakeholder Buy-In

The first step in implementing a parking benefit district (PBD) is to gather stakeholder buy-in. The most important buy-in needs to come from the merchants and business groups that are located within the proposed district. Along Whittier Boulevard these may be the Whittier Boulevard Merchants Association and/or the East Los Angeles Chamber of Commerce. The County should perform outreach to parking district stakeholders to engage them in setting or adjusting parking district objectives. The stakeholders should also have a say in defining the boundary of the PBD and in defining how revenues should be spent.

Outreach may consist of direct outreach through the mail and email as well as public meetings in which constituents gather with County staff. Developing buy-in to objectives will ensure support for the PBD. Periodic outreach needs to be performed to ensure that the district is meeting objectives and if not, consideration should be given regarding whether to adjust the district and its objectives.

With businesses onboard, the next step would be to gather political support. Given that the County is looking to address the parking issues that impact the unincorporated East Los Angeles community, once support from the businesses is earned, political support will follow.

Develop a Mission Statement and Plan

Effective parking districts today use comprehensive management and financial policies to address clearly stated objectives in the service of a broader mission. Comprehensiveness is defined in several ways, including an approach to on-street and off-street parking spaces as one parking system, both in management and financial terms. Policies approaches are informed if not overseen by a parking committee made up of commercial district stakeholders who have an interest in both the proper management of the district and the solvency of the parking system.

Often these parking districts are tied to a parking enterprise fund that require that revenue from parking cover all defined expenses. Paid parking, which was prevalent in the commercial districts of many communities in the middle part of the last century, has reemerged as a financial contributor but more importantly as a parking demand management strategy, for the purpose of ensuring parking turnover in customer parking areas, often while

providing flexibility in the length of stay, as well as encouraging long-term parkers to use parking spaces in more peripheral locations.

Identify or Create a Commission to Oversee PBD

An important feature of the district will be the identification of the group to be in charge of the PBD revenue, spending priorities, and parking policies. In the case of Old Pasadena, the City created the Old Pasadena PMZ Advisory Commission which consists of business and property owners and is overseen by City staff. Many of the business owners were also members of the local business improvement district (BID).

In unincorporated East Los Angeles, there is no shortage of business stakeholders and merchants, such as the Whittier Boulevard Merchants Association and the East Los Angeles Chamber of Commerce. The County would need to work with the businesses to establish a commission to oversee the PBD. A County liaison to the commission is typically required.

Enabling Code Language

The County of Los Angeles Municipal Code currently allows for preferential parking districts (PPD), but there is no mention of parking benefit districts or zones. As such, the County would need to draft code language enabling the creation of such districts. The boundaries of the district should be defined, as should a process for establishing parking rates.

Furthermore, language should be developed regarding the creation of PBD commission, and should include:

- Membership policies, including appointment of members and terms
- Qualifications needed to be part of the commission
- Elections
- Record-keeping
- Reporting

Establish a Set of Objectives

The parking district needs to have a defined set of objectives that have been vetted by and are available to the public. The objectives should support the County's Parking Management Mission which in turn should support the overall transportation policy goals, including those related to transportation demand management (TDM) and promotion of non-single occupant vehicle modes.

Some example objectives for the parking district are:

- Provide visitors with convenient and available parking via paid parking and permit parking to residents/employees
- Ensure that parking revenues stay local in the district to fund improvements determined by property owners and merchants in the district
- Improvements to be funded by parking revenues are [to be determined by property owners and merchants in the district]

- Provide parking to support new development in the district
- Provide funding to operate and maintain parking in the district

Key Performance Indicators

To measure the performance of the PBD, a set of key performance indicators (KPIs) should be developed. The KPIs should be designed to measure performance in meeting the objectives of the PBD. The following are examples of KPIs.

- **Occupancy Targets:** Given the issues of highly occupied, and thus unavailable, curb parking along the Whittier Boulevard corridor, it is important to set an occupancy target. The purpose of which is to ensure that there is available parking for customers. Typically, a target of 85 percent occupancy is ideal. An 85 percent occupancy indicates that the spaces are being used, but that there are also some spaces available for arriving customers.
- **Payment Methods:** With the installation of new meter technology, tracking of payment methods will become more important. The ability to pay with credit card and possibly by mobile application may render the use of coins obsolete. If it is the case that the majority of revenue is generated from credit cards and mobile payments, then the County could consider removing the coin payment option. There would be a resulting cost-savings as coin collection contracts will no longer be needed, leakage would be eliminated, and potential injury claims from coin collection operations would be avoided.
- **Total and Net Revenue:** This is a general measure of how the district is performing. The intention of tracking this information is not for measuring increases in revenue, but rather in measuring the solvency of the district to ensure that costs are covered such that the district can continue to offer a pleasant parking experience for customers.

Ensure Accountability and Transparency

Provide on-going outreach and annual reporting to share parking district operating results and financial condition. County staff responsible for managing the parking district should be available for constituents to contact with any concerns or suggestions regarding the operation. Through outreach, constituents should have the ability to voice concerns about the operation and whether the parking district is meeting their needs and its objectives.

Develop a First-Class Parking Operation

In order to serve the parking district's constituents and to meet overall Parking Management Mission, the operation of the parking in the district needs to be handled in a first-class manner.

- **Maintenance** of parking spaces needs to be routine and done on an on-going basis to avoid potentially large and catastrophic one-time expenses.
- **Upkeep** of the parking district so that it is clean and attractive to those using the parking system. An unkempt parking district is not inviting to parkers and creates a perception of disrepair and lack of safety.
- **Safety** to ensure that parkers are not injured by hazards.
- **Security** to ensure that parkers are not dissuaded from parking due to criminal activity.

- **Signage** to direct parkers to available parking. Once parked signage should direct parkers to nearby attractions/points of interest and also provide clear and concise instructions for payment, if applicable.
- **Technology** may be employed to create a cost-effective and user-friendly system for those parking in the parking district. For example, mobile payments may ease the burden of extending length of stay.
- **Enforcement** is required to ensure that parking district objectives in line with the Parking Management Mission are being met. Without effective enforcement, abuse occurs which becomes a detriment to all users of the parking district.

Marketing Plan

People are generally resistant to change. Strong public relations are imperative to the successful implementation of paid parking; therefore, Walker recommends considering a public relations campaign to introduce the new meter program.

Based on other cities' experience and successful installations of paid parking with new meter systems, the following list provides examples of communications activities prior to, during, and after installation:

- Conduct community outreach meetings with stakeholders.
- Issue a press release announcing plans for the new meters, with a focus on the positives of increased turnover, space availability, ability to pay by credit card, etc.
- Deploy a website with press releases, project updates, meter instructions and "frequently asked questions and answers".
- Brand the parking program so that visitors can identify the parking district and relevant signs.
- Sponsor a contest for creating the logo. Finalists could be shown on local TV, on-line (on Facebook) and in the newspaper. The public could vote on the winner, generating publicity and gaining buy-in from the public. This will not only provide a new logo, but will also provide interest/buzz/consciousness-raising.
- Design, publish, and distribute a parking guide, including a parking map and brochure describing the locations and availability of on-street and off-street parking, including free, paid, short-term and long-term parking.
- Display a 'sample' meter in a public area for people to see, touch, and feel prior to implementation.
- Post signage on or next to the meters that shows the public that the meter revenue funds improvements in the district.
- Carefully train all related staff on all aspects of the program so they can easily assist motorists and communicate a consistent message regarding the details of the program.
- Develop and distribute informational and instructional handouts (brochures and/or fliers) illustrating how to use the meters.
- Develop a directional video for local television and/or YouTube. Incorporate humor! For example, show a local politician or celebrity struggling, only to have a child show how easy the meter is to use. Ask local schools to recruit students to create the video (for college credit?).
- Recommend that meter patrons photograph their license plate as a memory aid. Walker does not recommend key chains with a place to record the plate #, due to the risk associated with misplaced keys (the finder has the plate #).

- Publicize and recommend pay-by-cell (phone) as an easy alternative to using the meters. Pay-by-plate has a steep learning curve. Motorists won't know their license plates and may enter the wrong number anyway. Bypassing the meter bypasses the potential for frustration and complaints. This can be highlighted in a promotional video, as well as on the County's website, press releases, brochures, etc.
- Issue another press release one-week prior to the initial installation.
- Conduct a ribbon-cutting and first-use ceremony to officially welcome the new meters.
- Utilize trained 'parking ambassadors' to assist motorists with their use during the first few weeks they're deployed.
- Provide warnings rather than fines for a short period of time following meter deployment.
- Even after the 'break-in period', Walker recommends issuing courtesy warnings for first-time meter violations. This softer approach will be well received by the public and is a reasonable response to a motorist who inadvertently overstays a parking session. This could re-set on an annual basis, so that everyone gets forgiven one time (or even two-times) per year.
- On the other hand, the penalty should be more severe for the repeat violator, as a third or fourth offense is no longer an honest mistake – it is a disregard of the County's parking regulations. Walker recommends incrementally increasing the fine after three violations in one year, so that the penalty for each violation after three violations becomes more punitive. The original fine is not having the desired effect on the habitual offender. Incremental fines may at some point convince the motorist to comply with the rules. A historical analysis of citations issued should be done to confirm that the incremental fines make up for the lost revenue due to courtesy warnings for first offenders.

Off-Street Parking Supply (Public and Private)

The implementation of paid parking along Whittier Boulevard may shift parking demand to other areas. If employees are parking along the boulevard, they will likely look elsewhere for somewhere to park. One option is to have a designated area for employees to be able to park off-street. The County owns two lots along Whittier Boulevard at 753 S La Verne Avenue and 922 S Fetterly Avenue. Employees can be offered the option to park in these lots for a permit fee. The permits could then be checked by enforcement staff via license plate recognition software.

Should there be a need for more off-street parking, the County could consider methods by which to incorporate the private off-street supply into the district. One approach is in the form of leasing underutilized private off-street lots for public use. For example, the City of San Clemente's Parking Lot Lease Program does just that. When the City studied its parking supply it was found that although the public parking lots were at or near capacity there was a surplus of 400 spaces in the private parking lots. Rather than constructing new parking resources, which is expensive, San Clemente developed the Parking Lot Lease Program. The cost is equivalent to maintaining a parking structure without the capital costs for the purchase of land and improvements.

To emulate San Clemente's Parking Lot Lease Program, the County would likely need to persuade property owners of the benefits of leasing their private parking lots. However, if the County is able to identify several strong incentives that property owners want, they may find success in expanding the public parking capacity of the district.

Preferential Parking Permit District (Residential Permits)

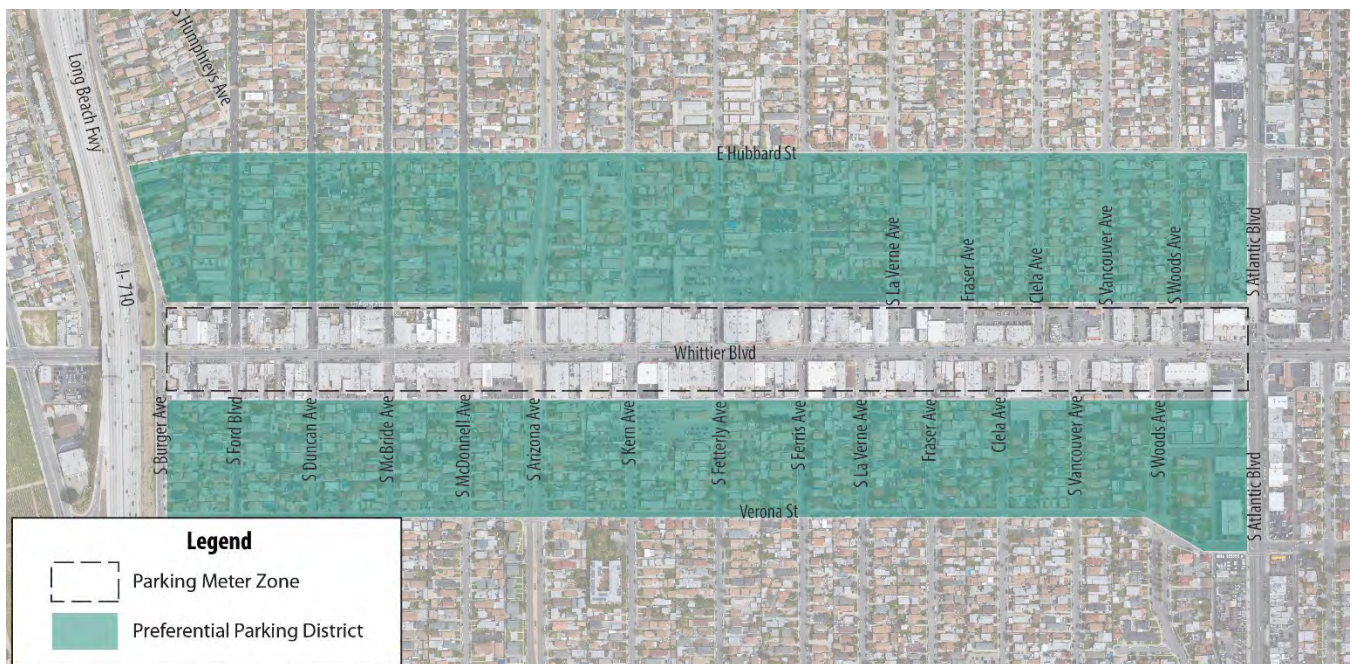
An important consideration in implementing the parking benefit district (PBD) is the impact to the surrounding residential neighborhoods. As such, Walker also recommends that the County consider a preferential parking permit district (PPD) in the residential areas near the proposed Whittier Boulevard PBD.

A parking permit district is typically a geographically defined area where parking is actively managed via permits to allow for on-street parking use by residents, businesses, and transient/short term parkers. Parking permits are required to park in designated areas on the streets within the district. It is customary to charge a fee and require that the vehicle be registered to an address within the district.

A preferential parking district (PPD) is a type of parking permit district that has posted regulations that limit parking without permits in an effort to reduce impacts of non-resident parking. PPDs can also help to manage residential demand, by limiting the number of permits that can be obtained per household.

To better manage on-street parking demand, Walker recommends the implementation of a PPD program in the Whittier Blvd East zone, shown in Figure 7. This zone was selected due to its proximity to Whittier Blvd, the location of the proposed parking benefit district. The PPD should be in place in the residential areas only (shown in teal), not the commercial areas along Whittier Blvd (shown in the dotted outline).

Figure 7: Whittier Blvd Preferential Parking District Zone



Source: Walker Consultants, 2020.

Hours of Enforcement

Parking in residential areas within the Whittier Blvd East study area should be restricted to permit parking only during all hours of the day. A PPD permit should not exempt parkers from street sweeping parking restrictions. PPD permits should not exempt any vehicle from parking at “no parking” zones, parking meters, pay stations, or loading zones.

Number of Permits and Permit Fee

To better understand how many permits that can be allocated, Walker conducted a Geographic Information System mapping analysis to determine the number of on-street parking spaces (parking inventory) per block within the Whittier Blvd East study area. The results of this analysis indicated that there is an average of 0.70 spaces per housing unit. Therefore, if each household obtained a parking permit in the Whittier Blvd East study area, there would be a shortage of parking spaces. This analysis demonstrates that in order to manage on-street parking demand, it is important to establish a limit on the number of parking permits that can be obtained for each household and to charge to obtain a permit. The goal is to provide permits for residents who need to park on the street due to lack of parking availability off-street.

Walker recommends that there be no more than three parking permits allowed for each household. The permit rates should be graduated so that the price of the second and third permit is higher than the price of the first permit.

Walker’s recommended PPD permit rates are summarized in Table 3.

Table 3: Recommended Parking Permit Rates

	Annual Rate
1 st PPD permit	\$15
2 nd PPD permit	\$100
3 rd PPD permit	\$250

Source: Walker Consultants, 2020.

Walker recommends that unincorporated East LA provides an income assistance program for those in need of a permit, but cannot afford one, such as households with incomes below the poverty line.

All permit fees should contribute toward administration of the PPD program.

PDD Technology

Walker recommends that the County transition towards a credentialing system centered around enforcement using license plate recognition (LPR).

The County should engage a qualified and reputable parking technology vendor to develop web-based applications that will enable participants in the PPD to complete and submit permit applications online or via mobile application:

- The vendor's solution should allow for residents to update information on vehicles.
- The vendor's solution should seamlessly integrate into the software used by parking enforcement.
- The County's agreement with the vendor should establish requirements for data security and liability for data breaches.
- The County's agreement with the vendor should clearly establish ownership of data and limitations on how the data are used.

Obtaining a Permit

Residents should be required to provide the following documentation to obtain a permit:

- Valid driver's license
- Valid vehicle registration that matches the address of the resident that qualifies for the permit

Residents should be able to obtain permits either via an online system, as described above, or in person at a County facility.

Establishing new PPD Zones

Walker recommends that a process by which to designate new PPD zones is established. Consistent with the practices of many cities in Southern California, residents should be required to submit a petition or formal request with a majority in support of establishing a permit district. County staff should then conduct a study and work with the community to establish the parameters and restrictions of the proposed PPD district.

Benefits and Challenges of a PPD

Benefits

- PPDs can help to manage on-street parking in residential areas
- PPDs limit parking on-street by non-residents to provide more parking for residents and guests.
- PPDs can promote an enhanced quality of life in neighborhoods by reducing noise, traffic hazards, and reducing litter.
- The program often results in fewer instances of residents having their driveway blocked, trash cans moved, or late-night noise problems.

Challenges

- Residents must apply for and renew permits, which is an administrative burden.
- Residents are required to pay for parking permits, when parking was free before.
- Permits give residents of a specific area the ability to park within the limits of that area, but do not guarantee space availability.
- The program limits or disallows parking for customers and businesses.
- The process requires time and effort to establish and manage the permit district(s).
- For an effective PPD, consistent and frequent enforcement is required, which is costly.

- Technology is required to promote an effective and efficient program. As with any technology, there can be challenges such as up-front costs, learning curves for staff using the technology, software/hardware issues, and on-going expenses.



05 Benefits and Adverse Consequences

Benefits and Adverse Consequences of Implementing a Parking Benefit District (PBD)

Any consideration of policy changes that may impact the parking system in unincorporated East Los Angeles warrants an analysis of benefits and adverse consequences. It is important to consider how any prospective changes may affect local residents, business owners, and visitors of unincorporated East Los Angeles. As such, the following section presents the potential impacts of the parking benefit district (PBD) proposed along Whittier Boulevard.

Benefits

Businesses

- A new source of revenue by way of paid parking to pay for improvements along the Whittier Boulevard commercial corridor.
- The revenue generated within the district would be returned to the district.
- Local control over revenue, spending priorities, and parking policies.
- Increased on-street parking availability along the corridor, effectively allowing for more customer parking.
- Public improvement projects as a result of new revenue source.
- More efficient enforcement if using a mounted license plate recognition system.

Visitors

- Increased availability of on-street parking.
- Convenience of payment for parking (e.g., credit card, mobile, coin)
- A more attractive commercial corridor if revenues are spent on amenities that are a benefit to the public.

Residents

- Improved commercial corridors for shopping.
- Increased enforcement tours through commercial corridors and neighborhoods
- Increased availability of on-street parking along Whittier.
- Protection from long-term parkers that are not residents of the neighborhood, with implementation of a residential parking permit district.

Adverse Consequences and Challenges

Businesses

- Employees would need to find somewhere to park that is not on-street along Whittier Boulevard, or on nearby residential streets. However, off-street parking in the district, private and public, can provide some relief. Additionally, revenue generated from the district can help support transportation demand management (TDM) programs such as, paying for transit passes for employees in the district, creating a vanpool or carpool program, paying for parking permits for employees, parking cash out, etc.
- There may be a customer learning period as they get accustomed to paid parking at a multi-space meter. For this reason, Walker recommends an initial period in which parking ambassadors are on the ground showing customers how to pay for parking.
- One of the key issues along Whittier Boulevard is the presence of catering trucks and street vendors with vehicles parked on the boulevard. The implementation of paid parking for the purpose of encouraging turnover is likely going to impact the current status quo with how these businesses operate. While this issue extends beyond parking, from a parking perspective there may be opportunities for these businesses to continue operating in the district. For example, the County can create a zone approach where a truck can only park in a zone for a specified amount of time. After the time has elapsed they would need to move to a different zone. Best practice dictates that short-term spaces be available to customers, and so catering trucks and vendors should not occupy these spaces. However, if there are no viable alternative options, they will need to pay the meter and abide by the time limits. The County should consider developing code language to prevent catering vehicles from re-parking on the same block after the time limit has elapsed. Ultimately, the County, Whittier Boulevard businesses, and catering truck and street vending businesses can meet and confer regarding options that are agreeable to all parties.

Visitors

- No longer free on-street parking.
- May be a learning curve for customers to use pay-by-plate.
- If the County does not address the speed at which vehicles travel along Whittier Boulevard, motorists may be less inclined to back-into a parallel space comfortably. The County could address this by slowing vehicles down along the PBD stretch of Whittier Boulevard. Traffic calming measure can include, different street paving, pedestrian crosswalks that light up when a pedestrian is at the crosswalk (this signals motorists to slow down and stop), and a lower speed limit, among others.

Residents

- No longer free parking environment.
 - Paid parking implemented along Whittier Boulevard.
 - Permit parking implemented in the residential areas surrounding Whittier Boulevard.
- Because paid parking will be in place on Whittier, there is the potential from spillover onto residential streets from customers who do not want to pay for parking. However, there are two ways in which to mitigate this impact. The first is by implementing a two-hour time limit on all residential streets immediately

surrounding Whittier Boulevard. This ensures that customers do not stay parked long-term. The second is the availability of off-street district parking to serve as an additional choice for customers.

- Residential permits will have to have limits, and in themselves permit programs do not guarantee that there will be more available on-street parking in residential neighborhoods. Especially since on-street parking in the Whittier Boulevard residential district contains on average .7 on-street spaces per residential unit.