



Draft Report

Downtown Parking Management Plan

Prepared for the
City of Gilroy

September 11, 2023



This page intentionally left blank

Table of Contents

Executive Summary	1
Existing Conditions	6
Parking Demand and Retail Sales Analysis.....	29
Parking Management Strategies.....	37
Conclusions and Recommendations.....	69
Study Participants and References.....	71

Plates

1. Downtown Study Area	7
2. Peak Parking Occupancy – Thursday, 10 a.m., November 10, 2022.....	14
3. Peak Parking Occupancy – Saturday, 1 p.m., November 12, 2022.....	15
4. Peak Parking Occupancy – Holiday Parade (Saturday), 12 p.m., December 3, 2022	16
5. Peak Public Parking Lot Occupancy – Thursday, 10 a.m., November 10, 2022	17
6. Peak Public Parking Lot Occupancy – Saturday, 1 p.m., November 12, 2022.....	18
7. Peak Public Parking Lot Occupancy – Holiday Parade (Saturday), 12 p.m., December 3, 2022.....	19
8. Parking Length of Time	20
9. Parking Average Length of Stay, Thursday, November 10, 2022.....	21
10. Parking Average Length of Stay, Saturday, November 12, 2022.....	22
11. Parking Average Length of Stay, Holiday Parade (Saturday), December 3, 2022.....	23
12. Parking Turnover, Thursday, November 10, 2022.....	25
13. Parking Turnover, Saturday, November 12, 2022.....	26
14. Parking Turnover, Holiday Parade (Saturday), December 3, 2022.....	27
15. Total Downtown Core Retail Sales per Block: 2016-2021	33
16. Current Downtown Building Permits by Activity Type	35
17. Example of temporary wayfinding signs.....	41
18. Example of shared use of a private parking lot.....	41
19. Potential shared parking sites and parking supplies– Thursday.....	45
20. Potential shared parking sites and parking supplies – Saturday	45
21. Example of inverted U bicycle parking	54
22. Example bicycle repair station.....	55

Tables

1. Peak Occupancy by Zone, Thursday 10 a.m.....	3
2. Projected Parking Estimate.....	3
3. Downtown Parking Minimums.....	9
4. Parking Inventory by Facility Type	10
5. Peak Occupancy for Study Area	12
6. Peak Occupancy by Zone	13
7. Effective Parking Supply and Peak Demand Comparison.....	29
8. Peak Parking Demand Comparison to Land Use.....	30
9. Peak Parking Demand in Downtowns & Mixed-Use Districts.....	30
10. Projected Parking Demand by Use.....	31

11. Downtown Gilroy Core Commercial Inventory, 2013-2023.....	32
12. Downtown Gilroy Core Retail Rents per Square Foot by Block	32
13. Downtown Core Retail Sales by Block: 2016, 2021 (Constant 2023 dollars)	34
14. Summary of Parking Management Strategies.....	39
15. Summary of Parking Financing Strategies by Funding Source	40
16. Approximate EVSE Unit and Installation Costs.....	67
17. Timeline and Prioritization of Strategies	68

Appendices

- A. Parking Data
- B. Outreach Report
- C. Sample ALPR Policy

Executive Summary

Overview

Gilroy is a regional destination drawing visitors from the Bay Area to the Central Valley, with its downtown being one of the main attractions. Today, it is comprised of a mixture of land uses that includes small-scale retail and commercial, single-family homes, multi-family apartments, and various cultural and entertainment destinations. Downtown's major attractions include Old City Hall and Gilroy Arts Alliance Center for the Arts, as well as restaurants, bars, and shopping.

As downtown Gilroy has grown as a destination, parking demand has also increased, causing some areas to exceed their parking capacity at peak hours, which concerns both residents and business owners. During and after the pandemic business owners saw their sales and visitors decrease and growth in the downtown slow down. One of the potential reasons identified for this decline was a lack of safe, nearby parking. To support the continued vitality and livability of downtown Gilroy, effective management of both the on- and off-street parking supplies is recommended.

This Parking Management Plan represents the City's efforts to address the current and future parking challenges downtown. The study documents the existing parking conditions in downtown Gilroy, including an inventory of parking supply and demand through a parking occupancy and turnover study at on- and off-street parking facilities. The results of this parking survey provide data to support analysis of actual parking patterns, as opposed to commonly accepted perceptions about parking, and to establish key parking trends occurring throughout downtown Gilroy. An analysis of downtown retail sales and their relation to parking availability was also conducted to better inform recommended strategies.

Based on key findings from the parking occupancy and turnover study, economic analysis, and public outreach efforts, the plan includes a proposed set of recommendations designed to improve parking availability in downtown Gilroy and address future changes in parking supply and demand. These recommendations were developed based on input from City staff and members of the public, including residents, visitors, business owners, and employees in downtown. The recommendations from this plan are intended to proactively address existing and future parking challenges in a way that supports the continued success of downtown Gilroy as a destination and place to live.

Challenges Addressed in The Study

Key Parking Challenge Facing Downtown

The primary parking issue facing downtown Gilroy is that some blocks are more heavily utilized, particularly in the Core Downtown area, although there are more than enough parking spaces currently to satisfy current parking demand for the downtown as a whole, and on most blocks individually. The areas of high demand contribute to the perception that there is an insufficient number of parking spaces when the problem is actually related to the management and enforcement of parking.

Causes of Parking Challenge

Based on a review of the occupancy and turnover data as well as outreach events conducted specifically for this project, there are several potential causes for the concentrated parking demand:

1. **Insufficient information.** Public feedback indicated that some visitors are only aware of publicly available parking along Monterey Street with other public parking spaces, particularly those located one block away on Egleberry Street, being relatively unknown. This lack of wayfinding for visitors concentrates parking

demand along Monterey Street and leaves some public parking lots and on-street parking less occupied and under-utilized.

2. **Reserved private parking.** Private parking comprises almost 1,300 downtown spaces with those stalls being almost entirely reserved for motorists accessing those particular businesses. Reserved parking is less efficient in accommodating parking demand (as only certain motorists may park there) and as such, surveys showed that only one-third of all private spaces were occupied during the peak hour of occupancy.
3. **Safety.** Based on feedback received from public outreach events, people are not willing to park more than one or two blocks from their destination because they do not feel safe in downtown Gilroy. Participants cited being worried about their vehicle being broken into or being accosted between their vehicle and their destination, especially at night.

Existing Conditions

Study Area

The study area for the parking study is defined as First Street to Tenth Street and from Railroad Street to Egleberry Street. The alley on the east side of Railroad Street serves as the primary boundary on the east side of Downtown, and the alley between Egleberry Street and Church Street as the primary boundary on the west (extending westward to Dowdy Street in the area between Sixth Street and Seventh Street, to include the Civic Center area).

The study area was divided into four zones for analysis based on the land use and parking characteristics of the areas. The zones are defined as the following:

- Upper Downtown: First Street to Fourth Street and Egleberry Street to Miller Slough
- Core Downtown: Fourth Street to Seventh Street and Egleberry Street to Railroad Street
- Lower Downtown: Seventh Street to Tenth Street, and from Egleberry Street to the railroad tracks
- Civic Center: Sixth Street to Seventh Street from Dowdy Street to Egleberry Street.

The assessment of parking within the study area includes public on-street and off-street spaces as well as private off-street parking, which comprises a substantial portion of the overall supply.

Parking Supply

The parking supply was determined by counting all on- and off-street parking spaces, public and private, in the study area that could be accessed by surveyors. In total, there are 3,230 parking spaces, including 1,199 on-street spaces, 738 public off-street parking spaces, and 1,293 off-street private parking spaces. Of the 1,937 public spaces, 1,566 of those (roughly 81 percent), are unregulated, meaning there are no time limits or other restrictions on their use.

Parking Occupancy and Turnover

Overall, parking in downtown Gilroy experiences relatively low occupancy, with a peak occupancy of 43 percent during the Thursday peak hour from 10:00 a.m. to 11:00 a.m. Some areas, such as certain on-street parking spaces along Monterey Street in the Core Downtown area, do reach or exceed their effective parking capacity during the peak hour. Table 1 shows the number of occupied spaces for each zone.

Table 1 – Peak Occupancy by Zone, Thursday 10 a.m.

Location	Inventory	Occupied Spaces	Percent Occupied
Upper Downtown	805	315	39.1%
Core Downtown	995	543	54.6%
Lower Downtown	997	369	37.0%
Civic Center	433	171	39.5%
Total	3,230	1,398	43.3%

The parking occupancy rate for disabled spaces peaked at 30 percent, with both on- and off-street spaces having similar rates of use, suggesting there is currently not a high demand for disabled spaces across the downtown.

Parking duration data revealed that on typical non-event days, 55 to 57 percent of vehicles parked for two or fewer hours and vehicles on residential streets often parked all day. In the Core Downtown, where most spaces have posted time limits, roughly 80 percent of vehicles parked for two or fewer hours, ten percent between two and three hours, and the remaining ten percent of drivers were parked from three to twelve hours. This indicates that while most motorists comply with time limits, there are some drivers (possibly employees) who are parking for extended periods of time directly in front of stores due to a lack of enforcement.

Future Parking Demand

This report provides an analysis of the total future parking demand in downtown Gilroy. The future downtown parking demand was determined using the existing parking demand and the expected increase in residential and commercial spaces from the City of Gilroy 2040 General Plan. Based on the General Plan's full 20-year growth projection and the Urban Land Institute's *Shared Parking* manual parking demand rates, the future parking demand was determined to exceed the existing parking supply, even with the addition of the planned new parking lot at the intersection of Seventh Street/Eigleberry Street. This excess demand can be met with either more parking spaces or with better management of existing and future parking demand. Table 2 shows the projected future parking.

Table 2 – Projected Parking Estimate

Current Effective Parking Supply Available at Peak Hour	1,510
New Effective Parking Supply of Public Parking Lot at Seventh Street & Eigleberry Street	126
<i>Effective Parking Supply Subtotal</i>	<i>1,636</i>
Total Projected New Demand	-1,885
Deficit	-249

Parking Management Plan Strategies

Included in the Parking Management Plan are a diverse range of strategies to better manage demand, increase the publicly accessible parking supply, and finance components of the implementation of the parking program. These strategies were discussed with members of the public and business community during workshops as well as through online polls on the project website.

The recommended strategies are divided into two phases. The first phase represents the measures that are generally the easiest and least expensive to employ and are recommended for immediate implementation to improve parking availability downtown. If those measures do not achieve the desired parking environment, the City should then consider implementing the Phase 2 strategies and determine their feasibility given the current

context of Gilroy. Phase 3 should only be used if strategies from both Phase 1 and Phase 2 do not work, based on the cost and time needed to implement them. This phased approach is recommended as a gradual process to increase parking management downtown, but various strategies can be implemented on a different timeline based on the City's assessment of its needs. The first phase of strategies is summarized below with a more detailed explanation of all strategies included in the report.

Immediate Action Strategies

Strategy 1 Parking Wayfinding

Setting up high-visibility signage in highly trafficked areas can redirect traffic to underused off-street parking, which in turn would relieve pressure on prime on-street parking in the Core Downtown area. If public-private shared parking agreements are established, they should include appropriate signage notifying motorists of the hours of availability. Pedestrian signage can also be set up to direct pedestrians to and from parking areas and nearby destinations, which may encourage motorists to park farther away and spread-out parking demand. Although a range of signage can be used, from basic metal or plastic signs to dynamic electric signage that tracks the number of available spaces in a given area, it is recommended that simple, less-expensive static signage be used initially to improve wayfinding.

Strategy 2 VTA Parking Lot

The Santa Clara Valley Transportation Authority (VTA) parking lot is a large resource, but is currently only available to Caltrain and VTA bus riders. The parking lot has historically been under-utilized with a peak 63 percent occupancy prior to the pandemic and a current peak occupancy rate of 28 percent. The City may be able to negotiate with VTA to use some of the currently 335 available parking spaces for special events, employee parking, or opening some sections to the public. The VTA is planning to redevelop the lot at some point in the future. The City may be able to negotiate with the VTA at that point to require that at least a portion of newly constructed parking be shared with the public (per Assembly Bill 2097).

Strategy 3 Shared Parking Agreements

Currently, some on- and off-street parking in the Core Downtown is nearing or at capacity during both the Thursday and Saturday peak hours. When high occupancy like this occurs, opportunities to use all parking resources (private and public) to increase parking supply should be considered. Since some businesses in Downtown Gilroy do not operate during the evening or on weekends when parking demand is at its highest, this presents an opportunity to "share" parking resources.

Shared parking is one of the most effective tools in parking management. Since many different land uses (a bank and a bar or restaurant, for example) have different periods of parking demand, they can easily share a common parking facility, thereby limiting the need to provide additional parking. Shared parking policies do not treat the parking supply as individual units specific to particular businesses or uses, but rather emphasize the efficient use of the parking supply by including as many spaces as possible in a common pool of shared, publicly available spaces.

Shared parking agreements are arrangements between the City and private parking lot owners that provide for privately-owned off-street parking to be available to the general public during specified periods of time, usually when the parking lot is in low demand for its associated tenants. The agreement with the parking lot owner would stipulate the times during which public users may park in the lot and terms for compensation and operation. Compensation for the use of private lots may be made in the form of lease agreements that also outline specific provisions related to maintenance, operations, security, and liability. Signage would also be provided to clearly indicate the times when the lots are available to the general public. There are 19 lots identified in this report comprising 423 spaces that represent possible shared parking sites.

Strategy 4 Mobility information

Providing people with information on the different mobility options (e.g., via the City website) may encourage some visitors or employees not to drive downtown or park in less congested areas. Listing available or underused

lots may also be highlighted to motivate motorists to relieve parking pressure on currently heavily-utilized lots. This measure is similar to wayfinding but is intended to provide this information before visitors leave their homes.

Strategy 5 On-Street Time Restrictions

Currently, there are some on-street spaces with time restrictions, mostly along Monterey Street, with parking limited to two hours from 9:00 a.m. to 6:00 p.m. The purpose of these time restrictions is to encourage vehicle turnover in high-demand spaces near businesses. Most motorists comply with the existing time limits so there is no need to change their length. These time limits should be extended along more of Monterey Street to discourage long-term parking in high-demand locations. Two-hour time limits should be retained along Monterey Street from Fourth Street to Seventh Street and four-hour time limits should be introduced from First Street to Fourth Street and Seventh Street to Tenth Street along Monterey Street; business owners may request different time restrictions in special circumstances. Adding more time restrictions has a relatively low cost, though there may be mixed compliance unless more parking enforcement (at a higher cost) is introduced.

Strategy 6 Parklet Design Standards

A parklet is a platform built from the sidewalk onto one or more parking spaces to create additional space for the general public or for a business to increase usable square footage and revenue, such as a restaurant or café adding more outdoor dining. Many cities have developed their own standards for parklets that range from listing safety requirements and fees for using the space to regulating their design, size, location, and access. Parklet design standards should be developed to make sure the parklets are safe, aesthetically pleasing, and do not hamper emergency services.

Strategy 7 Leasing Parking Spaces

Currently, certain large vehicles such as food trucks, occasionally use unrestricted on-street or public parking spaces. With more on-street time restrictions on Monterey Street, existing public parking spaces can be leased out to better manage their usage and to raise funds for other parking or downtown initiatives. Requirements such as cleanliness, hours of operation, and safety provisions can be put in place and food trucks can be required to change locations if there are complaints from nearby businesses. Special permits or leases can be made for events.

Existing Conditions

Overview of Study Area

Downtown Gilroy is located west of US 101 in Santa Clara County. The downtown area was the site of the City's 1870 founding and served as an early stage and postal station. Today, it is comprised of a mixture of land uses that includes small-scale retail and commercial, single-family homes, multi-family apartments, and various cultural and entertainment destinations. Monterey Street is the main commercial road, with the center of the downtown being the main area of retail activity. Downtown's major attractions include Old City Hall and Gilroy Arts Alliance Center for the Arts, as well as restaurants, bars, and shopping.

The study area for the parking study is defined as First Street to Tenth Street and from Railroad Street to Egleberry Street. The alley on the east side of Railroad Street serves as the primary boundary on the east side of Downtown and the alley between Egleberry Street and Church Street as the primary boundary on the west (extending westward to Dowdy Street in the area between Sixth Street and Seventh Street, to include the Civic Center area).

The study area was subdivided into four zones for analysis based on the land use and parking characteristics of the areas. They are defined as the following:

- Upper Downtown: First Street to Fourth Street and Egleberry Street to Miller Slough
- Core Downtown: Fourth Street to Seventh Street and Egleberry Street to Railroad Street
- Lower Downtown: Seventh Street to Tenth Street, and from Egleberry Street to the railroad tracks
- Civic Center: Sixth Street to Seventh Street from Dowdy Street to Egleberry Street.

The assessment of parking within the study area includes public on-street and off-street spaces as well as private off-street parking, which comprises a substantial portion of the overall supply. Plate 1 shows the study area and its four zones.

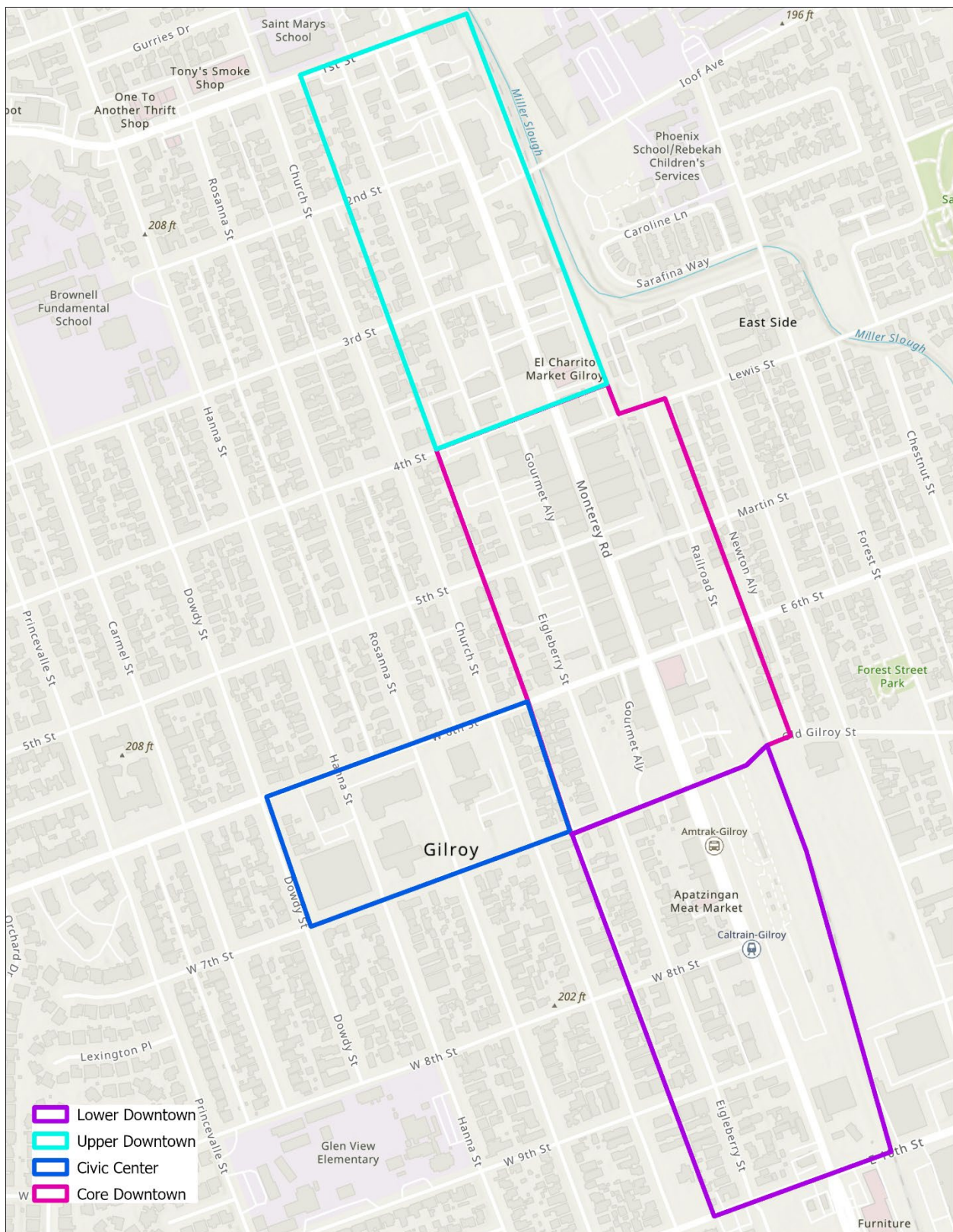


Plate 1 Downtown Study Area

Planning Context

There have been various planning efforts in the past 20 years that shaped the current management of parking in downtown Gilroy. These efforts began with the *Downtown Specific Plan* in 2005 (and its accompanying parking study) and was followed by an updated parking management report in 2008 as well as a 2018 parking study by the Gilroy Downtown Business Association (GDBA), reporting on local business needs in the core downtown and projected parking needs based on similar cities. In 2020, the City adopted its updated *2040 General Plan* that included several policies related to parking in its Mobility Element. These documents are described below.

2005 Downtown Specific Plan Parking Study and 2008 Update

The 2005 *Downtown Specific Plan Parking Study* presented the results of an analysis of existing and projected parking demand in downtown Gilroy given the anticipated growth of the City. The study showed that, while parking resources were not fully utilized, future growth in land uses could result in demand exceeding supply. The update of the study conducted in 2008 determined that 500 to 750 new parking spaces would be needed to meet future demand based on the Downtown Specific Plan. The study concluded that this demand could be met by providing extra parking or by better managing the existing parking supply with parking time limits, enforcement of those limits, allowing shared parking between land uses, increasing use of existing parking spaces by improving pedestrian facilities to those lots, and reducing demand by improving other modes such as walking, biking, and transit.

2018 Parking in Downtown Gilroy by GDBA

Based on a qualitative analysis of business needs the 2018 *Parking in Downtown Gilroy* by the Gilroy Downtown Business Association determined that the core of downtown Gilroy should provide 850 to 1200 parking spaces in five years. This determination was based on high occupancy found in previous parking studies and surveys of businesses in the core downtown area.

2040 General Plan Mobility Element

The City's *General Plan* Mobility Element, adopted in 2020, contains several provisions pertaining to the City's vision regarding parking management and policy. The key mobility policies are included below.

- **M 5.11 Parking.** Maintain and implement a comprehensive on- and off-street parking system that serves the needs of residents and businesses while supporting the use of alternative transportation.
- **M 5.12 Minimum Parking Standards.** Consider eliminating or reducing minimum parking standards for private vehicles in transit-oriented developments, mixed-use developments and developments in high density areas over time, while increasing parking for shared vehicles, alternative energy vehicles, bicycles, and other alternative modes of transportation.
- **M 5.13 On-Street Parking.** If all other appropriate street modifications are determined to be infeasible, consider removing or restricting existing on-street parking in areas of critical width in order to facilitate traffic flow and accommodate bicycle lanes.
- **M 5.14 Downtown Parking.** Seek creative solutions to manage the downtown parking supply and demand, recognizing that a combination of public and private efforts is needed to balance the supply and demand.
- **M 1.12 Transportation Demand Management.** Encourage existing and proposed development to incorporate TDM measures such as car-sharing, transit passes, and unbundling of parking (requiring separate purchase or lease of a parking space) where such measures will result in a reduction in vehicle miles travelled, reduction of required amount of parking or an increase in the use of alternate transportation modes.
- **M 3.9 Bicycle Parking.** Require adequate short- and long-term bicycle parking for all land uses except for single-family residential uses.

Parking Policy Review

Minimum Parking Requirements

Downtown Gilroy has adopted varying minimum parking requirements for different parts of downtown. Table 3 describes the minimum requirements as presented in the *Downtown Specific Plan*.

Table 3– Downtown Parking Minimums

Land Use Type	District Parking Requirements ¹				
	Historic	Expansion	Civic/Cultural	Transition	Cannery
Retail/Entertainment	1 space/500 sf			N/A	
Restaurant	1 space/6 seats; 1 space/4 shift employees		N/A		
Office	1 space/400 sf		1 space/450 sf	N/A	1 space/400 sf
Professional Office	N/A			1 space/400 sf	N/A
Lodging	N/A	1 space/room; 1 space/2 shift employees	N/A	1 space/room; 1 space/2 shift employees	N/A
Service Commercial	N/A	1 space/500 sf	N/A	1 space/500 sf	
Civic	N/A		3 spaces/1000 sf	N/A	
Cultural	N/A		1 space/500 sf	N/A	
Light Assembly	N/A				1 space/1000 sf
Research & Assembly	N/A				1 space/1000 sf
Residential < 800 sf	1 space/unit; 1 guest space/6 units				
Residential > 800 sf	1.5 spaces/unit; 1 guest space/4 units				

Notes: sf = square foot; ¹ Unspecified commercial use, 1 space/250 sf;

Parking Time Limits

To manage parking demand, the City of Gilroy has set time limits for on-street parking; this primarily consists of loading zones, 15-minute parking, and two-hour parking areas. These time limits are not currently enforced.

Shared Parking

City Code Section 30.31.30 stipulates that parking can be shared between land uses and counted towards the parking requirement if the uses are open at different times, have clearly different peak demand, pose no safety hazard, and a licensed professional conducts a shared parking analysis.

Assembly Bill (AB) 2097

AB 2097, which became effective as of January 2023, prohibits a public agency from imposing minimum parking requirements on most developments within half-mile of a high-quality or major transit stop. Since the Gilroy train station qualifies as a major transit stop, most developments in the study area from Fourth Street to Tenth Street and west to Dowdy Street cannot be required to provide parking. AB 2097 does allow public agencies to require that any parking provided within the half-mile radius be shared with the public and/or priced.

Bicycle Parking

The City of Gilroy has not created development requirements for provisioning bicycle parking, but in practice uses CalGreen standards when determining bicycle parking needs.

Parking Inventory and Regulations

An inventory of parking facilities in the study area was conducted on November 10 (Thursday), 12 (Saturday) and during the Holiday Parade on December 3 (Saturday), 2022 of all accessible, public and private on- and off-street spaces. For the purposes of this study, parking spaces associated with the Civic Center are identified as private as they are dedicated to a particular use. This section provides a brief summary of the parking inventory and parking regulation for each on-street block and off-street facility recorded as part of this study. The raw parking data can be seen in Appendix A.

Methodology

Parking inventory and regulations were determined through field observations, including counting all publicly accessible facilities, including on-street parking, public parking lots, and private parking lots that are publicly accessible (i.e., not gated or closed for construction) and noting any regulations.

Findings

Parking Inventory and Regulations

Table 4 provides a detailed breakdown of parking types in the study area, including both on-street and off-street facilities. In total, the parking inventory identified 3,230 spaces, including 1,199 on-street spaces and 2,031 off-street spaces, of which 738 are public spaces and 1,293 are private spaces. Some parking spaces were not counted due to resident concerns, and the new public parking lot under construction at the corner of Seventh Street and Egleberry Street was also not included.

Table 4 –Parking Inventory by Facility Type

Location	Space Type								Total	Percent
	Unregulated	Short-term (15 mins)	Medium (1-2 hrs)	ADA	Motorcycle	Loading	Tenant	Private Use		
On-Street, Public	889	21	244	18	14	8	5	0	1,199	37.1%
Off-Street, Public	677	0	23	38	0	0	0	0	738	22.8%
Off-Street, Private	0	0	0	0	0	0	0	1293	1,293	40.0%
Total	1566	21	267	56	14	8	5	1293	3,230	100%
Percent	48.5%	0.7%	8.3%	1.7%	0.4%	0.2%	0.2%	40.0%	100%	

On-street parking is available on most streets in the study area and comprises approximately 37 percent of all parking in the area. Of the 1,199 total on-street spaces 889 do not have any restrictions, 244 spaces are medium-term parking (one to two hours), 21 are short-term (15 to 20 minutes), and 45 are otherwise restricted (accessible, motorcycle, loading, or tenant). Time restrictions are primarily present from First Street to Sixth Street with only

13 time-restricted spaces between Sixth Street and Seventh Street and none between Seventh and Tenth Street. Accessible spaces are spread throughout the study area. Most time limits for on-street parking are two hours, making up 97 percent of the medium-term parking; there is one section on Third Street between Gourmet Avenue and Monterey Street that has a one-hour limit.

Off-street parking is provided in 72 off-street facilities in the study area, totaling 2,031 spaces. Of these spaces, 40 percent are for private use. The largest off-street parking facilities are located at the Civic Center (designated as off-street, public parking) and the transit station owned by the Santa Clara Valley Transportation Authority (VTA) (designated as off-street, private parking) with 290 and 466 spaces, respectively, or 37 percent of all off-street parking. Most of the VTA spaces are not time restricted, with only 25 spaces having a time restriction. Only four percent of spaces in public parking lots are time restricted, and all of those spaces are located in the Monterey Street/Martin Street parking lot.

Occupancy and Turnover

This section provides an overview of the results from the parking occupancy and turnover study, including a summary of the count methodology as well as key figures.

Methodology

Parking occupancy and turnover counts were conducted on the following days:

- Thursday, November 10, 2022
- Saturday, November 12, 2022
- Saturday, December 3, 2022

On each of these days, occupancy data was collected in hourly intervals from 8 a.m. to 8 p.m. to observe parking behavior and demand throughout the day. Occupancy counts were collected for all on-street parking spaces in the study area and all publicly accessible off-street facilities, including those with reserved parking for customers and employees.

Turnover data for all on-street spaces in the study area was also collected. License plate numbers were collected every hour, tracking vehicle length of stay.

Data was collected on two different Saturdays, including one special event day to evaluate its impact on parking location and demand. The Holiday Parade occurred on Saturday, December 3, resulting in closure of some of the streets downtown. Although the weather was clear and sunny on the other survey days, it did rain on the day of the parade which may have affected both the attendance at the parade and how long people stayed downtown, thus leading to lower than anticipated parking demand. The parade is hereafter referred to as an event.

Occupancy

The number of parked vehicles in on-street spaces, public lots, and private lots was assessed in order to identify the peak hour of usage for each day. Peak usage was identified for the study area as a whole as well as for each of the four zones.

For the entire study area, the peak hours of demand for each day were determined to be Thursday from 10 a.m. to 11 a.m., Saturday from 1 p.m. to 2 p.m., and during the event from 12 p.m. to 1 p.m. Overall, the highest peak demand occurred on Thursday when roughly 43 percent of the total parking supply was occupied. At this time, occupancy levels of public facilities reached approximately 53 percent for on-street parking and 47 percent for off-street parking. Private off-street parking, which comprises 40 percent of all downtown parking, reached a peak occupancy of less than 33 percent. Table 5 shows peak parking occupancy levels for each day by facility type.

Table 5 – Peak Occupancy for Study Area

Location	Inventory	Thursday (10 a.m.)		Saturday (1 p.m.)		Event (12 p.m.)	
		Occupied Spaces	Percent Occupied	Occupied Spaces	Percent Occupied	Occupied Spaces	Percent Occupied
On-Street, Public	1,199	632	52.7%	647	54.0%	520	43.4%
Off-Street, Public	738	344	46.6%	358	48.5%	330	44.7%
Off-Street, Private	1,293	422	32.6%	296	22.9%	290	22.4%
Total	3,230	1,398	43.3%	1,301	40.3%	1,140	35.3%
Total, Event	2,719					1,140	41.9%

Notes: Data collected Thursday, November 10, 2022, Saturday, November 12, 2022, and Saturday, December 3, 2022

During the December 3 event, 511 spaces were inaccessible (302 on-street, 79 public off-street, 130 private off-street)

Occupancy data was also analyzed by zone to determine if there are varying patterns of parking behavior across the downtown given the various land uses. The zone with the highest parking utilization was in the Core Downtown where almost 55 percent of parking was occupied during the peak hour. During this time, several on-street block faces on Monterey Street between Fourth and Sixth Streets were 75 to 85 percent occupied while other spaces further from Monterey Street were less utilized. The two largest public off-street lots accessible from Egleberry Street between Fourth and Sixth Streets were 90 percent occupied at peak hour. By contrast, the Lower and Upper Downtown zones experienced peak occupancy rates of 37 and 39 percent, respectively, on non-event days; Lower Downtown did have relatively higher on-street occupancy rates, particularly on Eighth Street, close to the transit center. On-street spaces in the Lower Downtown and Civic Center were more heavily utilized during the Holiday Parade, as visitors shifted parking locations due to closed streets. The parking occupancy rate for disabled spaces peaked at 30 percent, with both on- and off-street spaces having similar rates of use, indicating there is currently not a high demand for disabled spaces across the downtown.

Parking supply and occupancy for all spaces is summarized in Table 6.

Table 6 – Peak Occupancy by Zone

Location	Inventory	Thursday (10 a.m.)		Saturday (1 p.m.)		Event (12 p.m.)	
Upper Downtown		Occupied Spaces	Percent Occupied	Occupied Spaces	Percent Occupied	Occupied Spaces	Percent Occupied
On-Street, Public	306	137	44.8%	123	40.2%	81	26.5%
Off-Street, Public	84	38	45.2%	40	47.6%	7	8.3%
Off-Street, Private	415	140	33.7%	64	15.4%	77	18.6%
Subtotal	805	315	39.1%	227	28.2%	165	20.5%
Core Downtown							
On-Street, Public	500	290	58.0%	290	58.0%	184	36.8%
Off-Street, Public	309	185	59.9%	154	49.8%	199	64.4%
Off-Street, Private	186	68	36.6%	56	30.1%	17	9.1%
Subtotal	995	543	54.6%	500	50.3%	400	40.2%
Lower Downtown							
On-Street, Public	250	146	58.4%	164	65.6%	175	70.0%
Off-Street, Public	55	9	16.4%	8	14.5%	18	32.7%
Off-Street, Private	692	214	30.9%	176	25.4%	196	28.3%
Subtotal	997	369	37.0%	348	34.9%	389	39.0%
Civic Center							
On-Street, Public	143	59	41.3%	70	49.0%	80	55.9%
Off-Street, Public	290	112	38.6%	156	53.8%	106	36.6%
Off-Street, Private	0	0	0%	0	0%	0	0%
Subtotal	433	171	39.5%	226	52.2%	186	43.0%
Total	3,230	1,398	43.3%	1,301	40.3%	1,140	35.3%
Total; Event	2,719					1,140	41.9%

Notes: Data collected Thursday, November 10, 2022, Saturday, November 12, 2022, and Saturday, December 3, 2022
During the December 3 event, 511 spaces were inaccessible (302 on-street, 79 public off-street, 130 private off-street)

Plates 2, 3, and 4 show on-street peak hour parking occupancy levels for each survey day. The maps show that higher on-street parking occupancies occur in the Core and Lower Downtown areas. The Core likely has higher occupancies due to employees and visitors using the on-street parking while the Lower section's high occupancy areas are in residential zones where residents are likely parking outside of their homes. During the event, higher parking occupancies were observed near the closed streets, which suggests people parked as close as possible to the parade destination.

Plates 5, 6, and 7 show the occupancy of the public parking lots at the peak time for each survey day. The maps show high occupancies occur in the Core and Civic Center areas. The Core and Civic Center likely have high occupancies due to employees and visitors using the parking lots. During the event, similar to on-street parking, higher parking occupancies were observed near the closed streets, which suggests people parked as close as possible to the parade destination.

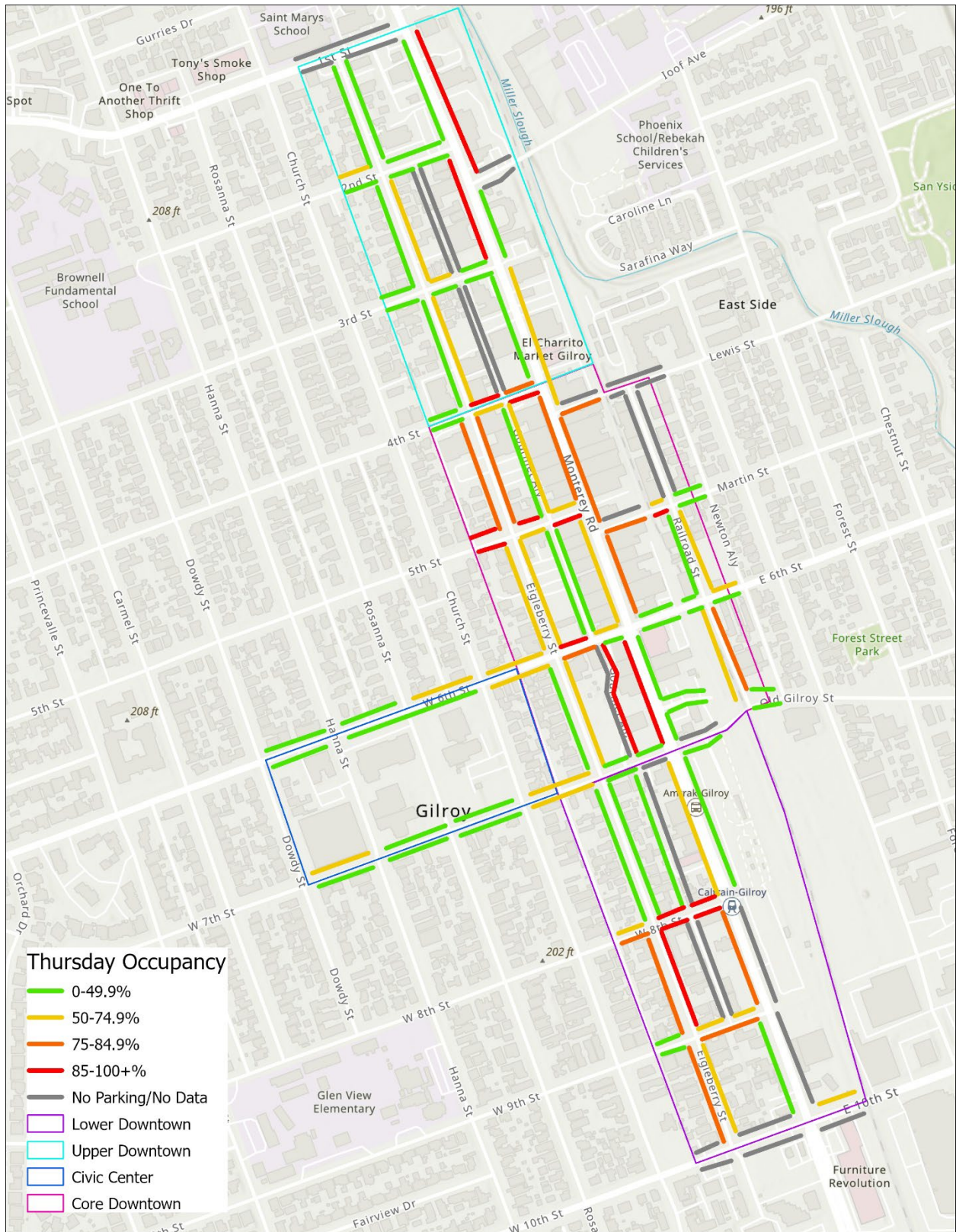


Plate 2 Peak Parking Occupancy – Thursday, 10 a.m., November 10, 2022

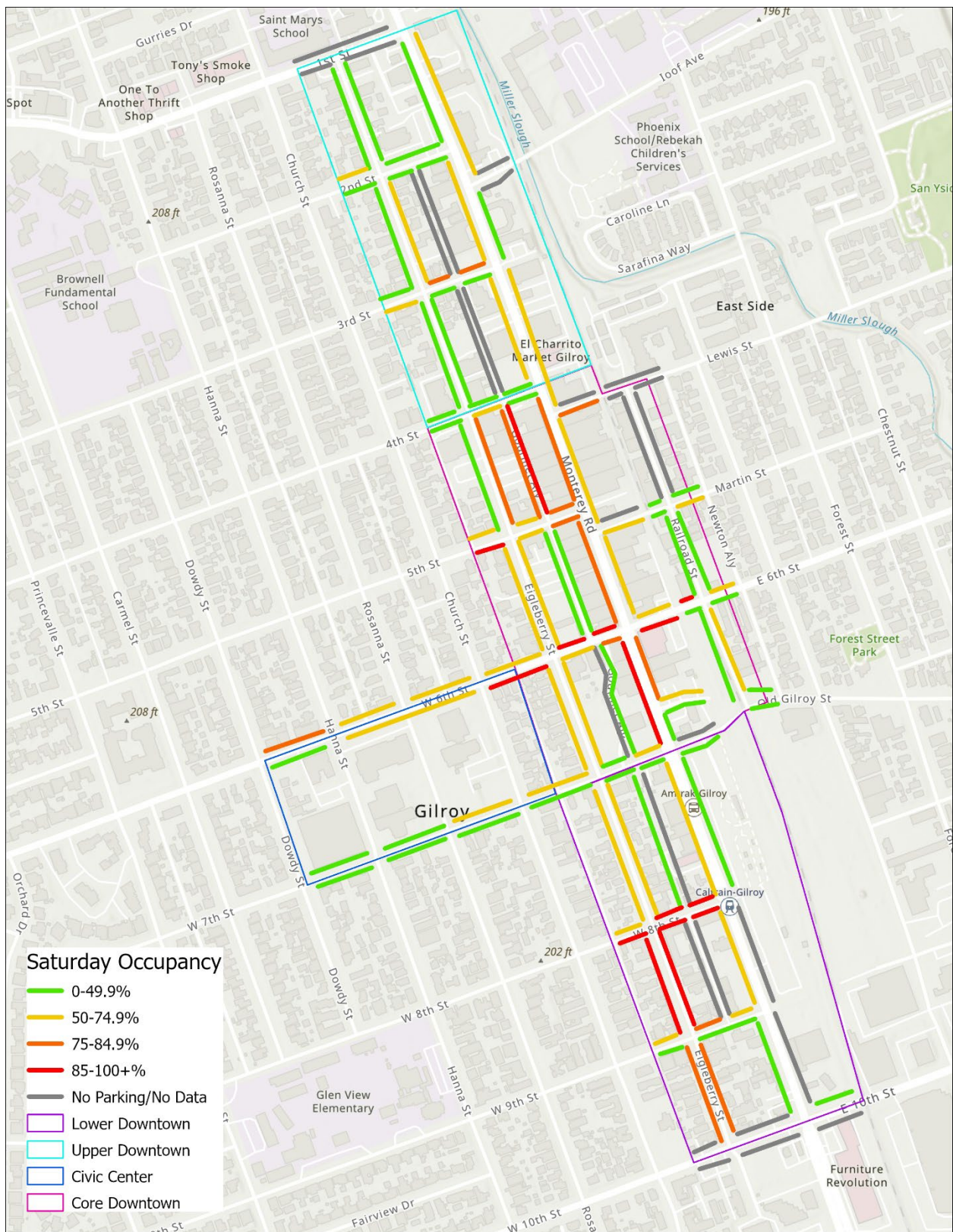


Plate 3 Peak Parking Occupancy – Saturday, 1 p.m., November 12, 2022

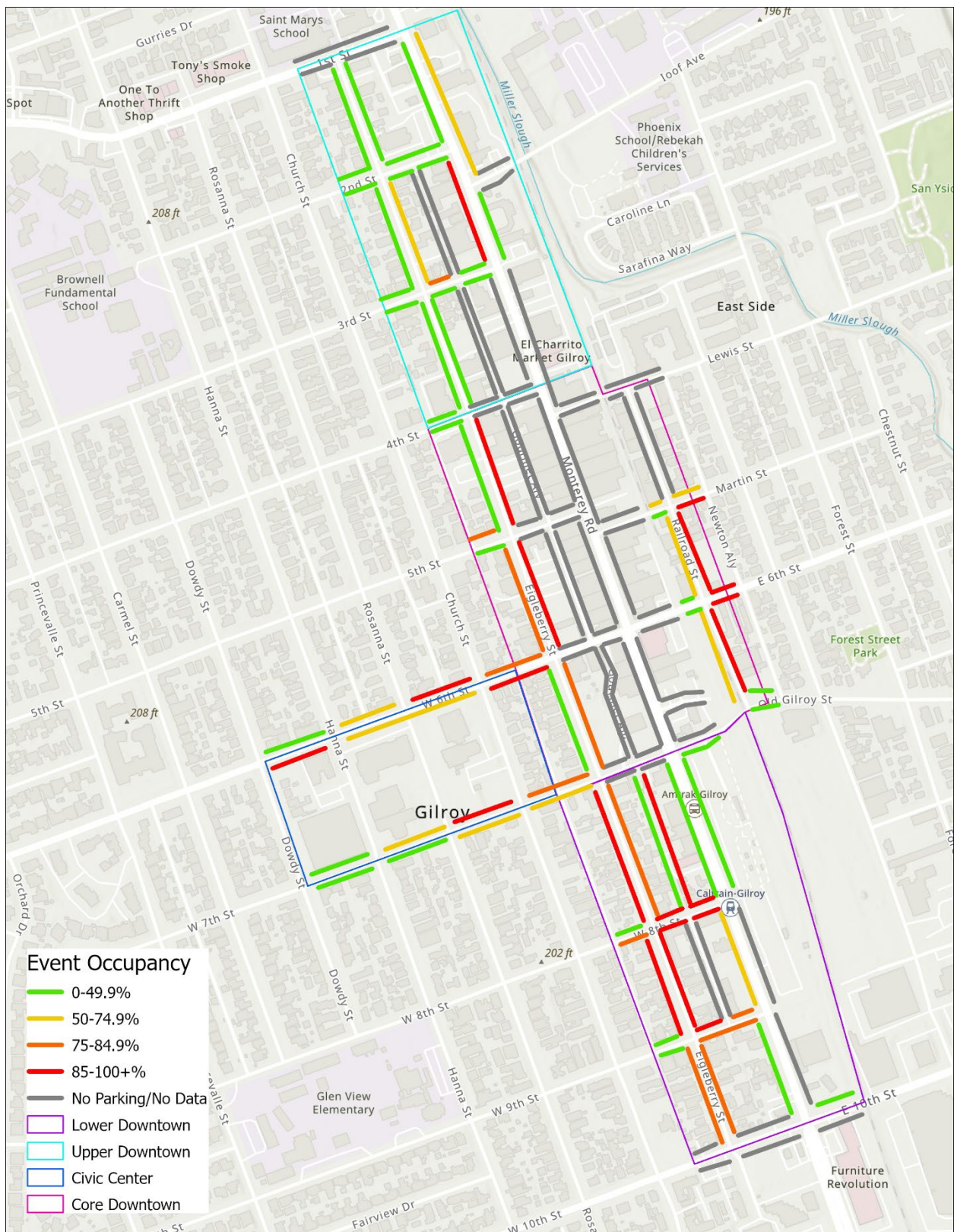


Plate 4 Peak Parking Occupancy – Holiday Parade (Saturday), 12 p.m., December 3, 2022

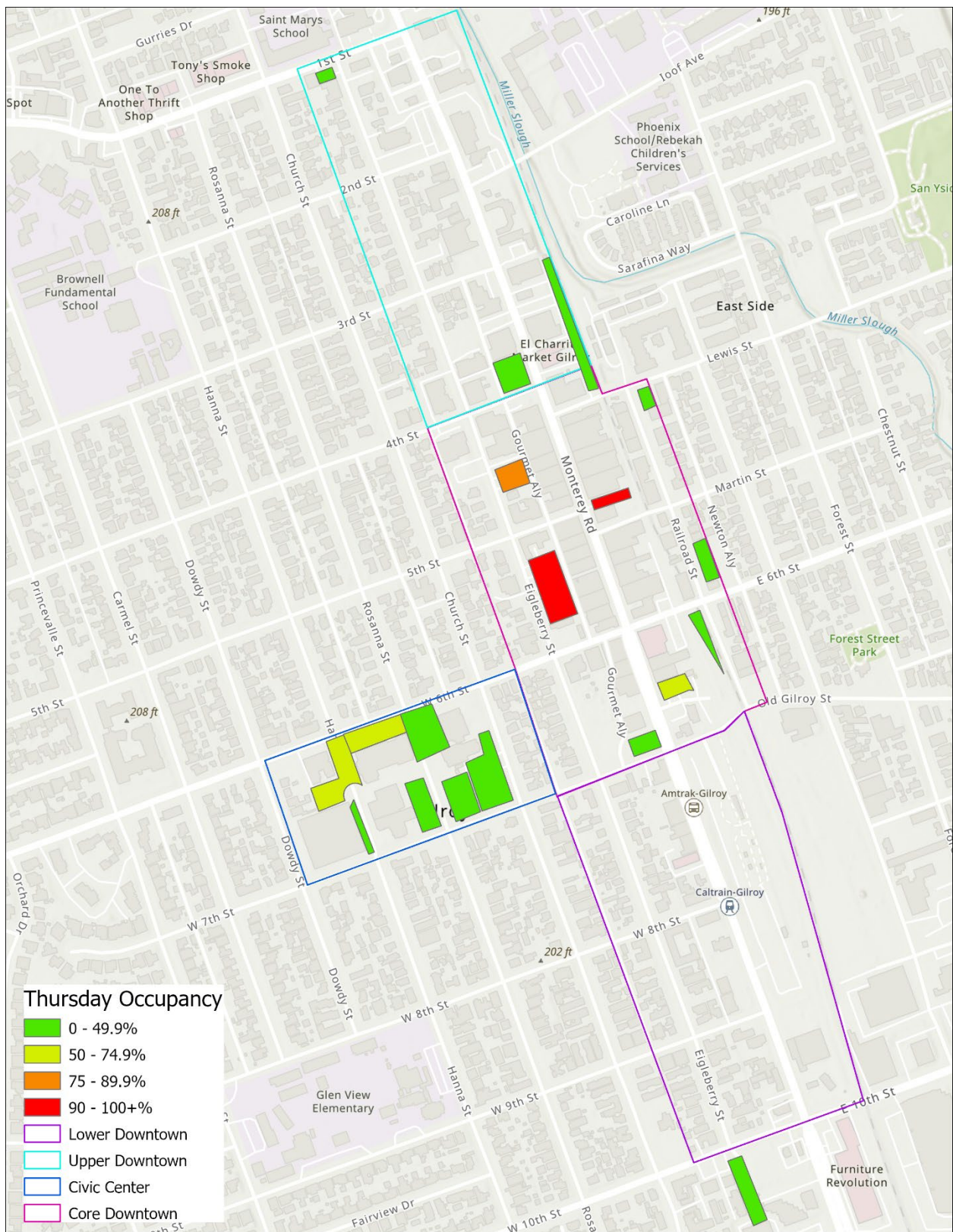


Plate 5 Peak Public Parking Lot Occupancy – Thursday, 10 a.m., November 10, 2022

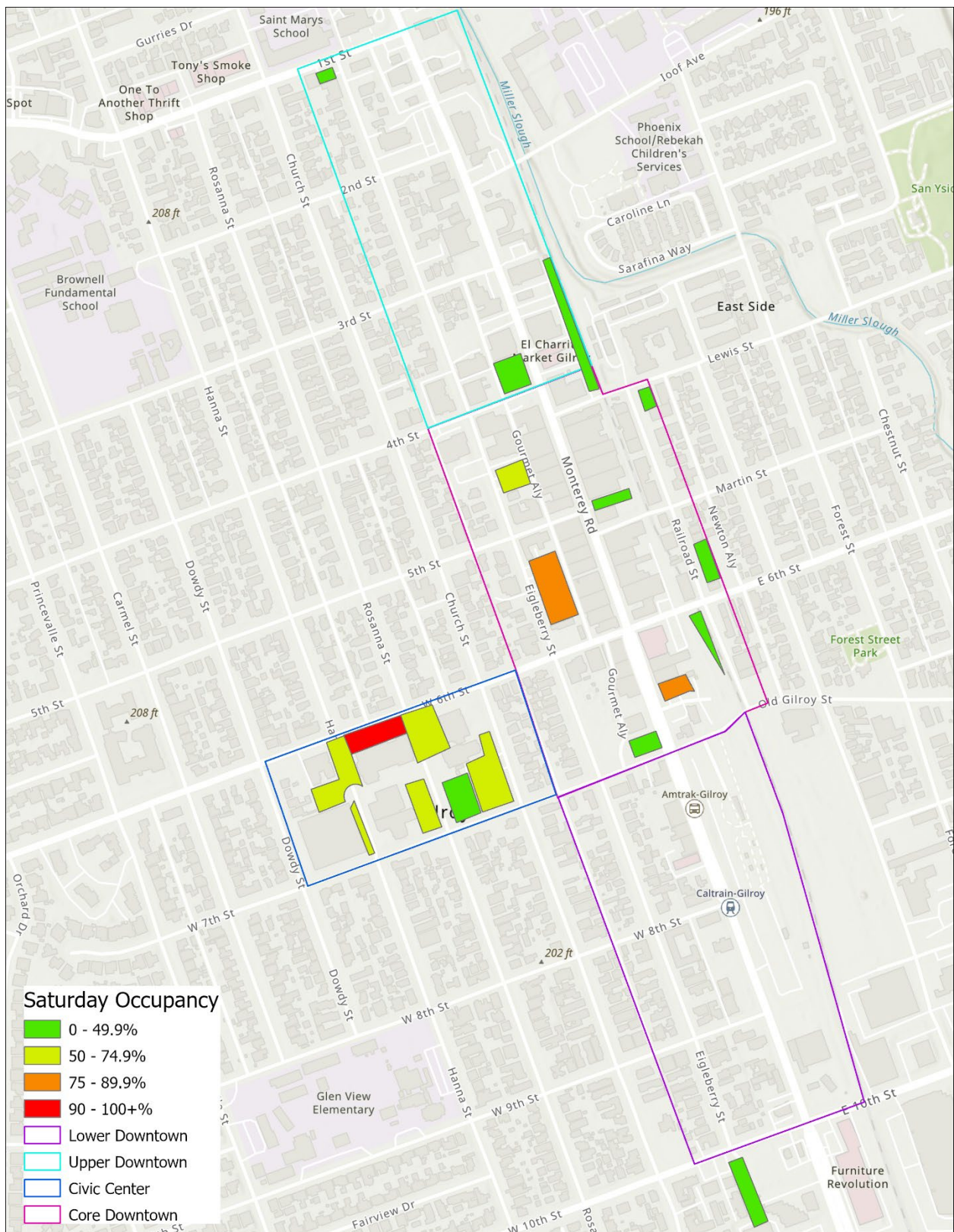


Plate 6 Peak Public Parking Lot Occupancy – Saturday, 1 p.m., November 12, 2022

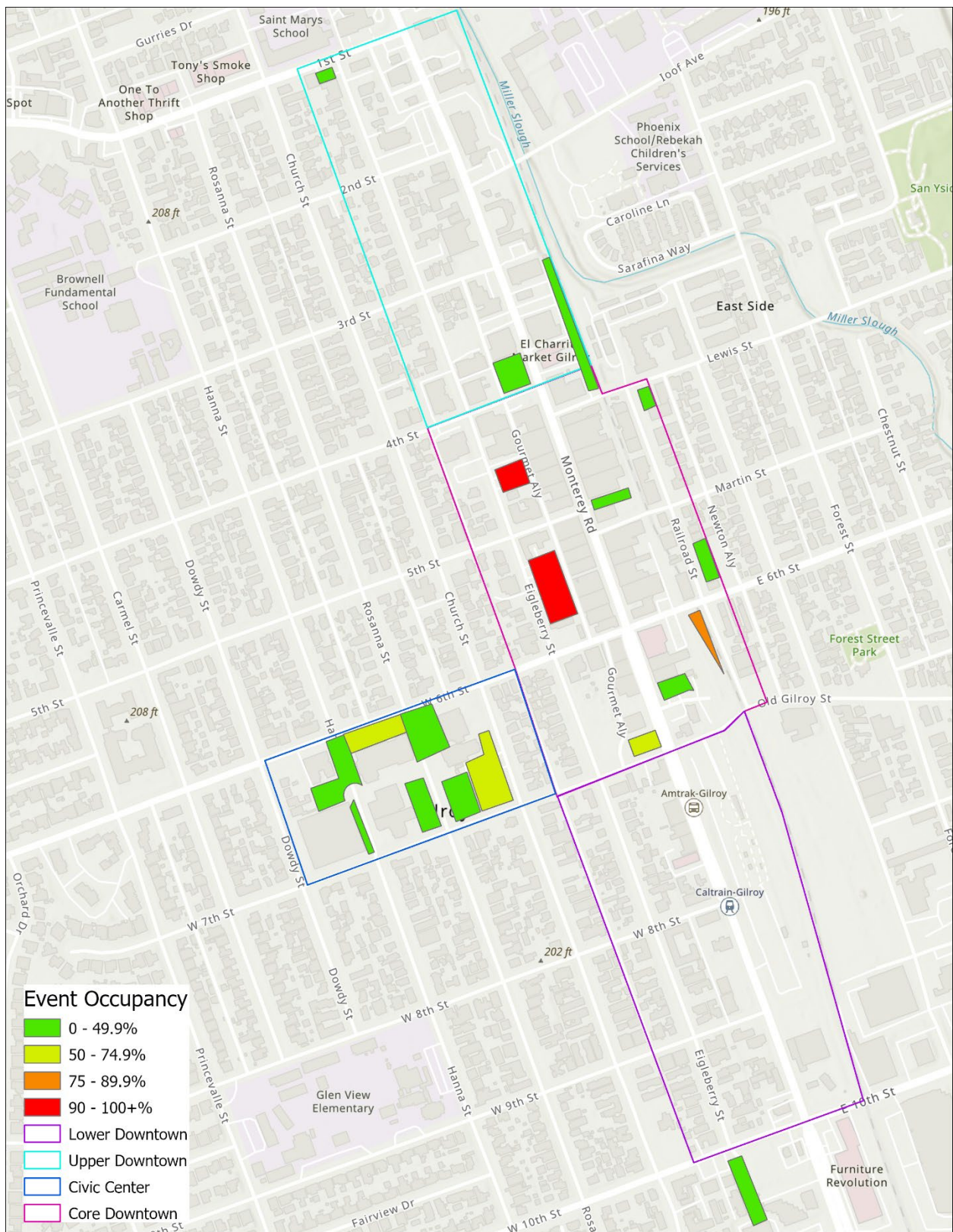


Plate 7 Peak Public Parking Lot Occupancy – Holiday Parade (Saturday), 12 p.m., December 3, 2022

Transit Center Parking

As noted above, the parking lots for the transit center contain 466 spaces, a substantial number compared to other lots in the area. Occupancy counts for these lots, however, show that only 131 of those spaces were occupied during the peak hour (10 a.m. Thursday). Transit ridership levels have fallen substantially due to the pandemic and as such, historic data was examined to determine “typical” parking demand if ridership returns to previous levels. From 2013 to 2020, VTA collected parking data for its parking lot at the Gilroy train station after the last a.m. Caltrain left the station for the day. This data was used to determine how many vehicles were parked in the lot for VTA, Caltrain, or other uses. In the peak years of 2017 to 2019 prior to the pandemic, there was an average of 293 vehicles parking in the transit center’s lots. Based on Caltrain and VTA ridership levels, it was estimated that 170 of those vehicles were Caltrain users and 56 were for VTA users, or a total of 226 vehicles parked for transit use, leaving 67 remaining vehicles parked by other downtown users. There is no current active enforcement of parking in the transit center’s lots, likely contributing to their use by non-transit riders. The parking lots, however, are planned to be converted into mixed-use residential buildings sometime in the future and non-transit rider parking will not be accommodated at that time.

Turnover

In addition to parking occupancy data, parking duration data was collected for all on-street parking spots in the study area. This data reveals the total number of vehicles parking in a space over the course of a day (i.e., turnover) and their lengths of stay. In some cases, areas with lower turnover rates may be more heavily used by employees and residents who park for the full day.

As show in Plate 8 Parking Length of Time, over half of vehicles are parking two or fewer hours on typical non-event days while during the event, 44 percent of vehicles parked for two or fewer hours. On non-event days, 17 percent of vehicles were parked for eight or more hours, increasing to 22 percent during the event.

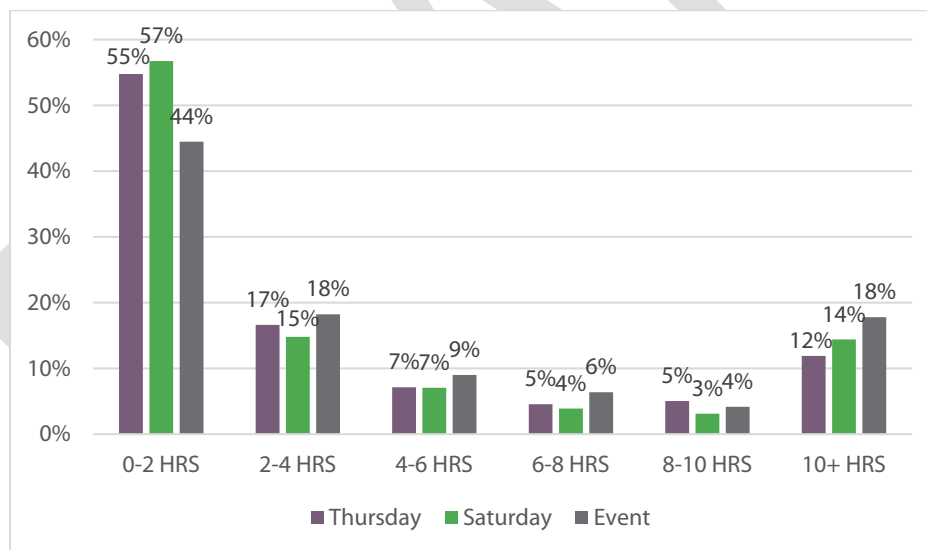


Plate 8 Parking Length of Time

Plates 9, 10, and 11 illustrate the average length of stay on a typical weekday, typical weekend day, and an event day, respectively. The length of stay was calculated by averaging the amount of time all vehicles were parked on a block. The minimum length of stay is one half-hour because data was collected every hour and a vehicle that only appeared in the survey once was counted as having parked for one-half-hour. Most of the vehicles staying for several hours were on Egleberry Street and around the Civic Center, suggesting that many employees and residents are parking in those areas. Vehicles parking on Monterey Street, particularly in the Core Downtown area, stayed considerably less time, suggesting use by retail patrons and better adherence to posted time limits. It was also recorded that some block faces on Monterey Street in the Upper and Lower Downtown areas experienced higher lengths of stay in unregulated spaces.

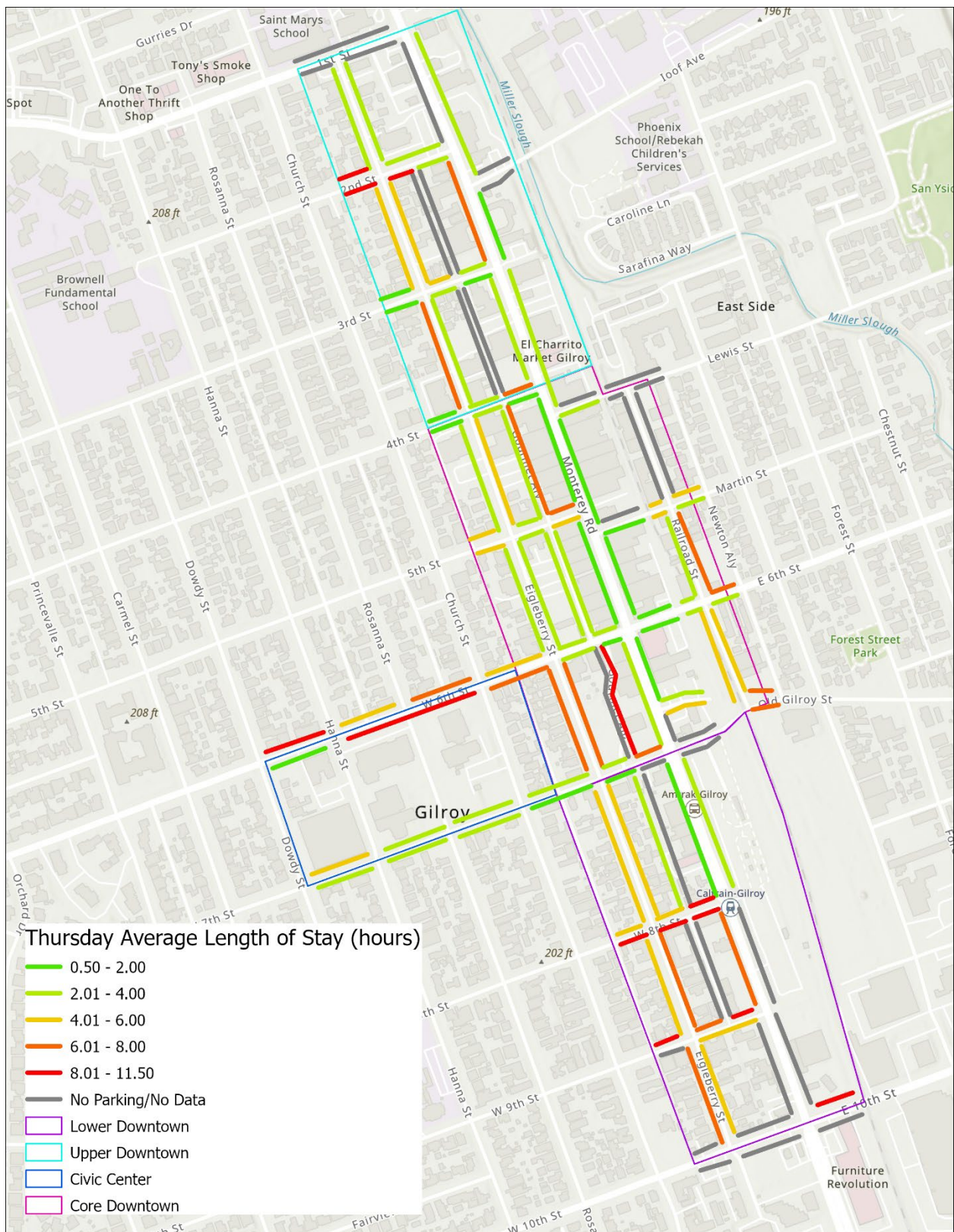
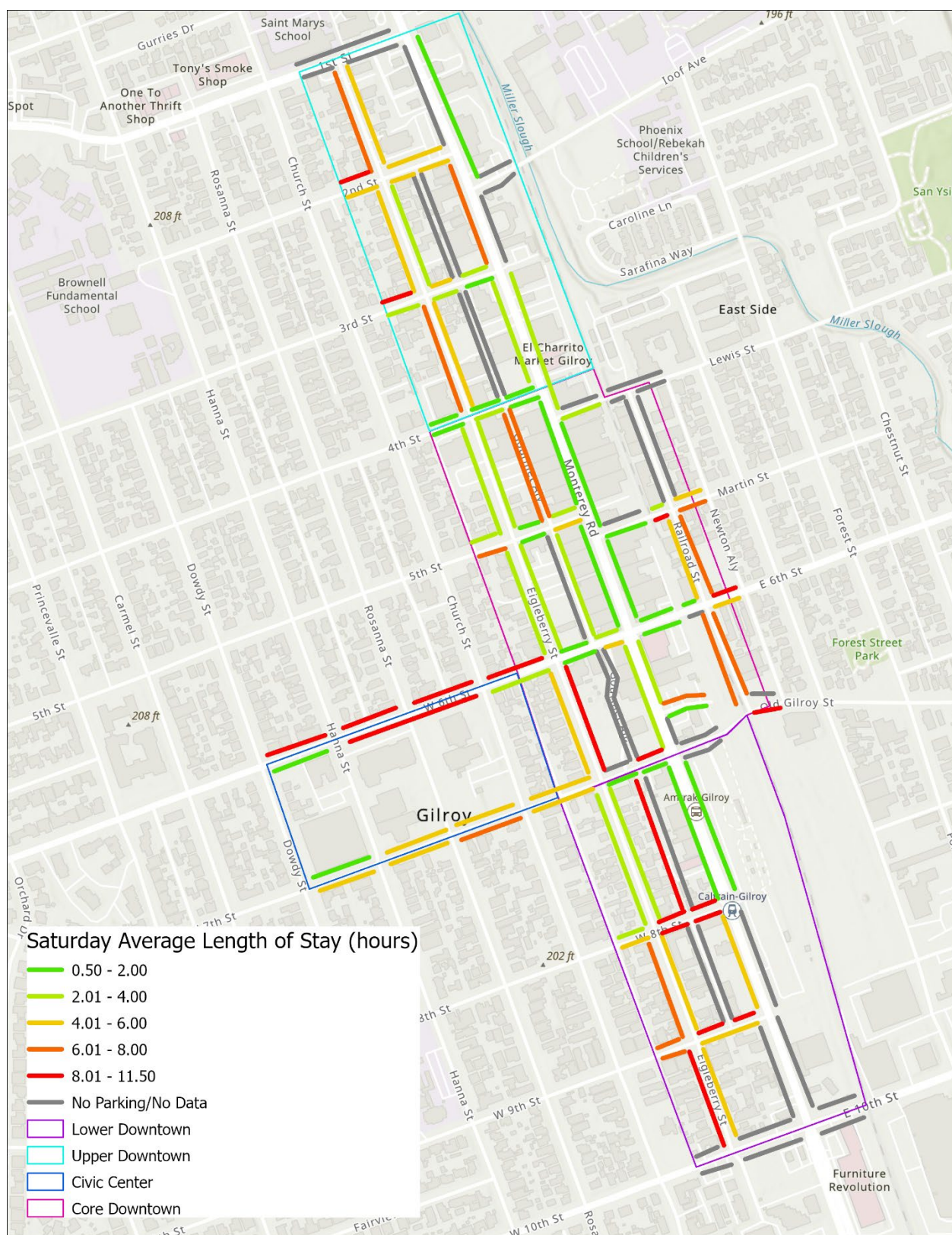


Plate 9 Parking Average Length of Stay, Thursday, November 10, 2022



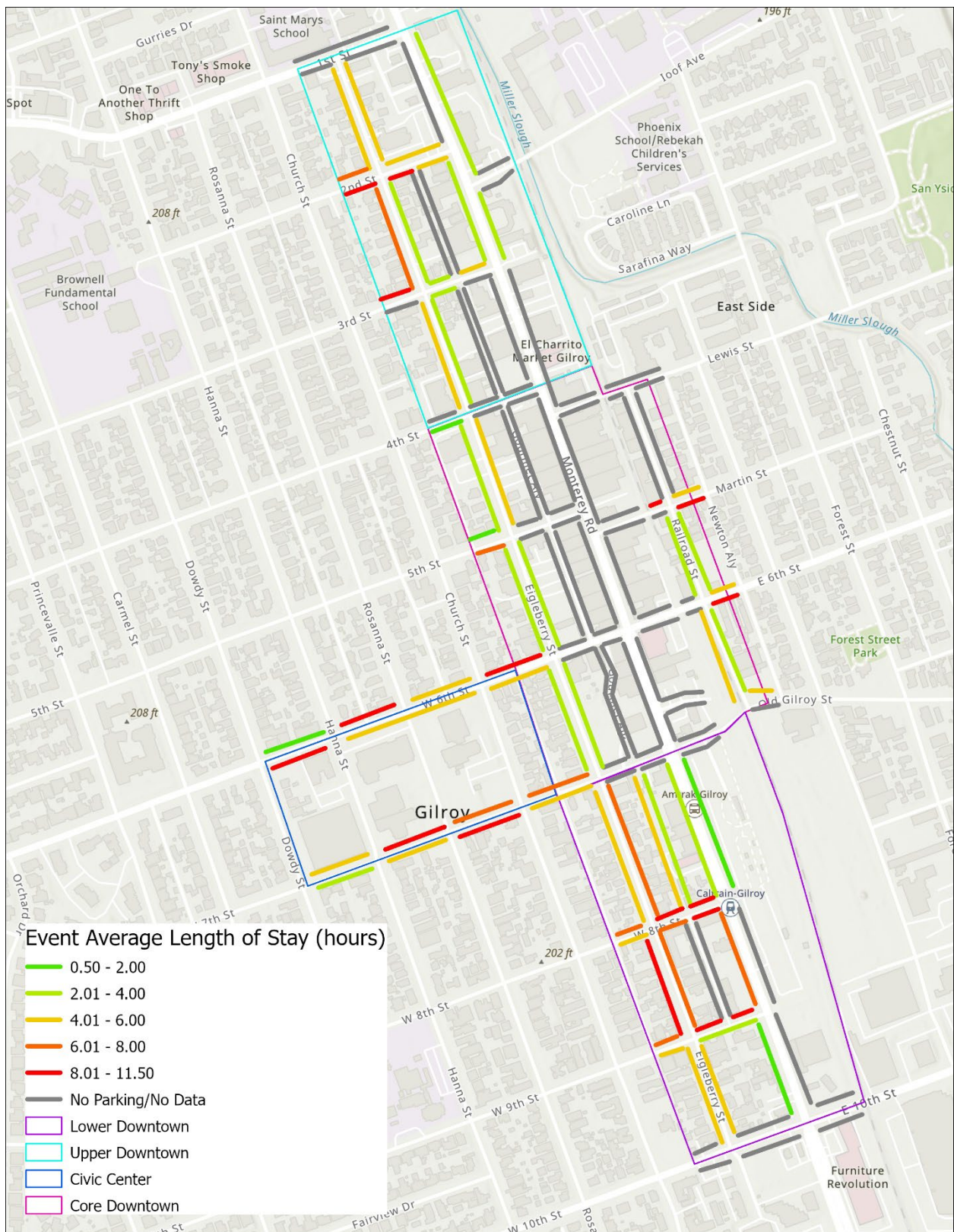


Plate 11 Parking Average Length of Stay, Holiday Parade (Saturday), December 3, 2022

Plates 12, 13, and 14 show the average turnover by segment for a typical weekday, weekend day, and an event day. Turnover is defined as the number of vehicles parked on a block over a given time period divided by the inventory of that block. A higher turnover means the block is being occupied by a greater number of different vehicles over the course of the day. Some areas on the maps are grey because either there was no space for a vehicle to park, it was all marked as no parking, or the street was closed to traffic due to the event.

Turnover during the weekday and weekend surveys was greatest in the Core Downtown area, with multiple vehicles accessing most parking spaces. This is likely due to most of the shopping and dining destinations being in the core area. Turnover was somewhat higher on the weekday than on the weekend, which often is the case in downtowns as weekend visitors typically park for longer periods of time. During the event, turnover patterns were very different given that a large amount of on-street parking in Core was closed, with parking shifting to Egleberry Street.

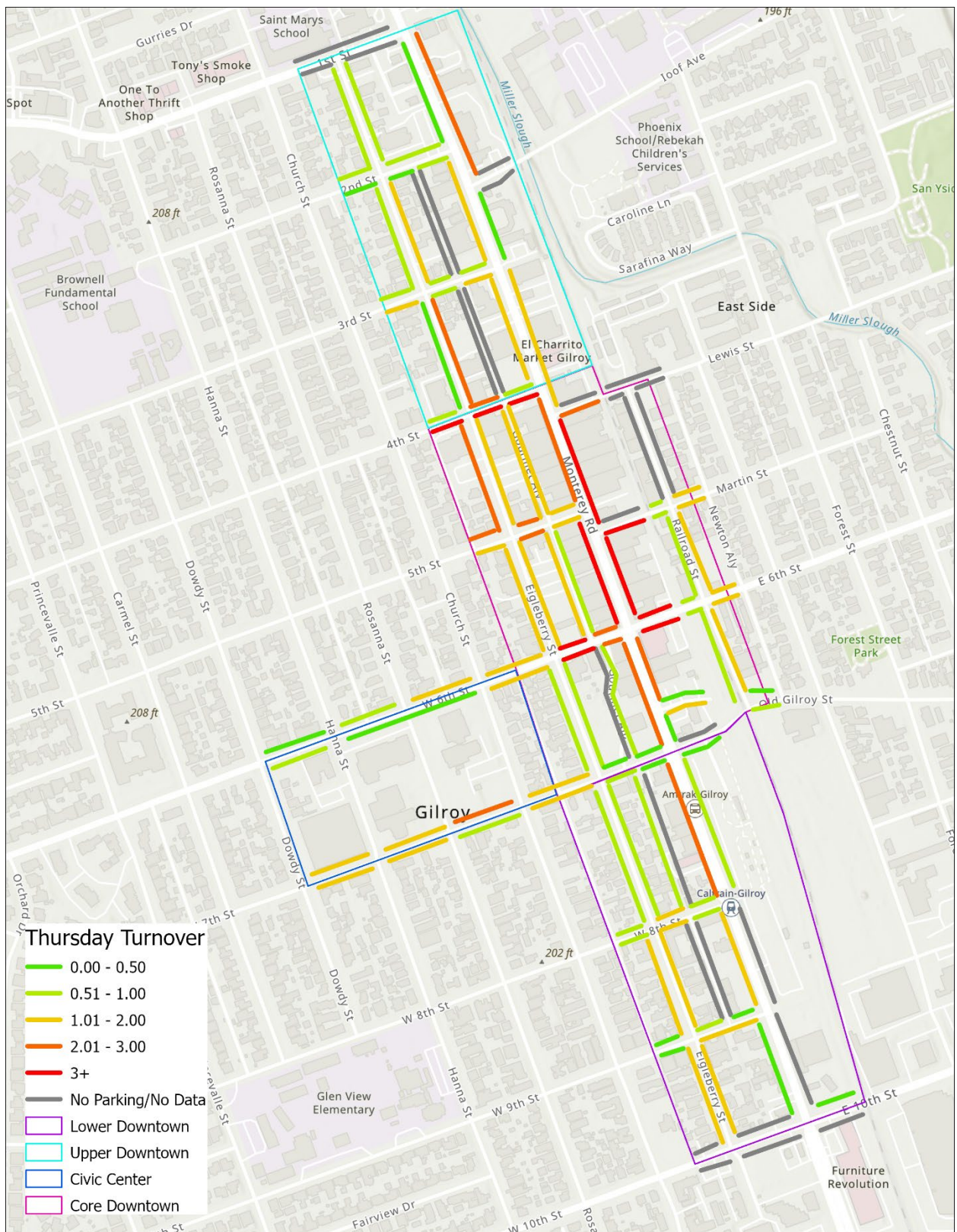


Plate 12 Parking Turnover, Thursday, November 10, 2022

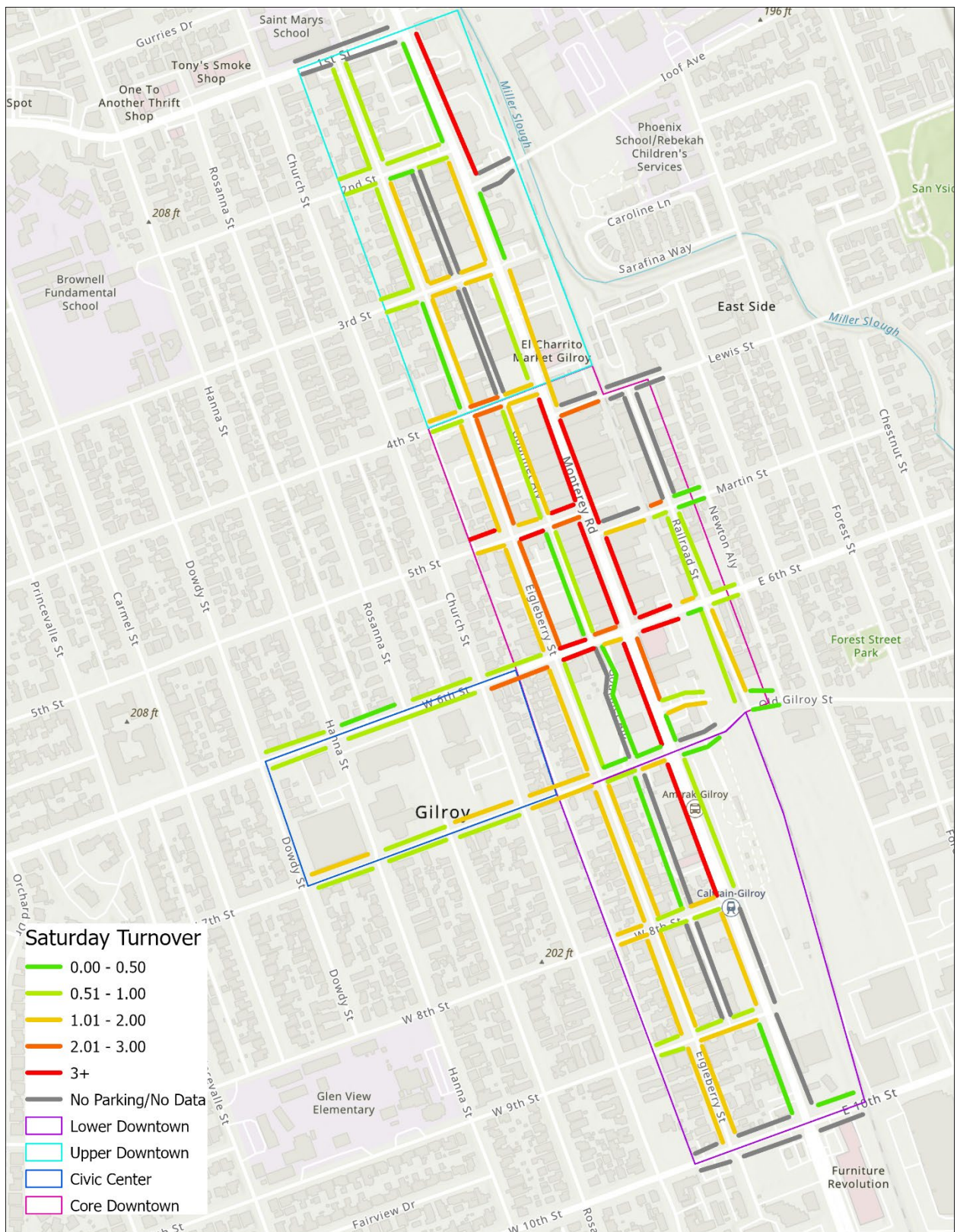


Plate 13 Parking Turnover, Saturday, November 12, 2022

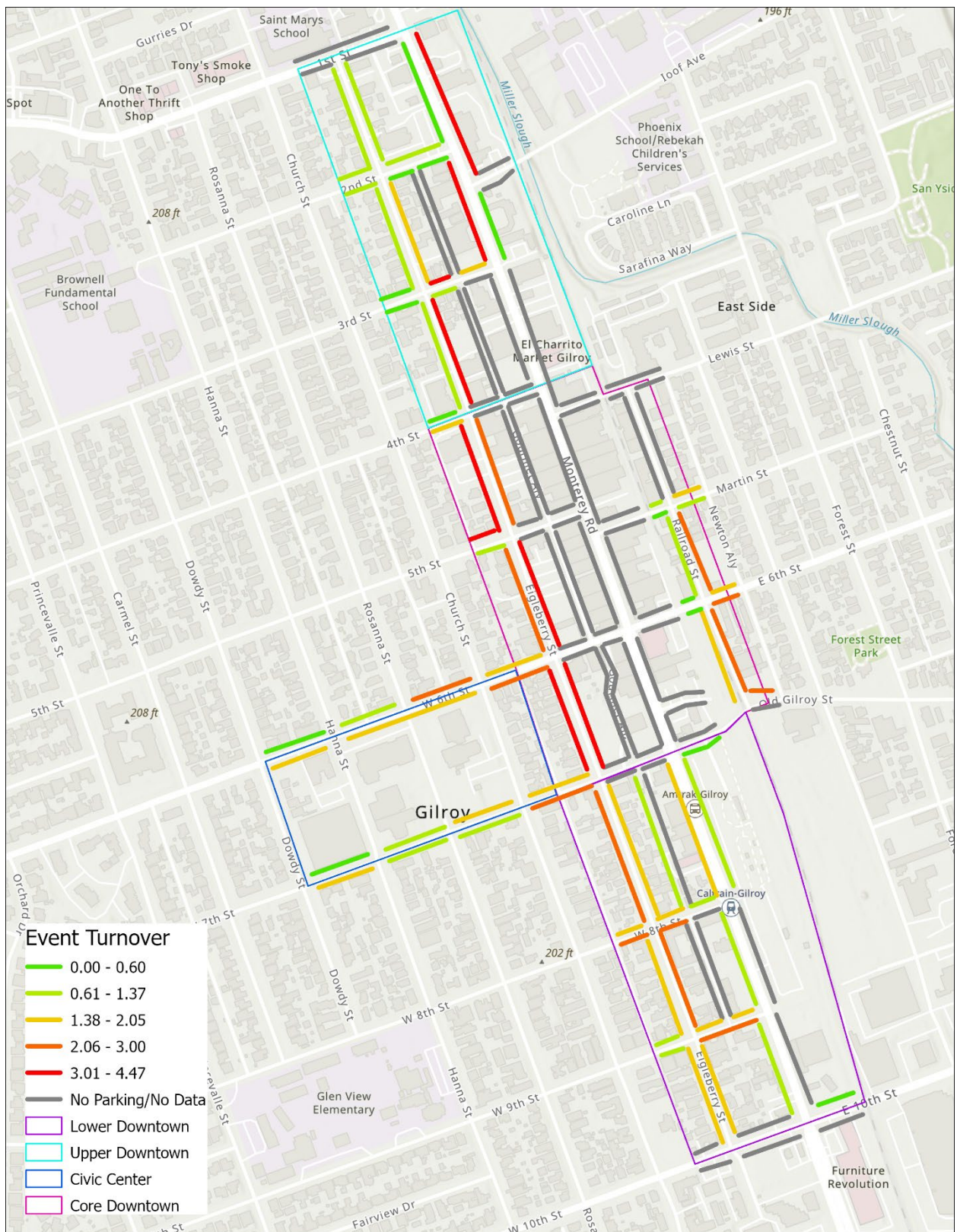


Plate 14 Parking Turnover, Holiday Parade (Saturday), December 3, 2022

Summary of Key Findings

This review has yielded various key findings related to parking supply, regulations, occupancy, and turnover in the study area. While there are some on and off-street facilities that are heavily utilized, most have available parking during peak periods, even in the Core Downtown. The specific findings of the existing conditions parking analysis are summarized below:

1. **The Downtown as a whole has a large amount of vacant parking during the peak hour of Thursday at 10 a.m., but some areas face higher occupancy rates.** During the peak parking hour, 1,398 of 3,230 spaces (43 percent) were occupied with 1,832 vacant spaces. However, some on-street block faces and off-street lots were more heavily utilized, with certain areas reaching 90 percent occupancy.
2. **The Core Downtown is the most heavily utilized zone, but occupancy levels within the zone vary.** Monterey Street experienced the highest levels of on-street occupancy with several block faces being 75 to 85 percent occupied and the two largest public off-street lots accessible from Egleberry Street between Fourth and Sixth Streets were 90 percent occupied during the peak hour on Thursday at 10 a.m. At the same time, other on-street spaces were less utilized and private parking lots were 37 percent occupied, with the entire zone being 55 percent occupied.
3. **Private off-street lots in downtown are abundant, but underutilized.** Although private parking comprises 40 percent of all spaces in the downtown (1,293 spaces), it has the lowest peak occupancy rates of all parking types (33 percent on a typical weekday, 23 percent on a weekend day, and 22 percent during an event condition).
4. **Adherence to posted time limits is mixed.** While most vehicles parking in time limited spaces were present for less than two hours, there were several exceptions. On Monterey Street from Fourth Street to Seventh Street, 79 of the total 405 vehicles parked on the street during the weekday survey stayed more than two hours. Roughly half of the 79 violators stayed between two to three hours whereas the other half stayed between three to twelve hours. It is likely vehicles were parked for longer than the posted limits due to the lack of enforcement.
5. **Transit Center parking occupancy remains low.** Surveys show that of the 466 spaces at the Transit Center, 131 are currently occupied during the peak hour while an average of 293 were occupied during the same time period prior to the pandemic (67 of which vehicles were not transit users. This leaves a considerable number of vacant spaces available, even during the peak hour. The parking lots are planned to be converted into mixed-use residential buildings sometime in the future and at that time non-transit users currently parking on-site will likely shift to nearby available parking.
6. **There was a generally low parking occupancy during the Holiday Parade, but it likely was influenced by inclement weather.** During the Holiday Parade, peak demand (1,140 vehicles) was less than the overall Saturday peak demand (1,301 vehicles) and there was a considerable amount of vacant parking, even considering the spaces closed for the Parade. Given the rainy weather, the event's attendance and corresponding parking demand was likely lower, but there remained a total of 1,579 vacant spaces downtown during the peak hour.

Parking Demand and Retail Sales Analysis

This report provides an analysis of current and future parking conditions in the study area based on real estate data as well as an analysis of the relationship between retail sales and parking demand. More specifically, parking demand data was cross-tabulated with existing and projected land use information to determine the peak parking demand rate for commercial uses in Downtown Gilroy and the adequacy of the current and planned future parking supply.

Inventory, Occupancy, and Supply

As described in the existing conditions chapter, the entire Downtown study area has an inventory of 3,230 parking spaces including on-street, public off-street, and private off-street spaces, with the overall peak hour of parking demand occurring at 10 a.m. on a Thursday when 43 percent of all spaces are occupied. For the Core Downtown area between Fourth Street and Seventh Street, 55 percent of spaces are occupied during the peak hour.

For planning purposes, studies often assume an “effective parking supply”, or a certain desired vacancy rate of parking, to account for desired maneuverability and to reduce the search time to find available parking. Effective parking supply rates typically vary from as low as 85 percent for on-street spaces that experience frequent turnover to 95 percent for off-street facilities primarily serving longer-term parkers. Assuming a 90 percent effective parking supply for the Downtown as a whole given its mix of parking, or 2,908 spaces, there would be 1,510 spaces available at peak demand. For the Core Downtown, an effective parking supply of 90 percent would equal 896 spaces with 353 spaces available at peak demand. Table 7 shows these results for the Downtown and all zones as well as the number and percent of vacant spaces compared to the effective parking supply (i.e., over/under supply). The parking inventory does not include the new public parking lot under construction at the corner of Seventh Street/Eagleberry Street.

Table 7 – Effective Parking Supply and Peak Demand Comparison

Zone	Inventory	Effective Parking Supply – 90%	Peak Demand – Thursday, 10 a.m.	Over/Under Supply	
Upper Downtown	805	725	315	410	56.5%
Core Downtown	995	896	543	353	39.4%
Lower Downtown	997	897	369	528	58.9%
Civic Center	433	390	171	219	56.1%
Total	3,230	2,908	1,398	1,510	51.9%

Peak Demand and Land Use Comparison

In addition to comparing peak parking demand with the available supply, parking demand is analyzed in relation to the amount (i.e., square footage) of built commercial space. Given the absence of commercial space in the Civic Center zone, however, it is not included in this analysis. This assessment allows for a comparison to minimum parking requirements by zone and for the Downtown as a whole, by analyzing two factors:

- **Built Stalls to Built Land Use Ratio.** This represents the ratio of the total number of existing parking stalls to total existing land use square footage (occupied or vacant) within the study area. According to data provided by CoStar, there is approximately 524,248 gross square feet (GSF) of commercial space with a 4.5-percent vacancy rate, equaling 500,523 occupied square feet. At this time, about 4.07 parking stalls per 1,000 GSF of built land use have been developed/provided within the Downtown (combining the on-and off-street parking supplies).

- **Combined Peak Demand to Occupied Land Use Ratio.** This represents the ratio of the total number of parked vehicles to total existing occupied land use square footage within the Downtown combining the on and off-street supply. As such, parked vehicles were correlated with actual occupied building area. From this perspective, current peak hour demand stands at a ratio of approximately 2.00 occupied parking stalls per 1,000 GSF of occupied land use. It is important to note that this figure is likely an overestimate of the actual parking demand as some residential parking demand on Egleberry Street is included in this figure.

Table 8 summarizes the analysis for all of Downtown Gilroy and also by zone.

Table 8 – Peak Parking Demand Comparison to Land Use

Zone	Gross Square Footage (Built)	Gross Square Footage (Occupied)	Inventory	Parking Supply Ratio per Built KSF	Peak Demand – Thursday, 10 a.m.	Peak Parking Demand Ratio per Occupied KSF
Upper Downtown	148,247	142,988	805	5.43	315	2.20
Core Downtown	314,552	301,426	995	3.16	543	1.80
Lower Downtown	61,449	56,109	336	5.47	141	2.51
Total	524,248	500,523	2,136	4.07	999	2.00

Note: Lower Downtown does not include transit center parking, residential off-street parking, or on-street parking on Egleberry Street due to lack of commercial uses.

As a comparison, Table 9 provides a list of cities across California in which the consultant team has worked, detailing each of their built supply ratios to demand ratios in their downtowns or mixed use districts. Downtown Gilroy has one of the highest built parking supplies, one of the highest peak demand ratios (although it may be somewhat overestimated as noted above, based on proximity to residential areas) and one of the larger differences between the level of parking supplied and peak demand.

Table 9 – Peak Parking Demand in Downtowns & Mixed-Use Districts

City	Parking Supply Ratio per Built KSF	Peak Parking Demand Ratio per Occupied KSF	Difference
Soledad (Downtown)	4.21	1.21	3.00
Mill Valley (Miller Avenue)	4.13	3.08	1.05
Gilroy (Downtown)	4.07	2.00	2.07
Lancaster (Downtown)	3.67	1.37	2.30
Ventura (Westside)	2.87	1.26	1.62
Sacramento (Downtown)	2.19	1.18	1.01
Monterey (Downtown)	2.14	1.2	0.94
Palo Alto (Downtown)	2.12	1.90	0.22
Newport Beach (Balboa Village)	1.84	1.78	0.06
Oxnard (Downtown)	1.70	0.98	0.72
Santa Monica (Downtown)	1.57	1.21	0.36
Average	2.79	1.56	1.23

Projected Demand

The City of Gilroy 2040 General Plan, completed in 2020, provides a 20-year growth projection for the Downtown in terms of both residential units and employment. According to the General Plan, the Downtown is anticipated to add 149 single-family units and 1,045 multi-family units (for a population increase of 3,308 persons) as well as 2,843 new jobs.

Using this information, projected parking demand can be estimated using industry standard rates and the local data analyzed above. For the purposes of this analysis, resident spaces are assumed to be provided off-street by the development, but visitor parking is assumed to be accommodated on-street. Commercial development is assumed to not build any new parking.

According to the Urban Land Institute's *Shared Parking* manual, the peak visitor demand for suburban multi-family residential is 0.15 spaces per unit. Applying that ratio to the number of total projected 1,194 residential units, this equals 179 spaces. For commercial uses, the Gilroy General Plan Background Report identifies a ratio of 300 square feet per employee in the Downtown. Given a projected increase of 2,843 jobs, this equates to 852,900 square feet of new development, and with a peak downtown parking demand of 2.0 spaces per thousand square feet, projected commercial uses are anticipated to produce an additional peak demand of 1,706 spaces. Table 10 shows the calculations for each use as well as a comparison to the future effective parking supply of the Downtown, with a cumulative peak parking deficit of 249 spaces. Given the varying rate of development across the Downtown, individual zones may experience a parking deficit earlier or later than the Downtown as a whole.

Table 10 – Projected Parking Demand by Use

Use	Code Requirement	Units/SF	Peak Demand Rate	Total Spaces
Residential	< 800 sf: 1 space/unit + 1 guest space/6 units > 800 sf: 1.5 spaces/unit + 1 guest space/4 units	1,194 units	0.15 per unit	179
Commercial	Retail: 1 space/500 sf Restaurant: 1 space/6 seats + 1 space/4 shift employees	852,900 sf	2.0 per 1,000 sf	1,706
Total Projected New Demand				1,885
Current Effective Parking Supply Available at Peak Hour				1,510
New Effective Parking Supply of Public Parking Lot at Seventh Street & Egleberry Street				126
Deficit				249

Notes: sf = square feet. Restaurant parking requirement equals approximately ten to twelve spaces per 1,000 sf.

Downtown Commercial Real Estate and Retail Sales Trends and Conditions

The analysis of retail parking demand focuses on market conditions in Gilroy's downtown core area, which consists of the three blocks of Monterey Street between Fourth and Seventh Streets. These three blocks comprise the City's historic business district and include approximately 315,000 square feet of total commercial space as well as 995 parking spaces in public lots, private lots, and on-street spaces. For discussion purposes, the block from Fourth Street to Fifth Street will be referred to throughout this discussion as Block 1, Fifth Street to Sixth Street will be referred to as Block 2, and Sixth Street to Seventh Street will be referred to as Block 3.

Downtown Commercial Real Estate

As Table 11 shows, the total amount of commercial space in the Core Downtown has not changed over the past ten years. Blocks 1 and 2 have about 137,000 square feet and 128,000 square feet of space respectively, while Block 3 has less than 49,000 square feet. According to the CoStar database, vacancy rates have fluctuated with the highest vacancy rates occurring in the years following the 2008 recession. Vacancies appear to have stabilized and reached relatively low levels in recent years, including during the pandemic time period. In keeping with declining commercial vacancy rates, commercial rents have increased for Blocks 1 and 2, while only incomplete rent data are available for Block 3 (see Table 12).

Table 11 – Downtown Gilroy Core Commercial Inventory, 2013-2023

Year	Block 1: 4 th – 5 th Streets			Block 2: 5 th – 6 th Streets			Block 3: 6 th – 7 th Streets		
	Total SF	Vacant SF	Percent Vacant	Total SF	Vacant SF	Percent Vacant	Total SF	Vacant SF	Percent Vacant
2013	137,537	25,752	19%	128,378	8,000	6%	48,637	1,795	4%
2014	137,537	26,680	19%	128,378	12,964	10%	48,637	1,795	4%
2015	137,537	25,580	19%	128,378	13,245	10%	48,637	700	1%
2016	137,537	19,790	14%	128,378	3,355	3%	48,637	1,795	4%
2017	137,537	1,750	1%	128,378	1,824	1%	48,637	500	1%
2018	137,537	8,050	6%	128,378	-	N/A	48,637	-	N/A
2019	137,537	5,944	4%	128,378	4,000	3%	48,637	-	N/A
2020	137,537	8,470	6%	128,378	3,300	3%	48,637	3,200	7%
2021	137,537	8,470	6%	128,378	-	N/A	48,637	-	N/A
2022	137,537	8,470	6%	128,378	3,406	3%	48,637	1,250	3%
2023 YTD	137,537	8,470	6%	128,378	3,406	3%	48,637	1,250	3%

Sources: CoStar 2023, Strategic Economics 2023

Table 12 – Downtown Gilroy Core Retail Rents per Square Foot by Block

Year	Block 1: 4 th – 5 th Streets	Block 2: 5 th – 6 th Streets	Block 3: 6 th – 7 th Streets
2019	\$18.12	-	-
2020	\$21.53	-	\$15.70
2021	\$17.35	-	\$15.00
2022	\$17.58	\$21.00	-
2023 YTD	\$20.22	\$21.00	-

Sources: CoStar 2023, Strategic Economics 2023

Retail Sales Trends

Although rents and declining vacancy rates would suggest that Downtown business activity has been relatively strong, retail sales data do not show the same trend. In 2016, the Core Downtown generated a total of approximately \$16,629,000 in retail sales revenues (adjusted for inflation) with an average of \$57.42 in sales per square foot of occupied space. By 2021, the most recent year for which data are available, total sales had declined to \$12,840,000 with average sales per square foot dropping to \$41.95. This represents a 23 percent decline in overall sales (see Plate 15). However, Blocks 2 and 3 had 34 percent and 35 percent declines in sales, respectively, while Block 1 sales increased by 65 percent. In general, retail sales in the Core Downtown are extremely low. According to Collier's outlook report for 2021, the national average retail sales per square foot was \$204, although it is important to note that retail sales in many downtowns and other retail districts across California have declined in the years before the pandemic.

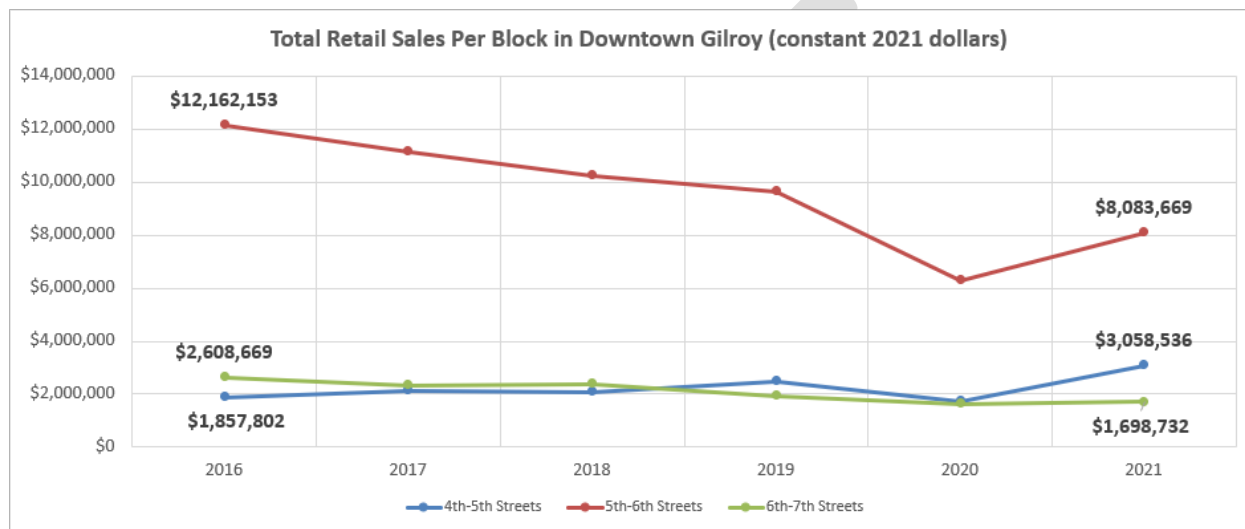


Plate 15: Total Downtown Core Retail Sales per Block: 2016-2021

However, when considered on a per establishment basis, individual businesses appear to have had stronger sales in 2021 than in 2016. As Table 13 shows, retail sales per establishment have increased by 15 percent overall since 2016 with significantly larger increases in Blocks 1 and 2. Each block also had a different relationship between the total number of establishments and sales per establishment, suggesting some possible market culling. Block 1 had a five percent decrease, or a loss of two establishments over the five-year period, but sales per establishment increased by 73 percent. However, Block 1 average sales per establishment were well below the total core average in both years. In contrast, Block 2 had a much more significant decrease in the number of establishments, losing 43 over the period, but the businesses operating in 2021 show a 53 percent increase in sales. Block 2 also had the highest sales per establishment and the by far highest overall sales of the three core blocks in 2021, despite having five fewer establishments. Overall, Block 3 had the fewest establishments in both years, but this is the only block that added establishments over the five-year period. Despite the increase in establishments, however, sales per establishment declined by almost 50 percent. In addition, Block 3 went from having the highest sales per establishment in 2016 to having average sales per establishment in 2021.

Table 13 – Downtown Core Retail Sales by Block: 2016, 2021 (Constant 2023 dollars)

Year	2016			2021			%	%
	Sales	No. of Estab	Sales per Estab	Sales	No. of Estab	Sales per Estab	Change in Estab	Change in Sales
Block 1	\$1,857,802	40	\$46,445	\$3,058,536	38	\$80,488	-5%	73%
Block 2	\$12,162,153	76	\$160,028	\$8,083,669	33	\$244,960	-57%	53%
Block 3	\$2,608,669	11	\$237,152	\$1,698,732	14	\$121,338	27%	-49%
Total Core	\$16,628,624	127	\$130,934	\$12,840,937	85	\$151,070	-33%	15%

Note: Estab = Establishments

Sources: Avenu Insights & Analytics, 2022, City of Gilroy 2022, Strategic Economics, 2023

A store-by-store analysis of sales is not possible due to confidentiality issues; however, it does appear that restaurants may be helping to bolster overall sales, especially on Block 2. Although the number of restaurants on this block did decline from 16 to 10 between 2016 and 2021, this is a smaller business decrease than the block experienced overall. Also, restaurants went from accounting for 20 percent of total businesses on the block to 30 percent of businesses on the block.

Changes in Future Downtown Retail Activity

In the future, the Core Downtown is unlikely to add any new commercial space unless existing buildings are demolished and rebuilt with a net increase in commercial space. However, reinvestment in Downtown is occurring. This includes existing retail spaces being remodeled and, in some cases, upgraded to accommodate new businesses, as well as seismic retrofitting of commercial spaces and upper story residential units. Although the total square footage currently permitted for either a remodel or seismic retrofit is not available, 11 existing building permits have been issued for buildings in the Core Downtown. As Plate 16 shows, the majority of these permits have been issued for spaces that are intended to accommodate new food and beverage related activities, a trend that is consistent with what is occurring in many other downtowns that are attempting to reestablish themselves as destinations for both local residents and visitors coming from a larger area.

While there has been some concern in the community that these projects are not actually moving forward, City staff indicates that PG&E has been very slow in responding to individual requests for the power upgrades necessary to support these new businesses. In fact, PG&E is having trouble meeting demand for new meters and other service upgrades for buildings all over the Bay Area and other California utilities are experiencing similar challenges. It is understood that the State is well aware of the problem and working on finding solutions.



Downtown Core Building Permit Activity

- Existing Business
- Remodel - New Food and Beverage Establishment
- Seismic Retrofit

Plate 16 Current Downtown Building Permits by Activity Type

Downtown Parking and Retail Sales

With 995 parking spaces and almost 315,000 square feet of commercial space, the Core Downtown has a parking ratio of 3.16 parking spaces per 1,000 square feet of total built space. Although this is a lower parking ratio than that of many shopping centers, this ratio is more typical for a downtown setting, where customers come to this location as much for an “experience” as to make a purchase, eat a meal, or meet friends for a drink. In addition, the number of parking spaces in the Core Downtown has not varied over the past ten years, and yet the number of businesses and total retail sales has fluctuated considerably. This appears to indicate that the Core Downtown has room for sales growth without triggering an immediate need for additional parking.

Retail Findings

The following findings summarize the retail conditions in the Core Downtown and their relationship to parking demand.

- The total commercial real estate supply in Downtown Gilroy has remained constant over the past ten years.
- In recent years, vacancy rates have been declining.
- Total retail sales in the Core Downtown area began declining several years before the pandemic, as has been the experience of many downtowns and other retail districts across California.
- Most of this sales decline appears to be caused by the number of businesses in the Core Downtown. There were 15 percent fewer businesses in the Core in 2021 than there were in 2016.
- On average, individual businesses had considerably higher sales on two of the three blocks in the Core in 2021 than they did in 2016. This suggests that the most robust businesses are doing relatively well, and that older, less productive businesses may have closed down, creating space and opportunity for new retail activity.
- Based on building permits, it appears that the Core Downtown is poised to add multiple food and beverage related businesses. This focus is consistent with what is occurring in many other downtowns to reestablish themselves as destinations for both local residents and visitors coming from a larger area.
- The Core Downtown has a parking inventory ratio of 3.16 spaces per 1,000 square feet of commercial space. This parking supply has not changed since 2016 and yet Downtown’s retail sales generally declined over that period. This indicates that a lack of parking supply is probably not the cause of Downtown’s declining sales, and that Downtown has the capacity to grow without necessarily triggering an immediate need for additional parking.

Parking Management Strategies

This chapter provides a description of proposed parking strategies designed to improve the availability and convenience of parking in downtown Gilroy. The recommendations were informed by observation of parking behavior, as well as input from City staff, the residential and business community, property owners, and other local stakeholders.

Included in this chapter are a diverse range of strategies to increase supply, better manage demand, adjust parking policies related to new development, and finance components of the parking program. The strategies are generally organized in two phases. The first phase represents the most immediate, low-cost strategies, with the second and third phases being implemented only if deemed necessary or if more parking challenges arise as the downtown grows.

Parking Management Principles

Historically, a city wishing to "solve its parking problem" in a high-demand area has generally resulted in increasing the supply of off-street parking. However, simply increasing supply does not fully address the core problem of concentrated demand, in which on-street spaces at select locations are consistently oversubscribed while nearby off-street spaces remain underused. The goal of parking demand management is to manage demand for curb spaces to ensure availability and maximize vehicle turnover for businesses, while also optimizing use of the existing off-street supply to meet a variety of parking needs such as employee parking for businesses, safety for users and residents, and convenience for visitors.

Effective parking management strategies can result in positive economic impacts for local businesses as they allow employees, residents, and visitors to better utilize the parking supply to shop, dine, or recreate.

As downtown Gilroy continues to evolve its parking needs will change as well. This plan includes techniques to address current challenges in a phased approach to minimize the amount of effort needed to properly manage the parking supply. In particular, a parking management approach is proposed that emphasizes more efficient utilization of the existing supply and recognizes the interconnectedness of on- and off-street parking management.

In recognition of these considerations, the following goals and objectives informed the development of parking management recommendations for downtown Gilroy.

- Establish a "park once" philosophy by managing downtown parking as a single, integrated system that makes it convenient for motorists to park and easily access all destinations.
- Make the most efficient use of all existing parking resources including on-street, off-street, public, and private spaces.
- Ensure parking facilities adequately accommodate the consistent peak period demand along Monterey Street and in the Core Downtown area.
- Establish parking regulations that encourage motorists to stay and enjoy downtown.
- Support the ability of local employees to find parking but discourage them from parking in "prime" on-street spaces.
- Ensure proper policy and enforcement to help prevent "spillover" parking from high demand commercial areas into adjacent residential neighborhoods.
- Endorse parking management practices that support downtown economic development.
- Provide strategies that recognize and properly incentivize the differing needs of long-term and short-term parkers.

- Embrace new parking technologies where appropriate to maximize customer satisfaction as well as to foster enhanced parking data management and analysis.
- Provide flexibility to decision makers and City staff to adapt to seasonal and long-term changes in parking demand.
- Enforce existing and future parking restrictions to improve parking turnover near downtown businesses.
- Implement improvements to make people feel safer visiting the area.

Overview of Potential Parking Strategies

Parking Management Strategies

The parking strategies described below represent a toolbox of measures available to the City. As noted above, they are broken into two phases to prioritize their application. The slate of strategies in the first phase are recommended primarily because of their relative ease of implementation. These strategies require comparatively little management and may by themselves result in an acceptable parking system for the City. The first phase strategies are, however, limited in their effectiveness to manage parking demand and if the City finds they do not create a satisfactory parking environment, phase two strategies are available. Phase two measures can be significantly more effective in managing parking demand and are primarily cost-neutral, but they require continual oversight to function well. Table 14 shows a summary of these strategies and ratings of their relative effectiveness in managing parking demand, cost, and ease of implementation.

Table 14 – Summary of Parking Management Strategies

Strategy	Effectiveness	Cost	Ease of Implementation
Phase 1			
Parking Wayfinding	1	5	5
VTA Parking Lot	2	3	4
Shared Parking Agreements	3	2	2
Mobility Information	3	3	4
On-Street Time Restrictions	3	5	5
Parklet Design Standards	2	5	5
Leasing Parking Spaces	2	5	4
Phase 2			
Parking Enforcement	4	2	3
Downtown Ambassador	5	3	4
Bicycle Parking	2	4	4
TDM Measures and/or Fees	3	4	2
Transportation Management Association (TMA)	4	4	2
Parking Benefit District	4	4	2
Special Event Vehicle Valet Parking	5	3	3
Special Event Bike Valet	2	4	3
Parking Pricing	5	3	1
Unbundled Parking Pricing	2	5	3
Resident Meter Permits	4	3	2
Residential Parking Permit	4	3	3
Employee Permits	4	3	2
EV Parking Stations	4	2	3

Note: sliding scale where 1 is “Least Desirable” and 5 is “Most Desirable”

Regardless of the phase, some strategies work best when paired together (e.g., shared parking and improved wayfinding). Given the varying nature in which strategies can be employed, each of the strategy descriptions below includes case studies detailing how strategy costs can differ based on previously implemented programs in other cities.

Parking Financing Strategies

In addition to strategies aimed at *managing* parking resources, there are also a host of strategies for *financing* parking and mobility improvements. Table 15 summarizes the funding sources used to pay for the various funding case studies described in each of the detailed strategy descriptions provided in the following section.

Table 15 – Summary of Parking Financing Strategies by Funding Source

Federal	State	Regional	Other Entities
SMART Grants	State Highway Funds	MPO and CMA Grants	Non-Profit Tourism Agency
ARPA Grants	Infill and Instructure Program	MTC Parking Management and TDM Grant	Sharing of private parking
Congestion Mitigation and Air Quality (CMAQ) Grants	Department of Health and Human Services	Priority Development Area Parking Policy Technical Assistance	Profit Sharing with Private owners
US EPA Grants	California Energy Commission Funds	MTC Climate Initiatives Grant	Energy Corporations
Other Federal Funds	Strategic TDM Grant Program	Federal RAISE Grant	Chain Grocery Stores
		Bay Area Air Quality District	Downtown Businesses
			Bike Coalitions/Non-Profits
			Developers
Local			
Parking Revenue Bonds	Special Service Districts (e.g., BID)	Special Taxes/Tax Revenue	Parking Revenue - Meters
Joint Development	Parking Lot District/Parking Management District	TDM Fees	Parking Revenue - Permits
General Fund Budget Allocations	Parking Business Improvement District (PBID)	Downtown Parking and Enhancement Fund	Parklet Revenue - Permits
City Department-Based Allocations	Community Benefits District	Parking Revenue - Tickets	Zoning Reform/Code Requirements

A key finding from the case studies is that cities often combine multiple funding sources to implement their parking strategies. In addition, the case studies demonstrate that there is a synergy among possible combinations of parking tools and funding mechanisms. This combined approach to both the tools and funding sources used by other cities indicates a benefit to taking a holistic approach to preparing and implementing parking strategies. Recognizing the interconnectedness among parking tools and integrating them into a single holistic framework presents an opportunity for local governments to think creatively and prepare proactively for existing and possible funding strategies.

Each funding source is unique and comes with its own set of conditions; however, funding sources can be broadly characterized into two categories – opportunistic and proactive. Opportunistic funds are generally one-time grants from another level of government. Some grant programs, such as ABAG’s One Bay Area Grants program (OBAG), are available periodically, but many other grants, especially from the state and federal government, are only available in conjunction with a specific program or appropriation, such as the recently passed Inflation Reduction Act. To apply for such grants, cities must have an adopted plan for how the funds will be used, and the grants are often highly competitive. Because these grant sources are not always available, cities must be ready to take advantage of these grant programs when the grants are offered. While grants can be a helpful funding source, these also have some drawbacks. First, grants are not always available when cities need funding. Second, cities need to have completed or be ready to complete a plan to demonstrate their need for the grant. Therefore, if the city is not prepared to take advantage of a particular grant program, the city can lose out on the opportunity.

This is why cities often use their own proactive funding source, such as local assessments or fees, to pay for parking tools. Through planning and community outreach, cities can proactively plan for when and how they will start generating revenue from these local sources. The other advantage to these local proactive funding sources is that they can be ongoing, unlike one-time grants. This is particularly important for parking programs that require ongoing administration, operations and maintenance. Many cities use a combination of opportunistic one-time

grants for any capital costs associated with a parking program and local proactive sources for ongoing operating costs.

Parking is managed at the local level; however, if local governments can demonstrate a creative integration of parking tools within larger innovative transportation projects, they can be eligible for federal, state, or regional funding. At the federal level, parking can be funded competitively as part of a smart mobility project or an innovative congestion mitigation or environmental quality improvement project. Often federal funds are funneled through the State and become part of the state's ongoing infrastructure improvement program. Both state and federal dollars can be funneled through regional governments through competitive one-time opportunistic grants. It requires active preparation and planning on the part of the local governments to apply for such competitive grants and take advantage of them whenever they become available.

Of all the sources, local proactive funding represents the largest pool of resources available to pay for parking tools. Parking strategies can be funded by setting up special service districts such as Business Improvement Districts, Parking Lot Districts, Community Benefit Districts, etc. Parking pricing through parking meters and parking enforcement are both parking management tools as well as revenue generating mechanisms. Cities can also indirectly fund certain parking tools using local policy levers such as modifications of parking minimums and zoning code reform, but in this context such options are largely not applicable due to AB 2097 having prohibited minimum parking requirements in most of the downtown. Local public funds can also be supplemented by private contributions from local businesses, non-profits, and developers to bridge gaps and introduce cost-sharing opportunities while implementing citywide parking strategies.

Phase 1 Strategies

Parking Wayfinding

Description

Gilroy can install highly-visible parking direction signs near high occupancy areas to better direct motorists to the nearest underused public, off-street parking lot. The signs should be in line with public standards (e.g., the use of a large "P") and be consistent with the *California Manual on Uniform Traffic Control Devices*. If public-private shared parking agreements are established, they should include appropriate signage notifying motorists of the hours of availability. Plate 17 shows an example of a current parking lot in the city of Sonoma that is available to the public at certain hours.



Plate 17 Example of shared use of a private parking lot



Plate 18 Example of temporary wayfinding signs

Wayfinding signage can also be pedestrian-oriented to help direct people on foot to and from parking facilities as well as provide information regarding the proximity of destinations. By doing so, motorists may be more willing to park in slightly less convenient lots, knowing that their destinations are close. Plate 18 shows an example of a temporary wayfinding signage program in the City of San Jose.

Cost Case Studies

The costs associated with wayfinding systems can depend significantly on the technology used to build them with static signage being considerably cheaper than real-time electronic signage.

High

A high-cost parking wayfinding system includes digital and electronic signage, smart parking guidance systems which display real time information about available parking stalls, find-my-car-via-license plate kiosks, and GPS services. Such wayfinding systems have an integration of hardware and software that equip visitors with real time locational information leading to efficient usage of parking spaces.

Examples include the automated parking guidance system, Park Assist, used at the Seattle-Tacoma Airport. It has 12,000 stalls across eight floors and cost \$22.9 million to implement. Berkeley's Center Street municipal garage in Downtown Berkeley uses a system that can indicate the location of open parking spaces and direct drivers towards them. It includes 72 parking spaces, 350 bike-parking spaces, and 20 electric vehicle charging stations. The entire project, which included the demolition of a five-story building and its replacement with an eight-story state-of-the-art parking garage, cost the city \$38.5 million. The Berkeley Center Street municipal garage was funded through parking revenue bonds issued by the Berkeley Joint Powers Financing Authority in 2016.

Medium

A medium-cost parking wayfinding system includes a combination of digital parking signage and traditional static signs. Existing static signs can be augmented with some real-time information to help visitors make better decisions.

For example, the City of Durham, North Carolina, is experimenting with the augmentation of static signage and real-time information. Real-time information is available online through the Durham Park Me website and the Park Durham webpage of the City of Durham's Transportation Department.

Low

A low-cost parking wayfinding system would include traditional static signs. These signs can be enhanced using a mix of font and color. It is desirable that such parking wayfinding systems not require much maintenance.

In 2007, the City of Durham had traditional static signage for wayfinding in its downtown area, including signs for pedestrian and vehicular traffic. The cost to implement the wayfinding program was over \$120,000, including approximately \$6,000 for a local firm to design the signs. This effort was funded partly through state highway funds for signage on state roads and a commitment of \$80,000 in city funds to install and maintain signs on city streets.

Funding

Funding for wayfinding generally requires a combination of local resources and grants from metropolitan planning organizations or state governments. Below are some examples of how wayfinding programs were funded:

- Oakland's Uptown Wayfinding Signage Pilot Project was funded by the California Department of Housing and Community Development's Infill and Infrastructure Program. The first phase of the project in 2014 was put together by interested stakeholders including Visit Oakland and the Lake Merritt/Uptown BID. The second phase was funded in 2019 through a federal Transportation Investment Generating Economic Recovery (TIGER) grant secured by BART. The plan included static wayfinding signs and kiosks designed through a civic engagement initiative and integrated with Visit Oakland and City Parking Garage efforts.
- Several cities were awarded grants that included a wayfinding component in 2015 through the Metropolitan Transportation Commission's (MTC) Parking Management and Transportation Demand Management Grant Program, including:
 - The City of Hayward received \$338,000 for its Comprehensive Parking Management Plan. The project called for wayfinding systems to help orient drivers to parking areas.

- The City of Oakland received \$1.3 million for the Oakland Demand-Responsive Parking and Mobility Management Initiative to augment an existing pilot project. This project included demand-based pricing programs, new signage, and wayfinding to communicate parking time limits and pricing.
- The City of Clinton, North Carolina, received a grant of \$11,250 from the North Carolina Department of Health and Human Services in 2016 to purchase 12 parking lot identification signs and two trailblazers (signs that direct pedestrians and motorists to local places of interest) as part of an existing downtown wayfinding system.

VTA Lot

The Santa Clara Valley Transportation Authority (VTA) owns a large parking lot that is reserved for use by Caltrain and VTA bus riders. The lot is currently underused with occupancy rates of 28 percent and 14 percent during the Thursday and Saturday peak hour, respectively. Prior to the pandemic, occupancy rates reached as high as 63 percent, indicating that if transit ridership levels return to pre-pandemic levels, there will still likely be a considerable number of vacant spaces. VTA plans on redeveloping large areas of the existing parking lot at some point in the future, but the timing and nature of that redevelopment is at this point uncertain. Before the parking lot is redeveloped the City may be able to coordinate with VTA and arrange for use of available spaces for overflow parking during events or potentially open sections of it to the public during normal operations. The City could also pursue an agreement with VTA that could include reserving a portion of the lot for employee parking.

Shared Parking Agreements

Description

Currently, some on- and off-street parking in the Core Downtown is nearing or at capacity during both the Thursday and Saturday peak hours. When high occupancy like this occurs, opportunities to use all parking resources (private and public) to increase parking supply should be considered. Since some businesses in Downtown Gilroy do not operate during the evening or on weekends when parking demand is at its highest, this presents an opportunity to “share” parking resources.

Shared parking is one of the most effective tools in parking management. Since many different land uses (a bank and a bar or restaurant, for example) have different periods of parking demand, they can easily share a common parking facility, thereby limiting the need to provide additional parking. Shared parking policies do not treat the parking supply as individual units specific to particular businesses or uses, but rather emphasize the efficient use of the parking supply by including as many spaces as possible in a common pool of shared, publicly available spaces.

Shared parking agreements are arrangements between the City and private parking lot owners that provide for privately-owned off-street parking to be available to the general public during specified periods of time, usually when the parking lot is in low demand for its associated tenants. The agreement with the parking lot owner would stipulate the times during which public users may park in the lot and terms for compensation and operation. Compensation for the use of private lots may be made in the form of lease agreements that also outline specific provisions related to maintenance, operations, security, and liability (see more details below). Signage would also be provided to clearly indicate the times when the lots are available to the general public.

With the passage of Assembly Bill 2097 (AB 2097) cities and counties cannot require parking minimums for most land uses within a half mile of a “high quality” transit stop. Since the Gilroy Caltrain station meets the definition of a high-quality transit stop, most land uses in the study area from Fourth Street to Tenth Street can no longer be required to provide parking. AB 2097 also empowers cities and counties to require that any new parking that is created within a half mile of a high-quality transit stop be made available for public use. This allows the City of Gilroy to require new developments downtown to participate in a public-private parking lot sharing agreement if they plan on creating new parking, but this is at the City’s discretion.

Purpose

Shared parking agreements present an opportunity to increase the supply of publicly available off-street parking. They can bring multiple benefits to both private parking lot owners (to maximize the use and value of their parking lots) and the City, particularly since the cost of new parking construction in most cases exceeds the costs of shared parking agreements. In addition, the agreements allow for better use of existing resources and eliminate the opportunity costs of using downtown parcels for parking instead of active land uses. Shared parking agreements have the following benefits:

- Increase the supply of public parking that is easily accessible, especially in the Core Downtown during peak periods of demand.
- Create a more welcoming environment for customers and visitors because they do not have to worry about getting towed for parking at one business while visiting another.
- Reduce traffic associated with vehicles searching for vacant parking spaces.
- More efficiently use the existing parking supply and increase the ability to manage this supply as a cohesive unit.
- Can be implemented in a short timeframe.
- Better distribute parking demand away from the most popular on-street spaces.
- Reduce the potential for parking “spillover” into adjacent residential neighborhoods.
- Reduce costs, as the cost associated with sharing parking is less than construction of new supply.
- Provide new and/or increased revenues for private property owners.

The City should keep in mind that although there are numerous benefits to shared parking agreements, some private property owners may not be interested in participating in such agreements, especially non-local property owners (e.g., national banks). As such, it will be important for the City to approach multiple private lot owners and have a flexible, customized approach to negotiating conditions with each individual lot owner.

Implementation

Potential Lots

A review of private parking lots in the study area was conducted to determine possible partnerships that could be pursued. Lots were considered only if they had ten or more spaces, an occupancy under 50 percent during the Thursday and Saturday peak hours sampled and did not use the parking lot as part of their business (e.g., an auto repair shop). Some lots are more geographically desirable but may be more difficult to open to the public depending on ownership and land use. In some cases, there could be an opportunity to share a portion of the spaces available rather than the entire lot such as the House of Furniture & Mattress. Other parking lots, such as the Bank of America parking lot, may have enough spaces for a shared parking agreement, but maybe not a viable choice given that the agreement would need to be brokered through the bank’s national office. Based on this analysis, it was estimated that up to 423 parking spaces (excluding the VTA lot) could potentially be made available through public-private partnerships. Potential partnership opportunities are shown in Plate 19 and Plate 20. As the VTA redevelops its parking lot, the City may require the new development to share its parking (due to AB 2097).

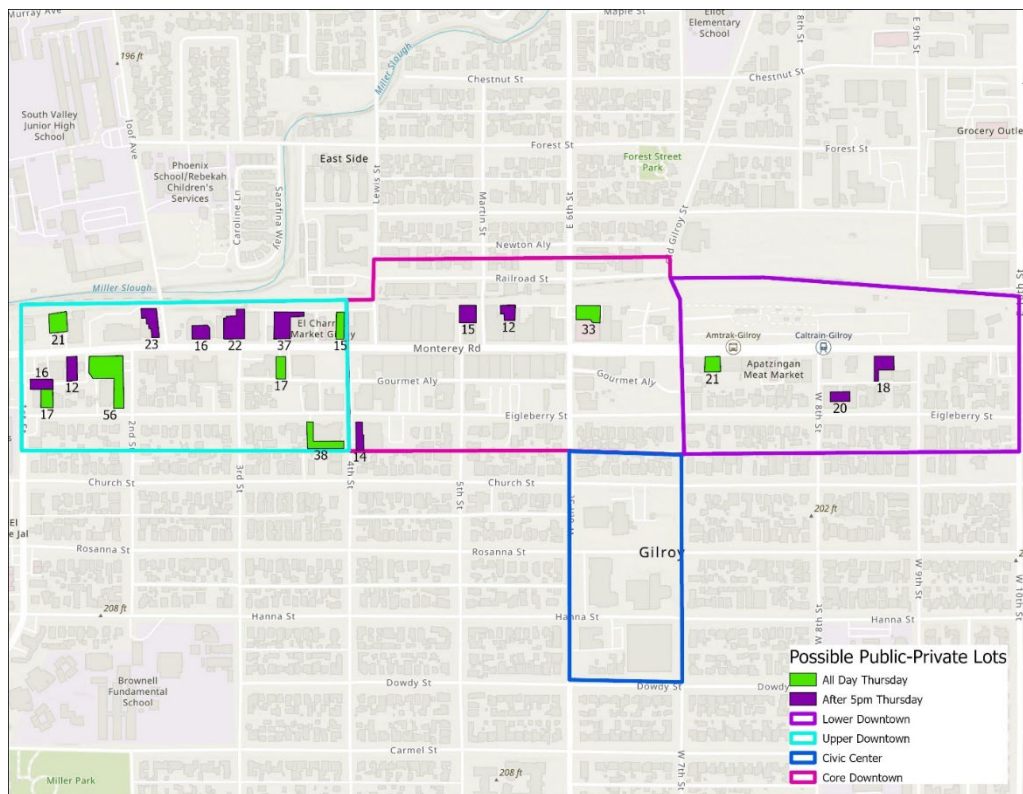


Plate 19 Potential shared parking sites and parking supplies– Thursday

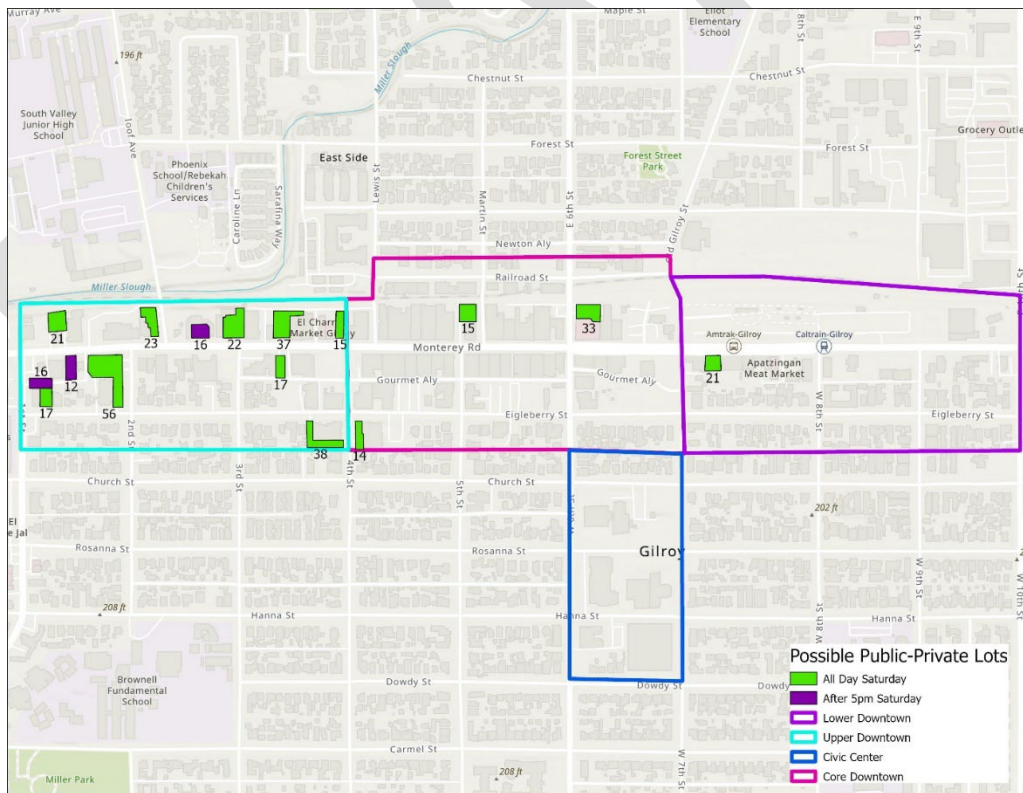


Plate 20 Potential shared parking sites and parking supplies – Saturday

Type of Public/Private Agreement

There are three potential types of agreements into which the City could enter with a willing private property owner, as follows.

- **Leasing of a private lot:** Under this arrangement parking spaces would essentially be “rented” from the property owner and the City would be entitled to establish regulations during “shared” use hours. Upgrades (lighting, striping, signage, etc.) could be made and the City would enforce compliance with regulations.
- **Private ownership, public enforcement:** Under this arrangement the private property owner would open their lot to the public and establish regulations (including any pricing). The owner could choose to charge for parking, depending on parking demand. The City would enforce compliance with regulations and collect citation revenue.
- **Third-party management:** The City could contract with a private company with experience facilitating shared parking arrangements instead of crafting and managing its own agreements. This company would also establish regulations (including any pricing).

For any agreement, the City or other appropriate organization would work with the property owner and/or tenants to address the issues that typically arise from such agreements, such as the following.

- **Financial compensation:** Some property owners may want to be compensated for use of their property. In such cases, spaces would need to be leased, as described above. While not free, the costs of such agreements would be far less than building an equivalent number of new spaces.
- **Liability:** Liability issues often emerge as a potential concern, yet these issues are typically addressed in standard liability coverage in any land use policy relative to property accessible to the public. In addition, liability can be more comprehensively addressed through well-written lease agreements that include provisions about requiring the lessor to maintain a good state of repair, meet Americans with Disabilities Act (ADA) access requirements, etc. and the lessee to provide adequate and appropriate signage for patrons and take actions to avoid overcrowding or other hazardous situations.
- **Operation and maintenance:** Ongoing costs associated with operation and maintenance are also a common concern. These issues should be addressed as part of the shared parking agreement and would depend on the scope of the shared parking arrangement between private and public users.
- **Displacement of tenants:** Displacement of current tenants’ customers is often a key concern. To address this issue, it is recommended that agreements should only be pursued with land uses whose peak parking demand does not occur during the evening or on weekends, which data indicates are the busiest times downtown. For example, the City could pursue agreements for church parking lots during weekdays when demand is typically lower or at the House of Furniture & Mattress store during evenings when it is closed.

Cost Case Studies

High

Costs are typically high when public agencies directly lease parking spaces from a private entity. It is important to consider the need (number of hours, number of spaces, etc.) and return on investment (per facility or the parking system as a whole) before opting for a high-cost shared parking agreement. Agreements typically include sharing of parking maintenance and enforcement costs.

The City of Sacramento has more than 20 shared parking agreements with privately owned parking facilities. Initially the city assumes the cost of upgrading the facility to meet regulations and to hire staff. When the lot begins to be profitable, the city starts paying itself back and once it breaks even, it can share profits with the private lot owner. The City of Sacramento typically assumes two models of shared parking - enforcement only where there would be no revenue sharing and private owners would give right of entry to the City, and full management, where the city manages the revenue collection, insurance, citations, branding, and maintenance of the parking facility.

Medium

In 2015 the Village of Oak Park, Illinois, had shared parking agreements for about 1,000 parking spaces around the Village center, around one-eighth of the Village center's total parking supply. The Village had standard agreements with the private lot owners where the Village maintained and snow-plowed the lots, managed the signs, installed payment technology, collected revenue when applicable, and enforced parking payment through the police department. The revenue collected was evenly shared between the village and private owners after subtracting administrative operations and maintenance costs. Joint operation of privately developed parking garages was considered as well.

Low

The most cost-effective option for cities is when private entities work with each other to lease parking. The role of the city is limited to facilitation of the agreement and setting parking standards/regulations. Such parking arrangements work well when adjoining uses and their parking demands are complimentary, especially where there is an excess of parking supply.

In the City of Walnut Creek 70 percent of the downtown parking supply is privately owned and managed by one operator, Regional Parking. It created opportunities for private owners and operators to capitalize on underutilized supplies after business hours. The city's role was limited to establishing and enforcing codes, such as ensuring proper signage. The city established a policy to determine who had the right to provide public-private shared parking, for a fee, and set standards for adequate signage.

Funding

Funding for shared agreements can come from a variety of sources. Some examples are listed below.

- Creating a Special Service District, such as a BID, that leases parking from the city.
- Requiring private owners/operators to make some/all of their parking publicly accessible through an ordinance or AB 2047.
- Reforming the zoning code to allow parking requirements to be met off-site.
- Establishing a Parking Lot District or Parking Management District to receive all parking revenue and finance improvements within the district.
- Implementing unbundled parking also provides opportunities for shared parking. In San Francisco, the Four Seasons has unbundled parking options for self-parking and valet parking that can be leased for monthly parking.

Mobility Information

Providing information on the mobility options available for people to get to downtown can encourage more people to not drive or to park in less congested areas. As previously mentioned, good wayfinding can make it more convenient for people to park farther away from their destination. In addition, providing information before people travel downtown on alternative transportation modes and the location of public parking lots can also be effective. The cities of San Luis Obispo, Walnut Creek, and San Jose have created websites that offer information regarding the location of public parking lots, the cost of parking, and parking regulations. The cities of Walnut Creek and San Jose also provide information on how to use transit, bikes, and other modes to get to downtown and their associated incentive programs.

Cost Case Studies

High

ParkSJ is the City of San Jose's downtown parking website that shows real time parking utilization data at different locations on an interactive map, along with information about rates and driving directions. The City of San Jose Department of Transportation recently received a \$2 million federal Strengthening Mobility and Revolutionizing Transportation (SMART) grant for a pilot project to create a detailed curb data portal to show parking regulations and use sensor data to monitor parking utilization. This website will also allow the visualization of historical use of curb space.

Medium

The City of Walnut Creek's Parking Downtown webpage gives information on parking meter rates, available garages, and an interactive map that shows parking costs for different locations based on parking duration. Walnut Creek received a Parking Management Grant of \$783,000 from MTC in 2016 to establish a "Parking Guidance System" that can track occupancy at all parking spaces on the city's streets and in public garages in the downtown and communicate real-time availability to drivers through dynamic signage. Their parking communication system includes a combination of sensors, mobile applications, public portals, and digital (dynamic) wayfinding signs.

The City of Walnut Creek also has a Downtown Parking and Enhancement Enterprise Fund which earned an estimated \$8.24 million in 2017 and spent an estimated \$7.8 million on machines and maintenance. In 2019, it included \$300,000 for a new Garage Management System and predicted an expenditure of \$500,000 between 2018 and 2027.

Low

The City of San Mateo has a parking webpage on the city's website. It includes static information about the availability of different types of parking and locations of garages. Its downtown on-street parking webpage includes rates for parking along with the location of possible parking areas. Parking can be paid for by using an integrated mobile payment application. This webpage does not provide real-time parking data or other navigation tools.

Funding

Based upon the level of complexity of the website, different funding sources can be explored.

- Federal SMART grants can pay for real-time information collection on the use of curb space.
- MTC grants can be used for a parking guidance system.
- Funding for parking websites can be paired with funding for parking wayfinding/guidance.
- Other sources include a parking fund which is designed locally to account for all the income and receipts from parking spaces.

On-Street Time Restrictions

Description

Currently, motorists are allowed to park for two hours between 9 a.m. and 6 p.m., every day, in some on-street spaces on Monterey Street, with no time limits in the public parking lots, except for the public parking lot at the intersection of Monterey Street/5th Street. Some business owners have asked for the time limits outside of their businesses to be raised or lowered.

Purpose

The primary purpose of a time limit is to encourage vehicle turnover in the highest demand spaces that front businesses, while ensuring that these spaces are not used for long-term vehicle storage. Free, time-limited on-street parking is routinely occupied by employees in many downtowns across the state, but the strategic use of time restrictions can encourage employees to park in less centrally-located spaces that are better suited to long-term parking. Effective time restrictions would incentivize employees to use public parking lots or less convenient spaces, particularly when paired with new shared off-street parking agreements or an employee permit program (see Phase 3 strategy).

Implementation

Vehicle duration data shows that roughly 80 percent of motorists parking in spaces with a two-hour time limit stayed for less than two hours, with ten percent staying between two and three hours. The remaining ten percent of vehicles stayed as long as twelve hours in some spaces, indicating that employee use of on-street parking is likely. Given that most motorists conform to the two-hour time limit, it can remain in place. However, to discourage employee use of high-demand on-street spaces, more spaces along Monterey Street should have time limits. Two-hour time limits should be retained along Monterey Street from Fourth Street to Seventh Street and four-hour time limits should be introduced from First Street to Fourth Street and Seventh Street to Tenth Street along Monterey Street; business owners may request different time restrictions in special circumstances. High-demand streets adjacent to Monterey Street should also have two- and four-hour time limits.

Cost Case Studies

The costs of simply changing signs to reflect new hours of restrictions and adding signs are relatively low, with the most significant costs coming from enforcement of time limits. The following case studies detail the costs of new enforcement technology.

High

In 2019, the Oakland DOT purchased five ALPR systems which efficiently enforce meter time limits for vehicles. They estimated a need for 16 pay-by-plate demand-based parking meter kiosks, which cost \$7,695 each, in the Lake Merritt area, or a total cost of \$250,000 (including construction costs) to install with a projected net meter revenue of \$1.5 million.

Medium

The City of San Bruno received a City/County Association of Governments (C/CAG) grant in 2016 to prepare a Comprehensive Downtown Parking Study. This grant came from the Priority Development Area Parking Policy Technical Assistance Program and offered the City \$110,000 to adjust its enforcement hours and enable employee use permits. The adjustments required installation of 186 smart meters, mobile payment setup, License Plate Recognition (LPR) enforcement vehicle and equipment, enforcement personal digital assistants (PDA) and signage at a total cost of \$228,240.

Parklet Design Standards

A parklet is a platform built out into an existing parking space and is used to create additional seating at a restaurant or café or create a small seating area for visitors. Many cities have adopted models in which the City and the interested party enter into an agreement where the party pays a fee to the City, maintains the area, and adheres to certain design standards. A parklet program can increase the effective square footage of businesses without them needing to remodel and can give residents and visitors a public area to use. Some parklets are reserved for customers of a specific business and others have been open to the public depending on the city and the parklet use. Design standards are needed to make sure the parklets are safe, aesthetically pleasing, and do not hamper emergency services. Parklet agreements and standards have been developed across the Bay Area in cities like San Mateo and Redwood City.

Once a parklet design standard has been adopted, parklets are best reviewed and approved on a case-by-case basis with the City weighing the placement of parklet in terms of traffic operations standards (e.g. sightlines), availability of parking in the immediate vicinity, and the likelihood of its use by patrons (e.g. restaurant seating). Given the abundance of available parking in the downtown currently, there does not need to be firm limit placed on the number of parklets, but future reviews of parklets should consider parking availability as land use density increases in the downtown.

Cost Case Studies

Placemaking through parklets can have significant economic benefits for restaurants. In San Francisco, parklets cost between \$2,000 and \$4,000 in initial fees, \$16,000 in construction fees, \$500 per year in maintenance, and \$280 to renew the permit each year. However, the parklet brings in about 15 to 20 percent more customers to a restaurant. By Fall 2022, the number of restaurants listing outdoor space in San Francisco grew 284 percent compared to pre-pandemic levels. The Shared Spaces Program Economic Impact Report for San Francisco notes that for businesses installing a parklet, average quarterly revenues grew by 29 percent, or \$56,000, in the year following the Parklet application date. Businesses in the same industry that did not install a parklet saw their revenues grow by only 10 percent on average.

At the city level, a parking space could generate higher revenues than a parklet, but a parklet ensures that residents and businesses make the highest and best use of available parking space. At the beginning of the year the City of San Francisco had set up new parklet standards requiring restaurants to give up parking spaces if it has more than two occupied by a commercial parklet.

High

In 2022, the City of Los Gatos authorized the issuance of grants to downtown businesses to assist in the construction of semi-permanent parklets in public right of way. The city allotted \$400,000 for up to sixteen parklets, taking up to a maximum of two spaces per parklet, in grants of \$25,000 to \$40,000. The City was also willing to pay up to \$3,000 per parklet for design customization. The grant program is based on the American Rescue Plan Act (ARPA) funds.

Medium

The City of San Luis Obispo approved a permanent parklet program that charges businesses \$6,760 per parking space per year along with a \$908 application fee and allows up to two parking spaces to be used per parklet. The fee structure was designed to cover parking revenue loss, weekly manual street sweeping, permit administration, inspections, and parklet tree-trimming. Without the parklet fees, the city would lose approximately \$264,000 in parking revenue each year that would otherwise be collected.

Low

In the case of the City of Burlingame, the city finalized the cost for businesses to operate parklets at a \$250 monthly cleaning fee coupled with a \$1,500 annual rental charge. This ensures that the increased maintenance requirements due to the parklet are not a burden to the city.

Sources of Funding

Designing and implementing parklet standards requires active collaboration between various government agencies. The San Francisco Parklet Manual was created by the San Francisco Planning Department in close collaboration San Francisco Public Works, the San Francisco Municipal Transportation Agency, and the Mayor's Office on Disability. Management of the program can be absorbed into existing staff resources. The payment for the design standard could come from revenue generated from running the program or through grants.

Leasing Parking Spaces

Existing public parking spaces, either on-street or off-street, can be leased out to users such as food trucks as a way to both manage their usage and raise funds for other parking management programs. Similar to a parklet program, the user would pay a fee to the city to use specific parking spaces and be required to follow certain rules about safety, cleanliness, and hours of operations. The agreements can be used to better manage food trucks by requiring them to operate in certain areas and at certain times. Some business owners have voiced concern about food trucks taking away business, taking valuable parking spaces, or creating trash. In addition, food trucks can impede traffic operations on certain streets (e.g. limiting sightlines). To minimize vehicle congestion or potential pedestrian conflicts from queuing, it is recommended that food truck spaces be located on less busy side streets, perpendicular to Monterey Street. Requirements can also include provisions related to cleanliness, noise, or other factors and can require the food truck operators to either respond to those complaints or be moved to a different location. Special permits or leases can be made for events.

Phase 2 Strategies

Parking Enforcement

Description

Parking enforcement has evolved over the years as the transportation field as a whole has become more heavily influenced by technology. While parking enforcement has traditionally been conducted on foot and with chalk markings on tires, there are several more modern innovations to assist in making enforcement more time- and cost-efficient. One of the most recognized technologies is Automated License Plate Recognition (ALPR). ALPR is a camera system (typically mounted to a vehicle) that takes pictures of license plates and uses a computer algorithm to determine whether a vehicle is in violation of the posted regulation. ALPR is an increasingly prevalent enforcement practice and has been adopted by many jurisdictions because it offers the potential to reduce staff and labor costs, resulting in long-term savings.

Purpose

The primary purpose of parking enforcement in an area with time limits is to ensure that there is a proper turnover of vehicles, particularly in retail districts where it is not desirable for long-term parkers (e.g., employees) to occupy prime, store-front parking. The turnover of vehicles can be critical to the economic success of a downtown and a consistent pattern of parking enforcement, even on a limited schedule, can have a profound impact. The use of modern technology such as ALPR can make parking enforcement a cost-effective option. Enforcement is not meant to be used to raise revenue or be cost neutral, but to create the desired parking behavior by enforcing parking time limits.

Implementation

Frequency

As noted above, parking enforcement can have a significant effect on parking behavior. From a motorist's perspective, an enforcer does not need to be seen often to demonstrate that enforcement is being conducted. To manage costs, initial enforcement of parking regulations can be conducted infrequently with it occurring two or three days per week. With an ALPR system, an enforcement sweep of downtown Gilroy could last less than an hour. If enforcement is not currently being conducted, it is advisable to issue warnings to motorists during the first month as the intent of the policy is to better manage curb spaces, not to be punitive.

Privacy

User privacy is a common concern that often arises from the use of ALPR, with some motorists worried their vehicle information could be used or distributed without their consent. If ALPR or other such technology is to be employed in Gilroy, it is recommended that the City develop a policy regarding the security and use of data collected. The San Francisco Municipal Transportation Agency has an effective two-page policy that could serve as a guideline to the City; a copy is provided in Appendix C. By incorporating a privacy policy into a revised enforcement approach, the City can both address potential concerns and demonstrate that it is using new parking strategies strictly for their intended uses.

Improving Safety

According to Gilroy's Chief of Police, parking would need be enforced by a new full-time police officer. When not enforcing parking time limits, this officer could assist people with safety and police issues throughout the downtown. This would serve to make downtown a safer, more attractive place for visitors and would support businesses by helping visitors feel safer parking their vehicle and visiting the area at night.

Cost Case Studies

High

In 2023, the average annual pay for a Parking Officer in Los Angeles was \$40,214 a year. Parking officers perform a wide range of duties such as responding 24/7 to requests for traffic control assistance, managing traffic in emergencies and during signal outages and public demonstrations. They also address abandoned and stolen vehicle complaints, respond to requests for service from residents, and enforce violations. In 2015, the City of Los Angeles collected \$148 million in gross parking ticket revenues, of which the city could spend only \$41 million, while the rest was spent on administrative overhead costs.

Medium

The City of Berkeley's parking enforcement team is an example of a medium-cost parking enforcement strategy. The City of Berkeley has approximately 20 parking enforcement officers. They issued 119,075 parking citations in 2021, which generated more than \$3.5 million in parking fees for the general fund. In 2020, the City Council was considering shifting traffic and parking enforcement duties from the police department to unarmed civil servants within a new Department of Transportation to create a more racially just parking enforcement system.

Low

An example of a low-cost parking enforcement strategy is the City of San Mateo's parking enforcement team. The City of San Mateo saw an increase in parking citations after the pandemic. Its parking enforcement was earlier being handled by the San Mateo Police Department's Traffic Unit. However, to keep up with the increase in demand post-pandemic, the City partnered with LAZ parking to opt for a hybrid staffing approach between the City and contracted staff in order to increase enforcement. The City of San Mateo's parking operations are

considerably larger than those of Gilroy and include on-street paid parking. As such, the total City contract in 2022 with LAZ was \$975,000.

Funding

Parking enforcement can be an expensive strategy because it involves hiring a new officer. It is expected that the revenue that could come from parking tickets would be relatively limited. The most reliable sources of funding would be a Business Improvement District (BID) in which fees are levied on existing and/or new uses.

Downtown Ambassador

Downtown ambassadors are typically employees hired by the City or a downtown business association to create a safer and more enjoyable experience for visitors and employees. These employees are not law enforcement officers and do not wield police authority. Instead they are intended to help keep the area clean, help direct visitors, and notify the police if an unsafe or illegal activity occurs. Ambassador programs have been used across the country for several years and in California communities such as Santa Cruz and San Luis Obispo. The City of Santa Barbara has been operating a Downtown Ambassadors program since 2017 and has been a critical resource for visitors both in terms of supplying general information and also connecting homeless individuals with local assistance organizations. .

Cost Case Studies

High

The San Francisco Community Ambassadors Program works with residents and businesses in areas such as the Tenderloin to build relationships and create a sense of safety and visibility on city streets. The program was founded by the city in 2010 to create a sense of community safety. Starting with about 10 ambassadors, the program has now grown to more than 50 ambassadors across a dozen communities. It relies on people from their own neighborhoods and operates in conjunction with the City's Office of Civic Engagement and Immigrant Affairs. A budget of \$3 million annually funds the Community Ambassadors Program. It is a non-law-based community safety approach for neighborhoods. Training for such community ambassadors includes violence prevention, homelessness and mental illness sensitivity, trauma-informed de-escalation practices, CPR, and first aid.

Medium

King Street in Charleston, South Carolina, has a Business Improvement District (BID). The BID imposes a fee on all commercial businesses on King Street and is managed by a group of businesses which form the Charleston Downtown Alliance. The fee is assessed at 1.13 percent of the value of a commercial property and the funds are collected by the alliance and spent within the BID's boundaries in addition to expanding existing services provided by the city. It has recently approved its first budget which includes \$1.1 million for improvements. One of its priorities is to also establish an "ambassador" program that will traverse the street, assist in trash pickup, give tourists directions, and communicate with homeless populations. The BID has committed \$430,000 towards a contract and five ambassadors are currently being trained. About \$730,000 of the BID's budget comes from the fee imposed on businesses and the rest comes from fundraising efforts. The city has set aside two parking spaces for vehicles used by the ambassadors, expecting to cost the city about \$4,000 because of lost revenue. Assisting the BID's effort to provide street ambassadors is an example of a medium cost program.

Low

In 2022, the City Council of Oakland allocated \$464,000 to the Downtown Oakland Association Community Benefits District to deploy a nighttime civilian ambassador program to offer guidance and safety to visitors as a physical on-street presence. Another \$315,000 was offered to the Shop Safe Oakland Initiative to expand the daytime civilian ambassador program that offers grants to store owners to improve their security, lighting, and expand coordination between police and commercial organizations.

In 2021, a safety ambassador program was launched in the Castro/Upper Market Community Benefit District (CBD) of San Francisco as part of its community collaborative “Castro Cares” program. The program is funded through a \$413,245 Castro Cares grant from the San Francisco Office of Economic and Workforce Development (OEWD). It received another Castro Cares grant of \$215,000 from the CBD to provide foot and vehicle patrols through uniformed armed officers. These special patrol officers are scheduled to work on Fridays and Saturdays from 9 a.m. to 9 p.m. and Sunday and Monday from 9 a.m. to 5 p.m. The Castro CBD is funded through an assessment fee on property owners in a designated area which is used for improvements within that area.

Funding

There are several ways to fund a Street Ambassadors program. A department of the city could provide a grant/general fund allocation for the project or could support this program with nonmonetary benefits, like parking spaces. For example, in the case of the Castro neighborhood there is a CBD that funds a safety ambassadors’ program while the OEWD grant adds to the existing program by providing unarmed patrol officers during the daytime. In other instances, the private sector can initiate a policy of street safety ambassadors and the city can provide parking spaces or minor support to assist the program.

Bicycle Parking

Description

Every bicycle trip begins and ends with bicycle parking. It is important to provide user-friendly, secure, and convenient bicycle parking that is highly visible and close to popular destinations. This strategy aims to provide bicycle riders with secure storage downtown, create a more welcoming environment for potential bicycle riders, and encourage bicycle trips as an alternative to automobile trips. There is a range of different kinds of bicycle parking that can be considered including inverted u-racks, post and ring, wheel well secure, on-street “corrals”, and lockers (longer-term parking, typically for employees). Plate 21 shows an example of inverted U bicycle parking.



Plate 21 Example of inverted U bicycle

parking Purpose

There are multiple benefits to providing bicycle parking, such as the following.

- Increase visibility of bicycling as a mode and encourage bicycle travel.
- Create additional customer parking capacity and attract bicycle customers (particularly to certain businesses such as coffee shops).
- Maximize usage of on-street spaces (on-street corrals offer approximately eight bicycle parking spaces for one vehicle parking space).
- Can be implemented at a relatively low cost.
- Provide space efficiency and is especially effective when implemented at special events, where vehicle parking is limited.
- Provide a cost-effective way to attract visitors to Downtown (with inverted u-racks costing roughly \$200 and bike lockers costing \$2,000 to \$3,000).

Implementation

Bicycle Parking Locations

There are currently many on-street bicycle parking facilities downtown, most of which are not well used. Given this current lack of use, new bicycle facilities should be added only on an as-needed basis, such as when a business owner requests a bike rack outside of their business. New and existing facilities should be properly signed so users know where the bicycle facilities are located.

When installing public bicycle parking, the following guidelines are recommended to ensure that facilities are accessible and can be properly used by bicyclists. Precise placement and spacing standards are provided in the Association of Pedestrian and Bicycle and Professionals *Essentials of Bike Parking*, 2015.

- Site Selection and Planning
 - a. Place near high-demand locations, otherwise bicyclists may use trees or street furniture.
 - b. Site along existing/future bicycle routes and natural “desire” lines for bicyclists.
 - c. Include in high-traffic areas with strong visibility and “passive” surveillance.
 - d. Place near entrances/exits in off-street locations, and ensure that parking is well lit.
- Racks
 - a. Locate racks to minimize obtrusions on sidewalks.
 - b. Orient racks to ensure that bicycles are parked parallel to the curb face and parked vehicles.
 - c. Maintain sufficient clearances from walls, trees, tree wells, news racks, doorway exits/entrances, and parked cars.
- On-street Corrals
 - a. Locate corrals as close as possible to high-demand locations.
 - b. Prioritize corner locations as they provide greater visibility and can be easier to navigate than mid-block locations.
 - c. Include physical protection such as a bollard or flexible stanchions.
 - d. Develop a formal application process for business owners wishing to establish a corral in front of their business. Some cities have used an application process as a way to ensure local business support for these types of facilities and that the corral will be maintained as part of public/ private partnership.
- Additional amenity
 - a. Include bicycle repair stations, consisting of tools and amenities that make it convenient for residents and employees to repair bicycles on-site, at some of the bicycle parking locations downtown. These repair stations often provide basic amenities such as tire pumps and patches as shown in Plate 22.

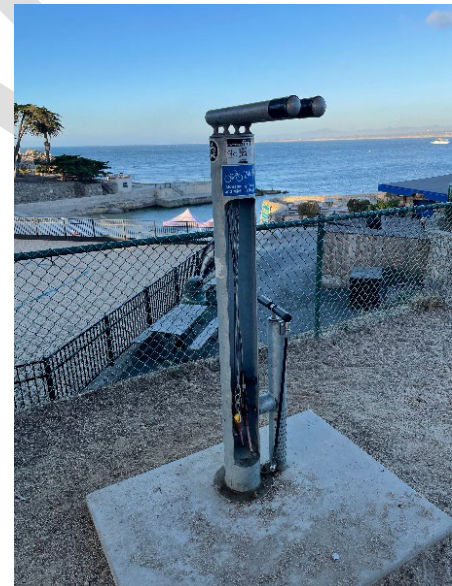


Plate 22 Example bicycle repair station

Transportation Demand Management (TDM)

Transportation Demand Management (TDM) measures encourage and incentivize a shift away from single-occupant vehicle trips to improve the efficiency of the transportation system by managing the demand for transportation services and facilities. TDM seeks to affect and complement mixed-use compact land use and employ market pricing to remove the hidden costs of single occupant vehicles through parking management, vehicle circulation, off-board fare programs, user amenities, etc. TDM plans are typically implemented as a set of strategies designed to reduce reliance on automobile travel, which also reduces the number of vehicles that need to park in an area by encouraging either carpooling or using alternative modes such as walking, biking, or transit.

TDM measures that reduce the need for vehicles or parking downtown can be required or encouraged by the City for new downtown development projects. For developments that do not want to or are unable to implement TDM measures, a fee can be paid to the City instead to reduce vehicle use. These fees can be used for programs that would reduce vehicle and parking demand such as improved transit services, more bike parking, or sidewalk improvements. Implementation of TDM programs can also be encouraged for existing development.

Cost Case Studies

High

In the *2018-2040 Long Range Transportation Plan for the Portland Metro Area*, TDM is shown as a component of Transportation System Management and Operations that proposes travel options to reduce the demand for drive-alone trips. The Metro coordinates partner efforts and sets strategic direction, evaluates outcomes, and manages grant funding. TDM accounts for two percent of the total funding for the constrained project list, at an estimated capital cost of \$130 million between 2018 and 2040, or \$5.9 million per year, for the Portland Metro Region.

Medium

In 2014, San Francisco voters passed two funding measures to improve public transit and create safer streets citywide. In the 2017-2020 San Francisco TDM Plan, it was mentioned that current activities are about \$2.5 million a year. However, there was a need for more funding and additional resources which culminated in the need to reinstitute the TDM Partners Working Group. This group consists of representatives from all partner organizations and would identify future actions and how individual agencies could set aside funding in their future workplans for TDM measures. Partners include the SF Municipal Transportation Agency, SF County Transportation Authority, SF Department of the Environment, and SF Planning Department.

The SF TDM program has three specific focus areas: land-use development programs and policies, street management programs and policies, and customer focused campaigns and programs. The SF TDM Ordinance creates a TDM Program for new development to identify their TDM requirements and incorporate TDM measures into their project design. TDM measures will thereafter be proactively monitored, which is supported through an ongoing fee collection from approved projects. TDM fees include a \$6,000 application fee and a \$1,000 ongoing monitoring and reporting fee.

Low

San Mateo County has an Alternative Congestion Relief (ACR) and TDM Plan. The plan enlists two kinds of funding sources, Measure A for the ACR Category and Measure W for the TDM Category. Both these measures are half-cent sales taxes that generate funds for ACR/TDM over a number of years. Measure W is expected to generate \$24 million over 30 years, or \$819,000 annually, and projects need to demonstrate a nexus with the highway system to qualify for Measure W TDM funds. The funding distribution for Measure W TDM Category is competitive in nature. These funds can be used for TDM Plans, Transportation Management Association (TMA) feasibility studies, city TDM Requirements (ordinances), and Curbside/Parking Management Plans among other things. An example of a project funded in this category is the City of Burlingame's Citywide TDM Plan which is receiving \$100,000 from the county with \$10,000 matching funds from the city.

Sources of Funding

If new private developments are not required to either implement new TDM measures or pay a corresponding fee, there are public funding sources for TDM projects, but they are expensive and require long-term financial commitments. If public financing is necessary, a good way to fund them is through voter approved tax measures (for long periods of time – 15 to 30 years). One-time grants can be received through the county or metropolitan planning organization to create TDM Plans or analyze the feasibility of a TMA. Examples include:

- The Sacramento Area Council of Governments called for applications for a TDM Innovations Grant Program in 2017, which was funded through the Federal Congestion Mitigation and Air Quality (CMAQ) funds. A one-

time competitive grant of \$450,000 was allocated to fund TDM projects that could be spent over a period of two years on innovative programs for parking pricing, technology programs, marketing and outreach, carpool/vanpool, or other subsidy programs. It required a local match of at least 11.47 percent of the total project cost and individual project requests could not be for more than \$150,000.

- The Colorado Strategic Transportation Demand Management Grant Program provides three complementary funding opportunities: TMO Support Grant, TDM Innovation Grant, and TDM Seed Funding. In 2021 it awarded \$50,000 to each of the nine existing TMOs in Colorado. It also provided \$145,000 in two-year seed funding to the cities of Fort Collins and Glenwood Springs to develop permanent TDM programs.

Transportation Management Association (TMA)

A Transportation Management Association (TMA) usually forms when several businesses decide to pool their resources in order to better manage transportation in a given area. A TMA can also be used to manage parking demand by reducing the number of people driving alone to an area or coordinating employee parking locations among businesses.

The mission of a TMA is typically to collectively represent all uses, existing or new, within a particular area (e.g., downtown Gilroy); oversee TDM measures; and ensure their ongoing success. TMAs are usually implemented at a Specific Plan or areawide level but can be expanded over time to cover new areas, if desired.

A TMA is typically either a private/non-profit or public-private partnership member-controlled organization that is established to promote commute alternatives to driving alone. TMAs are controlled and funded through membership with the goal of reducing vehicle trips and congestion. Typically, TMAs allow for businesses of all different sizes to collectively provide commute reduction services to a broader range of professionals. TMAs allow multiple companies within a geographic area to collectively provide TDM services and measures to employees, rather than each company providing services individually. Residential projects are also included in TMAs, enabling local residents to take advantage of these services and the incentives to walk, bike, carpool, vanpool or use transit to reach their destinations.

In addition to implementing TDM measures, TMAs typically monitor and report vehicle trips and program data to help assess the effectiveness of their vehicle trip reduction efforts. This may include monitoring parking patterns. This monitoring can enable a TMA to make effective adjustments to its programs to maximize their effectiveness, more efficiently mitigate vehicle trips, and reduce vehicle miles traveled and parking demand within the downtown area.

Examples of TMAs within the Bay Area include the City of Alameda TMA, Moffett Business Park TMA, Mountain View TMA, and Palo Alto TMA.

Parking Benefit District

Description

Parking benefit districts (PBDs) are defined geographic areas, typically in downtowns or along commercial corridors, in which any revenue generated from on-street and off-street parking facilities within the district is returned to the district to finance neighborhood improvements. A PBD is only applicable if there are revenues from business fees, user fees, or some other source to generate funding.

Purpose

Paying for parking, either through business or user fees, can be unpopular for several reasons. One of the primary reasons is that local business owners feel they derive little benefit from the transaction. This is largely because most cities have traditionally sent their parking revenues into the general fund rather than using it to improve parking or enhance the transportation system in the district from which the revenues originated. In recent years, some cities have sought to reverse this dynamic by implementing PBDs.

PBDs require local parking revenue to stay local, while financing neighborhood improvements. PBDs allow local merchants and property owners to clearly see that the monies collected are being spent for the benefit of their district and on projects that they have chosen.

Implementation

In practice, a successful PBD in Gilroy would be implemented in the following fashion and incorporate certain key elements.

1. Adoption of a City ordinance creating a downtown PBD, stipulating that all parking revenue generated within the PBD be used to fund designated improvements.
2. Creation of a governing/oversight body to develop an approved program of revenue expenditures, subject to final approval by City Council. The body should include appropriate representation from Downtown businesses, property owners, local residents, and City staff.
3. Adoption of a defined list of PBD revenue expenditures, which can include the following:
 - a. Purchase and installation costs of meters (see Phase 3 strategy);
 - b. Shared parking agreements;
 - c. Construction of additional parking, if deemed to be necessary;
 - d. Transit, pedestrian, and bicycle infrastructure and amenities;
 - e. "Mobility Ambassadors" to provide assistance to visitors as well as additional security;
 - f. Valet parking services during peak periods;
 - g. Shuttle services;
 - h. Landscaping and streetscape greening;
 - i. Street cleaning, power-washing of sidewalks, and graffiti removal;
 - j. Additional parking enforcement;
 - k. Marketing and promotion of PBD and local businesses; and
 - l. Management activities for the oversight entity.
4. Development of a coordinated public relations plan, which would use wayfinding, signage, and public outreach to articulate how parking revenue is being used to benefit downtown.
5. Performance of ongoing evaluation and management of PBD policies and expenditures.

Cost Case Studies

High

Downtown Ventura established a PBD in 2009 to make on-street parking convenient. It converted 318 high demand on-street parking spaces to metered parking. It was coupled with shared parking agreements which satisfied minimum parking requirements for each land use and off-street parking structures leased parking spaces for offices, etc. The PBD generated \$530,000 annually from monthly structured parking permits and 318 on-street metered spaces which was reinvested in an outdoor wireless internet system, streetscaping, lighting improvements, and a full-time police officer.

Medium

In 2017, the City of Pittsburg created a PBD pilot in the South Side Flats neighborhood as a public safety plan disguised as a transportation plan. It included weekend nighttime meter enforcement, extension of residential permit parking (RPP) hours, a weekend shuttle to free nearby parking lots, and a safety lane to increase emergency vehicle access on weekends. In its first month the PBD generated \$134,000 and now produces \$210,000 per year. The neighborhood has experienced a 20 percent increase in rideshare usage and a 37 percent decrease in criminal activity.

Low

The West Campus area in Austin, Texas, was filled with college students parking their cars in adjacent neighborhoods in free on-street spots. With a \$43,000 grant from the U.S. Environmental Protection Agency, the

City of Austin ran a PBD from 2006 to 2011. They installed 96 meters in the area that produced \$163,000 in the first year, much of which was spent on pedestrian improvements, transit shelters, and two-way bike lanes. In 2012, the City established the West University PBD, expanding the area and adding 254 new meters that generated \$150,000 in its first full year along with a 10 percent growth in sales tax revenue.

Sources of Funding

In order to create a PBD, the city needs to establish by ordinance the district boundaries, parking rates within the district, and how funds will be used. It can also mention the percentage of funds that will be returned to the zone versus what will be given back to the general fund. Merchants, tenants, residents, and property owners can provide input to the PBD managing team. A PBD pilot program can be funded through an external grant and as revenue starts flowing in the PBD can fund improvements within the area.

Special Event Vehicle Valet Parking

Valet parking provides an opportunity to shift demand to off-street lots and increase the ease of parking for visitors. It can also make more efficient use of the parking supply as valet operators can “tandem” or “triple” park vehicles. By increasing the supply of parking, a substantial number of additional vehicles could be accommodated in off-street lots (public or private) during periods of high demand. Valet parking also offers a highly convenient parking option for those customers willing to pay for it, but it also can be offered to customers at no cost.

Valet parking service is a common amenity offered by individual businesses and can be an effective tool in managing parking demand on a larger scale, particularly during periods of peak needs, such as special events. A special event valet parking program could be operated by a parking benefits district, through the Chamber of Commerce, or by another entity. By establishing a downtown valet program, it can be implemented as a coordinated, “universal” valet service that allows for the drop-off and pick-up of vehicles at any valet stand within the service area. To make valet services a single, seamless operation, consistent branding (signage and uniform) should be required, and valet stands should be placed at convenient, visible locations.

Advances in technology have enabled valet parking drop-off, pick-up, and payment to be relatively seamless. Numerous valet operators now employ technology (e.g., point-of-sale handheld computers, key “fobs,” self-serve kiosks, mobile phone technology) that facilitates easy retrieval of vehicles and payment. For example, key “fobs” provided to a customer when dropping off their vehicle can be activated five to ten minutes before desired pickup so that a vehicle is returned by the time the customer is ready to leave. This technology can also enable more accurate collection of parking data and revenue.

Cost Case Studies

High

The average cost of hiring an attendant is between \$25 and \$50 per hour, and the average cost of valet parking for events is \$250 to \$450 per valet per event. If the city hires a valet parking service for special events, it could be a high-cost strategy.

However, special event parking is typically guided by private players who organize and benefit from such events. For example, Lake Tahoe has special event parking, both self-parking and valet parking, during holidays and special events. This policy is guided by the hotels in the area and is privately managed because people would park in the casino’s parking lot during special events, often displacing hotel and gaming guests. This ensures that hotel guests and players at the casino have maximum accessibility to the hotel’s resources.

Medium

A lower cost option for cities is to require private lot owners to start hiring live attendants during special events through an ordinance. Although this may not be as efficient as valet parking, it will prevent vehicles from being

burglarized or vandalized in parking garages. The City of New Orleans has recently moved forward with an ordinance requiring parking lot owners to hire live attendants during Saints or Pelicans games.

Low

Another low-cost option for parking during special events is to activate special event parking rates. These do not require hiring a valet/valet service but ensure to some extent that interested parties get access to events. The City of Sacramento activates special event flat rates up to two hours prior to an event's start time and collects the fee in a "pre-pay" mode at the entrance of the parking facility; parking extends to 6 a.m. the next morning. It activates the special fee within a three-block radius of the event location.

Sources of Funding

The city can encourage or require private businesses to provide valet parking options during special events. The city can decide whether to directly contract with a valet parking service for public parking lots, or partner with local businesses to create a strategy for special events parking, enabling it through a PBD. This program can be integrated with a street safety ambassador program.

Special Event Bicycle Valet Parking

Bicycle valet parking is a relatively new innovation, having become more commonplace in the past 10 to 15 years across the Bay Area. Bicycle valet parking is similar to traditional vehicle valet parking in that staff are present to park many bikes in a secure location that is space efficient. The continual monitoring of the bicycles by staff is a significant safety incentive to encourage bicycling to special events. It has been widely used in Santa Clara County at special events such as the San Jose Jazz Festival and Stanford home football games. The Silicon Valley Bicycle Coalition offers a full-service bicycle valet for special events upon request. It is recommended that a bicycle valet program be used at large special events in Gilroy. If there are a sufficient number of events, it may be more cost-effective for the City to operate its own program rather than contracting for it.

Cost Case Studies

High

Downtown Victoria, British Columbia, Canada has a staffed valet service launched by city officials in a secure covered parking zone at City Hall. This service is free for users and open seven days a week with extended weekend hours. The valet parking accommodates all active transportation such as regular bicycles, adaptive bikes, cargo bikes, bike trailers, jogging strollers, and other devices. Beyond operating hours, leftover bikes are impounded by the Victoria Police Department. Users are also allowed to leave their helmets and other belongings attached to their bikes. Victoria's bike valet program was launched as a pilot and closes during winter months. The project saw over 8,000 bikes parked in a matter of 4 months and cost \$160,000. It was funded as part of a \$500,000 multi-year enhanced bike parking portfolio allocated by the Victoria Council in 2021.

Medium

San Francisco Administration Code Section 2.76 has made monitored bike parking mandatory for events that require a street closure and have an anticipated attendance greater than 2,000. San Francisco's Bike Coalition is a non-profit that offers valet parking for bicycles. They also offer \$2 million in liability insurance for events.

Bike East Bay is another non-profit organization that offers valet bike parking services. Costs for valet bike parking are proportional to the event size, duration, and location. Half-day events of four hours would cost \$600 and full day events of eight hours would cost \$1,000 and include valets, bike racks, valet tags, and event signage.

Low

The Bicycle Coalition of Maine (BCM) offers valet bike parking for special events. Guests can have their bikes parked for free in a designated area that is fully blocked off and monitored for the duration of the event. A four-hour event costs \$520, with a 15 percent discount for nonprofits. Events typically require two fully trained staff and four volunteers for an event generating 150 bikes and lasting up to six hours.

Sources of Funding

The city can encourage event organizers to provide monitored bike parking during events. For example, The City of Portland, Oregon, recommends organizing bike parking for event organizers. The number of bike parking spaces can equal a minimum of two percent of expected attendance and is recommended at five percent or more. The City also issues permit for the temporary use of car parking lanes for event bike parking. However, the bike valet services are typically provided by bicycle advocacy coalitions and bike-related non-profits through a mix of their permanent staff and volunteers.

Phase 3 Strategies

Parking Pricing

Description

Like many Bay Area communities, Gilroy permits the use of prime curbside parking spaces free of charge, instead using time limits as a primary means of managing public on-street parking. The rate of utilization of on-street parking spaces in prime locations at any given time depends on *demand* for motor vehicle access to the area, the *supply* of parking spaces available, any *restrictions* on the use of spaces (e.g., regulations, time limits), and, no less importantly, the *price* charged. With a high demand and no price for parking, Core Downtown curbside parking is regularly filled to capacity during peak hours, causing motorists to search and circle in a wider area for available parking. Congestion associated with lack of on-street parking in prime locations can be a major issue from the perspective of motorists and Downtown visitors.

Purpose

The primary goal of parking pricing is to make it as easy and convenient as possible to find and pay for a parking space. It should *not* be treated as a means to generate revenue - the goal is to establish prices as low as possible to achieve a desired parking occupancy level. By setting specific availability targets and adjusting pricing (up or down), demand can be effectively managed so that when a motorist chooses to park, they can do so without circling the block or searching aimlessly. Demand-based pricing can result in the following benefits.

- Ensures consistent availability and ease in finding a parking space.
- Provides flexible time limits or eliminates them altogether, thereby removing the need to move a vehicle to avoid time restrictions.
- Can have convenient payment methods that eliminate the need to “plug the meter” and make it easier to pay for parking and avoid parking tickets.
- Incentivizes long-term parkers and employees to park in off-street lots.
- Reduces search time for parking, resulting in less local congestion and vehicle emissions.
- Reduces illegal parking and improves safety and street operations.
- Distributes short-term parking demand throughout the Downtown area, taking advantage of on-street parking capacity on side-streets.
- Provides a more equitable and efficient way to account for the real costs to a city for providing parking.
- Can generate excess revenue that can in turn be reinvested in Downtown improvements.

It is important to note that given the historic misuse of priced parking in some jurisdictions, it can be one of the more controversial strategies. Any efforts to consider paid parking should include a robust public outreach process that clearly educates and informs business owners and the public of its benefits and tradeoffs.

Implementation

A program of demand-based pricing of parking in the Core Downtown could be initiated, with a four-part strategy recommended to ensure the maintenance of on-street parking availability: (1) establish a policy goal, or target for the occupancy of on-street parking, (2) install smart parking meters that are easy to use and enforce, (3) commit to monitoring occupancy and adjusting meter rates and regulations to meet established targets, and (4) dedicate meter revenues to a Parking Benefit District (if applicable). The following elements should be addressed to achieve this strategy.

- **Establish targets:** The City should establish a policy goal, or target, for the ideal occupancy of on-street parking on blocks in the Downtown. Achieving a commonly used occupancy target (e.g., 85 or 90 percent), would mean that—on average—a few curbside parking spaces on each block-face in the area would remain open and available for use by incoming vehicles, even during periods of peak demand.
- **Install meters with demand-based rates:** On all block-faces for which comprehensive on-street parking utilization surveys indicate that parking occupancy consistently exceeds target rates and have low turnover, the City should install smart parking meters and initiate demand-based charging for the use of curbside parking.
- **Meters:** The City will need to evaluate technology and vendor options for the installation and operation of meters closer to the date of implementation. In doing so, the City should consider a few criteria focused on convenience for the motorist in the selection of meters/vendors (there are many vendors who currently offer products meeting these criteria):
 - a. User-friendly smart meters should accept payment by credit or debit card (in addition to cash or coins).
 - b. The City may work with meter vendors to accept payment by smart/mobile phone.
 - c. The City should consider the appropriate type of meters, opting for either multi-space meters (one or two on each block face), with a “pay and display” or “pay by space” model or the conventional deployment of one parking meter for each parking space.
- **Hours and Rates:** One of the best ways to balance parking supply and demand and generate turnover is with hours of operation and pricing that take into account when spaces are actually occupied. It is strongly recommended if parking pricing is considered in the future that new parking data collection take place to verify the most appropriate hours and days of operation. Initial on-street rates may be low (e.g., \$0. 50 per hour) compared to nearby jurisdictions (e.g., \$2. 00 per hour in San Jose) and then adjusted based on how parking patterns change over time if needed. With parking pricing, the City would also have the option of adjusting or removing time limits altogether and relying on the price of parking to promote turnover.
- **Monitor and adjust:** Under the recommended approach, the City would commit to monitoring the use of parking spaces downtown on an annual basis and adjust meter rates and regulations as necessary to meet the established availability targets. This means modifying the hours of operation and pricing for meters to achieve the City’s adopted target.
- **Dedicate meter revenue to local access:** The primary goal of a smart parking pricing program is to enhance the ease and convenience of access to Downtown, not to maximize revenue. To ensure merchant and public support for parking pricing, any meter and/or fine revenue collected in excess of program costs should be dedicated to improving the Downtown, rather than going to the City’s General Fund. Such a revenue source could be used to finance a host of projects and programs such as those that expand the public parking supply (through shared parking agreements), finance the meters themselves, enhance multimodal access to Downtown through pedestrian and bicycle infrastructure and amenities, and sidewalk and streetscape improvements. This funding can be managed through a Parking Benefit District .

Performance-based parking pricing can be set to drive turnover, maximize value, and transition travelers away from private automobiles to sustainable travel modes. Performance standards for parking vary parking prices by location, time of day, or how long a vehicle is parked. It requires accurate and up-to-date supply and demand data to determine parking rates.

Cost Case Studies

High

The City of San Francisco has a complex approach to parking pricing which uses “smart” meters that charge variable parking rates and record usage data and duration. It also has sensors and a very advanced system of data collection which is coupled with meters that accept different modes of payment. The sensors collect real time occupancy information that is used to make future pricing decisions such that one parking space is usually available per block and at least some parking is available in garages. Parking rates ultimately achieve occupancy goals of 60 to 80 percent, varying rates both geographically and by the time of day. SF Park includes over 6,000 parking spaces in seven pilot districts and has received \$19 million in federal funding.

Medium

The City of Redwood City has created a parking management district known as the Downtown Meter Zone Program; it has changeable rates and time limits for metered parking downtown. This stimulates more turnover and generates more revenue from the existing supply as needed. The area is divided into Meter Zone “A”, Core, and Meter Zone “B”, and Periphery, and parking prices are determined according to demand. The city owns and operates two garages whose peak period hourly rates are contractually bound by facilities agreements with two movie theater properties. Apart from that, the city has successful shared parking agreements with privately owned garages. The city has also hired a contractor for their ACE Parking garage to operate, maintain, and provide customer service for approximately \$370,000 annually. In 2021, the annual deficit in parking revenue was close to \$1.4 million, which is covered by the General Fund.

These conditions have led to revisions in the meter rates for zones A and B, and expansion of meter hours for downtown, among other changes. The proposed changes are expected to increase parking revenues by \$643,000, which will reduce General Fund transfers to the Parking Fund.

Sources of Funding

Cities can initiate their own parking pricing projects with some help from regional, state, or federal governments. For example, MTC offers Local Parking Management Grants which could be used towards development of pricing programs including performance and demand-based meters. The grant amounts have been between \$250,000 and \$1.5 million each with a minimum match of 11.47 percent required. The San Francisco Metropolitan Commission’s Regional Parking Pricing Analysis Tool received a \$560,000 Value Pricing Pilot Program Grant in 2012 which allowed the creation of a regional parking database to analyze the effects of parking price scenarios designed to encourage transit and alternative travel modes in the Bay Area.

Unbundled Parking

Typically, the cost of parking is included when renting a residence. By doing so, it encourages auto-ownership since residents must pay for parking regardless of whether they are using it or not. In order to reduce residential parking, the City could require that new developments in the downtown “unbundle” the cost of parking from the price of residential units by charging separately for parking. In this way, residents can opt to pay for parking based on their need, in turn encouraging households with fewer vehicles to locate there based on its affordability. This would reduce long-term residential parking adjacent to high-demand areas and enable more short-term visitor parking.

Sources of Funding

The cost of creating unbundled parking is borne by developers who then transfer the cost to the lessees, residents or employers. Cities can pass ordinances that require parking to be unbundled or remove parking minimums. In the case of commercial parking, the spaces can be rented through the property management association or a third-party manager.

Resident Meter Permits

Description

Resident meter parking permits are placards or stickers that allow residents within a town, city, or geographic area to park at meters free of charge for the maximum permitted time period. A good example of a resident meter permit program is in Mill Valley, where the City has operated a Resident Shopper Vehicle Permit (RSVP) program for several years. The program allows residents of Mill Valley and those in surrounding zip codes to purchase annual permits for \$50 to \$70 for one or more vehicles. Other cities known for being tourist destinations such as San Clemente and Newport Beach in Orange County employ similar programs.

Purpose

Priced parking is often used as a way to manage visitor or employee-driven parking demand. However, residents often object to the notion of paying for parking when the “problem” is being caused by those not living there. A resident meter permit allows the community to take advantage of the benefits of priced parking in managing demand while allowing residents to pay a small fee for unlimited use of those parking spaces.

Implementation

If metered parking pricing is used, it is recommended that the City consider resident meter permits as an option to prioritize resident needs and develop a low-cost permit based on the RSVP program used in Mill Valley or other jurisdictions. If resident meter permits are used, time limits may still be necessary in order to ensure proper turnover of resident vehicles.

Residential Parking Permit Program

Description

A residential parking permit program (RPP) operates by exempting permitted vehicles from the parking restrictions and time limits for non-metered, on-street parking spaces within a geographic area, typically in a residential neighborhood setting. A conventional RPP is one that allows those without a permit to park for generally two to four hours during a specified time frame, such as 8:00 a.m. to 6:00 p.m., Monday through Friday. Permit holders are exempt from these regulations. Ownership of a permit does not, however, guarantee the availability of a parking space. RPP programs are prevalent across the country and have been used for decades to prioritize residential parking needs.

Purpose

The primary goal of an RPP is to manage parking “spillover” into residential neighborhoods and should be considered if parking meters are introduced. RPPs work best in neighborhoods that are impacted by high parking demand from other uses. By managing spillover, RPPs can ensure that residential neighborhoods are not overwhelmed by employees or visitors, thereby enabling local residents to park their vehicles on-street. RPPs are especially important in neighborhoods where residents have limited off-street parking.

Implementation

The decision to implement an RPP program should involve both the support of the neighborhood (by vote) and a data analysis by the City demonstrating that there is a parking spillover problem. If those two elements indicate an RPP is appropriate, the City would need to work with the local neighborhood to determine the appropriate boundaries of the permit zone, and consideration should be given to potential impacts to immediately adjacent neighborhoods. All residences within the proposed zone would be eligible to purchase permits, but application forms, payment, and proof of residency should be required. The hours of operation for the permit district should be set to align with the hours of spillover impacts (e.g. Friday to Sunday) and a limit of permits per household (e.g., three) should be established with an escalating price structure (e.g. \$25 for the first permit, \$50 for the second permit) to disincentivize residents from using on-street, rather than garage, parking. Permits can take the form of a hanging placard or sticker. This program is meant to be revenue neutral.

As a short-term alternative, resident permits can be considered for the new 7th Street/Eagleberry Street parking lot. If the lot is intended to be closed at night, the City may wish to create an RPP program that is specific to that lot in which residents can purchase passes in order to alleviate on-street evening parking demand.

Cost Case Studies

High

San Francisco Municipal Transportation Agency (SFMTA) received a \$420,000 grant for a residential parking management analysis, which was completed by 2016 and published in 2017. Using this grant, the SFMTA explored how pricing could manage parking in residential and mixed-use areas. They collected occupancy and license plate surveys for 42 two-mile routes within the study area and conducted online household surveys to understand residential travel patterns, commute modes, parking access, etc. They implemented a public outreach strategy with San Francisco County Transportation Authority (SFCTA) contacting neighborhood and business leaders in select neighborhoods to test the feasibility of pilot parking management programs. Today, SFMTA has a residential parking permit program that allows passenger vehicles and motorcycles to park in their permitted area.

SFMTA also has meter payment exemptions for residents of certain limited areas where “Except [Permit Area] Permits” signs are posted, and the permit area matches with the permit area on the vehicle permit. The SFMTA uses time limit enforcement through LPR technology. A Parking Control Officer verifies whether a vehicle has violated parking rules.

The SFMTA Residential Parking Program issues over 90,000 RPP permits annually, including annual, visitor, and temporary permits. The program is currently self-funded with 55 percent of the revenue used for parking enforcement and 28 percent for processing permit applications. Another 11 percent is used for enforcement and 11 percent is used for manufacturing and posting signs, vehicles, and other equipment.

Medium

The City of Berkeley has a residential preferential permit program that exempts residents from the two-hour parking limit. In 2015, the city received \$1 million in federal funding to extend RPP restrictions into evenings and weekends in high demand areas. Non-permit holders pay an hourly rate based on target parking occupancies and occupancy information goes into TDM strategies in pilot areas.

Sources of Funding

RPP programs are most often paid through direct user fees.

Employee Permits

Description

An employee parking permit (EPP) program operates by designating priority parking within a geographic area for employers and employees. Designated parking areas for employees can be located in off-street facilities, with permit holders eligible to park in those spaces during a specific time period exempt from posted regulations. Ownership of a permit, however, does not guarantee the availability of a parking space. For this reason, it is important not to sell permits far in excess of parking supply. Many conventional EPP programs do not prohibit non-employee parking but allow the general public to park within the area, subject to posted parking restrictions.

Purpose

The intent of an EPP program is to make parking more convenient and accessible for all users—residents, visitors, and employees—by providing a designated and concentrated parking area for employees. EPP programs offer a convenient parking option, thereby reducing the need for an employee to “hunt” for a parking space, move their vehicle to avoid parking restrictions, or occupy “prime” on-street spaces intended for customers. A consistent

parking option for employees also makes it easier for employers to attract and retain employees. By managing employee parking, EPP programs can ensure that high demand parking areas are not overwhelmed by employees.

Strong employer support is a crucial component to any successful EPP program. Employers need to inform their employees about the program, facilitate participation, and ensure that the program guidelines are adhered to. Employers must work to provide feedback and modify the program as needed. It is also important to note that this strategy will be much more effective if time limits are modified and enforcement is enhanced, providing employees with more of an incentive to seek out spaces that allow for longer-term parking.

Implementation

All employees and employers in Downtown Gilroy would be eligible for one EPP per employee. As is often done in other jurisdictions, it is recommended that employers apply for permits on behalf of their employees. As part of the application, employers would supply proof of employment, along with a copy of photo identification and vehicle registration information for each employee (information employers may already collect). Permit costs could remain affordable to encourage their use - approximately \$50 for an annual pass (or \$0.19 per workday).

The City could then designate specific off-street lots for employee parking only and sell permits that would allow employees only during specific hours. These lots could include current areas such as the 7th Street/ Egleberry Street lot or lots made available through a shared parking agreement. Regardless of the location, enhanced safety and access improvements should be prioritized for these locations to ensure that employees feel comfortable using these facilities. Spaces should be prioritized for employee use by signing them for “employee use only” during certain hours when employees are typically at work.

Cost Case Study

Medium

In 2012, the City of Austin, Texas, initiated an employee parking pilot project with a one-year budget of \$40,000 which allowed 450 downtown employees to register voluntarily and receive a \$50 a month incentive to obtain a Capital Metro transit pass, guaranteed rides back home during emergencies and personalized commute assistance. Today, the city has an affordable parking program (joint initiative between City of Austin and Downtown Austin Alliance initiative) that allows employees to park for \$35 to \$60 at various city garages. The City of Austin Parking Enterprise Division maintains parking meters, provides enforcement, establishes special zones, etc.

Funding

Permit programs are typically funded through revenue generated by parking permits.

Electric Vehicle (EV) Parking

Description

A strong network of EV chargers is needed to support the expanded use of EVs and make them a viable alternative to vehicles with internal combustion engines. While most vehicle charging is expected to be done at chargers installed at the vehicle owner’s home, a supply of charging stations to supplement home-based charging will be important in supporting the transition to EVs. As a result, the California Green Building Standards Code (CalGreen) requires EV chargers in most new developments and many local agencies have installed charging stations in public parking lots.

Purpose

EV chargers installed in parking lots enable EV drivers to charge their car while they are at work, shopping, or otherwise occupied nearby. Since charging an EV can take several hours, placing EV chargers in or near downtown

can help draw in visitors who will end up spending hours downtown, likely at several businesses. Some businesses may opt to set up their own chargers to attract customers.

Implementation

Parking spaces with EV chargers are exclusively reserved for EVs, so as with regular parking spaces, EV parking should be carefully managed to not over or under supply chargers. Beyond the minimum number of chargers required by CalGreen, existing usage of chargers should be monitored to know where additional chargers are needed. Usage of 40 percent or more in a twelve-hour period is considered high usage and should have additional chargers. This will need to be regularly checked because the need for chargers is expected to increase and demand may shift to different areas as the downtown develops. Companies that own and manage charging station networks may be able to assist the City in identifying the most desirable locations for these facilities.

To minimize the cost of installing chargers, the distance between the charger and electric service panels should be minimized and spaces that can easily be made ADA compliant should be identified, as CalGreen also requires a certain number of accessible charging spaces based on the total number of accessible spaces. Several funding sources are available to help install EV chargers such as the CALeVIP program, administered by the California Energy Commission and the Federal Highway Administration's Charging and Fueling Infrastructure (CFI) Discretionary Grant Program.

When installing an EV charger in a well-lit location, wheel stops and bollards should be installed to stop vehicles from hitting and damaging the chargers. Unless there are significant issues with drivers of standard vehicles using spaces reserved for EV charging, signage should be the only measure needed to enforce the appropriate use of these spaces. Installation of chargers for curbside charging may be an option at selected locations but is generally not recommended due to difficulties installing and protecting the equipment.

Costs

Installation and maintenance costs for commercial public use DC fast chargers are approximately \$50,000 for each station. EV charging stations follow the business model of gas stations where the majority of profit comes from offering food and drinks in convenience stores, along with the profit of selling electricity. Thus, EV charging stops are therefore beneficial to retail locations, supermarkets, malls, and shopping centers. As more drivers purchase plug-in electric vehicles (PEVs), there is a growing need for a network of electric vehicle supply equipment (EVSE) to provide power to those vehicles. In 2015, the Department of Energy gave the following distribution of costs associated with installation EV charging stations (Table 16).

Table 16 – Approximate EVSE Unit and Installation Costs

EVSE Type	EVSE Unit* Cost Range (single port)	Average Installation Cost (per unit)	Installation Cost Range (per unit)
Level 1	\$300 - \$1,500	N/A	\$0 - \$3,000**
Level 2	\$400 - \$6,500	\$3,000	\$600 - \$12,700
DCFC	\$10,000 - \$40,000	\$21,000	\$4,000 - \$51,000
US EPA Grants	California Energy Commission Funds	MTC Climate Initiatives Grant	Energy Corporations
Other Federal Funds	Strategic TDM Grant Program	Federal RAISE Grant	Chain Grocery Stores

*EVSE unit costs are based on units commercially available in 2015

** The \$0 installation cost assumes the site host is offering an outlet for PEV users to plug in their Level 1 EVSE cordsets and that the outlet already has a dedicated circuit

Funding

The City of Burlingame received funding from the CALeVIP grant program, funded by the California Energy Commission, for the installation of DCFCs. Burlingame also received contributions from Peninsula Clean Energy to

the CALeVIP grant to fund Level 2 charging stations in the area. Funds were also received from Bay Area Air Quality District, PG&E and Electrify America. They had previously entered into a \$312,000 contract with Powerflex to install charging stations.

Implementation Timeline

As noted previously, there are a range of strategies proposed in this report and they are generally prioritized into two phases. Table 17 shows the projected timeline and prioritization of each of the strategies.

Table 17 – Timeline and Prioritization of Strategies		
Strategy	Calendar Year 2024	Future
Phase 1		
Parking Wayfinding	Implement (static signage)	
VTA Lot	Implement	
Shared Parking Agreements	Implement	Implement
Mobility Information	Implement	
On-Street Time Restrictions	Implement	
Parklet Design Standards	Implement	
Lease Public Parking to Businesses	Implement	
Phase 2		
Parking Enforcement		*
Downtown Ambassador		*
Bicycle Parking		*
TDM Measures and/or Fees		*
Transportation Management Association (TMA)		*
Parking Benefit District		*
Special Event Vehicle Valet Parking		*
Special Event Bike Valet		*
Parking Pricing		*
Unbundled Parking Pricing		*
Resident Meter Permits		*
Resident Neighborhood Permits		*
Employee Permits		*
EV Parking		*

* May be implemented based on need

Conclusions and Recommendations

Conclusions

Downtown Gilroy is a consistently active area with parking challenges arising at various times and days of the week. Parking is underused across most of the downtown, though specific areas have high occupancy. The City should consider implementing some or all of the strategies in this plan to more efficiently manage downtown parking and create a more welcoming environment for all users. As mentioned previously, the measures discussed in this report are intended to be a toolbox of strategies with recommended phasing and the City should determine the most appropriate mix to achieve the community's broader objectives.

Recommendations

The City should implement the Phase 1 strategies to improve parking availability downtown. If those measures do not achieve the desired parking environment, the City should consider implementing the Phase 2 strategies and determine their feasibility given the current context of Gilroy. This phased approach is recommended as a gradual process to increase parking management in the downtown, but various strategies can be implemented in a different timeline based on the City's assessment of its needs. As presented, the recommended phased strategies are as follows.

Phase 1 Strategies

- Incorporate new wayfinding signage for existing public parking lots and shared lots should they become available.
- Identify shared parking opportunities with private downtown lot owners and the Valley Transportation Authority (VTA).
- Create a website and other mobility information where people can look up lot locations, prices, and hours of operation.
- Expand on-street parking time restrictions along the length of Monterey Street with two-hour time limits in the Core Downtown and four-hour time limits in the Upper and Lower Downtown areas.
- Create parklet design standards to more efficiently use parking for businesses.
- Lease some on-street parking spaces downtown to food trucks.

Phase 2 Strategies

- Enhance parking enforcement through technological improvements and a new full-time officer.
- Offer more public bicycle parking in convenient locations Downtown on an as-needed basis.
- Use Transportation Demand Management (TDM) requirements to reduce parking demand downtown.
- Create a TMA to coordinate TDM measures across downtown to reduce parking demand.
- Institute a Parking Benefit District (PBD) to manage downtown parking and transportation improvements.
- Consider creating a universal vehicle and bicycle valet program for special events.

- Implement on-street metered parking and regulate both time limits and cost based on demand.
- Unbundle parking from rent in new developments to encourage less vehicle ownership.
- Create a Resident Parking Meter permit program to prioritize resident needs in the Downtown core.
- Allow for the creation of Residential Parking Permit programs to address potential spillover issues in nearby neighborhoods.
- Create an Employee Parking Permit program and designate certain off-street parking spaces in the downtown for employees.
- Implement a plan for how and where electric vehicle (EV) parking will be located in downtown as EVs become more widely used.

Study Participants and References

Study Participants

Principal in Charge	Brian Canepa, TDM-CP
Senior Transportation Planner	Barry Bergman, AICP
Transportation Engineer	William Andrews, EIT
Graphics	Hannah Yung-Boxdell, Cameron Wong
Editing/Formatting	Hannah Yung-Boxdell, Jessica Bender
Quality Control	Dalene J. Whitlock, PE, PTOE

References

Automated License Plate Recognition Policy, San Francisco Municipal Transportation Authority, <https://www.sfmta.com/about-us/sfmda-board-directors/sfmda-policies/automated-license-plate-recognition-policy>, accessed April 7, 2022

Bicycle Parking Guidelines, 2nd Edition, Association of Pedestrian and Bicycle Professionals, 2010

California Manual on Uniform Traffic Control Devices for Streets and Highways, California Department of Transportation, 2014

County Government Center Parking and Transit Information, County of Santa Clara, 2022

City of Sonoma Circulation Element Update, City of Sonoma, 2016

Draft Report: Downtown Sonoma Parking Study, W-Trans, 2017

Essentials of Bike Parking, Association of Pedestrian and Bicycle Professionals, 2015

GIL007



This page intentionally left blank

Appendix A

Parking Data

DRAFT



This page intentionally left blank

Parking Study

Date: 11/10/2022
Day: Thursday

Lot	Space Type	Space	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
Lot 1	Regular	56	47	50	50	48	50	45	45	47	46	13	16	12
	Handicap	3	0	0	0	1	0	0	0	2	0	0	0	0
Lot 2	Regular	81	60	63	78	77	74	79	77	80	79	59	46	31
	Handicap	5	0	1	2	3	3	3	2	1	2	1	0	0
Lot 3	Regular (2 Hr Parking 9am-6pm)	23	23	23	23	23	23	23	23	23	23	10	10	13
	Handicap	2	2	2	2	1	1	2	2	1	1	0	1	0
	Illegal	-	2	2	2	0	0	1	1	1	0	0	0	0
Lot 4	Regular	58	5	4	5	4	4	5	5	5	5	6	5	4
	Handicap	3	0	0	0	0	0	0	0	0	0	0	0	0
Lot 5	Regular	23	7	12	8	8	9	7	7	7	8	15	16	13
	Handicap	2	0	0	0	0	0	0	0	0	0	0	1	0
Lot 6	Regular	32	3	4	5	6	4	2	2	6	8	3	4	4
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
Lot 7	Regular	19	7	7	9	12	14	14	13	10	10	11	11	18
	Handicap	1	0	0	1	1	1	0	1	1	1	0	0	1
Lot 8	Regular	32	15	16	16	14	16	14	14	11	9	25	28	23
	Handicap	2	0	0	0	0	0	0	0	0	0	0	0	0
	Reserved Parking	34	24	20	15	8	12	13	13	15	11	14	21	18
Lot 9 (LP- X)	Regular	76	39	42	40	40	40	38	40	42	39	37	32	24
	Taxi Parking Only	1	1	1	0	0	0	0	0	0	0	0	1	1
Lot 10	Regular	14	0	2	7	8	10	7	8	13	13	7	6	3
	Handicap	2	0	0	0	1	1	0	0	0	0	0	0	0
Lot 11														
Lot 12														
Lot 13 (LP - Y)	Regular	8	2	2	2	2	2	2	2	2	2	2	2	2
	Handicap	1	0	0	0	0	0	1	0	0	0	0	0	0
Lot 14	Regular	55	4	7	9	10	3	5	4	6	8	16	16	17
LP1	Regular	15	0	4	4	4	3	5	7	4	4	1	0	0
	Handicap	1	1	1	1	1	1	0	0	0	0	0	0	0
	Display Area	1	0	0	0	0	0	0	0	0	0	0	0	0
LP2	Regular	16	5	7	7	6	6	7	8	6	6	5	0	0
LP3	Regular	5	2	2	2	3	5	5	4	3	5	4	2	0
	Handicap	1	0	1	1	1	1	1	1	1	1	1	1	1
LP4	Regular	10	1	2	2	3	1	4	4	6	3	3	2	2
	Handicap	2	0	0	0	0	0	2	1	1	0	0	1	0
LP5	Regular	4	0	3	2	2	2	0	2	2	2	2	1	0
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP6	Regular	51	5	5	5	6	4	8	7	4	3	4	3	1
	Handicap	3	0	0	0	0	0	0	0	0	0	0	0	0
	Reserved Parking	1	0	0	0	0	0	0	0	0	0	0	0	0
	ATM Parking Only	1	0	0	0	0	0	0	0	0	0	0	0	0
LP7	Regular	20	2	4	4	5	6	7	4	3	2	4	4	3
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP8	Unmarked	38	0	0	0	0	1	0	0	0	0	0	0	0
LP9	-	-												
LP10	Regular	23	12	13	14	15	15	15	12	13	10	1	2	1
LP11	Customer Parking	9	6	9	7	6	5	8	4	6	9	5	6	7
	Handicap	1	0	1	1	0	0	1	1	1	1	1	0	1
LP12		-												
LP13	Regular	2	0	0	0	0	0	0	0	0	0	0	0	0
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP14	Regular	16	9	9	8	7	7	7	6	3	2	2	2	2
LP15	-	-												
LP16	Regular	21	12	12	16	16	12	11	10	13	12	1	1	1
	Handicap	1	1	1	1	0	0	0	0	0	0	0	0	0
LP17	Regular	3	3	3	3	3	3	3	3	3	3	3	1	1
	Handicap	1	1	1	0	1	1	1	0	0	0	0	0	0
	Illegal	-	0	3	3	2	2	3	2	2	2	0	0	0
LP18	Regular	36	6	6	5	5	5	5	4	4	2	1	2	2
	Handicap	2	0	0	0	0	0	0	0	0	0	0	0	0
LP19	-	-												
LP20	Customer Parking	8	3	3	4	4	4	1	3	1	1	1	1	0
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP21	Regular	4	2	4	4	3	4	4	3	4	2	2	0	0
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP22	Regular	9	0	0	0	0	1	1	0	0	0	0	0	0
LP23	Regular	16	0	2	2	1	1	3	5	5	5	3	2	1
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP24	Regular	6	0	0	1	2	2	2	1	1	0	0	0	0
	Motorcycle	3	0	0	0	0	0	0	0	0	0	0	0	0
LP25	Reserved Parking	9	5	7	7	8	7	7	7	7	6	6	8	7
	Handicap	2	0	0	0	0	0	0	0	0	0	0	0	0
LP26	Regular	4	0	0	0	2	3	2	2	1	2	3	4	1
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP27	Regular	35	16	23	28	25	23	18	19	16	22	13	14	8
	Handicap	2	0	0	0	0	0	0	0	0	0	0	0	0

LP28	Regular	9	5	6	6	6	6	7	7	7	7	8	7	4
	Handicap	2	0	0	0	0	0	0	0	0	0	0	0	0
LP29	Regular	14	1	2	2	3	2	2	2	3	4	1	1	1
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP30	Regular	6	6	6	4	6	6	4	4	3	4	5	0	2
	Handicap	1	1	1	1	0	0	0	0	0	1	0	0	0
	15 Minute Parking	7	7	5	4	6	7	5	5	4	4	6	1	0
LP31		-												
LP32	Regular	5	0	0	0	5	3	3	0	1	1	3	3	2
	Handicap	1	0	0	0	1	0	0	0	0	0	0	0	0
LP33		-												
LP34		-												
LP35	Regular	14	3	4	7	6	8	7	7	4	4	2	2	1
	Handicap	1	0	0	0	1	1	0	0	0	0	0	0	0
LP36	Tenant Parking	8	2	2	2	2	2	4	4	5	4	5	5	5
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP37	Regular	6	4	4	4	4	4	4	4	4	4	4	4	4
LP38	Regular	3	2	2	2	3	3	2	3	3	3	2	1	2
	Patient Parking	6	2	2	2	4	3	4	4	3	2	2	2	0
LP39	Regular (Unmarked)	12	3	3	3	3	3	3	3	3	3	3	3	3
LP40	Regular	12	8	8	9	9	11	12	12	12	7	5	3	3
LP41	Regular (Unmarked)	9	8	8	8	7	8	8	8	8	8	8	8	6
LP42	Regular	9	3	8	8	9	9	9	9	7	9	9	9	9
	Handicap	1	0	0	0	0	0	0	0	1	1	1	1	0
	Sign was Blank	3	0	0	0	1	1	1	1	0	1	2	3	3
LP43	Regular	69	28	29	42	42	42	42	30	25	24	20	9	7
	Handicap	4	0	1	2	2	0	0	1	1	1	1	0	0
LP44	Regular	10	1	2	1	1	3	4	6	4	2	2	1	1
		2	0	0	0	0	0	0	0	0	0	0	0	0
LP45	Regular	52	0	9	31	37	33	31	31	34	30	28	1	1
	Handicap	3	0	0	0	1	2	2	1	2	2	1	1	1
LP46	Regular	56	3	7	22	20	18	17	18	11	10	10	7	4
	Handicap	3	0	0	2	1	0	0	0	0	0	0	0	0
LP47	Regular	38	5	7	9	9	6	4	7	10	14	9	6	3
	Handicap	3	0	0	1	0	0	0	1	0	2	0	0	0
LP48	Regular	48	6	2	2	1	0	4	4	4	3	4	2	0
	Handicap	2	0	0	0	0	0	0	0	0	0	0	0	0
LP49	Regular	47												
	Handicap	2												
LP50		-												
LP51	Regular	33	3	4	4	6	4	4	4	5	4	6	7	5
LP52	Regular	7	0	0	1	1	1	1	0	0	2	0	0	0
LP53	Regular	13	4	3	2	2	2	3	3	4	4	4	5	5
	Handicap	2	1	1	1	1	0	0	0	1	0	0	1	1
LP54	Regular	26	6	6	6	6	6	6	8	7	7	5	5	5
LP55		-												
LP56	Private Parking	6	6	6	6	6	6	6	6	6	6	6	6	6
LP57	Regular	21	1	4	1	1	1	4	4	5	6	5	4	2
LP58	Regular	12	6	5	6	6	9	8	10	5	7	9	8	9
	Handicap	1	0	0	0	0	0	0	0	0	0	0	1	1
LP59	Customer Parking	11	0	0	1	1	2	4	2	3	4	2	6	6
	Handicap	1	0	0	0	0	0	0	1	0	0	0	0	1
	Regular (Unmarked)	6	3	1	2	2	1	1	1	2	2	1	1	3
LP60		-												
LP61		-												
LP62	Regular	108	47	45	35	35	40	46	43	44	40	38	35	28
	Handicap	8	1	1	2	2	1	1	0	1	1	0	1	0
	Miant. Vehicle	1	0	0	0	0	0	0	0	0	0	0	0	0
	30 Minute Parking	3	1	1	1	1	1	1	1	1	1	1	0	0
LP63	Regular	20	13	13	12	9	6	7	9	8	11	12	14	16
LP64	Regular	10	1	1	1	1	1	2	1	2	2	1	2	2
	Handicap	1	0	0	0	0	0	1	0	0	1	1	0	0
	Customer Parking	7	0	1	0	0	4	2	5	7	5	3	4	3
LP65	Regular	12	7	8	7	6	8	5	6	8	5	5	5	5
	Handicap	2	1	1	1	1	2	2	2	2	2	2	2	2
LP66	Regular	267	56	64	52	60	54	51	49	50	44	47	39	22
	Handicap	2	0	0	1	0	0	0	0	0	0	0	0	0
LP67	Regular	7	1	2	3	3	6	4	5	5	7	4	2	2
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP68	Customer Parking	8	2	2	3	3	5	4	3	3	5	4	3	3
	Handicap	1	0	0	0	0	1	0	0	0	0	1	0	0
LP69	Tenant Parking	3	0	0	0	1	1	0	1	1	0	0	0	0
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP70	Tenant Parking	19	15	14	11	12	13	13	13	12	12	12	12	13
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP71	Tenant Parking	18	9	9	9	7	6	6	8	8	10	14	13	16
	Handicap	1	1	1	0	0	0	0	0	0	0	1	1	1
LP72	Regular	4	0	0	0	0	0	0	0	0	0	0	0	0
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
	Regular (Unmarked)	13	0	0	0	0	0	0	0	0	0	0	0	0
LP73	Tenant Parking	12	10	10	9	9	7	8	8	7	6	10	10	11
LP74	Customer Parking	16	7	7	9	16	16	13	9	9	8	14	14	15
	Handicap	1	0	0	0	1	1	1	0	1	0	1	1	1

Parking Study

Date: 11/12/2022
Day: Saturday

Lot	Space Type	Space	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
Lot 1	Regular	56	44	37	37	39	35	35	38	37	36	29	27	25
	Handicap	3	2	1	0	0	0	0	0	0	0	0	0	0
Lot 2	Regular	81	26	39	56	72	69	70	57	52	48	45	34	39
	Handicap	5	0	1	3	2	1	2	1	0	0	0	0	0
Lot 3	Regular (2 Hr Parking 9am-6pm)	23	3	10	16	15	11	11	4	4	6	5	9	12
	Handicap	2	0	1	1	1	1	1	1	1	0	0	0	0
Lot 4	Regular	58	4	4	4	4	4	4	4	4	5	4	4	4
	Handicap	3	0	0	0	0	0	0	0	0	0	0	0	0
Lot 5	Regular	23	8	9	8	14	12	12	10	7	13	15	13	11
	Handicap	2	0	0	0	0	0	0	0	0	0	0	0	0
Lot 6	Regular	32	0	1	3	4	3	3	2	2	2	0	2	3
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
Lot 7	Regular	19	8	7	10	10	15	15	14	14	13	10	10	9
	Handicap	1	0	0	0	0	0	1	1	0	0	0	0	0
Lot 8	Regular	32	17	11	20	14	12	21	23	22	23	22	24	25
	Handicap	2	0	0	0	0	0	0	0	0	0	0	0	0
	Reserved Parking	34	16	12	14	12	13	12	12	14	14	14	10	13
Lot 9	Regular	76	17	21	19	18	20	17	22	19	23	20	17	18
	Taxi Parking Only	1	0	0	0	0	0	0	0	0	0	0	0	0
Lot 10	Regular	14	2	5	4	6	5	7	5	3	0	0	0	0
	Handicap	2	0	0	0	0	0	0	0	0	0	0	0	0
Lot 11														
Lot 12														
Lot 13	Regular	8	2	2	2	2	2	2	2	3	2	1	1	1
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
Lot 14	Regular	55	6	6	6	6	9	8	6	6	7	8	7	9
LP1	Regular	15	0	0	0	0	0	0	0	0	0	0	0	0
	Handicap	1	0	0	0	1	0	0	0	0	0	0	0	0
	Display Area	1	0	0	0	0	0	0	0	0	0	0	0	0
LP2	Regular	16	1	8	5	5	6	1	1	1	1	2	4	2
LP3	Regular	5	3	2	4	2	4	2	3	3	3	2	2	3
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP4	Regular	10	2	8	6	6	2	2	2	1	1	0	1	0
	Handicap	2	0	0	1	0	1	0	0	0	0	0	0	0
LP5	Regular	4	0	0	1	0	0	0	0	0	0	0	0	0
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP6	Regular	51	1	2	1	1	2	1	2	1	1	0	0	0
	Handicap	3	0	0	0	0	0	0	0	0	0	0	0	0
	Reserved Parking	1	0	0	0	0	0	0	0	0	0	0	0	0
	ATM Parking Only	1	0	0	0	0	0	0	0	0	0	0	0	0
LP7	Regular	20	1	2	2	1	2	2	2	2	1	1	1	1
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP8	Unmarked	38	0	0	0	0	1	0	0	0	0	0	0	0
LP9		-												
LP10	Regular	23	1	0	1	1	2	1	1	0	0	0	0	0
LP11	Customer Parking	9	9	8	9	9	9	9	9	8	8	7	7	8
	Handicap	1	0	0	1	1	1	1	1	0	0	0	1	1
	Illegal	-	0	0	1	1	4	3	2	0	0	0	0	0
LP12		-												
LP13	Regular	2	0	0	0	0	0	0	0	0	0	0	0	0
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP14	Regular	16	2	6	8	6	7	4	2	1	1	1	1	1
LP15		-												
LP16	Regular	21	0	0	0	0	0	0	0	0	0	0	0	0
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP17	Regular	3	1	1	1	1	1	1	1	1	1	1	1	1
	Handicap	1	1	1	1	1	1	1	1	1	1	1	1	1
LP18	Regular	36	2	2	2	2	2	2	2	2	2	2	2	2
	Handicap	2	0	0	0	0	0	0	0	0	0	0	0	0
LP19		-												
LP20	Customer Parking	8	0	0	0	0	0	0	1	1	1	0	0	0
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP21	Regular	4	0	0	1	0	0	0	1	0	0	0	0	0
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP22	Regular	9	0	1	1	0	0	0	0	0	0	0	0	0
LP23	Regular	16	4	5	5	4	4	6	4	3	4	2	2	2
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP24	Regular	6	0	0	0	0	0	0	0	0	0	0	0	0
	Motorcycle	3	0	0	0	0	0	0	0	0	0	0	0	0
LP25	Reserved Parking	9	6	7	6	9	7	7	8	8	8	7	6	7
	Handicap	2	0	0	0	0	0	0	0	0	0	0	0	0
LP26	Regular	4	2	2	3	3	4	2	2	3	3	4	2	2
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP27	Regular	35	8	8	8	7	7	10	12	8	9	8	6	7
	Handicap	2	0	0	0	0	0	0	0	0	0	0	0	0

LP28	Regular	9	3	3	2	6	6	7	7	8	4	6	6	7
	Handicap	2	0	0	0	0	0	0	0	0	0	0	0	0
LP29	Regular	14	2	2	3	2	2	2	2	2	2	2	3	2
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP30	Regular	6	2	1	4	3	5	2	2	3	0	1	2	3
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
	15 Minute Parking	7	0	0	0	0	0	0	0	0	0	0	0	0
LP31		-												
LP32	Regular	5	1	1	2	3	2	3	1	2	1	0	0	1
	Handicap	1	0	1	1	0	0	0	0	0	0	0	0	0
LP33		-												
LP34		-												
LP35	Regular	14	2	2	4	3	1	0	0	0	0	1	0	1
	Handicap	1	0	0	1	1	0	0	0	0	0	0	0	0
LP36	Tenant Parking	8	0	1	2	2	2	2	2	0	0	0	0	0
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP37	Regular	6	2	2	2	2	2	2	2	2	3	3	4	4
LP38	Regular	3	0	0	0	1	1	0	0	0	0	0	0	0
	Patient Parking	6	0	0	0	0	1	2	1	0	0	0	0	0
LP39	Regular (Unmarked)	12	3	3	3	3	3	3	3	3	3	3	3	3
LP40	Regular	12	6	6	9	11	12	12	12	10	9	9	6	4
LP41	Regular (Unmarked)	9	2	2	3	4	6	6	6	5	3	3	2	2
LP42	Regular	9	4	4	5	7	7	9	8	9	9	9	9	9
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
	Sign was Blank	3	0	0	1	1	1	1	0	1	1	1	2	2
LP43	Regular	69	4	5	10	11	12	38	38	23	7	5	4	4
	Handicap	4	0	0	0	0	2	2	2	0	0	0	0	0
LP44	Regular	10	0	0	4	2	5	6	9	9	5	1	1	1
	Handicap	2	0	0	0	0	0	0	0	0	0	0	0	0
LP45	Regular	52	0	11	23	29	48	48	48	32	26	27	0	0
	Handicap	3	0	0	1	2	3	3	3	0	0	0	0	0
LP46	Regular	56	13	16	22	25	27	27	27	22	18	16	2	1
	Handicap	3	0	0	0	0	0	3	3	1	1	0	0	0
LP47	Regular	38	0	0	6	11	17	22	22	18	9	2	4	1
	Handicap	3	0	0	1	0	2	1	0	1	0	0	0	0
LP48	Regular	48	0	0	4	7	7	6	4	4	1	0	0	0
	Handicap	2	0	0	0	0	0	0	0	0	0	0	0	0
LP49	Regular	47	28	28	28	28	28	28	28	28	28	28	28	28
	Handicap	2												
LP50		-												
LP51	Regular	33	3	6	5	3	3	5	7	5	5	4	5	5
LP52	Regular	7	0	0	1	0	0	0	2	2	0	0	0	0
LP53	Regular	13	2	3	4	5	3	3	4	5	5	5	5	3
	Handicap	2	2	2	1	1	1	1	1	1	1	1	1	1
LP54	Regular	26	5	5	5	5	5	5	5	6	5	5	5	5
LP55		-												
LP56	Private Parking	6	6	6	6	6	6	6	6	6	6	6	6	6
LP57	Regular	21	1	2	2	2	3	7	6	7	10	9	8	9
LP58	Regular	12	5	4	6	5	5	4	7	6	5	7	8	10
	Handicap	1	0	0	1	1	1	0	1	0	1	1	1	0
LP59	Customer Parking	11	0	2	2	4	6	5	2	2	2	6	4	3
	Handicap	1	1	0	0	1	1	0	0	0	1	0	1	0
	Regular (Unmarked)	6	1	2	2	1	3	2	3	2	2	4	3	1
LP60		-												
LP61		-												
LP62	Regular	108	12	10	8	10	9	13	14	18	17	20	18	19
	Handicap	8	0	0	0	0	0	0	0	0	0	0	0	0
	Miant. Vehicle	1	0	0	0	0	0	0	0	0	0	0	0	0
	30 Minute Parking	3	0	0	0	1	3	0	0	1	0	0	0	1
LP63	Regular	20	16	16	15	15	11	12	13	13	12	11	11	12
LP64	Regular	10	2	2	2	1	4	6	5	5	2	3	7	7
	Handicap	1	0	0	0	0	1	1	0	1	0	1	1	1
	Customer Parking	7	1	1	1	7	7	7	7	7	6	7	7	6
LP65	Regular	12	5	5	5	5	5	5	5	5	5	5	5	5
	Handicap	2	2	2	2	2	2	2	2	2	2	2	2	2
LP66	Regular	267	30	29	26	29	30	32	30	35	31	26	24	26
	Handicap	2	0	0	0	0	0	0	0	0	0	0	0	0
LP67	Regular	7	0	0	0	0	0	0	0	0	0	0	0	0
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP68	Customer Parking	8	1	1	3	5	4	4	3	3	3	1	1	1
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP69	Tenant Parking	3	1	1	1	1	1	1	1	1	0	1	1	0
	Handicap	1	1	1	0	0	0	0	0	0	0	0	0	0
LP70	Tenant Parking	19	17	16	15	14	12	13	13	13	14	16	16	13
	Handicap	1	1	1	1	0	0	1	1	1	1	1	1	1
LP71	Tenant Parking	18	15	14	14	15	13	12	12	14	17	15	18	16
	Handicap	1	1	1	1	1	0	0	0	0	1	1	1	1
LP72	Regular	4	0	0	0	0	0	0	0	0	0	0	0	0
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
	Regular (Unmarked)	13	0	0	0	0	0	0	0	0	0	0	0	0
LP73	Tenant Parking	12	10	9	8	8	7	8	8	9	7	5	5	6
LP74	Customer Parking	16	5	7	11	16	16	15	13	12	16	16	16	16
	Handicap	1	0	0	0	0	1	1	0	0	0	0	0	0

Parking Study

Date: 12/3/2022
Day: Saturday

[illegible]

LP28	Regular	9	8	6	6	7	5	7	6	5	4	5	3	1
	Handicap	2	1	0	1	0	1	0	0	1	2	0	1	0
LP29	Regular	14	2	2	2	2	2	2	2	2	2	2	2	2
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP30	Regular	6	1	2	2	2	2	3	3	3	4	5	3	3
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
	15 Minute Parking	7	0	2	4	5	5	3	3	3	2	2	4	3
LP31		-												
LP32	Regular	5	2	3	3	2	1	1	2	2	2	2	3	3
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP33		-												
LP34		-												
LP35	Regular	14												
	Handicap	1												
LP36	Tenant Parking	8	2	2	3	3	3	2	2	2	1	1	1	1
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP37	Regular	6	0	0	0	0	0	0	0	0	0	0	0	0
LP38	Regular	3	0	2	2	2	2	3	3	3	3	3	3	0
	Patient Parking	6	0	0	0	0	0	0	0	3	4	4	0	0
LP39	Regular (Unmarked)	12	4	4	4	4	4	4	4	4	4	4	4	4
LP40	Regular	12												
LP41	Regular (Unmarked)	9												
	Regular	9												
	Handicap	1												
LP42	Sign was Blank	3												
	Regular	69	6	6	6	8	7	7	7	7	6	6	5	5
LP43	Handicap	4	0	0	0	0	0	0	0	0	0	0	0	0
	Regular	10	0	0	0	0	0	0	0	0	0	0	0	0
LP44	Handicap	2	0	0	0	0	0	0	0	0	0	0	0	0
	Regular	52	1	2	13	21	39	32	34	26	21	19	1	0
LP45	Handicap	3	0	0	0	0	0	1	0	1	1	0	0	0
	Regular	56	2	3	18	17	24	23	7	8	10	11	2	2
LP46	Handicap	3	0	0	2	0	0	0	0	0	0	0	0	0
	Regular	38	3	3	4	4	3	3	2	2	2	1	1	1
LP47	Handicap	3	0	0	0	0	0	0	0	0	0	0	0	0
	Regular	48	0	1	3	3	3	2	1	1	1	1	1	1
LP48	Handicap	2	0	0	0	0	0	0	0	0	0	0	0	0
	Regular	47												
LP49	Handicap	2	27	27	27	29	30	27	29	29	30	32	32	32
LP50		-												
LP51	Regular	33												
LP52	Regular	7												
LP53	Regular	13												
	Handicap	2												
LP54	Regular	26												
LP55		-												
LP56	Private Parking	6	6	6	6	6	6	6	6	6	6	6	6	6
LP57	Regular	21	1	2	4	4	3	3	5	5	7	6	8	7
LP58	Regular	12	9	7	8	6	6	7	5	6	8	6	7	10
	Handicap	1	1	1	1	0	1	1	1	0	1	1	1	1
LP59	Customer Parking	11	1	2	2	4	3	3	4	5	6	6	4	4
	Handicap	1	1	0	0	1	0	0	0	1	1	1	1	0
	Regular (Unmarked)	6	2	2	2	1	2	2	2	1	2	2	2	3
LP60		-												
LP61		-												
LP62	Regular	108	8	10	18	21	28	33	39	42	45	48	51	46
	Handicap	8	0	0	0	0	0	0	0	0	0	0	0	0
	Miant. Vehicle	1	0	0	0	0	0	0	0	0	0	0	0	0
	30 Minute Parking	3	1	0	0	1	1	0	1	0	0	0	1	0
LP63	Regular	20	15	13	13	12	11	12	11	13	14	13	14	15
LP64	Regular	10	1	1	0	10	10	10	10	10	10	10	10	9
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
	Customer Parking	7	2	2	1	4	5	5	7	6	4	3	5	5
LP65	Regular	12	7	7	7	7	7	7	7	7	7	7	7	7
	Handicap	2	2	2	2	2	2	2	2	2	2	2	2	2
LP66	Regular	267	19	21	19	21	21	21	20	20	18	17	18	17
	Handicap	2	0	0	0	0	0	0	0	0	0	0	0	0
LP67	Regular	7	1	1	1	1	1	1	1	1	1	1	1	1
	Handicap	1	1	0	0	0	0	0	0	0	0	0	0	0
LP68	Customer Parking	8	0	0	1	0	0	4	5	4	3	5	5	2
	Handicap	1	0	0	0	0	0	0	0	0	0	0	0	0
LP69	Tenant Parking	3	3	3	3	3	3	1	1	3	1	3	3	3
	Handicap	1	0	1	0	0	1	1	1	1	1	1	1	1
LP70	Tenant Parking	19	17	19	19	19	19	19	16	19	19	15	17	19
	Handicap	1	0	0	1	0	0	0	0	0	0	0	0	0
LP71	Tenant Parking	18	16	14	17	13	10	14	12	14	13	13	16	16
	Handicap	1	0	0	0	0	0	0	1	1	0	1	1	1
LP72	Regular	4	4	4	4	4	4	4	4	4	4	4	4	4
	Handicap	1	1	1	1	1	0	0	0	0	0	0	0	0
LP73	Regular (Unmarked)	13	10	10	8	8	11	10	10	10	10	9	9	9
	Tenant Parking	12	8	7	8	8	6	7	9	5	7	7	9	6
LP74	Customer Parking	16	0	2	2	5	7	6	9	7	13	12	11	12
	Handicap	1	0	0	0	0	0	0	1	0	0	1	1	0

Prepared by National Data & Surveying Services

Parking Turnover & Occupancy

Project ID: 22-080307
City: Gilroy, CA

Date: 11/10/2022
Day: Thursday

Number of spaces for "UNMARKED" segments are only approximate. Occupancy counts may exceed the approximate number of spaces.

Segment	St	From	To	Restriction	assurance	approximate space	Time							Duration																								
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS								
1	1st St	Monterey Hwy	End	No Parking Anytime	0'	0																																
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
Segment	St	From	To	Restriction	assurance	approximate space	Time							Duration																								
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS								
2	1st St	End	Egleberry St	No Parking Anytime	0'	0																																
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
Segment	St	From	To	Restriction	assurance	approximate space	Time							Duration																								
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS								
3	1st St	Egleberry St	Monterey Hwy	No Parking	0'	0																																
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
Segment	St	From	To	Restriction	assurance	approximate space	Time							Duration																								
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS								
4	Egleberry St	1st St	2nd St	No Restriction	386'	19	722Z	X	X	X	X	X	X	X	X	X	X	X	X												1							
							66H9	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X											1				
							V567	X	X	X	X	X	X	X	X	X	X	E147	X	X	M849	1	1															
							JX113	X	X	X	X	X	X	X	X	X	X	X	P303	1																		
							H340	X	X	X	X	X		S081	X	X	X																					
							B609	X	X	X	P303	X		C761			B585	X	X	1	1	2																
							IL68	X	X	X			U264		H349	X	X	1	1	1	1																	
							E147		S081	H938	X							2	1																			
							OCCUPANCY:							8	7	8	8	7	4	4	7	5	7	7	6	6	3	3	2	2	1	0	0	0	1	0	1	2
							Segment	St	From	To	Restriction	assurance	Space	Time							Duration																	
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS								
5	Egleberry St	2nd St	1st St	No Restriction		Not Applicable (Marked Spaces)																																

Segment	St	From	To	Restriction	Measurement	Approximate Source	Time										Duration															
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
10	Eigleberry St	4th St	5th St	No Restriction	202'	10	G257	X				X	X	X	X	X	X	X	X	X		1							1			
							W177		S003	X	X	X	X	X	X	X	X	X	X	X		1								1		
							G762	X	L898			X	X	X	X	X	X	S936	G401			1								1		
							S941	X	X	X	X	66F3	X	E125	A503	X	X	X	AS08		2	1	1		1							
							T232	X	X	X	X	X	X	X	X	X	X	X														
							L359	X	X	X	X	X	X	W450	X	X	X	U742	X					1							1	
							L442	X	X	X			A147	X	X	X	X	X	X					1								
							M110	X	X	X	X	X	X	X	X	X	X	X	X												1	
							M595	X	X	X	X	X	X	X	X	X	X	X	X												1	
							EA12	X	P216	X	X	X	X	X	X	X	X	S686	X		1		2									
	K477	X	X	X	X	X	X	AS45	X	X	X	X	X					1			1											
	YB96	X	X	X	X	X	X	X	X	X	X	X													1							
	C812	X	G521	X	X	B246	X	F209	X	X	X	L848	J936		2	2	2								1							
	W209		A346	F923	X			2084	X	X	X	L591	Z1		1		1															
					E12P						K883	X	X		1		1															
OCCUPANCY:																																
							14	11	15	14	13	12	12	12	13	13	13	15	15	14	12	5	8	2	2	0	4	0	0	1	1	4

[illegible]

Segment	St	From	To	Restriction	Assessment	Applicant's Name	Duration																												
							Time																												
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS					
12	Egleberry St	5th St	6th St	No Restriction	366'	18	W731	X	X	X	X	X	X	X	X	X	X	X	X	1											1				
							L212	H883	X	X	X	X	X	X	X	X	X	X	X														1		
							T282	X	X	X	X	X	X	X	X	X	X	X															1		
							N802	X	X	X	X	X	X	X																					
							T877	X	X	X	X	G634	X																						
							T238	X	X	X	X	R946	X																						
							I553	X	X	X	X	X	X																						
							A732	X	X		R385	X	X	X	X	X	X	X																	
							L881	X		V720	X	X	X	X	X	X	X																		
							E413	P298																											
								Egleberry St	5th St	6th St	Handicap	24'	1																						
OCCUPANCY:							2	10	10	7	9	15	9	11	5	6	7	8	10	7	1	0	2	0	4	0	0	0	2	1					

Segment	St	From	To	Restriction	asurement	Space	Time											Duration														
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
13	Eigleberry St	6th St	5th St	No Restriction	Not Applicable (Marked Spaces)	22	1637	X	X	X			X	X		5069	X	X			1	1				1						
							2979		X	X	X	X		X		W403	X	X							1							
							55H1	X					F525	X	X		F149	X		1	1											
							P074	X			27H2	X	4340	X	X		U725	X		1	2											
							4587	X	X					32F2	X		V262	X		1	1											
							8183	X		4546	X	X	X	X			C854	X						1								
															E404	X	X		2				1									
							2463	X	X			2317							1		1											
							M110	X	X	X	X	X	X	X			RK4L	1							1							
							S302	X	X	X	X	X	X	X			M5MV		1	1												
																	G160	1														
							9K18	X	X	X	X	X	X	X	X											1						
							F589	X	V318	X	X									1	1											
							H588	X			J929	X							2													
							H027	X	X		708	X	X	X							1	1	1									
										O972	X	X																				
							A503	X												1												
							Z767	X	X					27H2	X	X	X				1	1	1									
OCCUPANCY:							6	25	34	9	11	22	8	10	7	5	30	12	4	15	10	5	1	0	2	2	0	0	0	0	0	0
Segment	St	From	To	Restriction	asurement	Approximate Space	Time											Duration														
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
14	Eigleberry St	6th St	7th St	No Restriction	390'	20	8970	X	X	5720	X	X	X	X	X	X	X463	X		1	1					1					1	
							A388	X	X	X	X	X	X	X	X	X	X	X			1							1				
							V326	X	X	3413	X	X	X	X	X	X	X	X									1					
							H911	X	X	X	X	X	X	X	X	X	X	X													1	
							V027	X	X	X	X	X	X	X	X	X	X	X													1	
							U247	X	X	X	X	X	X	X	X	X	X	X													1	
							5955	X	X	6454	X	X	X	X	X	X	X	X			1							1				
							9683	X	X	X	X	X	X	X	X	X	X	X										1				
									E372	X	X	X	9921	X	X	X	X	X				1		1				1				
									H970	X	X	X	X	X	X	X	X	X									1					
												63C1	X	X	X	X	X	X						1								
	Eigleberry St	6th St	7th St	20 Min Loading Only 7am-4pm except Sunday	40'	2																										
OCCUPANCY:							8	8	9	10	10	10	11	11	11	11	11	11	0	1	3	1	0	2	1	0	3	0	0	0	5	
Segment	St	From	To	Restriction	asurement	Space	Time											Duration														
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
15	Eigleberry St	7th St	6th St	No Restriction	Not Applicable (Marked Spaces)	34	8701	X	X	X	X	X	X	X	X	X	X	X													1	
							H740	X	X	X	X	X	X	X	X	X	X	X													1	
							W501	X	X	X	X	X	X	X	X	X	X	X													1	
											L793	X	X	X	X	X	X	X								1						
							2513	X	X	X	X	X	X	X	X	X	X	X													1	
									K191	X	X	X	X	X		X583	X	X	X					1		1						
							N284										N284	X	1	1												
							9782	X	X	X	X	X	X	X	X	X	X	X		1											1	
							Z944																									
							1357	X	X	X	X	X	X	X	X	X	X	X													1	
							U377	X	X	X	X	X	X	X	X	X	X	X													1	
							V720					X	X	X	X	X	X	X	1							1						
							V979	X	X	X	X	X	X	X	X	X	X	X													1	
							84C1	X	X	X	X	X	X	X	X	X	X	X													1	
							16V2	X	X	X	X	X	X	X	X	X	X	X													1	
							G266																									
							D439	X	X	X	X	X	X	X	X	X	X	X	1					1							1	
							L051	X	X	X	X	X	X	X	X	X	X	X													1	
							R166	X	X	X	X	X	X	X	X	X	X	X												1		

Segment	St	From	To	Restriction	Inurement	Approximate Space	Time											Duration														
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
16	Egleberry St	7th St	8th St	No Restriction	550'	28	48C2	X	X	X	X	X	X	X	X	X	X	X											1			
							9530	X	X	X	X	X	X	X	X	X	X	X	X												1	
							A326	X	X	X	X	X	X	X	X	X	X	X	X										1			
							H705	X	X	X	X	X	X	X	X	X	X	X	X			1										
							FB64	X	X	X	X	X	X	X	X	X	X	X	X													
							R807	X	X	X	X	X	L114	X	X	X	X	X	X	X										1		1
							D886	X	X	J541	X	X	X	X	X	X	X	Y889	X	X					1							
							S771	X	X	X	X	X	X	X	X	X	X			1	1	1										
							C180	X	F063	X	X	X	X	X	9532	X	X	X			1			1	1							
							G381	X	X	X	X	X	X	X	X	X	X											1				
							A895	X	X	X	X	X	X	X	X	X	X											1				
							0043	X	Y889	X	X	X	X		A326	X	X	X	X				2									
							9532	X					Y517	X							1											
													L114								1											
							OCCUPANCY:							13	14	12	12	12	12	12	13	12	9	10	6	2	6	1	3	2	0	2

Segment	St	From	To	Restriction	Measurement	Approximate # of Spaces	Time											Duration																			
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS							
17	Egleberry St	8th St	7th St	No Restriction	495'	25	V325	X	X	X	X	X	X	X	X	X	X	X										1									
							9603	X	X	X	X	X	X	X	X	X	X	X												1							
							9434	X	X	X	X	X	X	X	X	X	X	X												1							
							SBNZ	X	X	X	X	X	X	X	X	X	X	X												1							
							AB35	X	X	X	X	X	X	X	X	X	X	E795	1										1								
							S224	X	X	X	X	X	X	X	X	X	X	X											1								
							S526	X	X	X	X	X	X	X	X	X	X											1									
							V622	X	X	X	X	X	X	X	X	X	X											1									
							A366	X	X	X	X	X	X	X	X	X												1									
							D637	X	X	X	X	X	X	X			9289		1								1										
							U467	X	X	X	X	X	X	X												1											
							B5W0	X	X	X	X	9289							1				1														
							N546	X			N546	X	X	X	X	X				1				1													
							G399	X												1																	
							P236	X												1																	
							9289	X												1																	
							E795	X												1																	
							C180												1																		
							OCCUPANCY:							18	17	12	12	13	13	12	12	10	11	6	5	4	5	0	0	1	1	0	2	0	3	2	4

Segment	St	From	To	Restriction	Assessment	Approximate e Space	Time											Duration													
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS	
18	Egleberry St	8th St	9th St	No Restriction	387'	19	4918	X	X	X	X	X	X	X	X	X	X	JEFA	2	1					1						
							H647	X	X	X	X	X	X	X	X	X	X	X	X												1
							MC58	X	X	X	X	X	X	X	X	X	X	X	X												1
							N567	X	X	X	X	X	X	X	X	X	X	X	X												1
							D348	X	X	X	X	X	X	X	X	X	X	X	X												1
							9941	X	X	X	X	X	X	X	X	X	X	X	X												1
							0792	X	X	X	X	X	X	X	X	X	X	X	X												1
							9504	X	X	X	2724	X	X	X	X	X	X	X	X												
							V226	X	X	X	X	X	X	X	X	X	X	X	X			1		1				1			
							G873	X	X	X	X	X	X	X	X	X	X	X	X												1
							S123	X	X	X	X	X	X	X	X		N158	X	X				1					1			
							N649	X	X	X	X	X	X		C470	X	X	X	X					1	1						
							S516	X	X	X	X	X																			
							A817	X	X	X	X																				
							F622	X	X		U956	X	X	X	X	X	X	LR10	X			1	1					1			
							Z724	X			D594	X	X	X	X	X	X	X	X			1						1			
							OCCUPANCY:							16	16	15	14	16	14	13	14	13	14	14	16	4	3	3	1	3	2

Segment	St	From	To	Restriction	Measurements	Approximate e Space	Time											Duration														
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
19	Egleberry St	9th St	8th St	No Restriction	306'	15	B242	X	X	X	X	X	X	X	X	X	X	P530	1										1			
							W431	X	X	X	X	X	X	X	X	X	X	X	X117	1										1		
							3202	X	X	X	X	X	X	X	X	X	X	X	X												1	
							R442	X	X	X	X	X	X	X	X	X	X	X	X												1	
							E013	X	X	X	X	X	X	X	X	X	X	X	X												1	
							LA22	X	X	X	X	X	X	X	X	X	X	X	X	X											1	
							W416	X	X	X	X	X	X	X	X	X	X	X	X												1	
							53P2	X	X	X	X	X	X	X	X	X	X	X	X												1	
							79L1	X	X	X	X	X	X	X	X	X	X	X	X	X											1	
							C068	X	X	X	X	X	X	X	X	X	X	X	X	X											1	
							5192	X	X	X	X	X	X	X	X	X	X	X	X	X											1	
							UK26	X	X	X	X	X	X	X	X	X	X	X	X												1	
							P607	X				2674			H023	X	X	X	X		1	1			1							
								H390	X	X	X322	X	X	X	X	X										1						
																			X363	X	X	X										
																				G257	X	X										
																				P607	X	X										
OCCUPANCY:							13	14	13	13	14	13	13	14	15	17	15	16	3	1	3	1	1	1	0	0	0	1	1	10		

[illegible]

[illegible]

Segment	St	From	To	Restriction	Assessment	Space	Time										Duration														
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS	
44	Monterey Hwy	5th St	6th St	2hr Parking Sun-6pm	Not Applicable (Marked Spaces)	20	L351	X	X	D330		3A41	X	X	X	X	Y177	X	1	1	1										
							F805	W017	S615	Y349		FFN	X																		
							67W2		P849	X	X	X	K644	X	T384	X	X	X	X	1	1		2								
							B282	X	L667	X			67W2	X	X	X	X		P582	1	2		1								
							N461	X591		R644				W803	X	X	X	X301	X	3	1		1								
							A414		X	G641				BABE	X	X	X	X	X	1	2			1							
										XW448	R763	X			2736				V592	3	1										
										C057						W632	XO60	X	2	1											
							37K1	X		E1F3	X	X	Z8TA	684X	X	X	X	X	X	1	1		1		1						
								G0T1		F515									N784	3											
								Y181		U734									W115	3											
									94W2	A211				9M11	X	R851	X			2	2										
									R212	X	X	X	X	X	X				S2L1							1					
								63S9	X	X	X			Y056		BOE2	X			1	1			1							
								M805			P561			J4E5					C703	4											
									L404	R8OV	A445			K6ZB					N036	5											
								R978	X745	O153	F245			MO41							3751	6									
									Y465	C304	G099	W405	X	X		N866	X			L688	4	1		1							
			X922		27K2			34Y5						NP	4																
		D546	W581	X	X			V437	2237	X	X				2			2													
		Monterey Hwy	5th St	6th St	Handicap	Not Applicable (Marked Spaces)	1		A4X4	Y456	G9C3		RE04		Y388	X		K330	5	1											
		Monterey Hwy	5th St	6th St	Motorcycle	Not Applicable (Marked Spaces)	6																								
	CUPANCY:							10	16	13	21	5	7	15	7	11	16	6	14	57	15	6	5	2	1	0	0	0	0	0	

[illegible]

[illegible]

[illegible]

Segment	St	From	To	Restriction	assurance	approximate Space	Time												Duration												
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS	
68	3rd St	Egleberry St	End	No Restriction	96'	5	LU77	X					X444	X	X	X		D242		1	1	1	1								
	3rd St	Egleberry St	End	Handicap	Not Applicable (Marked Spaces)	1					6792								1												
OCCUPANCY:							2	2	1	0	1	0	1	1	1	1	1	0	2	1	1	1	0	0	0	0	0	0	0	0	0
Segment	St	From	To	Restriction	assurance	approximate Space	Time												Duration												
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS	
69	3rd St		End	Egleberry St	No Restriction	105'	5	KE77			C128	X				EB95	70V2	X	X	W331	X	1	1	1	1						
OCCUPANCY:							1	0	0	0	1	1	2	2	2	1	3	3	2	3	1	0	1	0	0	0	0	0	0	0	0
Segment	St	From	To	Restriction	assurance	approximate Space	Time												Duration												
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS	
70	3rd St	Gourmet Alley	Egleberry St	No Restriction	87'	4	BE35	X	X	X	X	X	X	X	X	X	X	X												1	
							GB79	X	X	X	X	X		X	X	X	X	X					2								
OCCUPANCY:							2	2	2	2	3	2	1	2	2	2	2	2	0	1	0	0	2	0	0	0	0	0	0	0	1
Segment	St	From	To	Restriction	assurance	approximate Space	Time												Duration												
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS	
71	3rd St	Egleberry St	Gourmet Alley	No Restriction	111'	6	T180	X	X	X	X	X			D128	X	X	X						1							
											S718	X		Z085	X	X	X	X		1			1								
OCCUPANCY:							1	1	1	1	2	2	1	1	3	3	3	0	0	1	2	0	1	1	0	0	0	0	0	0	0
Segment	St	From	To	Restriction	assurance	Space	Time												Duration												
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS	
72	3rd St	Monterey Hwy	Gourmet Alley	1 hr Parking Sam-6pm	Not Applicable (Marked Spaces)	4	G432	X								K150	X	X			1										
OCCUPANCY:							1	1	0	0	0	0	0	0	0	2	2	2	0	1	2	0	0	0	0	0	0	0	0	0	0
Segment	St	From	To	Restriction	assurance	Space	Time												Duration												
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS	
73	3rd St	Gourmet Alley	Monterey Hwy	1 hr Parking Sam-6pm	Not Applicable (Marked Spaces)	4										D049															
																B173															
OCCUPANCY:							0	0	0	0	3	2	0	0	2	2	2	2	2	2	1	1	0	0	0	0	0	0	0	0	0
Segment	St	From	To	Restriction	assurance	approximate Space	Time												Duration												
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS	
74	4th St	Egleberry St	Alley	No Restriction	92'	5																									
							RT62				T355	P278				5701		P858		5											
OCCUPANCY:							0	2	0	0	2	1	0	1	0	1	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0
Segment	St	From	To	Restriction	assurance	approximate Space	Time												Duration												
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS	
75	4th St	Alley	Egleberry St	No Restriction	32'	1																									
	4th St	Alley	Egleberry St	15 min Parking Sam-6pm	56'	3	G573	9LTV	K477			L171	34L0			60A3	U376	C410	20FG												
OCCUPANCY:							1	2	1	1	1	1	0	3	2	1	3	0	16	0	0	0	0	0	0	0	0	0	0	0	0
Segment	St	From	To	Restriction	assurance	Space	Time												Duration												
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS	
76	4th St	Gourmet Alley	Egleberry St	2hr Parking Sam-6pm	Not Applicable (Marked Spaces)	4	L802	X	X	X																					
							Y521	X	X	X	W874	X	X	X	X	X	X	X													
							P192	X		PP12	X	X																			
							O663	X	X	X	X	X				6580		CD77	X	X	1			1							
76	4th St	Gourmet Alley	Egleberry St	Passenger Loading Limit 5 min		1	K001	X	X		P414	E517	X	X	X	X	X	X	1			1				1					
	4th St	Gourmet Alley	Egleberry St	Illegal Parking		-	P415	X												1											
OCCUPANCY:							6	6	5	4	5	4	4	5	2	4	4	4	2	3	5	1	1	1	1	1	0	0	0	0	0
Segment	St	From	To	Restriction	assurance	Space	Time												Duration												
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS	
77	4th St	Egleberry St	Gourmet Alley	2hr Parking Sam-6pm	Not Applicable (Marked Spaces)	5	X822	X	X	X		B592																			

Segment		From	To	Restriction	assurance	Space	Time										Duration																	
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS				
78	4th St	Monterey Hwy	Gourmet Alley	2hr Parking Sam- 6pm	Not Applicable (Marked Spaces)	4	8:00M	X	X	X	X	X	X	X	X	X	X	X												1				
							BDU	X	X	X	X	X	X	X	X	X	X	X												1				
							8:00M	X	4B17	X	X	KD29	X	X	X	X	X	X			1		1							1				
OCCUPANCY:							2	2	3	3	3	3	3	3	3	3	2	2	0	0	1	0	1	0	0	0	0	0	0	0	2			
Segment	St	From	To	Restriction	assurance	Space	Time										Duration																	
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS				
79	4th St	Gourmet Alley	Monterey Hwy	2hr Parking Sam- 6pm	Not Applicable (Marked Spaces)	3	F179	X	X	W564	A364	X	X	X	J376	X	X	X	1	1	1	2												
							B135	X	X	V242	F742	X	X	X	T005	X	X	X	1	1	2													
							W242	2522	L494	K564	K567	X	W2K	K382	X	2667	N785		7	2														
OCCUPANCY:							2	3	3	3	3	3	3	3	3	3	3	3	9	2	2	4	0	0	0	0	0	0	0	0	0			
Segment	St	From	To	Restriction	assurance	Space	Time										Duration																	
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS				
80	Lewis St	RR Tracks	Monterey Hwy	No Parking	0'	0'	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS				
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Segment	St	From	To	Restriction	assurance	Space	Time										Duration																	
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS				
81	Lewis St	Monterey Hwy	RR Tracks	2hr Parking Sam- 6pm	Not Applicable (Marked Spaces)	8	8:00AM	9:00AM	E306	X	X	X	X	X	J222	X	X	X	1	2														
									W952	X	X	X	K796		5740	X	X	X	X	1		1	1											
									A956	X	X	X	5023	X	X	X	X	X500	H639	X	X	2	1	2										
									F282	X	X	X	X	X	G23C	6522		1917	1947			4			1									
									TL184	A965	X	A956	X	X	X	X	X	X	X	1	1						1							
	Lewis St	Monterey Hwy	RR Tracks	15 min Parking Sam- 6pm	Not Applicable (Marked Spaces)	3</																												

[illegible]

Segment	St	From	To	Restriction	assurance	Approximate Space	Time											Duration													
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS	
99	6th St	Rosanna St	Hanna St	No Restriction	237'	12	NOLP	X	X	X	X	X	X	X	X	X	X	X												1	
							E791	X	X	X	X	X	X	X	X	X	X	X												1	
							N080	X	X	X	X	X	X	X	X	X	X	X												1	
							TRUCK			97F3	7197	X	C453	X	X	X	X	X	2	1				1							
											31Y1	X	X	X	X	X	X	X							1						
													T648	X	X	X	Y266	X													
OCCUPANCY:							4	3	3	4	5	5	6	6	6	6	6	6	2	2	0	1	0	1	0	1	0	0	0	3	
Segment	St	From	To	Restriction	assurance	Approximate Space	Time												Duration												
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS	
100	6th St	Church St	Rosanna St	No Restriction	180'	9	A273	X	X	X	X	X	X	X	X	X	X	X												1	
							S444	X	X	X	X	X	X	X	X	X	X	X												1	
							M148	X	X	X	X	X	X	X	X	X	X	X												1	
							E937	X	X	X	X	X	X	X	X	X	X	X												1	
							AG05	X	X	X	X	X	X	S544	X	X	X	X					1	1							
							M168			D314	V964	X	X	X	X	X	X	X	2	1						1					
OCCUPANCY:							4	6	5	6	6	7	7	6	6	6	6	6	2	1	0	0	1	1	0	1	0	0	0	4	
Segment	St	From	To	Restriction	assurance	Approximate Space	Time												Duration												
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS	
101	6th St	Rosanna St	Church St	No Restriction	168'	8	S209	X	X	X	X	X	X	X	X	X	X	X												1	
							OCCUPANCY:	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	
Segment	St	From	To	Restriction	assurance	Approximate Space	Time												Duration												
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS	
102	6th St	Eigleberry St	Church St	No Restriction	194'	10	H822	X	X	X	X	X	X	X	X	X	X	X												1	
							Z330	X	X	X	X	X	X	X	X	X	X	X												1	
							R897	X	X	X	X	X	X	X	X	E915	X	X									1				
							M910	X	X	X	X	X	X	X	X	X	X	X												1	
							X182	BBU2	X	X				D611	X	X	X	X	1			1		1							
							4421			C622	X	X	X	X	X	X	X	X	1								1				
OCCUPANCY:							6	5	5	7	5	5	5	6	6	6	8	7	3	1	3	0	1	0	0	0	0	2	0	0	3
Segment	St	From	To	Restriction	assurance	Approximate Space	Time												Duration												
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS	
103	6th St	Church St	Eigleberry St	No Restriction	188'	9	C862	X	X	X	X	X	X	X	X	X	X	X												1	
							S622	X	X	X	X	X	X	X	X	X	Y879	X		1								1			
							E158	X	X	X	X	X	X	X	X	X	X	X												1	
							E021	X	X	X	X	X	X	X	X	X	X	X												1	
							4821	X	X	X	X	X	X	X	X	X	T204	X		1								1			
										C918	X	X	X	X	X	X	X	X								1					
OCCUPANCY:							5	5	5	5	7	7	6	8	8	8	8	7	0	3	0	0	0	2	0	0	1	0	2	1	2
Segment	St	From	To	Restriction	assurance	Space	Time												Duration												
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS	
104	6th St	Gourmet Alley	Eigleberry St	2hr Parking Sam-6pm	Not Applicable (Marked Spaces)	3	Z674	X	Y618	S4H2	X	66B2	X	4776	X	X	X	X	2	2				1							
							M552	X	M552	X	X	F491	X	X	X	X	X	1			1			1							
							M053	X	X	X	X	X	X	X	X	X	X	1									1				
							OCCUPANCY:	3	1	3	3	3	2	3	3	3	2	2	3	4	2	1	0	1	1	0	0	1	0	0	0
Segment	St	From	To	Restriction	assurance	Space	Time												Duration												
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS	
105	6th St	Eigleberry St	Gourmet Alley	2hr Parking Sam-6pm	Not Applicable (Marked Spaces)	6	E751	X	X	X	X	X	Y761	X	X	X	X	B412	X		1										
							W431	X	X	X	X	X	M024	X	V117	X		W238	1	2				2	1						
							Y761	X	X	8618	X	X		MBAL	X	X	X				1	1	1								
							ECV6	0013	X	X	X	X			4236	X	X			1	1	1	1								
							N997		X263	X			Y236	J146	X	X			2	1	1										
							E655	X	X	X	X				4023	X							1								
OCCUPANCY:							5	6</																							

Segment	St	From	To	Restriction	asurement	Approximate e Space	Time											Duration																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
119	7th St	Rosanna St	Church St	No Restriction	272'	14	8:00AM	X	X	X	X	X	X	X	X	X	X																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											

[illegible]

[illegible]

Date: 11/12/2022
Day: Saturday

[illegible][illegible][illegible]

Segment	St	From	To	Restriction	assurance	Approvals to Source	Time												Duration												
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS	
4	Egleberry St	1st St	2nd St	No Restriction	386'	19	72x2	X	X	X	X	X	X	X	X	X	X	X										1			
							66x13	X	X	X	X	X	X	X	X	X	X	X												1	
							H349																								
							V752	X	X	X	X	X	X		E147																
							X113	X	X	X	X	X	X	X	X	X	X	X												1	
							B585	X	X	X	X	X	X	X	X	X	X	X												1	
							Y567	X	X	X	X	X	X	X	X																
							E147	X	X	X	U275	X	X	X																	
							G969	X	X	X	MIG6	X	X	X																	
							OCCUPANCY:							9	9	9	9	9	9	9	9	7	7	8	7	2	2	2	2	1	3

Segment	St	From	To	Restriction	asurement	Space	Time										Duration																								
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS											
5	Eggleberry St	2nd St	1st St	No Restriction	Not Applicable (Marked Spaces)	25	YL01				YL01	X	X	X	X	X	X	P336	X	1	1						1									1					
							32P2	X	X	X	X	X	X	X	X	X	X	X																					1		
							T958	X	X		07P2	X	X	X	X	X						07P2	X			1	1				1										
							L450	X	X	X	X	X	X	X	X	X	X	X	X					1															1		
											A764	X	S853									H233	X		1	1															
							Z999	X	X	X	X	X	X	X	X	X						P972	X	X				1													
							PY99	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X																		1	
							T077	X	X																																
							M732	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X																			
							W273	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X																		1	
							X870	X	X	X	M667	X	X								M667	X	X	X																	
											R737	X																													
											T105	X	X	X	X																										
							OCCUPANCY:							9	11	10	11	12	11	10	11	11	10	9	8	3	7	5	2	1	2	0	0	2	0	0	0	0	4		

[illegible]

Segment	St	From	To	Restriction	Assurement	Space	Time											Duration																	
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS					
7	Egleberry St	3rd St	2nd St	No Restriction	Not Applicable (Marked Spaces)	22	4112	X	X	X	X	X	X	X	X	X	X	X	NP	2	1		1								1				
							NP	X	X	X	T021	NP	X	X	X	X	X	NP	X	1	1	1	1												
									T927	X	C774	T927	X	X	X	X	N448	X	X																
							8861	X	X	X	X	X	X	X	X	X	X	X	X																
							H936	X	X	X	X	X	X	X	X	X	X	X	X																
							L774	X	X	X	F405	L774	X	X	X	X	X	X	X	1				1											
							F312	X	X	X	X	X	X	X	X	X	X	X	X																
							V316	X	X	X	X	X	X	X	X	X	X	X	X																
															V716	X	X	X	X	1															
															E394	X	X	X	X	X	X	50M3	1												
							M045	X	X	X	X	X	X	X	X	X	X	X	X																
							50M3	X	X	X	X	X	X	X	X	X	X	X	X																
							R464	X	X			R464	X	X	X	X	X	E319	X	X	R464	1			1	1									

Segment	Street	From	To	Restriction	Assurance	Approximate Width	Time																Duration																		
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS												
12	Egleberry St	5th St	6th St	No Restriction	366'	18'	9338	X		I\B0	P988	C\$57	X	X	X	X	x	U776	X	3	2					1															
							5206	X	X	X	X	X	R191	W786	X	x	G243	X	2	2						1															
							2H71	X		5IE1	6767	7583	X	1342	E784	X	H063		4	3																					
							W706	X	X	X	X	X	X	X	X	X	X																								
							B395	X	X	X	X	X	X	F474	4793	X	X	X	1																					1	
							67W2	X	X	X	X	8698	X	X	T038	D770	X	X		1																					
							EANZ	X	X	X	ED17	X	X	X	X	X	X	X																							
							K434	X	X	X	X	X	X	X	X	X	X	X																							
							37KA	X	X	X	X	X	6343	Z221	X	X	X		1																					1	
							24H1	X	X	X	X	W989	X	X	X	X																									
							W731	X	X	X	H293	X	X	X	M776	X			1																						
							V638	X	X	X	X	X	X	X	X	K230	X		1																					1	
							D546	X	X	X	X	X	X	X	X	X	X																								
											F2334	X	X	X	X																										
							Egleberry St	5th St	6th St	Handicap	24'	1				0LJ3	X	X	X	X	X	X																			
							OCCUPANCY:							7	8	14	14	15	15	13	13	13	14	7	3	15	8	6	5	1	2	3	1	0	1	1	1	1	0		

Segment	Street	From	To	Restriction	Assessment	Space	Time										Duration																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
13	Egleberry St	6th St	5th St	No Restriction	Not Applicable (Marked Spaces)	22	UB14	X	X	X	X	X	X	X	F491	X	X	X					1					1																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													

Segment	St	From	To	Restriction	Assurement	Approximate to Source	Time										Duration														
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS	
14	Egleberry St	6th St	7th St	No Restriction	390'	20	67W2	A208	X	X	8533	X	X	G645	K823	X	E846	3	1	2											
							W731	X332	X	X	X	X	X	X	N409	X	X	X	1			1				1					
							V638	X	9288	X	X	X	X	X	X	X	X	X			1								1		
							U776	H911	X	X	X	X	X	X	X	X	X	X	1											1	
							K434	N027	X	X	X	X	F132	X	H893	X	B405	X	1	3				1							
							84C1	X	X	X	X	X	X	X	X	X	X												1		
							34C3	X	X	X	X	X	U871	X	X	X	X						2								
							Z944	X	X	X	X	X	X	X	V720	5770	HA98		3							1					
							B3H2	60R2	23N2	X	X	X	X	8420	X	P898	X	X	2	1	1	1									
								L316	W153	X	X	X	X	X	X	X	X	X	1										1		
								9683	X	X	X	X	X	X	X	X	X												1		
								E372	X	X	X	X	X	X	X	X	C372	X			1						1				
										F192	X		N027	X	X	X	X				1		1								
										4871	X	X	2553	X	X	MC12			1		2										
										9869	X		J489	X	X	X					1		1								
													L4CB																		
														N815				C12B	X	X	2			1							
														4213				63C1	X	X	1			1							
														A911				J124	X	X	1			1							
								B401	X	X	X	X			1			2													
Egleberry St	6th St	7th St	20' Min Loading Only 7am-6pm except Sunday	40'	2		K721	N977	X	X	X																				
							F132	X			5720	X	X								1	1									
OCCUPANCY:							5	11	14	13	17	18	14	19	16	19	19	10	18	10	9	6	3	0	2	1	2	2	1	0	

Segment	St	From	To	Restriction	Assurement	Space	Time											Duration																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
15	Egleberry St	7th St	6th St	No Restriction	Not Applicable (Marked Spaces)	34	R452	X	H807			P639	X	X	N585	X	X	X	1	1	1	1																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			

Segment	St	From	To	Restriction	Assessment	Approximate Square Feet	Time										Duration																			
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS						
18	Eggleberry St	8th St	9th St	No Restriction	387'	19	R0N2	X	X	X	X	X	X	X	X	X	X	X													1					
							R647	X	X	X	X	X	X	X	X	X	X	X	X																1	
							F622	X	X	X	X	X	X	X	X	X	X	X	X																1	
							IT2A	X	X	X	X	X	X	X	X	X	X	X	X																1	
							U245	X	X	X	X	X	X	X	X	X	X	X	X																1	
							D346	X	X	X	X	X	X	X	X	X	X	X	X																1	
							O553	X	X	X	X	X	X	X	X	X	X	X	X																1	
							N649	X	X	X	X	X	X	X	X	X	X	X	X																1	
							9914	X	X	X	X	X	X	X	X	X	X	X	X																1	
							1619	X	X	X	X	X	X	X	X	X	X	X	X																1	
							O7F2	X	X	X	X	X	X	X	X	X	X	X	X																1	
							A817	X	X	X	X	X	X	X	X	X	X	X	X																1	
							T724	X	X	X	X	X	F891	X					2724	X	X					1		1								
							G873	X	X	X	X	X	X	X	X	X	X	X	X																1	
							P367	X	X	X	X	X	X	X	X	X	X	X	X																1	
							RGD4	X	X	X	X	X	X	X	X	X	X	X	X																1	
							OCCUPANCY:										62M3	X	X	D895	X	X														
							16	16	16	17	17	17	17	17	16	16	16	16	0	1	3	0	0	1	0	0	0	0	0	0	15					

Segment	St	From	To	Restriction	Assurement	Approximate to Space	Time											Duration																		
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS						
19	Egleberry St	9th St	8th St	No Restriction	306'	15	06H2	X	X	X	X	X	X	X	X	X	X	X													1					
							79L1	X							L281	X	G257	X	X			2	1													
							H853	X	X	X	X	X	X	X	X	X	X																			
							R442	42X1	X			C079	X	X	X	X	X	X	1	1									1							
							LA22	X	X	X	X	X	X	X	X	X	X	X																	1	
							V226	X	X	X	X	X	X	X	X	X	X	X																	1	
							V955	X	X	X	X	X	X	X	X	X	X	X																	1	
							F627	X	X	X	X	X	X	X	X	X	X	X																	1	
							G320	X	X	X	X	X	X	X	X	X	X	X																	1	
							53P2	X	X	X	X	X	X	X	X	X	X	X																	1	
							8407	X	X	X	X	T952	X	X	X	X	X	87K1	X			1						2								
							Z516	X	X		P626									N738	X	X			1		2									
							N567	X	X	H390	X	X	X	X	X	X	X	X				X	X				1					1				
							X363	X	X	X	X	X	X	X	X	X	X	X				X	X											1		
							5192	X	X	X	X	X	X	X	X	X	X	X				X	X												1	
								L900	X	X	X	X	X	X	X	X																	1			
							C068	X	X	X	X	X	X	X	X	X	X	X	X			X	X													1
OCCUPANCY:							15	17	16	14	15	15	15	16	16	16	15	15	2	4	4	0	2	0	1	1	1	1	1	9						

Segment	St	From	To	Restriction	Assurement	Approximate to Source	Time											Duration																
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS				
20	Egleberry St	9th St	10th St	No Restriction	345'	17	E936	X	X	X	X	X	X	X	X	X	X	X												1				
							K006	X	X	X	X	X	X	X	X	X	X	X																
							6181	X	X	X	X	X	X	X	X	X	X	X													1			
							L394	X	X	X	X	X	X	X	X	X	X	X															1	
							D575	X	X	X	X	X	X	X	X	X	X	X	X															1
							N544	X	X	X	X	X	X	X	X	X	X	X	X													1		
							F250	X	X	X	X	X	X	X	X	X	X	X	X														1	
							K591	X	X	X	X	X	X	X	X	X	X	X																
							3383	X	X	X	X	X	X	X	X	X	X	X																
							2264	X	X	X	X	X	3071	X	X	X	X	X	X															
							7639				3387	X							M591	X	X	X	1	1	1									
							Y828																											
							1765	X	X	X	X																							
							87H2																											
							2647																											
							K542	X	X																									
OCCUPANCY:							16	12	12	12	13	11	11	10	10	8	7	6	4	1	3	0	2	0	1	0	3	1	1	4				

Segment	St	From	To	Restriction	Assurement	Approximate to leave	Time											Duration													
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS	
21	Egleberry St	10th St	9th St	No Restriction	431'	22	5020	X	X	X	X	X	X	X	X	X	X	X											1		
							E672	X	X	X	X	X	X	X	X	X	X	X	X												1
							Y826	X	X	X	X	X	X	X	X	X	X	X	X												1
							82H2	X	X	X	X	X	X	X	X	X	X	X											1		
							N877	X	X	X	X	X	X	X	X	X	X	X												1	
							A638	X	X	X	X	X	X	X	X	X	X	X													1
							L742	X	X	X	X	X	X	X	X		8212	X	X			1						1			
							F672	X	X	X	X	X	X	X	X																
							3480	X	X	X	X	X	X	X	Y828					1							1				
							J794	X	X	X	X	X	X	X	X	X													1		
							J796	X	X	X	X	X	X	X	X	X	X												1		
							5015	X	X	X	X	2022	X	X	X							1	1								
							2647	X	X	X	X													1							
							L765	X	X	X	X													1							
							V881	X	X	X	X	X	X	X	X													1			
							M591	X	A2H2	L746	6472										3	1									
							4612	X	X	8322	6033									2		1									
							J998	X		4622										1	1										
							W505	X	1675	X	X	X										1		1							
							3071	X												1											
							9023	X												1											
OCCUPANCY:							21	21	18	19	18	14	13	13	11	9	6	5	7	5	2	2	3	0	1	1	2	3	1	4	

||
||
||

[illegible]

Segment	St	From	To	Restriction	Assessment	Approximate Space	Time										Duration																				
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS							
37	Monterey Hwy	1st St	Loof Ave	2hr Parking 7am-6pm	372'	19	0442	X	X	X	X	X	X	X	X	X	X	X													1						
							8702	X	X	X	X	X	X	X	X	X	X	X	X	X	X														1		
							2466	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X														1	
							06V2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X														1	
							H010	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X														1	
							W402	X	P746	M972	X	X	X	X	GD10	X	M419	V644	X	2	3																
							S415	X	R648	X	X	X	X	X	X	P229	T476	B960	3	1																	
							B159	X	W604	E236	X	96G3	X	X	R593	P743	X	X	2	2	2																
							93P2	X	K236	E476	X	X	X	X	X	Z413	B601	C858	63L4	5	1																
							R820	Y972	Z949	X	X	N768	X	N381	X	U038	A779																				
								B960	B960	X	X	X	X	X																							
								M100	O05C	97V1	X	W710	X	T934	X																						
								A029	Z153	X	L476	B9ND	X																								
									A467	X																											
									87M2	X																											
									06E3	X																											
										W605																											
										6159																											
										P743																											
										M437																											
OCCUPANCY:							10	13	16	20	13	13	13	12	11	11	10	9	26	17	3	1	1	1	1	0	0	0	0	5							
Segment	St	From	To	Restriction	Assessment	Approximate Space	Time										Duration																				
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS							
38	Monterey Hwy	2nd St	3rd St	No Restriction	68'	3	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS													

Segment	St	From	To	Restriction	Assurement	Space	Time										Duration															
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
47	Monterey Hwy	Hornlein Ct	6th St	2hr Parking 9am-6pm	Not Applicable (Marked Spaces)	11																										
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					

Segment	St	From	To	Restriction	Assurement	Space	Time										Duration													
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS
48	Monterey Hwy	7th St	Hornlein Ct	2hr Parking 9am-6pm	Not Applicable (Marked)	2																								
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Segment	St	From	To	Restriction	Assurement	Approximate Space	Time										Duration														
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS	
49	Monterey Hwy	7th St	8th St	No Restriction	456'	23	8434	X	1918	X	F171	G419	X	X	X	X	X	X	1	2											
							2418	X	X	X	X	X	X	X	X	A22C	X	X			1							1			
							48F3		D618	X	X	X	X	X	X	X	X	X	1										1		
							L978	X	X	X	X	ITAH	5743	X	X	X	X	X	1					1	1						
							4781	X	X	X	X	L952	X	X	N262	X	X	X			2		1								
							3900	X	W164	X	R541	A307	X	X	X	X	X	X	1	2				1							
							5520	X	X	W561	W937	X	X	X	X	X	X	1	1	1							1				
							Y533	X	X	X	2089	X	X	X	X	X	X					1						1			
									K105		QV74	X	X	1524	X	X	X	X	1				1								
									8989	X	X	X	X	X	X	X	X												1		
										8057			A533	W563	L689	Y248	X013	X	X	5			1								
OCCUPANCY:							6	7	11	9	10	11	12	11	12	11	11	9	13	5	6	0	3	2	1	2	1	2	0	0	

Segment	St	From	To	Restriction	Assurement	Space	Time										Duration															
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
50	Monterey Hwy	8th St	7th St	No Restriction	Not Applicable (Marked Spaces)	22																										
							E197	X	X	X						E197	X			1			1									
							NP	X	X	X	X	X	X	X	X	X	X													1		
							A703												1													
										K712		63P2					900K	X	2	1												
											PUSO	5075							2													
												ES32							1													
																	NTG7	X	X			1										
																	ITAH	X				1										
																				1												
																	4QE3															
																	R099		A189	X			1		1							
																				U718			1									
OCCUPANCY:							1	3	4	5	4	6	3	1	3	6	5	2	11	6	2	1	0	0	0	0	0	1	0	0		

Segment	St	From	To	Restriction	Assurement	Approximate to Close	Time											Duration													
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS	
51	Monterey Hwy	8th St	9th St	No Restriction	314'	16	H570	X	X	X	X	X	X	X	X	X	X	X											1		
							X070	X	X	X	X	X	X	X	X	X	X	X													1
							N762	X	X	X	X	X	X	X	X	X	X	X													1
							NP	X	X	X	X	X	X	X	X	X	X	X													1
							T279	X		E268	5721			2552	X	X	X	X	2	1			1								
							1327	X	X	X	X	X	X	X	X	X	X	X													1
							2552	X	X							A198	X	X			1	1									
							V150	X	X	X	X	X	X	X	X	X	X	X													1
							2756	X	X	X	X	X	X	X	X	X	X	X											1		
							OCCUPANCY:							9	9	8	9	8	7	7	8	8	8	8	8	2	1	1	1	1	0

Segment	St	From	To	Restriction	Assurement</
---------	----	------	----	-------------	--------------

Segment	St	From	To	Restriction	Assurement	Approximate Space	Time												Duration												
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS	
54	Monterey Hwy	10th St	9th St	No Parking Anytime	0'	0																									
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Segment	St	From	To	Restriction	Assurement	Space	Time												Duration																
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS					
55	Railroad St	Lewis St	Martin St	No Restriction	245'	12	49N2	X	X	X	X	X	X	X	X	X	X	X	X												1				
							5844	X	X	1783	X	X	D164	X	X	X	X									2	1								
							2934	X	X	85N3	X	X	X	X	K721	X	X										2	1							
							1009	X	X	8544	X	X	X														1	1							
							G905	X	X	P220	X	X	X															1	1						
							A423	X	X	U138	X	X	X															1	1						
							E119	X	X			5845													1		1								
							0461	X	X			G594	X													1	1								
							46H2	X	X			11D9	X													1	1								
							W934	X	X			X118	X														1	1							
							Z900	X	X			M381	X	X	X	X													1						
							X601	X	X			1507	X	X	X														1	1					
OCCUPANCY:							12	12	12	6	6	12	11	5	5	4	1	1	1	3	12	6	1	0	0	0	0	0	0	1					

Segment	St	From	To	Restriction	Assurement	Space	Time										Duration															
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
56	Railroad St	Martin St	Lewis St	No Restriction	345'	17	Z149	X	X	X	X	2376		X466	X	C877	X	X	1	1	1		1									
							C229	X	X	X	X	L216	X	X	X			3LPH	1			1	1									
							48C2	X	X	X	X	X	X	X	X	X	X	X													1	
							D312	X	X	X	X	X	X	X	X	X	X	X													1	
							C090	X	X	X	X	X	X	X	X	X	X	X													1	
							37G1	X	X	X		W676	X	X	X	X	X	X	P614	1			1			1						
							3L9A	X	X	X	X	X	X	X	X	X	X	X	3164	1										1		
							07F3	X	X	X	H118	X	X	X	X	X			2074	1		1			1							
							19H2	X	X	X	X	T926	X	X	X	X							1	1								
							Y966	X	X	X	X	X	X	X	X	X	X	X												1		
							U337		2583	X	X	X	X	X	X	X				1							1					
							3704			LB77	X	S353	3288	X	4331	X	X	X	X	2	2			1								
												E346	3885	3721	X	X	X	X	2						1							
													2501	X	X	X	X	X								1						
							OCCUPANCY:							12	11	12	13	15	15	13	14	14	10	10	9	10	4	2	3	4	2	2

Segment	St	From	To	Restriction	Assurement	Approximate to 5:00A	Time											Duration																			
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS							
57	Railroad St	Martin St	6th St	No Restriction	236'	12	9626	X	X	X	U073	B1M3	457K	X	X	X			2			2															
							E309	X	X	60Q3	9741	WIEE							3		1																
							80Y3	X	X	X	X	X	3552						1				1														
							3977	X	X	X	X	X	X	X	X	X	X	X												1							
										437K	X	X	38D3	X	X						2					1											
									K498	X	X		X	X	X	X																					
												BEER							1																		
																			1																		
							OCCUPANCY:							4	4	6	6	6	8	4	4	3	2	1	1	8	0	3	2	1	0	1	0	0	0	0	1

Segment	St	From	To	Restriction	Assurement	Approximate to Source	Time											Duration																			
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS							
58	Railroad St	6th St	Martin St	No Restriction	307'	15	NP	X	X	X	X	X	X	X	X	X	X	X										1									
							V811	X	X	X	X	X	X	X	X	X	Y379	X	F449	1	1							1									
							P098	X	X			14K3	X	X	X	X			2439	1		1		1													
							Z570	X	X			RS49	X	V885	X	D883	X		6842	1	3	1															
							V883	X	X	X	X	P655	X	M612	X	X	X	X				1		1													
							J915	X	X	X	X	X	F292	X	X	X	X	X						1	1												
								W994	X	X	X	46F1	R323	X	B223	X				2	1	1															
							OCCUPANCY:							6	7	10		8	13	11	10		8	7		6	5	5		11	11	3		1	3		1

[illegible]

Segment	St	From	To	Restriction	assurance	Approximate Space	Time										Duration															
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
68	3rd St	Egleberry St	End	No Restriction	96'	5	3288	X	X	X	X	X	X	X	X	X	X	X												1		
	3rd St	Egleberry St	End	Handicap	Not Applicable (Marked Spaces)	1																										
OCCUPANCY:							1	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
Segment	St	From	To	Restriction	assurance	Approximate Space	Time										Duration															
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
69	3rd St		End	Egleberry St	No Restriction	105'	5																									
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Segment	St	From	To	Restriction	assurance	Approximate Space	Time										Duration															
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
70	3rd St	Gourmet Alley	Egleberry St	No Restriction	87'	4	X654	W277	X	X	X	T168	X	X	X	X	X	X	1			1				1						
							B635	2085	X	X	X	X	X	X	3522	X	X	X	1			1			1							
							NP	0128	X	X	X	X	X	X	X	2816	X	X	X	1			1			1						
								1822	X	X										1												
OCCUPANCY:							3	4	4	4	3	3	3	3	3	3	3	3	3	0	2	2	0	0	2	1	0	0	0	0		
Segment	St	From	To	Restriction	assurance	Approximate Space	Time										Duration															
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
71	3rd St	Egleberry St	Gourmet Alley	No Restriction	111'	6	C777	X	X	X	70C2	X				9271			1	1		1										
OCCUPANCY:							2	2	2	2	2	1	1	0	0	0	1	0	0	1	1	0	2	0	0	0	0	0	0	0	0	
Segment	St	From	To	Restriction	assurance	Space	Time										Duration															
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
72	3rd St	Monterey Hwy	Gourmet Alley	1 hr Parking 9am-6pm	Not Applicable (Marked Spaces)	4	1062	X	W620	X											2											
							H883	X	X	X																						
							V595	X	X	X	X	X	X	X	X	X	X	X	X													1
OCCUPANCY:							4	4	4	3	1	1	1	1	1	1	1	1	0	2	1	1	0	0	0	0	0	0	0	1		
Segment	St	From	To	Restriction	assurance	Space	Time										Duration															
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
73	3rd St	Gourmet Alley	Monterey Hwy	1 hr Parking 9am-6pm	Not Applicable (Marked Spaces)	4																										
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Segment	St	From	To	Restriction	assurance	Approximate Space	Time										Duration															
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
74	4th St	Egleberry St	Alley	No Restriction	92'	5				C705						F733																
OCCUPANCY:							0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Segment	St	From	To	Restriction	assurance	Approximate Space	Time										Duration															
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
75	4th St	Alley	Egleberry St	No Restriction	32'	1													1													
	4th St	Alley	Egleberry St	15 min Parking 9am-6pm	56'	3				3318					V222	X	X	X	1			1										
OCCUPANCY:							0	0	0	1	1	0	0	0	0	2	2	1	1	4	0	0	1	0	0	0	0	0	0	0	0	
Segment	St	From	To	Restriction	assurance	Space	Time										Duration															
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
76	4th St	Gourmet Alley	Egleberry St	2hr Parking 9am-6pm	Not Applicable (Marked Spaces)	4																										
	4th St	Gourmet Alley	Egleberry St	Passenger Loading Limit 5 min	1																											
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Segment	St	From	To	Restriction	assurance	Space	Time										Duration															
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
77	4th St	Egleberry St	Gourmet Alley	2hr Parking 9am-6pm	Not Applicable (Marked Spaces)	5																										
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Segment	St	From	To	Restriction	Assessment	Space	Time														Duration																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
78	4th St	Monterey Hwy	Gourmet Alley	2hr Parking 9am-6pm	Not Applicable (Marked Spaces)	4																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															

[illegible]

[illegible][illegible][illegible][illegible][illegible]

Segment	Street	From	To	Restriction	Assessment	Space	Time														Duration											
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
107	6th St	Gourmet Alley	Monterey Hwy	2hr Parking 5am-6pm	Not Applicable (Marked Spaces)	5																										
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
108	6th St	RR Tracks	Monterey Hwy	2hr Parking 5am-6pm	Not Applicable (Marked Spaces)	7																										
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
109	6th St	Monterey Hwy	RR Tracks	2hr Parking 5am-6pm	Not Applicable (Marked Spaces)	7																										
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
110	6th St	Railroad St	RR Tracks	No Restriction	Not Applicable (Marked Spaces)	1																										
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
111	6th St	RR Tracks	Railroad St	No Restriction	Not Applicable (Marked Spaces)	1																										
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
112	6th St	End	Railroad St	No Restriction	66'	Approximate Space	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
							V866	X	X	X	X	X	X	X	X	X	X	X													1	
							D4M3	X	X	X	X	Y252	X	L413	X	X	X	X		1			2									
											H703	X	X					9582	1		1											
OCCUPANCY:							2	2	2	2	2	3	3	2	2	2	2	2	3	1	1	1	0	2	0	0	0	0	0	0	0	1
113	6th St	Railroad St	End	No Restriction	88'	Approximate Space	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
							1E2	X	X		C447	X	X	X	X	X	X	X			1					1					1	
							A920	X	X	X	X	X	X	X	X	X	X	X														
							S9F0	X	X	X	X	X	X	X	X	X	X	X													1	
											1767	X	X	X	X	X	X	X							1							
OCCUPANCY:							3	3	3	2	4	4	4	4	4	4	4	4	0	0	1	0	0	0	0	2	0	0	0	0	2	
114	7th St	Hanna St	Dowdy St	No Restriction	184'	Approximate Space	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
										N106	X	X	X	X	X	X	X	X				1				1						
														T464	X	X	X	X														
OCCUPANCY:							0	0	0	1	1	1	1	1	2	2	2	2	0	0	0	1	0	0	0	0	1	1	0	0	0	0
115	7th St	Dowdy St	Hanna St	No Restriction	156'	Approximate Space	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
							Z239	X	X	4577					K526	X	X	X	1		2											
							T325			D285	X	X	X	X	X	X	X	X	1									1				
							D285				S0N3							2339	2	1												
							4577											1														
OCCUPANCY:							4	1	2	3	1	1	1	1	1	2	3	3	5	1	2	0	0	0	0	0	0	1	0	0	0	
116	7th St	Rosanna St	Hanna St	No Restriction	175'	Approximate Space	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
							2767	X	X	X	X	X	X	X	X	X	X	X													1	
							4399	X	X	X	X	X	X	X	X	X	X	X													1	
							1735	X	X	X		D055	X	X	X	X					1	1										
							T043	X	X	X	X	X	X	X	X	X	X	X													1	
							90A3	X	X	X	X	X	X	X	X	X	X	X													1	
											H057	X	X	X	X	X	X	X								1						
OCCUPANCY:							5	5	5	5	6	6	6	6	6	5	5	5	0	0	0	1	1	0	0	1	0	0	0	0	4	

Segment	St	From	To	Restriction	Measurement (f)	Approximate Space	Time											Duration																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
10	Egleberry St	4th St	5th St	No Restriction	202'	10	B257	X	X	X	X	W656	X	X	X	68F3	M555	HC30	I283	4																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												</

Segment	St	From	To	Restriction	Measurement (ft)	Space	Time											Duration														
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
11	Egleberry St	5th St	4th St	No Restriction	Not Applicable (Marked Spaces)	29	I721	X	X	X	X	X	X	4211	X	D426	G3V2	F288	3	1				1								
							F622	X	X	X	X	X	X	L092	X	X	L220	X			1	1			1							
							4622	X	X	X	X	X	X	X	E750	AN16	X	X	1		1				1							
							K080	X	X	X	X	X	X	X	X	X	X	X													1	
							N942	X	X	X	X	X	X	X	X	X	X	X													1	
							R497	X	X	X	X	X	X	X	X	X	X	X												1		
							R089	X	X	X	X	X	X	X	X	X			R104	1								1				
							H653	X	X	X	X	X	X	X	X	X	X	X													1	
							P786	X	X	X	X	X	X	J400	X	LUUV			1721	2	1				1							
							A336	X	X	X	X	X	X	X	X	3K17	X	F250		1	1						1					
							4551	X	X	X	X	X	X	F333	R401					2					1							
							G445	X	X	X	X	X	X	X	X	Y065	X					1				1						
														K716	X	X	X	X	X						1			1				
							N516	X	X	X	X	X	X	X	X	P515				1						1						
							D966	X	X	X	X	X	X	X	4E19	K261				2						1						
							N404	X	X	X	X	X	X	X	X	X	X	X												1		
							K950	X	X	X	X	X	X	X	X	X	X	X	X													
							L512	X	X	X	X	X			D324	X	X	E653	X					2			1					1
							T735	X	X	X	X	X	X	X	X	5750	X	X	X									1				
							U705	X	X	X	X	X	X	X	R456	X		A298	X	X			1	1					1			1
							F000	X	X	X	X	X	X	X	X	X	X	X	X													1
							E846	X	X	X	X	X	X	X	X	X	X	X	X													1
							Y896	X	X	X	X	X	X	X	X	X	X	X												1		
							NP	X	E035	X	X	X	X	X	V689	X	X		V707		1	1	1	1								
							O621	X	X	X	X	X	X	X	P173	X			C6E8	X		2				1						
							S406	X	X	X	X	X	X	X	O421	X						1				1						
							8640	X	X	X	X	X	X	X	CD47	X	X							1								
							Y660	X	X	X	X	X	X	X	X	X	X												1			
							76V2	X	X	X	X	X	X	X	X	X	X													1		
							OCCUPANCY:							28	28	28	28	28	27	29	28	25	18	17	16	14	10	7	2	1	9	2

Segment	Street	From	To	Restriction	Measurement (ft)	Approximate Space	Time											Duration																		
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS						
12	Egleberry St	5th St	6th St	No Restriction	366'	18	9338	X	1V80	P988	C857	X	X	X	X	X	U776	X	3	2				1												
							S206	X	X	X	X	R191	W786	X	X	G243	X	2	2						1											
							2HY1	X	51E1	6767	7583	X	1342	E784	X	H063			4	3																
							W706	X	X	X	X	X	X	X	X	X	X														1					
							B395	X	X	X	X	X	X	E474	47P3	X	X	X	1							1										
							67W2	X	X	X	X	B698	X	X	T038	D770	X	X	X	1			2	1												
							EANZ	X	X	X	ED17	X	X	X	X	X	X	X								1										
							K434	X	X	X	X	X	X	X	X	X	X	X												1						
							37KA	X	X	X	X	6343	2221	X	X	X							1		1											
							24H1	X	X	X	X	W989	X	X	X	X																				
							W731	X	X	X	H293					M776	X	X					1													
							V638	X	X	X	X	X	X	X	X	X	X											1								
							D540	X	X	X	X	X	X	X	X	X														1						
													F2334	X	X	X	X	X	X	NP				1	1											
							Egleberry St	5th St	6th St	Handicap	24'	1	OCCUPANCY:						7	8	14	14	14	15	15	13	13	13	14	7	3	15	8	6	5	1

[illegible]

Segment	St	From	To	Restriction	Measurement (F)	Approximate Space	Time											Duration															
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS			
18	Egleberry St	8th St	9th St	No Restriction	387'	19	R0N2	X	X	X	X	X	X	X	X	X	X	X										1					
							R647	X	X	X	X	X	X	X	X	X	X	X	X												1		
							F622	X	X	X	X	X	X	X	X	X	X	X	X												1		
							T72A	X	X	X	X	X	X	X	X	X	X	X	X												1		
							U245	X	X	X	X	X	X	X	X	X	X	X	X												1		
							D348	X	X	X	X	X	X	X	X	X	X	X	X												1		
							D553	X	X	X	X	X	X	X	X	X	X	X	X												1		
							N649	X	X	X	X	X	X	X	X	X	X	X	X												1		
							9914	X	X	X	X	X	X	X	X	X	X	X	X												1		
							1619	X	X	X	X	X	X	X	X	X	X	X	X												1		
							0772	X	X	X	X	X	X	X	X	X	X	X	X												1		
							A817	X	X	X	X	X	X	X	X	X	X	X	X												1		
							T724	X	X	X	X	X	X	F891	X		2724	X	X														
							G873	X	X	X	X	X	X	X	X	X	X	X	X		1	1				1							
							P367	X	X	X	X	X	X	X	X	X	X	X	X												1		
							9G04	X	X	X	X	X	X	X	X	X	X	X	X												1		
OCCUPANCY:							16	16	16	17	17	17	17	17	16	16	16	16	16	0	1	3	0	0	0	1	0	0	0	0	0	0	15

Segment	St	From	To	Restriction	Measurement (f)	Approximate Space	Time											Duration													
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS	
19	Egleberry St	9th St	8th St	No Restriction	306'	15	06H2	X	X	X	X	X	X	X	X	X	X	X											1		
							79L1	X						L281	X	G257	X	X		2	1										
							H853	X	X	X	X	X	X	X	X	X	X														
							R442	42X1	X				C079	X	X	X	X	X	X	1	1					1					
							LA22	X	X	X	X	X	X	X	X	X	X	X												1	
							Y226	X	X	X	X	X	X	X	X	X	X	X	X											1	
							Y955	X	X	X	X	X	X	X	X	X	X	X	X											1	
							F627	X	X	X	X	X	X	X	X	X	X	X	X	X										1	
							G320	X	X	X	X	X	X	X	X	X	X	X	X	X										1	
							53P2	X	X	X	X	X	X	X	X	X	X	X	X											1	
							8407	X	X	X	X	T952	X	X	X	X	B7K1	X		1			2								
							Z516	X	X			P626				N738	X	X	1		2										
							N567	X	X	H390	X	X	X	X	X	X	X	X			1							1			
							X363	X	X	X	X	X	X	X	X	X	X	X												1	
							S192	X	X	X	X	X	X	X	X	X	X	X	X											1	
							L900	X	X	X	X	X	X	X	X	X	X	X									1				
							C068	X	X	X	X	X	X	X	X	X	X	X	X												1
OCCUPANCY:							15	17	16	14	15	15	15	16	16	16	15	15	2	4	4	0	2	0	1	1	1	1	9		

Segment	St	From	To	Restriction	Measurement (f)	Approximate Space	Time											Duration																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
20	Egleberry St	9th St	10th St	No Restriction	345'	17	0036	X	X	X	X	X	X	X	X	X	X	X																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								

Segment	St	From	To	Restriction	Measurement (f)	Approximate Space	Time											Duration																	
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS					
21	Egleberry St	10th St	9th St	No Restriction	431'	22	8:00AM																												
							9:00AM	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X												
							10:00AM	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X											
							11:00AM	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X											
							12:00PM	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X											
							1:00PM	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X											
							2:00PM	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X											
							3:00PM	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X											
							4:00PM	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X											
							5:00PM	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X											
							6:00PM	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X											
							7:00PM	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X											
							0-1 HRS																												
							1-2 HRS																												
							2-3 HRS																												
							3-4 HRS																												
							4-5 HRS																												
							5-6 HRS																												
							6-7 HRS																												
							7-8 HRS																												
							8-9 HRS																												
9-10 HRS																																			
10-11 HRS																																			
11-12 HRS																																			
OCCUPANCY:							21	21	28	19	18	14	13	13	11	9	6	5	7	5	2	2	3	0	1	1	2	3	1	4					

||
||
||

[illegible]

[illegible]

[illegible]

Segment	St	From	To	Restriction	Measurement (f)	Approximate Space	Time												Duration													
							8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
68	3rd St	Eigleberry St	End	No Restriction	96'	5	3288	X	X	X	X	X	X	X	X	X	X	X												1		
	3rd St	Eigleberry St	End	Handicap	Not Applicable (Marked Spaces)	1																										
OCCUPANCY:							1	1	1	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1		
Segment	St	From	To	Restriction	Measurement (f)	Approximate Space	Time												Duration													
69	3rd St		End	Eigleberry St	No Restriction	105'	5	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS	
	3rd St		End	Eigleberry St	No Restriction	105'	5																									
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Segment	St	From	To	Restriction	Measurement (f)	Approximate Space	Time												Duration													
70	3rd St	Gourmet Alley	Eigleberry St	No Restriction	87'	4	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
							X654	W277	X	X	X	T168	X	X	X	X	X	X	1			1			1							
							B635	Z085	X	X	X	X	X	X	3522	X	X	X	1			1			1							
							NP	D128	X	X	X	X	X	X	X	X	2816	X	X	1			1			1						
OCCUPANCY:							3	4	4	4	3	3	3	3	3	3	3	3	3	3	0	2	2	0	0	0	2	1	0	0	0	0
Segment	St	From	To	Restriction	Measurement (f)	Approximate Space	Time												Duration													
71	3rd St	Eigleberry St	Gourmet Alley	No Restriction	111'	6	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
	3rd St	Eigleberry St	Gourmet Alley	No Restriction	111'	6	C777	X	X	X	70C2	X					9271		1	1		1										
OCCUPANCY:							2	2	2	2	1	1	0	0	0	0	1	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0
Segment	St	From	To	Restriction	Measurement (f)	Space	Time												Duration													
72	3rd St	Monterey Hwy	Gourmet Alley	1 hr Parking 9am-6pm	Not Applicable (Marked Spaces)	4	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
							L062	X	W620	X									2			1										
							18R0	X	X	X												1										
							H883	X	X	X												1										
OCCUPANCY:							4	4	4	3	1	1	1	1	1	1	1	1	1	0	2	1	1	0	0	0	0	0	0	0	1	
Segment	St	From	To	Restriction	Measurement (f)	Space	Time												Duration													
73	3rd St	Gourmet Alley	Monterey Hwy	1 hr Parking 9am-6pm	Not Applicable (Marked Spaces)	4	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
	3rd St	Gourmet Alley	Monterey Hwy	1 hr Parking 9am-6pm	Not Applicable (Marked Spaces)	4																										
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Segment	St	From	To	Restriction	Measurement (f)	Approximate Space	Time												Duration													
74	4th St	Eigleberry St	Alley	No Restriction	92'	5	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
	4th St	Eigleberry St	Alley	No Restriction	92'	5					C705						F733															
OCCUPANCY:							0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
Segment	St	From	To	Restriction	Measurement (f)	Approximate Space	Time												Duration													
75	4th St	Alley	Eigleberry St	No Restriction	32'	1	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
	4th St	Alley	Eigleberry St	15 min Parking 9am-6pm	56'	3					2D44								1													
OCCUPANCY:							0	0	0	1	1	0	0	0	2	2	1	1	4	0	0	1	0	0	0	0	0	0	0	0	0	
Segment	St	From	To	Restriction	Measurement (f)	Space	Time												Duration													
76	4th St	Gourmet Alley	Eigleberry St	2hr Parking 9am-6pm	Not Applicable (Marked Spaces)	4	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
	4th St	Gourmet Alley	Eigleberry St	Passenger Loading Limit 5 min		1																										
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Segment	St	From	To	Restriction	Measurement (f)	Space	Time												Duration													
77	4th St	Eigleberry St	Gourmet Alley	2hr Parking 9am-6pm	Not Applicable (Marked Spaces)	5	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
	4th St	Eigleberry St	Gourmet Alley	2hr Parking 9am-6pm		5																										
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Segment	St	From	To	Restriction	Measurement (f)	Space	Time												Duration													
78	4th St	Monterey Hwy	Gourmet Alley	2hr Parking 9am-6pm	Not Applicable (Marked Spaces)	4	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		
	4th St	Monterey Hwy	Gourmet Alley	2hr Parking 9am-6pm		4																										
OCCUPANCY:							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Segment	St	From	To	Restriction	Measurement (f)	Space	Time												Duration													
	St				Not Applicable (Marked Spaces)		8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	0-1 HRS	1-2 HRS	2-3 HRS	3-4 HRS	4-5 HRS	5-6 HRS	6-7 HRS	7-8 HRS	8-9 HRS	9-10 HRS	10-11 HRS	11-12 HRS		

[illegible]

[illegible]

[illegible]

Appendix B

Outreach Report

DRAFT



This page intentionally left blank

City of Gilroy

Downtown Parking Management Plan

Outreach Summary

June 2023

Prepared by:
RRM Design Group

Contents

1	Introduction and Outreach Highlights.....	3
2	Outreach Activities.....	5
	Community Workshops.....	5
	Focus Group	7
	Project Hotline	7
	Online Survey.....	7
3	Survey Input Summary	8

1 Introduction and Outreach Highlights

Introduction

In 2021, City of Gilroy began the process of comprehensively updating the City's Downtown Parking Management Plan. The goals of the project are to:

- Evaluate current parking conditions in the Downtown area, including supply and demand for public and private parking.
- Assess the current operational practices for the City's parking programs and identify potential improvements.
- Estimate the future parking demand in the Downtown area based on known and projected future development.
- Develop strategies for meeting current and expected future parking demand.
- Identify funding and revenue opportunities.

The City has engaged in a broad spectrum of outreach activities to inform the community about the project, invite them to participate, and get input on specific issues and concerns. This document provides a summary of the survey and various engagement activities, including an overview of who participated and attended, topics covered, and community responses on the survey.

Input Highlights

Participants represented a wide variety of backgrounds and experiences with City, and differing opinions on land use and zoning. However, several main themes came through from the survey responses:

- **Who Participated?** The vast majority of survey participants were Gilroy residents. Most had direct and frequent experience with visiting downtown, and were curious about and interested in parking solutions.
- **Ease of Use.** The vast majority of participants indicated that parking in downtown is currently fairly easy and accessible, and had average to positive experiences in the past. Only 11% of participants indicated that they generally have a difficult time finding parking while downtown. 90% of survey participants reported only needing to walk 2 blocks or less from their car to their destination. Participants noted that it could be difficult to park for specific events or weekend nights.

- **Attracting More Activity to Downtown.** Many participants indicated that parking was not the biggest issue downtown, but overall vitality and activity in downtown was more important to focus on. Some survey results indicated that parts of downtown were very rundown and uninviting. Multiple participants noted the importance of an overall downtown revitalization plan, beautification and maintenance efforts, and ability to attract new businesses to the area. Business community members were open to ideas such as parklets, food trucks, and outdoor dining or amenity areas as alternatives to parking spaces. Although these appealed to visitors, they need to be implemented carefully.
- **Parking Configuration.** Participants noted issues with various parking configurations employed on downtown streets. Participants generally disliked angled parking and having to back up into traffic, citing safety concerns and decreased visibility. Some participants suggested parking spaces being moved away from popular streets and onto side streets that were less heavily trafficked.
- **Safety When Visiting Downtown.** Participants were generally sensitive to feeling unsafe and perceived crime in the area. About 60% of participants mentioned safety concerns about parking downtown, while 40% were unconcerned. Participants highlighted signage, lighting, and police support to increase the feeling of safety downtown.
- **Non-Driving Options for Downtown.** Participants noted that while driving continued to be the predominant method of access to downtown, the City could pursue ways to increase mode shifts towards walking and biking. As downtown is surrounded by residential neighborhoods, participants said those residents could be encouraged to primarily walk or bike downtown. Business community members observed that younger generations enjoy walking and biking more than previous generations. E-scooters, e-bikes, and other micromobility devices were also discussed, although most participants seemed to be concerned about safety and nuisance.

2 Outreach Activities

Community Workshops

The City of Gilroy hosted a total of three workshops. The goal of the workshops was to educate the public about the Plan efforts, understand parking usage in the Downtown area and how it affects the local economy, and share ideas and strategies for managing parking spaces.

The workshops were broadly noticed through the following means:

- City of Gilroy project website: The website (cityofgilroy.org/967/Downtown-Parking-Management-Plan) serves as a hub for all project-related information and provides the public opportunities to learn more about the effort. Notice of the workshops and survey was published on the website in January.
- Social Media: City staff uploaded posts to the City's social media accounts advertising the workshop and survey.
- Workshop Flyers: City staff distributed flyers at City facilities and local businesses advertising the workshop and survey. Flyers were also distributed to homeowners as an insert included with municipal utility bills. Flyers were printed in English and Spanish.
- E-mail List: City staff sent e-mail notices to a list of interested parties and stakeholders advertising the workshops and survey. The e-mail list is collected through visitors to the City webpage and contact with City staff.

Results from all poll/survey questions are provided in Section 3, Survey Input Summary.

Community Workshop 1: Community-Wide

Community Workshop 1 was held on February 16th, 2023 virtually via Zoom.

The community workshop featured a single presentation by RRM Design Group, Wtrans, and Strategic Economics. The presentation included an overview of project goals and objectives, an introduction to the City's current parking policies, and discuss various parking strategies for the different study areas. The Project Team provided the parking survey results, explaining parking trends for peak times and utilization.

During the presentation, participants were led through several icebreaker poll questions. The goal of the poll questions was to understand the demographics and experiences of participants. Participants could submit live responses on their smartphone, laptop, or tablet. The Project Team could view the poll responses of everyone in the room in real-time as they were submitted.

Following the presentation, there was a Q&A period. Participants could use the Q&A Zoom feature to submit questions during the presentation. A general discussion allowed participants to share their thoughts and ideas. Discussion topics raised by participants included:

- Downtown connectivity to Transit
- Residential parking
- Parking districts (“No Merchant” districts)
- Bicycle parking and other facilities
- Assembly Bill 2097 and removal of parking mandates near transit
- Parklets and alternative uses of curb space
- Mode shift towards walking and biking, and away from driving
- E-Scooters and micromobility options
- Parallel parking, front-in angle parking, back-in angle parking

The workshop was recorded in its entirety and uploaded to the City’s project website. The same set of poll questions presented at the community workshop was made available online through the project website.

Community Workshop 2: Downtown Businesses

Community Workshop 2 was held on February 22nd, 2023 at the Veterans Memorial Hall. Poster boards were set up to solicit feedback, including getting participants to express their preferences for specific parking strategies under consideration. Discussion topics raised by participants included:

- Underutilized parking lots in downtown
- Improved lighting and safety
- Bicycle parking and other facilities (bike corrals)
- Beautification of downtown attractions
- Parklet maintenance

Business participants were interested in adding more wayfinding, encouraging shared parking between businesses, and revising parking time limits as potential parking management strategies.

Community Workshop 3: Downtown Residents

Community Workshop 3 was held on February 28th, 2023 virtually via Zoom.

The community workshop featured a single presentation by the Project Team to overview project goals and objectives, introduce the City’s current parking policies, discuss future

strategies to improve the downtown experience. Participants were led through survey questions and could submit live responses on their smartphone, laptop, or tablet. The Project Team could view the poll responses of everyone in the room in real-time as they were submitted.

Following the presentation, there was a Q&A period. Participants could use the Q&A Zoom feature to submit questions during the presentation. A general discussion allowed participants to share their thoughts and ideas. Discussion topics raised by participants included:

- Assembly Bill 2097 and removal of parking mandates near transit
- Parking occupancy and vacancy rates
- Parklets as economic business drivers
- Need for consistent parking enforcement

Business Community Focus Group

A business community focus group was held on February 22nd, 2023 at City Hall. There were 6 participants, who were all members of the Chamber of Commerce, Visit Gilroy, and the Gilroy Downtown Business Association. Discussion topics raised by participants included:

- Ways to stimulate downtown activity (events, food trucks)
- Safety improvements (lighting, emergency stations, police bicycle patrols)
- Shifting demographics of downtown users
- Shared parking between merchants and businesses

Project Hotline

Community members are able to call a hotline number and receive information in English or Spanish, and leave feedback for the City. The hotline number was routinely checked every week by the Project Team, although it wasn't widely used.

Online Survey

The same set of poll questions presented at the community workshop and focus groups was made available online through the project website from February 21st, 2023 to April 20th, 2023. The online survey was hosted by the Slido polling platform, and consisted of seven questions about the participants' personal Downtown experiences. The questions included a mix of multiple-choice and free response options.

A total of 65 individuals participated in the City's survey whether online or through the community workshop. Survey results are summarized in the following section, Survey Input Summary.

3 Survey Input Summary

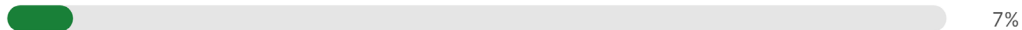
This section presents online survey input from a total of 65 participants between February 21st and April 20th. Some participants did not submit responses for each and every question, so the number of responses collected differ from question to question. Input is represented as it was received by the City, although some typographical and formatting corrections have been made for clarity.

Summaries of responses to survey questions have been presented by topic below.

Question 1: What connects you to Downtown Gilroy? Select all that apply.

80%	Gilroy (non-downtown) resident
27%	Downtown visitor
7%	Downtown business/property owner
7%	Downtown resident
5%	Gilroy (non-downtown) business/property owner
4%	Gilroy (non-downtown) employee
2%	Downtown employee

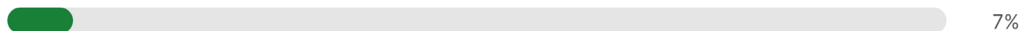
Downtown resident - 4 votes



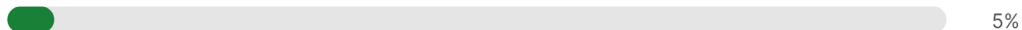
Gilroy (non-downtown) resident - 44 votes



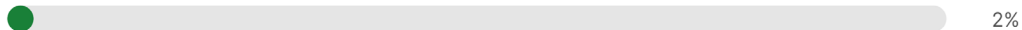
Downtown business/property owner - 4 votes



Gilroy (non-downtown) business/property owner - 3 votes



Downtown employee - 1 vote



Gilroy (non-downtown) employee - 2 votes

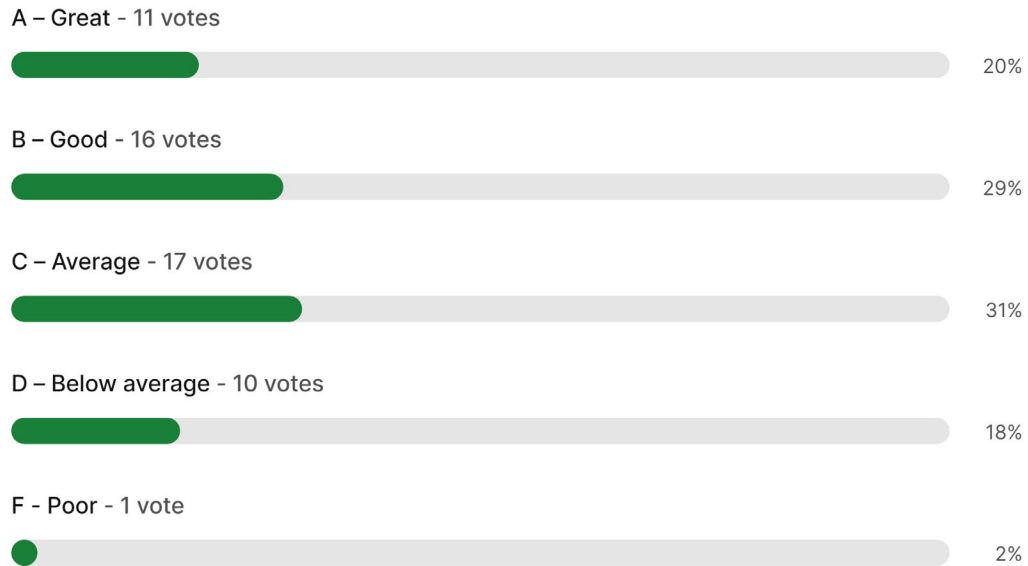


Downtown visitor - 15 votes



Question 2: In thinking about the most recent time you parked downtown, how would you “grade” your experience?

31%	C – Average
28%	B – Good
20%	A – Great
18%	D – Below Average
2%	F - Poor



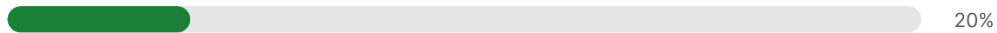
Question 3: In general, how easy or difficult is it to find parking downtown?

24%	Somewhat easy
24%	Neither easy nor difficult
22%	Somewhat difficult
20%	Easy
11%	Difficult

In general, how easy or difficult is it to find parking downtown?

Multiple Choice Poll ☒ 55 votes ☒ 55 participants

Easy - 11 votes



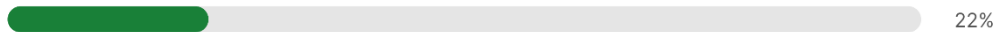
Somewhat easy - 13 votes



Neither easy nor difficult - 13 votes



Somewhat difficult - 12 votes



Difficult - 6 votes



Question 4: What words would you use to describe downtown parking? (Write up to three.)

Participants shared a variety of opinions about parking and the overall experience of visiting downtown. Some themes that emerged were that visitors often find downtown unattractive or uninviting, with vacant businesses and dated buildings. Some participants noted that parking was generally plentiful except for weekend nights. Participants were concerned about how parking configuration affects safety and ease of use.

Plentiful Accessible Underutilized
Unsightly, scary, uninviting
If you are looking for parking early in the morning (or during non-business hours) it's generally easy. Any other time, it's difficult to find parking.
Average – Dated
I've always been able to find a spot.
There needs to be more available parking on the northern end of downtown.
Crowded Busy Simple
Tight, dirty
Lots of options
During the weekdays, parking is easy, but if we go out for dinner, parking would jump to somewhat difficult.
Depending on what day and time you are trying to park it can be quite difficult to find a spot near where you want to go.
My answers should tell the city that downtown is not a thriving place. No one visits downtown. Businesses are dying. Areas is unappealing. Building more parking is putting cart before the horse. The new parking initiatives must be part of comprehensive downtown renovation plan.
No angle parking
Difficult, no parking available, if you do find parking you cannot back out when you need to due to traffic on street.
Hard Disconnected
I would like to see parking moved away from Monterey Street and moved to the side streets. The "angled" parking, especially when trucks are involved, does not appear to be very safe. Sometimes, I

avoid Monterey altogether when driving through downtown because of the increased risk for accidents as cars try to reverse out of their spaces.

Awkward, limited, tight

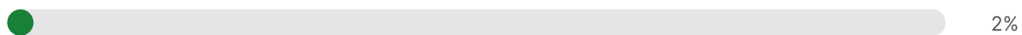
Crowded, inconsistent, need more paseos, need more parking closer to stores, need cleaner sidewalks and store windows. Curb appeal is very uninviting. Need more color coordination - Gilroy Dispatch and Rio Nilo look especially bad.

Parking is not the issue. The down town is run down and full of old business. Antique malls and vacant buildings are not going to attract people. The new brew pubs are a start. Downtown needs a theme to draw people in and a major revitalization effort. Remove the homeless and encourage the police to increase walking/bike patrols to connect with tax payers that come spend money in the community. We have a long way to go

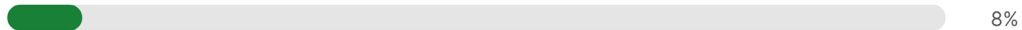
Question 5: If you have safety concerns about parking downtown, are you a (select all that apply):

- 52% Downtown visitor
- 40% I don't have safety concerns about parking downtown
- 8% Downtown business/property owner
- 4% Downtown employee
- 2% Downtown resident

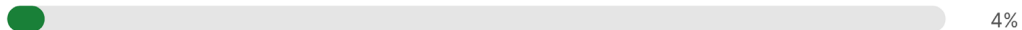
Downtown resident - 1 vote



Downtown business/property owner - 4 votes



Downtown employee - 2 votes



Downtown visitor - 27 votes



I don't have safety concerns about parking downtown - 21 votes



Question 6: Would you support low-cost metered parking in the downtown core if the revenue was used to increase parking enforcement?

62% No
20% Maybe/Unsure
18% Yes

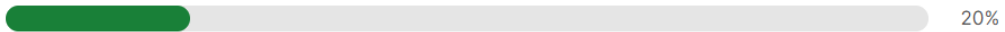
Yes - 9 votes



No - 31 votes



Maybe/Unsure - 10 votes



Question 7: How far do you typically walk from your car to your destination downtown?

62%	1 to 2 blocks
27%	Less than 1 block
9%	3 to 4 blocks
2%	5 or more blocks

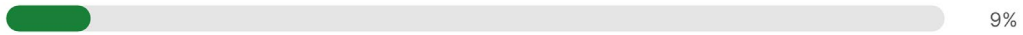
Less than 1 block - 15 votes



1 to 2 blocks - 34 votes



3 to 4 blocks - 5 votes



5 or more blocks - 1 vote



Appendix C

Sample ALPR Policy

DRAFT



This page intentionally left blank

Automated License Plate Recognition Policy

The San Francisco Municipal Transportation Agency (SFMTA) provides transportation and parking services for residents and visitors to the City of San Francisco. SFMTA uses Automated License Plate Recognition (ALPR) to support this mission.

What Is ALPR?

ALPR is a camera system that takes a picture of a license plate and uses a computer algorithm to convert the image of the license plate, and the characters it contains, into computer-readable data (ALPR data).

Purpose

SFMTA collects ALPR data for the purposes of managing SFMTA parking facilities and calculating parking fees, issuing citations for violations of parking laws and regulations, and collecting citation fines.

Authorized Users

Parking enforcement officers, SFMTA staff and contractors involved in issuing citations and collecting parking citation fines, and parking facility operators are authorized to access ALPR data.

Training

SFMTA conducts annual training of staff on the proper handling of personal information which includes ALPR data. The training addresses appropriate handling and transmission procedures, as well as consequences of a ALPR data security breach. SFMTA contractors and parking facility operators are required to provide similar training to their employees who access ALPR data.

Information Security

SFMTA utilizes physical access controls, computer application permission controls, and other technological, administrative, procedural, operational, and personnel security measures to record who has accessed ALPR data, the time and date of access, and reason for access, and to protect ALPR data from unauthorized access, destruction, use, modification or disclosure.

Official Custodian

The SFMTA's Director of Security, Investigation and Enforcement is the Official Custodian of the SFMTA collected ALPR data and responsible for implementing this policy.

Audit

An ALPR Data Custodian performs a yearly audit to verify that all persons who access ALPR data are authorized to do so and that they have been properly trained. The Data Custodian reviews ALPR data requests and verifies they were properly approved. The Data Custodian also verifies that the SFMTA's data retention policy has been properly enforced.

Information Sharing

SFMTA only shares ALPR data with employees and contractors who are responsible for processing citations and handling parking payments. SFMTA does not sell ALPR data to anyone, nor is it disclosed to the public. SFMTA will provide ALPR data to law enforcement if requested as part of a criminal investigation or if subpoenaed by a court or other public agency that has the legal authority to require the release of ALPR data.

Accuracy

Employees visually verify license plate data when a citation is issued or if there is a mismatch when a car leaves a parking facility.

Data Retention

ALPR data is stored based on the following schedule:

- License Plates collected, but not cited: Not retained
- License Plates for issued parking citations: 5 years
- License Plates for parking in a parking garage: 60 days