



City of Costa Mesa Community Parking Meeting

Citywide Residential Parking Study

September 28, 2021

DIXON Resources Unlimited

- Extensive parking and traffic management experience
- On and off-street programs:
 - Technology Operations
 - Customer Service
 - Procurement
 - Collections
 - Maintenance
 - Security/Safety
 - Enforcement
 - Parking Action Plan
- Revenue reconciliation
- Efficiency analysis
- Overall recommendations and training



DIXON Clients:

CA Alameda	CA Pasadena	MI Birmingham
CA Anaheim	CA Paso Robles	NC Hendersonville
CA Beverly Hills	CA Riverside	NJ Atlantic City
CA Chico	CA San Francisco	NJ Princeton
CA Davis	CA San Jose	NM Albuquerque
CA Downey	CA San Leandro	NV Las Vegas
CA Laguna Beach	CA Sausalito	NV Reno
CA Los Angeles (DOT)	CA Seal Beach	OR Portland
CA Los Angeles County	CA Tustin	TX Austin
CA Monterey	CO Denver	TX Dallas
CA Mountain View	CT New Haven	UT Park City
CA Napa	CT Stamford	UT Salt Lake City
CA National City	FL Brevard County	UT Springdale
CA Newport Beach	FL Seaside	WA Seattle
CA Norwalk	HI Maui	WA Spokane
CA Oceanside	ID Boise	WA Vancouver
CA Palo Alto	IL Oak Park	WI Milwaukee

Meeting Agenda

- Citywide Residential Parking Study Process
- Preliminary findings
- Questions

- *Proceso de estudio de estacionamiento residencial en toda la ciudad*
- *Resultados preliminares*
- *Preguntas*

Citywide Residential Parking Study: Objectives

- Actively engage all community stakeholders.
 - i.e. single family residents, multi-family residents, and businesses.
- Holistically address parking challenges.
- Evaluate the Residential Permit Parking Program.
- Develop recommendations that are equitable and will help alleviate current parking conditions.

- *Involucrar activamente a las personas interesadas.*
- *Abordar de manera integral los desafíos del estacionamiento.*
- *Evaluar el programa de estacionamiento con permiso residencial.*
- *Desarrollar recomendaciones que sean equitativas y ayudarán a aliviar las condiciones actuales de estacionamiento.*

Outreach

Community Meetings:

- March 15, 2021
- March 31, 2021
- June 30, 2021

- Over 90 residents in attendance.

Topics Discussed:

- Residential permit parking
- Spillover parking
- Overnight parking
- Street sweeping
- Walkability
- Blocked driveways
- Pedestrian safety
- On-street parking availability
- Driveway visibility
- 72-hour parking enforcement
- Commercial parking
- Multi-family housing parking

- *Reuniones comunitarias*
- *15 de marzo, 31 de marzo, 30 de junio de 2021*
- *Más de 90 residentes presentes.*

Online Survey

- March 13, 2021, to April 18, 2021.

- Offered in English and Spanish.

- 356 total responses.

- 4% took the survey in Spanish.

- *13 de marzo de 2021 al 18 de abril de 2021.*
- *La encuesta se ofreció tanto en inglés como en español.*
- *Hubo 356 respuestas en total.*
- *El 4% respondió la encuesta en español.*

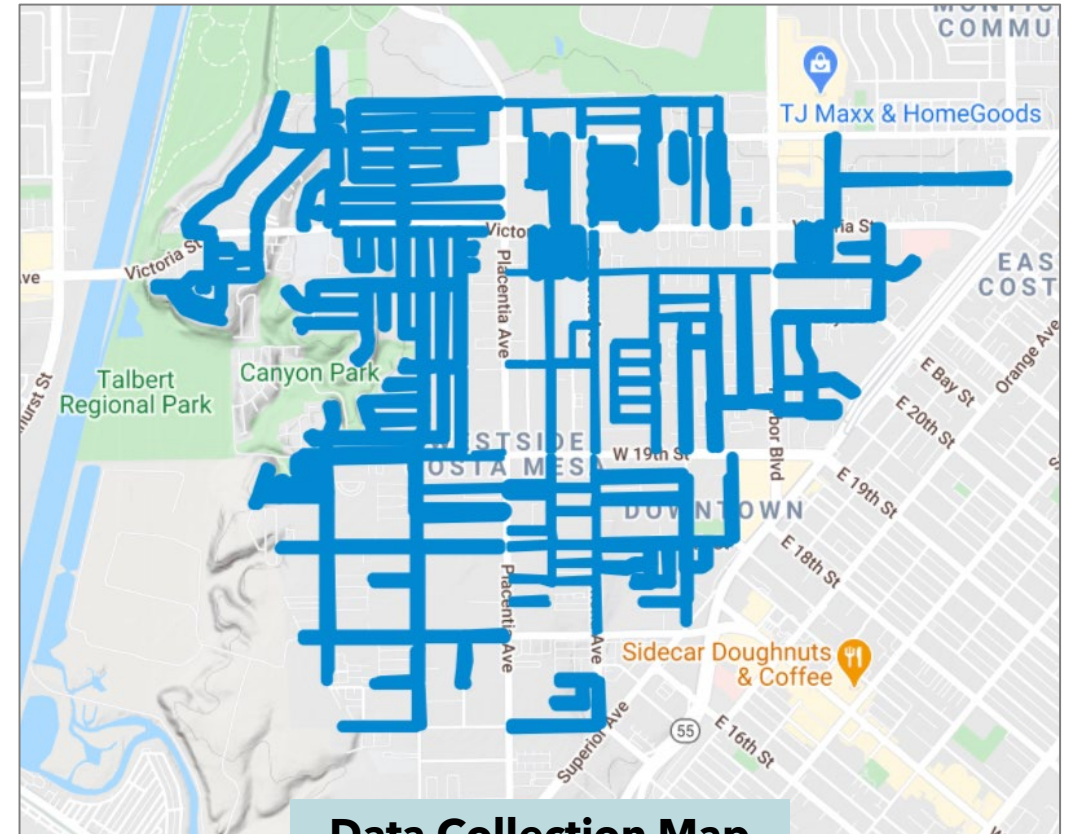
Data Collection

City Council Districts 4 & 5

- 634 blocks- 10,410 spaces

Tuesday October 13 & Saturday October 17, 2020

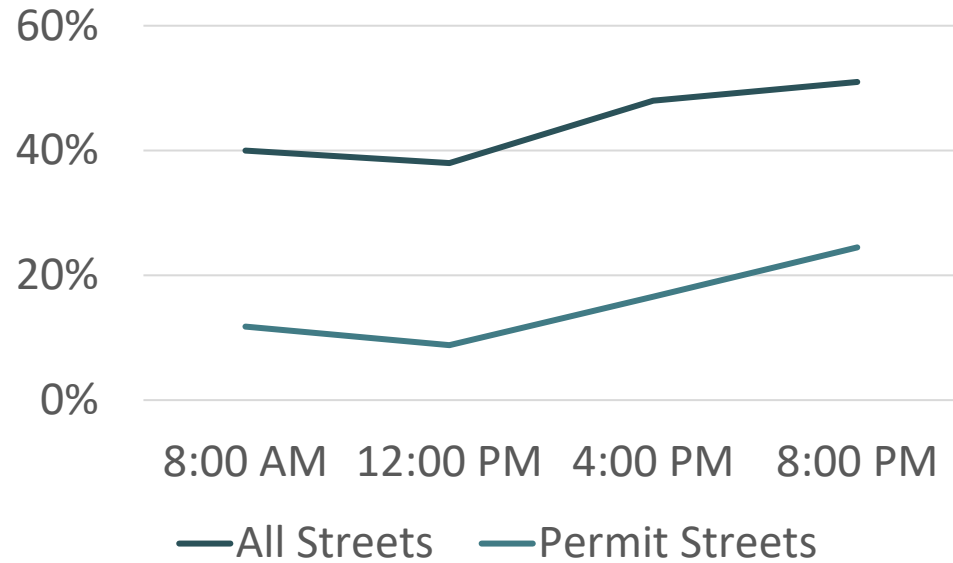
- 8am, 12pm, 4pm, and 8pm.



Data Collection Map

- *Distritos 4 y 5 del Ayuntamiento*
 - *634 cuadras- 10,410 espacios*
- *Martes 13 de octubre y sábado 17 de octubre de 2020*
 - *8am, 12pm, 4pm Y 8pm*

Weekday Occupancy Findings

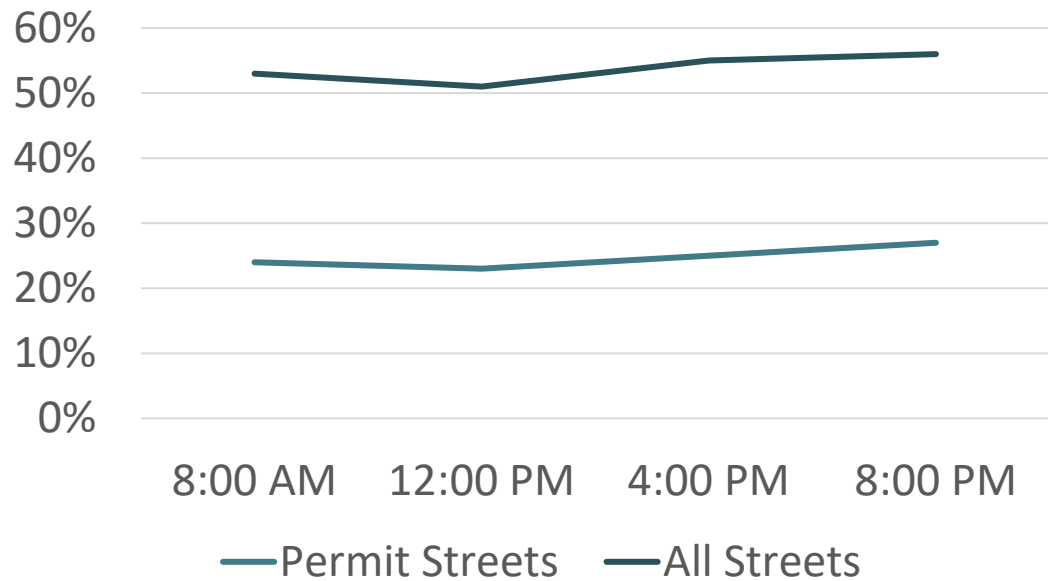


Observation Round	All Streets		Permit Streets	
	Vehicles Parked	Occupancy	Vehicles Parked	Occupancy
8:00 AM	4218	40%	214	12%
12:00 PM	3970	38%	160	9%
4:00 PM	5021	48%	301	17%
8:00 PM	5374	51%	444	24%
Average	4646	44%	280	15%

➤ The streets with permit parking restrictions had an average occupancy of 15% throughout the day. This is significantly lower than the average occupancy of all streets (44%).

Las calles con restricciones de permiso de estacionamiento tuvieron una ocupación promedio del 15% durante todo el día. Esto es significativamente menor en comparación con la ocupación promedio de todas las calles (44%)

Weekend Occupancy Findings

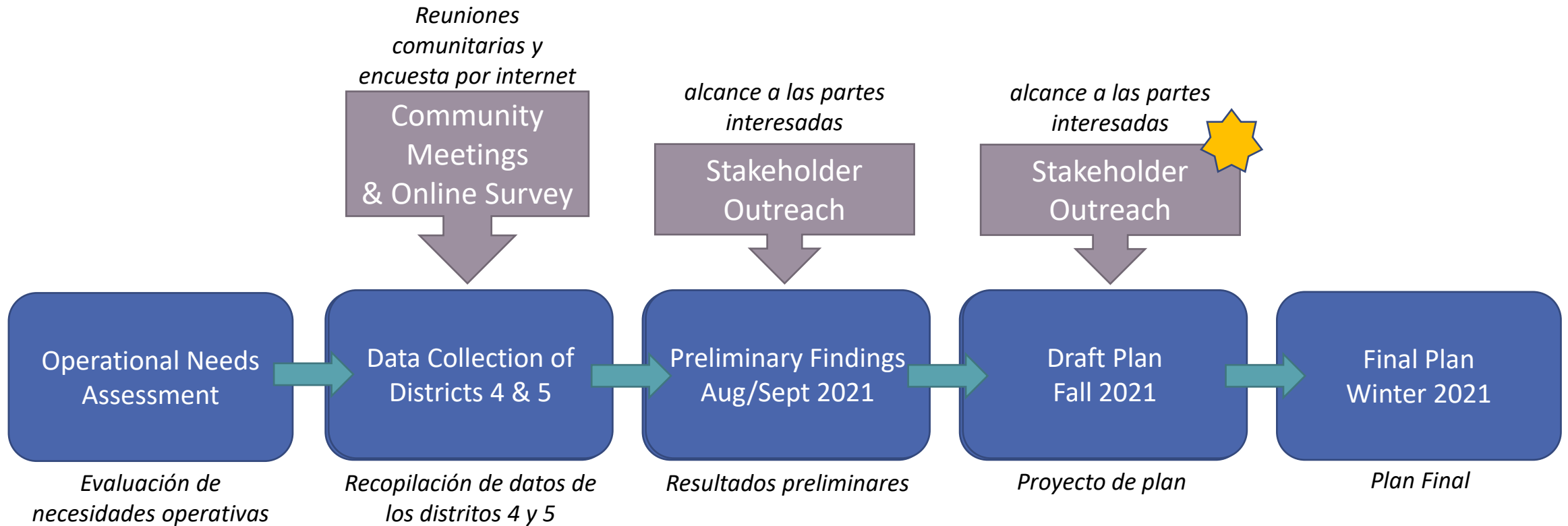


	All Streets		Permit Streets	
Observation Round	Vehicles Parked	Occupancy	Vehicles Parked	Occupancy
8:00 AM	5578	53%	435	24%
12:00 PM	5422	51%	410	23%
4:00 PM	5809	55%	453	25%
8:00 PM	5923	56%	488	27%
Average	5683	54%	447	25%

➤ The streets with permit parking restrictions had an average occupancy of 25% throughout the day.

Las calles con restricciones de permiso de estacionamiento tuvieron una ocupación promedio del 25% durante todo el día.

Citywide Residential Parking Study: Timeline



Preliminary Findings

Resultados preliminares

Preliminary Findings

The draft recommendations are based on:

- 2016 California State Attorney General opinion
- Case studies
- Industry best practices
- Data collection results
- An assessment of current operations & policies
- Outreach feedback
- Residential Parking Survey

El proyecto de recomendaciones se basa en:

- *Opinión del Fiscal General del Estado de California de 2016*
- *Estudios de caso*
- *Mejores prácticas de la industria*
- *Resultados de la recopilación de datos*
- *Una evaluación de las operaciones y políticas actuales*
- *Comentarios de alcance*
- *Encuesta de estacionamiento residencial*

CA Attorney General's Opinion

- The 2016 California State Attorney General opinion (#14-304) states:

“In issuing long-term residential parking permits, local authorities may not distinguish among residents based on the type of dwelling in which they live”.

- Develop a solution that equitably serves all residents.

- *La opinión del Fiscal General del Estado de California de 2016 (#14-304) establece:*

“Al emitir permisos de estacionamiento residencial a largo plazo, las autoridades locales pueden no distinguir entre los residentes en función del tipo de vivienda en la que viven”.

- *Desarrollar una solución que satisfaga de manera equitativa las necesidades de todos los residentes.*

Guiding Principles

- ✓ **Equitable access:** Develop equitable programs that appropriately balance the parking needs of ALL residents, businesses, and visitors, while enabling the on-street parking supply to serve the community fairly and enhance access for all.
- ✓ **Sustainable solutions:** Implement financially sustainable strategies that modernize and streamline parking program management.
- ✓ **Efficient program management:** Create an efficient and adaptable parking system that is optimized for the City's current needs but can be incrementally updated and adjusted over time.

- ✓ **Acceso equitativo:** *Desarrollar programas equitativos que equilibren adecuadamente las necesidades de estacionamiento de todos los residentes, negocios y visitantes, al tiempo que permiten que el suministro de estacionamiento en la calle sirva a la comunidad de manera justa y mejore el acceso para todos.*
- ✓ **Soluciones sostenibles:** *Implementar estrategias financieramente sostenibles que modernicen y agilicen la gestión del programa de estacionamiento.*
- ✓ **Gestión eficiente del programa:** *crear un sistema de estacionamiento eficiente y adaptable que esté optimizado para las necesidades actuales de la ciudad, pero que se pueda actualizar y ajustar gradualmente con el tiempo.*

RPP Program Options

Strategy	Analysis	Recommendation
<p>Option 1: No change to the RPP program</p> <p><i>Sin cambios en el programa RPP</i></p>	<ul style="list-style-type: none"> ➤ Does not address the 2016 Attorney General’s opinion (#14-304). ➤ Does not address inadequate parking supply in multi-family residential neighborhoods. 	<p>X</p> <p>Not Recommended</p> <p><i>No recomendado</i></p>
<p>Option 2: Eliminate the RPP program</p> <p><i>Eliminar el programa RPP</i></p>	<ul style="list-style-type: none"> ➤ COVID-19 and suspended enforcement provided a preview of program elimination. ➤ The data collection results suggest that the RPP program should not be eliminated. 	<p>X</p> <p>Not recommended at this time. Consider for future evaluation.</p> <p><i>No recomendado en este momento. Considérelo para una evaluación futura.</i></p>
<p>Option 3: Implement a Citywide RPP program</p> <p><i>Implementar un programa de RPP en toda la ciudad</i></p>	<ul style="list-style-type: none"> ➤ Significant costs to implement and enforce a Citywide RPP program. ➤ The requirement to obtain permits could be burdensome for residents and their guests. 	<p>X</p> <p>Not recommended at this time.</p> <p><i>No recomendado en este momento.</i></p>
<p>Option 4: Implement revised RPP program guidelines</p> <p><i>Implementar las directrices revisadas del programa de RPP</i></p>	<ul style="list-style-type: none"> ➤ The data collection results suggest there is significant parking demand in specific neighborhoods. ➤ The RPP program is a tool to manage parking demand within a neighborhood. ➤ Implement recommendations to better align with the guiding principles of an equitable, sustainable, and efficient program. 	<p>✓</p> <p>Recommended strategy</p> <p><i>Estrategia recomendada</i></p>

Permit Zone Recommendation

Create new permit zones:

- Limited to external parking impacts:
 - Residents near commercial areas, OC fair, & near city boundaries.
- Create a minimum segment length of 2,000 ft.
- Existing permit zones will not be grandfathered in.

Petitioning & occupancy study:

- Continue petition to be signed by 51% of residents.
 - In rental complexes, allow residents, property managers, and property owners to all participate in the petition equitably.
- Continue 70% occupancy threshold for new permit zones.

Zonas de permiso:

- *Limitado a impactos de estacionamiento externo:*
 - *Residentes cerca de áreas comerciales, feria OC y cerca de los límites de la ciudad.*
- *Crear una longitud mínima de segmento de 2,000 pies.*
- *Las zonas de permisos existentes no serán protegidas por derechos adquiridos.*

Estudio de petición y ocupación:

- *Continuar la petición para ser firmada por el 51% de los residentes.*
 - *En los complejos de alquiler, permita que los residentes, administradores de propiedades y propietarios participen en la petición.*
- *Continuar con el umbral de ocupación del 70% para nuevas zonas con permisos.*

Comparable Cities Petitioning Analysis	
City	Current petitioning process
Costa Mesa	51% sign petition; City survey; 70%+ on-street parking utilization
Anaheim	51% sign petition; 75% vote yes per street segment - \$500 fee
Brea	All households eligible
Fullerton	65% of residents; staff approval
Huntington Beach	20% of residents or 25 households; City approval
Irvine	Initiated by Director of Public Works or request by homeowner's association + parking study
Lake Forest	67% of property owners; 30 or more single-family detached homes must be affected
Orange	75% sign petition; 75% occupation during City review - \$2,500 fee
Placentia	Undefined
Rancho Santa Margarita	N/A
Santa Ana	66% of residential lots sign petition; director approval
Seal Beach	In areas designated by municipal code; primarily Old Town
Stanton	51% sign petition; City survey; 75% or more supporting signatures - \$660 fee
Tustin	60% or more

Permit Admin Policies

Permit eligibility:

- Allow all residents and housing types to purchase permits in compliance with the 2016 AG opinion.
- Oversized vehicles, as defined by the Costa Mesa Municipal Code, should not be eligible for permits.

Permit maximums:

- Replace the **3 permit per household** limit, with **1 permit per eligible resident**.

Benefits:

- *Reduces excess parking demand.*
- *Provides an equitable solution for residents who require a vehicle.*
- *Residents who choose to own additional vehicles are incentivized to use any on-site parking, rather than rely on on-street parking for vehicle storage.*



Elegibilidad del permiso:

- *Permitir que todos los residentes y tipos de viviendas compren permisos de conformidad con la opinión AG de 2016.*
- *Los vehículos de gran tamaño, según lo define el Código Municipal de Costa Mesa, no deben ser elegibles para permisos.*

Permitir máximos:

- *Reemplace el límite de 3 permisos por hogar, con 1 permiso por residente elegible.*

Permit Fees

Implement an annual permit fee:

- In order for the program to become financially sustainable, and to invest in modernizing the program, implement an annual \$25.00 permit fee.
 - *Other Southern California cities range from \$10.00 to over \$70.00.*

Escalating rate structure:

- First two permits \$25.00 each, additional permits can then be offered at an additional premium.
- Introduce a low-cost permit for qualifying low-income residents.

Implementar una tarifa de permiso anual:

- *Para que el programa sea financieramente sostenible y para invertir en la modernización del programa, implemente una tarifa de permiso anual de \$ 25.00.*
 - *Otras ciudades del sur de California oscilan entre \$ 10,00 y más de \$ 70,00.*

Estructura de tarifas en aumento:

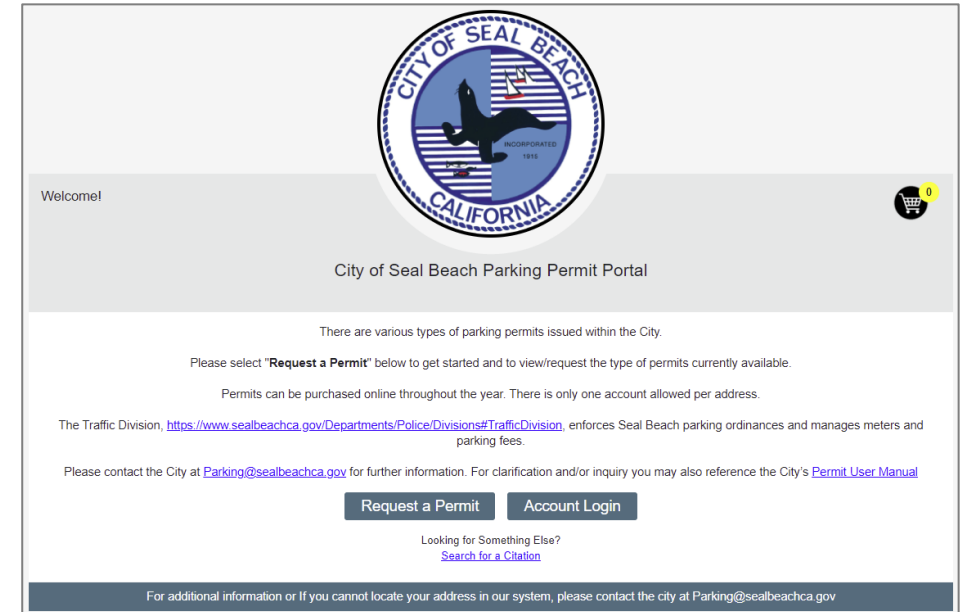
- *Los primeros dos permisos \$ 25.00 cada uno, luego se pueden ofrecer permisos adicionales con una prima adicional.*
- *Introducir un permiso de bajo costo para los residentes de bajos ingresos que califiquen.*

Comparable Cities Rate Analysis	
City	Current permit fee
Costa Mesa	Free
Anaheim	\$30
Brea	\$25 in person; \$19 online
Fullerton	\$10 admin fee + \$2 per permit
Huntington Beach	\$24 first; \$10 for additional permits
Irvine	\$25
Lake Forest	\$20
Orange	\$30
Placentia	\$10
Rancho Santa Margarita	\$30
Santa Ana	\$72.29
Seal Beach	\$20
Stanton	\$25
Tustin	\$50

Permit Management System

Implement an automated permit management system (PMS):

- Residents can self-manage their accounts:
 - login, create an account, apply for a permit, upload supporting documentation, purchase permits, make edits, etc.
- Pivotal in moving towards permits by license plate.



Implementar un sistema automatizado de gestión de permisos (PMS):

- Los residentes pueden autogestionar sus cuentas:
 - inicie sesión, cree una cuenta, solicite un permiso, cargue la documentación de respaldo, compre permisos, haga ediciones, etc.
- Es fundamental para avanzar hacia los permisos virtuales.

Enforcement

New permit zone enforcement:

- Only active upon:
 - Installation of signs.
 - 50% of households have purchased permits.
- Issue warning notices and permit program flyers to assist with outreach.



Aplicación de la nueva zona de permisos:

- *Solo activo en: Instalación de letreros, El 50% de los hogares ha comprado permisos.*
- *Emitir avisos de advertencia y volantes del programa de permisos para ayudar con la divulgación.*

Branding & Marketing

City website:

- Transportation Services' "Parking" landing page:
 - Information hub for parking.
 - Includes links to purchase permits and pay for parking citations.

The screenshot shows the Costa Mesa City website's 'Parking' page. The header includes the city logo, weather (70°F), and navigation links like 'Meetings', 'E-notification', 'Notices', 'Employment', and 'Select Language'. A search bar is located in the top right. The main content area is divided into two columns. The left column is titled 'CITYWIDE PARKING STUDY' and features a 'Join the Meeting' call-to-action. The right column is titled 'Estudio Sobre el Estacionamiento en la Ciudad' and features a 'Únete a la Junta' call-to-action. Both columns provide details about public meetings and virtual community meetings, including dates, times, and contact information. A footer banner at the bottom of the page reads: 'To provide input and/or sign up to receive email updates about the Costa Mesa Parking Study, please email parkingstudy@costamesaca.gov.'

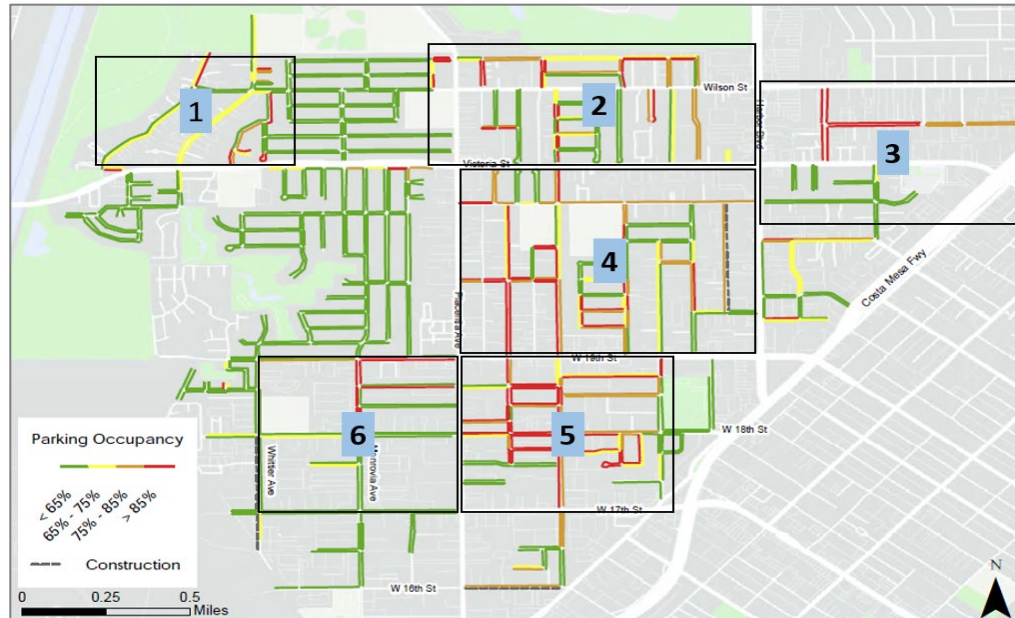
Sitio web de la ciudad:

- *Página de destino de "Estacionamiento" de los servicios de transporte:*
 - *Centro de información para estacionamiento.*
 - *Incluye enlaces para comprar permisos y pagar citaciones de estacionamiento.*

Mid-term Option: Shared Parking Agreements

Shared parking agreements:

- Agreements between the City and private property owners to increase parking opportunities.
 - Can provide additional residential parking opportunities.
- Meant to be mutually beneficial - leverages the parking supply when it is typically underutilized.



Neighborhood	Estimated Shared Parking Space Inventory within 500ft	Site types
1	300-350 spaces	School; Church; Commercial; Public/City
2	250-300 spaces	School; Church
3	250-300 spaces	Church; Commercial
4	300-350 spaces	School; Public
5	100-200	Church
6	50	School

Acuerdos de estacionamiento compartido:

- *Acuerdos entre la Ciudad y propietarios privados para aumentar las oportunidades de estacionamiento.*
 - *Puede proporcionar oportunidades adicionales de estacionamiento residencial.*
- *Pretende ser mutuamente beneficioso: aprovecha el suministro de estacionamiento cuando normalmente está infrutilizado.*

Alternative Transportation Modes

Promote & enhance alternative modes:

- Improve walkability and pedestrian infrastructure.
 - Lighting can improve visibility and the feeling of safety.
 - Better for the environment & reduces roadway congestion.
- Prioritize locations within a reasonable distance to:
 - Transit stops, schools, libraries, hospitals, and medical clinics, community centers, commercial areas, and public parks.



Promocionar y mejorar modos alternativos:

- *Mejorar la transitabilidad y la infraestructura peatonal.*
 - *la iluminación puede mejorar la visibilidad y la sensación de seguridad.*
 - *Mejor el medio ambiente y reduce la congestión de las carreteras.*
- *Priorizar las ubicaciones dentro de una distancia razonable para:*
 - *Paradas de tránsito, escuelas, bibliotecas, hospitales y clínicas médicas, centros comunitarios, áreas comerciales y parques públicos.*

Questions?

¿Preguntas?

Contact Information

Additional Comments:

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City of Costa Mesa

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DIXON

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