Parking in East San Rafael

A SYMPTOM OF THE HOUSING CRISIS

LAUREN DAVINI, TE
TRAFFIC ENGINEER
SAN RAFAEL DEPARTMENT OF PUBLIC WORKS
A LITTLE BIT ABOUT YOUR PRESENTER:

- Licensed Engineer in Traffic and Civil in the State of California
- 3.5 years consulting with W-Trans
- Currently working for the City of San Rafael as the Traffic Engineer
- ITE San Francisco Bay Area Section Treasurer for 2020
- You can catch me exploring different cities, most likely on Bike Share!
San Rafael is located 20 miles north of San Francisco in Marin County

Population of about 60,000

Median home price = $1.2 million

Many teachers, contractors, restaurant servers, etc employed in San Rafael live in Sonoma County or East Bay
EAST SAN RAFAEL

Hillside Residential Resource, 0.1 - 0.5 units/acre
Hillside Residential, 0.5 - 2 units/acre
Large Lot Residential, 0.5 - 2 units/acre
Res - Low Density, 2 - 6.5 units/acre
Res - Medium Density, 6.5 - 15 units/acre
High Density Residential, 15 - 32 units/acre

Source: San Rafael General Plan, 2020
WHAT’S GOING ON:

- The main issue is lack of available parking for residents of the area
- Spillover from high density residential to medium density residential
- Many apartment managers rent out the parking spaces separately
- Some residents have had enough! They asked Council to commission a Parking Study of the area

- Fall 2016 – W-Trans hired for Parking Study
- December 2016 – Survey of residents
- May 2017 – Study completed with recommendations
- Fall 2017 to Fall 2018 spent implementing first round of recommendations
**BEFORE DATA**

**TOTAL PARKING OCCUPANCY**

- **2017**
  - Weekday Morning: 100%
  - Weekday Evening: 85%
  - Saturday: 85%

Source: East San Rafael Parking Study, W-Trans, May 2017
WEEKDAY EVENING: 2017

Green = 0% - 75% occupancy
Orange = 76% - 85%
Red = 86% - 100%
Dark Red = Over 100%

Over 100% occupancy means cars parked in red zones, blocking fire hydrants, across driveways, and on the sidewalk.
Parking occupancy counts and qualitative observations collected:

- Weekday late morning
- Weekday evening
- Saturday evening

<table>
<thead>
<tr>
<th>Area</th>
<th>Location</th>
<th>Side of Street</th>
<th>Inventory</th>
<th>9:00 AM</th>
<th>10:00 AM</th>
<th>11:00 AM</th>
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</thead>
<tbody>
<tr>
<td>A: Pickleweed Community Center</td>
<td>Canal Street</td>
<td></td>
<td>79</td>
<td>8</td>
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<td>10</td>
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<tr>
<td>B: Country Club Bowl</td>
<td>Belvedere St &amp; Vivian St</td>
<td></td>
<td>137</td>
<td>8</td>
<td>8</td>
<td>10</td>
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<tr>
<td>C: Sanitary District No 1-Marin</td>
<td>2960 Kerner Blvd</td>
<td></td>
<td>19</td>
<td>21</td>
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<table>
<thead>
<tr>
<th>Sub-Area</th>
<th>Street #</th>
<th>Street Name</th>
<th>Segments</th>
<th>Inventory</th>
<th>9:00 AM</th>
<th>10:00 AM</th>
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<tbody>
<tr>
<td>Commercial</td>
<td>1</td>
<td>Francisco Blvd E</td>
<td>Harbor St to Medway Rd</td>
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<td>2</td>
<td>Francisco Blvd E</td>
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<td>74</td>
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<td>Hoag Ave</td>
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<td>6</td>
<td>Mill St</td>
<td>Harbor St to Medway Rd</td>
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<td>7</td>
<td>Medway Rd</td>
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<td>8</td>
<td>Belvedere St</td>
<td>Medway Rd to Tiburon St</td>
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<td>Tiburon to Bellam Blvd</td>
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<td>Belvedere St to Larkspur St</td>
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<td>Francisco Blvd E to Belvedere St</td>
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<td>Francisco Blvd E to Belvedere St</td>
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<td>Bellam Blvd to Belvedere Blvd</td>
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<td>Harbor St to Medway Rd</td>
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<td>18</td>
<td>Bellam Blvd</td>
<td>Francisco Blvd E to Kerner Blvd</td>
<td>17</td>
<td>7</td>
<td>19</td>
<td>16</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Number of Spaces</th>
<th>Number of Occupies</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>668</td>
<td>646</td>
</tr>
</tbody>
</table>

| Occupancy % | 95% | 94% | 97% |

Table: Canal Neighborhood - Parking Survey Times: Tuesday Morning
Community Surveys: 424 participated in English or Spanish
  - 54% participation from Spinnaker – Baypoint
  - 11% participation from Canal

Questions:
  - Do you park: in a lot, garage, on driveway, on street?
  - How many cars do you need to park?
  - Would you be willing to pay for a permit?

Survey brought to light issue of cars being stored on City streets:
  - Some being bought, stored, then sent to family in other countries
  - Auto shops storing their projects on City streets
COMMUNITY MEETINGS

• Nov 2016 – Canal Alliance
• Nov 2016 – Spinnaker and Baypoint HOA
• Dec 2016 – Marin Organizing Committee
• Dec 2016 – Bahia HOA
• Dec 2016 – East San Rafael Chamber of Commerce
• Several meetings with City Council sub-committee
## Recommendations

<table>
<thead>
<tr>
<th>Time</th>
<th>Strategy</th>
<th>Benefits</th>
<th>Drawbacks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Short-Term</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Time Limited Parking</td>
<td>Effective strategy to provide turnover of parking residential and commercial areas</td>
<td>Requires regular enforcement; does not entirely address the issues of spillover or the overall parking deficit</td>
</tr>
<tr>
<td></td>
<td>Public-private partnership/</td>
<td>Utilizes existing parking facilities (Bowling Alley, Mi Pueblo) to add up to 329 spaces</td>
<td>Requires private businesses to be willing to lease their parking spaces; Majority of cost falls to the City to incentivize owners, maintain lots, and provide security</td>
</tr>
<tr>
<td></td>
<td>Off-Street Parking</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Transit Opportunities</td>
<td>Reduces the reliance on vehicles for travel; minimal cost to residents</td>
<td>Cost of subsidizing passes on the City or Marin Transit</td>
</tr>
</tbody>
</table>
## RECOMMENDATIONS

<table>
<thead>
<tr>
<th>Mid-Term</th>
<th>Increases City-owned parking supply by 119-346 spaces; Costs of permits can offset administrative costs; Spaces can be short or long-term</th>
<th>High cost – up to $2.3M; Would provide some but not total relief to address 582 space shortfall</th>
</tr>
</thead>
<tbody>
<tr>
<td>City-Owned Parking Lots</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parking Permits</td>
<td>Reduces spillover; Encourages parking turnover; Provides equitable way to manage parking in East San Rafael; Parking demand will be reduced and relocated</td>
<td>Requires regular enforcement/admin staff; Revenue from permits needs to be over $200/year to cover the cost of administration ($435,000 per year); Requires capital expenditure for signs, permits, maintenance, etc.; May result in relocation of parked vehicles outside of East San Rafael</td>
</tr>
<tr>
<td>City Parking Code</td>
<td>Ensures that any development or redevelopment within the Canal Neighborhood subarea provides sufficient parking to meet the City’s current code</td>
<td></td>
</tr>
</tbody>
</table>
WHAT’S BEEN DONE…

- Municipal code amended Fall 2017 so City can tow after 24 hours (instead of 72 hours)
- **700** Custom time-limited parking signs created
- Staff worked with community on sign placement and time limits for each block
- Ts and Ls added in locations identified by Parking Enforcement Officers
- Warnings issued in October 2018
- Citations issued beginning in November 2018
HOW HAS IT PAID OFF...

Total Parking Occupancy


100% Total Parking Occupancy

Over 300 cars removed!

Source: East San Rafael Parking Study, W-Trans, May 2017
WEEKDAY MORNING

Green = 0% - 75% occupancy
Orange = 76% - 85%
Red = 86% - 100%
Dark Red = Over 100%
WEEKDAY EVENING

Green = 0% - 75% occupancy  
Orange = 76% - 85%  
Red = 86% - 100%  
Dark Red = Over 100%
SATURDAY

Green = 0% - 75% occupancy
Orange = 76% - 85%
Red = 86% - 100%
Dark Red = Over 100%

2017

2019
FOLLOW-UP MEETINGS

• Several meetings with City Council sub-committee
• Sept 2019 – Canal Alliance
• Sept 2019 – East San Rafael Chamber of Commerce
• Oct 2019 – Community Forum

Source: City File, October 21, 2019
STILL, THE DISCUSSION OF PERMITS

• Criteria:
  • Must offset imbalance between parking supply and parking demand and result in positive outcome
  • **Must be equitable to all residents. Equity in this case means that the permits would cover the entirety of East San Rafael, and not cover one area to the benefit/detriment of another.**
  • Must have community support in each sub-area of East implementation San Rafael.
  • Should not create any undue financial obstacles nor give a financial advantage to any group demographic.

• Staff and consultants have not figured out a permit system that would meet all of the above criteria
CROSSWALK ENHANCEMENTS AND ANGLED PARKING
ADDING OFF-STREET PARKING ON CITY PROPERTY

EXISTING

PROPOSED

INSTALL RETAINING WALL, SIDEWALK, AND CURB/GUTTER

REMOVE TREES AND ROOTS (T/R)

COORDINATE WATER METER RELLOCATION

HIDDEN ROADWAY TO CREATE OFF-STREET PAV

APPROX. LIMITS OF ORIG. AND OVERLAY

INSTALL VALLEY GUTTER

STRIPE PARKING
FRANCISCO BOULEVARD EAST SIDEWALK WIDENING

Providing a better connection to Downtown San Rafael/Transit Center
CONCLUSIONS

• This is an iterative process, guided by the community’s needs
• No silver-bullet solution
• Keeping the issues at bay requires constant enforcement
• Constant enforcement is one piece of the puzzle, but as long as there is an issue with supply and demand, the parking challenges will remain prevalent
• Housing crisis manifests in a variety of ways. Here, it’s with higher density households which result in parking demand increases
THANK YOU!