
INTERNAL AFFAIRS COMMITTEE AGENDA

A Committee of the Chico City Council: Councilmembers Huber, Ory, and Chair Brown

Meeting of June 3, 2019 – 4:00 p.m. to 6:00 p.m.

Council Chamber Building, 421 Main Street, Conference Room 1

REGULAR AGENDA

A. DOWNTOWN ACCESS ACTION PLAN IMPLEMENTAION PHASE 1

On May 21, 2019 the City Council accepted the Downtown Access Action Plan which provides multiple recommendations for Downtown parking management and parking improvements. The plan includes near-term implementation of “Tiered Rate Structure”, “Employee Parking”, “Enforcement Hours”, “Wayfinding”, and “Outdoor Cafes”.

Recommendations:

The Director of Public Works-Engineering recommends that the Committee approve the following recommendations for City Council consideration and direction:

1. **Adopt the Tiered Parking Rates** by establishing a zone-based rate structure with peak and non-peak season pricing:

Zone	Peak Season Hourly Rate (August – May)	Non-Peak Season Hourly Rate (June – July)
Tier 1 (Premium)	On-Street: \$1.50 Off-Street: \$1.00	On-Street: \$1.00 Off-Street: \$0.50
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2. **Adopt new Parking Enforcement Hours** by shifting the 7:30AM start time to **9:00AM** and by shifting the 6:00PM end time to **9:00PM** to manage the period of time when parking is most impacted on weekdays.
3. Direct staff to prepare **Wayfinding** plan.
4. Direct staff to prepare an update to the **Parking Municipal Codes**.

B. INFORMATION ON FLASHING YELLOW ARROW

Staff analyzed collision data and determined that the intersection of Mangrove Avenue and East 5th Avenue is a candidate to replace the existing five-section signal heads with four-section flashing yellow arrow (FYA) signal heads, which have been proven to be more easily and intuitively understood by drivers. There are currently no FYA left-turn indicators employed in the City’s transportation network. The intersection of Mangrove Avenue and East 5th Avenue would be the first, with other intersections that exhibit a similar trend in collisions to follow. **(Report – Brendan Ottoboni, Public Works Director-Engineering)**

C. BUSINESS FROM THE FLOOR

Members of the public may address the Committee at this time on any matter not already listed on the agenda, with comments being limited to three minutes. The Committee cannot take any action at this

meeting on requests made under this section of the agenda.

D. ADJOURNMENT AND NEXT MEETING

The meeting will adjourn no later than 6:00 p.m. The next regular Internal Affairs Committee meeting is scheduled for Monday, August 5, 2019, at 4:00 p.m. in Conference Rm. No. 1.

SPEAKER ANNOUNCEMENT

NOTE: Citizens and other interested parties are encouraged to participate in the public process and will be invited to address the Committee regarding each item on the agenda. In order to maintain an accurate and complete record, the following procedural guidelines have been implemented:

1. Speaker Cards – speakers will be asked to print his/her name on a speaker card to address the Committee and provide card to the Clerk prior to the completion of the Staff Report.
2. The Clerk will call speakers in the order the cards are received.
3. Speakers may address the Committee one time per agenda item.
4. Speakers will have three minutes to address the Committee.

Distribution available in the office of the City Clerk

Posted: 05-29-19 prior to 5:00 p.m. at 421 Main St. Chico, CA 95928 and www.ci.chico.ca.us

Copies of the agenda packet are available for review at:

City Clerk's Office, 411 Main St. Chico, CA 95928



Please contact the City Clerk at 896-7250 should you require an agenda in an alternative format or if you need to request a disability-related modification or accommodation in order to participate in a meeting. This request should be received at least three working days prior to the meeting in order to accommodate your request.



Internal Affairs Committee

Agenda Report

Meeting Date: June 3, 2019

TO: Internal Affairs Committee
FROM: Public Works Director-Engineer, Brendan Ottoboni (879-6901)
RE: Downtown Access Action Plan Implementation Phase 1

REPORT IN BRIEF

On May 21, 2019 the City Council accepted the Downtown Access Action Plan which provides multiple recommendations for Downtown parking management and parking improvements. The plan includes near-term implementation of "Tiered Rate Structure", "Employee Parking", "Enforcement Hours", "Wayfinding", and "Outdoor Cafes".

Recommendations:

The Director of Public Works-Engineering recommends that the Committee approve the following recommendations for City Council consideration and direction:

1. **Adopt the Tiered Parking Rates** by establishing a zone-based rate structure with peak and non-peak season pricing:

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2. **Adopt new Parking Enforcement Hours** by shifting the 7:30AM start time to **9:00AM** and by shifting the 6:00PM end time to **9:00PM** to manage the period of time when parking is most impacted on weekdays.
3. Direct staff to prepare **Wayfinding** plan.
4. Direct staff to prepare an update to the **Parking Municipal Codes**.

BACKGROUND

The City of Chico hired DIXON in June 2018 to prepare an implementation plan for Downtown parking. During the first meeting in August 2018, DIXON met with several community stakeholders and City staff including Public Works, Finance, Planning, Parking Enforcement and Maintenance as well as representatives from the Chico Business Association and a Steering committee comprised of residents and business owners in the City. During the second meeting in October 2018, DIXON met with stakeholders and also presented to the Internal Affairs Committee. DIXON also reviewed ordinances that relate to parking to provide the City with suggested updates and changes that will allow City staff to efficiently manage and adapt current and future parking programs.

After reviewing past parking studies and receiving stakeholders' and staff's input, Dixon prepared "2019 Downtown Access Action Plan" which was accepted by the Council on May 21, 2019.

The plan is a step-by-step guide that gives the City a menu of suggested updates, as well as how to implement them. The plan includes implementation recommendations on parking demand management, outdoor cafes, diagonal parking on Main Street and Broadway, wayfinding, and other suggestions. Staff would utilize this plan to group the recommendations and bring those to the Council for approval and implement to improve and better manage parking in the Downtown.

DISCUSSION

Currently, the City charges the same hourly rate of \$0.50 for all downtown parking stalls. Staff recommends to utilize a tiered rate structure to improve parking availability. A tiered rate structure can promote turnover, maximize parking supply, and encourage alternative modes of transportation. The benefit of a flat hourly rate is that it is simple to communicate and understand; however, without any tiered pricing structure, it does little to influence behavior. In a zone-based model, rates are adjusted by zone, and zones are typically created based on parking demand. Rather than blanketing the downtown with the same rate model the tiered rate model would give the City more flexibility to influence driver behavior. By offering a lower rate in the more fringe or remote locations, this rate model can encourage longer-term parkers to utilize the parking locations that are traditionally less desirable. Setting a higher rate in the prime parking locations can also help encourage more turnover and is more conducive for shorter visits. Attachment A shows the premium and economy zones.

The parking industry standard for the target occupancy rate is 85 percent. At this rate, there are enough vacant parking spaces to: 1) minimize congestion from drivers searching for spaces; and 2) reduce oversupply, which is an inefficient and costly use of valuable land. The "Tiered Rate" recommendation can help to achieve the 85 percent occupancy rate while improving parking experience.

At the February 4 Internal Affairs Committee meeting, the Committee recommended to the City Council to establish in-lieu fees at a rate of \$4,000 per space. The intent is to incentivize development in the Downtown by keeping the in-lieu fee rate low and charging a higher fee to the users.

Based on the peak parking demand occurring in the mid-day and evening hours, staff recommends shifting the hours of enforcement to begin at 9:00AM and end at 9:00PM. This provides enforcement during the evening, when parking demand is high due to the nightlife and restaurants. For the proposed enforcement hours, staff recommends to hire one additional full time enforcement officer and purchase one mobile license plate recognition (LPR) camera unit which has upfront cost of about \$40,000 and annual cost of about \$4,500.

Wayfinding is an integral part of parking operation. Drivers need to be informed of facility locations, space availability, time restrictions, and parking rates. The parking signage should be consistent through the City, including sign shape, color, and fonts. There are currently some public parking signs mounted at the parking lots throughout downtown. Similar signs could be carried throughout the Downtown. The addition of wayfinding signage may significantly improve the ability of a patron to navigate through Downtown.

The municipal code updates are meant to be a comprehensive framework to make parking demand management decisions over time. Our parking consultant, Dixon Resources Unlimited, completed a review of the City's existing parking municipal codes and has recommended adjustments to "future proof" the municipal code and prepare for these recommendations within the Downtown Access Action Plan. A summary of recommended municipal code updates as they relate to the immediate parking program priorities are below:

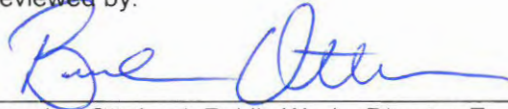
- Establish a definition for parking management zones that includes the option for time limits and/or paid parking restrictions;
- Designate the authority to establish parking management zones to the Public Works Director;
- Adjust the authority for installing parking meters to the authority to "establish parking management zones" to allow for time limits and/or paid parking to be implemented by zone;
- Establish an acceptable range of time limits (10 minutes to 10 hours), hourly parking rates (\$0.50

to \$5.00), and operating hours (between 7:00AM and 10:00PM) to give the Public Works Director the flexibility to adjust the policies in each parking management zone as necessary with the goal of reaching the 85% occupancy target;

- Adjust the definition of the 85% occupancy rate for a zone-based approach for measurement rather than per block face to account for parking management zones and parking facilities;
- Adjust the special parking fund paid parking revenue distributions to allow surplus revenue, beyond what is necessary to support the operation, to be allocated to alternative mode programs such as pedestrian and bicycle enhancements, public transportation projects, marking curbs, and installing or maintaining new parking facilities, wayfinding, and technology;
- Establish a no reparking rule for time restrictions that requires a vehicle to move "out of the parking zone" after the expiration of the maximum time limitation, and prohibit vehicles from returning sooner than two hours following the expiration of the initial time period;
- Update the parking meter language to allow for the use of mobile payment;

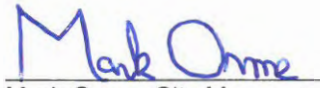
Staff will make adjustments based on IA Committee feedback, followed by a review from the City Attorney before going to City Council.

Reviewed by:



Brendan Ottoboni, Public Works Director-Engineering

Approved and recommended by:



Mark Orme, City Manager

DISTRIBUTION:

City Clerk (3)

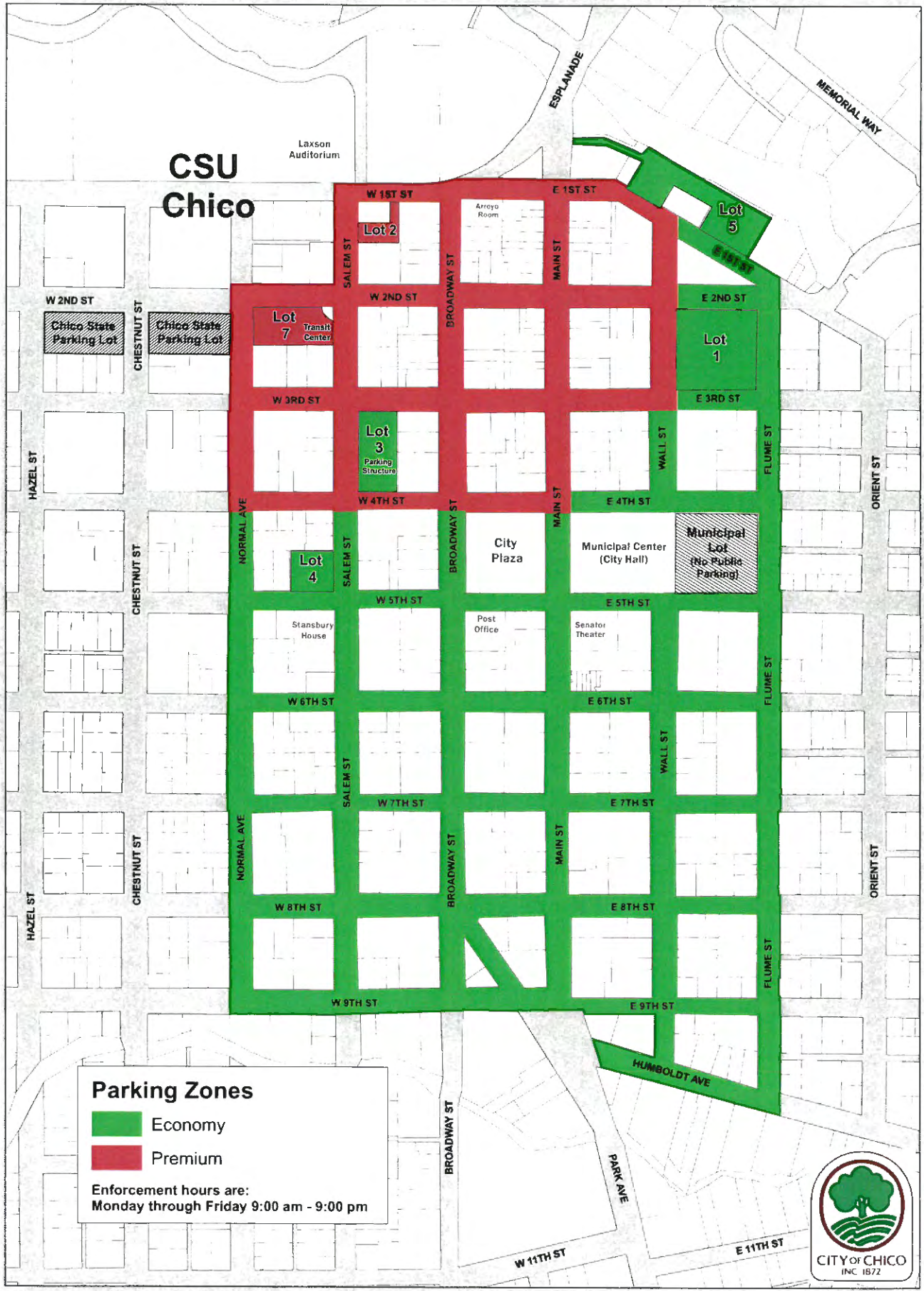
ATTACHMENTS:

A- Premium and Economy Zones

DRAFT

Exhibit A Downtown Parking Zones

DRAFT



Annotation for 06/03/19 Internal Affairs Committee meeting

Regular

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Recommendations:

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Internal Affairs Committee

Agenda Report

Meeting Date: June 3, 2019

TO: Internal Affairs Committee
FROM: Public Works Director-Engineer, Brendan Ottoboni (879-6901)
RE: Flashing Yellow Left-turn Arrow

REPORT IN BRIEF:

The Traffic signal at the intersection of Mangrove Avenue and East 5th Avenue is currently controlled by what is called protective-permissive left-turn phasing. Staff analyzed collision data and determined that the intersection is a candidate to replace the existing five-section signal heads with four-section flashing yellow arrow (FYA) signal heads, which have been proven to be more easily and intuitively understood by drivers.

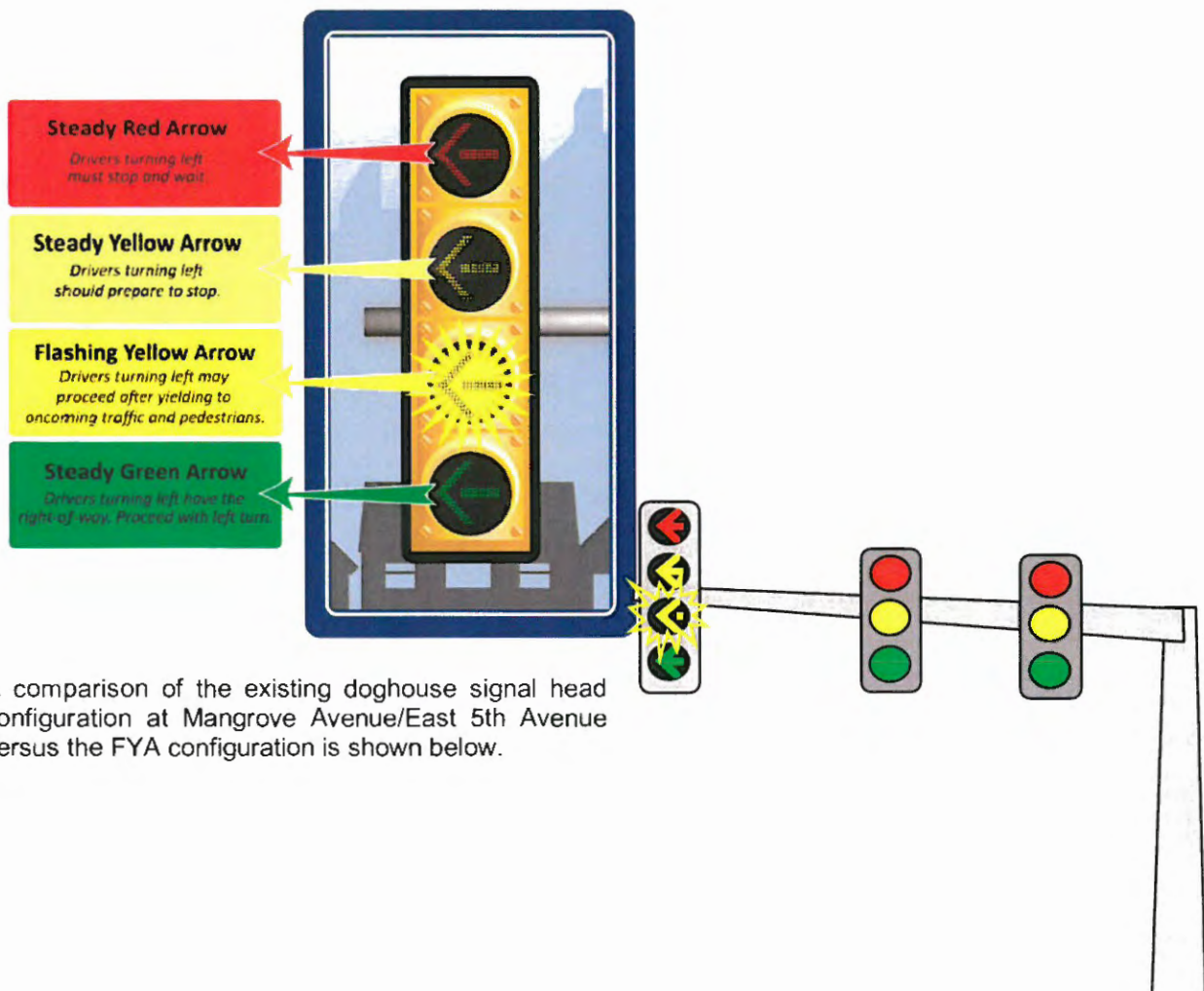
There are currently no FYA left-turn indicators employed in the City's transportation network. The intersection of Mangrove Avenue and East 5th Avenue would be the first, with other intersections that exhibit a similar trend in collisions to follow. Ultimately, other locations that currently have green balls to indicate protective-permissive phasing would be replaced with FYA indicators. Although FYA indicators tend to be more intuitively understood by drivers than a solid green ball, since this would be the first intersection with FYA operations in the City, a substantial amount of public outreach is planned including new webpage for the City's website that would provide information on how to navigate an intersection with flashing yellow arrows. Additionally, local news stations would be used to educate the public on the changes.

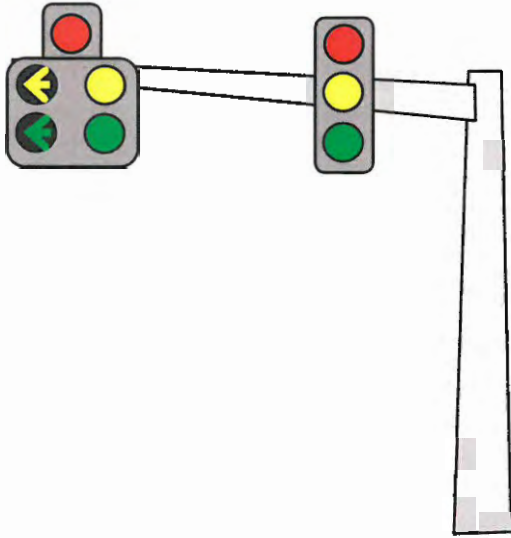
BACKGROUND:

Over the past few decades, the use of protective-permissive left-turn (PPLT) phasing has grown in popularity in the United States for its ability to increase the capacity of an intersection by allowing left-turning motorists greater opportunity to complete their maneuver. PPLT phasing combines the protection of a separate left-turn green arrow with a permissive left-turn during the opposing through movement green phase. When first introduced, approaches with PPLT phasing were typically installed using a five indications, including a green arrow during the protective operation, a yellow arrow during left-turn clearance, a green ball indication during the opposing green movement, a yellow ball during the phase clearance and a red ball indication. These five-section PPLT indications are generally configured in one of two ways: doghouse or stacked. The doghouse configuration, which is currently in place at Mangrove Avenue/East 5th Avenue, has the red ball indication on top with the left-turn green and yellow arrows on the left side and the through movement green and yellow ball indications on the right. This configuration creates a five-sided shape that has the appearance of a doghouse, which is where it gets the name. The doghouse configuration is currently employed at the intersection, as shown below, with a green ball used to indicate permitted left-turns.



In more recent years, PPLT phasing has been indicated through use of a flashing yellow arrow. FYA means YIELD to oncoming traffic and pedestrians and then proceed with caution. This indication replaces the common circular green indication for left turns. A study conducted by the National Cooperative Highway Research Program (NCHRP) found that drivers made better decisions with flashing yellow left turn arrows than with traditional yield-on-green signal configurations. FYA has been proven to be more intuitive to motorists that their left-turn is not protected, thus reducing the number of collisions attributed to right-of-way confusion. The sequencing starts with a green arrow (if there are vehicles to be served), followed by a solid yellow arrow indicating the end of the protective portion of the phasing. The next indication is a flashing yellow arrow, which continues as long as permissive left-turn phasing is allowed. The general layout of the four-section signal head to be installed at Mangrove Avenue/East 5th Avenue, along with definitions for each indicator, is shown below.





The flashing yellow left-turn signal is in both the State of California's and the Federal Highway Administration's (FHWA) Manual on Uniform Traffic Control Devices (MUTCD). These publications set the standard for signs, signals, and pavement markings in California and the United States. FYA left-turn phasing has been successfully installed in the City of Petaluma, City of Santa Rosa, Town of Winsor, and other jurisdictions throughout California.

Reviewed by:

A handwritten signature in blue ink, appearing to read "Brendan Ottoboni".

Brendan Ottoboni, Public Works Director-Engineering

Approved and recommended by:

A handwritten signature in blue ink, appearing to read "Mark Orme".

Mark Orme, City Manager

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