COUNTY OF PLACER

Department Of Public Works

TECHNICAL MEMORANDUM

Kings Beach Commercial Core Improvement Project

Parking Management Plan

EA # 03-0C9301

Prepared By: Dokken Engineering
Contact: Brian Stephenson, Project Engineer
Telephone: (916) 858-0642

2/28/2013

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Department Of Public Works

Technical Memorandum

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Parking Management Plan

EA # 03-0C9301

Brian Stephenson, PE 2/28/13
Date

PROFESSIONAL ENGINEER
REGISTERED
BRIAN R. STEPHENSON
No. 65313
Exp. 9/30/13
CIVIL
STATE OF CALIFORNIA

INTRODUCTION

This technical memorandum is being prepared to establish a Parking Management Program (PMP) to be implemented as part of the Kings Beach Commercial Core Improvement Project (KBCCIP) for the on-street parking stalls. On-street parking refers to the parallel parking stalls located along the northern and southern shoulders of State Route 28 (SR-28). There are 57 proposed on-street parking stalls on SR-28. Attachment A, Parking Management Plan Exhibit, depicts the on-street parking stalls proposed for the KBCCIP.

A PMP is being created to conform to the requirements of the KBCCIP Environmental Assessment/Environmental Impact Report/Environmental Impact Statement (Environmental Document) and the Kings Beach Community Plan Goals And Policies, Policy 1c which states., "Implement a parking management program that provides: adequate parking, limits traffic, considers connection between parking lots, encourages community parking lots and complements transit".

BACKGROUND

As indicated in Sections 2.3.5 and 3.6 of the KBCCIP Environmental Document, the preferred alternative, the Hybrid Alternative, provides on-street parking along SR-28, which would be prohibited during the summer season. The on-street parking was identified in the Environmental Document as seasonal at the request of Caltrans in order to minimize the projected congestion on SR-28 due to conflicting vehicular movement to through traffic during the peak travel season, and is part of the approved Project Report's project description. The Project Report and Environmental Document state the on-highway parking will be seasonal based on the assumption of projected congestion caused by parking maneuvers. This PMP is proposing to allow unrestricted on-highway parking and monitor the traffic congestion on SR-28 to determine if the on-street parking is, in fact, causing the forecasted congestion on SR-28. If actual congestion is realized, parking restrictions will be enforced. The goals of the PMP are to monitor congestion, provide parking management and provide graduated restriction on parking based on the observed congestion levels. This PMP only addresses the on-street parking stalls and does not address the off-street parking lots or on-street parking on County roadways being constructed by the County.

PURPOSE & NEED

Placer County would like to implement a PMP that does not initially restrict on-street parking to seasonal conditions in order to comply with the KBCCIP Environmental Document Section 1.5 (2), which states: *"to the extent practicable, minimize the loss of parking along SR 28 due to the proposed action."* Restricting the parking during the summer months without initial evaluation of the effects of onstreet parking on overall traffic conditions would directly conflict with this stated goal of the Environmental Document.

State Route 28 bisects the commercial area of the Kings Beach community and adequate parking is essential for local business to effectively operate. A vast majority of the business located on SR-28 do most, if not all, of their business in the summer months due to the beach attracting tourists. Restricted parking would unfavorably impact local business owners and their ability to sustain their business.

PARKING MANAGEMENT PLAN

Once construction is completed on the KBCCIP, Placer County is proposing a PMP that is implemented using three different enforcement levels which are based on the measured congestion on SR-28 caused by motorists using the on-street parking stalls. The County will monitor the impacts to traffic congestion on SR-28 using the measures described below in the Congestion Impact Monitoring section of this memorandum. The below described measures and thresholds will be evaluated by a traffic engineer so they can evaluate whether the traffic congestion, if any, is generated by the roundabouts, by pedestrian/bicycle crossings, by drivers turning into/out of driveways, by drivers entering/exiting on street parking spaces, and/or by drivers driving slower than usual because they are searching for available on street parking. The traffic engineer, through their observations, would identify what portion of the time that each specific factor is the limiting factor on overall roadway capacity. The evaluation, to be consistent with the Tahoe Regional Planning Agencies' design period, would take place on the average Friday (busiest day of the week) and Saturday of August. The evaluation would take place between Noon and 7 PM in order to capture the busiest hours of the day. After the first year of evaluation, the County would re-evaluate on an as-needed basis to address changes in traffic or parking conditions, or to assess the effectiveness of newly implemented parking management strategies. The County will also re-evaluate conditions at the request of Caltrans.

Congestion Impact Monitoring

Placer County will monitor traffic conditions on SR-28 and determine which enforcement level of the PMP should be implemented based on the following observed monitoring threshold levels. Initially, on-street parking will be allowed year-round in a time-limited fashion as described in the Enforcement Level 1 section described below.

Monitoring Level 1 – SR 28 Travel Speed

Queue lengths and flow rates will be measured in each direction for the peak period of Noon to 7 PM on the first four Fridays and Saturdays of August. Speeds below ten miles per hour may be considered to be congested and part of the queue. If for any one hour period the queue length is observed to reach the Chipmunk Street intersection (westbound traffic) or Highway 267 intersection (eastbound traffic), standards will be considered to be exceeded. If so, a traffic study will be conducted to assess the various factors that limit through roadway capacity. If the restriction of on-street parking is determined to have a noticeable benefit to flow rates in periods when standards are exceeded, then Enforcement Level 2 will be implemented.

Monitoring Level 2

In the summer after Enforcement Level 2 is implemented, a second congestion survey will be conducted, as detailed under Level 1. In addition, use of the onstreet spaces will be recorded for each block-face. If the congestion is still found to exceed the limits in any one hour and if illegal use of onstreet parking is found through a traffic analysis to significantly contribute to this condition, Enforcement Level 3 will be implemented as described subsequently.

The above reference to the 10 mph standard is based on a Level of Service (LOS) methodology called HIGHPLAN, which was developed by the Florida Department of Transportation. The HIGHPLAN LOS methodology is designed for roadways in urban areas. This methodology evaluates the LOS based upon the average travel speed. According to this methodology, in order to avoid LOS F, travel speeds on SR-28 would need to be 10 mph or higher. HIGHPLAN is being used instead of the Highway Capacity Manual (HCM) because HCM methodologies for non-freeway roadways are not designed for urban areas with speed limits less than 45 mph.

Sign R32 (CA)

Enforcement Levels at Determined Thresholds

The following details the three enforcement levels to be implemented at part of the PMP. See Attachment B, Parking Management Plan Location Exhibits, for details on the Enforcement Levels at each parking location along SR-28.

Enforcement Level 1

Under this enforcement, on-street parking will be allowed year-round from 7 am to 7 pm daily under a maximum two-hour period. The time limited parking will be enforced through signage. Along on-street parking locations, parking sign R32 (CA) will be installed indicating a two hour time limit.

Enforcement Level 2

Under this enforcement level, parking will be restricted from 7 am to 7 pm during the summer season, from July 1st (Independence Day) through September 9th (Labor Day), which is the peak travel season for this area or as determined to be necessary by the traffic analysis. On-street parking will be unrestricted during off-peak travel months; however it will still be limited to two hours between 7 am and 7 pm. Both the restricted and time limited parking periods will be enforced through signage. Depending on the results of the traffic analysis, this enforcement level may be implemented for the entire corridor, or for specific block-faces. "No Parking" signs, R30A(CA), will be installed during the summer and limited parking signs, R32 (CA) will be installed indicating a two hour time limit daily during the off-peak travel months.

Sign R30A (CA)

Enforcement Level 3

Under this enforcement level parking will be restricted during the summer season, from Independence Day (July) through Labor Day (September), or as determined to be necessary by the traffic analysis. On-street parking will be unrestricted during the off-peak travel months; however, it will still be limited to two hours between 7 am and 7 pm daily. The restricted parking will be enforced through signage and physical barriers as necessary, while the limited parking will be enforced through signage alone. Depending on the results of the Traffic Analysis, this Enforcement Level may be implemented for the entire corridor, or for specific

block-faces. "No Parking" signs, R30A(CA), and physical barriers will be installed during the summer, and limited parking signs, R32 (CA), will be installed indicating a two hour time limit during the off-peak travel months.

PARKING ENFORCEMENT

The parking enforcement levels described above will be enforced by the California Highway Patrol (CHP) with respect to issuing citations for illegal parking, as confirmed in a conversation held with the CHP office on November 30, 2011. Please see Attachment C: Record of Conversation for more details. CHP officers enforce all parking and traffic violations on the State highway system, and the Kings Beach SR-28 corridor, with these proposed parking limitations and restrictions, will be treated the same way as the rest of the highway system. Sign and barrier installation and removal will be performed by Placer County. The Placer County Board of Supervisors would adopt a resolution/ordinance for the section of State Route 28 in the project area to establish the two-hour parking time limit and the "No Parking" restrictions.

The two-hour parking limit would be enforced only if the signs are posted and a complaint to the CHP was made regarding a vehicle being parked for too long in a particular spot. CHP would then respond to the complaint, mark the vehicle, and return in two hours. If the marked vehicle is still in the parking stall, CHP would take enforcement actions such as issuing a citation (parking ticket fine).

The no parking restrictions would be enforced if the signs are posted. Any vehicle parked in a no parking zone will be issued a citation. Repeat offenders would risk being towed.

CONCLUSION

The proposed Parking Management Program would initially allow year round on-street time-limited daily parking and will monitor and measure the impacts of the parking maneuvers on SR-28 traffic. The PMP would be used to determine if there is a traffic condition that exceeds standards described herein. If the traffic engineer finds that for any one hour on either Friday or Saturday the average travel speed in either direction falls below 10 mph on more than one day, then the standards would be exceeded and further evaluation of the cause of the delay is necessary before parking enforcement levels are increased. The traffic engineer would then analyze whether elimination of on street parking would improve traffic conditions. The key things the traffic engineer would look for are the following: factors causing the queue, the portion of the total time does each factor block movements along the roadway, what is the hourly turnover in on street parking spaces, and if slow drivers are found to reduce capacity, what proportion of these drivers are searching for parking. If the traffic analysis shows that elimination of on street parking would make a noticeable improvement in traffic flow rates, then the conclusion would be to restrict on street parking by increasing the enforcement levels as described above. Placer County reserves the right to remove the on-street parking along SR-28 at anytime in the future, thereby terminating the need to fulfill this PMP.

REVIEW AND CONCURRENCE

The following staff have reviewed and concurred with this document:

Reviewer	Title	Date
Jim Brake	Traffic Operations, District 3	2/282013
Richard Moorehead	Placer County Traffic Engineer	2/28/2013

ATTACHMENTS:

Attachment A: Parking Management Plan Exhibit

Attachment B: Parking Management Plan Location Exhibits

Attachment C: Record of Conversation, Officer Prisco, CHP

cc: Dan LaPlante, Placer County Department of Public Works – Tahoe Division

KINGS BEACH COMMERCIAL CORE IMPROVEMENT PROJECT

PARKING MANAGEMENT PLAN EXHIBIT

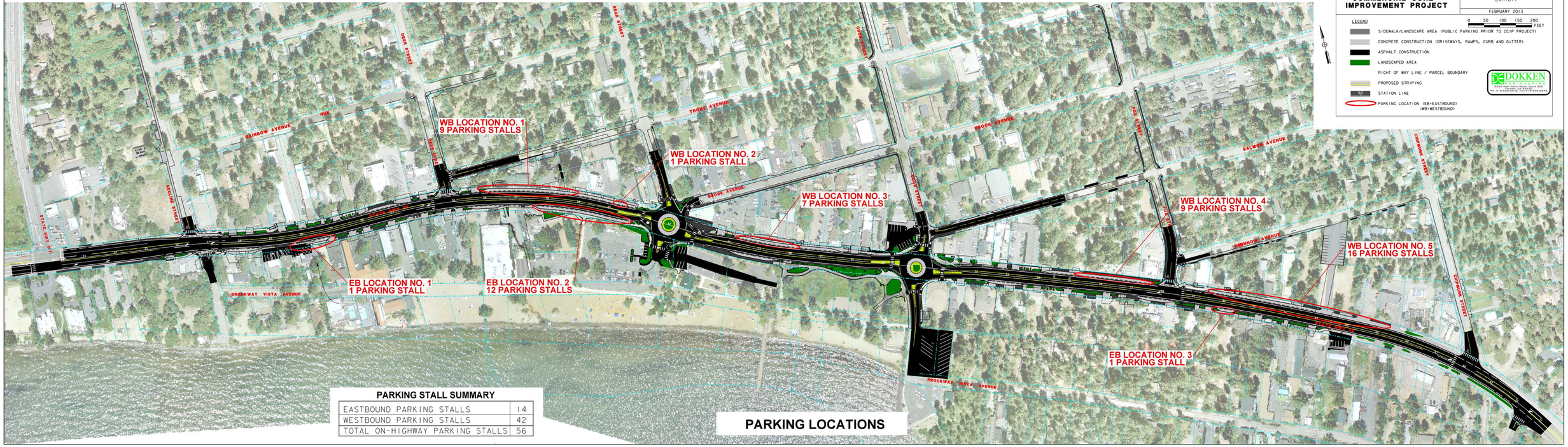
FEBRUARY 2013

LEGEND

0 50 100 150 200 FEET

- SIDEWALK/LANDSCAPE AREA (PUBLIC PARKING PRIOR TO CCIP PROJECT)
- CONCRETE CONSTRUCTION (DRIVEWAYS, RAMPS, CURB AND GUTTER)
- ASPHALT CONSTRUCTION
- LANDSCAPED AREA
- RIGHT OF WAY LINE / PARCEL BOUNDARY
- PROPOSED STRIPING
- 50 STATION LINE
- PARKING LOCATION (EB=EASTBOUND) (WB=WESTBOUND)

DOKKEN ENGINEERING
2363 Mariner Square Drive, Suite 200
Tel 916.924.8037 Fax 916.924.8064



PARKING STALL SUMMARY

EASTBOUND PARKING STALLS	14
WESTBOUND PARKING STALLS	42
TOTAL ON-HIGHWAY PARKING STALLS	56

PARKING LOCATIONS

REVISION #	DATE:	DESCRIPTION AND SHEET NO.:	APPROVED BY:	DATE:

REGISTERED PROFESSIONAL ENGINEER
BRIAN R. STEPHENSON
No. 65313
Exp. 9/30/13
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STATE OF CALIFORNIA

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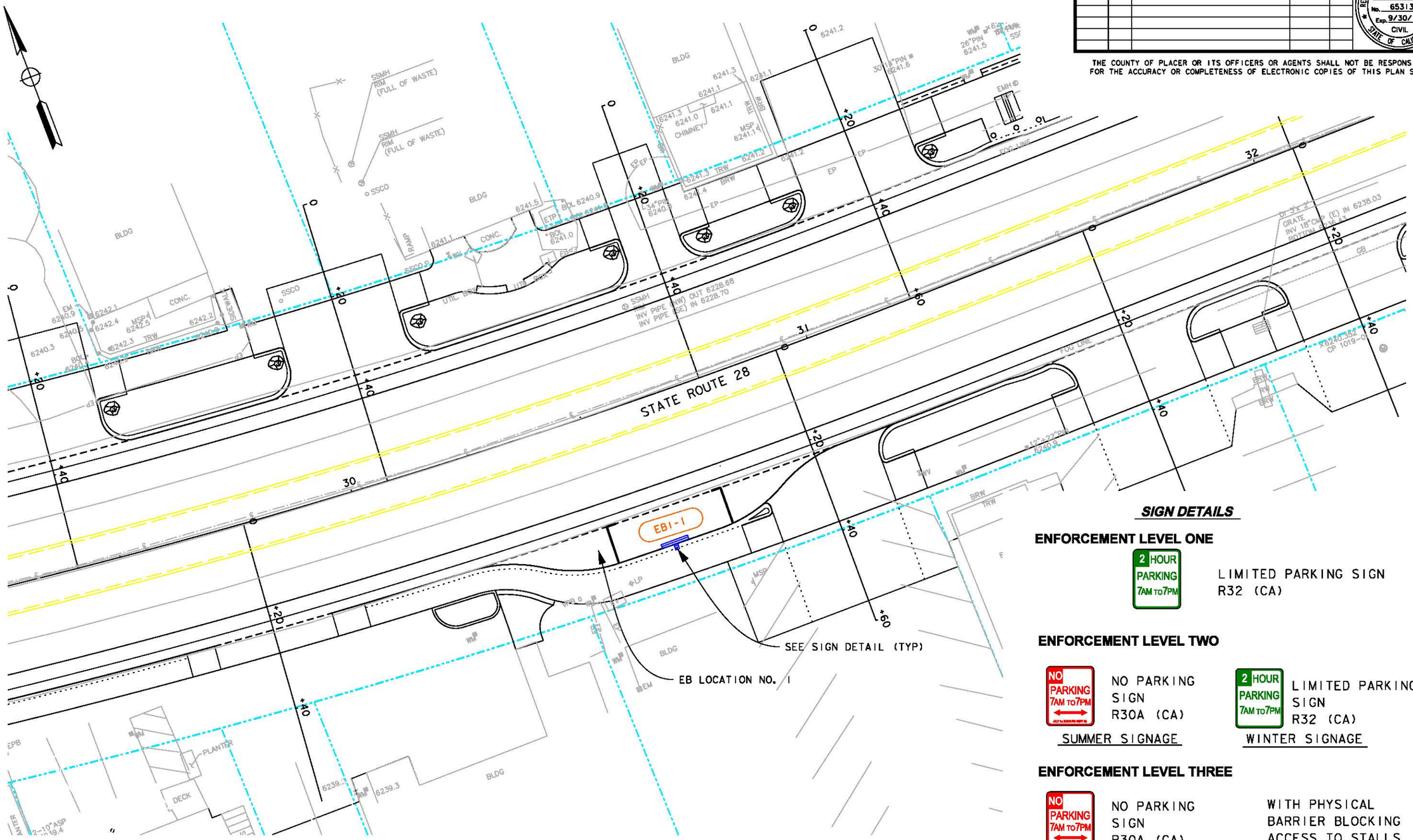

SIGN DETAILS

ENFORCEMENT LEVEL ONE

LIMITED PARKING SIGN
R32 (CA)

ENFORCEMENT LEVEL TWO

NO PARKING
SIGN
R30A (CA)

SUMMER SIGNAGE

LIMITED PARKING
SIGN
R32 (CA)

WINTER SIGNAGE

ENFORCEMENT LEVEL THREE

NO PARKING
SIGN
R30A (CA)

WITH PHYSICAL
BARRIER BLOCKING
ACCESS TO STALLS

LEGEND

- RIGHT OF WAY
- PROPOSED PARKING LIMITS PAVEMENT MARKING
- SIGN
- (1) PARKING STALL NUMBER

EASTBOUND LOCATION NO. 1

FOR REDUCED PLANS
ORIGINAL SCALE IS IN INCHES
0 1 2 3

ALL DIMENSIONS SHOWN IN FEET
UNLESS OTHERWISE NOTED

EB-1

PLAN SCALE: 1"=10'
PROFILE SCALE:
HORIZ:
VERT:

DATE:
DESIGNED: 02/15/08
DRAWN: 02/15/08
CHECKED: 02/15/08
RECORD DRAWING:

CONTRACT NO.

DOKKEN ENGINEERING
2365 IRON POINT ROAD, SUITE 200
FOLSOM, CA 95630
PH: 916-858-0642 FAX: 916-858-0643

COUNTY OF PLACER DEPARTMENT OF PUBLIC WORKS
KINGS BEACH COMMERCIAL CORE IMPROVEMENT PROJECT
PARKING MANAGEMENT
PLAN LOCATION EXHIBITS

SHEET NO.
1
OF
8

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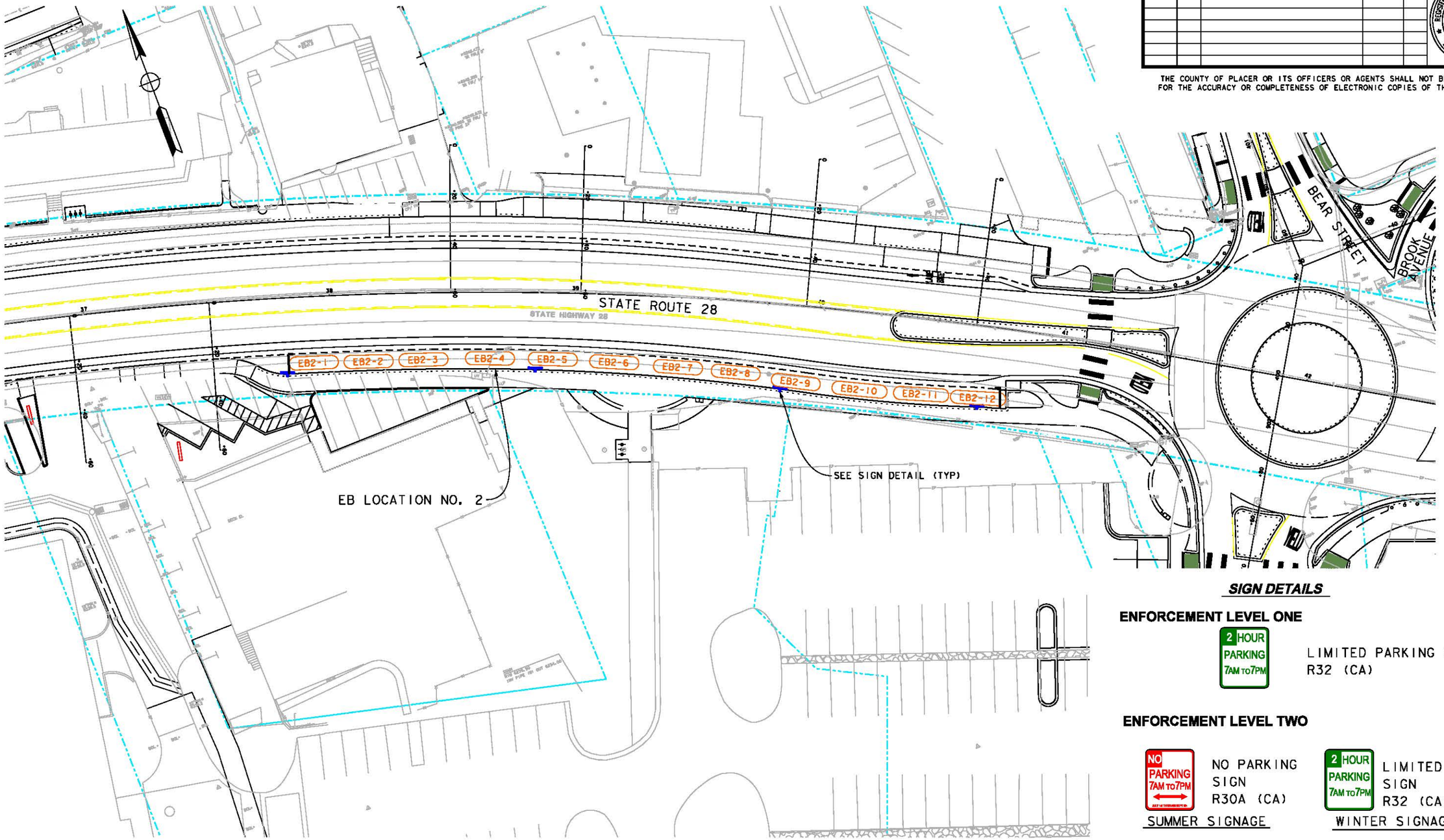

EASTBOUND LOCATION NO. 2

SIGN DETAILS

ENFORCEMENT LEVEL ONE

LIMITED PARKING SIGN
R32 (CA)

ENFORCEMENT LEVEL TWO

NO PARKING SIGN
R30A (CA)

SUMMER SIGNAGE

LIMITED PARKING SIGN
R32 (CA)

WINTER SIGNAGE

ENFORCEMENT LEVEL THREE

NO PARKING SIGN
R30A (CA)

WITH PHYSICAL BARRIER BLOCKING ACCESS TO STALLS

FOR REDUCED PLANS ORIGINAL SCALE IS IN INCHES 0 1 2 3

ALL DIMENSIONS SHOWN IN FEET UNLESS OTHERWISE NOTED

EB-2

PLAN SCALE: 1"=20'
PROFILE SCALE:
HORIZ:
VERT:

DESIGNED: 02/15/08
DRAWN: 02/15/08
CHECKED: 02/15/08
RECORD DRAWING:

CONTRACT NO.

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COUNTY OF PLACER DEPARTMENT OF PUBLIC WORKS
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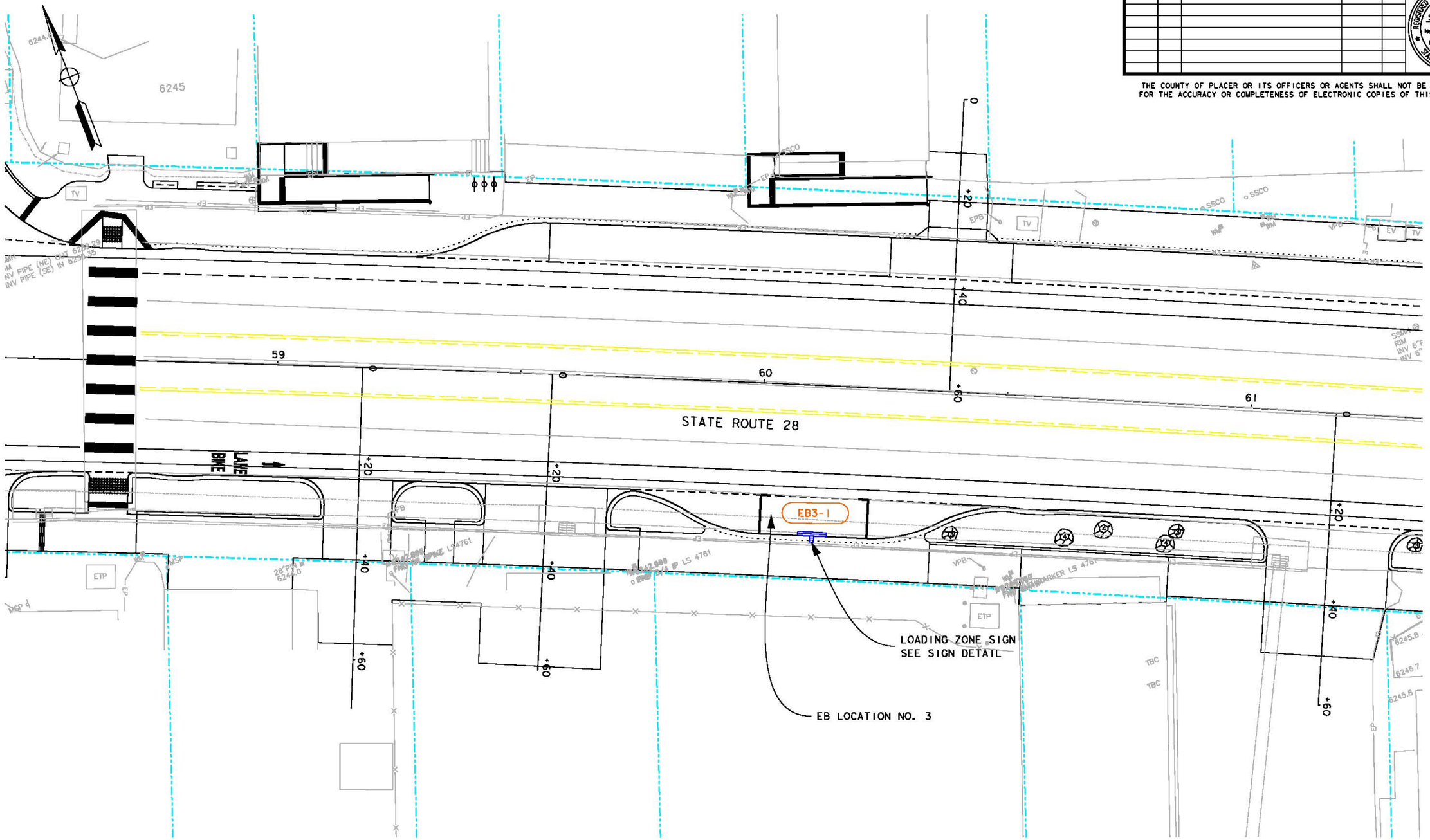

EASTBOUND LOCATION NO. 3

SIGN DETAILS

15 MIN PARKING LOADING ZONE

LIMITED PARKING SIGN
LOADING ZONE

FOR REDUCED PLANS
ORIGINAL SCALE IS IN INCHES

0 1 2 3

ALL DIMENSIONS SHOWN IN FEET
UNLESS OTHERWISE NOTED

EB-3

PLAN SCALE: 1"=10'
PROFILE SCALE:
HORIZ:
VERT:

CONTRACT NO.

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PH: 916-858-0642 FAX: 916-858-0643

COUNTY OF PLACER DEPARTMENT OF PUBLIC WORKS
KINGS BEACH COMMERCIAL CORE IMPROVEMENT PROJECT

PARKING MANAGEMENT PLAN LOCATION EXHIBITS

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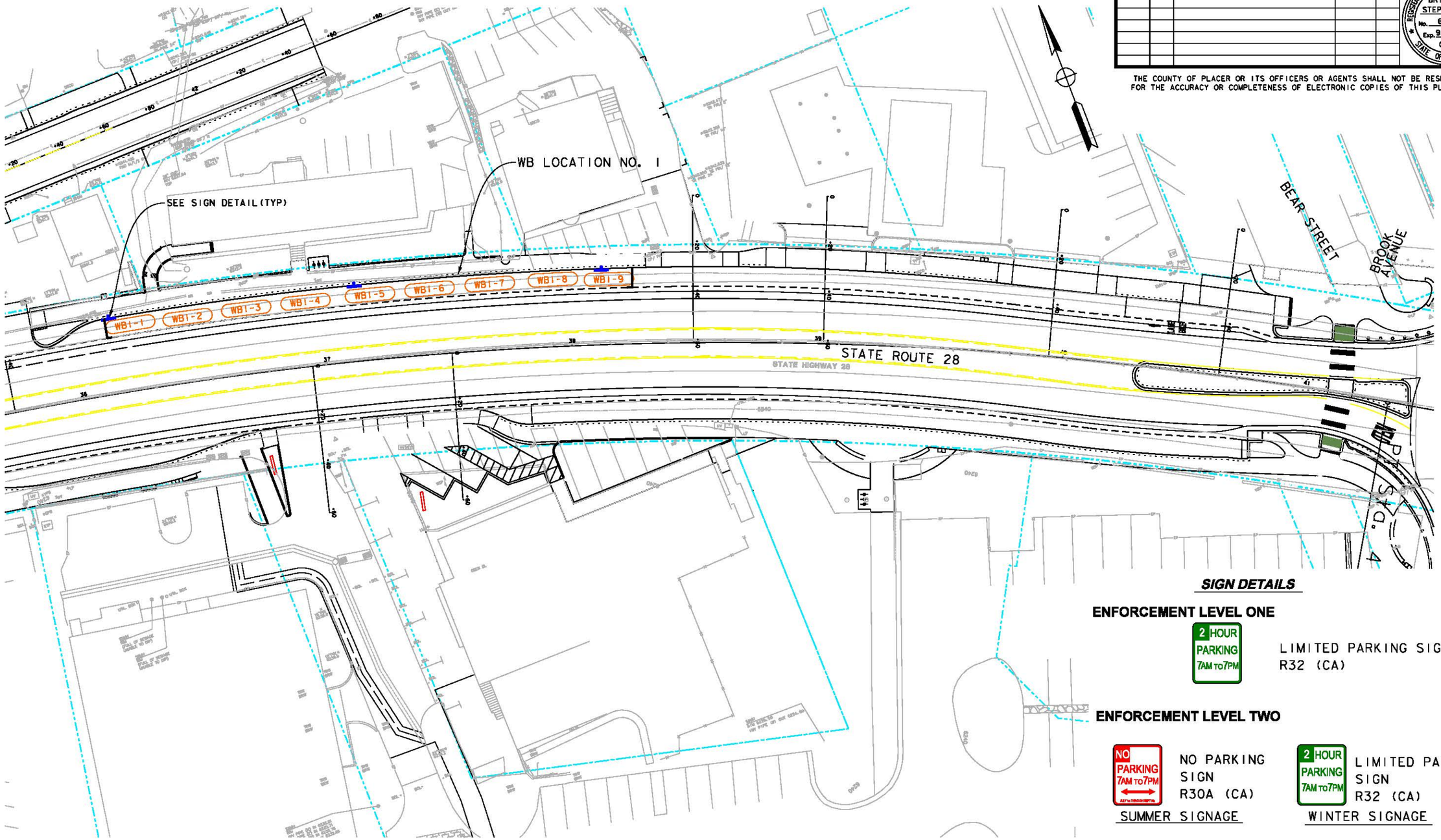

SIGN DETAILS

ENFORCEMENT LEVEL ONE

LIMITED PARKING SIGN
R32 (CA)

ENFORCEMENT LEVEL TWO

NO PARKING SIGN
R30A (CA)
SUMMER SIGNAGE

LIMITED PARKING SIGN
R32 (CA)
WINTER SIGNAGE

ENFORCEMENT LEVEL THREE

NO PARKING SIGN
R30A (CA)

WITH PHYSICAL BARRIER BLOCKING ACCESS TO STALLS

LEGEND

- RIGHT OF WAY
- PROPOSED PARKING LIMITS PAVEMENT MARKING
- SIGN
- (1) PARKING STALL NUMBER

WESTBOUND LOCATION NO. 1

FOR REDUCED PLANS ORIGINAL SCALE IS IN INCHES 0 1 2 3

ALL DIMENSIONS SHOWN IN FEET UNLESS OTHERWISE NOTED

WB-1

$DATE$

PLAN SCALE: 1"=20'
PROFILE SCALE:
HORIZ:
VERT:

DESIGNED: 02/15/08
DRAWN: 02/15/08
CHECKED: 02/15/08
RECORD DRAWING:

CONTRACT NO.

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COUNTY OF PLACER DEPARTMENT OF PUBLIC WORKS
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PARKING MANAGEMENT PLAN LOCATION EXHIBITS

SHEET NO. 4 OF 8

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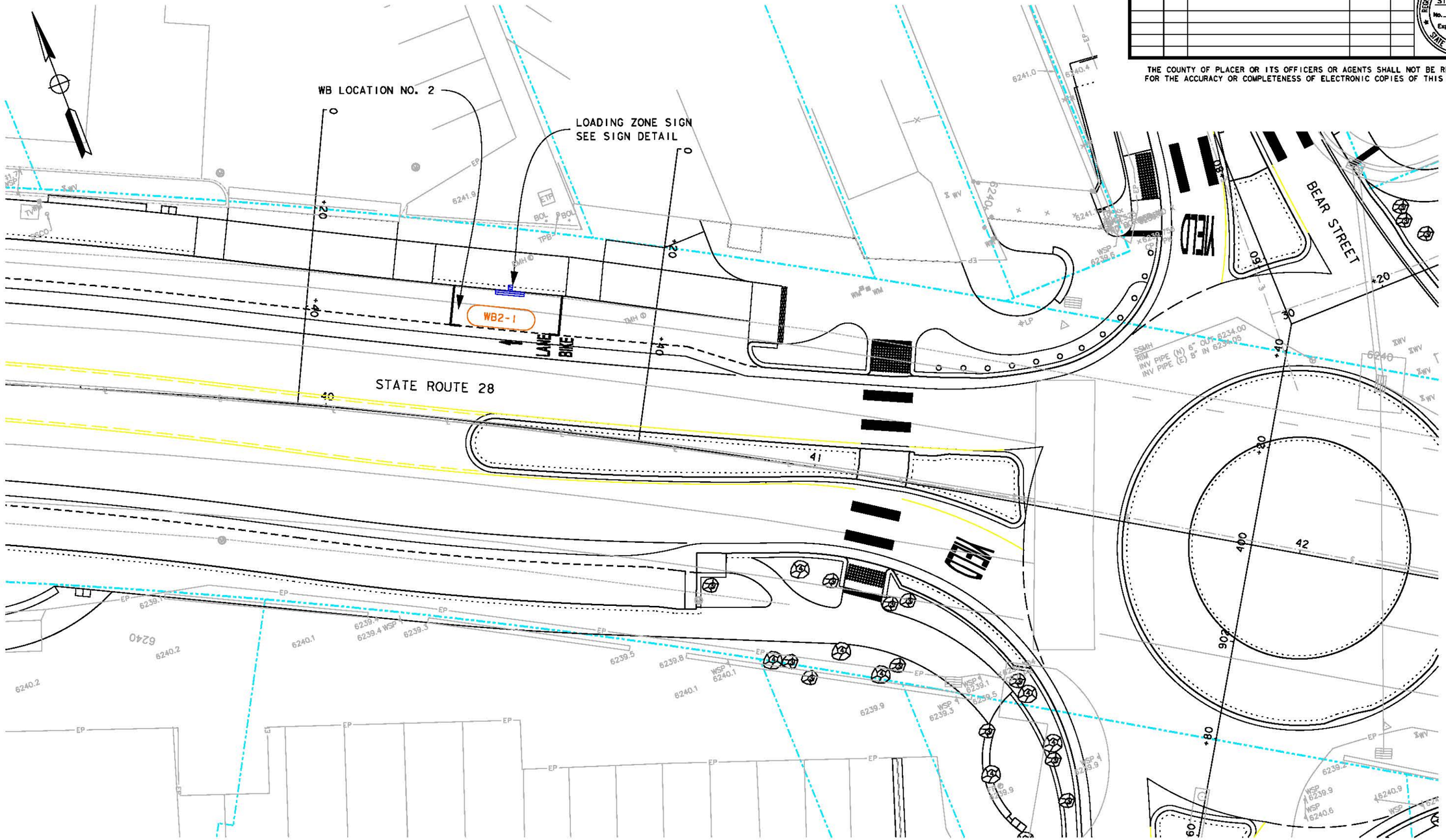

WESTBOUND LOCATION NO. 2

SIGN DETAILS

LIMITED PARKING SIGN
LOADING ZONE

FOR REDUCED PLANS
ORIGINAL SCALE IS IN INCHES

0 1 2 3

ALL DIMENSIONS SHOWN IN FEET
UNLESS OTHERWISE NOTED

WB-2

PLAN SCALE: 1"=10'
PROFILE SCALE:
HORIZ:
VERT:

DATE:
DESIGNED: 02/15/08
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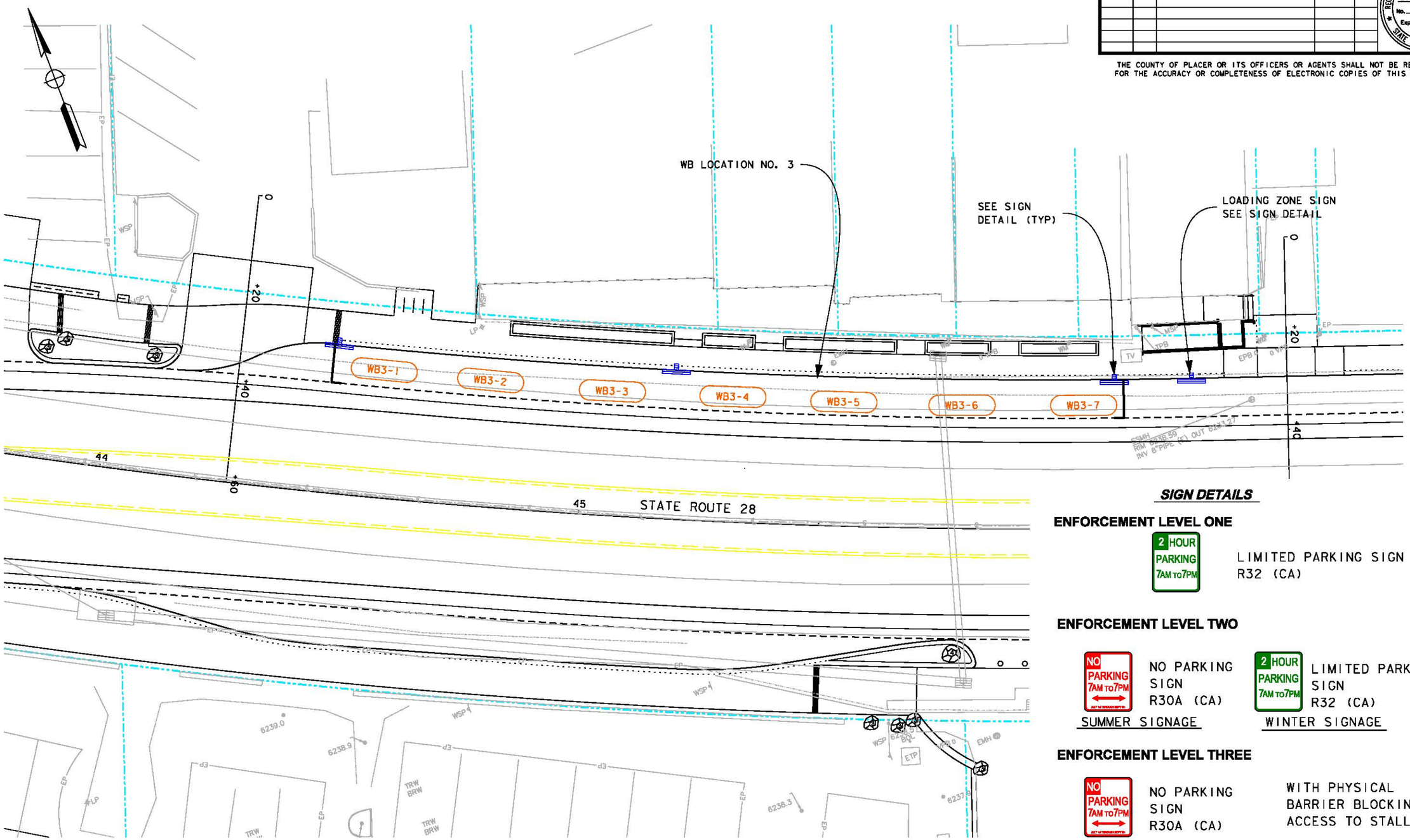

WESTBOUND LOCATION NO. 3

SIGN DETAILS

ENFORCEMENT LEVEL ONE

2 HOUR PARKING 7AM TO 7PM — LIMITED PARKING SIGN R32 (CA)

ENFORCEMENT LEVEL TWO

NO PARKING 7AM TO 7PM — NO PARKING SIGN R30A (CA) — SUMMER SIGNAGE

2 HOUR PARKING 7AM TO 7PM — LIMITED PARKING SIGN R32 (CA) — WINTER SIGNAGE

ENFORCEMENT LEVEL THREE

NO PARKING 7AM TO 7PM — NO PARKING SIGN R30A (CA) — WITH PHYSICAL BARRIER BLOCKING ACCESS TO STALLS

SIGN DETAILS

15 MIN PARKING LOADING ZONE — LIMITED PARKING SIGN LOADING ZONE

FOR REDUCED PLANS ORIGINAL SCALE IS IN INCHES — 0 1 2 3

ALL DIMENSIONS SHOWN IN FEET UNLESS OTHERWISE NOTED

WB-3

PLAN SCALE: 1"=10'
PROFILE SCALE:
HORIZ:
VERT:

CONTRACT NO.

		DATE:
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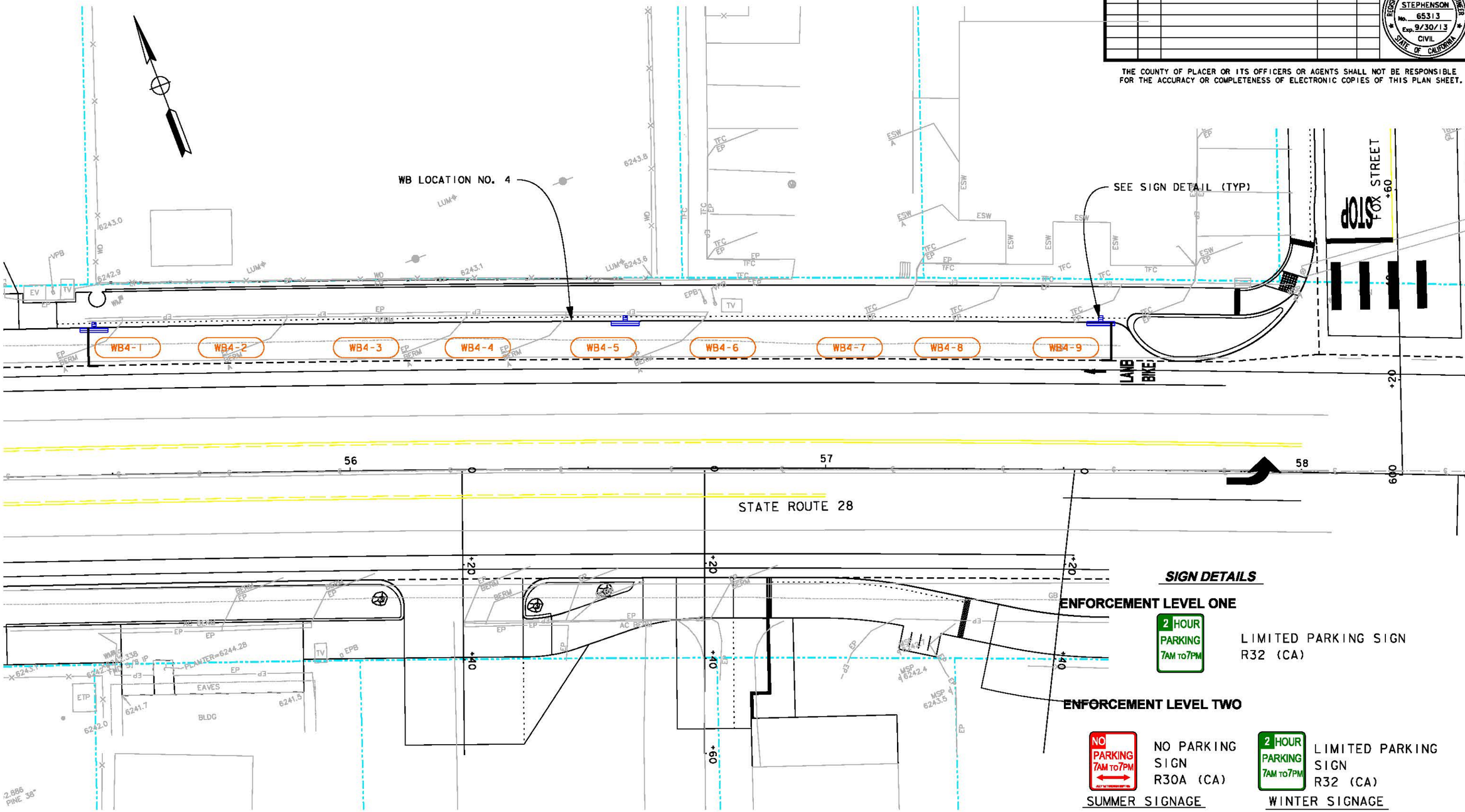

SIGN DETAILS

ENFORCEMENT LEVEL ONE

2 HOUR PARKING 7AM TO 7PM — LIMITED PARKING SIGN R32 (CA)

ENFORCEMENT LEVEL TWO

NO PARKING 7AM TO 7PM — NO PARKING SIGN R30A (CA) — SUMMER SIGNAGE

2 HOUR PARKING 7AM TO 7PM — LIMITED PARKING SIGN R32 (CA) — WINTER SIGNAGE

ENFORCEMENT LEVEL THREE

NO PARKING 7AM TO 7PM — NO PARKING SIGN R30A (CA) — WITH PHYSICAL BARRIER BLOCKING ACCESS TO STALLS

LEGEND

- RIGHT OF WAY
- PROPOSED PARKING STALL MARKING
- SIGN
- (1) PARKING STALL NUMBER

WESTBOUND LOCATION NO. 4

FOR REDUCED PLANS ORIGINAL SCALE IS IN INCHES 0 1 2 3

ALL DIMENSIONS SHOWN IN FEET UNLESS OTHERWISE NOTED

WB-4

PLAN SCALE: 1"=10'
PROFILE SCALE:
HORIZ:
VERT:

CONTRACT NO.
DESIGNED: 02/15/08
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CHECKED: 02/15/08
RECORD DRAWING:

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COUNTY OF PLACER DEPARTMENT OF PUBLIC WORKS
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PARKING MANAGEMENT PLAN LOCATION EXHIBITS

SHEET NO. 7 OF 8

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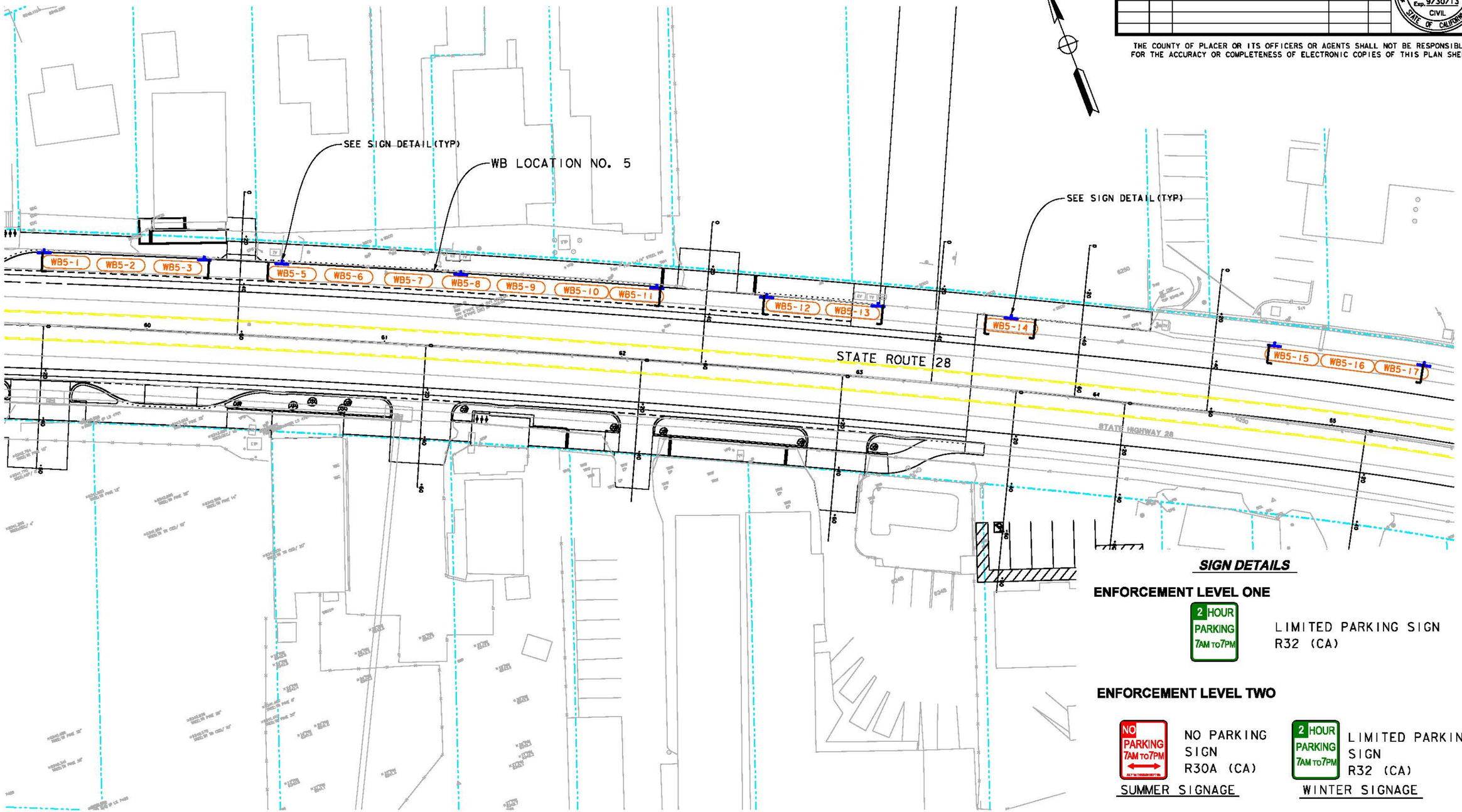

SIGN DETAILS

ENFORCEMENT LEVEL ONE

LIMITED PARKING SIGN
R32 (CA)

ENFORCEMENT LEVEL TWO

NO PARKING SIGN
R30A (CA)

SUMMER SIGNAGE

LIMITED PARKING SIGN
R32 (CA)

WINTER SIGNAGE

ENFORCEMENT LEVEL THREE

NO PARKING SIGN
R30A (CA)

WITH PHYSICAL BARRIER BLOCKING ACCESS TO STALLS

WESTBOUND LOCATION NO. 5

FOR REDUCED PLANS ORIGINAL SCALE IS IN INCHES 0 1 2 3

ALL DIMENSIONS SHOWN IN FEET UNLESS OTHERWISE NOTED

WB-5

PLAN SCALE: 1"=20'
PROFILE SCALE:
HORIZ:
VERT:

DESIGNED: 02/15/08
DRAWN: 02/15/08
CHECKED: 02/15/08
RECORD DRAWING:

CONTRACT NO.

DOKKEN ENGINEERING
2365 IRON POINT ROAD, SUITE 200
FOLSOM, CA 95630
PH: 916-858-0642 FAX: 916-858-0643

COUNTY OF PLACER DEPARTMENT OF PUBLIC WORKS
KINGS BEACH COMMERCIAL CORE IMPROVEMENT PROJECT

PARKING MANAGEMENT PLAN LOCATION EXHIBITS

SHEET NO. 8 OF 8

$DATE$

DOKKEN ENGINEERING
www.dokkenengineering.com

RECORD OF CONVERSATION

DATE: 11/30/11 **RECORDED BY:** Lindsey Rankin

TALKED WITH: California Highway Patrol – Reno Office 530-582-7570 – Officer Tony Prisco

SUBJECT: Kings Beach CCIP – Parking Enforcement

NATURE: ☐ Incoming Call ☒ Outgoing Call ☐ Meeting

The item(s) presented below summarize the substantive item(s) discussed/resolved during this conversation to the best of the writer's memory.

ITEM(S) DISCUSSED:

Highway 28 parking enforcement

I discussed the KBCCIP project with officer Prisco and he confirmed that CHP will provide all parking enforcement for the on-street parking on Highway 28 in Kings Beach.

2-Hour Parking Restrictions

If time restricted parking signs are posted CHP will not mark cars like parking enforcement officers do in cities but they will respond if a person calls in a complaint about a car being parked too long in a spot. They will then respond to the vehicle in question, mark the vehicle and check back in 2 hours. If the vehicle is still parked in the stall, they will be towed.

No Parking Restrictions

If no parking signs are posted CHP will immediately tow any vehicle parked in the restricted area.

Parking enforcement along the highway is a common responsibility for the CHP around the lake and they will implement all enforceable traffic violations along their highway system.

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