



SENT TO COUNCIL:

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City Manager's Office

Memorandum

TO: HONORABLE MAYOR AND
CITY COUNCIL

FROM: Hans F. Larsen

**SUBJECT: EXPANSION OF STREET
SWEEPING SIGNAGE TO
SUPPORT CLEAN STREETS**

DATE: October 19, 2012

Approved

Date

10/20/12

INFORMATION

The purpose of this memorandum is to provide information on program implementation for the current street sweeping signage expansion effort. To support the City's goal to maintain clean streets, street sweeping services are provided throughout the City. About 3,000 curb miles of residential streets are swept monthly, typically on the day following garbage and recycling collection. In some neighborhoods, where street parking is heavily used, sweeping quality can be negatively impacted by parked cars. In 2003-2004, at the request of residents, the City implemented a multi-year effort to install signs prohibiting parking during sweeps in neighborhoods most impacted by parked cars. By 2008-2009, the City completed the expansion effort installing 228 miles of signage, dramatically reducing parking impacts during sweeps, improving the sweep quality and cleanliness on those streets.

Even though funding to install street sweeping signage was exhausted in 2009, the Department of Transportation (DOT) continued to maintain a list of requests from residents for signed sweeps. Over time, the City has received requests for signage installation on approximately 134 curb miles of streets. In October 2011, the Transportation and Environment Committee approved a proposal for an approximate 40 curb mile expansion of signage to support improved sweep quality. The City Council allocated funding for the expansion in the 2012-2013 Adopted Budget.

ANALYSIS

Based upon the approved expansion plan, the following five criteria have been considered and used to determine the prioritization of requested streets, and the selection of the streets recommended for signage installation during this fiscal year:

1. **Parking Impact** – The most critical consideration in whether to install signs that prohibit parking during sweeps is whether a significant amount of the curb space is blocked by parked cars not allowing sweepers to access the curb and gutter, resulting in poor quality sweeps. Of the 134 curb miles (CM) on the request list, recent parking occupancy studies

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estimate that approximately 43.4 CM have 50% or greater parking impact, and an additional 40.5 miles have between 40% and 50% parking impact. The parking impact threshold warranting parking prohibition signage that was approved in the October 2011 proposal to the Transportation and Environmental Committee was 40% or greater.

2. **Neighborhood Support and Compliance** – Neighborhoods that have proactively sought sign installation have the greatest compliance once the signs are installed, which is a consideration in evaluating streets. All 134 CM on the current list have been requested directly from residents or neighborhood groups at some point over the past five years.
3. **Capacity of Sweeping Vendor to Absorb More Signed Sweeps** – Coordination with the City's current street sweeping vendor has been completed, and it was determined that adding approximately 40 CM of new signed sweeping routes could include any combination of streets from the 134 CM request list and still be provided within the current sweeping route structure and size of the sweeper fleet. Expansions beyond an approximate 40 mile program may result in an increase in the rate per mile sweep cost.
4. **Parking Compliance and Enforcement of Signed Sweeps** – Currently, there are certain days in the month when the Parking Patrol Unit is operating at or near its resource capacity. On those days, all available parking officers are deployed to patrol specific routes and service areas, including existing signed sweeps, school safety patrol, permit parking zones, vehicle abatement, and meter zones. The 40 CM expansion represents the program limit for parking enforcement with current resources, particularly for neighborhoods with scheduled sweeping on Fridays.
5. **Coordination and Feedback from DOT Inspection Staff and other Departments** – The Environmental Services Department was contacted to determine if there were any priority locations connected to their Stormwater Permit and Trash Load Reduction goals that were not already represented on the backlog list. Additionally, the Housing Department was contacted to identify any priority locations that are part of their Place-Based Strategy, which is an initiative to address the needs of neighborhoods through a coordinated effort to provide services focusing on creating clean and safe communities. The information obtained from both of these departments was considered in determining the locations for the current sign installation expansion.

The attachment to this memorandum identifies the entire 134 CM backlog, and a priority grouping of 43.1 CM (Tier I) that are recommended for installation in FY 2012-13. Although this amount slightly exceeds the planned 40 CM expansion outlined in the adopted budget, staff has determined that the cost to sign and service the extra 3.1 miles can be absorbed within the allocated funding. This group of locations was chosen after taking all five of the above criteria into consideration. Part of the final implementation process involves community outreach to determine the level of support for actual installation. DOT staff will work with each City Council Office with locations on the planned expansion list to coordinate outreach with affected neighborhoods. If there is significant community resistance from any of the planned locations, it

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would likely result in that location being removed from the list and replaced with another location from the backlog request list.

Implementation is expected on the following timeline:

Timeline	Activity
July to September 2012	Update parking impact data; identify priority streets for implementation (Tier I) using approved criteria.
October to December 2012	Coordinate neighborhood outreach efforts with City Council Offices to inform and determine level of community support for signage installation.
January to July 2013	Conduct field layout, acquire, and install approximately 40 CM of street sweeping parking prohibition signage.

Additionally, a second group of locations (Tier II) representing approximately 41 CM meets the criteria for signage installation, but is not part of the recommended group for this fiscal year due to the amount of available funding allocated for this program. A program expansion beyond the 40 CM approved this fiscal year is expected to be charged at a higher per curb mile rate by the sweeping vendor and will likely require additional parking patrol staffing. A budget proposal for FY 2013-14 could be considered if there is support for further expansion of the signed sweep program to include this group of streets.

/s/

HANS F. LARSEN
Director of Transportation

For questions contact Diane Milowicki, Division Manager for Transportation Infrastructure Maintenance, at 1-408-794-1985.

Attachment

Prioritized List of Requests for Street Sweeping Signs in Curb Miles (CM) - October 2012

Area	No. of CMI Signed Already	No. of CM Signs Requested	Sweep Day	Council District	Request Date	Parking Impact %	Route / Sweeper Contractor Capacity	Parking Patrol Capacity with Current Resources
Tier 1 - Expansion in 2012-13								
1 Story	1.4	0.9	Friday, Week 4	7	2011	88.7%	Yes	Yes
2 Mammoth	2.7	1.6	Friday, Week 3	5	<2007	69.0%	Yes	Yes
3 Driftwood	1.4	2.1	Wednesday, Week 3	1	2011	58.6%	Yes	Yes
4 Olinder	0	11.7	Friday, Week 4	3	08-11	54.9%	Yes	Yes
5 Cherryview	2	1.3	Wednesday, Week 4	9	<2007	54.4%	Yes	Yes
6 Malden	0.5	2.6	Wednesday, Week 1	7	2011	53.5%	Yes	Yes
7 Princess Anne	5.2	2.9	Thursday, Week 3	6	2011	52.0%	Yes	Yes
8 Vendome	0	4.8	Tuesday, Week 3	3	2011	51.0%	Yes	Yes
9 Arpeggio	0	2.0	Wednesday, Week 2	10	2011	50.9%	Yes	Yes
10 N 33rd	4.8	4.4	Friday, Week 4	3	2011	48.0%	Yes	Yes
11 Basile	1.2	2.6	Tuesday, Week 2	6	<2007	46.3%	Yes	Yes
12 Allen	0	3.4	Wednesday, Week 2	10	<2007	41.4%	Yes	Yes
13 Balboa/Plata Arroyo	4.8	2.8	Friday, Week 4	5	<2007	40.0%	Yes	Yes
		43.1						
Tier 2 - Potential future expansion contingent upon future funding								
14 Virginia	13.4	9.6	Friday, Week 3	3	<2007	57.2%	Yes	No
15 Heller	4.2	3.9	Friday, Week 3	5	<2007	53.5%	Yes	No
16 Cooley	1.5	7.9	Friday, Week 3	3	<2007	49.4%	Yes	No
17 Lyndale	0	13.0	Wednesday, Week 3	5	2011	41.9%	Yes	Yes
18 Fairfax	0	6.4	Thursday, Week 3	8	2011	41.9%	Yes	Yes
		40.8						
Less than 40% Parking Impacts								
19 Tuers	0.3	5.3	Thursday, Week 1	7	<2007	39.7%	Yes	Yes
20 N 18th	1.4	1.7	Friday, Week 4	3	08-11	39.2%	Yes	Yes
21 Brodie	0.3	6.0	Thursday, Week 1	7	<2007	37.6%	Yes	Yes
22 Maui	15.6	2.1	Thursday, Week 1	2	<2007	35.6%	Yes	Yes
23 Marten - North	0	9.6	Friday, Week 1	5	<2007	35.1%	Yes	Yes
24 Stallion	6.5	3.1	Wednesday, Week 4	7	<2007	34.0%	Yes	Yes
25 N 5th	0	2.2	Tuesday, Week 3	3	08-11	33.5%	Yes	Yes
26 Marten - South	0	9.2	Friday, Week 1	5	<2007	32.2%	Yes	Yes
27 Fahner	0	2.4	Thursday, Week 2	6	2011	31.5%	Yes	Yes
28 Ambler	0	4.4	Thursday, Week 2	2	<2007	27.8%	Yes	Yes
29 Utica	0	3.1	Friday, Week 4	2	2011	14.7%	Yes	Yes
		49.1						
Place on regularly scheduled Enhanced Sweep Routes								
31 Capitol	0	0.34	Monday, Week 1	4	2011	55.1%	Yes	Yes
30 Sonora	0	0.2	Tuesday, Week 3	3	2011	53.3%	Yes	Yes
		0.54						
		133.54						
		Total						