Existing Conditions Appendix

This section serves as background analysis and includes Walker Consultants' summary of existing parking programs, observations of existing parking resources and utilization rates, findings related to the existing mobility and access system, an update on the progress and accomplishments of the previous APMP, and a review of existing parking marketing materials and their effectiveness.

Source: Walker Consultants, 2022.

A thorough understanding of San Luis Obispo's current conditions and of the community goals expressed in other City planning documents will help Parking Services **evaluate and implement impactful strategies** through the Access and Parking Management Plan Update.

SECTION 1: EXISTING MOBILITY AND ACCESS SYSTEM

Parking demand is best understood in the context of the City and region's entire mobility and access landscape. When multi-modal transportation options are available and attractive, people will be less dependent on private vehicles. This section highlights the City's goals for the enhancement of its multi-modal transportation system and high-level strategies to achieve them, briefly describes the existing transportation networks available, and provides data for collision and citation trends related to transportation decision making.

RELEVANT PLANNING DOCUMENTS

In addition to the Parking and Access Management Plan, the City of San Luis Obispo has several other planning documents which set forth community goals and strategies related to transportation. Each plan has a unique focus, but all share an overarching vision of reducing dependence on single occupant vehicle (SOV) travel and greenhouse emissions. To achieve these goals, strategies should be developed holistically, and each plan should align with and complement the others. The documents include:

- **Active Transportation Plan (2021):** This plan provides implementation strategies to achieve the mode share goals set forth in the Circulation Element, showing the connection between building better-connected and safer walking and bicycling routes and reducing private vehicle travel.
- **Climate Action Plan for Community Recovery (2020)**: The plan's objective of carbon neutrality by 2035 includes the goal of achieving the Circulation Element's mode split objectives by 2030, which accounts for 16 percent of proposed GHG emissions reductions.
- **Circulation Element of the General Plan (2014):** This describes the City's goals to achieve more active transportation mode share by 2035. This includes reducing the number of people who drive alone from 67.7 percent today to 50 percent by 2030, boosting bicycling to 20 percent, boosting transit to 12 percent, having walking, carpooling, and other forms of transportation account for 18 percent of travel. Figure 1 shows the modal split objectives from the Circulation Element. Figure 2 (below) shows how the Circulation Element also establishes that downtown areas and residential corridors and neighborhoods should especially prioritize active transportation modes over private vehicle travel.

Figure 1: Modal Split Objectives from Circulation Element

Type of Transportation	% of City (1) Resident Trips
Motor Vehicles	50%
Transit	12%
Bicycles	20%
Walking, Car Pools, and other Forms	18%

Source: City of San Luis Obispo, Circulation Element, 2014.

- **Downtown Concept Plan (2017):** The Downtown Concept Plan establishes a vision for Downtown San Luis Obispo in alignment with the Land Use and Circulation elements of the General Plan. Goals for downtown include prioritizing pedestrian activity, providing ample wayfinding for motorists, and providing a safe and easy-to-use bicycle network that enhances connections to surrounding neighborhoods, improving bicycle parking, and encouraging the redevelopment of surface parking lots with denser retail and mixed-use development.

Figure 2: Multimodal Priorities from Circulation Element

Complete Streets Areas	Priority Mode Ranking	
Downtown & Upper Monterey Street	1. Pedestrians	3. Transit
	2. Bicycles	4. Vehicle
Residential Corridors & Neighborhoods	1. Pedestrians	3. Vehicle
	2. Bicycles	4. Transit
Commercial Corridors & Areas	1. Vehicles	3. Transit
	2. Bicycles	4. Pedestrians
Regional Arterial and Highway Corridors	1. Vehicles	3. Bicycles
	2. Transit	4. Pedestrians

Source: City of San Luis Obispo, Circulation Element, 2017.

SAN LUIS OBISPO'S EXISTING TRANSPORTATION

San Luis Obispo has a range of transportation options other than private motor vehicle travel for people to get around. These include local bus service, regional bus and rail service, and a robust and growing network of pedestrian and bicycle routes. The core urban and semi-urban adjacent parts of the city are well-connected with a street grid, complete sidewalk network, and bikeways linking certain inner neighborhoods.

Transit Options

Transit currently accounts for 2.8 percent of resident city trips. The Circulation Element aims to boost this number to 12 percent. The City's Transit Division (SLO Transit) operates eight bus routes, which provide regular service on four primary routes (one route running each direction). These buses link downtown to the airport, California Polytechnic ("Cal Poly") University, the Laguna Lake area neighborhoods, and elsewhere. Regional transit connections include SoCo bus to Cuesta College, Morro Bay, Los Osos, Paso Robles, Cambia, and Santa Maria; and Amtrak Pacific Surfliner rail service southbound along the coast to cities including Santa Barbara and Los Angeles.

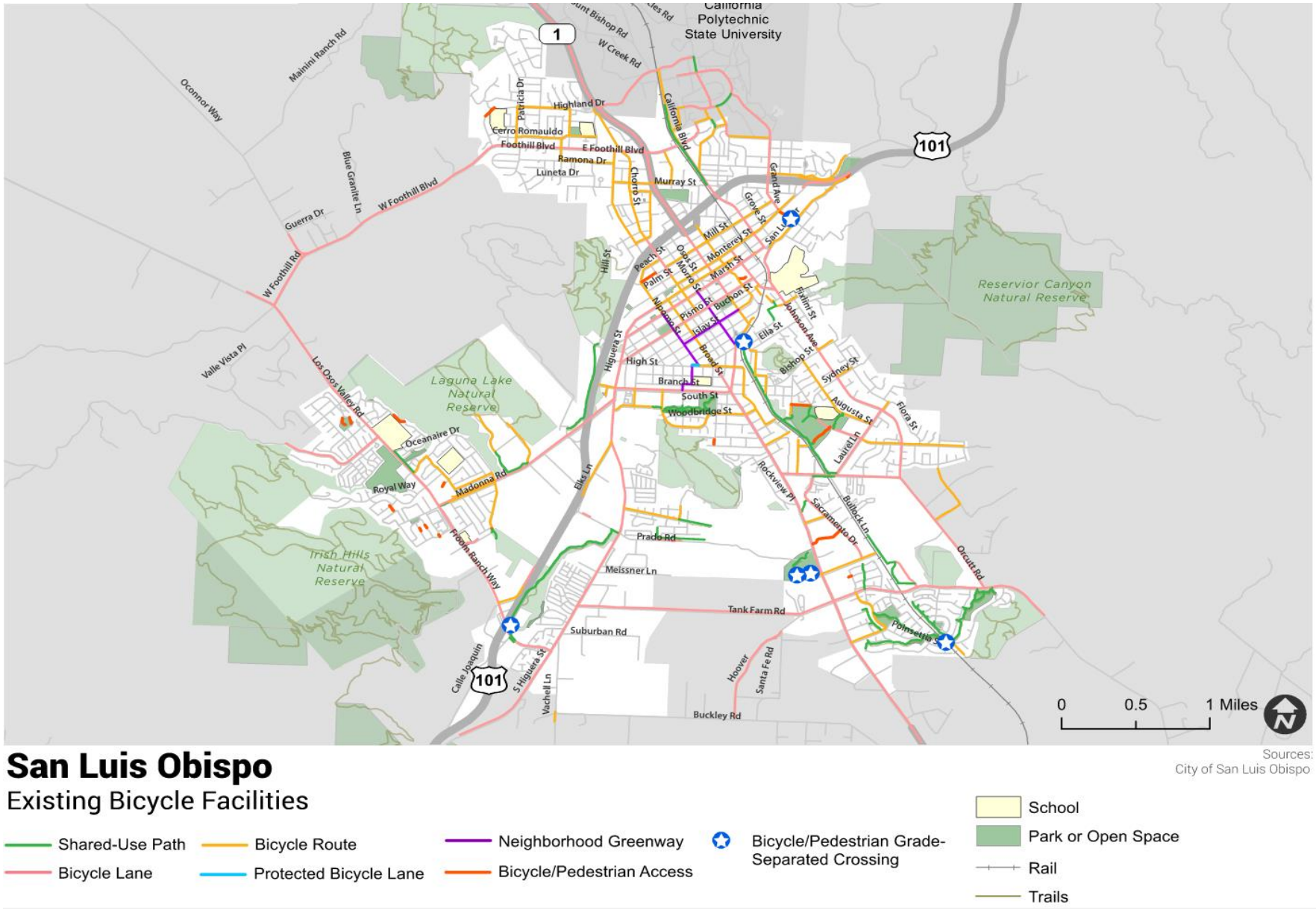
Source: City of San Luis Obispo.

Bicycle Network

Bicycling currently accounts for 8.3 percent of resident city trips, and the Circulation Element aims to boost this to 20 percent. The existing bicycle network includes approximately 75 miles of designated bikeways, including 11 miles of shared-use pathways, 63 miles of bicycle lanes/routes, and a half mile of neighborhood greenway. Figure 3 on page 4 displays a map of the City's current bicycle facilities. Community engagement for the 2021 Active Transportation Plan found that protected bike lanes on major arterials are the most desired types of bicycle infrastructure. The City plans to continue expanding and improving the safety of its bicycle network. Figure 4 on page 5 displays the existing and proposed bicycle facilities for the downtown area. Another example of significant active travel investment includes the installation of buffered bike lanes on Higuera and Marsh Streets, expected to be completed in 2022 as part of a repaving and lane reconfiguration project.

During the outreach process for the Active Transportation Plan, respondents reported that the top reasons they avoid bicycling are conflicts with heavy traffic and gaps in the bike network that make it difficult and unsafe to bike to their destinations. Both issues can be addressed through parking policy and management.

Figure 3: Existing Bicycle Facilities in San Luis Obispo



Source: Active Transportation Plan, 2021.

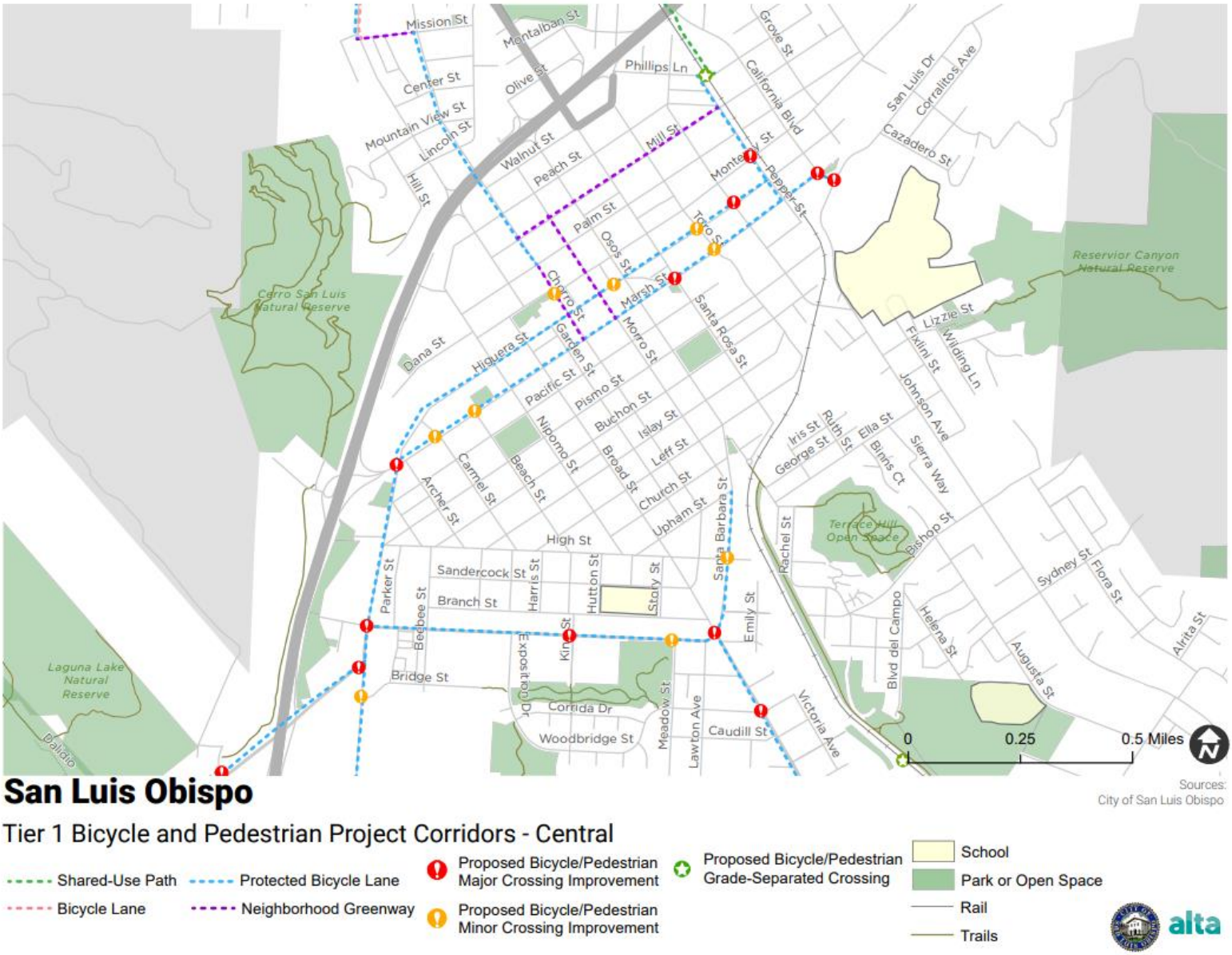
Figure 4: Downtown Bicycle Facilities Diagram

Source: San Luis Obispo Downtown Concept Plan Supplement, 2017

Pedestrian Infrastructure and Connectivity

According to the 2021 Active Transportation Plan, walking currently accounts for 7.2 percent of resident trips. The City aims to increase this to 12 percent by 2030. Community outreach conducted as part of the Active Transportation Plan revealed commonly cited barriers to walking to include the lack of crosswalks, safety and vehicle speeding, and the need for improved lighting. San Luis Obispo currently has plans for improved crossings, as shown in Figure 5. Traffic safety is discussed in more detail in the section below.

Figure 5: Bicycle and Pedestrian Project Corridors

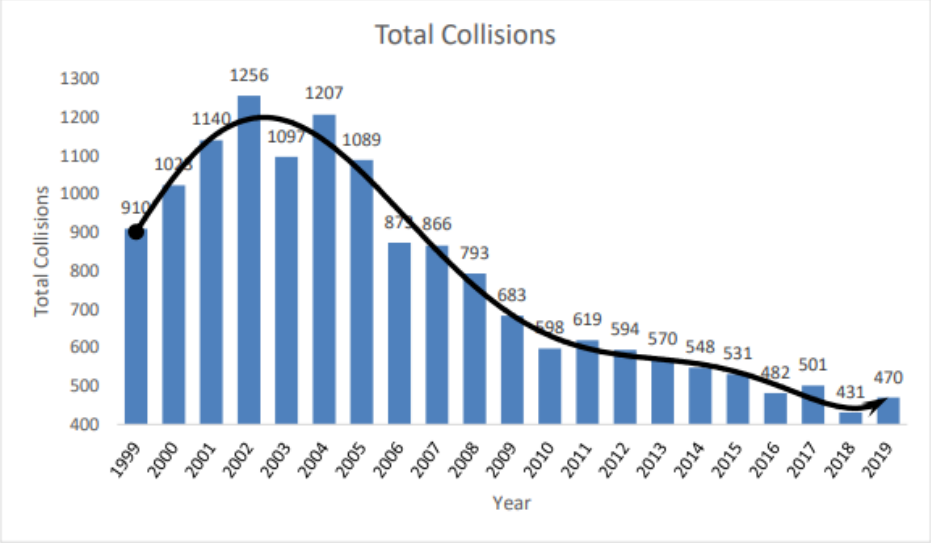


Source: Active Transportation Plan, 2021.

TRAFFIC SAFETY AND CITATION DATA

When residents perceive walking and biking as safe, they are more likely to shift some of their travel to these modes. The City has had significant success reducing traffic crashes, injuries, and fatalities. As reported in the *City of SLO 2018 & 2019 Traffic Safety Report*, 2018 and 2019 were the safest traffic years for vehicles and bicycles since the City began tracking data in 2002. Figure 6 shows how the number of total collisions each year in the City has declined. The pedestrian injury rate has also steadily declined since 2002. In each annual report, the City identifies key traffic safety hazards and makes recommendations for safety investments and operations improvements to consider for capital projects.

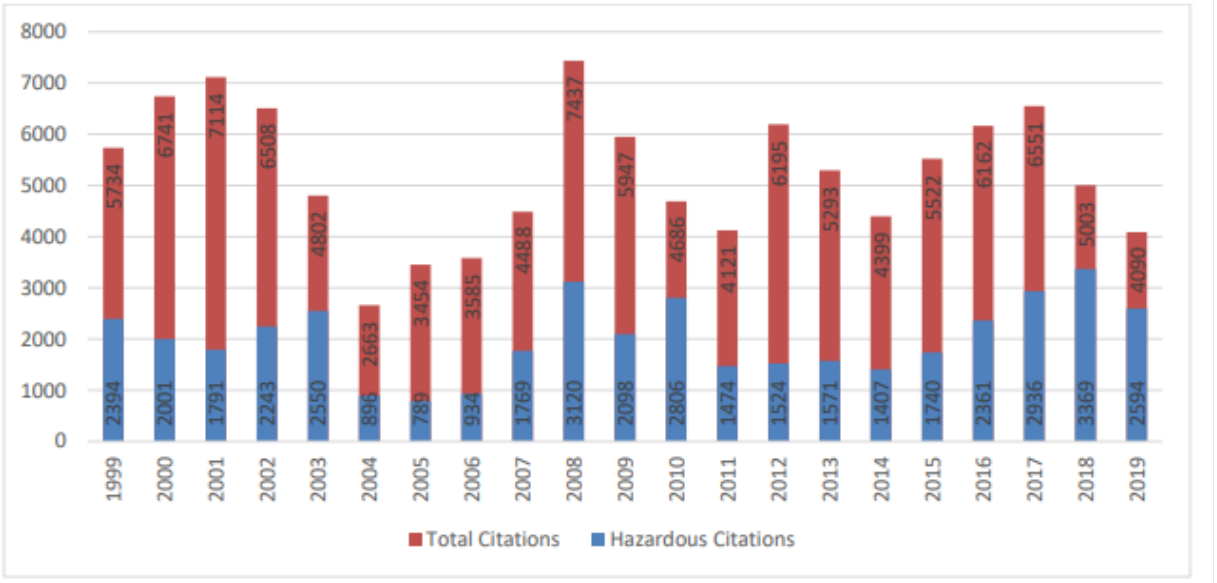
Figure 6: Yearly Total Traffic Collisions in San Luis Obispo



Source: City of SLO 2018 & 2019 Traffic Safety Report.

Regular enforcement of traffic violations can encourage drivers to drive more safely and help reduce hazardous behavior. Figure 7 shows yearly citation trends in San Luis Obispo, including both total citations and hazardous citations. A high number of citations, however, could signal any combination of high enforcement or a high number of actual violations. The City notes that the overall vehicle citation rate can fluctuate considerably each year and that this may be the result of varying enforcement staffing and resources as much as it is of actual traffic hazard occurrences. Distraction & Driving Offences, Speeding, and Stop Sign infractions comprise the majority of violations.

Figure 7: Yearly Total Citations for San Luis Obispo



Source: City of San Luis Obispo 2018/2019 Traffic Safety Report.

SECTION 2: APMP ACCOMPLISHMENTS

In the planning documents discussed above, many of the strategies to enhance access and reduce single occupancy vehicles (SOV) travel rely on making walking, biking, and public transit safer and more attractive modes of travel. The Access and Parking Management Plan (APMP) can advance these goals, while simultaneously maintaining sufficient availability of convenient on-street parking spaces and promoting an economically vibrant downtown core.

Walker and the City reviewed the 2011 Access and Parking Management Plan (APMP) to track achievements, efforts underway, and actions either abandoned or not yet begun. The 2011 APMP established broad goals to: support the commercial viability and character of the city, support the Conceptual Physical Plan for the City Center, provide enough parking in the core for visitors and employees, reduce employee parking demand by offering and promoting other modes of travel, support the General Plan's Circulation Element, support the residential components of mixed-use described in the Land Use Element, and maintain strong fiscal stewardship of the parking program.

Parking Services has implemented and maintains several policies and actions described in the plan. Key areas of success include:

- Transformed several parking lots into development sites, as a means of promoting more effective land use and disposing of surplus parking to help fund the Parking Fund.
- Adjusting pricing to encourage short-term on-street turnover and longer-term parking in off-street structures.
- Adding new loading and drop-off zones (which have been particularly in demand since the pandemic began in 2020).
- Instituting monthly and quarterly parking passes in off-street garages to promote and encourage their use (instead of on-street parking for long-term parkers).
- Allowing shared overnight resident parking in City-owned public garages.
- Expanding City and County employee trip reduction programs to encourage non-private-vehicle travel.
- Increasing enforcement of timed parking areas using License Plate Recognition.
- Opening the Calle Joaquin park and ride facility south of town.
- Subsidizing bulk transit pass purchasing for downtown employers and employees.
- Initiating preliminary design and bidding for a fourth City-owned parking garage at the west end of town, in alignment with the City's position that consolidated off-street parking is an efficient method to allow more private land development.
- Maintaining a robust and fair parking enforcement system.
- Continually monitoring parking utilization rates and parking prices, and adjusting prices as needed to shift parking behavior.
- Establishing or expanding residential parking permit districts in partnership with impacted neighborhoods.
- Piloting carpool parking in one parking structure (but after low utilization reverted the spaces to all users).

The existing parking program review in the next section goes into further detail on parking management programs, provides data quantifying several of the accomplishments outlined above, and presents conclusions and key findings that will help inform the recommendations of the APMP update.

SECTION 3: EXISTING PARKING PROGRAM REVIEW

Parking Services oversees roughly 2,600 public parking spaces downtown, spread across five off-street surface lots, three parking structures, and street parking controlled through a variety of time limits and per-hour pricing. Parking Services also manages twelve preferential parking permit districts in residential areas, each with unique day-of-week and time regulations. Downtown parking enforcement occurs between 9:00am and 9:00pm Monday through Saturday, and between 1:00pm and 9:00pm on Sundays. This section provides a brief overview of parking management for the following:

- Public parking
- Downtown parking permits
- Preferential parking districts

Parking Services is a separate enterprise fund within the City and thus operates using its own generated revenue. Funds collected from paid parking go towards maintaining existing parking, constructing new parking as needed, staffing, and enforcement.

PUBLIC PARKING

Parking Services uses parking rates, time restrictions, and designated loading zones to manage parking demand and tailor different locations to different target users.

Paid Parking

Lower rates for off-street parking encourage long-term parkers to utilize the structures, and higher rates for on-street parking in the busiest areas help promote turnover and ensure availability. On-street paid parking spaces are in the form of multi-space smart meters (in the busiest City core) or coin-operated meters (on the downtown edge). At multi-space meters, people can either pay at the parking kiosk or via four different parking apps (Parkmobile, Park Smarter, paybyphone, or Honk). At coin-operated parking meters, people pay for parking with coins at the meter. Public structures require fees paid upon exit, and public surface lots require payment either by smart meter, coin meter, or payment app. Currently, drivers do not have to pay for their first hour of garage parking, a program that is scheduled to end on July 1, 2023, when both on-street and off-street rates will also increase, and parkers will use mobile apps and smart meters to pay upon entry.

Downtown SLO Farmer's Market

Source: Walker Consultants, 2022.

Time and Curb Restrictions

In addition to requiring payment, most on-street spaces have time limits to help ensure turnover. There are 30-minute, 2-hour, and 10-hour spaces. No on-street parking is allowed downtown between 3:00am and 5:00am on any day of the week to allow for street sweeping.

Off-street parking structures have no time limits and a maximum daily rate for daytime parking. Overnight paid parking between 12:00 am and 5:00 am is also allowed in the structures for an additional fee.

Downtown areas with a high need for pick-up and drop-off services have designated Passenger Loading Zones marked by a white curb. Passenger loading zones allow public parking for a maximum of ten minutes for the purpose of loading and unloading passengers or depositing mail. Passenger Loading Zone regulations apply between 7:00 am and 6:00 pm every Monday to Saturday, and between 1:00 pm and 6:00 pm every Sunday. Some passenger loading zones are enforced 24/7 if they are near a hotel, theatre, or mailbox.

Commercial Loading Zone spaces are designated by a yellow curb. Commercial Loading Zones allow loading by commercial vehicles for a maximum of 30 minutes. Commercial Loading Zone regulations apply 7:00 am and 6:00 pm every Monday to Saturday, and between 1:00 pm and 6:00 pm every Sunday. Commercial loading zones can also be used by passenger vehicles for up to three minutes, but the vehicle must be occupied. The City offers permits which allow non-commercial vehicles to stay for up to 30 minutes.

Accessible Parking

Disabled Person parking placards and plates allow the use of designated on-street (blue curb) and off-street Americans with Disabilities Act (ADA) spaces, preferential parking permit zone spaces, and any on-street time-restricted spaces at no charge.

DOWNTOWN PARKING PERMITS

Parking Services offers a variety of different parking permits to meet the needs of various user groups. The permits offer discounted rates or the use of certain spaces in the downtown area.

- **Commercial Loading Zone permits** are available for businesses to purchase and renew for $60 annually. These permits allow delivery vehicles to park in Commercial Loading Zones during business hours for a maximum of 30 minutes. The Commercial Loading Zone spaces are designated by a yellow curb and posted signage.
- **Special Event and Construction permits** allow for reservation of a downtown on-street spaces for $20 per space per day.
- **Structure Parking Passes** are available for downtown employees and residents.
    - **Downtown employee** structure parking permits cost $255 per quarter and are valid for the Marsh Street Structure or Palm Structure between the hours of 6:00 am and midnight.
    - **Downtown resident** structure parking permits cost $375 per quarter and are valid for parking on the third and fourth floors of the Marsh Street and Palm Street structures, both during the day and overnight. The City has set the maximum number of residential overnight parking permits at 10 percent of the total parking capacity in each of the participating parking structures—40 stalls for the Palm Street structure and 50 stalls for the Marsh Street structure.
    - In the third quarter of 2022, a total of 297 structure parking passes were sold. Below are sales figures across the various user groups:
        - City employees: 94 passes
        - County and Courthouse employees: 35 passes
        - Other Downtown employees: 152 passes
        - Downtown residents: 16 passes (see below)
- **10-Hour Meter permits** provide individuals a reduced rate for parking at any 10-hour on-street metered space. At the beginning of each quarter, 400 Quarterly permits are available for $180 each, and at the beginning of each month, 200 Monthly permits are available are available for $60 each. The permits usually sell out.

- **10-Hour Meter Residential permits** are available for residents with 10-hour meters in front of their residence to park in 10-hour spaces at a discounted rate of $20 per year. Each household may apply for up to two permits. Permit holders are still subject to overnight parking prohibitions.

PREFERENTIAL PARKING DISTRICTS

Parking Services also manages twelve Preferential Parking Permit Districts throughout the City, which impose restrictions on who can park on-street during different hours of the day and days of the week. All districts have posted signage indicating the restriction (see Figure 8).

Only residents displaying valid parking permits may occupy on-street parking during the limitation hours. Permits are available for $20 annually per permit, and each residence may purchase up to two permits. Temporary residential permits are also available for visitors. Preferential Parking Districts are primarily located near Cal Poly University as a way of regulating parking and limiting university parking spillover. Establishing new districts or expansion of existing districts requires the approval of a majority of residents and support from City Council.

Figure 8: Yearly Total Traffic Collisions in San Luis Obispo

Source: City of San Luis Obispo.

For the 2021-2022 permit year, 825 of 1,002 available residential district permits were sold, an 82 percent purchase rate that reflects high uptake by residents of the preferential parking districts. The share of available permits that were purchased ranged from 62 percent in the Palomar district to 94 percent in the Alta Vista district.

SECTION 4: DOWNTOWN PARKING SUPPLY AND DEMAND

This section explains the methodology of how parking data was collected and analyzed in the downtown study area and Preferential Parking Permit Districts, details the inventory of downtown parking by space type and cost, presents an analysis of observed downtown parking utilization and turnover rates, and provides inventory, occupancy, and permit compliance observation data for San Luis Obispo's preferential parking permit districts.

METHODOLOGY

Walker partnered with the multimodal data collection company IDAX Data Solutions, who conducted Thursday and Saturday parking counts in the study area in July of 2022, on the 21st and 23rd, and in September 2022, on the 22nd and 24th. The July counts show summer parking demand, and the September counts show demand when Cal Poly University and Cuesta College are in session. The counts include an approximate inventory of spaces available in Preferential Parking Permit Districts and for each of the five public surface lots, three structures, and 157 block faces with on-street parking within the downtown study area. The on-street parking spaces were indexed by type, and included white curb,

yellow curb, 30-minute, 2-hour, 4-hour, 10-hour, and unrestricted spaces. Occupancies in Downtown San Luis Obispo were recorded every two hours between 9:00 am and 9:00 pm. Street segments that were closed for the Thursday Farmers Market were also noted. The July observations also included physical descriptions of each vehicle parked in each space (length-of-stay analysis is attached). For the Preferential Parking Permit Districts, one occupancy count was conducted for each district within the district's hours of enforcement.

DOWNTOWN PARKING SUPPLY

San Luis Obispo has approximately 2,721 public parking spaces within the downtown study area. Approximately half of the spaces are on-street (1,344± spaces), and approximately half are off-street (1,377± spaces).

On-Street Parking Supply

Most on-street parking spaces downtown have some type of restriction or time limit. The most common restrictions are 2-hour and 10-hour time limits. Spaces with a white curb are reserved for passenger loading and have a 10-minute time limit, and spaces with a yellow curb are reserved for commercial loading and have a 30-minute time limit. Some on-street spaces are designated for ADA use only.

Table 1 shows the approximate breakdown of on-street inventory by space type. In general, the white curb, yellow curb, 30-minute, and 2-hour spaces are located in the center of the study area, along and near Higuera Street, while unrestricted and 10-hour spaces are on the edges of downtown. Figure 9 on page 13 shows blocks containing each of these space types. The ADA spaces are spread more evenly throughout the study area.

Table 1: Downtown San Luis Obispo On-Street Public Parking Inventory by Space

Space Type	Quantity
Unrestricted	50
10-Hour	469
4-Hour	14
2-Hour	513
30-Minute	148
ADA	28
White Curb—Passenger Loading	53
Yellow Curb—Commercial Loading	69
Total	**1,344**

Source: IDAX, Analysis/Table - Walker Consultants, 2022.

Figure 9: Downtown San Luis Obispo On-Street Parking Supply by Space Type

Source: Base Map – ESRI, Graphics - Walker Consultants, 2022.

Off-Street Parking Supply

Public off-street parking includes three multistory parking structures and five surface parking lots. Table 2 displays the approximate off-street inventory by facility.

Table 2: Downtown San Luis Obispo Off-Street Public Parking Inventory by Facility

Facility	Quantity
842 Palm Street Garage	415
919 Palm Street Garage	240*
871 Marsh Street Garage	577**
Lot 14 - Palm Street	79
Lot 9 - Monterey Street	25
Lot 10 - Nipomo Street	29
Lot 15 – Monterey Street	12
Total	**1,377**

***The 240 spaces include 192 public spaces and 48 spaces reserved for City and County Library employees.**
**** The 577 spaces include Lot 4 which is below the Marsh Street Parking Garage expansion.**

Source: Walker Consultants, 2022

DOWNTOWN PARKING UTILIZATION

This section shows how parking demand varies according to time of day and day of the week. It includes spatial analysis of demand throughout the downtown study area, analysis by off-street facility and on-street space type, and turnover analysis for on-street and lot parking.

Overall Study Area Demand

A widely recognized best practice in parking management involves the comparison of actual parking utilization rates with an 85 percent occupancy threshold. When parking is 85 percent occupied, spaces are well-used—showing prices are not needlessly deterring people from driving to the area—but also still possible for drivers to find a space without cruising around waiting for another driver to leave, which results in increased emissions and traffic congestion. Utilization rates can be compared with this threshold at various levels of analysis—for individual block faces, specific parking space categories, or an entire area:

- In San Luis Obispo, overall parking occupancy for all on and off-street spaces in the downtown study area was almost always well below the 85 percent occupancy threshold in both July and September.
- During both observation months, both Thursday and Saturday parking demand was lowest at 9:00 am, reached a 1:00 pm lunch hour peak, fell slightly in the afternoon, and reached a second peak at 7:00 pm. The 7:00 pm peak was especially high on Thursdays, when the Farmers Market was held.

- July and September utilization rates were similar, with most of the time-point utilization rates just slightly higher in July than September. Even at the peak period, the utilization did not exceed the recommended threshold.

On-Street and Off-Street Demand

Even when total parking occupancy is observed to be at or below the 85 percent threshold, efficient parking management requires understanding how evenly occupancy is spread across the study area and across different types of spaces. When occupancy rates are uneven, the City might respond by increasing prices in high demand areas, lowering prices in low demand areas, or improving signage and wayfinding so drivers know where parking is available. Maintaining availability of on-street parking is especially important to support local businesses, ensuring that potential customers interested in a quick trip are not discouraged from visiting due to a lack of convenient on-street parking.

Based on the data collected, San Luis Obispo has been effective in maintaining on-street parking availability downtown; on-street occupancy rates were lower than off-street occupancy rates for most of the day on both Thursday and Saturday in both July and September. The higher off-street occupancies are likely at least partially due to the free first hour of parking offered in garages as an incentive for visitors to park off-street.

Peak Period Parking Occupancies

Overall occupancy statistics can occasionally mask considerable variation that a more detailed spatial or space type analysis might reveal. Parking is most difficult to manage when demand is highest, and a detailed understanding of parking occupancies during peak conditions is necessary to identify potential issues and develop strategies to promote greater access. Walker examined the three periods of highest demand in greater detail, using data from the July and September observations to conduct the following analyses:

- Parking demand during the Farmer's Market
- Weekday daytime parking demand
- Weekend peak parking demand

Parking Demand During the Farmer's Market

Thursday 7:00 pm, July 21, 2022

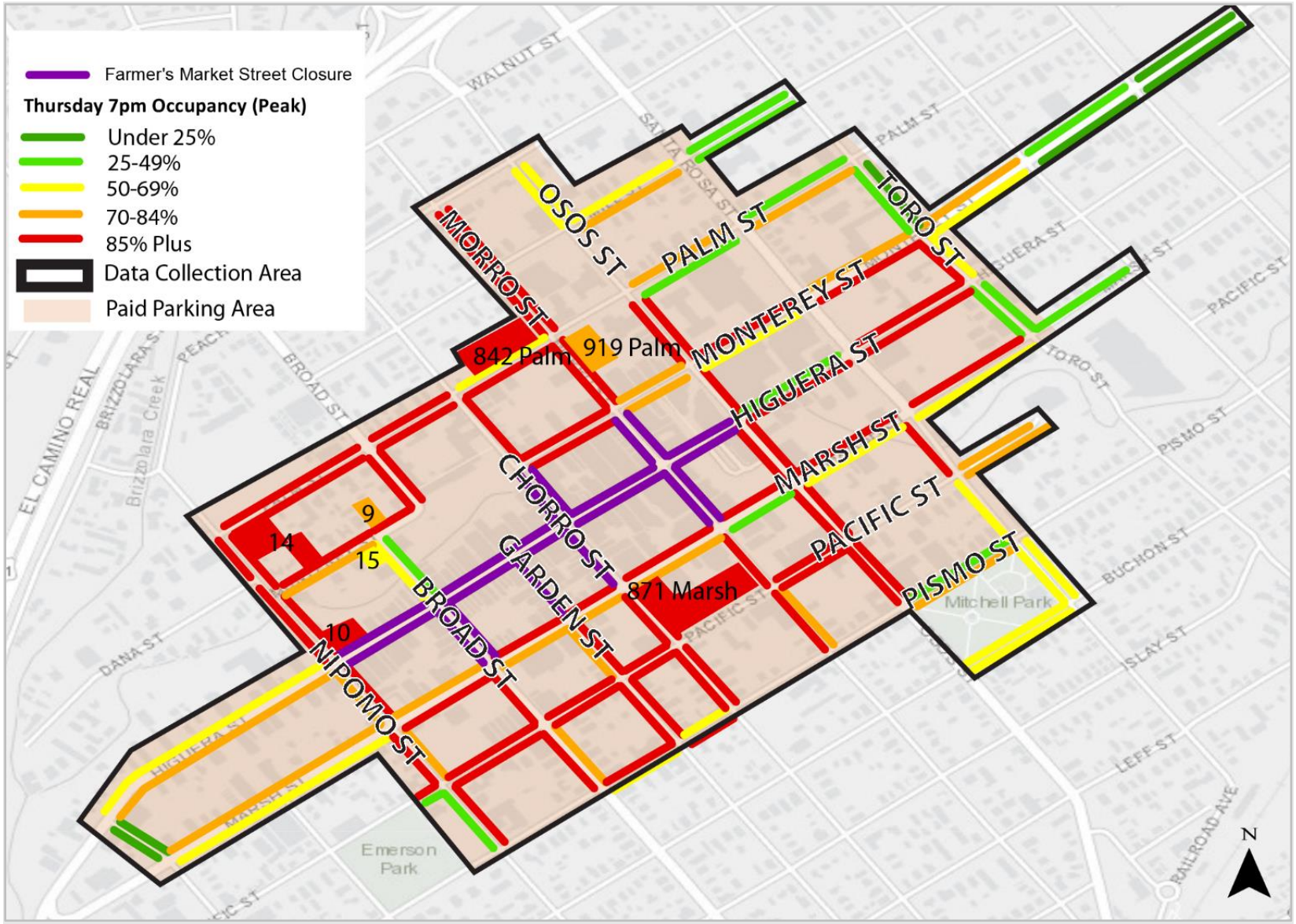
The highest overall downtown parking occupancy (±2,174 vehicles) was observed on Thursday, July 21st at 7:00 pm:

Downtown SLO Farmer's Market

- The parking supply was also reduced during this time, as several downtown streets were reserved for the Farmers Market from 5:00 pm to 9:00 pm. Accounting for this reduced supply, the overall utilization rate of downtown public parking was 86 percent during the 7:00 pm peak.
- Many facilities and street parking segments had utilization rates exceeding the 85 percent threshold, while other facilities and street parking segments had utilization rates below this threshold.
- During this peak, off-street parking was more highly utilized than on-street parking, with utilization rates of 92 percent and 78 percent, respectively.
- The on-street parking segments closest to the Farmers Market had the highest utilization, while greater availability was usually found two to four blocks away, such as on Palm Street, Toro Street, or the east end of Monterey Street.

- Certain on-street space types, including 30-minute spaces, Passenger Loading Zones, and Commercial Loading Zones, are created with the purpose of prioritizing turnover and ensuring availability. San Luis Obispo has succeeded in this goal; while the on-street utilization rate was 78 percent, the 30-minute spaces were 64 percent occupied, the white curb passenger loading zone spaces were 52 percent occupied, and yellow curb Commercial Loading Zones were 72 percent occupied.
    - These space-types are reserved for very short-term stays, a passenger drop-off can happen in a minute or less a delivery in less than 20 minutes. Since data was collected at a "point in time" on the hour (at 2pm for example) and not during every minute on the hour, it is likely that data collection missed some of the vehicles parked in these locations.
    - The utilization rates for 2-hour, 4-hour, 10-hour, and unrestricted spaces were slightly higher, varying between 78 and 82 percent

Figure 10: Thursday 7:00 PM Heat Map—July 21, 2022



*919 Palm Street parking structure has 49 spaces reserved for City/County employees at all times.
Source: Walker Consultants, 2022

Table 3: Thursday 7:00 PM Utilization by Off-Street Facility—July 21, 2022

Facility	Inventory	Spaces Available	Occupancy	Utilization
842 Palm St Garage	415	17	398	96%
919 Palm St Garage[1]	240	65	175	73%
871 Marsh St Garage[2]	577	6	571	99%
Lot 14 – Palm Street	79	4	75	95%
Lot 9 – Monterey Street	25	5	20	80%
Lot 10 – Nipomo Street	29	2	27	93%
Lot 15 – Monterey Street	12	5	7	60%
Total	**1,377**	**103**	**1,274**	**92%**

[1] Includes 49 spaces that are reserved for City and County Library staff and are unavailable to the public. Of the 64 counted "Spaces Available" in this facility, 30 were actually reserved spaces. The utilization of public spaces only was approximately 82%.
[2] Includes Lot 4 which is below the Marsh Street Parking Garage expansion area.

Source: Walker Consultants, 2022.

Table 4: Thursday 7:00 PM Utilization by On-Street Space Type—July 21, 2022

Space Type	Inventory	Spaces Available	Occupancy	Utilization
30 Minute	122	44	78	64%
White Curb (10 min)	29	14	15	52%
Yellow Curb (30 min)	50	14	36	72%
2 Hour	423	88	335	79%
4 Hour	14	3	11	79%
10 Hour	467	82	385	82%
Unrestricted	50	11	39	78%
Spaces occupied by Farmers Market [1]	146	--	--	--
Total[1] (excluding occupied by Farmers Market)	**1,155**	**256**	**899**	**78%**

[1] The July data is missing four blocks of on-street spaces that were counted in the September observation, some of which were occupied by the Farmers Market.

Source: Walker Consultants, 2022.

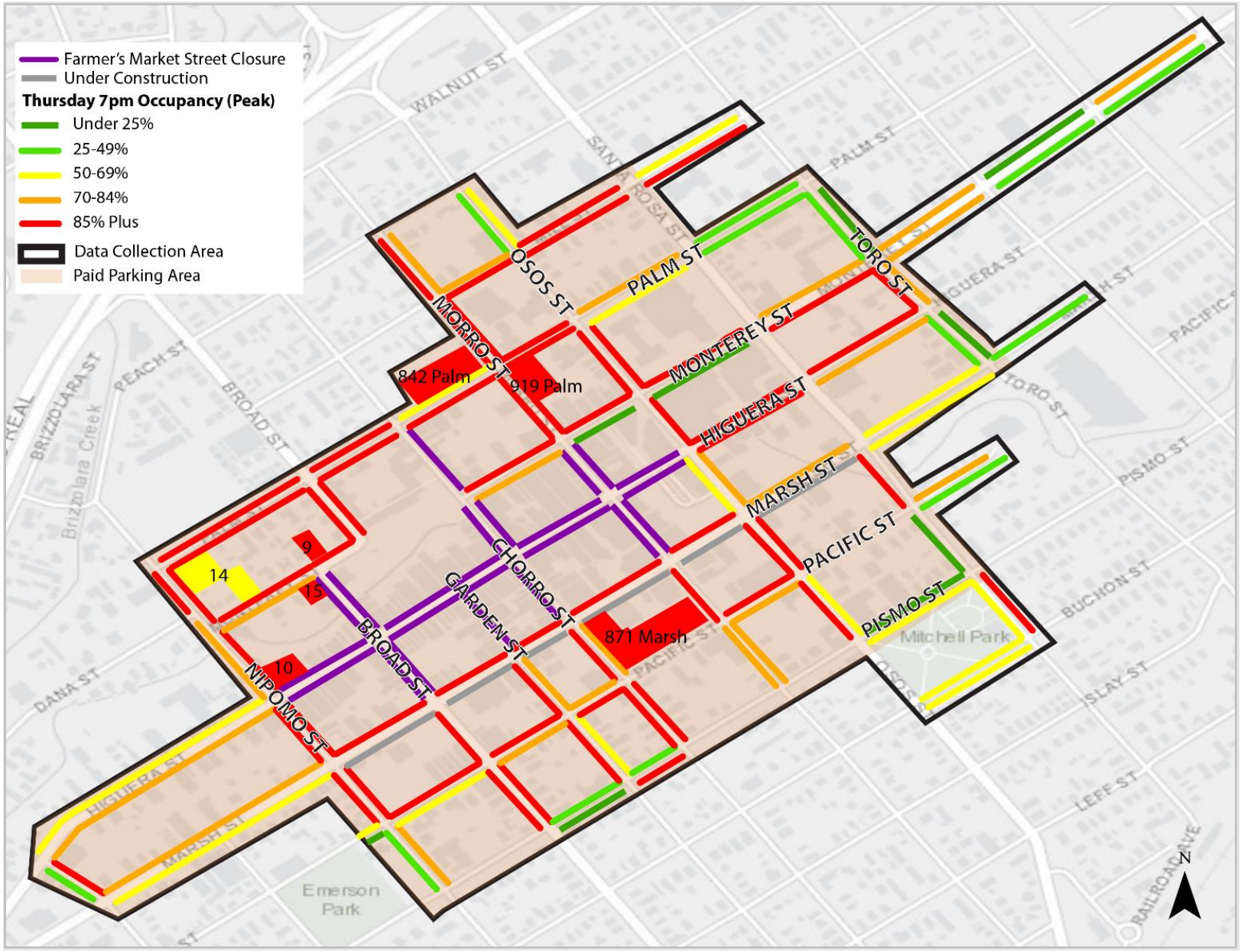
Thursday 7:00 pm, September 22, 2022

As with the July counts, the highest overall downtown parking occupancy (±2,091 vehicles) from the September counts was observed on Thursday, September 22nd, at 7:00 pm:

- The parking supply was also reduced during this time, as several downtown streets were reserved for the Farmers Market from 5:00 pm to 9:00 pm, and several blocks, mostly on the east side of Marsh Street, were temporarily closed for construction. Accounting for this reduced supply, the overall utilization rate of downtown public parking was 82 percent during the 7:00 pm peak.

- Many facilities and street parking segments had utilization rates exceeding the 85 percent threshold, while other facilities and street parking segments had utilization rates below this threshold (see Figure 11).
- During this peak, off-street parking was more highly utilized than on-street parking, with utilization rates of 90 percent and 72 percent, respectively. Of the three public garages and five surface lots, two surface lots still had utilization rates below 85 percent.
- The on-street parking segments closest to the Farmers Market had the highest utilization, with the exception of several segments of Monterey Street which had several spaces temporarily closed for construction. Greater availability was usually found two to four blocks away, such as on Palm Street, Toro Street, or the east end of Monterey Street (see Figure 11).
- San Luis Obispo has succeeded in the goal of prioritizing turnover and ensuring availability of 30-minute spaces, Passenger Loading Zones, and Commercial Loading Zones; while overall on-street utilization rate was 72 percent, the 30-minute spaces were 61 percent occupied, the white curb passenger loading zone spaces were 47 percent occupied, and yellow curb Commercial Loading Zones were 58 percent occupied.
- The utilization rates for 2-hour, 4-hour, 10-hour, and unrestricted spaces were slightly higher, varying between 64 and 78 percent.

Figure 11: Thursday 7:00 PM Heat Map—September 22, 2022



Source: Walker Consultants, 2022.

Table 5: Thursday 7:00 PM Utilization by Off-Street Facility—September 22, 2022

Facility	Inventory	Spaces Available	Occupancy	Utilization
842 Palm St Garage	415	58	357	86%
919 Palm St Garage[1]	240	34	206	86%
871 Marsh St Garage[2]	577	12	565	98%
Lot 14 – Palm Street	79	26	53	67%
Lot 9 – Monterey Street	25	0	25	100%
Lot 10 – Nipomo Street	29	0	29	100%
Lot 15 – Monterey Street	12	1	11	90%
Total	**1,377**	**131**	**1,246**	**90%**

[1] Includes 49 spaces that are reserved for City and Library staff and are unavailable to the public. Of the 34 counted "Spaces Available" in this facility, 26 were actually reserved spaces. The utilization rate of public spaces only was approximately 96%.
[2] Includes Lot 4 which is below the Marsh Street Parking Garage expansion area.

Source: Walker Consultants, 2022.

Table 6: Thursday 7:00 PM Utilization by On-Street Space Type—September 22, 2022

Space Type	Inventory	Spaces Available	Occupancy	Utilization
30 Minute	129	50	79	61%
White Curb (10 min)	32	17	15	47%
Yellow Curb (30 min)	45	19	26	58%
2 Hour	421	91	330	78%
4 Hour	14	5	9	64%
10 Hour	449	107	342	76%
Unrestricted	50	13	37	74%
ADA	32	25	7	22%
Spaces occupied by Farmers Market	195	--	--	--
Total (excluding occupied by Farmers Market)	**1,172**	**327**	**845**	**72%**

Source: Walker Consultants, 2022.

Weekday Daytime Parking Demand

Thursday 1:00 pm, July 21, 2022

Weekday daytime was the second-highest overall downtown parking occupancy (±1,681 vehicles) from the July observations:

- The overall utilization rate was 63 percent, with utilization rates of 59 percent for on-street and 67 percent for off-street. Overall, off-street parking was available in most facilities (see Table 7).

- For on-street parking, San Luis Obispo again succeeded in achieving greater availability for 30-minute spaces, passenger loading zones, and commercial loading zones relative to other space types (see Table 8).
- Only unrestricted parking spaces were in short supply, with a utilization rate of 88 percent.

Table 7: Thursday 1:00 PM Utilization by Off-Street Facility—July 21, 2022

Facility	Inventory	Spaces Available	Occupancy	Utilization
842 Palm St Garage	415	133	282	68%
919 Palm St Garage[1]	240	38	202	84%
871 Marsh St Garage[2]	577	231	346	60%
Lot 14 – Palm Street	79	49	30	38%
Lot 9 – Monterey Street	25	6	19	76%
Lot 10 – Nipomo Street	29	3	26	90%
Lot 15 – Monterey Street	12	4	8	70%
Total	**1,377**	**463**	**914**	**67%**

[1] Includes 49 spaces that are reserved for City and Library staff and are unavailable to the public.
[2] Includes Lot 4 which is below the Marsh Street Parking Garage expansion area.
Source: Walker Consultants, 2022.

Table 8: Thursday 1:00 PM Utilization by On-Street Space Type—July 21, 2022

Space Type	Inventory	Spaces Available	Occupancy	Utilization
30 Minute	138	66	72	52%
White Curb (10 min)	44	28	16	36%
Yellow Curb (30 min)	67	48	19	28%
2 Hour	496	169	327	66%
4 Hour	14	3	11	79%
10 Hour	467	199	268	57%
Unrestricted	50	6	44	88%
ADA	25	14	11	44%
Total [1]	**1,301**	**533**	**768**	**59%**

[1] The July data is missing four blocks of on-street spaces included in the September observation.
Source: Walker Consultants, 2022.

Thursday 1:00 pm, September 22, 2022

The second-highest overall downtown parking occupancy (±1,569 vehicles) from the September observation dates also occurred at 1:00 pm on the Thursday. The September data displayed very similar patterns to the July data for Thursday at 1:00 pm, with slightly lower utilization rates. The overall utilization rate within the study area was 57 percent, with utilization rates of 56 percent on-street and 60 percent off-street. Overall, off-street parking was easily available in most facilities (see Table 9 on page 26).

Table 9: Thursday 1:00 PM Utilization by Off-Street Facility—September 22, 2022

Facility	Inventory	Spaces Available	Occupancy	Utilization
842 Palm St Garage	415	133	282	68%
919 Palm St Garage[1]	240	50	190	79%
871 Marsh St Garage[2]	577	323	254	44%
Lot 14 – Palm Street	79	46	33	42%
Lot 9 – Monterey Street	25	4	21	84%
Lot 10 – Nipomo Street	29	4	25	86%
Lot 15 – Monterey Street	12	4	8	70%
Total	**1,377**	**564**	**813**	**60%**

[1] Includes 49 spaces that are reserved for City and Library staff and are unavailable to the public.
[2] Includes Lot 4 which is below the Marsh Street Parking Garage expansion area.

Source: Walker Consultants, 2022.

For on-street parking, there was again greater availability for 30-minute spaces, passenger loading zones, and commercial loading zones relative to other space types (see Table 10). No on-street space type had a utilization rate above the 85 percent occupancy threshold. The effective on-street inventory was slightly reduced as several block segments, mostly on the east side of Marsh Street, were marked as temporary "No Parking" zones during the September observations. Despite these temporary closures, ample on-street parking was still available.

Table 10: Thursday 1:00 PM Utilization by On-Street Space Type—September 22, 2022

Space Type	Inventory	Spaces Available	Occupancy	Utilization
30 Minute	148	79	69	47%
White Curb (10 min)	53	33	20	38%
Yellow Curb (30 min)	69	45	24	35%
2 Hour	513	205	308	60%
4 Hour	14	4	10	71%
10 Hour	473	196	277	59%
Unrestricted	50	11	39	78%
ADA	37	28	9	24%
Total	**1357**	**601**	**756**	**56%**

Source: Walker Consultants, 2022.

Weekend Peak Parking Demand

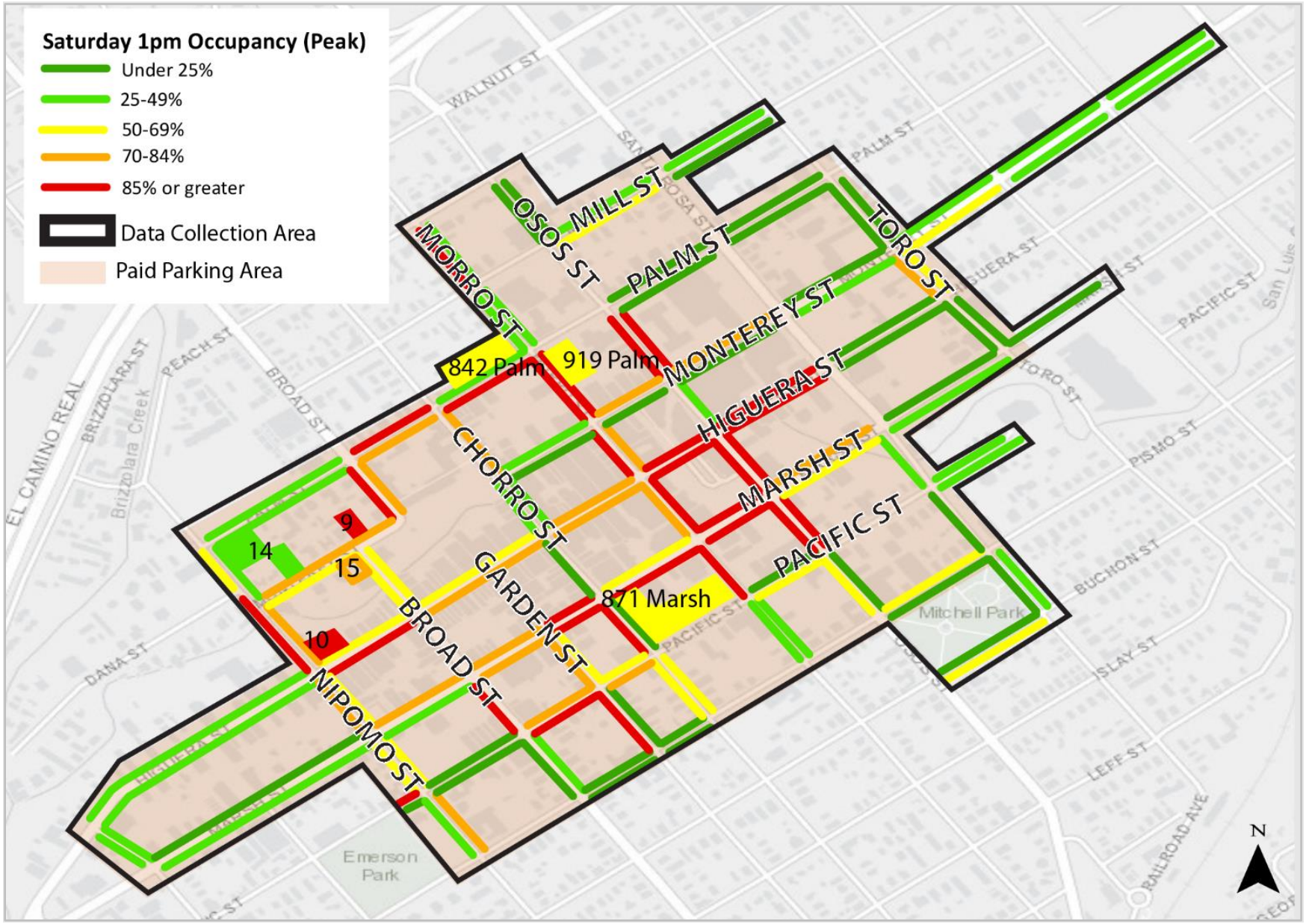
Saturday 1:00 pm, July 23, 2022

In July, the Saturday peak occurred at 1:00 pm, with 1,557± vehicles parked in the downtown study area at this time:

- The overall utilization rate was 58 percent, slightly lower than the weekday lunch hour peak.
- The on-street utilization rate was 50 percent, and the off-street utilization rate was 66 percent.
- Several block faces and two surface parking lots had utilization rates above the 85 percent threshold, but overall, parking was widely available both on- and off-street at the 1:00 pm peak.
- Saturday utilization was highest within the parking meter zone, indicating that many visitors preferred to pay for parking rather than walk several blocks to their destination, took advantage of the free first hour of parking available in structures, or were unaware that free street parking was available on the nearby outskirts of downtown.

Many Saturday visitors either preferred to pay for parking rather than walk several blocks to their destination, took advantage of free first hour parking in the garage, or were unaware that free street parking was available on the periphery of downtown.

Figure 12: Saturday 1:00 PM Heat Map—July 23, 2022



Source: Walker Consultants, 2022.

Table 11: Saturday 1:00 PM Utilization by Off-Street Facility—July 23, 2022

Facility	Inventory	Spaces Available	Occupancy	Utilization
842 Palm St Garage	415	133	282	68%
919 Palm St Garage[1]	240	86	154	64%
871 Marsh St Garage[2]	577	190	387	67%
Lot 14 – Palm Street	79	56	23	29%
Lot 9 – Monterey Street	25	1	24	96%
Lot 10 – Nipomo Street	29	1	28	97%
Lot 15 – Monterey Street	12	2	10	85%
Total	**1,377**	**469**	**908**	**66%**

[1] Includes 49 spaces that are reserved for City and Library staff and are unavailable to the public.
[2] Includes Lot 4 which is below the Marsh Street Parking Garage expansion area.

Source: Walker Consultants, 2022.

Table 12: Saturday 1:00 PM Utilization by On-Street Space Type—July 23, 2022

Space Type	Inventory	Spaces Available	Occupancy	Utilization
30 Minute	138	75	63	46%
White Curb (10 min)	44	32	12	27%
Yellow Curb (30 min)	67	57	10	15%
2 Hour	496	207	289	58%
4 Hour	14	12	2	14%
10 Hour	467	234	233	50%
Unrestricted	50	17	33	66%
ADA	25	17	8	32%
Total [1]	**1,301**	**651**	**650**	**50%**

[1] The July data is missing four blocks of on-street spaces included in the September observation.

Source: Walker Consultants, 2022.

Saturday 7:00 pm, September 24, 2022

Unlike in July, where the Saturday peak occurred at 1:00 pm, in September, the Saturday peak occurred at 7:00 pm, with 1,683± vehicles parked in the downtown study area:

- The overall utilization rate was 62 percent.
- The on-street utilization rate was 51 percent, and off-street utilization rate was 71 percent (see Table 13 and Table 14).
- Many block faces, one surface parking lot, and two parking structures had utilization rates above the 85 percent threshold, but overall, parking was widely available both on- and off-street during the 7:00 pm peak (see Figure 13 on page 31).
- Saturday utilization was highest within the parking meter zone, indicating that many visitors preferred to pay for parking rather than walk several blocks to their destination, took advantage

of the free first hour of parking available in structures, or were unaware that free street parking was available on the nearby outskirts of downtown.

Table 13: Saturday 7:00 PM Utilization by Off-Street Facility—September 24, 2022

Facility	Inventory	Spaces Available	Occupancy	Utilization
842 Palm St Garage	415	4	411	99%
919 Palm St Garage[1]	240	29	211	88%
871 Marsh St Garage[2]	577	283	294	51%
Lot 14 – Palm Street	79	55	24	31%
Lot 9 – Monterey Street	25	16	9	36%
Lot 10 – Nipomo Street	29	0	29	100%
Lot 15 – Monterey Street	12	2	10	80%
Total	**1,377**	**389**	**988**	**71%**

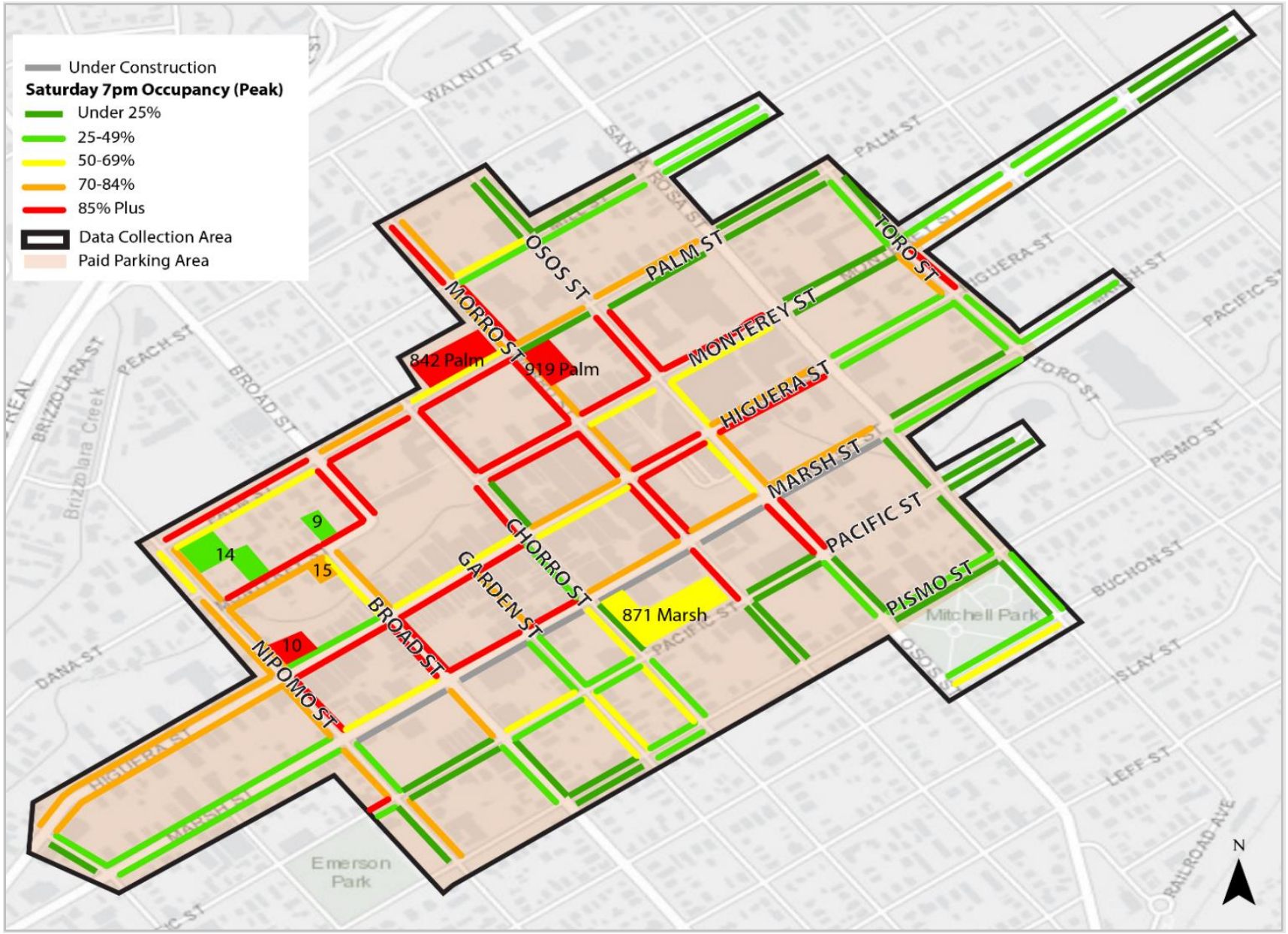
[1] Includes 49 spaces that are reserved for City and Library staff and are unavailable to the public.
[2] Includes Lot 4 which is below the Marsh Street Parking Garage expansion area.
Source: Walker Consultants, 2022.

Table 14: Saturday 7:00 PM Utilization by On-Street Space Type—September 24, 2022

Space Type	Inventory	Spaces Available	Occupancy	Utilization
30 Minute	148	75	73	49%
White Curb (10 min)	53	30	23	43%
Yellow Curb (30 min)	69	35	34	49%
2 Hour	513	200	313	61%
4 Hour	14	14	0	0%
10 Hour	473	267	206	44%
Unrestricted	50	19	31	62%
ADA	37	22	15	41%
Total	**1357**	**662**	**695**	**51%**

Source: Walker Consultants, 2022.

Figure 13: Saturday 7:00 PM Heat Map—September 24, 2022



Source: Walker Consultants, 2022.

SECTION 5: PREFERENTIAL PARKING DISTRICT PARKING SUPPLY AND DEMAND

Parking Services also manages twelve Preferential Parking Permit Districts (PPPDs) in residential neighborhoods throughout the City.

PREFERENTIAL PARKING DISTRICT PARKING SUPPLY

Observations revealed a total inventory of approximately 1,748 on-street parking spaces across these districts reserved for residents with permits. Table 15 shows the estimated inventory of unstriped spaces counted in each district.

Table 15: Inventory of Parking Spaces by Preferential Parking Permit District

District	Inventory
Alta Vista 1	197
Alta Vista 2	179
Anholm	68
College Highlands	229
Dana	58
Ferrini	26
Mission Orchard	62
Monterey Heights	413
Murray	41
Palomar	61
Park View	299
Tassajara	115
Total	**1,748**

Source: Walker Consultants, 2022.

PREFERENTIAL DISTRICT PARKING UTILIZATION

Each PPPD has its own regulations. Many districts restrict non-permit holders from parking only during certain daytime hours, only overnight, or only on weekdays. In other districts, the restrictions apply at all times. Table 16 shows parking occupancy data for each district from the July 2022 observation dates, collected during hours when the district's parking was restricted. The data show the utilization of on-street parking in each district and overall, as well as the share of parked vehicles in compliance with permitting requirements. Permit compliance was high, with an 81 percent compliance rate observed in both the July and September.

Table 16: Parking Spaces by Preferential Parking Permit District – July 2022

District	Inventory	Spaces Available	Occupancy	Utilization	Occupant vehicles with permits	Permit compliance rate
Alta Vista 1	197	146	51	26%	43	84%
Alta Vista 2	179	144	35	20%	18	51%
Anholm	68	48	20	29%	17	85%
College Highlands	229	147	82	36%	73	89%
Dana	58	49	9	16%	7	78%
Ferrini	26	21	5	19%	5	100%
Mission Orchard	62	41	21	34%	16	76%
Monterey Heights	413	340	73	18%	60	82%
Murray	41	27	14	34%	9	64%
Palomar	61	52	9	15%	8	89%
Park View	299	204	95	32%	77	81%
Tassajara	115	93	22	19%	19	86%
Total	**1,748**	**1,312**	**436**	**25%**	**352**	**81%**

Source: *Walker Consultants, 2022.*

In July, the utilization rates of available street parking in the preferential districts were consistently low, ranging from 16 percent in the Dana district to 36 percent in the College Highlands district, with a utilization rate of 25 percent across the twelve districts. As the map Figure 14 in shows, even when this data is disaggregated by individual block face, few blocks had street parking that was over 50 percent occupied.

Figure 14: Preferential Parking Permit District Heat Map, July 2022

Source: *Walker Consultants, 2022.*

Table 17 shows data from the September 2022 observations.

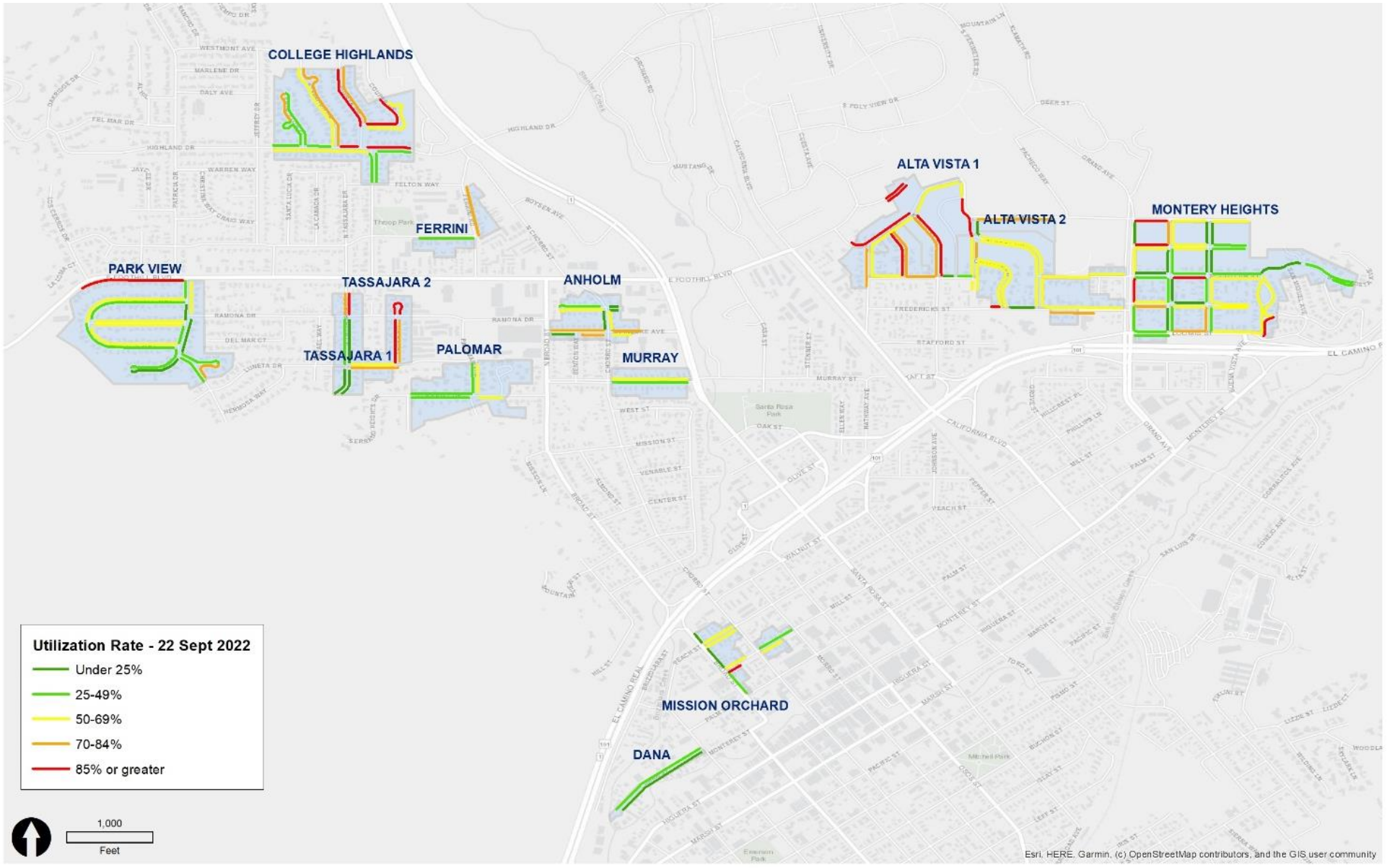
Table 17: Parking Spaces by Preferential Parking Permit District – September 2022

District	Inventory	Spaces Available	Occupancy	Utilization	Occupant vehicles with permits	Permit compliance rate
Alta Vista 1	197	52	145	74%	118	81%
Alta Vista 2	179	67	112	64%	88	79%
Anholm	68	36	32	47%	28	88%
College Highlands	229	80	149	65%	140	94%
Dana	58	46	12	21%	8	67%
Ferrini	26	13	13	50%	12	92%
Mission Orchard	62	36	26	42%	21	81%
Monterey Heights	413	225	188	46%	152	81%
Murray	41	24	17	41%	12	71%
Palomar	61	37	24	39%	15	63%
Park View	299	149	150	50%	121	81%
Tassajara	115	50	65	57%	43	66%
Total	**1,748**	**815**	**933**	**53%**	**758**	**81%**

Source: *Walker Consultants, 2022.*

In September, the utilization of available street parking in the preferential districts was somewhat higher, ranging from 21 percent in the Dana district to 74 percent in the Alta Vista 1 district, with a utilization rate of 53 percent across the twelve districts. As the map in Figure 21 on page 36 shows, when this data is separated by individual block face, some block faces did have utilization rates exceeding the 85 percent threshold, but even these highly occupied blocks almost always had at least one or two spaces available, and every district still had ample availability.

Figure 15: Preferential Parking Permit District Heat Map, September 2022



Source: *Walker Consultants, 2022*

SECTION 6: PARKING DEMAND CONCLUSIONS/KEY FINDINGS

- Parking demand followed very similar patterns in July and September, with slightly lower utilization observed during the September data collection.
- For the study area as a whole, the parking utilization rate in the downtown core was always below the recommended threshold of 85 percent. Even at the peak demand hour, during the Thursday Farmer's Market, downtown parking utilization did not exceed this threshold, and parking spaces were available.
- For several individual facilities and block faces, parking did exceed the 85 percent threshold, especially during peak hours.
- Outside of the Farmer's Market, the overall peak utilization rate ranged from 54 percent to 63 percent.

> Even at the peak demand hour, during the Thursday Farmers Market, downtown parking was available, and utilization did not exceed the recommended 85 percent threshold.

- San Luis Obispo has been successful in encouraging people to park off-street in the downtown study area through parking rate strategies and marketing.
- Time restrictions for loading zones, 30-minute, and 2-hour spaces have successfully resulted in greater availability of these high-demand spaces, relative to 10-hour and unrestricted spaces.
- Preferential parking district permit sales are high. Even though most (approximately 82 percent) of the available permits are sold, the utilization rate of street parking in preferential districts was observed to be relatively low, ranging from 25 percent in July to 53 percent in September. Of the vehicles observed parked in the districts during restricted hours, 81 percent displayed a valid permit.

SECTION 7: PARKING MARKETING MATERIALS AND METHODS

Parking Services uses a variety of marketing materials and methods to inform the public of existing programs and achieve their parking management goals. This section briefly documents the marketing and parking education materials currently distributed by the City. This inventory will help inform recommendations for improved, expanded, and wider-reaching materials as part of the strategies developed later in the project.

PARKING SUPPLY AS SELF-PROMOTION

The actual parking spaces and signage provided on-street, in public garages and lots, and on private land for businesses, institutions, and residences is the most apparent and direct marketing of parking options in San Luis Obispo. This can be analyzed objectively and subjectively.

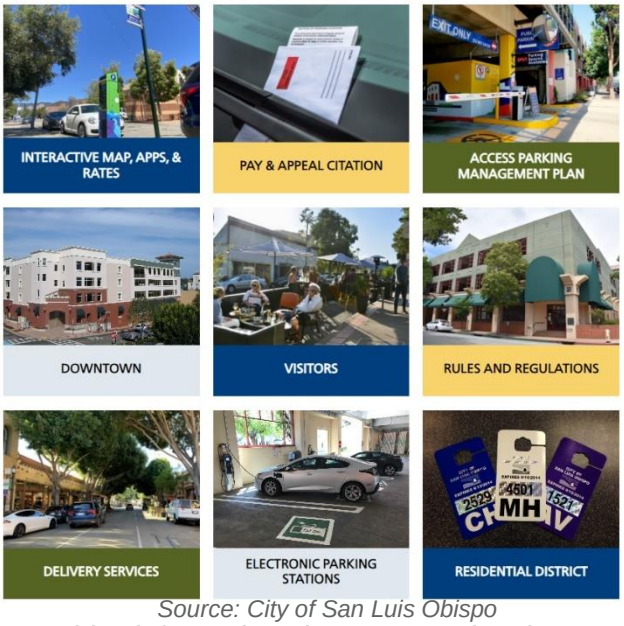
- Visibility and availability of parking
    - Most of the parking in San Luis Obispo is unpaid. In downtown, on-street parking is controlled by a variety of multi-space smart meters and coin meters, each charging different rates. The curb is also marked for ADA parking, 10-minute loading, and other uses. Signs, curb paint, and other messaging helps describe each parking zone. The system is likely familiar and navigable for regular users. But for infrequent guests and tourists – like visiting most new places – the parking restrictions may be hard to decipher and the payment systems confusing to operate.
    - The City operates three publicly available parking garages in downtown. Sometimes these blend public and permit-only spaces. The 919 Palm garage, for example, has a prominent Public Parking sign on the Palm Street side, and a permit-only employees parking entrance on the Morro Street side. The 842 Palm garage and 871 Marsh garage function similarly.
    - Both public and private landowners provide off-street parking, which is typically free to the user. Businesses such as banks have off-street free lots that are signed for Customers Only, but it is unclear how strongly enforced those rules are. City Hall has an off-street lot for permit-only employee and fleet parking. Some destinations, such as downtown hotels, charge significant self-park or valet parking rates.
    - Other major destinations such as Cal Poly run their own parking program, which controls parking supply and permitting, delivery zones, and curbside transit access across garages, lots, residences, event spaces, and other destinations.
- Clarity about parking regulations, time limits, pricing, and enforcement
    - Ideally, customers can learn about the availability, price, and time restrictions before they pull into a space, lot, or garage. This helps people match their parking needs to the location they seek. The garages currently charge $1.50/hour (first hour free), though this rate is not always prominently displayed outside the garage. On-street parking is split into three zones, charging between $1.25 and $2.00 per hour depending on proximity to the city center. While this zoning is easily seen on the City's website, it likely isn't at the forefront via signing or people's mental map of downtown parking when they are looking for a space.
- User perceptions about the availability, navigability, and usability of the parking system.

- Peoples' perceptions of parking supply and distribution don't align with the facts about locations and utilization. Some users may experience consistent parking congestion if they regularly travel to busy areas. Other users may experience the opposite, an abundance of available parking in less busy districts.
- People may be unaware of the variety of parking options; for example, always seeking on-street parking in front of a destination when a garage nearby may be lower cost and have more vacancy.
- In the residential permit districts, in addition to information available on the website, each residence is sent an annual mailed packet about permit purchasing options. And the on-street signage describing the Residential Permit District locations and regulations serves as a form on advertising as well.

ONLINE PARKING SERVICES INFORMATION AND PAYMENT

The City Parking Services website is comprehensive in its description of parking options. It describes the various parking districts including downtown and residential areas and the fees associates with each. The website provides information on parking restrictions such as loading and drop-off zones and describes the regulations around ADA parking. The website also itemizes information for specific uses, including parking for electric vehicle charging, and for deliveries (including information about how locations may obtain loading zone permits, and how to use the Yellow Zones for deliveries lasting only a few minutes).

San Luis Obispo Parking Services Webpage Links



Source: City of San Luis Obispo

The website explains the City's enforcement practices, including enforcement hours, ticket rates, street sweeping restrictions, how to pay citations, and what do to in case of broken payment machines. The website also has a Frequently Asked Questions (FAQ) section that provides answers to common questions the average parking user may have. The FAQ provides information about Recreational Vehicle (RV) and large vehicle parking, citation payment procedures, how to establish residential permit districts, and Parking Services revenue and expenditures.

The Parking Services website also has a section describing other transportation options in the city, including descriptions of accessible destinations and links to walk maps, bike maps, and transit provider websites. Overall, the Parking Services website is thorough and readily navigable for anyone seeking parking and access information. However, there is a broader issue of informing people about the website and the reality that many parking customers travel about the city seeking parking at their destination without first consulting the website or other parking information. This is natural and expected user behavior; the City wouldn't seek to change it, but only to explore ways to provide additional parking, transportation, and access information en route.

The several parking apps used by the City are another means through which to distribute information. The HONK, ParkMobile, Park Smarter, and paybyphone apps are all supported at the City's smart meter locations on-street and in garages. For active account users, these apps allow quick and nearly one-touch payment via smartphone. The apps are usable at all 2-hour limit locations. Technology upgrades later in 2022 will allow expansion of the apps for use at all on-street locations regardless of time limit. The apps ease the payment process, but currently have no functionality to direct people towards vacant spaces.

INFORMATION PACKET MAILINGS

In addition to providing information on the street and online, Parking Services shares information regarding certain parking passes and permits by mail.

- **Employee and Customer Parking:** As discussed earlier in the report, the City sells validated parking passes as a discount from the hourly rate for businesses to validate customer parking in any of the three garages. The City also sells quarterly parking passes available to downtown employees, allowing them daylong parking in any garage at a rate reduction from the typically hourly cost. The City promotes both these programs with an information packet sent to new businesses, offices, and multi-family development

- **Residential Parking Permit Districts:** These districts restrict parking to residents and pre-registered guests in certain neighborhoods around San Luis Obispo. The regulatory signage posted in each district is the most prominent advertising, but each year the City government also sends direct mail to each residential address in the districts to inform them of the rules and methods for obtaining permits.

Attachment - Length of Stay Analysis

The observations conducted Thursday, July 21st included descriptions of each vehicle parked in each space. On downtown street segments with occupancy of at least 85 percent at the peak hour of the day, 213+ vehicles were observed at three consecutive time points during the day, in the same on-street or surface parking lot space and were classified as long-term parkers. This data was aggregated by street or lot to determine the shares of short-term and long-term parkers on each, and by space type, to determine the number of long-term parkers in short-term spaces (see table below). Some of the busiest downtown streets, including Higuera Street, Marsh Street, Monterey Street, Morro Street, and Palm Street, were especially likely to have long-term parkers in short-term spaces.

Table: Turnover Data by Street or Surface Lot—Thursday, July 21st, 2022

Street	Inventory on busy segments (85%+ occupancy)	Unique vehicles	Percent of short-term parkers	Percent of long-term parkers	Number of long-term parkers in short-term spaces
Broad St	32	105	96%	4%	1
Carmel St	4	7	86%	14%	0
Chorro St	40	124	89%	11%	5
Garden St	27	91	95%	5%	1
Higuera St	48	163	89%	11%	18
Marsh St	74	192	86%	14%	12
Monterey St	37	114	92%	8%	9
Morro St	78	199	87%	13%	11
Nipomo St	54	147	85%	15%	2
Osos St	57	201	96%	4%	5
Pacific St	76	146	77%	23%	1
Palm St	71	144	91%	9%	7
Pismo St	11	24	71%	29%	0
Santa Rosa St	5	12	58%	42%	0
Toro St	13	33	100%	0%	0
Nipomo and Palm St Lots	108	239	92%	8%	0

Source: Walker Consultants, 2022

Many of the long-term parkers were parked legally in 10-hour or unrestricted spaces, but 73 of the long-term parkers, or 34 percent, were parked in time-restricted spaces, including 64 vehicles parked long-term in 2-hour spaces, 5 vehicles in 30 minute spaces, 2 vehicles in white curb passenger loading zones, and 1 vehicle in a yellow curb commercial loading zone (see Table on the following page).

Table: Long-Term Parkers by Space Type—Thursday, July 21, 2022

Unrestricted (Surface lots and on-street)	10 Hour	2 Hour	30 Minute	White Curb (10 min)	Yellow Curb (30 min)	ADA	Total
53	87	64	5	2	1	1	213
25%	41%	30%	2%	1%	0%	0%	100%

Source: Walker Consultants, 2022