



City of Arts & Innovation

Transportation Board

TO: TRANSPORTATION BOARD

DATE: October 2, 2024

FROM: PUBLIC WORKS DEPARTMENT

WARD: ALL

SUBJECT: CONSIDERATION OF ESTABLISHMENT OF AN ON-STREET RESIDENTIAL ACCESSIBLE PARKING SPACE PROGRAM AND RESIDENT REQUEST FOR INSTALLATION OF ON-STREET ACCESSIBLE PARKING SPACE NEAR RESIDENTIAL PROPERTY.

ISSUE:

Consider the establishment of an on-street accessible parking space program and resident request for installation of on-street accessible parking space near residential property.

RECOMMENDATION:

That the Transportation Board recommend that the Mobility & Infrastructure Committee review the proposed on-street accessible parking space program for resident requests.

BACKGROUND:

The Public Works Department received requests for on-street accessible parking spaces to be installed within residential neighborhoods. The City has not established policies, guidelines, or criteria to review and process on-street accessible parking space requests from residents. At the August 7, 2024, meeting the Transportation Board recommended that staff put together draft guidelines and application with policy and criteria specific for the City of Riverside and return agenda item to the Board for consideration. Since the time of the meeting, City staff have received two additional resident requests for installation of an accessible parking space near their property.

DISCUSSION:

The Public Works Department has received several requests for an on-street accessible parking space to be constructed in front of a residential property. The establishment of a residential on-street accessible parking space program would allow the city to provide a designated parking space for disabled residents as a courtesy to assist those with disabilities and mobility concerns. The program would provide an established guidelines and application with policy and criteria specific to the City. There are existing accessible on-street parking

spaces serving businesses and schools within the City, however a formal program has not been established to review and assess requests in residential neighborhoods. Further, the City is not legally required to provide an on-street parking space for persons with disabilities near their residential property, and the City would have the sole discretion to approve or deny a request.

The California Department of Transportation (Caltrans) provides design guidelines for the establishment of on-street accessible parking space via Standard Plan A90B. Within residential neighborhoods, it is anticipated the Restricted Right-of-Way Width option would be implemented at most locations based on existing conditions. As such, the resident requests would take into consideration the nearest existing curb ramp to the property address to designate a proposed placement of the accessible on-street parking space. The installation of the accessible on-street parking space will also result in additional parking restrictions between the curb ramp at the corner of the intersection and the parking space to provide a clear path from vehicle to curb ramp.

As previously noted, several requests have been received and are shown as an example in the attached location map.



Figure 1: Existing accessible on-street parking space at Arlanza Elementary School

The program would require the applicant to demonstrate need for accessible on-street parking and certify that no existing on-street or off-street parking space meets the applicant's needs, or where no accessible path of travel is available from existing parking to the residence. If a resident demonstrates eligibility for the City to install an accessible parking space by satisfying the application and approval process, the City will have the ability to accommodate the resident request and install an accessible parking space within a residential neighborhood. The application and approval process for a residential accessible on-street parking space will be a multi-step process. The application would be reviewed and investigated based on criteria set forth by the city, then presented to the Transportation Board for review and consideration.

The conditions for qualification will be reviewed and determined by City staff. The qualifications would encompass multiple criteria that include requiring the applicant to be a full-time resident

of the City, have a permanent Department of Motor Vehicles issued placard or plate, unavailable or inaccessible off-street parking for a single-family dwelling, and for apartment, condos, and townhouses, all on-site parking options must have been exhausted. In addition, City staff will perform an accessibility study that includes entering and reviewing the property for potential off-street parking accessibility, and current street conditions along the City right of way near the property for existing curb ramps and road width. Furthermore, the guidelines would include policy allowing City staff to review, re-evaluate, and remove residential on-street accessible parking spaces. Possible circumstances that warrant removal of parking space include criteria such as the space is no longer needed, the initial applicant for the residential on-street accessible parking space no longer resides in the property, the space is being misused, and/or the disabled person(s) no longer qualifies for a disabled parking placard/plate per the State of California and Department of Motor Vehicles.

If the Transportation Board recommends approval of the program, it would then be forwarded to a future City Council meeting for review and consideration. If the program is officially approved by the City Council, members of the Public Works Department will construct an accessible parking space near a pre-existing pedestrian ramp (likely at a street corner) as close to the applicant's residence as possible. If the resident desires a new curb ramp to be installed directly fronting their property, the appropriate permitting or reimbursement would need to be considered. A lack of sidewalk or other infrastructure in the neighborhood may make installation of an accessible stall infeasible. The accessible parking space would be available to the general public on a first-come first-serve basis since it will be installed within the public right of way and any person with a disability placard can utilize the accessible parking space. Staff has put together a draft guidelines and application with policy and criteria for the City of Riverside. Additionally, other California cities have established programs, and examples from the City of San Mateo and the City of Long Beach are attached for reference. Should the Transportation Board recommend approval of the accessible on-street parking program, staff will finalize the guidelines and application to review resident requests.

STRATEGIC PLAN ALIGNMENT:

This proposal is in alignment with Strategic Plan Goal 2.4, to “Support programs and innovations that enhance community safety, encourage neighborhood engagement, and build public trust.” Additionally, the proposal relates to the cross-cutting threads as demonstrated below:

1. **Community Trust:** This project continues to support community involvement in seeking resolutions to ongoing neighborhood parking concerns and improving safety and quality of life within the neighborhood.
2. **Equity:** The establishment of a program would help reduce resident concerns of available accessible on-street parking spaces for residential use near their property to enhance mobility for the residents with disabled placards.
3. **Fiscal Responsibility:** Establishing a program would provide the City with an opportunity to review, standardize and approve all requests for residential accessible on-street parking space based on criteria set forth.
4. **Innovation:** The City does not currently have a residential accessible on-street parking space program to establish criteria for resident requests. This would allow the City to offer a service that was previously denied because of a lack of policy and guidelines.
5. **Sustainability & Resiliency:** The construction of an accessible on-street parking space

may be maintained by the Public Works Department and incorporate permanent materials. Additionally, the sign and post may be relocated to another location if the on-street accessible parking space is no longer required to be maintained in its originally approved parking space.

FISCAL IMPACT:

The cost of materials and labor for the construction of the accessible parking space includes painting the curb blue, the installation of the International Symbol of Access (ISA) pavement marking and parking sign, R99C(CA). The construction cost would include the initial installation cost and the annual maintenance costs, as estimated by the Public Works Department, to be roughly \$500.00 and \$250.00 respectively. Funding is available in the existing Public Works, General Fund, Streets Maintenance Division, Signing Supplies account number 4110100-424143, to cover this cost. While any ADA space placed as part of this program would not be for private or single-user access, additional construction costs resulting from the need to construct a curb ramp and/or modifications to the City's right of way, roadway, or sidewalk, shall be the responsibility of the applicant for the on-street accessible parking space. However, the applicant would be given an opportunity to submit a financial hardship letter for City review to consider a fee waiver of any additional construction costs. If approved for a financial hardship, the location would be placed before the Council for consideration.

Prepared by: Philip Nitollama, City Traffic Engineer
Approved by: Gilbert Hernandez, Interim Public Works Director

Attachments:

1. City of Riverside Guidelines and Application DRAFT
2. Caltrans Standard Plan A90B – On-Street Accessible Parking Space Options
3. City of Long Beach, California – Example Guidelines and Application
4. City of San Mateo – Example Guidelines and Application
5. Power Point Presentation
6. Location Map