

PARKING ECOSYSTEM SUSTAINABILITY PLAN PART 1- CRITICAL INFRASTRUCTURE AND EQUIPMENT NEEDS

Public Works Department

Land Use / Sustainability / Resilience Committee
November 9, 2020

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1



BACKGROUND

1. 2016 – Strategic Parking Plan (SPP) addressed future parking needs with a phased approach;
2. 2017 – City Council approved alternate plan consisting of six incremental rate changes and six program enhancements over two fiscal years;



2

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2



BACKGROUND

3. 2018 & 2019 – Program updates to City Council and Transportation Committee included operations overview, technology challenges, recommendations to pursue strategies, and balancing measures; and
4. July 13, 2020 – A Parking Ecosystem Sustainability Plan for program solvency was discussed:
 - a) Infrastructure and equipment needs; and
 - b) Parking strategies with rate changes.



3

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3



DISCUSSION

Steps to establish a sustainable public parking “ecosystem”:


1. Manage assets effectively to improve customer experience and best serve local businesses;
2. Implement a holistic strategy that integrates each parking program component into an “ecosystem”;
3. Planned rate increases to allow the enterprise fund to be fiscally sustainable; and
4. Address critical infrastructure and equipment needs.



4

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4




PUBLIC PARKING FUND (570) ANALYSIS

Fiscal Year 2019-20 - Parking Operations (4150)

Actual Net (Loss)

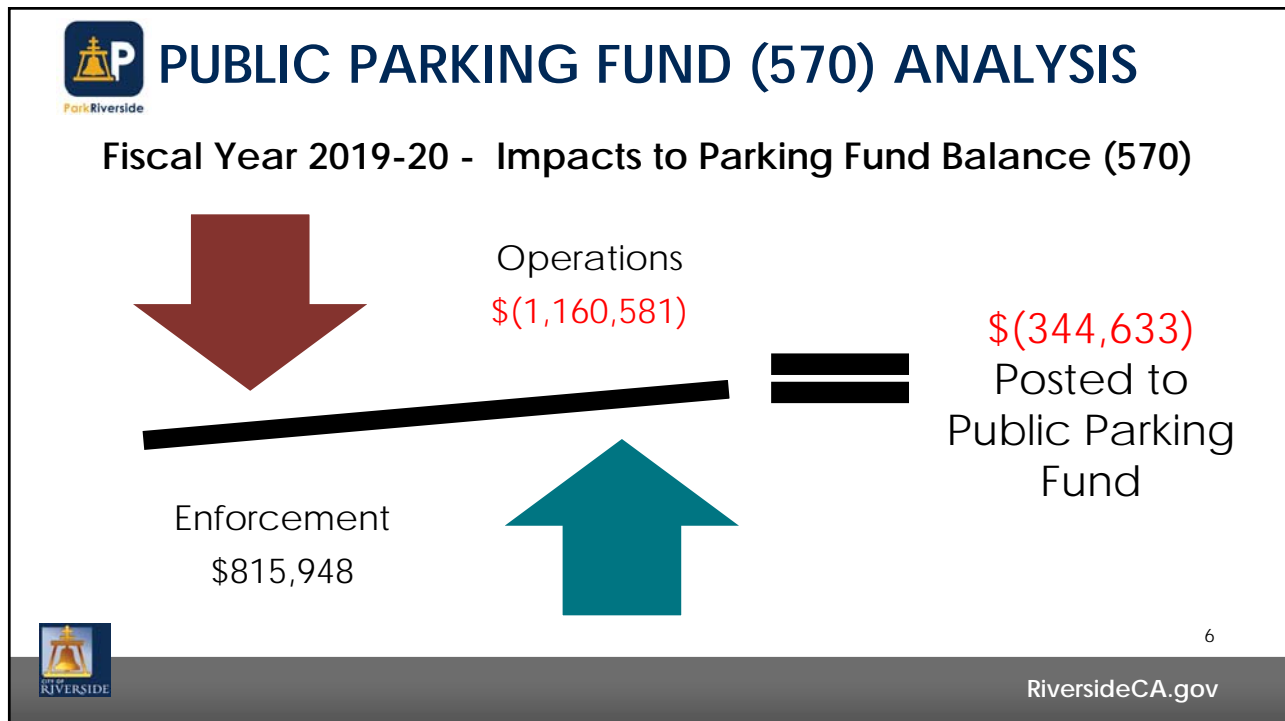
Type	Actual Revenues	Actual Expenses	Actual Net (Loss)
Garages	2,597,161	3,875,853	(1,278,691)
Meters	1,068,451	829,292	239,159
Lots	314,527	435,575	(121,049)
TOTAL	\$3,980,139	\$5,140,720	\$(1,160,581)

Actual Net Loss realized 2 years after implemented rate changes. 5

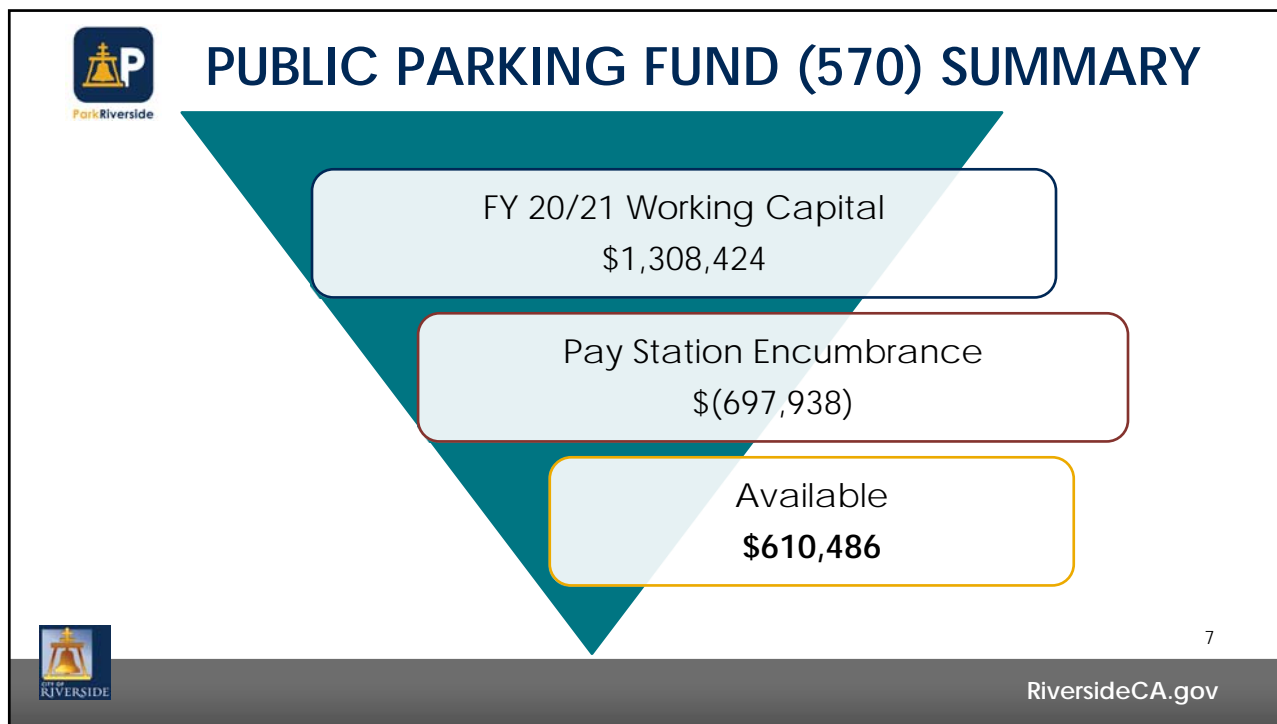


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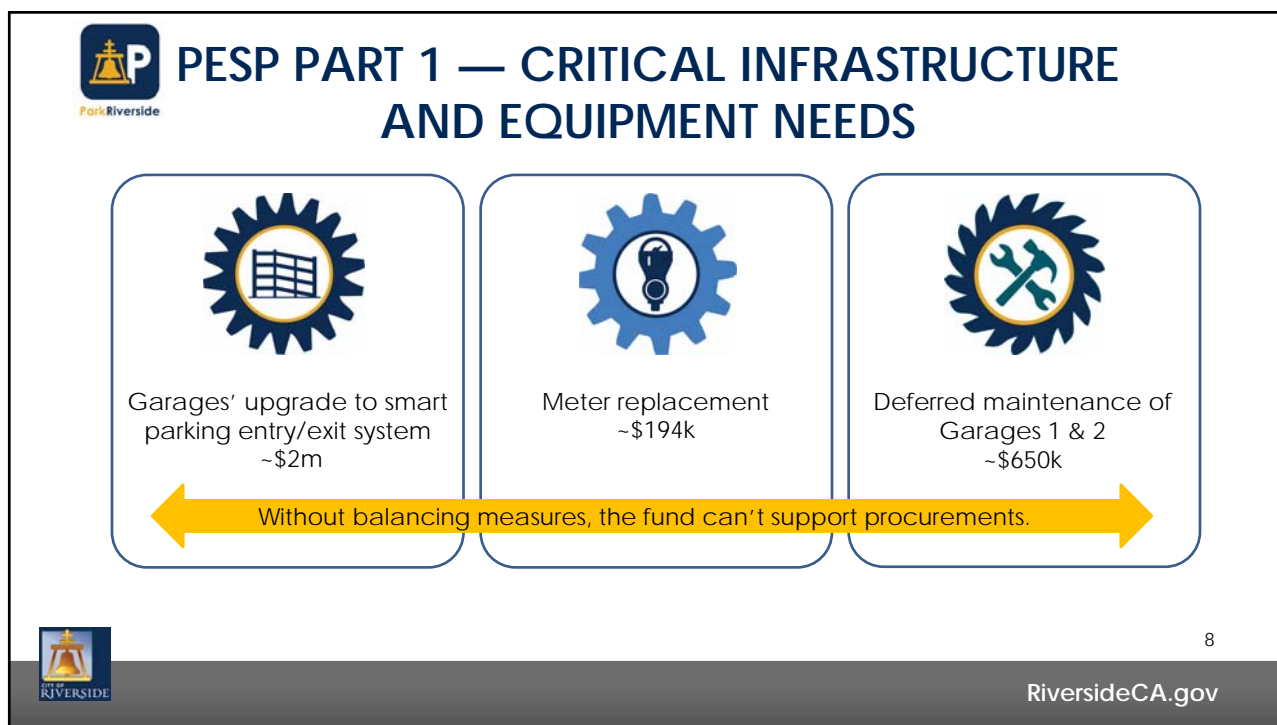
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8



PESP PART 1 — CRITICAL INFRASTRUCTURE AND EQUIPMENT NEEDS

Parking Access Revenue and Control System benefits:

1. Improve movement of vehicles;
2. Offer additional payment options;
3. Assess multiple rates using validation codes; and
4. Enhances digital wayfinding.



9

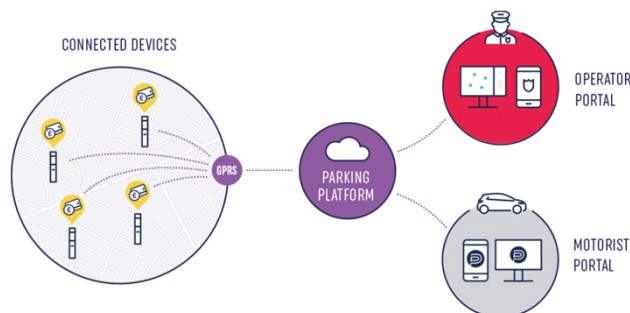
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9



PESP PART 1 — CRITICAL INFRASTRUCTURE AND EQUIPMENT NEEDS

1. **Smart meter** technology promotes curbside turnover and enhances user convenience; and
2. Estimated costs are \$194,000 (not including installation).



10

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10



PESP PART 1 — CRITICAL INFRASTRUCTURE AND EQUIPMENT NEEDS

Deferred Maintenance of Garages 1 & 2



1. Approximately 60 years old;
2. Over \$5 million in 2007 retrofit project;
3. No debt service;

Last inspection deemed facilities safe, but in need of additional structural repairs.



11

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11



PESP PART 1 — CRITICAL INFRASTRUCTURE AND EQUIPMENT NEEDS

Structural Inspections for Preventative Maintenance

1. Observations of cracks and spalling in Garage 3 (Behind CalTower); and
2. Observations of cracked concrete on several decks of Garage 6 (Orange Square).

Last Longer Strategies – Repair Cost vs. Time Curve



12

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12



PESP PART 2 — PARKING MANAGEMENT STRATEGIES & DEMAND RESPONSIVE RATES

At a future time, as determined by the Committee, staff is to present opportunity for consideration of:

1. Optional Rate Adjustments;
2. Consistent Pricing; and
3. Parking management strategies to improve program's financial performance.



13

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13

RECOMMENDATIONS

That the Land Use / Sustainability / Resilience Committee:

1. Receive and file an update on the Public Parking Fund;
2. Provide input on which infrastructure and equipment needs should be prioritized; and
3. Recommend that the City Council approve the Parking Ecosystem Sustainability Plan Part 1 – infrastructure and equipment needs.



14

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14