

TRANSPORTATION COMMITTEE REPORT relative to a grid-styled parking sign pilot program and strategies for implementing such signs citywide.

Recommendations for Council action, as initiated by Motion (Krekorian – Bonin), SUBJECT TO THE APPROVAL OF THE MAYOR:

1. AUTHORIZE the Los Angeles Department of Transportation (LADOT) to expend up to \$20,000 of the Special Parking Revenue Fund (SPRF) for fabrication and installation of supplemental parking signs in the pilot program area of Downtown Los Angeles.
2. DIRECT the LADOT to continue to refine new parking sign concepts and present recommended regulatory parking sign concept(s) to Council and the California Traffic Control Devices Committee for consideration as a demonstration program.
3. AUTHORIZE the LADOT to make any technical corrections or clarifications to effectuate the intent of the above recommendations.

Fiscal Impact Statement: The LADOT reports the anticipated expenditure of funds to fabricate and install the grid-style supplemental parking signs in the demonstration area is estimated at less than \$20,000 and is expected to be funded through the SPRF.

Community Impact Statement: None submitted.

SUMMARY

On September 24, 2014, Council considered Motion (Krekorian – Bonin) relative to grid-styled parking sign pilot program and strategies for implementing such signs citywide. Motion movers state that, as more overlapping restrictions are enacted, parking signs can become almost impossible to decipher. There have been recent examples of overlapping restriction that could produce as many as five distinct parking signs with the height of well over two feet.

Motion movers go on to state that there are alternative models that could provide more useful information to the public. One such model features a grid-styled sign which graphically represents parking restrictions by denoting free times in green and unavailable times in red, while also indicating the 12-hour parking cycle by time and day. Motion recommends that LADOT report with recommendations for the use of such signs. Council referred Motion to the Transportation Committee for consideration.

In a report to Council dated March 23, 2015 (attach to the Council file), LADOT discusses the development of a grid-styled parking sign pilot program. The Department states that complex parking restrictions that require several parking signs totaling in excess of six feet in length can lead to motorist confusion. To address this issue, LADOT has developed parking sign design concepts incorporating various visual and informational design elements. A sample of grid-styled parking sign is attached to LADOT's report. The Department explains that a supplemental parking sign or parking guide sign is one that is used to inform the reader of parking information, posted in addition to a regulatory parking sign, and carries no legal authority to be enforced as a standalone sign.

In the report, LADOT proposes implementing a pilot program in Downtown Los Angeles by installing grid-style parking signs that summarize existing posted parking restrictions on Spring and Main Streets between 2nd and 9th Streets. The demonstration area was selected due to the complexity of existing parking restrictions and proximity to LADOT headquarters. Approximately 100 new parking signs would be installed as part of this six-month pilot program. The Department anticipates launching the pilot program in Spring, 2015.

During the experimentation of the supplemental parking signs, LADOT will gather continue to refine parking sign design concepts based on pilot program results and the reaction of the public. Further refinement of the signs is required before requesting permission to experiment. Future locations under consideration for the installation of these supplemental parking signs include the Downtown, Hollywood, and West Los Angeles areas, and neighborhoods in the San Fernando Valley.

At its meeting held March 25, 2015, the Transportation Committee discussed this matter with LADOT staff. Support was expressed for the signs. Committee members suggested that symbols used on the signs be made more clear or larger, in particular the symbol used for no parking, tow-away zones. It was also suggested that the program be expanded to other areas of the City. The Committee recommended that Council authorize LADOT to proceed with the pilot program and to approve the related recommendations above.

Respectfully Submitted,

TRANSPORTATION COMMITTEE



<u>MEMBER</u>	<u>VOTE</u>
BONIN:	YES
KORETZ:	YES
LABONGE:	YES
PARKS:	ABSENT
KREKORIAN:	YES

jaw

-NOT OFFICIAL UNTIL COUNCIL ACTS-