

### MLK Blvd Specific Observations & Recommendations

#### Overall Observations

- The central section of MLK Blvd is currently metered. The area is underutilized due to neighboring free parking. The area is highly desirable due to its medical center proximity and surrounding tributary medical businesses. Expanding the paid parking program on Birch Street and Imperial Highway will increase utilization while effectively managing the parking supply. The added streets will create a continuous perimeter of managed parking supply around the medical institutions. Additional “blocking” methods such as red curb designation should be employed on Birch St to limit migration. Additional residential bleed should be expected as the paid program is expanded. Beachwood Ave, Sanborn Ave, Mulford Ave, and Spruce St. residential areas are currently impacted and may see an increase of medical center workers as the paid perimeter is expanded.

### East Caesar Chaves Ln Observation and Recommendations

#### Overall Observations

- The area is heavily utilized. A large section of spaces are “90 degree spaces” clustered together, which is ideal for a multi-space pay station deployment. Pay stations will considerably lessen the capital outlay and ongoing costs in this area. There is a small area between the 90-degree spaces and the traditional spaces in front to the Natatorium Lot that should be metered.

### Natorium Lot

#### Overall Observations

- The Natatorium Lot, although considered part of the on street operation with single space meters, is more suited to be run as a surface lot with pay stations.
- Occupancy is low and payment compliance was exceptionally poor. There may be some agreement or permit that could explain this, but nothing was visible on the vehicles.

### State Street

#### Overall Observations

- The State Street segment should be monitored for future expansion as free off-street supply is meeting current parking demand.



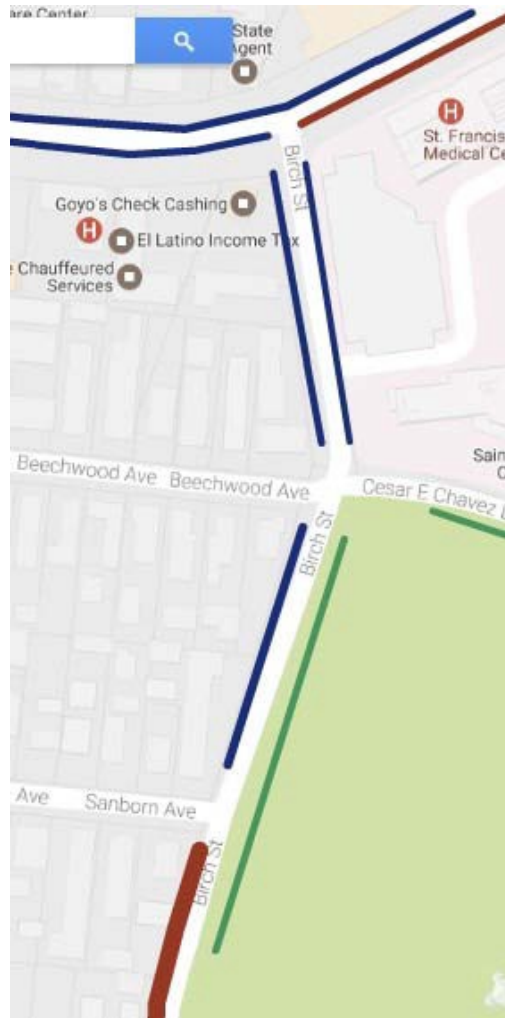
### Overview Notes

- The green line on Caesar Chaves Ln. recommends transitioning the existing single space meters to pay stations
- The green polygon recommends transitioning the existing single space meters to pay stations in the lot
- The red line on Birch street south of the pay station represents a suggested red curb addition as a blocking measure. All other red lines are existing red curbs.

### Map Key

- Navy Blue lines – Addition of New Dual Head Smart Meters
- Green Lines – Addition of Pay Stations
- Red Lines – Red Curbs
- Gold Lines – Existing Infrastructure to be transitioned to a dual head smart meter

**Birch Street Area** (Defined as Birch Street between Imperial Highway and Mulford Ave.)



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**Map Key**

- Navy Blue lines – Addition of New Dual Head Smart Meters
- Green Lines – Addition of Pay Stations
- Red Lines – Red Curbs
- Gold Lines – Existing Infrastructure to be transitioned to a dual head smart meter

**Imperial Highway Area – (Defined as Imperial Highway between California Ave and MLK Blvd)**



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**Map Key**

- Navy Blue lines – Addition of New Dual Head Smart Meters
- Green Lines – Addition of Pay Stations
- Red Lines – Red Curbs
- Gold Lines – Existing Infrastructure to be transitioned to a dual head smart meter

## Areas Considered for Expansion

### **Atlantic Avenue:** *Atlantic Avenue was assessed between E. McMillian Street and Abbot Rd.*

#### Findings

- The southernmost section of Atlantic, south of the 105 Freeway, lacks demand to sustain a paid program.
- The northernmost section (Abbott Rd. to MLK Blvd.) appears to have a high business demand. Some individuals take advantage of convenient on-street parking, but the off-street business inventory is such that any paid on-street program will very likely be unsuccessful due to migration to the free inventory.
- The central section of Atlantic (MLK Blvd – 105 Freeway) has the highest justification for paid, on-street parking on Atlantic. However, the observed occupancy in this section was approximately 40%. In the observation period, the majority of the parkers are likely employees of area businesses. Although there is modest demand in the area and off-street business parking is minimal, residential side street parking inventory is significant. Charging for on-street parking in the area will likely push long-term parkers into residential parking areas. This scenario can be addressed with a Residential Parking Permit Program, but significant additional enforcement and infrastructure will be needed to manage the program assuming adequate parking demand.

#### Recommendations

- On-street programs are traditionally utilized to promote inventory control in areas with significant demand to assist with turnover and to create parking availability to support commerce and promote economic vitality. At this time it is our opinion that area businesses and community members will not significantly benefit from paid on-street parking in the area.

**Long Beach Avenue:** *Long Beach Avenue was observed between the City's boundaries (Nebraska Avenue and E. Stockton Ave)*

**Findings**

- Long Beach Avenue has pockets of demand but in aggregate occupancy is currently less than 15% during the observation time. The area faces the same challenges as noted in the Atlantic summary. Off-street and side street inventories will significantly impact any potential future programmatic changes.

**Recommendations**

- Considering the inventory and demand challenges, paid on-street parking is not currently recommended and for the same reasons as noted in the Atlantic summary.

**Martin Luther King Jr. Blvd:** *MLK Blvd was assessed between Abbott Rd. and Atlantic Avenue*

**Findings**

- The northernmost section of MLK Blvd between Imperial Highway and Abbott is predominantly residential in nature. The exception is the small section between Imperial Highway and Norton Avenue, which has a sizable off street business inventory. In light of these factors, expanding the paid program on MLK beyond imperial is not recommended.
- The southernmost section lacks significant demand to substantiate and paid program.

**Recommendations**

- The expansion areas, north and south, do not possess the necessary or traditional prerequisites to substantiate a paid system at this time. The middle segment of MLK Blvd currently has a paid program, which is addressed below.