



THE CITY OF SAN DIEGO

MEMORANDUM

DATE: March 18, 2013

TO: Lawrence McKinney, Assistant Chief of Police  
via Lori Luhnnow, Captain, Traffic Division

FROM: Paul Connelly, Lieutenant, Parking Enforcement Unit

SUBJECT: Neighborhood Parking Protection Proposal – Enforcement Recommendation

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**Overview**

In an effort to support the Neighborhood Parking Protection Program, the Parking Enforcement Unit's staffing and hours of operation will have to be increased to handle the enforcement of the program. The Parking Enforcement Unit's hours of operation will expand to 24 hours per day, seven days a week. Parking Enforcement Officers (PEOs) assigned to work the Neighborhood Parking Protection Program will work a newly created shift from 8:30 pm to 0700 am. The Parking Enforcement Unit's vehicle fleet will also need to be increased proportionally to support the addition of PEOs designated to enforce the Neighborhood Parking Protection Program. Additionally, the Parking Enforcement Unit recommends the purchase of specialized License Plate Reader (LPR) camera systems to be installed on enforcement vehicles to enhance the enforcement effort.

**Staffing**

As stated on November 28, 2012, during the Neighborhood Parking Protection Proposal to the Land Usage and Housing Committee, Parking Enforcement Officers (PEOs) are not trained or equipped to interact with overnight vehicle occupants. PEOs assigned to work night enforcement will need to work in teams of two which will enhance the safety of PEOs contacting people inhabiting oversized vehicles.

***Pilot Area***

The Parking Enforcement Unit recommends staffing the beach and bay pilot project area with one Parking Enforcement Supervisor and six PEOs (three teams of two PEOs). This is an increase of two PEOs (one team) from the 2008 proposal. After further review of the densely populated pilot project area and concerns expressed about the displacement of oversized vehicles to other council districts, six PEOs will better be able to handle the enforcement demand of the oversized vehicle ordinance.

The addition of two PEOs will be needed to enforce the initial expected high volume of complaints and violations when the ordinance is enacted. The PEO enforcement teams will initially be focused on

enforcing the ordinance in the designated pilot project area. After time, compliance with the ordinance in the pilot project is expected. However, oversized vehicles will likely displace from the pilot project area to other areas throughout the city. The additional two PEOs will be able to address complaints of oversized vehicle displacing into other areas.

The Parking Enforcement Unit recommends the purchase of vehicle mounted License Plate Reader (LPR) camera systems capable of electronically chalking (E-Chalking) vehicle tires. These camera systems will help PEOs be more effective in combating the oversized vehicle 72-hour violations in non-pilot project areas by limiting opportunities for vehicle owners to wipe off tire marks and roll tires.

***City-wide***

If the oversized vehicle ordinance is enacted city-wide, the recommended staffing is two Parking Enforcement Supervisors and sixteen PEOs (eight teams of two PEOs). These eight teams will be divided into two squads and will be enough staffing to provide seven day per week coverage throughout the entire city.

The purchase of LPR camera systems is still recommended for a city-wide ordinance. PEOs will also enforce other violations while working nighttime hours. LPR camera systems will allow PEOs to check for stolen and scofflaw vehicles (vehicles with five or more unpaid parking cites) while on routine patrol.

| <b>Neighborhood Parking Protecting Program</b> |  |                 |   |
|--|--|-----------------|---|
| <b>AREA</b>                                    | <b>Staffing</b>  | <b>Vehicles</b> | <b>LPRs (E-Chalking)</b>                |
| <b>Pilot Area</b>                              | <b>6 PEOs (3 teams of 2 PEOs) &amp; 1 Supervisor</b>   | <b>3</b>        | <b>1 Base Station, 4 Camera Systems</b> |
| <b>City-wide</b>                               | <b>16 PEOs (8 teams of 2 PEOs) &amp; 2 Supervisors</b> | <b>8</b>        | <b>1 Base Station, 4 Camera Systems</b> |

**Enforcement Vehicles**

The PEOs assigned to enforce the Neighborhood Parking Protection Program must have vehicles with Mobile Computer Terminals (MCTs) with GPS tracking, police radios and appropriate safety lighting. The MCTs will allow for the monitoring of the activity and location of these officers for both safety and statistical purposes. With MCTs, requests for service can be routed directly to the PEOs from Police Communications. Additionally, data can be captured for analysis of the effectiveness and success of the program.

**LPRs/GPS Marking Camera System (E-Chalking)**

LPR/GPS marking camera systems will give the PEOs an effective tool to enforce the current 72-hour ordinance. The 72-hour ordinance is currently difficult to enforce because vehicle owners are aware that vehicles must be marked. Typical marking techniques currently used are, placing a visible chalk mark on a tire and/or documenting the vehicle’s odometer to see if had moved at least a 1/10<sup>th</sup> of a mile. It is not uncommon for vehicle owners to clean off visible tire marks and/or place window

covers over oversized vehicle cab windows preventing PEOs from being able to read odometer readings.

LPR/GPS marking camera systems take a time/GPS coordinate stamped picture of a vehicle's license plate and wheels, and stores the image in a computer database. 72-hours later, the PEO will return to the same location and take another time/GPS coordinate stamped picture of the license plate and wheels of the vehicle. If the vehicle has exceeded the time limit, the officer will compare the pictures looking at the time stamp, GPS coordinate, valve stems and other identifiable signs to make a determination if the vehicle has moved at least a 1/10<sup>th</sup> of a mile.

The ability to enforce 72-hour violations with LPR/GPS marking camera systems will eliminate the need to physically mark tires and/or read odometers. The end result is vehicle owners will not know if their vehicle has been marked, which will aid in enforcement and in turn gain higher compliance. These camera systems can also be deployed during the day to enforce time zone violations.

LPR/GPS marking camera systems are expensive. One system with a base station computer is approximately \$50,000. Several additional camera systems can be added and operated off of the one base station computer. Each additional camera system is approximately \$10,000 each. These camera systems are equipped with infrared illuminators and lowlight cameras allowing them to function at night. The approximate total cost for the recommend one base station computer and four camera systems is \$80,000.

### **Other Night Parking Enforcement**

The Parking Enforcement Unit will also be available to enforce other parking violations at night. Examples of enforceable night parking violations are: Residential parking permit areas, alleys, red zones, cross walks, blocked driveways and wheel cramping. Additionally, PEOs will be able to locate stolen vehicles and scofflaw violators through the use of camera systems. Scofflaw vehicles are impounded when located allowing for the Treasurer's Office to collect unpaid parking fines.

### **Permitting**

An effective oversized vehicle permitting program will be essential to the success of the Neighborhood Parking Protecting Program. Management from Parking Administration should be consulted of the methodology and staffing needed to run an effective permit program.

## Neighborhood Parking Protection Ordinance Proposal Estimated Annual Parking Citation Fines

The following table summarizes the estimated annual Neighborhood Parking Protection Ordinance parking citation fines for the Pilot and City-wide enforcement areas. *The figures below represent the parking fines collected by the City Treasurer's Office. The figures do not reflect citation processing fees and fees paid to the State of California by the City Treasurer's Office.*

| Neighborhood Parking Protection Ordinance |            |             |
|---|------------|-------------|
| Annual Parking Citation Revenue           | Pilot Area | City-wide   |
| Estimated Minimum Citations               | 15,000     | 40,000      |
| Estimated Minimum Citation Revenue        | \$975,000  | \$2,600,000 |

**The estimated minimum parking citations and revenue are based on the following:**

The average fine of \$65.00 per parking citation issued during nighttime hours was determined by averaging the following likely nighttime parking violations:

| Common Nighttime Parking Violations |          |
|-------------------------------------|----------|
| Violation                           | Fine     |
| Crosswalk                           | \$52.50  |
| Wheel Cramping                      | \$59.50  |
| Red Zone                            | \$77.50  |
| Alley Parking                       | \$59.50  |
| Residential Parking Permit          | \$52.50  |
| Oversized Vehicle Ordinance         | \$100.00 |

There are 52 weeks in a year. However, given holidays the figure of 50 weeks was used to calculate total annual citations issued.

**Pilot Area**

The Pilot Area will be staffed with one Parking Enforcement Supervisor and six PEOs (three teams of two PEOs). It is estimated that each PEO team will issue 25 parking citations per shift and will work four shifts per week. Each of the three teams will issue 100 citations per week which equates to a total of 300 citations per week in the Pilot Area (300 citations x 50 weeks = 15,000 annual citations. 15,000 citations x \$65.00/citation = \$975,000 annual revenue).

**City-wide**

The City-wide area will be staffed with two Parking Enforcement Supervisors and sixteen PEOs (eight teams of two PEOs). It is estimated that each PEO team will issue 25 parking citations per shift and will work four shifts per week. Each of the three teams will issue 100 citations per week which equates to a total of 800 citations per week in the Pilot Area (800 citations x 50 weeks = 40,000 annual citations. 40,000 citations x \$65.00/citation = \$2,600,000 annual revenue).

### Neighborhood Parking Protection Proposal – Operation Costs

| <b>Parking Enforcement Salary Table</b> |                  |   |                       |                       |                 |
|---|------------------|---|-----------------------|-----------------------|-----------------|
| <b>Job #</b>                            | <b>Object ID</b> | <b>Job Class</b>                        | <b>Average Salary</b> | <b>Average Fringe</b> | <b>Total</b>    |
| 1640                                    | 20000672         | Parking Enforcement Officer I (PEO-I)   | \$41,340              | \$37,847              | <b>\$79,187</b> |
| 1630                                    | 20000663         | Parking Enforcement Officer II (PEO-II) | \$45,914              | \$39,012              | <b>\$84,926</b> |
| 1639                                    | 20000670         | Parking Enforcement Supervisor          | \$51,103              | \$37,941              | <b>\$89,044</b> |

- PEOs and supervisors working nighttime oversized vehicle enforcement shall receive an additional 5.3% shift differential.

| <b>Neighborhood Parking Protection Proposal – Annual Salaries</b> |                           |                              |  |                            |                              |
|---|---------------------------|------------------------------|--|----------------------------|------------------------------|
| <b>Pilot Area</b>   |                           |                              | <b>City-Wide</b>                                 |                            |                              |
| <b>Six (6) Parking Enforcement Officers</b>                       | <b>One (1) Supervisor</b> | <b>Total Annual Salaries</b> | <b>Sixteen (16) Parking Enforcement Officers</b> | <b>Two (2) Supervisors</b> | <b>Total Annual Salaries</b> |
| \$492,339   | \$89,044                  | \$581,383                    | \$1,312,904                                      | \$178,088                  | <b>\$1,490,471</b>           |

- Salaries are based on half the Parking Enforcement Officers being PEO-Is and half PEO-IIs.

| <b>Enforcement Vehicles</b>     |                   |   |   |                 |
|---------------------------------|-------------------|---|---|-----------------|
| <b>Vehicle</b>                  | <b>Base Price</b> | <b>Fitting Parts and Labor (Toolbox, Light bar, decals, etc...)</b> | <b>Mobile Computer Terminal (MCT), and MCT mount/dock</b> | <b>Total</b>    |
| Ford F-150                      | \$18,972          | \$3,400   | \$3,300   | <b>\$25,672</b> |
| <b>Pilot Area</b>               |                   | <b>City-Wide</b>  |   |                 |
| Three (3) Outfitted Ford F-150s | <b>\$77,016</b>   | Eight (8) Outfitted Ford F-150s                                     | <b>\$205,376</b>  |                 |

| <b>LPR/GPS Marking Camera Systems</b>                         |  |                 |
|---|--|-----------------|
| <b>LPR Computer Base Station (One camera system included)</b> | <b>Three Additional Camera Systems (\$10,000 Each)</b> | <b>Total</b>    |
| \$50,000  | \$30,000   | <b>\$80,000</b> |