

Appendix A. On-street Data Collection Results.



City of Costa Mesa Parking Data Collection Summary Report

February, 2021

Dixon Resources Unlimited



Contents

1. Introduction	3
Project Background	3
Data Types	3
2. Parking Data	4
Weekday Collection	4
Weekend Collection	9
3. Summary & Conclusions	14
Conclusions	15
4. Appendices	16

Tables

Table 1 Weekday Occupancy Data	4
Table 2 Weekday Duration Data	5
Table 3 Weekday Permit Street Occupancy Data	7
Table 4 Weekday Permit Duration Data	8
Table 5 Weekday Permit Duration by Permit Type	8
Table 6 Weekend Occupancy Data	9
Table 7 Weekend Duration Data	10
Table 8 Weekend Permit Street Occupancy Data	12
Table 9 Weekend Permit Duration Data	13
Table 10 Weekend Permit Duration by Permit Type	13

Figures

Figure 1 Weekday Occupancy	4
Figure 2 Weekday Average Occupancy Heat Map	5
Figure 3 Weekday Duration	6
Figure 4 Weekday Average Duration Heat Map	6
Figure 5 Weekday Permit Street Occupancy	7
Figure 6 Weekday Permit Duration	8
Figure 7 Weekend Occupancy	9
Figure 8 Weekend Average Occupancy Heat Map	10
Figure 9 Weekend Duration	11
Figure 10 Weekend Average Duration Heat Map	11
Figure 11 Weekend Permit Street Occupancy	12
Figure 12 Weekend Permit Duration	13
Figure 13 Occupancy Comparison	14
Figure 14 Duration Comparison	14
Figure 15 Permit Streets Duration Comparison	14

1. Introduction

Project Background

Dixon Resources Unlimited (DIXON) procured the services of IDAX Data Solutions (IDAX) to complete a data collection effort for the City of Costa Mesa (City), consisting of on-street parking within select residential areas of City Council Districts 4 and 5. Approximately 634 block faces were observed, an inventory of 10,410 spaces.

Data collection took place over two days in October 2020. Weekday data was collected during 8 AM, 12 PM, 4 PM, and 8 PM observations on Tuesday, October 13th. Weekend data was collected during the same observation timeframes on Saturday, October 17th. The two days were selected to allow for a comparison between weekday and weekend occupancy and turnover rates.

The data collection dates were determined with involvement from the City. The City recognizes that due to COVID-19 and the shelter in place order, the data may not reflect the exact parking habits of pre-pandemic times. It is estimated that the daytime parking occupancy and average stay duration were higher than typical times due to an increase in remote work resulting from workplace closures. However, at this stage in the pandemic, schools had recently reopened and welcomed students on campus for in-person learning. The Newport-Mesa Unified School District in Costa Mesa divided students into AM/PM cohorts that were receiving half-day in-person instruction on Monday, Tuesday, Thursday, and Friday.

Data Types

Occupancy Data

A key objective of the data collection was to determine the parking occupancy of the selected residential streets. Parking counts were conducted at each location at 8 AM, 12 PM, 4 PM, and 8 PM. For each block or street segment, the occupancy rate was calculated by dividing the number of observed vehicles by the total parking space supply.

The parking industry-standard for parking occupancy rate is 85%. Maintaining at least a 15% vacancy rate ensures there is enough parking available for residents and their guests. The 85% occupancy rate can be a helpful threshold when evaluating parking management strategies or policy adjustments.

Duration Data

During the four collection periods, identifiable information was recorded for each vehicle. If the same license plate number was recorded only once, the vehicle was assigned a less than 4-hour stay duration. If the same license plate was recorded during two, three, or four successive observations, the vehicle was assigned a 4-8 hour, 8-12 hour, or over 12 hour stay duration, respectively. The license plate information was only used for data comparison purposes.

The vehicle volume was calculated based on the number of unique vehicles observed each day. Turnover percentages for each study area were calculated by dividing the number of vehicles that turned over by the total volume of cars. The turnover rate is an important measure of the length of time that drivers utilize parking supply.

Permit Data

In addition to occupancy and duration data, vehicles displaying a residential parking permit were recorded and analyzed separately. At the time the data was collected, the residential parking restrictions were not being enforced and parking on the permit designated streets did not require a permit. However, many vehicles continued to display a physical resident parking permit or guest pass. Of the 634 block faces observed, 61 had residential permit parking restrictions for a total inventory of 1,814 parking spaces.

2. Parking Data

Weekday Collection

Weekday data was collected during 8 AM, 12 PM, 4 PM, and 8 PM observations on Tuesday, October 13th, 2020.

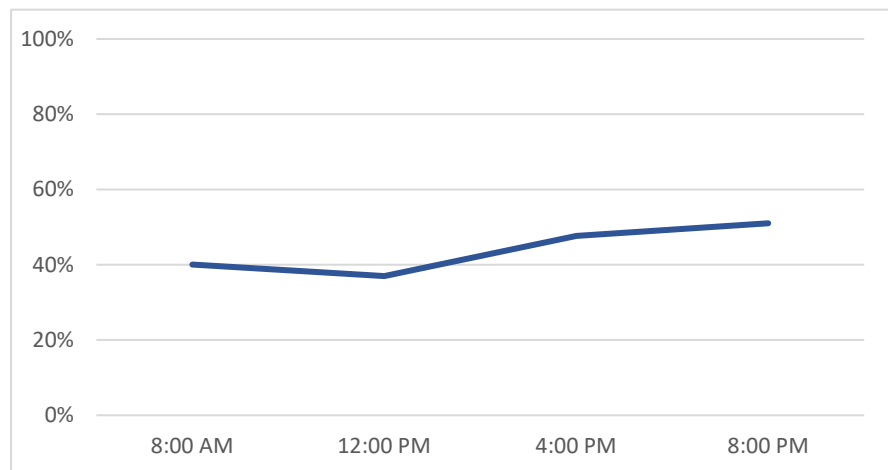
Occupancy Data

Table 1 shows the number of cars parked during each observation round. Of the total 10,410 parking spaces observed, an average of 44% of spaces were occupied. Figure 1 below shows how parking occupancy fluctuated throughout the day, with the highest average occupancy observed during the 8:00 PM observation round.

Table 1 Weekday Occupancy Data

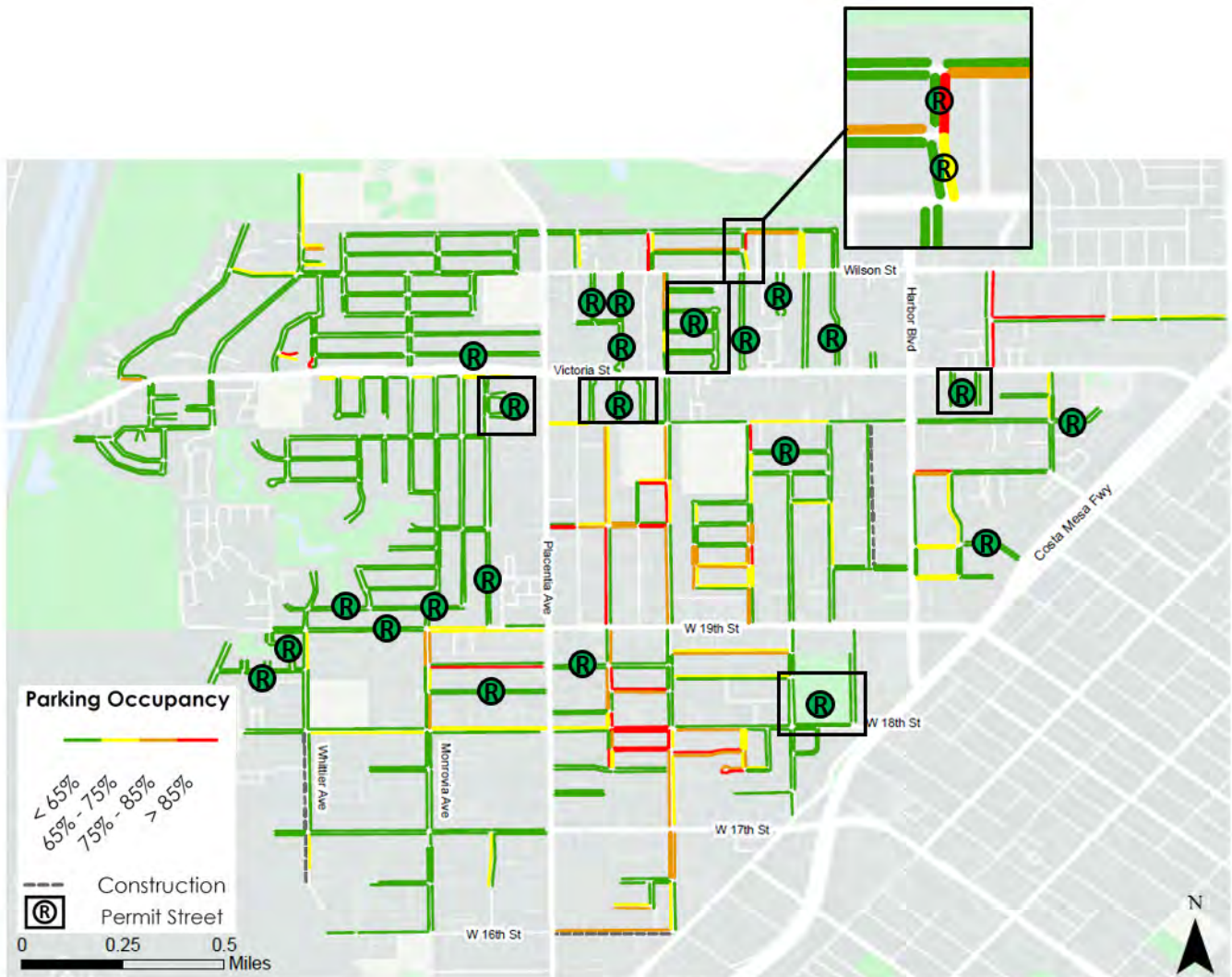
Weekday		
Observation Round	Vehicles Parked	Occupancy
8:00 AM	4131	40%
12:00 PM	3894	37%
4:00 PM	4952	48%
8:00 PM	5285	51%
Average	4566	44%

Figure 1 Weekday Occupancy



While the total average occupancy did not reach the 85% occupancy threshold, individual blocks did. Figure 2 below shows how average occupancy differed by block face. Red segments indicate the block's parking occupancy exceeded the 85% threshold. Streets with resident permit parking restrictions are indicated with the colored R symbol. The Appendices of this report include additional heat maps and corresponding tables that provide the block-by-block occupancy for each observation round.

Figure 2 Weekday Average Occupancy Heat Map



Duration Data

During the weekday data collection, the average length of time a vehicle occupied a single space was 5.51 hours. Table 2 shows how many vehicles were parked for each duration interval. Figure 3 shows how the time interval volumes are distributed. Nearly half of all vehicles observed parked for 4 hours or less.

Table 2 Weekday Duration Data

Weekday		
Duration Interval	Number of Vehicles	Percent
< 4 hours	4539	47.70%
4 - 8 hours	2633	27.67%
8 - 12 hours	983	10.33%
> 12 hours	1361	14.30%

Figure 3 Weekday Duration

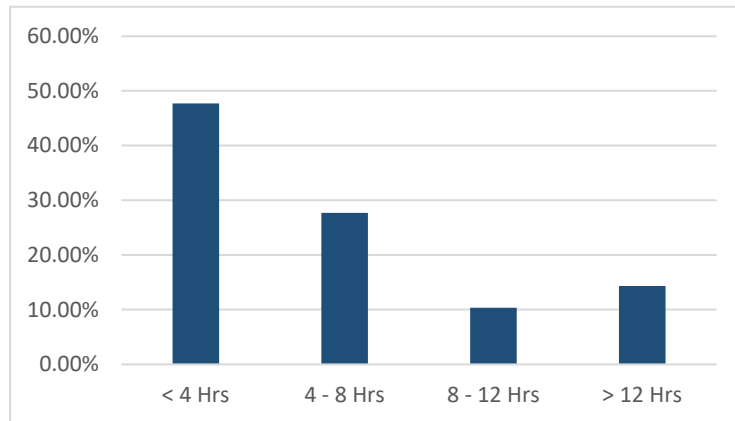
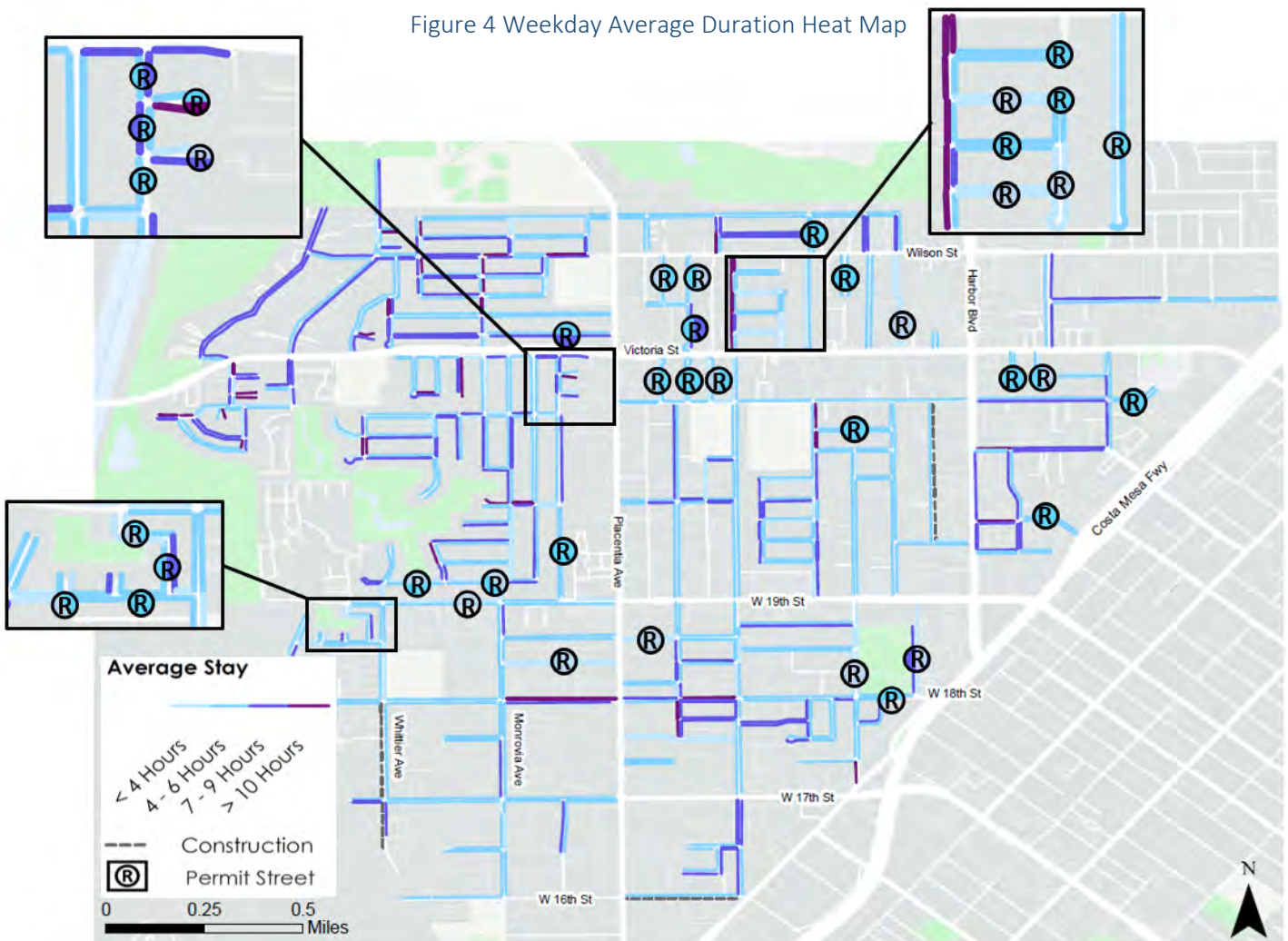


Figure 4 below is a parking duration heat map that shows the average stay by block face in < 4 hours, 4-6 hours, 7-9 hours, and 10 + hour intervals. The heat map intervals were selected to best demonstrate the range of results, and the darker colors indicate where vehicles were parked for longer periods.

Figure 4 Weekday Average Duration Heat Map



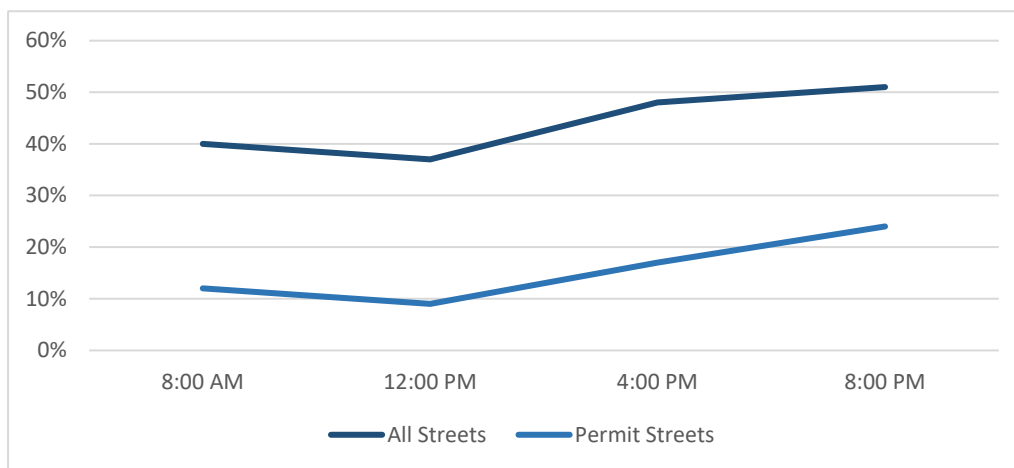
Permit Data

During the weekday data collection, the 61 streets with permit parking restrictions had an average occupancy of 15% throughout the day. This is significantly lower when compared to the average occupancy of all streets (44%), as seen in Figure 5.

Table 3 Weekday Permit Street Occupancy Data

Observation Round	Permit Streets		Vehicles with a permit		Vehicles without a permit	
	Vehicles Parked	Occupancy	Vehicles Parked	Occupancy	Vehicles Parked	Occupancy
8:00 AM	214	12%	153	8%	60	3%
12:00 PM	160	9%	104	6%	55	3%
4:00 PM	301	17%	212	12%	87	5%
8:00 PM	444	24%	327	18%	111	6%
Average	280	15%	199	11%	78	4%

Figure 5 Weekday Permit Street Occupancy



While residential parking restrictions were not being enforced and parking on permit designated streets did not require a permit, many vehicles continued to display a physical resident parking permit or guest pass. The average stay of a vehicle not displaying a parking permit (whether residential or guest) was just slightly shorter than the average stay of vehicles with a resident parking permit (3.57 hours vs. 3.91 hours) as shown in Table 4 and Table 5. Table 5 shows the breakdown of parking duration by permit type.

On the permit streets, 7 cars were found to be illegally parked (in a red zone, blocking a driveway, etc.), but 6 were observed during only one observation round, and therefore assigned a parking interval of less than 4 hours. These potential violations may be useful for guiding enforcement coverage in the future.

Table 4 Weekday Permit Duration Data

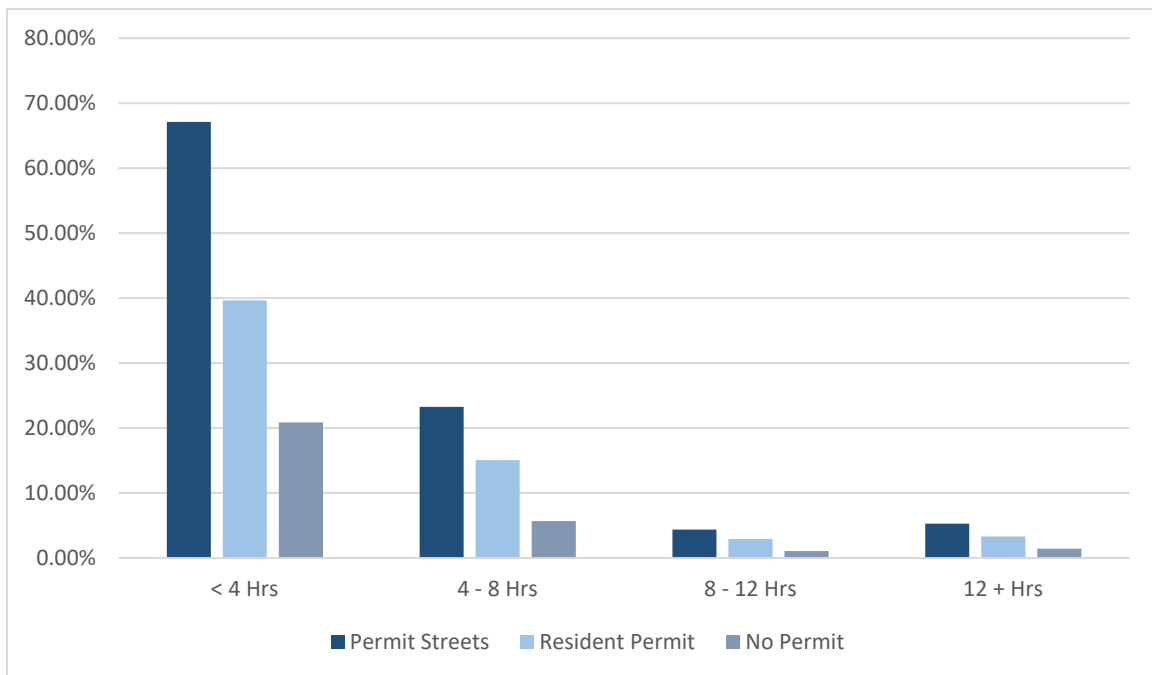
Duration Interval	Permit		No Permit		Illegally Parked	
	Number of Vehicles	Percentage	Number of Vehicles	Percentage	Number of Vehicles	Percentage
< 4 hours	344	45.44%	158	20.87%	6	0.79%
4 - 8 hours	133	17.57%	43	5.68%	0	0.00%
8 - 12 hours	25	3.30%	8	1.06%	0	0.00%
12 + hours	28	3.70%	11	1.45%	1	0.13%
Average Stay	3.91 hours		3.57 hours		3.43 hours	

Table 5 Weekday Permit Duration by Permit Type

Duration Interval	Resident Permit		Guest Permit	
	Number of Vehicles	Percentage	Number of Vehicles	Percentage
< 4 hours	300	39.63%	44	5.81%
4 - 8 hours	114	15.06%	19	2.51%
8 - 12 hours	22	2.91%	3	0.40%
12 + hours	25	3.30%	3	0.40%
Average Stay	3.91 hours		3.88 hours	

Figure 6 below shows how the volume of vehicles parked for each duration interval is distributed, broken down by all permit streets, vehicles displaying a resident permit, and vehicles not displaying a permit.

Figure 6 Weekday Permit Duration



Weekend Collection

Weekend data was collected during 8 AM, 12 PM, 4 PM, and 8 PM observations on Saturday, October 17th, 2020.

Occupancy Data

Table 6 shows the number of cars parked during each observation round during the weekend data collection. Of the total 10,410 parking spaces observed, on average 54% of spaces were occupied. Figure 6 shows how parking occupancy only fluctuated slightly throughout the day. The highest average occupancy was observed during the 8:00 PM observation round, just like during the weekday data collection (56% and 51% respectively).

Table 6 Weekend Occupancy Data

Weekend Data Collection		
Observation Round	Vehicles Parked	Occupancy
8:00 AM	5500	53%
12:00 PM	5353	51%
4:00 PM	5727	55%
8:00 PM	5832	56%
Average	5603	54%

Figure 7 Weekend Occupancy

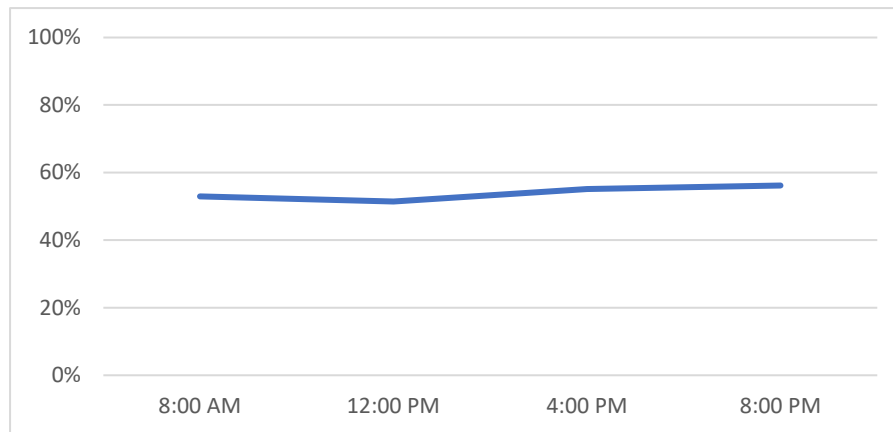
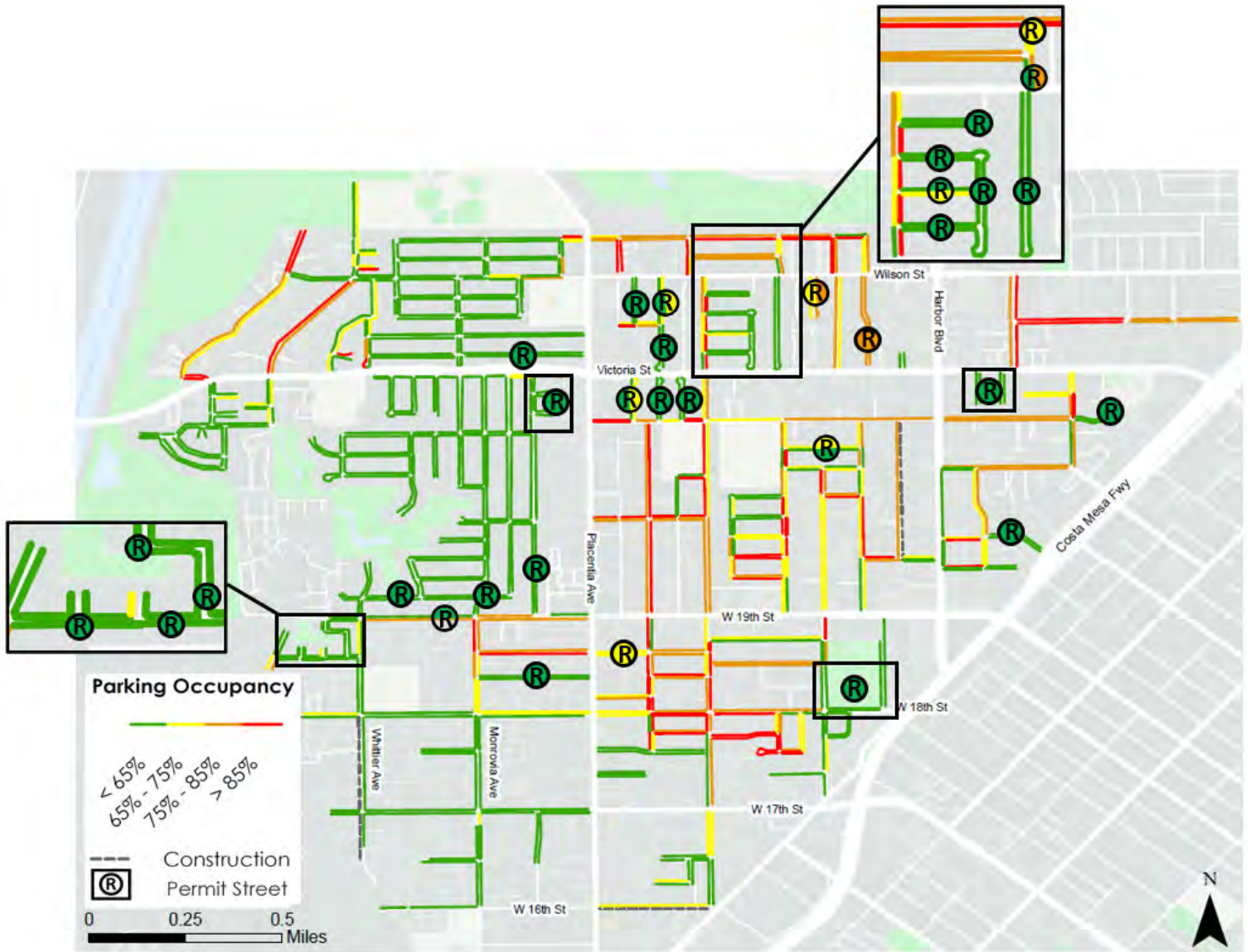


Figure 8 below shows the average occupancy by block face. Red segments indicate the block's parking occupancy exceeded the 85% threshold. Streets with resident permit parking restrictions are indicated with the colored R symbol. Additional heat maps and corresponding tables that provide the block-by-block occupancy for each observation round are included in the Appendices of this report.

Figure 8 Weekend Average Occupancy Heat Map



Duration Data

During the weekend data collection, the average length of time a vehicle occupied a single parking space was 6.91 hours. This is 1.4 hours longer than the average weekday stay, which was 5.51 hours. Table 7 shows the number of vehicles that were parked for each duration interval, and Figure 9 shows how that volume was distributed.

Table 7 Weekend Duration Data

Weekend		
Duration Interval	Number of Vehicles	Percent
< 4 hours	3758	38.77%
4 - 8 hours	2171	22.40%
8 - 12 hours	843	8.70%
> 12 hours	2921	30.14%

Figure 9 Weekend Duration

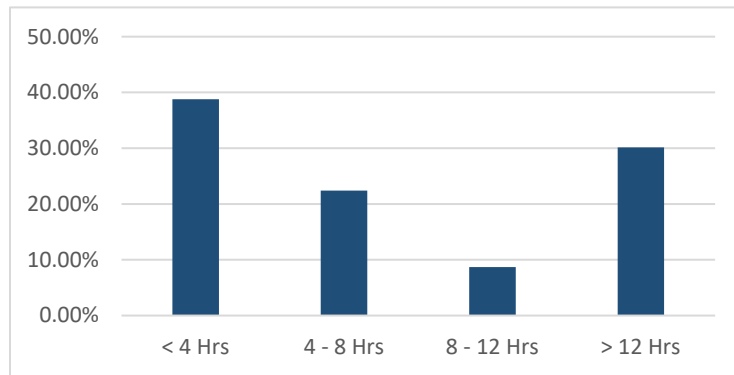
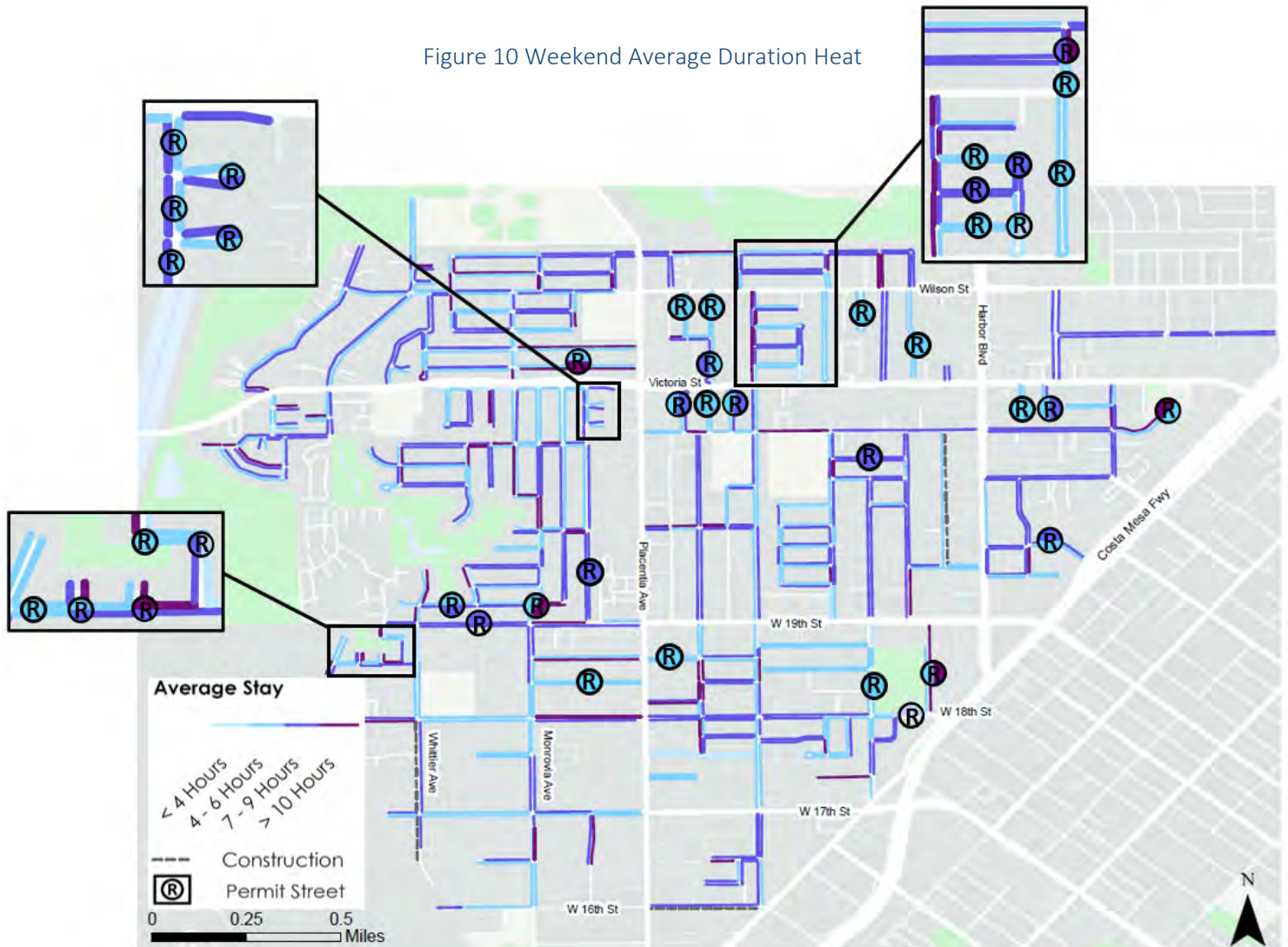


Figure 10 below shows the average length of stay by block face in < 4 hours, 4-6 hours, 7-9 hours, and 10 + hour intervals. The heat map intervals were selected to best demonstrate the range of results. The colors tend to be darker compared to those in Figure 4, the Weekday Average Duration Heat Map, signaling that in many areas vehicles were parked for longer periods during the weekend than during the weekday.

Figure 10 Weekend Average Duration Heat



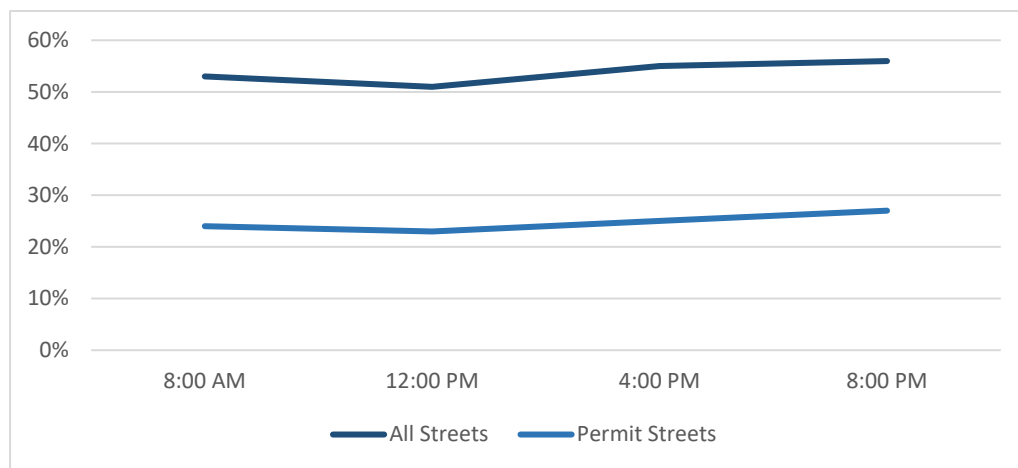
Permit Data

During the weekend data collection, the 61 streets with permit parking restrictions had an average occupancy of 25% throughout the day. This is significantly lower when compared to the average occupancy of all streets during the weekend collection, but higher in comparison to the permit streets during weekday collection (15% average occupancy).

Table 8 Weekend Permit Street Occupancy Data

Observation Round	Permit Streets		Vehicles with a permit		Vehicles without a permit	
	Vehicles Parked	Occupancy	Vehicles Parked	Occupancy	Vehicles Parked	Occupancy
8:00 AM	435	24%	312	17%	118	7%
12:00 PM	410	23%	289	16%	118	7%
4:00 PM	453	25%	323	18%	127	7%
8:00 PM	488	27%	302	17%	178	10%
Average	447	25%	307	17%	135	7%

Figure 11 Weekend Permit Street Occupancy



While residential parking restrictions were not being enforced and parking on permit designated streets did not require a permit, many vehicles continued to display a physical resident parking permit or guest pass. As shown in Table 9 and Table 10, during the weekend collection the average length of stay for vehicles not displaying a parking permit (whether residential or guest) was shorter than vehicles with a resident permit (4.29 hours vs. 6.87 hours). Vehicles not displaying a permit increased their average duration on the weekend (4.29 hours vs. 3.57 hours on the weekday) as well as vehicles displaying a resident permit (6.87 hours vs. 3.91 hours on the weekday). 163 vehicles with resident permits were found to have stayed for less than 4 hours, just slightly more than the number of vehicles found to have stayed for 12+ hours (142 vehicles). 17 vehicles were found to be illegally parked (in a red zone, blocking a driveway, etc.), up from 7 during the weekday observation.

Table 9 Weekend Permit Duration Data

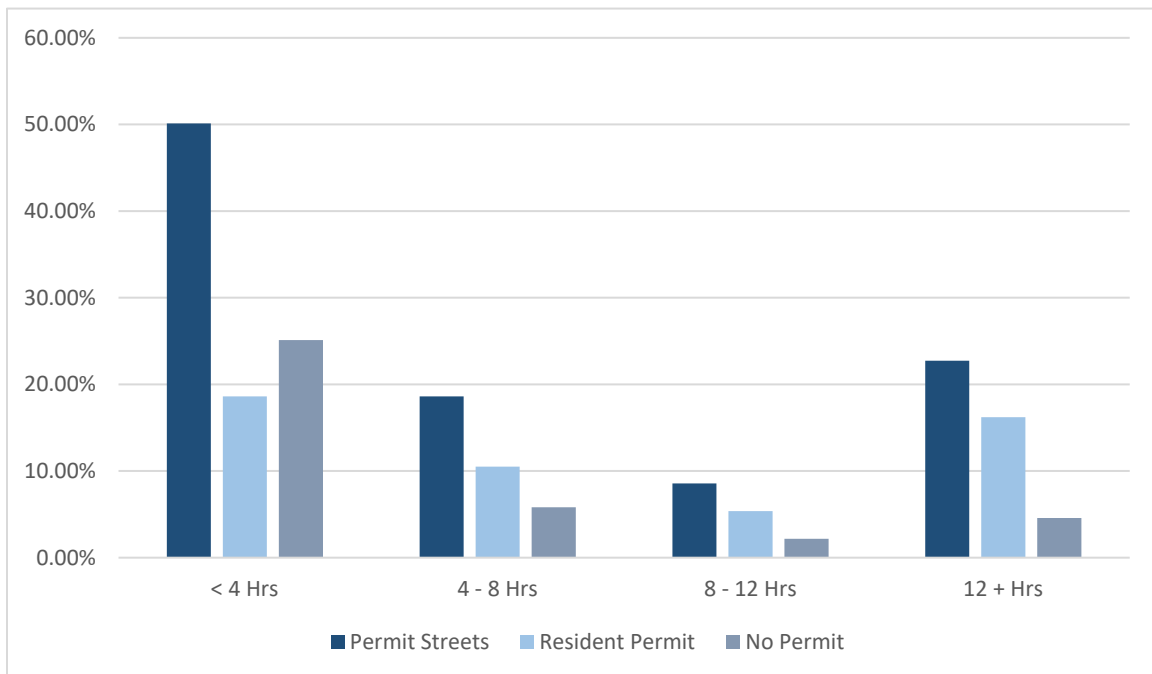
Duration Interval	Permit		No Permit		Illegally Parked	
	Number of Vehicles	Percentage	Number of Vehicles	Percentage	Number of Vehicles	Percentage
< 4 hours	204	23.29%	220	25.11%	15	1.71%
4 - 8 hours	110	12.56%	51	5.82%	2	0.23%
8 - 12 hours	56	6.39%	19	2.17%	0	0.00%
12 + hours	159	18.15%	40	4.57%	0	0.00%
Average Stay	6.68 hours		4.29 hours		2.47 hours	

Table 10 Weekend Permit Duration by Permit Type

Duration Interval	Resident Permit		Guest Permit	
	Number of Vehicles	Percentage	Number of Vehicles	Percentage
< 4 hours	163	18.61%	41	4.68%
4 - 8 hours	92	10.50%	18	2.05%
8 - 12 hours	47	5.37%	9	1.03%
12 + hours	142	16.21%	17	1.94%
Average Stay	6.87 hours		5.69 hours	

Figure 12 below shows how the volume of vehicles parked for each duration interval is distributed, broken down by all permit streets, vehicles displaying a resident permit, and vehicles not displaying a permit.

Figure 12 Weekend Permit Duration



3. Summary & Conclusions

Figure 13 compares the average occupancy throughout the day during the weekday collection and the weekend collection. The 61 block segments with permit restrictions are also included, showing significantly lower occupancy.

Figure 13 Occupancy Comparison

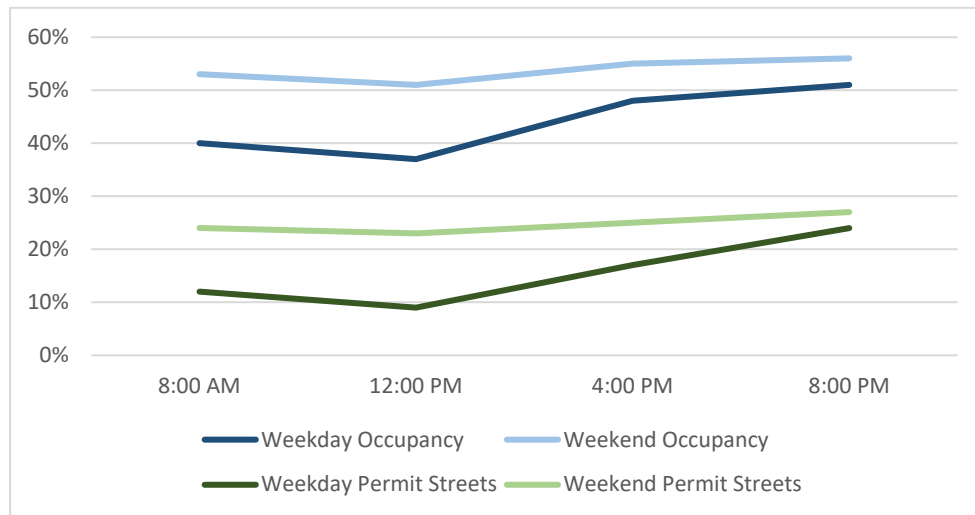


Figure 14 shows how the distribution of time intervals fluctuated during the weekday collection and weekend collection. During both days, most vehicles were observed to be parked for less than 4 hours. Figure 15 shows how the permit restricted streets followed a similar curve.

Figure 14 Duration Comparison

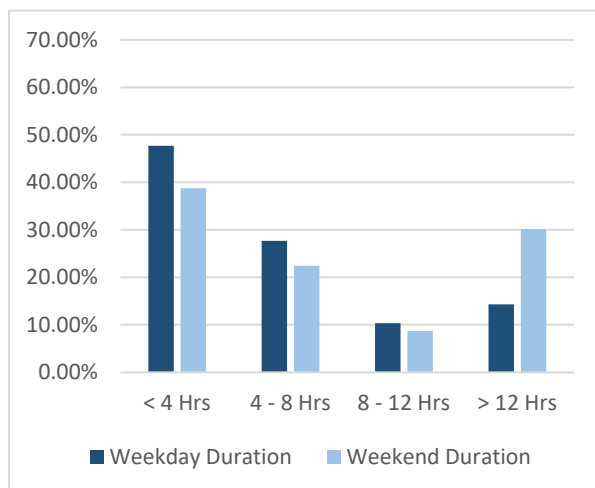
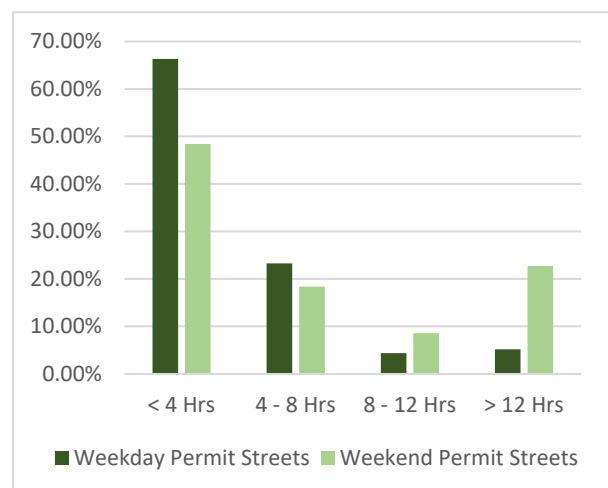


Figure 15 Permit Streets Duration Comparison



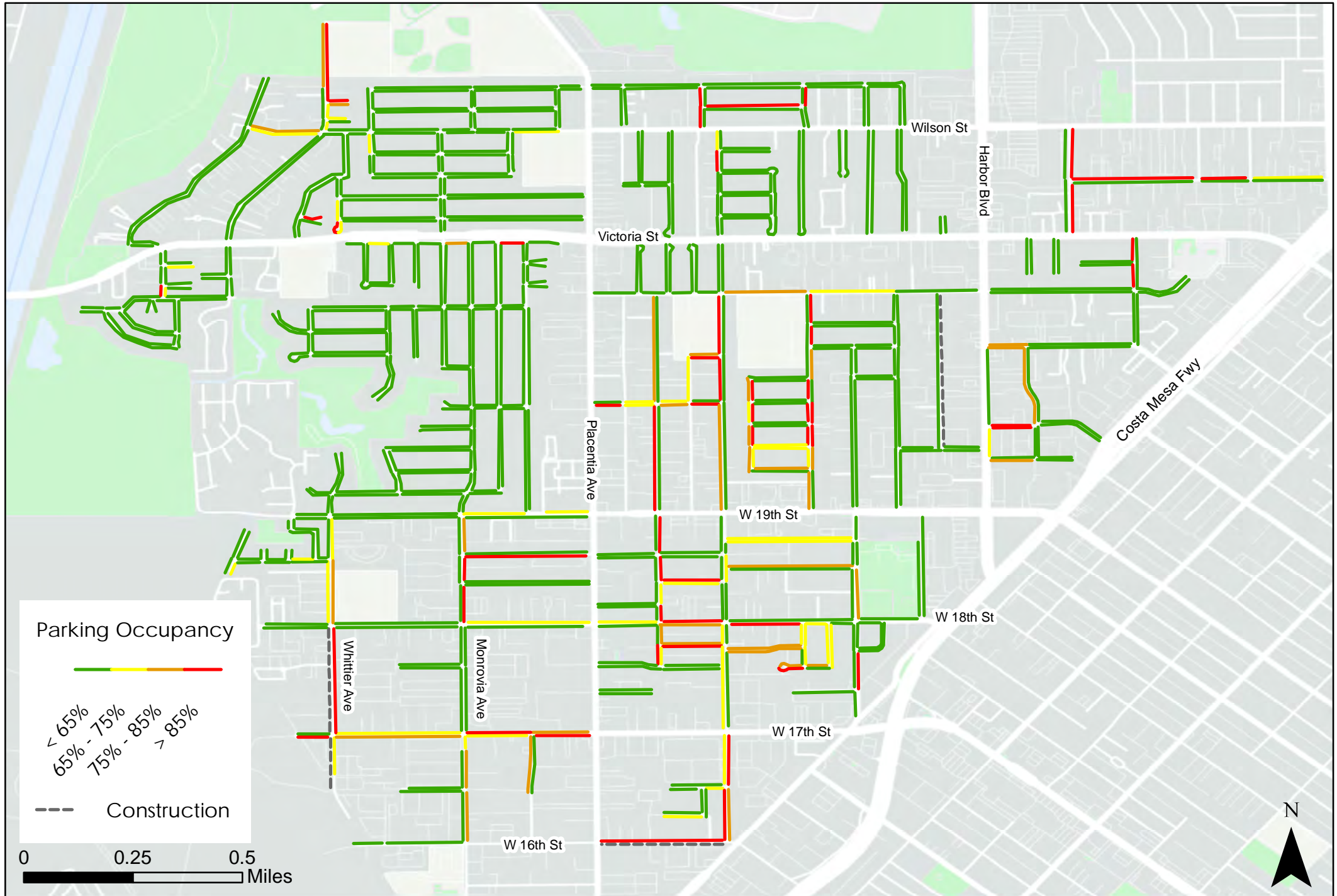
Conclusions

Weekday Highlights

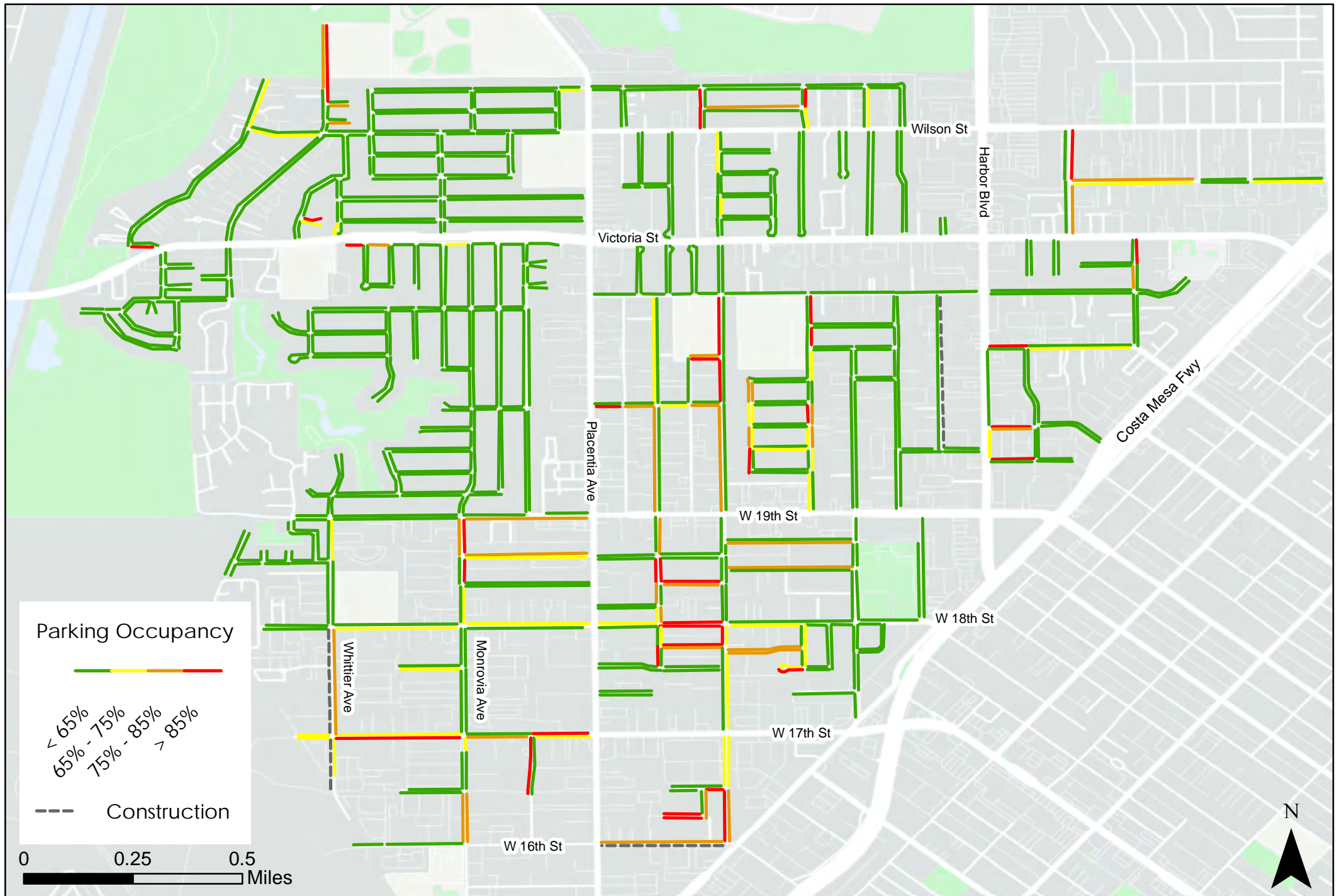
- The weekday average parking occupancy was 44%, with the highest average occupancy observed at 8:00 PM.
- The average duration of a vehicle during the weekday data collection was 5.51 hours.
- Nearly half of all vehicles parked for 4 hours or less during the weekday data collection.
- The average stay of a vehicle not displaying a parking permit (whether residential or guest) was just slightly shorter than the average stay of vehicles with a resident parking permit (3.57 hours vs. 3.91 hours) during the weekday collection.

Weekend Highlights

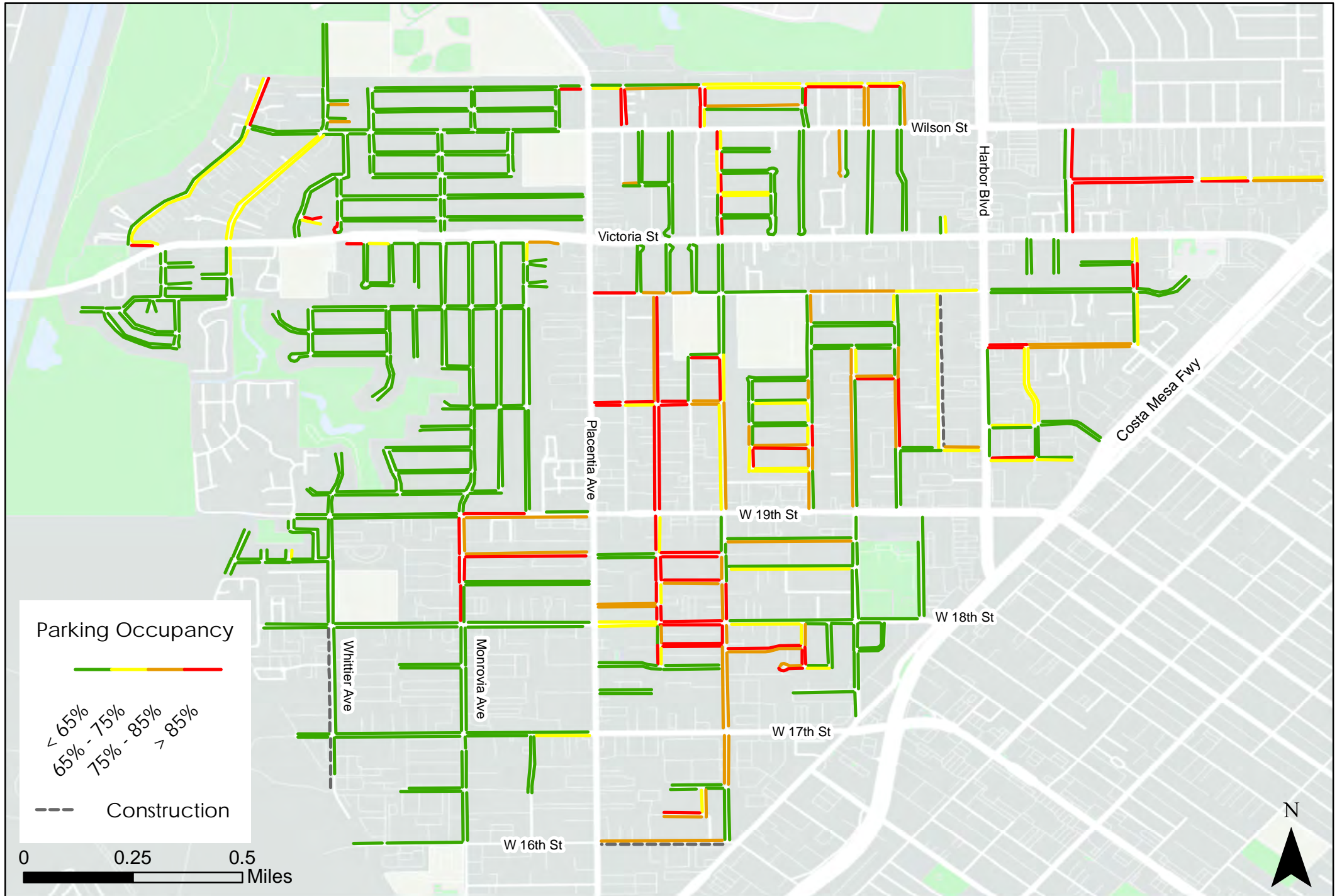
- The weekend average parking occupancy was 54%, 10% higher than the weekday collection.
- The weekend occupancy only fluctuated slightly throughout the day, the lowest average occupancy being 51% and the highest being 56%.
- During the weekend data collection, the average length of time a vehicle occupied a single parking space was 6.91 hours. This average is 1.4 hours longer than the average weekday stay, which was 5.51 hours.
- During the weekend collection, the average length of stay for vehicles not displaying a parking permit (whether residential or guest) was shorter than vehicles with a resident permit (4.29 hours vs. 6.87 hours).



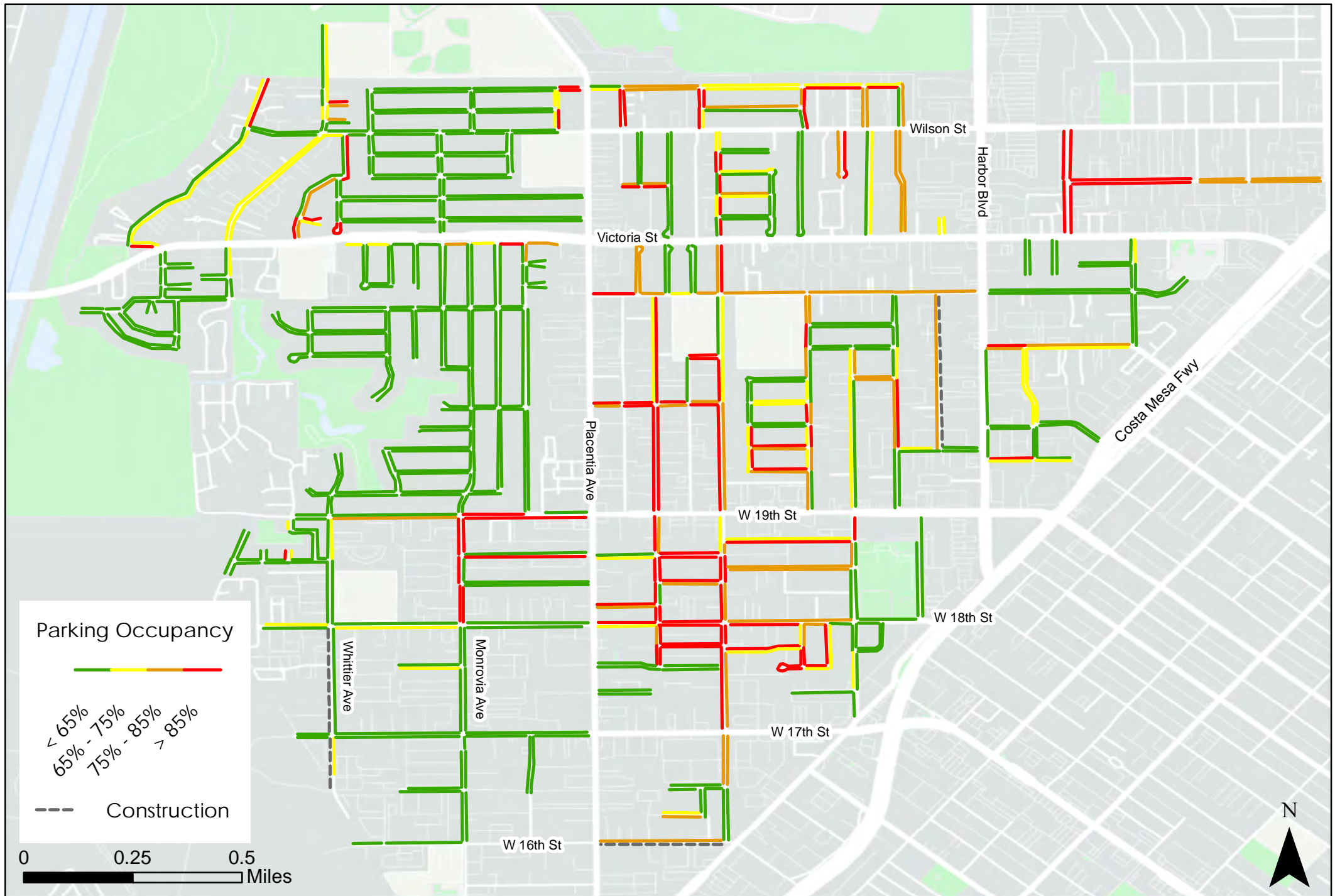
Data Collected October 13, 2020



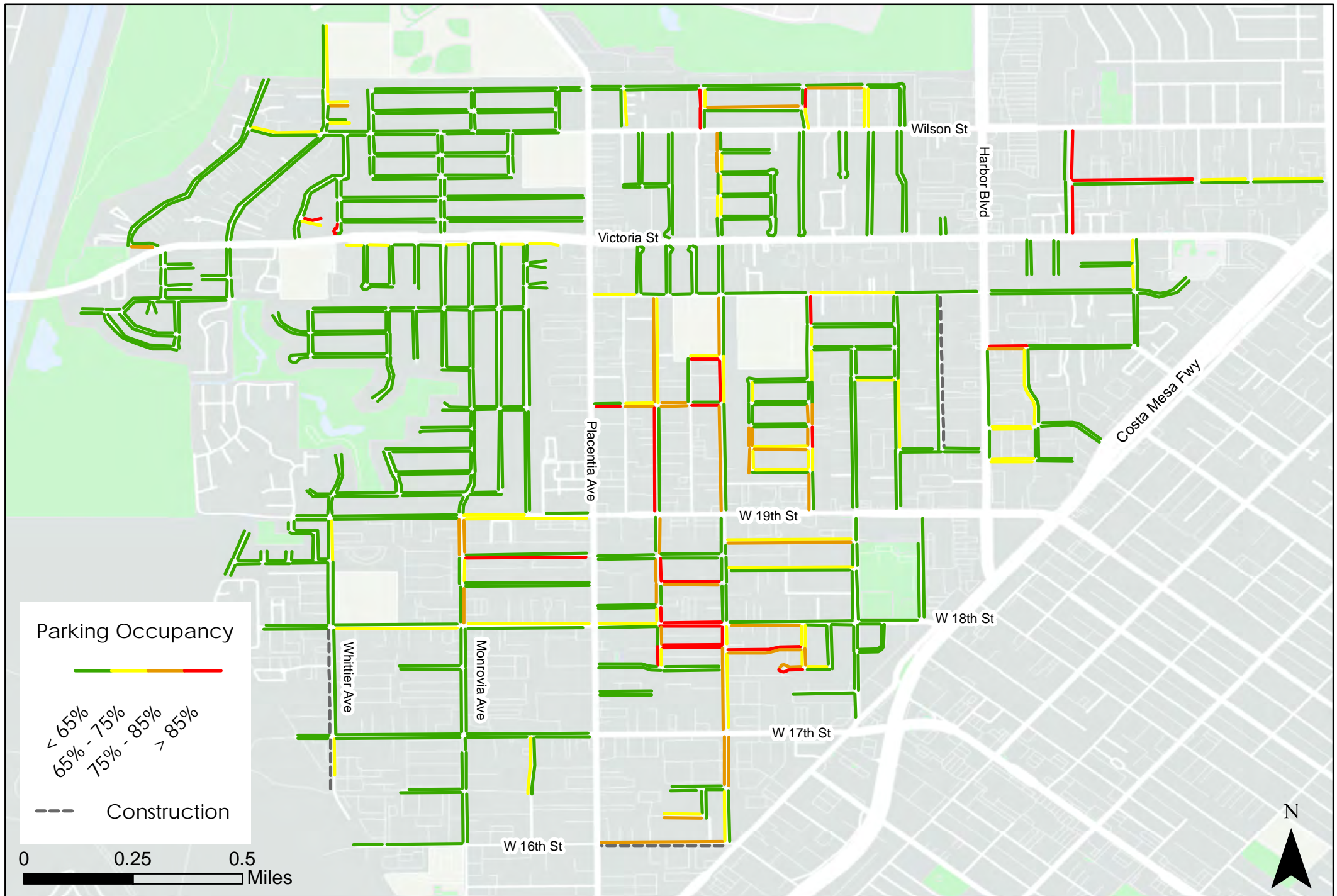
Data Collected October 13, 2020



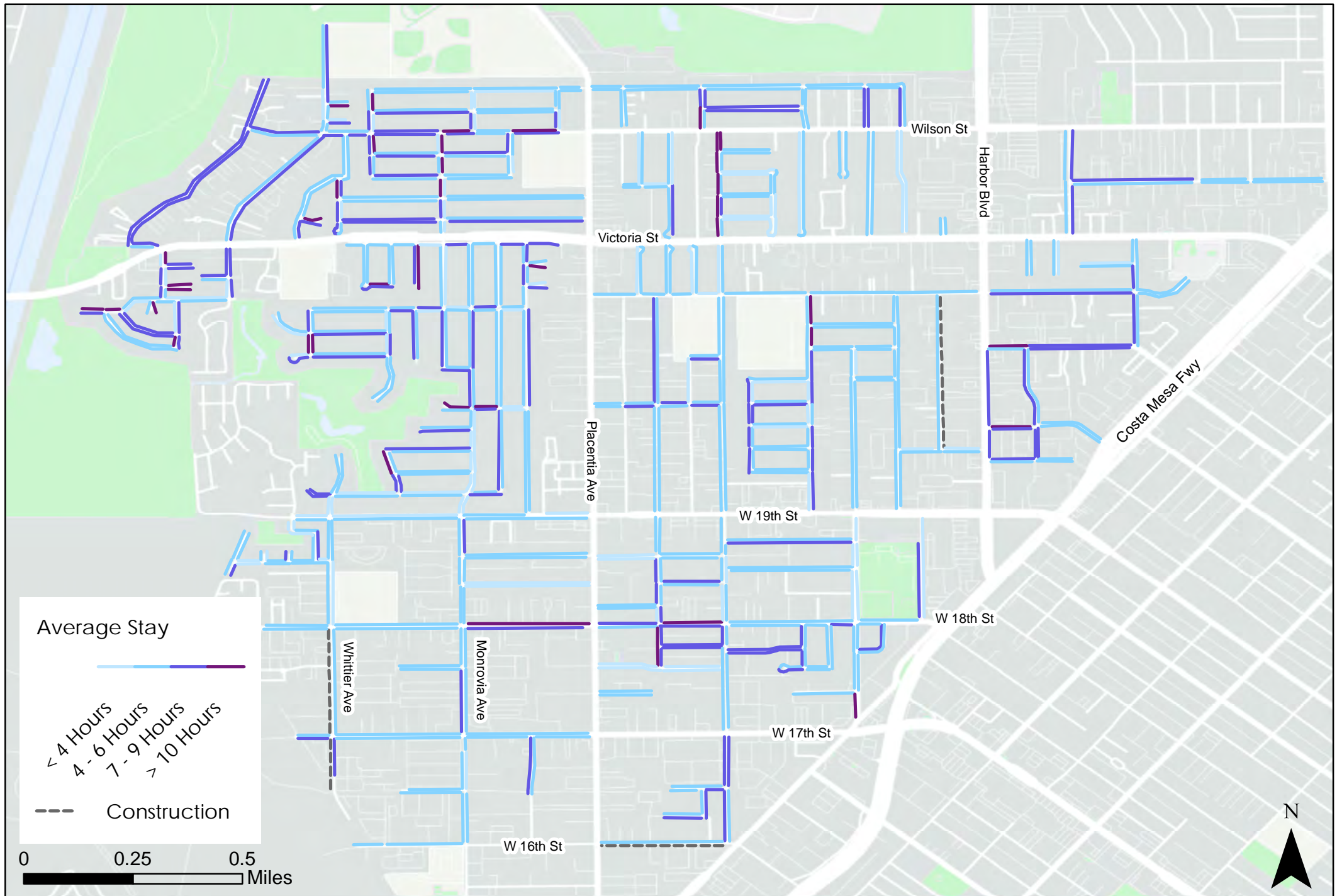
Data Collected October 13, 2020



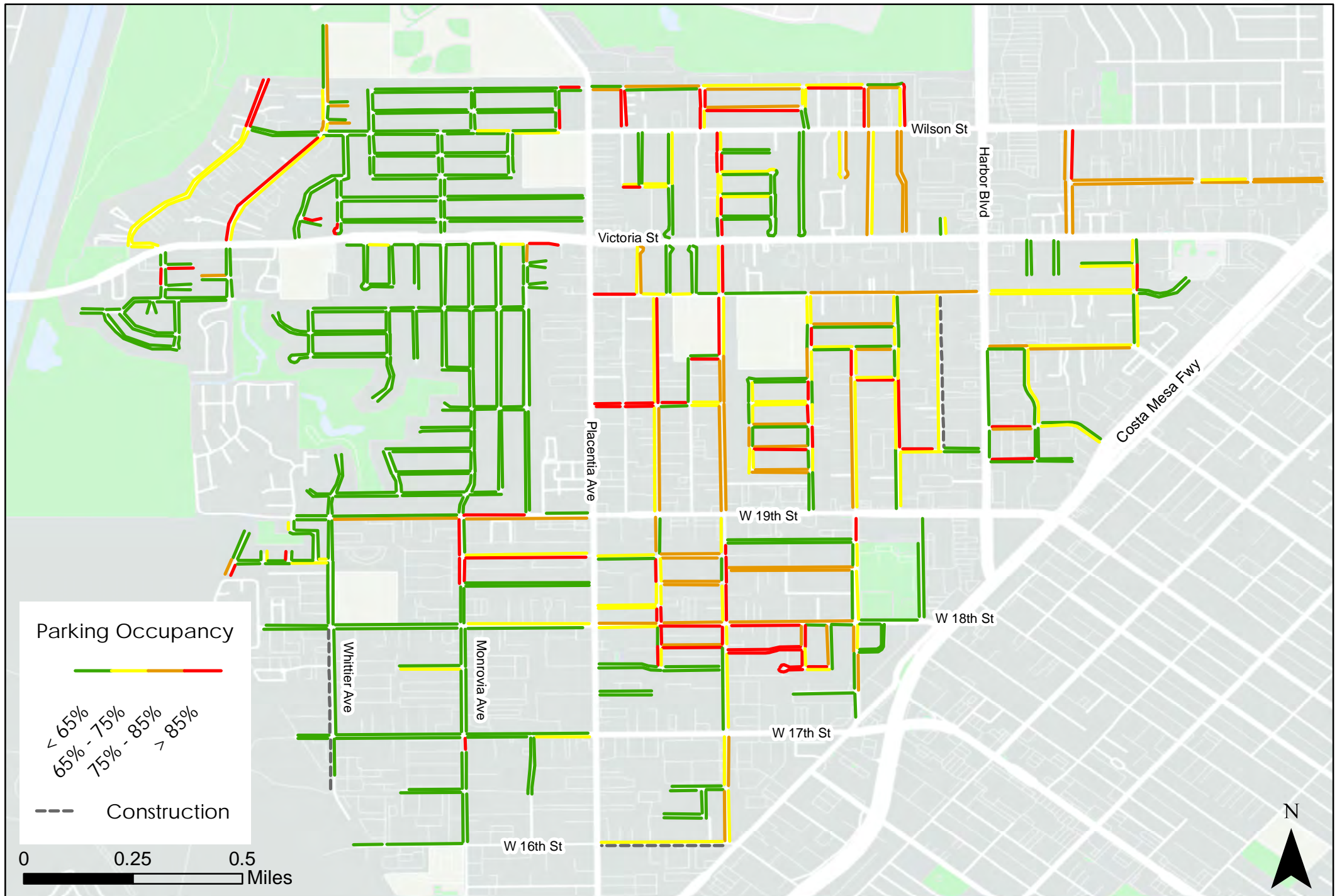
Data Collected October 13, 2020



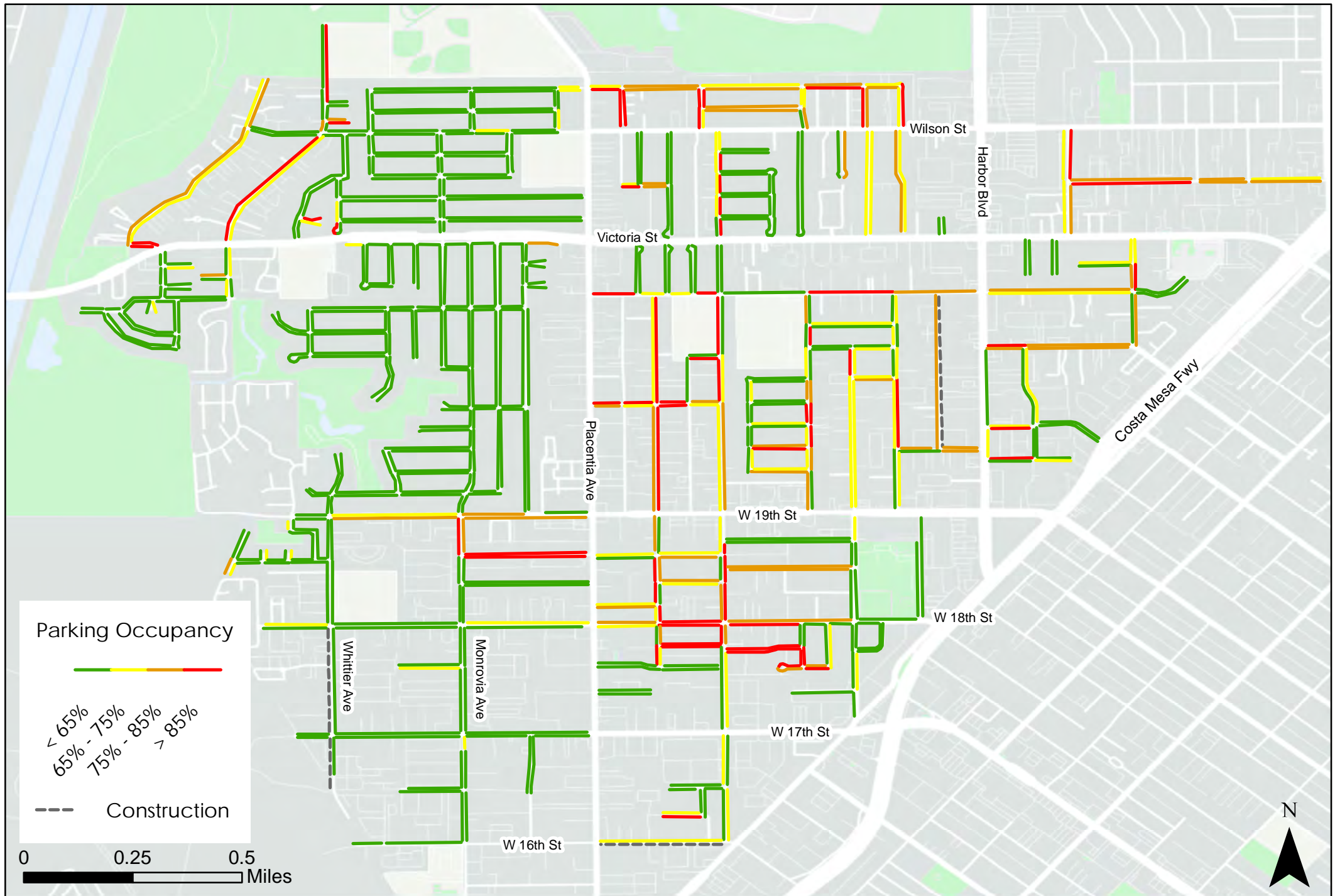
Data Collected October 13, 2020



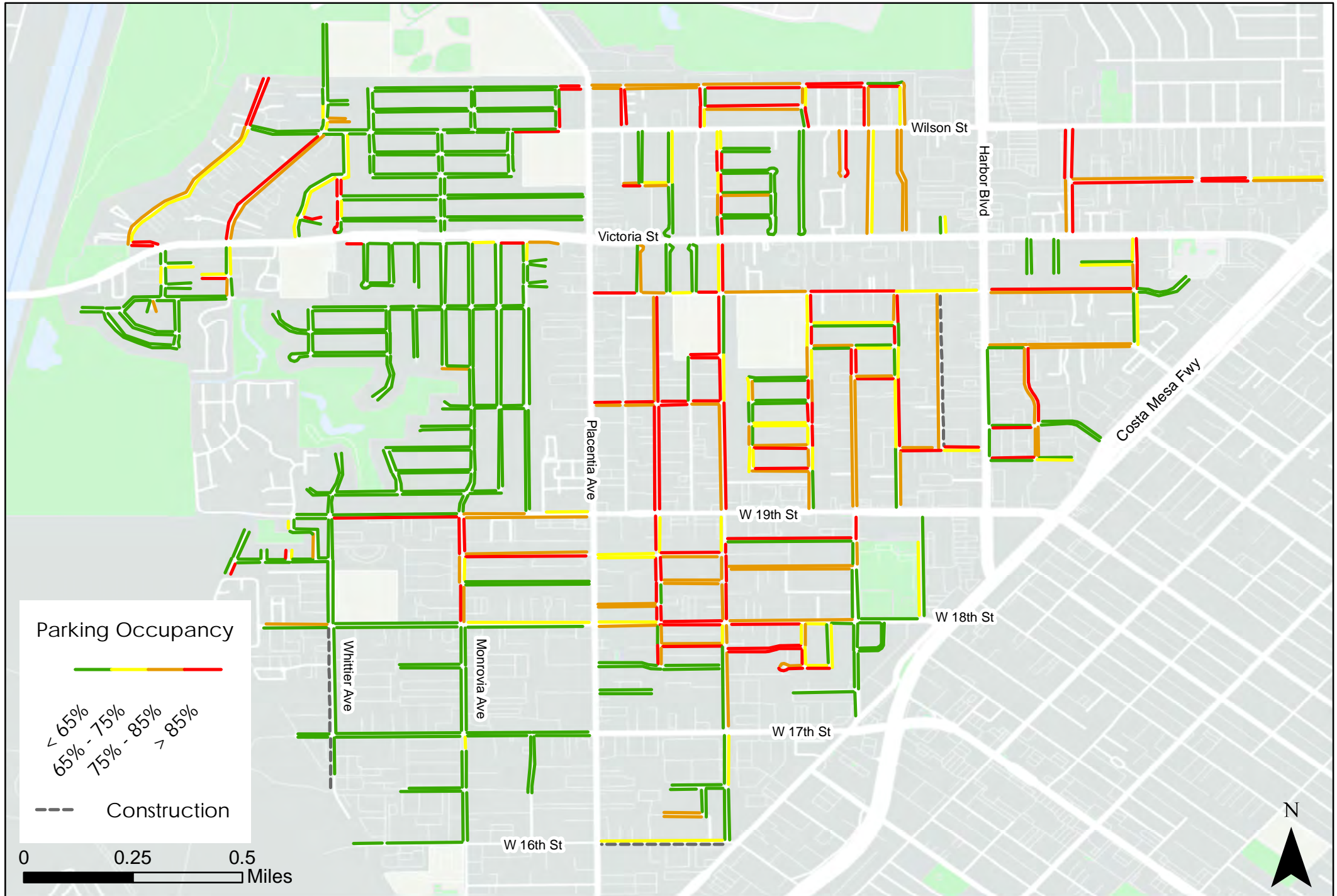
Data Collected October 13, 2020



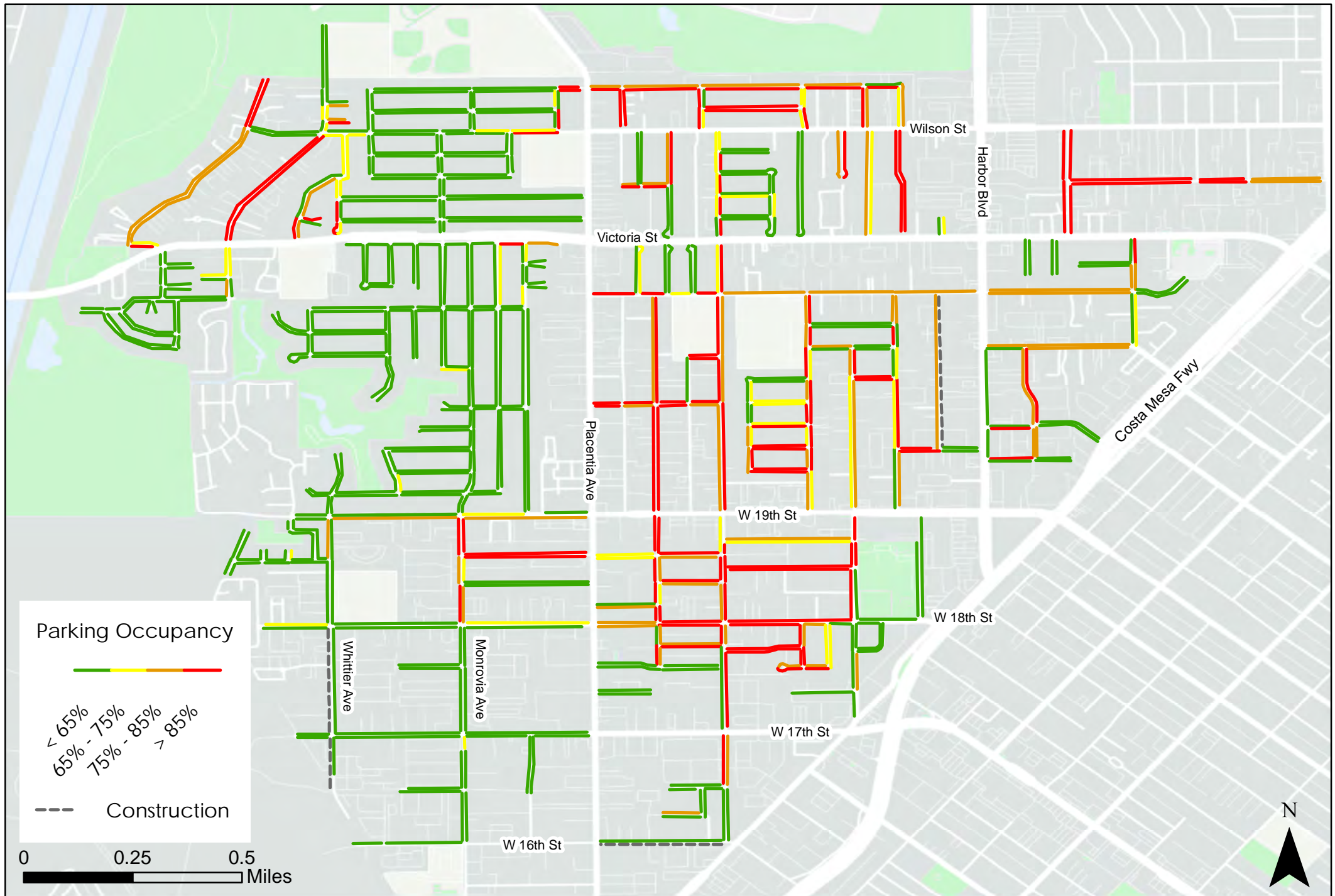
Data Collected October 17, 2020



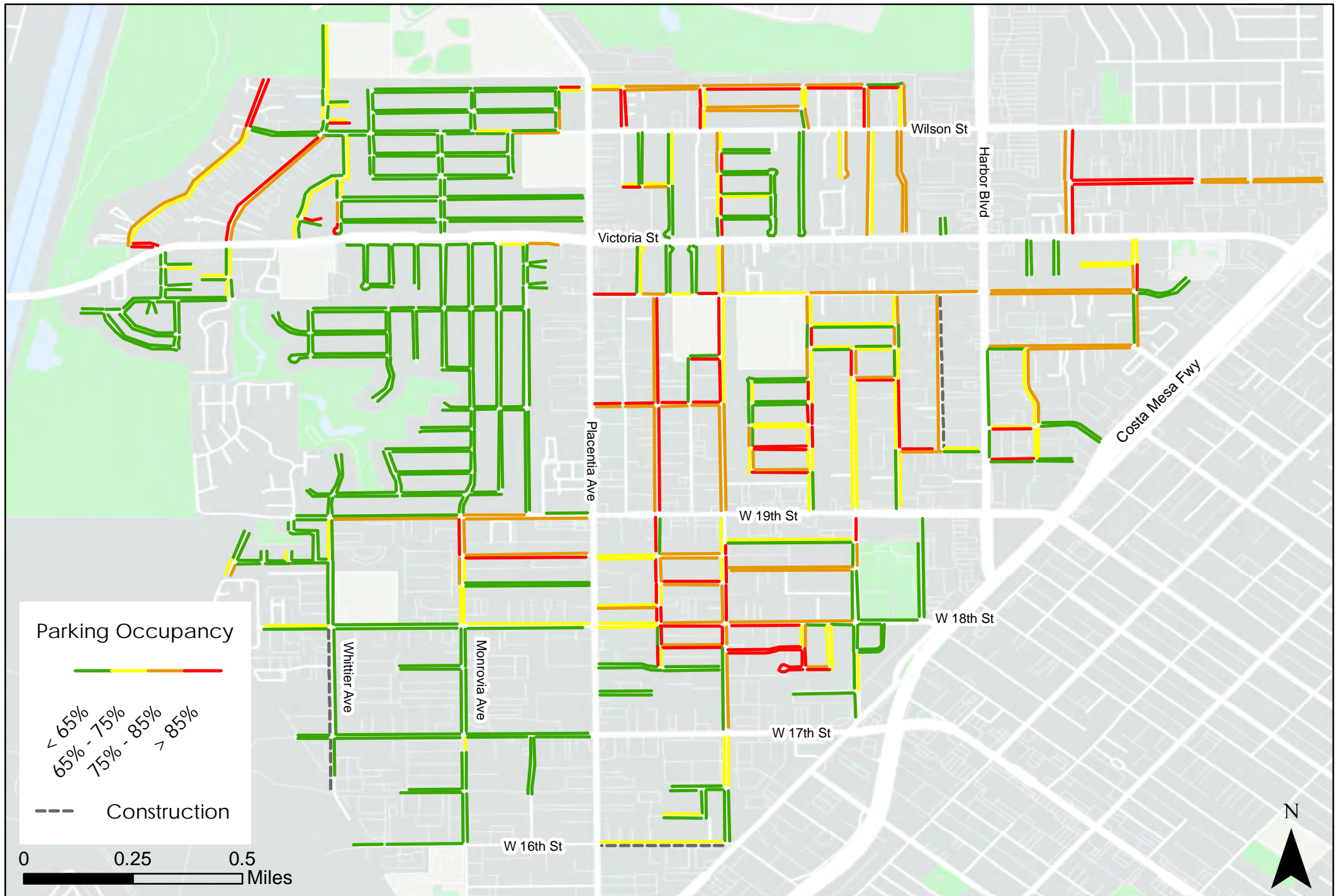
Data Collected October 17, 2020



Data Collected October 17, 2020



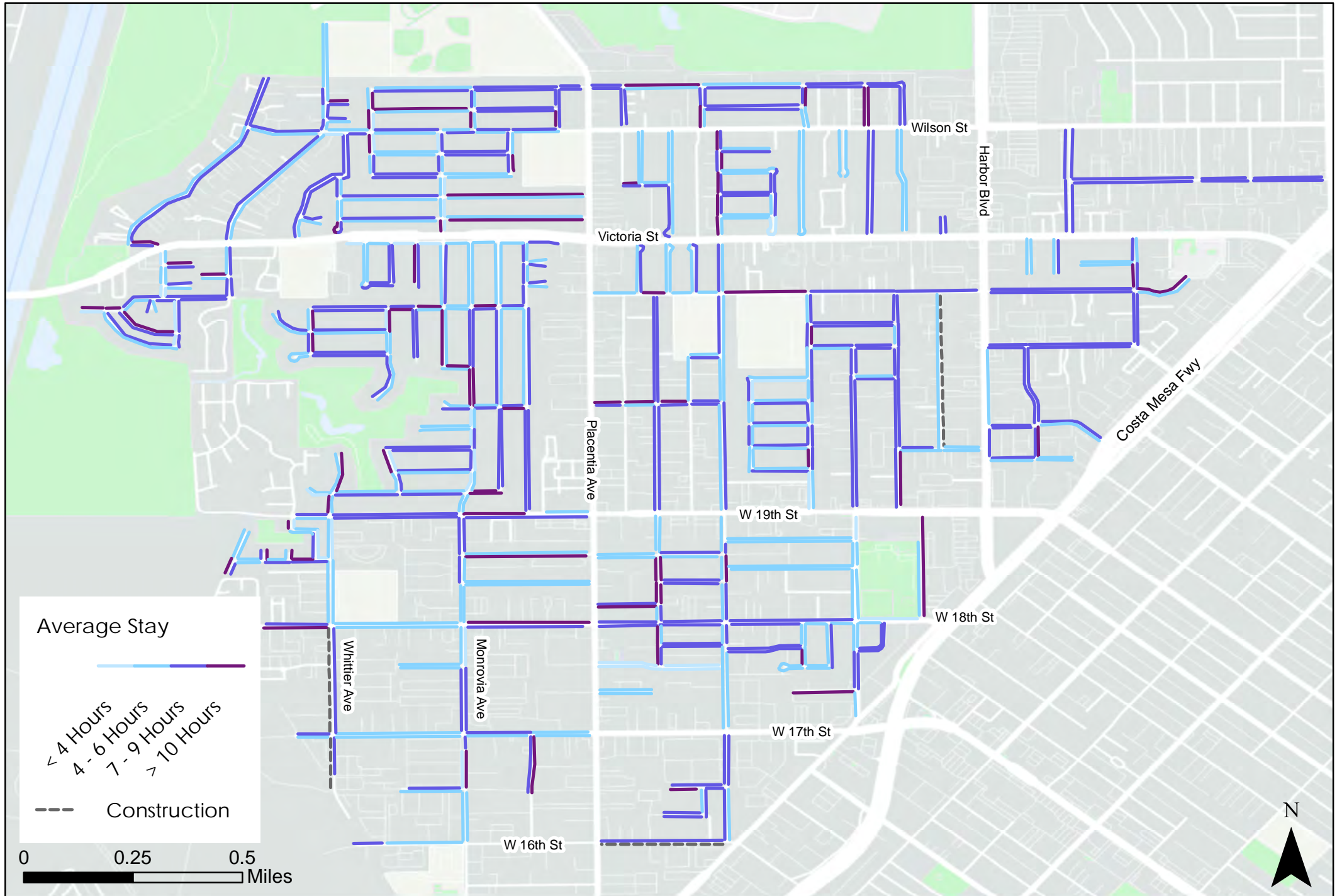
Data Collected October 17, 2020



Data Collected October 17, 2020

Costa Mesa Parking Study

Saturday Average Stay



Data Collected October 17, 2020

Weekday Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
American Ave					
American Pl-American Ave-State Ave					
E	25	48%	48%	48%	84%
W	45	31%	27%	44%	64%
Victoria St-American Ave-American Pl					
E	10	40%	40%	60%	80%
W	8	38%	25%	38%	88%
American Pl					
American Ave-American Pl-End					
N	7	100%	100%	100%	100%
S	8	38%	75%	75%	75%
Anaheim Ave					
Center St-Anaheim Ave-Plumer St					
E	13	31%	0%	8%	62%
Park Dr-Anaheim Ave-Terminal Way					
E	14	93%	57%	43%	43%
W	15	40%	40%	33%	73%
Plumer St-Anaheim Ave-Center St					
W	10	20%	30%	20%	80%
Terminal Way-Anaheim Ave-Superior Ave					
W	3	0%	33%	33%	33%
W 18th St-Anaheim Ave-Center St					
E	33	82%	36%	36%	55%
W	24	13%	13%	38%	54%
W 18th St-Anaheim Ave-Park Dr					
E	9	56%	33%	33%	22%
W	14	36%	21%	43%	57%
W 19th St-Anaheim Ave-Plumer St					
E	3	33%	0%	33%	100%
W 19th St-Anaheim Ave-Yorkshire St					
E	49	55%	49%	65%	61%
W Bay St-Anaheim Ave-Yorkshire St					
E	12	50%	17%	67%	83%
W	10	60%	50%	80%	70%
Wilson St-Anaheim Ave-End					
E	18	11%	61%	61%	89%
W	15	40%	40%	80%	80%
Yorkshire St-Anaheim Ave-W 19th St					
W	50	34%	36%	78%	68%

Weekday Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
Arbor St					
Continental Ave-Arbor St-Monrovia Ave					
N	11	27%	18%	9%	9%
S	16	38%	25%	38%	38%
Republic Ave-Arbor St-Monrovia Ave					
N	24	8%	0%	8%	8%
S	18	33%	22%	17%	33%
Whittier Ave-Arbor St-End					
N	9	56%	44%	33%	44%
S	8	63%	38%	50%	50%
Whittier Ave-Arbor St-Republic Ave					
N	21	14%	14%	10%	10%
S	35	26%	6%	9%	9%
Arnold Ave					
Cove St-Arnold Ave-Seal St					
E	6	100%	83%	50%	50%
W	11	82%	82%	36%	36%
Ross St-Arnold Ave-Surf St					
W	17	82%	76%	76%	71%
Seal St-Arnold Ave-Ross St					
E	8	88%	75%	38%	38%
W	10	70%	70%	50%	30%
Surf St-Arnold Ave-Beach St					
E	8	75%	50%	88%	88%
W	11	82%	91%	73%	73%
Surf St-Arnold Ave-Ross St					
E	8	88%	75%	63%	88%
Aviemoore Terrace					
Gleneagles Terrace-Aviemoore Terrace-Valley Rd					
E	41	12%	7%	5%	12%
W	33	30%	24%	21%	30%
Avocado St					
Avalon St-Avocado St-Fairview Rd					
N	20	70%	60%	75%	80%
S	27	22%	67%	85%	85%
College Ave-Avocado St-Rutgers Dr					
N	41	88%	78%	90%	93%
S	42	21%	69%	86%	86%

Weekday Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
Rutgers Dr-Avocado St-Avalon St					
N	15	87%	60%	73%	80%
S	23	4%	52%	87%	78%
Babcock St					
W 16th St-Babcock St-W 17th St					
W	21	81%	90%	52%	48%
W 17th St-Babcock St-W 16th St					
E	23	61%	61%	39%	26%
Balmoral Pl					
Sea Bluff Dr-Balmoral Pl-End					
E	6	33%	33%	33%	33%
W	4	25%	25%	25%	25%
Beach St					
Arnold Ave-Beach St-Meyer Pl					
N	18	83%	39%	72%	94%
S	20	65%	35%	70%	85%
Bernard St					
Charle St-Bernard St-Harbor Blvd					
S	12	8%	42%	67%	58%
Charle St-Bernard St-Maple Ave					
S	12	17%	42%	25%	25%
Charle Street-Bernard St-Maple Ave					
N	11	55%	45%	64%	73%
Harbor Blvd-Bernard St-Charle St					
N	13	46%	46%	77%	46%
Parsons St-Bernard St-End					
N	11	0%	18%	27%	27%
S	12	33%	58%	67%	67%
Parsons St-Bernard St-Harbor Blvd					
N	11	27%	91%	91%	91%
S	17	76%	53%	71%	71%
Canyon Dr					
Glen Cir-Canyon Dr-Sea Bluff Dr					
W	6	0%	33%	0%	0%
Local Access-Canyon Dr-Nancy Ln					
W	30	80%	80%	37%	13%
Local Access-Canyon Dr-Trabuco Cir					
W	7	29%	29%	29%	57%
Modjeska Cir-Canyon Dr-Trabuco Cir					

Weekday Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
E Modjeska Cir-Canyon Dr-Wilson St	4	75%	50%	25%	75%
W Sea Bluff Dr-Canyon Dr-Glen Cir	5	0%	0%	40%	60%
E Trabuco Cir-Canyon Dr-End	10	10%	20%	20%	20%
E Trauoco Cir-Canyon Dr-Modjeska Cir	10	90%	90%	50%	70%
W Victoria St-Canyon Dr-Glen Cir	7	14%	29%	57%	71%
E Wilson St-Canyon Dr-Modjeska Cir	8	50%	50%	75%	75%
W Wilson St-Canyon Dr-Modjeska Cir	8	50%	50%	38%	38%
E Wilson St-Canyon Dr-Victoria St	3	67%	33%	33%	33%
E Capital St	47	4%	45%	66%	66%
W Capital St	37	14%	46%	68%	70%
Continental Ave-Capital St-National Ave					
N National Ave-Capital St-Continental Ave	25	24%	24%	24%	24%
S National Ave-Capital St-Republic Ave	23	22%	22%	13%	13%
N Pomona Ave-Capital St-End	24	13%	13%	13%	17%
N Republic Ave-Capital St-National Ave	13	0%	0%	8%	15%
S Republic Ave-Capital St-National Ave	15	13%	7%	33%	27%
S Cedar Pl	23	9%	22%	30%	30%
Monrovia Ave-Cedar Pl-Republic Ave					
N Center St	27	41%	33%	37%	33%
S Center St	30	33%	17%	40%	43%
Anaheim Ave-Center St-Pomona Ave					
N Monrovia Ave-Center St-Placentia Ave	48	77%	79%	63%	79%
S Placentia Ave-Center St-Monrovia Ave	57	89%	74%	93%	95%

Weekday Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
N Placentia Ave-Center St-Wallace Ave	59	29%	80%	81%	58%
N S	16	44%	13%	19%	63%
S Pomona Ave-Center St-Anaheim Ave	19	37%	5%	21%	68%
S Pomona Ave-Center St-Wallace Ave	47	19%	19%	68%	83%
N Wallace Ave-Center St-Pomona Ave	21	43%	24%	86%	86%
S Charle Dr	19	32%	21%	89%	89%
End-Charle Dr-Victoria St					
W Victoria St-Charle Dr-End	8	63%	38%	63%	75%
E Charle St	7	43%	43%	71%	71%
Hamilton St-Charle St-Bernard St					
E	60	23%	37%	60%	72%
W College Ave	67	21%	37%	69%	84%
Avocado St-College Ave-Victoria St					
W	13	8%	15%	62%	92%
Avocado St-College Ave-Wilson St					
E	38	100%	100%	95%	95%
Victoria St-College Ave-Avocado St					
E	35	94%	83%	94%	94%
Victoria St-College Ave-End					
E	7	14%	0%	0%	29%
W	10	20%	10%	30%	40%
Wilson St-College Ave-Avocado St					
W	21	0%	24%	52%	90%
Congress St					
End-Congress St-Wallace Ave					
S	9	0%	11%	44%	89%
National Ave-Congress St-Placentia Ave					
S	43	2%	21%	35%	49%
National Ave-Congress St-State Ave					
N	36	6%	0%	11%	11%
Placentia Ave-Congress St-National Ave					

Weekday Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
N Pomona Ave-Congress St-Puente Ave	55	5%	18%	31%	31%
N	14	29%	14%	71%	79%
S Raleigh Ave-Congress St-Wallace Ave	18	33%	39%	67%	72%
N State Ave-Congress St-National Ave	9	22%	11%	22%	78%
S Wallace Ave-Congress St-End	37	3%	8%	22%	22%
N Wallace Ave-Congress St-Raleigh Ave	6	33%	33%	83%	83%
S Continental Ave	9	22%	22%	44%	89%
Arbor St-Continental Ave-W 20th St					
E	37	27%	19%	14%	24%
Capital Ave-Continental Ave-Wilson St					
E	8	0%	0%	0%	0%
Capital St-Continental Ave-Senate St					
W	7	29%	29%	14%	14%
Oak St-Continental Ave-W 20th Ave					
W	43	33%	23%	28%	26%
Senate St-Continental Ave-Wilson St					
E	11	9%	36%	36%	36%
Victoria St-Continental Ave-Oak St					
E	27	48%	41%	41%	44%
W	27	41%	37%	33%	63%
W 20th St-Continental Ave-Arbor St					
W	44	25%	16%	30%	23%
W 20th St-Continental Ave-Oak St					
E	44	52%	43%	34%	43%
Wilson St-Continental Ave-Capital St					
W Cove St	5	0%	20%	40%	40%
Arnold Ave-Cove St-Meyer Pl					
S	18	39%	0%	39%	39%
Meyer Pl-Cove St-Arnold Ave					
N Crestmont Pl	20	20%	15%	30%	35%
Park Dr-Crestmont Pl-Shalimar Dr					

Weekday Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
E Park Dr-Crestmont Pl-W 18th St	8	63%	50%	88%	88%
E Shalimar Dr-Crestmont Pl-Park Dr	6	67%	67%	83%	83%
E W 18th St-Crestmont Pl-Park Dr	7	71%	71%	86%	86%
W Darrell St	10	70%	60%	70%	70%
Meyer Pl-Darrell St-Pomona Ave					
N Monrovia Ave-Darrell St-Federal Ave	31	90%	77%	77%	77%
N S Pomona Ave-Darrell St-Meyer Pl	31 32	6% 41%	10% 31%	16% 38%	26% 47%
S Republic Ave-Darrell St-Monrovia Ave	35	37%	43%	63%	63%
N S Dogwood St	41 41	7% 44%	15% 34%	17% 41%	15% 44%
Cedar Pl-Dogwood St-Evergreen Pl					
N Monrovia Ave-Dogwood St-Republic Ave	31	23%	32%	29%	29%
S Evergreen Pl	35	14%	14%	20%	20%
End-Evergreen Pl-Monrovia Ave					
S Monrovia Ave-Evergreen Pl-End	20	35%	30%	40%	35%
N Farad St	21	38%	29%	14%	48%
Ohms Way-Farad St-End					
S Ohms Way-Farad St-Pomona Ave	15	0%	53%	53%	20%
S Pomona Ave-Farad St-End	7	71%	100%	57%	29%
N Federal Ave	24	29%	46%	38%	21%
Darrell St-Federal Ave-Joann St					
E W	8 10	13% 0%	25% 20%	25% 50%	75% 70%

Weekday Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
Oak St-Federal Ave-W 20th St					
E	43	33%	30%	28%	26%
W	36	39%	36%	31%	33%
Pine Pl-Federal Ave-Oak St					
W	8	0%	25%	38%	63%
Pine Pl-Federal Ave-Plum Pl					
E	8	25%	13%	13%	25%
Plum Pl-Federal Ave-End					
E	6	50%	50%	67%	83%
Plum Pl-Federal Ave-Pine Pl					
W	11	36%	36%	18%	18%
Victoria St-Federal Ave-Plum Pl					
W	8	38%	25%	38%	63%
W 20th St-Federal Ave-W 19th St					
E	56	23%	13%	16%	16%
W	36	22%	19%	19%	22%
Wilson St-Federal Ave-Darrell St					
E	8	25%	38%	50%	88%
W	8	13%	25%	50%	75%
Ford Rd					
Harbor Blvd-Ford Rd-Parsons St					
S	8	90%	85%	67%	54%
Newport Blvd-Ford Rd-Parsons St					
N	13	15%	0%	23%	23%
Parsons St-Ford Rd-Newport Blvd					
S	15	13%	20%	40%	40%
Glen Cir					
Canyon Dr-Glen Cir-End					
N	6	33%	50%	50%	50%
S	8	13%	13%	38%	63%
Gleneagles Terrace					
Aviemoore Terrace-Gleneagles Terrace-End					
N	7	29%	29%	29%	29%
S	9	11%	22%	11%	11%
Gleneagles Terrace-Gleneagles Terrace-Aviemoore Terrace					
N	3	33%	33%	33%	33%
Sea Bluff Dr-Gleneagles Terrace-Valley Rd					
E	23	22%	17%	13%	13%

Weekday Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
W Governor St	24	29%	38%	33%	29%
National Ave-Governor St-Placentia Ave					
S	46	17%	13%	22%	22%
National Ave-Governor St-State Ave					
N	34	44%	32%	35%	35%
Placentia Ave-Governor St-National Ave					
N	44	16%	16%	23%	27%
Pomona Ave-Governor St-Puente Ave					
N	15	13%	7%	13%	40%
S	16	6%	38%	31%	31%
State Ave-Governor St-National Ave					
S	31	19%	29%	23%	23%
Grove Pl					
Republic Ave-Grove Pl-State Ave					
N	25	4%	12%	4%	4%
S	28	11%	11%	18%	18%
State Ave-Grove Pl-End					
N	7	14%	0%	29%	14%
S	11	18%	18%	18%	36%
Hamilton St					
End-Hamilton St-Thurin St					
N	20	10%	0%	45%	30%
Harbor Blvd-Hamilton St-Maple Ave					
N	25	36%	32%	68%	76%
Harbor Blvd-Hamilton St-Thurin St					
S	48	4%	35%	54%	54%
Maple Ave-Hamilton St-Meyer Pl					
N	23	70%	35%	78%	83%
Meyer Pl-Hamilton St-Pomona Ave					
N	9	78%	22%	56%	78%
Placentia Ave-Hamilton St-Wallace Ave					
N	15	60%	47%	93%	100%
Pomona Ave-Hamilton St-Sterling Ave					
N	5	20%	0%	60%	80%
Raleigh Ave-Hamilton St-Wallace Ave					
N	23	48%	35%	78%	83%
Sterling Ave-Hamilton St-Raleigh Ave					
N	6	50%	0%	83%	67%

Weekday Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
Thurin St-Hamilton St-End					
S	22	9%	14%	27%	14%
Thurin St-Hamilton St-Harbor Blvd					
N	47	9%	32%	64%	40%
Harbor Blvd					
Bernard St-Harbor Blvd-Ford Rd					
E	12	75%	75%	50%	50%
Ford Rd-Harbor Blvd-W Bay St					
E	16	63%	63%	50%	44%
James St					
Pomona Ave-James St-Wallace Ave					
N	23	83%	87%	87%	91%
Wallace Ave-James St-Pomona Ave					
S	23	91%	83%	96%	91%
Joann St					
End-Joann St-Federal Ave					
N	7	14%	29%	57%	86%
Federal Ave-Joann St-End					
S	7	0%	71%	86%	86%
Federal Ave-Joann St-Monrovia Ave					
N	34	41%	29%	44%	50%
S	33	9%	12%	12%	15%
Maple St-Joann St-Meyer Pl					
N	23	39%	39%	74%	74%
Maple St-Joann St-Miner St					
S	12	33%	25%	92%	92%
Meyer Pl-Joann St-Maple St					
S	18	61%	56%	94%	94%
Meyer Pl-Joann St-Pomona Ave					
N	40	48%	0%	75%	75%
Miner St-Joann St-Maple St					
N	21	52%	10%	71%	71%
Monrovia Ave-Joann St-Republic Ave					
N	45	31%	27%	18%	40%
S	45	2%	11%	13%	11%
Pamela Ln-Joann St-Placentia Ave					
E	14	50%	0%	50%	50%
N	21	38%	52%	81%	81%
Pamela Ln-Joann St-Pomona Ave					

Weekday Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
S Placentia Ave-Joann St-Pamela Ln	27	30%	0%	78%	78%
S Pomona Ave-Joann St-Meyer Pl	10	30%	0%	70%	70%
S Pomona Ave-Joann St-Pamela Ln	34	50%	0%	74%	74%
N Kenwood Pl	30	23%	0%	63%	83%
Shalimar Dr-Kenwood Pl-W 18th St					
W	19	74%	58%	53%	74%
W 18th St-Kenwood Pl-Shalimar Dr					
W	17	71%	24%	53%	88%
Knowell Pl					
Meyer Pl-Knowell Pl-Maple Ave					
N	24	38%	21%	42%	33%
S	29	48%	17%	52%	41%
Linden Pl					
State Ave-Linden Pl-End					
N	22	32%	23%	18%	32%
S	21	5%	0%	10%	14%
State Ave-Linden Pl-Republic Ave					
N	24	29%	42%	21%	21%
S	34	21%	15%	12%	12%
Maple Ave					
Bernard St-Maple Ave-W 19th St					
W	25	28%	4%	28%	28%
Bernard St-Maple Ave-Yorkshire St					
E	29	48%	45%	97%	97%
Hamilton St-Maple Ave-Knowell Pl					
E	11	36%	9%	64%	55%
W	12	50%	8%	75%	58%
Knowell Pl-Maple Ave-W Bay St					
E	8	63%	13%	63%	38%
W	7	57%	14%	57%	43%
W 19th St-Maple Ave-Bernard St					
E	18	22%	11%	22%	22%
W Bay St-Maple Ave-Yorkshire St					
W	12	33%	33%	58%	50%
Yorkshire St-Maple Ave-Bernard St					

Weekday Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
W Yorkshire St-Maple Ave-W Bay St	29	45%	38%	76%	76%
E Maple St	12	50%	17%	83%	67%
Joann St-Maple St-Wilson St					
W	17	41%	59%	82%	82%
Victoria St-Maple St-Wilson St					
E	49	27%	29%	61%	71%
Wilson St-Maple St-Joann St					
E	18	50%	67%	83%	83%
Wilson St-Maple St-Victoria St					
W	45	42%	36%	64%	62%
Meyer Pl					
Beach St-Meyer Pl-Surf St					
N	20	70%	45%	85%	90%
Beach St-Meyer Pl-W 19th St					
W	6	83%	67%	83%	83%
Cove St-Meyer Pl-Seal St					
W	6	100%	0%	83%	67%
Darrell St-Meyer Pl-Joann St					
E	3	100%	100%	100%	100%
W	9	0%	11%	56%	78%
Hamilton St-Meyer Pl-Knowell Pl					
W	11	36%	27%	64%	82%
E	9	100%	100%	78%	78%
Knowell Pl-Meyer Pl-W Bay St					
W	13	62%	15%	54%	92%
Meyer Pl-Meyer Pl-Arnold Ave					
N	22	23%	14%	36%	68%
Ross St-Meyer Pl-Seal St					
E	9	100%	78%	56%	78%
Ross St-Meyer Pl-Surf St					
E	8	88%	75%	75%	75%
Seal St-Meyer Pl-Cove St					
E	10	60%	50%	50%	60%
Seal St-Meyer Pl-Ross St					
E	7	86%	86%	71%	86%
Surf St-Meyer Pl-Beach St					
E	9	78%	67%	78%	78%

Weekday Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
W Surf St-Meyer Pl-Ross St	10	70%	60%	80%	70%
E W Bay St-Meyer Pl-Cove St	10	90%	80%	90%	100%
W	12	33%	17%	50%	83%
E	12	83%	75%	58%	58%
W Bay St-Meyer Pl-Knowell Pl					
E	8	88%	88%	63%	63%
W 19th St-Meyer Pl-Beach St					
E	14	57%	50%	57%	57%
Wilson St-Meyer Pl-Darrell St					
E	9	56%	67%	56%	89%
W	9	33%	22%	22%	44%
Wilson St-Meyer Pl-End					
E	38	16%	16%	24%	37%
W	36	28%	8%	22%	36%
Miner St					
Joann St-Miner St-Wilson St					
W	27	37%	30%	63%	63%
Wilson St-Miner St-End					
E	33	6%	24%	42%	85%
W	39	23%	36%	56%	77%
Modjeska Cir					
Canyon Dr-Modjeska Cir-End					
S	5	60%	80%	80%	60%
End-Modjeska Cir-Canyon Dr					
N	6	67%	33%	50%	83%
Monrovia Ave					
Arbor St-Monrovia Ave-Cedar Pl					
E	7	43%	0%	0%	0%
Arbor St-Monrovia Ave-W 19th St					
E	9	11%	0%	0%	11%
W	6	0%	0%	0%	0%
Cedar Pl-Monrovia Ave-Dogwood St					
E	11	9%	0%	0%	0%
Center St-Monrovia Ave-Towne St					
E	7	86%	86%	86%	43%
W	5	20%	0%	100%	100%
Center St-Monrovia Ave-W 19th St					

Weekday Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
E Darrell St-Monrovia Ave-Wilson St	9	78%	89%	78%	89%
W Dogwood St-Monrovia Ave-Cedar Pl	7	14%	29%	43%	29%
W Dogwood St-Monrovia Ave-Evergreen Pl	8	38%	0%	0%	0%
E Evergreen Pl-Monrovia Ave-Dogwood St	8	25%	0%	13%	25%
W Evergreen Pl-Monrovia Ave-W 20th St	6	0%	0%	0%	0%
E Joann St-Monrovia Ave-Darrell St	7	0%	0%	0%	43%
E	11	0%	0%	0%	0%
W National Ave-Monrovia Ave-Oak St	8	0%	0%	0%	0%
E National Ave-Monrovia Ave-W 20th St	29	17%	17%	21%	17%
W Newhall St-Monrovia Ave-Play Port Mobile Village Driveway	16	6%	13%	6%	6%
E Newhall St-Monrovia Ave-W 16th St	5	80%	20%	0%	20%
W Oak St-Monrovia Ave-National Ave	22	50%	82%	55%	5%
W Play Port Mobile Village Driveway-Monrovia Ave-W 17th St	24	33%	17%	21%	38%
E Sunset Dr-Monrovia Ave-W 17th St	3	67%	67%	33%	33%
W Towne St-Monrovia Ave-W 18th St	17	47%	41%	29%	29%
W Victoria St-Monrovia Ave-Oak St	14	29%	14%	93%	100%
W W 16th St-Monrovia Ave-Newhall St	28	4%	11%	29%	32%
E W 17th St-Monrovia Ave-Newhall St	16	81%	81%	25%	13%
W W 17th St-Monrovia Ave-Sunset Dr	11	0%	9%	27%	18%

Weekday Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
E W 18th St-Monrovia Ave-Sunset Dr	12	58%	58%	33%	33%
E W	16	63%	50%	6%	19%
W W 18th St-Monrovia Ave-Towne St	14	57%	50%	29%	64%
E W 19th St-Monrovia Ave-Center St	16	94%	69%	63%	94%
W W 20th St-Monrovia Ave-Evergreen Pl	13	46%	85%	100%	100%
W W 20th St-Monrovia Ave-National Ave	7	14%	14%	29%	29%
E Wilson St-Monrovia Ave-Darrell St	16	6%	0%	6%	6%
E National Ave	8	0%	0%	0%	13%
Capital St-National Ave-Senate St					
E	7	14%	14%	14%	14%
W	7	0%	0%	43%	43%
Capital St-National Ave-Wilson St					
E	6	17%	17%	17%	17%
Congress St-National Ave-Governor St					
W	7	43%	43%	14%	14%
Governor St-National Ave-Congress St					
E	9	0%	0%	0%	0%
Governor St-National Ave-Victoria St					
W	3	33%	33%	0%	33%
Monrovia Ave-National Ave-National Ave					
N	9	33%	33%	22%	33%
National Ave-National Ave-Monrovia Ave					
S	9	22%	22%	33%	22%
National Ave-National Ave-Oak St					
E	28	21%	21%	25%	32%
Oak St-National Ave-National Ave					
E	26	85%	58%	65%	65%
W	30	20%	23%	27%	17%
Senate St-National Ave-Congress St					
E	7	0%	0%	0%	0%
W	6	33%	33%	17%	17%
Victoria St-National Ave-Oak St					

Weekday Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
E	27	26%	22%	15%	44%
W	25	16%	16%	16%	28%
Victory St-National Ave-Governer St					
E	3	0%	0%	0%	0%
Wilson St-National Ave-Capital St					
W	7	0%	0%	0%	0%
Newhall St					
End-Newhall St-Monrovia Ave					
S	20	30%	40%	30%	15%
Monrovia Ave-Newhall St-End					
N	23	17%	17%	17%	13%
Newton Way					
End-Newton Way-Placentia Ave					
N	27	41%	41%	48%	15%
Placentia Ave-Newton Way-End					
S	22	41%	64%	50%	5%
Oak St					
Continental Ave-Oak St-Federal Ave					
N	28	2%	14%	21%	25%
S	7	0%	0%	0%	0%
Continental Ave-Oak St-Monrovia Ave					
N	7	43%	57%	43%	57%
S	9	11%	11%	22%	22%
Monrovia Ave-Oak St-National Ave					
N	7	57%	14%	0%	29%
National Ave-Oak St-Monrovia Ave					
S	10	30%	30%	10%	10%
National Ave-Oak St-President Pl					
N	11	9%	9%	9%	18%
President Pl-Oak St-National Ave					
S	8	0%	0%	0%	0%
President Pl-Oak St-Republic Ave					
N	11	36%	27%	18%	18%
S	10	60%	40%	40%	40%
Republic Ave-Oak St-State Ave					
N	33	30%	21%	24%	27%
S	25	36%	20%	24%	28%
Ohms Way					
End-Ohms Way-Mid-Block					

Weekday Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
N	13	31%	92%	92%	69%
S	13	69%	92%	77%	77%
Farad St-Ohms Way-Mid-Block					
E	9	56%	78%	78%	22%
W	13	23%	54%	69%	0%
Pacific Ave					
Victoria Pl-Pacific Ave-Wilson St					
E	55	45%	51%	67%	67%
W	52	38%	44%	54%	52%
Wilson St-Pacific Ave-End					
E	21	19%	67%	86%	86%
W	16	6%	25%	75%	75%
Pamela Ln					
End-Pamela Ln-Joann St					
E	15	60%	60%	87%	87%
Joann St-Pamela Ln-End					
W	16	31%	38%	88%	88%
Park Ave					
W 18th St-Park Ave-W 19th St					
E	12	8%	0%	8%	0%
W 19th St-Park Ave-W 18th St					
W	56	29%	43%	54%	54%
Park Dr					
Anaheim Ave-Park Dr-W 18th St					
N	38	0%	24%	42%	34%
S	19	42%	26%	47%	42%
Crestmont Pl-Park Dr-Pomona Ave					
S	30	80%	83%	80%	73%
Pomona Ave-Park Dr-Crestmont Pl					
N	25	80%	84%	96%	96%
W 18th St-Park Dr-Anaheim Ave					
N	16	38%	38%	38%	44%
Parkcrest Dr					
1879 Parkcrest Dr-Parkcrest Dr-Parkhill Dr					
W	5	40%	40%	20%	40%
1882 Parkcrest Dr-Parkcrest Dr-1898 Parkcrest Dr					
E	5	20%	20%	40%	40%

Weekday Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
1895 Parkcrest Dr-Parkcrest Dr-1879 Parkcrest Dr					
W	13	8%	8%	31%	23%
1898 Parkcrest Dr-Parkcrest Dr-W 19th St					
E	4	0%	0%	0%	0%
W	3	33%	33%	33%	67%
Parkhill Dr-Parkcrest Dr-1882 Parkcrest Dr					
E	7	43%	29%	29%	29%
Parkglen Cir					
End-Parkglen Cir-Parkhill Dr					
W	4	25%	25%	0%	25%
Parkhill Dr-Parkglen Cir-End					
E	3	0%	0%	0%	33%
Parkhill Dr					
Parkcrest Dr-Parkhill Dr-Parkvista Cir					
N	9	67%	33%	33%	33%
Parkcrest Dr-Parkhill Dr-Whittier Ave					
N	3	0%	0%	0%	33%
Parkglen Cir-Parkhill Dr-Parkvista Cir					
N	11	0%	0%	0%	9%
Parkglen Cir-Parkhill Dr-Whittier Ave					
S	8	38%	13%	38%	38%
Parkview Cir-Parkhill Dr-Parkglen Cir					
S	6	17%	33%	0%	33%
Parkvista Cir-Parkhill Dr-Parkcrest Dr					
S	10	50%	50%	30%	60%
Parkvista Cir-Parkhill Dr-Parkglen Cir					
W	9	22%	33%	44%	33%
Parkview Cir					
Parkhill Dr-Parkview Cir-End					
E	12	54%	33%	33%	38%
W	10	50%	40%	50%	50%
Parkvista Cir					
Parkhill Dr-Parkvista Cir-End					
E	3	33%	33%	67%	67%
W	2	50%	50%	50%	100%
Parsons St					
Ford Rd-Parsons St-Bernard St					
E	13	15%	38%	38%	46%

Weekday Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
W Ford Rd-Parsons St-W Bay St	17	0%	6%	29%	29%
E Victoria St-Parsons St-End	28	39%	29%	71%	71%
E W Bay St-Parsons St-Ford Rd	10	0%	10%	10%	20%
W Pine Pl	11	0%	27%	36%	55%
W Federal Ave-Pine Pl-End	28	82%	57%	75%	75%
N S Plum Pl	8	25%	13%	0%	50%
S Federal Ave-Plum Pl-End	8	63%	38%	38%	63%
N S Plumer St	8	63%	25%	25%	63%
S Anaheim Ave-Plumer St-Pomona Ave	7	57%	57%	57%	57%
N Pomona Ave-Plumer St-Anaheim Ave	49	69%	65%	65%	73%
S Pomona Ave	50	72%	80%	82%	88%
W Capital St-Pomona Ave-Senate St	8	88%	75%	75%	88%
E Center St-Pomona Ave-Plumer St	6	33%	33%	50%	83%
W Center St-Pomona Ave-Weelo Dr	10	20%	10%	80%	90%
W Congress St-Pomona Ave-Governor St	11	64%	64%	64%	73%
E Darrell St-Pomona Ave-Wilson St	9	22%	22%	67%	67%
W Farad St-Pomona Ave-W 16th St	10	100%	100%	100%	100%
W Governor St-Pomona Ave-Congress St	14	93%	93%	64%	50%
E Governor St-Pomona Ave-Victoria St	6	0%	67%	100%	100%
E	2	50%	0%	100%	100%

Weekday Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
W Hamilton St-Pomona Ave-Sterling Ave	2	50%	50%	50%	50%
W Hamilton St-Pomona Ave-Victoria St	18	100%	100%	61%	61%
W James St-Pomona Ave-W 17th St	11	36%	18%	64%	91%
W Joann St-Pomona Ave-Darrell St	26	69%	65%	81%	88%
E Park Dr-Pomona Ave-W 18th St	7	57%	43%	86%	86%
W Senate St-Pomona Ave-Congress St	9	100%	100%	89%	89%
E Sterling Ave-Pomona Ave-Hamilton St	11	45%	73%	82%	91%
E W 16th St-Pomona Ave-Farad St	6	33%	42%	83%	83%
W W 17th St-Pomona Ave-Farad St	6	50%	50%	67%	50%
W Sterling Ave-Pomona Ave-W 20th St	20	55%	5%	65%	75%
W Victoria St-Pomona Ave-Hamilton St	12	92%	92%	100%	100%
W W 18th St-Pomona Ave-James St	16	50%	6%	44%	81%
E W 19th St-Pomona Ave-Center St	12	83%	83%	33%	8%
E W 20th St-Pomona Ave-Sterling Ave	26	88%	69%	81%	77%
W W 17th St-Pomona Ave-Park Dr	15	73%	73%	80%	80%
E W 18th St-Pomona Ave-Weelo Dr	34	47%	68%	82%	82%
W W 19th St-Pomona Ave-W 20th St	3	67%	100%	100%	100%
E W 20th St-Pomona Ave-W 19th St	9	22%	44%	89%	78%
W W 19th St-Pomona Ave-W 20th St	3	0%	0%	33%	67%
E W 20th St-Pomona Ave-W 19th St	30	53%	40%	80%	83%
E W 20th St-Pomona Ave-W 19th St	14	57%	64%	71%	71%

Weekday Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
W Weelo Dr-Pomona Ave-Center St	33	79%	79%	67%	88%
E Weelo Dr-Pomona Ave-W 18th St	8	75%	13%	38%	88%
W Wilson St-Pomona Ave-Capital St	11	45%	18%	82%	91%
E President Pl	5	60%	20%	100%	100%
W End-President Pl-Oak St	4	75%	75%	100%	75%
W Oak St-President Pl-End	24	38%	29%	33%	29%
E Victoria St-President Pl-End	30	23%	27%	13%	17%
E Puente Ave	22	27%	27%	32%	32%
W Congress St-Puente Ave-Governor St	20	45%	45%	50%	50%
E Congress St-Puente Ave-Senate St	10	20%	0%	30%	30%
W Governor St-Puente Ave-Congress St	6	0%	0%	17%	33%
W Governor St-Puente Ave-End	8	25%	0%	38%	63%
E Senate St-Puente Ave-Congress St	5	0%	0%	0%	40%
W Ralcam Pl	12	0%	0%	0%	8%
E End-Ralcam Pl-Thurin St	10	10%	0%	20%	30%
S Thurin St-Ralcam Pl-End	19	11%	11%	47%	42%
N Raleigh Ave	19	11%	42%	32%	21%
E Congress St-Raleigh Ave-End	20	40%	40%	40%	35%
W Congress St-Raleigh Ave-Wilson St	20	30%	10%	15%	25%
W	17	53%	41%	35%	59%

Weekday Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
Hamilton St-Raleigh Ave-End					
E	20	25%	0%	55%	65%
W	18	11%	6%	33%	44%
Wilson St-Raleigh Ave-Congress St					
E	18	56%	22%	33%	33%
Republic Ave					
Arbor St-Republic Ave-Cedar Pl					
W	8	38%	63%	25%	25%
Capital St-Republic Ave-Senate St					
W	10	20%	30%	50%	50%
Cedar Pl-Republic Ave-Arbor St					
E	8	63%	50%	38%	38%
Darrell St-Republic Ave-Joann St					
E	10	20%	20%	20%	20%
Darrell St-Republic Ave-Wilson St					
W	10	10%	10%	10%	20%
Dogwood St-Republic Ave-Cedar Pl					
E	9	22%	11%	11%	0%
W	14	7%	7%	7%	7%
Grove Pl-Republic Ave-End					
E	27	7%	15%	26%	11%
W	22	9%	14%	18%	18%
Grove Pl-Republic Ave-Linden Pl					
E	7	0%	14%	29%	29%
Joann St-Republic Ave-Darrell St					
W	9	33%	11%	11%	22%
Linden Pl-Republic Ave-Grove Pl					
W	9	0%	11%	0%	0%
Linden Pl-Republic Ave-Oak St					
E	8	13%	13%	13%	13%
Oak St-Republic Ave-Linden Pl					
W	8	25%	0%	0%	38%
Senate St-Republic Ave-Capital St					
E	7	29%	14%	29%	29%
Union Ave-Republic Ave-Victoria St					
E	17	24%	18%	35%	24%
Victoria St-Republic Ave-Union Ave					
W	20	20%	20%	20%	15%
Wilson St-Republic Ave-Capital St					

Weekday Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
E	7	29%	29%	29%	29%
W	7	71%	57%	57%	57%
Wilson St-Republic Ave-Darrell St					
E	8	0%	13%	0%	0%
Ridgecrest Cir					
Valley Rd-Ridgecrest Cir-End					
N	7	14%	14%	14%	14%
S	6	50%	50%	50%	50%
Ross St					
Arnold Ave-Ross St-Meyer Pl					
N	17	35%	29%	41%	41%
S	20	35%	5%	30%	55%
Scott Pl					
Placentia Ave-Scott Pl-Wallace Ave					
S	19	31%	46%	82%	85%
Sea Bluff Dr					
Canyon Dr-Sea Bluff Dr-Valley Rd					
N	20	0%	0%	0%	0%
S	14	0%	14%	7%	7%
Valley Rd-Sea Bluff Dr-Balmoral Pl					
S	9	0%	11%	22%	0%
Valley Rd-Sea Bluff Dr-Gleneagles Terrace					
N	14	0%	0%	14%	7%
S	11	0%	9%	18%	0%
Seal St					
Arnold Ave-Seal St-Meyer Pl					
S	22	55%	50%	73%	68%
Senate St					
Continental Ave-Senate St-National Ave					
N	24	33%	33%	33%	29%
National Ave-Senate St-Continental Ave					
S	28	39%	39%	32%	32%
National Ave-Senate St-Republic Ave					
N	23	22%	17%	30%	22%
Pomona Ave-Senate St-Puente Ave					
N	16	38%	6%	38%	75%
S	16	6%	6%	38%	63%
Republic Ave-Senate St-National Ave					
S	25	20%	16%	12%	12%

Weekday Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
Shalimar Dr					
Crestmont Pl-Shalimar Dr-End N	9	78%	67%	78%	89%
Crestmont Pl-Shalimar Dr-Local Access S	9	89%	89%	89%	100%
Kenwood Pl-Shalimar Dr-Crestmont Pl N	9	78%	56%	56%	100%
S	4	50%	50%	75%	75%
State Ave					
American Ave-State Ave-Congress St W	7	43%	43%	57%	57%
American Ave-State Ave-Wilson St E	16	31%	38%	50%	88%
W	34	50%	47%	56%	41%
Congress St-State Ave-American Ave E	6	50%	33%	50%	33%
Congress St-State Ave-Governor St E	8	0%	0%	0%	0%
W	7	71%	43%	43%	43%
End-State Ave-Governor St E	7	71%	43%	29%	86%
Governor St-State Ave-End W	3	100%	67%	100%	100%
Grove Pl-State Ave-Linden Pl W	7	43%	43%	29%	29%
Linden Pl-State Ave-Grove Pl E	10	40%	40%	40%	40%
Oak Street-State Ave-Linden Pl E	9	11%	33%	11%	11%
Oak St-State Ave-Linden Pl W	10	20%	20%	20%	20%
Sterling Ave					
Hamilton St-Sterling Ave-End E	20	10%	15%	35%	35%
W	15	0%	0%	33%	20%
Pomona Ave-Sterling Ave-Sterling Ave S	14	79%	79%	50%	86%
Sterling Ave-Sterling Ave-Pomona Ave S	10	100%	90%	90%	90%

Weekday Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
Sterling Ave-Sterling Ave-W 20th St					
W	7	71%	14%	0%	43%
Sunset Dr					
End-Sunset Dr-Monrovia Ave					
S	20	60%	70%	50%	75%
Monrovia Ave-Sunset Dr-End					
N	18	39%	56%	61%	50%
Surf St					
Arnold Ave-Surf St-Meyer Pl					
S	18	72%	72%	94%	83%
Terminal Way					
End-Terminal Way-Anaheim Ave					
S	28	43%	61%	46%	18%
Thurin St					
Hamilton St-Thurin St-Ralcam Pl					
E	11	9%	45%	91%	55%
Hamilton St-Thurin St-W Bay St					
W	23	65%	57%	61%	61%
Ralcam Pl-Thurin St-Hamilton St					
W	6	100%	83%	100%	0%
Ralcam Pl-Thurin St-Victoria St					
E	7	14%	86%	71%	71%
Victoria St-Thurin St-Ralcam Pl					
W	7	86%	57%	71%	57%
W Bay St-Thurin St-Hamilton St					
E	20	0%	30%	70%	60%
Towne St					
Monrovia Ave-Towne St-Placentia Ave					
N	38	32%	11%	21%	34%
S	40	20%	5%	23%	35%
Trabuco Cir					
Canyon Dr-Trabuco Cir-Local Access					
S	5	80%	80%	80%	80%
End-Trabuco Cir-Canyon Dr					
N	7	100%	57%	57%	86%
Union Ave					
Union Ave-Union Ave-Republic Ave					
N	9	22%	22%	22%	22%
S	23	48%	30%	35%	43%

Weekday Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
Victoria St-Union Ave-Republic Ave					
E	16	38%	44%	56%	38%
Victoria St-Union Ave-Union Ave					
W	18	44%	39%	39%	33%
Valley Cir					
Valley Rd-Valley Cir-End					
N	8	38%	50%	13%	13%
S	9	67%	44%	56%	56%
Valley Rd					
Aviemore Terrace-Valley Rd-Gleneagles Terrace					
E	7	43%	29%	57%	43%
Gleneagles Terrace-Valley Rd-Aviemore Terrace					
W	5	20%	20%	20%	20%
Ridgecrest Cir-Valley Rd-Sea Bluff Dr					
W	5	100%	60%	40%	40%
Sea Bluff Dr-Valley Rd-Gleneagles Terrace					
E	13	8%	8%	15%	8%
W	9	0%	11%	0%	0%
Sea Bluff Dr-Valley Rd-Ridgecrest Cir					
E	4	75%	25%	25%	25%
Valley Cir-Valley Rd-Ridgecrest Cir					
E	8	38%	13%	13%	13%
W	7	57%	43%	43%	43%
Valley Cir-Valley Rd-Victoria St					
E	6	17%	17%	17%	17%
Victoria St-Valley Rd-Valley Cir					
W	2	0%	0%	0%	0%
Victoria Pl					
Victoria St-Victoria Pl-Pacific Ave					
N	4	50%	25%	75%	75%
S	7	57%	86%	86%	86%
Victoria St					
Continental Ave-Victoria St-Federal Ave					
S	7	86%	57%	57%	86%
End-Victoria St-Union Ave					
S	4	0%	100%	100%	75%
Federal Ave-Victoria St-End					

Weekday Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
S Monrovia Ave-Victoria St-Continental Ave	11	64%	55%	82%	82%
S National Ave-Victoria St-Monrovia Ave	9	56%	33%	33%	67%
S President Pl-Victoria St-National Ave	6	83%	67%	50%	83%
S Republic Ave-Victoria St-President Pl	4	50%	50%	0%	0%
S Union Ave-Victoria St-Republic Ave	7	14%	14%	0%	0%
S W 16th St	6	67%	83%	67%	67%
Hampton Dr-W 16th St-End					
N Monrovia Ave-W 16th St-Hampton Dr	8	63%	50%	50%	50%
N Placentia Ave-W 16th St-Pomona Ave	26	62%	58%	54%	15%
S Pomona Ave-W 16th St-Placentia Ave	15	20%	13%	27%	20%
N W 17th St	16	88%	81%	81%	81%
Babcock St-W 17th St-Monrovia Ave					
N S	25 15	92% 67%	64% 80%	32% 33%	16% 20%
End-W 17th St-Whittier Ave					
S Monrovia Ave-W 17th St-Whittier Ave	10	90%	70%	50%	10%
N Placentia Ave-W 17th St-Babcock St	22	68%	73%	50%	27%
N S	13 3	77% 100%	92% 67%	38% 67%	31% 0%
Whittier Ave-W 17th St-End					
N Whittier Ave-W 17th St-Monrovia Ave	13	62%	69%	31%	23%
S W 18th St	32	84%	88%	19%	16%
Anaheim Ave-W 18th St-Park Dr					
S Anaheim Ave-W 18th St-Pomona Ave	7	29%	14%	29%	29%

Weekday Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
N	33	45%	36%	64%	79%
Crestmont Pl-W 18th St-Kenwood Pl					
S	6	67%	50%	50%	83%
Kenwood Pl-W 18th St-Anaheim Ave					
S	8	38%	25%	25%	25%
Monrovia Ave-W 18th St-Placentia Ave					
S	17	65%	65%	65%	65%
Monrovia Ave-W 18th St-Whittier Ave					
N	43	56%	49%	44%	53%
S	28	64%	71%	61%	71%
Peninsula Pl-W 18th St-Whittier Ave					
S	22	55%	59%	41%	32%
Placentia Ave-W 18th St-Monrovia Ave					
N	34	68%	68%	65%	65%
Placentia Ave-W 18th St-Wallace Ave					
S	16	50%	44%	75%	75%
Pomona Ave-W 18th St-Crestmont Pl					
S	12	92%	67%	67%	92%
Pomona Ave-W 18th St-Wallace Ave					
N	14	93%	86%	93%	100%
Wallace Ave-W 18th St-Placentia Ave					
N	9	67%	67%	67%	89%
Wallace Ave-W 18th St-Pomona Ave					
S	24	83%	88%	88%	96%
Whittier Ave-W 18th St-Peninsula Pl					
N	19	53%	42%	32%	68%
W 19th St					
Federal Ave-W 19th St-Monrovia Ave					
N	9	67%	56%	89%	89%
Monrovia Ave-W 19th St-Placentia Ave					
S	17	24%	76%	82%	88%
Monrovia Ave-W 19th St-Whittier Ave					
N	21	0%	5%	10%	43%
Parkcrest Dr-W 19th St-Whittier Ave					
S	12	33%	8%	25%	33%
Placentia Ave-W 19th St-Federal Ave					
N	4	75%	0%	50%	0%
Whittier Ave-W 19th St-Monrovia Ave					
S	37	38%	16%	59%	76%

Weekday Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
Whittier Ave-W 19th St-Sundance Dr					
N	10	10%	10%	40%	30%
W 20th St					
Continental Ave-W 20th St-Federal Ave					
S	9	11%	11%	0%	11%
Continental Ave-W 20th St-Monrovia Ave					
N	9	11%	11%	11%	11%
End-W 20th St-Monrovia Ave					
S	14	36%	29%	29%	43%
Federal Ave-W 20th St-Continental Ave					
N	9	22%	0%	11%	11%
Monrovia Ave-W 20th St-Continental Ave					
S	8	38%	50%	38%	50%
Monrovia Ave-W 20th St-End					
N	13	38%	38%	38%	23%
Palace Ave-W 20th St-Wallace Ave					
N	9	67%	56%	89%	89%
S	16	75%	81%	75%	88%
Placentia Ave-W 20th St-Palace Ave					
N	7	43%	0%	100%	100%
S	10	100%	90%	90%	80%
Sterling Ave-W 20th St-Pomona Ave					
N	10	40%	20%	80%	80%
S	11	100%	82%	82%	100%
Wallace Ave-W 20th St-Sterling Ave					
N	8	75%	38%	100%	100%
S	9	78%	67%	89%	78%
W Bay St					
Anaheim Ave-W Bay St-Meyer Pl					
N	13	38%	15%	46%	38%
Harbor Blvd-W Bay St-Parsons St					
S	5	80%	60%	100%	80%
Maple Ave-W Bay St-Anaheim Ave					
N	15	40%	13%	33%	33%
S	13	31%	23%	46%	38%
Meyer Pl-W Bay St-Anaheim Ave					
S	12	42%	17%	25%	25%
Parsons St-W Bay St-Harbor Blvd					
N	10	80%	100%	90%	90%

Weekday Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
Parsons St-W Bay St-Thurin St S	27	11%	70%	81%	67%
Thurin St-W Bay St-Parsons St N	30	17%	50%	77%	77%
Wallace Ave					
Center St-Wallace Ave-Weelo Dr W	10	20%	90%	100%	100%
End-Wallace Ave-James St W	5	60%	60%	60%	80%
Hamilton St-Wallace Ave-End E	23	35%	9%	52%	78%
W	16	31%	13%	44%	81%
Hamilton St-Wallace Ave-W 20th St W	46	83%	74%	78%	72%
James St-Wallace Ave-End E	6	83%	67%	83%	100%
James St-Wallace Ave-Shalimar Dr W	12	100%	92%	92%	100%
Scott Pl-Wallace Ave-W 18th Ave W	4	25%	75%	100%	100%
Shalimar Ave-Wallace Ave-James St E	9	67%	56%	67%	89%
W 18th St-Wallace Ave-Scott Pl E	9	100%	78%	89%	89%
W 19th St-Wallace Ave-Center St E	19	89%	84%	74%	84%
W	10	10%	30%	100%	100%
W 19th St-Wallace Ave-W 20th St E	38	55%	29%	89%	87%
W 20th St-Wallace Ave-Hamilton St E	36	58%	61%	89%	92%
W 20th St-Wallace Ave-W 19th St W	43	88%	77%	91%	91%
Weelo Dr-Wallace Ave-Center St E	10	90%	90%	90%	90%
Weelo Dr-Wallace Ave-Scott Pl E	8	75%	38%	75%	63%
W	6	33%	83%	100%	100%
Wilson St-Wallace Ave-Congress St					

Weekday Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
E	17	29%	12%	29%	35%
W	20	55%	5%	30%	45%
Weelo Dr					
Wallace Ave-Weelo Dr-Pomona Ave					
N	19	89%	89%	89%	89%
S	24	71%	79%	79%	83%
Whittier Ave					
Arbor St-Whittier Ave-End					
E	20	25%	10%	25%	40%
Arbor St-Whittier Ave-W 19th St					
W	7	14%	0%	14%	0%
End-Whittier Ave-Arbor St					
W	16	19%	19%	13%	13%
Parkhill Dr-Whittier Ave-W 18th St					
E	31	77%	42%	16%	26%
W	15	73%	53%	53%	7%
W 17th St-Whittier Ave-Hampton Dr					
E	12	75%	75%	50%	75%
W	12	25%	8%	0%	0%
W 18th St-Whittier Ave-W 17th St					
E	37	89%	76%	41%	27%
W	2	0%	0%	0%	0%
W 19th St-Whittier Ave-Arbor St					
E	7	14%	0%	0%	0%
W 19th St-Whittier Ave-Parkhill Dr					
E	8	75%	75%	63%	75%
W	23	65%	65%	52%	52%
Wilson St					
Canyon Dr-Wilson St-State Ave					
S	4	50%	50%	50%	75%
Continental Ave-Wilson St-Federal Ave					
S	20	70%	60%	65%	55%
Continental Ave-Wilson St-Monrovia Ave					
N	12	42%	42%	42%	50%
Federal Ave-Wilson St-Continental Ave					
N	14	50%	57%	43%	43%
Monrovia Ave-Wilson St-Continental Ave					
S	11	36%	45%	18%	18%
Monrovia Ave-Wilson St-National Ave					

Weekday Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
N National Ave-Wilson St-Monrovia Ave	10	30%	30%	30%	30%
S Pacific Ave-Wilson St-Canyon Dr	14	14%	21%	29%	29%
S Republic Ave-Wilson St-Canyon Dr	21	67%	67%	38%	57%
N Republic Ave-Wilson St-National Ave	18	28%	22%	22%	22%
N State Ave-Wilson St-Republic Ave	23	17%	22%	30%	17%
S State Ave-Wilson St-Republic Ave	20	30%	30%	35%	35%
S Yorkshire St	6	50%	50%	50%	0%
Anaheim Ave-Yorkshire St-Maple Ave					
S Maple Ave-Yorkshire St-Anaheim Ave	13	38%	62%	92%	77%
N Maple Ave-Yorkshire St-Anaheim Ave	15	47%	53%	80%	80%

Weekend Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
American Ave					
American Pl-American Ave-State Ave					
E	25	56%	60%	72%	84%
W	45	53%	51%	60%	60%
Victoria St-American Ave-American Pl					
E	10	60%	60%	20%	80%
W	8	50%	50%	75%	100%
American Pl					
American Ave-American Pl-End					
N	7	100%	86%	86%	86%
S	8	50%	75%	63%	63%
Anaheim Ave					
Center St-Anaheim Ave-Plumer St					
E	13	69%	62%	85%	92%
Park Dr-Anaheim Ave-Terminal Way					
E	14	79%	71%	64%	79%
W	15	33%	40%	40%	33%
Plumer St-Anaheim Ave-Center St					
W	10	50%	50%	50%	90%
Terminal Way-Anaheim Ave-Superior Ave					
W	3	0%	0%	33%	33%
W 18th St-Anaheim Ave-Center St					
E	33	67%	39%	45%	42%
W	24	46%	46%	42%	88%
W 18th St-Anaheim Ave-Park Dr					
E	9	67%	33%	56%	44%
W	14	79%	50%	64%	64%
W 19th St-Anaheim Ave-Plumer St					
E	3	100%	67%	100%	100%
W 19th St-Anaheim Ave-Yorkshire St					
E	49	69%	71%	80%	80%
W Bay St-Anaheim Ave-Yorkshire St					
E	12	67%	67%	92%	92%
W	10	100%	90%	90%	80%
Wilson St-Anaheim Ave-End					
E	18	78%	78%	89%	94%
W	15	73%	60%	80%	80%
Yorkshire St-Anaheim Ave-W 19th St					
W	50	80%	68%	78%	74%

Weekend Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
Arbor St					
Continental Ave-Arbor St-Monrovia Ave					
N	11	18%	18%	27%	27%
S	16	31%	25%	31%	31%
Republic Ave-Arbor St-Monrovia Ave					
N	24	21%	13%	21%	17%
Whittier Ave-Arbor St-End					
N	9	56%	56%	33%	22%
S	8	50%	13%	38%	13%
Whittier Ave-Arbor St-Republic Ave					
N	18	22%	19%	22%	30%
S	35	20%	11%	17%	17%
Arnold Ave					
Cove St-Arnold Ave-Seal St					
E	6	67%	67%	83%	67%
W	11	64%	55%	73%	55%
Ross St-Arnold Ave-Surf St					
W	17	82%	65%	82%	82%
Seal St-Arnold Ave-Ross St					
E	8	75%	25%	63%	63%
W	10	50%	50%	60%	40%
Surf St-Arnold Ave-Beach St					
E	8	75%	75%	75%	88%
W	11	73%	45%	73%	82%
Surf St-Arnold Ave-Ross St					
E	8	63%	38%	63%	75%
Aviemore Terrace					
Gleneagles Terrace-Aviemore Terrace-Valley Rd					
E	41	12%	12%	7%	10%
W	33	27%	18%	27%	36%
Avocado St					
Avalon St-Avocado St-Fairview Rd					
N	20	80%	75%	75%	85%
S	27	78%	78%	81%	81%
College Ave-Avocado St-Rutgers Dr					
N	41	83%	85%	85%	90%
S	42	83%	86%	90%	86%
Rutgers Dr-Avocado St-Avalon St					

Weekend Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
N	15	73%	80%	87%	93%
S	23	83%	83%	87%	87%
Babcock St					
W 16th St-Babcock St-W 17th St					
W	21	33%	33%	29%	24%
W 17th St-Babcock St-W 16th St					
E	23	26%	30%	30%	30%
Balmoral Pl					
Sea Bluff Dr-Balmoral Pl-End					
E	6	33%	67%	83%	50%
W	4	25%	50%	50%	50%
Beach St					
Arnold Ave-Beach St-Meyer Pl					
N	18	83%	67%	89%	94%
S	20	85%	85%	85%	90%
Bernard St					
Charle St-Bernard St-Harbor Blvd					
S	12	25%	83%	75%	50%
Charle St-Bernard St-Maple Ave					
S	12	75%	58%	100%	92%
Charle Street-Bernard St-Maple Ave					
N	11	91%	82%	82%	91%
Harbor Blvd-Bernard St-Charle St					
N	13	62%	77%	92%	62%
Parsons St-Bernard St-End					
N	11	18%	36%	55%	27%
S	12	58%	75%	67%	50%
Parsons St-Bernard St-Harbor Blvd					
S	17	65%	65%	65%	65%
Parsons St-Bernard St-Harbor St					
N	11	91%	100%	91%	91%
Canyon Dr					
Glen Cir-Canyon Dr-Sea Bluff Dr					
W	6	33%	67%	83%	83%
Local Access-Canyon Dr-Nancy Ln					
W	30	23%	20%	13%	13%
Local Access-Canyon Dr-Trabuco Cir					
W	7	71%	57%	57%	57%
Modjeska Cir-Canyon Dr-Trabuco Cir					

Weekend Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
E Modjeska Cir-Canyon Dr-Wilson St	4	25%	50%	50%	75%
W Sea Bluff Dr-Canyon Dr-Glen Cir	5	80%	80%	40%	40%
E Trabuco Cir-Canyon Dr-End	10	40%	60%	60%	60%
E Trauoco Cir-Canyon Dr-Modjeska Cir	10	80%	90%	60%	60%
W Victoria St-Canyon Dr-Glen Cir	7	71%	57%	71%	71%
E Wilson St-Canyon Dr-Modjeska Cir	8	63%	75%	75%	75%
W Wilson St-Canyon Dr-Modjeska Cir	8	63%	50%	25%	75%
E Wilson St-Canyon Dr-Victoria St	3	67%	33%	67%	67%
E Capital St	47	70%	72%	85%	87%
W Capital St	37	89%	89%	97%	100%
Continental Ave-Capital St-National Ave					
N National Ave-Capital St-Continental Ave	25	28%	20%	32%	24%
S National Ave-Capital St-Republic Ave	23	17%	13%	26%	17%
N Pomona Ave-Capital St-End	24	13%	17%	17%	25%
N Republic Ave-Capital St-National Ave	13	15%	8%	31%	38%
S Republic Ave-Capital St-National Ave	15	40%	40%	53%	40%
S Cedar Pl	23	30%	43%	35%	30%
Monrovia Ave-Cedar Pl-Republic Ave					
N Center St	27	56%	52%	44%	41%
S Center St	30	40%	33%	37%	33%
Anaheim Ave-Center St-Pomona Ave					
N Monrovia Ave-Center St-Placentia Ave	48	81%	81%	77%	92%
S Placentia Ave-Center St-Monrovia Ave	57	91%	86%	86%	86%

Weekend Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
N Placentia Ave-Center St-Wallace Ave	59	73%	88%	85%	88%
N S Pomona Ave-Center St-Anaheim Ave	16 19	75% 63%	75% 63%	69% 68%	69% 74%
S Pomona Ave-Center St-Wallace Ave	47	77%	83%	81%	91%
N Wallace Ave-Center St-Pomona Ave	21	76%	67%	95%	100%
S Charle Dr	19	79%	84%	79%	84%
End-Charle Dr-Victoria St					
W Victoria St-Charle Dr-End	8	63%	50%	25%	38%
E Charle St	7	71%	43%	71%	71%
Hamilton St-Charle St-Bernard St					
W E College Ave	67 60	70% 67%	81% 70%	82% 65%	82% 65%
Avocado St-College Ave-Victoria St					
W Avocado St-College Ave-Wilson St	13	85%	69%	77%	100%
E Victoria St-College Ave-Avocado St	38	87%	89%	100%	100%
E Victoria St-College Ave-End	35	77%	80%	94%	94%
E W Wilson St-College Ave-Avocado St	7 10	29% 20%	14% 40%	14% 40%	14% 40%
W Congress St	21	81%	67%	86%	95%
End-Congress St-Wallace Ave					
S National Ave-Congress St-Placentia Ave	9	89%	100%	89%	100%
S National Ave-Congress St-State Ave	43	56%	35%	51%	53%
N Placentia Ave-Congress St-National Ave	36	22%	28%	44%	33%

Weekend Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
N	55	35%	40%	40%	40%
Pomona Ave-Congress St-Puente Ave					
N	14	57%	50%	57%	57%
S	18	67%	50%	78%	72%
Raleigh Ave-Congress St-Wallace Ave					
N	9	67%	78%	67%	78%
State Ave-Congress St-National Ave					
S	37	19%	14%	46%	27%
Wallace Ave-Congress St-End					
N	6	67%	67%	83%	83%
Wallace Ave-Congress St-Raleigh Ave					
S	9	67%	78%	78%	89%
Continental Ave					
Arbor St-Continental Ave-W 20th St					
E	37	41%	30%	32%	35%
Capital Ave-Continental Ave-Wilson St					
E	8	38%	38%	38%	38%
Capital St-Continental Ave-Senate St					
W	7	43%	29%	29%	29%
Oak St-Continental Ave-W 20th Ave					
W	43	28%	28%	30%	30%
Senate St-Continental Ave-Wilson St					
E	11	18%	9%	36%	27%
Victoria St-Continental Ave-Oak St					
E	27	44%	52%	59%	67%
W	27	59%	56%	52%	56%
W 20th St-Continental Ave-Arbor St					
W	44	30%	23%	36%	36%
W 20th St-Continental Ave-Oak St					
E	44	45%	41%	34%	43%
Wilson St-Continental Ave-Capital St					
W	5	20%	20%	20%	40%
Cove St					
Arnold Ave-Cove St-Meyer Pl					
S	18	50%	22%	33%	50%
Meyer Pl-Cove St-Arnold Ave					
N	20	60%	35%	35%	50%
Crestmont Pl					
Park Dr-Crestmont Pl-Shalimar Dr					

Weekend Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
E Park Dr-Crestmont Pl-W 18th St	8	88%	88%	88%	88%
E Shalimar Dr-Crestmont Pl-Park Dr	6	100%	50%	83%	83%
E W 18th St-Crestmont Pl-Park Dr	7	71%	100%	71%	100%
W Darrell St	10	80%	60%	70%	90%
Meyer Pl-Darrell St-Pomona Ave					
N Monrovia Ave-Darrell St-Federal Ave	31	81%	81%	87%	90%
N Moronovia Ave-Darrell St-Federal Ave	31	35%	39%	42%	42%
S Pomona Ave-Darrell St-Meyer Pl	32	47%	44%	34%	47%
S Republic Ave-Darrell St-Monrovia Ave	35	86%	80%	77%	86%
N S Dogwood St	41 41	29% 22%	29% 20%	39% 29%	34% 29%
Cedar Pl-Dogwood St-Evergreen Pl					
N Monrovia Ave-Dogwood St-Republic Ave	31	19%	19%	19%	29%
S Evergreen Pl	35	17%	20%	31%	31%
End-Evergreen Pl-Monrovia Ave					
S Monrovia Ave-Evergreen Pl-End	20	25%	35%	15%	30%
N Farad St	21	29%	24%	24%	24%
Ohms Way-Farad St-End					
S Ohms Way-Farad St-Pomona Ave	15	33%	40%	40%	33%
S Pomona Ave-Farad St-End	7	43%	29%	29%	29%
N Federal Ave	24	17%	21%	17%	21%
Darrell St-Federal Ave-Joann St					
E	8	63%	50%	50%	63%

Weekend Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
W Oak St-Federal Ave-W 20th St	10	50%	40%	50%	70%
E	43	49%	35%	28%	30%
W Pine Pl-Federal Ave-Oak St	36	47%	31%	31%	39%
W Pine Pl-Federal Ave-Plum Pl	8	63%	50%	63%	75%
E Plum Pl-Federal Ave-End	8	63%	38%	50%	63%
E Plum Pl-Federal Ave-Pine Pl	6	83%	33%	67%	67%
W Victoria St-Federal Ave-Plum Pl	11	45%	36%	27%	55%
W W 20th St-Federal Ave-W 19th St	8	50%	38%	63%	63%
W	36	25%	28%	28%	25%
E Wilson St-Federal Ave-Darrell St	56	18%	14%	20%	20%
E	8	88%	75%	88%	88%
W Ford Rd	8	63%	50%	63%	63%
Harbor Blvd-Ford Rd-Parsons St					
S	8	85%	83%	81%	81%
Newport Blvd-Ford Rd-Parsons St					
N	13	54%	31%	31%	31%
Parsons St-Ford Rd-Newport Blvd					
S Glen Cir	15	67%	40%	20%	20%
Canyon Dr-Glen Cir-End					
N	6	83%	83%	67%	67%
S Gleneagles Terrace	8	38%	25%	88%	50%
Aviemoore Terrace-Gleneagles Terrace-End					
N	7	43%	43%	29%	29%
S	9	11%	0%	0%	0%
Gleneagles Terrace-Gleneagles Terrace-Aviemoore Terrace					
N Sea Bluff Dr-Gleneagles Terrace-Valley Rd	3	33%	33%	33%	33%

Weekend Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
E	23	13%	17%	17%	13%
W	24	38%	33%	42%	46%
Governor St					
National Ave-Governor St-Placentia Ave					
S	46	30%	33%	30%	28%
National Ave-Governor St-State Ave					
N	34	38%	44%	41%	44%
Placentia Ave-Governor St-National Ave					
N	44	23%	14%	32%	25%
Pomona Ave-Governor St-Puente Ave					
N	15	33%	13%	33%	33%
S	16	19%	25%	19%	50%
State Ave-Governor St-National Ave					
S	31	19%	23%	39%	39%
Grove Pl					
Republic Ave-Grove Pl-State Ave					
N	25	20%	24%	24%	20%
S	28	14%	14%	14%	14%
State Ave-Grove Pl-End					
N	7	14%	29%	43%	43%
S	11	27%	64%	27%	27%
Hamilton St					
End-Hamilton St-Thurin St					
N	20	35%	30%	40%	40%
Harbor Blvd-Hamilton St-Maple Ave					
N	25	80%	76%	72%	84%
Harbor Blvd-Hamilton St-Thurin St					
S	48	69%	75%	81%	85%
Maple Ave-Hamilton St-Meyer Pl					
N	23	78%	87%	87%	78%
Meyer Pl-Hamilton St-Pomona Ave					
N	9	56%	56%	78%	78%
Placentia Ave-Hamilton St-Wallace Ave					
N	15	93%	87%	93%	93%
Pomona Ave-Hamilton St-Sterling Ave					
N	5	60%	100%	100%	100%
Raleigh Ave-Hamilton St-Wallace Ave					
N	23	74%	74%	78%	87%
Sterling Ave-Hamilton St-Raleigh Ave					

Weekend Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
N Thurin St-Hamilton St-End	6	67%	67%	67%	67%
S Thurin St-Hamilton St-Harbor Blvd	22	41%	27%	32%	27%
N Harbor Blvd	47	72%	77%	87%	83%
Bernard St-Harbor Blvd-Ford Rd					
E Ford Rd-Harbor Blvd-W Bay St	12	50%	67%	58%	58%
E James St	16	31%	31%	13%	13%
Pomona Ave-James St-Wallace Ave					
N Wallace Ave-James St-Pomona Ave	23	83%	87%	83%	78%
S Joann St	23	100%	96%	100%	91%
End-Joann St-Federal Ave					
S Federal Ave-Joann St-End	7	86%	71%	86%	100%
S Federal Ave-Joann St-Monrovia Ave	7	43%	71%	86%	100%
N Maple St-Joann St-Meyer Pl	34	47%	44%	38%	44%
N Maple St-Joann St-Miner St	23	74%	78%	91%	83%
S Meyer Pl-Joann St-Maple St	12	83%	83%	92%	92%
S Meyer Pl-Joann St-Pomona Ave	18	89%	94%	100%	100%
N Miner St-Joann St-Maple St	40	73%	70%	80%	83%
N Monrovia Ave-Joann St-Federal Ave	21	57%	67%	43%	43%
S Monrovia Ave-Joann St-Republic Ave	34	35%	38%	35%	47%
N Pamela Ln-Joann St-Placentia Ave	45	42%	36%	44%	33%
S Pamela Ln-Joann St-Placentia Ave	45	20%	38%	42%	40%
E	14	64%	71%	79%	79%

Weekend Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
N	21	86%	86%	81%	81%
Pamela Ln-Joann St-Pomona Ave					
S	27	63%	81%	78%	89%
Pamona Ave-Joann St-Pamela Ln					
N	30	77%	77%	83%	83%
Placentia Ave-Joann St-Pamela Ln					
S	10	80%	90%	80%	90%
Pomona Ave-Joann St-Meyer Pl					
S	34	76%	85%	97%	97%
Kenwood Pl					
Shalimar Dr-Kenwood Pl-W 18th St					
W	19	63%	68%	74%	74%
W 18th St-Kenwood Pl-Shalimar Dr					
W	17	76%	53%	65%	71%
Knowell Pl					
Meyer Pl-Knowell Pl-Maple Ave					
N	24	83%	75%	75%	63%
S	29	59%	48%	52%	48%
Linden Pl					
State Ave-Linden Pl-End					
N	22	32%	18%	23%	27%
S	21	10%	5%	10%	5%
State Ave-Linden Pl-Republic Ave					
N	24	21%	29%	29%	25%
S	34	21%	12%	21%	18%
Maple Ave					
Bernard St-Maple Ave-W 19th St					
W	25	48%	60%	52%	48%
Bernard St-Maple Ave-Yorkshire St					
E	29	86%	90%	97%	97%
Hamilton St-Maple Ave-Knowell Pl					
E	11	55%	73%	100%	82%
W	12	67%	58%	83%	83%
Knowell Pl-Maple Ave-W Bay St					
E	8	63%	63%	63%	63%
W	7	71%	71%	86%	86%
W 19th St-Maple Ave-Bernard St					
E	18	72%	72%	78%	78%
W Bay St-Maple Ave-Yorkshire St					

Weekend Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
W Yorkshire St-Maple Ave-Bernard St	12	50%	58%	58%	58%
W Yorkshire St-Maple Ave-W Bay St	29	72%	69%	72%	72%
E Maple St	12	75%	75%	75%	67%
Joann St-Maple St-Wilson St					
W Victoria St-Maple St-Wilson St	17	94%	88%	94%	94%
E Wilson St-Maple St-Joann St	49	69%	69%	71%	71%
E Wilson St-Maple St-Victoria St	18	78%	78%	78%	83%
W Meyer Pl	45	80%	73%	84%	78%
Beach St-Meyer Pl-Surf St					
N Beach St-Meyer Pl-W 19th St	20	80%	85%	85%	95%
W Cove St-Meyer Pl-Seal St	6	50%	83%	83%	83%
W Darrell St-Meyer Pl-Joann St	6	100%	83%	100%	83%
E W Hamilton St-Meyer Pl-Knowell Pl	3 9	67% 67%	67% 67%	67% 78%	67% 67%
W E Knowell Pl-Meyer Pl-W Bay St	11 9	73% 67%	82% 44%	73% 89%	82% 89%
W Meyer Pl-Meyer Pl-Arnold Ave	13	54%	46%	69%	77%
N Ross St-Meyer Pl-Seal St	22	68%	50%	50%	68%
E Ross St-Meyer Pl-Surf St	9	67%	100%	89%	89%
E Seal St-Meyer Pl-Cove St	8	63%	75%	75%	75%
E Seal St-Meyer Pl-Ross St	10	50%	80%	80%	90%
E	7	86%	86%	86%	86%

Weekend Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
Surf St-Meyer Pl-Beach St					
E	9	67%	78%	67%	89%
W	10	50%	70%	80%	80%
Surf St-Meyer Pl-Ross St					
E	10	100%	90%	90%	100%
W 19th St-Meyer Pl-Beach St					
E	14	50%	50%	57%	71%
W Bay St-Meyer Pl-Cove St					
W	12	83%	67%	83%	92%
E	12	75%	58%	75%	75%
W Bay St-Meyer Pl-Knowell Pl					
E	8	100%	88%	88%	88%
Wilson St-Meyer Pl-Darrell St					
E	9	56%	78%	89%	89%
W	9	44%	11%	44%	67%
Wilson St-Meyer Pl-End					
E	38	37%	32%	45%	32%
W	36	42%	42%	36%	53%
Miner St					
Joann St-Miner St-Wilson St					
W	27	74%	74%	74%	74%
Wilson St-Miner St-End					
E	33	79%	67%	82%	100%
W	39	77%	79%	82%	95%
Modjeska Cir					
Canyon Dr-Modjeska Cir-End					
S	5	80%	100%	80%	100%
End-Modjeska Cir-Canyon Dr					
N	6	50%	83%	83%	83%
Monrovia Ave					
Arbor St-Monrovia Ave-Cedar Pl					
E	7	43%	57%	57%	43%
Arbor St-Monrovia Ave-W 19th St					
E	9	44%	33%	33%	11%
W	6	17%	33%	17%	33%
Cedar Pl-Monrovia Ave-Dogwood St					
E	11	9%	9%	0%	0%
Center St-Monrovia Ave-Towne St					
E	7	86%	57%	71%	71%

Weekend Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
W Center St-Monrovia Ave-W 19th St	5	100%	60%	80%	80%
E Darrell St-Monrovia Ave-Wilson St	9	56%	78%	89%	100%
W Dogwood St-Monrovia Ave-Cedar Pl	7	43%	43%	43%	57%
W Dogwood St-Monrovia Ave-Evergreen Pl	8	50%	38%	50%	38%
E Evergreen Pl-Monrovia Ave-Dogwood St	8	25%	25%	50%	38%
W Evergreen Pl-Monrovia Ave-W 20th St	6	0%	0%	0%	0%
E Joann St-Monrovia Ave-Darrell St	7	29%	29%	14%	43%
E National Ave-Monrovia Ave-Oak St	11	9%	9%	0%	0%
W National Ave-Monrovia Ave-W 20th St	8	25%	50%	38%	25%
E National Ave-Monrovia Ave-W 20th St	29	21%	28%	21%	21%
W Newhall St-Monrovia Ave-Play Port Mobile Village Driveway	16	13%	13%	6%	6%
E Newhall St-Monrovia Ave-W 16th St	8	63%	63%	50%	63%
W Oak St-Monrovia Ave-National Ave	22	32%	41%	27%	5%
W Play Port Mobile Village Driveway-Monrovia Ave-W 17th St	24	38%	42%	33%	33%
E Sunset Dr-Monrovia Ave-W 17th St	3	100%	67%	67%	67%
W Towne St-Monrovia Ave-W 18th St	17	35%	35%	41%	47%
W Victoria St-Monrovia Ave-Oak St	14	64%	57%	86%	86%
W W 16th St-Monrovia Ave-Newhall St	28	36%	21%	29%	21%
E W 17th St-Monrovia Ave-Newhall St	16	50%	56%	44%	6%

Weekend Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
W	11	9%	9%	18%	9%
W 17th St-Monrovia Ave-Sunset Dr					
E	13	62%	54%	54%	46%
W 18th St-Monrovia Ave-Sunset Dr					
E	16	25%	19%	6%	63%
W	14	57%	36%	36%	50%
W 18th St-Monrovia Ave-Towne St					
E	16	63%	56%	81%	81%
W 19th St-Monrovia Ave-Center St					
W	13	100%	92%	92%	92%
W 20th St-Monrovia Ave-Evergreen Pl					
W	7	0%	0%	29%	0%
W 20th St-Moronovia Ave-National Ave					
E	16	13%	13%	13%	13%
Wilson St-Monrovia Ave-Darrell St					
E	8	25%	25%	25%	63%
National Ave					
Capital St-National Ave-Senate St					
E	7	29%	29%	29%	29%
W	7	29%	29%	43%	14%
Capital St-National Ave-Wilson St					
E	6	17%	17%	50%	33%
Congress St-National Ave-Governor St					
W	7	29%	14%	29%	14%
Governor St-National Ave-Congress St					
E	9	0%	0%	0%	0%
Governor St-National Ave-Victoria St					
W	3	33%	33%	33%	33%
Monrovia Ave-National Ave-National Ave					
N	9	44%	44%	44%	44%
National Ave-National Ave-Monrovia Ave					
S	9	33%	22%	78%	67%
National Ave-National Ave-Oak St					
E	28	21%	29%	18%	29%
Oak St-National Ave-National Ave					
E	26	46%	46%	54%	54%
W	30	37%	40%	30%	30%
Senate St-National Ave-Congress St					
E	7	0%	14%	0%	0%

Weekend Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
W Victoria St-National Ave-Oak St	6	0%	17%	17%	17%
E	27	30%	22%	30%	30%
W Victory St-National Ave-Governer St	25	24%	20%	20%	32%
E	3	0%	0%	0%	0%
Wilson St-National Ave-Capital St					
W Newhall St	7	14%	0%	0%	0%
End-Newhall St-Monrovia Ave					
S	20	30%	25%	35%	10%
Monrovia Ave-Newhall St-End					
N Newton Way	23	4%	9%	4%	4%
End-Newton Way-Placentia Ave					
N	27	26%	22%	26%	19%
Placentia Ave-Newton Way-End					
S Oak St	22	27%	59%	64%	14%
Continental Ave-Oak St-Federal Ave					
N	28	30%	21%	21%	23%
S	7	14%	29%	0%	0%
Continental Ave-Oak St-Monrovia Ave					
N	7	14%	14%	29%	29%
S	9	22%	22%	22%	33%
Monrovia Ave-Oak St-National Ave					
N	7	57%	29%	29%	43%
National Ave-Oak St-Monrovia Ave					
S	10	40%	30%	10%	10%
National Ave-Oak St-President Pl					
N	11	18%	18%	27%	27%
President Pl-Oak St-National Ave					
S	8	0%	0%	13%	13%
President Pl-Oak St-Republic Ave					
N	11	18%	27%	18%	18%
S	10	60%	60%	50%	50%
Republic Ave-Oak St-State Ave					
N	33	30%	24%	27%	30%
S	25	12%	16%	20%	24%

Weekend Occupancy						
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM	
Ohms Way						
End-Ohms Way-Mid-Block						
N	13	62%	69%	85%	77%	
S	13	46%	92%	77%	46%	
Farad St-Ohms Way-Mid-Block						
E	9	22%	11%	11%	11%	
W	13	8%	8%	0%	0%	
Pacific Ave						
Victoria Pl-Pacific Ave-Wilson St						
E	55	67%	69%	73%	76%	
W	52	73%	77%	77%	79%	
Wilson St-Pacific Ave-End						
E	21	90%	81%	86%	90%	
W	16	94%	69%	94%	100%	
Pamela Ln						
End-Pamela Ln-Joann St						
E	15	93%	87%	87%	87%	
Joann St-Pamela Ln-End						
W	16	94%	88%	88%	100%	
Park Ave						
W 18th St-Park Ave-W 19th St						
E	12	8%	8%	8%	0%	
W 19th St-Park Ave-W 18th St						
W	56	38%	64%	70%	29%	
Park Dr						
Anaheim Ave-Park Dr-W 18th St						
N	38	5%	58%	37%	18%	
S	19	42%	47%	37%	32%	
Crestmont Pl-Park Dr-Pomona Ave						
S	30	87%	87%	87%	87%	
Pomona Ave-Park Dr-Crestmont Pl						
N	25	92%	96%	92%	100%	
W 18th St-Park Dr-Anaheim Ave						
N	16	44%	44%	50%	56%	
Parkcrest Dr						
1879 Parkcrest Dr-Parkcrest Dr-Parkhill Dr						
W	5	40%	40%	80%	20%	

Weekend Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
1882 Parkcrest Dr-Parkcrest Dr-1898 Parkcrest Dr					
E	5	20%	40%	20%	40%
1895 Parkcrest Dr-Parkcrest Dr-1879 Parkcrest Dr					
W	13	8%	15%	15%	15%
1898 Parkcrest Dr-Parkcrest Dr-W 19th St					
E	4	0%	0%	0%	0%
W	3	67%	67%	67%	33%
Parkhill Dr-Parkcrest Dr-1882 Parkcrest Dr					
E	7	14%	14%	43%	0%
Parkglen Cir					
End-Parkglen Cir-Parkhill Dr					
W	4	50%	25%	50%	50%
Parkhill Dr-Parkglen Cir-End					
E	3	67%	67%	33%	33%
Parkhill Dr					
Parkcrest Dr-Parkhill Dr-Parkvista Cir					
N	9	56%	56%	44%	33%
Parkcrest Dr-Parkhill Dr-Whittier Ave					
N	3	67%	33%	0%	33%
Parkglen Cir-Parkhill Dr-Parkvista Cir					
N	11	18%	27%	45%	36%
Parkglen Cir-Parkhill Dr-Whittier Ave					
S	8	38%	38%	38%	38%
Parkview Cir-Parkhill Dr-Parkglen Cir					
S	6	33%	33%	33%	0%
Parkvista Cir-Parkhill Dr-Parkcrest Dr					
S	10	70%	50%	50%	40%
Parkvista Cir-Parkhill Dr-Parkglen Cir					
W	9	11%	22%	0%	0%
Parkview Cir					
Parkhill Dr-Parkview Cir-End					
E	12	58%	54%	63%	42%
W	10	60%	55%	45%	55%

Weekend Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
Parkvista Cir					
Parkhill Dr-Parkvista Cir-End					
E	3	33%	67%	67%	67%
W	2	100%	50%	100%	50%
Parsons St					
Ford Rd-Parsons St-Bernard St					
E	13	62%	62%	77%	77%
W	17	47%	65%	76%	76%
Ford Rd-Parsons St-W Bay St					
E	28	71%	68%	89%	89%
Victoria St-Parsons St-End					
E	10	20%	20%	30%	40%
W	11	45%	27%	45%	55%
W Bay St-Parsons St-Ford Rd					
W	28	54%	54%	82%	82%
Pine Pl					
Federal Ave-Pine Pl-End					
N	8	63%	50%	50%	50%
S	8	63%	38%	25%	50%
Plum Pl					
Federal Ave-Plum Pl-End					
N	8	38%	63%	50%	63%
S	7	57%	57%	43%	57%
Plumer St					
Anaheim Ave-Plumer St-Pomona Ave					
N	49	65%	47%	86%	78%
Pomona Ave-Plumer St-Anaheim Ave					
S	50	62%	50%	64%	66%
Pomona Ave					
Capital St-Pomona Ave-Senate St					
W	8	88%	75%	88%	75%
Center St-Pomona Ave-Plumer St					
E	6	100%	100%	100%	100%
Center St-Pomona Ave-Weelo Dr					
W	10	60%	40%	80%	90%
Congress St-Pomona Ave-Governor St					
W	11	73%	73%	82%	73%
Darrell St-Pomona Ave-Wilson St					
E	9	67%	67%	67%	67%

Weekend Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
W	10	100%	100%	100%	100%
Farad St-Pomona Ave-W 16th St					
W	14	79%	64%	29%	36%
Governor St-Pomona Ave-Congress St					
E	6	100%	100%	100%	100%
Governor St-Pomona Ave-Victoria St					
E	2	100%	100%	100%	100%
W	2	50%	50%	50%	50%
Hamilton St-Pomana Ave-Sterling Ave					
W	18	89%	89%	89%	100%
Hamilton St-Pomona Ave-Victoria St					
W	11	91%	55%	91%	91%
James St-Pomona Ave-W 17th St					
W	26	62%	65%	58%	65%
Joann St-Pomona Ave-Darrell St					
E	7	86%	100%	57%	57%
W	9	100%	89%	100%	100%
Park Dr-Pomona Ave-W 18th St					
E	11	73%	82%	82%	82%
Senate St-Pomona Ave-Congress St					
E	6	67%	83%	83%	83%
W	6	67%	67%	67%	67%
Sterling Ave-Pomona Ave-Hamilton St					
W	20	70%	50%	60%	85%
Sterling Ave-Pomona Ave-W 20th St					
W	12	83%	92%	92%	92%
Victoria St-Pomona Ave-Hamilton St					
W	16	75%	63%	75%	75%
W 16th St-Pomona Ave-Farad St					
E	12	75%	75%	17%	8%
W 17th St-Pomona Ave-Farad St					
E	26	81%	62%	73%	81%
W	15	73%	67%	53%	87%
W 17th St-Pomona Ave-Park Dr					
E	34	71%	68%	79%	91%
W 18th St-Pomona Ave-James St					
W	3	100%	100%	67%	100%
W 18th St-Pomona Ave-Weelo Dr					
E	9	100%	89%	100%	100%

Weekend Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
W 19th St-Pomona Ave-Center St					
W	3	67%	67%	67%	67%
W 19th St-Pomona Ave-W 20th St					
E	30	77%	80%	87%	87%
W 20th St-Pomona Ave-Sterling Ave					
E	14	79%	71%	71%	79%
W 20th St-Pomona Ave-W 19th St					
W	33	79%	73%	76%	85%
Weelo Dr-Pomona Ave-Center St					
E	8	100%	100%	88%	100%
Weelo Dr-Pomona Ave-W 18th St					
W	11	73%	82%	82%	82%
Wilson St-Pomona Ave-Capital St					
E	5	100%	100%	100%	100%
W	4	100%	75%	75%	75%
President Pl					
End-President Pl-Oak St					
W	24	38%	33%	33%	42%
Oak St-President Pl-End					
E	30	30%	37%	30%	27%
Victoria St-President Pl-End					
E	22	32%	32%	32%	32%
W	20	45%	40%	50%	50%
Puente Ave					
Congress St-Puente Ave-Governor St					
E	10	50%	60%	60%	70%
Congress St-Puente Ave-Senate St					
W	6	33%	33%	50%	50%
Governor St-Puente Ave-Congress St					
W	8	25%	50%	38%	25%
Governor St-Puente Ave-End					
E	5	40%	0%	20%	20%
W	12	0%	8%	0%	0%
Senate St-Puente Ave-Congress St					
E	10	30%	20%	50%	30%
Ralcam Pl					
End-Ralcam Pl-Thurin St					
S	19	74%	58%	68%	63%
Thurin St-Ralcam Pl-End					

Weekend Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
N Raleigh Ave	19	63%	74%	63%	63%
Congress St-Raleigh Ave-End					
E	20	50%	45%	40%	65%
W	20	45%	45%	35%	50%
Congress St-Raleigh Ave-Wilson St					
W	17	65%	47%	53%	76%
Hamilton St-Raleigh Ave-End					
E	20	50%	50%	55%	55%
W	18	28%	22%	22%	39%
Wilson St-Raleigh Ave-Congress St					
E	18	67%	56%	67%	89%
Republic Ave					
Arbor St-Republic Ave-Cedar Pl					
W	8	25%	13%	13%	13%
Capital St-Republic Ave-Senate St					
W	10	50%	50%	20%	30%
Cedar Pl-Republic Ave-Arbor St					
E	8	38%	38%	63%	75%
Darrell St-Republic Ave-Joann St					
E	10	10%	20%	20%	20%
Darrell St-Republic Ave-Wilson St					
W	10	20%	20%	20%	20%
Dogwood St-Republic Ave-Cedar Pl					
E	9	0%	0%	0%	0%
W	14	14%	14%	7%	7%
Grove Pl-Republic Ave-End					
E	27	22%	19%	22%	30%
W	22	23%	32%	36%	32%
Grove Pl-Republic Ave-Linden Pl					
E	7	57%	29%	14%	14%
Joann St-Republic Ave-Darrell St					
W	9	56%	56%	22%	44%
Linden Pl-Republic Ave-Grove Pl					
W	9	0%	0%	11%	11%
Linden Pl-Republic Ave-Oak St					
E	8	25%	38%	63%	63%
Oak St-Republic Ave-Linden Pl					
W	8	25%	25%	25%	38%

Weekend Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
Senate St-Republic Ave-Capital St					
E	7	43%	29%	43%	43%
Union Ave-Republic Ave-Victoria St					
E	17	41%	29%	29%	29%
Victoria St-Republic Ave-Union Ave					
W	20	25%	25%	20%	25%
Wilson St-Republic Ave-Capital St					
E	7	14%	14%	14%	14%
W	7	57%	57%	57%	57%
Wilson St-Republic Ave-Darrell St					
E	8	0%	0%	13%	0%
Ridgecrest Cir					
Valley Rd-Ridgecrest Cir-End					
N	7	14%	14%	14%	29%
S	6	50%	50%	17%	33%
Ross St					
Arnold Ave-Ross St-Meyer Pl					
N	17	82%	71%	71%	71%
S	20	65%	50%	70%	90%
Scott Pl					
Placentia Ave-Scott Pl-Wallace Ave					
S	19	69%	77%	82%	74%
Sea Bluff Dr					
Canyon Dr-Sea Bluff Dr-Valley Rd					
N	20	10%	10%	20%	15%
S	14	36%	36%	43%	43%
Valley Rd-Sea Bluff Dr-Balmoral Pl					
S	9	11%	22%	33%	22%
Valley Rd-Sea Bluff Dr-Gleneagles Terrace					
N	14	21%	29%	36%	21%
S	11	36%	27%	18%	27%
Seal St					
Arnold Ave-Seal St-Meyer Pl					
S	22	68%	59%	55%	73%
Senate St					
Continental Ave-Senate St-National Ave					
N	24	21%	38%	38%	38%
National Ave-Senate St-Continental Ave					
S	28	36%	25%	25%	21%

Weekend Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
National Ave-Senate St-Republic Ave					
N	23	39%	35%	39%	43%
Pomona Ave-Senate St-Puente Ave					
N	16	69%	63%	44%	56%
S	16	44%	56%	44%	56%
Republic Ave-Senate St-National Ave					
W	25	28%	24%	24%	20%
Shalimar Dr					
Crestmont Pl-Shalimar Dr-End					
S	9	89%	78%	100%	89%
Crestmont Pl-Shalimar Dr-Local Access					
N	9	100%	100%	78%	78%
Kenwood Pl-Shalimar Dr-Crestmont Pl					
N	9	100%	78%	67%	78%
S	4	75%	100%	100%	100%
State Ave					
American Ave-State Ave-Congress St					
E	7	43%	43%	100%	71%
American Ave-State Ave-Wilson St					
E	16	63%	56%	69%	75%
W	34	62%	50%	56%	68%
Congress St-State Ave-American Ave					
E	6	50%	50%	100%	67%
Congress St-State Ave-Governor St					
E	8	25%	25%	75%	0%
W	7	43%	71%	100%	100%
End-State Ave-Governor St					
E	7	57%	43%	57%	71%
Governor St-State Ave-End					
W	3	100%	100%	100%	100%
Grove Pl-State Ave-Linden Pl					
W	7	29%	14%	29%	29%
Linden Pl-State Ave-Grove Pl					
E	10	40%	40%	40%	40%
Oak Street-State Ave-Linden Pl					
E	9	11%	11%	11%	11%
Oak St-State Ave-Linden Pl					
W	10	30%	10%	40%	40%
Sterling Ave					

Weekend Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
Hamilton St-Sterling Ave-End					
E	20	20%	30%	50%	40%
W	15	20%	13%	27%	27%
Pomona Ave-Sterling Ave-Sterling Ave					
S	14	43%	21%	86%	86%
Sterling Ave-Sterling Ave-Pomona Ave					
S	10	100%	90%	100%	100%
Sterling Ave-Sterling Ave-W 20th St					
W	7	43%	14%	29%	29%
Sunset Dr					
End-Sunset Dr-Monrovia Ave					
S	20	70%	75%	40%	35%
Monrovia Ave-Sunset Dr-End					
N	18	33%	44%	39%	22%
Surf St					
Arnold Ave-Surf St-Meyer Pl					
S	18	94%	94%	89%	94%
Terminal Way					
End-Terminal Way-Anaheim Ave					
S	28	29%	36%	32%	36%
Thurin St					
Hamilton St-Thurin St-Ralcam Pl					
E	11	91%	91%	91%	82%
Hamilton St-Thurin St-W Bay St					
W	23	65%	61%	61%	61%
Ralcam Pl-Thurin St-Hamilton St					
W	6	67%	83%	83%	83%
Ralcam Pl-Thurin St-Victoria St					
E	7	57%	71%	86%	86%
Victoria St-Thurin St-Ralcam Pl					
W	7	71%	71%	71%	57%
W Bay St-Thurin St-Hamilton St					
E	20	75%	80%	75%	75%
Towne St					
Monrovia Ave-Towne St-Placentia Ave					
N	38	42%	37%	45%	47%
S	40	45%	55%	45%	45%
Trabuco Cir					

Weekend Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
Canyon Dr-Trabuco Cir-End S	5	80%	60%	60%	80%
End-Trabuco Cir-Canyon Dr N	7	57%	57%	29%	29%
Union Ave					
Union Ave-Union Ave-Republic Ave N	9	22%	11%	22%	22%
S	23	39%	48%	52%	35%
Victoria St-Union Ave-Republic Ave E	16	19%	6%	38%	44%
Victoria St-Union Ave-Union Ave W	18	28%	39%	39%	33%
Valley Cir					
Valley Rd-Valley Cir-End N	8	38%	50%	38%	25%
S	9	89%	67%	67%	56%
Valley Rd					
Aviemoire Terrace-Valley Rd-Gleneagles Terrace E	7	57%	43%	43%	29%
Gleneagles Terrace-Valley Rd-Aviemoire Terrace W	5	0%	0%	0%	0%
Ridgecrest Cir-Valley Rd-Sea Bluff Dr W	5	0%	0%	60%	0%
Sea Bluff Dr-Valley Rd-Gleneagles Terrace E	13	8%	15%	8%	8%
W	9	0%	0%	0%	0%
Sea Bluff Dr-Valley Rd-Ridgecrest Cir E	4	0%	0%	25%	0%
Valley Cir-Valley Rd-Ridgecrest Cir E	8	38%	50%	25%	25%
W	7	86%	57%	71%	29%
Valley Cir-Valley Rd-Victoria St E	6	17%	17%	0%	17%
Victoria Pl					
Victoria St-Victoria Pl-Pacific Ave N	4	75%	100%	100%	75%
S	7	71%	100%	100%	100%

Weekend Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
Victoria St					
Continental Ave-Victoria St-Federal Ave					
S	7	71%	43%	86%	86%
End-Victoria St-Union Ave					
S	4	50%	75%	100%	0%
Federal Ave-Victoria St-End					
S	11	91%	82%	82%	82%
Monrovia Ave-Victoria St-Continental Ave					
S	9	44%	44%	67%	22%
National Ave-Victoria St-Monrovia Ave					
S	6	0%	0%	33%	17%
President Pl-Victoria St-National Ave					
S	4	0%	25%	25%	50%
Republic Ave-Victoria St-President Pl					
S	7	0%	0%	0%	0%
Union Ave-Victoria St-Republic Ave					
S	6	67%	50%	0%	0%
W 16th St					
Hampton Dr-W 16th St-End					
N	8	63%	50%	38%	63%
Monrovia Ave-W 16th St-Hampton Dr					
N	26	15%	15%	15%	8%
Placentia Ave-W 16th St-Pomona Ave					
S	15	7%	7%	7%	0%
Pomona Ave-W 16th St-Placentia Ave					
N	16	75%	75%	69%	63%
W 17th St					
Babcock St-W 17th St-Monrovia Ave					
N	24	13%	13%	13%	17%
S	15	13%	27%	13%	0%
End-W 17th St-Whittier Ave					
S	10	40%	50%	30%	10%
Monrovia Ave-W 17th St-Whittier Ave					
N	22	55%	59%	27%	32%
Placentia Ave-W 17th St-Babcock St					
N	14	57%	21%	14%	36%
S	3	67%	33%	33%	33%
Whittier Ave-W 17th St-End					
N	13	23%	31%	23%	15%

Weekend Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
Whittier Ave-W 17th St-Monrovia Ave					
S	32	53%	47%	19%	13%
W 18th St					
Anaheim Ave-W 18th St-Park Dr					
S	7	29%	43%	43%	29%
Anaheim Ave-W 18th St-Pomona Ave					
N	33	85%	79%	82%	88%
Crestmont Pl-W 18th St-Kenwood Pl					
S	6	50%	33%	67%	83%
Kenwood Pl-W 18th St-Anaheim Ave					
S	8	13%	13%	25%	38%
Monrovia Ave-W 18th St-Placentia Ave					
S	17	59%	41%	59%	59%
Monrovia Ave-W 18th St-Whittier Ave					
N	43	63%	44%	44%	47%
S	28	61%	43%	50%	50%
Peninsula Pl-W 18th St-Whittier Ave					
S	22	55%	50%	45%	45%
Placentia Ave-W 18th St-Monrovia Ave					
N	34	68%	68%	68%	68%
Placentia Ave-W 18th St-Wallace Ave					
S	14	71%	71%	79%	79%
Pomona Ave-W 18th St-Crestmont Pl					
S	12	92%	100%	100%	92%
Pomona Ave-W 18th St-Wallace Ave					
N	15	80%	87%	87%	87%
Wallace Ave-W 18th St-Placentia Ave					
N	9	78%	78%	67%	78%
Wallace Ave-W 18th St-Pomona Ave					
S	24	96%	96%	96%	96%
Whittier Ave-W 18th St-Peninsula Pl					
N	19	58%	68%	79%	74%
W 19th St					
Federal Ave-W 19th St-Monrovia Ave					
N	9	89%	78%	78%	67%
Monrovia Ave-W 19th St-Placentia Ave					
S	17	82%	82%	82%	82%
Monrovia Ave-W 19th St-Whittier Ave					
N	21	62%	67%	62%	62%

Weekend Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
Parkcrest Dr-W 19th St-Whittier Ave					
S	12	58%	58%	50%	50%
Placentia Ave-W 19th St-Federal Ave					
N	4	50%	50%	75%	50%
Whittier Ave-W 19th St-Monrovia Ave					
S	37	78%	76%	86%	76%
Whittier Ave-W 19th St-Sundance Dr					
N	10	40%	60%	60%	60%
W 20th St					
Continental Ave-W 20th St-Federal Ave					
S	9	11%	11%	11%	11%
Continental Ave-W 20th St-Monrovia Ave					
N	9	33%	33%	22%	56%
End-W 20th St-Monrovia Ave					
S	14	50%	36%	64%	64%
Federal Ave-W 20th St-Continental Ave					
N	9	22%	11%	11%	11%
Monrovia Ave-W 20th St-Continental Ave					
S	8	13%	38%	38%	50%
Monrovia Ave-W 20th St-End					
N	13	62%	38%	38%	62%
Palace Ave-W 20th St-Wallace Ave					
N	9	100%	100%	100%	100%
S	16	88%	69%	81%	81%
Placentia Ave-W 20th St-Palace Ave					
N	7	100%	100%	100%	100%
S	10	90%	80%	80%	90%
Sterling Ave-W 20th St-Pomona Ave					
N	10	70%	80%	100%	100%
S	11	73%	73%	82%	82%
Wallace Ave-W 20th St-Sterling Ave					
N	8	88%	88%	100%	100%
S	9	56%	89%	89%	89%
W Bay St					
Anaheim Ave-W Bay St-Meyer Pl					
N	13	69%	54%	85%	77%
Harbor Blvd-W Bay St-Parsons St					
S	5	60%	80%	60%	60%
Maple Ave-W Bay St-Anaheim Ave					

Weekend Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
N	15	53%	33%	47%	47%
S	13	77%	69%	69%	62%
Meyer Pl-W Bay St-Anaheim Ave					
S	12	58%	42%	42%	50%
Parsons St-W Bay St-Harbor Blvd					
N	10	80%	90%	80%	80%
Parsons St-W Bay St-Thurin St					
S	27	85%	81%	85%	85%
Thurin St-W Bay St-Parsons St					
N	30	67%	77%	83%	83%
Wallace Ave					
Center St-Wallace Ave-Weelo Dr					
W	10	90%	90%	90%	90%
End-Wallace Ave-James St					
W	5	60%	60%	60%	60%
Hamilton St-Wallace Ave-End					
E	23	78%	65%	78%	70%
W	16	69%	31%	31%	56%
Hamilton St-Wallace Ave-W 20th St					
W	46	74%	74%	78%	78%
James St-Wallace Ave-End					
E	6	100%	83%	83%	83%
James St-Wallace Ave-Shalimar Dr					
W	12	100%	100%	100%	100%
Scott Pl-Wallace Ave-W 18th Ave					
W	4	100%	75%	100%	100%
Shalimar Ave-Wallace Ave-James St					
E	9	67%	67%	78%	78%
W 18th St-Wallace Ave-Scott Pl					
E	9	89%	100%	100%	100%
W 19th St-Wallace Ave-Center St					
E	19	42%	58%	68%	89%
W	13	85%	85%	92%	100%
W 19th St-Wallace Ave-W 20th St					
E	38	84%	87%	95%	95%
W 20th St-Wallace Ave-Hamilton St					
E	36	94%	94%	97%	97%
W 20th St-Wallace Ave-W 19th St					
W	43	70%	77%	88%	93%

Weekend Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
Weelo Dr-Wallace Ave-Center St					
E	10	70%	80%	90%	80%
Weelo Dr-Wallace Ave-Scott Pl					
E	8	75%	63%	63%	75%
W	6	67%	100%	100%	100%
Wilson St-Wallace Ave-Congress St					
E	17	24%	35%	29%	35%
W	20	55%	40%	40%	55%
Weelo Dr					
Wallace Ave-Weelo Dr-Pomona Ave					
N	19	84%	84%	84%	89%
S	24	79%	71%	83%	79%
Whittier Ave					
Arbor St-Whittier Ave-End					
E	20	20%	25%	30%	30%
Arbor St-Whittier Ave-W 19th St					
W	7	14%	14%	14%	0%
End-Whittier Ave-Arbor St					
W	16	19%	6%	13%	6%
Parkhill Dr-Whittier Ave-W 18th St					
E	30	27%	17%	20%	37%
W	14	7%	21%	21%	14%
W 17th St-Whittier Ave-Hampton Dr					
E	17	47%	41%	41%	47%
W	12	25%	42%	42%	42%
W 18th St-Whittier Ave-W 17th St					
E	29	31%	28%	24%	10%
W	10	0%	10%	10%	10%
W 19th St-Whittier Ave-Arbor St					
E	7	14%	0%	14%	14%
W 19th St-Whittier Ave-Parkhill Dr					
E	8	0%	25%	13%	0%
W	23	65%	57%	65%	78%
Wilson St					
Canyon Dr-Wilson St-State Ave					
S	4	25%	0%	0%	75%
Continental Ave-Wilson St-Federal Ave					
S	20	70%	65%	90%	100%
Continental Ave-Wilson St-Monrovia Ave					

Weekend Occupancy					
From-Street-To	Total Spaces	8:00 AM	12:00 PM	4:00 PM	8:00 PM
N	12	67%	67%	58%	75%
Federal Ave-Wilson St-Continental Ave					
N	14	57%	50%	64%	71%
Monrovia Ave-Wilson St-Continental Ave					
S	11	36%	18%	27%	64%
Monrovia Ave-Wilson St-National Ave					
N	10	40%	40%	20%	40%
National Ave-Wilson St-Monrovia Ave					
S	14	36%	21%	29%	43%
Pacific Ave-Wilson St-Canyon Dr					
S	21	48%	33%	33%	48%
Republic Ave-Wilson St-Canyon Dr					
N	18	33%	28%	28%	28%
Republic Ave-Wilson St-National Ave					
N	23	22%	17%	22%	13%
S	20	30%	25%	20%	30%
State Ave-Wilson St-Republic Ave					
S	6	50%	50%	33%	67%
Yorkshire St					
Anaheim Ave-Yorkshire St-Maple Ave					
S	13	100%	85%	100%	100%
Maple Ave-Yorkshire St-Anaheim Ave					
N	15	73%	67%	80%	93%

Appendix B. Online Survey Results.



City of Costa Mesa Resident Parking Survey Summary Report

June 2021

Dixon Resources Unlimited



Contents

Overview	3
Question: Which City Council District do you live in?	3
Question: Do you live on a street with a Residential Parking Permit program?	3
Permit Zone Residents	4
Question: How satisfied are you with the current process for applying for a parking permit?	4
Question: How satisfied are you with the current guest pass allotment?	4
Question: Have you utilized the 25 pre-dated guest passes for special events?	5
Permit Streets Vs. Non-permit Streets	5
Question: How many cars does your household have?	5
Question: How many on-site parking spaces does your household have available at home?	6
Question: Where do you typically park your car(s) while you are at home?	6
Question: When do you find it difficult to find parking on your block?	7
Question: When the majority of spaces are occupied, how far from your residence do you typically have to park?	7
Question: During typical times, do you have regular service worker visits to your home that last more than 3 hours?	8
Question: Where do your guests and service workers typically park their cars when visiting your home?	9
Potential Program Changes	10
Potential Change: Eliminate the Residential Permit Parking Program.	10
Potential Change: Expand the residential permit parking program.	10
Potential Change: Modernized online parking permit management system.	11
Potential Change: On permit parking streets, cars without a parking permit should be subject to a time limit (e.g. 2 hours).	11
Potential Change: On permit parking streets, residents should have a limited number of guest passes to give to their visitors.	12
Resident Priorities	12
Question: Please rank the following investments from most important (1) to least important (4) for your neighborhood:	13
Question: If you had a magic wand and could change, fix, or improve anything about residential parking in Costa Mesa what would you do?	13
Parking Magic Wand	15

Overview

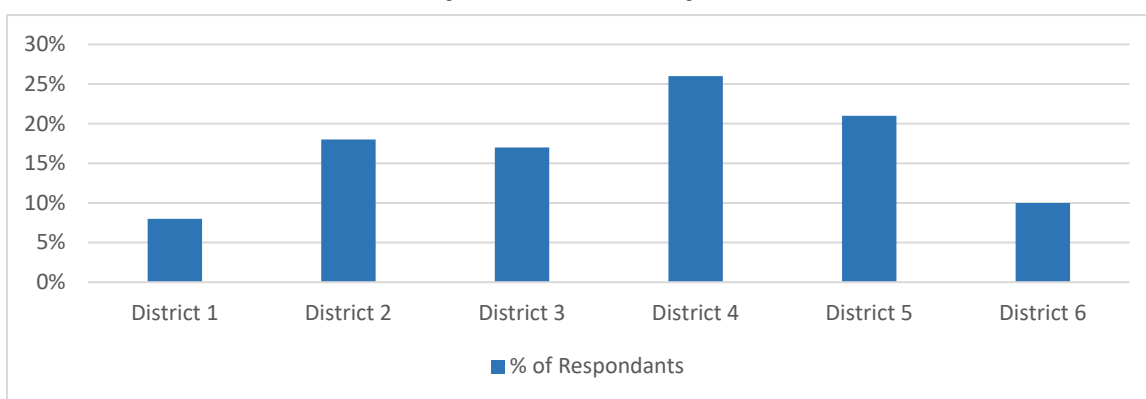
The City of Costa Mesa conducted a Residential Parking Survey from March 13, 2021, to April 18, 2021. The purpose of the survey was to gather initial feedback on policies and practices regarding residential on-street parking within the City. The survey was offered in both English and Spanish.

- There were 356 total responses.
- 4% took the survey in Spanish.

Question: Which City Council District do you live in?

- Most respondents live in District 4 (26%).
- The fewest live in District 1 (8%), and District 6 (10%) being similarly represented.

Figure 1: Answers to Question - Which City Council District do you live in?

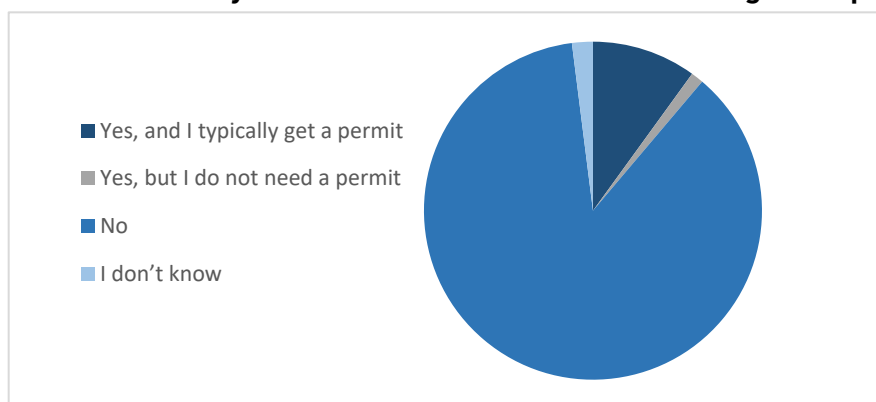


Question: Do you live on a street with a Residential Parking Permit program?

While the residential permit parking program was not being enforced at the time of the survey, residents were asked to respond based on what they typically do when the restrictions are enforced.

- 87% of total respondents stated do not live on a residential permit parking street.
- 11% stated yes, they do live on a residential permit parking street, and either typically get a permit or do not need one.

Figure 2: Answers to Question- Do you live on a street with a Residential Parking Permit program?



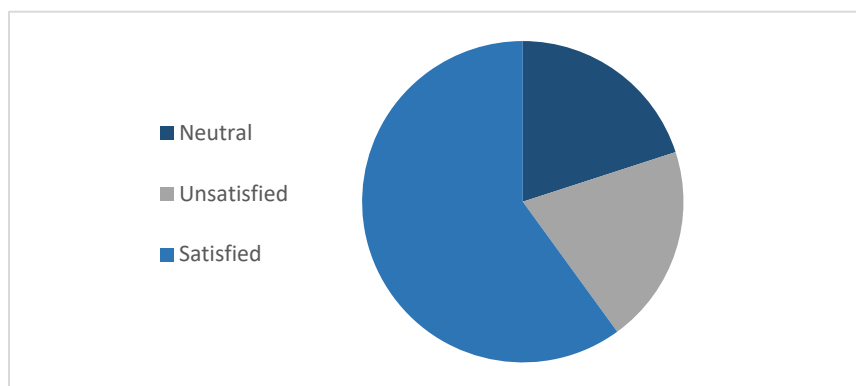
Permit Zone Residents

Respondents that either stated, “Yes, and I typically get a permit” or “Yes, but I do not need a permit” to the previous question were then directed to answer three additional questions specifically relating to the Residential Permit Parking Program, and their experience living on a street with a permit parking program.

Question: How satisfied are you with the current process for applying for a parking permit?

- 60% of respondents stated they are satisfied.
- 20% stated they are neutral.
- 20% of respondents stated they are unsatisfied.

Figure 3: Answers to Question - How satisfied are you with the current process for applying for a parking permit?

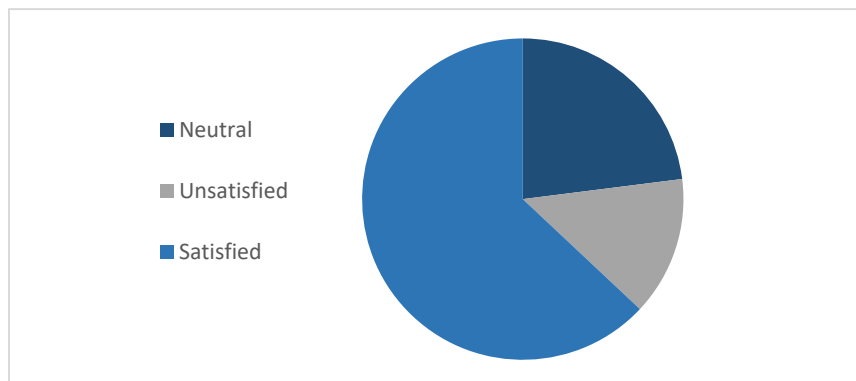


Question: How satisfied are you with the current guest pass allotment?

Residential parking permit holders receive 100 guest passes per household annually to use freely. Each permit is valid for 24 hours and cannot be reused.

- 63% of respondents stated they are satisfied.
- 23% stated they are neutral.
- 14% of respondents stated they are unsatisfied.

Figure 4: Answers to Question - How satisfied are you with the current guest pass allotment?

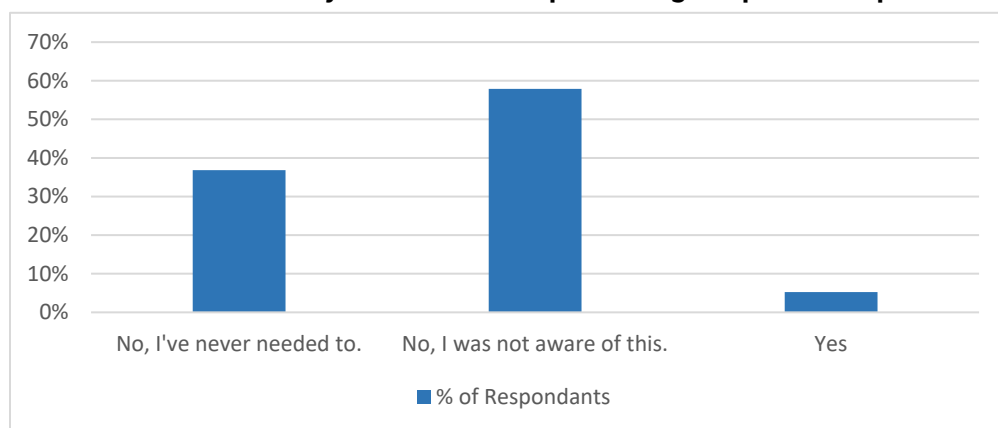


Question: Have you utilized the 25 pre-dated guest passes for special events?

Residential parking permit holders can receive a bulk set of up to 2 pre-dated guest passes that can be used for a one-time special event. Each permit is valid for 24 hours on the date requested and cannot be reused.

- 58% of respondents stated they were not aware of this option.

Figure 5: Answers to Question - Have you utilized the 25 pre-dated guest passes for special events?



Permit Streets Vs. Non-permit Streets

The following questions were posed to all respondents. To better understand the results, responses were broken out into two groups, respondents that live on a street with a Residential Parking Permit Program ("Permit Streets"), and respondents with no permit restriction on their street ("Non-permit Streets").

Question: How many cars does your household have?

- The average response of both groups was 2.7 cars per household.
- There were no respondents that stated they did not own a car, in either group.
- There were no respondents on permit streets with less than two cars (one or zero).

Figure 6: Residents on a street without a Residential Parking Permit Program.

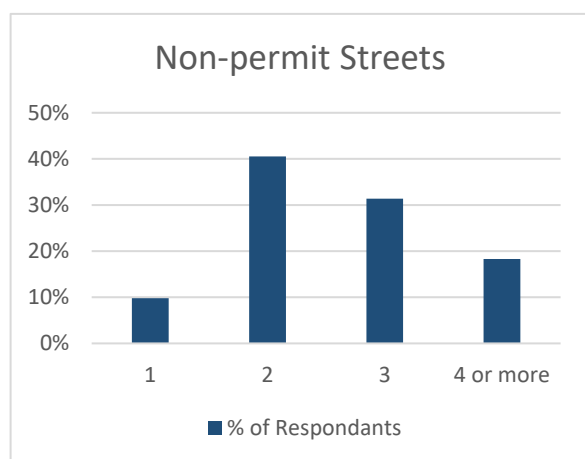
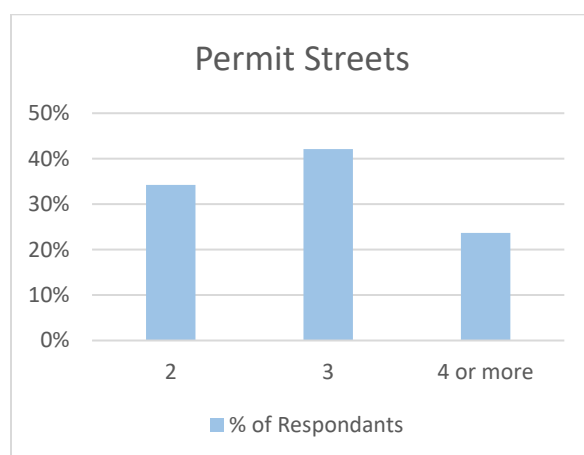


Figure 7: Residents on a street with a Residential Parking Permit Program.



Question: How many on-site parking spaces does your household have available at home?

Respondents were told to include parking in garages, carports, double parking on long driveways, and other similar situations in their response.

- The average response was 2.2 parking spaces available per household.
- While no respondents stated that they did not own a car to the previous question, 7% of respondents said they did not have any on-site parking available at home.
- 45% of permit street respondents had 3 or more spaces available at home, compared to only 27% of non-permit street respondents.

Figure 8: Residents on a street without a Residential Parking Permit Program.

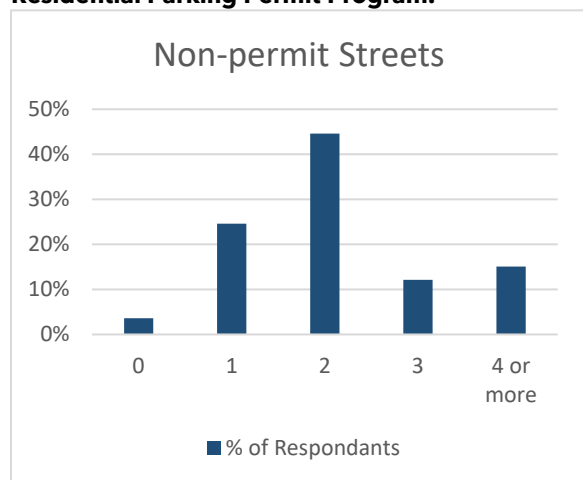
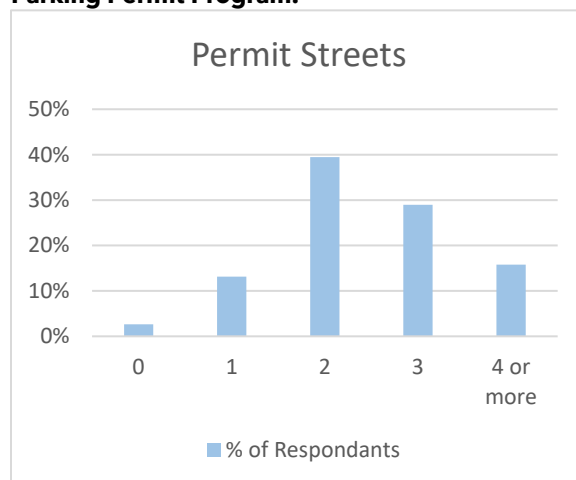


Figure 9: Residents on a street with a Residential Parking Permit Program.



Question: Where do you typically park your car(s) while you are at home?

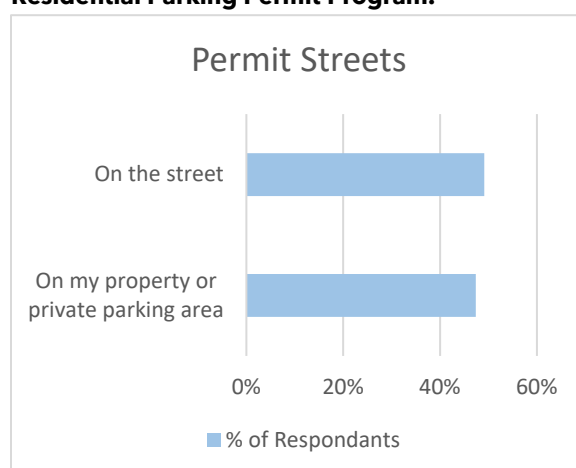
Respondents were asked to “select all that apply” for the cars that they own, or provide a write-in answer that better describes their situation.

- ☐ On my property or private parking area
 - ☐ On the street
 - ☐ Other: *Free response*
-
- On non-permit streets, more respondents stated they use parking on their property (55%), compared to permit streets (47%).
 - A handful of non-permit street respondents selected “Other” and wrote-in answers. Answers included that they park at a nearby school or alley.

Figure 10: Residents on a street without a Residential Parking Permit Program.



Figure 11: Residents on a street with a Residential Parking Permit Program.



Question: When do you find it difficult to find parking on your block?

Respondents were asked to select all the times of day that apply, or could select "N/A this rarely occurs on my block".

- The most common responses from both groups were evening, overnight, and afternoon.
- The evening was selected by 29% non-permit street respondents, and similarly 31% of permit street respondents.

Figure 12: Residents on a street without a Residential Parking Permit Program.

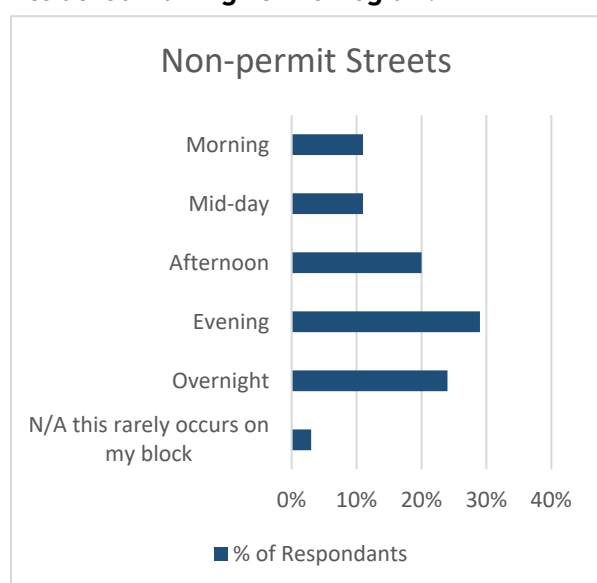
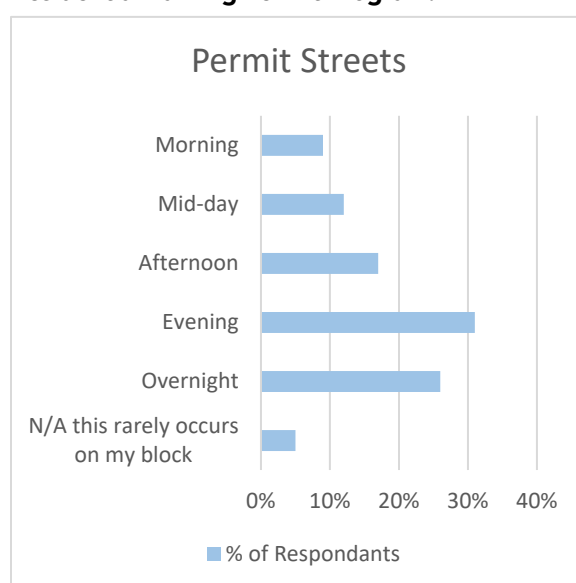


Figure 13: Residents on a street with a Residential Parking Permit Program.



Question: When the majority of spaces are occupied, how far from your residence do you typically have to park?

Respondents were asked to select how far they have to park, from the following options:

- ☐ On my block (either side of the street)

- ☐ A block or two away (but still in my neighborhood)
 - ☐ A few blocks away (slightly outside my neighborhood)
 - ☐ A significant distance away (outside my neighborhood)
 - ☐ N/A (this rarely occurs on my block)
 - ☐ N/A (I do not know/I do not use street parking)
- The most common response from the non-permit street group was “a block or two away” (55%).
 - The most common response from the permit street group was a tie between “a block or two away” and “on my block” (35% each).

Figure 14: Residents on a street without a Residential Parking Permit Program.

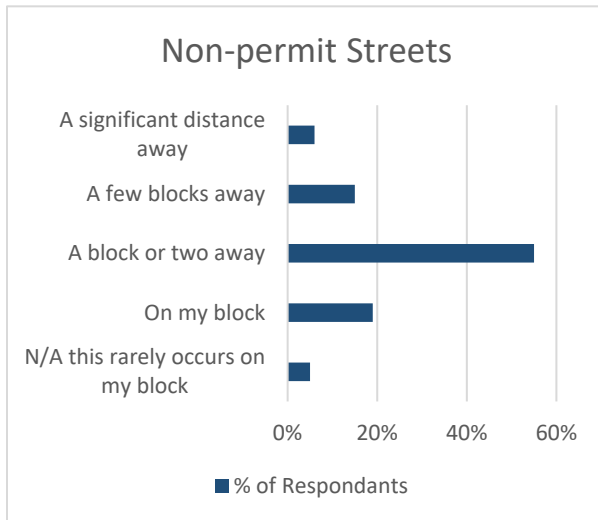
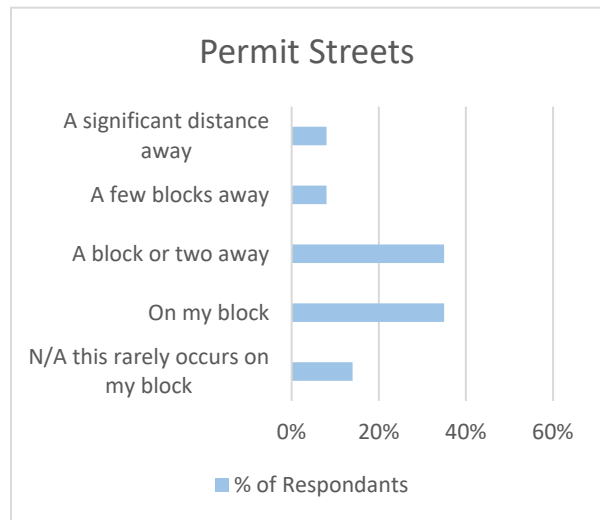


Figure 15: Residents on a street with a Residential Parking Permit Program.



Question: During typical times, do you have regular service worker visits to your home that last more than 3 hours?

- 80% of non-permit street respondents stated no, they do not have service visits (like yard work, childcare, or caretakers) that last longer than 3 hours.
- Similarly, 71% of permit street respondents answered no.

Figure 16: Residents on a street without a Residential Parking Permit Program.

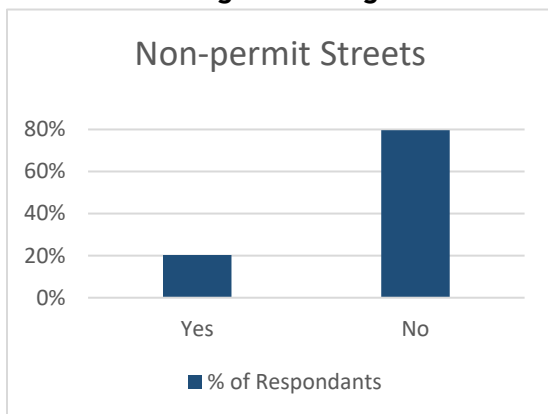
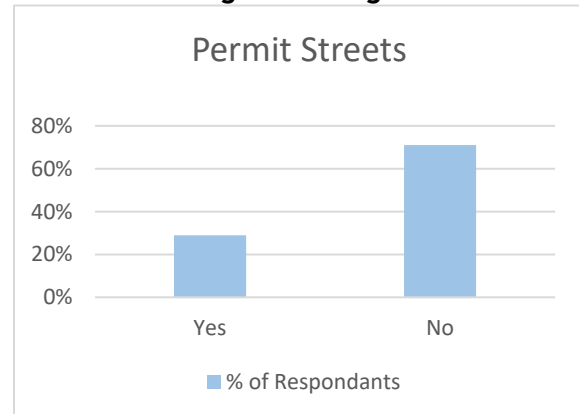


Figure 17: Residents on a street with a Residential Parking Permit Program.



Question: Where do your guests and service workers typically park their cars when visiting your home?

Respondents were asked to select from the following options:

- ☐ On my property or private parking area
- ☐ On the street
- ☐ Other: *free response*
- ☐ I don't know

- 92% of respondents on permit streets stated that their guests and service workers park on the street.
- 65% of non-permit street respondents state their guests and service workers park on the street, and 11% stated their guests park on their property.
- While there were very few write-in answers from respondents on permit streets, 19% of non-permit street respondents wrote in providing more specific detail regarding where their guests and service works park. Responses from non-permit street respondents included:

"I move my car before they come so they can park in my spot at my apartment because parking is ridiculous"

"I park in the street in the morning so my guest can park on my property parking spot"

"My guests have to find parking down the street or ask a neighbor to park in their driveway"

"In order to have guests, we have to park all our cars on the street to have the driveway available for our guests"

"They park on our property illegally - behind other cars or in front of garages because there are no street spaces available"

"They Uber over or I have to pick up guests"

Figure 18: Residents on a street without a Residential Parking Permit Program.

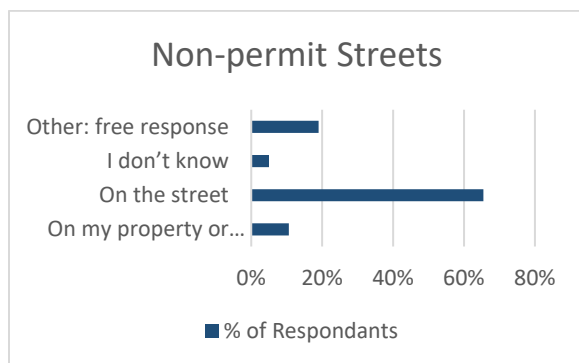
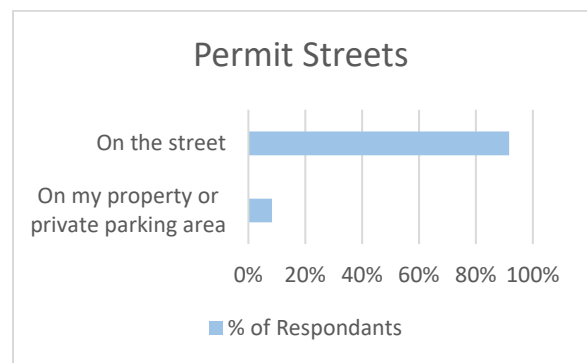


Figure 19: Residents on a street with a Residential Parking Permit Program.



Potential Program Changes

The following five questions asked respondents to gauge their support for possible changes to the Residential Permit Parking Program. To preface the questions, the survey stated:

To balance the needs of all residents, the City is considering changes to the existing Residential Permit Parking Program. Please help the City understand your residential parking priorities by rating your support for the following options.

Potential Change: Eliminate the Residential Permit Parking Program.

- 76% of permit streets selected "Do not support".
- 29% of non-permit street respondents supported this potential change, compared to only 13% on permit streets.

Figure 20: Residents on a street without a Residential Parking Permit Program.

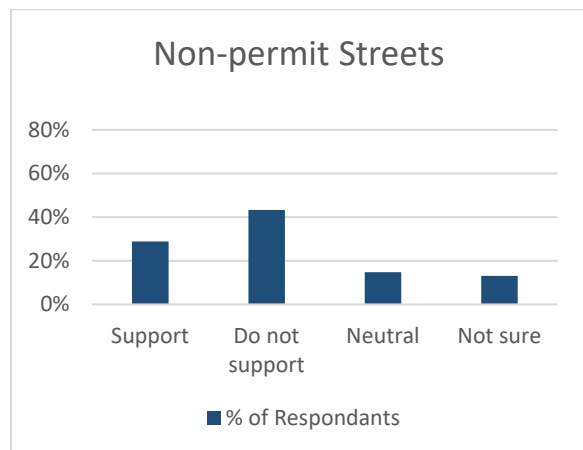
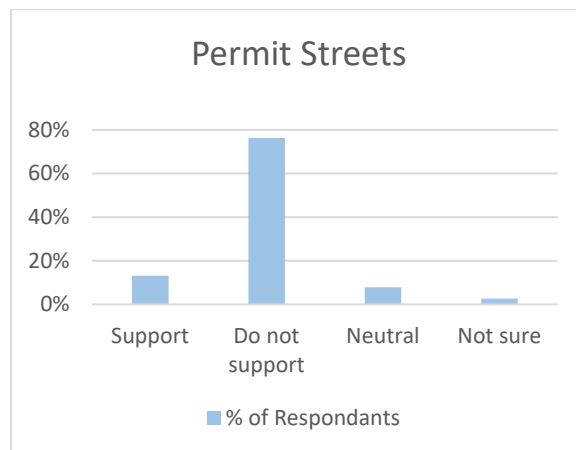


Figure 21: Residents on a street with a Residential Parking Permit Program.



Potential Change: Expand the residential permit parking program.

- A similar portion of non-permit street and permit street respondents supported expanding the program (54% and 61% respectively).

Figure 22: Residents on a street without a Residential Parking Permit Program.

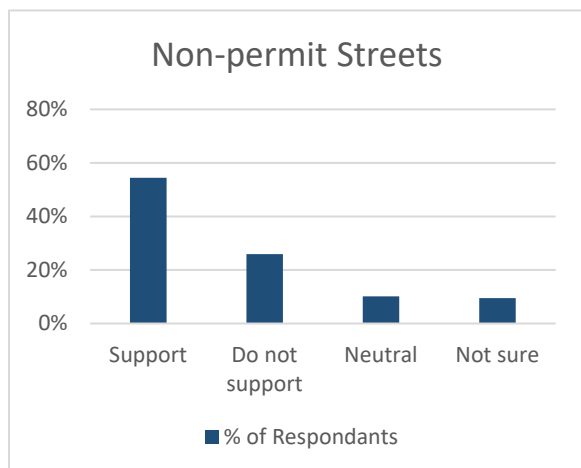
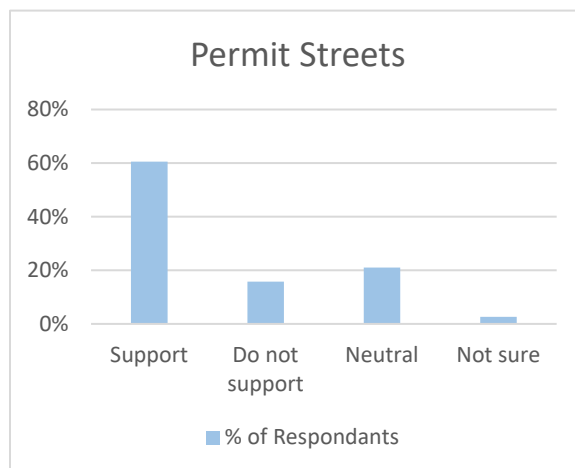


Figure 23: Residents on a street with a Residential Parking Permit Program.



Potential Change: Modernized online parking permit management system.

- 60% of non-permit street respondents and 71% of permit street respondents support modernizing the program.
- No permit street respondents selected "Not sure".

Figure 24: Residents on a street without a Residential Parking Permit Program.

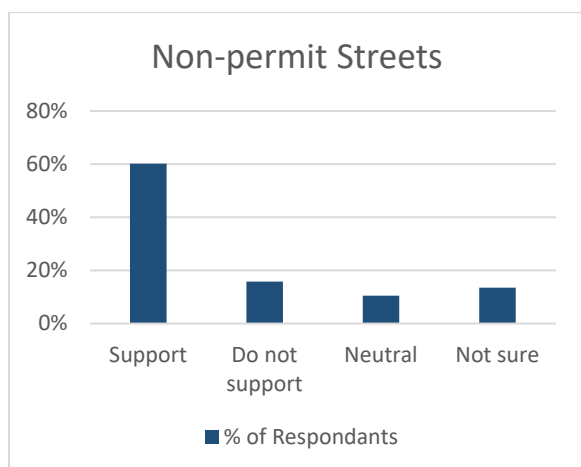
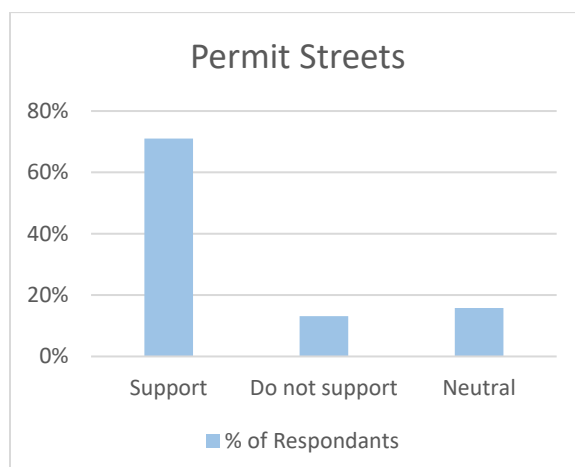


Figure 25: Residents on a street with a Residential Parking Permit Program.



Potential Change: On permit parking streets, cars without a parking permit should be subject to a time limit (e.g. 2 hours).

- More than half of non-permit street respondents supported this potential change (51%), as opposed to the more than half of permit street respondents that did not support this change (55%).

Figure 26: Residents on a street without a Residential Parking Permit Program.

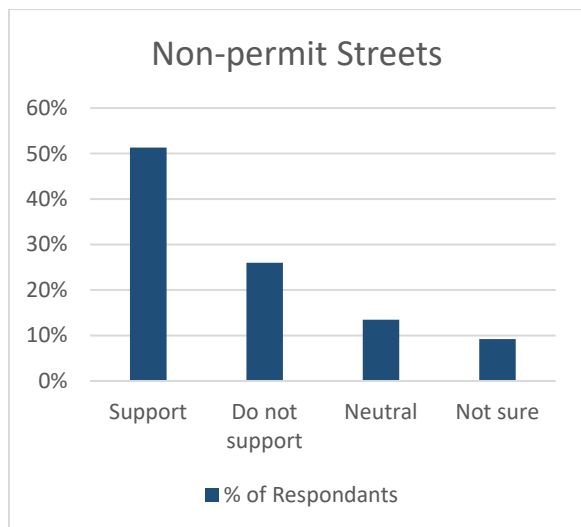
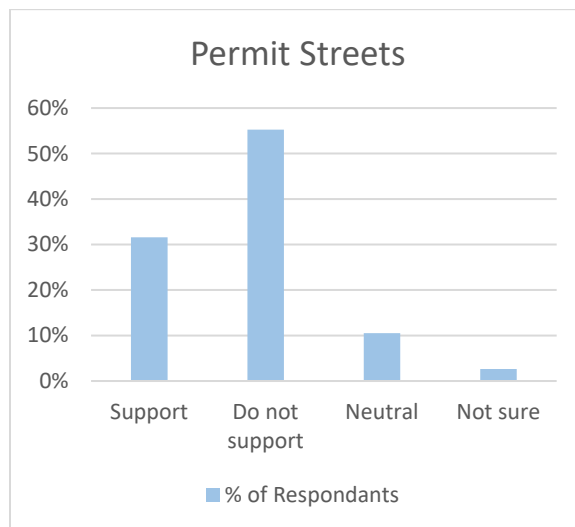


Figure 27: Residents on a street with a Residential Parking Permit Program.



Potential Change: On permit parking streets, residents should have a limited number of guest passes to give to their visitors.

- 58% of non-permit street respondents supported this idea.
- On permit streets, a similar portion of respondents did not support this idea as opposed to supporting it (42% and 37% respectively).

Figure 28: Residents on a street without a Residential Parking Permit Program.

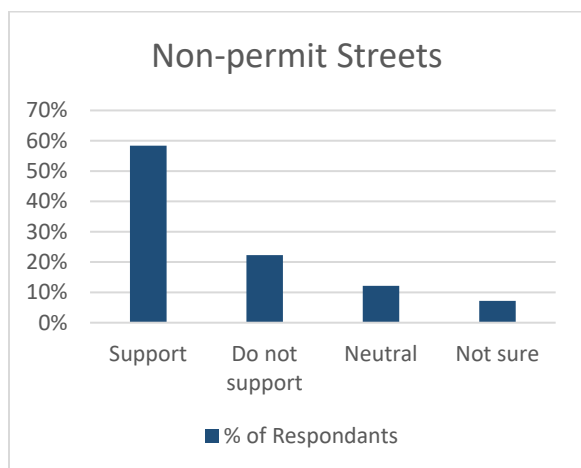
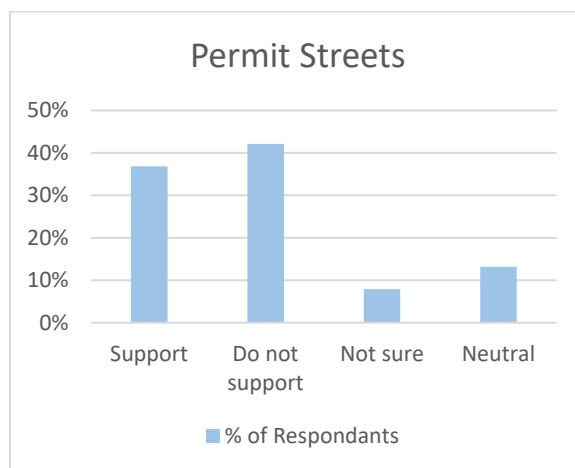


Figure 29: Residents on a street with a Residential Parking Permit Program.



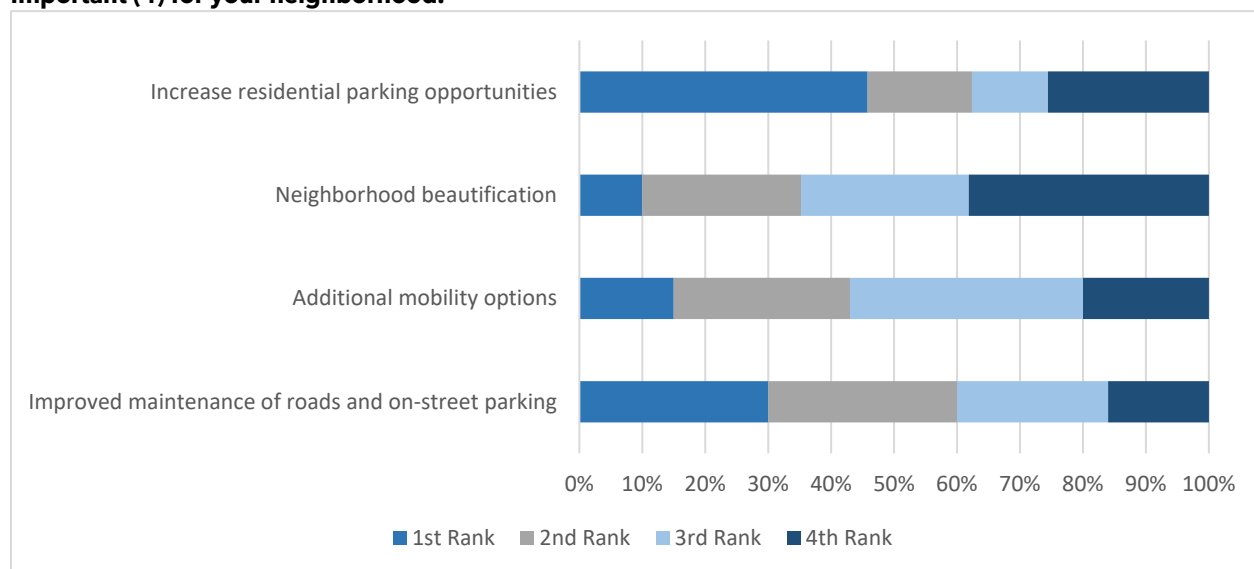
Resident Priorities

The final two questions of the survey looked to identify respondent's larger neighborhood priorities and understand their more specific parking concerns.

Question: Please rank the following investments from most important (1) to least important (4) for your neighborhood:

- ❖ Improved maintenance of roads and on-street parking.
 - ❖ Additional mobility options (local transit, bike lanes, walkability, and sidewalk improvements).
 - ❖ Neighborhood beautification (public art, customized signage, public space landscaping).
 - ❖ Increase residential parking opportunities (additional on-street parking, off-street facilities, etc.).
- The investment that was most often selected as the first priority, was “Increase residential parking opportunities”.
 - The least selected top priority investment was “Neighborhood beautification”, which was most often selected as the fourth priority.

Figure 30: Answers to Question - Please rank the following investments from most important (1) to least important (4) for your neighborhood.



Question: If you had a magic wand and could change, fix, or improve anything about residential parking in Costa Mesa what would you do?

The final question was a free response that allowed respondents to write in as much or as little feedback as they wished. There were 307 answers to this question. The full set of responses is available in the Parking Magic Wand section of this report.

- Some responses to highlight include:

“I wish there was parking nearby when street sweeping happens. It’s difficult to find parking on the streets in the neighborhood when they’re all being swept the same day.”

"Automatically make Costa Mesa have parking permits with specific rules that accommodate the residents of Costa Mesa."

"My street is 99.5 percent multiple dwelling units. Give the residents permits to park."

"Get rid of parking permits. It isn't fair that I can't park on a street overnight. I have to park FAR away and typically have to walk by weird people (aka druggies)."

"Eliminate residential parking permit program, it hinders residents more than it helps. Parking communities should also have permits rather than reserved spaces that better flow with the come and go of people to their homes and thus the parking lot. It is so frustrating to see open spaces everywhere yet nowhere to park but that tiny section of street that isn't permitted and is actually open for public parking. Parking is a huge issue here, and opening things up and thinking more creatively is the answer."

"Create more spaces in high density areas. Make the builders include parking for 4 people for a 2 bedroom apartment. Everyone has a car."

"Implement metered parking in congested areas; use meter revenue for streetscape improvements (sidewalks, benches, trees, waste bins, protected bike lanes, bus shelters, public restrooms, maintenance); eliminate minimum off-street parking requirements."

"Get people to park in their own garages and off-street spaces instead of automatically parking in the street and using garages purely for storage."

"It shouldn't be easy for people to own many cars and use public space as storage. And owning a car shouldn't be required to live here. My magic wand would make car-lite living possible through intentional walkability/bikeability efforts."

Parking Magic Wand

Parking Magic Wand Free Response Answers:

If you had a magic wand and could change, fix, or improve anything about residential parking in Costa Mesa what would you do?

Fix it

Business owners cannot park their business use vehicles in the street

No industrial vans or unpermitted cars allowed to park on Paularino Ave. This makes it very dangerous for us to back onto the street and my wife and kids have almost been hit a few times because they cannot see through the vans and cars. Please start enforcing the permits again at Paularino Ave near Coolidge Ave. Thank you!

Fine owners who convert their garages/ driveways into living spaces & ALWAYS park on the street

License Plate based permit parking. Large Public parking structure.

Leave homeowners alone

Post all streets for street sweeping but stagger days

Keep apartment residents from parking in homeowner neighborhoods

Add better street lighting, landscaping, increase guest parking, bigger streets.

Implement metered parking in congested areas; use meter revenue for streetscape improvements (sidewalks, benches, trees, waste bins, protected bike lanes, bus shelters, public restrooms, maintenance); eliminate minimum off-street parking requirements.

Automatically make Costa Mesa have parking permit with specific rules that accommodates the residents of Costa Mesa.

Look at more public parking lots for over flow [sic] parking along with increased Parking Permits

Reduce dependence on cars so people have fewer cars to store on public property.

Improve walkability. Eliminate permit parking. Require new developments to have significantly more parking (one to two spaces is NOT enough).

They [sic] residential parking permit hinders and shifts the problem to other adjacent streets. I was denied a parking permit pass from City hall since I live in a adjacent street and main street (Pomona between Wilson and Victoria in district 4) not within the limit of 250 ft, but I think I am. We would need to have data on how many cars are owned per household on Multifamily and single family area. The private apartment area behind us park on our street and hence no parking for us or our visitors. Did the study find which streets are the heavy impact streets?

reduce the need for parking by providing more public or active transport options

Create more spaces in high density areas. Make the builders include parking for 4 people for a 2 bedroom apartment. Everyone has a car.

Remove Permit Parking

limit private business parking more than 1-2 cars, occupying public street parking

Street sweeping violations on all streets overnight parking with permits only

Create more parking spaces

Install camera along busy streets or send a letter to residents reminding them that street parking is public property not private property as I have heard/experienced cars getting keyed and coffee thrown over it when parked outside a specific apartment complex.
I would also allow the street of Shalimar Drive to have street parking as their residents park on James Street and James Street residents then have to move to West 18th Street, and those residents then have to move over to Pomona, center and other further streets. You could also make Shalimar Drive a permit parking street or phase into allowing parking by allow cars to park there on the days near by [sic] streets have street sweeping. Next, I would ensure all cars on the street have an updated

registration sticker as a few cars on 18th street do not have a registration sticker and the owners consistently park it in the same spot for 4 days or more. Finally, with the use of technology, I would provide the city transportation officers with phones to upload photos of a car that has not been moved in three days into a city database instead of marking it because people are beating the system by moving it when they see it is marked. With technology, you have a digital trace of the date the photo was taken, time and location, which can be used for the ticket.
I would make it so that it wasn't needed by improving biking and walking options in the city.
Find a better way to spend your time and my tax dollars
Get all vehicles that haven't moved for 72 hours, off the street
We have to change peoples perception on parking rights. There are the people who work the system, NIMBYS, people who currently occupied or garage and driveways with either toys, i.e., trailers, water sports, trailers, or in operable [sic] cars. But then rely on street parking for maybe up to 4 to 5 household vehicles. High density apartment complexes, condo complexes, and even small district shopping areas, who all fight in the same parking.
No changes at this point...my particular neighborhood does not have issues, but I know some people at the edge of the neighborhood are impacted by many cars parking at their homes due to condos and apartments nearby, so they may feel differently.
All apartments would be required to have at least one parking spot per bedroom.
It shouldn't be easy for people to own many cars and use public space as storage. And owning a car shouldn't be required to live here. My magic wand would make car-lite living possible through intentional walkability/bikeability [sic] efforts. Also - maybe the burden of car-ownership [sic] can be eased through efforts to expand on-demand short-term car rental opportunities: https://www.cnet.com/roadshow/news/car-sharing-guide-car-rental-turo-zipcar/ .
Give street permits to homes that have their garages full of cars, not stuff. My condo complex: Monticello did this in 2021.
Street sweeping violations on all streets overnight parking with permits only
Have cars with permits or make landlords pay for reserved spots for tenants since rent control is out of hand
Parking
<p>1- Provide street sweeping signs for all streets in the city not just some and enforce ticketing during those street sweeping hours. Many people who park their car over night [sic] are just throwing out their trash on the curb outside where they parked (fast food bags, cigarettes, beer bottles (glass and cans), etc.</p> <p>2- For developers do not approve plans unless adequate parking is provided in the plans to accommodate at least four parking spots per residence.</p> <p>3-For existing apartments/ high density developments implement a program where they must use the garage units provided to them for parking and not as a storage unit and fine if not used properly.</p> <p>4- Do not allow commercial vehicles to be parked overnight on the street. Businesses need to have a designated parking lot away from residences to store their equipment. The streets are not their free storage for their business.</p> <p>5- SAFETY- many areas of the City do not have adequate sidewalk space or even sidewalks to walk, ride your bike or push a stroller. Therefore, pushing people to do these activities in the streets where cars (speeding is a problem in the City especially East Side Costa Mesa on the main run through streets). People especially children are not seen by speeding cars when trying to cross the street in between all the cars which many times are trucks and SUV's that are much taller than them.</p> <p>6- parked cars on the street are blocking the mailbox which discourages the mailman from delivering mail until the obstacle is no longer an issue therefore causing a delay in delivery.</p>

7- For parking permits, it should not be three per household, but instead based on number of bedrooms or a max number. A family renting a one bedroom should not have three permits. This is especially important in high density areas, where six passes could be distributed to two individual one bedroom units, and the site may only provide a single spot on premises, leading to significant street use.
Any new/old apartment complexes that get created/evaluated should be allotted at least two parking spaces if it's a one-bedroom. I find it ridiculous that this is not in effect and feel like this needs to get implemented to help resolve overflow parking. For example, I considered getting a 1-bedroom in district 4 with my husband and we did not move forward with the area because they had a really long waiting list for reserved parking. This is an inconvenience, since we don't need a 2-bedroom because 1.No kids and 2.Saving to buy a house one day. on top of that, having a first-come, first-serve parking is difficult, since my work hours vary. We are not City life like NY or SF, but more suburb life. People around me need their cars to commute to work because their jobs reside in other cities and it's faster than public transit. If I have a wand I would implement parking structures to alleviate all the excess cars from families that live in apartments and have their kids that now have cars and still live with their parents because it's too expensive to live elsewhere. Hopes this helps!
Get people to rid themselves of cars. Make owners of fleets of vehicles park them at a place of business, not residential areas.
Limit the amount of cars parking in the street and limit amount of hours a car can be parked in the same spot to 72 hours and actually reinforce it. Limit amount of gaps cars leave between each other, drawn parking lines?, Open up shalimar street for parking but have more police patrol that area.
Limit number of cars per household, especially rentals.
I would limit each household to the amount of cars they are allowed to park on the street and in front of other peoples houses. Some houses rent out their rooms and have an enormous amount of tenants that have their own cars. Not fair to other people living in the family homes on the same street. They treat the houses as if they were apartments, which affects the rest of the residents in the area when it comes to the parking situation on the street.
Increased enforcement late afternoon and evening
Follow Shoup's model - all streets charge for parking at rates set so that there are always 10-20% of spaces available and the money earned goes to local neighborhood improvements.
Enforce Restricted Parking on my Street
Limit parking for this living in high density apartments. That takes up parking allocations on the surrounding streets
Reduce the number of cars by improving public transit and bikeability [sic]
Limit parking for this living in high density apartments. That takes up parking allocations on the surrounding streets
Have apartments provide sufficient parking for their residents so they do not flow over to the streets. They end up parking in front of houses.
My street needs No Parking signs for street sweeper days and parking permits
Step up enforcement of parking violations and fees
move cars up or back that are blocking a potential parking space on the street.
Add parking structures
Keep people from apartment and condo complexes from parking in front of our home blocks away and leaving cars over the weekend, sometimes keeping the street sweeper from cleaning our gutter... no tickets given.
I would encourage the city grants Permit Parking for those streets like Ralcam Place who have limited space due to the street being a cul-de-sac.

Enforce it. Since the permit parking, I've noticed less vandalism, loitering and meth heads on the streets roaming around looking for opportunities to steal something. I do feel for the people in search of parking and it may suck at times but for those witnessing and having to endure parking far off or not being able to get a parking in front of your house-that's [sic] just awkward and not right.
Give me back my residential parking with ENFORCEMENT. My street has been the safest, cleanest, and most quiet since we got our Parking By Permit Only. PLEASE.
Put the program back and enforce the rules. On our street we are inundated by transient vehicles created by the apartments over crowding [sic] and using their garages for storage and renting the garages out for people to live in them. (Apts east of Mendoza, north of El Camino) You cure that problem, you then cure my problem.
Give me back my residential parking and enforce it. Please.
I hope and pray that I can park in front of my own house because residents from apartment complex always park on my street, I want resident parking permit must be enforced at all times.
Open up Shalimar street parking so residents from that part of the neighborhood don't park over outside our house on James street or Wallace.
Fix parking by putting line dividers to ensure nobody taking extra space or parking meters
Allow streets with duplexes become residential parking permits too. More than duplex (2 apartments) maybe not.
Eliminate multi family dwellings
Have people park in their garage or on their driveway. On our street most people have two or three cars park on the street as their garage is used as storage [sic] or full of junk.
Paint marked parking and have parking enforcement patrol that cars do not stay for more than 48 hours on a parking
Limit of cars per household
Enforce permit parking in the evenings and overnight
Have more parking space available.
Make apartment dwellers use their parking spaces instead of cluttering up the streets.
Area around the Lab better parking
Have the neighborhood apartment complexes park in their own parking structures. They give discounts if they park in the street. Mandatory! Park inside their complex.
Create public parking buildings, line out parking spaces, open more spaces for public parking,
limit hours for on street parking
Have apartment managers force residents to park in their garage. This can be done by doing quarterly garage checks.
Stricter building codes to reduce population density and enforcement of those codes
make permits/passes available to residents
Limit the amount of cars each house may have for example if 4 adults live in one house hold [sic] and only 2 have a driver's license only 2 cars are allowed to have in that house hold. ex#2 Two adults in one household and have 3 cars but only one driver's license only one car should be allowed. Street parking is being misused by many ppl with multiple cars specially parking in the middle of two parkings [sic], not allowing other ppl with one car that go out to work struggling to find parking. Traffic control should also take pictures of cars parked more than 24 hrs in the same spot instead of marking the tires with chalk. That way people will get ticketed instead of them getting away with just moving their cars back and forth to misalign the marked tire. Also think marking where each car should park along curbside will help. To help the city financially maybe even meter parking. That way people with multiple cars will think twice of having too many cars that are not being used.
Limit the number of apartment residents parking on my street.

People use their garage and driveways for their vehicles rather than use them for storage
Create system which penalizes owners who leave cars sitting out on the street for long periods of time. Cars that are not used should be kept in storage or sold.
limit vehicles per household, my neighbors have 10 cars, only 7 drivers, (mult-generation [sic] family) they rarely park any vehicles on their property. Another neighbor has 8 cars, 6 drivers, they also have a gardening service, 6 of their vehicles parked on the street. These are single family homes. Maybe have a fee for more than 3 or 4 cars per single family home.
have a clean out [sic] garage program - no permit parking unless garages are utilized.
Limit the amount of cars people park on the street
If possible, increase resident parking only permits, have street sweeper do both sides same day(no more one side one day and the other side on a different day), not allow commercial cars be park on residential streets overnight. we know of some homes that have from 5 to 10 cars per house hold [sic]. Note; the last question is a little confusing, the way the questions are in relation to the answers. my respond should be 1# (3), #2- (3), #3 (Public Art (1) Landscape (4) # 4 (1) on street parking (3) on facilities (3)
By my house I would close the wall opening which would eliminate residents from the apartments parking in the track and would also stop motorcycles from riding on the sidewalk through the opening.
By my house I would close the wall opening which would eliminate residents from the apartments parking in the track and would also stop motorcycles from riding on the sidewalk through the opening.
I think abandoned vehicle reporting needs to be encouraged more. I've seen too many cases where vehicles are parked on the street and never moved. The only time they're moved is for the street sweeping hours, after which they're parked again and never touched for the rest of the week. No one seems to report these vehicles, but I think it's because people aren't aware they can report vehicles that are deemed abandoned (72 hours). The other main issue causing the residential parking problems is people having too many useless cars or junk cars taking up parking spots in their apartment complexes which could be used for cars that are actually used, but I don't know of any suggestions that could fix this.
We have many cars that park overnight around Wimbledon Park that are residents of Santa Ana apartments on the other side of Sunflower. There is absolutely no street parking due to this.
Residents of apartments should not be able to monopolize home owner parking. There should be a system in place to regulate this.
Make new residential buildings have double the amount of parking before being approved for construction
Make public parking a thing again.
Require the owners of multi family dwellings provide on site parking for their residents and forbid parking in surrounding neighborhoods.
Enforce 72 hour parking limits (but not during a pandemic!)
Not have the dmv a block away from me.
MAKE IT MORE EQUITABLE
On the block on Mendoza Street from Baker to El Camino is a red curb. There is no reason that parking shouldn't be allowed on both sides of the street.
I would have the front of my house available to my family and friends and not apartment dwellers parking and throwing trash on the ground in front of my property
I would have the front of my house available to my family and friends and not apartment dwellers parking and throwing trash on the ground in front of my property

Increase transit options and increase the development of denser housing with mixed-use so that residents could walk to store and restaurants rather than drive. Critical mass is also essential for public transit systems to succeed.
Enforce existing laws, cite/tow expired license vehicles parked on city streets.
Require private residences operating commercial businesses on site to remove their business vehicles (gardner [sic] vehicles for example) to commercial areas.
Utilize code enforcement by addressing overflowing parking from apartment complexes which are over rented and dumping into the residential neighborhood.
Create and enforce mandatory street sweeping. Monrovia for example is mandatory but Victoria is not, which now never gets swept due to all the overnight parking issues.
The majority of the impact to where we live is too many vehicles from the apartments at the end of Victoria and a resident on Continental running a commercial gardening service from their home. The management of these businesses should be required to obtain the needed parking for their residents and business vehicles through commercial rental agreements with adjacent commercial properties. It is unfair that the residents of the tract are impacted due to the business practices of a few owners.
Permit parking in areas with low amounts of parking spaces [sic]
Limit apartment tenant housing numbers allowed. Then less car parking spots are needed
Not have the dmv a block away from me.
Get rid of parking permits. It isn't fair that I can't park on a street overnight. I have to park FAR away and typically have to walk by weird people (aka druggies).
parking spots painted on the ground. people constantly take up two spots with a single car
To maximize parking spaces and visibility, I suggest more parking spaces created to line up perpendicular to the condos on Ludington; similar to streets such as Vanguard Way, El Camino Real and Coolidge. The residents in the condos do not have enough private property parking and primarily park on Ludington. It would also be easier to see cross traffic when exiting the streets from our home on Pierpont Dr or any of the 6 streets connected to Ludington.
Make vanguard university provide parking for there school not our streets
Put up red lanes so cars can't park in front of my house all hours of the day and night. Especially the homeless RV... it's so rude and no respect..
Most excess parking in my neighborhood comes from surrounding apartment buildings that charge so much rent you need 4 people to afford a 2 bedroom apartment. Figure this out & poof problem gone...
Make vanguard university provide parking for there [sic] school not our streets
Less people
More parking enforcement people blocking my driveway should not be [sic] allowed
More vehicle parking near my block
Stop shopping center workers and grit cycle members from taking all our parking spots. They have a designated lot they should not be on our street!!!
Implement and enforce ticketing of non operational vehicles that are used to save parking spots
Allow people who live in apartments to park on both sides of their streets. Why do the houses on the other side get permits that allow only them to park on that side of the street, which has more than enough space for everyone, while people on the apartments side need to walk blocks to find parking. It's not safe for people to walk blocks to find parking at night.

By Wilson school
Have more parking.
Fix the pavement where cars park by the alley way [sic] entrance
To limit the apartment parking on my street. Resident that own homes can't find parking on street
Require 1 to 2 vehicles be parked onsite/off the street. Limit the amount of vehicles that one property is allowed to park on the street.
Have more parking spots in residential areas and on the streets.
end weekly street sweeping as a revenue generating stream. There isn't a carnival every week so the streets don't need to be swept that often!
let anyone park in residential parking or open up for parking spots.
Have cars that don't move for months because sweeper doesn't pass removed!
I would fix the entire street of pomona ave since there are many accidents we need to add more and effected speed bumps because many cars speed through the street keep in mind there is a school pomona elementary, i can speak from experience my vehicle was involved in an accident while parked out in the street of pomona ave.
Stop building so many homes that there is no parking for
Limit number of cars on street per resident
Designating no parking zones and ticketing people for parking only makes for angry citizens. Limit the number of people living in apartments
Off street commercial vehicle parking
For people not to park so far apart to save parking for their other family members
Only allow cars whom live in the neighborhood
Let anyone park there
Reduce unnecessary no parking zones (red paint area).
Give more parking to apartment neighborhoods
Create parking space lines on residential streets so the correct amount of vehicles can fit per area
If residential parking doesn't pass, I would support marked parking spaces such as those seen on pch with the parking meters. The reason I bring up designated parking spaces is because sometimes people park in a way that doesn't allow another vehicle to park. This would bring in extra revenue for the city for violators.
1)Require ADU's and big townhouse projects to have more residential and guest parking. 2) Mass transportation system (besides busses, similar to Europe) that would allow people to get around with out [sic] needing a car.
3) Less congested living situations that don't have enough parking for residents and guest.
Require all developments to have sufficient ON SITE [sic] parking! The city permits high density [sic] housing and doesn't require builders to provide enough parking on their own property. It's ridiculous
Enforce it . Never parking in front of my own house . Neighborhood apartment buildings move all their cars over in the late afternoon and then move them again in the morning
I live on Westside CM across from Lions Park. There are multiple houses that own cars that sit on the street and are only moved for street sweeping, a lot of these are recreational vehicles. The house across from me has 6 cars, they only drive 1 of them, so 5 cars are permanently taking up street spots, they do not utilize their driveway. These are 2-3 bedroom houses. 6 cars is ridiculous. My roommates and I constantly battle for parking and never get any near our unit. Permit parking should limit the number of cars per household so garages and driveways are utilized properly, and should monitor how many guest passes per day or week but not limit the amount of time a guest can spend (i.e. 2 hours) guest passes should be 24 hours at a time.
Improve parking for people who work late

Limit how many cars per household allowed to park on street! Don't allow motor homes/campers/sprinters parked on street!
People saving street parking leaving huge gaps
Stop adding density. Too many r-2s, puds [sic] and apartments all over the east side.
Require new buildings to provide as many parking spots as there are bedrooms per unit. (2 bedrooms = 2 designated parking spots). Secondly Vanguard college needs to provide free parking so the students and sport attendees stop taking all of the spots on Vanguard.
Parking permits
More street parking for my guests
Allow me to have residential parking since I live in an apartment
Create parking space lines on residential streets so the correct amount of vehicles can fit per area
Eliminate residential parking except for orange fair grounds [sic] area and paint parking spaces in congested neighborhoods because people love to park in two spaces to save a spot for later but it's really annoying and part of the problem. Some of my neighbors have multiple families and more than 3 cars but they only have one spot on the property so they double park out on the street
Remove residential parking
Limit the number of work related vehicles on residential streets. Our neighbor owns a mobile car wash business and has four work vehicles that take up space on our street plus three personal vehicles. Seven cars for one residence really takes up a lot of street parking since once two vehicles are parked in the driveway and five are on the street.
Make it so people could park in the Un used [sic] parking lots around Costa Mesa behind or in front of shopping centers, sometimes where I live there is no parking at all I risk parking on red
Add the lines on the floor, a lot of people save parking. A lot of space between the cars. So many car portals are being used to store old junk cars.
Remove all red curves except the ones next to a fire hydrant because all fire trucks police and ambulances don't use them they park where ever in an emergency so there shouldn't be as many red curves (unless it conflicts an entrance/exit/fire hydrant)
you could find a parking spot right by the house.
Residents should have priority vs other people that come and dump there cars on our street for days. People that don't live on our street shouldn't be able to park there!!!
Have city and property owners in High dense areas (where most renters/apartments are located) collaborate on finding ways to create more parking. Example: Garages should not be solely for storage, tenants in a 2bedroom apartment with 4-5 cars don't have sufficient parking on site; therefore, spill over into other residential neighborhoods as well as violate parking rules. We need better and stricter enforcement. Landlords should find opportunities to create additional carports. Or parking spaces for tenants. Maybe issue grants or other incentives to investors/owners. none of these ideas will be as effective unless we enforce our city ordinances/rules! .
Provide more parking
permit parking
Provide parking stickers
Reduce occupancy of adults in overpopulated low income housing units
Parking permits for Beach st. No more DMV or Apartment tenants parking there. It would be nice for all the Beach st residents to park remotely close to there [sic] home after work.
STOP giving permits to build more condos or apartments complex
Make residents, renters use their GARAGES

Stop allowing DMV Parking on Beach st! Also, all the people living in the apartments across the street on Meyer. Enforce parking permits!
Implement permit parking on our crowded cul-de-sac.
Pay for street parking, like meters
remove some of the red-painted curbs to increase parking availability
May parking permita [sic] because I have seen so many people that park in the neighbor that don't live here and they only come to work their cars.
Limit how many cars were allowed per residence
In this area at night there has been increased burglaries lighting needs improvement, also city needs to turn on the cameras in alley ways [sic]. I would add lighting where there are stop signs because it is difficult to see during the night.
Parking on our street is overcrowded, people park right up next to our driveway making it very dangerous and difficult to pull out without getting hit. You can't see oncoming traffic at all because of the parked cars obstructing our view of the street.
Paint parking spots on street - many people park in such a way they take up way more space than needed, preventing others from parking.
Have the apartment residents stop parking on residential street
Not allow cars to park in front of my house for days at a time.
Limited permitted parking passes per house hold [sic]
Enforce no commercial trucks on residential streets. There are 10s or 20s of landscaping/contractor/worker trucks on our street alone. Takes away from the residential feel of the neighborhood. Also, the apartment complexes need to provide more parking or a solution. It makes me feel uneasy when people park in front of our house and then walk blocks away and leave their car for days in front of our house.
there is not enough parking to support 17 th promenade (grit cycle, mi casa, side car, etc.). patrons take up all the street parking on cabrillo, santa ana, and orange. patrons park in resident's driveways and alleys. there needs to be a parking structure. grit cycle only has enough parking to accommodate 1/3 of their class capacity.
Mark the spaces on the. Street so cars. Don't doble park that way it would be more room for others I get out of work at midnight aaa woman is scary to walk at night a few block away from my home to find a parking 5 days a week .
Not enforce the 72hr limit in a damn pandemic! If we work from home, unemployed, home schooling [sic] and following quarantine rules, it seems ridiculous to have to remember to move your car every 72hrs...then find it's been towed.
Business owners could not park business use vehicles on the street
Add space marking so other residents don't park bad to save parking for their own household.
Fix the parking situation in Santa Ana
Have street permit parking
make more space for parking and get rid of permits or make them more accessible. if i can't park in my townhome parking lot i'm stuck walking 3 blocks to park because permit parking is closest and i can't get one because i don't live on that street.
Demolish obsolete and dilapidated apartments and replace them with properly parked ownership opportunities.
Remove residential parking
Create more of it. I live in an apartment and street parking is difficult for friends and family to find. There's a lot of businesses around here and it would be great for them to allow parking when the businesses are closed.

Make permit renewing available online/ more parking space available in downtown Costa Mesa
Expand parking. Many people come and leave their cars here over night [sic] that are not residents within the area. Also, the surrounding neighbors from a few streets over come and park here and it makes it hard to find parking at night
Paint parking spots so people so not hog up spots
Way too many people who don't live on our street park for extended periods of time (24+) on our street...this had to be monitored and ticketed. There are also too many people on our street renting out back units and not providing parking on the property, so the street is overrun with extra cars. Very very fed up with parking on our street
Paint parking lines on the street.
Red zones at the beginning of the street. When you exit a street you cannot see traffic because cars are blocking the view.
First off there are to many people living in the apartment complexes near or in residential parking areas, therefore the overflow of cars park in the neighborhoods and nearby business parking lots. Make all the streets with houses only, permit parking! Stop letting people register 10 cars to a one bedroom address! Make landlords and management companies accountable so they don't have a ridiculous amount of cars belonging to an area that doesn't have enough parking. Hope this helps!
Expand parking and remove cars parked on the street that take up two parkings [sic]
Have resident parking only on my street from 5:00PM to 8:00AM and, no more than 2 vehicles per household can park on the residential only parking. No service vehicles allowed to park overnight on residential streets. I recently purchased an investment property and improved my property at great expense. My tenants have trouble getting parking for their guests.
Have permit parking
More enforcement of parking rules, such as cars parking in the red curve and in front of fire hydrants. House across the street of 1826 Pomona Ave is split into 3 residences and they have 9 vehicles, that include their work vans that block the views to exit our driveway safely.
Have an extra parking area for overflow with no cost.
Limit the amount of cars a SFR or duplex can have parked on street if they have an existing garage. Garages should be used for cars, not junk storage.
Make more parking!
Have people not park like jerks. Maybe make lines to have people not park like jerks. Ticket people who block driveways. Dont ticket when you are doing alley and street repair since that is a jerk move by the city. Have parking control people ticket other than street sweeping.
Eliminate parallel parking and replace grassy areas and develop new parking .
If cars are parked in the same spot for more than 72 hrs to be moved or ticketed.
Be able to move cars forwards or backwards that way they don't save parking for there [sic] relatives because it's not fair for people to be looking for parking at night just because someone is saving space for someone else. That's the power I would like to have
I would make school parking lots bigger those of us whom live by elementary schools Lack parking due to parents needing to drop Off and pick up their children . Parking at school sites should be an option, rather than residential streets by school
Home owners use garage instead of parking all vehicles on street
Force homeowners to use the garage for parking/not storage. Limit the amount of vehicles per household
Increase parking capacity by 100%.
Eliminate long term parking on street

Reduced multi unit housing construction
Reduce the density of living. There are too many people already and they just keep Building more compacted homes.
Stop the construction of Condos that are over populating cars and therefore street parking.
Let us park at schools or parks
<p>PLEASE HELP DISTRICT 1</p> <p>I live on Coriander. Commercial [sic] and "extra" vehicles are parked on my street and other "spice" streets for periods exceeding 72 hours regularly [sic]. The alley between Coriander and Caraway is being blocked by vehicles parking head in, in front of garages and blocking the public right of way. Private garages, (mine specifically) are being blocked regularly by unknown cars. Since I park in my garage, this is a HUGE problem. (YES, the police have been called.) There is ZERO parking for disabled people. Visitor parking is non existant [sic] because there are typically several families living in two bedroom [sic] apartments with 4+ cars. There are more vehicles than there is space because very few people use their garages. PLEASE, PLEASE, PLEASE create a parking permit program for our neighborhood. Parking is no longer allowed overnight on Cinnamon because it was a haven for homeless/ tweakers living in cars, vans, and motorhomes, and commercial vehicles being stored. People would also park vehicles for sale on that street as well. Because there are signs, it's regulated, and people get cited, this doesn't happen anymore and it's GREAT!!!! Now PLEASE, help us. I have a detached garage, a disabled mother and am currently on crutches. I have to double park in the middle of the street to unload groceries, etc; PLEASE START CITING PEOPLE WHO PARK ILLEGALLY. Cars park on corners, in red zones, and block the public right of way in alleys every single night! PLEASE HELP US!!! If families can afford to have 4 or 5 cars per apartment, they can afford to pay for a permit to park them!!!</p>
Limit sky rise /condos being built the city is already too crowded
Road marking for parking spaces.
Limit parking to the street you live on! I live off Pomona and center. The 600 block and parking is horrible because we have the senior nursing on our street and all the employees park on our street. We also get people that come leave their cars here and get pick up or ride off on a skateboard. It's absurd!
Get people to park in their own garages and off street spaces instead automatically parking in the street and using garages purely for storage.
<p>Have traffic officer patrol more Joann st/Maple st Ive lived here 44yrs at the same apt and I see a man who doesnt live here park his multiple cars on joann and maple st and he lives on pomona st. Not fair to others and his cars have expired tags. One of his truck parked in front of 2269 maple st. has a mexican plate that has been there for years!!Also to [sic] many cars park in the School bus loading area during morning hours and don't get tickets. I also see a lady in the morning switching cars to go to work. She lives also on pomona st and parks her other car on joann st. My neighbor knows her and she told me about it thats how I know. Just another example on how congested Joann st. because of tenants coming from other streets . Its hard to have permit parking on a street with apt buildings but this is getting ridiculous. Im all for permit parking! I think it works great and streets look cleaner.</p> <p>Thank you for your attention</p>
Make ALL residential areas parking with permit only
My neighborhood regularly has people sleeping in their cars which leads to a lot of people feeling unsafe to be out at nights. More social programs I [sic] address this need for housing would be great.
I would not allow cars to be parked in front of my home that do not move on a regular basis. I have a neighbor who stores their car in front of my home for weeks at a time!

It would be great if parking spots had lines between them to show where cars should be parking. It's really frustrating when cars take up the equivalent of two parking spaces for no reason and create more congestion than necessary.
It would also be really great if there was a public parking yard for work trucks. There are many small business owners that park their business vehicles on residential streets - like a gardening truck, plumbing vehicle, etc. These often take up more than one parking space. Can we create a safe parking yard for people to park their work vehicles overnight? I don't know - maybe this already exists? But it's very frustrating when large work vehicles take up a lot of space.
The only reason I said that I did not support the modernization of the permit system is because of accessibility. I think I'd support it if it's simple to use and is offered in multiple languages. Costa Mesa is a diverse community and it should be easily accessible to all.
Add parking lot spaces to Smallwood Park
Stop building high-rise apartment/condo buildings in residential neighborhoods. That just depleted all the parking spaces.
Require permits
Affordable housing so not so that there aren't so many pp living in a household that is smaller than what spaces there are for parking. ie 3 single adults living in a 2 bdrm w 2 stalls.
Resident only parking should be permitted in neighborhoods with apartments or schools in close proximity. Those establishments should have their own parking zones for their patrons.
I would love to have permits for our street!! Also there should be a limit of how many cars a house can have. For example on our street (Yorkshire at)(between Anaheim and Maple) it's bad!! One house has 4 cars in their gated front house and about 9 cars on the street. It's ridiculous and not far [sic] to the neighbors. As well we compete with the apartments on Maple street. Something needs to be done!!
I would shrink the cars so there were more available parking spaces.
Limit number of cars each apartment can have with permit parking for streets with houses and apartments.
I would make a visit also streets parking permit only
Permit parking on my street
Less red areas
Add permit parking to district 4 and limit the # of guests permits per household
I would make it illegal to park non working [sic] cars on the street.
Remove all the cars that are not driven or moved by owners. Taking up parking space for people that actually move their cars and need parking after work!!! College parking that they made those cars have not been moved since they made those parking spots!!! Please so something about it!!!
Enforce citations for overnight parking of commercial vehicles on residential streets. Enforce citations of vehicles unsafely parked on corners, creating visual obstructions.
No more development
Making sure all residents that live in an apartment use their garage for parking instead of storage. Not so long ago, the city made parking spaces in between Coolidge Ave and Paularino Ave but, you'll see the same cars parked there daily.
Create a public parking lot with security cams everywhere. Parking is allowed if people pay a monthly subscription.
I wish there was parking nearby when street sweeping happens. Its difficult to find parking on the streets in the neighborhood when theyre all being swept the same day

Improve parking by limiting the area where folks can park RVs
Increase the number of parking spaces required for businesses and apartments.
Parking permits. Been trying [sic] to get it on our street for years
Residential parking permit
Get rid of permit parking. 2000 wallace has awful parking and people use the street to park their 100s of work trucks. The side streets are permit parking only and are always empty. Why cant I park there after work until I leave here until I leave the next morning??? Bunch of Karens will call the cops.
Decrease the number of cars using street parking. When all of the street parking is full it's nearly impossible to see oncoming cars when pulling out of my driveway. Combine that with the speeding issue on my street and Ive had several close calls where Ive almost been hit. My neighbor was hit pulling out of her driveway because she couldnt see the oncoming car. Her view was blocked by a truck parked on the street.
Permit parking on our street, its too crowded and our guests can never park
More parking in force for non resident [sic] parking
Make sure occupants or drivers do not exceed available parking. Provide some type of public parking nearby. We have a habitat house built by the city at the end of my cul De sac. [sic].the owner is disliked by most neighbors as he constantly complains.. calls police...he also has 8 cars! That city owned property would have been much better served as a neighborhood parking structure....
Meters perhaps. I hate to say it, but I think it might solve so many issues. I have a neighbor that has over 10 cars. I love my neighbor, but definitely keeps some of my friends from visiting because they can't find parking. Funds generated from meters could go to green painted bike lanes.
Time limit on parking, some leave our car parked for days and move it to the opposite side of street when there is street sweeping. Sea Breeze apartments do not have guest parking on their property. Every apartment complex should provide guest parking. We tried getting a permit street on our street but because half of our block is duplex/triplex/apartments and houses it said it couldn't be done. If unable to provide permit only parking, provide time limits on parking, like no overnight parking unless with valid permit. There needs to be more parking enforcement, people park illegally on the curbs and fail to completely stop at stop signs on the intersection of Pomona/Joann St. Cars park along the curb from Darrell St/Pomona.
Residential parking permit
My street is 99.5 percent multiple dwelling units. Give the residents permits to park. And change street sweeping no park to one side on Tuesdays instead of BOTH sides.
Make more private parking for individual households
Reduce street sweeping to once or twice a month which makes parking hectic. Limited street parking is the small price we pay to live so close to Fairview park and [sic] the beach Btw the previous question did not allow me to erase my choices which gives an erroneous answer to your question regarding residential parking
Allow parking for residents only and stop other non residents [sic] from parking their cars and work vehicles in front of homes that they do not reside in.
Decrease rent so there wouldn't have to be multiple families cramming into a single family [sic] residence and taking multiple parking spots on street. Allow parking in front of your own driveway. Increased patrols in regards to 72 hour parking violations.
Incentivize parking in available garage spaces rather than using them as storage
Eliminate residential parking permit program, it hinders residents more than it helps. Parking communities should also have permits rather than reserved spaces that better flow with the come and go of people to their homes and thus the parking lot. It is so frustrating to see open spaces everywhere yet nowhere to park but that tiny section of street that isn't permitted and is actually

open for public parking. Parking is a huge issue here, and opening things up and thinking more creatively is the answer.
More spots to park, open business lots after-hours even if for paid-parking lots
New buildings (residential and commercial) would include ample parking WITHOUT including street parking. A typical dwelling should have a minimum of one spot per bedroom plus two on the street!
Don't allow all of the residents from apartments a few blocks away to park in our neighborhood and take up our spaces.
Require people to park in their garage or drive way [sic].
Move all sidewalks directly next to the street (not landscaping) so one can use passenger side doors and walk directly to the sidewalks. Sidewalk to Street Parking, not Sidewalk to Landscaping to Street Parking
eliminate residential perking [sic] permits. The streets belong to all residents.
Allow to park on any street - no parking permits
Our street, Vista Baya would have a posted sign for street cleaning and no parking.
Our neighborhood was affected by over occupied apartment complexes. Too many people per unit, thus too many cars.
In San Juan Capistrano they made an effort to determine how many people lived in a unit.
Stop home business from using residential parking for their employees
Find out who left the street names off your map and fire their boss
More options for mobility
Ticket those who park on corners and on alley ways [sic]
Require the employees of business [sic] and churches to park in the business or church lot.
Stop home business from using residential parking for their employees
Have permit parking for CM residents/homeowners near colleges. Vanguard student [sic] have parking on campus but still park on street to save \$2 but no parking for residents.
Make our street parking for residents only
Make people park in their garage
Build 3D and upward. Offer underground park.
Make sure everybody moves their car during street sweeping. Center st has gotten so bad these last few months. Streets are looking dirty. I want my streets to look clean
I would have an officer drive around neighborhood to ticket cars that park from Tuesday, usually after sweeper comes, and don't move their cars til [sic] the following week. Some neighbors have visitors over specially [sic] on Miner, between Joann and Wilson st, they double park on street blocking road for ongoing traffic to move
Eliminate high density residential, eliminate three story residential with no property offsets, and eliminate ADUs. Set a cap on the amount of Sober Living Homes as a percentage of population.
Not allow service trucks parked on residential streets overnight. Example there is a vacuum truck and plumber [sic] vehicle that park on the street outside the residents [sic] house. Either park it on your driveway/in garage or move it elsewhere.
*Mark lines for each car because people only set aside parking, limit of 4 cars per apartment, give a ticket to those who only have unused parked cars because they only move them when the sweeper passes and the garages only use them to live there.

* Comment was submitted in Spanish, but text was translated to English for review.

*I live behind an alley and I would like them to check the garages because most of them have them full of things and the cars go through them and they do not leave much space for the cars to pass and the garages are supposed to put the cars.
*Make a parking spot in the neighborhood.
*Give tickets to all those who do not move their cars all week
*It would be to limit the parking permit and put caps on the Mayer streets. Pomona. Wallace. please please.
*That everyone was cordial and did not park their vehicles in spaces no more than one car so that someone can use the other space. And another that my neighbors let me into my garage without having to stress because they park in double line. Thank you.
*I would take away all my neighbors Who do not work and set aside incorrectly parked spaces on Wallace Street and Shalimar There is a family That has Like 7 cars and cannot beat them. Why do they bother and that creates conflicts between neighbors? Thank you very much.
*Limit the number of vehicles per department and allow them to park outside your home. Use a crane in case the space is not respected.
*That they stop building large apartment complexes that makes it difficult to find parking
*I would like all people to be able to park their cars on the same street where they live that they do not bring cars to park them on other streets and less large cars from work.

* Comment was submitted in Spanish, but text was translated to English for review.