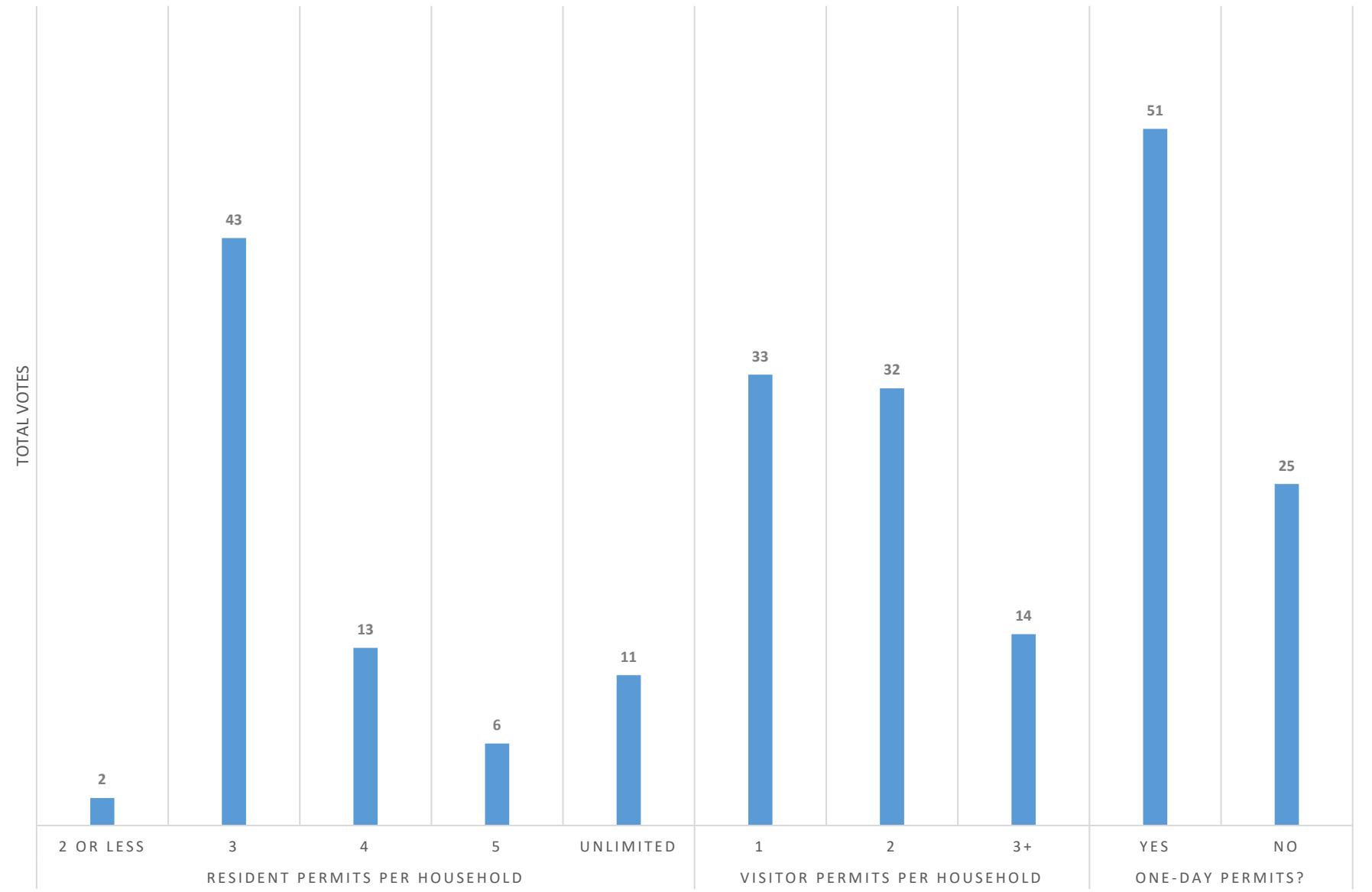
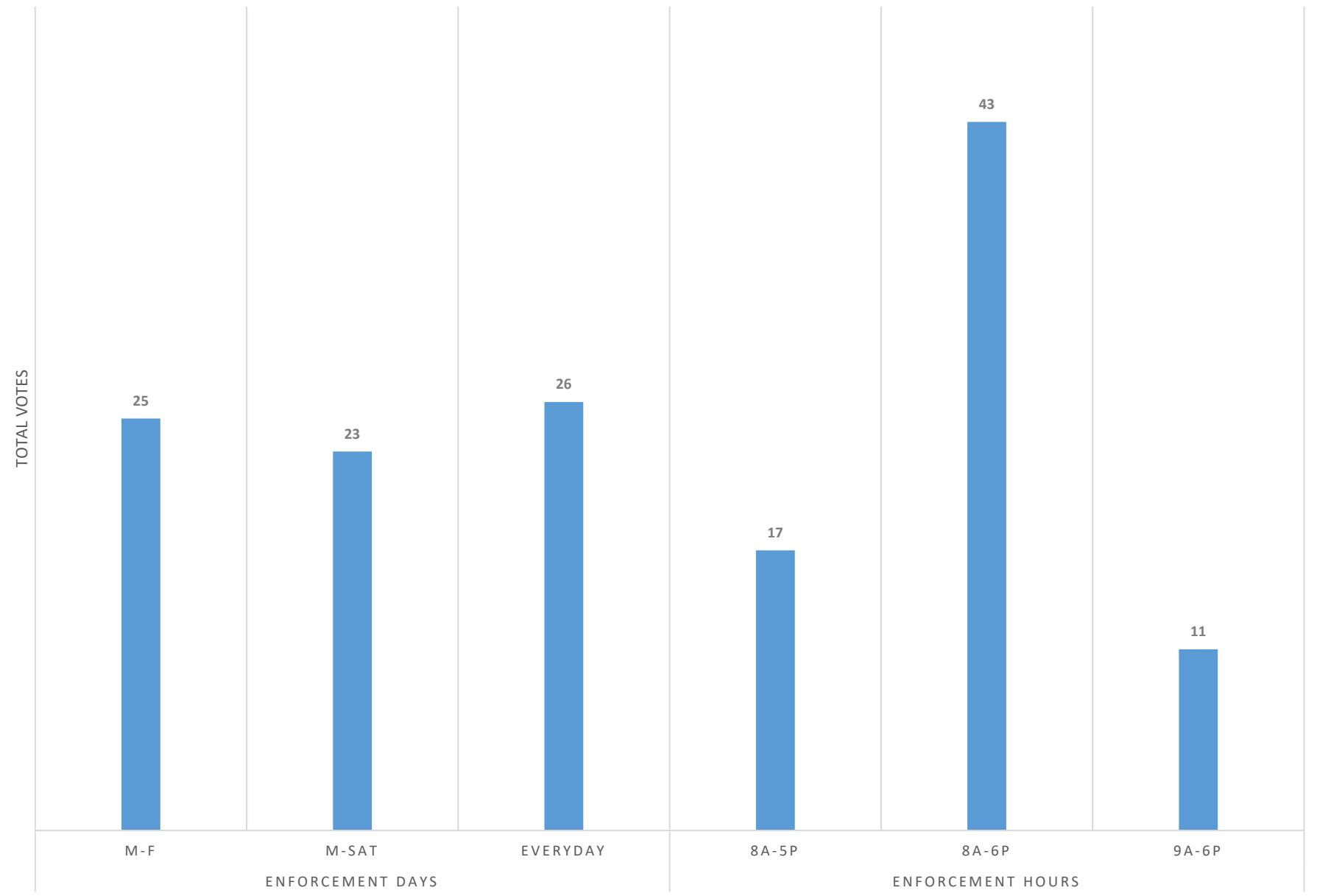


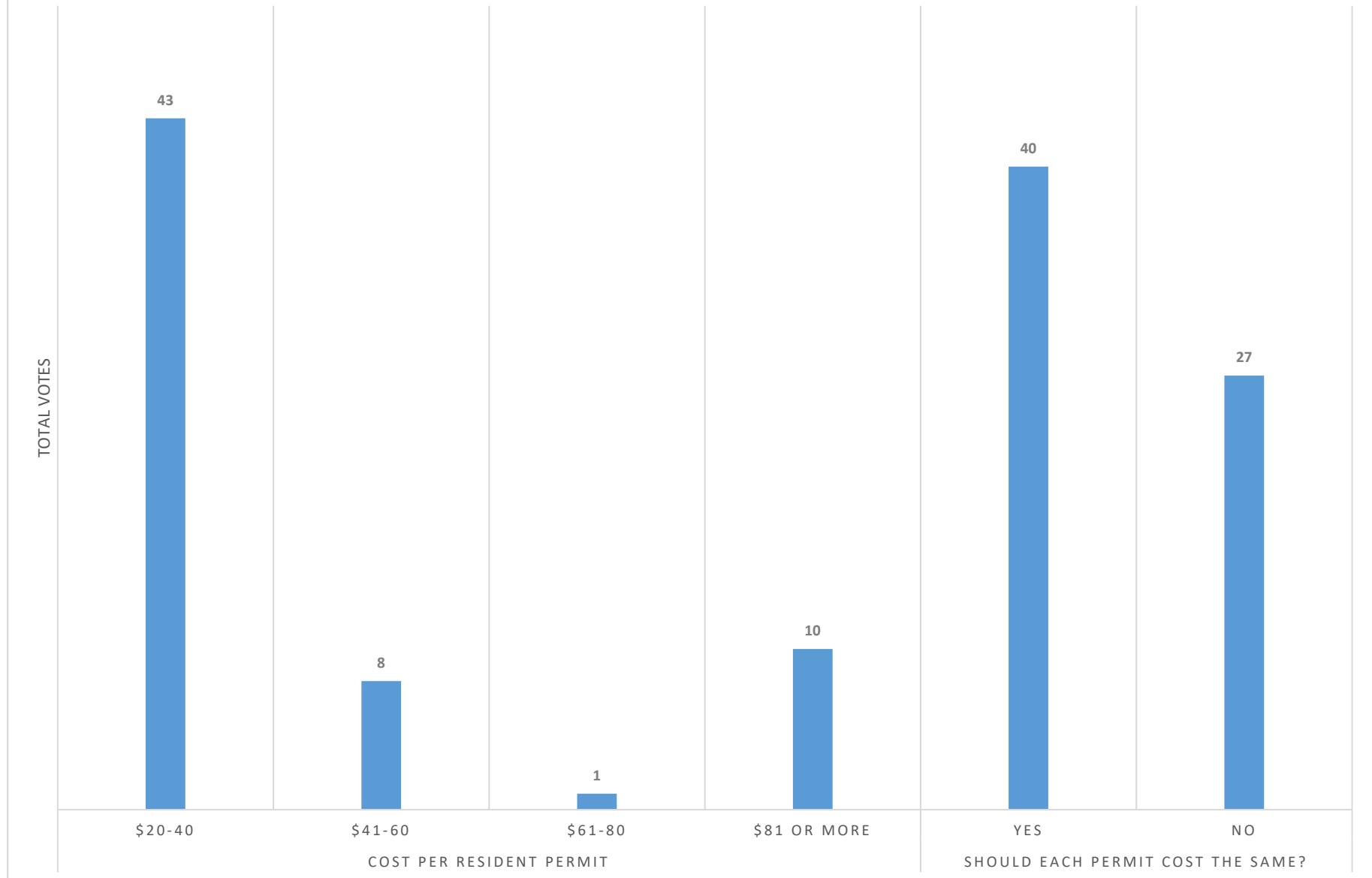
STATION 1 RESPONSES - QUANTITY AND TYPE OF PERMITS



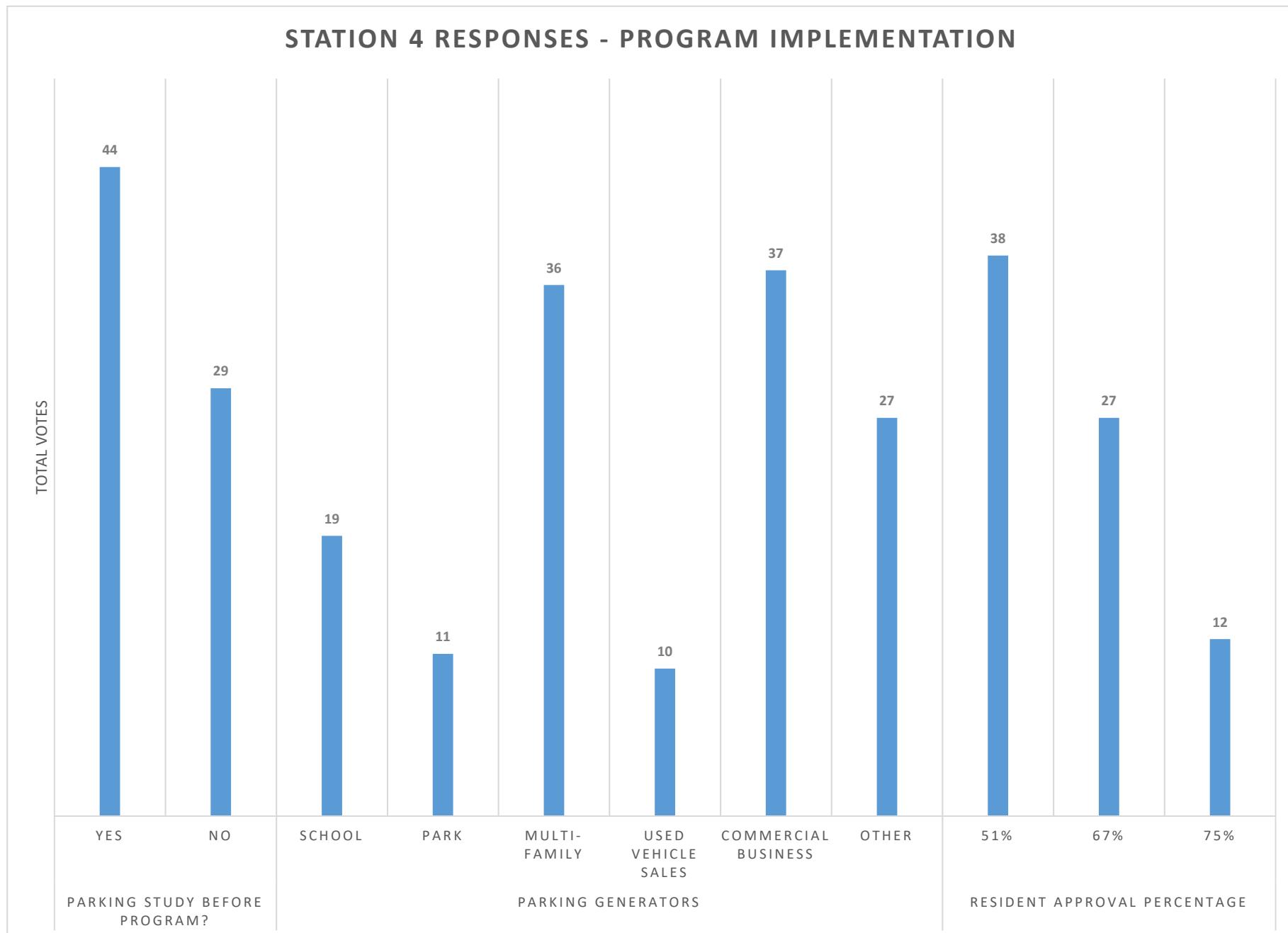
STATION 2 RESPONSES - DAYS AND HOURS OF ENFORCEMENT



STATION 3 RESPONSES - PERMIT PRICING



STATION 4 RESPONSES - PROGRAM IMPLEMENTATION



Community Outreach Forums – Verbal and Written Feedback

Station 1: Quantity and Type of Permits

Meeting 1

1. Limit permits to the number of parking spaces available for the street. 2 votes
2. Unlimited number of permits as long as residents are not running a business from their home.
3. Limited the permits to three per household with the option for special request/variance
 - a. Need on for mom because she's staying while getting well
 - b. Need on while kids are home for summer etc.
4. Visitors permit: more than one but based on requests – limit the term of the permit
5. Consider ADA accommodations
 - a. ADA Neighbor only has sidewalk parking; when full, no space for ADA use.
6. Limit permits to two per household. 3 votes
7. Construction/commercial parking: Have them PAY for a permit since they are in a time limited zone, they should pay to be able to park all day during their work hours.
8. When issuing permits, have a "rules about parking" info sheet so people know not to park along a curve/corner, no parking on rolled curb, what color zones mean, what ADA parking means, etc.
9. (Verbal comment) Do not post signs like on Louise Lane.

Meeting 2

1. More Enforcement.
2. Unlimited is a mismanagement of RPPP intent. 2 votes
3. Permits issued based on the available parking stalls along a property frontage cap.
4. Enforcement on a "as needed basis".
5. Educate RPPP.
6. No commercial truck permits.
7. Count the number of spaces on the street then divide among the number of houses. Number should be how many permits per house.

Meeting 3

1. Important not to have adhesive on bumper; hang tags or interior.
2. Digital- RFID, detected by parking enforcement
 - a. Easier to update!
 - b. Flexibility for other pricing/program uses.
3. 2 or fewer- street parking is a public resource.

Meeting 4 – No written feedback.

Station 2: Hours of Enforcement

Meeting 1

1. 8:00pm forward: 1
2. 24/7: 1
3. Sat/Sun: 1
4. 7:00am to 7:00pm 2
5. 7:00pm to 7:00am 1

Meeting 2

1. Permit only: No 2 hours allowed.
2. 24 Hours.
3. Staff should work with individual zones to establish parking times as parking impact generators differ.
4. Patrol should be on a “as needed” basis with program providing education and parking enforcement contact information.

Meeting 3

1. Live on 800 block N. Idaho, daytime not an issue, nighttime streets are jammed packed with cars, trucks. Home occupation businesses such as rental of cars, gardening trucks, car sales and storage which has impacted available parking for residents both in single family and multi-family, commercial commuter vans, etc.
2. Enforcement days and hours may need to depend on an RPPP’s parking generator, and/or hours that impact neighborhood parking.
3. Would love to have RPPP on 1600 block of Dolan Ave (by St. Tim’s Church).

Meeting 4

1. For residential areas – enforce in the evenings/weekends.

Station 3: Fee for Permit

Meeting 1

1. Currently free permit is only used occasionally. When garage is unavailable due to construction work. We should not have to pay when this happens.
2. Seniors should not have to pay; we already pay for school bonds on property taxes even though we have no children at home.
3. If annual fee, should be calendar year based meaning Jan 1 to Dec 31 without refund or prorate.
4. If annual fee, enforcement penalties should be increased substantially.
5. Visitor permit should be free!
6. Only allow 2 permits per household.
7. No fees or charges at ALL.
8. Original fee for permit only – no yearly.
9. Neighborhood share in cost of signs.
10. Community with residents to be proactive in enforcement.

11. Consider \$10 per permit.

Meeting 2

1. 2 permits at \$30 each, add 1 permit at \$50.
2. First 2 permits should be free. Additional permits at \$20-40 each. 6 votes
3. No fee should be put in place, and if it is, it should be well under \$20.
4. San Mateo has become an unlivable city. Sad, really – can't wait until my son graduates so we can leave. An escalated fee would be a tax on the poor, as many people must share housing in order to survive.
5. Keep program simple, costs down, no specific hires to administer
6. Parking impact generators should be solely responsible for cost of RPPP, not permit holders.
7. How/ways Public Works can be part of the solution and not just part of a moving problem.
8. No Charge/No fee – Current Plan. 1 vote.

Meeting 3

1. How much does it cost the City to implement and enforce? Perhaps neighborhoods can "meet the City in the middle."
2. \$50/permit?

Meeting 4

1. First four cars registered to household free of charge, charge a fee for additional cars.
2. City made the ordinance; City has allowed business to expand without adding commercial parking- keep your hand of my wallet.
3. 2 free/household + 1 guest permit; any additional \$\$\$.
4. \$20/household/year.

Station 4: Other

Meeting 1

1. Train station: 4 votes
2. Households with more cars than people
3. People who park @ neighborhoods and car poll to Hillsborough.
4. We need Palo Alto parking measures.
5. Parking permit system been here for 40 year. The Village.
6. Hillsdale Station: a lot of them park at Hillsdale & Village neighborhood.
7. Don't recall a neighborhood meeting.

Meeting 2

1. Parking Generators:
 - a. Airport commuters. 2 votes

- b. Caltrain. 2 votes
- c. Carpoolers

Meeting 3

- 1. Caltrain. 2 votes
- 2. Downtown.
- 3. Performing Arts Center.
- 4. Football stadium. 1 vote
- 5. SMHS Gym.
- 6. Single homes that sell cars/store cars. 2 votes
- 7. Multiple families in a single family home.

Meeting 4

- 1. No parking issue right now at N. Shoreview ever.

Feedback from Online 'Speak Up San Mateo' Forum

- 1. I don't want a permit program. It is a bad proxy for responsible parking requirements for new construction
- 2. The RPPP in our area is going to be a significant inconvenience when having friends visit. I don't see a reason why it was imposed on a street that has historically been incredibly low traffic and unaffected by local businesses nearby. While we expressed our opinion in the survey that was left at our house, we were not able to attend open houses about this and as a result were not able to influence the ultimate decision. If the program carries significant cost for the city, from our experience, the benefits are not worth it.
- 3. The RPPP is an ugly sign of NIMBYism in San Mateo's neighborhoods. Homes in these areas have garages and driveways where residents are welcome to park their vehicles. Residential street parking should be free to everyone on a first-come, first-serve basis, and only subject to current regulations on abandoned vehicles. Limiting parking in this way, especially on Saturdays, makes it virtually impossible for any given resident to host multiple guests during the day, or have work performed on their property, as only one visitor parking pass is available per household. And now the city is considering charging for every residential permit to offset the costs of an expensive, largely unnecessary program? Ridiculous.
- 4. RPPPs are elitist ideas that only serve to make our neighborhoods more exclusionary. We should restrict and end them wherever possible and allow for easy ways to reverse their introduction.
- 5. • If schools are deemed a traffic generator, make sure that schools have sufficient visitor permits to accommodate parent volunteers. Participation is important.
 - Zones that are primarily single-family homes and zones that are multi-family housing can and should be treated differently. Most of the single family homes in San Mateo have driveways and garages where cars can be parked.
 - If a decision is made to allow unlimited parking passes, then each additional parking pass per household should definitely cost incrementally more.
 - San Mateo has great parks that are important for children, families, and opportunities for community gatherings. As the needs of residents are weighed, make sure that places where

people can gather remain easy to access.

• Continue to work on the "last mile" problem with public transportation.

6. We live three doors down from an elementary school. While this is part of our parking issue I also don't want to prevent parents from volunteering in their child's classroom/school for an extended period of time. Would it be possible to give schools some visitor parking permits to hand out when needed?
7. I have lived in a neighborhood with parking permits before and it can be a real pain. I'd rather have the city focus the program in areas with dense housing and parking problems.
8. Vehicles should not be allowed to occupy more than one parking space unless it is impossible to stay in a single space, such as with a trailer or long truck, with or without permit. Trash pickup days change curbside use, effectively reducing available parking space. Take it into account when planning for parking.
9. Several of my nearby neighbors have more than 2 cars per driver. When my nextdoor neighbors have guests over, their guests parked in front of my house because my neighbors have four cars, and the spots in front of their house are already occupied by their cars. They are taking up so many parking spots on the street. Street parking is public resources and shouldn't be greedily occupied by some inconsiderate people. I totally support residential parking permit. Thank you!
10. I don't like the sign right in front of my house without consulting us first! Also I don't think it should be Saturdays. Does that mean I can't have guests over for a afternoon party on a Saturday without worrying they'll get a ticket? What about construction crews who need to park all day. People are remodeling and need the crew there all day. How many visitor passes can one get?
11. Parking congestion is a major issue on my street, resulting from r-4 spillage into an r-1 neighborhood. To exacerbate the parking problem, my street is made up of small 100 year old homes that have garages that can not accommodate a parked car and small drive-ways that can fit one car (some driveways cannot even fit a car), so residents who live on my street must park one car on the street. This is a problem because of the r-4 parking spillage. The city needs an option of a RESIDENTS ONLY parking permit DURING EVENING/ NIGHT (this could be enforced by neighbors, who could call parking enforcement to come out if there is a violation). Also, as more developers are turning to automated parking, which enables greater housing density, neighboring homes need to be protected. If automated parking is utilized in neighborhoods surrounded by single family homes, those homes need to be protected from parking congestion and those neighbors should have the option of applying for a RESIDENTS ONLY ENFORCED FROM 5 pm- 9am permit that does not allow those with automated parking to be eligible for that permit.
12. 19th Avenue Park is undoubtedly going to be impacted by the current Station Park Green development plus the proposed AAA development and Concar Passages. The neighborhood should not have to go through the City process to establish a RPP Program. The City should automatically implement the program in the neighborhood.
13. This all seems like another stress to add to already stressful life here on the peninsula. Homeowners that borrow or just own more than 4 Cars to park around their home so no one else parks in front of their homes is going to far. It is quiet obvious when they park cars they own behind each other yet leave about a 4 ft space between the cars so no one else is allowed to park in front of their house. Then you have neighbors flat out telling you that they see you park there all the time and why don't you go park in front of your own house? Then their is the homeowner that leaves nasty notes on your cars telling you to go park elsewhere and then wants you flagged because you post their notes. These are also homeowners who park basketball baskets on the street forever taking up parking

spots from others so they can leave their driveway clear so their house looks perfect without cars.

Entitlement that does not come with home ownership.

14. The number of permits per household should be only for the number of drivers that live in the house. Non drivable cars should be off the street. Residents should not have to pay for permits since most of the reasons they are requested is because of not enough parking at the train station and increase in density of housing being constructed. CalTrain and developers should absorb the cost of the program.
15. I'm concerned about the financial toll and stress on the caregivers, cleaners, and other low-paid workers who support residents. They have a hard time finding parking, let alone needing to remember to move their cars so they don't go beyond the 2 hour parking limit. If there was an additional (low annual cost) parking permit, residents could "gift" a parking permit to them each year. Maybe there could be a special permit for service workers.
16. We live on Louise Lane right behind the Hillsdale shopping Center and a block away from the Garden apartments. I feel our street parking should be limited only to residents living on our street. It used to be that way years ago (15+ years ago) and it should go back to that. The Garden Apartments need to invest in their property and add parking for their residents since they raised the rent, they have multiple people living in apartments and then they have multiple cars that have no where to park, which then impacts outer streets. And then we cannot park in front of our home. I would be ok with paying for a permit if it kept people who do not live on our street from parking and leaving their cars. And this applies to overnight parking as well, even more so than during the day.
17. I do not think there should be a fee to get a parking permit.
18. I have lived in an RPPP area of San Mateo for over ten years. The program works. A nominal administrative fee would be appropriate.
Provide discounted or no cost permits for those with financial need.
19. Dense areas (central San Mateo) need RPPP. I know people who live there that park car in one spot for weeks. With RPPP at least we could cite and hopefully tow those cars to alleviate traffic/parking congestion.
20. If charging for the permits, I would suggest less cost, not more cost per permit. It was not an option so I left the question blank.
21. Hire more parking officers. There are constant/blatant violations on our neighborhood (parking in red zones, double parking, parking for months at a time, parking in front of fire hydrants). Doesn't matter what system we start if there is no one to enforce it.
22. It works. It saved our neighborhood from Downtown strangers who were rude and threw their trash everywhere.
23. Our street is too busy to park on and dangerous because of it. Way way too many cars, we need permits. I lived in Menlo Park where they ran a very successful program to keep the streets from getting out of control.
24. Parking permits should be free to the residents.