

Residential Parking Permit Program Policy Direction

March 4, 2019

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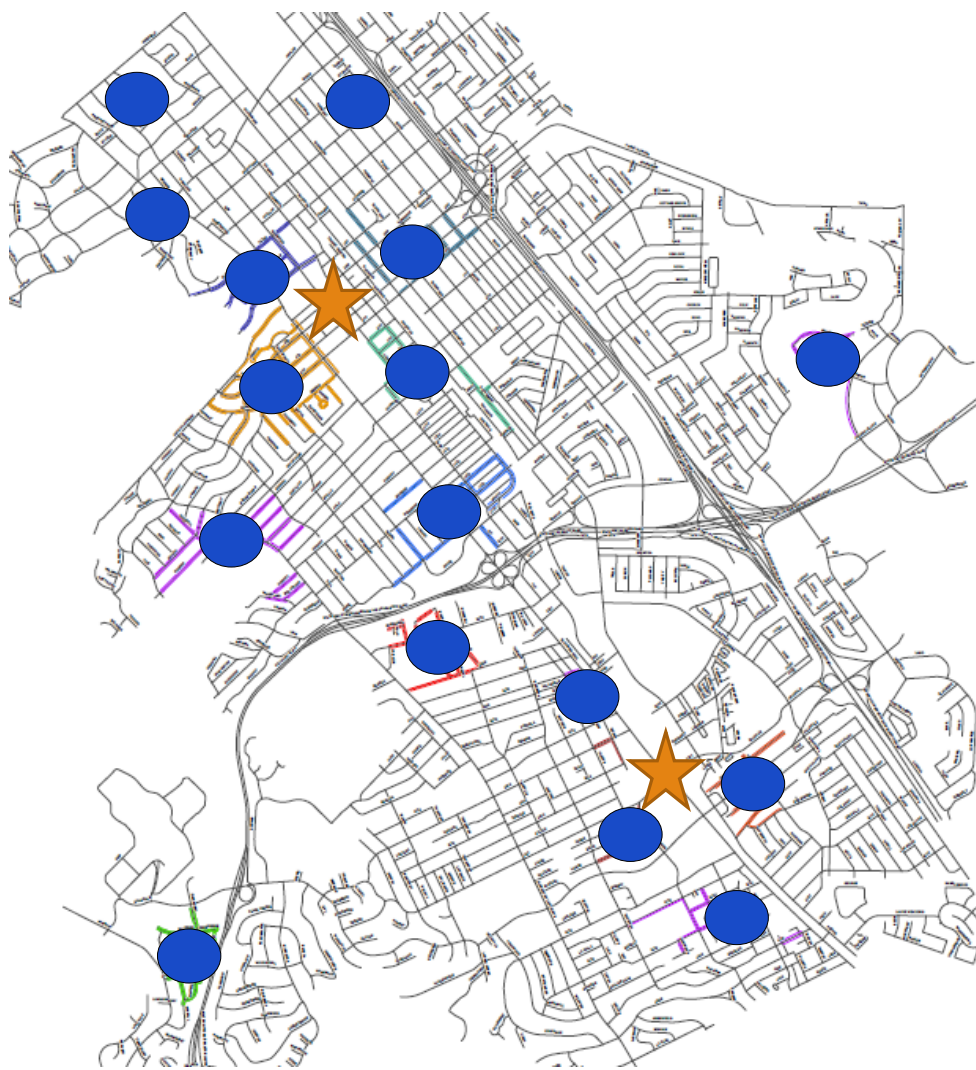
Overview

- Current Program
- Program Analysis
- (Former) Public Works Commission Feedback
- Discussion Items
 - Allowable Permits per Household
 - Appropriate Price for Permits
 - Appropriate Term for Permits
 - Appropriate Enforcement Periods
 - Parking Impact Generator Determinations
 - Implementing New Program Areas
 - Application Approval Process
 - Coordination of Implementation with Increased Parking Enforcement



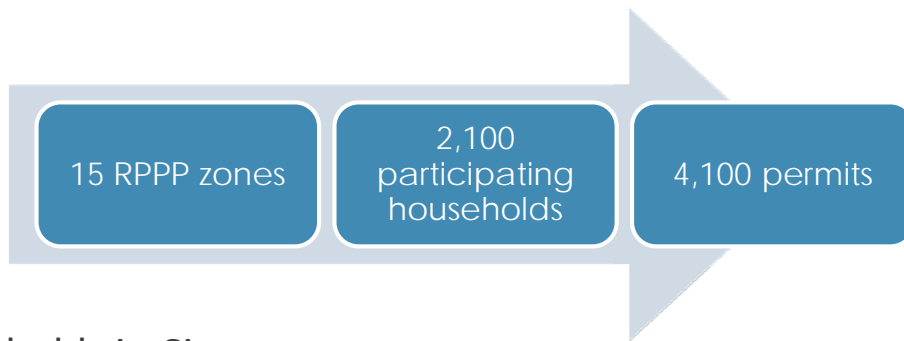
Purpose and Intent of RPPP

- In practice, to prioritize residential parking on residential streets near commercial or paid parking zones
- Discourage use of residential streets for long-term parking overflow from commercial or restricted parking areas
- Intended to increase availability of parking on-street for residents
- Not intended to provide residents with guaranteed parking on-street in front of their home





Program Analysis – Permit Distribution



- 38,546 total households in City (as of July 2017)
- 5.4% of households participate in RPPP
- Average of 2 permits per household
- 5% of RPPP participating households have 4 or more permits
- Single-family and multi-family households participate equally



Program Analysis – Budget Assessment

- Current annual costs total approximately \$82,000
 - Staff, materials, permits and enforcement
 - Program financed through General Fund
- Does not include costs for previously discussed changes to enforcement staffing model to provide more consistent enforcement strategies





Program Analysis - Benchmarking

Implementation

- Most cities require occupancy studies
- Community meetings common

Distribution

- Typically available over the counter and online
- Most cities have one-year permits

Cost

- Cost of permits ranges from \$0 to \$128 per year
- Price typically on a sliding scale

Availability

- Some offer one-day visitor permits
- Most cities limit households to 2-4 permits

Residential Parking Permit Program

1. Permits – Quantity and Types



Currently

- Residents have **permit stickers** for each registered vehicle
- One **“hangtag” visitor permit** per household
- Residents request a permit for **any vehicle registered to their household**
- Resident permits are **unlimited**

Share your thoughts: place a sticker next to an option

How many permits are reasonable per household?

3

4

5

Unlimited

How many visitor permits are needed?

1

2

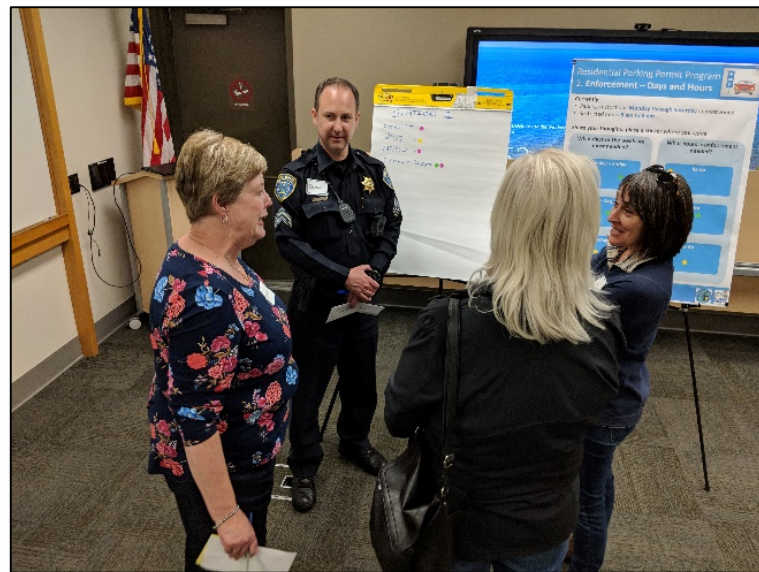
3+

Are one-day visitor permits useful?

Yes

No

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Program Analysis – Public Outreach

- Four In-Person Workshops
- Forum Stations
 - Permits – Quantity and Types
 - Enforcement
 - Pricing
 - Program Implementation
- Workshops duplicated through *Speak Up, San Mateo!*





Program Analysis – Public Outreach

- Limit permits to 2 or 3 per household
- Consider digital/RFID permits
- Several requests for 24/7 or evening/weekend enforcement
- Permits should remain free; users should pay for permits; 1-2 permits free
- Consider visitor permits for parent volunteers at schools



Public Works Commission Feedback

- Appropriate Price for Permits: Ranged from remain free of charge to introduce permit pricing
- Appropriate Terms for Permits: One commissioner supported biennial permits
- Appropriate Enforcement Periods: Ranged from weekday restrictions only to 7 days a week enforcement
- Parking Impact Generator Determination: Commissioners suggested additional generators including parks, TNCs, used car sales



Discussion Items

- Allowable Permits per Household
- Appropriate Price for Permits
- Appropriate Term for Permits
- Appropriate Enforcement Periods
- Parking Impact Generator Determinations
- Implementing New Program Areas
- Application Approval Process
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Allowable Permits per Household

- Current: Unlimited, 1 visitor permit per household
- Benchmarking: Generally 2-4 permits/household
- Community Feedback: 3 permits per household, 1-2 visitor permits
- Alternatives
 - 2 permit limit per household, up to 2 visitor permits
 - 3 permit limit per household, 1-2 visitor permits
 - 4 permit limit per household, up to 1 visitor permit



Appropriate Price for Permits

- Current: Free of charge
- Benchmarking: Varied; \$0-\$128 per year
- Community Feedback: Feedback ranged from free to charging for all permits
- Alternatives (with option for low-income assistance)
 - Small charge for 1st permit; increased charge for additional permits
 - 1st permit free; charge for additional permits
 - 1st and 2nd permit free; charge for additional permits
 - All permits free of charge



Appropriate Term for Permits

- Current: Biennial (calendar year)
- Benchmarking: Annual
- Community Feedback: Annual or biennial
- Alternatives
 - Annual
 - Biennial



Appropriate Enforcement Days/Hours

- Current: Varies; typically M-Sat, 8a-6p
- Benchmarking: Determined based on each program application
- Community Feedback: Varied from existing to 24 hours/7 days
- Alternatives
 - Determine based on circumstances of each program area
 - M-F 8a-6p
 - M-Sat 8a-6p





Parking Impact Generator Determination



- Current: List of approved Parking Impact Generators
- Benchmarking: Program requests evaluated individually
- Community Feedback: Some requested expanding list of approved Generators
- Alternatives
 - Remove specific approved Parking Impact Generators and evaluate each program area application individually
 - Expand list of approved Parking Impact Generators
 - No change



Implementing New Program Areas

- Current: Application and resident survey
- Benchmarking: Occupancy studies, survey, application
- Community Feedback: Most residents supportive of an occupancy study
- Alternatives
 - Implement a threshold for parking occupancy before new program areas are approved
 - No change



Application Approval Process

- Current: Public Works Director approval via staff memo
- Benchmarking: Some cities require staff to present analysis/applications for commission review.
- Community Feedback: n/a
- Alternatives
 - Require annual/bi-annual staff presentation of new or expanded parking area applications to Sustainability and Infrastructure Commission or City Council
 - No change



Coordination of Implementation with Increased Parking Enforcement



- SMPD and Public Works are in process to implement new parking enforcement staffing model per Council direction on January 22

Staff Recommendation

- No RPPP zones expanded or added until after full implementation of the new enforcement staffing model



Thank you for your time

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