



Memorandum

TO: MAYOR LICCARDO

FROM: Councilmember Chappie Jones

SUBJECT: BUDGET DOCUMENT

DATE: May 20, 2015

Approved

Date

5/20/15

RECOMMENDATION

That the following recommendation be enacted.

Proposal

Program/Project Title: Residential Parking Permit Program

Amount of City Funding Required: \$448,090

1.0 Position at Associate Engineer or Transportation Specialist (two-year limit dated) - \$218,090

Consultant Services (transportation studies, outreach) - \$150,000

Signage Installation (staffing and materials) - \$80,000

Fund Type (i.e. General Fund, C&C funds, etc.): General Fund

This change is:

One-time Ongoing

Proposal Description, including anticipated outcomes (describe how change would affect services for San José residents, businesses, community groups, etc.):

As San Jose continues to grow and plans to increase density in the city with Urban Villages, it is important for us to have a system in place to help better manage neighborhood parking. The residential parking permit program has been suspended due to staffing reductions during our previous years of budget deficits. It is time to restart this program to help neighborhoods better manage their on-street parking.

This proposal is to restart the residential parking permit program in the city on a first-come first-serve basis. This proposal funds one full time engineer on a one-time basis for two years as well as adds additional funding for consultant services to help assist in implementation. In order to more quickly facilitate permit program implementation, the Department of Transportation should also reassess its permit program policy for new residential parking districts including the following parameters:

- Allow for smaller parking permit districts in order to better target problem areas, e.g., 2 to 3 blocks.
 - Allow for additional streets to be added to these programs if enough supplemental signatures are gathered.
 - Current parking permit areas in the downtown area are large swaths of neighborhoods, but in some areas such large areas might not be necessary in order to provide adequate parking relief.
- Consider lowering the percentage of occupancy necessary in order for a street or neighborhood to qualify for a program in certain cases where the permit area is smaller.
 - Currently, a neighborhood must consistently experience greater than 75% occupancy of street parking with 50% being generated by vehicles not associated with residents who live in the neighborhood.
- Remove requirement that parking intrusion be linked to a specific non-residential use.
 - Some neighborhoods have streets that have become parking storage for other neighborhoods not in the immediate vicinity.
- Consider putting smaller caps on the number of permits a residence can obtain if they live in an area covered by a permit program, i.e., only one or two permits per address.

Additionally, given the limited amount of resources being allocated to the program, the Department of Transportation should work closely with the affected Council Office in order to help with the outreach and education components of the residential permit program.

Lastly, the city should also consider adding permit parking to neighborhoods of single-family homes that are near new high-density developments. The cost of implementing these new permit programs could be funded by the development project as a way to mitigate their impact on surrounding neighborhoods.

Funding Source

Essential Services Reserve (\$2.5 million)

Other (Program/Project/Fund):

Department or Organization: Department of Transportation

Department or Organization Contact (list contact information for the individual that certified cost estimates contained within your recommendation):

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