

Residential Permit Parking (RPP) Pilot Program

City of San José
Dept. of Transportation
Sept. 15th, 2016



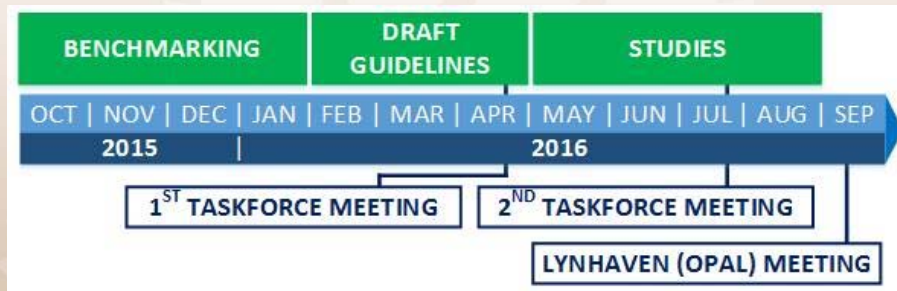
Meeting Agenda

- Introduction / Background
- Legal Restrictions / Common Misconceptions
- Current Study Procedures / Benchmarking
- Pilot Study Procedures
- Lynhaven Study Area Results
- Implementation /Approval Process
- Next Steps
- Questions



Pilot Permit Zone Background

- Permit zone studies were defunded in 2012
- Council approved funding for 2-year pilot RPP program in District 1



Legal Restrictions for a Permit Zone

- Supreme Court Ruling: 1977 – Allows local agencies to restrict parking within public streets (i.e. San Jose Municipal Code)
- Program guidelines must be applicable in all neighborhood public streets
- All parking regulations remain in effect (e.g. red curbs, timed parking, and streets cannot be used for vehicle storage...)

Permit Zones...

- **Can** potentially increase parking turn-over
- **Can** increase parking enforcement
- **Can** limit the number of parked vehicles
- **Can not** save “your” spot on the street
- **Can not** address bad behavior (e.g. parking in front of yard clippings, moving trash bins, blocking driveways...)



Current Permit Zones (Intrusion)

- Parking intrusion is typically experienced by neighborhoods adjacent to regional attractions (e.g. SJSU, SAP Center, Diridon Station...) where visitors’ vehicles are parked within nearby neighborhoods in order to avoid paying parking fees or to shorten walking distance.



Current Permit Zone Guidelines

- Zone is primarily residential and of sufficient size (quarter mile radius) to avoid relocating parking demand
- >75% of the available on-street parking spaces must be occupied during the period of heaviest demand
- >50% of the parkers must be non-residential (from outside of the neighborhood) during the period of heaviest demand



Why doesn't the Current Permit Program work in your neighborhood?

- Area is experiencing excessive parking demand generated from within the neighborhood
- Intrusion based permit zone studies will not address this type of parking demand
- Regional Parking Generator is not apparent



Pilot Permit Zone Considerations

Develop guidelines to address internal neighborhood parking demand taking into consideration the following:

- Opportunity for Residents to Find Parking
- Equitable
- Effective
- Legal

Excessive Local Demand Permit Zone (Pilot)

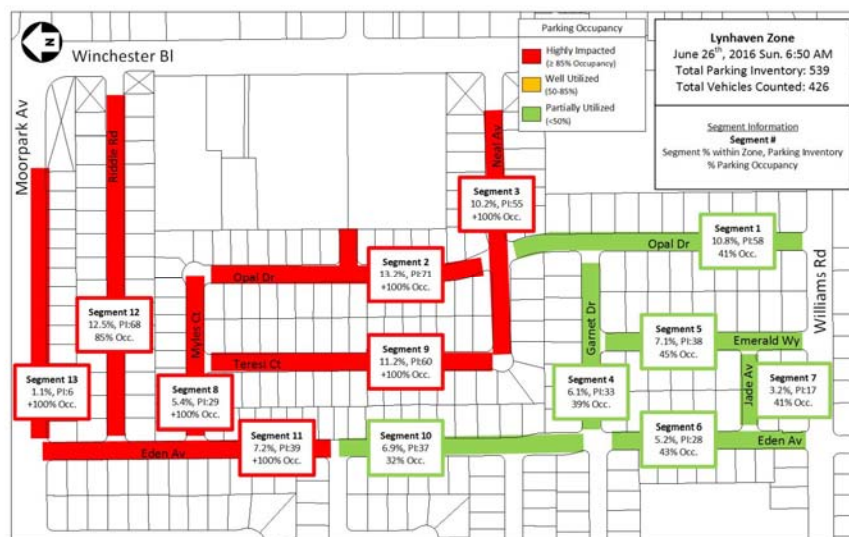
- Excessive local demand is typically experienced by neighborhoods with limited on-street parking, high-density housing, and/or high rates of vehicle ownership, where parking shortages are caused by a neighborhood's own parking demand.

Excessive Local Demand Approach to Creating a Pilot Permit Zone

- Study area is of adequate size (~0.25 mile radius) and is primarily residential
- Street segments with at least 85% occupancy are considered to be Highly Impacted
- Minimum Threshold: 60% of Study Area/Segments are Highly Impacted

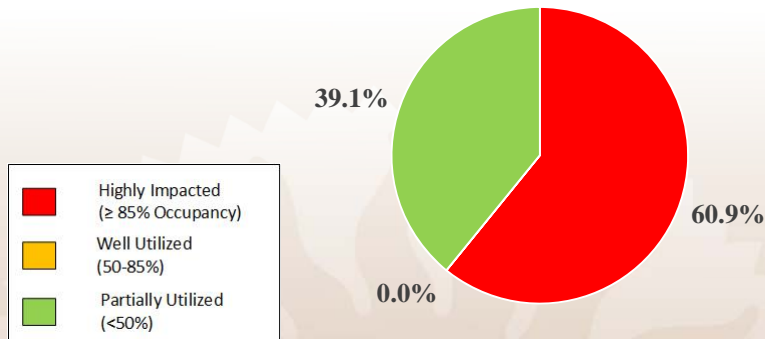


Study Results: Lynhaven Zone



Lynhaven: June 28th, 2016 Tue. 6:10AM

Parking Occupancy of Study Area/Street Segments



- Minimum Threshold of “60% of Study Area/Street Segments is Highly Impacted” **is met**

After Permit Zone Meets Threshold

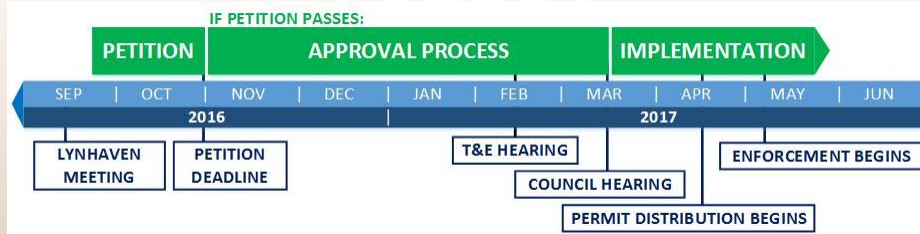
- Neighborhood representatives will solicit petition to document majority support (50%+1) of households
 - Property Owner will get a vote
 - Tenant will get a vote
 - A non-vote is a NO vote

City's Process once Permit Zone meets Threshold and Neighborhood Support

- City staff verifies the petition to ensure conformance with guidelines; staff report sent to City Council
- If City Council approves establishment of a pilot permit zone, city staff will administer and implement program



Next Steps



Available Permits

Hanger Permit

- \$35 permit issuance / renewal fee
- Typical renewal every other year

Temporary Use Permit (Up to 3 Days)

- For Guests and Parties

Special Use Permit (Up to 90 Days)

- For Contractors actively working on-site



