

Source: Public Works *Jahr*

Agenda Item No: REP 113-13

To: City Council
From: City Manager and Staff *MM*

Council Meeting Date: Aug 5, 2013

Re: North Village Residential Parking Permit Program Pilot Project Follow-up

EXECUTIVE SUMMARY:

Staff has prepared for Council consideration a report concerning the Residential Parking by Permit Only (RPPO) project in a portion of the North Village area. This report summarizes findings from the pilot project, provides recommendations for modification to the existing ordinance to allow for visitor passes, and recommends that the RPPO be continued for this area. The report also includes some items to consider if other RPPO areas are pursued.

DISCUSSION:

Council authorized a Residential Parking by Permit Only (RPPO) program pilot project in a portion of the North Village area. Generally, based on feedback received from local residents, staff believes the pilot project should be considered a success. There have been relatively few issues raised to staff about the program after an initial period of adjustment in February and March of 2013. Fewer vehicles were parked along portions of the streets that were designated residential parking only. This allowed residents to find spaces near their homes. Due to limited enforcement resources, a strategic enforcement strategy was used to limit enforcement time while still accomplishing the goal of high voluntary compliance with the ordinance. There has been some negative feedback expressed due to loss of free parking locations by nearby business interests and non-RPPO associated commuters and residents.

Staff recommends the following:

1. The North Village RPPO should be continued as it is except that one visitor pass per parcel should be tried.
2. The same basic approach used to set up the North Village RPPO should be utilized for the next RPPO area.

The North Village residents were able to find solutions that led to cost offsets, that did not include a fee for permits for their area. This solution included meters along a portion of some of the streets. The goal was to find a way to create a situation that maximized resources, minimized waste, and was sustainable.

The Parking Utility provided the primary enforcement in the area. This seemed to work better than having enforcement provided only by Police Department personnel, due primarily to priority level of the offense and proximity to existing enforcement activity, the Central Business District.

Attached is a breakdown of the costs for administering the program in this area and the cost offsets. The presence of meters provided a small revenue source and also an expectation of enforcement. The meters also help to partially address concerns with nearby business related parking demands. The meter spaces are typically not occupied at all times, and therefore provide overflow parking for special events and visitors. The other cost offset was from citations.

Generally, about 75% of parking related citations result in payment received. The remaining 25% is due to some citations being found to be technically flawed, non-violation, bad debt or other reason. It is anticipated that over time, better voluntary compliance could occur. The projected yearly costs and cost offsets should result in a sustainable RPPO program for this area.

As shown on the attachment, some additional funds might result if the projections hold true. There are many unknowns with this projection including increased (or decreased) meter revenue, increased (or decreased) levels of voluntary compliance, and other factors. However, staff is confident that the program can be managed for this particular area in a near cost neutral manner. If the projection is accurate, it might provide an avenue for better enforcement services and support for administering the program.

The program is not perfect from all perspectives. The demand for parking and density in the central core area of the City does, and will continue to mean that there will be pressures and desires for free, easy, convenient and/or adequate parking. The RPPO program can provide one tool to help balance the needs and desires of some of the people that live and work in Columbia.

The following appear to be the most significant challenges for the current area:

1. A desire for guest passes.

This is understandable, and staff believes that guest passes could be included. Initial concern centered on there being enough parking space available for just residents. Given the level of use in this particular area, guest passes can be accommodated. A drawback is that there will be more times when residents need to park further from their home. To date, feedback from residents indicate that this is an acceptable compromise. Another potential drawback could be possible abuse, but the desire for guest passes is strong enough for staff to recommend trying to accommodate them. Administratively, staff recommends a single, uniquely identifiable guest pass (attached) be provided to each permittee, if they choose to obtain one. The ordinance will need to be amended to reflect this change.

2. A desire to allow some North Village Arts District businesses to park some vehicles along the RPPO designated streets.

Staff agrees it would be good to utilize more of the unused available parking spaces. It is also desirable for the City to encourage robust business enterprises, art related or not. However, to balance the number of permits that should be issued and for what businesses, is not known. Also, how other businesses would react to some businesses being allowed to obtain permits is not known. Should the permits be issued for owners only, employees, and/or for use by patrons as well? There are some legal reasons to be cautious of this approach in that it may be viewed as inconsistent with the intended purpose of an RPPO, depending on how it is handled. In addition, if Council supports the recommended visitor pass modification, additional parking on some of the streets will probably occur. The Parking Utility is working with the Central Business District (CBD) to explore ways to provide better parking accommodations for CBD employees and businesses. It is recommended that no change be made to the RPPO for businesses until those discussions are resolved, or a novel solution is found that has not yet been considered.

3. A desire for the permit to be a hang tag verses a sticker, so the permit can be moved from vehicle to vehicle.

Staff does not recommend this approach. The two main reasons for an individual sticker tied to an individual vehicle is possible proliferation of hang-tags to non-residents, and for ease of enforcement. Research indicates that a type of black market could develop where hang tags were sold or provided to non-residents. While there may be answerable legal questions regarding how to handle this, given the resources the City currently has to manage the RPPO, staff believes it makes sense to not have to handle the administrative issues associated with resolving this problem (additional enforcement, Police department action, prosecution). Additionally, the 'one sticker tied to one vehicle' approach does provide some efficiency for regular enforcement. Not all vehicles are unique enough to be easily identifiable, but enough are that enforcement agents will recognize them and therefore reduce their time in the field. It is thought the guest pass approach may help to resolve this concern.

4. A desire for no vehicles to be parked illegally.

100% voluntary compliance would be desirable. Strategic enforcement performed in a way so there is an expectation of enforcement leads to a high voluntary compliance rate for all ordinances. This appears to be occurring within the North Village area. It is unlikely that 100% voluntary compliance will be achieved without significantly more enforcement. Given current resources, agents do not patrol the area often enough to find vehicles that have been parked longer than 24 hours on the street, or are in violation of the RPPO. Over time, if more resources are allocated, better service would result.

5. A desire from some interests to pursue meters along, at least, a portion of Park Avenue and a desire from some interests for no meters on part ,or all, of Park Avenue.

Long term, staff believes that meters should be installed on at least a portion of Park Avenue. This approach would help to support business activity. Staff will continue to monitor the area and work with interested parties to bring forward an ordinance for metered parking along Park Avenue, in the future.

Moving forward, some of the challenges for the RPPO program that staff anticipates are:

1. The time frame to implement an RPPO in additional areas.

It may be that a broad based authoritative approach could occur, and the program implemented with limited upfront staff time in each area. Given similar utility billing structures and RPPO programs in other parts of the country, staff believes that a permit fee of approximately \$40-\$50/permit would probably cover the cost of enforcement and administration at a high level of customer service satisfaction. This should provide funds for the program to be administered within the Parking Utility if additional personnel were funded. It is unknown how well that fee structure would be received. A graduated ratio of meters to permit holder could be pursued to lead to a reduced cost in the permit fee structure. Given time to determine the actual cost offset, lower permit fees may be appropriate. How parking near businesses or other unique area interests if they exist, such as cottage art studios, bed & breakfasts, diners or delis, trail heads, community gardens or parks, etc., is handled, is one challenge that is difficult to address without knowing the specifics of the location and the specifics of the nearby streets. Apartment complexes, boarding houses or similar structures are other difficult uses to address. Many of these provide some off-street parking, but not all do. Since they are residential in nature, how they fit into a potential RPPO would be addressed through the public process. Currently, we are concerned that limiting upfront staff time could result in the same, or more, staff time spent handling specific concerns about the program implementation. Staff is seeking guidance and will continue to seek ways to efficiently manage the program.

2. A latent expectation that there will be no changes once the program is implemented. Or, if some constituents desire a change, it does not occur quickly enough.

3. An equitable and consistent process to add or subtract addresses from an RPPO area.

Staff believes there could be an acceptable relatively simple administrative method to add up to two (2) temporary permits if it is believed that an address is mistakenly 'left-out' of a designated RPPO. Coupling this with a formal request by the applicant to Council to add the address to the ordinance, is one way to handle the issue. Permanently adding more than two permits, perhaps for an apartment complex, boarding house or similar structure, or subtracting addresses is something that staff believes Council should review. The two temporary permits could be issued for a 120 day period, which would allow time for Council action regarding adding the location to the ordinance, or not, as they determine. This should provide flexibility to address a parcel that for some reason did not get included in the enabling ordinance, but shouldn't lead to significant over parking in an area.

4. As voluntary compliance improves, the cost offset from citations will decrease. Another source of cost offset will need to be found.

The other source of cost offset could be permit fees, meter revenue or another option not listed. A permit fee structure seems to be the best long term solution, but it is not yet known what the level of permit fee should be to achieve this community's level of desired service. Other communities have fees ranging from free to \$109 per permit.

5. Ways to handle special events such as garage sales, auctions, dinner parties or other events.

As the program expands, the frequency of special event circumstances will increase. Handling these requests might become both an administrative issue and an issue for the area in question. Staff's current opinion on how to handle this is to charge \$1.00 for a single day special event pass. The limitation will be up to 50 passes, up to 12 times per year, for such special events for a parcel. Until such time as there is an on-line process, the requestor would obtain the passes at City Hall. The nominal fee should reduce the frequency of the requests to those of importance and still be small enough to not be burdensome for legitimate events. The reasons for the cap are to attempt to decrease possible abuse.

6. A different maximum time limit, than 24 hours, for parking on the street.

In certain areas, it is anticipated that it will be desirable to adjust the maximum time a vehicle can be parked in one spot (either longer or shorter). Ordinances will need to be modified.

Many of these issues have been dealt with in other communities in various ways. It is not yet known how Columbians would wish to address these issues. In late 2012, some period of time was necessary to research programs in other locales and then research how Missouri law and City ordinances can be applied to create the program in Columbia. About 330 man-hours were expended in the initial efforts. Moving forward, staff

anticipates about 200-240 man-hours per residential area to assess an individual residential area's desires for a program. Additional man-hours for installation of signing, marking, and meters will depend on the area in question. Staff is looking for guidance concerning how to proceed with additional RPPO areas and what area to focus on next.

FISCAL IMPACT:

None with this report.

VISION IMPACT:

<http://www.gocolumbiamo.com/Council/Meetings/visionimpact.php>

Strengthen enforcement of ordinances that contribute to environmental soundness and sustainability, and those that safeguard neighborhoods against physical decay.

Columbia will have diverse travel options that allow for safe and efficient travel to and through destination points. Travel options will be compatible with adjacent land uses and coordinated with the transportation timing needs of the community.

SUGGESTED COUNCIL ACTIONS:

If Council agrees with staff recommendation to allow for visitor passes, direct staff to draft an ordinance to reflect the change.

FISCAL and VISION NOTES:					
City Fiscal Impact Enter all that apply		Program Impact		Mandates	
City's current net FY cost	\$0.00	New Program/ Agency?	Yes	Federal or State mandated?	No
Amount of funds already appropriated	\$0.00	Duplicates/Expands an existing program?	No	Vision Implementation impact	
Amount of budget amendment needed	\$0.00	Fiscal Impact on any local political subdivision?	No	Enter all that apply: Refer to Web site	
Estimated 2 year net costs:		Resources Required		Vision Impact?	Yes
One Time	\$0.00	Requires add'l FTE Personnel?	Yes	Primary Vision, Strategy and/or Goal Item #	5.3
Operating/ Ongoing	\$0.00	Requires add'l facilities?	No	Secondary Vision, Strategy and/or Goal Item #	5.3.2, 13.2
		Requires add'l capital equipment?	No	Fiscal year implementation Task #	

North Village RPP0

GUESTPASS

Sample

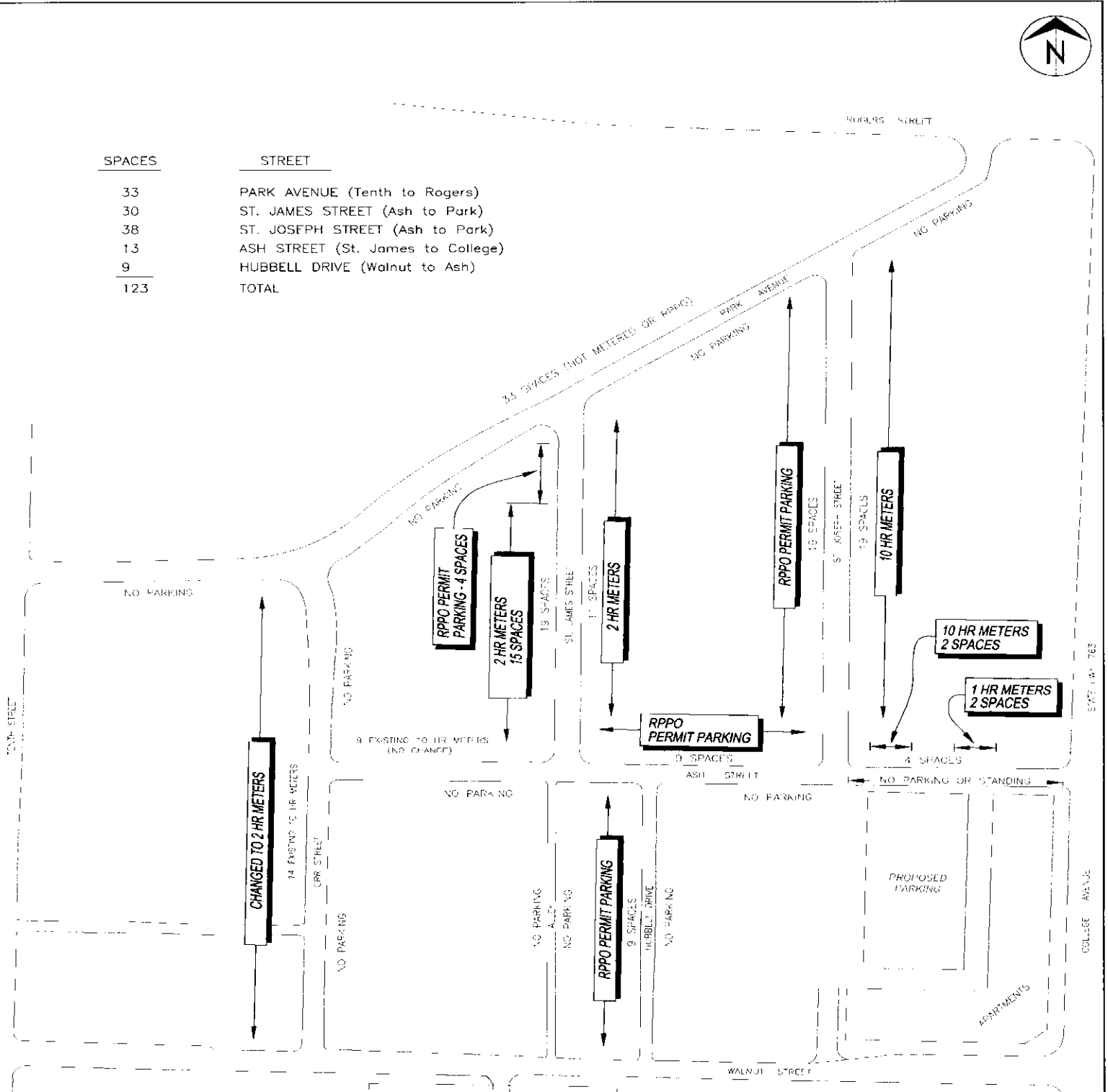
Eventual unique QR/bar code
capability



RNV-337-211-97V741.0442-A4V



SPACES	STREET
33	PARK AVENUE (Tenth to Rogers)
30	ST. JAMES STREET (Ash to Park)
38	ST. JOSEPH STREET (Ash to Park)
13	ASH STREET (St. James to College)
9	HUBBELL DRIVE (Walnut to Ash)
123	TOTAL



North Village Pilot Residential Parking by Permit Only project		
Expenditures		
Item	Cost	Year projection
Labor (pilot)	\$ 4,867.87	\$ 7,788.59
Non-meter Material	\$ 775.50	\$ 925.50
Meters (depreciated)	\$ 11,750.00	\$ 13,250.00
Total expenditure estimate 1 year		\$ 21,964.09
Revenue and cost offset		
Item	Cost-offset	Year projection
Revenue		
Meter revenue (60 days - 47 meters)	\$ 1,230.00	\$ 4,510.00
Cost offset for enforcement		
Citations (02/20/13 to 06/01/13)	\$ 13,560.00	
Projected citations yearly (includes 75% reduction for non-payment/citation found to not be a violation, and 15% reduction due to summer and winter (snow) months. There is an anticipated 15% reduction due to better long term voluntary compliance.		\$ 20,747
	Total projected cost offset	\$ 25,257
	Anticipated costs	\$ 21,964
Total projected net/(loss)		\$ 3,293