

# Making Parking Work for Menlo Park

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Jeffrey Tumlin  
Nelson\Nygaard Consulting

[jtumlin@nelsonnygaard.com](mailto:jtumlin@nelsonnygaard.com)  
[www.nelsonnygaard.com](http://www.nelsonnygaard.com)



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Transportation Planning  
for Livable Communities



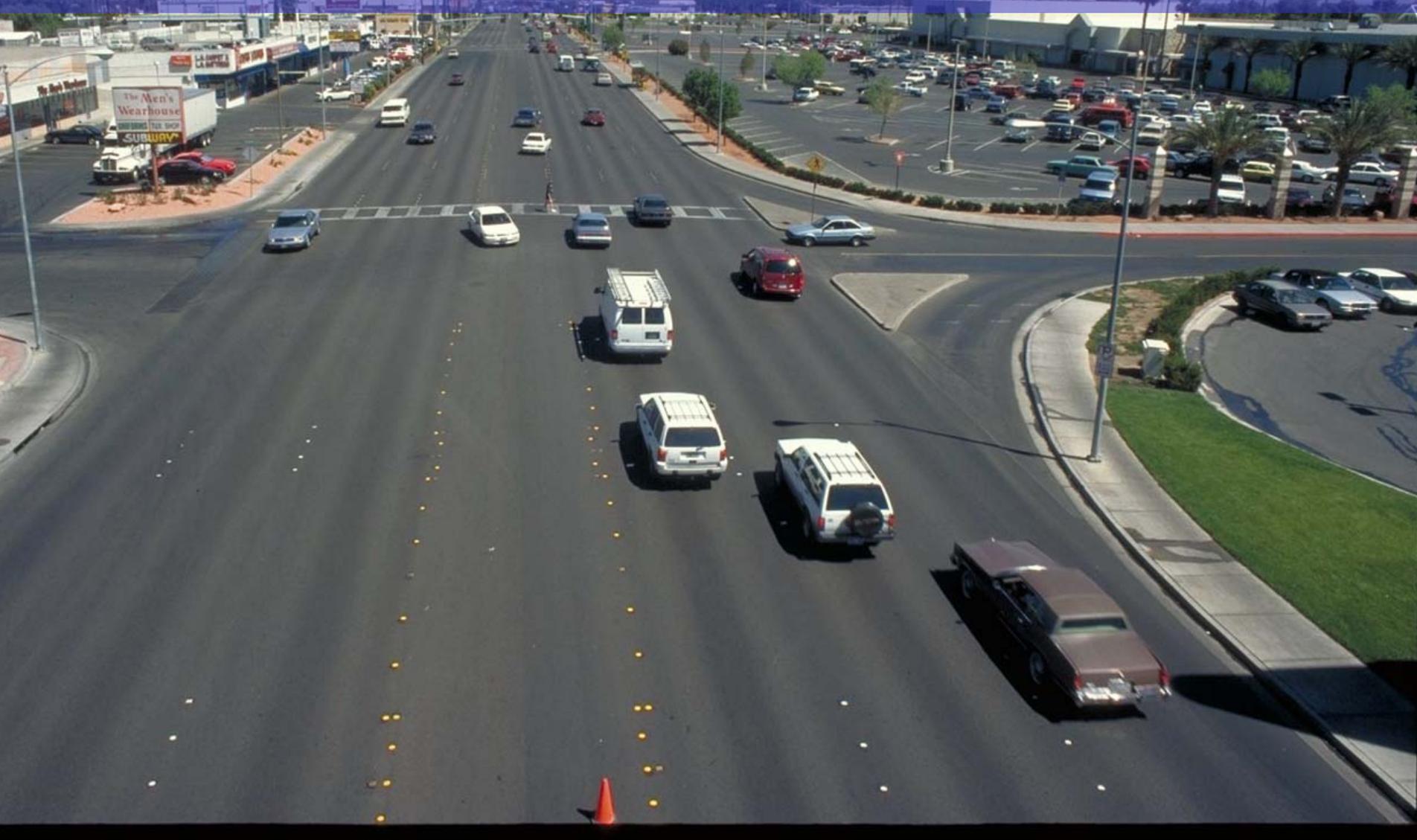
# Potential Solutions

1. "Park Once" strategy
2. Parking Benefit District
3. Remove minimum parking requirements
4. Transportation Improvement District/Transportation Management Agency (TMA)
  - Universal Transit Passes
  - Carpool & Vanpool Incentives
  - Transportation Resource Center
  - Bike/Ped Facilities
5. Parking Cash-Out
6. "Unbundle" Parking Costs
7. Residential Transit Passes
8. Residential Parking Benefit District

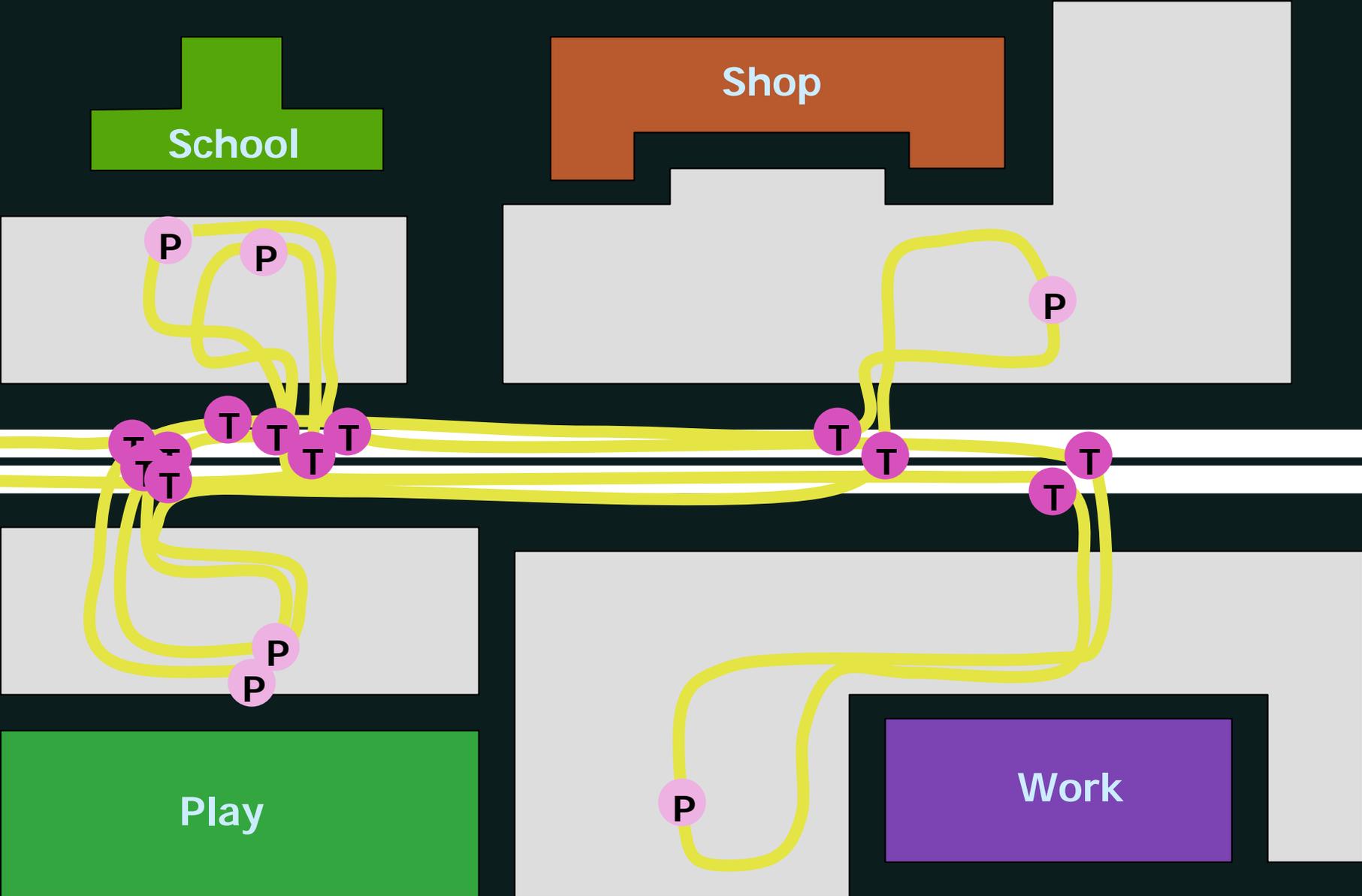
# Preliminary Recommendations

1. Create a “Park Once” Environment in Downtown Menlo Park

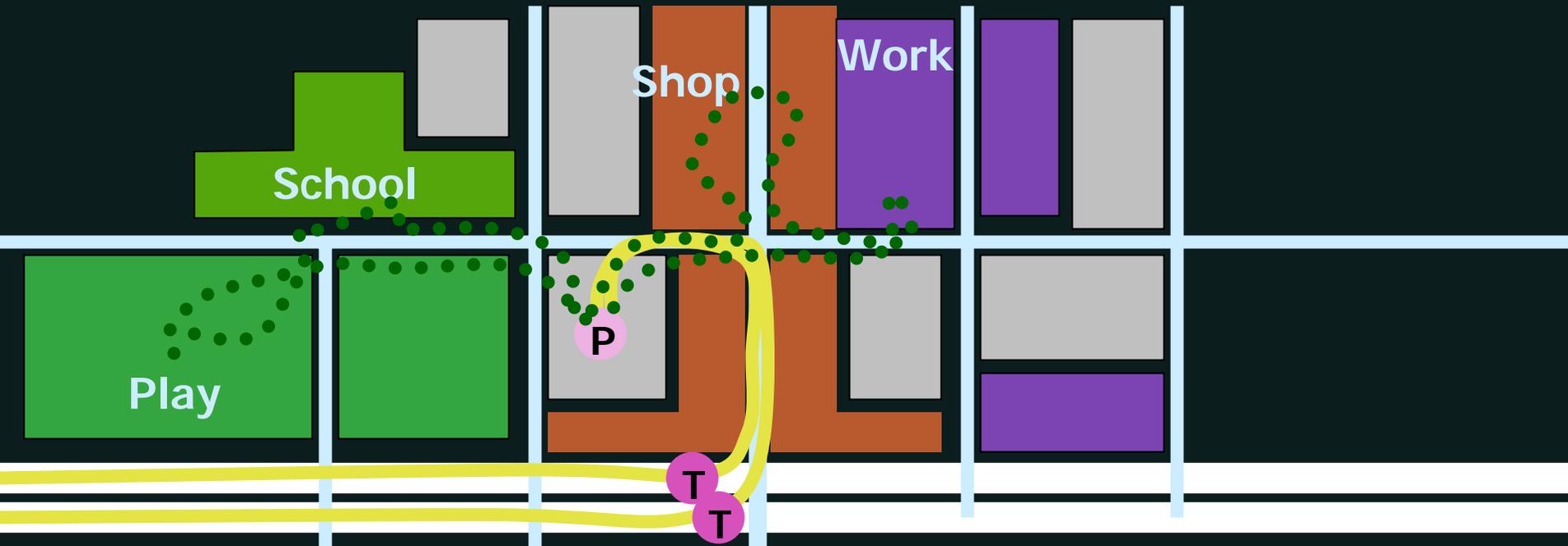
# Standard Parking Generation Rates Are Derived From Isolated, Single-Use Developments



# Conventional Development



# Mixed Use, Park Once District



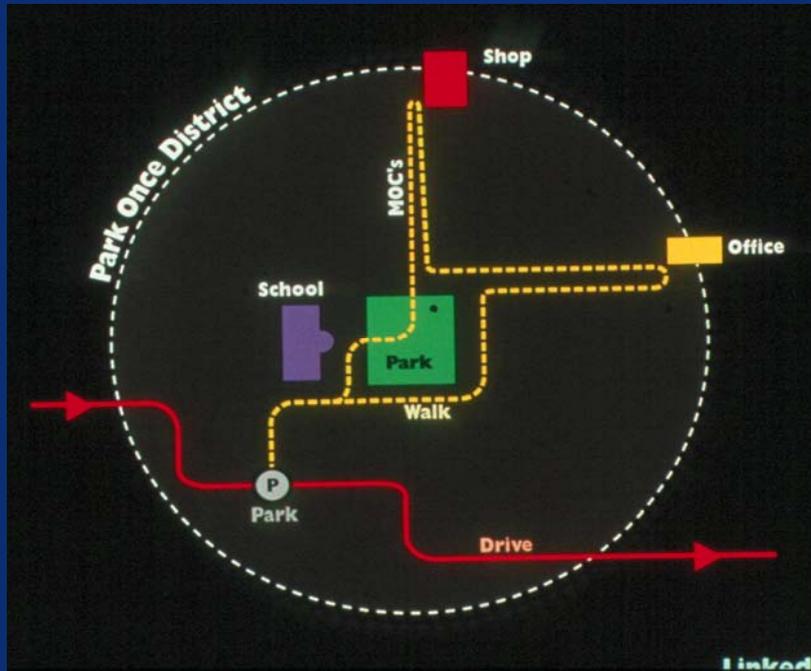
## Results:

- $< \frac{1}{2}$  the parking
- $< \frac{1}{2}$  the land area
- $\frac{1}{4}$  the arterial trips
- $\frac{1}{6}^{\text{th}}$  the arterial turning movements
- $< \frac{1}{4}$  the vehicle miles traveled

# Transit Oriented Development



# Demand vs. Requirement: Typical Downtown



## Observed peak occupancy:

- 1.91 spaces per 1,000 s.f.

## Peak occupancy w/ 10% vacancy:

- 2.1 spaces per 1,000 s.f.

## Existing Requirement:

- 4 spaces per 1,000 s.f.
- Would require 5,210 more spaces than observed demand to bring downtown to 4 spaces per 1,000 sf requirement
- At \$51K/space = \$298 million

# Parking Demand in Four Mixed Use Districts



- ❖ Parking occupancy rates in these four districts varies from 1.6 to 1.9 spaces per 1,000 s.f. of non-residential built area
- ❖ Average peak parking demand rates for downtown land uses cited in *ITE Parking Generation Manual* are well above 3 spaces per 1,000 s.f. (restaurants cited as needing more than 15 spaces per 1,000 s.f.)
- ❖ Low parking demand *not* because the districts have high transit or low driving rates:
  - Drive alone commute rates vary from 61% to 80%
  - 3 of 4 have transit commute rates below 4%
  - Highest transit commute rate is just 11%
- ❖ Low parking demand *not* because the districts are unsuccessful, have high vacancy rates, or occupied only by marginal businesses

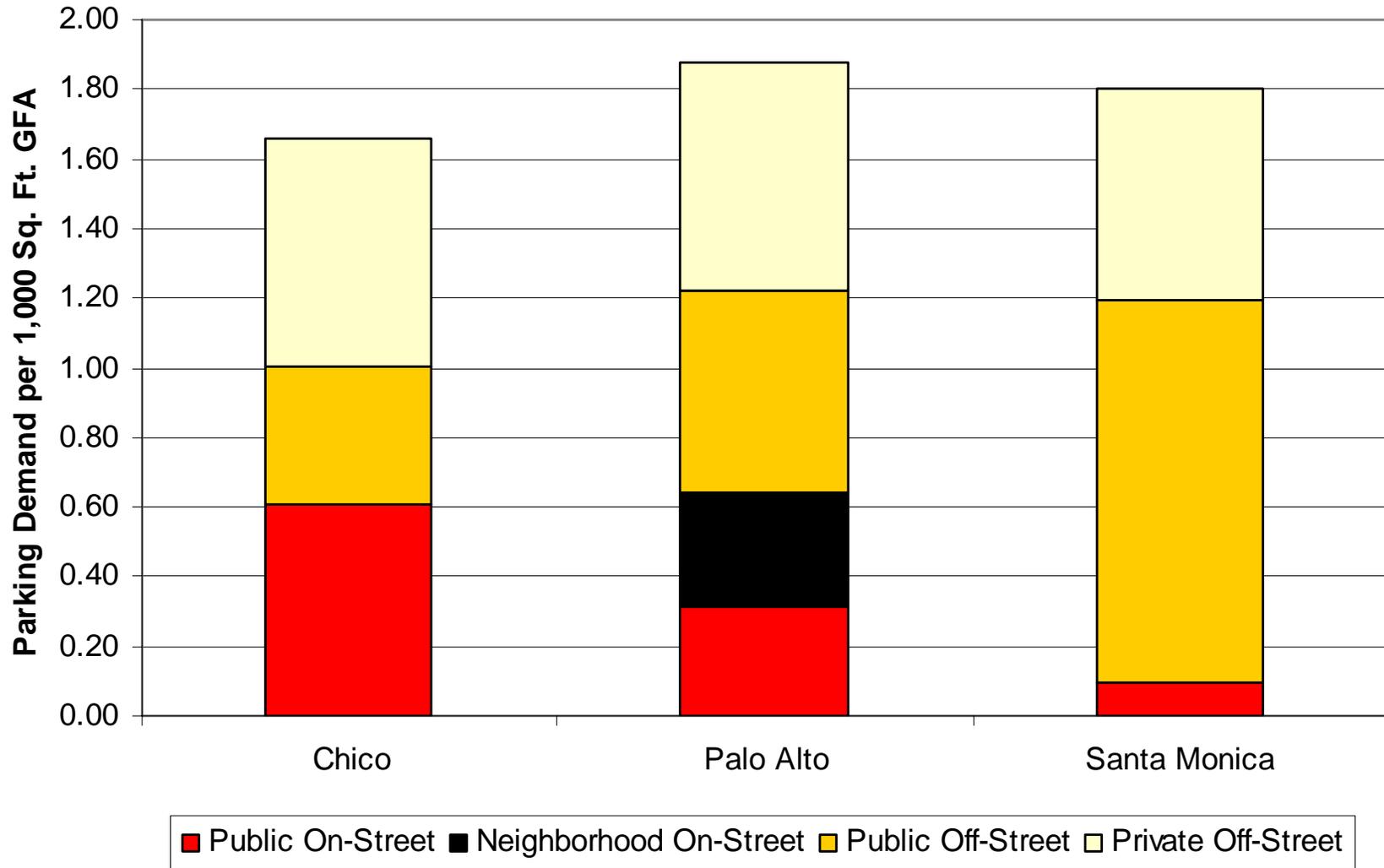
# Parking Demand in Four Mixed Use Districts

- ❖ What accounts for the reduction in parking demand in the Main Street districts (compared to the conventional suburban development in *Parking Generation*)?
- ❖ **Likely factors include:**
  - Shared parking between land uses (by time of day and day of the week)
  - Shared parking within one land use type
  - Mode split (61-80% drive alone commute rate)
  - Prices
  - Walking between land uses

# Parking Demand in Four Mixed Use Districts

- ❖ Given the differences in parking demand between mixed-use Main Street districts and conventional suburban developments, conventional suburban parking requirements should not be applied to these unique downtown places.
  - Instead, minimum parking requirements for downtowns and main-street districts should be eliminated, and spillover parking problems resolved with residential parking permit districts or parking benefit districts.
  - If minimum parking requirements are retained, they should be set to a much lower rate than the requirements for free-standing suburban developments.
- ❖ Most cities set minimum parking requirements that do not take on-street parking into consideration, but a large portion of the parking supply in many main street districts is provided on-street:
  - Almost 40% of parking supply in downtown Chico is provided on-street
  - 37% of total parking demand is met on-street in downtown Chico

# Parking Demand in Three Mixed Use Districts



# 'Park Once' Strategy

## ❖ Recommendations

- Purchase/lease private lots from willing sellers, add to public supply
- Encourage parking market, facilitate shared/valet parking
- New development:
  - Prohibit or discourage private parking (except residential)
  - Build public parking and lease to new developments
  - Example: Boulder, CO
- If private parking allowed, require it be publicly available when not in use by owner/occupant

## ❖ Benefits

- Customer welcome
- Efficient sharing of parking
- Create fewer, strategically placed lots & garages
- Build efficient lots
- Better urban design

# Preliminary Recommendations

## 2. Create Parking Benefit District

# Parking Problems in Old Pasadena

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- ❖ Employees and shop owners parked at the curb
- ❖ Merchants opposed meters because they feared customers would stay away
- ❖ Pasadena had no money to pay for public infrastructure in Old Pasadena

## **Solution: Commercial Parking Benefit District**

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- ❖ City of Pasadena offered to return all parking meter revenue to Old Pasadena area
- ❖ Merchants and property owners immediately agreed to install meters
- ❖ 690 meters operate until midnight, and on Sunday

**A NEW  
OLD PASADENA  
COMING SOON**

**STREET AND ALLEY WAY IMPROVEMENTS:**

**LIGHTING**

**REPAVING**

**TRASH RECEPTACLES**

**SIGNS AND BENCHES**

**DIRECTORY MAPS**

**TREES AND GRATES**

**NEWSRACKS**

**MAINTENANCE**

**SAFETY**

**YOUR METER MONEY IS  
MAKING A DIFFERENCE**

**THE OLD PASADENA RENAISSANCE CONTINUES**

**CITY OF PASADENA**







**Hours of Operation**  
Sunday - Thursday  
11 AM to 8 PM  
Friday - Saturday  
11 AM to 12 midnight  
Except Holidays



# Tools: Parking Benefit Districts

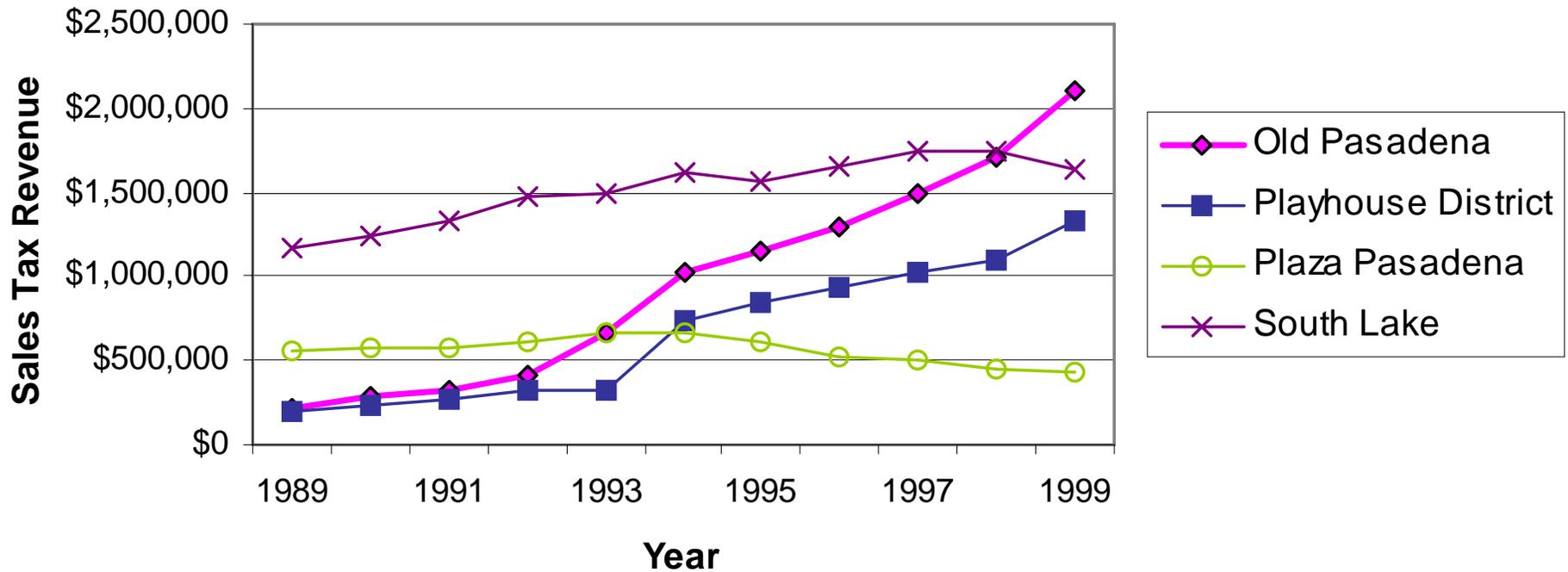
- ❖ Devote meter & permit revenue to district where funds raised
- ❖ Example: **Old Pasadena**
  - Meters installed in 1993: \$1/hour
  - Garage fees
  - Revenue: \$5.4 million annually
  - Tiny in-lieu of parking fees
- ❖ Funds garages, street furniture, trees, lighting, marketing, mounted police, daily street sweeping & steam cleaning
- ❖ Focus on *availability*, not *price*



Old Pasadena, 1992-99:  
***Sales Tax Revenues  
Quadruple***

# Increasing sales tax revenue in Old Pasadena

## Pasadena Retail Sales Tax Revenue



# Benefits of Parking Meters

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- ❖ Created turnover and vacancies for customers
- ❖ City borrowed \$5 million to pay for street furniture, trees, tree grates, historic lighting fixtures, alley improvements
- ❖ After debt service, Old Pasadena has \$700,000 a year to pay for added public services
- ❖ Steam cleaning of sidewalks twice a month





# Implementation: Local control is key

- ❖ The City and **Old Pasadena's Business Improvement District** jointly agreed on the boundaries of the **Old Pasadena Parking Meter Zone**
- ❖ **Old Pasadena Parking Meter Zone Advisory Board** established
- ❖ Advisory Board members: business and property owners
- ❖ Recommend parking policies and set spending priorities for the meter revenue



# Setting rates and spending the revenue

## Revenue in 2001:

- ❖ 690 parking meters yielded \$1.3 million
- ❖ \$1,867 per meter
- ❖ \$2,096 per meter total, with valet parking rents and interest earnings

## Expenses in 2001:

- ❖ Operating: \$235 per meter
- ❖ Capital: \$148 per meter
- ❖ Total: \$383 per meter (18% of revenue)

## Net parking revenue:

- ❖ \$1,712 per meter



*The meters yield about \$50 per front foot per year*

# Spending the revenue (fiscal year 2001)

- ❖ **Debt service on sidewalk & alley improvements:**  
\$448,000

## **New city services:**

- ❖ **Additional police foot patrols:**  
\$248,000
- ❖ **Lighting services:** \$21,000

## **Revenue allocated to old Pasadena's BID:**

- ❖ **Additional sidewalk and street maintenance:**  
\$411,000
- ❖ **Marketing:** \$15,000

## **Total expenditures:**

- ❖ **\$1,142,000**



# Pasadena versus Westwood Village, LA



	Old Pasadena	Westwood Village
<b>Curb space occupancy</b>	<b>83% in 2001</b>	<b>96% in 1994</b>
Off-street occupancy		68%, peak hour in 1994
Meter rates	\$1 per hour	Reduced from \$1/hour to \$.50
Off-street rates	90 minutes free, then \$2/hour	\$2/hour
Revenue	Stays there	General fund
Parking requirements	Nominal in lieu fees	Hinder reinvestment

TWENTIETH CENTURY CRUISING

<u>Year</u>	<u>City</u>	<u>Share of traffic cruising</u> (percent)	<u>Average search time</u> (minutes)
1927	Detroit (1)	19%	
1927	Detroit (2)	34%	
1933	Washington		8.0
1960	New Haven	17%	
1965	London (1)		6.1
1965	London (2)		3.5
1965	London (3)		3.6
1977	Freiburg	74%	6.0
1984	Jerusalem		9.0
1985	Cambridge	30%	11.5
1993	Cape Town		12.2
1993	New York (1)	8%	7.9
1993	New York (2)		10.2
1993	New York (3)		13.9
1997	San Franciscoc		6.5
2001	Sydney		6.5
<b>Average</b>		<b>30%</b>	<b>8.1</b>

# Lessons Learned

- ❖ Cities should dedicate parking meter revenue to the districts that produce it
- ❖ Merchants will insist on charging market prices for curb parking
- ❖ Meter revenues can greatly improve the public infrastructure of older areas



# San Diego's Parking Meter Districts

- ❖ Before: meter revenue spent citywide
- ❖ 1997: 45% of meter revenue returned to districts that generate it
- ❖ "Parking Meter Districts" (PMDs): governing body must be a BID, a nonprofit redevelopment corporation, or a community development corporation
- ❖ Council appoints each PMD's advisory board
- ❖ Council retains final approval of spending





MONTREAL

### Multispace meters, Handheld alerts

Each meter governs 10 to 15 spaces. After parking, drivers type in space number and pay with credit card or cash. Meters send real-time, block-by-block information to enforcement officers' handheld devices.



### Handheld Device

Cars parked legally are displayed as green squares, while those that have exceeded their time limit turn red.

FORT LAUDERDALE, FLA.

### In-car meters

Drivers can load up to \$100 onto a prepaid meter that dangles from the rearview mirror, above; the meter counts down remaining parking minutes.



Sources: InnovaPark; Cale Parking Systems USA; T2 Systems; Lexis Systems; Mint Technology; AutoVu Technologies

Rich Franconeri/The Wall Street Journal

CORAL GABLES, FLA.

### Pay with cellphone

Drivers register their cellphone, credit card and license plate numbers online. After they park, they dial a number and enter a lot and space number to begin their parking session.

CELLPHONE ENABLED  
1-800-655-0555  
Lot 28  
Space 8



PACIFIC GROVE, CALIF.

### Smart meters

Sensors embedded in the concrete under a parking space can tell when a car pulls out, resetting the meter to zero.



SACRAMENTO, CALIF.

### Infrared license plate scanners

Enforcement vehicles traveling as fast as 30 mph use cameras to scan license plates. Using a global positioning system, the system lets officers check whether a car has outlasted its time on the meter. The system also can match license plates against databases of unpaid parking tickets and stolen vehicles.



Source: Above images from Digital Payment Technologies, 2005



# Customer benefits

1. 1 in 8 spaces always available
2. No need for a pocketful of quarters
3. Refunds for unused time
4. No “ticket anxiety” for those who pay
5. No cruising for parking
6. No parking meter “picket fences”
7. New revenue for downtown’s needs

# Benefits of multi-space meters & pay-by-space

- ❖ **Promote turnover of curbside parking spaces (downtown visitors can always find a space)**
  - **Demand-responsive pricing:** prices can be adjusted to promote turnover and 85% occupancy; higher rates can be charged in areas/times when demand is higher
  - **Tiered pricing:** keeping short-term rates low (2 hours or less), and increasing the hourly rate after 2 hours encourages long-term parkers to use off-street lots and garages while
- ❖ **Achieve downtown revitalization goals (improve urban design, cleanliness, etc)**
  - **Better urban design:** 1 or 2 meters per block instead of 10, so doesn't obstruct sidewalks with a "picket fence" of meters
  - **Reduced litter:** Does not *require* printing & display of receipts which can contribute to litter (although receipts can be issued for those that want them)

# What should price of metered parking be?

## ❖ Price of meters should be set to:

- Keep occupancy rates at 85% ideal (1 in 8 spaces will always be available: most convenient for parkers and reduces circling for parking which contributes to congestion)
- Encourage turnover of most-convenient curbside parking spaces for customers
- Encourage long-term parkers or daily commuters to park in off-street lots & garages

# What should price of metered parking be?

- ❖ What are best practices in setting initial parking meter rates for downtowns?
- ❖ Redwood City (2005):
  - New development downtown and new downtown planning initiative prompted review of parking management strategies
  - Some existing meters (\$0.25 for 1 or 2 hours, but many streets with high demand not metered)
  - Increased meter rates highest demand area: **\$0.50/hr during weekdays**
  - Expanded meter zone to moderate demand areas: **\$0.25/hr during weekdays**
  - Charged **between \$0.25/hr and \$0.75/hr on nights and weekends**, depending on demand
  - Eliminated all time limits
- ❖ Pasadena (1993):
  - Prior to 1993, all curbside parking was free with 2-hour time limits
  - Employees and commuters took curbside spaces leaving none for customers
  - City wanted to install meters to free up curbside spaces and increase turnover
  - Merchants opposed until city agreed to use all revenue for downtown improvements
  - **\$1/hr for meters in Old Pasadena core (other meter areas: \$0.50/hr to \$1/hr)**
  - Meters also run evenings and Sundays

# Additional Parking Meter Recommendations

- ❖ Conduct ongoing monitoring of parking occupancy/demand, in order to...
- ❖ Adjust boundaries, prices, and hours of operations to achieve ideal occupancy rate of 85%
- ❖ Extensive community outreach & education prior to launch of meters
- ❖ Install user-friendly signage to explain meter operation, rates, and hours/days of operation
- ❖ Use “Mobility Ambassadors” to assist with meters during first few weeks/months of implementation & during peak visitor demand periods
- ❖ Establish one month grace period after installation of meters (issue an informational notice instead of citation)
- ❖ Create mechanism for soliciting ongoing input from downtown businesses, visitors, and other key stakeholders and for resolving customer service issues and stakeholder concerns

# Preliminary Recommendations

3. Remove minimum parking requirements

How can Menlo Park's vision be realized?

*...parking policies must support it.*

Where do parking requirements  
come from?

*Palo Alto, CA – parking requirements adopted in 1951*



# Minimum Parking Requirements



## Purpose

- ❖ Palo Alto: *“to alleviate traffic congestion”?*
- ❖ In reality, minimum parking requirements *prevent spill-over parking problems*

# Minimum Parking Requirements - Source



## Example: Office Parks

Peak Occupancy Rates, in spaces per 1000 sf of building area:

Lowest:	0.94 spaces
Average:	2.52 spaces
Highest:	4.25 spaces

**Typical requirement:**  
**4.0 spaces/1000 sf**

*Source: ITE's Parking Generation (2<sup>nd</sup> ed., 1987)*

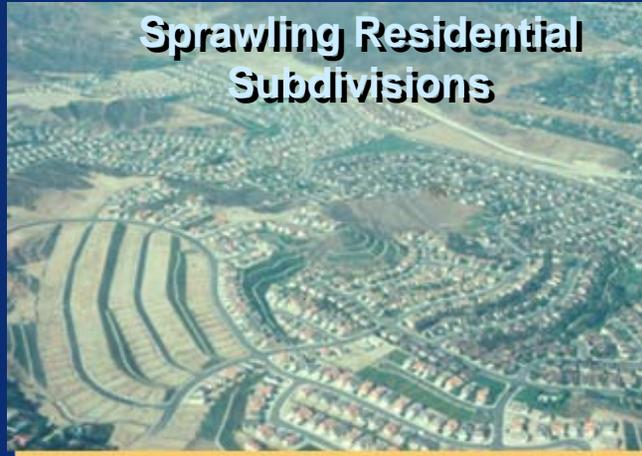
# The Result of Minimum Parking Requirements

1. Institute High Parking Requirements, Single-Use Zoning
  - Creates segregated, automobile-oriented employment centers
  - Severe automobile congestion
  - Very high infrastructure costs
2. React by limiting density
  - Typical: "0.5 Floor to Area Ratio", 0.5 sf of building per 1 sf of land
  - City spreads out, transit cannot work
  - "Can't build on it, so we might as well pave it"

**Segregated  
Employment Centers**

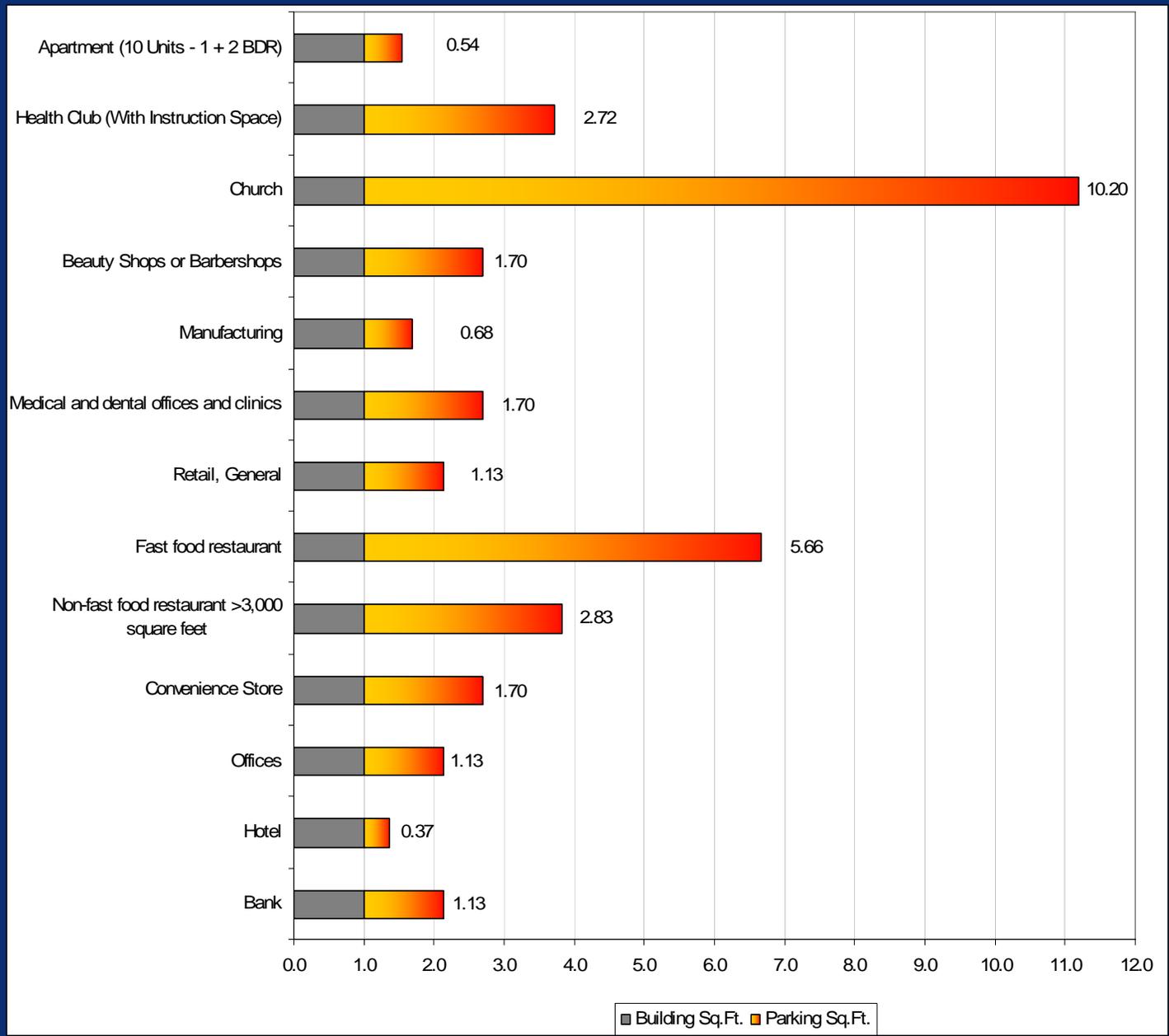


**Sprawling Residential  
Subdivisions**



**Traffic Congestion &  
Long Commutes**





Typical minimum parking requirements...

*...often require more parking than building*

# Parking Requirement Burden Lifted

- ❖ *Problem:* Pasadena's minimum parking requirements kept Old Pasadena's buildings from changing uses
- ❖ *Examples:*
  - Pawnshop: 2.5 spaces/1,000 sf
  - Restaurant: 20 spaces/1,000 sf
- ❖ *Solution:*
  - Parking requirements reduced by 25%
  - "Parking Credit Program": Pay in-lieu fee of only \$115 per year per space (2001) for each space not provided
  - Cost to meet parking requirement is now only 2.5% of previous cost



**Drivers pay two thirds of public parking garage costs**







# Petaluma, CA: Smart Code Results

## Key Policies

1. 'Park Once' Environment
  2. Manage On-Street Parking
  3. Create Parking Benefit Districts
  4. Parking requirements drastically reduced, then abolished
- Nov '02: Project start
  - June '03: Code adopted
  - **June '03: \$75 million project (theater, retail, apartments, office) submitted**
  - July '03: project approved
  - Today: project now under construction

## Central Petaluma Smart Code

Central Petaluma Specific Plan - Chapter 11

Petaluma, California

January 27, 2003



# Parking Requirements & Housing Affordability

- ❖ 1961: Oakland's first parking requirement
- ❖ One space per unit for apartments
- ❖ Construction cost increases 18% per unit
- ❖ Units per acre decreases by 30%
- ❖ Land value falls 33%

# Successful Precedents

Reviving neighborhoods by abolishing minimum parking requirements:

- Coral Gables, FL
- Eugene, OR
- Fort Myers, FL
- Fort Pierce, FL
- **Great Britain  
(entire nation)**
- Los Angeles, CA
- Milwaukee, WI
- Olympia, WA
- Portland, OR
- San Francisco, CA
- Stuart, FL
- Seattle, WA
- Spokane, WA

# Preliminary Recommendations

4. Make the Parking Benefit District into a Transportation Improvement District managed by a Transportation Management Agency (TMA)

# Tool: Transportation Improvement District

- ❖ Example: Boulder (CO) Downtown Management Commission & Central Area General Improvement District (CAGID)
- ❖ Responsibilities:
  - Parking construction and management
  - Operates full menu of demand management strategies
- ❖ District analyzes most cost-effective mix of new parking or transportation alternatives
- ❖ Cheaper to provide free transit to all downtown employees than provide them parking
- ❖ Provides buying power/negotiating strength for small businesses



**“In the 1970s, downtown was dying.”**

# Boulder's Transportation Improvement District

- ❖ No nonresidential parking requirements in CAGID area
- ❖ Public garages – 84% funded by parking fees, 16% by taxes
- ❖ Parking benefit district: \$1 million per year in meter revenue kept
- ❖ Employee benefits: free universal transit pass(Eco-Pass); Guaranteed Ride Home; ride-matching services; bicycle parking, etc.
- ❖ \$325,000/year TDM budget
- ❖ Carpooling: 35% in 1993 to 47% in 1997
- ❖ Eco-pass: reduces commuter parking demand by 850 spaces



# CAGID Revenue and Expenditure, 2002

Revenue	
Taxation (inc. property/owner/TIF tax)	\$775,293
Short Term Fees	\$925,757
Long Term Fees	\$1,302,507
Meter Revenue <sup>1</sup>	\$1,026,820
Meterhood and Tokens <sup>2</sup>	\$106,777
Interest	\$70,751
Rental Income	\$380,766
Mobility Center Grant	\$84,969
Miscellaneous	\$25,779
<b>Total Revenue</b>	<b>\$4,699,419</b>
Expenditures	
Parking Operations	\$737,928
Major Parking Maintenance	\$50,569
Downtown & University Hill Management Division <sup>3</sup>	\$924,565
Eco-Pass Program	\$257,550
Major Maintenance to Pearl Street Mall	\$942,158
Debt Service	\$1,964,028
Other Expenditure	\$159,560
<b>Total Expenditure</b>	<b>\$5,036,358</b>

# Cheaper to Reduce Demand or Add New Spaces?

❖ Cost per space added of several recent parking garages:

Mountain View (2000): \$26,000

Walnut Creek (1994): \$32,400

Palo Alto (2002): \$50,994

San Jose (2002): \$77,000

❖ **Bottom line:** The costs of building new structured parking spaces can be significant, and it is often *cheaper to reduce demand rather than increase supply*

# Tool: Transportation Resource Center

- ❖ Store-front operation
- ❖ Responsibilities:
  - Provides transit/bike/ped info, personalized advice
  - Personalized ride-matching services
  - Organizes regular marketing events (Bike-to-work Day, etc.)
  - Outreach to individual businesses
  - Rentals of bike lockers



# Universal Transit Passes: Employer-Based



- ❖ VTA (Silicon Valley, CA) "Eco-Pass"
- ❖ \$30-90 per year per worker (typically)
- ❖ Deep discount for group enrollment
- ❖ Firms enrolled: HP, Varian, etc.

**Average Results: Drive alone rates fell from 76% to 60%, commuter parking demand fell 19%**

# Universal Transit Pass Programs: Overview

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- ❖ Deeply-discounted monthly transit passes (40% to 50%)
- ❖ Purchased for and/or by large user groups:
  - Universities, colleges, hospitals, school districts
  - Major employers
  - Large residential developments
  - Entire shopping districts OR residential neighborhoods
- ❖ Passes provide unlimited rides, on any route, 24/7
- ❖ Paid for by some combination of:
  - Institutional buyers (general fund, parking fees, etc)
  - User fees (deep discount over regular fares)
  - Grants (environment, public health, traffic mitigation; usually funds pilot projects)

# Overview of Parking Cash-Out

- ❖ Politically/financially not feasible to charge for parking?: *Offer cash value of parking to those who don't drive*
- ❖ Consider it part of a cafeteria-style employee benefits package, like health benefit choices
- ❖ Current federal tax law:
  - Tax-free subsidy for vanpool & transit up to \$100 a month
  - Parking subsidy up to \$190 a month
  - Nothing for bicyclists and pedestrians
- ❖ Mandatory parking cash-out law in California
- ❖ Negotiate as part of developer agreements and require as approval condition for commercial projects and any use that leases parking
- ❖ Enforcement: statement of compliance as part of occupancy permits or annual business taxes



# Parking Cash-Out Reduces Traffic Congestion

CH2M Hill, Bellevue, WA

Introduced a \$45 monthly travel allowance

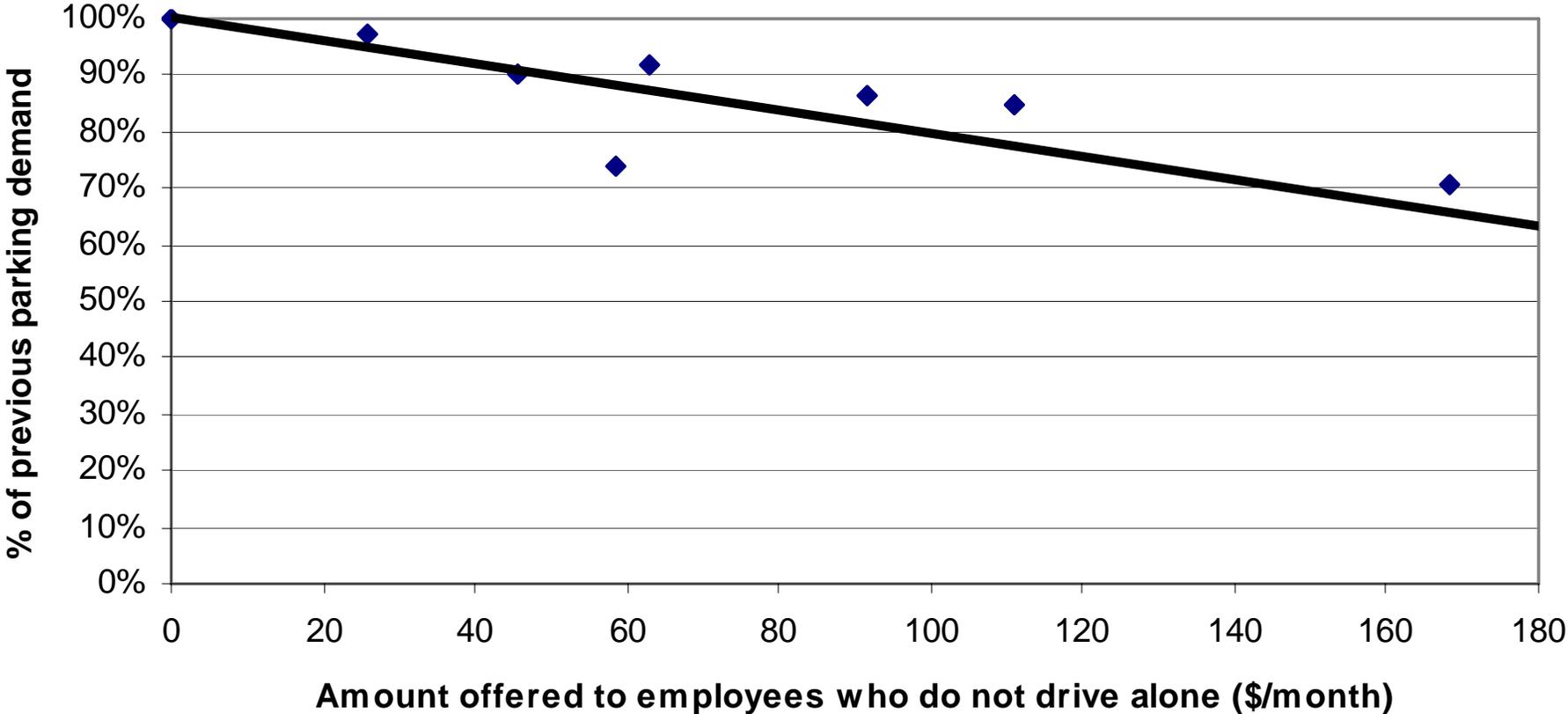
	<u>Before</u>	<u>After</u>
Drive alone	89%	54%
Carpool	9%	12%
Bus	1%	17%
Walk, bike	1%	17%
Total	100%	100%

# Parking Cash Out Reduces Demand for Parking

Case study	Cash offered per month	Demand before (Cars per hundred employees)	Demand after (Cars per hundred employees)	Change in demand
City Government	\$26	72%	70%	-3%
Legal Services	\$46	83%	75%	-10%
Medical Care Services	\$58	61%	45%	-26%
Video/Audio Production	\$63	85%	78%	-8%
Legal Service	\$92	88%	76%	-14%
Banking Service	\$111	79%	67%	-15%
Legal Service	\$168	75%	53%	-29%
<b>Average of all studies</b>	<b>\$70</b>	<b>78%</b>	<b>66%</b>	<b>-13%</b>
<b>Weighted Mean</b>	<b>\$81.04</b>			<b>-16% = -0.202% / \$1</b>

**For every dollar per month offered, parking demand declines 0.202%**

# Parking Cash Out Reduces Demand for Parking



# Preliminary Recommendations

6. “Unbundle” Parking Costs from Housing Costs to Increase Housing Affordability and Choice

# Bundled Parking Costs & Housing Affordability

- ❖ Each parking space adds up to 20% to the cost of a housing unit, and decreases the number of units that can be built on a typical lot by up to 30%
- ❖ Even in Menlo Park, a significant number of households have no cars.
- ❖ Similarly, many households have many cars. Residents should be allowed to buy as much or as little parking as they like.
- ❖ May require changes to Residential Parking Permit rules, deed restricting new development from being eligible for residential permits.

*Sources:* "Parking Requirements and Housing Affordability: A Case Study of San Francisco" by Wenyu Jia and Martin Wachs. University of California Transportation Center Paper No. 380. Berkeley: 1998 and "Study Findings Regarding Condominium Parking Ratios" by Amy Herman. Sedway Group. (San Francisco: 2001).

# Preliminary Recommendations

## 7. Residential Transit Passes

# Universal Transit Passes: Residential-Based



- ❖ Similar to group insurance plans
  - Deep discount for group enrollment
  - Typically between 1-17% of retail price

**Average Results: Car mode share rates fell from 4 to 22%, with an average reduction of 11%**

# Preliminary Recommendations

8. Prevent "Spill-Over" Parking in Downtown Adjacent Neighborhoods with *Residential* Parking Benefit Districts

# Boulder's Residential Parking Districts

- ❖ Residential Permit Parking
- ❖ Prevents spillover parking from commuters trying to avoid parking restrictions and charges downtown
- ❖ Commuters can buy on-street parking permits for \$60/quarter (\$240/year)
- ❖ Commuter permits: up to four per block face, on blocks where average occupancy is lower than 75%
- ❖ Commuter fees cross-subsidize resident permit fees of \$12 per year
- ❖ Designed to be revenue neutral, but could be revenue positive to fund neighborhood improvements



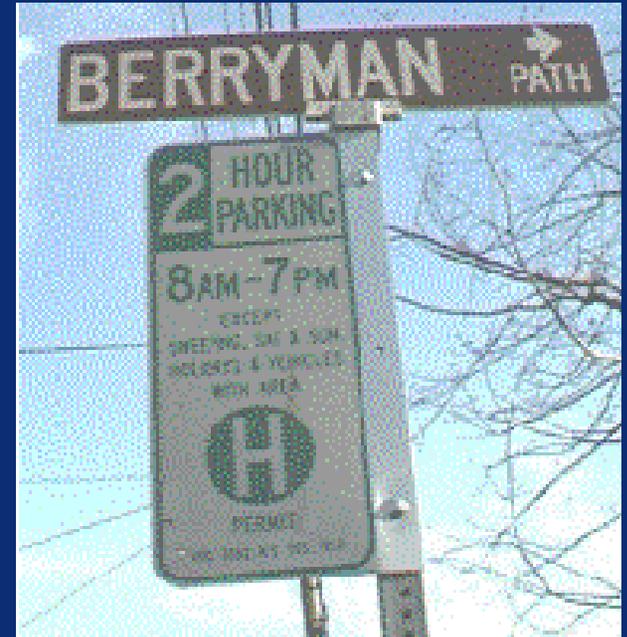
# Residential Parking Benefit Districts

❖ In various configurations, residential parking benefit districts exist in:

- Boulder, CO
- Aspen, CO
- Santa Cruz, CA
- Tucson, AZ
- West Hollywood, CA
- Isla Vista, CA (in progress)
- San Francisco, CA (under preliminary consideration)

# Residential Parking Benefit Districts - Proposal

- ❖ Implement in areas next to downtown meter zones, as needed
- ❖ Residents park free or pay nominal fee
- ❖ Sell excess space to nonresidents
  - *Payment method:* In-vehicle meters
  - *Enforcement:* Same as existing San Clemente parking permit zones
  - Residents decide how to spend revenue
- ❖ Net revenues pay for additional enforcement or improvements *in the same neighborhood*
- ❖ Residents (via Community Councils, surveys, and public hearings) advise City how they want new parking revenue spent in their neighborhood



# Boulder's Residential Parking Districts

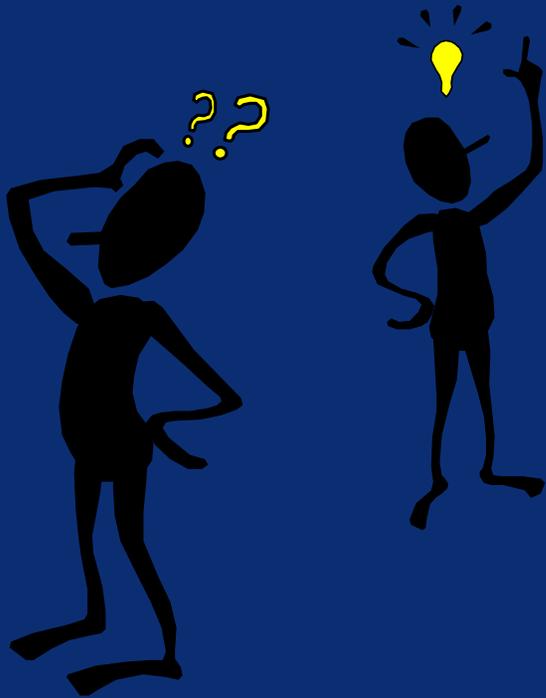
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## Boulder Neighborhood Permit Parking Program Revenue and Expenditure, 2002

Residential Permit Sales	\$26,395
Commuter Permit Sales	\$69,936
Citation Revenue	\$239,231
Administrative Costs (excluding enforcement)	\$70,027

Source: City of Boulder. Staff estimate that Neighborhood Parking Program enforcement accounts for 60% of the City's enforcement resources (11 officers) while generating 13% of citation revenue.

# Questions?



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# Making Parking Work for Menlo Park

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Jeffrey Tumlin  
Nelson\Nygaard Consulting

[jtumlin@nelsonnygaard.com](mailto:jtumlin@nelsonnygaard.com)  
[www.nelsonnygaard.com](http://www.nelsonnygaard.com)



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