

**MEMORANDUM**

Date: June 7, 2019

To: Bozeman Parking Commission

From: Ed Meece, Parking Program Manager

Re: Spring 2019 Public Engagement Sessions (Parking Permit Districts)

The Bozeman Parking Commission recently conducted three public engagement sessions for the purpose of soliciting input on a concept plan for the creation of 'Parking Permit Districts' (PPD). Briefly stated, a Parking Permit District utilizes a mix of residential/transient permits, as well as timed parking, to actively manage on-street parking in areas where non-residential parking flows into a primarily residential neighborhood. Rather than restrict on-street parking to residents only, the PPD seeks to maximize the use of a public asset (street) to the best use of all citizens.

The public engagement sessions were held at three separate dates and locations, to provide a variety of opportunities for citizens to attend. The public engagement sessions were advertised on [www.bozeman.net](http://www.bozeman.net), as well as social media channels and the *Next Door* software used by the Neighborhoods Department. In addition, a newspaper article reporting on the first session provided information on date/time of subsequent sessions:

April 30 – 5 PM – City Commission Room – 16 attended

May 16 – 5 PM – Beal Recreation Center – 10 attended

May 21 – Bozeman Public Library – 7 attended

Each session began with an overview presentation of the PPD concept, during which citizens asked questions and offered comments. After approximately 30-45 minutes, the large group portion of the session was closed so that participants could have smaller discussions with parking commissioners, staff, and others in attendance. The Bozeman Parking Commission was well represented, with a mix of commissioners in attendance at the sessions.

Overall, the tone of each session was positive and participants were appreciative of the opportunity to learn about the PPD concept in an interactive forum. Notably, some participants are concerned about the ability of the PPD to effectively manage on-street parking; and additional burdens a PPD may place on them.

A review of the most frequent topics of discussion, would include:

- **Permit/Timed Parking Pricing:** *There was a difference in opinion, between participants, on whether residential/transient permits should be priced at the same level, or differentiated.*

- **Business Permits:** *These should be limited in quantity, per business, the same as residential permits.*
- **Modification of Existing Residential Parking Permit Districts:** *Several residents of the existing residential parking permit districts attended, concerned that the residential parking permit districts are going to become PPD's; to which they are strongly opposed.*
- **B-3 Residents Parking in PPD's:** *Several residents of the B-3 stated a need to purchase transient parking permits in the PPD. Likewise, other participants stated that B-3 residents should not be allowed to purchase transient parking permits in the PPD's. These participants believe that this allows downtown development to continue without providing adequate parking (off street) and placing that burden on the nearby neighborhoods.*
- **Number of Residential Permits per Resident:** *Several participants stated that two (2) residential parking permits/per resident, within the PPD, was too many and would limit the effectiveness of the PPD concept.*
- **Rental Homes With More Than Two Residents:** *Concerns were stated that many rental homes have more than two residents, and even with a reduced number of residential permits, these residences would continue to fill up on-street parking with vehicles.*
- **Residential 'Voting' On Creation of a PPD:** *A comment was made that the residents/property owners of a proposed district should get to 'vote' on the creation of a PPD before the issue reached the Bozeman City Commission for final action. As part of this comment, without 60% approval the creation of a PPD could not move forward.*
- *In addition to the discussions above, the University Neighborhood Association provided written comments in a letter to the Bozeman Parking Commission.*



May 30, 2019

TO: Bozeman Parking Commissioners – Pam Bryan, Kelly Dean Wiseman, James Ness, Mark Egge, Shasta Winston & Ben Lloyd  
Brit Fontenot, City Economic Development Director  
Ed Meece, Parking Program Manager  
Mayor Cyndy Andrus  
Deputy Mayor Chris Mehl  
City Commissioners Terry Cunningham, Jeff Krauss & I-Ho Pomeroy

FROM University Neighbors Association (UNA) Board & Parking Working Group

RE: Concerns/Recommendations for Proposed Parking Permit District Concept

At the recent Public Listening Sessions for the proposed Parking Permit District concept (PPD), Parking Program Manager Ed Meece clarified that the PPD concept was separate from the current Residential Parking Districts (RPPD) Ordinance. He also said the proposed PPD strategies were being considered for residential areas to the immediate North and South of the downtown business B-3 district.

This makes sense because the current RPPDs (MSU & Bozeman High School) are different in needs, history and adjacent impacts compared to the proposed PPD District concept North and South of downtown.

- The proposed PP District concept downtown is a predominately residential area impacted by large, nearby **commercial mixed-use**.
- While RPPDs (MSU & Bozeman High School) are a predominately residential area impacted by large, nearby **institutions**.

With 2 separate Parking Permit Districts it is confusing in the proposed Creation/Operation of Parking Permit District concept to read that university, schools, hospitals, etc. are included when describing management of on-street parking in commercial impacted residential areas. It would be much clearer and align with there being 2 separate Parking Permit Districts if under "Why have it? Bullet #3 it read:

- "Manage on-street parking in a predominantly residential area impacted by large, nearby **commercial mixed use** such as downtown commercial" and delete "~~university, school, hospital, etc.~~"

The proposed PP District name is also confusing. Since the Parking Commission supports operating these new districts as Parking **Benefit** Permit Districts it would be much clearer to the public to call the proposed new downtown parking permit areas **Parking Permit Benefit Districts** (PPBD) to distinguish them from the RPPDs impacted by nearby institutions. (Parking Permit Benefit Districts charge more for non-resident permits than resident primary users and potentially use part of the higher fees to benefit the neighborhood in a PPBD.)

Parking Permit Districts are about more than just parking spots. In the current RPPD Ordinance, Sec 36.04.330, it states that the of RPPDs deal with one or more of the following objectives:

*Promoting tranquility among commuters and residents, reducing noise, reducing traffic hazards; or reducing litter.*

In the mid 1990's the MT Supreme Court found in favor of the city of Missoula (ASUM v city of Missoula) stating that Missoula could legally create a parking permit district because the city provided some requirements for the RPPD creation (those listed above).

These same objectives should be included in the proposed PP **Benefit** District concept under "Why have it?" bullet #3. This could read:

A PP **Benefit** District "is created to also further the promotion of tranquility among commuters and residents, reducing noise, reducing traffic hazards and/or reducing litter".

Of these objectives, traffic hazards were one of the greatest concerns when the RPPDs around MSU & Bozeman High School were created because of the danger caused by increased circling of vehicles looking for parking spots.

Another concern is how to initiate the creation, expansion or dissolution of a PP **Benefit** District.

People bringing a petition forward with 60% of dwellings or owners is appropriate.

However, having the City Commission or Parking Commission initiate these actions without a petition does not go far enough. This approach should also require that dwellings or owners be contacted about any initiation of a proposed change and 60% of those neighbors must support the proposed change in order to move forward.

In summary the UNA Board and Parking Working Group recommends revising the proposed PPD concept to include:

1. **State under 'Why Have a PP **Benefit** district?' that this proposed district is for "predominately residential areas impacted by commercial mixed use such as downtown commercial and delete the institutions - university, school, hospital etc. Institutions are what impact residential areas in a RPPD not commercial mixed use.**
2. **Renaming the proposed commercial mixed-use downtown parking concept as the Parking Permit **Benefit** District**
3. **Adding objectives, as in the current RPPD Ordinance, for creating a PP **Benefit** District which are to promote tranquility among commuters and residents, reduce noise, reduce traffic hazards and/or reduce litter.**
4. **Adding the requirement that initiating the creation, expansion or dissolution of a PP **Benefit** District can be done without a petition provided dwellings or owners are contacted about such an initiation and 60% of them support any proposed change.**

Thank you for your consideration and caring about both parking and neighborhood5. quality of life.

#### **University Neighbors Assoc (UNA)Board**

Kathy Powell, Pres

Kathy Francisco, VP

Pat Flaherty, Secretary

#### **UNA Parking Working Group**

Stuart Challender

Richard Charron

Jill Davenport

Susan Hinkins

Sam Mitchell

Kathy Powell

Jeff Rupp

Cc: Tanya Andreason, city Neighborhood Coordinator

# BOZEMAN<sup>MT</sup>

## Parking Services

### **Parking Permit Districts --**

*A Modern Approach to On Street Public Parking in Bozeman*

May 21, 2019

- **Why is the Bozeman Parking Commission considering the creation of Parking Permit Districts (PPD)?**

At the direction of the Bozeman City Commission, and in accordance with the 2016 Strategic Parking Management Plan, the Bozeman Parking Commission continues to implement new strategies for *the effective management of public on-street parking*. **A major challenge is mitigating the conflicts of use that arise between residential, commercial, and short term parking stakeholders.** As a result, the Parking Commission is exploring the use of PPD's as such a strategy.

- **What is a Parking Permit District (PPD)?**

A geographically defined area where the City actively manages public on-street parking through the use of parking permits and/or timed parking for residences, customers, employees, and transient parkers.

The Bozeman Parking Commission's framework for a 'Parking Permit District' is very similar to what is often called a 'Parking Benefit District' in other communities.

Using parking occupancy data in a very fluid manner to expand or contract non-residential public on-street parking opportunities allows for maximum benefit to all stakeholders.

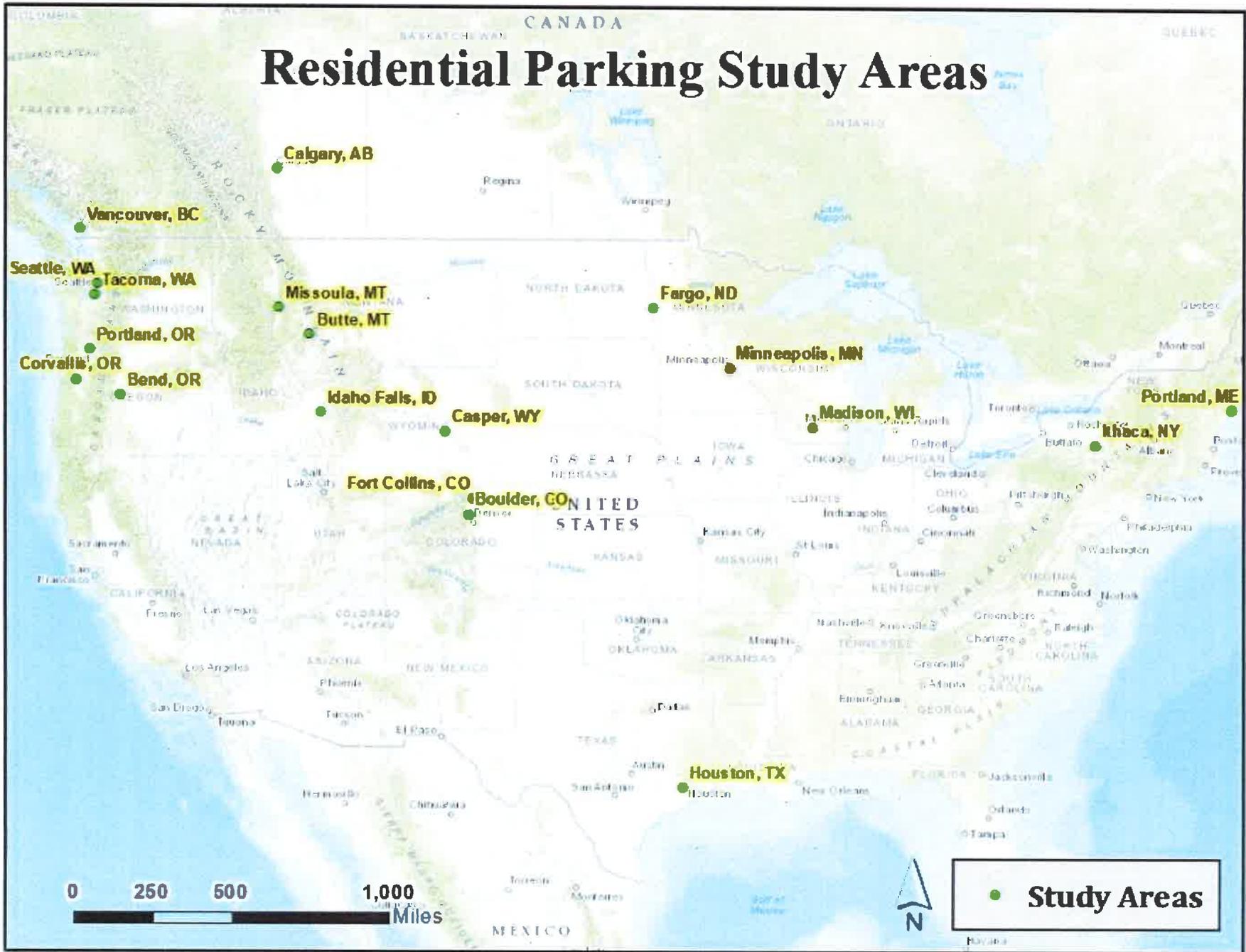
- **Why have a Parking Permit District?**

- Mitigates residential/commercial public on-street parking conflicts
- Reduces money and land necessary to build public off-street parking facilities.
- Potentially returns a portion of net revenues generated within the PPD to residents of the PPD through lower permit fees, streetscape, or other enhancements.
- 2016 Downtown Strategic Parking Management Plan: *“Explore changes to existing residential on-street permit programs and evaluate and potentially implement new residential parking permit districts in the neighborhoods north and south of the downtown commercial district.”*

**Research Communities:**

- Bend, OR
- Boulder, CO
- Butte, MT
- Calgary, AB
- Casper, WY
- Corvallis, OR
- Fargo, ND
- Fort Collins, CO
- Helena, MT
- Houston, TX
- Idaho Falls, ID
- Ithaca, NY
- Madison, WI
- Minneapolis, MN
- Missoula, MT
- Portland, OR
- Portland, ME
- Seattle, WA
- Tacoma, WA
- Vancouver, BC

# Residential Parking Study Areas



- How might PPD's work in Bozeman?

- Initially, created by Bozeman City Commission or Parking Commission.
  - Expanded/contracted by petition of 60% of residents/owners.
  - Minimum district size of 10 blocks
  - Data Considerations for expansion/contraction of the PPD:
    - 85% occupancy on three separate days (district-wide)
    - 25% of these vehicles from outside the proposed PPD.

**BOZEMAN**<sup>MT</sup>  
Parking Services

85% Principle

*“Whether in on-street, off-street or residential contexts; the “85% Rule” is truly a strategic and beneficial tool to include in any parking management plan, particularly as the use of this standard underscores and facilitates parking problem solving within an objective, measurable framework. “ – Rick Williams, Parking Consultant*

- How might PPD's work in Bozeman (cont'd)?
  - **On-Street Parking is managed to 85% standard**
    - Residential parking permits are available and allow a vehicle to park exempt from other permit enforcement or timed parking regulations.
    - Employee parking permits, and timed parking, are available depending on the level of parking occupancy/inventory.
      - Expand/contract as part of managing to the 85% standard.

- **PPD Permits:**

- **Residential** – Two (2) per licensed resident; exempt a vehicle from permit/timed parking enforcement.
- **Visitor** – Two (2) per residence; exempt a vehicle from permit/timed parking enforcement.
- **Employee** – Available depending on the level of parking occupancy; one permit per permittee. Exempts a vehicle from permit/timed parking enforcement.
- **Timed Parking** – short term parking spots, identified by posted signage, paid for with Mobile App technology.

- **Other considerations of a PPD in Bozeman:**

- Revenues from permit sales and timed parking *must* cover the administrative and enforcement costs of the district.
- Employee and timed parking is sold at a market rate; including event-based pricing.
- At this time, PPD's are being considered for some portion of the residential areas to the immediate north and south of the downtown business district (B-3).
- Additional areas where use of the PPD may mitigate residential and commercial conflict.

Example communities that actively manage on-street parking using similar types of districts:

- **Austin, TX**
- **Boulder, CO**
- **El Paso, TX**
- **Fort Collins, CO**
- **Hoboken, NJ**
- **Houston, TX**
- **Old Pasadena, CA**
- **Seattle, CA**

## Highlighted Resources:

- **2016 Downtown Strategic Parking Management Plan**, City of Bozeman MT & Rick Williams Consulting.
- **2019 Downtown Bozeman Improvement Plan UPDATE**, City of Bozeman MT & Bozeman Downtown Business Partnership, March, 2019.
- **The High Cost of Free Parking**, Donald Shoup, American Planning Association, 2004.
- **Report on Parking Benefit Districts and Opportunities for New Orleans**, Louisiana Urban Land Institute, June, 2012.
- **Reforming Parking Policies to Support Smart Growth**, Metropolitan Transportation Commission (San Francisco Bay Area), 2007.
- **Portland now has the smartest parking policies in the Northwest**, Michael Anderson, Sightline Institute, 8/2018.
- **Who parked in my spot?**, Alan Durning, Sightline Institute, 8/2013.
- **Parking Benefit Districts**, Montana Department of Transportation, [www.mdt.mt.gov/research](http://www.mdt.mt.gov/research)
- **Neighborhood Parking Permit Program**, City of Boulder CO, <https://bouldercolorado.gov/parking-services/neighborhood-parking-program>
- **RP3 Zones**, City of Fort Collins CO, <https://www.fcgov.com/parking/residential-parking-permit/zones.php>
- **Residential Parking Permits**, City of Madison WI, <https://cityofmadison.maps.arcgis.com/apps/webappviewer/index.html?id=9240a22c6f4348bf99eb56a01193a1a6>