

Creation/Operation of Parking Permit Districts in the City of Bozeman¹

Parking Permit District – What is it?

- A geographically defined area, by ordinance, that actively manages public on-street parking through the use of parking permits for residences, businesses, and transient parkers; as well as short term timed parking (meters, etc.).
- On-street occupancy is managed to the 85% standard (adopted by the BPC).
- Resident parking permits are made available for purchase.
- Employee, and Transient parking permits may be available for purchase, depending on level of parking occupancy/inventory.
- Short-term ‘timed’ on-street parking may be available in the district.

Parking Permit District – Why have it?

- The 2016 Downtown Strategic Parking Management Plan, Strategy # 19, identifies *“explore changes to existing residential on-street permit programs and evaluate and potentially implement new residential parking permit districts in the neighborhood north and south of the downtown commercial district.”*
- The Parking Commission supports the goal of operating these new districts as Parking ‘Benefit’ Permit Districts. In essence, providing a benefit to residents (or say “providing a benefit to the primary user group”) of such districts through lower permit fees (subsidized by external permit holders or “by secondary user groups”), the direct investment of surplus district-generated revenues, or other methods. Recognizing this may not be feasible within the current financial position of the Parking Services Fund, but should be planned for in the near future.
- Manage on-street parking in a predominantly residential area impacted by a large, nearby, attraction such as downtown commercial, university, school, hospital, etc. This is done not to guarantee a specific space, but so that residents have a reasonable expectation of on-street parking near their residence.
- Manage on-street parking in a commercial district to facilitate visitor parking turnover and encourage private shared off-street parking arrangements; reducing the need for multiple off-street parking lots and utilizing available land other developments.
- Manage on-street parking in a neighborhood with a significantly mixed use of residential and commercial developments, so as to provide maximum on-street parking opportunity for both usage types.

Parking Permit District – How is it created, expanded, dissolved?

- Petition from 60% of dwellings or owners.
- City Commission or Parking Commission can initiate creation, expansion, or dissolution without petition.
- Managing on-street occupancy to the 85% standard will be a consideration in the decision-making process for district creation, expansion, or dissolution. Likewise, the principle that 25%

¹ Proposed framework for consideration in creation of new parking permit districts; not proposed for existing ‘residential’ districts, at this time.

of vehicles parked in the (proposed) district, during peak hour, are registered outside the (proposed) district will also be a consideration.

- Minimum district size of ten (10) blocks, or 2500 linear curb feet.

Parking Permit District – How does it work?

- An on-street parking permit allows the vehicle to park exempt from timed parking regulations during enforcement periods.
- A licensed driver residing in the district can purchase up to two (2) on-street parking permits for vehicles only. Trailers, campers, and other items are not eligible for parking permits in the district.
- Each residence in the district may purchase up to two (2) visitor's permits for use in the parking permit district.
- A limited supply of Employee and Transient parking permits are available for purchase, depending on level of parking occupancy/inventory.
- The number of Employee and Transient permits available expands/contracts to manage on-street occupancy to the 85% standard.
- The district is enforced (permit and timed) utilizing license plate recognition technology, which simultaneously gathers parking occupancy data within the district; for further evaluation, modification, and management of the district.

Funding Considerations – How is it paid for?

- Revenues derived from permit sales within the district must cover the administrative and enforcement costs of the individual district.
- Business and Transient permits are sold at a market driven rate.
- Short term 'timed' parking is priced at a market driven rate, including event-based or other 'demand' pricing opportunities.
- Short term 'timed' parking is accomplished through the use of a Mobile Parking App, such as Passport, which requires only signage; drastically lowering capital costs for implementation and operation.

NEXT Steps (?) –

- Prepare a presentation to engage additional external stakeholders, neighborhood associations, etc.
- Initiate a public outreach effort, collect input,-re-visit the framework for modification.
- Establish final recommendations for consideration by the City Commission.