

Palo Alto Residential Preferential Parking (RPP) Program Meeting Notes

Date: November 17, 2015, 3:00 – 4:30 pm

Location: City Hall, Council Conference Room, 250 Hamilton Avenue, Palo Alto

Attendees:

Name	Representation
RPP Stakeholder Group	
Rob George	District manager, Philz Coffee
Will Griffin	Employee, Palantir
Elaine Uang	Resident, 321 Kipling (Downtown North)
Ben Cintz	Cintz Commercial Properties
John Guislin	Resident, 225 Middlefield (Crescent Park)
Sue Nightingale	Business owner, Watercourse Way
Michael Hodos	Resident, 944 Bryant (Professorville)
Neilson Buchanan	Resident, 155 Bryant (Downtown North)
Chop Keenan	Land Owner, Keenan Land
City Staff and Members of the Public	
Joshuah Mello	Chief Transportation Official, City of Palo Alto
Jessica Sullivan	Transportation Planning Manager, City of Palo Alto
Sue-Ellen Atkinson	Parking Operations Lead, City of Palo Alto
Ruth Hodos	Resident
Joe Baldwin	Resident, Channing House
Fred Kohler	Resident
Ted Davids	Resident
Bruce Heister	Resident
Mac Beasley	Resident
Mary Dimit	Resident

Meeting Goals:

1. Review Phase 2 feedback from October workshop
2. Discuss draft Phase 2 strategies

General Comments

- Stakeholder noted the number of employee spaces, not permits issued, is the main concern.
- Stakeholder commented that limiting the number of permits may not be the best course of action, as it could decrease flexibility.
- Staff acknowledged that communications, website, and permit design can be improved in Phase 2.

Discussion of RPP Boundary

- Staff presented analysis of walking distance from downtown and suggested options for extending the RPP boundary.
- Stakeholders voted to allow the boundary to be expanded to the ½ mile walking radius to allow certain streets to have the option to “opt in” to the RPP district in the future. (8 yay, 1 abstained)

General Comments on Program Design – Phase 2

- Staff presented three options for Phase 2 design to Stakeholders, and received feedback on designs.
- All options presented were in concept only; zones drawn do not reflect final configuration and may change.
- Comments below represent feedback from Stakeholders and from members of the public in attendance.

Option 1: Concentric Zones

- Make Zone A have resident only parking or put a very low limit on employee permit numbers within this zone
- If Zone A is resident only, employee parking would all move to Zone B
- Zones make parking and enforcement too complex
- Add pricing to the format of Option 1, making parking more expensive closer to the Downtown core and less expensive in the outer zones
- Concern about resources for enforcement for this option
- Zone A could have employee parking allowed only on one side of each street

Option 2: Neighborhood Zones

- Comment noted that the existing color zone is not optimal, so why would a zone done by neighborhood be functional?
- The configuration doesn’t address the issue of spreading out employee permit sales closest to the Downtown core

Option 3: “Microzones”

- Stakeholder inquired if zones could be one block deep; generally the zones should be smaller
- Pricing should be added to this configuration
- Several commented that this scheme was too complicated
- One suggested that this concept be combined with the concentric ring concept, so that a number of smaller zones surrounded the Downtown core in a radial configuration
- General comments that this concept was too complicated and too difficult to administer
- One comment that it would be vetoed by Bernie Sanders as being too elitist