



CITY OF
FOLSOM
ESTABLISHED BY CHARTER

Folsom City Council Staff Report

MEETING DATE:	9/28/2021
AGENDA SECTION:	Old Business
SUBJECT:	Resolution No. 10707 – A Resolution of the City Council Establishing a Temporary Residential Permit Parking Program in the Folsom Historic District
FROM:	Public Works Department

RECOMMENDATION / CITY COUNCIL ACTION

The Public Works Department recommends that the City Council pass and adopt Resolution No. 10707 – A Resolution of the City Council Establishing a Temporary Residential Permit Parking Program in the Folsom Historic District.

BACKGROUND / ISSUE

At the August 24, 2021 City Council meeting, staff provided the first of a series of quarterly updates of progress on the recommendations of the Historic District Ad Hoc Parking Solutions Committee (“Committee”). The Committee was formed by the City Council in 2019 to develop a list of recommended parking improvements and submitted their recommendations in 2020. During the August 24 update, staff called attention to several specific objectives that the Committee had recommended and identified these as important objectives to implement in the near term. These objectives were:

1. Enhanced Wayfinding Signage
2. Pilot Residential Parking Program
3. Coordinate shuttle and/or valet services
4. Parking enforcement
5. Parking Management Consultant

The City Council indicated support for the first four objectives but did not provide staff with direction to engage a parking management consultant. While the focus of this staff report and

resolution is the pilot residential permit parking program, it should be noted that the success of the pilot program is directly linked to the proper implementation of enhanced wayfinding and consistent parking enforcement.

POLICY / RULE

Section 22507(a) of the California Vehicle Code authorizes local governing bodies to prohibit or restrict the parking of vehicles on certain streets, or portions of thereof, during all or certain hours of the day, and to designate certain streets upon which preferential parking privileges are given to residents adjacent to the streets for their use and the use of their guests, under which the residents may be issued a permit that exempt them from the parking restrictions.

ANALYSIS

Staff worked with Historic District residents to create a pilot program that addresses their most significant concerns. The proposed pilot program is described in the attached Exhibit A and includes the following key aspects:

- The boundaries of the pilot are limited to Figueroa Street between Scott Street and Reading Street, including each of the intersecting half-blocks between Figueroa Street and Sutter Street.
- The permits would be required to parking within the parking boundaries on Fridays and Saturdays between 6 p.m. and 2 a.m. Parking would not be restricted at any other time.
- A maximum of four permits would be issued to each property within the parking boundary; there would be no cost to the permit holder for the pilot program.
- Additional guest permits will be issued to permit holders; these guest permits can be used by short-term guests and/or service vehicles.
- The permits will be enforced on a regular basis.
- Performance measures will be tracked during the pilot and will be reported back to the City Council at the end of the pilot to measure the success of the program.
- The pilot would last for six months; it is assumed that the program could be launched in November 2021 and would end in April 2022.

It will be important to the success of this pilot that we also implement some form of wayfinding to direct motorists to available public parking, and that parking enforcement is done consistently to ensure compliance. Staff also recommends that the amount of a parking fine be increased to at least \$75 per violation to discourage scofflaws.

FINANCIAL IMPACT

Staff estimates that implementing the pilot program would cost approximately \$10,000 to install and maintain signs and to purchase and issue permits and guest passes. An additional \$15,000 may be required if the city opts to hire a parking enforcement firm or part-time employee. These costs are not accounted for in the City's current fiscal year budget. Staff has

recommended that this program would be a valid use of American Recovery Plan Act (ARPA) funding.

ENVIRONMENTAL REVIEW

This program is exempt from the requirements of the California Environmental Quality Act (CEQA).

ATTACHMENTS

1. Resolution No. 10707 – A Resolution of the City Council Establishing a Temporary Residential Permit Parking Program in the Folsom Historic District.
2. Exhibit A – Residential Permit Parking Program (2020/21 Pilot)

Submitted,



Dave Nugen, Public Works Director

Attachment 1

Resolution No. 10707

RESOLUTION NO. 10707

A RESOLUTION AUTHORIZING A PILOT RESIDENTIAL PERMIT PARKING PROGRAM IN THE FOLSOM HISTORIC DISTRICT

WHEREAS, in 2019, the City Council established and directed the Historic District Parking Solutions Ad Hoc Committee (“Committee”) to explore possible solutions for parking challenges in the Folsom Historic District; and

WHEREAS, the Committee met monthly for approximately one year to identify issues, evaluate potential solutions and provided recommendations to the City Council in 2020 for consideration; and

WHEREAS, upon receiving, reviewing and discussing the Historic District Parking Solutions Quarterly Report at its regular meeting on August 24, 2021, the City Council directed staff to prepare a temporary residential permit parking program; and

WHEREAS, local governments are authorized pursuant to Section 22507(a) of the California Vehicle Code to prohibit or restrict the parking of vehicles on certain streets, or portions thereof, during all or certain hours of the day, and to designate certain streets upon which preferential parking privileges are given to residents adjacent to the streets for their use and the use of their guests, under which the residents may be issued a permit that exempt them from the parking restrictions; and

WHEREAS, the purpose and intent of establishing the residential permit parking program on a temporary basis is to give the City an opportunity to evaluate the effectiveness and challenges associated with limiting and restricting the ability of the general public to park on certain designated public streets so that at the end of the test period, the City Council can evaluate and decide whether to modify, terminate or make permanent the residential permit parking program in the Folsom Historic District.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom authorizes a pilot residential permit parking program in the Folsom Historic District, as described in Exhibit A attached to this Resolution.

PASSED AND ADOPTED this 28th day of September, 2021, by the following roll-call vote:

AYES: Councilmember(s):
NOES: Councilmember(s):
ABSENT: Councilmember(s):
ABSTAIN: Councilmember(s):

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

Attachment 2

EXHIBIT A
City of Folsom
Historic District
Residential Permit Parking Program (2021/22 Pilot)

Project Boundaries. The proposed limits of the permit parking zone are Figueroa Street between Scott Street and Reading Street, including the intersecting blocks (Scott, Decatur, Wool) between Figueroa Street and Sutter Street.

City of Folsom Historic District Residential Permit Parking Pilot Program – Project Boundary



Posted restrictions. No Parking Friday/Saturday 6pm - 2am, Except by Permit. Signs will be posted at end of each block plus one additional sign mid-block. Signs will be reflective coated for improved night-time visibility. Only affects on-street parking; parking in driveways, private property, or alleys is not subject to this restriction.



Permits. Permits will be issued by City to requesting vehicle owners who can provide proof of residence within the project boundary, up to a maximum of four permits per property. For pilot project, permits will be at no cost to the permit holder. Permit must be placed in rear, driver-side window to be valid; improperly placed or missing permits could be a violation and subject to citation.



Guest permits. Residents living within the project boundary can have two methods of obtaining guest passes:

1. Up to four, rearview mirror hanger-style guest passes issued to each property address at outset of pilot.
2. May request up to five temporary guest parking passes (per address) which will be limited term (maximum duration 72 hours); temporary passes will be randomly numbered and valid permit numbers will be provided to FPD, including the dates that each permit number is valid.

Guest passes must be placed on driver side dashboard to be considered valid. Improperly placed guest permits could be a violation and subject to citation.

Enforcement. Consistent enforcement throughout duration of pilot. Could be performed by Folsom Police Department (FPD), or consider hiring part-time staff with parking/code enforcement experience.

Duration. Proposed 6-month duration (assumed to be November 2021 through April 2022)

Performance Measures. Metrics used to determine response to, and success of, pilot program.

1. Public parking occupancy: Determine if there is an increase in parking at the parking structure and light rail lots (an increase indicates success)
2. Citations issued: Tabulation of weekly citations issued (a decreasing number of citations indicates success, assuming enforcement is consistent)
3. Resident survey: qualitative measure of satisfaction of affected property owners (consider including residents living near the project boundary to measure any issues associated with displaced parking).

Estimated Cost elements:

1. Signs: 36 signs and posts at a unit cost of \$200 per sign/post = \$7,200
2. Permits: 35-40 residential properties within project boundary times 4 permits per property = 160 permits; at \$5/permit total cost comes to \$800.
3. Guest permits: 35-40 residential properties within project boundary times 4 hangers per property = 160 hangers; at \$2/hanger total cost is \$320

4. Enforcement: Cost could be minimal if performed by FPD. If part-time employee is retained, cost is estimated to be \$15,000 (could be partially offset by district-wide citation revenues)
5. Staff time: Undetermined (will be tracked and reported)

Schedule:

September 2021	Public outreach prior to Sep. 28 City Council action to approve pilot
October 2021	Distribute notifications to affected property owners/tenants, detailing the reasons for the pilot and how to obtain permits
November 2021	Issue permits and begin 6-month period
May 2022	Report back to City Council regarding outcomes of pilot

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