Council Agenda Report

From: Ty Lewis, Police Commander

Subject: Downtown Parking Existing Conditions and Needs Assessment Study

Date: March 6, 2018

Facts

1. The shortage of Downtown parking has been an issue in the City for more than a decade. To address this issue, the City has commissioned two major studies. The first was the *Downtown Parking and Circulation Analysis*, completed in September 2002. The second was the Downtown Parking Management Plan, completed in March 2008. (See Attachment 1 for summaries of both.)
2. The studies reinforced the general recognition that a broad series of steps can be taken and that relocating employee parking would free up sufficient spots for shoppers during all but the highest-demand time periods.
3. As part of the adoption of the FY 2016-17 and 2017-18 biennial budget, the Council directed staff to examine new technologies to increase parking enforcement Downtown. Appropriate use of new technology would enable better enforcement of employee parking that exceeded established time limits.
4. As part of the budget, the Council also approved funds for Downtown improvements. During 2016, the City convened a Downtown focus group to determine the highest priority improvements for Downtown, and to develop a recommended set of affordable, within budget, improvements. The focus group comprised over 20 Downtown businesses, as well as representatives of Main Street.
5. The focus group concluded that timed parking—but not yet progressing to paid parking—was an acceptable step forward that could be taken now. Time parking zones and anticipated affect maps are attached for review (Attachments 2 and 3).
6. Independently, the Public Works Department and City Engineer have analyzed options for increasing the number of Downtown on-street parking spaces prior to each of the last two holiday seasons. Primarily through restriping, more than 50 spaces were added in November 2016 and another 30+ spaces in November 2017.
7. In November 2017, the City Council considered a request by staff to retain Dixon Resources Unlimited to update the parking assessment and work with residents in the neighborhoods surrounding Downtown, who would likely be impacted significantly by an infusion of employee parking.
8. At the time, City Council was not prepared to authorize such a contract. Instead, City Council requested that, instead, four steps be undertaken first, including:
    a. prepare a synopsis of prior downtown parking studies;
    b. research and provide a summary of available new technology since previous studies were done;
    c. engage in public education with downtown businesses and employees of the parking options being considered; and
    d. pursue a robust signage program to make public parking areas more recognizable.
9. As requested by Council, staff has prepared a compilation of prior studies related to this matter (Attachment 1).
10. Staff has also prepared a summary of some of the new technologies available (Attachments 4 and 5). Before adopting any such technology, additional steps to evaluate the technology options will be necessary.

11. A wayfinding and parking signage program is now underway. The results are expected to be brought to the Planning Commission and Council this fiscal year.
12. The appropriate time to engage the downtown businesses, their employees, and the public in an examination of parking options will be after an updated analysis generates the shortlist of best options.
13. In December 2017, the Council received the results of the community-wide survey conducted in the fall. Seventy-five percent of respondents rated providing additional Downtown parking as either "essential" or "very important," with 21% more rating it as "somewhat important." Only 4% rated it as "unimportant."
14. In January 2018, the Council conducted a Next Steps workshop, to address action items identified through survey results. Participants rated "vibrant downtown" and "additional parking" as top City priorities.
15. In February 2018, the City Council held a public visioning and goal-setting workshop, and requested public assistance. The purpose of the workshop was to ensure the community develops and evolves in ways that match citizen desires and interests. During the workshop, the City Council and community participants identified ongoing challenges surrounding parking demand in the downtown corridor as a key concern.
16. Consistent with Council and community direction, staff has continued to explore potential opportunities to address downtown parking solutions. One such option centers on the potential to develop of a multi-level parking structure Downtown, on the existing City Hall parking lot or some other parcel. However, there is no way to know if a structure is needed, without a meaningful evaluation of the current shortage and an exploration of options, necessitating the expertise of an outside consultant to assist staff with critical aspects of the analysis.
17. In order to ensure a parking analysis is completed in time for the spring budget process and for a November ballot measure, if necessary, the work must be initiated soon.
18. In 2017, City Staff interviewed two parking industry experts capable of providing the requisite expert parking analysis – Parking Design Group and Dixon Resources Unlimited. Both experts agree on the steps critical to identifying realistic initiatives that will successfully address long-term parking needs.
    a. Update the Needs Assessment – Parking inventory, options for addressing needs, associated costs, maintenance, technology, etc.
    b. Community Outreach – Solicit public input to discuss needs assessment findings and to develop an action plan.
    c. Detailed Parking Action Plan – Addressing the near-, medium-, and long-term parking needs.
    d. Expert Implementation Support
19. During the 2017 interviews with staff, Dixon Resources Unlimited emerged as the consultant best suited to meet the City's needs related to this complex matter.

Options

1. Take no action.
2. Award a contract for a downtown parking Existing Conditions and Needs Assessment study to Dixon Resources Unlimited for a maximum of $32,000 from the downtown in-lieu parking fund.
3. Provide alternative direction as may be appropriate.

Analysis and Conclusions

The assessment will focus on the implementation of time restricted parking zones for downtown, the possible need for one or more residential parking districts, the need and timing for a parking structure, and the appropriate technology. The study will address the following key functional areas:

- Financial Analysis
- Operations
- Asset Management
- Workforce Management

- Maintenance
- Operational and technology solution options

Each of these functional areas will provide a critical foundation for the development and future planning for the City's downtown parking solution. An integral component of this foundation is to implement a decision support system that provides the City with a robust and reliable plan that provides modularity and flexible solutions that can grow and expand with the City's evolving needs.

Fiscal Impact
In 2006, the City Council added section 21.22.035(E) to the municipal code authorizing collection of in-lieu parking fees to fund downtown parking projects. The current balance of the in-lieu parking fund is approximately $190,000. The proposed project is estimated not to exceed $32,000.

Recommendation
Direct the City Manager to execute an agreement with Dixon Resources Unlimited in an amount not to exceed $32,000 for an updated Downtown parking study, including existing conditions, needs assessment, public engagement, analysis of options, and technology recommendations.

Attachments
1. Summary of Prior Parking Studies
2. Dixon Resources Unlimited proposal
3. In-lieu parking fund balance sheet
4. Policy reference: PRMC 21.22.035

City of Paso Robles
Summary of Downtown Parking Studies

I. DOWNTOWN PARKING AND CIRCULATION ANALYSIS – SEPTEMBER 2002

In the fall of 2001, the City Council retained the services of Kimley-Horn and Associates to prepare an independent study reviewing parking and circulation in the Downtown. The resultant Downtown Parking and Circulation Analysis examined the existing parking and traffic conditions in the Downtown core of Paso Robles. The study encompassed the area bounded by 17th Street on the north, Riverside Avenue on the east, 6th Street on the south, and Olive Street on the west.

The study identified existing and future parking demands in the downtown, areas for new parking lots, and ways to divert through traffic from the downtown (in order to eliminate the need to widen Spring Street and 13th Street to 4-lanes), and financing options for implementing the recommended action plan.

The Action Plan provided a series of actions to address parking and circulation needs of Downtown Paso Robles, including:

- Time parking zones
- Enforced parking restrictions via 'pay for parking'
- Building facilities to increase supply

During spring, summer, and fall of 2002, the City:

Held a Public Workshop to receive input and suggestions on the study. Circulated the Draft study to the City's ad-hoc Parking and Circulation Committee for review and comment, as well as development of recommendations regarding establishment of an action plan. Held public hearings and a public workshop to discuss the findings of the study and to develop an action plan. Adopted an action plan for addressing the short, medium, and long-range parking needs of Downtown and identifying ways to respond to traffic increases without widening Spring Street or otherwise negatively affecting the Downtown.

ACTION PLAN OVERVIEW

At its October 29, 2002 meeting, the City Council approved specific components of the recommended Downtown Parking and Circulation Action Plan.

The Action Plan included:

- Angled parking,
- Signage, and
- Public information.

With approval of the Action Plan, the City Council further directed staff to prepare a budget proposal for consideration during upcoming budget cycles; considering the following items:

- Increasing the supply of new parking spaces in the downtown core area;
- Researching the components of a shuttle service between either the transit center or Robbins field; and
- Directing the City Manager to contact the Fair to see if the City can use their parking facilities.

INDIVIDUAL COMPONENTS OF CITY'S ACTION PLAN

<u>Short-Term (2002-2005) current/projected demand for 100 spaces.</u>

Do one of the following:

- Rely on business owners to control the parking of their employees, thereby freeing up additional on and off-street parking spaces for customers, for a three-year period (ending December 31, 2005). Prior to the close of the three year period, review the potential need for time restricted parking; or

- Direct staff to prepare a FY 03-04 budget proposal to enforce parking time limits. The time limits would restrict parking between 10 AM and 2 PM weekdays and would apply to areas identified in the Kimley-Horn study:
    i. No time limits in public parking lots at 12th & Railroad, Spring between 12th and 13th, and south of City Hall, and along 11th Street and outside of the core area institute time limits as defined below in ii, iii, iv.
    ii. A time limit of 4 hours on Spring and Pine Streets south of 12th.
    iii. A time limit of 2 hours on Park & Pine Streets, from 12th to 14th Streets, and in the parking lot east of Marv's Pizza.
    iv. A time limit of 4 hours on 12th, 13th, and 14th Streets.
    v. When development occurs at the NE and SE corners of 4th and Spring Streets, propose a budget for modifying lane configurations to channel a lane of traffic east on 4th Street and north on Pine Street.

<u>Mid-Term (2006-2009); projected demand for 350 additional spaces:</u>

Reevaluate the need for time-restricted parking. Consider whether to extend the favorable parking ratio for new development in the downtown area. Budget for acquisition and design of a facility to expand the number of off-street parking spaces within Area IV (as defined in the Kimley-Horn report). The location of the additional off-street parking would be based on opportunity for purchase of land. Property would be improved for surface level parking as an interim measure, with future structured parking as a long-range plan.

Once the 13th Street bridge project is complete, as a trial measure, close off 13th Street for a two-week period in the block between Railroad and Park Streets, installing traffic counting devices elsewhere to determine the patterns of traffic that result from the change. This trial would include installing directional signs at 10th and 16th Streets, designed to channel traffic to Riverside and Creston Roads. Depending upon the outcome of the trial (measured in terms of reasonable success in redirecting traffic), consider the budget for a permanent barrier.

Encourage Main Street to work with downtown merchants to formulate and implement programs that provide incentives for employees to park outside of the downtown core area. (To the extent that these programs are successful, it may not be necessary to pursue less attractive and more expensive measures to free up customer parking in the downtown core area.)

<u>Long-Term (2010 and beyond); projected demand for 550 more spaces:</u>

Reevaluate the need for time-restricted parking. Consider whether to further extend the favorable parking ratio for new development in the downtown area. Design and construct one or more multi-level parking lots to service Area IV as defined by the Kimley-Horn Report.

Plan for and implement measures to direct Spring Street traffic east to the Riverside Avenue corridor, based on a new rail underpass or overpass being constructed at 4th and Pine / Riverside.

STUDY FINDINGS

Supply - There are approximately 2,968 public parking spaces downtown. The number of parking spaces is sufficient to meet the current customer and employee demand. However, these spaces are located throughout downtown and not in areas where demand is highest.

Location - The study demonstrates that there are enough parking spaces downtown to meet demand. However, many of the parking spaces are not located in areas where people want to park.

In the commercial core, there is an existing deficit of approximately 161 parking spaces. The core is bounded by 13th and 14th Streets on the north, Riverside Street on the east, 10th Street on the south, and Vine Street on the west.

Demand - Parking demand varies significantly by time-of-day and day-of-the-week. The average demand for on-street parking is the highest in the commercial core, most notably in the area around City Park. Public parking lots with the highest average demand on weekdays are the Spring Street lot, the Railroad Street lot, and the 12th Street lot. The public lots are typically 60% full on weekdays, with occupancy decreasing on the weekends. Weekday demand tends to decrease after 6 pm, except near restaurants and the movie theatre.

Circulation

Planned Improvements - The Circulation Element of the Paso Robles General Plan identifies the need to widen Spring Street and 13th Street to 4-lanes. Widening these roadways would accommodate traffic projections associated with future development throughout the City.

Alternatives - There are alternatives to widening Spring and 13th Streets. One alternative is to divert traffic that uses these streets to other roads in the downtown that have excess capacity. A proportion of traffic (perhaps as much as one-third) using Spring Street and/or 13th Street is passing through downtown in route to other areas. Diversion of the downtown core through traffic will reduce traffic volume on Spring Street and/or 13th Street and may eliminate the need for widening.

NEXT STEPS

Implementation

The approved Action Plan involves a multi-faceted approach to addressing the downtown parking and circulation needs.

A budget for implementation of the Action Plan will be developed and released for public review and comment as part of the next budget cycle (Fiscal Year 2003/2004).

II. DOWNTOWN PARKING MANAGEMENT PLAN – MARCH 2008

On May 30, 2007, the City Council directed staff to explore the feasibility and cost of establishing time-restricted zones downtown as a way to manage public parking supply. The City retained the services of Parking Design Group PDG to assist in this effort. The City released the report for public review on March 3, 2008.

The City commissioned Parking Design Group to develop a downtown Parking Management Plan in order to ensure adequate parking supply for the community, businesses, and patrons. This study determined that downtown does not have a lack of parking spaces; therefore, this Plan did not include a recommendation to increase parking spaces. The study determined the perceived parking congestion was attributable to a lack of turnover in these spaces.

The study focused on ensuring an adequate supply of parking during peak periods of demand. The City also Council asked Parking Design Group to explore the feasibility and cost of implementing a time-regulated parking system in the downtown as a tool to ensure an adequate supply of convenient parking for customers and visitors. *The study determined that downtown employees, instead of patrons, were using prime parking spaces.* This creates an illusion to visitors that there are not enough parking spaces. It also adds to the amount of congestion on city streets.

Short-term parking for patrons, from two to three hours, should be located nearest to restaurants, retail, and service-oriented businesses. Employees should park in long-term parking located further away. Restrictions placed upon employees may encourage them to seek alternate places to park or may encourage use of alternate modes of transportation.

The use of time-regulated parking, along with penalties for violators, will increase parking turnover; however, success is directly related to enforcement. Technology for enforcement varies greatly and while costly, proper

management and enforcement of a time regulated parking system can ensure drivers will accept a new parking system and alter behavior.

Time-regulated parking systems require signage, enforcement personnel, and equipment. These facets of the system are costly and the revenues collected from parking citations will not be enough to cover expenses. Based on the Plan's estimates, as of 2008, the General Fund would need to supplement the parking system in excess of $115,000 annually.

A self-sustaining program would require a pay-to-park system. Such a system requires motorists to pay for parking spaces. It was recommended the City start a trial period with a low fee to introduce the parking system to patrons and then vary the fees based on demand. Such fees might encourage higher parking turnover, ensure the preferred 10% to 15% space availability, and encourage drivers to find alternate parking or alternate modes of transportation.

The net revenue collected from a pay-to-park program could also meet the Council's stated goal of generating parking revenue to fund parking improvements, including increasing parking supply through spaces and facilities, new signage, beautification projects, and the Downtown Parking Management Plan.

To maintain an adequate supply of long and short-term parking with space availability between 10% and 15%, and have a fiscally balanced enforcement program, Parking Design Group recommended the following time-ordered strategies:

1. Develop a public and merchant information campaign.
2. Develop a uniform signage and wayfinding package.
3. Implement a time-regulated parking system with a pay-for-parking strategy to offset enforcement costs and provide funding for additional Downtown parking.
4. Initiate enforcement activities following a brief phase-in period.
5. Re-evaluate the existing per-space fee.
6. Implement a residential parking permit program if impacts on adjacent residential neighborhoods are experienced.

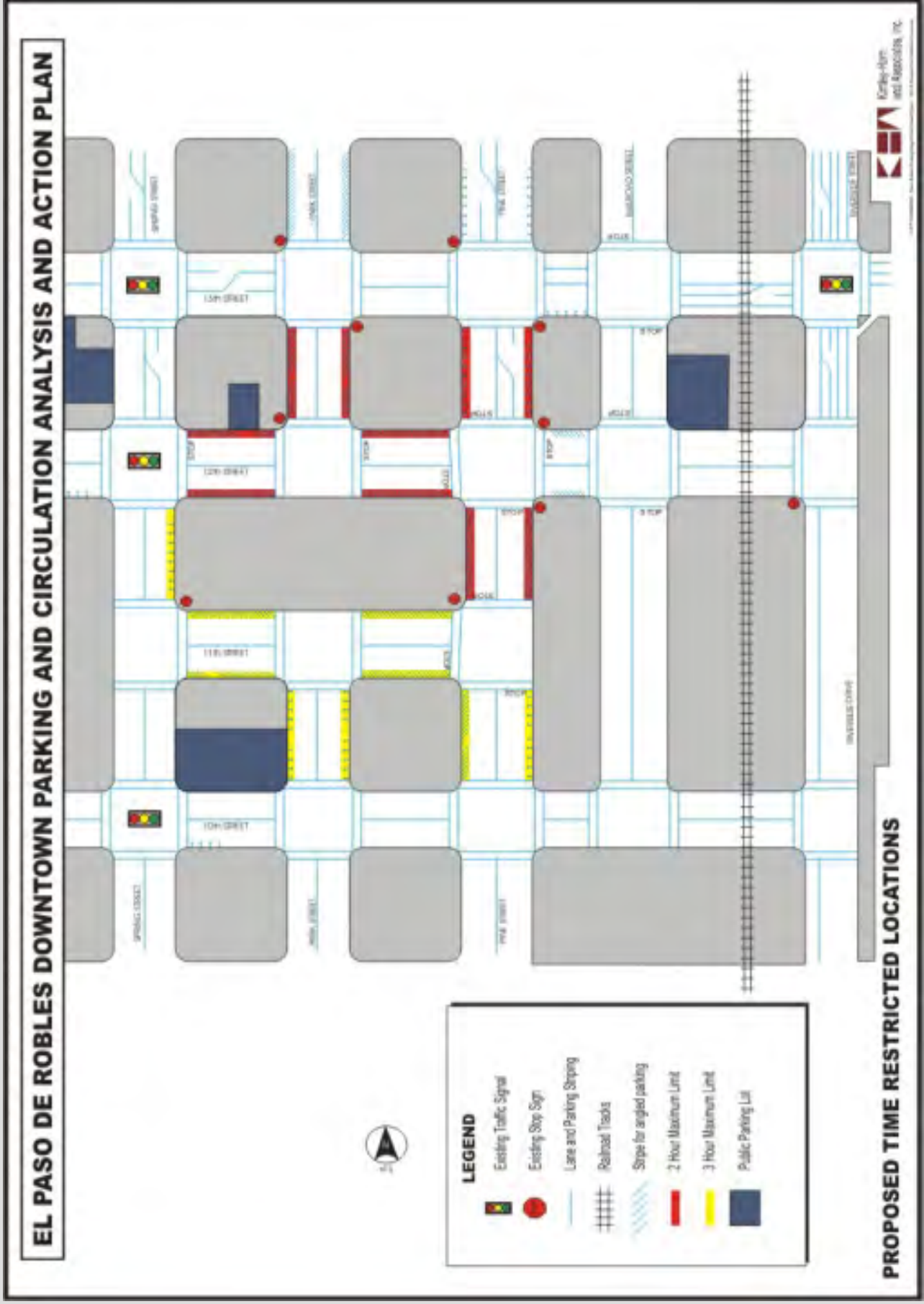
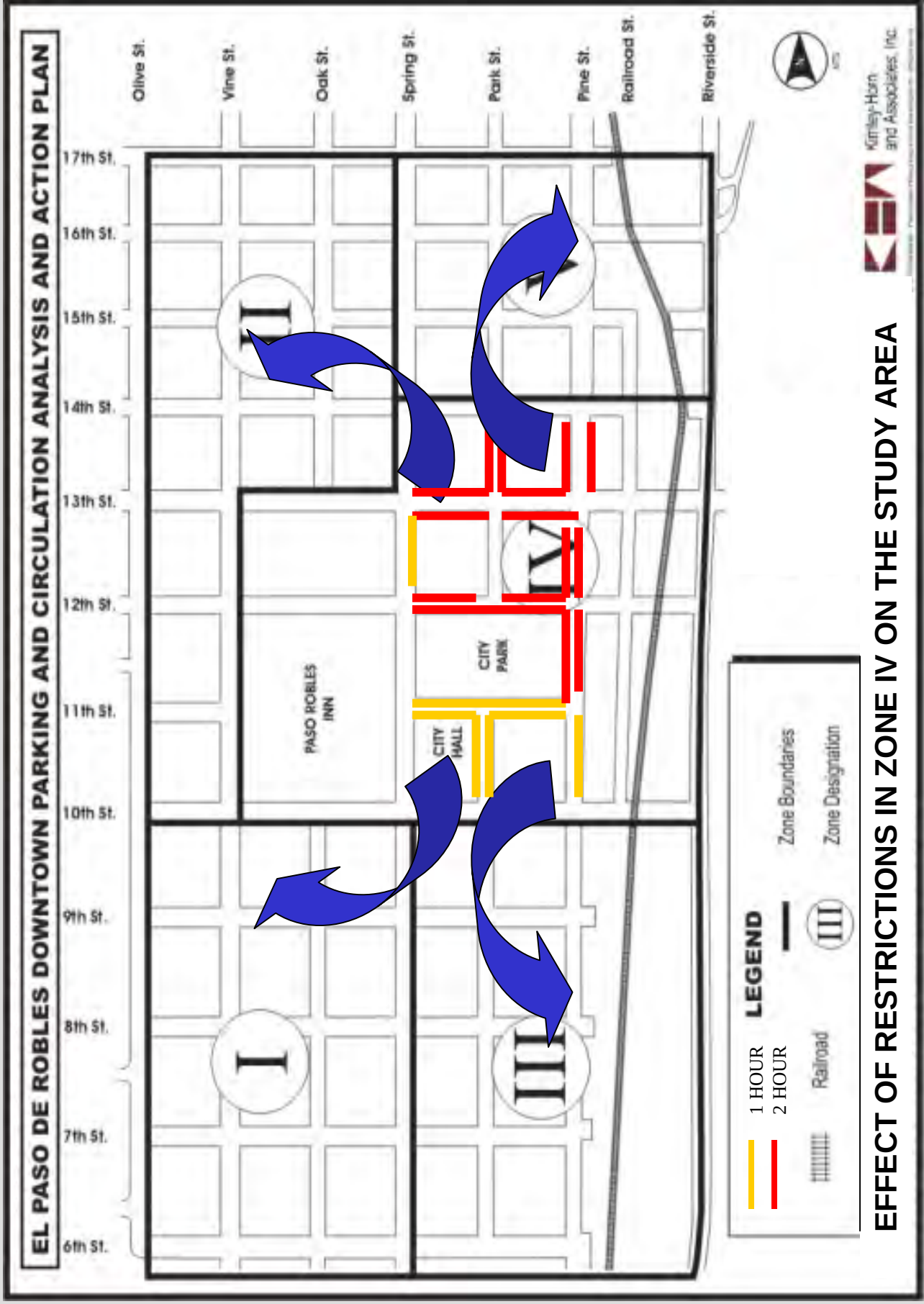

EL PASO DE ROBLES DOWNTOWN PARKING AND CIRCULATION ANALYSIS AND ACTION PLAN
PROPOSED TIME RESTRICTED LOCATIONS
LEGEND
Existing Traffic Signal
Existing Stop Sign
Lane and Parking Striping
Railroad Tracks
Stripe for angled parking
2 Hour Maximum Limit
3 Hour Maximum Limit
Public Parking Lot

Figure 11



EFFECT OF RESTRICTIONS IN ZONE IV ON THE STUDY AREA

Figure 10

Security Center AutoVu™

Automatic license plate recognition

Genetec™

The power of knowing

Imagine being able to identify a vehicle that’s entering your facility without even trying. Or seeing whether it's a vehicle of interest – or even knowing how long it's been parked in the same space. Security Center AutoVu allows you to detect and recognize vehicle license plates, and find the vehicles you’re looking for.

Businesses, public institutions, and law enforcement are increasingly looking for security and safety systems they can use to optimize operational processes and heighten intelligence. AutoVu enables teams to gather relevant vehicle data, enforce parking restrictions, and gain insights about traffic flow.

The AutoVu automatic license plate recognition (ALPR) system captures and cross-references license plate reads and matches alongside video footage of incidents, contextual images, and GPS information.

Knowing if someone is authorized to park in a certain spot requires a number of checks. Do they have a permit? How long have they been there for? Have they paid for parking? The list goes on...

Know who's coming and going

Identify a vehicle entering a parking lot as soon as it arrives, then see how long it's been there – and whether or not it should still be there. From there, your operators can see where most people are parked illegally, and dispatch officers more effectively.

Control and share your information

Take control over who can access license plate data, both inside and outside your business. Using a built-in feature called Federation™, you can share license plates as you read them with partners and public safety agencies, and retract access at any time.

Improve your awareness

Tie footage directly from ALPR cameras or nearby surveillance cameras to give context to license plate reads and access control events. Associated video heightens security, increases efficiency, and speeds up investigations.

... It can be time consuming and confusing to check off all the different variables for an individual vehicle using visual verification. An ALPR system validates every vehicle that passes. And alerts you when you need to take action.

A unified response

Unify your access control and surveillance systems with AutoVu, allowing you to act on triggers and alarms across your entire system. Modify the behavior of your entire system by triggering a change in the threat level as soon as a vehicle of interest is detected.

Advanced reporting tools

Accelerate law-enforcement investigations by tracking vehicles breaking the speed limit or driving in the wrong direction when fleeing crime scenes. Plot sightings of vehicles of interest across your jurisdiction, and rapidly identify suspects with ALPR reporting.

Illuminating data

Act on data to gain a better understanding of your operations, plan for changes to your facilities – like building new parking – or associate parking duration with the quality of your retail outlet by seeing how long people are staying.

AutoVu at work

Across whole cities, AutoVu is making an impact. It's used for everything from improving city center traffic flow to protecting municipalities by speeding up investigations into organized crime and car theft. AutoVu is also helping universities enhance everyday life by making sure students can find spaces and make it to class on time.

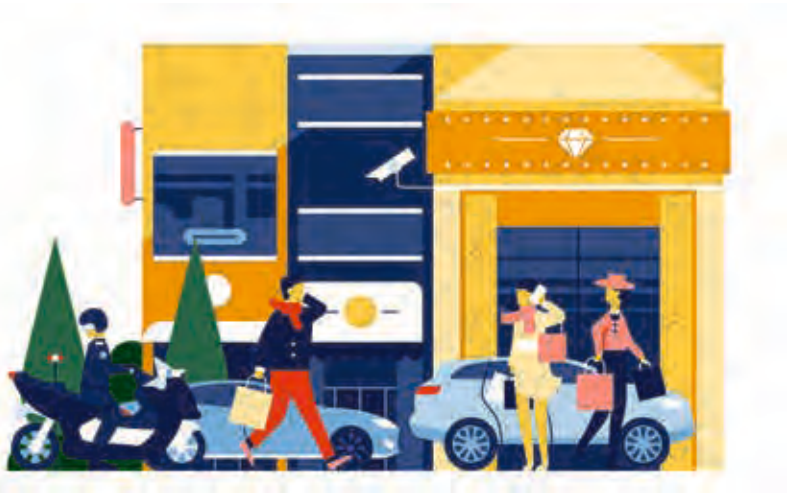
Keeping the city moving

From small businesses to hospitals, universities to corporations, law enforcement and even entire cities, ALPR-enabled parking and vehicle monitoring makes life safer and more convenient. Let's take a closer look at three ways AutoVu is used across a city.

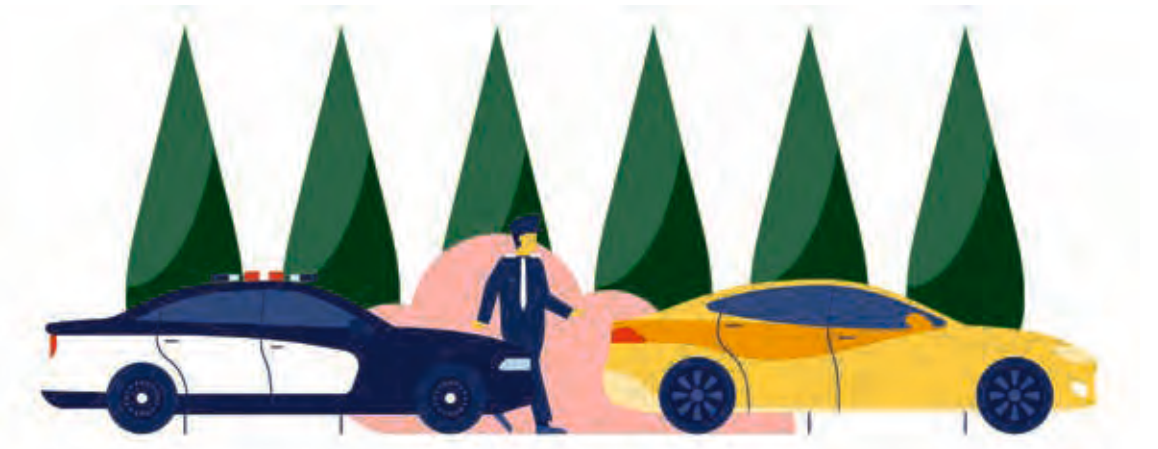
Securing parking lots

Most visitors enter your facility by car, so why would security end at the door – shouldn't it reach further and protect your entire premises? More and more businesses are monitoring their parking lots with video surveillance and analytics; however, ALPR can extend the reach of your access control system to the very gates of your facility, letting you know not only who is accessing your facility, but also providing visual verification and checking against access schedules. With ALPR, your parking lots are as secure as the front door of your building, giving you greater peace of mind.

Making city parking simpler



Looking after parking in a city, especially one that is rapidly expanding, can be a huge challenge. Manually checking permitted, time-limited, and transient parking takes up precious time. AutoVu simplifies parking enforcement and improves overall efficiency by allowing officers to quickly and easily see whether parking has been paid for across all payment methods, which vehicles are parked illegally, and where to dispatch members of their team. On the flipside, we're also making the driver's experience better and increasing their options with pay-by-plate technologies and enhanced parking services – all built using the data gathered from AutoVu cameras to simplify parking for everyone.

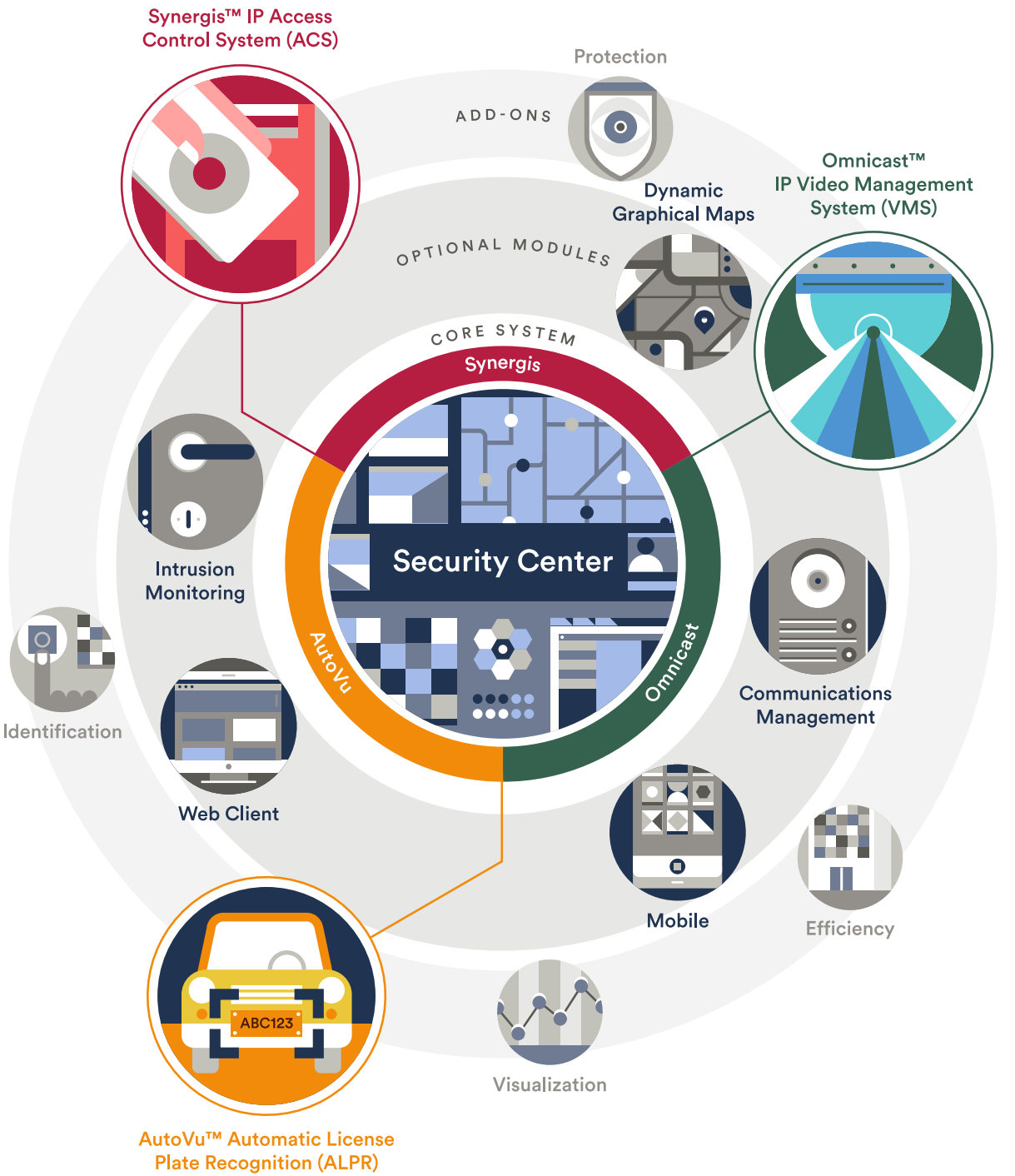


Bolstering citywide safety

Securing growing cities is no longer the sole responsibility of law enforcement. Public organizations, private businesses, city planners, community groups, and the public all have to play a role in keeping cities vibrant, efficient, and safe. Many of them rely on AutoVu to help apprehend stolen vehicles and catch wanted felons. Using ALPR cameras fixed to intersection lights, or equipping patrol vehicles with ALPR cameras to track wanted vehicles, AutoVu helps make a city's streets safer for everyone.

The unified Genetec experience

AutoVu is one of the core systems of Security Center, our industry-leading security platform. Along with video surveillance and access control – as well as optional modules and built-in key features – it forms a unified system that offers enhanced intelligence, security, and operations.


Synergis™ IP Access Control System (ACS)
Protection
ADD-ONS
Dynamic Graphical Maps
Omnicast™ IP Video Management System (VMS)
OPTIONAL MODULES
CORE SYSTEM
Synergis
Security Center
AutoVu
Omnicast
Intrusion Monitoring
Identification
Web Client
Communications Management
Mobile
Efficiency
Visualization
ABC123
AutoVu™ Automatic License Plate Recognition (ALPR)

Our core systems

Security Center Omnicast is a video management system that uniquely addresses your organization's video security and privacy needs. Efficiently manage and monitor HD video, and choose from an ever-growing range of industry-leading cameras.

Security Center Synergis is an access control system that lets you manage the flow of people coming into your buildings. It secures your organization, simplifies your operations, and ensures you are not locked into a proprietary solution.

Security Center AutoVu is an automatic license plate recognition system. It makes it easier for commercial and municipal organizations to enforce parking, optimize traffic flow, and identify and track vehicles of interest.

Our optional modules

Plan Manager offers interactive and graphical mapping, allowing you to visualize and manage security environments. Dynamically navigate through facilities and oversee a greater number of cameras and doors. It provides complete and real-time coverage for both small and large multi-site environments.

Sipelia Communications Management enables SIP-based communications between operators and intercom devices. When unified in Security Center, intercom communications are linked to your security applications, significantly improving your security team's awareness and facilitating collaboration.

Security Center Mobile gives you remote access to Security Center through a suite of mobile apps. View live or recorded video, control remote cameras, and review access-control events and system alarms.

Security Center Web Client allows you to take control of your security system from anywhere you can use a web browser. Monitor cameras, search for and review access control events and system alarms, export video, and manage cardholders and visitors.

Our built-in key features

Security Center Federation provides centralized monitoring, reporting, and alarm management across multiple remote sites and locations, streamlining your global security.

Global Cardholder Management lets you easily synchronize cardholders across different locations. You issue one card that accesses across multiple sites, reducing cost and effort at the same time.

Intrusion Panel Integration allows you to monitor intrusion status and alarms alongside video and access control, as well as eliminate false alarms and associated costs.

Failover offers continuous server access that can tolerate hardware failures without any system interruption.

Threat Level Management lets you quickly change the behavior of your system in response to changing security conditions.

Cloud Archives gives you the capacity to store video recordings in the cloud.

Active Directory Integration synchronizes Windows accounts with Security Center administrator and cardholder accounts, so you save valuable time and eliminate human error.

SDK Integration Tools allow you to augment Security Center by integrating new devices, capabilities, and custom functionality.

Our partner add-ons

Visualization: *video walls, dashboards, AutoCAD.*
Get an intelligent, structured view of your security environment. See the big picture with video walls that display more video, images, and data. And, with seamless integration to Security Center, overall situational awareness is enhanced.

Identification: *face recognition, biometrics, ID scanning.*
When an access card isn't enough, control entry with seamless, non-intrusive and secure biometric credentials. Identify people through facial recognition technology and use multi-factor authentication to increase security.

Protection: *intrusion, gunshot and perimeter detection, asset management.*
Make use of various sensors to improve your monitoring and decision making. Integrate video and audio analytics to automate detection and benefit from smarter forensics investigations. And augment physical security with video analytics to protect your perimeter, while ensuring personal privacy.

Efficiency: *building automation, parking systems, destination management.*
Integrate building automation and intelligent parking systems to Security Center. Manage all elevator traffic from your security platform, giving you more control and visibility of building activity.

How can you become more efficient?

Security Center AutoVu is an automatic license plate recognition system. It makes it easier for law enforcement, commercial, and municipal organizations to enforce parking, optimize traffic flow, and identify vehicles of interest – and it can be deployed as a mobile solution on vehicles. AutoVu enhances efficiency, helping you better understand your business and tasks, and find the people you're looking for. And because it's unified with our other systems, including access control and video surveillance, everything is managed in Genetec Security Center. So the visibility of incidents is increased, letting your team cover more ground.

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genetec.com

With Security Center AutoVu you can manage parking, optimize traffic flow – and detect vehicles of interest, even when you aren’t looking.


Passport
Parking made easy.
Register at
m.ppprk.com


Passport
Pay for parking anywhere, at anytime with your phone!
Log in quickly with Facebook
Extend parking from anywhere
Get reminders before your time expires
SIGN UP & PAY FOR PARKING AT
m.ppprk.com

Passport

How do I start?

Download **PassportParking**

or

Go To **m.ppprk.com**

How do I pay?

Enter Your Vehicle's **Zone Number**

Enter Your **Plate or Space #**

Enter **Length of Stay** (if applicable)

Where does it work?

See this sign? You can pay with your phone.