



# **Bolinas Resident Permit Parking Plan Committee**

Status Report

December 2020  
Update - January 2021

**Speaker Notes:** Additional information can be found at the bottom of a number of the slides.

# Key Topics

- Purpose, Vision & Context
- Research Findings
- How Would a Permit Program Work? Who Would Receive a Permit?
- Challenges
- Solutions & Next Steps
- Questions & Comments



There are no notes for this slide.

**Purpose,  
Vision  
&  
Context**



**THE TOWN  
THAT  
FOUGHT TO  
SAVE ITSELF**

BY ORVILLE SCHELL  
With Photographs by  
ILKA HARTMANN

There are no notes for this slide.

## Our Purpose

To determine the feasibility of a fair and just parking permit program that ensures ongoing and regular access to parking for Bolinas residents and visitors.

## Our Vision

A residential parking permit program that supports equitable access to parking for residents, community members and visitors in areas of Bolinas that are highly impacted by excessive day and overnight parking congestion brought on by tourism, commerce and /or an increase in residency.

The *Bolinas Resident Permit Parking Plan Committee* is comprised of volunteers who live and work in Bolinas. Four of the committee's members live downtown and two live on the Big Mesa.

Purpose, Vision & Context

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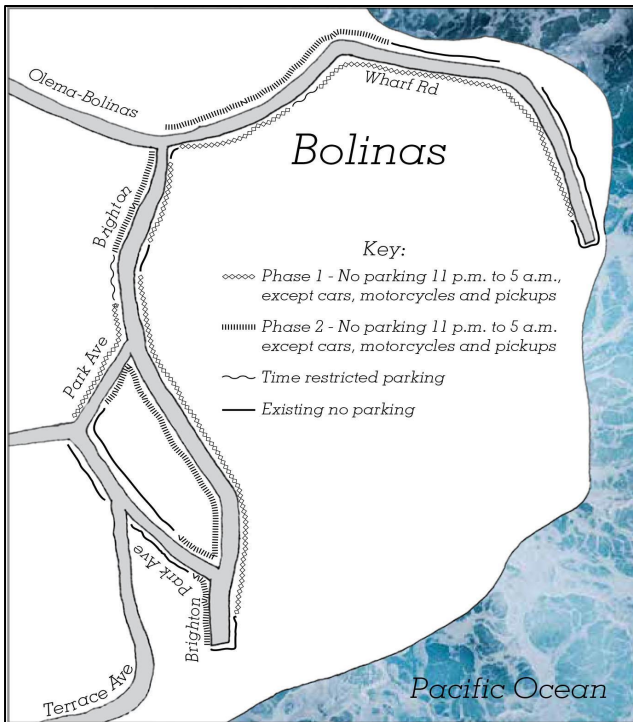
## Providing Context

### How and why the *Bolinas Resident Permit Parking Plan Committee* was established

- September 11, 2019: Marin County affirms that the *California Coastal Commission* (CCC) would be open to a parking permit program in Bolinas
- November 2019: BCPUD creates the *Resident Permit Parking Plan Committee*
  - Residents sign on to participate in the committee
- Measure X thus far only partially able to meet the town's need for parking enforcement and management
  - At partial implementation it has not been effective in reducing overnight parking/camping
  - Daytime parking congestion has worsened
  - No available parking after 9 a.m. on weekends.
- Parking and traffic congestion continue to worsen due to:
  - An increase in short term home rentals
  - A surge in full time residency with COVID
  - Covid restrictions on travel drive influx of visitors to local beaches
  - Explosive increase in popularity of surfing and social media exposure of town

Purpose, Vision & Context

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### **Speaker Notes**

Source of map is Marin IJ - Restriction actually “autos, pickups and motorcycles”. Measure X is to be implemented in phases. Phase 1, affecting one side of the street completed evaluation in November 2020 and Phase 2 should start soon covering both sides of the affected streets. There are a number of challenges in the ordinance that makes enforcement difficult as it is somewhat ambiguous and does not clearly extend to all problematic vehicles. We may get a better picture of effectiveness when full implementation occurs, scheduled for January.



### Our Mission

The Commission is committed to protecting and enhancing California's coast and ocean for present and future generations.



## Providing Context - Continued

### California Coastal Commission (CCC) Open to a Parking Permit Program in Bolinas

Access is a key part of CCC's mission but a balanced approach is also mandated by law.

- Coastal Act Sections 30210 and 30214 also clearly state that public access can be regulated (time, place, and manner) to address such issues as public safety, rights of private property owners, the capacity of the site to sustain the use and its intensity, the proximity of the access to adjacent residential uses, and the need to manage access to protect the privacy of adjacent property owners. Section 30214(b) further states:
- "It is the intent of the Legislature that the public access policies of this article be carried out in a reasonable manner that consider the equities and that balances the rights of the individual property owner with the public's constitutional right of access" (1)

### Speaker Notes

1. *Source: County application to CCC for Measure X in 2019. July 15, 2019. CCC staff report to County. In that report CCC staff provided a rebuttal to the statement above and denied the first iteration of Measure X, primarily because of environmental justice concerns.*

## Saturday, September 26

**BOLINAS:** At 11:39 a.m. a deputy noted a parking problem.

**BOLINAS:** At 1 p.m. a Prius broke down in Brighton Avenue.

**BOLINAS:** At 4:07 p.m. an excessive number of vehicles were parked on Br

**BOLINAS:** At 6:22 p.m. cars were leaving inadequate clearance on Terrace.

## Sunday, October 4

**BOLINAS:** At 12:44 p.m. four cars were parked on the wrong side of Terrac

**BOLINAS:** At 12:50 p.m. a bus was parked in a handicapped spot.

Point Reyes Light, Sheriff's report, 2020 - most violations not reported.

## Providing Context - continued

### Looking Back

The *Bolinas Resident Permit Parking Plan Committee* is building on over 20 years of community discussion, surveys, proposals and advisory votes from various BCPUD parking and traffic committees.

2019

- **Measure X is adopted** by County Zoning Administrator after CCC staff rejects first version. Partially implementation in April 2020, full implementation will occur 2021.
- In a meeting **County says CCC open to permits.**
- Permit Parking Plan Committee appointed by BCPUD, committee begins meeting.

2016

- Residents and visitors surveyed on parking and transit topics.
- CCC suggests employing permit program but acknowledges management as a barrier.
- Parking and Traffic Committee develop a plan that County proposes as Measure X. Residents who prefer neighborhood controls consider the Measure inadequate.

2014

- BCPUD appoints a committee for downtown parking & traffic.

2005

- Community approves an advisory parking & traffic plan for downtown **which includes permits. CCC staff outlines concerns and it bec more challenging to go forward.**

Purpose, Vision & Next

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### Speaker Notes

The prior BCPUD parking committee published the results of their survey in 2016. The survey can be found at [www.bolinasalliance.org](http://www.bolinasalliance.org).

Over 500 people responded between September and December of 2015; respondents were roughly ½ residents, 85% who had lived in Bolinas for more than 5 years, 70% more than 10 years.

### Key outcomes:

75% of residents supported the creation of a parking plan

68% supported a satellite parking with shuttle on busy weekends

### Of the 250+ visitors surveyed:

41% supported satellite parking if there was a shuttle that could take them and their gear to their destination.

### Of the visitors who responded

79% were dedicated repeat visitors who visited more than 4 times per year.

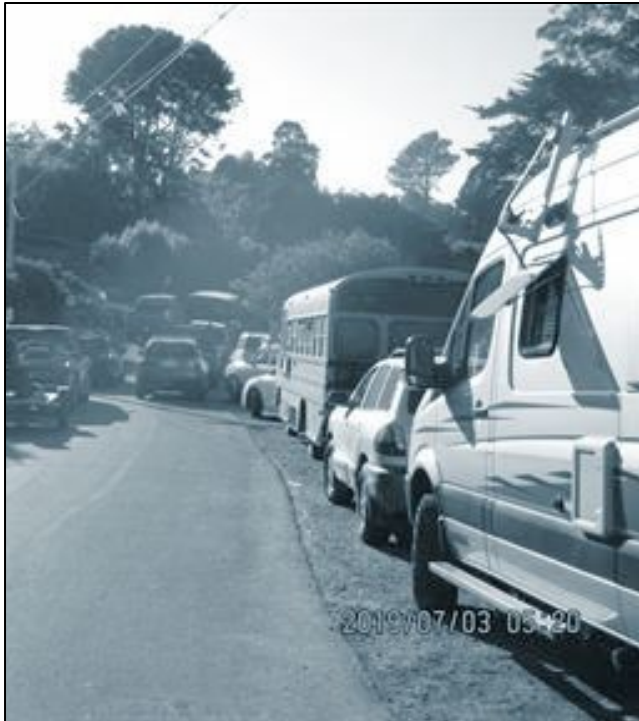
The vast majority of visitors brought surfboards and beach gear.

# Research Findings



There are no notes for this slide.





## Building a Parking Permit Plan

Our research revealed several models that could work.

- Eligibility for a permit usually requires proof of residency (home ownership, leaseholder, subtenancy) and a vehicle with that is up-to-date with it's registration.
- Permit fees vary and no-fee permits were discovered.
- The number of permits per household or business vary and in most cases include guest passes.

### Things to Consider in Building a Plan

- Who is a guest?
- How long can visitors stay?
- How do businesses and housing complexes fit in?
- What benefits will Mesa residents see?

NOTE: A survey will show us how to build the plan to meet community need.

There are no notes for this slide.

## California Coastal Communities with Permit Programs

Seven California coastal towns with established models for managing permit parking were reviewed. The following is a list of best practices shared by their programs.

- Hourly limits are placed on parking to ensure turnover and an increase in visitor access
- Some permits are seasonal to address periods of high beach use
- Permits are applied to specific and highly impacted neighborhoods
- Residents with permits are exempt from parking restrictions
- They do not reserve parking spots for residents
- Permits are issued by DPW or other county department, not necessarily by law enforcement
- Enforcement is by sheriff, police, or community service officers
- Permits are available to guests and visitors and some with permits for special events.

Research Findings  
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### **Speaker Notes**

We looked at twenty five California coastal communities and examined seven in detail. There is no recent-past precedent for a permit program in beach areas. This was confirmed by the Regional California Coastal Commission director in an email to Supervisor Rodoni in November, 2020. In Santa Cruz the DPW manages the program in the unincorporated Live Oak area of the county.



## Examples of California Coastal Communities with Permit Programs

### SANTA CRUZ - LIVE OAK

- 5 Permits per residence, tag or sticker
- Fees \$35 - \$50
- Day use permits are available to visitors
- Hourly limits except with permit
- Managed by the Department of Public Works

### SAN QUENTIN VILLAGE AND KENTFIELD

- Hourly limits except with permit
- Vehicle registered to address
- No guest
- Managed by Marin County Sheriff

### MUIR WOODS

- Reservation system
- Managed by National Park Service

There are no notes for this slide.

## Current Controls

### Issues Regarding Enforcement

- Seasonal & Weekend Only Hours
  - Enforcement is extremely limited due to a sharing of resources with Stinson Beach
  - Sheriff does not visit Bolinas until mid-afternoon
- Hazardous Parking Violations Regularly Observed
  - Red Zone Infringement - data available
  - Double parking is common
  - Blocked emergency access is common
  - Blind turn (Park & Brighton) parking is common
- Measure X Shortcomings
  - Only partially implemented, Phase 2, starts soon.
  - Pilot program intended to control oversize vehicles leaves out many problem vehicles and enforcement has been difficult.



Brighton Beach - Hazardous Corner - No Parking to Corner Zone, 2020

Research Findings

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### **Speaker Notes**

There is a stop sign now at the blind turn at Brighton/Park, this should help mitigate the hazard.



## Current Controls - continued

### No Overnight Parking in Measure X

#### Cons

- Only addresses large vehicles
- Not fully implemented until January, 2021

#### Pros

- May be expanded to include all vehicles
- A permit program enables this control

### Limited Daytime Parking Hours - Future

#### Cons

- Enforcement has been limited in current green zones.

#### Pros - Going Forward

- Well established method for controlling high traffic areas
- Useful for seasonal, weekend and holiday periods

### **Speaker Notes**

In January, 2021 Measure X will be expanded to Phase 2 on both sides of the streets. A parking permit program expanded to all vehicles can take the place of Measure X at the end of the pilot program in 2021.

# Enforcement Data

**The \$99 Fine Zone** (Brighton Ave, Park Ave, Terrace Ave, Wharf Rd, and Olema-Bolinas Rd.)

**What this shows:** An increase in citations from 2015 to 2019 and seasonal variation.

**What it does not show:** violations related to obstructing traffic, overnight stays beyond 72 hour, outdated vehicle registration, double parking, red zone parking, etc.

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NO	DEC	TOT
2015	20	1	2	2	5	1	16	7	28	4	0	0	86
2016	0	0	0	1	28	13	23	7	18	2	10	1	103
2017	0	0	0	4	6	34	9	2	39	3	1	0	98
2018	2	0	2	0	9	5	27	10	27	2	0	2	86
2019	2	0	0	0	6	24	48	31	38	1	0	0	150

Source: Emily Cushman, Marin County Sheriff Office

There are no notes for this slide.

## Downtown Bolinas

A tourist destination populated by homes and business providing essential goods and services; it is also an access point to the beach via Brighton and Wharf road, short streets which dead end at the beach.



Key retail and community access point, parking for essential goods and services is critical



Oops! - Wharf road - too big to squeeze through, after failing to get to the beach, backing up the street, a common occurrence.



Older downtown buildings (commercial & residential) have inadequate or no off street parking. New DPW green zones in front of the market and post office area, help.

Research Findings  
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### **Speaker Notes**

New construction or rehabilitation in an area like downtown requires the development of off street parking. However, many downtown buildings were constructed prior to the need for parking requirements. On Wharf Road a number of homes rely on access to street parking because they do not have any off-street parking. The parking on Wharf road is further exacerbated by the fact that the road closest to the beach is eroding, the road is a very narrow passage and many areas marked as a red zone. The limited amount of off street parking is one of several reasons why permits would be very helpful to downtown residents. The CCC will need to know this sort of information to help them understand why residents would need a parking permit program. Jeannine Manna, the CCC North Central Coast District Manager, informed us of this need in a November email to Supervisor Rodoni. To help with the collection information that can better inform the CCC the committee intends to survey the availability of off street parking.

## Big Mesa

This access point to the National seashore parks and trail heads is now impacted by an influx of visitors.



Coastal Zone



Beach parking at Terrace & Overlook. 10/2020



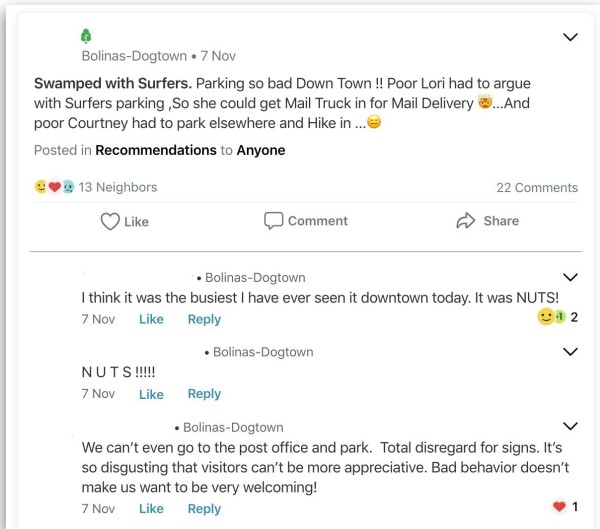
Overnight campers at end of Maple road. 10/2020

We live in a beautiful but environmentally unique and sensitive area and the natural beauty of the area surrounding Bolinas drives tourism. However there are very few controls and inconsistent and lax enforcement of existing ones. This influx of visitors, much of it driven by the popularity of surfing and social media, has begun to adversely affect all residents of Bolinas - not just those living downtown.

Research Findings  
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There are no notes for this slide.





## Street Parking Inventory Data

### Brighton, Hill and Park from Wharf/Bolinas Olema Rd. Intersection to the Beach

- 105: the number of available street parking spaces
- 24-50%: parking spaces occupied by overnight campers.
  - Counts were performed in 2020 - Spring, Summer and early Fall - numbers vary based on weather, surf conditions and holidays.
- During Summer and late Fall of 2020 all available legal and safe parking spaces were occupied by 9 a.m.

**Will controlling overnight parking free up these spots for day use? We think that they will.**

### Speaker Notes

Placing controls on overnight parking will help to increase available spots for day use. Wharf road, from Smiley's to the beach, was not included in the count. Wharf road has far fewer overnight visitors than Brighton because it has fewer parking options and no available amenities such as public restrooms. Most overnight parking issues that do exist on Wharf occur at the beach entrance, and, it has been observed that large vehicles (sometimes those with boat trailer) would stay for weeks at the Wharf road beach entrance. More recently, smaller vans have been observed parking overnight at the Wharf road beach entrance - these vehicles may not need to comply with Measure X guidelines. The ordinance is somewhat ambiguous which makes it harder to enforce.

## Community Support Data

### Downtown Residents Respond to Overnight Parking

Polling took place November 2019

#### Brighton, Park and Overlook

- Total residents - 52
- Total contacted - 43
- Support - 38
- Opposed - 5
- No contact - 7

#### Wharf Road from Bar/Museum to the Beach

- Approximately 24 properties
- Support - 11
- Opposed - 1
- Abstained - 5
- No contact - 7



Bolinas unofficial traffic management, Doug the traffic cop.

There are no notes for this slide.

## Tourism and the Environment

### We Need to Protect Areas Adjacent to the Ocean, Beaches & Wetlands

#### Bolinas Lagoon

Designated a **Wetlands of International Importance** in 1998 under the 1971 Ramsar Convention, an international treaty of 100 nations - **the only wetlands in the Western U.S to receive the designation** and one of only 17 in the US. [Source: Marin IJ 7/23/18].

#### Agate Beach

Home to the Duxbury Reef Reserve, recognized as an **area of "Special Biological Significance"** for its biodynamic role as home to intertidal sea life.

- *Marin County Parks works to protect this area and occasionally manages visitor influx in town with staff support.*

#### Point Reyes National Seashore - Palomarin Trailhead

Located on the outskirts of town, access controlled by the National Park Service (NPS). **Visitation rate extremely high, reservation system under consideration. Entrance sometimes closed funneling visitors to downtown beaches.**

Research Findings  
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### Speaker Notes

Bolinas Lagoon: one of the world's most biologically diverse bodies of water is home to rare, threatened and endangered animal and plant species. Operated as an *Open Space Preserve* managed by the Marin County Parks and Open Space, they have been charged with providing Ramsar oversight. The waters of Bolinas Lagoon are protected as part of the Greater Farallones National Marine Sanctuary. This is a BIG reason as to why Bolinas needs controls as a Coastal Village! Can Marin County Parks assist with enforcement?

**How Would a  
Parking Permit  
Program Work?**

**Who Would  
Receive a  
Permit?**



There are no notes for this slide.



## How Would the Program Work?

### It Would Manage the Volume of Visitors by....

- Controlling overnight parking
- Managing daytime parking hours during high volume days
- Employing a community based representative to help with visitor engagement and enforcement

**NOTE:** Guidance from professional planners will be needed to design and implement the details of a viable parking permit plan. We need the County to put greater resources forward to solve this problem. As a committee comprised of volunteer community members we are researching ideas, sharing information found, offering suggested solutions and gathering community support that would lead to a resolution of our town's parking issues.

### **Speaker Notes**

Advocating for community based enforcement is in keeping with current efforts and attitudes to shift some of the duties that law enforcement now carries (parking enforcement, quality of life, etc.) to community based individuals working with law enforcement. BCPUD has begun the conversation with Supervisor Rodoni to assess options for this approach.



[Bolin wanted to stay hidden—then came the internet.](#)  
Curbed magazine, October 1, 2019

## Who Would Receive Parking Permits?

### Start Small with a Pilot Program

- A limited number of downtown residents & their guests
  - Approximately 75 residential properties in Measure X area
  - Not all will need permits
- Downtown businesses
  - 20 minute zones currently exist
  - Commercial zone may need other options (ex. metered parking). Sheriff could be asked to waive enforcement for special events
- A limited number of Big Mesa residents & their guests
  - Those residing on streets most affected by influx of visitors & adjacent to environmentally sensitive areas

### **Speaker Notes**

Eligibility would need to include proof of residency and current vehicle registration. Other factors may need to be considered too, along with reasonable fees. Additional considerations would be: determining the number of permits per household or business; who is a guest?; how do the businesses and housing complexes fit in? How do we accommodate the needs of Mesa residents? A survey will help us answer some of these questions.



## Who Would Receive Parking Permits? - continued

### Extend permit exemptions beyond downtown?

- Downtown residents could receive fee-based permits that provide them with long term and overnight parking exemptions
- Other residents could receive no-fee permits that exempt them from hourly restrictions

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## The Purpose of Parking Permits

- Opens up parking for residents
- Increases parking space turnover
- Exempts permit holders from restrictions

Parking Permits, How & Who  
23

### **Speaker Notes**

We will need to be creative to design a plan that can serve the needs of residents, and not be overly complicated to manage.

# Challenges to Consider



There are no notes for this slide.



# Balancing Visitor Access with Resident Needs & Community Character

## A Program Must Meet the Mission of the CCC

- Initial denial of Measure X plan (2019) - CCC stated plan did not provide turn over and access for unsheltered was problematic.
- Yet, subsequently CCC approved the current pilot program.
- Now: the huge influx of visitors demonstrates the increase in tourism as the primary problem overwhelming prior concerns centered on the small number of unsheltered whose needs must still be considered in a comprehensive plan.



## Moving Forward

**The CCC Draft Strategic Plan** bolsters the idea that the community may develop some controls regarding parking and traffic. Recently added to the plan was this statement:

*Scenic rural landscapes are maintained, coastal agriculture is flourishing, cultural resources are protected, and the coastal communities and neighborhoods that attract so many visitors maintain their unique character, social and economic viability.*

Source: Point Reyes Light, November 19, 2020, and, report by Jennifer Blackman at BCPUD November 2020 meeting.

There are no notes for this slide.

## Considering the Community

### How Receptive are *We* to a Parking Permit Program?

- Residents and visitors acknowledge that we have a parking problem, yet there is no consensus on a solution.
- The passing of Measure X affirmed there is a parking problem.
- A majority of downtown residents surveyed in 2019 were in favor of parking controls.
- Residents who live in neighborhoods beyond downtown have experienced an increase of parking problems in their areas and would like restriction to extend beyond downtown.



There are no notes for this slide.

nextdoor

• Bolinas-Dogtown

Left town Sat morning at 8:00am and 5 cars were double parked on Brighton waiting for others to leave so they could take the spot. Others just standing together in groups chatting away, no masks anywhere. Finally gave up after 2 long delays and back up and went up the overlook, past the fire station and out. I get so sad, mad and frustrated when I see this. They just look Blankly at you when you give a toot of the horn to let them know your moving vehicle is right behind them

Tag a business

8 Nov Like Reply

2

• Bolinas-Dogtown

It's really out of hand! There needs to be designated local parking made, tourists have to figure out their own parking. I live down town I should be able to park down town. Not drive around for an hour waiting for tourists to be done changing.

8 Nov Like Reply

2

## Considering Management & Enforcement

### A Parking Management Program Needs a Plan for Issuing Permits.

Before a program can be implemented a managing entity must be identified. This has been noted previously by the CCC and the County, and it is one of the reasons the permit program was eliminated from consideration at the time Measure X was developed.

### Determining Who will Manage the Program is Key

The Sheriff runs permit programs in Kentfield and San Quentin Village - with specific requirements for permit holders which may not work for Bolinas - and the Sheriff has expressed disinterest in supporting a program in Bolinas.

There are no notes for this slide.



Example of the County temporarily managing parking. Spring, 2020.

**Note:** County Parks signage in Agate Beach neighborhood due to a Public Health order. People now allowed to drive to parks, etc. despite new surge.

## Possible Roadblocks

### County

Has yet to offer help in managing a permit program, further discussion is needed, as there are several options worth exploring with the County

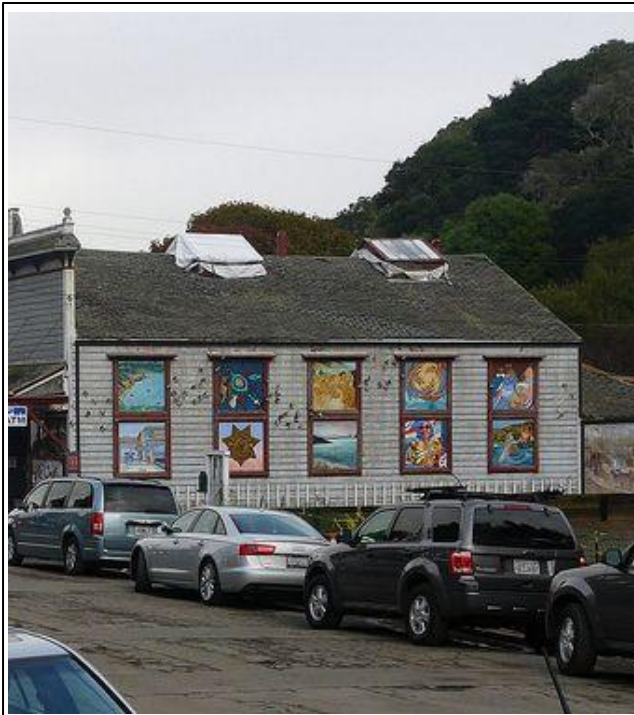
### Community

Will the community accept such a program? Surveys, reporting on the issue in local media outlets (newspaper, radio) will help gauge acceptance. Another vote may be needed.

### Environmental Justice

Provide a designated parking area for the small number currently sheltering in their vehicles, an idea not favored by everyone. Feasibility is an issue. Coordination with community organizations and County social service providers, is needed to ensure that this issue is addressed. County services for unsheltered are based in East County with few available in West.

There are no notes for this slide.



## Possible Roadblocks - Continued

### Enforcement

The ambiguity regarding ordinance definitions contributes to weak enforcement of Measure X, although hard to judge at partial implementation. A permit program would be easier to enforce because the definition of what is enforceable will be very clear. Community Service Officers based in Bolinas could help and this possibility is currently being explored. An ordinance also acts as a deterrent as most people obey signs.

### Developing, Implementing & Managing a Program

Technically, the Sheriff should be the entity to issue permits as he already does so. Due to a lack of interest in supporting Bolinas with such a program it would be prudent to consider other options. For example, some unincorporated areas such as Santa Cruz Live Oak use the Department of Public Works.

### Funding

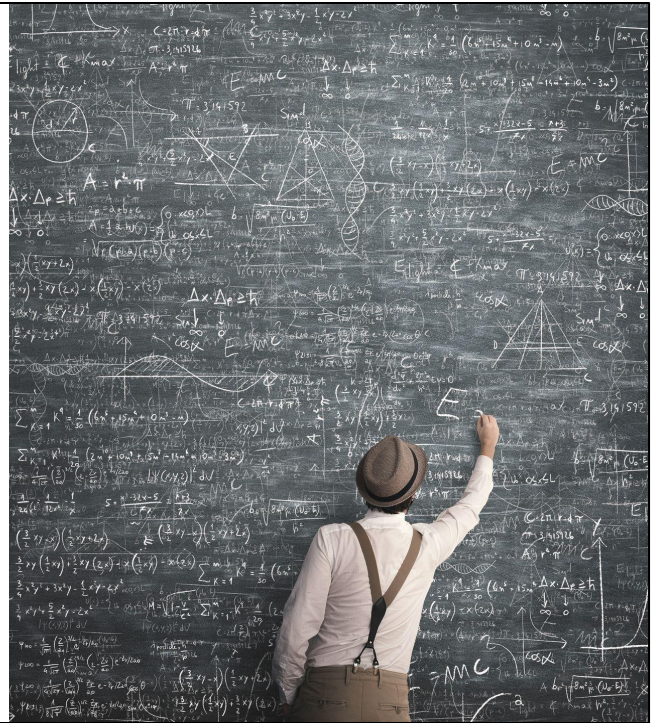
Parking permit fees and fines can be a source of funding, however additional funding also will be needed.

Challenges  
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### Speaker Notes

The Sheriff recently told Supervisor Rodoni that although he is potentially willing to give up the enforcement of issuing fines, he would want to keep any resulting revenue. A “no overnight parking except with permit” is clear per prior discussions that several members of the community had with the Sheriff. County Counsel, DPW, Planning and BCPUD staff in a 2019 meeting that Supervisor Rodoni called regarding implementation issues with Measure X.

# Solutions



There are no notes for this slide.



## Solving Our Town's Parking Problems

### Ensuring Access for All

#### Overnight Parking Controls will...

- Assist those residents most impacted
- Create turnover
- Increase residential and visitor day access
- Reduce number of unlicensed vehicles stored on town streets.

#### Time Limits on Parking

- Potential to produce revenue for town
- Increases turnover and access

#### Designated Parking Lot for Day Use

- Potential to produce revenue for town
- Relieves pressure on high volume visitor days

There are no notes for this slide.

## Solving Our Town's Parking Issues - Continued

### Town Shuttle

- Free!? Loop to downtown with multiple stop.
- Assist those residents most impacted

### Community Service Officer

- Enforcement support, local liaison with the Sheriff

### Reservation System

- National Park Service model for Muir Woods, borrow design



There are no notes for this slide.





## Managing the Demand

### Accommodating Day Visitors

**Develop remote site options for weekend and holiday visitors day use.**

We are currently using this method for traffic control on holidays. Let's consider expanding this to address seasonal influx and high volume days. Shuttles have been used in the past to transport visitors downtown, with adequate funding this service could be expanded. Like Muir Woods, a reservation system may need to be examined.

Technology ( Google maps, social media) the new 2 mile signs.

Solutions  
33

There are no notes for this slide.



## Creating a Permit Program

### Begin with a Survey

Insights gleaned will give us a better understanding of how such a program will be received by the community, and where modification may be needed to ensure the program works for the greatest number of residents.

### Expand our Network

Partner and collaborate with other thought leaders who are skilled in community management, social justice and environmental justice issues. Collaborators may include the parks service, local fire Departments, Surf Rider Foundation, Black Rock Rangers, etc.

### Make it Simple

Start small, make it easy to implement and approach it in phases.

There are no notes for this slide.

## Next Steps



There are no notes for this slide.

## Moving Forward

### Obtain BCPUD Board Feedback and Support for Next Steps

1. Research and propose management options
2. Move forward in meeting with CCC staff, informally
  - If ideas are received favorable, then revise community survey based on feedback \*
3. Promote and distribute survey to community\*
4. Begin engaging with key stakeholders to address obstacles and develop program

\*Numbers 2 & 3 may need to be in reverse order. Numerous factors need to be considered and it is an iterative process, we adjust and move forward as we get feedback.

Next Steps  
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An example of locals taking matters into their own hands and posting custom signs. August 2020

### **Speaker Notes**

BCPUD support was received at December 16, 2020 meeting.

## Working with the County

### The following are possible options for issuing & managing permit program

- County Parks already manages areas of Bolinas, perhaps they can issue permits and enforce.
- DPW responsible for the roads, currently issues permits in other areas, etc.
- Finance manages fees for short term rental program & business licenses. Uses electronic system for fees.
- Sheriff operates a permit program for parts of Kentfield and San Quentin Village. The Sheriff's operational methods, if not flexible, may not serve Bolinas needs.
- BCPUD with appropriate financial support?

County DPW suggested an informal meeting with CCC staff to get feedback on preliminary ideas. Supervisor Rodoni suggests we have this meeting early in the planning process. This meeting could occur as soon as the BCPUD feels ready to ask this question.



There are no notes for this slide.



## Resourceful Collaborators

### Regional Partners & Beyond

- BCPUD
- Bolinas Fire Department
- Community Organizations
- Surfrider Foundation
- Blackrock Rangers
- Stinson Beach Fire Department & Village Assoc.
- County Parks
- Coastal Villages Association
- State and National Park Service
- State & Local Reps: McGuire, Levine, Huffman

Next Steps  
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### **Speaker Notes**

This list is in no specific order. There is an effort underway to get additional enforcement that can be shared by West County beach areas. We may want to align with Stinson Beach's effort regarding enforcement. The Coastal Villages Association recently made headway with the CCC to acknowledge the unique needs of coastal villages. The mission of the Surfrider Foundation is to protect and enjoy the oceans, waves and beaches. Burning Man Rangers have well established methods for mediating problems within a community and working as a liaison with law enforcement, and they offer trainings which may help guide the creation of Community Service Officers (CSO) for Bolinas and help us define "community managed enforcement".

# Questions & Comments to Consider



There are no notes for this slide.



## We Seek to Find Answers to These Questions:

- Under what conditions will the CCC approve of a permit parking program?
- Can Marin County Parks oversee permit parking and/or enforcement?
- Which County or local entity can issue permits?
- What can the National Park Service (NPS) do for enforcement?
- Can the NPS provide access to the parking reservation system used at Muir Woods?
- What resources (money and management) are available for such a program? County? Private?
- Which regional partners can collaborate?
- What is Bolinas Fire role?
- Would Bolinas community members welcome such a program? Mesa residents?
- Is the town ready for an expanded program?
- Who else in town is ready to help work with us on this project - we are just 6 volunteers!

There are no notes for this slide.



## We are the BCPUD Resident Permit Parking Plan Committee

Bruce Bowser, Chair  
Sherry Hirsch, Secretary  
Chuck McParland  
Sarah McNamara (Sera Mac)  
Al Minvielle  
Judith Shaw

**Presentation Designed by:** Sera Mac



## Comments

- The National Park Service collaborated with the Marin County Sheriff, Marin County Parks and the CHP on enforcement during early months of Covid lockdown so a collaborative approach to enforcement is possible.
- We expect a limited number of properties applying for permits, so the scale of the program is not large. Currently there are approximately 75 residential properties in the Measure X area. Extending the area to nearby streets in phases would not significantly add more permit holders.
- It is our belief that if we can come up with a plan that makes sense, has a broad community acceptance and can pass CCC and County muster we can find the public and private resources to make it work.
- Parking management is needed and permits are required to exempt residents living on streets affected by possible parking limits.
- Offering visitors a remote site to park in during high volume days may become an essential component of this program in order to meet access issues.
- Efforts are underway by Supervisor Rodoni to get additional Sheriff time to be shared by West County Coastal areas.
- The parking problem is much greater than the data indicates, fines are small compared to the range of parking fines in other jurisdictions.

Questions & Comments  
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There are no notes for this slide.

# **Thank you!**

If you would like to learn more about the BCPUD Resident Permit Parking Plan Committee then feel free to attend one of our teleconference meetings.

**We meet on the 2nd Tuesday of the month from 4pm - 6pm.**

**To join by phone dial [415-868-6163](tel:415-868-6163), user password [6163](#)**

NOTE: All our meeting minutes are on the BCPUD website.

There are no notes for this slide.