TOWN OF
SAN ANSELMO
EST. 1907

DOWNTOWN PARKING STUDY

2019-2021

Administrative Draft

Town Council Meeting, September 28, 2021

Executive Summary:

Concerns about parking or the lack of parking have been ongoing in downtown San Anselmo for some time. Therefore, staff has completed a parking study to determine what the issues are, if any. Is there a lack of parking or does it need to be better managed and available parking made more apparent to downtown shoppers and residents alike?

Based on counts (in Fall 2019/Spring 2020 and Fall 2021), on-street vehicular parking along San Anselmo Avenue between San Rafael Avenue and Tunstead Avenue is at full capacity most of the day (10 A.M. to 8 P.M.), which is not surprising as it is the main artery through downtown and the easiest, thus the first, parking opportunities for visitors. The peak (highest occupancy rates) is around lunchtime. During this time (1 pm to 2 pm), the adjacent public lots and nearby streets are between 42 to 80 percent full, with 138 parking spaces available a short walk away from San Anselmo Avenue. There is a second peak around dinner time, however, many retail shops close at 6 pm and offices close around 5 pm. After 5 pm on weekdays, there are an additional 12 spaces available in the Town Hall employee lot, with another 8 available after 7 pm. There are also several spaces available after 6 pm along eastbound Tunstead Avenue (yellow curbed loading zone).

Opportunities to free up parking spaces for customers/visitors closest to San Anselmo Avenue include increasing the level of parking enforcement to encourage turnover, converting the merchant spaces in Creek Park to 2-hour public parking, changing some 4-hour zones to 2-hour zones, thus relocating the static merchant parking farther out, including the underutilized zones on San Rafael Avenue and southern Sir Francis Drake Boulevard.

Long term opportunities to reduce the high occupancy rate include installing pay stations on San Anselmo Avenue between San Rafael Avenue and Tunstead Avenue or Ross Avenue to reduce occupancy rates along the retail core and make parking easier for customers/visitors.

Overall staff recommends increasing the turnover of prime parking areas on the avenue by adding more 2-hour parking areas, removing merchant parking in the prime downtown area of Creek Park, and adding paid parking on San Anselmo Avenue (see Recommendations section).

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1. Introduction

San Anselmo has multiple commercial and economic districts including along San Anselmo Avenue near Lansdale Park, at Saunders/Redwood/Laurel, on Sir Francis Drake (SFD) Boulevard (e.g., at Red Hill Shopping Center), SFD near the Hub, along Red Hill Avenue and Greenfield Avenue, along SFD from the Hub to Barber Avenue, as well as 'Downtown' on San Anselmo Avenue and side streets.

This vehicular parking study centers on the publicly available parking spaces in the commercial district in the downtown area: The study area encompasses San Rafael Avenue to the north, Bolinas Avenue to the south, Cedar Street to the west, and SFD to the east (see Figure 1). The available parking consists of public parking along streets, three public parking lots, as well as 29 private parking lots. The parking users consist of employees of shops and offices, residents, customers, visitors, deliveries, and contractors whose use varies from a few minutes to several days.

Parking in the downtown core area is primarily used by customers/visitors and merchants/employees (San Anselmo Avenue and the three public parking lots), as well as residents (on the side streets off of San Anselmo Avenue). Private lots are used by employees of the business/offices, and some are available to customers of those specific businesses. The private lots are typically signed indicating that public parking is not allowed. Parking is also used by contractors (working both inside buildings and in the street), as well as landscapers and delivery vehicles.

As San Anselmo does not allow overnight parking on town streets; almost all residential parking is required to be on private property. (There are a number of residents with overnight parking passes that allows them to park on the street overnight). Merchants can purchase parking stickers to allow all-day parking in 4-hour zones, which creates a ring of static vehicles during the day, primarily from 10 am to 6 pm. Parking use varies from several minutes (delivery vehicles or a quick pickup of food or coffee) to all day (employees or merchants). Contractors may need to park in close proximity to their work location, while others can park and either walk or carpool.

The primary challenge in parking in downtown San Anselmo is that when no spaces are available on San Anselmo Avenue, drivers often "circle the block" to wait for an open space, however, this takes the driver towards Cedar Street and residential areas that may not be familiar to the driver, resulting in frustration. Many residents and business owners have raised concerns about a perceived scarcity and difficulty in finding available public parking in downtown San Anselmo. Concerns also include lack of enforcement of parking duration limits, use of prime spaces by merchant/restaurant employees, lack of signage to direct users to available parking, and overall lack of supply of public parking spaces.

This report outlines the existing parking inventory, occupancy survey and duration survey (both pre-COVID (Fall 2019 and Spring 2020) and September 2021) as well as recommended modifications and strategies to optimize parking in downtown San Anselmo.

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2. Existing Downtown Parking Conditions

The following section summarizes the Town's existing inventory of on and off-street public parking.

2.1 Public Parking Supply

Vehicular parking in downtown San Anselmo is located in both commercial and residential areas. For the purposes of this parking study, staff has broken up downtown into two areas, North and South Downtown.

Downtown North: Bordered by San Rafael Avenue to the north, Myrtle Avenue/Cedar Street to the west, Ross Avenue to the south, and Sir Francis Drake Boulevard (SFD) to the east. There are 538 public parking spaces in this area, along with 20 private parking lots (218 spaces), for a total inventory of 756 public and private spaces. *Installation of parklets/streetlets in 2020/2021 in response to restaurants being closed to indoor dining reduced the parking inventory by 9 spaces, along with an increase of 3 new public spaces in front of 634-636 San Anselmo Avenue (replacing 3 private spaces) for a net loss of 6 public parking spaces.*

Downtown South: Bordered by Ross Avenue to the north, Cedar Street/Richmond Road to the west, Bolinas Avenue to the south, and Sir Francis Drake Boulevard (SFD) to the east. There are 255 public parking spaces in this area, along with 9 private parking lots (156 spaces), for a total inventory of 411 public and private spaces. *Installation of parklets/streetlets reduced the parking inventory by 3 public parking spaces.*

Figure 1: Downtown Parking Study Area

2.2 Public Parking Zones

The parking supply is a mixture of 20-minute parking, 2-hour, 4-hour, unregulated, accessible parking (ADA), merchant, and school loading (white) and general loading (yellow).

All of the parking along San Anselmo Avenue is restricted to 2 hours, as is the Pine Street Parking Lot. The Magnolia Avenue Parking Lot and the Creek Park Parking Lot are both restricted to 4 hours, and Creek Park has an un-signed merchant-only parking area – free parking for 4 hours, or unlimited time with a "Shop San Anselmo" sticker available from the Central Marin Police Authority (CMPA). Many of the side streets coming off of San Anselmo Avenue have 2-hour zones about halfway down the street, then switch to 4-hour zones. Cedar Street is unregulated.

It is interesting to note that the Magnolia Avenue parking lot was set to 2-hour parking in 1955, changed to 4-hour parking in 1975, back to 2-hour parking in 2004, and then back again to the current 4-hour parking in 2010. Parking meters were installed in 2004 with the rate set at $0.60 per hour, or a penny per minute. Similar duration changes took place at Creek Park, with 2-hour and 4-hour parking being changed multiple times over the last 45 years as the parking needs changed over time.

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Figure 2: Downtown North Parking

— = 2-Hour
— = 4-Hour
— = unregulated
— = Merchant
— = 20 minutes
— = Loading
● = Private Lot

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Figure 3: Downtown South Parking

— = 2-Hour
— = 4-Hour
— = unregulated
— = Merchant
— = 20 minutes
— = Loading
● = Private Lot

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3. Existing Parking Behavior

The following section summarizes the existing vehicle parking occupancy and duration based on counts in September 2021.

3.1 Parking Counts:

Vehicle parking counts were undertaken in the study area between the hours of 8 am and 8 pm on two weekdays (Wednesday and Thursday) while school was in session in the first week of September 2021. (Earlier counts were taken by Town staff in fall 2019 and spring 2020, prior to the March 2020 shutdown, with similar results). Counts were done on two separate occasions at each location. The average of the two counts was used to determine the percent of spaces that held vehicles (occupancy rate). Based on these calculations, it was determined that the peak time for parking usage in downtown San Anselmo was between 1 pm and 2 pm, although similar occupancy rates were found between 11 am and 2 pm. The target maximum occupancy is typically considered to be 85% utilization, which provides for about one open space per block at any time (one open space out of 11 or 12 spaces). If occupancy rates are above 85%, then various strategies can be undertaken to bring the rate down below the target.

Weekend counts showed less vehicles parked than weekdays in all area, both Downtown North and South.

The occupancy rates for the types of parking (time limits), as well as the location, is shown in the tables below.

Table 1: Downtown North Peak Parking Occupancy by Time Restriction – 2021 counts

Time Restriction	# Spaces	Percent of Total Spaces	Occupancy at Peak Hour (1 pm-2 pm)
Unregulated	61	11%	67%
4-Hour	234	43%	73%
2-Hour	219	41%	80%
20-Minute	15	3%	63%
ADA	9	2%	44%
TOTAL	**538**	**100%**	**74% Average**

Source: NDS Services, 2021 – see Appendix

The 2-hour and 4-hour areas in the Downtown North area were observed having the highest parking occupancy, while the unregulated, 20-minute and ADA zones were lower. Overall, the Downtown North area has a peak parking occupancy below 75 percent, which means that there are about 130 available spaces during the peak hour (1 pm to 2 pm).

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Table 2: Downtown North Peak Parking Occupancy by Location- 2021 counts

Location	# Spaces	Percent of Total Spaces	Avg. Occupancy (8 am-8 pm)	Occupancy at Peak Hour (1 pm -2 pm)
Magnolia Avenue Parking Lot	30	6%	65%	78%
Creek Park Lot	47	9%	87%	97%
Tamalpais Avenue	45	8%	80%	92%
Magnolia Avenue	16	3%	78%	75%
Tunstead Ave	42	8%	69%	71%
San Anselmo Avenue	95	18%	65%	88%
SFD Blvd.	51	9%	64%	67%
Cedar Avenue	49	9%	59%	62%
San Rafael Avenue	72	13%	37%	42%
Pine Street	26	5%	68%	77%
Pine Street Lot	28	5%	38%	70%
Woodland Avenue	15	3%	82%	87%
Ross Ave (north side)	22	4%	65%	75%
TOTAL	**538**	**100%**		**74% Average**

Source: NDS Services, 2021, See Appendix

The busiest parking areas in the Downtown North area include Creek Park parking lot, Tamalpais Avenue, Woodland Avenue and San Anselmo Avenue. Overall, the Downtown North area has a peak parking occupancy below 75 percent, which means that there are about 130 available spaces during the peak hour (1 pm to 2 pm).

Table 3: Downtown South Peak Parking Occupancy by Time Restriction – 2021 counts

Time Restriction	# Spaces	Percent of Total Spaces	Occupancy at Peak Hour
Unregulated	113	44%	39%
4-Hour	2	1%	100%
2-Hour	130	51%	60%
20-Minute	8	3%	56%
ADA	2	1%	51%
TOTAL	**255**	**100%**	**51% Average**

Source: NDS Services, 2021, see Appendix

Overall, the Downtown South area has a peak parking occupancy of 51 percent, the busiest parking zones being the 4-hour, 2-hour and 20-minute parking spaces.

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Table 4: Downtown South Perak Parking Occupancy by Location – 2021 counts

Location	# Spaces	Percent of Total Spaces	Avg. Occ.	Occupancy at Peak Hour (1 pm - 2 pm)
Ross Ave (south side)	21	8%	58%	50%
Mariposa Ave	41	16%	46%	51%
Belle Ave	41	16%	53%	54%
San Anselmo Ave	86	34%	53%	54%
SFD	66	26%	34%	41%
TOTAL	**255**	**100%**		**51% Average**

Source: NDS Services, 2021, See Appendix

Within the Downtown South area, the streets with the highest parking demands throughout the day are San Anselmo Avenue and Belle Avenue. Sir Francis Drake Boulevard had an average occupancy below 50%.

When vehicular parking utilization rates are above 85%, it means that the most convenient spaces are in high demand, resulting in drivers circling to look for an available space. In Downtown San Anselmo, traffic circling is challenging due to the street layout, as there are not typical rectangular downtown blocks as found in larger cities and towns (for example, downtown San Rafael). Recommendations to reduce occupancy below 85% could include improvements in wayfinding, increase in shorter-duration spaces (2-hour spaces, for example), or charging for parking to incentivize some users to find less-convenient locations.

3.2 Parking Turnover

To analyze parking turnover, a duration study was done in 2019, which consisted of noting each vehicle in parking spaces every ten minutes for two to three hours during the peak lunch time between 10 am and 1 pm. Two duration studies were done on San Anselmo Avenue – once between San Rafael Avenue and Tunstead Avenue, and once between San Rafael Avenue and Ross Avenue. Both results were similar, with about half of vehicles parked for less than 30 minutes, 67-70% parked for less than one hour, and less than 10% parked longer than 2 hours.

Additional duration studies were done in July and September 2021 with similar results (see Table 5).

Increased enforcement may reduce or eliminate vehicles that stay over 2 hours.

Table 5: Downtown Parking Turnover

Date	Less than 30 min	Less than 1 hour	Less than 2 hours	Over 2 hours
5/2019	54%	70%	96%	4%
6/2019	49%	67%	90%	10%
8/2021	No data	75%	93%	7%
9/2021	No data	79%	93%	7%

Source: Town of San Anselmo 2019 data, NDS Services 2021 data, see Appendix

3.3 Findings

San Anselmo Avenue is at full capacity most of the day (10 A.M. to 8 P.M.), which is not surprising as it is the main artery through downtown and the easiest, thus the first, parking opportunities for visitors. The peak occupancy for Downtown North is during lunchtime (11 am to 2 pm, with the highest number of parked vehicles occurring from 1 pm to 2 pm). During this time (1 pm to 2 pm), the adjacent public lots and nearby streets are between 42 to 80 percent full, with 138 parking spaces available a short walk away from San Anselmo Avenue. Thus, Downtown North has sufficient number of available parking spaces, but directional signage could help users find spaces off San Anselmo Avenue.

About three-quarters of visitors to San Anselmo Avenue stay less than 1 hour, indicating a lot of turnover. Thus, the 2-hour designation seems appropriate. (Changing to 1-hour parking would drive 25% of vehicles into other areas (assuming drivers never overparked), and would require constant enforcement, thus it is not recommended to change the 2-hour limits).

4. Existing Parking Management

The following section summarizes the Town's existing parking policies and pricing.

4.1 Parking Pricing Policy, Supply and Collection Method

The Town has three locations where users pay to park: the Magnolia Avenue, Creek Park and Pine Street Parking Lots. Up until the Magnolia Lot was reconstructed in 2018, all three lots used mechanical parking meters, with the collections and maintenance performed by the City of San Rafael Parking Services for $1,500 per month.

The mechanical meters are generally not repairable when they break. San Rafael staff attempted to repair them, if possible, otherwise they were covered with a canvas bag. A pay station was installed in the Magnolia Lot in 2018, and in the Pine Street Lot in 2021. In 2020 during the COVID-19 shutdown, the mechanical meters were removed at Creek Park and Pine Street Parking Lots, and the collection and maintenance agreement with the City of San Rafael was not renewed. It was anticipated that when the economy returned to 'normal', the pay lots would all be served by pay stations. With the County flood control project affecting Creek Park in summer 2022, followed by construction of improvements to the park, it may be prudent to hold off on installing pay stations in Creek Park until final designs are approved. In the meantime, 4-hour parking is free in the Creek Park Parking Lot.

Considering capital costs, pay stations are typically more cost-effective when they serve over 15 parking spaces, thus, they are typically selected for compact parking lots. In locations with paid street parking,

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individual parking meters are typically used. For street parking areas, for example along San Anselmo Avenue, although the parking meters are less expensive to purchase and install, they tend to lead to sidewalk clutter, and take more staff time to perform collection operations.

Currently, the public parking lots at Magnolia Avenue and Pine Street have parking rate of $0.60 per hour (a penny per minute), while the Creek Park lot is temporarily unmetered and free. Parking rates for other Marin cities are shown below:

Table 6: Marin County Parking Pricing

Location	Rate
San Rafael on-street parking	$1.50/hour
San Rafael surface parking lots	$0.75 per hour
San Rafael parking structures	$1.00 per hour
Sausalito surface parking lots ---Summer ---Winter	 $2.00 to $4.00/hour $1.00 to $3.00/hour
Mill Valley	$1.00 per hour, discount for residents who purchase yearly pass

Source: Town of San Anselmo

The general principle is that higher rates are charged for the most desired parking spaces (often the most convenient), and lower rates for less-desirable locations. For downtown San Anselmo, the most desirable locations (based on the occupancy rates and proximity to stores/restaurants/offices) are along San Anselmo Avenue, while nearby surface lots charge fees. This incentivizes motorists to circle and hunt for free on-street parking rather than pay for parking that may be farther away from their destination.

4.2 Merchant Parking:

In 1989, the Town Council created the merchant parking program to "make parking spaces accessible to customers of business in the downtown area" by allowing employees of the downtown businesses to park all day in four-hour parking zones adjacent to the downtown area. In 2019, the Town raised approximately $4,000 per year by selling "Shop San Anselmo" merchant parking stickers. In 2020 and 2021, sales of the merchant stickers dropped appreciably. The total number of merchant parking stickers sold was 152 in 2019, 79 in 2020, and 43 in 2021.

In addition to the 4-hour street parking zones, there are also 19 merchant parking spaces in Creek Park Parking Lot (established in 1975), with the existing parking meters covered through 2020, when the meters were removed. This area is not currently signed, so vehicles without the merchant stickers are allowed to park there for free up to 4 hours. In pre-COVID surveys, typically 16 to 18 spaces (of the 19) were utilized by merchants, with only a few spaces used by the public.

The merchant parking program has been very successful in encouraging employees to park farther away from their shop, restaurant or office, and freeing up closer parking for customers or other visitors. Counts during a weekday afternoon in 2019 counted 56 merchant vehicles in the north downtown zone,

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approximately 27% of the vehicles parked in 4-hour or unregulated zones. (Counts were not made in 2021 due to the assumption that the data point would not be valid due to the low number of merchant stickers sold).

4.3 Electric Vehicle Parking:

Under current Town policy (established as a one-year pilot program in 2011), electric vehicles (EVs) may park without paying at the Magnolia Avenue, Creek Park and Pine Street Parking Lots. When the Magnolia Avenue Parking Lot was reconstructed in 2018, the Town established that EVs receive free electrical charging when paying for parking (making parking enforcement easier). The Sustainability Commission recommended that EVs pay for electric usage, and this policy was approved by the Town Council in spring 2020.

Strictly speaking, EV charging spaces are not considered 'parking', similar to spaces in front of the pumps at gasoline filling stations that are not considered parking. EVs charging at Level 2 EV charging stations, the current type installed at the Magnolia Avenue Parking Lot, typically charge for over two hours, which for all intents and purposes, uses the charging spaces as 'parking'.

The southern section of the Creek Park parking lot will be resurfaced in fall 2021 and conduit was added in August 2021 so that EV charging stations can be installed in the near future. Also in summer 2021, an additional ADA space was marked on the north aisle of the Pine Street Lot, which will allow easier installation of EV chargers in the future along that aisle, as at least one of the EV charging spaces needs to be ADA accessible.

Recent counts in the Magnolia Avenue Lot show that the EV spaces are only used less than 50% of the day (30% of the day on weekends), indicating that as of now, the Town has sufficient EV spaces.

4.4 ADA Parking

The American with Disabilities Act of 1990 (ADA) requires that in parking lots, 4% of spaces be marked for accessible parking, with the first space having a van-accessible aisle 8 feet wide. Currently, there is no requirement that street parking have accessible spaces. The Town has installed several ADA spaces along San Anselmo Avenue that partially meet ADA requirements. Occupancy counts showed that the on-street ADA spaces were rarely used. Additional ADA spaces are not recommended at this time.

4.5 Bicycle Master Plan:

The Town's Bicycle and Pedestrian Master Plan (BPMP) includes future improvements for bicycle connectivity across the Hub, which is adjacent to Downtown North and includes portions of Creek Park. One option to achieve better connectivity would be to install a contra-flow bike lane through Creek Park, from the intersection of Bridge and Center Avenues, through the parking lot to Bank Street. This route would require that the existing diagonal spaces be reconfigured to parallel spaces. The existing 33 diagonal spaces would become 22 parallel spaces, a loss of 11 spaces, however, eliminating the merchant parking would increase public parking by 19 spaces, for an overall increase of 8 public spaces. (The project is described in Section 5.2.1 of the BPMP, page 40). Staff recommends that any changes to

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the Creek Park parking lot (other than to the Merchant Parking) be coordinated with future park projects (see Section 3.7 below).

4.6 Parklets:

In response to the COVID-19 pandemic in March 2020, the Town passed an urgency ordinance that allowed temporary use of public parking spaces to be used for outdoor dining or retail. The Town defines 'parklets' as areas in parking spaces that are for use by the general public, and 'streetlets' as areas that are reserved for patrons of restaurants or retailers. Over the last 17 months, several restaurants have installed streetlets – temporarily reducing the parking inventory by 9 spaces in Downtown North (offset by 3 new spaces in front of Creek Park on San Anselmo Avenue), and 3 spaces in Downtown South. With the average occupancy rate in Downtown North of about 75% at the peak hour, there appears to be sufficient parking capacity to allow additional parklets/streetlets along San Anselmo Avenue and other areas downtown.

4.7 Reimagine Creek Park:

The County Flood Control District has a future flood reduction project (San Anselmo Flood Risk Reduction project (SAFRR)) that will affect San Anselmo Avenue and Creek Park. After the business in 634-636 San Anselmo Avenue were relocated by the County, Town staff oversaw the demolition of the vacant buildings and created a temporary park that has been very popular with the changing indoor dining restrictions. This project resulted in three private parking spaces on the deck being eliminated, and the creation of three public parking spaces on San Anselmo Avenue.

The SAFFRR project is expected to be constructed in summer 2022, which will eliminate the temporary park, but will include a plaza area, eliminating 6 parking spaces currently fronting the park along San Anselmo Avenue. The associated Creekside Commons project may also affect parking in Creek Park. Any parking changes in conjunction with the park project will be considered by the Town Council as part of that project.

5. Parking Revenues and Expenses

Currently, all funds collected from the metered surface lots (Magnolia Avenue Lot and Pine Street Lot while the Creek Park Lot is temporarily free), is deposited into a dedicated parking fund.

The Town share of revenue from parking tickets (from all over San Anselmo) is deposited into the General Fund. Revenue from parking tickets partially offsets payments made to the Central Marin Police Authority for enforcement services. Parking ticket revenue is not included in projections below.

In 2020, The Town did not renew the contract with the City of San Rafael Parking Services for the maintenance and collection of the parking meters, which was paid from the General Fund. The new pay stations in the Magnolia Avenue and Pine Street lots result in less staff/contract time required for collections each week compared with the parking meters.

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Prior to 2020:

Parking Meter Revenue (per year, 2019 data) – 3 lots	$5,000/mo x 11 =	$55,000/yr
Cost for San Rafael Parking Services	($1,500/mo x 11)	($16,500/yr)
Net generated		$38,500/yr

Fall 2021:

Parking Meter Revenue (fall 2021 data) – 2 lots	$2,100/mo x 11 =	$23,100/yr
Cost for Staff time (estimated)	($325/mo x 11)	($3,575/yr)
Net generated		$19,525/yr

In addition, the Town had been raising three to four thousand dollars per year for merchant parking stickers, allowing vehicles to park all day in 4-hour zones. In 2020, the revenue fell to about $2,000 and in 2021, to just over $1,000 per year. The drop is assumed to be from the pandemic, as parking pressures have eased in the downtown core. The income from the merchant parking program has been reserved, with a current fund balance of approximately $70,000. In summer 2021, approximately $30,000 was used from the fund for paving improvements and the new pay station at the Pine Street Lot.

The pay stations in the Magnolia and Pine Street Lots are currently maintained by Town staff. Between collections, maintenance and responding to user issues, staff spends approximately 2-4 hours per month. It is anticipated that collections and maintenance at all three downtown lots would require 4 to 6 hours of staff time per month (assuming two or three pay stations in the Creek Park Lot).

6. Parking Policy Options

The following section provides potential options for modifying the vehicular parking policy to achieve the goals of this study, which are to address the perceived scarcity and difficulty in finding available public parking in downtown San Anselmo.

One option to reduce the high occupancy rates along San Anselmo Avenue in Downtown North would be to charge for on-street parking by installing pay stations (8 stations between San Rafael Avenue and Tunstead Avenue, or 12 stations between San Rafael Avenue and Ross Avenue). The pay stations would encourage turnover, reduce 'overstaying', and reduce occupancy rates since a portion of the users would search for lower priced parking (in the Town lots), or search for free parking along sidestreets.

If pay stations were installed, it is assumed that a dedicated employee would need to be hired to maintain the stations and perform weekly or biweekly collections. Staff time could be reduced to several hours a month if the pay stations were configured to accept only credit cards and smart phone app (ParkMobile) payments, as no collections would need to be performed. Pay stations would cost about $15,000 each to purchase and install, assuming solar panels would collect enough sunlight. If

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stations needed to be hard-wired to the electric grid, it is assumed that installation would add about $5,000 per machine ($20,000 total per machine).

Twelve pay stations would be required from San Rafael Avenue to Ross Avenue (92 spaces), and would cost about $275,000 to $300,000 to install (with signage and space numbering). For a smaller paid area along San Anselmo Avenue (San Rafael Avenue to Tunstead Avenue – 56 spaces), eight pay stations would be required at a cost of about $175,000 to $200,000.

If the pay stations were limited to credit card and smartphone application payment only, the staff time required would be significantly reduced, with no new staff positions required. If bills and coins were to be accepted, an additional staff person would be needed to perform collection duties.

The estimated yearly revenue is $256k ($156k for the shorter section). Yearly staff costs are estimated to be $45k ($34 for the shorter section). The payback period would be about 2 years for either option.

> Revenue assumptions: 92 spaces-average 60% utilized – 11 hours (7 am to 6 pm) – 6 days/wk – 47 wks/yr (56 spaces for shorter section) - $1.50/hr = $256,000 ($156,000 for shorter section)

> Staff time assumptions – 16 hrs/wk for 12 stations, 12 hrs/wk for 8 stations @ $60/hr (much less staff time if only credit cards and ParkMobile are used – no cash or coins).

As previously noted, all funding collected from the three metered surface lots (Magnolia Avenue Lot, Pine Street Lot and Creek Park Lot) is deposited into a restricted parking fund, and income from parking tickets is deposited into the General Fund. Revenue from parking tickets partially offsets payments made to the CMPA for enforcement services.

The new pay stations in the Magnolia Avenue and Pine Street lots result in less staff/contract time required for collections each week compared with the parking meters serviced by San Rafael. Between collections, maintenance and responding to user issues, staff spends staff spends approximately 2-4 hours per month. It is anticipated that collections and maintenance at all three downtown lots would require 4 to 6 hours of staff time per month (assuming two or three pay stations in the Creek Park Lot).

In addition, the Town raises approximately $1,000 to $2,000 per year for merchant parking stickers, allowing vehicles to park all day in 4-hour zones. The income from the merchant parking program has been reserved, with a current fund balance of approximately $70,000.

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7. Recommendations and Options:

The northern section of Downtown San Anselmo has several areas where the vehicle parking occupancy during the peak lunch hour from 11 am to 2 pm is over 85%, which means at this time, it can be challenging to find parking in those areas. Just a block or two away from the busiest area lies San Rafael Avenue, which has a low occupancy throughout the day, including at the peak hour. Recommendations include increasing the number of 2-hour spaces close to San Anselmo Avenue and in surface lots, and adding paid parking to San Anselmo Avenue thereby increasing parking turnover.

San Anselmo Avenue in the southern section of Downtown has an average occupancy of 56% at the peak hour (and 31% average for the day), which indicates that the supply of parking is sufficient for the current use patterns. No specific recommendations in the southern section are proposed at this time.

7.1 General Parking Recommendations:

The following list of recommendations apply to both the north and south areas of Downtown San Anselmo.

1) Improve signage and wayfinding to highlight available parking, both in surface lots as well as San Rafael Avenue and southern Sir Francis Drake Boulevard (completed).
2) Increase turnover of on-street parking through increased enforcement.
3) Improve outreach to merchants and offices regarding the merchant permit program.
4) Provide physical maps for merchants to provide to their customers showing available parking and duration limits.

7.2 Location-Specific Recommendations:

Table presents location-specific recommended changes to San Anselmo's Downtown parking policies.

Table 7: Location-Specific Parking Policy Recommendations

Designation	Recommendation
G-1	Increase available 2-hour spaces by converting Magnolia Avenue between Library Place and Cedar Street from 4-hour parking to 2-hour parking.
G-2	Increase available 2-hour spaces by converting southbound Sir Francis Drake between the Hub and Tunstead Avenue from 4-hour parking to 2-hour parking.
G-3	To reduce traffic congestion, eliminate parking spaces on northbound SFD between Bank Street and the Hub to create a 24-hour slip lane. (Currently, parking is restricted between 3:30 pm and 6 pm only, 2-hour limit). *Net loss of four 2-hour spaces and one 30-min space. Traffic counts indicate that this area has an occupancy of less than 1%.*
G-4	To improve circulation and usage of the Magnolia Avenue Parking Lot, change Kientz Lane to two-way.
G-5	If paid parking is instituted on San Anselmo Avenue, consider changing price per hour at the other Town parking lots.
Creek Park Lot	
CP-1	Eliminate merchant parking, increasing the available public spaces by 19.
CP-2	Convert to 2-hour time limits.

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San Anselmo Avenue	
SA-1	Install paid parking on San Anselmo Avenue between San Rafael Avenue and Ross Avenue, with a rate of $1.50/hour from 7 am to 6 pm. (12 pay stations)
SA-2	Install paid parking on San Anselmo Avenue between San Rafael Avenue and Tunstead Avenue, with a rate of $1.50/hour from 7 am to 6 pm. (8 pay stations)

8. Next Steps

Based on changes to the downtown parking areas that are approved by the Town Council, it is expected that parking behavior will be modified. It is recommended that parking counts be done every year or two to identify if the changes are working, or if other changes or modifications to improve parking are necessary.

If paid parking on San Anselmo Avenue is to be instituted, a detailed plan, cost estimate and revenue projection should be developed, funding identified, and the project added to the Capital Improvement Program.

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Appendix: Parking Count Data

Town of San Anselmo - September 2021
Downtown Parking Study - NDS Counts - Weekdays   Weekdays - Tuesday/Wednesday/Thursday

Location	No. Spaces	Time Limit	8 am to 9 am		9 am to 10 am		10 am to 11 am		11 am to 12 pm		12 pm to 1 pm		1 pm to 2 pm		2 pm to 3 pm		3 pm to 4 pm		4 pm to 5 pm		5 pm to 6 pm		6 pm to 7 pm		7 pm to 8 pm		
Magnolia Lot - E\	6	4 hr	1	1	2	2	2	3	2	2	4	3	4	3	2	3	3	2	2	2	2	3	4	4	4	3	Avg Occ
lot	22	4 hr	3	4	8	7	14	11	14	13	17	21	18	21	20	16	11	17	11	15	19	19	18	20	19	19	10am-8pm
ADA	2	n/a	1	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	1	1	1	
Total	**30**		**5**	**5**	**10**	**9**	**16**	**14**	**16**	**15**	**21**	**25**	**22**	**25**	**22**	**20**	**14**	**19**	**13**	**17**	**21**	**23**	**22**	**25**	**24**	**23**	**426**
Average and % Occupancy	30		5	17%	9.5	32%	15	50%	15.5	52%	23	77%	23.5	78%	21	70%	16.5	55%	15	50%	21	70%	22	73%	23.5	78%	65%
Pine Street Lot - metered	26	2 hr	1	2	2	2	9	6	14	13	22	17	14	22	14	13	16	8	8	9	1	4	4	1	0	0	
ADA	2	n/a	0	0	0	0	1	0	2	1	2	1	2	1	1	2	2	1	0	0	0	0	0	1	0	1	
Total	**28**		**1**	**2**	**2**	**2**	**10**	**6**	**16**	**14**	**24**	**18**	**16**	**23**	**15**	**15**	**18**	**9**	**8**	**9**	**1**	**4**	**4**	**2**	**0**	**1**	**220**
Average and % Occupancy	28		1.5	5%	2	7%	8	29%	15	54%	21	75%	19.5	70%	15	54%	13.5	48%	8.5	30%	1	4%	3	11%	0.5	2%	38%
Creek Park - free																										
whole lot	45	4 hr	19	12	27	21	39	39	41	45	45	42	45	44	45	38	39	36	37	38	40	40	41	39	41	36	
ADA	2	n/a	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	
Total	**47**		**19**	**12**	**28**	**22**	**39**	**39**	**41**	**45**	**45**	**42**	**46**	**45**	**45**	**38**	**39**	**36**	**37**	**38**	**40**	**40**	**42**	**40**	**41**	**36**	**895**
Average and % Occupancy	47		15.5	33%	25	53%	39	83%	43	91%	43.5	93%	45.5	97%	41.5	88%	37.5	80%	37.5	80%	40	85%	41	87%	38.5	82%	87%
S.A. Avenue - Bridge to Tunstead																										
east side - acorn bldg	3	2 hr	3	1	2	3	3	3	2	2	3	2	2	3	2	3	2	3	2	3	2	3	2	3	3	3	
east side - Thai restaurant - 4+1 ADA	5	2 hr	4	0	3	4	4	5	5	4	5	4	5	4	4	4	4	4	5	4	3	5	5	2	5	5	
west side Fire station	5	2 hr	4	2	4	4	5	5	5	5	5	5	5	5	5	3	4	4	5	5	4	5	5	4	5	4	
Tamalpais at S.A. - intersection	1	20 mi	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	1	
west side - Tamalpais to crosswalk - 5 diag. + 7 parall	12	2 hr	6	6	7	9	12	12	12	12	10	12	12	12	11	12	11	10	12	10	12	11	11	9	12	11	
		2 hr																									
west side - Magnolia to Tunstead - Town Hall	9	2 hr	5	4	8	6	8	5	8	7	9	8	9	9	9	6	9	9	8	8	6	9	9	8	8	9	
east side - Tamalpais to Magnolia	11	2 hr	6	8	6	8	9	10	10	10	10	10	10	10	10	9	9	9	9	10	10	11	10	9	10	9	
east side - Magnolia to Tunstead - diag.	11	2 hr	8	1	8	8	9	10	10	10	11	10	11	11	10	8	11	8	9	10	9	10	11	10	10	10	
Total	**57**		**36**	**22**	**38**	**42**	**50**	**50**	**52**	**51**	**54**	**54**	**54**	**54**	**51**	**46**	**51**	**47**	**50**	**50**	**46**	**55**	**53**	**45**	**53**	**52**	**1153**
Average and % Occupancy	57		29	51%	40	70%	50	88%	51.5	90%	52.5	92%	54	95%	48.5	85%	49	86%	50	88%	50.5	89%	49	86%	53	93%	89%
S.A. Ave - Tunstead to Bolinas - west side - Tunstead to Pine	7	2 hr	2	2	3	4	7	5	6	6	6	4	6	7	7	6	7	7	4	5	3	5	5	3	3	5	
west side - Pine to Woodland 2 spaces parklet	5	2 hr	2	0	4	0	4	3	5	3	4	3	4	3	4	2	5	3	4	4	1	4	4	1	3	2	
west side - Woodland to Ross	5	2 hr	2	2	2	2	3	5	1	5	4	3	3	4	5	5	4	4	2	3	2	1	2	1	0	1	
west side - Woodland to Ross (ADA)	1	n/a	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	
west side - ADA at Mariposa	1	2 hr	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	
west side - Ross to Mariposa	13	2 hr	2	4	2	5	5	4	3	5	3	10	6	8	9	8	7	5	6	4	3	4	4	3	3	5	
west side - Mariposa to Belle	6	20 mi	2	3	4	6	3	4	4	2	4	2	5	3	6	2	0	3	3	3	0	1	1	2	0	3	
west side - Mariposa to Belle	3	2 hr	2	2	2	0	2	2	2	2	2	2	2	2	2	1	1	0	1	0	2	0	1	1	1	1	
west side - Belle to Bolinas	4	2 hr	0	4	0	4	1	2	0	1	2	3	3	3	4	3	1	2	1	3	2	2	1	2	1	1	
east side - Little Tunstead to Little Pine	6	2 hr	2	0	3	4	6	5	6	5	6	6	6	6	5	6	6	6	4	6	3	5	4	1	1	3	
east side - Little Pine to Ross - 3x20 min + 10 reg	13	2 hr	0	5	9	5	11	6	9	10	13	11	11	11	13	12	8	9	5	8	4	6	6	4		4	
east side - ADA at Ross	1	2 hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
east side diagonal - Ross to Bolinas	59	2 hr	9	9	19	13	26	19	28	27	29	37	24	41	21	23	6	9	4	6	1	3	0	1	1	1	
Total - Tunstead to Ross	**38**		**8**	**9**	**21**	**15**	**31**	**24**	**27**	**29**	**33**	**27**	**30**	**31**	**34**	**31**	**30**	**29**	**20**	**26**	**13**	**17**	**22**	**15**	**11**	**15**	**548**
Average and % Occupancy - Tunstead to Ross	38		8.5	22%	18	47%	27.5	72%	28	74%	30	79%	30.5	80%	32.5	86%	29.5	78%	23	61%	15	39%	18.5	49%	13	34%	65%
Total - Ross to Bolinas	**86**		**15**	**22**	**27**	**28**	**37**	**31**	**37**	**37**	**40**	**54**	**40**	**57**	**43**	**38**	**16**	**20**	**14**	**16**	**7**	**10**	**9**	**8**	**7**	**10**	**623**
Average and % Occupancy - Ross to Bolinas	86		18.5	22%	27.5	32%	34.0	40%	37.0	43%	47.0	55%	48.5	56%	40.5	47%	18.0	21%	15.0	17%	8.5	10%	8.5	10%	8.5	10%	31%
TOTAL																											

Location

Location	No. Spaces	Time Limit	8 am to 9 am		9 am to 10 am		10 am to 11 am		11 am to 12 pm		12 pm to 1 pm		1 pm to 2 pm		2 pm to 3 pm		3 pm to 4 pm		4 pm to 5 pm		5 pm to 6 pm		6 pm to 7 pm		7 pm to 8 pm		
Tamalpais Avenue																											
north side - S.A. to Cedar	11	2 hr	6	7	6	10	9	11	10	11	9	11	10	11	8	11	10	11	10	9	7	10	8	11	8	10	Avg Occ
north side - S.A. to Cedar	13	4 hr	9	6	9	7	11	9	13	10	13	10	13	11	13	9	13	7	9	6	4	9	3	10	4	8	10am-8pm
south side - S.A. to Cedar	7	2 hr	3	4	3	4	5	7	7	6	7	6	7	6	6	6	6	5	6	4	4	2	6	6	6	6	
south side - S.A. to Cedar	14	4 hr	10	6	10	10	12	9	14	10	13	12	14	11	12	10	13	10	12	9	12	10	14	8	13	7	
Total	45		28	23	28	31	37	36	44	38	41	39	44	39	39	36	42	33	37	28	27	31	31	35	31	31	829
Average and % Occupancy	45		25.5	57%	29.5	66%	36.5	81%	41	91%	40	89%	41.5	92%	37.5	83%	37.5	83%	32.5	72%	29	64%	33	73%	31	69%	80%
Magnolia Avenue (one way)																											
north side - S.A. to Cedar	16	4 hr	9	9	9	7	14	11	14	14	13	12	14	10	13	11	13	11	13	13	12	15	13	11	11	13	285
Average and % Occupancy	16		9	56%	8	50%	12.5	78%	14	88%	12.5	78%	12	75%	12	75%	12	75%	13	81%	13.5	84%	12	75%	12	75%	78%
Tunstead Avenue																											
north side - S.A. to Cedar	5	20 m	2	2	2	1	3	2	4	4	3	5	4	4	4	3	4	2	3	3	1	3	1	4	2	4	
north side - S.A. to Cedar	8	2 hr	3	4	5	5	8	5	8	8	5	8	7	8	8	4	7	4	7	6	7	5	7	3	8	3	
north side - S.A. to Cedar	1	20 m	0	1	0	1	0	0	1	0	0	0	0	0	0	0	1	1	0	1	1	0	0	0	0	0	
north side - S.A. to Cedar	5	4 hr	1	4	5	3	4	2	3	3	3	4	3	3	5	4	4	4	4	3	5	3	3	3	3	5	
south side - S.A. to Cedar	15	2 hr	9	4	9	9	11	11	10	15	9	15	11	9	11	10	11	14	10	6	11	10	10	10	11	9	
south side - S.A. to Cedar	8	4 hr	1	6	7	4	6	4	7	7	7	8	4	7	7	4	6	4	4	3	7	2	3	3	5	5	
Tunstead Totals	42		16	21	28	23	32	24	33	37	27	40	29	31	35	25	33	29	28	22	32	23	24	22	29	26	669
Average and % Occupancy	42		18.5	44%	25.5	61%	28	67%	35	83%	33.5	80%	30	71%	30	71%	31	74%	25	60%	27.5	65%	23	55%	27.5	65%	69%
San Rafael Avenue																											
north side - S.A. to Myrtle	21	4 hr	10	10	8	14	12	13	12	9	13	11	12	13	8	9	8	9	8	12	16	10	10	9	11	6	
Grove																											
	13	4 hr	3	2	6	3	1	3	1	2	4	2	2	1	4	3	5	3	5	2	4	2	3	3	3	3	
south side - S.A. to Myrtle	38	4 hr	9	7	7	10	12	8	11	9	20	14	13	19	20	22	17	16	16	14	7	10	7	10	8	11	
San Rafael Total	72		22	19	21	27	25	24	24	20	37	27	27	33	32	34	30	28	29	28	27	22	20	22	22	20	620
Average and % Occupancy	72		20.5	28%	24	33%	24.5	34%	22	31%	32	44%	30	42%	33	46%	29	40%	28.5	40%	24.5	34%	21	29%	21	29%	37%
Cedar Avenue																											
Tamalpais to Magnolia																											
west side	5	none	3	3	4	4	3	5	4	4	4	4	4	4	4	4	4	3	4	3	3	2	2	2	3	2	
east side	6	none	3	4	2	5	2	6	2	5	4	6	5	5	3	5	4	3	3	4	2	2	4	4	4	4	
Magnolia to Tunstead																											
west side	9	none	7	6	8	3	4	3	8	4	7	5	6	3	7	5	5	4	4	4	5	2	5	4	4	4	
east side	12	none	6	7	7	6	7	6	8	5	6	7	8	5	8	6	7	6	8	6	4	4	5	3	3	3	
Tunstead to Pine																											
west side	0	none																									
east side	6	none	4	4	4	3	3	3	6	3	4	3	3	4	5	3	5	4	5	4	3	3	4	4	4	5	
Pine to Woodland																											
west side	6	none	4	5	4	5	5	4	4	3	4	3	4	5	3	4	3	4	5	2	4	2	5	3	5	4	
east side	0	none																									
Woodland to Ross																											
west side	5	none	5	4	5	3	2	4	3	3	3	3	2	3	3	5	3	5	4	4	5	5	5	5	5	5	
Cedar Total	49		32	33	34	29	26	31	35	27	32	31	32	29	33	32	31	29	33	28	25	20	28	25	28	27	710
Average and % Occupancy	49		32.5	66%	31.5	64%	28.5	58%	31	63%	31.5	64%	30.5	62%	32.5	66%	30	61%	30.5	62%	22.5	46%	26.5	54%	27.5	56%	59%

Location		No. Spaces	Time Limit	8am–9am		9am–10am		10am–11am		11am–12pm		12pm–1pm		1pm–2pm		2pm–3pm		3pm–4pm		4pm–5pm		5pm–6pm		6pm–7pm		7pm–8pm		Total
Pine Street	north side – S.A. to Cedar	3	20 m	2	0	0	0	3	0	1	3	3	2	3	1	3	1	3	0	0	3	0	1	1	0	0	0	0 Avg Occ
	north side – S.A. to Cedar	6	2 hr	4	3	5	4	5	5	4	6	6	5	4	6	4	6	4	4	4	4	1	2	1	3	2	3	10am-8pm
	south side – S.A. to Cedar	17	2 hr	10	14	10	10	11	10	14	9	14	13	13	13	14	12	11	13	14	11	14	10	15	12	15	11	
	Total	26		16	17	15	14	19	15	19	18	23	20	20	20	21	19	18	17	18	18	15	13	17	15	17	14	418
	Average and % Occupancy	26		16.5	63%	14.5	56%	17	65%	18.5	71%	21.5	83%	20	77%	20	77%	17.5	67%	18	69%	14	54%	16	62%	15.5	60%	68%
Woodland Ave	north side – S.A. to Cedar	2	4 hr	1	2	1	1	1	1	1	2	1	1	2	2	2	2	1	1	2	2	2	2	1	2	1	2	
	north side – S.A. to Cedar	5	none	2	3	4	4	2	5	3	5	4	4	4	4	5	3	5	4	5	4	0	3	4	3	4	5	
	south side – S.A. to Cedar	8	4 hr	6	5	7	6	7	7	8	8	8	8	7	7	8	6	8	6	5	6	7	6	6	6	6	8	
	Total	15		9	10	12	11	10	14	12	15	13	13	13	13	15	11	14	11	12	12	9	11	11	11	11	15	288
	Average and % Occupancy	15		9.5	63%	11.5	77%	12	80%	13.5	**90%**	13	**87%**	13	**87%**	13	**87%**	12.5	83%	12	80%	10	67%	11	73%	13	**87%**	82%
Ross Avenue	north side – S.A. to Cedar	22	2 hr	13	17	15	20	13	18	14	18	13	20	15	18	14	15	20	16	7	14	7	15	7	13	9	12	65%
	north side – S.A. to Cedar	0	none																									
	south side – S.A. to Cedar	8	2 hr	5	5	4	1	5	4	3	2	4	2	5	4	2	1	6	2	5	7	2	2	1	1	2	2	58%
	south side – S.A. to Cedar	13	none	1	10	4	11	2	10	2	12	4	11	1	11	2	12	6	12	2	6	1	6	2	6	8	5	
	Total	43		19	32	23	32	20	32	19	32	21	33	21	33	18	28	32	30	14	27	10	23	10	20	19	19	567
	Average and % Occupancy	43		25.5	59%	27.5	64%	26	60%	25.5	59%	27	63%	27	63%	23	53%	31	72%	20.5	48%	16.5	38%	15	35%	19	44%	54%
Mariposa Avenue	north side – S.A. to Richmond	18	2 hr	12	11	8	12	9	13	10	12	13	12	13	15	17	12	13	12	11	8	12	12	10	12	10	12	
	north – ADA	1	n/a	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
	north side	0	none																									
	south side – S.A. to Richmond	11	2 hr	6	5	8	6	3	3	5	3	5	2	7	6	11	5	4	6	4	1	5	7	3	7	3	6	
	white zone	11	n/a	0	1	0	0	0	0	2	1	2	5	0	1	1	1	0	3	7	8	7	4	2	0	1	0	
	white zone		n/a																									
	Total	41		18	17	16	18	12	16	17	16	20	19	20	22	30	18	17	21	22	17	24	23	15	19	14	18	449
	Average and % Occupancy	41		17.5	43%	17	41%	14	34%	16.5	40%	19.5	48%	21	51%	24	59%	19	46%	19.5	48%	23.5	57%	17	41%	16	39%	46%
Belle Avenue	north side – S.A. to Richmond	10	2 hr	8	5	10	9	9	7	10	10	9	10	8	7	8	6	4	6	5	5	4	6	8	6	8	6	
	white zone	13	n/a	2	0	0	3	2	2	2	3	4	2	2	2	6	2	0	4	2	1	2	2	1	2	1	2	
	south side – S.A. to Richmond	1	20 m	0	0	1	1	1	0	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
	south side – S.A. to Richmond	4	2 hr	2	1	4	4	1	1	4	3	4	3	1	1	4	4	1	1	1	1	0	1	2	1			
	south side – S.A. to Richmond	13	none	10	10	12	8	11	12	13	12	10	9	11	12	12	12	8	12	7	10	7	10	9	10	9	11	
	Total	41		22	16	27	25	24	22	29	29	28	25	22	22	31	24	13	23	15	17	13	18	19	18	20	20	522
	Average and % Occupancy	41		19	46%	26	63%	23	56%	29	71%	26.5	65%	22	54%	27.5	67%	18	44%	16	39%	15.5	38%	18.5	45%	20	49%	53%
SFD –	west side – Hub to Bank	10	4 hr	3	3	6	3	8	4	7	5	10	8	9	10	10	6	9	7	9	9	8	10	7	7	8	9	
	west side – Bank to Tunstead	1	20 m	0	0	1	0	0	1	1	0	1	0	0	0	1	1	1	1	1	1	1	1	1	1	1	0	
	west side – Bank to Tunstead	3	2 hr	0	0	2	1	0	0	1	2	1	2	1	1	3	2	2	1	2	3	2	3	2	1	2	2	
	west side – Tunstead to Pine	2	20 m	0	0	2	2	2	1	2	1	2	2	1	2	2	2	1	1	1	2	1	2	1	0	1	0	
	west side – Tunstead to Pine	2	2 hr	0	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	1	1	1	2	
	west side – Pine to Ross	7	none	1	0	2	1	2	5	7	6	7	7	7	6	7	7	7	4	7	5	7	7	5	6	4	4	
	west side – Ross to Bolinas	35	none	13	10	13	14	13	16	14	13	15	11	14	12	12	13	17	13	16	11	13	10	13	11	13	12	
	east side – Hub to Bank	5	2 hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	
	east side – Bank to Tunstead – 5 + 3 loading 6-noon	8	2 hr	3	0	0	2	2	3	1	5	3	5	3	5	4	8	3	8	3	8	8	8	7	7	7	7	
	east side – Tunstead to Barber	13	4 hr	6	4	6	6	6	9	5	7	7	7	9	10	10	11	5	8	4	7	8	8	10	7	8	9	
	east side – Barber to Bolinas	1	20 m	1	1	1	1	1	1	1	1	1	1	0	1	1	1	1	1	1	1	1	0	0	0	0	0	
	east side – Barber to Bolinas	2	4 hr	2	2	2	2	2	2	2	2	2	2	2	2	2	2	1	2	2	1	2	1	1	1	1	1	
	east side – Barber to Bolinas	28	none	7	4	4	5	4	9	7	7	7	8	14	9	11	7	6	5	5	8	5	6	3	4	4	7	
	Total Hub to Ross Ave	51		13	7	21	17	22	25	26	28	33	33	32	36	39	39	30	33	29	37	37	41	36	30	32	33	709
	Average and % Occupancy	51		10	20%	19	37%	23.5	46%	27	53%	33	65%	34	67%	39	76%	31.5	62%	33	65%	39	76%	33	65%	32.5	64%	64%
	Total Ross Ave to Bolinas Ave	66		23	15	20	20	23	23	26	23	25	22	30	24	26	23	25	21	24	22	20	19	17	17	18	20	526
	Average and % Occupancy	66		19	29%	20	30%	23	35%	24.5	37%	23.5	36%	27	41%	24.5	37%	23	35%	23	35%	19.5	30%	17	26%	19	29%	34%
	Total	793		311	291	380	372	447	437	487	488	530	531	512	547	542	488	466	446	416	425	379	408	393	380	388	393	10,457

	No. Spaces	8am–9am		9am–10am		10am–11am		11am–12pm		12pm–1pm		1pm–2pm		2pm–3pm		3pm–4pm		4pm–5pm		5pm–6pm		6pm–7pm		7pm–8pm	
North Downtown	538	227	206	282	269	344	331	373	369	409	398	394	407	408	372	383	347	334	340	312	330	330	311	319	318
South Downtown	255	84	85	98	103	103	106	114	119	121	133	118	140	134	116	83	99	82	85	67	78	63	69	69	75
	793	311	291	380	372	447	437	487	488	530	531	512	547	542	488	466	446	416	425	379	408	393	380	388	393

138 spaces avail DT North
126 spaces avail DT South
264 spaces avail overall

Town of San Anselmo - September 2021
Downtown Parking Study - NDS Counts - Weekdays
At Peak Hour (1 pm to 2 pm)

North — 44%

	Mag. Lot Inv	Count	SR Ave		Tam. Ave		Mag. Ave		Tunst.		SA Ave		Creek Pk		SFD		Cedar Ave		Pine St		Pine Lot		Woodland Ave		Ross Ave		Total Spaces	Occup
unreg															7	6.5	49	30.5					5	4			61	41	67.2%
4 hr	28	23	72	30	27	24.5	16	12	13	8.5			45	44.5	23	19							10	9			234	170.5	72.9%
2 hr					18	17			23	17.5	89	81.5			18	7			23	18	26	18			22	16.5	219	175.5	80.1%
20 min									6	4	3	2			3	1.5			3	2							15	9.5	63.3%
ADA	2	0.5									3	1	2	1									2	1.5			9	4	44.4%
Total	30	23.5	72	30	45	41.5	16	12	42	30	95	84.5	47	45.5	51	34	49	30.5	26	20	28	19.5	15	13	22	16.5	538	400.5	74.4%
Occup	23.5	78%	30	42%	41.5	92%	12	75%	30	71%	84	88%	45.5	97%	34	67%	30.5	62%	20	77%	19.5	70%	13	87%	16.5	75%	400	

138 spaces avail

South

	Ross		Mariposa		Belle		SA		SFD		Tot. Spaces	Occup	
unreg	13	6	11	0.5	26	13.5			63	24.5	113	44.5	39%
4 hr									2	2	2	2	100%
2 hr	8	4.5	29	20.5	14	8.5	79	44.5			130	78	60%
20 min					1	0	6	4	1	0.5	8	4.5	56%
ADA			1	0			1	0			2	0	0%
Total	21	10.5	41	21	41	22	86	48.5	66	27	255	129	51%
Occup	10.5	50%	21	51%	22	54%	48.5	56%	27	41%		129	51%

126 spaces avail

Town of San Anselmo - September 2021
Downtown Parking Study - NDS Counts - weekend

Weekend - Saturday/Sunday

Location	No. Spaces	Time Limit	8 am to 9 am		9 am to 10 am		10 am to 11 am		11 am to 12 am		12 pm to 1 pm		1 pm to 2 pm		2 pm to 3 pm		3 pm to 4 pm		4 pm to 5 pm		5 pm to 6 pm		6 pm to 7 pm		7 pm to 8 pm		
Magnolia Lot EV	6	4 hr	1	1	2	2	2	1	2	1	2	1	1	2	0	2	2	2	2	2	2	3	3	2	2	3	Avg Occ
lot	22	4 hr	2	5	2	9	5	13	14	12	18	12	16	14	15	11	15	10	14	12	14	13	17	17	22	22	10am-8pm
ADA	2	n/a	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	
Total	30		3	6	4	11	7	14	16	14	20	13	17	16	15	13	17	12	16	14	16	16	21	20	25	25	
Average and % Occupancy	30		4.5	15%	7.5	25%	10.5	35%	15	50%	16.5	55%	16.5	55%	14	47%	14.5	48%	15	50%	16	53%	21	70%	25	83%	55%
Pine Street Lot - whole lot	26	2 hr	1	3	2	6	4	10	14	12	20	15	12	12	6	11	5	6	7	6	5	6	16	5	24	9	
ADA	2	n/a	0	0	1	1	0	1	0	0	2	1	0	1	2	2	0	1	0	0	0	0	1	1	2	1	
Total	28		1	3	3	7	4	11	14	12	22	16	12	13	8	13	5	7	7	6	5	6	17	6	26	10	
Average and % Occupancy	28		2	7%	3	11%	7.5	27%	13	46%	19	68%	12.5	45%	10.5	38%	6	21%	6.5	23%	5	18%	11.5	41%	18	64%	39%
Creek Park - free	45	4 hr	13	16	30	18	41	27	43	30	44	21	40	20	44	16	36	19	36	22	44	26	45	26	45	29	
all	2	n/a	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	1	0	2	0	
ADA																											
Total	47		13	16	30	18	41	27	43	31	44	21	40	21	44	16	36	19	36	22	45	26	46	26	47	29	
Average and % Occupancy	47		14.5	31%	24	51%	34	72%	37	79%	32.5	69%	30.5	65%	30	64%	27.5	59%	29	62%	35.5	76%	36	77%	38	81%	70%
S.A. Avenue - Bridge to Tunstead																											
east side - acorn bldg	3	2 hr	0	0	0	0	3	2	2	1	2	3	2	3	2	1	3	0	2	2	2	0	3	0	3	2	
east side - Thai restaurant - 4+1 ADA	5	2 hr	4	4	4	1	5	4	4	5	4	5	4	3	5	4	4	3	3	1	5	5	5	5	5	3	
west side Fire station	5	2 hr	2	1	3	4	4	4	5	5	5	3	4	3	5	3	5	4	4	5	4	5	3	5	5	5	
Tamalpais at S.A. - intersection	1	20 mi	1	0	0	0	0	0	0	0	0	1	1	1	1	1	0	0	0	1	1	0	0	0	0	0	
west side - Tamalpais to crosswalk - 5 diag. + 7 parall	12	2 hr	3	4	11	10	6	11	11	12	12	11	10	11	12	12	9	11	6	12	0	7	2	11	0	12	
west side - Magnolia to Tunstead - Town Hall	9	2 hr	1	5	3	4	8	5	8	8	9	3	9	5	9	5	8	1	4	9	1	7	0	9	0	9	
east side - Tamalpais to Magnolia	11	2 hr	5	4	9	7	8	10	11	10	10	9	9	11	8	9	6	10	8	10	0	7	3	10	0	10	
east side - Magnolia to Tunstead - diag.	11	2 hr	4	4	6	3	7	8	10	9	10	11	10	11	10	7	8	7	8	7	4	9	2	11	4	11	
Total	57		20	18	36	29	41	44	51	50	52	46	49	48	52	42	43	37	35	46	18	39	20	49	17	52	
Average and % Occupancy	57		19	33%	32.5	57%	42.5	75%	50.5	89%	49	86%	48.5	85%	47	82%	40	70%	40.5	71%	28.5	50%	34.5	61%	17	30%	70%
S.A. Ave - Tunstead to Bolinas - west side - Tunstead to Pine	7	2 hr	1	2	1	3	5	5	6	3	7	6	5	5	3	5	3	6	4	6	6	6	7	7	7	7	
west side - Pine to Woodland	5	2 hr	4	2	4	5	4	4	5	3	5	2	4	5	4	5	4	3	4	4	4	4	4	4	4	4	
west side - Woodland to Ross	5	2 hr	0	0	2	4	4	3	4	2	4	2	4	3	4	2	2	1	3	2	3	3	4	1	5	2	
west side - Woodland to Ross (ADA)	1	n/a	0	0	0	0	1	1	0	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	
west side - ADA at Mariposa	1	2 hr	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	
west side - Ross to Mariposa	13	2 hr	1	1	0	1	3	4	2	4	6	4	1	5	2	2	2	1	1	2	1	2	2	6	3	3	
west side - Mariposa to Belle	6	20 min	1	1	3	1	2	4	1	2	4	2	2	3	3	1	1	3	1	1	2	0	4	0	3	1	
west side - Mariposa to Belle	3	2 hr	2	2	2	2	2	1	2	2	2	2	1	2	1	2	0	1	0	0	0	0	0	0	2	0	
west side - Belle to Bolinas	4	2 hr	0	0	0	1	1	3	2	0	3	2	1	2	0	0	0	0	0	1	0	2	0	1	0	1	
east side - Little Tunstead to Little Pine	6	2 hr	0	0	1	3	3	6	6	2	5	4	6	5	6	3	2	3	3	1	4	4	6	5	6	6	
east side - Little Pine to Ross - 3x20 min + 10 reg	13	2 hr	3	2	5	10	10	10	13	10	11	8	8	11	9	8	2	6	7	1	8	1	13	5	13	8	
east side - ADA at Ross	1	2 hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
east side diagonal - Ross to Bolinas	59	2 hr	3	15	5	20	29	29	28	26	27	20	21	17	14	14	3	5	4	4	2	2	11	1	11	4	
Total - Tunstead to Ross	38		8	6	13	23	27	29	34	20	33	22	27	29	27	23	13	20	21	12	26	18	34	22	35	27	
Average and % Occupancy - Tunstead to Ross	38		7	18%	18	47%	28	74%	27	71%	27.5	72%	28	74%	25	66%	16.5	43%	16.5	43%	22	58%	28	74%	31	82%	66%
Total - Ross to Bolinas	86		7	19	11	25	38	42	34	34	42	30	26	29	20	19	7	10	6	8	6	5	17	4	22	9	
Average and % Occupancy - Ross to Bolinas	86		13.0	15%	18.0	21%	40.0	47%	34.0	40%	36.0	42%	27.5	32%	19.5	23%	8.5	10%	7.0	8%	5.5	6%	10.5	12%	15.5	18%	24%

Location

Location	No. Spaces	Time Limit	8 am to 9 am		9 am to 10 am		10 am to 11 am		11 am to 12 pm		12 pm to 1 pm		1 pm to 2 pm		2 pm to 3 pm		3 pm to 4 pm		4 pm to 5 pm		5 pm to 6 pm		6 pm to 7 pm		7 pm to 8 pm		
Tamalpais Avenue																									
north side - S.A. to Cedar	11	2 hr	2	2	4	5	9	7	9	8	9	10	11	10	10	9	7	10	11	9	10	9	11	11	11	10	Avg Occ
north side - S.A. to Cedar	13	4 hr	7	9	9	11	10	11	9	13	8	8	10	8	9	8	7	8	8	8	13	13	13	11	13	10	10am-8pm
south side - S.A. to Cedar	7	2 hr	3	1	5	1	7	6	6	7	6	5	6	6	7	5	6	6	6	7	7	6	7	7	7	7	
south side - S.A. to Cedar	14	4 hr	7	9	8	7	9	7	8	8	12	7	10	6	9	8	10	7	10	10	14	10	14	10	10	13	
Total	45		19	21	26	24	35	31	32	36	35	30	37	30	35	30	30	31	35	34	44	38	45	39	41	40	
Average and % Occupancy	45		20	44%	25	56%	33	73%	34	76%	32.5	72%	33.5	74%	32.5	72%	30.5	68%	34.5	77%	41	91%	42	93%	40.5	90%	79%
Magnolia Avenue (one way)																									
north side - S.A. to Cedar - was 18	16	4 hr	11	12	9	10	11	10	13	10	10	11	11	12	4	11	12	11	10	10	13	11	14	13	12	13	
Average and % Occupancy	16		11.5	72%	9.5	59%	10.5	66%	11.5	72%	10.5	66%	11.5	72%	7.5	47%	11.5	72%	10	63%	12	75%	13.5	84%	12.5	78%	69%
Tunstead Avenue																									
north side - S.A. to Cedar	5	20 m	1	5	2	0	1	1	0	1	3	1	2	2	1	2	3	1	3	2	3	1	5	1	5	3	
north side - S.A. to Cedar	8	2 hr	7	6	6	5	7	5	5	7	7	5	4	6	1	3	4	5	4	6	8	7	8	8	6	2	
north side - S.A. to Cedar	1	20 m	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	
north side - S.A. to Cedar	5	4 hr	1	1	1	3	2	4	2	2	2	2	4	4	2	3	3	3	3	5	5	5	5	5	5	5	
south side - S.A. to Cedar	15	2 hr	3	3	5	3	11	6	10	4	10	3	7	6	10	4	9	11	9	4	11	12	11	12	11	11	
south side - S.A. to Cedar	8	4 hr	3	5	4	5	6	4	7	2	2	2	2	3	5	3	6	1	7	2	6	2					
Tunstead Totals	42		15	20	19	16	28	20	24	16	24	13	19	21	19	15	25	23	25	19	34	26	37	28	34	23	
Average and % Occupancy	42		17.5	42%	17.5	42%	24	57%	20	48%	18.5	44%	20	48%	17	40%	24	57%	22	52%	30	71%	32.5	77%	28.5	68%	56%
San Rafael Avenue																									
north side - S.A. to Myrtle	21	4 hr	5	4	7	5	7	9	6	8	8	7	8	7	7	7	6	7	6	8	7	4	9	3	12	4	
Grove																										
north side grove to myrtle	13	4 hr	3	3	3	3	3	2	2	3	4	2	4	3	4	2	3	2	3	3	3	2	3	1	3	2	
south side - S.A. to Myrtle	38	4 hr	6	5	9	11	7	10	10	9	11	8	11	9	10	9	11	9	12	9	15	9	18	9	15	5	
San Rafael Total	72		14	12	19	19	17	21	18	20	23	17	23	19	21	18	20	18	21	20	25	15	30	13	30	11	
Average and % Occupancy	72		13	18%	19	26%	19	26%	19	26%	20	28%	21	29%	19.5	27%	19	26%	20.5	28%	20	28%	21.5	30%	20.5	28%	28%
Cedar Avenue																									
Tamalpais to Magnolia																										
west side	5	none	3	2	2	2	2	2	2	2	1	2	2	2	2	1	2	2	2	2	1	1	2	2	4	2	
east side	6	none	3	3	5	3	5	3	5	3	5	2	4	2	5	2	5	1	4	1	3	1	5	1	4	1	
Magnolia to Tunstead																										
west side	9	none	4	4	6	4	4	4	4	4	5	4	5	4	4	4	4	4	5	4	3	4	4	4	4	4	
east side	12	none	7	6	6	6	6	4	8	3	6	3	8	2	2	3	7	2	7	2	7	4	7	4	8	2	
Tunstead to Pine																										
west side	0	none																									
east side	6	none	3	4	2	2	2	2	3	2	3	2	3	2	2	2	4	2	4	2	3	2	3	2	4	2	
Pine to Woodland																										
west side	6	none	4	4	3	3	3	3	3	3	3	2	3	2	3	3	4	4	4	4	4	4	4	5	5	4	
east side	0	none																									
Woodland to Ross																										
west side	5	none	4	5	4	5	4	5	3	2	2	2	3	2	2	3	2	3	4	3	3	3	4	3	4	3	
Cedar Total	49		28	28	28	25	26	23	28	19	25	18	28	16	20	18	28	18	30	18	24	19	29	20	33	18	
Average and % Occupancy	49		28	57%	26.5	54%	24.5	50%	23.5	48%	21.5	44%	22	45%	19	39%	23	47%	24	49%	21.5	44%	24.5	50%	25.5	52%	47%

Location

Location		No. Spaces	Time Limit	8 am to 9 am		9 am to 10am		10 am to 11 am		11 am to 12 pm		12 pm to 1 pm		1 pm to 2 pm		2 pm to 3 pm		3 pm to 4 pm		4 pm to 5 pm		5 pm to 6 pm		6 pm to 7 pm		7 pm to 8 pm		
Pine Street	north side - S.A. to Cedar	3	20 m	0	0	0	0	1	1	3	0	3	0	2	0	2	0	3	1	0	0	0	0	2	1	3	2	Avg Occ
	north side - S.A. to Cedar	6	2 hr	0	0	0	1	1	3	1	4	2	3	1	2	3	3	1	3	1	2	1	1	3	1	6	2	10am-8pm
	south side - S.A. to Cedar	17	2 hr	11	9	11	11	10	11	9	9	10	11	8	11	11	8	9	8	8	8	9	12	11	11	15	11	
	Total	26		11	9	11	12	12	15	13	13	15	14	11	13	16	11	10	12	9	10	10	13	16	13	24	15	
	Average and % Occupancy	26		10	38%	11.5	44%	13.5	52%	13	50%	14.5	56%	12	46%	13.5	52%	11	42%	9.5	37%	11.5	44%	14.5	56%	19.5	75%	51%
Woodland Ave	north side - S.A. to Cedar	2	2 hr	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
	north side - S.A. to Cedar	5	4 hr	4	5	4	4	4	4	5	3	4	1	3	2	2	3	4	3	3	2	3	3	5	5	4	5	
	south side - S.A. to Cedar	8	4 hr	6	7	6	7	6	7	7	5	7	6	7	7	7	6	5	6	6	3	7	4	7	5	7	6	
	Total	15		12	14	12	13	12	13	14	10	13	9	12	11	11	10	10	12	11	7	12	8	14	12	13	13	
	Average and % Occupancy	15		13	87%	12.5	83%	12.5	83%	12	80%	11	73%	11.5	77%	10.5	70%	11	73%	9	60%	10	67%	13	87%	13	87%	76%
Ross Avenue	north side - S.A. to Cedar	22	2 hr	20	13	21	16	22	15	21	14	21	13	18	14	16	12	16	9	12	9	12	8	11	8	13	8	
			none																									
	south side - S.A. to Cedar	8	2 hr	7	0	8	0	6	2	3	3	5	2	5	3	4	1	7	0	1	1	2	1	0	1	1	1	
	south side - S.A. to Cedar	13	none	6	11	6	12	7	11	10	11	10	11	11	10	12	9	7	10	8	8	7	7	9	8	9	7	
	Total	43		33	24	35	28	35	28	34	28	36	26	34	27	32	22	30	19	21	18	21	16	20	17	23	16	
	Average and % Occupancy	43		28.5	66%	31.5	73%	31.5	73%	31	72%	31	72%	30.5	71%	27	63%	24.5	57%	19.5	45%	18.5	43%	18.5	43%	19.5	45%	58%
Mariposa Avenue	north side - S.A. to Richmond	18	2 hr	10	10	8	8	14	8	13	7	13	9	8	9	11	8	10	9	12	10	12	10	10	9	9	9	
	north - ADA	1	n/a	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	north side	0	none																									
	south side - S.A. to Richmond	11	2 hr	4	3	5	5	4	5	5	7	6	6	6	5	6	5	3	7	2	7	4	5	3	5	3	5	
	white zone	11	n/a	0	2	0	1	1	1	2	1	3	1	1	1	1	1	1	1	0	2	0	2	2	1	3	1	
			n/a																									
	Total	41		14	15	13	14	19	14	21	15	22	16	15	15	18	14	14	17	14	19	16	17	15	15	15	15	
	Average and % Occupancy	41		14.5	35%	13.5	33%	16.5	40%	18	44%	19	46%	15	37%	16	39%	15.5	38%	16.5	40%	16.5	40%	15	37%	15	37%	40%
Belle Avenue	north side - S.A. to Richmond	10	2 hr	8	7	8	9	7	9	10	8	8	9	6	8	6	7	5	8	5	6	5	5	2	7	5	5	
	white zone	13	n/a	4	7	6	6	8	5	9	9	8	9	3	7	3	4	1	5	1	4	1	5	6	5	2	7	
	south side - S.A. to Richmond	1	20 m	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	south side - S.A. to Richmond	4	2 hr	2	0	2	1	1	3	2	0	3	1	2	2	4	0	0	0	0	2	0	0	0	1	1		
	south side - S.A. to Richmond	13	none	13	10	12	10	11	10	10	11	10	11	11	11	10	10	10	8	8	8	8	8	12	8	13	8	
	Total	41		27	24	28	26	27	28	31	28	30	30	22	28	23	21	16	21	14	18	14	18	20	20	21	21	
	Average and % Occupancy	41		25.5	62%	27	66%	27.5	67%	29.5	72%	30	73%	25	61%	22	54%	18.5	45%	16	39%	17	41%	20	49%	21	51%	55%
SFD -	west side - Hub to Bank	10	4 hr	0	1	3	1	8	1	7	1	9	2	9	2	10	2	10	4	9	5	10	4	10	8	10	7	
	west side - Bank to Tunstead	1	20 m	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	0	1	0	
	west side - Bank to Tunstead	3	2 hr	0	1	1	1	2	2	1	1	3	1	3	3	3	0	3	2	3	3	3	2	3	3	3	3	
	west side - Tunstead to Pine	2	20 m	2	0	0	0	0	1	0	0	2	1	1	2	0	1	0	2	0	0	1	2	2	1	2	2	
	west side - Tunstead to Pine	2	2 hr	0	0	0	1	1	1	0	1	2	1	1	1	0	0	1	2	1	1	2	1	1	1	2		
	west side - Pine to Ross	7	none	0	2	0	2	0	3	3	7	5	6	4	7	4	7	4	7	7	6	5	6	7	7	7	7	
	west side - Ross to Bolinas	35	none	7	4	13	6	15	8	15	9	15	9	10	9	9	7	9	7	7	5	7	6	6	6	6	8	
	east side - Hub to Bank	5	2 hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	5	0	4	0	3	0	
	east side - Bank to Tunstead - 5 + 3 loading 6-noon	8	2 hr	0	0	1	1	4	0	3	2	5	4	4	6	7	2	8	5	8	5	8	6	8	5	5	6	
	east side - Tunstead to Barber	13	4 hr	2	2	4	4	6	6	5	5	9	6	4	7	6	6	3	4	4	6	8	6	6	9	9	8	
	east side - Barber to Bolinas	1	20 m	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	0	1	0	0	0	1	0	
	east side - Barber to Bolinas	2	4 hr	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	0	0	1	0	1	0	1	1	
	east side - Barber to Bolinas	28	none	7	8	9	9	8	6	11	6	11	6	6	12	9	8	6	7	4	5	6	5	6	8	7		
	Total - Hub to Ross Ave	51		4	6	10	9	21	16	20	16	35	21	26	28	30	18	29	25	35	26	41	29	43	31	41	35	
	Average and % Occupancy	51		5	10%	9.5	19%	18.5	36%	18	35%	28	55%	27	53%	24	47%	27	53%	30.5	60%	35	69%	37	73%	38	75%	55%
	Total - Ross Ave to Bolinas Ave	66		17	15	25	18	26	19	24	23	24	23	19	24	21	18	18	17	11	10	15	12	12	12	16	16	
	Average and % Occupancy	66		16	24%	21.5	33%	22.5	34%	23.5	36%	23.5	36%	21.5	33%	19.5	30%	17.5	27%	10.5	16%	13.5	20%	12	18%	16	24%	27%
	Total	793		257	268	332	327	427	405	464	395	505	376	428	400	416	332	363	329	357	317	387	332	450	360	475	388	

North Downtown	538		179	184	241	232	304	289	341	281	372	264	330	291	318	250	294	254	303	253	325	272	377	300	391	319
South Downtown	255		78	84	91	95	123	116	123	114	133	112	98	109	98	82	69	75	54	64	62	60	73	60	84	69
	793		257	268	332	327	427	405	464	395	505	376	428	400	416	332	363	329	357	317	387	332	450	360	475	388

288 spaces avail
166 spaces DT north
122 spaces DT South

Town of San Anselmo - September 2021
Downtown Parking Study - NDS Counts - weekend
At Peak Hour (1 pm to 2 pm)

30%

North	Mag. Ave Lot Inv	Count	SR Ave Inv	Count	Tam. Ave Inv	Count	Mag. Ave Inv	Count	Tunstead Ave Inv	Count	SA Ave Inv	Count	Creek Park Inv	Count	SFD Inv	Count	Cedar Ave Inv	Count	Pine St Inv	Count	Pine St Lot Inv	Count	Woodland Ave Inv	Count	Ross Ave Inv	Count	Total	Occup
unreg															7	5.5	49	22					5	2.5			61	30 / 49.2%
4 hr	28	16.5	72	21	27	17	16	11.5	13	6.5			45	30	23	11							10	9			234	122.5 / 52.4%
2 hr					18	16.5			23	11.5	89	73.5			18	9			23	11	26	12			22	16	219	149.5 / 68.3%
20 min									6	2	3	2			3	1.5			3	1							15	6.5 / 43.3%
ADA	2	0									3	1	2	0							2	0.5					9	1.5 / 16.7%
Total	30	16.5	72	21	45	33.5	16	11.5	42	20	95	76.5	47	30	51	27	49	22	26	12	28	12.5	15	11.5	22	16	538	310 / 57.6%
Occup	16.5	55%	21	29%	33.5	74%	11.5	72%	20	48%	75.5	79%	31	65%	27	53%	22	45%	12	46%	12.5	45%	11.5	77%	16	75%	310	

229 spaces avail

South	Ross Inv	Count	Mari Inv	Count	Belle Inv	Count	SA Inv	Count	SFD Inv	Count	Tot. Spaces	Occup	
unreg	13	10.5	11	1	26	16			63	18.5	113	46	41%
4 hr									2	2	2	2	100%
2 hr	8	4	29	14	14	9	79	25			130	52	40%
20 min					1	0	6	2.5	1	1	8	3.5	44%
ADA			1	0			1	0			2	0	0%
Total	21	14.5	41	15	41	25	86	27.5	66	21.5	255	103.5	41%
Occup	14.5	69%	15	37%	25	61%	27.5	32%	21.5	33%		104	41%

152 spaces avail

Prepared by National Data & Surveying Services

Duration Study

Project: 21-080203
City: San Anselmo, CA

Date: 9/2/2021
Day: Thursday

Segment	Space Type	Space	10:00AM	11:00AM	12:00PM	1:00PM	2:00 PM	0 - 1 HRS	1 - 2 HRS	2 - 3 HRS	3 - 4 HRS	4 - 5 HRS
10	2 Hr Parking 7am-6pm	1	S262			X374	8261	3				
10	2 Hr Parking 7am-6pm	2	N424	X	X	9K26	W012	2		1		
10	2 Hr Parking 7am-6pm	3	4158	X	X	X	X					1
11	2 Hr Parking 7am-6pm	1	X241	U616	H966	L723		4				
11	2 Hr Parking 7am-6pm	2	7238	X	X	X	U235	1			1	
11	2 Hr Parking 7am-6pm	3	G126	T436	C304	93M0	X693	5				
11	2 Hr Parking 7am-6pm	4	W240	X	A884	X			2			
11	2 Hr Parking 7am-6pm	5	1C55	X	R525	N926	5281	3	1			
12	Handicap Van Accessible	1	RJCJ				36TT	2				
12	2 Hr Parking 7am-6pm	1	B578	V366	F646	S710		4				
12	2 Hr Parking 7am-6pm	2	W249	X	X	X	X					1
12	2 Hr Parking 7am-6pm	3	C386	K917	S359	R872	A013	5				
12	2 Hr Parking 7am-6pm	4	P786	X	X	H731	PSTR	2		1		
13	2 Hr Parking 7am-6pm	1	L442	77A1	X	X	W552	2		1		
13	2 Hr Parking 7am-6pm	2	V272	Z838	W706	R784	W153	5				
13	2 Hr Parking 7am-6pm	3	17RF	U716	N592	B317	X	3	1			
13	2 Hr Parking 7am-6pm	4	R082	M987	X	E035	YBBR	3	1			
13	2 Hr Parking 7am-6pm	5	K381	THLR	L426	K642	X	3	1			
13	2 Hr Parking 7am-6pm	6	W505	P532	0N49	X	X	2		1		
13	2 Hr Parking 7am-6pm	7	LICK	M547	Y539	J598	U099	5				
13	2 Hr Parking 7am-6pm	8	D047	X	W342	X	G596	1	2			
13	2 Hr Parking 7am-6pm	9	M089	X	X	Z109	J100	2		1		
13	2 Hr Parking 7am-6pm	10	S145	X	80X0	4841	V048	3	1			
13	2 Hr Parking 7am-6pm	11	G006	1931	U841	X	X	2		1		
13	2 Hr Parking 7am-6pm	12	E570	GQ64	X	X	G659	2		1		
14	2 Hr Parking 7am-6pm	1	U327	X201	X	X	X	1			1	
14	2 Hr Parking 7am-6pm	2	Y368	4094	S611	X	F121	3	1			
14	2 Hr Parking 7am-6pm	3	Z778	19D0	X	D047	H087	3	1			
14	2 Hr Parking 7am-6pm	4	Z109	X	X	X	H535	1			1	
14	2 Hr Parking 7am-6pm	5	G479	X	M457	M089	D047	3	1			
14	2 Hr Parking 7am-6pm	6			*Occupied by outdoor dining*							
14	2 Hr Parking 7am-6pm	7	Z880	Z019	X	K951	M079	3	1			
14	2 Hr Parking 7am-6pm	8	C143		P455	A9GC	Z212	4				
14	2 Hr Parking 7am-6pm	9	5883	F872	V048	C914	X	3	1			
14	2 Hr Parking 7am-6pm	10	K810	X	U716	N392	X	2	1			
14	2 Hr Parking 7am-6pm	11	S2WN	X	G697	27Z0	Z880	3	1			
14	2 Hr Parking 7am-6pm	12		7Z60				1				
14	20 Min Parking 6am-6pm	1		D0Z1			S224	2				
15	2 Hr Parking 7am-6pm Sundays and Holidays Exempt	1		F266	60ED	F771	N162	4				
15	2 Hr Parking 7am-6pm Sundays and Holidays Exempt	2		L824		R311	N821	3				
15	2 Hr Parking 7am-6pm Sundays and Holidays Exempt	3	U372	S851	X	X		1		1		
15	2 Hr Parking 7am-6pm Sundays and Holidays Exempt	4	25K2		THFU	5890	88X0	4				
15	2 Hr Parking 7am-6pm Sundays and Holidays Exempt	5	W131		B450	1C55	X	2	1			
15	2 Hr Parking 7am-6pm Sundays and Holidays Exempt	6	28A3	X	H713	D422	F185	3	1			
15	2 Hr Parking 7am-6pm Sundays and Holidays Exempt	7		H696	X	Z774	X	1	1			
15	2 Hr Parking 7am-6pm Sundays and Holidays Exempt	8		H156	X	P385	O276	2	1			
15	2 Hr Parking 7am-6pm Sundays and Holidays Exempt	9	8703	X	X	X	X				1	
16	2 Hr Parking 7am-6pm / Compact Only	1	W529	X	X	E134	SUBT	2		1		
16	2 Hr Parking 7am-6pm / Compact Only	2	U832	J179	X	X	J370	2		1		
16	2 Hr Parking 7am-6pm / Compact Only	3	FD41	X		U567		1	1			
16	2 Hr Parking 7am-6pm / Compact Only	4	89B2	X	R559	Y876		2	1			
16	2 Hr Parking 7am-6pm / Compact Only	5	44Z0	X	Z651	X	8037	1	2			
16	2 Hr Parking 7am-6pm / Compact Only	6	08UO	U634	X	56T2	J856	3	1			
16	2 Hr Parking 7am-6pm / Compact Only	7	47T0	X	X	T384		1		1		
16	2 Hr Parking 7am-6pm / Compact Only	8	J295	X	0PET	M836	H462	3	1			
16	2 Hr Parking 7am-6pm / Compact Only	9	N539	X	9752	A143	M193	3	1			
16	2 Hr Parking 7am-6pm / Compact Only	10	RD33	J631	F773	V795	TI58	5				
16	2 Hr Parking 7am-6pm / Compact Only	11			3BUB	X	ED34	1	1			
17	2 Hr Parking 7am-6pm Sundays and Holidays Exempt	1		J520	T264	Z238	57X0	4				
17	2 Hr Parking 7am-6pm Sundays and Holidays Exempt	2	28A1	X	X	X	X					1
17	2 Hr Parking 7am-6pm Sundays and Holidays Exempt	3			S001	F040	X	1	1			
17	2 Hr Parking 7am-6pm Sundays and Holidays Exempt	4	B338	X		ZANN	X		2			
17	2 Hr Parking 7am-6pm Sundays and Holidays Exempt	5	P780	X	U062	D826	X	1	2			
17	2 Hr Parking 7am-6pm Sundays and Holidays Exempt	6	N517	L426		X435		3				
17	2 Hr Parking 7am-6pm Sundays and Holidays Exempt	7	D002	B947		6M14	Z376	4				
18	2 Hr Parking 7am-6pm	1	F119	X	X	X	X					1
18	2 Hr Parking 7am-6pm	2	B399	P897	D386	M733	X765	5				
18	2 Hr Parking 7am-6pm	3	B450		G186	6351	G601	4				
18	2 Hr Parking 7am-6pm	4	J830	X	X	G458	X		1	1		
18	2 Hr Parking 7am-6pm	5		V354	M021	X	X	1		1		
18	2 Hr Parking 7am-6pm	6	A074	G947	2914	F563	Y744	5				
19	2 Hr Parking 7am-6pm	1	X838	A631		6K45	P585	4				
19	2 Hr Parking 7am-6pm	2	MBRD	F122		D368	R555	4				
19	2 Hr Parking 7am-6pm	3	A923	B867	X	X	X	1			1	
19	2 Hr Parking 7am-6pm	4	W083	3350	E899	D917	N450	5				
19	2 Hr Parking 7am-6pm	5	H413	V764	X		W508	2	1			
20	20 Min Parking 7am-6pm Sundays and Holiday Exempt	1		N614	COXN	J686	76V0	4				
20	20 Min Parking 7am-6pm Sundays and Holiday Exempt	2		V764	G571		S838	3				
20	20 Min Parking 7am-6pm Sundays and Holiday Exempt	3		2255	31Z1		G888	3				
20	2 Hr Parking 7am-6pm	1	J237	X125	G232	U645	X	3	1			
20	2 Hr Parking 7am-6pm	2			Z118	X	X			1		
20	2 Hr Parking 7am-6pm	3	171Z	V719	F014	C835	X	3	1			
20	2 Hr Parking 7am-6pm	4	T487	E067	K580	S656	W628	5				
20	2 Hr Parking 7am-6pm	5	TESQ	T949	X	D576	IVEW	3	1			
20	2 Hr Parking 7am-6pm	6				H269		1				
20	2 Hr Parking 7am-6pm	7			75YH	42W2	C776	3				
20	2 Hr Parking 7am-6pm	8		S883	C863	T949	X	2	1			
20	2 Hr Parking 7am-6pm	9	R384	U791	P214	S722	X	3	1			
20	2 Hr Parking 7am-6pm	10	U677	J805		K384	4652	4				
21	Handicap Van Accessible	1										
21	2 Hr Parking 7am-6pm	1	D801			N770		2				
21	2 Hr Parking 7am-6pm	2	6012	D071	J137	P884		4				
21	2 Hr Parking 7am-6pm	3		M191		Z657		2				
21	2 Hr Parking 7am-6pm	4		E656	G524		P884	3				
21	2 Hr Parking 7am-6pm	5	0L02		P215		63U2	3				

Prepared by National Data & Surveying Services

Duration Study

Project: 21-080203

City: San Anselmo, CA

Duration		0 - 1 HRS	1 - 2 HRS	2 - 3 HRS	3 - 4 HRS	4 - 5 HRS
Thursday	**Number of Vehicles**	232	40	14	5	4
	Percentage of total	78.6%	13.6%	4.7%	1.7%	1.4%