



M E M O R A N D U M

TO: Members of the Downtown Parking Task Force
FROM: James Merten, Traffic Engineer
DATE: November 29, 2016
RE: Downtown Parking Policies & Guidelines Proposal

Attached is a draft proposal of parking policy and guideline changes to correspond with the integration of the NuPark parking management system. The draft, while having plenty of specifics, is meant to be reviewed as a package of broad scope concepts to direct what type of parking changes are to be implemented into the NuPark system. It does not include any ordinance changes that would be necessary to fully implement the proposal. An ordinance would be drafted upon approval of the action items by the Downtown Parking Task Force.

The proposal is divided into three main topics that staff is requesting to be acted on at this time: time limited zones, parking citations, and downtown district parking permits. I've also included a few future discussion items on the cover page that will need to be addressed at some point. Also included is a rough implementation schedule and a proposal for a 1-day parking pass pilot project.



Proposal of Downtown Parking Policies & Guidelines For Integration of the NuPark Parking Management System

Action Items:

- A. Time Limited Zones
 - 1. Restriction Zones
 - 2. Restriction Periods
 - 3. No Re-parking Zones
- B. Parking Citations
 - 1. Citation Codes
 - 2. Citation Fines
 - 3. Payment
 - 4. Late Payments & Notices
 - 5. Boot & Tow
 - 6. Appeals
 - 7. Community Comparisons
- C. Downtown District Parking Permits
 - 1. Permit Zones
 - 2. Restriction Periods
 - 3. Issuance
 - 4. Payment
 - 5. Permit Fees
 - 6. Community Comparisons
 - 7. External Permit Management

Discussion Items:

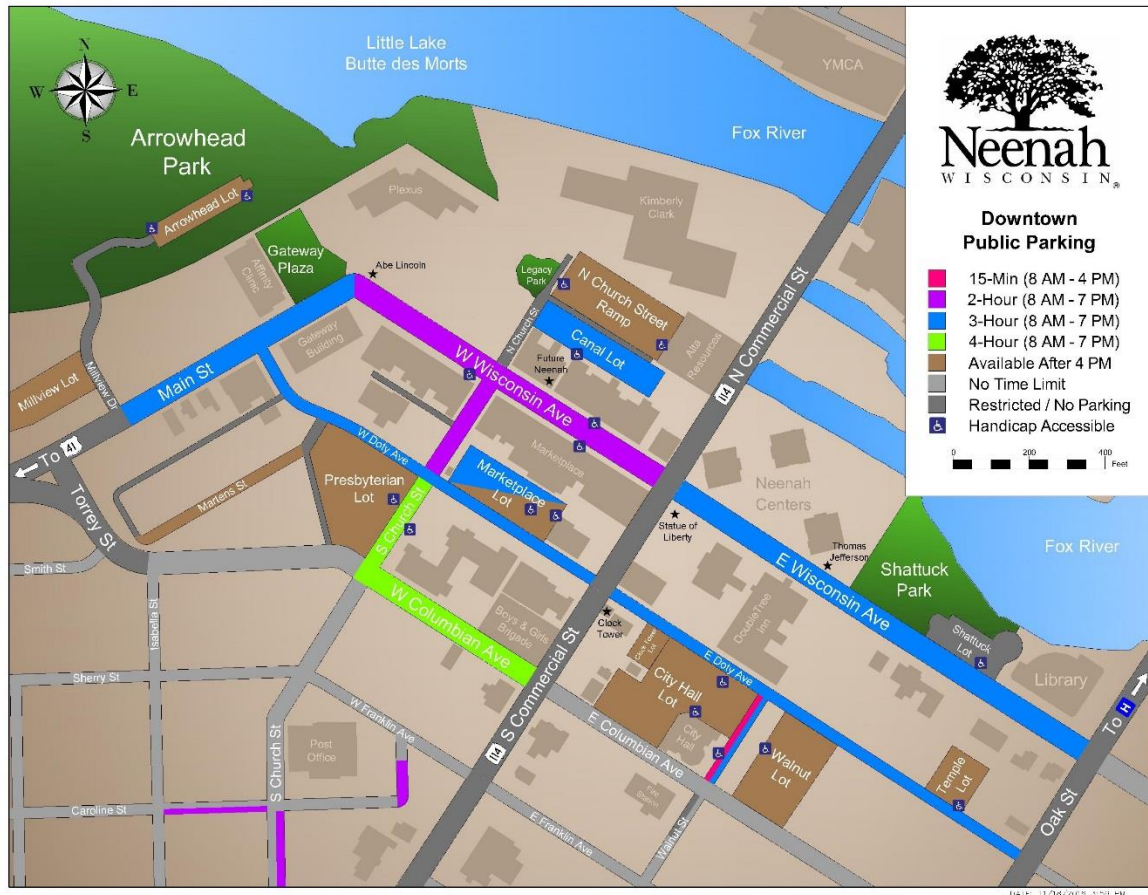
- D. Implementation Schedule
- E. 1-Day Parking Pass
- F. Overnight & Seasonal Parking Restrictions
- G. Special Permits (Residential Parking Permits, Boat Trailer Parking Pass)
- H. License Plate Recognition System Privacy Policy (for Data Retention and User Access)

Note:

Proposal information is in standard text. *Background information and reasoning is in italicized blue text.*

Time Limited Zones

1. Restriction zones: *The goal of this proposal is to keep the same concept that resulted from the 2015 parking study. However, due to the extended periods of frequent chalking that would be required to effectively enforce 4-hour zones, the 4-hour zones were pushed back to locations that can handle instances of abuse. Areas affected by the Gateway Building project are not considered in this plan.*

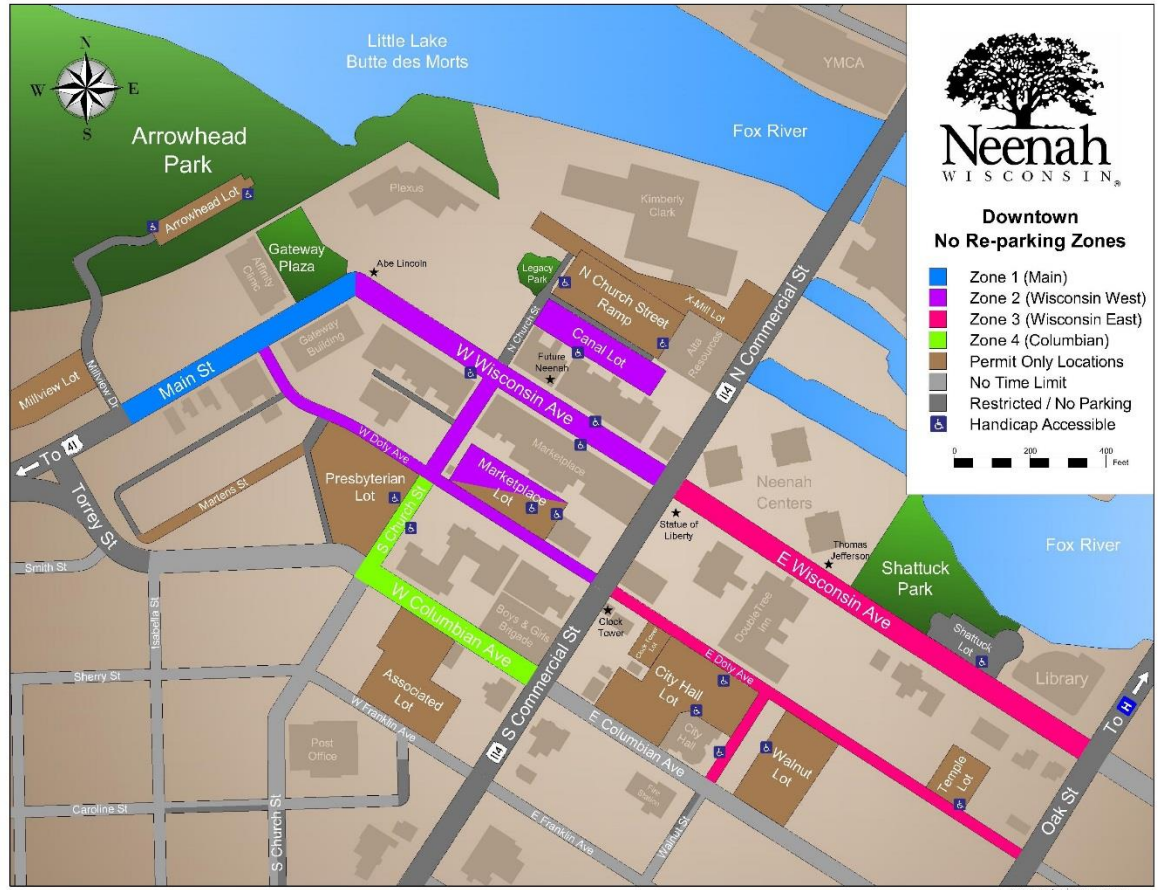


- a. Retain 2-hour parking:
 - i. Wisconsin Avenue (Main Street – Commercial Street)
 - ii. Church Street (Doty Avenue – Wisconsin Avenue)
- b. Convert to 3-hour parking:
 - i. Canal Lot *Currently 2-hour parking*
 - ii. Marketplace Lot (Time-Limited Spaces Only) *Currently 2-hour parking*
 - iii. Main Street (Millview Drive – Wisconsin Avenue) *Currently 2-hour parking*
 - iv. Wisconsin Avenue (Commercial Street – Oak Street) *Currently 2-hour parking*
 - v. Doty Avenue (Main Street – Oak Street) *Currently 2-hour & meter parking*
 - vi. Walnut Street, East Side (Columbian Avenue – Doty Avenue) *Currently 2-hour parking*
- c. Convert to 4-hour parking:
 - i. Church Street (Columbian Avenue – Doty Avenue) *Currently meter parking*

- ii. Columbian Avenue (Church Street – Commercial Street) *Currently 2-hour parking*
 - d. Remove time restriction:
 - i. Smith Street (Isabella Street – Church Street) *Currently 2-hour parking*
 - ii. Columbian Avenue (Commercial Street – Oak Street) *Currently 2-hour & permit parking*
 - iii. Franklin Avenue (Church Street – Commercial Street) *Currently 2-hour parking*
 - iv. Walnut Street (Franklin Avenue – Columbian Avenue) *Currently 2-hour & permit parking (visitor parking adjacent to the fire station would stay)*
- 2. Restriction periods: *The current restriction period is 7 a.m. to 6 p.m. The proposal keeps posted restriction times for all zones the same for simplicity for downtown customers and visitors. This, however, results in varied “effective restriction times” when the restricted time limit doesn’t apply because the restriction doesn’t prohibit extending an instance of parking into (or from) the unrestricted period. Given this limitation, the proposed restriction periods is an attempt to best align with the transition periods of the day based on the effective restriction times, placing restrictions only with the purpose of discouraging employee parking in areas intended for customers. The posted start time is pushed back from 7 a.m. to 8 a.m. to better match realistic enforcement periods. The posted end time, relative to the 2-hour parking currently, is pushed back one hour to better capture the transition point between daytime and nighttime activities, as articulated in the parking study.*
 - a. Daily restrictions:
 - i. 15-minute zones: 8 a.m. – 4 p.m. *Effective restriction time: 8:15 a.m. – 3:45 p.m.*
 - ii. 2-hour zones: 8 a.m. – 7 p.m. *Effective restriction time: 10 a.m. – 5 p.m.*
 - iii. 3-hour zones: 8 a.m. – 7 p.m. *Effective restriction time: 11 a.m. – 4 p.m.*
 - iv. 4-hour zones: 8 a.m. – 7 p.m. *Effective restriction time: 12 a.m. – 3 p.m.*
 - b. Exempted periods:
 - i. Sundays & Holidays: 2-hour zones. *Currently, all posted restrictions downtown include Saturday as an exempted period (or are supposed to). Because some employment centers are open on Saturdays and parking occupancy has been an issue in the past, the proposal here extends the time limit restriction into Saturday for 2-hour parking zones only, the core area intended for customers/visitors.*
 - ii. Saturdays, Sundays & Holidays: All other zones. *The intent to keep the parking restriction ‘as is’ for these areas is twofold: (1) the strategy keeps with the minimalist approach of applying restrictions only when/where needed, (2) it minimizes impacts on current small business practices.*
- 3. No re-parking restriction:
 - a. Definition: No person shall be permitted more than one act of parking per day within a no re-parking zone marked by official signs. A single act of parking begins when a vehicle is legally parked in a parking stall and ends when a vehicle leaves the said parking stall. The no re-parking restriction applies only during to the posted restriction periods. *Currently, Codes § 16-100(c) and 16-70(b)(4) state that any single act of parking within one day shall constitute two-hours of parking, even if a vehicle was parked less than 2 hours. As written currently, each vehicle is permitted one act of 2-hour parking per day per block (or per lot). The NuPark system, to our understanding, does have the ability to reduce the period of no re-parking from once per day to once per specific periods of the day, if inability to re-park*

becomes problematic for customers/visitors. Any change to this restriction would require a change by ordinance.

- b. Zones: The no re-parking restriction would be expanded to all time-limited zones within the downtown area. The restriction would apply per block (or lot) per day, as is currently delineated. However, if after data collected shows there is regular re-parking occurring between zones, the no re-parking zones would be expanded to a setup similar to the map shown below. The zones would be adjusted as needed depending on where the hotspots of parking abuse exist. *Currently the no re-parking rule is written specifically for any 2-hour parking in public lots and for the 100 and 200 blocks of East and West Wisconsin Avenue.*



- c. Notification & Outreach: All areas covered by the no re-parking restriction would be noted on official signs as, “No Re-Parking Zone.” It would be communicated that in general, re-parking is not permitted in any time-limited areas within the downtown (that the downtown is one large zone). *As previously mentioned, the zones are intended to vary depending on where the data suggests problem areas are. Therefore, it is impractical to post where different parking zone boundaries area. Doing so should discourage people from gaming the system, but it may also create issues with a customer who visits the downtown multiple times a day. Currently, the no re-parking restriction is signed as “Maximum Limit This Block” or “Maximum Limit This Lot.”*

Parking Citations

1. Citation codes: *Citations have been clustered into 3 classes depending on the severity, enforcement difficulty, and/or time sensitivity of the violation. Please note that all City Code numbers are subject to change, as changes to the City Code are anticipated.*
 - a. Class “A” citations:
 - i. Handicap parking only *Wis. Stats. § 346.505*
 - b. Class “B” citations:
 - i. Blocking egress *Code § 16-70(a), 16-69(f)*
 - ii. Abandoned vehicle *Code § 16-254*
 - iii. Snow emergency infraction *Proposed*
 - iv. Even/odd overnight parking only *Code § 16-69(e)(1)*
 - v. No overnight parking (2 a.m. – 5 a.m.) *Code § 16-69(d)(1)*
 - vi. Less than 10’ from fire hydrant *Wis. Stats. § 346.53(3)*
 - vii. Unauthorized use of street (*ie. dumpsters, equipment, or trailers*) *Proposed*
 - c. Class “C” citations:
 - i. No stopping (*as signed, at intersections, on crosswalks*) *Wis. Stats. § 346.52(1)*
 - ii. No parking (*as signed, loading zones*) *Wis. Stats. § 346.53, Code § 16-70(a)*
 - iii. Time limit *Code § 16-70(b)*
 - iv. No re-parking *Code § 16-70(b)(4)*
 - v. Permit parking only *Code § 16-70(e)*
 - vi. Boat trailer permit parking only *Code § 16-70(e)*
 - vii. No parking longer than 24 hours *Code § 16-69(d)(3)*
 - viii. No parking commercial vehicles in residential areas *Code § 16-69(c)*
 - ix. Wrong vehicle alignment/direction *Wis. Stats. § 346.54, 346.55(1), Code § 16-70(d)*
 - x. No parking on sidewalk/terrace *Wis. Stats. § 346.52(1)(d)*
 - xi. More than 2’ from curb or edge of pavement *Proposed*
 - xii. Less than 4’ from driveway *Wis. Stats. § 346.53(4)*
 - xiii. Less than 10’ from mailbox *Code § 16-69(b)*
 - xiv. Less than 15’ from crosswalk *Wis. Stats. § 346.53(5)*
 - xv. Unauthorized parking *Wis. Stats. § 346.55(2)*
 - xvi. Other *License plate not visible, event parking, etc.*
2. Citation fines:
 - a. Class “A” citations: \$150 *Currently \$50.*
 - b. Class “B” citations: \$20 *Currently \$10.*
 - c. Class “C” citations: For Class “C” citations, fines would follow the proposed escalation fee schedule below. Escalation would be calculated separately for each citation type. If a citation hasn’t been issued 365 days from the last issued citation of the same type, the fine escalation would be reduced back to the 1st offense. *Currently \$10. The escalation rate proposed is such that the rate of increase doubles with each subsequent offense.*
 - i. 1st Offense: Written warning (free)
 - ii. 2nd Offense: \$16
 - iii. 3rd Offense: \$20 (+\$4)
 - iv. 4th Offense: \$28 (+\$8)

v. 5th+ Offense: \$40 (+\$16)

3. Payment: Payments would be able to be made online, through the NuPark app, or in person at the police station or city hall finance department.
4. Late payments & notices: *The proposal keeps the costs and time frames the same.*
 - a. \$10 charge if not paid within 10 days
 - b. \$50 charge when it goes to WisDOT (~30 days)
 - c. Late payment notices would be sent through NuPark’s 3rd party vendor. If left unpaid, a late payment notice would be sent on the 10th and 30th day after the citation was issued.
5. Boot & tow: At this time the proposal is not be pursue a boot and/or tow program.
6. Appeals: Contesting a citation would be done either online or in person at the police station. The appeals process will be determined by the police department and city attorney.
7. Community comparisons:
 - a. Appleton:
 - i. Late payment fee structure:
 1. \$15 added charge after 10 days
 2. \$12 added charge after 30 days + license suspension
 - ii. Parking fines:

Expired meter (1 st – 2 nd citation)	\$5
Expired meter (3 rd – 5 th citation)	\$10
Expired meter (≥ 6 th citation)	\$50
No parking zones	\$20
Overtime in time limit zones	\$20

Other city ordinance/state statutes	\$20
Parking overnight (2–5 am)	\$25
No stopping/standing/parking zone	\$40
No parking in special event zones	\$40
Handicap parking zone	\$300

b. Green Bay

- i. Fee structure:
 1. Tier 1 citations: \$15, \$20 after 5 days, \$30 after 20 days, \$40 after 30 days
 2. Tier 2 citations: \$25, \$30 after 5 days, \$40 after 20 days, \$50 after 30 days
 3. Tier 3 citations: \$35, \$40 after 5 days, \$50 after 20 days, \$60 after 30 days
 4. Tier 4 citations: \$100, \$105 after 5 days, \$115 after 20 days, \$125 after 30 days
 5. Tickets go to WisDOT to suspend vehicle registration at 30 days

ii. Parking fines:

Exceeding time limit	T1
Expired meter	T1
Loading zone	T1
Blocking egress	T2
Less than 4’ from driveway	T2
Less than 15’ from a safety zone	T2
Less than 15’ from a crosswalk	T2
Less than 50’ from a railroad x-ing	T2
Bus Stop	T2
Contrary to sign (no permit)	T2
Improper parallel parking	T2
Intersection	T2
Night parking (3–5 am)	T2

Residential parking district	T2
School zone	T2
Setback area	T2
Sidewalk/terrace	T2
Street maint./snow removal area	T2
Less than 10’ from a fire hydrant	T3
Abandoned vehicle	T3
Obstructing curb ramp	T3
Prohibited ramp spaces	T3
Snow emergency	T3
Tow away zone (no stopping)	T3
Tresspass parking	T3
Without consent	T3

No parking anytime	T2
Outside designated space	T2

Heavy vehicle night pkg (3–5 am)	T4
Disabled space	T4

c. Menasha:

i. Late payment fee structure:

- \$15 added charge after 10 days
- \$15 added charge after 30 days + license suspension

ii. Parking fines:

No parking zone	\$10
Summer overnight parking (2–6 am)	\$10
Left side parking	\$10
Exceeded time limit	\$10
Less than 4' from driveway	\$10
Less than 10' from a fire hydrant	\$10
Less than 15' from a crosswalk	\$10
Less than 25' from a railroad x-ing	\$10
Improper parking	\$10
Restricted parking	\$10

Special event	\$10
Permit parking	\$10
Parked over sidewalk	\$10
Parked on private property	\$10
Parked on front lawn	\$10
Faculty only	\$10
Bus loading zone	\$10
Boat launch	\$15
Winter overnight parking (2–6 am)	\$25
Disabled zone	\$200

d. Wausau:

i. Late payment fee structure:

- \$10 added charge after 7 days but by the 28th day
- \$35 added charge after 28 days + license suspension

ii. Parking fines:

Expired meter	\$5
Overtime parking	\$5
No permit	\$5
Less than 15' from crosswalk	\$10
Less than 4' from driveway	\$10
More than 12" from curb	\$10
Parking on terrace/sidewalk	\$10
Double parking	\$10
Parking on left side of roadway	\$10
Parked in/blocking alley	\$10

Posted no parking area	\$10
Unauthorized parking	\$10
Other violations	\$10
Parked on private property	\$20
Parked overnight (2:30 – 6 a.m.)	\$25
Abandoned vehicle	\$25
Fire lane violation	\$30
Snow emergency violation	\$100
Handicap parking violation	\$150

e. Eau Claire:

i. Late payment fee structure:

- \$XX added charge after 10 days *Charge amount was not given.*
- \$XX added charge after 20 days *Charge amount was not given.*
- License suspension at 30 days

ii. Parking fines:

Expired meter	\$10
Overtime	\$15
Parked in excess of 24 hours	\$20
Parked in excess of 48 hours	\$20
Snow emergency	\$30

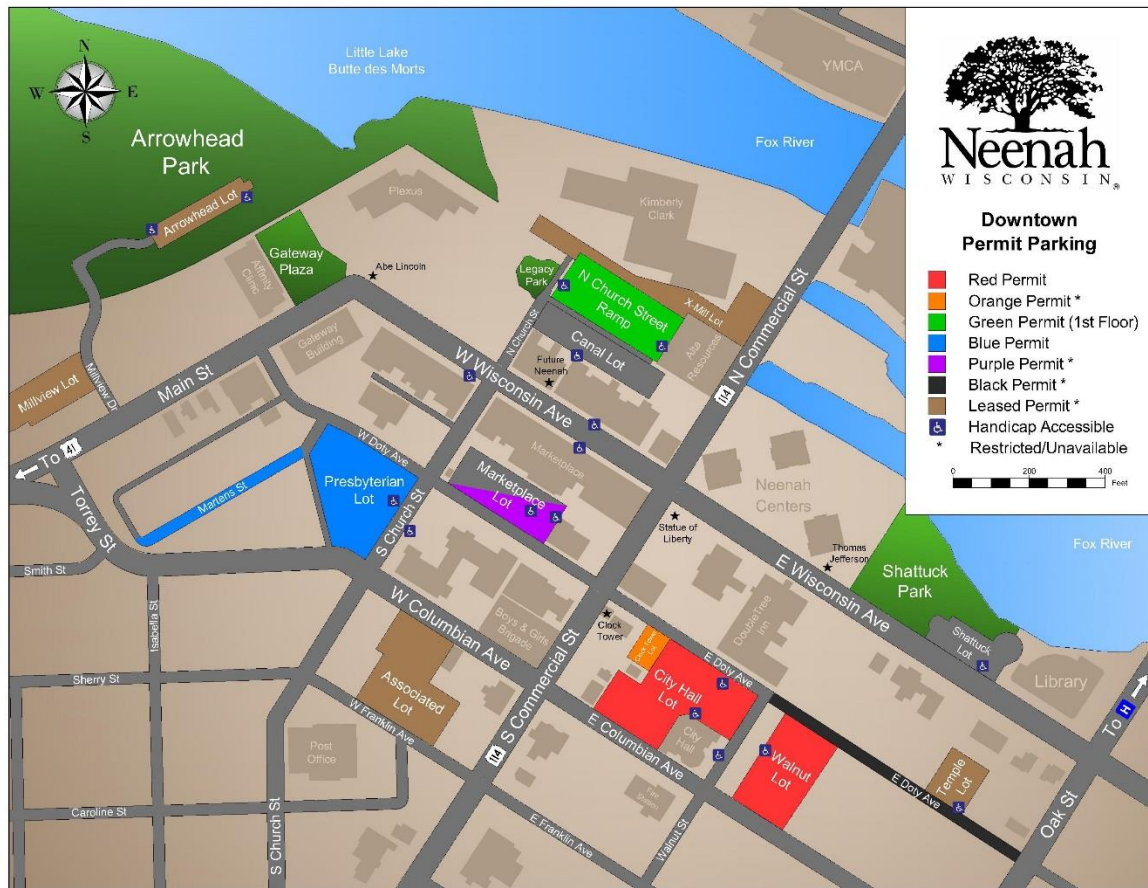
Calendar parking (Nov. 1 – May 1)	\$30
Parked in a loading zone	\$30
Parked in a bus loading zone	\$30
Parked in excess of 12" from curb	\$30
Parked closer than 2' from vehicle	\$30

Parked within an intersection	\$30
Blocking crosswalk	\$30
Parked blocking sidewalk	\$30
Double parked in roadway	\$30
Less than 4'/8' from driveway	\$30
Less than 10'/20' frm. a fire hydrant	\$30
Less than 15' from a crosswalk	\$30
Less than 25' from a railroad x-ing	\$30

Parked in a posted private lot	\$30
In a posted no parking zone	\$30
In a no parking during school zone	\$30
Facing wrong direction	\$30
No valid permit	\$30
On unimproved driveway surface	\$30
Heavy vehicle in residential zone	\$30
Handicap parking violation	\$50

Downtown District Parking Permit

1. Permit zones: The proposal is to keep the current color-themed permit zones. There are 6 permit zones currently: red, blue, green, purple, orange, and black. *Other options include going to a letter or number-based system (ie. Permit Lot "A"), however the color coded system has worked well and allows flexibility to extend permit zones beyond a particular lot, like the red permit zone. The only limitation will be on availability of future colors. Currently we have sheeting for yellow, brown, lime, and white. Signing other colors such as pink, grey, or light blue, would need to be special ordered.*



2. Restrictions periods: Marked permit zones would apply on weekdays 8 AM – 4 PM. Weekends and holidays would be exempt of permit restrictions. *The only change is to push the start time from 7 a.m. to 8 a.m. to align with the time limited zones. It allows overnight parkers a realistic time to get out of the lot before a violation would occur and reflects a more necessary enforcement period.*
3. Issuance: All permits would be digital, based on license plate. All parking citations issued by the city would need to be paid before a permit could be purchased. Information required would include:
 - a. license plate(s), 3 maximum per permit
 - b. name of permit holder
 - c. home address of permit holder
 - d. name of business (optional)
 - e. address of business (optional)

- f. contact information for notifications: phone number (text messaging) or email address
- g. payment information
- h. agreement of terms and conditions

Up to 3 license plates may be registered per permit. Only the first license plate that is read by the enforcement system will be able to utilize the permit at any one period of time. Permits issued through an external permit manager (those that are subleased) may not purchase a permit for a different zone. Availability of permits would be based on a first come, first serve bases. Those desiring to purchase a permit in a currently unavailable lot may request to be on a waiting list. Notifications (text/email) would be sent only to communicate parking anomalies and permit expiration reminders. Reminders would be sent one week in advance of a permit expiring and on the day when the permit is about to expire. It would be expected that the permit holder is responsible for properly displaying their license plate at all times: that a plate is displayed on the aisle-side of the parking area and that plates are kept free of debris and snow. *The city currently prohibits employees of businesses who purchase/lease permits for their employees to purchase a permit. This is the case to keep the parking system balanced so that more desirable permit zones are kept available without having to drive up charges and so that satellite parking areas (that are leased) are kept full. As an alternative, the system could also be balanced by opening satellite parking areas to the public at a reduced rate, but this may cause issues with current parking contracts.*

4. Payment: Payments would be able to be made online, through the NuPark app, or in person at city hall. The city would offer monthly, quarterly, and annual payment periods. Permits purchased mid-period would be prorated per week. The system would also offer an autopay/auto-renewal option for customers. *Currently payments can only be made in person at city hall. Monthly permits purchased after the 15th of the month are discounted at 50% (\$9).*
5. Permit fees: *Fees would be structured into a tier system based on desirability (location), formalizing current practice. Currently, there are no discounts for longer term permits, however the permit fees proposed offer a discount to the customer in the amount of the sum of credit card transaction fees that would otherwise be charged to the city (estimated at \$2 per month not charged).*
 - a. Red/orange/green/blue zones and applicable leased areas (Tier 1):
 - i. \$22/month, \$62/quarter, \$242/year *Currently \$18/month, \$54/quarter, \$216/year*
 - b. Purple permit zone (Tier 2):
 - i. \$34/month, \$98/quarter, \$386/year *Currently \$22/month, \$66/quarter, \$264/year*
 - c. Permits issued through leases or other obligatory agreements under differing terms would remain unchanged. *The tier 1 permit fee would apply as the standard base permit fee that is referenced in some of the agreements.*
6. Community comparisons: Listed below are average monthly charges for a parking permit:

Community	Appleton	Eau Claire	Fond du Lac	Green Bay	Oshkosh	Wausau
Ramp/Garage	\$30-\$32	\$36-\$38 (+tax)	\$28	\$63-\$72	---	\$25-\$35
Surface Lot	---	\$12-\$28 (+tax)	\$10-\$28	\$16-\$44	\$10	\$5-\$35

7. External permit managers: *As an option, the businesses below would be given a set amount of permits to self-manage. These permits would be managed through one single account. Another option would include providing the business with a compensation code to give to tenants/employees so that the tenant or employee could obtain a permit and the business would be invoiced.*
- a. City of Neenah Human Resources Department
 - b. Alta Resources
 - c. Plexus Corporation
 - d. Bemis Company
 - e. First Presbyterian Church
 - f. Historic Neenah Properties LLC
 - g. Investment Creations LLC/Neenah Marketplace LLC

Implementation Schedule

<u>Target Date</u>	<u>Objective</u>
December 13	Public Services & Safety Committee review of parking policy and guidelines proposal
January 10	Public Services & Safety Committee review and approval of: <ul style="list-style-type: none">• Parking policy and guidelines proposal• Data access and retention privacy policy• Parking ordinance revisions
January 18	Common Council review and approval of policy and ordinance proposals (Jan. 10 items)
February 1	Public outreach plan drafted and is initiated
March 1	Signing changes made Enforcement equipment/technology installed Begin data collection and testing of new enforcement procedures Begin issuing citations and managing appeals using the NuPark system
March 15	Credit card vendor is brought on-board for integration with payment management
March 27	Credit card transactions processes are integrated into the NuPark system Begin issuing digital permits (in person only)
April 1	Go live with the online website and parking application Begin full enforcement program Initiate one-day parking pass pilot program

1-Day Parking Pass

1. Concept: A day pass would allow a user to park against a restriction for a single restriction period (essentially one day). Proposed restriction areas include time limited zones and permit only zones. *The day pass program is targeted for part-time employees who work seldom, but full-day shifts and for customers/clients of downtown businesses with extended stays longer than the posted time limits. It also has potential to be used as a mitigation tool for controlling consumption of parking spaces for construction, events, or similar circumstances. The intent behind the day pass is to provide a positive reinforcement mechanism that gives users an option to extend parking privileges, thereby reducing the incentive to shuffle vehicles and make requests for special exemptions. Because it would provide a means for situations otherwise inhibited by parking regulations, it allows for more stringent structuring and enforcement of “no re-parking” zones and time limits. Follow-up of the program would need to occur to ensure that the day pass doesn’t become a de facto parking citation evasion tool.*
2. Issuance: All passes would be digital, based on license plate. All parking citations issued by the city would need to be paid before a pass could be purchased. Information required would include license plate(s), name of permit holder, and payment information. Customers could request issuance on the date of purchase or on a pre-determined date scheduled at the time of purchase. All parking citations issued by the city would need to be paid before a pass could be purchased. If a user has accrued more than 5 citations within a one-year window, day pass privileges would be revoked. *There is the potential control use by setting a limit per license plate, however the preference would be to use cost as a deterrent. Another option would be to look into escalating pass fees based on quantity of use.*
3. Payments: Day passes would be available only online or through the NuPark app.
4. Fee structure: *The viability of the one-day pass depends on having a low fee for 1-day passes. The fees are dependent on the online credit card transaction costs. The weighting of cost based on zone type (time limit), serves as a mechanism to encourage users to park in less desirable locations.*
 - Permit Lots: \$2/day *8 day passes to reach equivalency of a base citation; 11 day passes to reach equivalency of a standard monthly permit*
 - 4-Hour Zones: \$2/day *8 day passes to reach equivalency of a base citation; 11 day passes to reach equivalency of a standard monthly permit*
 - 3-Hour Zones: \$4/day *4 day passes to reach equivalency of a base citation; 5.5 day passes to reach equivalency of a standard monthly permit*
 - 2-Hour Zones: \$8/day *2 day passes to reach equivalency of a base citation; 2.8 day passes to reach equivalency of a standard monthly permit*
5. Implementation: Roll out the day pass program would occur initially as a pilot, offering day passes in the permit lots only and implemented after the rollout of the digital permit system. After collection of data from the pilot, then the day pass would be evaluated whether to extend the program to time limited areas. *Other options such as a pre-pay validation system for businesses could be piloted in the future.*

Overnight & Seasonal Parking Restrictions

Overnight parking in the downtown has been an issue in the past with keeping streets clear of snow. There is also the need to address how vehicles of the patrons of the downtown bars should be managed. A proposal will be drafted to address the procedure in which how overnight parking is to be managed, particularly in the winter months. Depending on the recommendations by staff, the proposal may need to be reviewed by the Downtown Parking Task Force.

Special Permits

There will need to be discussion as to how residential parking permits are integrated into the NuPark system. Because there are extra requirements to obtain residential parking permits and given the anticipated timeline of implementation of the NuPark system, it is anticipated that residential parking permits will ultimately be integrated after parking operations have normalized with the NuPark system. There are also options to manage other permits through the system such as the boat trailer parking pass at boat launch sites or parking passes for those who have purchased boat slips, however these permits could be added at any time and are not integral with the downtown parking system. Any items under this section would likely not need any action from the Downtown Parking Task Force.

License Plate Recognition System Privacy Policy

The License Plate Recognition System (LPR) Privacy Policy will be addressed in the near future. It is anticipated that a policy proposal will go before the Public Services and Safety Committee on January 10, 2017. Because the LPR policy would be citywide, it isn't anticipated that it would need any action from the Downtown Parking Task Force.