

## Residential Parking Program (RPP) Case Studies 2020-10-27

Location	Program type & purpose	Zone establishment methodology	Eligibility and permit types	Other Key characteristics <sup>i</sup>
Arlington County, VA <sup>ii</sup>	RPP established in 1972 to protect specific commuters neighborhoods	<p>A total of 24 zones have been established in residential neighborhoods adjacent to major corridors or traffic generators.</p> <p>Parking is restricted on a block-by-block basis. In certain physical blocks (bounded by two streets) with more than one numbered block, only a portion of the street may be zoned.</p> <p>The program is optional, and each block of neighbors can choose whether to have permit parking or not. If residents decide not to have permit parking, then there's no fee to park on the street. Each individual can also choose not to participate, who can park in a driveway, on a nonzoned street or in a public garage.</p> <p>Steps for establishing:</p> <ol style="list-style-type: none"> <li>Regardless of the type of residential dwelling, single-family or multi-family, residents requesting RPP on their blocks need to submit a petition. The block must have parking overspill from out of area vehicles on an ongoing basis at least 4 days/week and 9 months/ year.</li> <li>If the petition has been endorsed by 60 percent of the affected households on each block or multi-family building, the County conducts field surveys to determine if the area warrants RPP.</li> <li>Two parking surveys are taken to determine if the block(s) consistently meets the qualifications: &gt; 75 % of the total spaces per block are occupied, and &gt; 25 % of the total number of available spaces are occupied by vehicles outside the affected zone.</li> <li>Applications for permit parking must be sent by Dec 31. Permit parking is established after the following July.</li> </ol> <p>In some cases, residents of a block no longer need permit parking because of changes in street, traffic or parking patterns – can petition to remove.</p>	<p>Only residents with County-issued permits and passes, their visitors, and landlords can park in their RPP zone during RPP-restricted hours (usually Monday through Friday, 8 AM to 5 PM).</p> <ol style="list-style-type: none"> <li><b>FlexPass:</b> One free permit is issued per household: the dashboard placard can be used in either a household or guest vehicle. The FlexPass is specific to the household and displays the zone number and household address. FlexPasses are renewed annually and only issued once per fiscal year.</li> <li><b>Vehicle-specific permits:</b> Stickers placed on the bumper of vehicles that must be registered with the Arlington County Commissioner of Revenue at the zoned address. These permits are non-transferrable and non-refundable. Each household may have up to 3 permits – however this number may be adjusted at the petition of (atleast 60%) zone residents through a petition process. These are paid permits with cost prorated every year-end.</li> <li><b>Short-Term Visitor Passes</b> Provided by residents to guests, valid for up to three consecutive days. First booking is Free; \$5 for each extra booking.</li> </ol> <p>Hours of parking restriction are fixed on a block-by-block basis. Blocks within one zone may have different hours of restriction.</p>	<p>Arlington County has been undertaking a review of the RPP policy since 2017, and aims to introduce a new policy by the end of 2020. This <a href="#">report</a> summarizes findings and community feedback.</p>

Location	Program type & purpose	Zone establishment methodology	Eligibility and permit types	Other Key characteristics <sup>i</sup>
Boston, MA <sup>iii</sup>	RPP	<p>A Resident Permit Parking Program is created in a neighborhood at the request of the community. Requests are reviewed for new programs annually. The Transportation Department then reviews and approves or denies requests.</p> <p>When a new resident parking program request is approved, Neighborhood Services sets up a community meeting to discuss the proposal.</p> <p>A petition needs to be completed with signatures from affected streets (51 percent of residents 18 years of age or older in the area) in support of the proposal. Neighborhood Services and the Transportation Department review all petitions.</p>	<p>Residents can apply for a residential parking permit to park in restricted on-street spaces in respective neighborhoods. There is no fee for this permit, but it requires proof of registration and residence in the neighborhood where the resident seeks a permit.</p> <p>All areas with “Resident Parking Only” restrictions also have a few visitor parking spaces. However, there are no visitor parking permits in Boston. There are two types of visitor parking spaces:</p> <ul style="list-style-type: none"> <li>- Two Hour Limit: You can only park for two hours during specific hours. There is no parking limit before or after the times posted on the sign. Restrictions apply to both visitor cars and vehicles displaying resident permits.</li> <li>- Two Hour Limit Except Resident Sticker: This restriction does not apply to those who have a valid Resident Parking Permit.</li> </ul>	
Chicago, IL	RPP		Annual and daily permits can be purchased by residents to allow parking in Residential Parking Permit Zones. A city vehicle sticker and proof of residence are required to purchase permits.	
Milwaukee, WI	RPP – address commuter impacts and lack of off-street parking	Residential parking permits are issued to ensure on-street parking for residents living in commuter impacted areas or in housing without off-street parking.	<p>Resident Daytime Permits:</p> <ul style="list-style-type: none"> <li>- Resident Only Permit: For residents that live on RPP posted streets to park on these streets. 1 permit per residence is allowed. If the residence also meets the criteria under the Residential Non Conforming Use permit then 2 additional RPP permits are allowed. Issued annually at no cost</li> <li>- Residential Non-Conforming Use: 1 permit per residence costs \$15 / year</li> <li>- Commuter Impacted Residential Area: Only one permit may be issued per residence (no cost)</li> </ul> <p>Night Parking Permits: Permits are also available for night employees if off-street parking is not provided at their place of employment.</p>	

Location	Program type & purpose	Zone establishment methodology	Eligibility and permit types	Other Key characteristics <sup>i</sup>
Minneapolis	RPP	<p>The City of Minneapolis manages on-street parking in areas with limited off-street parking through its Critical Parking Zones program.</p> <p>Critical parking zones were established in areas where access to available parking is affected by the local university, residents, and businesses. There are over 25 critical parking zones.</p>	Residents and businesses located in critical parking areas may apply for a \$25 annual parking permit.	
Portland, OR	RPP – began in 1981 following resident concerns about commuter parking	Establishment of new RPP zones are initiated on request- a local neighborhood representing a minimum area of 40 block faces or 8000 ft length of curb needs to submit a petition.	<p>Residents and businesses in specific zones may apply to the Portland Bureau of Transportation for permits to park longer than visitor time limits. Only people who live or work in these zones may apply for themselves, their guests, or their employees.</p> <p>Annual Resident Permit (vehicle specific; non-transferable) are \$75.00 each. Pro-rated to \$37.50 after August 1.</p> <p>Daily Scratch Off Permits are \$15 for a book of 10 permits (Maximum of 3 books per order, 12 books per permit year).<sup>iv</sup></p> <p>There is no absolute limit in the number of permits issued in any zone.</p>	Parking permits can be purchased by business owners and residents of non-metered areas. All other vehicles must abide by the visitor time limit.
San Francisco <sup>v</sup>	RPP – increase the availability of on-street parking spaces for residents by discouraging long term parking from commuters	<p>The process to create, rescind or modify an existing RPP Area starts with the submission of a petition. A petition signed by at least 50% of the households on the affected block(s) must be submitted to the SFMTA. To create a new RPP Area, a petition signed by at least 250 households or at least 50% of the residential units in the residential area must be submitted.</p> <p>Review process: can take approx. 4-5 months. The process to create a new RPP Area could take two years or more.</p> <ol style="list-style-type: none"> <li>Review by SFMTA staff</li> <li>Field study conducted</li> <li>Engineering Public Hearing</li> <li>Review by the SFMTA Board of Directors</li> <li>Sign installation and permit issuance</li> </ol>	<p>Permanent Residents: Each address may purchase up to four permits</p> <p>Temporary permits are available that may also be used for rental cars or visitors. One day and weekly permits can be purchased in advance of use. Each address may purchase up to 20 one day permits and a cumulative of 32 weeks of weekly permits per calendar year.</p> <p>Businesses, in a residential parking permit area, may obtain one parking permit for a personal vehicle per postal address and up to three permits for delivery vehicles with commercial license plates.</p> <p>Charges: \$144 Annual Fee and \$71 if permit area expires in less than six months</p>	The SFMTA uses a combination of parking meters, Residential Parking Permits (RPP), time limits, and color curb regulations to manage on-street parking. San Francisco has had a residential parking permit program in effect since 1976.

Location	Program type & purpose	Zone establishment methodology	Eligibility and permit types	Other Key characteristics <sup>i</sup>
Seattle <sup>vi</sup>	<p>Restricted Parking Zones (RPZ) – <i>Similar to RPP</i></p> <p>Primary purpose: Reduce neighborhood traffic impacts by large parking demand generators</p>	<p>RPZs are residential areas around commuter traffic generators – like hospitals or light rail stations – where on-street parking is restricted for those except residents and short-term visitors.</p> <p>There are currently 34 RPZs in Seattle for which the city issues ~20,000 permits annually.</p> <p>The process to create an RPZ generally takes about one year:</p> <ol style="list-style-type: none"> <li>One can submit a request for a new RPZ by sending a formal letter from their neighborhood council or from residents of the area that specifies the traffic generator and the blocks where the generator is causing on-street parking congestion.</li> <li>SDOT will conduct an initial assessment.</li> <li>If deemed appropriate for the area, staff will conduct a formal parking study to determine if the area meets the minimum requirements for a new RPZ (75% of parking spaces must be occupied and at least 35% of the occupied spaces must be occupied by vehicles not belonging to residents; there is a qualifying traffic generator; minimum 10 contiguous must be affected by the traffic generator)</li> <li>Community Outreach by staff</li> <li>SDOT Transit and Mobility Division Director will make the final decision</li> </ol> <p>An RPZ may also be initiated as part of a comprehensive neighborhood parking plan. For example, in 2005-2009, SDOT established 10 new or expanded RPZs with extensive community engagement as part of broader on-street parking management plans.</p> <p>An existing RPZ can be expanded to an adjacent block if at least 75% of spaces on the block are full and 60% or more of households sign a petition to join the RPZ.</p>	<ul style="list-style-type: none"> <li>Residents on the blocks within an RPZ can buy permits.</li> <li>Non-permitted vehicles can park in an RPZ without a permit for up to 2 or 4 hours typically between 7 AM – 6 PM.</li> <li>A \$10, discounted RPZ permit is available for low-income households.</li> <li>In Southeast Seattle Link LRT station areas, businesses may purchase permits for employees. Most other RPZs do not allow business permits</li> </ul> <p>Decal permits are for residents with a vehicle registered at an eligible address. Each household gets up to 4 decals and 1 guest permit. Permits generally cost \$65. Guest permits are \$30 when purchased with a decal, or \$65 when purchased alone</p> <p>60-day short term (25 \$) permits can be issued to those waiting to update their vehicle registration to their eligible address. Up to 50 one-day short term permits are also available per address annually.</p>	<p>RPZ help protect on-street parking for residents and local businesses by establishing time limits and allowing only permitted vehicles to park beyond posted time limits.</p> <p>Most RPZ permits are on a two-year cycle, with all permits in a zone expiring at the same time</p> <p>Some zones are partially or fully subsidized by nearby major institutions. Most permits renew on a two-year cycle. These permits are non-transferable.</p>

Location	Program type & purpose	Zone establishment methodology	Eligibility and permit types	Other Key characteristics <sup>i</sup>
Toronto, Canada	RPP – for areas lacking off-street parking	<p>Permitted parking is available in some parts of the city, usually in areas where off-street parking is not commonplace.</p> <p>Permit parking is implemented on either a street-name basis where parking is restricted to one specific street, or on an area-basis where a number of streets have been grouped into permit areas to maximize the available parking.</p> <p>Adopts a priority ranking system for applications to allocate a limited number of parking permits:</p> <ol style="list-style-type: none"> <li>1. Resident has no access to on-site parking and does not hold any parking permit</li> <li>2. Resident has no access to on-site parking and already holds a parking permit</li> <li>3. Resident has access to on-site parking and wants the permit for convenience</li> </ol>	<p>A residential on-street permit entitles permit holding residents to park their automobile on the street within a specified area exclusively during permit parking hours. This program generally services those residential areas where driveways and/or garages are not common.</p> <p>Permits are issued to residents only on a six months basis, although permits for two consecutive terms are available.</p> <p>There are currently over 70 unique combinations of permit parking operating hours which were developed over time, in consultation with area Councillors and community representatives, in response to specific concerns e.g. long-term non-resident parking.</p>	Fees vary according to the availability of off-street parking. Expansion of the program to the entire city is currently being considered.
Vancouver, Canada	RPP - limit commuter parking	<p>RPP zones span multiple blocks and are typically established to limit commuter parking.</p> <p>The zones were established either through a resident-initiated petition process or by the City in anticipation of future parking pressures.</p>	<p>All residents within the RPP zones can apply for a parking permit – each household is limited to two permits.</p> <p>Visitors from only outside the Metro area can apply for temporary permits</p> <p>Permit fees are charged based on a three-tier structure according to location. The downtown area has the highest charges.</p>	RPO Zones were installed to mitigate parking pressures on single or two family dwelling residential blocks. The RPO program was eliminated in 2010 to reduce costs and replaced by the RPP program.
Washington DC	RPP	Regulations are implemented on a block by block basis.	<p>The RPP program was established in the 1970s. Residents obtain the RPP sticker from authorities at mandatory fees of \$35.00/year.</p> <p>Parking is limited to two hours during the hours of operation for those vehicles without the appropriate zone RPP sticker.</p>	

---

<sup>i</sup> Parking Best Practices, NYC Dept. of City Planning (2011): [https://www1.nyc.gov/assets/planning/download/pdf/plans/transportation/parking\\_best\\_practices.pdf](https://www1.nyc.gov/assets/planning/download/pdf/plans/transportation/parking_best_practices.pdf)

<sup>ii</sup> Arlington's Permit Parking program:

<https://transportation.arlingtonva.us/wp-content/uploads/sites/19/2014/01/Residential-Permit-Parking-Program-Administrative-Policy-and-Procedures.pdf>

<https://transportation.arlingtonva.us/parking/residential-permit-parking/>

<sup>iii</sup> Boston: <https://www.boston.gov/departments/parking-clerk/resident-parking-permits>

<sup>iv</sup> Portland permit RPP application: <https://www.portland.gov/sites/default/files/2020-02/zone-a-res-dec-2019.pdf>

<sup>v</sup> San Francisco: <https://www.sfmta.com/permits/residential-parking-permits-rpp>

<sup>vi</sup> Seattle's Restricted Parking Zone Program:

<http://www.seattle.gov/transportation/projects-and-programs/programs/parking-program/restricted-parking-zone-program>

[http://www.seattle.gov/Documents/Departments/SDOT/ParkingProgram/rpz/dr\\_DirectorsRule4-2009rpz.pdf](http://www.seattle.gov/Documents/Departments/SDOT/ParkingProgram/rpz/dr_DirectorsRule4-2009rpz.pdf)