

Parking Tools DRAFT 2021-02-15

Option	Description	Pros/Cons	Suitability for option
RP3 (Existing Program)	<p>Posted Restrictions: 1-hour or 2-hour time limit restrictions on residential streets. Hours: 8AM – 6PM Mon-Friday/Sat</p> <p>Eligible residents may purchase a Residential Parking Permit which exempts them from the 1- or 2-hour time limit restrictions.</p> <p>Permits cost \$42 per vehicle and are valid from September 1 through the following August 31 and are non-prorated and non-refundable.</p> <p>State Statute <i>does not</i> allow for visitor or guest permits for time-limit restricted Residential parking programs.</p>	<p>Pros:</p> <ul style="list-style-type: none"> Provides relief from non-resident/commuter and ineligible resident vehicle parking, so residents have more parking available. Allows for short-term parking for visitors, residents without a permit, patrons of nearby businesses, etc. <p>Cons:</p> <ul style="list-style-type: none"> Enforcement of 2-hour restrictions requires 2 trips to identify violation & essentially limits restricted hours to 10AM – 4PM. In high demand areas, the allowance of short-term parking reduces availability of parking for residents. Some commuters/ineligible residents avoid restrictions by moving vehicle every couple hours. 	<ul style="list-style-type: none"> Neighborhoods with high parking demand and competition from various uses (residents, all-day commuters, and business patrons). Neighborhoods where some short-term parking is desirable to support nearby neighborhood restaurants, retail, and other local businesses. Neighborhood preference to have flexibility for short-term visitors without needing to obtain a visitor permit.
RPO (50%) (Existing Program)	<p>Posted Restrictions: ½ of a residential street block is posted as “No Parking except by residential parking permit”. Hours: 8AM – 6PM Mon-Friday/Sat</p> <p>Residential Permit Only (RPO-50%) restricts half of a block face to residents with a valid residential parking permit between 8 am and 6 pm. The other half of the block face is unrestricted and allows anyone to park in those spaces.</p> <p>Permits cost \$42 per vehicle and are valid from September 1 through the</p>	<p>Pros:</p> <ul style="list-style-type: none"> Provides relief from commuter/ineligible resident vehicles in the Permit Only portion of the block. “Permit Only” restrictions can be enforced efficiently by Parking Enforcement, does not require chalking/returning like time-limit restrictions. <p>Cons:</p> <ul style="list-style-type: none"> Residents must agree on which portion of the block is permit-only and which is unrestricted. Commuter vehicles may occupy most of the unrestricted parking spaces, which limits parking availability for guests and visitors. Vehicles often park closer to driveways on 	<ul style="list-style-type: none"> The 50% RPO program option was created to provide a compromise to RP3 restrictions for neighborhoods that want to reduce commuter parking impacts, but want to allow for some unrestricted on-street parking (West high school). Locations with moderate parking demand from residents, but with high demand and parking impacts from all-day commuters, and minimal need/demand for shorter-term parking. Where reserving 50% of block for

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	<p>following August 31 and are non-prorated and non-refundable.</p> <p>State Statute <i>does</i> allow for visitor or guest permits for time-limit restricted Residential parking programs.</p>	<p>the portion of the block where parking is allowed due to the loss of available parking, making it more difficult for residents to get into and out of their driveways.</p>	<p>resident parking only sufficiently meets needs of residents, mitigates some commuter parking impacts, but provides greater flexibility to allow residents without a permit and guests to park on-street.</p>
<p>RPO (100%) (Does not currently exist. Could be created as additional residential parking permit program option)</p>	<p>Posted Restrictions: “No Parking except by residential parking permit” on full residential street block. Hours: 8AM – 6PM Mon-Friday/Sat</p> <p>This would restrict the entire street to eligible residents with a permit.</p> <p>State Statute <i>does</i> allow for visitor or guest permits for time-limit restricted Residential parking programs.</p>	<p>Pros:</p> <ul style="list-style-type: none"> Provides relief from all commuter/ineligible resident vehicles. “Permit Only” restrictions can be enforced efficiently by Parking Enforcement, does not require chalking/returning like time-limit restrictions; high compliance. Enforceable for full 8am-6pm restriction period, compared to 2-hour time limit which essentially limits enforcement hours to 10am- 4pm. <p>Cons:</p> <ul style="list-style-type: none"> All residents would be required to purchase a permit to park on-street for any amount of time during posted restrictions. Highly restrictive – does not allow for any short-term parking by guests, visitors, or residents without a valid permit (A guest/visitor permit program does not currently exist). 	<ul style="list-style-type: none"> Residential areas with high demand/need from residents for on-street parking, with high demand and parking impacts from all-day commuters or ineligible residents, and minimal need for shorter-term parking. Where there is significant competition from ineligible residents and others for evening/overnight on-street parking, eligible residents benefit from RPO restrictions being enforceable until 6pm (vs. 4pm for 2-hour time limit RP3 restrictions)
<p>PPO – Parking by Permit Only (Does not currently exist. Legality of potential options)</p>	<p>Posted Restrictions: “No Parking except by parking permit”. Hours: TBD</p> <p>A PPO program would not provide any special privileges or priority to residents or others. All members</p>	<p>Pros:</p> <ul style="list-style-type: none"> Could address parking demands from evening uses that residential permit programs cannot (legally). “Permit Only” restrictions can be enforced efficiently by Parking Enforcement, does not require chalking/returning like time-limit 	<p>Suitability for such a program would be dependent on the hours and other factors.</p> <p>Generally speaking, this option could be suitable to manage competition and demand for on-street parking during evening hours, or in locations where there</p>

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would be necessary)	of the public could purchase a permit to park. Like parking meters, payment via the purchase of a permit would be required, and spaces would be first-come, first-serve.	<p>restrictions; high compliance.</p> <ul style="list-style-type: none"> Address parking impacts in neighborhood locations with minimal need for on-street parking, while encouraging use of off-street options while allowing for public use. 	is minimal need from residents, but where parking demand and impacts are caused by the use of on-street parking as a free alternative to available off-street (paid parking) or access to other modes of transportation (transit, bike-share, paths).