



Date: June 2018

From: City of Madison Parking Utility and Traffic Engineering

Subject: Residential Parking Permit Fee Increase Q & A

What is the residential parking program?

The residential parking permit program is a voluntary program in which residents in areas impacted by commuter parking can petition the City to implement residential parking restrictions on their street. Residents can elect to have their street designated as time limited (one or two hour parking), in which residents with a valid parking permit for that area are exempt from the time limit restrictions and may park for up to 48 consecutive hours (if no other restrictions are in place, such as snow emergency, street sweeping, etc). The other option that residents can select when they petition to participate in the program is a Resident Parking Only (RPO) restriction, in which half of the parking spaces are designated as Resident Parking Only, while the other half is unrestricted parking.

The City's Residential Parking Permit Program is established by Ordinance and states the following purpose for the existence of this program:

MGO Chapter 12.148

- (2) Purpose. The purpose of this provision is to establish a mechanism whereby area residents will be afforded an opportunity for the limited storing of vehicles on public streets to the partial exclusion of commuter vehicles. It is intended that this residential parking Ordinance will reduce automobile commuting and its accompanying energy waste and air pollution, reduce the total vehicle miles of travel in the affected area, and alleviate traffic congestion, illegal parking, and related health and safety hazards.

In addition, this ordinance is designed to promote the use of off-street parking by residents of the property instead of by commuters, to aid in the enforcement of parking regulations by requiring payment or court appearance for outstanding parking citations before issuance of a permit.

Additionally, the ordinance includes the following requirements for a street to be designated as a residential permit parking street:

(4) Area and Street Designation and Eligibility.

The designated area boundaries, for purposes of administration and enforcement, should generally coincide with natural boundaries and/or Aldermanic Districts where feasible. A residential street shall be deemed eligible for designation as a residential permit parking street if it meets all of the following criteria:

- (a) At least one side or fifty percent (50%) of each block for which residential parking is requested must be zoned Residential (R1, R2, R3, R4, R4A, R4L, R5, R6, R6H). (Am. by ORD-06-00130, 10-6-06)
- (b) Each street and block for which residential parking is requested must have more dwelling units and/or lodging rooms in lodging houses than legal off-street parking spaces, except for single family dwelling units.

(c) On streets that have unrestricted parking, a majority of the onstreet parking spaces must be occupied by commuter vehicles a majority of the time between 8:00 a.m. and 6:00 p.m. except Sundays and holidays. This requirement will be deemed satisfied if the street already has time limit parking restrictions under an existing ordinance. (Am. by Ord. 12,568, 5-3-00)

(d) A desire and need of more than fifty percent (50%) of the residents of the street and block for residential permit parking and a willingness to pay the cost for the residential permit parking program.

(e) An election has been made by those in (d) above to designate their block as either "resident parking only" or "in excess of posted time limits."

How do I remove my street from the program?

A street may be removed from the program by petition with more than 50% of the residents of the street and block requesting removal of residential parking program restrictions.

What are the costs for this program?

The Parking Utility's administrative costs for supplies, permit stickers, annual software license fees, printing and mailing, and salary expenses for time spent processing applications and overall program administration are approximately \$145,000 annually. Police Department Parking Enforcement costs are approximately \$395,000 annually for Parking Enforcement Officer salary expenses to enforce Residential Parking Program restrictions, for a total annual program cost of \$540,000.

Shouldn't I be able to park in front of my house for free?

The street is public right-of-way with often competing demands for the use of this limited resource, including parking, motor vehicle and bicycle travel lanes, widening of terraces and sidewalks for trees and pedestrian accommodations, and these demands are often greatest in high density areas where residential parking program restrictions are in place. As a public resource, the street cannot be designated or reserved for an individual's personal use, and State Statute limits local government authority on how it may restrict use of the public right-of-way.

Annual program administration and enforcement costs are \$540,000 which would require the permit fee to be \$105 annually to cover the cost of the program. One of the requirements outlined in ordinance for a residential street to be eligible to participate in the program is a willingness of the majority of the residents on the street and block to pay for the cost of the program. Participation in the program is voluntary, and residents may elect to have their street removed from participation in the program.

Why are you not increasing parking fines?

The goal of parking enforcement is compliance, and is not a revenue source for the Parking Utility. All citation revenues, including revenues from citations issued for on-street meter violations, and citations issued by Parking Utility employees at off-street Parking Utility garages and lots, go into the General Fund. Additionally, with the goal of enforcement being compliance, and citation revenues decreasing with greater compliance, tying revenues directly to a program budget could result in conflicting priorities. Further, shifting citation revenues from the General Fund to the Parking Utility would be a significant policy change, and would ultimately increase the burden to taxpayers by shifting this revenue from the General Fund to the Parking Utility.