

Permit parking policy workshop

2020-11-16 TPPB

Street space is a city-owned resource meant to serve the city's transportation needs. Secondary purposes include supporting adjacent land use needs by, for example, providing parking access to retail establishments and providing additional spaces for under-parked properties.

The city's off-street parking requirements were adjusted during the 2012 zoning rewrite, and at least two current policy initiatives, transportation demand management (TDM) and transit-oriented development (TOD) zoning would address off-street parking. On-street parking is related to off-street parking; where off-street parking is plentiful, cheap and convenient, on-street parking is usually not an issue, and vice versa. On-street parking is also related to the bigger question of how we allocate the public right-of-way, an issue that deserves more clarity since it is often decided on an ad hoc basis today, e.g. where some stakeholders desire parking in a corridor and others desire active transportation facilities. Appropriate pricing of street parking, where it is permitted, is another issue of contention.

Nesting within those broader policy concerns is the permit parking program, which tries to allocate non-metered on-street parking where there is excess demand.

This workshop addresses that program with an eye toward its role in the bigger universe of parking policy. These materials are intended to highlight the problems a permit-parking program can address, with some examples from around the city. With a good handle on the problems, we can then turn to potential solutions. Such a discussion inevitably touches some of the other facets of parking policy, and those intersections are appropriate discussion points. It may be, for example, that metered and permitted parking can be better synced up. And given the desire for TDM policy, consideration should be given to making permit parking robust enough to address potential spillovers caused by off-street parking pricing and/or lower-than-conventional parking capacities.

Current residential permit parking program purpose.

The current 50-year old RP3 program hinges on its purpose – to allow area residents vehicle storage space to the partial exclusion of commuter vehicles. The 2016 revision prevents residents of new developments from obtaining RP3 parking permits by using the “surrogate commuter parking” argument. The current ordinance purpose is as follows:

MGO 12.138

(1) Established. There is hereby declared the necessity to establish, as hereinafter provided, a permit system whereby vehicles bearing a valid residential parking permit issued pursuant to this section may, as hereinafter provided, park

1) In excess of the posted time limits on specifically designated streets within certain designated areas between the hours of 8:00 a.m. and 6:00 p.m. or

2) In locations designated for resident parking only between the hours of 8:00 a.m. and 6:00 p.m.

(2) Purpose. The purpose of this ordinance 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.

Competition for on-street parking.

Madison's current ordinance restricts "commuter" parking to ensure some parking is available to residents. But this is not the only source of tension. Here is a more thorough list:

1. Residents vs. daytime commuters.
2. Residents vs. evening destination patrons.
3. Residents vs. residents.
 - a. Incumbent residents vs. new residents
 - b. Residents with off-street parking vs. residents with no off-street parking
 - c. Residents in single-family homes vs. residents in multifamily buildings
 - d. Permit holders vs. permit holders (where permits exceed available spaces; see Figure 1)
4. Residents vs. shoppers.
5. Residents vs. students and school staff.
6. Residents vs. park-and-riders.

Note that in some neighborhoods more than one of these conflicts may occur. For example, a neighborhood may face on-street parking competition from existing residents, new residents, daytime commuters, and evening destination patrons.

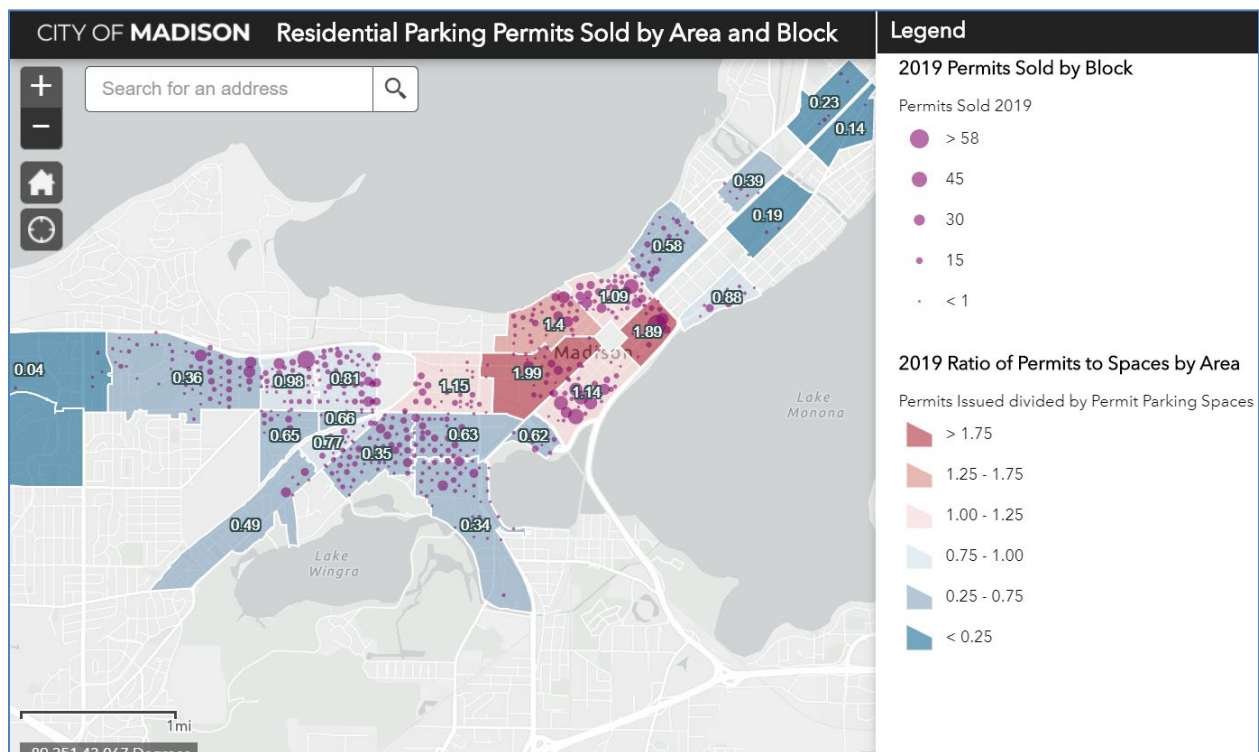


Figure 1. Street parking permits exceed parking supply in many central neighborhoods, and on some blocks further east and west.

Examples

Here are some examples of areas in the city where competition for street parking exists.



Figure 2. Mansion Hill.



Figure 3. Tenney-Lapham.



Figure 4. Dudgeon-Monroe/Vilas.



Figure 5. Madison Yards.

Discussion questions

1. Should Madison's on-street parking program purpose continue to be focused on excluding commuter parking in residential areas?
 - a. If not, should managing commuter parking be a part of the on-street parking program?
 - b. If so, where should commuter parking be allowed, and not allowed?
2. Should Madison's on-street parking program continue to focus on preserving spaces for adjacent residences?
 - a. If yes, should all residence types be treated equally?
 - b. If not, should preserving spaces for adjacent residential parking be part of the program purpose?
3. Should employees and retail patrons have access to on-street parking?
 - a. What situations should they?
 - b. What situation should they not?