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# **RP3 Parking Options**

# TDM Programs

Successful reduction of Vehicle Miles Traveled (VMT) is influenced by Travel Demand Management (TDM) Strategies

Many TDM strategies use parking as a measure for how many TDM measures that need to be incorporated

- Less parking = less driving
- More parking in a development requires more TDM measures

# Madison's TDM Program

Uses parking as a metric for how many points a development has to satisfy.

*Table 1: TDM requirements for different land uses*

<b>Residential</b>	Small	Low- Medium	Medium	High- Medium	Large
	10-25 DU	26-50 DU	51-100 DU	101-150 DU	> 150 DU
Parking Stalls/DU	Mitigation Points required				
< 0.5	5	8	10	12	15
0.5 - 0.99	10	12	15	18	20
1.0 - 1.49	15	18	20	22	25
1.49 - 2.0	20	22	25	28	30
2.0 - 2.5	25	28	30	32	35
2.5 +	30	32	35	38	40

# Madison's TDM Program

Uses parking as a metric for how many points a development has to satisfy.

- Provides an incentive for developers to build less parking
- Could cause residents/users of the development to use on-street parking.
  - Increases competition for on-street parking
  - Increases concern of adjacent residents – may hinder good developments
- Implementing the TDM program should be coupled increasing effectiveness of On-street Parking Policy

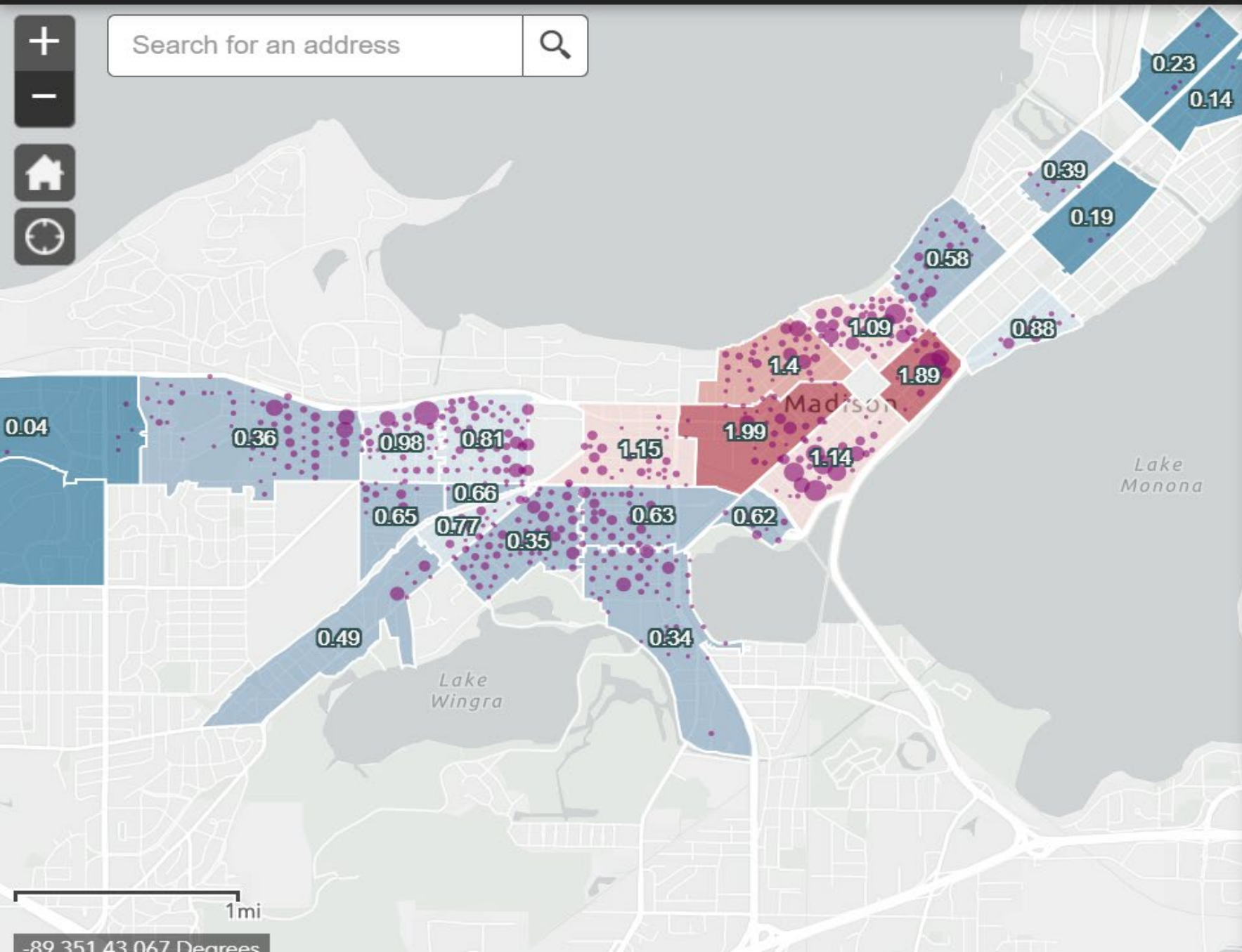
MADISON DEPARTMENT



OF TRANSPORTATION

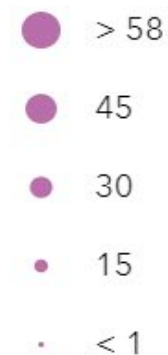
# CITY OF MADISON Residential Parking Permits Sold by Area and Block

## Legend



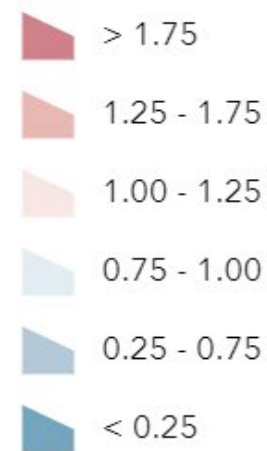
### 2019 Permits Sold by Block

Permits Sold 2019



### 2019 Ratio of Permits to Spaces by Area

Permits Issued divided by Permit Parking Spaces



# Clarifications from Attorney's Office

## MGO 12.138 Ordinance Purpose

- **Can change purpose for residential parking**
  - Would probably allow changes to restriction hours
  - Would eliminate ability to exclude residents of new developments from program
- Non-residential parking purposes are best handled in a policy document rather than MGO 12.138

# Clarifications from Attorney's Office

## Tools

- We can distribute permits based on the applicant's off street availability. (Note – this could require developing an off-street parking database of every residence in RP3 areas)
- We cannot vary the price per RP3 district based on the permit/spaces ratio. (Eg market based pricing)
- We cannot have the permit fees increase for each successive vehicle unless we can show that more vehicles costs more to administer
  - The fees collected in total cannot exceed the cost of running the program.
  - There would have to be a higher cost/additional work involved with issuing permits to successive vehicles.

# Clarifications from Attorney's Office

- We can limit the number of permits issued to the number of spaces available
  - Would have to develop a rational way to prioritize
- Metering by sign (PPO) might be allowed under a different ordinance.
  - This would allow non-residents to purchase a permit that satisfies a meter by sign.
- We can eliminate the exemption for temporary residents (students, longer-term visitors) and require that cars be registered to the address of the permit holder.



# Option 1 – Keep RP3 with add-on options

**Add-on A** – Residential streets adjacent to development are automatically enrolled in RP3 (opt-out – revise MGO 12.138)

**Add-on B** – Limit permit numbers to spaces available

**Add-on C** – Graduate permit fee (if allowed) or limit permits to one per residence

**Add-on D** – Permitted vehicle must be registered at residence.

Note – some RPO streets still exist

# Option 1 – Keep RP3 with add-on options

## Evaluation

1. Does not address time limit issue (unpermitted cars can park on street after 4 pm)
2. Require 2 passes from a PEO vehicle to identify a citation.
3. Maintains the current practice of making residents of new developments ineligible for parking permit.

# Option 2 – Move to Resident Parking Only (RPO) with add-on options

**Add-on A** – Residential streets adjacent to development are automatically enrolled in RPO

**Add-on B** – Limit permit numbers to spaces available

**Add-on C** – Graduate permit fee (if allowed) or limit permits to one per residence

**Add-on D** – Permitted vehicle must be registered at residence.

**Add-on E** – 100% of street parking dedicated to residents instead of 50%

# Option 2 – Move to RPO with add-on options

## Evaluation

1. Addresses time limit issue (unpermitted cars cannot park on street between 8 am and 6 pm)
  - a. Current RPO ordinance requires half of street to be unrestricted. Amend ordinance to create a full block RPO (RPO-100%) option.
2. Require 1 pass from a PEO vehicle to identify a citation.
3. Maintains the current practice of making residents of new developments ineligible for parking permit.

# Option 3 – Revise RP3 Purpose with add-on options

**Add-on A** – Streets adjacent to development are automatically enrolled in RP3

**Add-on B** – Limit permit numbers to spaces available

**Add-on C** – Graduate permit fee (if allowed) or limit permits to one per residence

**Add-on D** – Permitted vehicle must be registered at residence.

# Option 3 – Revise RP3 Purpose with add-on options

## Evaluation

1. Probably addresses time limit issue – restrictions would not have to fall between the hours of 8 am - 6 pm
2. Requires 2 passes from a PEO vehicle to identify a citation.
3. Allows all residents (even in new developments) to have access to parking pass.

# Option 3 – Revise RP3 Purpose with add-on options

## Evaluation

1. Probably addresses time limit issue – restrictions would not have to fall between the hours of 8 am - 6 pm
2. Requires 2 passes from a PEO vehicle to identify a citation.
3. Allows all residents (even in new developments) to have access to parking pass.

# Other Possible Refinements

1. Remove RP3 or RPO areas from program if no/limited permits are purchased.
  - a. Addresses those with desire to have car-free frontages



# Next Steps

- **Put together an On-street Parking paper (with recommendation?)**
  - Residential parking only? Or
  - All type of parking - policy
- **Couple proposal with TDM proposal.**