South of Cedar Road Neighborhood Parking & Traffic Study: Parking Toolkit

Type	Image(s)	Benefits	Roadway Impact	Estimated Implementation Cost
ON–STREET PARKING OPTIONS				
Variable On–Street Parking				
Variable On–Street Parking is the act of alternating which side of the road parking is allowed along the length of the street.		Requires moving vehicles shift drive path to sustain safe clearance from parked vehicles. Option requires higher degree of driver attentiveness.	Good signage is required to ensure compliance and avoid confusion. May present snowplowing problems.	
Curb Painting of "No Parking" Zones				
Painting a 3 to 4 foot length of the curb from the outside edge of each driveway apron or painting a 20 foot length of curb in advance of an interesion.		Prevent overcrowding of curb lengths between draveway and allows driveway users better lines of sight when entering and exiting property from the street.	Eliminate any question as to how close is too close to park near a driveway and eliminate any enforcement dispute as to whether a vehicle is improperly parked. May reduce the numbers of useable parking spaces.	
Street Pavement Markings of Acceptable Curbside Parking Zones				
Individual Boxes for every space		Prevent overcrowding of curb lengths between driveways and allows driveway users better lines of sight when entering and exiting property from the street.	Eliminated any question as to how is too close to park near a driveway and eliminate any enforcement dispute as to whether a vehicle is improperly parked.	
Single Larger Box for multiple spaces		Prevent overcrowding of curb lengths between driveways and allows driveway users better lines of sight when entering and exiting property from the street.	Eliminate any question as to how close is too close to park near a driveway and eliminate any enforcement dispute as to whether a vehicle is improperly parked. Striping scheme may allow parking space capacity of each "blocked" curb side parking zone to vary based on the spacing and length of parkers' vehicles.	
Divider Lines for each space		Prevent overcrowding of curb lengths between driveways and allows driveway users better lines of sight when entering and exiting property from the street.	Eliminate any question as to how close is too close to park near a driveway and eliminate any enforcement dispute as to whether a vehicle is improperly parked. May reduce the numbers of useable parking spaces.	

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Tick Markings for each space		Prevent overcrowding of curb lengths between driveways and allows driveway users better lines of sight when entering and exiting property from the street.	Eliminated any question as to how is too close to park near a driveway and eliminated any enforcement dispute as to whether a vehicle is improperly parked. May reduce the numbers of useable parking spaces.	
Allow On–Street Parking Along Dave's Market Lot				
Allow On-Street Parking along curbside adjacent to Dave's Market Lot during non–delivery timeframes		Approximate 155 foot curb length would allow for seven 22 foot parking spaces	Will provide additional parking for commercial district patrons and potentially lessen the extent of commercial district generated parking demand in the purely residential segment of Grandview Avenue. May adversely impact Dave's Market deliveries.	
Institute Residential Permit Parking				
General Rationale • **Parking Control** – Prevent or limit influx of non–neighborhood parkers (i.e. students, employees, business patrons, etc. at the expense of residents) and/or • **Parking Allowances** –extend on-street parking privileges to residents in selected areas where on-street parking is typically prohibited.		Ability to limit parking by non–resident parker at all times or during selected time periods. Typically, such a program should be will require residents to pay a fee to at least recover some adminstrative cost for the program. Also adoption of such a program should be based on evidence that 70% of residents support the initiative.	Has potential to modestly reduced non–resident parking activity and save more on street parking capacity for street residents. Special provision will be needed to allow for non–resident parkers on–street (*i.e. temporary house guests, service/care providers and for groups of guests invited to attend a resident hosted events*) .	Such a program would create an administrative *(permit issuance and renewal)* and operational *(increased enforcement)* burden for the City.
Expand 24–Hour On–Street Zones (North of Cecil Place)				
Expand 24-Hour On-Street Parking Zones (i.e. North of Cecil Place)		Will provide more overnight on-street parking for residents but will also extend allowable parking timeframe for commercial district patrons unless the right to overnight park is limited to residents only through the establishment of a permit parking zone.		

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ON–STREET PARKING OPTIONS				
Introduce "Permit Only" Parking at all Times				
General Rationale • **Parking Control** – Limits the how much of the curb side space will be available for all to use for parking.		Ability to limit parking by non–resident parker at all times or during selected time periods. Typically, such a program should be will require residents to pay a fee to at least recover some adminstrative cost for the program. Also adoption of such a program should be based on evidence that 70% of residents support the initiative.	Has potential to modestly reduced non–resident parking activity and save more on street parking capacity for street residents. Special provision will be needed to allow for non–resident parkers on–street (i.e. temporary house guests, service/care providers and for groups of guests invited to attend a resident hosted events)	Such a program can create an administrative *(permit issuance and renewal)* and operational *(increased enforcement)* burden for the City.
Estabish Time–Limited On–Street Parking Zones				
General Rationale • **Parking Allowance** – Typically used to allows short-term *high turnover spaces (e.g. 1 to 2 hour duration of stays)* in selected on–street curb side parking zones.		Will allow some degree of on–street parking activity to occur during timeframes deemed to be most acceptable and probably least disruptive to street residents. Such an approach assumed that the length and locations of curbside parking zones where on–street parking is to be allowed could also be quite restricted *(e.g. several parcels to the south from Cedar Road)* .	Residents will have to also comply with the same time–limited on–street parking restriction unless some special parking permit provision for them to not do so is adopted as part of the parking rules. Such an initiative could be limited to the curb side parking areas closest to Cedar Road on all or some of the streets.	Such a program would create an administrative *(permit issuance and renewal)* and operational *(increased enforcement)* burden for the City.
Prohibit On–Street Parking During Certain Hours				
General Rationale • **Parking Control** – Will limit influx of non–neighborhood parkers *(i.e. students, employees, business patrons, etc.)* during certain timeframes *(e.g. No Parking 5:00 PM to 3:00 AM)* .		Will allow some degree of on–street parking activity to occur during non–restricted timeframes deemed to be least disruptive to street residents but preclude it other times. Such an approach assumes that the lengths and locations of curbside parking zones where on–street parking is to be restricted in this way would closer to Cedar Road in order to deter non–residents from parking on the	Residents will have to also comply with the same time restricted on–street parking rule unless some special parking permit provision for them to do so despite the "No Parking Time Period" rule.	Such a program would create an administrative *(permit issuance and renewal)* and operational *(increased enforcement)* burden for the City.