



## **RPP REFRESH:**

### **AN UPDATE TO THE RESIDENTIAL PERMIT PARKING (RPP) PROGRAM**

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## **Potential Recommendations**

May 20, 2019

### **POSTED RESTRICTIONS**

#### Posted RPP End Times

##### **What we heard:**

- 59% of questionnaire respondents supported reducing the number of options for posted restrictions.
- 67% of questionnaire respondents thought options for restrictions should be different for different RPP districts.
- Alexandria Commission on Aging recommended making posted restrictions more consistent across the City and from block to block.
- City Council directed staff to explore reducing posted restriction options during the Residential Pay by Phone evaluation process.
- 5PM, 9PM, and 11PM were the most popular preferred end times for RPP restrictions from questionnaire respondents.

##### **Preliminary Recommendations:**

- Limit end times options to 5PM and 11PM.
  - 5PM end time is appropriate in areas that experience commuter parking and 11PM is appropriate for areas with visitors to local shops and dining

#### Time limits

##### **What we heard:**

- 49% of questionnaire respondents supported 2-hour parking as the only option for residential parking restrictions, while 45% did not, and 6% had no opinion.
- Parking enforcement has more difficulty enforcing 3-hour parking restrictions than 2-hour parking restrictions due to the inconsistency and staff schedules.
- Alexandria Commission on Aging recommended making posted restrictions more consistent across the City and from block to block.
- City Council directed staff to explore reducing posted restriction options during the Residential Pay by Phone evaluation process.

##### **Preliminary Recommendations:**

- Make 2-hour parking the only option for residential parking restrictions.

## PERMIT LIMITS/FEES

### Permit Fees

#### **What we heard:**

- Most questionnaire respondents did not support increasing the annual RPP permit fees for the first, second, or additional vehicles.
- 56% of questionnaire respondents supported exploring different permit fees based on overall parking capacity and demand, but fewer respondents in RPP districts, particularly from Districts 1 and 2, were in support.
- Permit fees are fairly consistent with other cities.

#### **Preliminary Recommendations:**

- Maintain existing permit fee structure

### Permit Limits

#### **What we heard:**

- 56% of questionnaire respondents indicated they would like to see a limit on the number of permits a resident can purchase.
- The average response from questionnaire respondents on the recommended maximum number of permits a resident can obtain was between 3 and 4.
- In 2017, only 1-2% of households had more than 3 RPP permits.

#### **Preliminary Recommendations:**

- Do not recommend a maximum number of permits per resident at this time, but continue to monitor number of households with more than 3 permits.
  - Impact would be limited due to small number with more than 3 permits.

## PROCESS

### Staff-Initiated Process

#### **What we heard:**

- 61% of questionnaire respondents supported a staff-initiated process for creating new RPP districts near transit stations and 57% supported a staff-initiated process for creating new districts that have a parking issue documented through a City led parking study.
- 51% of respondents preferred that for a staff-initiated process, staff notify all affected residential addresses by mail or proposal and only proceed if a certain percentage of residents respond they are supportive of the request.

#### **Preliminary Recommendations:**

- Establish a new process for creating new RPP districts near transit or in areas with parking issues documented through a City led parking study.
  - Staff send ballots to all addresses within the affected area regarding proposed changes.
  - Require more than 50% of the ballots to be returned by a date specified in the mailing
  - Of the returned ballots, more than 60% must indicate they support starting the process to create a new district.
  - If ballot requirements are met, proposal for a new district follows current public hearing process
    - Public hearing at Traffic and Parking Board
    - City Council final approval
- Limit a maximum of 1 to 2 areas per year.
- Set up as a pilot program for three years to allow for evaluation and future changes.

### Survey Requirements within Existing RPP Districts

#### **What we heard:**

- 45% of all questionnaire respondents supported allowing residents in existing districts to request restrictions for their block without having to demonstrate a parking issue through a parking occupancy survey. 60% of respondents who live in an RPP district and don't have RPP restrictions posted supported this.

#### **Preliminary Recommendations:**

- Remove survey requirement for RPP signage to be posted on blocks already within an RPP district.
- Maintain petition requirement to initiate the request.

## ADMINISTRATIVE CHANGES

Staff recommend the following administrative changes in addition to the recommendations above.

### Posted Restrictions

- Require the same RPP restrictions on both sides of a block.
- Create a process for residents to request a one street buffer for abutting RPP districts to allow residents from either district to park on boundary.
- Require vehicles to move off of the block after reaching maximum time limit.

### Permit Limits/Fees

- Clarify in code and administration that permit fees for first, second, and additional vehicles apply for each address rather than each resident.

### Process

- Modification of RPP restrictions to require petition by block rather than by block face.
- Clarify who is eligible to sign petitions:
  - include renters living at the address
  - do not include owners who do not live address
- Clarify in code that signatures must be provided from occupants of **more than** 50% of the residential properties to be eligible.
- Allow Director of Transportation and Environmental Services to approve Traffic and Parking Board Recommendations for RPP modifications and posted signage rather than City Manager.
- Allow Traffic and Parking Board to approve the expansion of an RPP district rather than City Council.
- Allow staff to initiate the process to remove commercial properties with no residential uses from residential parking districts.

For more information, please visit [alexandriava.gov/ParkingStudies](http://alexandriava.gov/ParkingStudies), or contact Katye North at [katye.north@alexandriava.gov](mailto:katye.north@alexandriava.gov) or 703.746.4139.