

Princeton  
Permit Parking  
Pilot Program

# Guiding Principles

- ◆ Share available on-street parking resources in residential neighborhoods equitably between residents, customers of neighborhood businesses, visitors, and employees
- ◆ Adapt general rules to meet the needs of individual streets and neighborhoods without overly complicating the system
- ◆ Make rules responsive to the varying needs for parking at different times of day and night
- ◆ Use latest technology to benefit all users of parking, as well as simplify municipal paperwork, and enforcement





# Share Available Parking Resources

- ◆ Residential daytime permits will be available to any property owner without off-street parking, and depending on availability, will also be made available to those with restricted off-street parking, defined as those with extremely narrow driveways or parking only in the front yard.
- ◆ 3-hour free shared parking will be allowed on most streets for residents and visitors, whether customers of neighboring businesses, or guests of residents.
- ◆ On certain streets located more remotely but still convenient to neighborhood businesses, employee daytime permits will be issued on a street-by-street basis, with the number limited to ensure residents and their guests will still be able to park
- ◆ Short term permits will be available for overnight guests & for contractors performing work which requires more than 3 hours to perform. Likely in the following increments: 1-day permits, 3-day permits, 7-day permits. Only residents will be able to purchase short term permits.



# Adapt general rules to meet the needs of individual streets & neighborhoods

- ◆ Residential permits will be issued by district. Employee permits will be issued on a block-by-block basis.
- ◆ Depending on supply of on-street parking and demand for it (shortage of off-street parking), the number of resident permits may vary (sometimes limited only to residents with no off-street parking, sometimes available to others)
- ◆ Employee permits will only be issued on certain streets. They will be issued in numbers dependent on how many residences are eligible for permits and the number of available spaces, with some factor reserved for visitor & contractor parking.
- ◆ Student permits also will only be issued on certain streets.



# Be responsive to varying needs throughout the day & week

- ◇ Generally, 24-hour permits are available only for residents with limited or no off-street parking and overnight permits are available to all residents upon request. In some areas where parking is more plentiful and residents are accustomed to being able to park on the street, 24 hour permits may be available on request for any residence.
- ◇ Parking rules suspended on Sundays or weekends for various districts. May be suspended in summer for the High School area.
- ◇ Hours of enforcement for daytime permits, coupled with limited duration parking for non-permit holders will allow flexibility for shared use of spaces during the evening. For example, if parking regulations run from 8:00 am to 6:00 pm, with 3-hour parking for non-permit holders, local business customers could arrive as early as 3:00 pm and stay for 3 hours, after which the regulations suspend, so they can shop and then catch dinner without having to move their car.

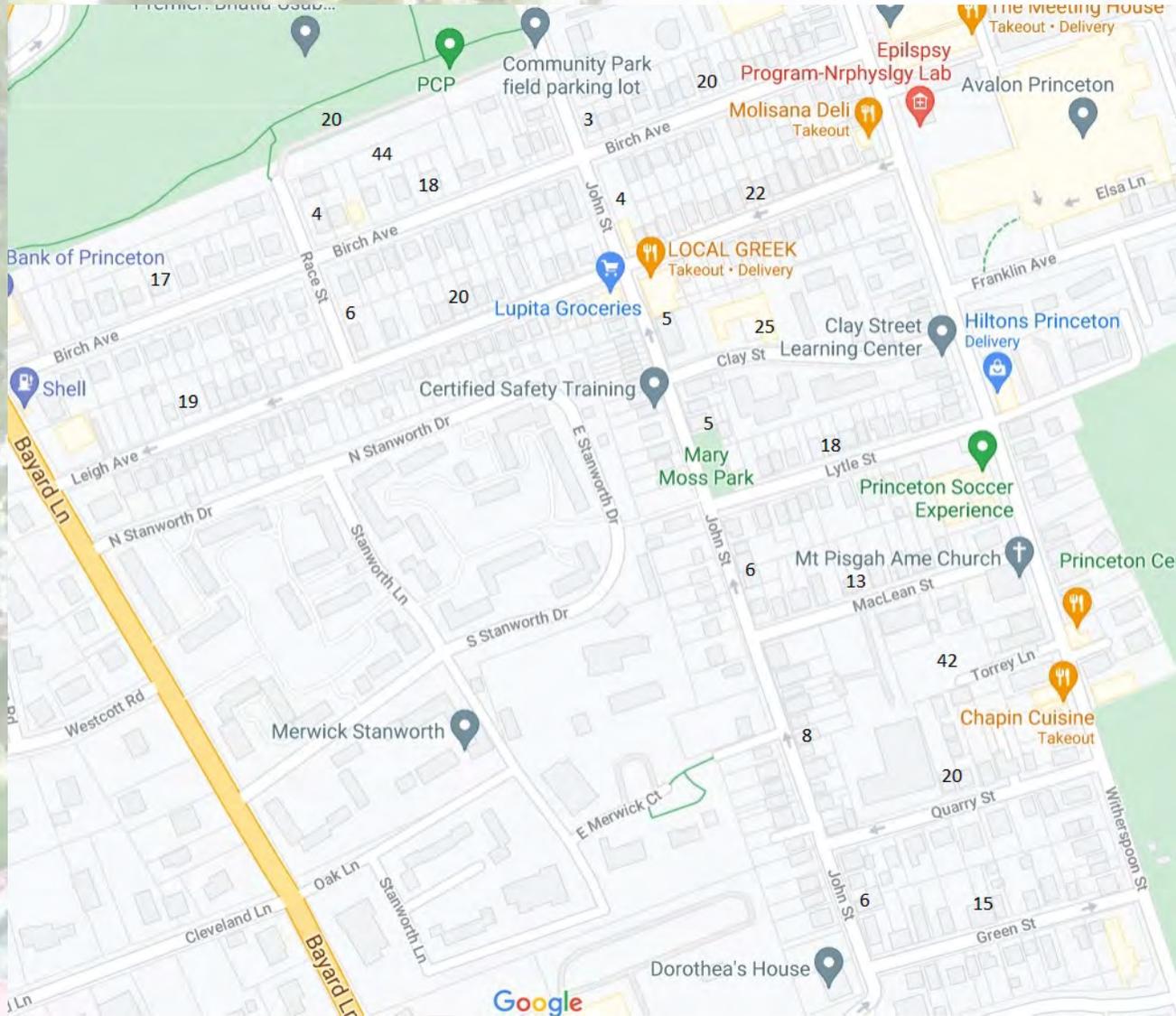


# Use Technology to best effect

- ◆ Create the ability to sign up for, and renew permits on-line through the municipality's Seamless Docs platform or through a vendor's portal, including resident, guest, and contractor permits.
- ◆ Use license plate reader (LPR) technology to simplify and facilitate enforcement.
- ◆ LPR Software can allow shared permits for employees who work for the same employer but on different shifts, and also for residents with two cars, so either car (but not both at the same time) can park on the street.
- ◆ LPR software can flag non-permit holders who violate time limits for customer/visitor parking.

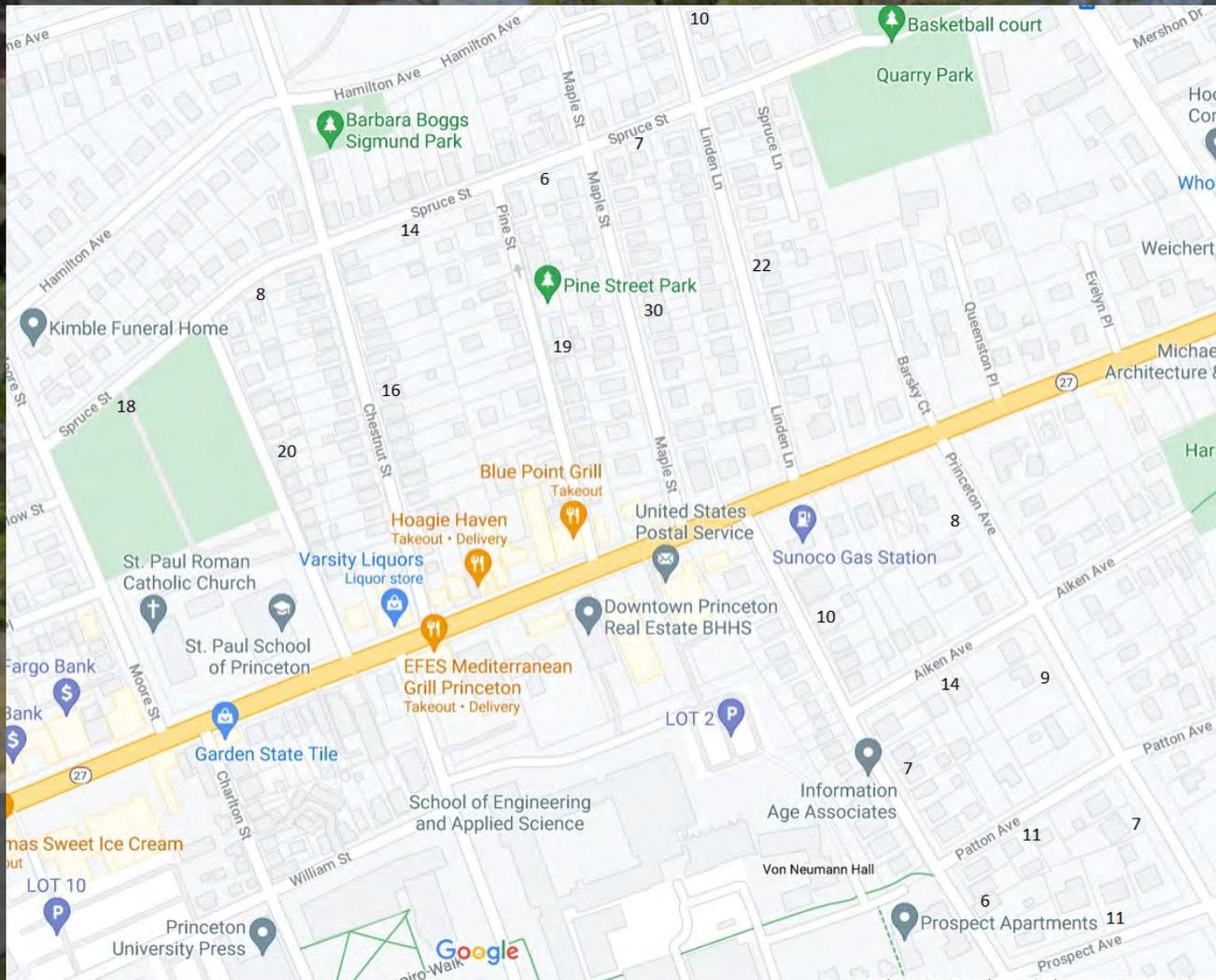


# Specific Witherspoon Jackson Proposal



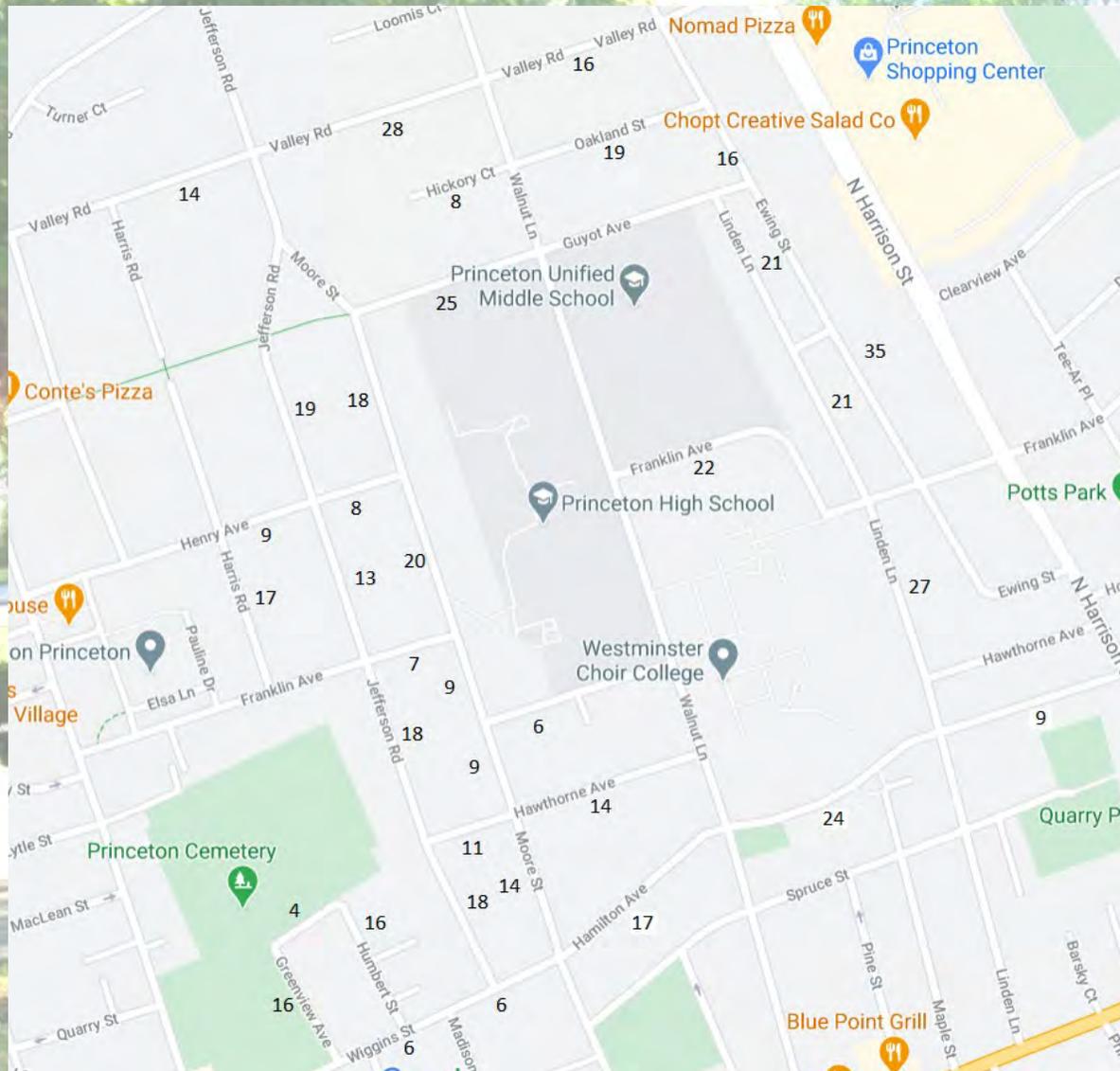
- ◇ 24 hour permits available only to residences without a driveway for \$30/quarter. Resident permits are by zone, i.e. you can park on a nearby street if no spaces are available on your street.
- ◇ A single overnight parking permit will be available to all residents who request them. Overnight permits cost \$30 per quarter. Daytime parking restrictions in effect from 9 am to 8 or 9 pm. Free evening parking shared between all users.
- ◇ Customer and visitor parking permitted for 2-3 hours without permit on Green, Quarry, Maclean, Clay, Birch & Leigh
- ◇ Employee daytime permits issued on Lytle; Birch & Leigh block closest to 206 for 50% of available on-street spaces. Also available in CP Tennis court lot and Maclean St. lot. 2-3 hour parking also allowed on these streets for customer and visitor parking.

# Specific Tree Streets Proposal



- ◇ Single 24 Hour permit available only to residences without a driveway.
- ◇ Single overnight parking permit available to all residents. Daytime parking restrictions in effect from 9 am to 8 or 9 pm. Free evening parking shared between all users.
- ◇ Customer and visitor parking permitted for 3 hours without permit on Moran, Chestnut, and Pine
- ◇ Employee daytime permits issued on Spruce, Maple, Linden, Murray, Aiken, and Patton for 50% of available on-street spaces. 3 hour parking also allowed on these streets for customer and visitor parking.

# Specific High School Zone Proposal

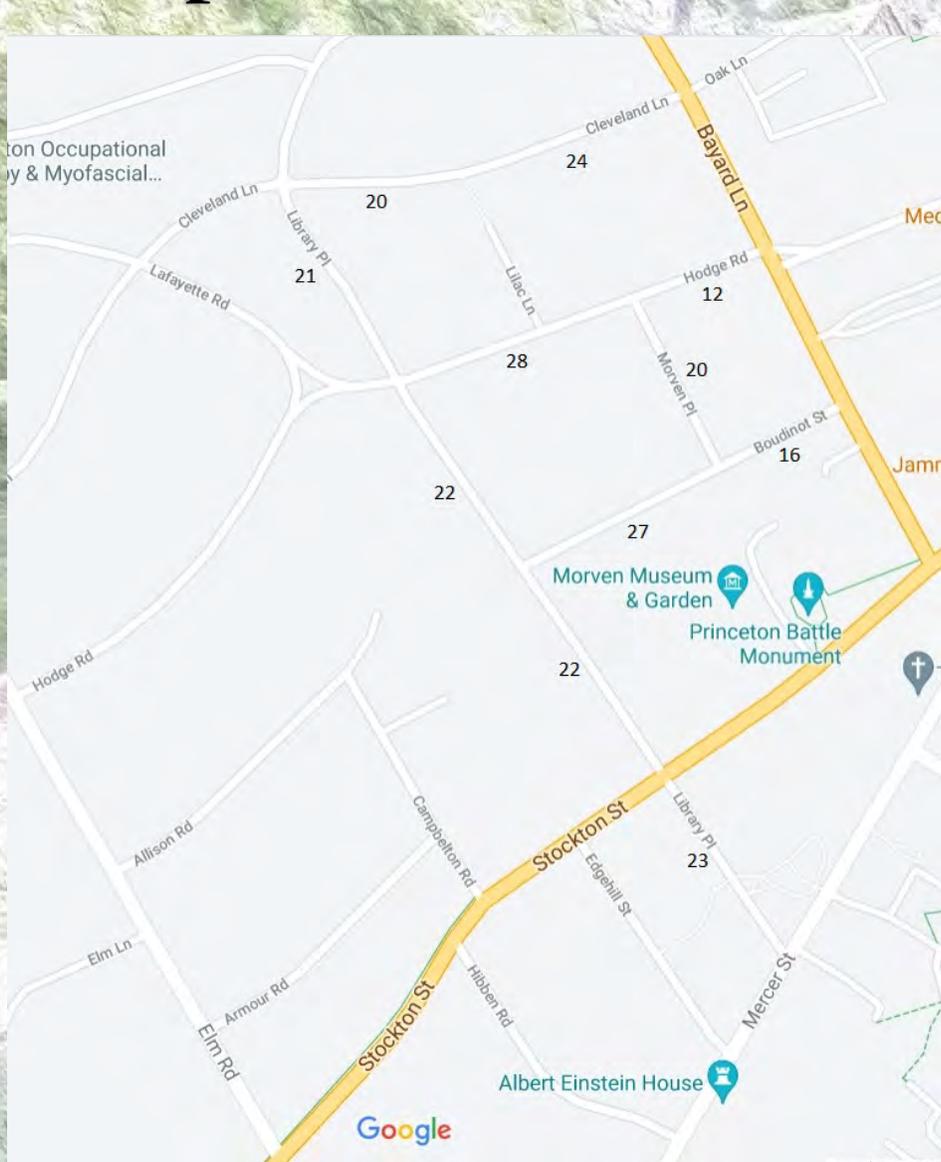


- ◆ Single 24 hour permit available to all residences for \$30/quarter. Resident permits are by zone, i.e. you can park on a nearby street if no spaces are available on your street.
- ◆ One added overnight parking permit will be available to all residents who request them. Overnight permits cost \$30 per quarter. Daytime parking restrictions in effect from 8 am to 6 pm. Free evening

# Specific High School Zone Proposal

- ◆ The task force has been asked to explore relocating parking off of Hamilton-Wiggins to permit installation of on-street bike lanes. Employee daytime permits will be issued on Humbert & Greenview, 1<sup>st</sup> block of Moore & Jefferson, and on Hawthorne for 50% of available on-street spaces for a total of 51 spaces, replacing 50 lost on Hamilton. 3 hour parking also will be allowed on these streets for customer and visitor parking, more than replacing 12 spaces lost on Wiggins from Van Deventer to Moore.
- ◆ Additional employee parking permits can be issued wherever high school student permits are not issued on the same basis – 50% of available spaces on a block-by-block basis with 3 hour parking for guests & visitors. A total of approximately 150 additional employee permits could be realized.
- ◆ The School administration proposes that High School Student parking continues to be permitted on Guyot & Franklin east of the High School. Due to loss of the Franklin lot, additional new locations for student parking to be Houghton across from the High School, Moore from Houghton to Henry, and the blocks of Franklin and Henry between Moore and Jefferson. They currently have 47 on-street and request a total of 90 spaces.

# Specific Western Section District Proposal



- ◆ 24 hour parking permits will be available to all residents who request them. Overnight permits cost \$30 per quarter. Daytime parking restrictions in effect from 8 am to 6 pm. Free evening parking.
- ◆ Employee parking permits can be issued for 50% of available spaces on a block-by-block basis with 3-hour free parking for guests & visitors. Proposed streets for employee parking are Cleveland, Hodge, Boudinot, Morven, and Library Place. A total of approximately 118 employee permits could be realized.

# Questions for Council Input



- ◇ Should employee permits be allowed on both sides of the street where parking is permitted on both sides of the street, Library Place, Morven, Princeton Ave.?
- ◇ Should on-street permits be provided for low-income residents of Avalon Witherspoon, as requested by our affordable housing director?
- ◇ Do you support relocation of parking from Hamilton-Wiggins to allow installation of on-street bike lanes?
- ◇ Should other streets in neighborhoods further from Nassau street have permit controls added – Lafayette, Campbellton, Armour, Hibben, Ewing, Oakland, Valley?
- ◇ How shall we address parking needs for longer term visitors & contractors? We propose one-day (\$5), three-day (\$10), or weeklong (\$20) permits – do these prices seem fair? Should home health aides be given lower priced permits, or be eligible for employee permits?
- ◇ Other questions or comments?