

INITIATIVE	PROS	CONS
Apply uniform marking of on-street parking and "No Parking Areas"	<ul style="list-style-type: none"> Reduce unsafe conditions/practices Perceptibly open up new capacity Potential traffic calming effects Recognition of regulations already ratified 	<ul style="list-style-type: none"> Will require enforcement if implemented Could increase traffic through neighborhoods Cost and time intensive to implement Change the neighborhood streetscape
Designate one ADA space per block across the area	<ul style="list-style-type: none"> Improves accessibility Expands the supply of ADA spaces 	<ul style="list-style-type: none"> Could reduce curbside capacity May not be needed on every block
Revise/expand On-Street Permit Programs	<ul style="list-style-type: none"> Could improve curbside availability Could compel better use of off-street alternatives 	<ul style="list-style-type: none"> Could negatively impact some residences May be perceived as punitive measure
Enforce existing regulations	<ul style="list-style-type: none"> Improves turnover/availability Creates incentives for alternatives (parking/transportation) 	<ul style="list-style-type: none"> Will displace other users, who will need alternatives Perceived as antagonistic to area businesses
Promote shared parking agreements between parties to create employee parking	<ul style="list-style-type: none"> Makes the most use out of existing assets Low or no cost way to expand capacity Could help mitigate operating costs 	<ul style="list-style-type: none"> Would require amendment to local code Still requires a third-party to broker Does require participation from both parties
Introducing 'in lieu' payment option to Zoning Ordinance	<ul style="list-style-type: none"> Creates funds for parking/traffic improvements Allows developers to maximize footprint 	<ul style="list-style-type: none"> Places onus on City to build more parking assets Can be a barrier to development
Promote collaborative interior development	<ul style="list-style-type: none"> Would add more parking to the general supply Cheaper than building structured parking Could address some existing parking issues Could replace capacity lost to curbside realignment 	<ul style="list-style-type: none"> Requires cooperative effort with multiple land owners Disruptive during development period Would disrupt adjacent neighbors during construction No current funding/subsidy source identified
Institute "Fee for Use" Pilot for on-street parking	<ul style="list-style-type: none"> Will increase turnover Provides incentive to use off-street parking Creates a revenue stream to fund other options Creates incentive for alternative transportation 	<ul style="list-style-type: none"> Can create a barrier to patronage Would require enforcement if implemented Would require identification of off-street options Cost and time intensive to implement
Install pedestrian amenities to promote walking (e.g. bump outs, Belgian bumps, etc.)	<ul style="list-style-type: none"> Will make it easier to cross major roadways Potential traffic calming effects 	<ul style="list-style-type: none"> Cost and time intensive to implement Could reduce parking/traffic capacity