

In an email dated December 12, 2013, Mayor Myrick charged a task force of city employees, elected and appointed officials to evaluate the odd/even parking regulation currently in place from November 1st to April 1st of each year. Below is the language that was in the email:

As you know odd/even parking is intended to allow the city to clear the streets after a snow emergency and clean the streets of debris in the absence of snow. But, the system is confusing, inconvenient, costly and deeply unpopular with parkers. So I've asked Chief of Staff Kevin Sutherland to Chair a task force that will deliver to Common Council and the BPW an alternative system for its consideration. That system should still allow for street cleaning and clearing, but dramatically reduces the confusion and hardship currently caused by Odd/Even. Please begin with the following members, but feel free to invite in more subject matter experts as needed.

TASK FORCE:

Chair Kevin Sutherland, Chief of Staff
Ray Benjamin, Asst. Superintendent of DPW
Frank Nagy, Director of Parking
Govind Acharya, Commissioner, BPW
Steve Smith, Common Council
Seph Murtagh, Common Council
Julie Holcomb, City Clerk
Jared Pittman, City Attorney

DELIVERABLES:

Ideally the task force will draft at least four important documents:

1. Adoptable legislation that will change the system.
2. A new operational plan for City staff to execute for street cleaning and clearing.
3. A communication plan for city staff to execute during a snow event.
4. A communication plan that will educate the public about the changes to the system.

TIMELINE:

Our goal is a vote at the April Council meeting. If a solution can be found sooner, all the better. This means a presentation of the changes should be made to the BPW and circulated to advisory boards in February.

The legislation and accompanying documents should be presented to the City Administration committee in late February.

POSSIBLE ISSUES:

1. Operational. Streets and Facilities enjoys the convenience of odd/even for street cleaning. Any change will likely change their work patterns.
2. Financial. Odd/even parking generates revenue. This revenue may be offset by giving out fewer, larger tickets - or by driving people into parking garages.

Due to the Ice Jam in early January, the task force got off to a late start. The group did, however, meet three times in three months with research assignments given to members of the task force in between each meeting; January 31st, 2014, February 25th, 2014, and March 31st, 2014.

Attached you will find the task force report including information on:

How Ithaca currently manages snow and street cleaning

What the task force proposes

Next steps and sample legislation

A Communication plan for a major snow event

A Communication plan for educating the public

How other cities in the “snow belt” manage snow and street cleaning and links to their websites

Odd/Even Parking Task Force
Ithaca, NY

May 2014

Report Updated 7/3/14

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Executive Summary

With a desire by city residents to reduce the number of times a vehicle needs to be moved, a fiscal environment where government needs to perform efficiently and effectively with fewer resources, such as a reduced number of Public Works employees and a reduced number of parking enforcement employees, a new method is necessary.

The Odd-Even Parking Task Force proposes:

- Phase I: Removal of the Odd-Even Parking regulation
 - Once a week on any given street, no parking from 4am to 4pm. Year round, about one fifth of Ithaca City streets would be closed to parking on any given weekday (see Appendix A: Map of Weekday Street with No Parking).
 - Major Snow Events. During major snow events, the Mayor or Superintendent of Public Works can declare a parking ban on all major arterial roads and Ithaca's steepest streets (see Appendix B: Map of Parking Ban during a Major Snow Event).
 - The Creation of a Snow Event Parking Discount for city parking garages.
 - A comprehensive signage overhaul for the city – for both the no parking weekday roads and the no parking major snow event.
- Phase II: Removal of the city-wide 24 hour Parking regulation (except where specifically posted)
- Phase III: Utilization of License Plate Recognition technology to identify and ticket violators, and contact residents if needed

With these changes, the task force believes;

- Residents will only have to move their cars once a week, instead of daily,
- Department of Public Work Crews will be able to schedule street work with less disruption to the public,
- Greater efficiency in street cleaning and snow removal,
- Enforcement will be more efficient,
- Revenue will stay the same over time.

In order to accomplish this, the task force recommends;

- Review and update of the list of streets on the major snow event route,
- Temporary Hiring of 6 people to install the new parking signs in order to complete the project in three months.

Additionally, the task force recommends:

- Upon implementation of the new parking regulation, an exploration of trash service automation.

How Ithaca currently manages snow and street cleaning

The City of Ithaca Municipal Code states: “Effective November 1 through April 1 of each year no person shall park a vehicle between 2:00 am and 6:00 am on the odd-numbered side of all City streets on the odd-numbered days of the calendar month, and on the even-numbered side of all City streets on the even-numbered days of the calendar month” unless exempted by the Board of Public Works.

The night shift snow watch crew in the Streets and Facilities division of the Department of Public Works typically starts the second Sunday in November. The snow watch crew picks up leaves with two mechanical sweepers, followed by a truck to dump leaves into. This continues into December or until the first significant snow, when the remaining leaves get plowed back up on to the tree lawns.

The snow watch crew is based on a voluntary schedule and used to consist of 2 Heavy Equipment Operators, 3 Light Equipment Operators, and a working supervisor. This allowed for 1 truck on West Hill, 1 for Cornell Heights, 2 for East Hill, 1 for South Hill and 1 for the flats. The second truck on East Hill could break off and help in another area if necessary. With less traffic and one side of the streets open, the crew could keep up with most snow storms. Over time however, as the median age of the workforce has increased and the move of city DPW employees to more affordable locations further away from Ithaca, fewer staff are volunteering for the night crew. Currently, only 4 people are participating, and if there is a significant snowfall; work in Ithaca flats does not get done. If someone is sick or out for surgery, the city has had as few as two crew members plowing snow during the overnight hours.

The reduced number of employees leaves no time for ice scraping with the grader on the sides of streets where odd/even parking is in effect.

In March when Cornell is out for Spring Break, DPW crews start a six week regimen to sweep and flush every street in the City. Starting with Collegetown, when the number of cars on the street is at a low, the snow watch crew sweeps streets on the odd/even cycle until April.

For about 6 weeks starting April 1st, two DPW staff work full-time relabeling and posting signs on city streets for street cleaning. Figure 1 shows the estimated cost of this process and the shift typically follows these guidelines:

- 6:00am - 9:00am: out posting the next day's no parking signs,
- 9:00am -12:00pm: Re-label set of no parking signs for two days out,
- 1:00pm - 3:00pm: pick up current work day no parking signs

Figure 1: Cost estimate for posting signs for 6 weeks after odd-even parking is no longer in effect.

Street Cleaning Posting	
	\$30.20 Average hourly (plus benefits)
x	<u>2</u> number of employees working
	\$60.39 Labor cost per hour
	\$12.00 Vehicle per hour (state rate)
	6 Number of weeks with street cleaning posting
or	240 hours
	\$17,374 Total Labor
	\$1.00 per Sign
	\$0.13 per lathe
	1,000 signs per year
	\$1,130 Total supplies
	\$18,504 per year for Spring cleaning signage

These signs have to indicate the date the work is being done. Once the schedule is published on the website and sent to the media, Streets cannot deviate from it, so rescheduled work must take place after the planned six-week timeframe which adds time and cost to the effort. Streets and Facilities division makes a conscience effort to post no parking in a manner that does not displace everyone from one area, (i.e. - only a few streets in one neighborhood at a time).

After the six week street cleaning, there are still five and half months when the parking regulation is not in effect and there is parking on both sides of the street. In order to do additional cleaning or road maintenance or repair, crews have to post each side of the street 24 hours in advance of work being done. In addition, when a vehicle has been left in a spot labeled no parking, additional staff time is necessary to take photos of the violation and wait for the tow truck to arrive. The cost of additional sign posting or staff time for proof of necessity for towing is not included in Figure 1.

What the task force proposes

Phase I: Removal of the Odd-Even Parking regulation

Once a week on any given street, no parking from 4am to 4pm

Under this new parking requirement, on any given weekday roughly one-fifth of the City of Ithaca will have no parking on either side of the street. Appendix A is a map of the City of Ithaca's proposed no parking per weekday. This concept would have multiple benefits.

With the full 12 hours and a fifth of the city clear of vehicles, crews can be more efficient in cleaning streets and clearing snow. Focused attention each day to a portion of Ithaca means heavy accumulations of snow can be picked up and removed, reducing the risk of property damage and time spent posting signs the day before, and plowing could be done up to the curb, preventing curb creep during winter months. With no parking on either side of the street for a given day, there would be more leeway for plows to get through narrow streets, lowering the risk of property damage. During a snow event, arterial roads would be the primary focus, and that particular day route would be secondary. This concept would make about a quarter of the city the focus, rather than trying to clear all streets all the time. Other streets will still be cleared for traffic, but to a lesser extent.

Enforcement will be more efficient. With only one fifth of city streets having a parking ban, only one fifth of city streets have to be monitored on any given day. With a daily parking ban of 12 hours, it is possible for a Community Service Officer in the parking division to become responsible for enforcement allowing police to focus on more pressing issues in our community. The Community Service Officer can create a route that will patrol the parking ban areas multiple times a day. With more consistent enforcement, we will likely see an initial increase in tickets. This will likely generate more revenue at first, but as the community shifts its parking habits and understands the new signage, the most recent five year average of \$100,870 (see Figure 2) will go down from this account line. However, it is likely we will make up the difference in snow emergency parking.

Figure 2: Odd/Even Parking Tickets issued and total amount paid from 2009 through 2013.

	2009	2010	2011	2012	2013
Tickets Issued	7,262	4,902	4,175	4,165	5,792
Total Paid	\$131,973	\$103,536	\$86,674	\$81,406	\$100,760

Major Snow Events

During major snow events, the Mayor or the Superintendent of Public Works may declare a parking ban on all major arterial roads and Ithaca's steepest streets, typically when accumulation is expected to be 3 inches or

more (see Appendix B: Map of Parking Ban during a Major Snow Event). The city of Ithaca currently has a list of streets that fall into this category and signage is in place, however, the task force recommends a review and update of this document to coincide with the new parking plan. Communication plans to inform the public on a declaration of a major snow event can be found on page 10.

Snow plowing will focus primarily on the major arterial roads and our steepest streets, with a secondary focus on the other streets that have no parking for the weekday and finally for the center “lane” of all other streets. With the limited number of DPW staff and equipment, a hierarchy of roads to plow and the development of a route will increase efficiency and public perception of timeliness to clear streets will improve.

The Creation of a Snow Event Parking Discount for city parking garages

With a major snow event, additional parts of the city will have a parking ban in place. The City of Ithaca should encourage residents to park in the city parking garages. To incentivize this, a discount should be created. Figure 3 is an example of what this could look like.

Figure 3: Assumption of parking garage attendance during major snow events in the first year.

Weather Precipitation Data from WeatherSpark.com:

Moderate or Heavy Snow throughout the year	9%
Days in a year	365
Days with Moderate or Heavy Snow	33
Assumed # of cars that will take advantage of the discount	100
12 hour rate	\$2.00
Total Revenue Generated	\$6,570

In the course of 4 years, assuming the same number of moderate to heavy snowfall days, if the City of Ithaca can encourage more residents to utilize the parking garages during a major snow event, we would be able to re-coup a portion of the lost revenue from parking tickets (see Figure 4). There are currently over 1,200 open parking spots between the four parking garages in Ithaca, therefore we would not currently see any displacement.

Figure 4: Assumption of parking garage attendance during major snow events over four winter seasons.

	<u>2014-2015</u>	<u>2015-2016</u>	<u>2016-2017</u>	<u>2017-2018</u>
Assumed # of cars that will take advantage of the discount	100	200	300	400
12 hour rate	\$2.00	\$2.00	\$2.00	\$2.00
Total Revenue Generated	\$6,570	\$13,140	\$19,710	\$26,280

A Comprehensive Signage Overhaul

Throughout the city, new signage would be needed to identify the new parking regulations. In addition to the no parking for specific streets each day of the week, some of the major arterial and steep sloped streets that are not currently labeled for no parking during a major snow event would need to be updated.

This process would require a capital cost estimated at \$150,000 and would take 9 months to execute utilizing two staff members (see Figure 6 on the next page). The task force recommends temporarily hiring 6 people in order to complete the process in 3 months. The expense can be justified because it would be a one-time use of reserves and staff that used to perform the sign posting could be reallocated to other, more task worthy duties. Assuming staff salaries stayed the same, in 8 years, the staffing cost that had been allocated for sign posting would pay off the signage for the new city-wide parking plan, which if carried out to the life of the signs (20 years) would save the City of Ithaca over \$220,000 (see Figure 5 below).

Figure 5: A comparison of the new parking plan sign installation cost to the status quo.

\$148,408 Total cost of Sign Installation (see Figure 6)
\$18,504 per year for 6 weeks of Spring cleaning signage (Figure 1)
x <u>20</u> years - lifetime of the signs for the new parking plan
\$370,072 total no longer spent on annual sign posting for 20 years
8 year payback
\$221,664 Total savings

With the new signage in place, DPW crews can perform daily tasks based on the street sign schedule, freeing up staff time that was once exclusively for sign posting. That time would be spent on more important tasks, such as fixing potholes, cleaning streets, repairing curbs, and removing piles of snow. With the additional time and no parking on either side of the street, trash service could be coordinated to follow the same path and

an automated service could be utilized. The task force recommends further exploration of this idea after implementation of the new city-wide parking system.

Figure 6: Estimated cost for city-wide signage overhaul

New Signage Installation	
	\$30.20 Average hourly (plus benefits)
x	<u>2</u> number of employees working
	\$60.39 Labor cost per hour
	<u>\$12.00</u> Vehicle per hour (state rate)
	\$72.39 Hourly labor and equipment cost
	\$18.00 Signage
	\$2.00 Nuts and bolts
	94 lane miles of streets with parking in Ithaca
x	<u>5,280</u> feet in a mile
	496,320 ft of road with signage
/	<u>200</u> ft (distance between signs)
	2,482 signs needed
x	\$20 for supplies
	\$49,632 total for sign supplies
	70% assumed percent of posts already installed
	1,738 post needing a sign replacement
	744 post and sign installation
	0.25 hour to install sign (@ \$72.39/hour)
	1.25 hours to install post and sign (@ \$72.39/hour)
	\$31,453 total for new sign installation
	\$67,323 total for new post and sign installation
	\$148,408 total needed for entire project
	Time needed for entire project
	171 working days
or	9 months

Phase II: Removal of the 24 hour parking regulation

Ithaca has a city-wide parking regulation that requires that a vehicle parked on city roads be moved every 24 hours. At current staffing levels, we are not able to properly enforce this requirement. With the recently purchased License Plate Reader (LPR) equipment (see Phase III), we'd be able to better patrol the entire city for violations; however, this is a city that prides itself in finding ways to reduce its carbon footprint. If cars are not required to move every day, we can reduce the number of engine starts and stops from 260 to 52 – up to an 80% reduction. Under this recommendation, residents will only have to move their cars once a week, year round.

With the once a week 4am to 4pm no parking on every street, cars will still be started and moved on occasion, ensuring that vehicles are not just left on the street for extended periods of time.

Phase III: Utilization of License Plate Recognition technology to identify violators and contact residents

The city recently purchased a license plate reader (LPR) in order to monitor the parking meters, the two hour and 24 hour posted parking spaces. This technology would also be utilized to read license plates in neighborhoods as well.

The city would create a database where residents of the City of Ithaca could enter their own information (license plate number, make, model, car color, name, address, phone number) on a voluntary basis. This would give the city the ability to inform residents via phone call or text message when their vehicle is parked on the wrong street at the wrong time (ie – during a major snow event) before they receive a ticket. If they comply within a set period of time (15 minutes), they will not receive a ticket.

Next steps and sample legislation

The Odd/Even Parking Task Force would like to pursue the objectives above. This will ultimately require a vote from both the Board of Public Works and Common Council to both change the ordinance and put money behind a capital expense to install and upgrade signs.

The task force would like to gather some public input before pursuing a vote of the board and council through a few town hall meetings in the next several weeks.

While the task force takes this to the public, the city attorney's office will draft a change to the parking ordinance and revise based on the input gathered from the public.

Below is the anticipated timeline:

Date	Action
5/27/2014	This report is sent to Department Heads and Senior Staff for additional input.
6/9/2014	A revised report (potential changes from the group above) is brought to the Board of Public Works meeting as a discussion item
6/18/2014	A revised report (potential changes from the group above) is brought to the City Administration meeting as a discussion item
6/9/2014 thru 6/20/2014	Host 4 community meetings in 4 different areas. Suggestions include: West Hill - LACS Northside/Fall Creek - GIAC Henry St. John/South of the Creek/Southside/South Hill - Henry St. John building or SSCC C-town/Bryant Park/Belle Sherman - Belle Sherman elementary
6/23/2014	Resolution to the Board of Public Works
7/16/2014	Resolution to City Administration Committee
8/6/2014	Resolution to Common Council
8/7/2014	Advertise temporary positions and order supplies
10/1/2014	"Ground breaking" sometime in September or beginning of October
1/1/2015	Ordinance goes into effect

Communication plan for a major snow event

The City of Ithaca will communicate with the public through:

- Press releases to traditional media
- Contacting specific individuals from media outlets after the press release has gone out
- Social media (ie - Facebook, Twitter, Instagram, etc)
- Utilization of the LPR system and the voluntary data collected from residents (after implementation of Phase III) in order to robo-call/robo-text individuals who have signed up. This will inform them directly of the snow emergency.

All of these outlets will also be given links to the no parking during snow emergency map.

In addition, part of the overall sign installation will include updating signage identifying no parking during major snow events.

Finally, the Odd/Even Parking Task Force recommends that the City of Ithaca research grant opportunities for installing flashing lights for these no parking locations.

Communication plan for educating the public

The Task Force will be hosting public town hall meetings in order to gather feedback on the proposal outlined in this report. This should help start public awareness. After the adoption of the ordinance, the task force will host additional town hall meetings to explain the new system.

The task force, working with the Public Information Officer will begin a campaign to educate the public with an easy to remember website link to the No Parking Maps as well as posting the maps around town.

The signs that are installed will be color coded to match that of the online maps, making it easy to understand and remember which streets have no parking on any given day.

Appendix C: How other cities in the “snow belt” manage snow and street cleaning

Most of the information in this section is taken directly from the websites in which the information was obtained (click the name of the city for a link to their website).

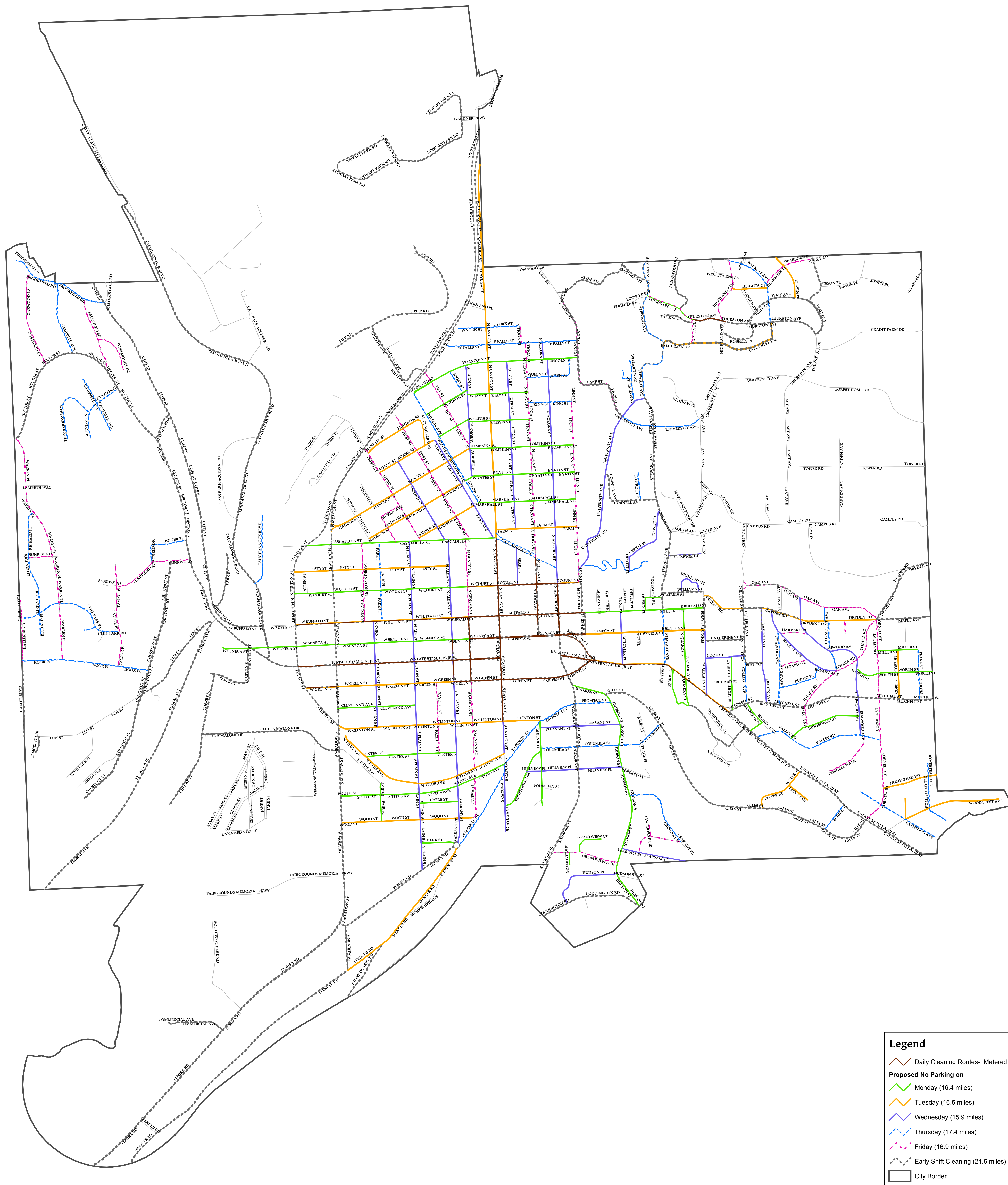
[Ann Arbor, Michigan](#)

Odd/Even prohibition in place only during "snow emergencies," which are determined by the City Administrator. At all other times, parking on city streets is unrestricted and snow plowing is prioritized by majors streets, and then by residential streets. Here's the relevant section of the city code:

10:143. Snow emergencies.

- 1) Prohibited parking for snow removal.
 - a) Whenever the City Administrator finds, on the basis of snow, sleet, freezing rain, or on the basis of a weather forecast, that weather conditions make it necessary to restrict parking to allow removal of existing or forecasted snow, the Administrator may declare a snow emergency and put in effect an odd/even parking prohibition on some or all city streets by providing notice of the prohibition in the manner prescribed by this section.
 - b) When an odd/even parking prohibition is in effect, no person shall park a vehicle or permit a vehicle owned by him or her to remain parked on the following described portions of any street; provided, however, that the parking prohibition of this subsection does not apply during the hours of 8:00 p.m. to 12:00 midnight, so that vehicles can be positioned to comply with the next day's prohibition.
 - i) On days having uneven dates, vehicles are prohibited from parking on the side of the street having even street addresses.
 - ii) On days having even dates, vehicles are prohibited from parking on the side of the street having uneven street addresses.
- 2) Notice.
 - a) The prohibitions provided in this section shall take effect when the Administrator causes notice of such prohibitions to be publicly announced by radio stations, Community Television Network and any other suitable media outlet with normal operating ranges covering the city. The prohibitions shall then take effect at the time provided in the announcement. The Administrator may also cause notice of the parking prohibition to be published in newspapers of general circulation when feasible.
 - b) The parking prohibitions provided by this section shall remain in effect until the Administrator makes a public announcement of the termination of the prohibitions.
- 3) Nothing contained in this section permits parking at times or places where it is otherwise prohibited by this Code.

Appendix A: Proposal - No Parking One Day/Week - City of Ithaca, NY 2014



0 1,000 2,000 4,000 Feet

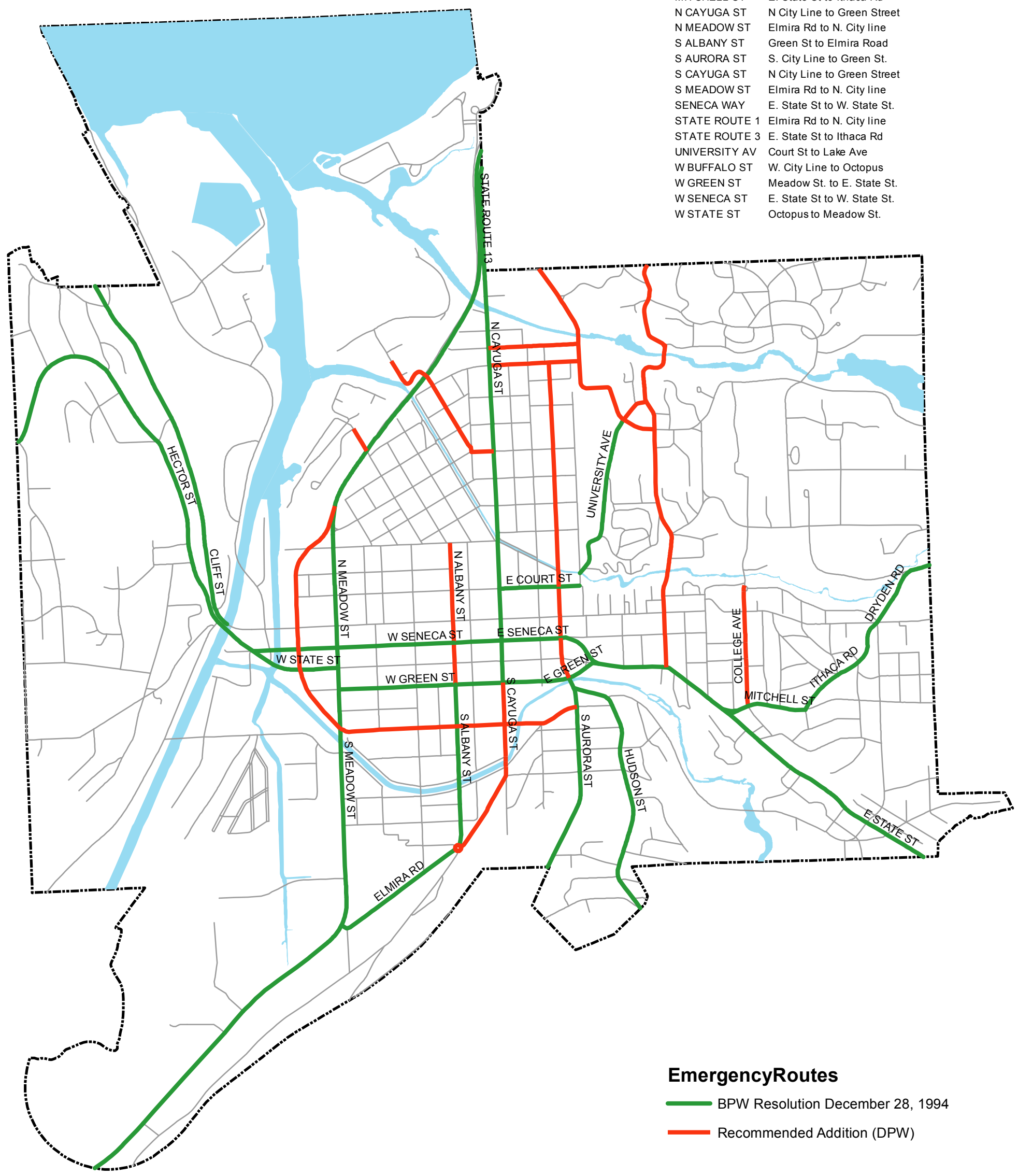
1:6,000



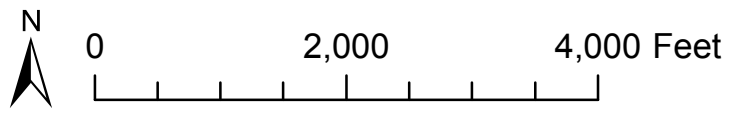
NY State Plane, Central GRS 80 Datum
 Map Source: Tompkins County Digital Planimetric Map 1991-2014
 Data Source: City of Ithaca Department of Public Works, 2014
 Map Prepared by: GIS Program, City of Ithaca, NY, May, 2014

Appendix B: Emergency Snow Routes - Ithaca, NY 2014

NAME	First_Location
CLIFF ST	W. City Line to Octopus
DRYDEN RD	Mitchell St to City Line
E COURT ST	University Ave to N. Cayuga St.
E GREEN ST	Meadow St. to E. State St.
E SENECA ST	E. State St to W. State St.
E STATE ST	Tuning fork to E. City Line
ELMIRA RD	S. City Line to Albany St.
HECTOR ST	W. City Line to Octopus
HUDSON ST	Coddington Rd to Aurora St
ITHACA RD	Mitchell St to City Line
MITCHELL ST	E. State St to Ithaca Rd
N CAYUGA ST	N City Line to Green Street
N MEADOW ST	Elmira Rd to N. City line
S ALBANY ST	Green St to Elmira Road
S AURORA ST	S. City Line to Green St.
S CAYUGA ST	N City Line to Green Street
S MEADOW ST	Elmira Rd to N. City line
SENECA WAY	E. State St to W. State St.
STATE ROUTE 1	Elmira Rd to N. City line
STATE ROUTE 3	E. State St to Ithaca Rd
UNIVERSITY AV	Court St to Lake Ave
W BUFFALO ST	W. City Line to Octopus
W GREEN ST	Meadow St. to E. State St.
W SENECA ST	E. State St to W. State St.
W STATE ST	Octopus to Meadow St.



EmergencyRoutes
— BPW Resolution December 28, 1994
— Recommended Addition (DPW)



[Binghamton, New York](#)

Binghamton ordinance is in effect from December 1 through March 15. It does not apply to metered parking or streets on which parking is prohibited on both sides, but does apply to streets where parking is allowed on one side of the street only. The system, called "Park for tomorrow" is that after 5:00 pm each day, your car must be parked on the odd-side of the street if the following day is an odd-numbered day (and on the even side for an even-numbered day); it can be parked there until 4:59 pm the following day. Their ordinance requires that notice of the ordinance be publicized once per year in the newspaper and on TV/radio at least one week in advance of the effective date of the parking restrictions.

Cars violating the ordinance and which are either hindering snow removal/plowing or are obstructing safe passage are towed. Otherwise, it's a fine of \$55.

[Buffalo, New York](#)

Buffalo has a year round alternative side parking, along with additional parking restrictions in different areas (i.e. - no parking on certain sides of the streets between 9am and 4pm Monday thru Friday). They have additional restrictions between November 15th and April 1st that restricts people from parking on any city bus route (not just stops) between 1:30am and 7am. In addition, the Mayor may declare a snow emergency or driving/parking ban. They rely on traditional media notifications; however, they have just implemented a robo-call system for emergencies. This system is new and has only been used twice, so they didn't have much feedback.

[Burlington, Vermont](#)

A winter parking ban can be declared by the City of Burlington when snow fall or expected snow fall indicates that it may be necessary to plow city streets from curb to curb. Upon declaring the ban all media is notified, the City Parking Ban lights are turned on, and the tape recording is activated.

- call 658-SNOW for tape recorded information
- send an email to burlingtonparkingban-subscribe@yahoogroups.com and you will be notified by email whenever a ban has been declared.

If a parking ban is declared:

- it will be declared by 3:00 p.m. to be effective that evening
- you cannot park on any city property, streets, parking lots or sidewalks
- the ban will be in effect from 12:00 A.M. to 6:00 A.M. within the business center and from 10:00 P.M. to 7:00 A.M. outside of the business area
- you may park in the City owned parking garages for FREE (not on the top floor) between 10:00 P.M. and 8:00 A.M

- vehicles that remain on city property during a ban are issued a \$95.00 ticket and may be towed from one street to another street that has been plowed.

[Chicago, Illinois](#)

Chicago's annual Winter Overnight Parking Ban begins Sunday, December 1 at 3 a.m. The parking ban is clearly posted and will be enforced along 107 miles of critical arterial streets from Sunday, December 1, 2013 through April 1, 2014 from 3 a.m. to 7 a.m. regardless of snow.

In addition, there are certain routes that when there are 2" of snow fall are added to the list of no parking.

[Elmira, New York](#)

To facilitate street cleaning and snow removal, the City of Elmira has adopted Odd-Even Parking for all City streets. Between the hours of 2:00am and 7:00am, motorists must park on the odd-numbered side of the street on odd-numbered calendar days, and on the even-numbered side of the street on even-numbered days. All streets in the city are subject to the odd-even calendar parking restriction, except streets where parking is restricted by signs or prohibited on one side of the street.

The easiest way to remember the ordinance is to always park your vehicle for the next day, as enforcement occurs between 2am and 7am. Be careful of months with 31 days: you will park on the same side (the odd side) two nights in a row.

[Hamilton, Ontario](#)

Snow route signs are posted on most major roads where getting the snow cleared out quickly is important to keeping traffic moving well in snow storms. Other major roads may not have snow route signs but it's still a good idea not to park on those busy streets during a heavy snowfall even if on-street parking is allowed at certain times of the day.

Our focus is to ensure that Hamilton's roads remain functional for emergency vehicles, buses, business and major institutions like schools and hospitals.

Priority 1 - Main Arterial Roads and Escarpment Crossings

Main routes and escarpment accesses are our first priority. The City has designated certain roads as snow emergency routes. When the City declares a Snow Emergency, it is illegal to park on these roads. Vehicles found blocking snow routes during an emergency may be ticketed and/or towed at the owner's expense. A Snow Emergency is announced on local radio stations. Snow emergency routes may be signed with one of three types of signing, "No Stopping Anytime", "No Parking Anytime", "No Parking Snow Route".

Priority 2 - Primary and Secondary Collector Roads

Collector roads – the side streets that feed into the arterial roads – are the next to be cleared of snow. Even though these roads may be well travelled, they may not be designated Snow Routes. However, it's best to park off these roads where possible so that the snow plows and snow clearing equipment can clear them more effectively. Snow clearing on the collector roads may start up to four hours after the start of a snowfall.

Priority 3 - Residential and Rural Roads

Residential and local rural roads are the last to be cleared of snow. It takes a lot of time and resources to ensure the main routes and side streets are cleared for safe travel, so we ask your patience in getting your neighbourhood street cleared. Snow clearing on the residential streets may start up to eight hours after the start of a snowfall.

Keep an eye on the catch basins (sewer grates), curbside gutters and drainage ditches around your property. Clean out any leaves, debris or snow build-up. This helps prevent flooding and property damage when the snow melts. It also prevents ice build-up on the street at times when there can be quick changes in temperature.

[Jamestown, New York](#)

Jamestown uses alternate-side parking as follows:

April 1st – September 30th – parking is allowed on the odd-numbered side of the street during odd-numbered months, and even-numbered side of the street during even-numbered months. The number of the month on the first day of said month at 10am determines the side of the street upon which parking is allowed.

October 1st – March 31st – for 24 hour periods on all streets in the city, all cars shall be parked only on the odd-numbered side of the street on odd-numbered days of the month and only on the even-numbered side of the street on even-numbered days of the month. The date of the day at 10am, determines the side of the street upon which parking is allowed.

[Madison, Wisconsin](#)

Don't let the snow lead to a ticket or a tow. Here are few things you need to know to AVOID a ticket or a tow:

- Alternate Side Parking is in effect city-wide with the exception of the Snow Emergency Zone (unless there is a Declared Snow Emergency).
- Alternate Side Parking is in effect from November 15 - March 15, seven days a week, regardless of weather conditions.

- Park on the EVEN house numbered side of the street on even numbered days from 1-7am.
- Park on the ODD house numbered side of the street on odd numbered days from 1-7am.
- Violations of the Alternate Side Parking rules are subject to a fine of \$20 when a Snow Emergency has NOT been declared.
- Violations of the Alternate Side Parking rules are subject to a fine of \$60 when a Snow Emergency HAS BEEN declared.

[Milwaukee, Wisconsin](#)

No Parking December 1 to March 1

No overnight parking is allowed on through highways and mass transit (bus) routes from December 1 to March 1. These streets are not posted. For a list of these streets please go to the Winter Parking Regulations page. In case of a "Snow Emergency" prior to December 1 or after March 1, vehicles must be moved to a side street and must be legally parked in conformity with all other regulations on the proper side of the street.

Exception to Alternate Side Night Parking

Overnight parking is allowed on both sides of the street from March 1 to December 1. Alternate side night parking is allowed from December 1 to March 1. These streets are not posted. For a list of these streets please go to the Winter Parking Regulations page.

4" Rule

Certain residential streets are posted "No Parking When Snow Falls 4 Inches or More." Parking is allowed on both sides of the street, except when snow has accumulated on the street surface to the depth of 4 inches or more. Then no parking is allowed on the side of the street where the sign is posted until the snow has been removed--day or night or at any time of the year. To determine whether this regulation applies to a specific street go to Street Parking Regulations.

Specific Side Parking

Certain residential streets are restricted to parking on a specific side of the street during the winter months. These streets are posted with signs reading "No Parking" on one side of the street, either for the entire December 1 to March 1 period, or with a monthly alternation of the prohibited side. To determine whether this regulation applies to a specific street go to Street Parking Regulations.

Night Parking During Snow Emergency

If a snow emergency has been declared, night parking regulations are in effect from 11:00 P.M. to 6:00 A.M. on all city streets regardless of the winter parking regulation.

Snow Route Tow-Away Zone

A "Snow Emergency" is declared to exist whenever snow falls during any period of 24 hours or less to a depth which is determined and declared by the Commissioner of Public Works to constitute a serious public hazard impairing transportation, the movement of food and fuel supplies, medical care, fire, health, and police protection, and other vital facilities of the City. Such an emergency is declared to continue for a period of 72 hours or until such earlier times as snow plowing operations have been declared completed by the Commissioner of Public Works. "Snow Emergencies" are widely publicized on local radio and television stations. In addition, "Temporary No Parking Tow Away" signs may be posted by the City to assist in clean-up after major snowfalls. Vehicles parked in violation of "Snow Route Tow-Away Zone" and "Temporary No Parking Tow Away" signs or obstructing traffic during a "Snow Emergency" will be towed away at owner's expense. There are no exceptions.

MPS Parking for Snow Emergencies

Milwaukee Public Schools makes some of its playgrounds and parking lots available for overnight parking during declared snow emergencies and clean-up periods. Take a look at Snow Emergency, Off-Street Parking on School Playgrounds List. Call the Department of Public Works Information Center at (414) 286-8282 during regular business hours for the location of a playground nearest your home.

[Plattsburgh, New York](#)

No parking on city Streets during a snow emergency from 12:01 am to 6:00 am which can be declared by the Superintendent

[Rochester, New York](#)

According to their website, Rochester has a parking regulation that prohibits parking on any city street for more than 12 hours, except where alternative parking regulations are in effect. When it snows, residents are encouraged to listen for traditional media broadcasts announcing special snow clearance plans and they have several categories that include:

Alternative Side of Street Parking Regulations – in effect throughout residential areas. The generally posted pattern is: parking on the even-numbered side of the street only until 7pm on Tuesday, Thursday, and Saturday. Parking on odd-numbered side only on Sunday and until 7pm on Monday, Wednesday, and Friday. They sometimes use special instructions for parking on streets where there is only one-side parking (again, done through the media).

Plowing Day restriction – alternate side parking regulations must be followed throughout residential areas.

Snow Emergency – No parking is allowed on Snow Emergency Routes.

Parking Emergency – Parking on announced streets is prohibited.

[Syracuse, New York](#)

Odd/even parking exists to allow snowplows to clear the entire width of city streets from curb to curb during snowy winter months. By switching the side on which cars are parked from day to day using this system, plows are able to reach areas previously blocked by parked cars. During summer months, odd/even parking allows for the operation of street cleaning crews. Odd/even parking is used most often in residential areas.

It is important that those using on-street parking adhere to odd/even parking rules to allow for cars, emergency vehicles, street cleaning crews, and snowplows to pass through. Those who violate these guidelines may be ticketed or towed by the Syracuse Police Department.

Odd/even parking dictates that from 6pm on an odd day to 6pm on an even day, cars may park on the odd-addressed side of the street. At 6pm, vehicle owners must switch the side of the street on which their car is parked to the even side. For example, on June 16th, cars should begin the day parked on the odd side of the street. At 6pm that evening, cars should move to the even marked side of the street.

There are some exceptions to this rule, sometimes referred to as “fool’s days”. These are instances at the end of some months in which an odd day is immediately followed by another odd day. Throughout the year, these fool’s days fall on January 1st, February 1st, April 1st, June 1st, August 1st, September 1st, and November 1st. On leap years, March 1st is also a fool’s day.

[Watertown, New York](#)

Watertown Chief of Police Edward P. Deveau has announced the 2013-2014 Winter Parking Ban dates.

Effective midnight December 2, 2013, and continuing to April 1, 2014, the Winter Parking Ban will be in effect and strictly enforced. The regulation reads in part; “No vehicle may remain on any public way for more than one hour between the hours of 1AM and 6AM all days of the week”.

For residents who lack sufficient off street parking, the town allows for temporary parking at any municipal parking lot and other locations noted:

- The police station at 552 Main Street
- Any public school parking lot
- Marion Road at Victory Field
- The lot at Boylston Street and Mt Auburn Streets

Please note that these locations may be used free of charge, however all vehicles may use available spaces after 7PM and must be moved/removed by 7AM the following day.

Vehicles must be removed from any school property no later than 6AM during any snow storm to allow for plowing. Violators may be towed.

[Wyoming, Michigan](#)

Odd/Even Parking

In many areas of the City residents utilize on-street parking. During the winter months parking on both sides of the street can restrict the width of the street to a point where emergency vehicles are unable to have access. In order to provide better access, the City implements Odd/Even Parking restrictions from December 1 until March 31. See the Odd/Even Parking ordinance for specific information.

From December 1 through the end of March of each year and during any declared snow emergency, any motor vehicles and other licensed trailers or equipment shall be parked only on that side of the street having even numbers on even numbered calendar days and on that side of the street having odd numbers on the odd numbered calendar days between the hours of 12:00 midnight and 7:00 pm of the same day with the following exceptions:

When a residence is on a cul-de-sac, on-street parking shall only be on the even numbered calendar days. When a residence is on a street already posted "No Parking", the no parking restrictions shall apply.

Snow Removal

The City of Wyoming takes great pride in its winter snowplowing service and has some of the best operators in west Michigan. In order to efficiently accomplish our snowplowing, the City is divided into five snowplowing districts with first, second and third priority streets.

First Priority - Bare pavement streets that carry most of the traffic (over 10,000 cars per day).

Second Priority - Collector streets, streets in an area/neighborhood that carry the majority of that area's traffic, and selected bus routes that enable most residents to be within one block of a well plowed street.

Third Priority - The remaining residential streets and cul-de-sacs.

The goal of the snowplowing operation is to have all streets plowed within 24 hours after the end of a storm.

Appendix D: Comments from Community Meetings

Southside Community Center Gymnasium (June 12, 2014)- 5:30-7:00PM

Start Time: approx. 5:40pm

9 total attendants

Attendants who signed in:

1. Eric Lerner
2. Jami Hendrix
3. Kathy Bambrick
4. Jon Widercrantz
5. Kelly Valdez
6. Lalo Valdez
7. Howard Aldendorff
8. David Nutter

Presentation: Run time: approx.. 13 min., probably 15 min. max

Major Questions & Views/Themes that continued to come up:

Garages:

- What if people don't live near the garages?

Competing for Spots:

- People from the Downtown/Commons area take our spots and overcrowd our streets, instead of parking in the garages.
- What about people who are coming in from outside the city?
 - They won't know the rules
 - Competing for even more spots
- Will there be enough room on the other streets, with two sets of people parking on them (those who already park there and those who have been moved to park there because of the street cleaning)?
- How many spots are there available in the city, there may be spots that businesses use in the daytime, but wouldn't need at night?

Want other endorsements:

- What did other organizations, like the Board of Public Works have to say about this?

Nothing happens on my street:

- Why can't we park on both sides of the street when there isn't a major snowstorm or my street isn't being worked on?

Handicap spots:

- For people to have to park the car around the corner and then walk on sidewalks that have probably not been cleared is an inconvenience and potentially dangerous
- Some people don't have handicap spots, but still have mobility issues, how do we accommodate them?

Cleaning after snowstorms:

- It doesn't make sense to spend a week cleaning after a snowstorm
- While making an announcement about a snowstorm also remind people which side of the street to park on
- This plan assumes that when there is a snowstorm and your street isn't deemed important it won't get cleaned

Parking enforcement:

- It feels like the system is designed to cause infractions
- The police will need to change not just the residents

Plowing Times/Upset About Workers:

- Why can't we make plowing at 2AM mandatory, incentivize it somehow?
 - Double or even triple their pay
 - Get non-unionized (people off the street) personnel to do it
- It seems like under the current system the public is servicing what is most convenient for the government and the people who have these jobs

Layout of the plan:

- It looks like the on the Northside there are a lot of E/W streets being done on Tuesday nights and the same goes for Collegetown on Wednesday nights
- Look more at the road infrastructure
 - What about roundabout circles?
 - It is often further than just around the corner that we will have to park because of infrastructure

What are parking spots for?:

- If I'm paying property taxes on my house, I should be able to park in front of my house

Bike and Pedestrian Considerations:

- Why have parking on the street at all?
 - Street parking is a safety issue for pedestrians
 - Overcrowds the street
- This plan makes it even less safe for pedestrians and bicyclists
 - Odd/Even is useful, because in the morning one side of the street is relatively clear, and there is more traveling space
- The streets are a public space

Safety Concerns:

- If we have to park around the block, we can't see our car

Suggestions/Considerations:

- Only use alternate side parking when there is a snow emergency
- Odd/Even Parking all year round and have workers start cleaning at midnight
- How can we change the current system without overhauling all of the signage/spending \$150,000?
- What about dropping off, can you drop off your kids from school, park for a short time to drop off groceries?
- Are you going to poll residents?
- Have electronic street signs
- Scanners are invasions of our privacy

Belle Sherman Elementary School Cafeteria (June 16, 2014)- 5:30-7:30PM

Start Time: 5:37pm

End Time: 7:06pm

14 total attendants

Attendants who signed in:

1. Joel Savishinsky
2. Susan Savishinsky
3. Donna Fleming
4. Tessa Rudan
5. Graham Kerslick
6. Ann Erlich
7. Besty Darlington
8. Anna Keeton
9. Cynthia Brock
10. Annie S. Clavel
11. Phil Koons
12. Richard D. Glide
13. Jami Hendrix

Presentation: Run time: approx.. 10 mins

Major Questions & Views/Themes that continued to come up:

Plowing & Cleaning Queries

- Under the current parking system, Oxford Street is not cleaned
- How long do we have to wait to have our snow plowed? Do we have to wait for a week? By then the snow would have melted.
- Is plowing under the proposed system supposed to skip streets
- Why is snow plowing voluntary
- Why does the city not have 4-wheel snow plow trucks?

Periods to Implement the Proposed System

- Can't the proposed parking be implemented just within the winter months. There is no snow plowing within the summer months

Sign Queries

- How much would you be paying the staff to install signs for the proposed parking systems
- Will we be incurring significant costs to install new signs on all the streets under the proposed parking system.
- Does the union prohibit volunteers from putting up signs?

Snow Emergency Announcements

- People will be unresponsive if snow emergency announcements are sent in the middle

Problems with Existing Parking System that can be further Aggravated with the Proposed Parking System

- The existing parking system is being poorly managed, therefore how effective will the proposed parking system
- Residents of Fall Creek often have the problem of people parking at the entrance of their driveways therefore this proposed system would further encourage drivers to park for longer periods at driveways
- The proposed system can further exacerbate and encourage the practice of leaving vehicles behind in neighborhoods when they leave town
- This proposed system limits my chance of leaving my house in the morning and coming back in the evening to park in front of my house or on my street since cars that are already wouldn't have to move for a week
- Would the secondary streets not be cleaned until all the major streets cleaned?
- The proposed system can further worsen parking for visitors of residents. It makes it even difficult to have maintenance people park in front of your house

Safety Queries

- This proposed system has the potential of the quest for parking within the less busy neighborhoods more aggressive. Therefore this raises an issue with safety for neighborhoods with kids.
- Safety concerns with speeding cars within quiet and safe neighborhoods
- Walking further from your house to your parked vehicle on non-shoveled pavements and sidewalks is dangerous

Transient Population

- The proposed parking system is not addressing the issue about the transient population. If the city wants to reduce car ownership especially among students then this needs to be addressed

Queries of DPW's Efficiency

- We need to find ways of addressing the efficiency of the DPW

Potential Loss in City Revenue

- Why are we giving out a \$2 discount when the city has the potential of making more money from their parking garage

Student Parking

- This proposed system will encourage students to park within our neighborhoods
- The Fall Creek and Belle-Sherman neighborhoods are already affected by student parking and it is therefore outrageous to implement a system which allows them to park for longer periods

Proposing Alternative Parking Systems

- Neighborhoods are unique, therefore can't different parking systems be proposed as opposed to implementing a cookie-cutter system

Aim of the Proposed System

- What is the goal of the proposed system? Is it to make Ithaca a student friendly as opposed to aging-friendly/resident friendly

Suggestions and Considerations

- Small roads are also generally affected and impacted by snow build up as much as the main roads and should therefore be given needed attention
- The compiled report for this proposed system should address both the positives and negatives of this new parking system. This way people can be well aware and informed to make profitable decisions
- Let's come up with solutions that appeals to the different neighborhoods and not impose one solution for all
- Every neighborhood should consider petitioning for a residential parking permit to safeguard parking spaces for residents

GIAC Gymnasium (June 17, 2014)- 5:30-7:00PM

Presentation:

Start Time: 5:37PM

End Time: approx. 5:50PM

Run Time: 13 minutes

Total Attendants: 9

Attendants who signed in:

1. Jami Hendrix
2. Howard Aldendorff
3. Eric Banford
4. Phil Koons
5. Jason Bartell
6. Lena Bartell
7. Jaquelynn Jones
8. Ashley Collis-Burgess
9. Youcef Msaid

Major Questions/Themes that continued to come up:

Sign Posting/Upset About Workers:

- Can't you keep the hoard of signs that you already have, so you don't have to keep changing them?
- Wouldn't it be great for teenagers, retirees, etc. to post the signs?
- Manage to get the staff to do the work on off hours, or when they are really needed; DPW should support the people
- Problem with DPW's loss of personnel

Extension of Hours:

- Extend odd-even parking for a longer window, like 12 hours
- Or extend odd-even past April 1st; put it into effect for a longer period of time

Pace of the Project/Lack of Public Input:

- Questioning the pace of the project; too speedy; will everyone have enough time to fully digest the information and alternative solutions
- The plan is laid out as if it's going to move forward, but it's going to require a lot of vetting
- There is a fear that we haven't really gotten the word out to all of the community
 - Not enough time for the public to understand and comment on the plan

Not Every Day:

- Want a plan that doesn't make you move your car every day
- Want a plan that doesn't need the posting of signs so frequently

Moving Car More Than Street Is Getting Cleaned:

- I have to move my car more than needed
- How often is the goal to sweep a residential street?
 - If it is twice a month, then why are cars being removed every week?
 - What is the level of service that is really required?

24-hour Parking Restriction:

- This is only in place because of the student population
- Not really enforced
- People don't move their car

Treat Each Situation Uniquely:

- It's like you're looking for a solution for something that is only a seasonal problem
 - Maybe there are a few months that the streets need to be cleaned more, less, or not at all
- The current proposal treats the city as one lump
 - Maybe it makes sense to treat different parts of the city differently

Announcements:

- Why don't you lump together a solution for snow plowing and street cleaning, that is announce alternate side parking on just those days?

Suggestions/Considerations:

- Is there any way that the public can get more than three minutes to comment at city meetings and to propose alternative plans?
- “R” permits are the solution; once the new plan goes through, people will forget the importance/need for “r” permits
- Why can’t you design a maze where the trucks don’t ever have to go into reverse?
- Alternative plan: On Monday, the crews clean one side of the street and on Tuesday, they clean the opposite side of that same street; Wednesday and Thursday, the same thing goes, but for the next street over; this should occur only during snow emergencies
- It seems like the real issues are snow removal and street cleaning
- Present the project with all of the phases, not just phase I
- Complicated plans aren’t necessarily bad
 - For example: The first Tuesday of every month you have to move your car, and variation based on the season
- Visitors need to be communicated to
- There is a concern that when you present this plan there will be a strong pressure to just go along with what is presented, with people not wanting to raise questions
- If you want to continue to generate revenue through parking violations, why not be honest about it, and raise taxes?
 - Like have a “sidewalk cleaning” tax or something along those lines

LACS Black Box Theater (June 17, 2014)- 7:30-9:00PM

Start Time: 7:45PM

End Time: approx. 8:00PM

Presentation: Run time: 15 minutes

Total attendants: Two

Attendants Contact Info:

1. Theresa Alt
2. Jami Hendrix

Major Questions/Themes that continued to come up:

Too Much Parking:

- The city gives away way too much parking
- We should take away all of the minimums on street parking
- Remove street parking
- Loss of green space due to parking
- Parking should be something that people have to buy
- Causes distortions in the housing market
- Need to make things closer to incentivize people to walk and not drive
 - The whole city needs to change their habits

Treat Each Situation Uniquely:

- Seasonal needs
- Different areas are effected differently

Suggestions/Considerations:

- 12 hour no parking on snow emergency days, together with “r” permits year round
- It sounds like this new parking system will mean that parking rules will be strictly enforced

Appendix E: Responses to Community Meeting Questions

1. How many times are the streets supposed to be cleaned per month?

Except when the weather is too cold, the Business District (Downtown Metered Parking and Collegetown metered parking) are swept twice a week. Ideally the rest of the City streets should be cleaned at least twice a month. Under the current system of Odd/Even parking, however, the City streets are covered once about every five weeks.

2. Why do I have to move my car more times than my street gets cleaned/worked on?

This is already the case under the current odd/even parking system; on-street cars must be moved every day. The proposed system, however, will reduce the number of times that a car needs to be moved.

3. What about the handicap spots?

There are about 35 reserved for disabilities spots in residential neighborhoods. While these have been installed at the request of residents, these parking spots are open to anyone who has a disabilities permit. The City's Transportation Engineer will consider recommending that the Board of Public Works add additional reserved for disabilities spots on neighboring blocks with a different no parking date.

4. What about the Ithaca CarShare spots?

Ithaca CarShare agrees with the concept the task force is recommending, but is concerned that moving all street parked CarShare vehicles once a week will result in a greater cost for their organization and confusion amongst member. The Task Force is working with Ithaca CarShare to find the best solution for their fleet.

5. Why don't you treat each section of the city as a unique entity, considering each neighborhood's parking separately?

One of the main reasons there is an impetus to change the current parking system is confusion. With several different parking systems being implemented throughout the city, it will be difficult for residents and visitors alike to understand the parking regulations. Separate plans will also likely be a less efficient and more costly way to deal with parking in Ithaca.

6. Why don't you make a plan that varies seasonally?

Some type of street maintenance – such as snow plowing, street sweeping, and patching – is needed year-round, and this system would allow that maintenance to be done more effectively. This proposal would also allow the Mayor or Superintendent of Public Works to declare a parking ban on all major arterial roads and Ithaca's steepest streets during major snow events.

7. Why don't you bundle all three phases of the parking plan together, instead of thinking about them as progressive steps?

Each of the three phases takes a series of intricate and unique steps. If all phases were lumped together it would a) be less efficient and b) one of the phases might not be given the proper time and consideration.

8. Why can't we have residential permits to avoid visitors from taking our spots?

State law provides that the roads are public ways that should generally be available for all members of the public (not just residents), and prohibits residential parking permit restrictions unless specifically approved by the legislature and governor. Such restrictions are currently in place in two neighborhoods, but expanding those areas would require additional legislative approval. If you believe your neighborhood should have such a system, you should communicate with your councilmembers.

9. How do we communicate to visitors our new parking regulations?

There will be signs on each block specifying when parking is not allowed on that block. Under the current system, notice is only posted at the major entrances to the City.

10. Will there be enough room, on the day that I have to move my car under the proposed plan, for me to park it on a nearby street?

Currently, from November through March half of the on-street parking spaces are unavailable from 2am-6am (50%), which effectively means that they are unavailable for overnight parking since the vast majority of people will not get up to move their cars at 2 am. Under the Task Force's proposed plan, only 20% of spots will be unavailable throughout the city on a given day. In addition, since the parking restrictions begin on a given street at 4am, residents will have the opportunity to move their vehicles the night before and leave them parked overnight and throughout the next business day.

11. How strictly will parking regulations be enforced if this new parking plan passes?

Under the Task Force's proposed plan, both the DPW and the IPD will be able to work more efficiently. Whereas under Odd/Even the IPD cannot patrol fifty percent of the City streets to look for violators of the regulation, under the proposed plan, they will only have to patrol one-fifth of the streets.

12. Who else has endorsed this plan so far?

The Assistant Superintendent of Public Works, a member of the Task Force is in agreement with this proposal as it will make DPW operations more efficient given current staffing levels. This proposal will also free up staff time that was previously spent posting temporary signs and documenting parking violations related to these temporary signs. In addition, this proposal has been shared with City Department staff, Ithaca CarShare, member of the Board of Public Works, and the City Administration Committee. Many of the concerns raised have been addressed in revised report dated 7/3/14.

13. Is it possible to get workers/volunteers, other than those at DPW, to put up signs?

State law requires that DPW employees put up the signs.

14. If the new parking plan is implemented, will you be able to drop off things and park for a very short amount of time on your street, even if it is your street cleaning day?

Currently we would issue a ticket for that kind of stop. With that said, the officer has the right to make a judgment call. (For example, if someone is sitting in the driver seat with the car running, if the car is off and the four way flashers are on, or if we start to write the ticket and the person comes out before we hit finish and print the ticket, the officer may choose not to issue a ticket.) If the city does issue you a ticket, you can make an appeal.

15. How do we prevent people from parking in a spot and staying there until the one day that week that they have to move it?

The requirement to move vehicles every 24 hours is still in effect and cars should be moved on a daily basis. Phase I of the Task Force's recommendation would not change this (and is the part of the report that will ultimately go to Council for adoption). Phase II, the next step and focus of the Task Force, will be to look to remove 24 hour parking, under that policy; cars would not have to move for the entire week.

Appendix F: Matrix of Options for Parking in the City of Ithaca

	Plan #1	Plan #2	Plan #3	Plan #4	Plan #5
Options for Parking in the City of Ithaca:	Current Policy	Task Force's Proposal	Revised Task Force's Suggestion (credit to Phil Koons for the idea)	Howard Aldendorff's Suggestion	Jami Hendrix's Suggestion
Categories of Evaluation:	The plan is rated on a scale from 1-3 (1=poor, 2=neutral, 3=good) for the following categories. It is assumed that only Plans 2 and 3 have signs posted at all times. It is also assumed that Phase II of the Task Force's Plan has been accomplished (i.e. no 24-hour restriction).				
Percent of Unavailable Spaces	2	3	3	2	1
Confusion for Visitors	1	3	3	1	2
Confusion for Residents	1	3	3	1	2
Safety (Additional Street Space)	1	2	3	1	3
Parking Proximity to Front Door	3	2	3	3	3
Carbon Footprint	1	2	2	3	1
Cost to Implement	3	2	2	3	3
Cost Over Time	1	3	3	1	1
Impact on Ithaca Carshare	2	1	1	2	2
Snow Clearing Efficiency	1	3	2	2	3
Street Cleaning Efficiency	1	3	2	1	1
Total Score:	17	27	27	20	22

Plan Descriptions	
Plan #1	<p>From November 1-April 1 no parking on the odd-numbered side of all City streets on the odd-numbered day of the month between 2AM and 6AM, and on the even-numbered side of streets on the even-numbered days.</p> <p>The snow watch crew is based on a voluntary schedule and currently consists of only four crew members. For about six weeks starting April 1st, two DPW staff begin relabeling and posting signs on city streets for street cleaning.</p> <p>After the six week street cleaning, there are still five and half months when the parking regulation is not in effect and there is parking on both sides of the street.</p> <p>For additional cleaning or road maintenance or repair, crews have to post each side of the street 24 hours in advance of work being done.</p>
Plan #2	<p>Once a week on any given street, no parking from 4am to 4pm.</p> <p>During major snow events, the Mayor or the Superintendent of Public Works may declare a parking ban on all major arterial roads and Ithaca's steepest streets.</p>
Plan #3	Similar to the Task Force's plan, except each side of any given block has a different day of the week in which there is no parking.
Plan #4	The same as Plan #1 (the Current Plan), except only during major snow events.
Plan #5	The same as Plan #1 (the Current Plan), except extend the time frame beyond four hours (for example: no parking from 12AM-12PM).