



ON STREET PARKING CONTROL TRAFFIC POLICY



City of Edina

PURPOSE: The purpose of an on street parking control policy is to enhance the safety of motorists and pedestrians as well as facilitating effective parking capacities in certain demand areas. The prohibition of long-term residential and non-residential parking exists within City of Edina Code 1400.10, however, it can be reinforced with appropriate signage. Also, special parking needs can be accomplished with the application of this policy. On street parking control serves the motorist, pedestrian, and resident within the community.

PROCESS: Your traffic safety concern or request will be formalized by the staff member you have contacted. That person will work with you and gather the pertinent facts and help clearly define the problem and seek a solution. Those facts will be reviewed by the City Engineer, the Police Chief, and the Assistant City Manager. That group will make a recommendation to the City Council regarding the matter. The staff safety review recommendation will be shared with you. If you disagree with the recommendation or can bring forth additional information and/or facts that are persuasive as related to the City warrants/policies for the requested issue, you can appear at the second Council meeting of the month and present your viewpoint. We suggest you alert any interested parties to attend the meeting with you. In all cases the City Council is the final authority on traffic safety matters. Any subsequent review of the same or similar request is at the discretion of the City Council.

POLICY:

1. The provisions of the Minnesota Manual on Uniform Traffic Control Devices (MUTCD) shall be followed.
2. Traffic analysis, engineering, and property use facts and data shall be reviewed when considering on street parking control.
3. Absent supporting facts and data streets will not be subjected to parking controls.
4. Any of the following conditions may warrant the establishment of on street parking controls:
 - a. Identified bus stops.

ON STREET PARKING CONTROL (CONTINUED)

- b. Prohibiting parking near an intersection to improve sight lines.
 - c. Where the street is too narrow to allow safe passage if parking is permitted.
 - d. On collector and arterial streets if the curb lane is required for thru traffic during peak periods.
 - e. In conjunction with school and pedestrian crosswalks.
 - f. In conjunction with turning lanes and other lane restrictions when the curb lane is used for thru traffic.
 - g. At connecting intersections to controlled access highways.
 - h. On roadways designed with four or more lanes.
 - i. In other than R-1 or R-2 (residential) zones to effectively improve parking capacity:
 - 1. Hourly restrictions
 - 2. Daily restrictions
 - 3. Bans
 - j. In R-1 or R-2 (residential) zones when residential parking is negatively affected by non-resident parking from a permitted use such as a school, church, park or community center:
 - 1. Hourly restrictions
 - 2. Daily restrictions
 - 3. Neighborhood support via petition or public hearing
 - 4. Bans
5. Handicap Parking shall not be permitted on a public street
6. Parking controls shall not be installed for business, commercial or industrial interest when it would adversely affect normal residential parking