

SUBJECT – STREETS, TRAFFIC, AND PARKING Residential Traffic Management Program: No Parking Request in Multi- Use Lanes	Number 160.9.2	Revised	Effective Date 11-24-25	Page 1 of 5
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It shall be the policy of the City Council of the City of Fayetteville that the Residential Traffic Management Program (RTMP) be applicable to all City-owned public roads. Upon the request of a contact person to study the road upon which they live, it will be the responsibility of the Public Services Department to determine if the road qualifies for the installation of a “No Parking” zone as outlined in the RTMP. The Public Services Department will notify the contact person as to the result of the outcome of the study. Should the road qualify for the installation of a “No Parking” zone, it will be the responsibility of the City to collect the necessary support via mailed ballots before a “No Parking” zone can be installed. Should a road not qualify for “No Parking” as outlined in the RTMP, the contact person may choose to request the road be studied again after six months have elapsed from the previous study.

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RESIDENTIAL TRAFFIC MANAGEMENT PROGRAM

GUIDELINES TO MANAGE RESIDENTIAL TRAFFIC

GOALS

1. Improve residential livability by encouraging multi-modality by restricting the parking of vehicles in specific areas.
2. Maintain access, safety and comfort for alternative transportation users on residential streets.
3. Encourage citizen involvement in solutions to residential traffic problems.
4. Appropriately channel public resources by prioritizing no parking requests according to documented criteria.

POLICIES

A request to consider modification of parking on public streets containing multi-use lanes **shall meet all** of the following criteria:

- The street must be classified as a local street and be primarily residential in nature.
- The street must have multi-use lanes installed to be eligible for this policy.
- **The Citizens Association or the Neighborhood must designate a contact person(s) who will be the primary contact in the neighborhood for answering residents' questions.**

This policy shall not prevent City Staff from proposing No Parking Zones – regardless of the presence of multi-use lanes – on the basis of safety concerns.

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PETITION ACCEPTANCE & SUPPORT REQUIREMENTS

The City Traffic Services Division determines the boundary of the “affected area” to be included in the petition directly and indirectly affected areas. The petition requesting parking modifications must be supported by 70 percent of the number of households on each side of the road affected by the proposed changes; one (1) household, one (1) signature minimum. The City will mail ballot cards to addresses within the affected area requesting a response from the occupant regarding approval for restriction of parking within the multi-use lanes on the specified side(s) of the requested street(s). All petitions have a deadline of 60 calendar days from the day the ballot cards are placed in the mail. A new request for “No Parking” will be entertained by staff upon request after six (6) months have elapsed from the most recent request for the subject evaluation area.

An eligible household is a single residential or commercial unit and shall include property owners, tenants, businesses and long-term tenants such as mobile park residents within the “affected area”. In case of conflict between property owner and tenant, the property owner’s vote takes precedence over the tenant.

NO PARKING IN MULTI-USE LANE APPLICATION POLICY

Staff Evaluation – An evaluation for any no parking request will be made to determine if guidelines listed below are met. No parking zones can have a wide-ranging impact not only on the tenants and property owners, but also on the residents living on the immediate and nearby streets. Therefore, their installation will be evaluated within an overall residential management study. The “affected area” for mailed ballots **may** be larger than the just the street(s) receiving the no parking request. **The Citizens Association or the Neighborhood must designate a contact person(s) who will be the primary contact in the neighborhood for answering residents’ questions concerning no parking zones in multi-use lanes.**

No parking requests will be handled in the order in which they were received. The city will fund locations based on the annual funding and provided they meet all criteria.

Streets – No parking requests will be considered for installation only on residential, local streets. A local street is defined as one whose abutting land use is at least 85% residential when considered in segments. **The street must have multi-use lanes to be eligible for a no parking request.** There is no minimum length for the street or street segment for consideration of a no parking request. No parking requests will be evaluated on a block-by-block basis, to be measured from intersection to intersection. If the road ends (such as a cul-de-sac) then the “block” will be defined as the entire length of the multi-use lane. Evaluation areas – those receiving mailed ballots – will be applied to both sides of the road at a minimum, regardless of which side(s) a no parking zone is requested for.

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Residential Surveys – City staff will determine the evaluation area and circulate mailed ballots in order to determine the approval of a no parking zone request. The concurrence of not less than 70 % (one signature per household) is required on each side of the street(s) receiving a no parking request. **The signature threshold of 70% applies to both sides of the street and is measured independent of each other; The 70% signature threshold is not for the entire evaluation area, but for each side of the road.** For multi-family properties, the units directly adjacent to the street receiving no parking shall be counted for the number of signatures needed. Abandoned houses/vacant lots are excluded from the number of **required** signatures but **may** be counted in support of a no parking zone should a mailed ballot be returned or online petition be signed by the owner of the property. Should the status of a parcel change, (such as vacant to occupied) the contact person must request for staff to review and re-solicit approval of the no parking zone.

City staff shall review each no parking zone request in person to verify a property is not abandoned or a vacant lot.

Non – Compliant Installation – A non-compliant no parking zone will not be permitted to be installed in a multi-use lane through this policy.

No Parking Zone(s) Approval – Should a no parking zone be approved through this policy, the no parking zone must be submitted and approved by City Council prior to going into effect. Upon confirmation of a successful resident survey, the no parking zone will be submitted to City Council for approval at the next regular Council meeting which staff can submit items for. The no parking zone approval will be submitted as a consent item.

No parking zones which have been approved by Council shall be installed within ten (10) business days of Council Approval.

No Parking Zone(s) Installation – After obtaining all reviews, surveys, and approvals, the city will install no parking zones. Residents are to be reminded that mandatory signage will be installed with these zones. If no parking is approved for one (1) side of the street, there will be a minimum of two (2) no parking signs installed. If no parking is approved for two (2) sides of the street, there will be a minimum of four (4) no parking signs installed. There shall be no limit to the number of no parking signs to be installed.

No Parking Zone Removal – For no parking zones installed through this policy, once the no parking zone(s) has been in place for one (1) year, a neighborhood can revisit their decision to have no parking zone(s). If the residential survey reveals a 70% support from the residents to remove the no parking zone(s), they will be removed.