



Department of
Public Works and Engineering

Traffic Operations Division

Parking Restrictions
Policy No. TRF EP 10-4

Policy Statement

N/A

Purpose

The purpose of this procedure is to establish guidelines regarding the investigation and approval process for parking restrictions and/or parking restriction removals.

Scope

This procedure applies to all Traffic Operations Division employees tasked with the responsibility of investigating the installation, modification, or removal of on street parking restrictions. It supersedes all former procedures and/or directives.

Definitions

The following terms are used in this document.

Term	Definition
N/A	N/A

Roles & Responsibilities

Roles	Responsibilities
N/A	<ul style="list-style-type: none">N/A

Parking Restrictions

The City of Houston receives multiple requests to restrict parking on public right-of-way. According to *City of Houston Code of Ordinances, Chapter 26* vehicles can park on street right-of-way unless it is restricted by City of Houston signs, pavement marking, or by State Traffic Law. In addition, the "traffic engineer" may restrict parking for various reasons based on criterions and guidelines outlined in *City of Houston Code of Ordinances, Chapter 45, Article VJ*. The two major reasons on-street parking

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All policies are subject to amendment. It is the employee's responsibility to refer to the Department of Public Works and Engineering's intranet site for the official, most recent version. Individuals printing a copy of this policy are responsible for ensuring that revisions to the document have not been issued since it was printed.

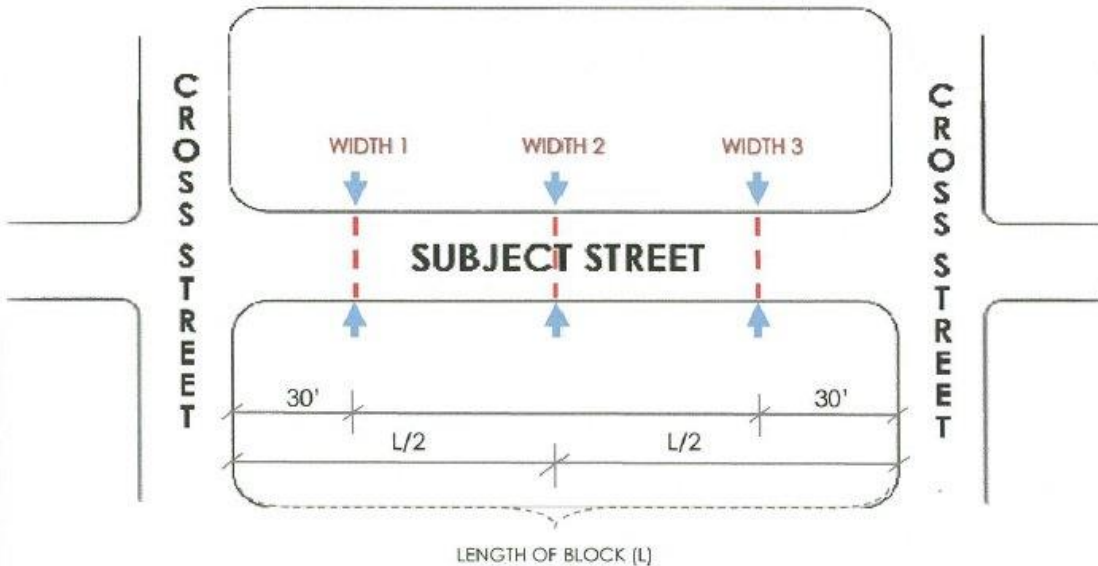
can be restricted is:

- Mobility - Parked vehicles will impede efficient movement of vehicular traffic on the street.
 - Safety - For various reasons including security and roadside obstructions, parked vehicles will create hazardous condition to the travel public (i.e., vehicles, pedestrians, buses, and bicycles).
1. Parking restriction investigations shall be conducted on a block by block basis. A block is defined as one side of the subject street contained between two streets recognized by City of Houston. Alleys and driveways are not recognized as streets.
 2. Parking restricted zones apply to everyone, including adjacent property owners. If the requestor is interested in obtaining a residential parking permit, he/she may contact the City's Parking Management, Residential Parking Permit Program.
 3. Contact Information: Melonie Curry 832.393.8645 (phone), 832.395.9487 (fax), or meloine.curry@houstontx.gov (e-mail).
 4. Parking restrictions at corners of unsignalized intersections may be required, based on the available sight distance, so that vehicles can perform a safe maneuver. These restrictions should be of sufficient length to assure adequate line of sight of approaching vehicles, depending on the street width and speed limit of the major street.
 - If the street has *two-way* traffic operation and the effective width is less than 20 feet, both sides of the street should be restricted for parking at all times.
 - If the street has *two-way* traffic operation and the effective width is equal to or greater than 20 feet, but less than 27 feet, one side of the street should be restricted for parking at all times.
 - If the street has *two-way* traffic operation and the effective width is equal to or greater than 27 feet, both sides of the street should be unrestricted for parking at all times.
 - If the street has *one-way* traffic operation and the effective width is less than 17 feet, both sides of the street should be restricted for parking at all times.
 - If the street has *one-way* traffic operation and the effective width is equal to or greater than 17 feet, but less than 24 feet, one side of the street should be restricted for parking at all times.
 - If the street has *one-way* traffic operation and the effective width is equal to or greater than 24 feet, both sides of the street should be unrestricted for parking at all times.
 - It is Traffic Operations Division standard practice that Procedure No. 4 is implemented when a request comes from adjacent property owners that vehicular movement is impacted due to parked vehicles on the subject

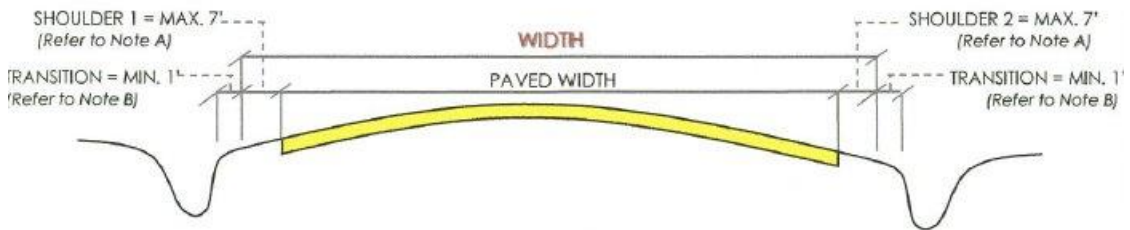
street and field investigation by the Division confirms there is a problem.

Measurement Guide

Effective Width



Width Measurement Without Curb

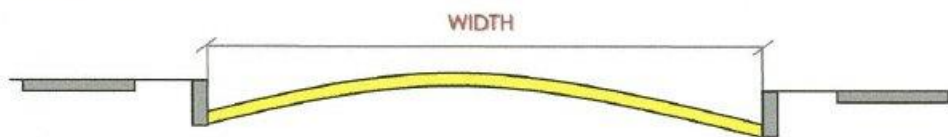


NOTE A: An unpaved shoulder shall have the same cross slope as the paved section AND the shoulder material should be able to support vehicles without causing pavement structural failure.

NOTE B: Minimum 1 foot of transition between the shoulder and drainage way. Cross slope of transition shall be approximately similar to shoulder cross slope.

WIDTH = SHOULDER 1 + PAVED WIDTH + SHOULDER 2

Width Measurement With Curb



Effective Width (Ft) = $\frac{\text{WIDTH 1} + \text{WIDTH 2} + \text{WIDTH 3}}{3}$