



Parking Technical Advisory Group

728 St. Helens; Room 16

Meeting #81 – March 20th, 2014, Notes

4:10 Meeting called to order by Co-Chairs

Rollie Herman, one of the co-chairs, called the meeting to order.

The PTAG approved the 3/6/14 meeting notes.

4:20 Discussion: Residential Parking Zones

At the prior meeting the PTAG began discussing a framework for approaching the issue of residential parking.

Bill Timmer, a consultant to the City, walked through a presentation covering some key points in evaluating and creating a system. The goal for this meeting is to:

- Confirm system goal/objectives/principals
- Determine zone eligibility (i.e. where can zones be created?)

[BT] revisited the proposed program goal with a slight tweak to the wording as follows:

Create a parking system that gives available space priority in residential neighborhoods to residents and their guests, during periods of high occupancy, while maximizing the use of the parking resource for all users.

The PTAG clarified that this discussion should be about the residential parking program, not just a residential parking permit program. They wanted to make sure that other options that did not include permits were still on the table for discussion. The general feeling was that if there were other options available, residents may be able to find parking relief while not starting a costly permit program. Other options considered for residential areas were limited to looking at time stay limits at this time.

At the previous meeting, the PTAG created some draft objectives. However, after further discussion about applicability to a residential parking program, as opposed to a stricter permit program, modifications were made as follows:

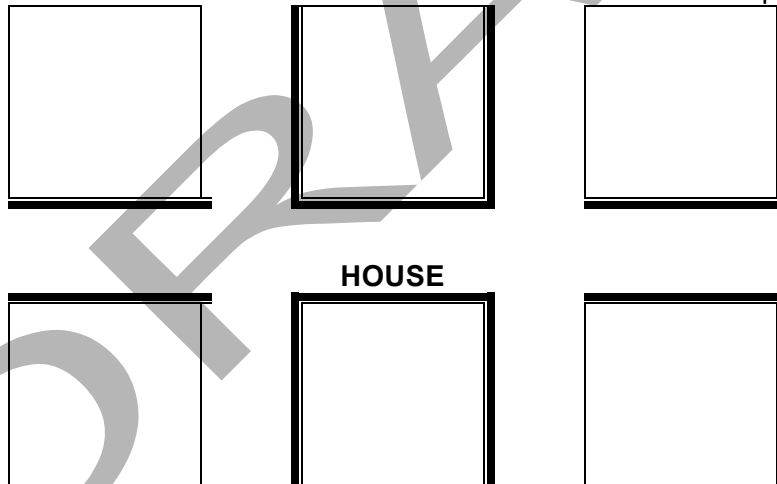
1. Recognize that on-street parking spaces in residential neighborhoods are a finite resource which should be managed to promote access and livability
2. ~~Provide a consistent level of service to permit holders~~

3. ~~Establish annual user fees that cover the cost of parking program set up, operations and maintenance~~
4. The system should be easy to use and understand
5. The system should encourage voluntary compliance
6. Create a system of parking controls optimizing on-street availability for residents

The above objectives would be brought back to the PTAG at the next meeting for further discussion.

Next [BT] moved into a discussion of the residential parking zone eligibility. The questions he posed are design to help create a framework for determining what are “residential neighborhoods.” The questions considered are below with their respective answers.

1. Minimum peak occupancy?
 - a. 75% occupied
2. How long/frequent must peak be present?
 - a. 1 day a week
 - b. 2 hours in a row
 - c. Seasonal peaks may be addressed with seasonal restrictions
3. What percentage of parkers must be from outside the area under consideration?
 - a. 35% of parkers (not 35% of total stalls)
4. How far is acceptable to walk?
 - a. 1 adjacent block face (across the street counts as the same block face for these purposes)
 - b. This means measurement should include 10 block faces per diagram below



5. Minimum support within residential neighborhood?
 - a. 60%

The PTAG wrapped up the meeting with additional discussion on the zone eligibility question needed at the next meeting.

The meeting was adjourned at 6:10 with the next meeting on April 3rd.