

NW Parking District

March 16, 2019

Notes

Identification of Problem Poster Notes

- Too many spaces for visitors
- Increasing population with development combined with limited resource of spaces that continues to decrease and cars still a necessity for the average resident/visitor
- Perception of parking issue with visitors that have an effect on them deciding to visit the district or not
- Not enough for permit holders
- Lack of off-street parking inventory
- Inadequate parking supply for all users
- Increasing population
- Visitors affect decision to visit
- Too crowded
- Address embedded behaviors
- Insufficient off-street supply
- Need to get employees to take non-auto options
- Street for long-term car storage

Priorities Post-It Notes

- Not to price people out of neighborhood
- Develop an off-street supply plan/program
- Tighten permit rules for those with off-street parking – will push people to use their off-street supply
- Competing elements – restrictions should consider time of day
- Increase mode share for non-auto modes (go for the green)
- Equitable distribution of burdens and benefits
- Keep an NW affordable for lower income residents
- Improve access for employees
- The “tool kit” assembled to achieve the priority should not consist solely of different size hammers
- Simplicity and legibility
- Equity – not just wanting the rich to be able to afford to live here
- Improving resident access to parking in areas with highest on-street utilization
- Increased access to the neighborhood for visitors to offset current perceptions
- Guiding principle - balancing needs of all stakeholders - “Pricing out” will impact some stakeholders more than others.
- Older residents; long term increase
- Balance visitors and residents equitably to maintain livability of the district
- Tighten permit rules for those with off street parking- will push people to use their off-street supply
- Explore options to reduce number of permits

- Supply/Demand imbalance
- Tools to address embedded behaviors are too weak
- Area is accessible
- Visitors see accessibility in terms other than by auto
- Existing resources are used more efficiently

Objectives Post-It Notes

- Cap number of permits
- Increasing costs of permits differentially
- Increase off-street supply and maximize efficiency of on-street supply without forcing people to make a decision that will negatively impact the district
- Surveys showing 85% occupancy
- Satisfaction
- The number of on-street parking spaces will not increase; the amount of off-street supply should be increased
- Encourage more off-street sharing
- Success: No one complains about parking (joke)
- Success = 85% on-street occupancy
- Success = less congestion caused by cars circling the block
- All legitimate users of parking should have relatively convenient access to spaces
- Equal access for all
- Target newcomers with incentives (30% -40% turnover of MF)

Priorities and Objectives Poster De-Brief

- Equitable solutions ✓✓✓✓✓✓✓
- Toolbox should not be all (sticks/hammers)
- Increase use/capacity of off-street ✓✓✓
 - Balance allocation/demand
- Simplicity: make it easier
- Policies: Use data to set allocation ✓✓✓
 - Time of day
 - Residences with and without access
 - Balance between employee vs. resident
 - Caps/price: reduce permits
- Don't push out residents
- Mode reduction incentives
- Change distribution pattern
 - Month to month vs. annual
- Improve access for employees
- How do we incentivize behavior change?
 - Train people on changing perception
 - Less congestion/circling for parking

Solutions Activity Poster De-Brief

- Wayfinding ✓
- Employee off-street
- Expand free transportation wallets for employees ✓

- Improve shared off-street parking ✓
- Charge market rate for “convenience” permit ✓
- Restrict “convenience” permits ✓
- Limit residential permits per house
- Monthly/quarterly permits ✓
- Formal TNC partnership
- Limit permits where user has off-street space
- Sub-district: permit only ✓
- Permit allocation limits for large businesses
- Set permit price equal to transit pass
- Number of permits tied to available spaces
- Let businesses choose incentives