



## Proposed Changes for NW Parking Management Zone M Public Survey Summary

May 2019

The public was able to provide input on several proposed changes to the parking permit program in Zone M at an in person Open House on May 7<sup>th</sup> where there was a feedback form, and a sticky dot exercise. There was also an online open house that was emailed, shared on social media and online that was open for 12 days.

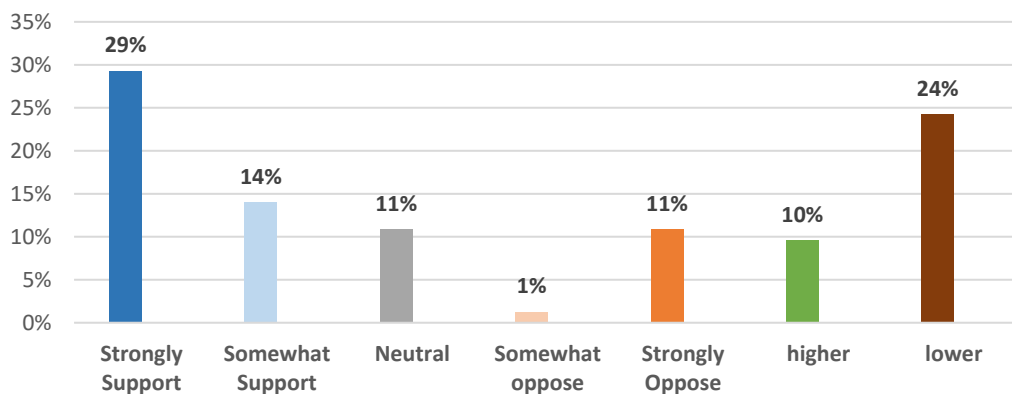
**Total response rate: 196**

### Who responded?

Most respondents were residents at 73% of the total responses. 16% both lived and worked in the neighborhood. Only 8 employee or business owners responded.

### Proposal # 1 Permit Surcharge

#### Do you support keeping the permit surcharge of \$120 (+ \$75 base permit cost = \$195)?

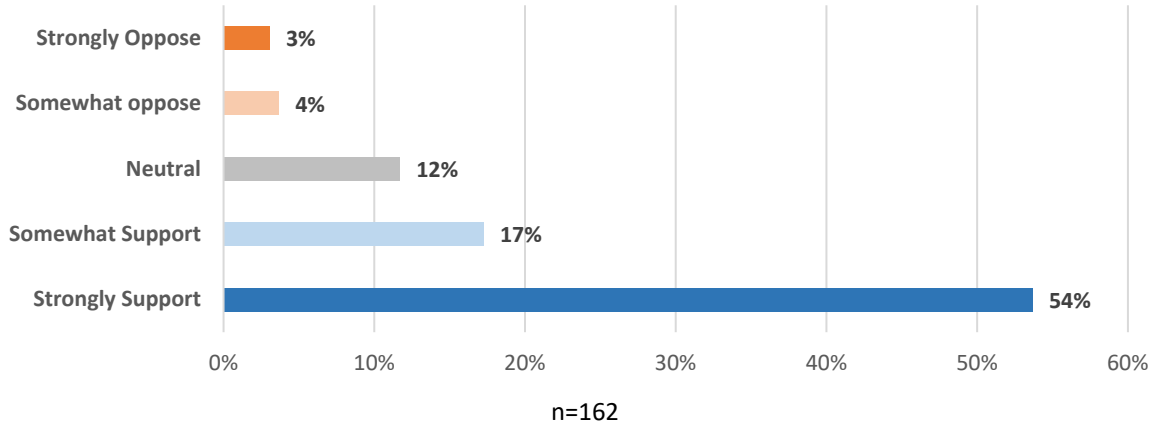


n=157

Most people supported keeping the current permit surcharge of \$120 for each permit at 43%. There were some that thought it was too low and some too high.

### Proposal # 2 Instituting a cap on Business permits

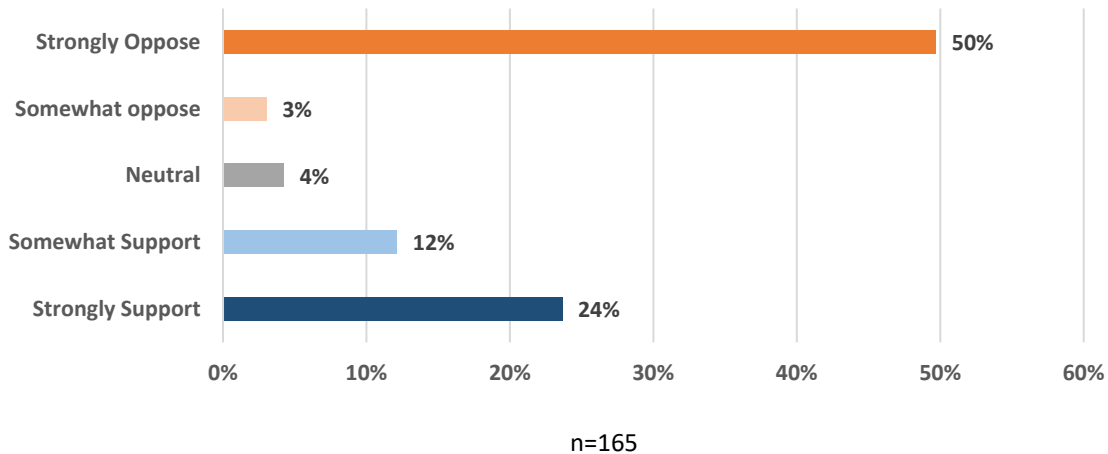
Do you support the proposal to institute a cap (or maximum) of 50 on the number of permits a business could buy?



- 9 of the respondents want the maximum to be lower than 50. The most common number was 40, some suggested as low as 4.
- 3 thought there should be a maximum but 50 was too low. They suggested 75 or even 100

### Proposal # 3

Do you support the proposal to limit residential permits based on off-street parking availability ?

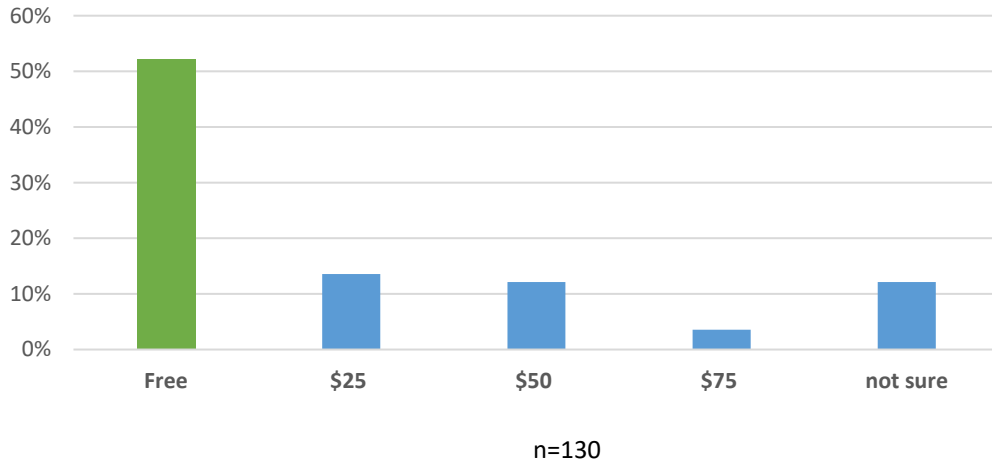


Most respondents opposed the proposal to limit the total number of permits to a household based on the number of the off-street parking spaces they have available. The concerns cited include:

1. Unusable driveways
2. Inconvenience for families
3. Need to share the permit for flexibility
4. I can't afford to pay the monthly rate in my building (\$200 a month

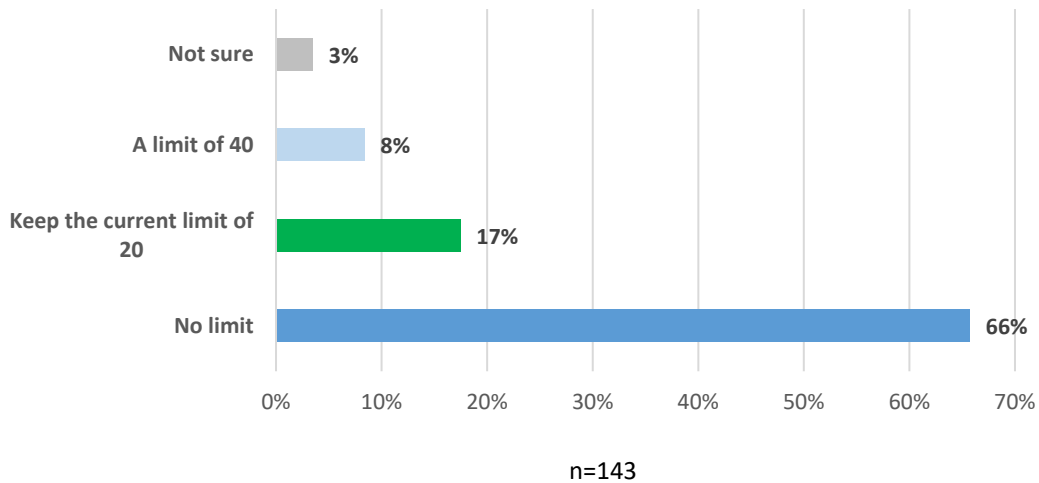
### Proposal # 4 Business Opt-outs

How much should businesses pay for opting out of parking permits in exchange for Transportation Wallets?



There was a strong support for encouraging employees to drive less or not at all to NW, and respondents saw the Transportation Wallet as a useful tool in helping change behavior. 52% think the Wallet should be free for business opt-outs and 66% of respondents thought there should be no limit on the opt out incentives for businesses.

Should there be a limit on the number of permits a business can opt out of in exchange for Transportation Wallets?



## Funding priorities

The top funding priorities were:

- # 1 Safety Infrastructure projects
- # 2 Build more off-street parking
- # 3 Programs to help employees drive less

Honorable mentions include: the Transportation Wallet, bike infrastructure and increased shared parking.

## Comments

This is not an exhaustive list of all comments, but the most commonly shared ones.

**The themes of comments shared include:**

	<b># of mentions</b>
Developers need to build off-street parking (& the city should make them)	38
Businesses should get fewer permits, or pay more for their permits	16
The permit costs too little	15
More enforcement is needed	11
The permit costs too much	9
Thank you for your hard work	9
Don't take away our permits (single family)	7
More TDM encouragement programs	6
More safety improvements	6
Permit should be tied to address, not vehicle	6
Don't make us pay for off-street parking (apartment)	4
Overnight parking for resident/permit ONLY	3
This idea hurts long term property owners who pay taxes	3
Non-profits should get discounted permits	3
I don't want meters	2
Don't limit permits to HH, charge more for additional permits	2
Household limit should be 1 permit per household	2

