

**From:** [schaon@psinergy.info](mailto:schaon@psinergy.info) [mailto:[schaon@psinergy.info](mailto:schaon@psinergy.info)] **On Behalf Of** SchaOn Blodgett

**Sent:** Monday, July 09, 2018 2:06 PM

**To:** Noecker, Rebecca (CI-StPaul)

**Subject:** Public Comment on Permit Parking & Ideas for changes

Even though I made a statement at the last City Council meeting. After doing some more thinking about the parking situation in our neighborhood and how our local neighborhood has been affected - thinking from a resident and small business owner's viewpoint, I have additional thoughts and ideas I would like to share about changes for Permit Parking. In many ways, it seems that Permit Parking has become a way of saying "We don't want people to park on our street unless you live on our street". I have seen this not just in the West 7th neighborhoods, but also in the Como neighborhoods. This is not welcoming to visitors to the area and can be a huge headache for people who may have driven hours to come to a local attraction.

1. Permit Parking Restrictions should be 24-hours/day to help create less confusion for people - and while these areas are currently signed... the curb should also be painted a specified color to distinguish that it is a special area. Maybe doing something like a lime green, red, or a purple so it stands out, yet different from the yellow (don't ever park here), the blue (hospitals)?
2. Permit Parking should only restrict parking for the number of residents who actually need it, meaning... if let's say 50% of that block does not have a driveway, then only 50% of that block can be designated permit parking. So, in that situation, only one side of the street would be Permit Only parking, the other side would be available to the overall general public. If only 25% of a block needs it, like one or two buildings... maybe doing only a smaller area that would benefit those people that need the parking the most. We currently already do something similar with Handicap parking.
3. If Permit Parking is not 24-hours/day, then the hours restricted should be for the evening and overnight when most residents need the parking, and not during the day hours. So, maybe from 5 PM to 5 AM? Again... this might need to be different from one area to the next... but the key is... when do residents actually need to have the parking on a regular basis?
4. If an area needs 100% of their block as permit parking, a survey should be done with how this will affect residents and businesses in neighboring blocks, and notices should go out to 3x's the current distance now sent to (currently I think it's 350' --- so, if 100%, it would be sent to properties and residents within 1,050 feet).
5. Some of the blocks next to where I live currently have Permit Only Parking from like 7 AM to 8 PM, and I walk through many of these neighborhoods on a regular basis, and many of these blocks only have a handful of cars (like 3 to 8 cars maybe) parked on the street at any given time of the day - except for the area of Douglas from West 7th north towards Forbes as I don't believe any of the residents there have driveways - and this area has been well utilized by residents. In another area on Forbes next to Smith, it is 15-minute parking, and I think I've only seen on average maybe 1 to 3 cars a week parked there? This makes me wonder... do these other blocks still need the permit parking - or did they originally get the permit parking because they were being unfriendly neighbors to the greater community? So, maybe after 2-years, the block would have to "renew" their permit parking stating that yes, in fact, they still have a need for it, show what the need is... and if it isn't needed... the permit parking be removed.
6. In high business traffic areas bordering on a residential area, Permit Only parking should be highly scrutinized - and only given as a last resort, and instead should favor something along the lines of 1 or 2-Hour Parking (except by Permit), and have that restriction likely 24-hours/day (as

like in our area, we have businesses that are open only during morning/afternoons, and then other businesses opening after those businesses close). Additionally, no parking areas within a high traffic business/residential mixed area NEED to be painted. Additionally, those neighborhoods should be a Night Plow route, with greater attention given for snow removal b/c when you have people coming from out of the area that don't comprehend the parking restrictions... these residential streets get very treacherous in the winter due to poor plowing as people have parked when the plows came through (side roads in the middle of the country are often better than these winter roads... honestly - I grew up in the country).

7. In areas where large amounts of permit parking are in place and heavily utilized, efforts should be put into place to create additional needed parking for the general public (diagonal parking if room - or maybe turn the road into a one-way to allow for diagonal parking, smaller city-run parking lots in vacant empty lots that have nothing on them, working with existing parking lots in the area to maybe do Pay Parking for the general public, etc).
8. High-Density dwellings and buildings need to provide actual adequate parking --- meaning at least 2 parking spaces per unit, if not more. With rents going up, more often I often see 2-bedroom apartments being shared with 2 couples (so 4 adults) --- many of them have 1 car each. While yes, some people do not have cars today, and there is a huge movement pushing for biking and public transit, fewer personal vehicles, etc... we are not there yet, and honestly, it's not likely in the foreseeable future.

Make it a GREAT Day,  
SchaOn Blodgett, CCP, BTAT