

PPA – Community Meeting - Critical Parking Education Meeting 3/11/20

On Wednesday, 3/11/20 a Critical Parking Education meeting was held at the Textile Center from 7-8pm. Dillon Fried and John Lundstrom from the Minneapolis Traffic and Parking Services department shared a presentation on Critical Parking in Minneapolis (presentation attached). Residents were asked to share their feedback; a summary of the feedback from 9 of the residents who completed the feedback form are attached.

Meeting Attendees:

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| 1. Rob Nordin | 8. Jim Oberly |
| 2. Nancy Koscilek | 9. Joanne Kurhaye |
| 3. Steve Pauling | 10. Clay Lambert |
| 4. Brooke Magid Hart | 11. Susan Larson Fleming |
| 5. Doug Vigoren | 12. Ann Herzog |
| 6. Donna Schneider | 13. Serafina Scheel |
| 7. Eric Amel | 14. Lynn VonKorff |

Highlights of the meeting are:

- The presentation covered: 1) Overview of Critical Parking; 2) Steps to establish a Critical Parking Area and 3) Procedure for purchasing Permits
- Cost: \$25 annually per residence, \$10 annually for Visitor or Service, \$2 for daily temporary (see details in presentation)
- Steps to establishing a Critical Parking Area (CPA) include:
 - determining the parking restrictions/timing (e.g. 9-6pm weekdays, 24/7 etc.)
 - meeting with Minneapolis Traffic/Parking Services staff to create a petition for restricted area (e.g. Arthur Ave, Barton, etc)
 - getting signatures of agreement from 75% of residents within identified restricted area
- Petition signatures need to be verified by city then the request for the CPA is forwarded to the City Council for approval. Process takes about 6 months.
- As of November 2019, CPA permit purchasing is done online. Also, there is an option to purchase via phone but online is recommended.
- More restrictive parameters, e.g. 24/7, are more heavily enforced. Fine is a \$45 ticket.
- Glendale is moving away from a 2 hour “grace” CPA to a 24/7, 9am -8pm CPA.
- Although, CPA areas do not need to be contiguous, Traffic and Parking Services prefers have larger, adjacent areas with the same parking restrictions, in order to provide clarity for parkers and to maximize enforcement resources.

- There was empathy about the lack of parking for residents/businesses north of University resulting in questions about potential City parking lots/oasis in the large, unused areas north of Surly.
- Overall the discussion, plus the comments, reflect the concern about the increased parking on the streets south of University close Light Rail stations (e.g. Arthur and Barton).

The next steps are to meet with Dillon and John to craft the petitions the start the signature process. The current COVID-19 situation has suspended that process for the time being.