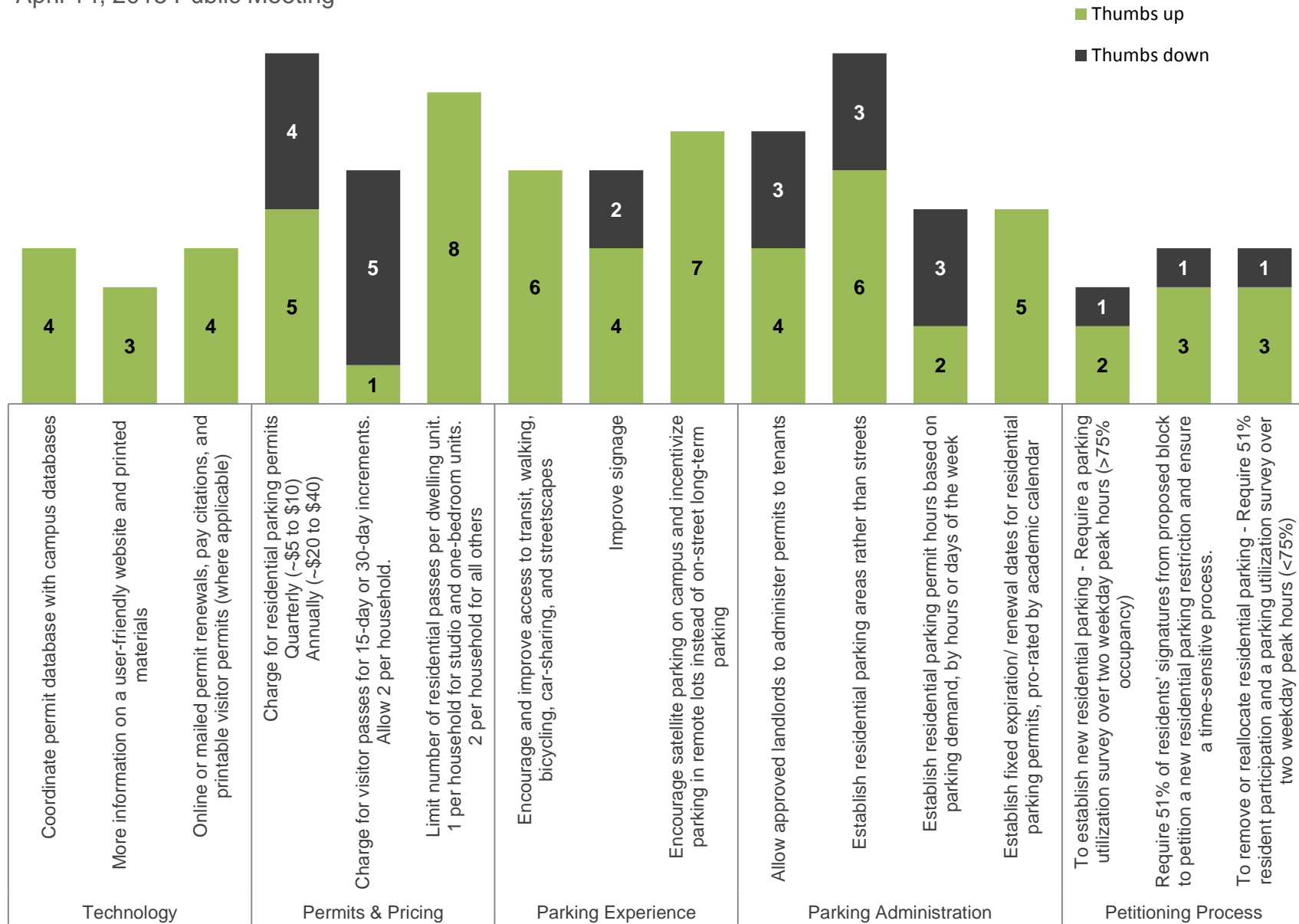
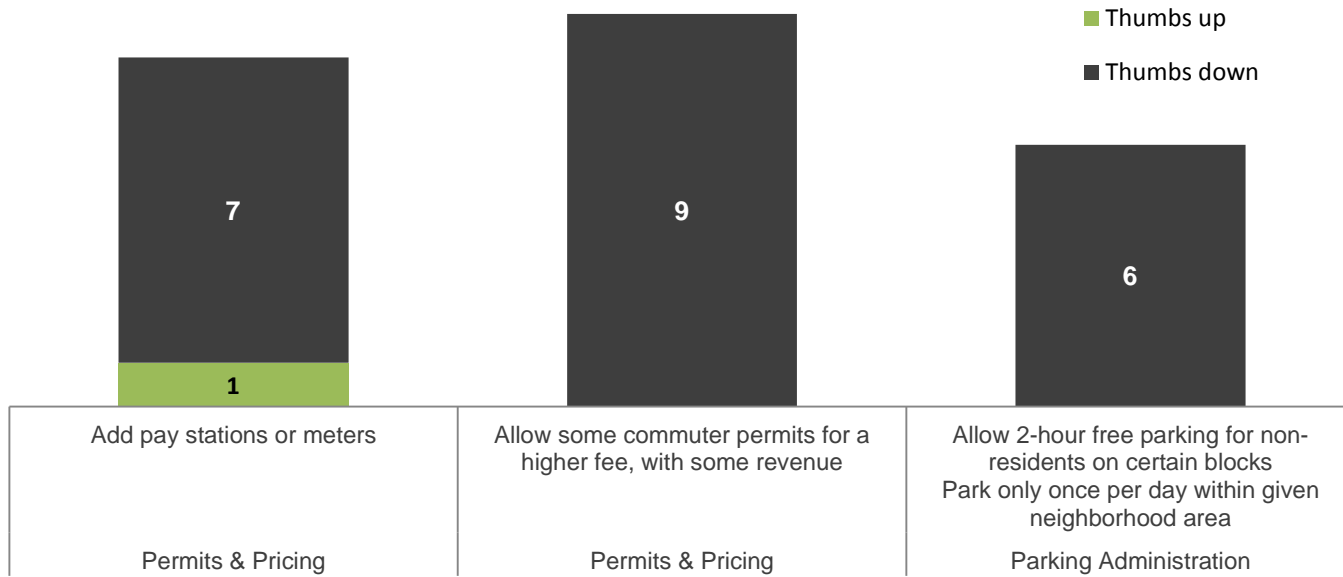


## Citywide Residential Parking Strategy Votes April 14, 2015 Public Meeting



### Block-Specific Residential Parking Strategy Votes

April 14, 2015 Public Meeting



### TECHNOLOGY IMPROVEMENT

Create/utilize app to locate open spaces using sensors in parking spaces • Do not allow UVM or Fletcher Allen to use our residential streets to meet their parking needs • In the age of smart phone and eazy-pass, you could limit visitor pass abuse with technology--sign on when and have quote need to use • We need trolleys. we need more municipal garages. • We need to keep onsite parking mandates downtown

### PARKING EXPERIENCE

More mass transit. • Put commuters and long term students in satellite lots--with bicycle and shuttle service • Yes, I agree! (highlighting "incentivize use of satellite lots for long-term parking") • There are already too many signs on the streets. Consolidate them. • Agree! (referring to above comment) • Mass transit, add a level to municipal garage. • Keep on-site parking mandates

### PERMITS & PRICING

Why is parking on my street a privilege when I pay thousands of dollars in property taxes?! • Strongly opposed for paying to park on my street. • After heaing people's comments, I think residence-parking should be expanded. • Residential parking will not work if it is by zone or district. residential parking must be by street. • Zone parking will cause more traffic on my small street with drivers looking for spots. Streets are publicly-owned and managed. • Residents wanting to use that "PUBLIC" space should "ABSOLUTELY" have to pay a fee! • Why should residents subsidize UVM and Med Ctr and downtown development? • Put the commuters in satelite lots and provide/charge them for shuttle to downtown Commuter parking will cause traffic, garbage, and strangers parking poorly in our neighborhoods. • Commuter spaces would need to be marked AND limited--> time, only so many per block • Why do we want to spend \$9 mil!! This whole plan is increasing costs without commensurate improvement! • We've been collecting parking \$ for years--what happened to that money?

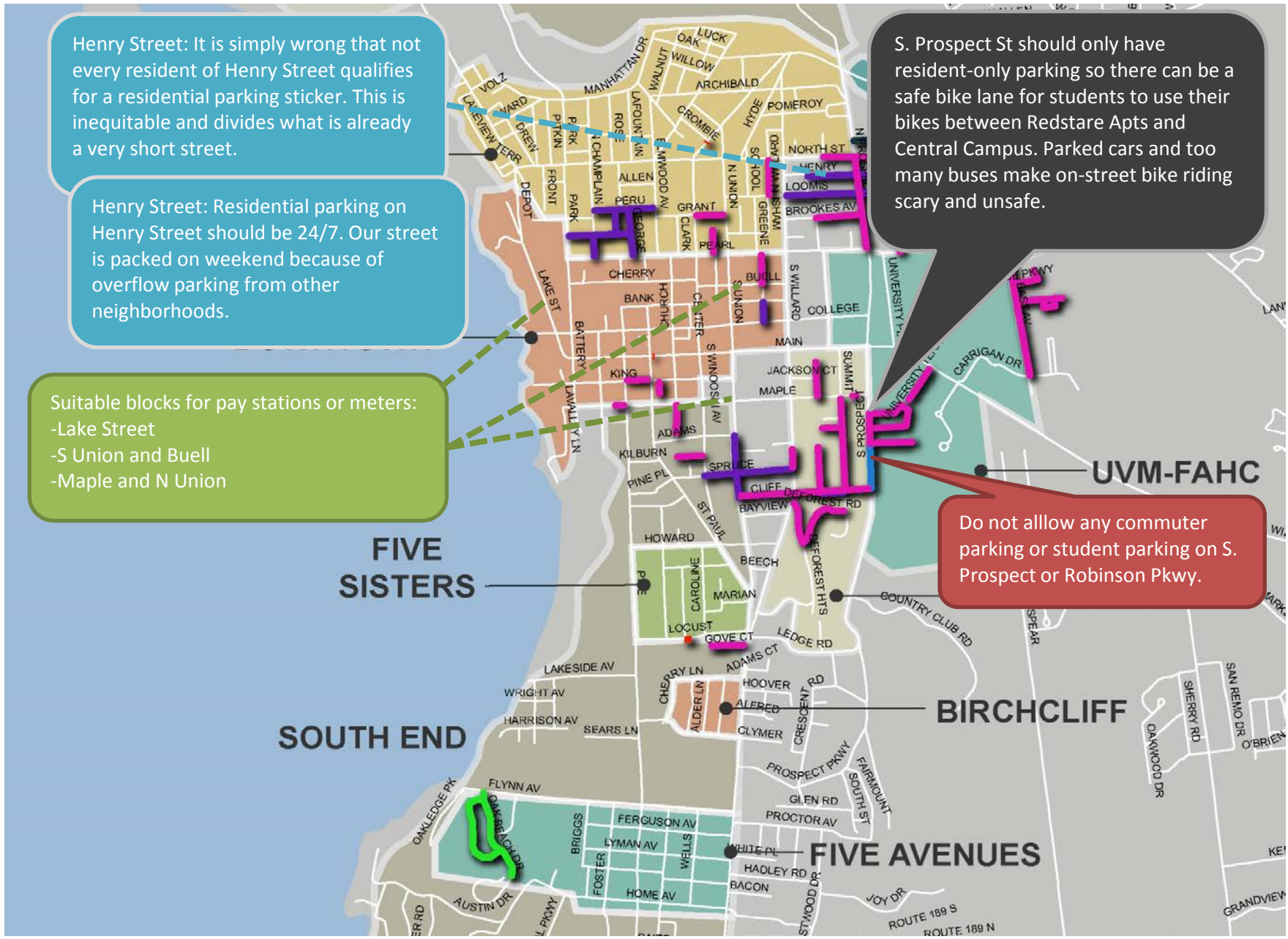
### PARKING ADMINISTRATION

Improve the pleasantness of the staff in parking dept. They are humorless, beuracritic, and make the experience unpleasant--this includes parking staff and meter maid!! • Some landlords are going to cheat the system. • No used resident-only parking areas by commuters as students

### PETITION PROCESS

Give residential parking to more streets. If requested by homeowners, grant it.

## Open Comments - by Strategy Type



Henry Street: It is simply wrong that not every resident of Henry Street qualifies for a residential parking sticker. This is inequitable and divides what is already a very short street.

Henry Street: Residential parking on Henry Street should be 24/7. Our street is packed on weekend because of overflow parking from other neighborhoods.

Suitable blocks for pay stations or meters:  
-Lake Street  
-S Union and Buell  
-Maple and N Union

S. Prospect St should only have resident-only parking so there can be a safe bike lane for students to use their bikes between Redstare Apts and Central Campus. Parked cars and too many buses make on-street bike riding scary and unsafe.

Do not allow any commuter parking or student parking on S. Prospect or Robinson Pkwy.

**FIVE SISTERS**  
**SOUTH END**

**UVM-FAHC**

**BIRCHCLIFF**

**FIVE AVENUES**

### **BLOCK-SPECIFIC STRATEGIES**

DPW already is funded to pay for neighborhood improvements. Using this payment for parking as a way to do this is a red herring • 2 hours of free parking on permit streets will only increase the number of non-visitors and use up the few parking spaces we have on Harrington Terrace. • 2 hour free visitor parking in some cities like Burlington is limited to maybe 2 spots per block in designated, marked parking spot. • Would be very difficult to enforce 2-hour rule! • No one street only permits. Resident-only parking. • Change visitor parking pass to readable card (like EZ-pass) to track and discourage misuse • Most folks still need visitor pass--limiting benefits to residents • I am strongly opposed to "area" parking zones for South Prospect St. All the students in UVM dorms or Redstone Campus would park along the entire length of S Prospect St, and commuters would follow street making it unsafe for bicyclists because of parked cars and buses on S. Prospect St. • Full neighborhoods zones are broad, although for people "on corners" or other such situations, maybe permit street and nearest corner street. • Events (waterfront, etc.). Incentivize/require satellite parking and alternative modes--trolley, bus, funicular

### **OPEN FORUM REMARKS**

Ithaca doesn't support commuting because of negative effects on the residents. • Who are the Burlington residents complaining about residential parking? • Residents without residential parking experience spillover and are adversely affected by the current program. • We should make tweaks to the current system, not override it completely. • We should coordinate with UVM and other institutions so that they utilize the space they have. • Concern over on-site parking minimums being lifted. • Forget about cars, we need to repurpose the land for bikers and multi-modal transportation. • We should look to improve mass transit and alternative modes of transportation. • As residents, we want predictability with our parking. • People who have permits love it.