



Request for City Council Committee Action From the Department of Public Works

Date: April 20, 2004
To: Honorable Sandra Colvin Roy, Chair Transportation & Public Works Committee
Referral to: Honorable Barb Johnson, Chair Ways & Means Committee
Subject: **Modify the Minneapolis Residential Parking Program**

Recommendation:

Modify and expand the use of the residential parking program to allow a) Bus Shelter Enhancements and Bus Stops, b) Transit Studies, and c) Park and School Parking as outlined below.

Previous Directives:

- Feb 24, 1995 – Created the Residential Parking Program

Prepared by: Jon Wertjes, P.E., Asst. Director of Traffic & Parking Services 673- 2614

Approved by:

Klara A. Fabry, P.E., City Engineer, Director of Public Works

Presenters: Jon Wertjes, P.E., Asst. Director of Traffic & Parking Services

Financial Impact (Check those that apply)

No financial impact - or - Action is within current department budget.
(If checked, go directly to Background/Supporting Information)

Action requires an appropriation increase to the Capital Budget

Action requires an appropriation increase to the Operating Budget

Action provides increased revenue for appropriation increase

Action requires use of contingency or reserves

Other financial impact (Explain):

Request provided to the Budget Office when provided to the Committee Coordinator

Background/Supporting Information:

In 1995, the City created the Residential Parking Program to develop and assist in funding small neighborhood parking lots to address "lack of supply". A citizen survey was conducted that indicated that approximately 78% were against a parking lot on their block and 65% were not willing to pay "anything" for an off-street parking space. Subsequently, the City decided the Residential Parking Program should "assist property owners in developing or better using existing land for a parking space" (e.g. pave and restripe a gravel parking lot to make efficient use of space and thus reducing the need for on-street parking). See the Attachment A --

February 7, 1995 T&PW Committee meeting letter that details the current program requirements.

Over the years, the Residential Parking Program has been used for both residential and small commercial node parking issues. This program has been used for parking studies; design and construction related activities. Each City Council Ward has a yearly allotment of \$11,500 and must approve the fund use. Council Wards can “pool or trade” their resources. There is no carry over of these funds from year to year and all work must be completed in the current calendar year. Up to \$10,000 of the \$11,500 allotted funds can be used for construction related activities. In the past five years, the Residential Parking Program has been used by total of 11 projects for \$ 112,830.84 (see Attachment B – Five-Year History of the City Residential Parking Program).

Proposed Program Expansion

A request has been made to expand the allowable uses of these funds to include “transit activities”. Public Works concludes that there could be a wide variety of potential transit activities, however, the uses should be linked to the residential parking. Therefore, Public Works would recommend within the Program’s current requirements that the following transit and parking activities be allowed:

- a. Bus Shelter Enhancements and Bus Stops: Currently bus shelters are constructed and owned by Metro Transit and Transtop. The bus shelter enhancements would allow neighborhoods to work with the two shelter providers to create “unique neighborhood character” bus shelters. The unique bus shelters would be created in a way that still allows the two shelter owners to maintain these bus shelters. In addition, the study and implementation of bus stop relocation/placement related to parking issues could be funded with this program.
- b. Transit Studies: Adequate transit would allow more city residents to not own a vehicle and reduce parking needs. Therefore, transit studies that would seek and demonstrate the ability to address such reduced parking would be considered and allowed under this Program.
- c. Park or School Parking: Schools and parks have parking issues. Said funds would be available to study neighborhood parking issues of teacher/student/visitor parking. Likewise, the construction of any parking solutions would follow the current Program requirements.
- d. Program: This is an interim policy while Public Works works on its citywide parking policies.

Recommendation

1. Modify and expand the use of the residential parking program to allow a) Bus Shelter Enhancements and Bus Stops, b) Transit Studies, and c) Park and School Parking as outlined above.

Attachment A -- February 7, 1995 T&PW Committee Meeting Letter/Council Action
Attachment B – Five-Year History of the City Residential Parking Program).

C: Ed Backstrom, Attorney’s Office
Mike Sachi, Public Works
Lee Sheehy & Barb Sporlein, CPED