

PARKING IN QUEEN VILLAGE

(Interim Report: 11/17/05)

The Parking Sub-Committee of the Transportation Committee was formed last February to address one of the major complaints about living in Queen Village, the intense and increasing difficulty for residents to find adequate parking. This report covers progress to date. As you might expect, there are many specific issues and possible partial solutions to this problem. The committee has approached the project broadly, attempting to develop a comprehensive understanding of the problems and possible solutions.

To date we have not begun the process of targeting specific problems and solutions. This report, and the community response to it, is intended to be the point at which we turn to that effort. However, it is already clear that there is no "silver bullet". Any significant improvement in parking availability will require implementation of several solutions.....and significant effort to accomplish those solutions. Nevertheless, the good news is that we believe that parking availability can be significantly improved through a combination of initiatives, greatly reducing the present difficulty.

Committee members include Jackie Brown, Bill Goldberg, Steve Saunders, Lisa Torre-Lewis, and Joan Weinman with Walt Lowthian as acting chairman. Ravi Acharya and Judi Petstak have also contributed.

The committee first worked on the Goals it thought would be useful to the community. These are given below. We then went through the exercise of what "we" thought were specific problems and solutions.....as preparation for a survey of the community to determine what "you" thought. The resulting Parking (Opinion) Survey was developed in conjunction with the Transportation Committee and inserted in the June Crier and put on the QVNA web site. Data from the survey is presented in this report. We met once with the Philadelphia Parking Authority to introduce ourselves and to learn more about how they operate. (We were impressed.) We also did an initial "Street Survey" to determine the extent and variety of signage covering Parking regulations, Residential Permit Parking and Street Cleaning.

Finally, we have developed a list of "Parking Improvement Ideas". To date the list is simply a gathering place for ideas (some obviously sound, some questionable, some controversial). We intend to expand the list with more community input and, then, begin the process of evaluation....again with community input. Our aim is to develop a few short-term viable improvements while identifying larger long-term initiatives for the community to pursue.

Feedback

There are two ways for you to provide your thoughts and feedback: Via the web (preferred for our processing) or hard copy to the QVNA office 736 S 3rd St. The way to use the web is:

Go to "qvna.org". You'll arrive at the "home page" where you click "Transportation" under QVNA Committees. At the bottom of the QVNA Transportation Committee page click "contact the transportation committee". Then, fill out the "Contact or Join a QVNA Committee" form and click the "Contact Committee" button to submit your comment or question.

Or, you can simply email tansportation@qvna.org (but do the above to see the marvelous QVNA web site and to be prompted for all the information we need.)

Goals

The Goals we chose are the following;

Primary aim: Reduce parking problems for residents.

1. Make On-street Parking easier for residents.
2. Make Guest/Visitor parking easier.

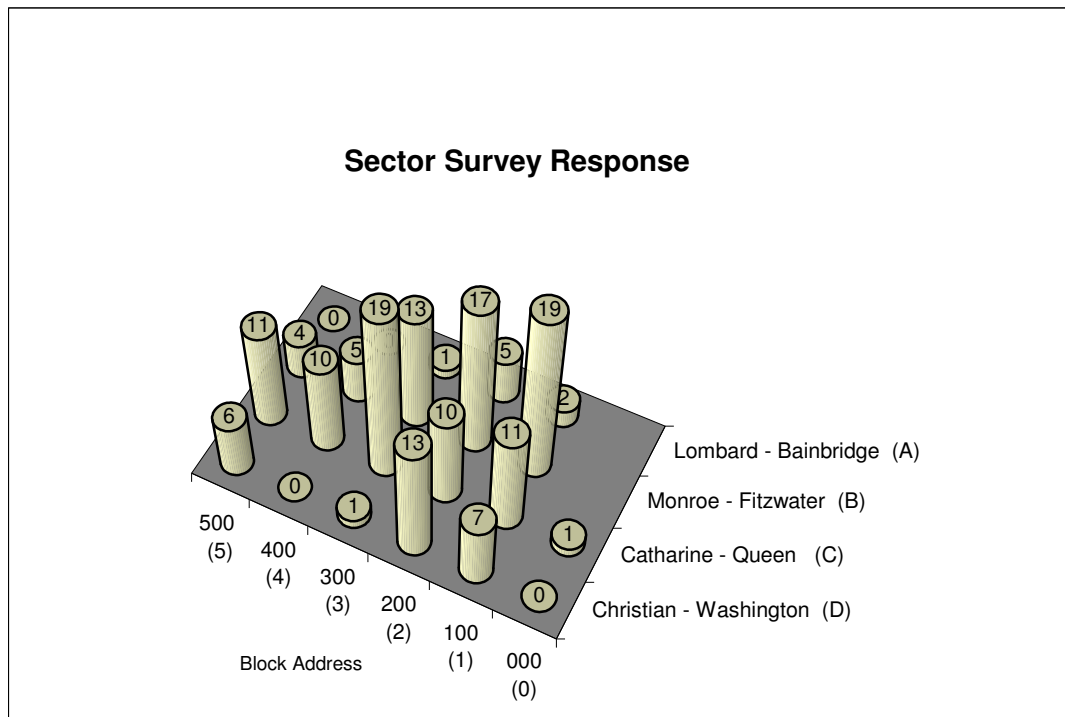
3. Reduce parking problems due to Street Cleaning.
4. Reduce parking problems for the Handicapped and Elderly.
5. Improve the Safety of on-street parking.

Note the focus on residents. We have not forgotten our business neighbors. In fact, we feel that many or most of the possible solutions to residential parking will also benefit businesses, particularly in the evening. We welcome feedback on this emphasis.

Survey Response and Demographics

We received 169 filled out surveys, 155 of which gave an address or block location allowing us to look more closely at parts (sectors) of Queen Village. Nearly ¾ were submitted on-line (a great help to us since transcribing was unnecessary).

The following chart shows the “Sector Survey Response” in Queen Village.....that is, the number of responses from different parts (sectors.....actually “mini-sectors” in our analysis) of QV. Each “Sector” includes a few blocks. The sectors are used in some of the data analysis to look at issues in parts of Queen Village. (In our data base the “mini-sectors” are numbered “B1, C4, D5, etc. For example B1 indicates a mini-sector bound by Monroe and Fitzwater and Front and 2nd Sts. “A0” and “B0” are blank because there is no construction there.)



The age of respondents was:		<u>% Reported</u>
	Under 25	1%
	25 - 34	25%
	35 - 49	36%
	50 - 64	31%
	65 or Older	7%

Homeowners represented 89% of those responding.

Among the households that reported various other factors, the following was found:

	None	Households with			Average Number Per Household
		One	Two	Three	
Drivers	1%	29%	66%	4%	1.7
Vehicles	4%	66%	28%	2%	1.3
Off-street Parking Spaces	62%	33%	5%	1%	0.4

3% of the reported vehicles were motorcycles or motor scooters.

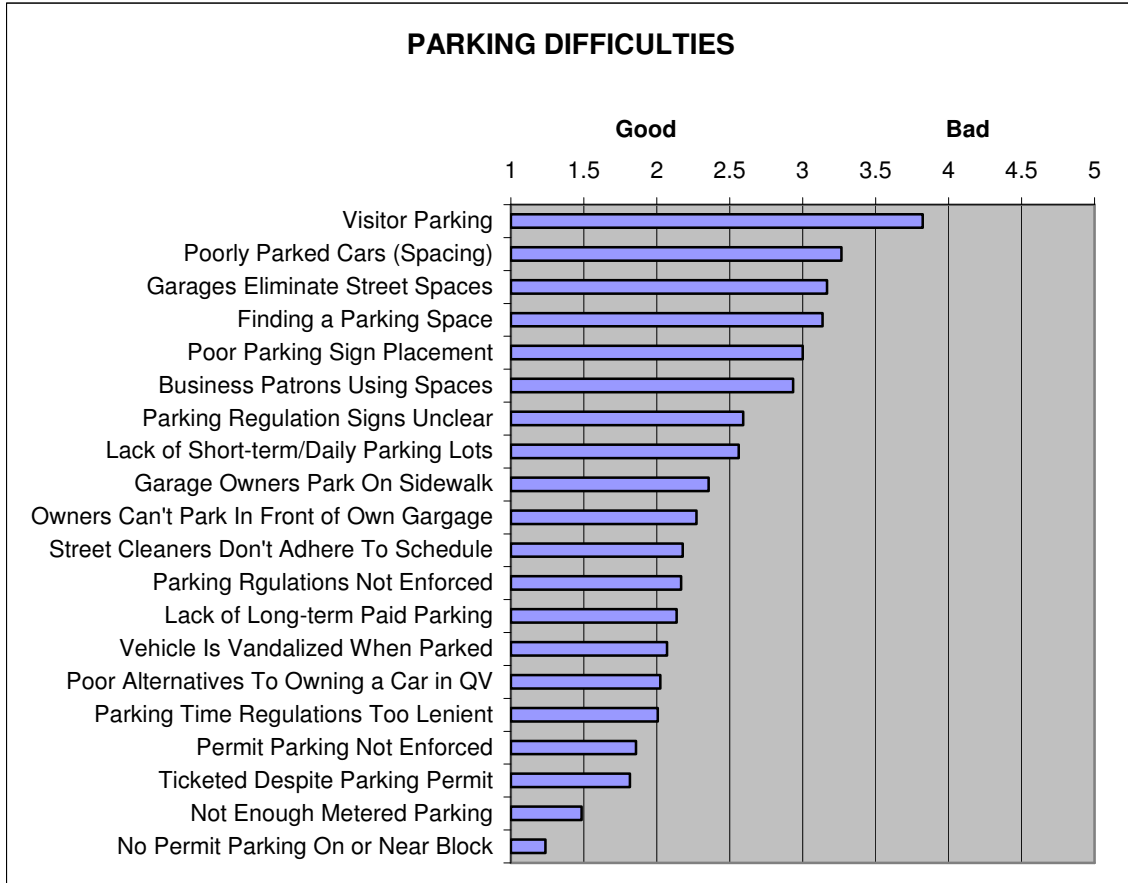
70% of the respondents said they have Resident Permit Parking on their block; 26% did not; the remaining 4% did not know or did not answer the question.

The following table has additional information concerning parking:

VEHICLES IN HOUSEHOLD:					Household Totals	% of Households
	0	1	2	3		
<u>PARKING PERMITS</u>						
Has Resident Parking Permit		116	26	2	144	85%
Has Handicap Plate		4	0	0	4	2%
<u>OFF-STREET PARKING</u> (* See below)						
Generally Parked/Stored Outside QV		1	5	0	6	4%
Has Space in QV Parking Lot		5	2	0	7	4%
Has Residence Garage or Space		44	7	0	51	30%
Has Other Local Off-street Parking		6	1	1	8	5%
<u>ON-STREET PARKING</u>						
Street - Daily		91	25	2	118	70%
Street - Often		7	4	0	11	7%
Street - Occasionally		12	0	0	12	7%
Street - Rarely or Never		20	9	0	29	17%
<u>MUNICIPAL LOT PARKING</u>						
Muni Lot - Daily		1	0	0	1	1%
Muni Lot - Often		2	0	0	2	1%
Muni Lot - Occasionally		2	0	0	2	1%
Muni Lot - Rarely or Never		72	23	0	95	56%

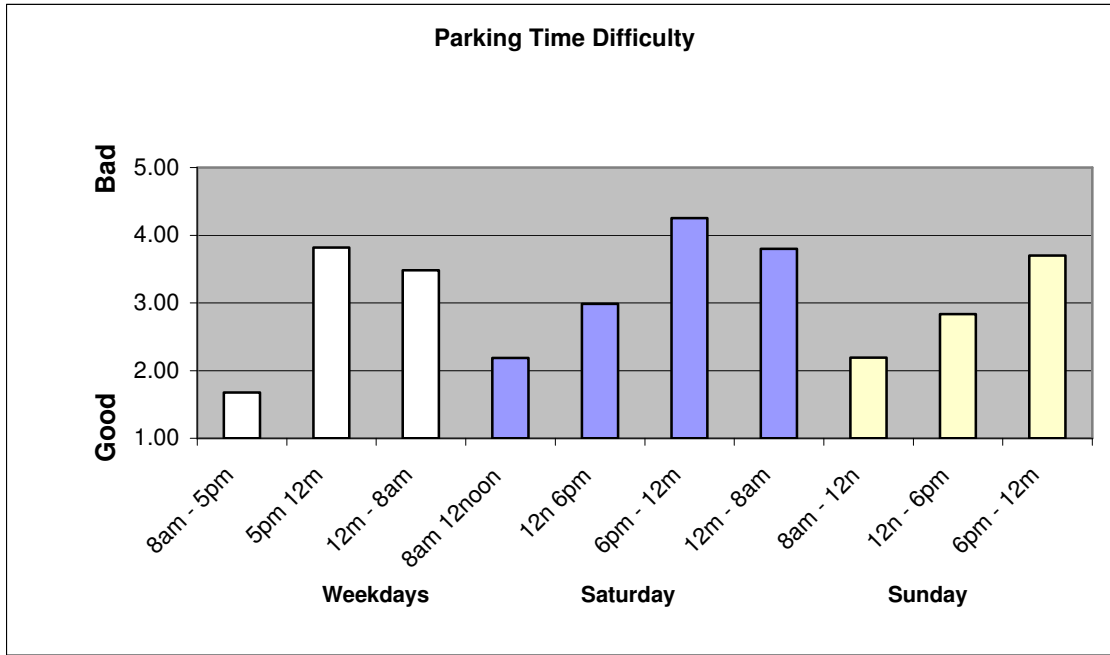
* There are about 1.3 vehicles per household. The portion of vehicles parked "off-street" is somewhat lower: about 39%.

The following chart (next page) ranks the Parking Difficulties as scored by the respondents on a scale from 1.0 (Good, No Problem) to 5.0 (Bad, a Significant Problem). Renters scored most of the issues somewhat worse than owners, but we have not looked at the effect of off-street spaces. We probably won't because there is not a significant difference between the tow groups.



The top ranking of “Visitor Parking” surprised us (good reason for doing surveys). The comments on some of the surveys bore this out and gave us some insight into the problems.....and on a stand by some against Resident Permit Parking because blocks with permit requirements cannot be parked on by visitors without being ticketed. This important issue not only affects quality of life, but one of the important methods for controlling undesirable parking (e.g., long term dumping, center city visitors, etc.).

The chart below is no surprise to anyone who has been in Queen Village even a short time. We have not had a chance to look at “Parking Time Difficulty” on a sector basis. However, we did look at the “Difficulty of Finding a Space” on a sector basis in the table on the next page.



Difficulty Finding a Space (by Neighborhood Mini-Sector)

500 block (5)	400 block (4)	300 block (3)	200 block (2)	100 block (1)	000 block * (0)	
			2.8			Lombard to Bainbridge (A)
3.0	3.2	2.9	3.2	4.2		Bainbridge to Catharine (B)
3.9	2.9	3.4	2.2	3.2		Catharine to Christian (C)
1.7			2.5	3.4		Christian to Washington (D)

The black blocks have no residences. The gray blocks had 2 or fewer responses, not enough in our opinion to provide good data.

Finally, the table below may be a bit of overkill, but we wanted to show how the perception of parking difficulties varied through out Queen Village. (We haven't digested all the information either.)

Parking Difficulties (by Neighborhood Major Sectors)

	Finding a Parking Space	Visitor Parking	Lack of Short-term/Daily Parking Lots	Lack of Long-term Paid Parking	Business Patrons Using Spaces	Parking Regulation Signs Unclear	Poor Parking Sign Placement	No Permit Parking On or Near Block	Parking Time Regulations Too Lenient	Permit Parking Not Enforced	Ticketed Despite Parking Permit	Parking Regulations Not Enforced	Not Enough Metered Parking	Poorly Parked Cars (Spacing)	Garages Eliminate Street Spaces	Owners Can't Park In Front of Own Garage	Garage Owners Park On Sidewalk	Poor Alternatives To Owning a Car in QV	Street Cleaners Don't Adhere To Schedule	Vehicle Is Vandalized When Parked
NE	3.0	4.0	2.3	2.1	4.1	2.9	3.1	2.1	1.3	2.0	1.4	1.9	1.9	3.1	2.4	1.6	2.1	2.4	2.3	3.1
NW	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	2.0	1.0	3.0	1.0	3.0	5.0	3.0	5.0	1.0	1.0	1.0
ME	3.3	4.0	2.8	2.3	3.1	2.7	3.3	1.1	2.0	2.0	2.1	2.3	1.5	3.2	3.6	2.6	2.7	1.8	1.9	1.7
MW	3.3	4.0	2.6	2.2	3.0	2.8	3.3	1.2	2.1	1.8	1.9	2.1	1.6	3.5	3.1	2.3	2.0	2.1	2.3	2.2
SE	2.9	3.2	2.5	1.9	2.1	1.9	1.8	1.5	2.1	1.5	1.1	1.6	1.1	3.0	2.8	2.1	2.3	2.3	2.2	2.2
SW	1.9	3.1	2.3	1.7	2.1	1.1	2.7	1.4	1.6	1.7	1.7	3.1	1.1	3.3	2.3	1.6	2.1	2.0	2.6	1.3

The Major Sector boundaries (**NE, NW**, etc) are shown in the table below:

500 block (5)	NW	NE					
400 block (4)	A5	A4	A3	A2	A1	-	Lombard to Bainbridge (A)
300 block (3)	MW	ME					
200 block (2)	B5	B4	B3	B2	B1	-	south of Bainbridge to Catharine (B)
100 block (1)	C5	C4	C3	C2	C1	C0	south of Catharine to Christian (C)
East of 100 block (0)	SW	SE					
	D5	D4	D3	D2	D1	D0	south of Christian to Washington (D)

NW = Northwest
NE = Northeast
MW = Middle - West
ME = Middle - East
SW = Southwest
SE = Southeast

Survey Comments

There are 14 pages of comments that can be found on the web. We found the comments useful to give some detail and passion to the dry numbers. Overall comments were categorized in the following areas:

PARKING DIFFICULTY – GENERALLY & AT SPECIFIC TIMES (21 comments)

“Finding a Space” was fourth in the ranking of problems and issues related to parking, scoring around 3.1 “bad”. At the same time the scoring on “Parking Time Regulations Too Lenient” was rather low (2.0) indicating that respondents did not see “lenient” regulations as a problem, or, correspondingly, that more stringent regulations (e.g., covering more hours, more blocks, etc.) would be helpful.

GARAGES (17 comments, some lengthy and intense)

Dissatisfaction concerning garages ranked 3rd highest in the scoring part of the survey (about 3.2). The law preventing owners from parking in front of their garages scored 2.4, some finding this a big problem, others not caring much (which may reflect who is affected by the situation). Three general thoughts predominate.

- Garages on the street are undesirable because they transfer a public space to a dedicated homeowner effectively for the purpose of parking.
- Garages frequently are not used or have been converted to other space (e.g., living areas, storage) yet still have No Parking.
- Parking is not legal in the garage space even by the owner; a permit system is suggested.

VISITOR and TEMPORARY PERMIT PARKING (16 comments)

Problems with Visitor Parking (and Temporary Parking Permits) by far topped the ranking of problem issues (scoring 3.8). While the Parking Authority has a “Visitor Permit” program, it is very inconvenient.

At the same time some residents are against Residential Parking Permits on their block because they feel it would make visitor parking more difficult even though the Residential Permits would reduce “car dumping” by non-residents.

RESIDENTIAL PERMIT PARKING (9 comments)

Most blocks in Queen Village have Residential Permit Parking....allowing residents with permits to park on-street during “No Parking” times indicated on street signage. However, a number of blocks do not have permit parking, particularly on the south side of QV where lack of permit parking is the rule.

The benefit of permit parking is a reduction in non-residential parking during the posted hours. The “standard” times are: “No Parking (without permit) 8:30am – 6:30pm Monday – Wednesday and 8:30 am – 12 midnight Thursday – Saturday”. (However, there are a number of variations of this; the Parking Committee has done a block survey for signage and is working to understand the purpose of the variations as well as the impact of the posted times.)

Problems associated with Residential Parking Permits scored low (good) for the two issues presented: “Enforcement” scored 1.9 and “Lack of Permit Parking On a Block” scored 1.3. However, as indicated above under “Visitor and Temporary Permit Parking” Residential Permit Parking in combination with an inconvenient Temporary Permit program creates a significant problem....leading (many?) residents to oppose extend Residential Permit Parking to other blocks.

PROBLEMS WITH BUSINESSES OR SCHOOLS AT VARIOUS TIMES & DAYS (12 comments)

This category was 6th in the ranking (“Business Patrons Using Spaces” scored about 2.9, “ok” but just below “bad”). A possible solution “Not Enough Metered Parking” scored low at 1.5 indicating that not many felt more meters are needed. Three or four locations received specific adverse comment.

POORLY PLACED, OBSOLETE or INAPPROPRIATE SIGNS (9 comments)

This category ranked 5th in the survey of parking difficulties, scoring 3.0 for Poor Parking Sign Placement” and 2.6 for “Unclear Signs”. Several specific locations were identified for potential improvement. The committee has discussed this general issue with the PPA.

POOR ENFORCEMENT OF EXISTING REGULATIONS (10 comments)

The ranking of issues found that lack of enforcement was not an highly important issue. "Parking Regulations Not Enforced" scored 2.1 while "Permit Parking Not Enforced" scored about 1.9 and "Ticketed Despite Parking Permit" scored 1.8. Nevertheless, some specific problems are recounted below.

QV LOT UNDER I-95 (9 comments)

Despite efforts by the QVNA Board, several comments were critical of the QVNA lot (too costly, location, car damage, desire for occasional use). The following information provides background and current status of the lot.

After several years of QVNA Board effort, QVNA established the community parking lot on Christine St. under I-95 in 2003 to address community complaints about lack of parking. The project was made possible by a \$100,000 grant obtained through State Representative Marie Lederer. The grant covered the purchase of equipment (gate mechanism and swipe card system) and provided the funds for the first two years of operating and leasing the site.

Parkway Management manages the site and QVNA leases the site from the Interstate Land Management Corporation (ILMC), the state agency that manages the land under I-95. (QVNA leases the site at a non-profit rate].)

The lot has 90 spaces, of which around 60 are presently rented. After nearly two years of operation QVNA is now making a modest profit after payment for lot operations and rental. This income goes to paying for other QVNA initiatives (e.g., funding small beatification projects and the like) and provides income for the long-term viability of the QVNA. As long as spaces are available, individuals can make arrangements for parking for guests to a party or other event. And, QVNA coordinates the use of additional unfenced space for neighborhood groups like St. Philip Neri Church or Old Swede's Church.

PARKING IS NOT A PROBLEM (4 comments)

Some feel that parking is not a particular problem.

PARKING ALTERNATIVES (LOTS and OTHER) (10 comments)

The survey ranking indicated some desire for paid lots. "Lack of Short-term/Daily Parking Lots scored 2.6 while Lack of Long-term Paid Parking scored 2.1.

STREET CLEANING (6 comments)

In retrospect, the survey question concerning street sweeping (Street Cleaners Don't Adhere To Schedule" was too limited and ill focused to give meaningful results. The following comments show frustration mostly with the ineffectiveness of cleaning.

PEOPLE "SAVING" SPACES (3 comments)

This issue was not included in the ranking survey. Nevertheless, comments are heated. Perhaps another way to gage the feeling is to look at the score for "Poorly Parked Cars"; that category was 2nd highest at a score of 3.2.

POORLY SPACED CARS (3 comments)

"Poorly Parked Cars" scored second highest (3.2) in parking problems.

ALTERNATIVE TRANSPORTATION (3 comments)

"Poor Alternatives To Owning a Car in QV" scored rather low (2.1) indicating that this is not seen as either a large problem or, correspondingly, a robust solution to parking problems. Walking, biking, busing and Philly CarShare were mentioned.

OTHER COMMENTS ON THE PARKING SITUATION (6 comments, separate topics)

COMMENTS ON THE SURVEY and VOLUNTEERING (3 comments)

Parking Improvement Ideas

The following list is directed at Goal 1 - Make On-street Parking Easier for Residents. We simply have not gotten to developing lists for the other goals. The list is presented in an outline form categorizing the type of potential improvement.

Note that NO ATTEMPT TO EVALUATE has been made. We hope to enlarge the list and THEN develop both a technical/economic and community analysis to determine which ideas appear viable to pursue. There will be ample opportunity for the community to comment and interact. Right now, we'd like your additional ideas to add to the following list.

A) INCREASE THE ACTUAL NUMBER OF ON-STREET PARKING SPACES.

(The bold items are the specific ideas brought forth to date.)

- 1) **Move poorly located parking signs.**
- 2) **Eliminate unused garage access spaces.**
 - a) Some garage spaces are clearly no longer garages. Others are used as storage.
- 3) **Eliminate or revise obsolete or unused restricted-parking spaces.**
 - a) Business/commercial access spaces (e.g., Loading Zones).
 - b) "School Hours" spaces.
- 4) **Establish a "garage access" parking permit system for owners.**
 - a) Allows owner to park designated vehicle(s) in their curb access space.
- 5) **Mark parking spaces on street to "pack" cars more tightly.**
- 6) **Make Christian St. one-way and add parking to second side.**
- 7) **Park on sidewalks at selected locations.**
- 8) **Create parking "bulb-outs" (sidewalk removal) for parking.**

B) PREVENT LOSS OF ON-STREET PARKING SPACES.

- 1) **Prevent additional single-car garage curb cuts and designated spaces.**
- 2) **Prevent adding other "restricted parking" locations.**
 - a) An example would be adding business use restrictions.
- 3) **Prevent systematic abuse of on-street spaces**
 - a) By businesses or residents.

C) REDUCE ON-STREET PARKING SPACE DEMAND.

- 1) Reduce the number of resident-owned vehicles.
 - a) **Increase use of Philly CarShare.**
 - b) **Increase use of mass transit.**
 - c) **Establish jitney services to center city or nearby stores (e.g., Synder Plaza, IKEA)**
 - d) **Increase use of carpools.**
 - e) **Publicize the high cost of car ownership.**
 - f) **Increase cost of resident permit parking.**
 - g) **Eliminate multi-household residences in buildings zoned for single families.**
- 2) Reduce non-resident parking.
 - a) **Assure parking regulations are enforced.**
 - b) **Upgrade (tighten) residential parking restrictions to reduce non-residential parking.**
 - c) **Increase use of mass transit.**
 - (1) Advertise/improve bus connections from QV to city areas and area parking.
 - d) **Work with restaurants to provide parking alternatives to patrons.**
 - (1) Jitney service to perimeter lots, Valet service, Bike racks.

- 3) Increase use of existing off-street parking.
 - a) **Increase use of QV lot**
 - (1) About 30 spaces remain unrented.
 - b) **Require residential garages and off-street parking spaces to be used by owners.**
 - c) **Establish transportation to area and perimeter parking lots.**
 - (1) Valet, cab, and/or jitney service.
- 4) Add off-street parking.
 - a) **Parking behind and under new multiple-unit construction.**
 - b) **New parking lots.**
- 5) Prevent "long-term" on-street parking.
 - a) **Disallow "long-term" residential on-street parking** (e.g., more than two weeks without moving car).
 - b) **Remove abandoned cars.**
- 6) **Encourage use of smaller cars.**

OK. Now we have a lot of folks thinking and saying “NO!!!! about this or that potential "improvement. But, just as the devil is in the details, so is the solution. Specifically how something is done can make all the difference.....the difference between success and failure, the difference between agreeable and irksome. And, we recognize some of the ideas ARE (probably) non-starters. But, all will receive evaluation so that no possible solution is left unexamined.

The Future

For the time being, give us some more ideas. And, be sure to attach your name and contact information to those ideas so we can contact you for details so that we can accurately reflect your idea.

Then we will begin the process of evaluation which...we promise...will involve you. There will be future meetings, future reports, future Crier articles. We on this end have no desire to fight with you on your end. Our goal is yours: Improve parking in Queen Village.

And, if anyone would like to join the Parking Committee.....lets us know. We generally meet at a member's home.....have a little wine to help the thought processes....you get the idea.