

Notes/Minutes from 4/29/21 PMTF worksession on Survey

Start time: 7:30 pm

Adjourned: 8:55 pm

Those present: Roz, Jackie, Tim, Emanuel, Paul, Allen, Roger (chairing).

A quorum was present.

The group agreed at the outset: sole purpose of meeting is to get Greg Gorman's draft survey text close to finalized, for consideration at the next regular TF meeting on 5/13/21 at 7:30 pm.

The group moved through all but the last question on the survey, stopping short of reviewing the demographic data questions.

In some cases, group consensus led to immediate edits.

Other marginal comments and in-text notes were added to reflect consensus on useful revisions needed, and Tim Judson volunteered to refine a new copy of the text accordingly -- for content as well as for simplicity/clarity.

Some issues were registered in marginal comments as important to discuss at the next regular TF meeting on 5/13. Those issues included:

- *Group should consider on 5/13 whether survey length is appropriate.*
- *Group agreed to include fewer open-ended fields so that we don't get flooded with qualitative data.*
- *Note that a data-driven approach to revisiting boundaries of RPP zones would mean a diff admin process rather than current neighborhood driven -- and note equity impacts of non data-driven approach, as in-demand neighborhoods might be able to exclude parking from elsewhere.*
- *Discuss whether it's in TF purview to recommend how revenues are used, and whether it's advisable, realistic, etc. to require that the parking mgmt program pay for itself (and possibly produce excess revenue) - concern about incentivizing ticket writing to cover operational costs*
- *Recognize the complexity and importance of the key question of whether enforcement should be human decisionmakers or automated license plate readers, whether police patrol cars/people should be involved or not in either system.*

- *Go back and revisit our thinking around Rec for considering phone-based apps to purchase time to park in "hot spot" areas -- did we mean "hot spot" metered areas, or RPP residential streets in/near "hot spot" areas?*
- *Is it too aspirational to aim for using signage, etc. to open up metered spaces to serve as loading zones at certain times? b/c it's so hard to control when a delivery shows up.*
- *Consider cutting the question about specific areas such as Willow Ave. unregulated spaces, instead, perhaps, prompt people to mention problem areas in the comments. We later drafted a global OPENING QUESTION to invite comment on any problems noted by the survey taker related to parking or public street space.*

Draft minutes prepared by Roger Schlegel.