

St. Petersburg Parking Demand Study

Recommendations & Comments

RECOMMENDATION	TIME-FRAME	COMMENT
Core Downtown On-Street		
1. Extend paid parking to new areas with high demand	Short-Term	
2. Review time restrictions to determine if longer time limits are appropriate; implement longer time limited paid parking in fringe areas where demand is lower	Short-Term	
3. Adjust enforcement hours to 12am, Monday through Saturday and until 8pm on Sundays	Short-Term	
4. Hourly rate increases for areas with high parking demands from \$1.00 to \$1.50. Recommended locations include Beach Dr. between Central Ave. and 5 th Ave North, along Central Ave between 6 th St and Bayshore Drive.	Short-Term	
5. Implement progressive pricing after the 2-hour limit, i.e. hours #3 and #4.	Short-Term	
6. Introduce new policy that requires people to move their car to a new block after the time limit has expired (non-metered)	Short-Term	
7. Implement demand-based pricing where prices range from \$1 to \$3	Mid-Term	
Core Downtown Off-Street		
1. Revisit monthly parking rates on regular basis	Short-Term	
2. Consider shared parking opportunities with private facilities and event only lots	Short-Term	
3. Support the Park Once Program	Short-Term	
4. Investigate Public Private Partnership opportunities	Short-Term	
5. Extend hours of operation so facilities are open later (MSC Garage)	Mid-Term	
6. Install counting technology in garages and lots	Mid-Term	
7. Construct new parking facilities (100-500 spaces) within private development facility (public-private partnership)	Mid-Term	
Residential Parking Program		
1. Revise the use of Residential Parking Permits	Short-Term	
2. Review program locations	Short-Term	
3. Implement metered parking	Short-Term	

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Edge District On-Street		
1. Maintain enforcement hours to 8am-11pm for entire District, except Sundays	Short-Term	
2. Return Baum Ave on-street parking time limits to 2-hours	Short-Term	
3. Introduce new policy that requires people to move their car to a new block after the time limit has expired	Short-Term	
4. Allow bicycle corrals in on-street spaces where appropriate	Short-Term	
5. Removal of landscaped islands to provide 40-50 additional on-street parking spaces	Short-Term	
6. Implement paid parking if occupancies consistently exceed 85%	Short/Mid-Term	
7. Implement progressive pricing if occupancies continue to exceed 85%	Long-Term	
Edge District Off-Street		
1. Consider shared parking opportunities: <ul style="list-style-type: none"> ▲ Detective Lot for employee parking ▲ New police station ▲ Old police station ▲ Use of the 800 1st Avenue South Lot for employee parking, located east of Edge District ▲ Incorporate valet in remote off-street facilities ▲ Tropicana Field and other event only lots made available on non-event days 	Short-Term	
2. Investigate Public Private Partnership opportunities	Short-Term	
3. Construct new parking facilities (100-300 spaces) within private development facility (public-private partnership)	Mid-Term	
General		
Marketing, Education, Wayfinding		
1. Implement consistent branding and wayfinding. Included in this effort should be signage that supports the Park Once Program	Short-Term	
2. Develop Smartphone Application with Parking Information	Short-Term	
3. Expand information provided on City parking website	Short-Term	
4. Continue marketing, education, and branding efforts and incorporate changes to the parking system into the efforts	Mid-Term	
5. Expand the capabilities of the smartphone application to include real-time parking information	Long-Term	