

South Knoll Area Neighborhood Plan

Neighborhood Resource Team Discussion Notes

Meeting # 9– July 16, 2013

Open House Results – The intent of the meeting is to discuss the outcome of the Open House meeting held on Tuesday, July 9, 2013 and make final decisions on all action items.

Laura Lane sidewalk, Angelina Circle sidewalk, and Pine Ridge Drive Sidewalk

The NRT agreed that the sidewalk segments did not increase connectivity in the area and that, based on the Open House polls, were not desired by residents of those areas.

The sidewalks will not be included in the South Knoll Area Neighborhood Plan.

Glade Street Bike Lane

The NRT agreed that the Bicycle Master Plan should be amended to change Glade Street’s designation from a bike lane to a bike route. Additionally, the NRT recommended that parking should be restricted on the east side of Glade Street Monday through Friday from 7:00 a.m. until 6:00 p.m. to help facilitate safer bicycle movements north toward the middle school and Texas A&M University.

Discussion included the following:

- Concerns remained about inconveniencing the residents of Glade Street.
- Glade has changed character over the years – more rentals now, more on-street parking, faster speeds, more cars, fewer children living in the area.
- Glade used to not have any parking on it... biking to campus was easy and safe. Now the on-street parking means that on a bike you have to swerve in and out of the main travel lanes to avoid the cars parked along the street. No longer feel safe biking on Glade.
- Recognize that it may take years for the number of cyclists to increase as they feel that this route has become safer.
- If this recommendation fails, it can easily be fixed (by removing parking restriction signs). If the recommendation is not enough, nothing precludes it from being changed back into a bike lane.
- Glade is broken – whether driving a car or riding a bike, you have to swerve in and out of parked cars – it is an area that needs to be fixed.

On-Street Parking in the South Knoll Area

The NRT agreed that parking should be removed from both sides of all streets between the hours of 2:00 a.m. – 6:00 a.m. to address the concentration of vehicles parked on the streets that is negatively affecting the desired single-family residential character. Restricting parking during the nighttime hours ensures that residents of the area are using their driveways as their permanent parking area, with the hope of creating a habit that will eventually decongest the streets, while limiting the inconvenience to the residents by allowing parking for visitors/guests for social gatherings.

Additionally, and separate from the recommendation above, the NRT recommended that the majority of property owners on a streets should be able to request that parking be permanently removed from one side of their street. For this process, the NRT recommended that each “building plot” (land with a house on it) be allowed one vote (to create the majority- 50% +1) and that a street be considered from intersection to intersection (even a three legged intersection). This process is intended for areas that want to do more to restrict parking on their street.

Discussion included the following:

- Self determination may be the best option to limit controversy
- Self determination won't work for areas already experiencing heavy student rentals
- Self determination is not proactive – it is likely reactive. Once the area gets that bad, there may not be enough permanent home owners to get parking removed to improve the character.
- Southside has parking removed from one side of most streets. Is that a process that S. Knoll could go through? Southside is notably easier to drive through, less congested.
- South Knoll's parking isn't terrible yet, but it is headed that way. Need to do something proactive now to save the neighborhood. Need to be thinking 5 to 10 years out.
- Football parking already extends south of Holleman. With Kyle Field expansion, it will only continue to grow to the south.
- Student rentals have so many vehicles associated with them. Affects the single-family character of the area.
- If we go with the 2:00 a.m.-6:00 a.m. option, we will need to educate people on WHY.
- What are we trying to promote?
- We are not going to change the fact that our area is changing... but we are trying to at least slow it down. Need to make parking a “problem”... it shouldn't be so easy for residents with lots of cars to use the public street as their permanent parking space. Remove the parking or make it more difficult to park their and it may help control the density of people (and cars) moving into each house.
- People park on the street because it is convenient. Need to park on their own property.
- Glade – concern that speeding may increase if parking removed. Need to ensure its enforced
- Don't think that 2:00-6:00 has a chance of being adopted unless they understand the rationale, the intent. We are concerned with the many vehicles per residence – the overall number of vehicles in the neighborhood. Requiring that people use their driveway (only 2:00 am-6:00 am) will create a habit of parking on their own property – since it is unlikely that people will be moving cars off the street at 2 and back on at 6. The intent is to decongest the area. Help make walking and biking on these streets safer. The time limitations also allow residents to have social gatherings at their home with their guests parking on the street. Additionally, this option may have a crime prevention benefit since all residents would be parked in their driveways – potential for reduced car break-ins and house break-ins.
- There are other cities that limit parking on the street from 2:00-6:00 a.m. – cities in the northeast do this to control vehicle congestion on the street (with the added benefit of snow removal in the winter). Pasadena, California does it as well.
- Enforcement will likely be mainly complaint driven. The Police Department is responsible for parking enforcement. An officer may notice violations during patrol. Residents may have to call in complaints. Most people will do the right thing and not parking where it says “no parking.”