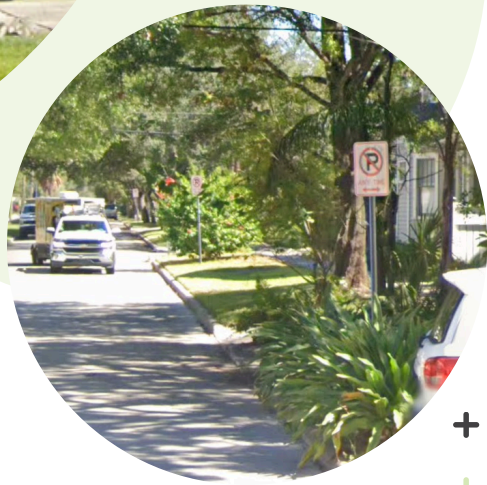




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One-Side Street Parking Pilot Data Report

May 2024



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Prepared By
City of Tampa
Parking Division

Table Of

Contents

1	Pilot Program Description	++
2	Full Pilot Data Summary	++
3	S Delaware Ave Segment	++
4	W De Leon St Segment	++
5	W Watrous Ave Segment	
6	S Albany Ave Segment	
7	Conclusion	

Pilot Program Description



The City of Tampa One-Side Street Parking Pilot Program began in 2023 following calls from many residents within the community for action to be taken with respect to crowded parking, parked vehicles blocking access to driveways, and parked vehicles inhibiting the travel of emergency and solid waste vehicles due to the narrow width of the streets.

Following a meeting with the community at Kate Jackson Park, the pilot program was implemented which included proper signage and enforcement for the existing on-street parking restrictions per City Code Section 15-43(c):

“It is unlawful for any person to stop, stand or park a vehicle across the street from a driveway if the street width is twenty-five (25) feet or less except in metered spaces or otherwise marked spaces available for parking or to momentarily pick up or discharge a passenger”

and City Code Section 15-44:

“It is unlawful for any operator to stop, stand or park any vehicle upon a street, in a traffic lane, any alley or other city owned or operated property in such a manner or under such conditions as to leave available less than ten (10) feet of the width of the traffic lane or roadway for free movement of vehicular traffic, except that an operator may stop only during the actual loading or unloading of passengers or when necessary in obedience to traffic regulations or traffic signs or signals or a police officer.”

Per these existing code restrictions, on-street parking is not permitted on both sides of the street for many of the roads in the program area. Many of these streets do not meet the 25' width minimum, or parking would not allow for the required 10' of traffic lane to be available. As such, portions of South Delaware Avenue, South Albany Avenue, West Watrous Avenue, and West De Leon Street were identified as key streets for this program.

Full Pilot Program Data Overview



In April 2024, a survey was sent to all residents residing on streets in which the program signage was installed and the impacted side streets. The survey was available from Monday April 8th, 2024 through Tuesday April 30th, 2024. 196 total responses were received. The results are summarized on the next page, with a more detailed dive into each street segment following.



Full Pilot Program Data Summary

Of the 196 total responses, 50% reported a positive experience during the program; 26% reported a neutral experience; 23% reported a negative experience. The majority of respondents reported either no change or better accessibility for larger critical service vehicles such as emergency management and solid waste to traverse the street near their residences.

49% indicated that during the program, visibility of bicyclists and pedestrians was better; 38% reported no change from previously existing conditions. 71% reported no impact to accessibility of an alley during this program; 13% reported a harder time accessing an alley due to vehicles parked in or blocking driveways that are off the alley.

During the implementation of this pilot program, 52% of respondents indicated no change to vehicle speeds on their street; 29% reported speeding along the street worsened. 56% of respondents indicated no change in the ability to find legal on-street parking; 37% indicated a harder time locating available legal parking.

Lastly, when asked if they would like to see this program continue, 58% indicated that they would like for the program to stay; 19% indicated that they were neutral; and 23% indicated that they would like for the program to not continue.

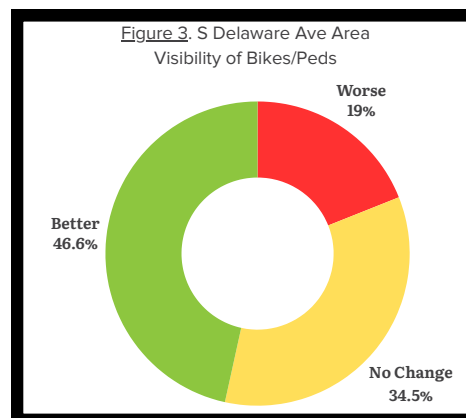
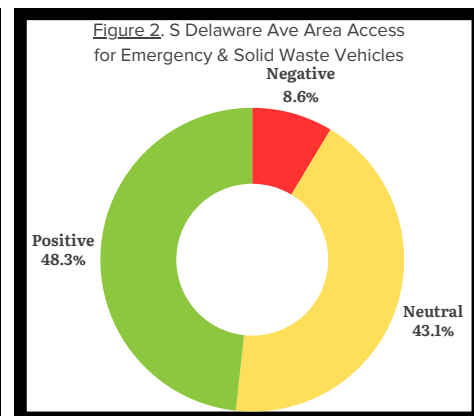
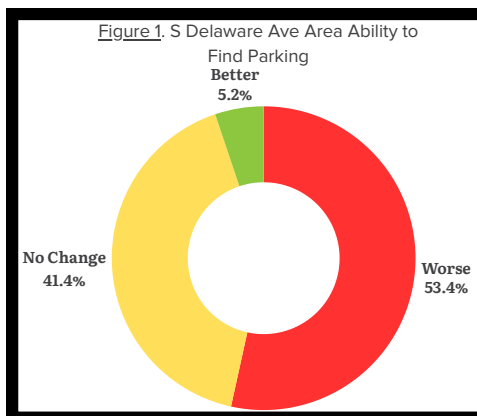
South Delaware

Avenue Segment ⁺⁺

The South Delaware Avenue Segment ran from West Platt Street at the north to Bayshore Boulevard to the south, spanning six blocks in the Hyde Park residential area.

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58 residents of the South Delaware Avenue segment and its neighboring streets responded to the pilot program survey. The responses from South Delaware Avenue and the neighboring side streets can be seen in the figures below:

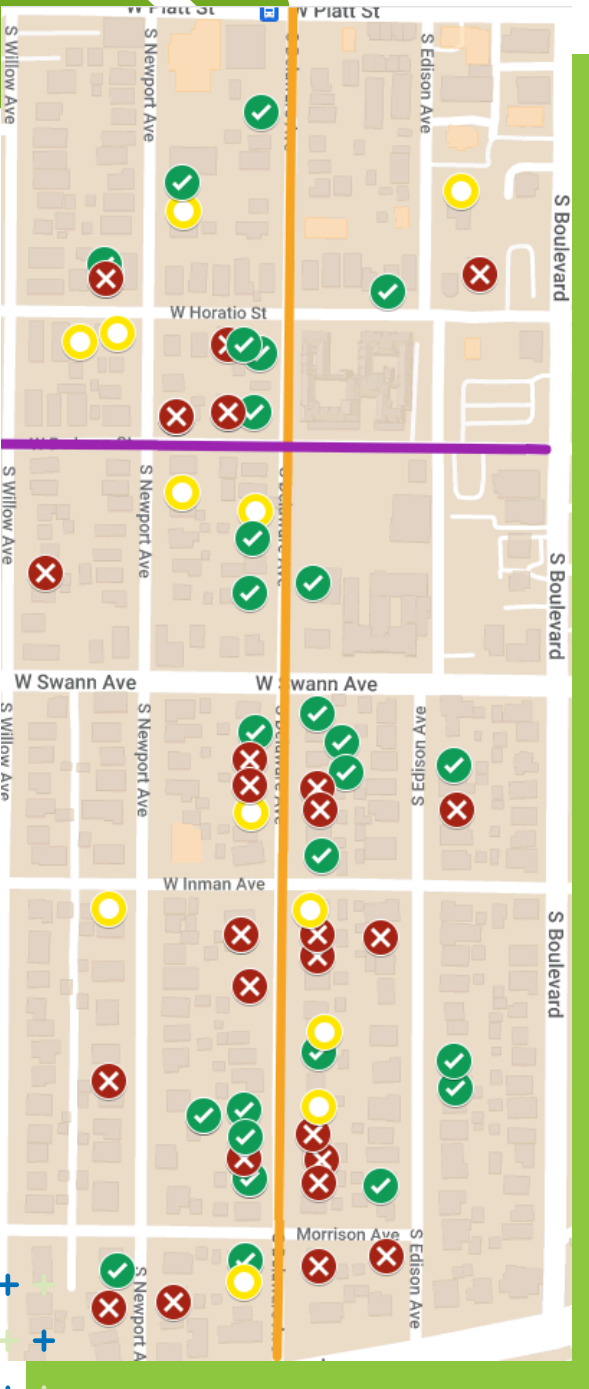


The image to the left illustrates the main program street as well as the neighboring side streets that were surveyed.

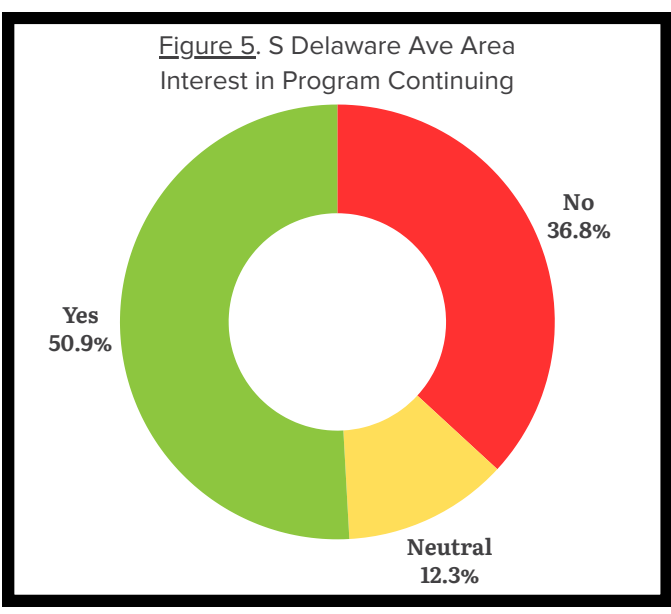
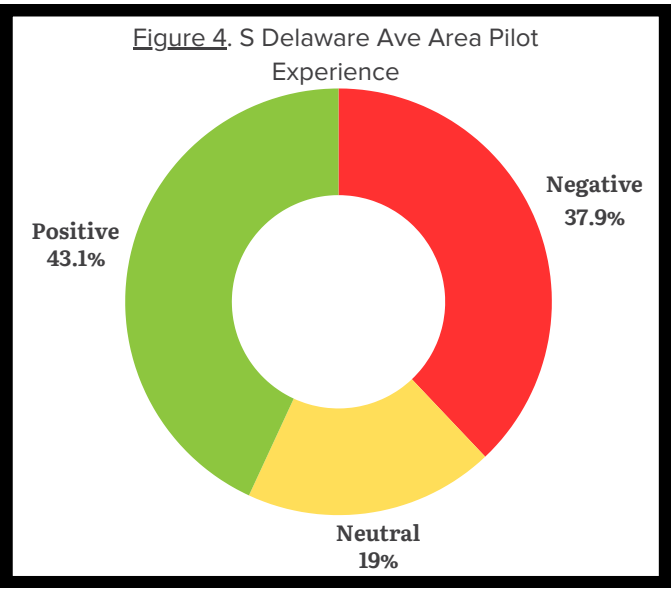
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South Delaware Avenue Segment

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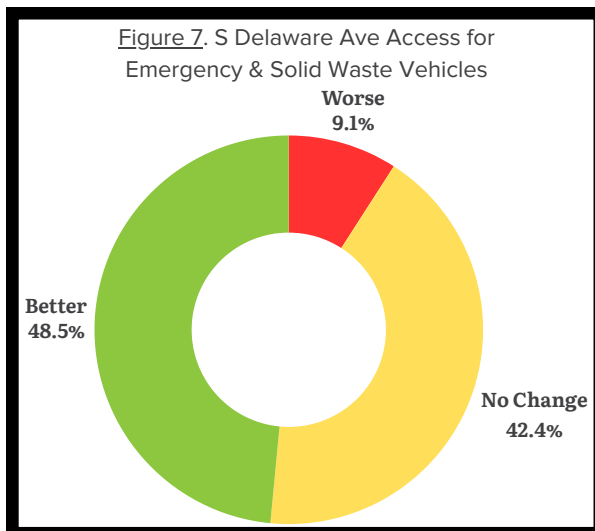
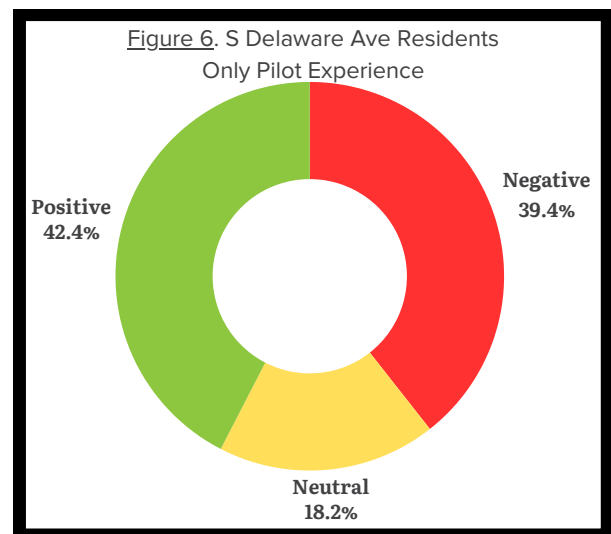
The image to the left illustrates the distribution of residences within the pilot area and their response to continuing the program.



South Delaware Avenue Segment ⁺⁺ ⁺⁺ ⁺⁺ ⁺⁺

Looking at just the responses from the residents of the South Delaware Avenue Segment of the Pilot Program, 42% of the residents reported a positive experience; 39% reported a negative experience; and 18% reported a neutral experience as shown in [Figure 6](#) to the right.

Residents were asked to report on several factors which could have been influenced by the program, such as on-street parking, vehicle speeds, and accessibility for bicyclists and pedestrians.

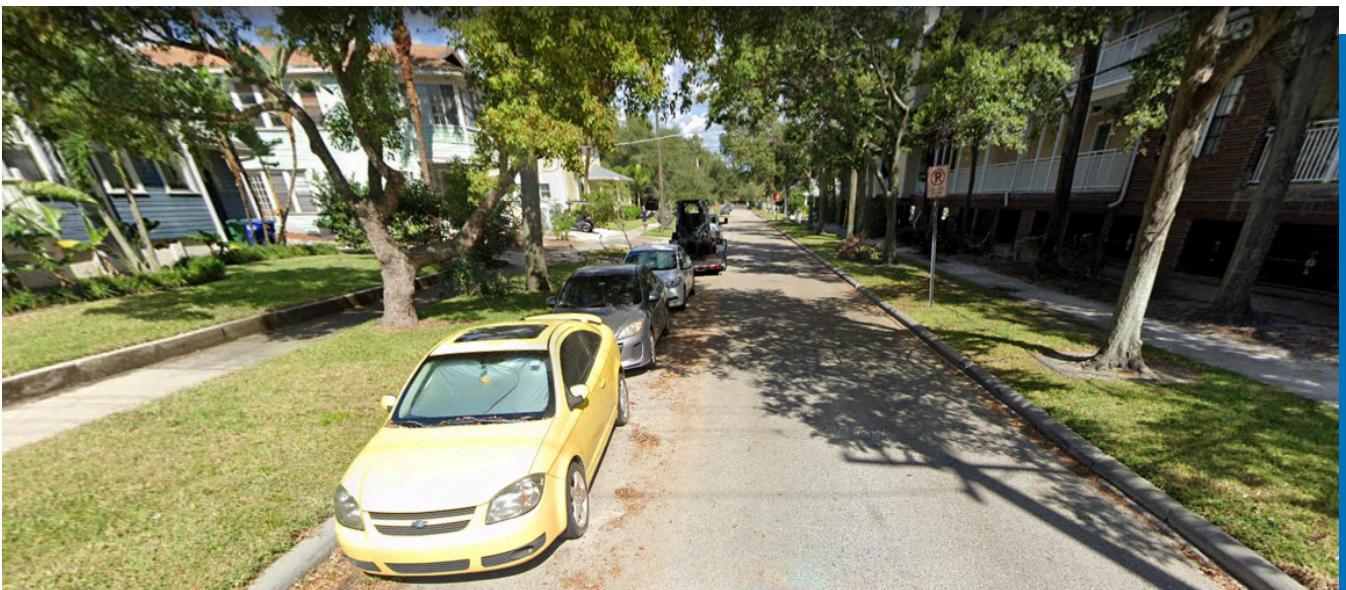
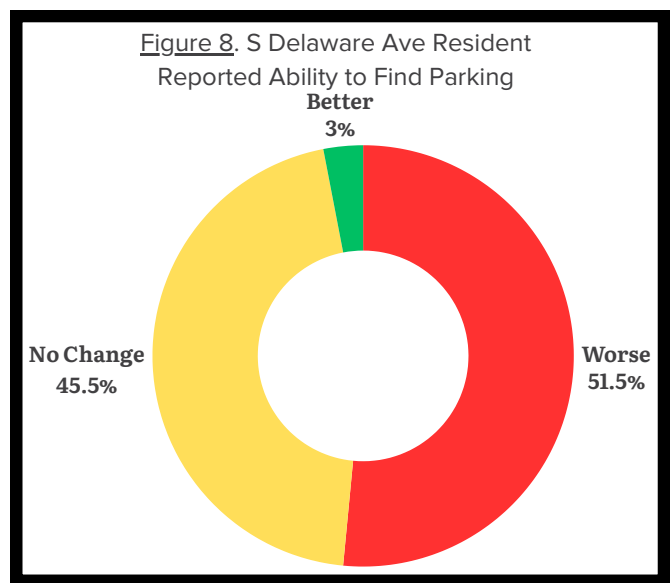


Resident feedback indicated the program had a positive impact in this area with respect to access for City of Tampa solid waste and large emergency vehicles ability to access and traverse the roadway. [Figure 7](#). (to the left) shows data reported from residents of the South Delaware Avenue.

South Delaware Avenue Segment



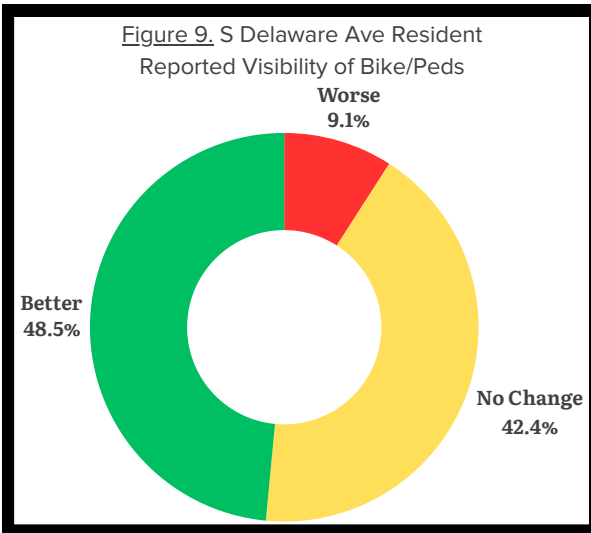
During the program 52% of residents reported their ability to find parking worsened; 46% of residents reported no change as shown in [Figure 8](#).



South Delaware Avenue Segment

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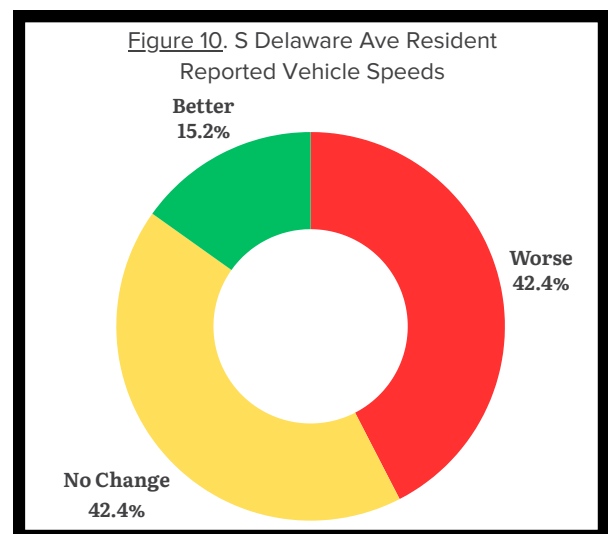
Figure 9. S Delaware Ave Resident Reported Visibility of Bike/Peds



Another aspect of this pilot was to look at its impact on alternate transit modes as well as vehicle speeds. [Figure 9.](#) and [Figure 10.](#) show the program had a positive impact on the visibility of bicyclists and pedestrians along this segment. As for vehicle speeds, residents reported either an increase or no change along this road segment; 15% indicated a positive impact on this metric.



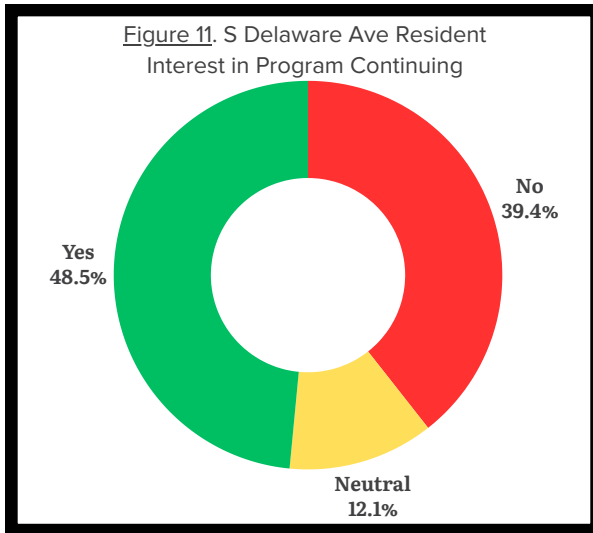
Figure 10. S Delaware Ave Resident Reported Vehicle Speeds



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South Delaware Avenue Segment

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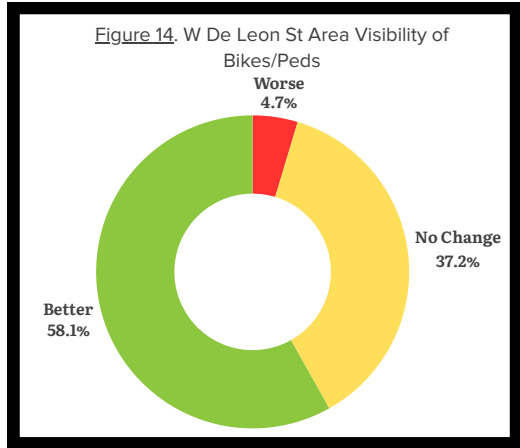
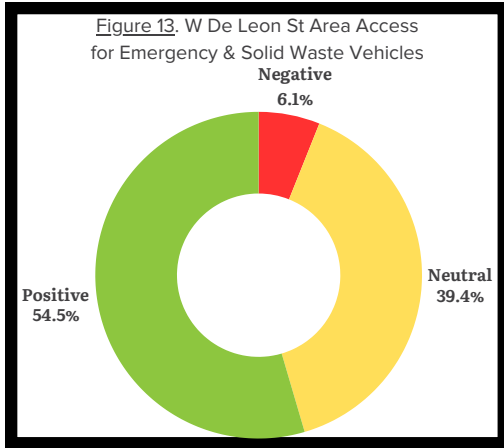
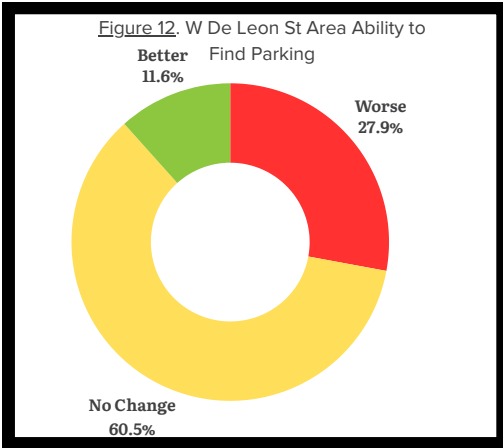
Lastly, residents along South Delaware Avenue from Platt Street to Bayshore Boulevard were asked if they would like to see this program continue. 48.5% responded they would like to see this program continue; 12% indicated they were neutral on continuance of the program; and 39% indicated a desire to discontinue the program.



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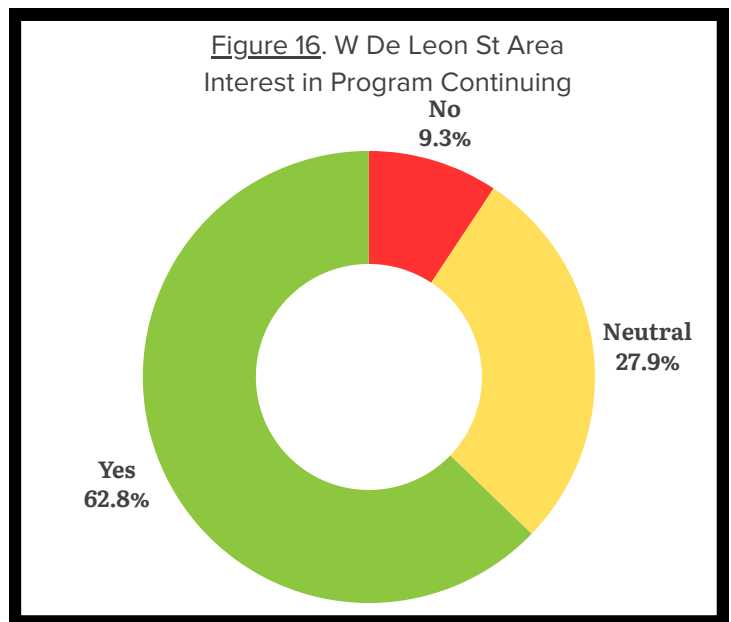
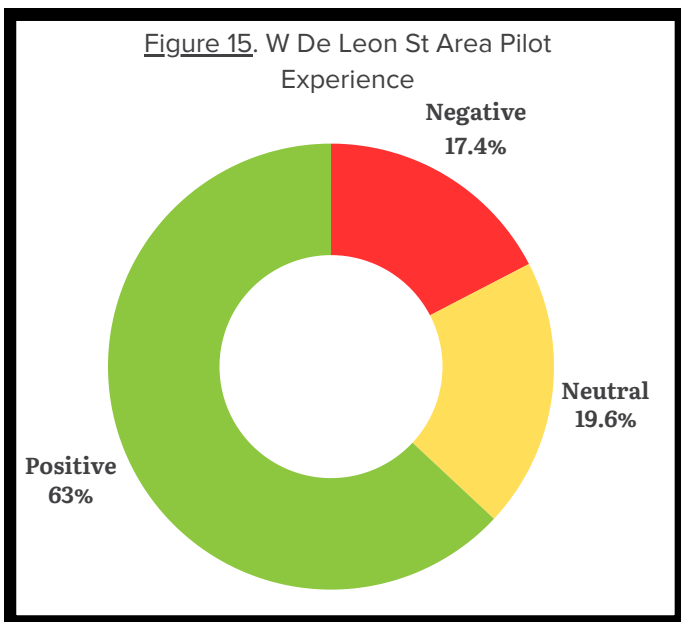
West De Leon Street Segment

The West De Leon Street Segment ran from South Westland Avenue on the west to South Edison Avenue on the east, spanning twelve blocks in the Hyde Park residential area. 43 residents of the West De Leon Street segment and its neighboring streets responded to the pilot program survey. The responses from West De Leon Street and the neighboring side streets can be seen in the figures below:

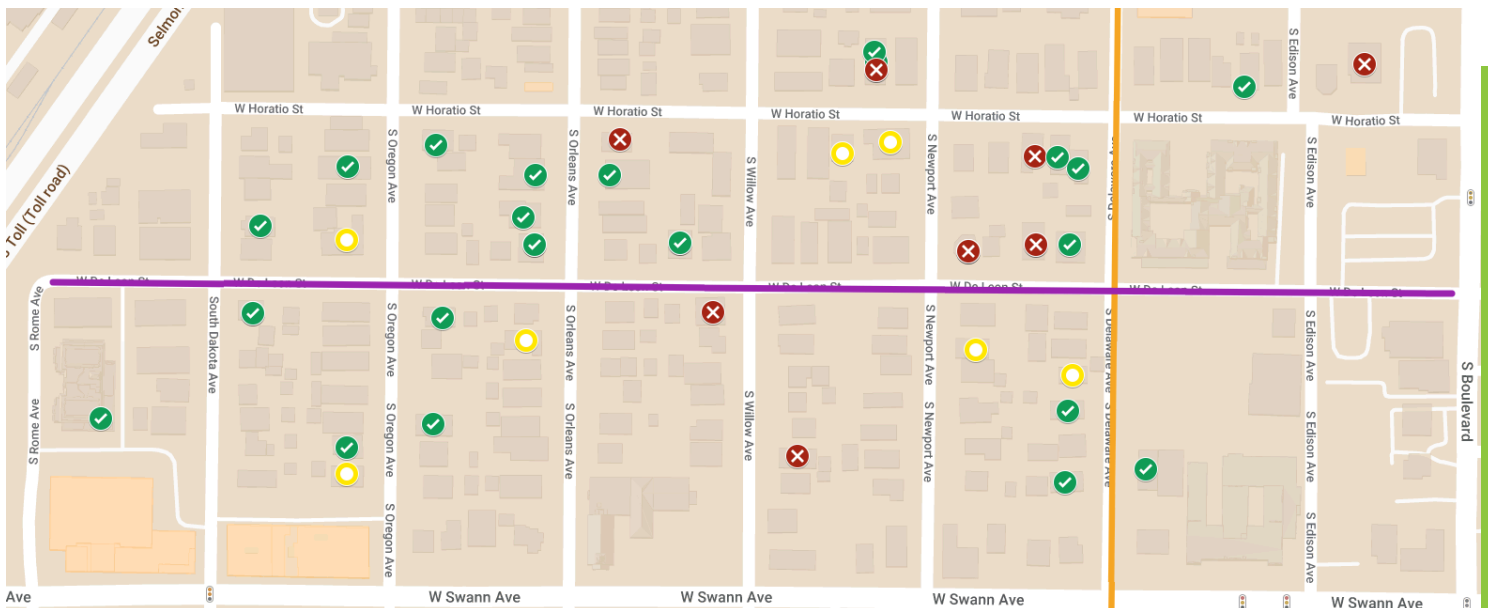


The image above illustrates the main program street as well as the neighboring side streets that were surveyed.

West De Leon Street Segment



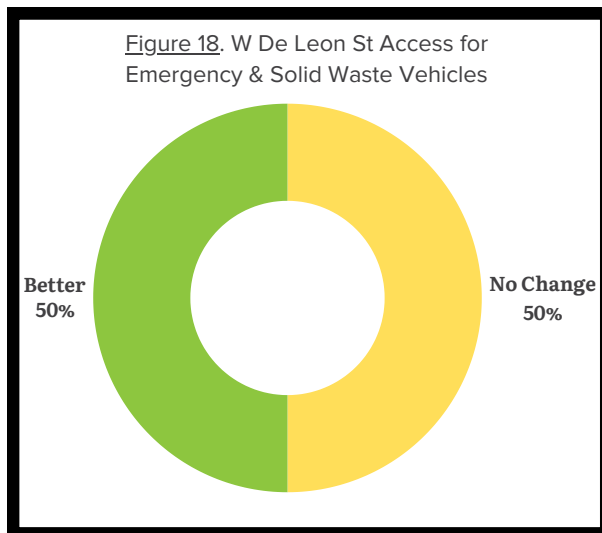
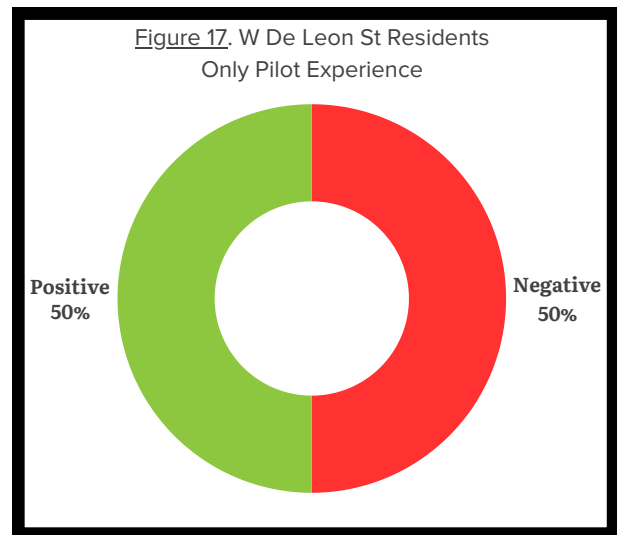
The image to the below illustrates the distribution of residences within the pilot area and their response to continuing the program.



West De Leon Street Segment

Looking at just the responses from the residents of the West De Leon Street Segment of the Pilot Program resident experience was split 50/50, with 50% reporting a positive experience and 50% reporting a negative experience with the program as shown in [Figure 17](#).

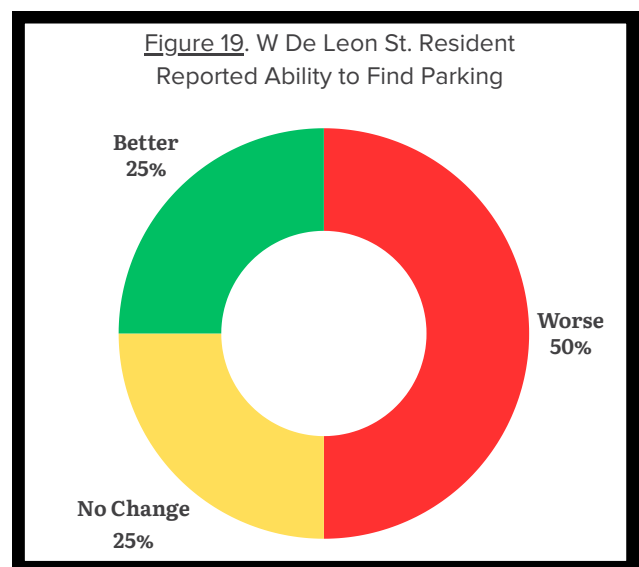
Residents were asked to report on several factors which could have been influenced by the program such as on-street parking, vehicle speeds, and accessibility for bicyclists and pedestrians.



According to resident feedback, 50% reported better access; and 50% reported no change in ability to access the roadway for City of Tampa solid waste and large emergency vehicles. [Figure 18](#). (to the left) illustrates the data reported from the survey of community members.

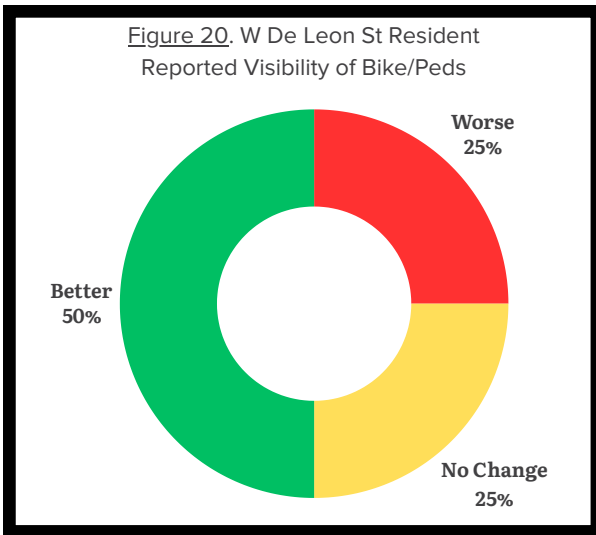
West De Leon Street Segment

During the program 50% reported their ability to find legal parking worsened; 25% reported no change; and 25% reported their ability to find legal parking was better. This breakdown can be seen in [Figure 19](#). (to the right).



West De Leon Street Segment

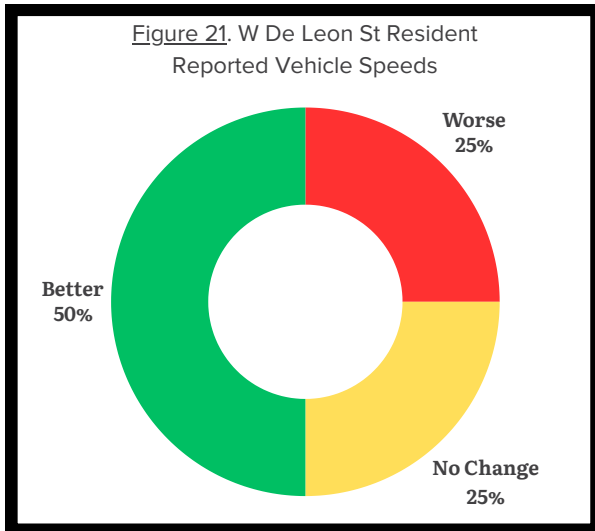
Figure 20. W De Leon St Resident Reported Visibility of Bike/Peds



Another important aspect of the program was to look at its impact on alternative transit modes as well as vehicle speeds. [Figure 20.](#) and [Figure 21.](#) show the program had a positive impact on vehicle speeds reported by residents along the West De Leon Street road segment, as well as an overall enhancement to visibility of bicyclists and pedestrians.



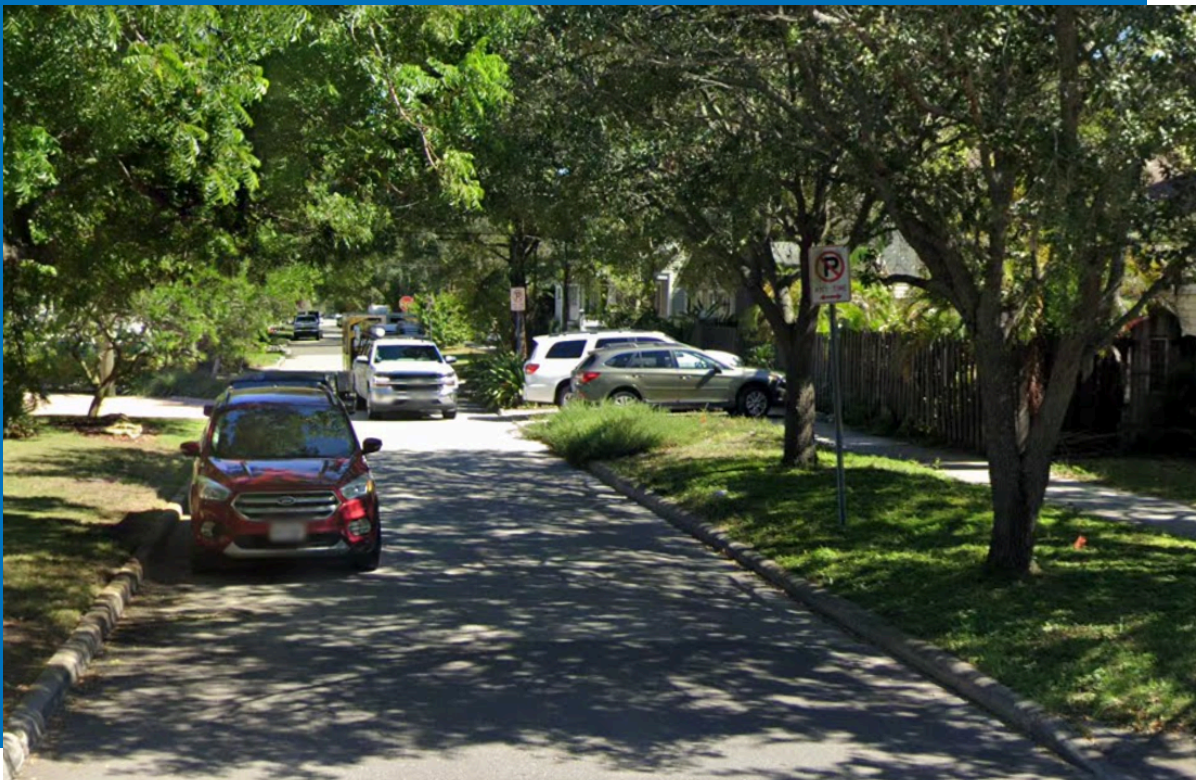
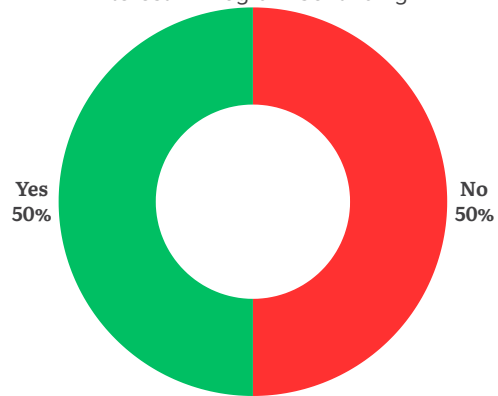
Figure 21. W De Leon St Resident Reported Vehicle Speeds



West De Leon Street Segment

Lastly, residents along West De Leon Street from South Westland Avenue to South Edison Avenue were asked if they would like to see the program continue. Responses were split between residents in the area. 50% indicated wanting the program to continue; 50% indicated a desire to discontinue the program.

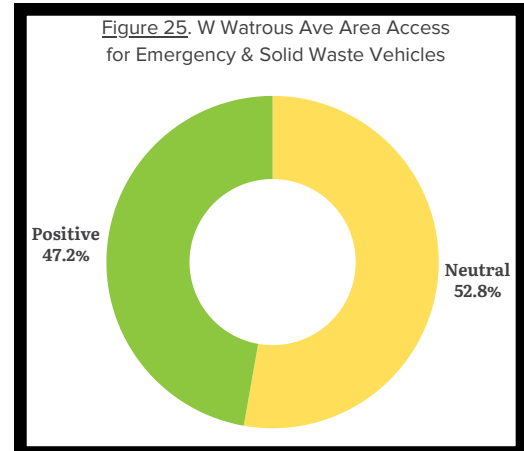
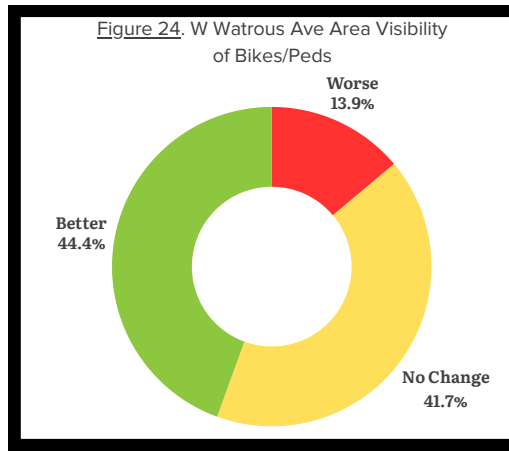
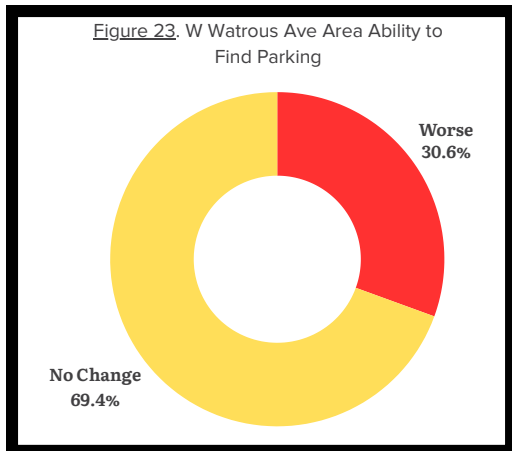
Figure 22. W De Leon St Resident Interest in Program Continuing



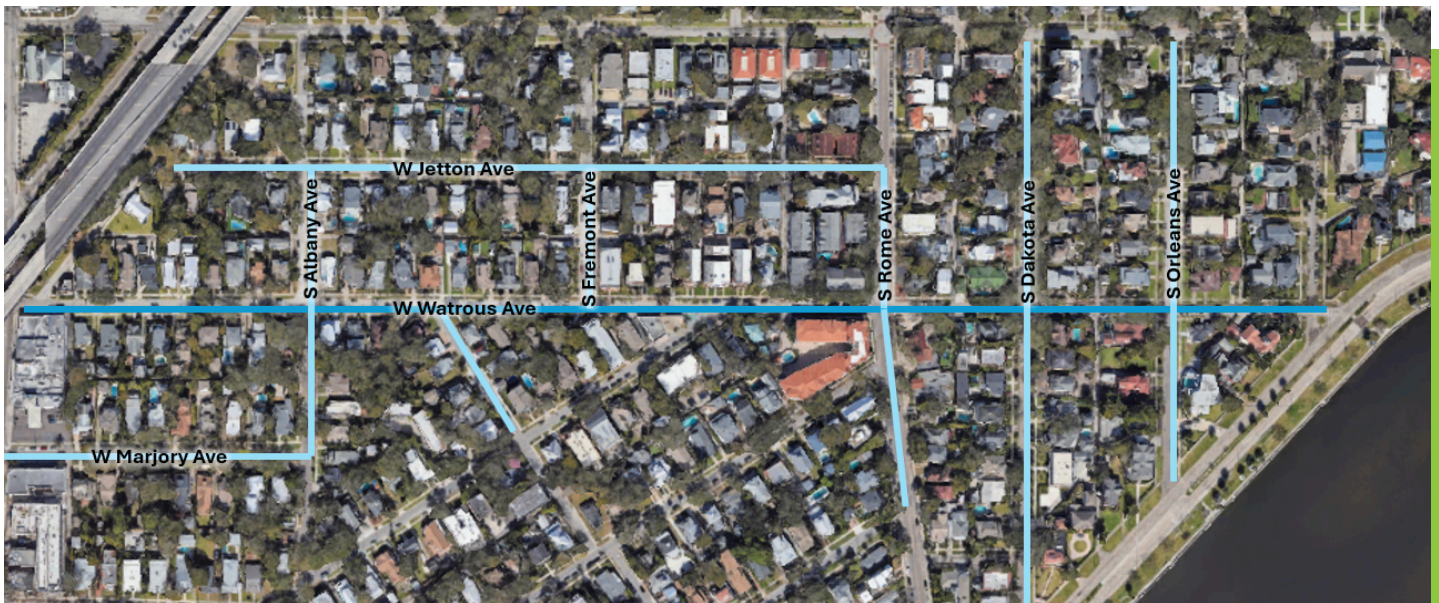
West Watrous Avenue Segment

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The West Watrous Avenue Segment ran from South Howard Avenue on the west to Bayshore Boulevard on the east, spanning twelve blocks in the Hyde Park residential area. 36 residents of the West Watrous Avenue segment and its neighboring streets responded to the survey. The responses from West Watrous Avenue and the neighboring side streets can be seen in the figures below:

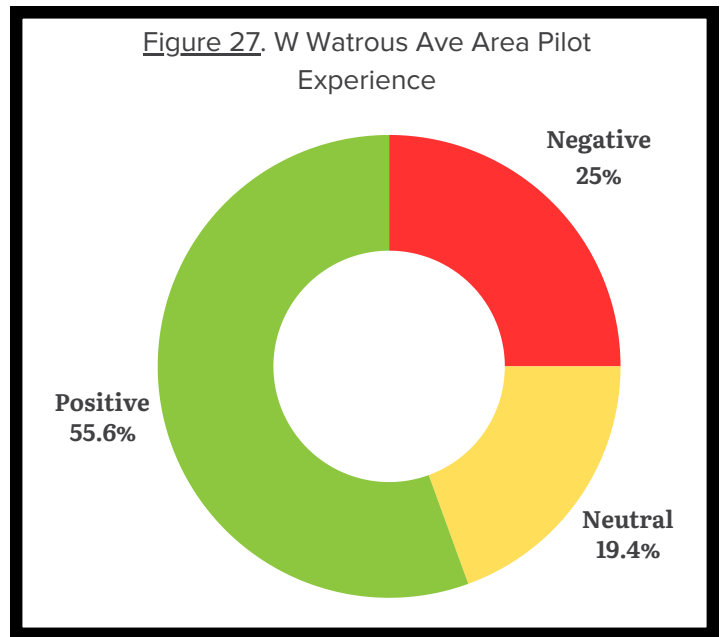
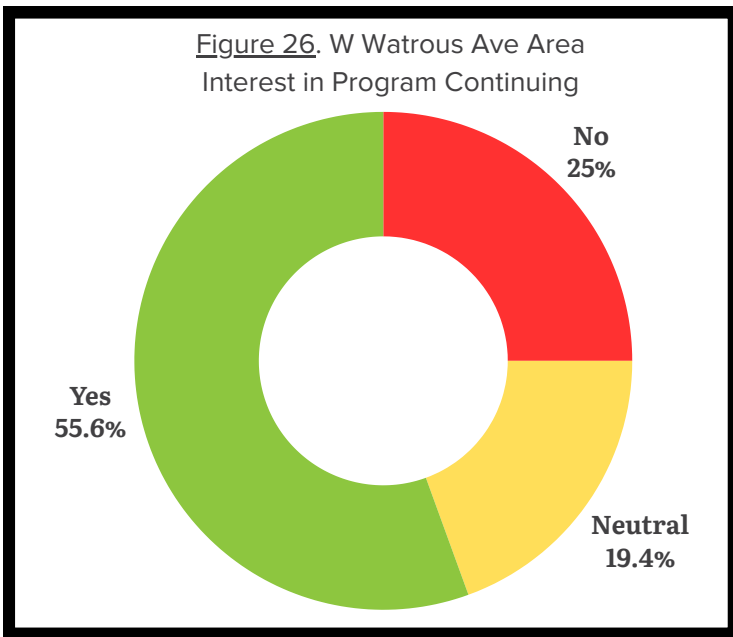


The image below illustrates the main program street as well as the neighboring side streets that were surveyed.

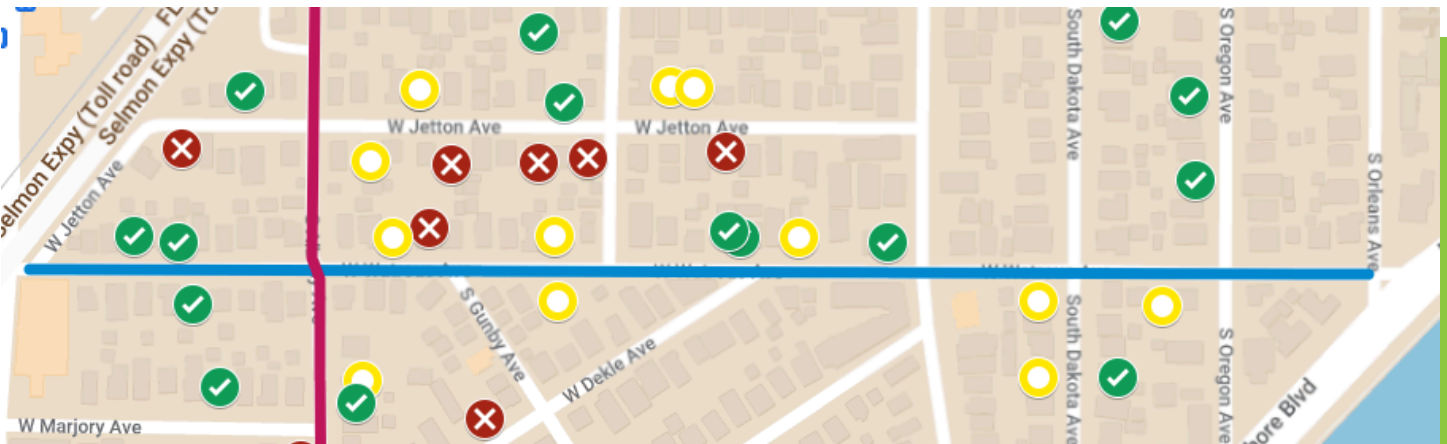


West Watrous Avenue Segment

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The image below illustrates the distribution of residences within the pilot area and their response to continuing the program.

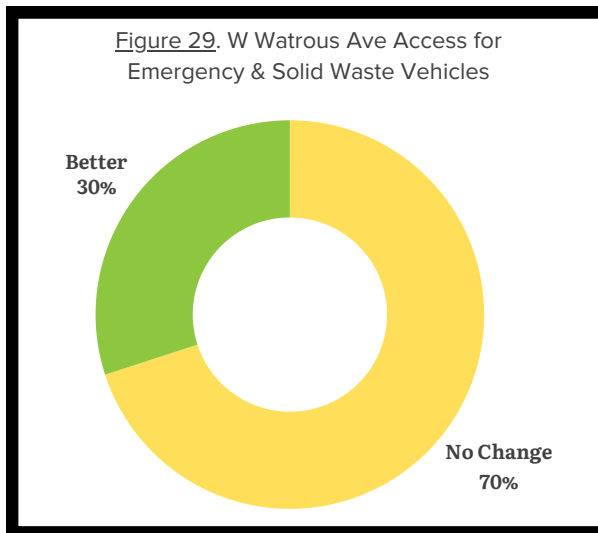
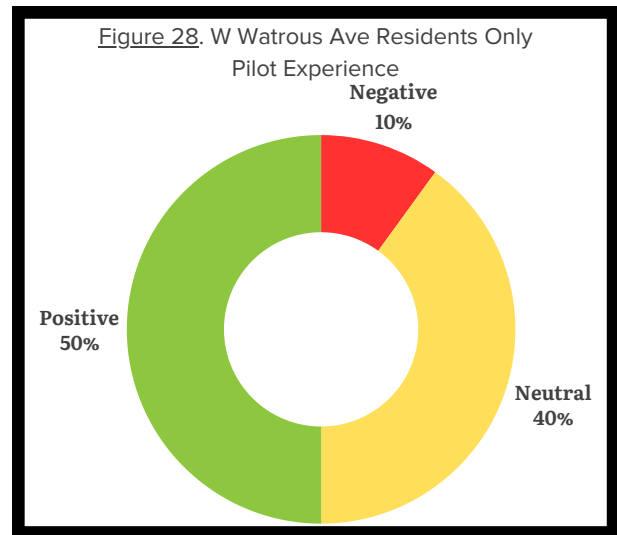


West Watrous Avenue Segment



50% of the residents on the West Watrous Avenue Segment of the program reported a positive experience; 40% reported a neutral experience; 10% reported a negative experience.

Residents were asked to report on several factors which could be influenced by the program such as on-street parking, vehicle speeds, and accessibility for bicyclists and pedestrians.



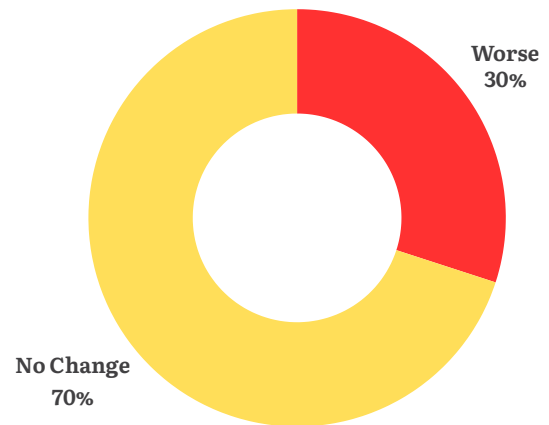
According to resident feedback, the program had no observable impact in this area with respect to roadway accessibility for City of Tampa solid waste and large emergency vehicles. [Figure 29](#). (to the left) shows the data reported from the survey of community members.

West Watrous Avenue Segment

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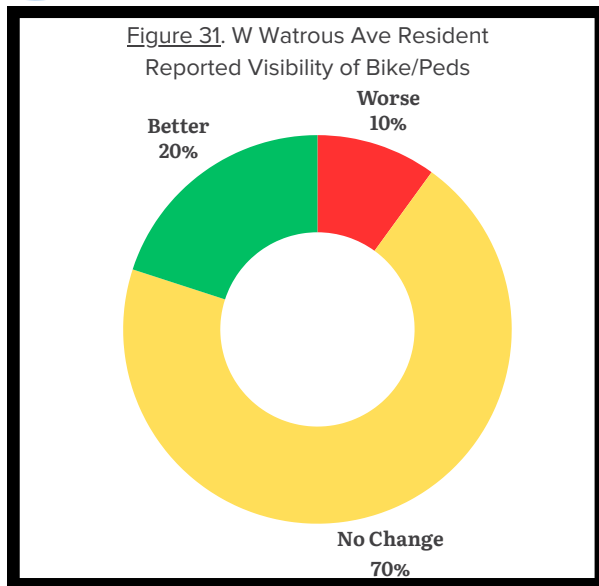
During the program the 70% reported no change to their ability to find legal parking; 30% reported their ability to find legal parking worsened. See [Figure 30.](#) (to the right).

Figure 30. W Watrous Ave Resident Reported Ability to Find Parking

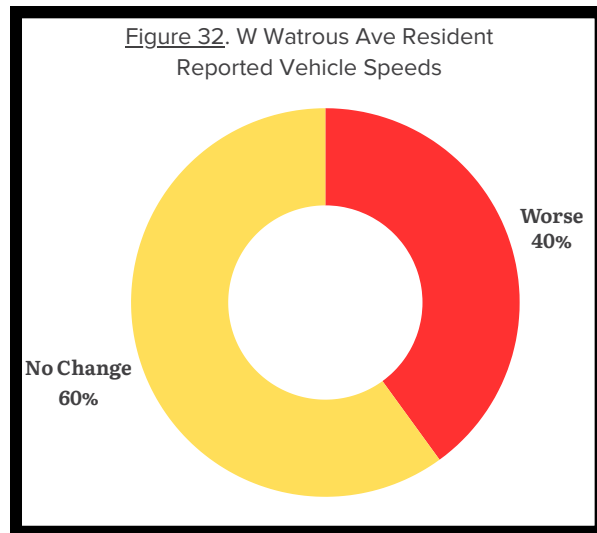
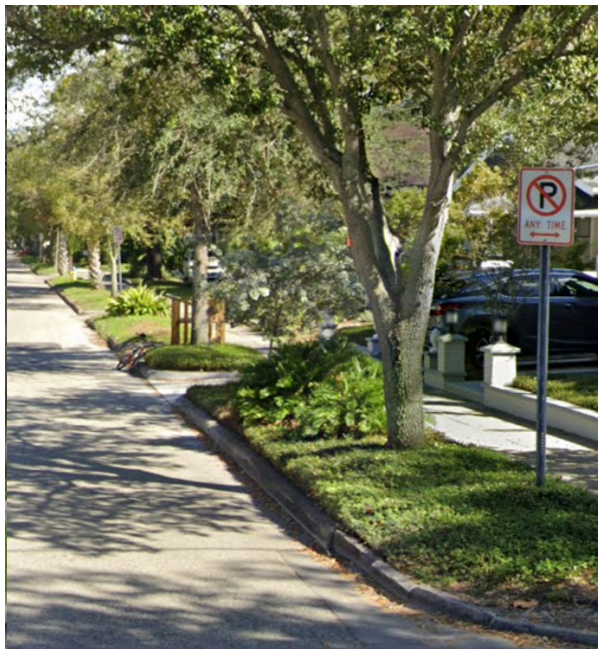


West Watrous Avenue Segment

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Another important aspect of this program was to look at the impact on alternate transit modes and vehicle speeds. [Figure 31.](#) and [Figure 32.](#) show, 70% reported no change; and 20% reported better visibility of bicyclists and pedestrians. 60% reported no change; and 40% reported worsened conditions in vehicle speeds along this segment.

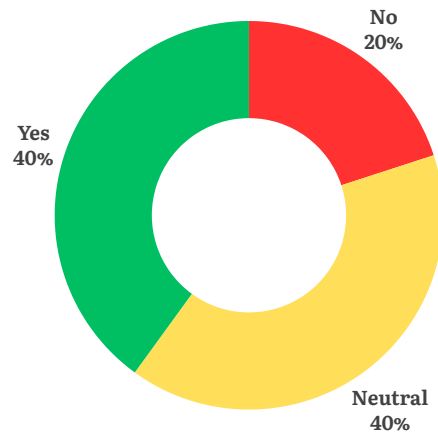


West Watrous Avenue Segment



Lastly, residents along West Watrous Avenue from South Howard Avenue to Bayshore Boulevard were asked if they would like to see this program continue. 40% reported they would like the program to continue; 40% reported they were neutral; and 20% were in favor of discontinuing the program.

Figure 33. W Watrous Ave Resident Interest in Program Continuing

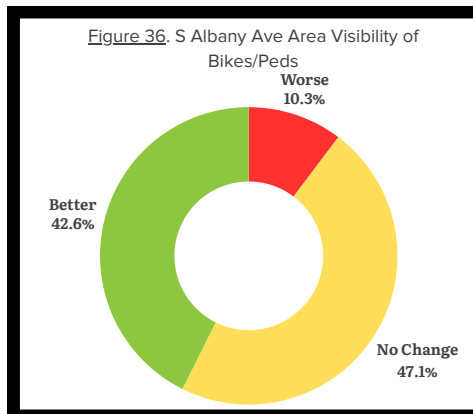
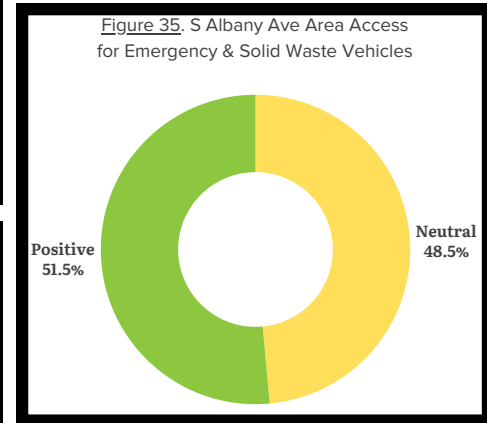
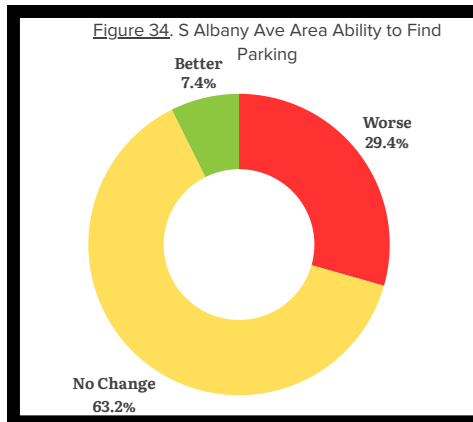


South Albany Avenue Segment

- ++ The South Albany Avenue Segment ran from Kennedy
- ++ Boulevard on the north to Bayshore Boulevard on the south,
- ++ spanning thirteen blocks in the Hyde Park residential area.

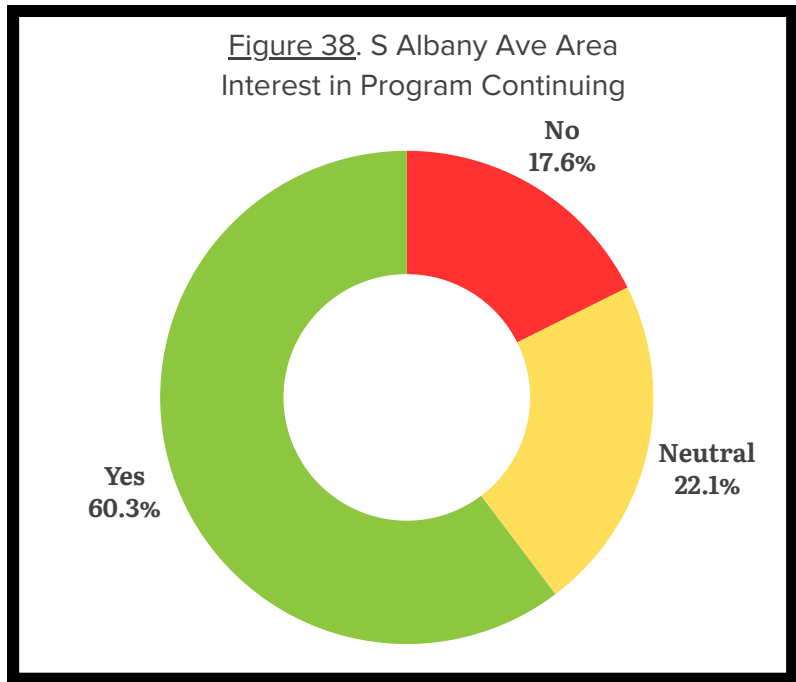
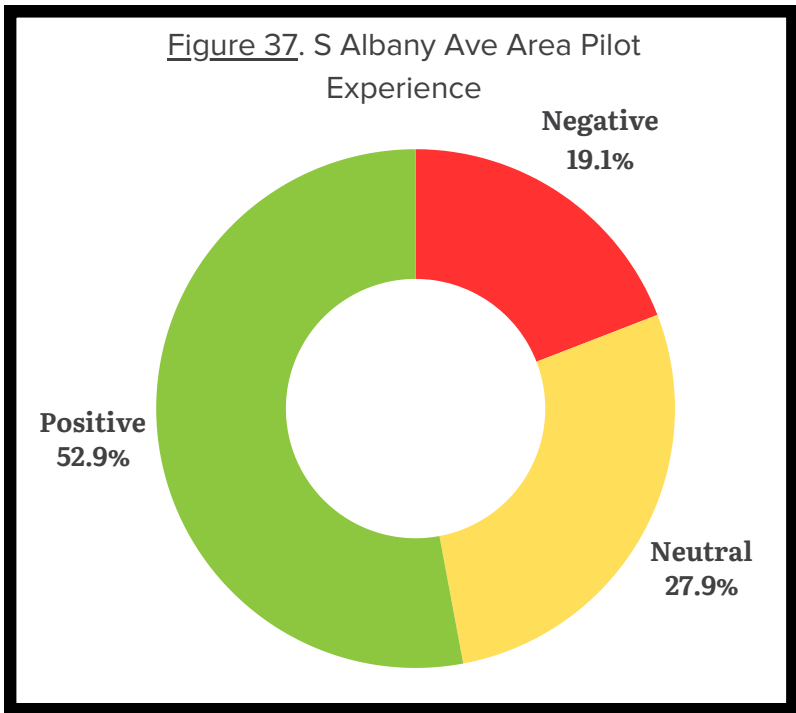


36 residents of the West Watrous Avenue segment and its neighboring streets responded to the pilot program survey. The responses from South Albany Avenue and the neighboring side streets can be seen in the figures below:



The image to the left illustrates the main program street as well as the impacted neighboring streets that were surveyed.

South Albany Avenue Segment



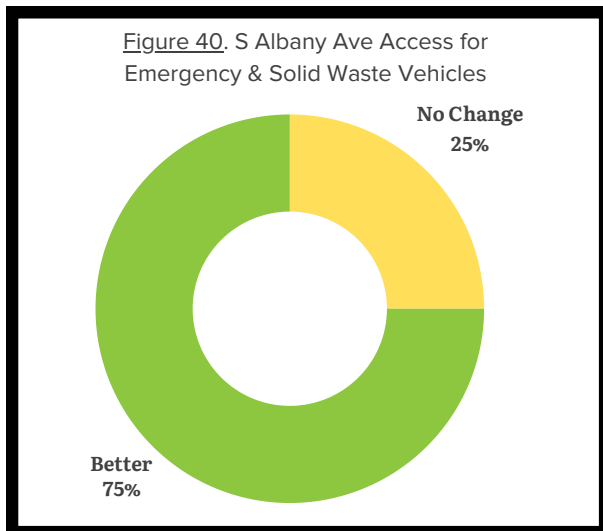
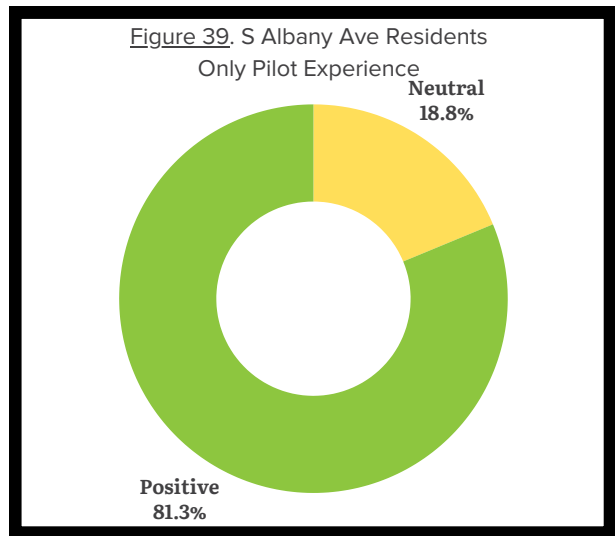
The image to the left illustrates the distribution of residences within the pilot area and their response to continuing the program.

South Albany Avenue Segment



Looking at just the responses from the residents of the South Albany Avenue Segment of the program 81.3% reported a positive experience; 18.8% reported a neutral experience with the program.

Residents were asked to report on several factors which could be influenced by this program such as on-street parking, vehicle speeds, and accessibility for bicyclists and pedestrians.



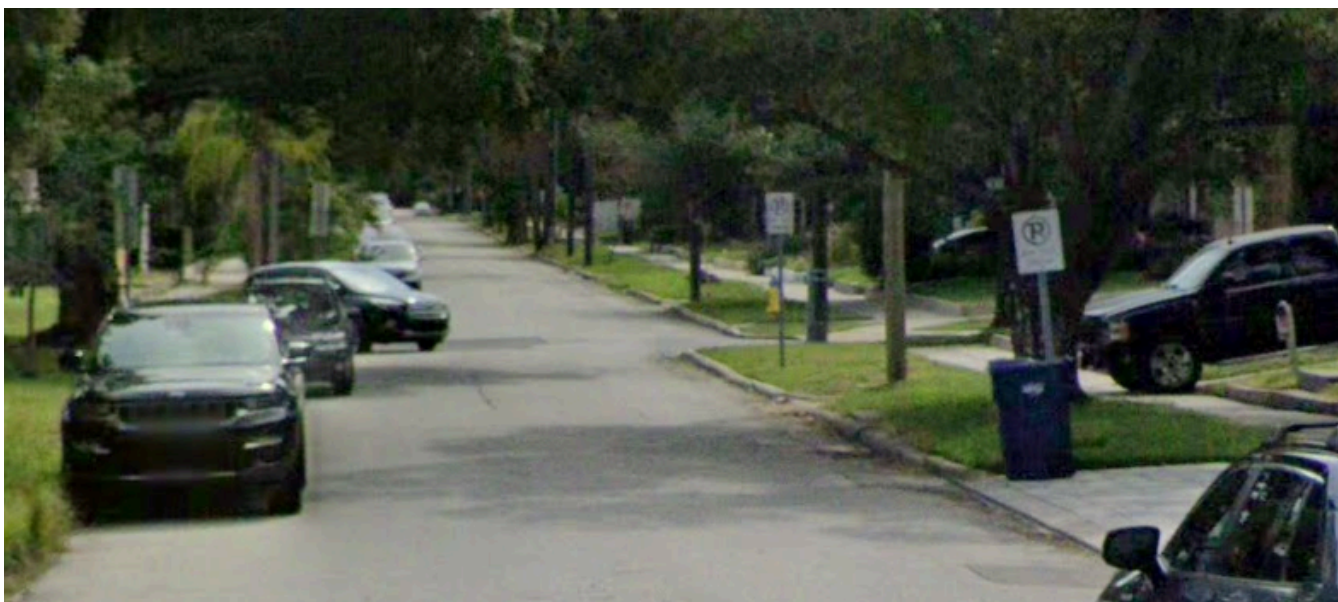
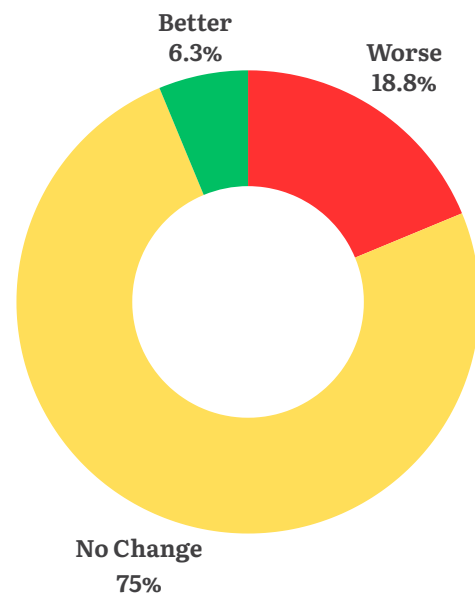
According to resident feedback, 75% reported better roadway accessibility for City of Tampa solid waste and large emergency vehicles; and 25% reported no change. [Figure 40.](#) (to the left) shows the data reported from the survey of community members.

South Albany Avenue Segment

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During the program 75% reported no change in the ability to find legal parking; 18.8% the ability to find legal parking, worsened; and 6.3% reported the ability to find legal parking improved. This breakdown can be seen in [Figure 41](#). (to the right).

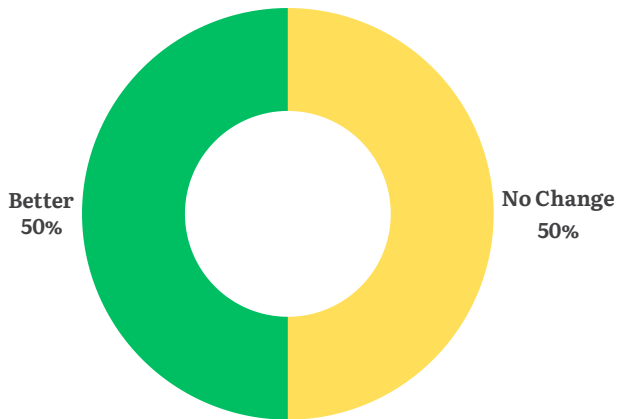
[Figure 41](#). S Albany Ave Resident Reported Ability to Find Parking



South Albany Avenue Segment

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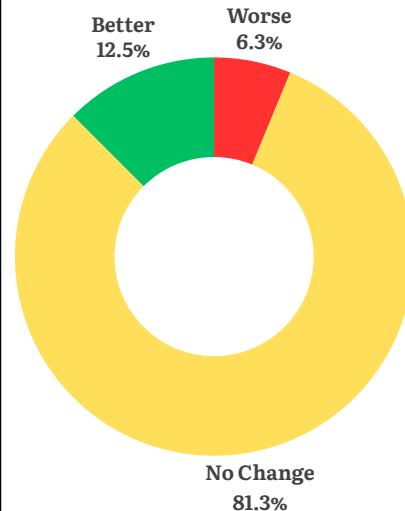
Figure 42. S Albany Ave Resident Reported Visibility of Bike/Peds



Another important aspect of this program was to look at its impact on alternate transit modes and vehicle speeds. Figure 42. and Figure 43. show 50% reported no impact to visibility of bicyclists and pedestrians; and 50% reported that residents reported no change. 81.3% reported no change in vehicle speeds along the South Albany Avenue road segment; 12.5% reported improved conditions along the same roadway; with 6.3% reporting worsened conditions.



Figure 43. S Albany Ave Resident Reported Vehicle Speeds

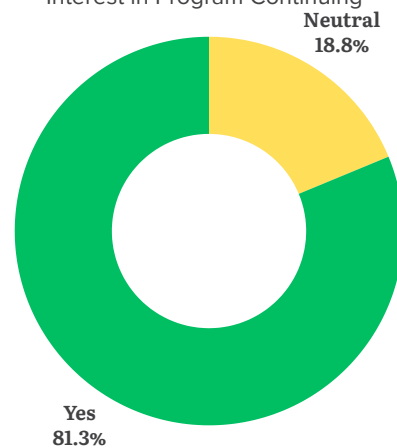


South Albany Avenue Segment

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Lastly, residents along West Watrous Avenue from South Howard Avenue to Bayshore Boulevard were asked if they would like to see the program continue. 81.3 % reported they were in favor of continuing the program; 18.8% reported a neutral stance.

Figure 44. S Albany Ave Resident Interest in Program Continuing

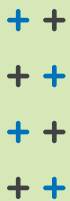


Summary

The City of Tampa's One-Side Street Parking Program reinforces and highlights pre-existing parking restrictions historically established by City of Tampa code. City Code 15-43(c) states that,

"It is unlawful for any person to stop, stand or park a vehicle across the street from a driveway if the street width is twenty-five (25) feet or less except in metered spaces or otherwise marked spaces available for parking or to momentarily pick up or discharge a passenger."

The survey provided much needed insight into the ongoing challenges affecting the Hyde Park community. As we continue to navigate these challenges, the overall consensus is that the program provided a positive solution for the majority of residents.



Due to overwhelming positive feedback from the community, it is the intent of the City of Tampa's Parking Division to make the One-Side Street Parking Program a permanent change with expansion of the program likely to occur in the following areas: South Willow Avenue, South Oregon Avenue, West Horatio Street, and West Morrison Avenue.