

PAC Meeting #3



June 14th, 2016

Project Status To Date...

| | |
|--|-------------------|
| • Public Participation Plan | Complete |
| • Inventory Phase | Complete |
| • Public Survey | Complete |
| • Stakeholder Interviews | Complete |
| • First Public Meeting | Complete |
| • Summary of Existing Conditions | Complete / Review |
| • Parking Inventory & Analysis – Current | Complete / Review |
| • Parking Inventory & Analysis – Future | In-Progress |
| • Analysis – SWOT | Complete / Review |
| • Needs & Opportunities Assessment | Complete / Review |
| • DRAFT report | In-Progress |
| • DRAFT Recommendations | In-progress |
| • Draft Implementation Strategies | On-going |
| • Draft Final Report | On-going |
| • Second Public Meeting | July 2016 |
| • Finalize Study | August 2016 |
| • Final Presentation | September 2016 |

Analysis

- Public Survey
- Parking Supply & Demand Analysis
 - Corridor Parking Supply
 - Sub-Area Parking Supply
 - Current Parking Demand Analysis
- Needs & Opportunities Assessment – SWOT
 - Parking (supply/demand, turnover, time limit)
 - Transit
 - Bicycle Facilities
 - Signage
 - Street Geometry
 - Zoning
 - Parking Enforcement
 - ADA Parking



Public Survey – Findings

- 464 Online responses
- 10 Printed responses
- Prominent mode of travel:
 - Automobile -> Walking -> Cycling
- Majority of people are coming for dining, bars/entertainment and shopping.
 - 50% park on-street
 - 27% walk and/or bike
 - 18% park off-street and 3% utilize transit
- 70% - business owners interested in shared parking / community lot.
- 50% - business owners interested in shuttle service.
- 40% - business owners have considered to expand their business
- 60% - employees have parking provided by their employer
- 60% - residents have adequate off-street parking

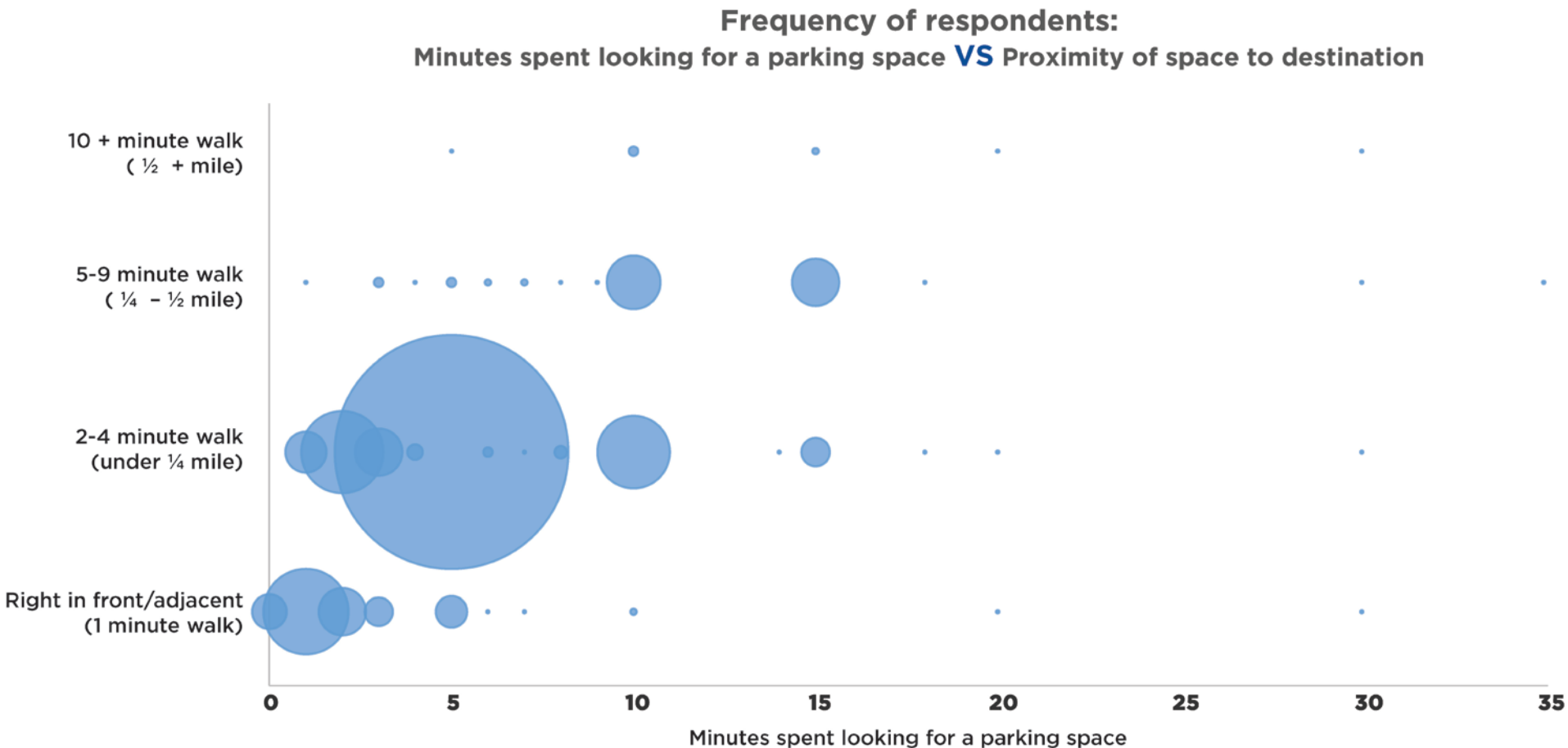
Public Survey – Findings, *continued...*

- Majority of respondents are in favor of shared use parking.
- Metered/Pay stations were the least desirable solution.
- Meigs Street to I-490 was viewed as highest difficulty in finding a parking spot
- 44% were NOT satisfied with the current parking/mobility system.
- 45% felt biking facilities were NOT adequate
- 17% who felt there were sufficient
- 46% felt bus shelters were insufficient



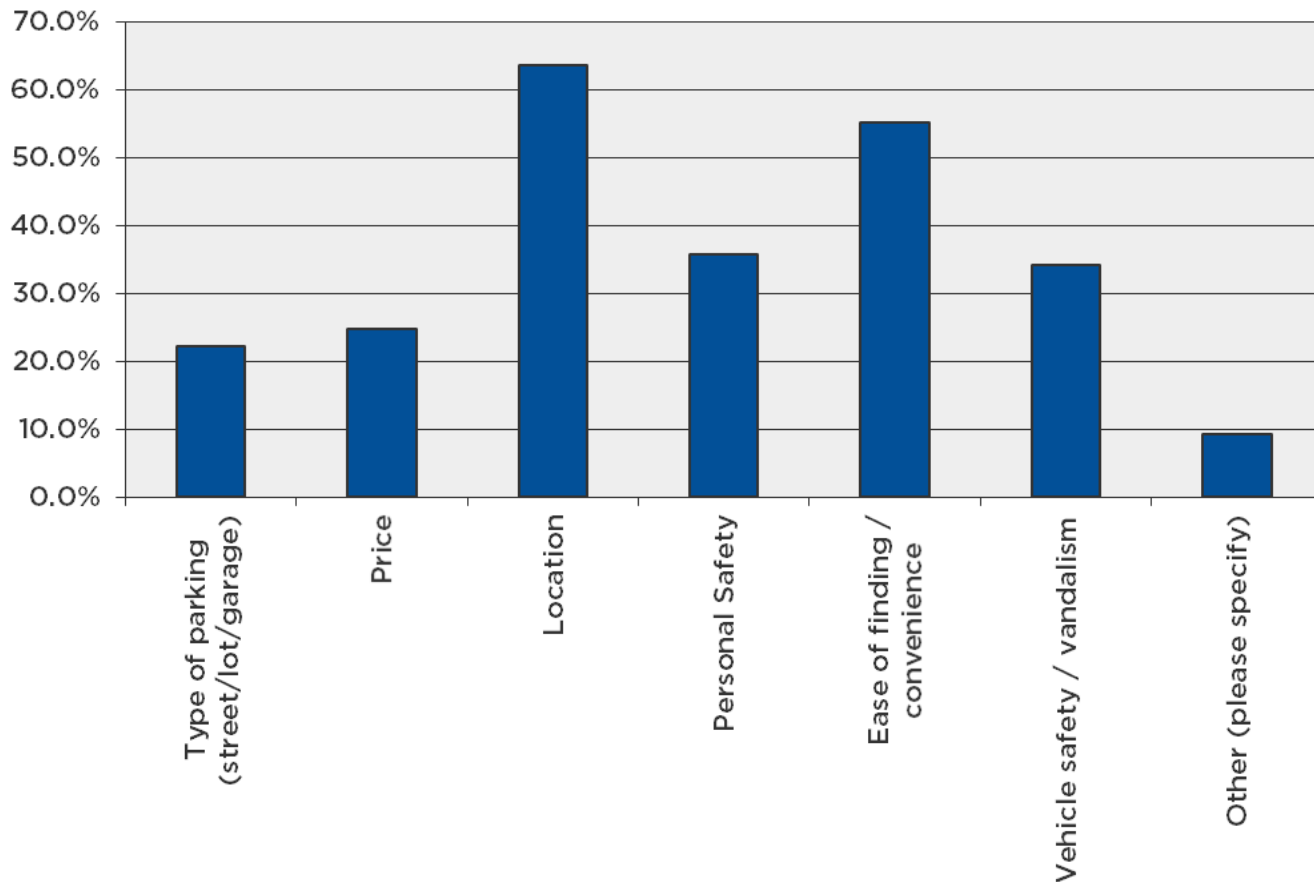
Public Survey – Findings, *continued...*

- Majority of respondents indicated they spent 5 minutes or less looking for a space that is within a 4 minute or less walking distance to their destination.



Public Survey – Findings, *continued...*

- Location, personal safety and convenience were top three concerns with regards to deciding on location to park





Public Survey – Findings, *continued...*

Themes - **What they view as the greatest parking/mobility issue** within the corridor.

- ***On-Street Parking***
 - Over-built streets
 - Alternating parking
 - Double parkers
 - Patrons and residents competing for on-street spaces
 - Blocked driveways
 - Curb cuts reduce on-street spaces
 - Illegally parked cars - dangerous



Public Survey – Findings, *continued...*

- ***Off-Street Parking***
 - Lack of off-street public parking
 - Lack of safe off-street parking in close proximity to destination
 - Parking for library and YMCA - difficult: too few spots
 - Monroe Square parking lot - never full
 - Wadsworth Square parking lot underutilized
 - Alexander Park Garage utilized more for public parking
- ***Signage/Enforcement***
 - Difficulty understanding / following regulation signs
 - Lack of way-finding signage
 - Inconsistent enforcement



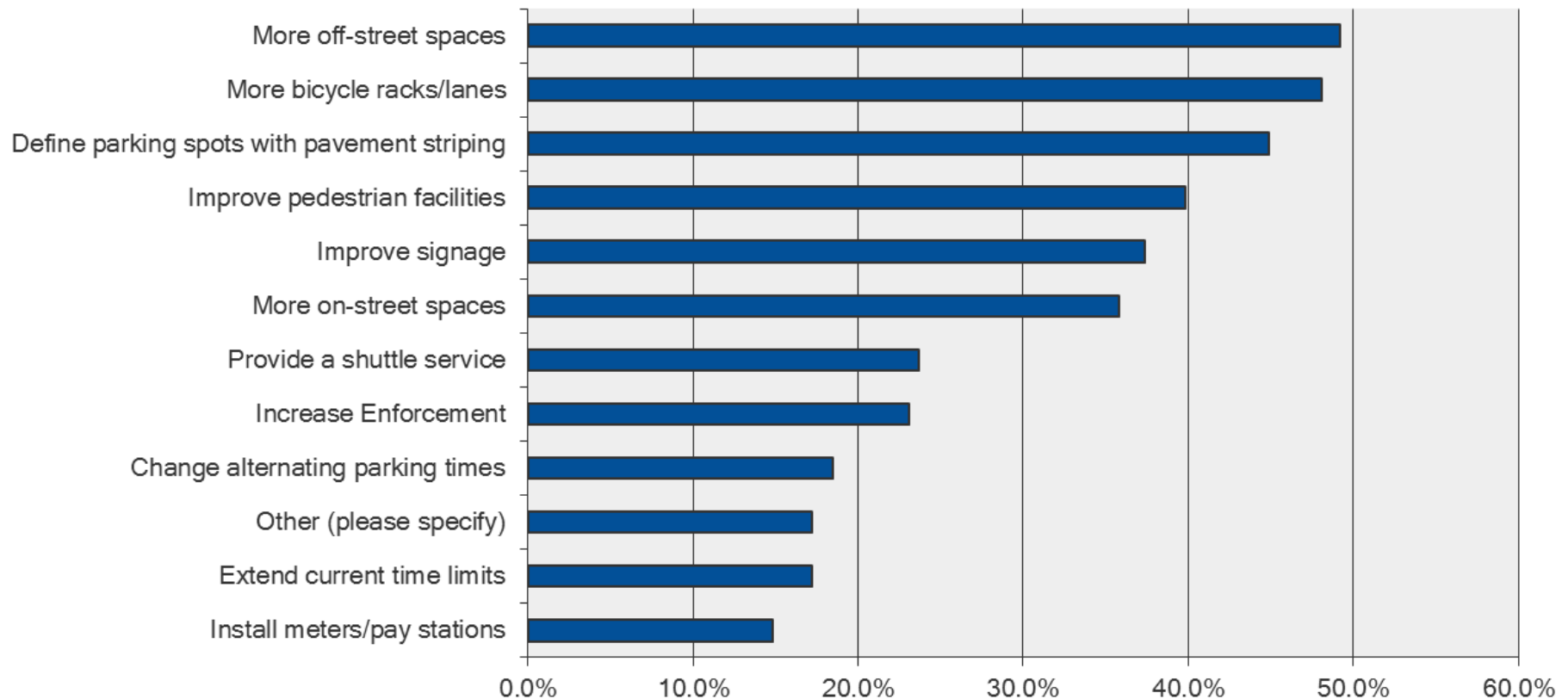
Public Survey – Findings, *continued...*

- ***Snow Removal***
 - Sidewalks maintenance in winter months
 - Snow reduces capacity
 - Snow removal hinders biking
- ***General***
 - Cars travel too fast for bikers, walkers, and parallel parking
 - Perception of walking = ok
 - I-490 / Monroe dangerous / congested
 - Street repair
 - Parking is not a problem - willing to walk
 - Parking problem follow time of day/day of week
 - Live in urban area for experience, not parking



Public Survey – Findings, *continued...*

- When asked what would make parking/mobility in the corridor better:





Parking Supply & Demand Analysis

Parking supply varies depending on capacity, location, and regulations

| Table ## | Total Parking Supply | |
|--------------|----------------------|-------------|
| | Spaces | Percent |
| On-Street | 1,591 | 27% |
| Off-Street | 4,402 | 73% |
| Total | 5,993 | 100% |

Capacity

- 94% - parking lots have fewer than 50 spaces per lot
- 14% - parking lots have fewer than 5 spaces per lot.
- Largest off-street parking supply
 - Alexander Park Garage - 1,500 spaces
 - Monroe Square - 567 spaces
 - Blessed Sacrament Church - 112 spaces



Parking Supply & Demand Analysis

Location

Uneven distribution of on-street and off-street parking

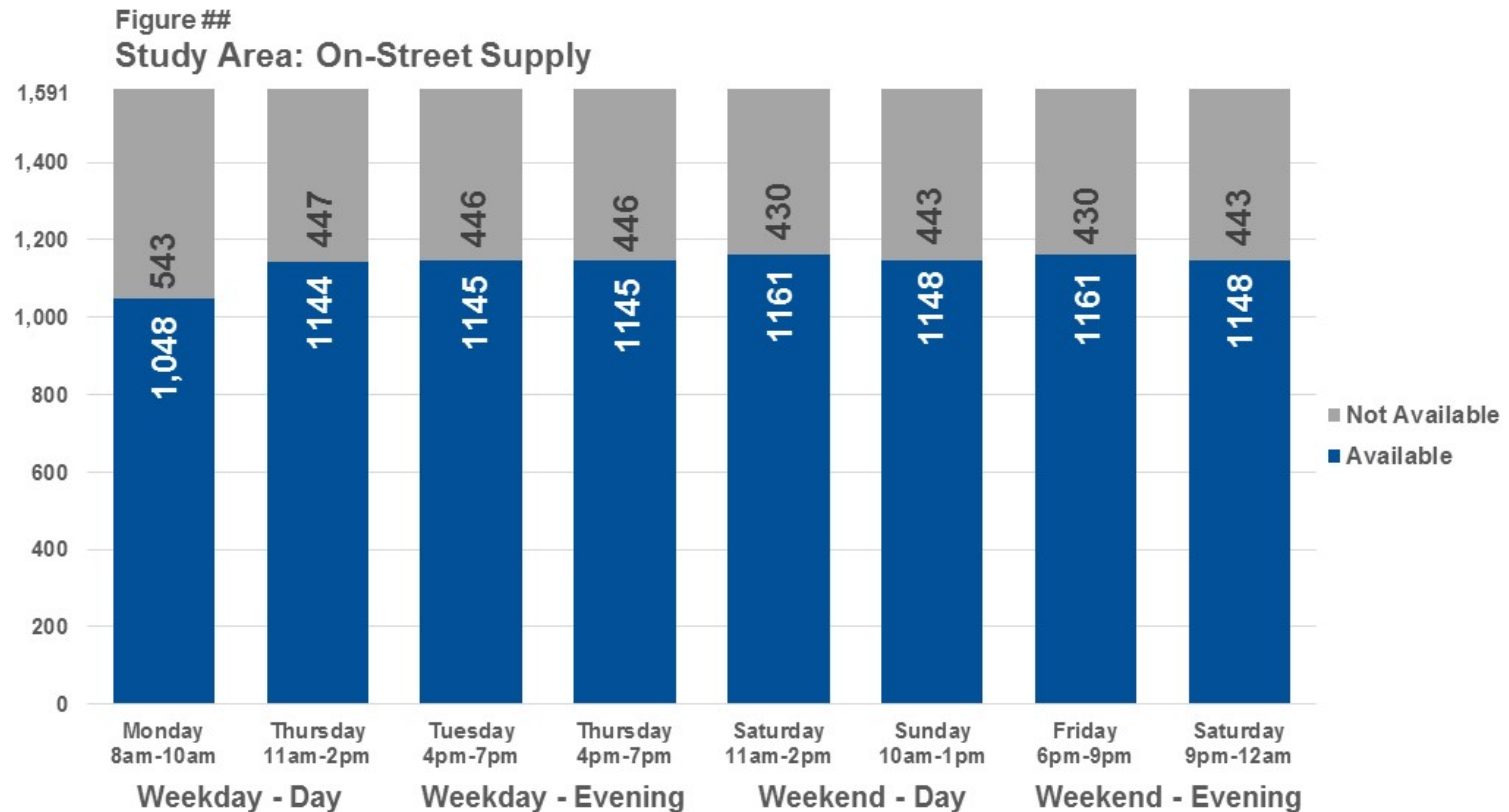
| Table ## | Parking Supply by Sub-Area | |
|----------------------------------|----------------------------|------------|
| | On-Street | Off-Street |
| Marshall Street + Monroe Avenue | 252 | 3,113 |
| S Goodman Street + Monroe Avenue | 646 | 2,270 |
| Canterbury Road + Monroe Avenue | 541 | 580 |
| Belmont Street + Monroe Avenue | 427 | 212 |



Parking Supply & Demand Analysis

Regulation

Across the counting periods, legal supply of on-street parking is fairly consistent

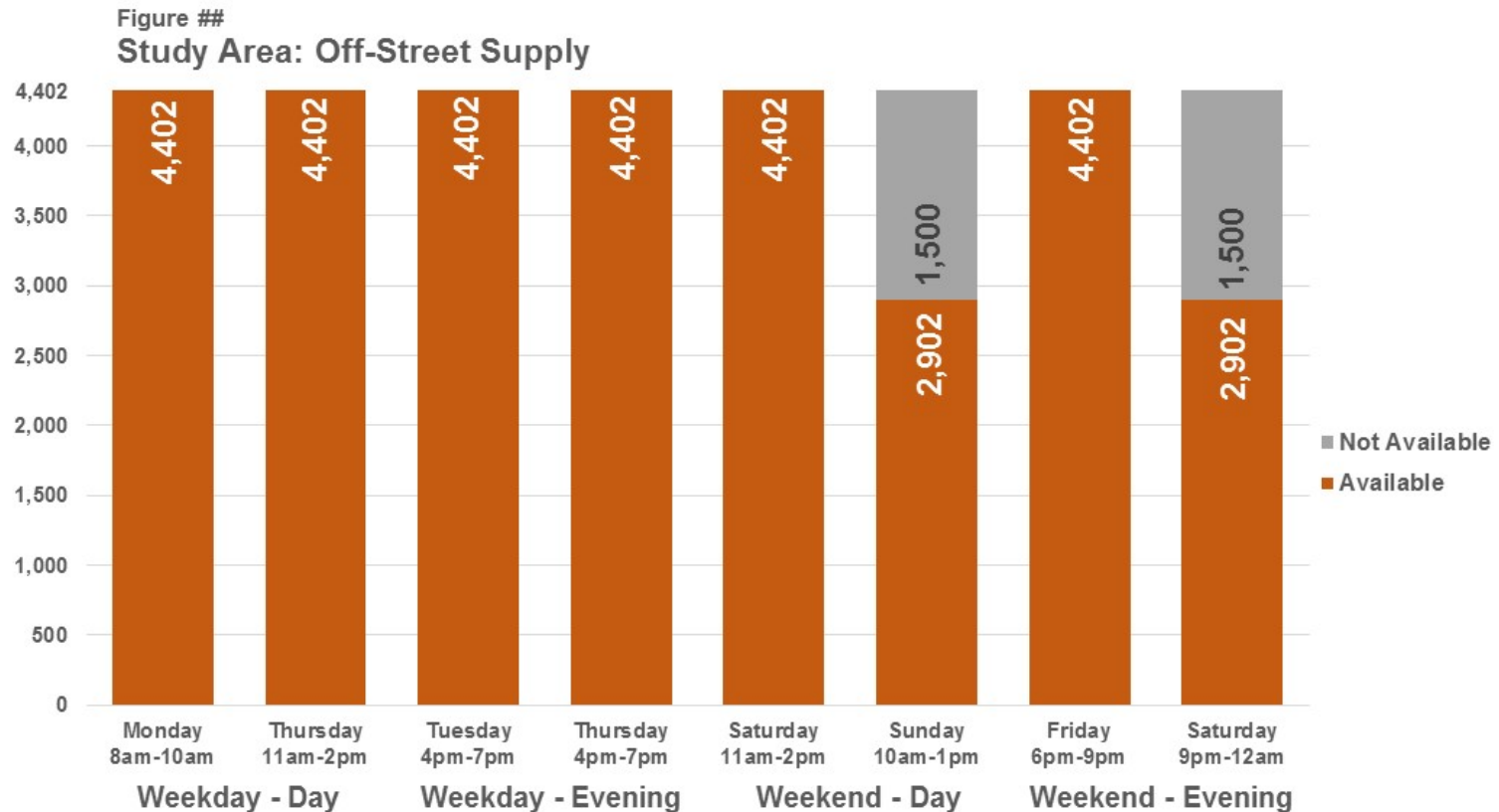




Parking Supply & Demand Analysis

Regulation

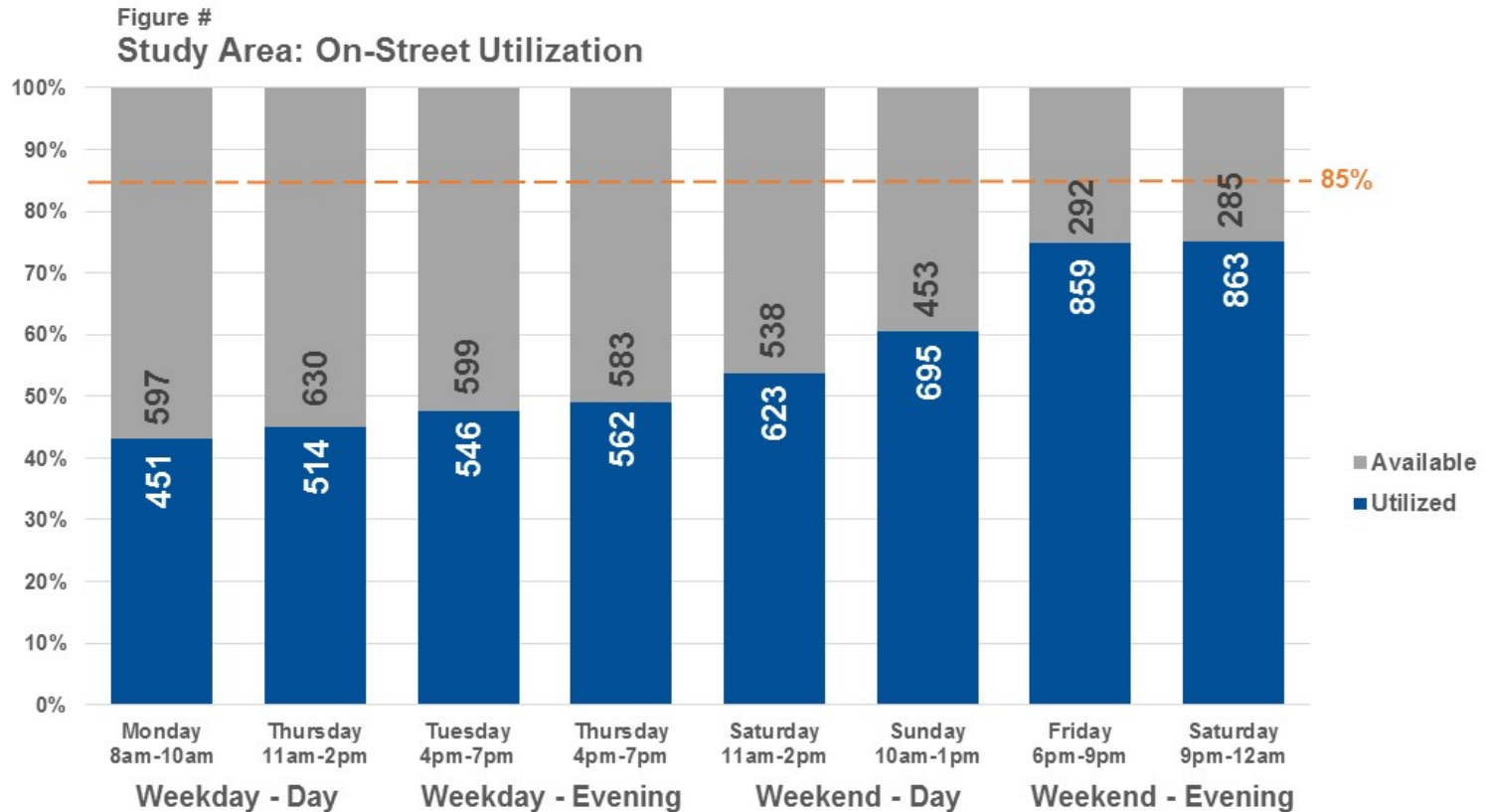
- Supply of off-street parking is fairly consistent





Parking Supply & Demand Analysis

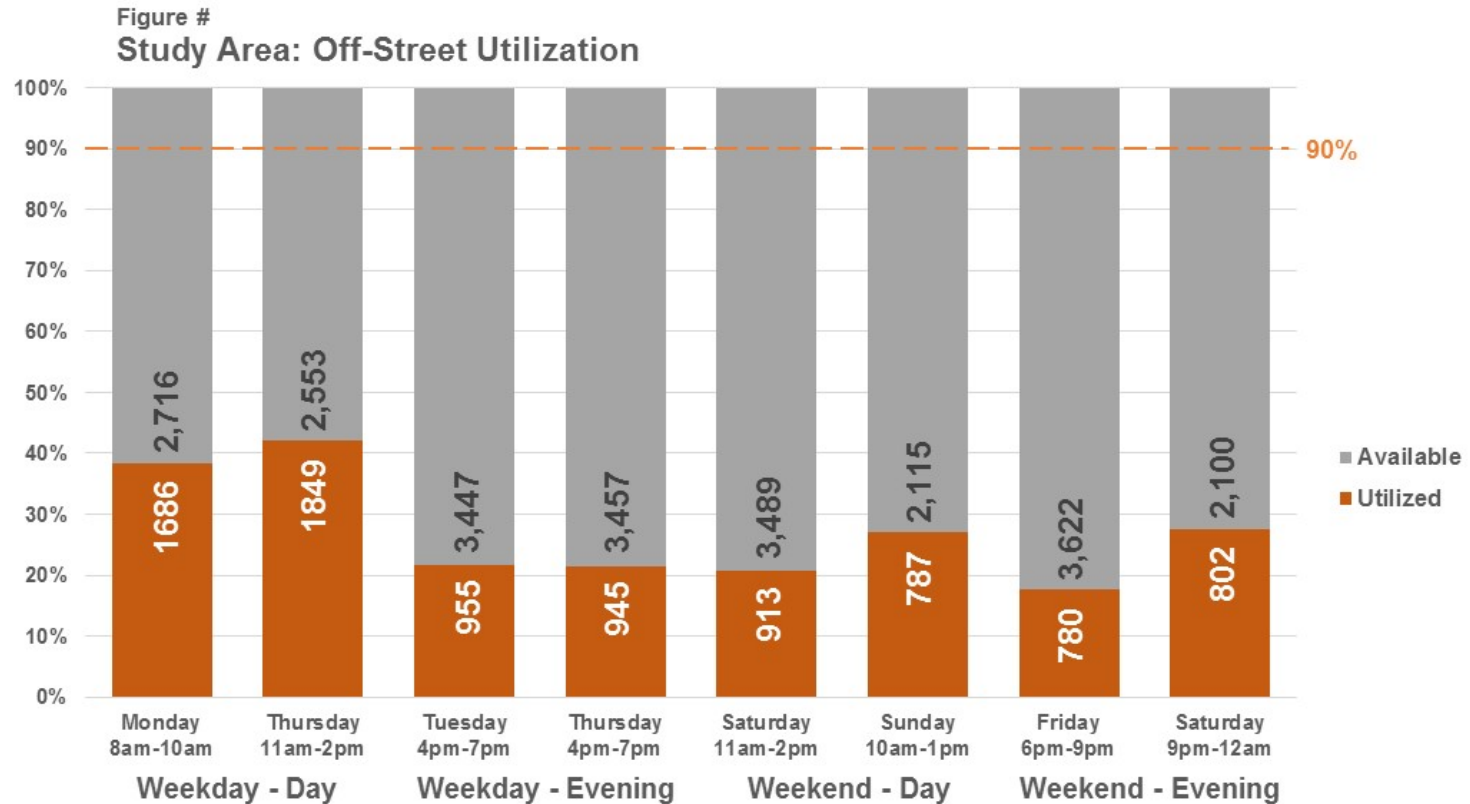
Utilization Profile: Study Area





Parking Supply & Demand Analysis

Utilization Profile: Study Area





Parking Supply & Demand Analysis

On-Street Weekday Utilization

- Streets with high utilization are adjacent to streets 50% (or below) capacity
- High demand streets were not consistently high demand

On-Street Weekend Utilization

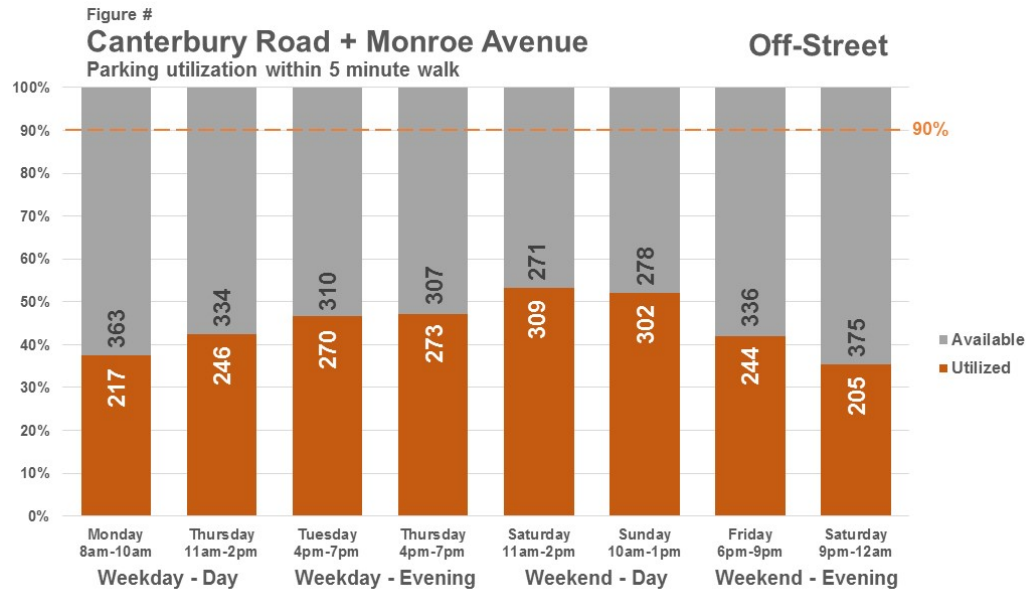
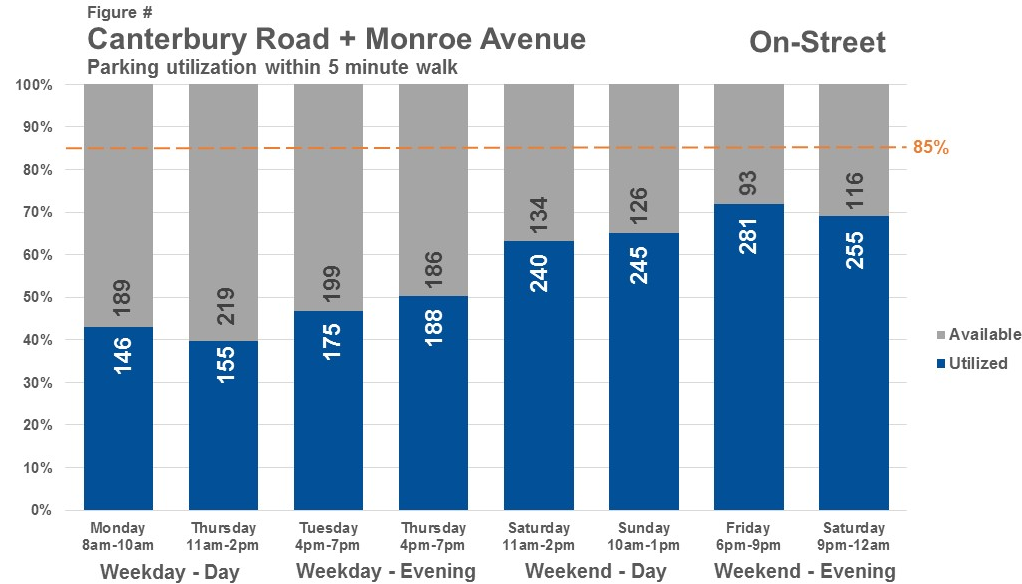
- Streets with high utilization are within a 1-3 block walk to parking
- Illegal parking is seen across counting periods
- Howell Street - South Union Street showed a mixture of utilization

Off-Street Weekday Utilization

- Utilization is low, concentrations of higher utilization - Oxford Street to Laburnum Crescent.
- YMCA/Library lots are highly utilized

Off-street Weekend Utilization

- Parking lots with high utilization - located adjacent to lots below target utilization 75%-90%.





Parking Supply & Demand Analysis

Land-Use

- Highest percentages of off-street parking Office and Public & Office
- Bars / Restaurants and Mixed-Use account for 14.5% of supply
 - Utilization does not reach the target range of 70%-85% utilization.

Table ## Off-Street Utilization by Land Use Group

| Land-use | Total Spaces | Supply Percent | Weekday - Day | | Weekday - Evening | | Weekend - Day | | Weekend - Evening | |
|---------------------|--------------|----------------|-----------------|-------------------|-------------------|------------------|-------------------|-----------------|-------------------|-------------------|
| | | | Monday 8am-10am | Thursday 11am-2pm | Tuesday 4pm-7pm | Thursday 4pm-7pm | Saturday 11am-2pm | Sunday 10am-1pm | Friday 6pm-9pm | Saturday 9pm-12am |
| Apartment | 430 | 9.8% | 36% | 37% | 41% | 37% | 42% | 45% | 42% | 52% |
| Auto Repair | 55 | 1.2% | 40% | 51% | 22% | 18% | 49% | 29% | 25% | 13% |
| Office | 1,105 | 25.1% | 40% | 53% | 20% | 20% | 14% | 9% | 10% | 13% |
| Bar/Restaurant | 312 | 7.1% | 23% | 26% | 38% | 32% | 31% | 38% | 45% | 50% |
| Converted Residence | 22 | 0.5% | 27% | 82% | 41% | 36% | 23% | 41% | 23% | 41% |
| Mixed-use | 326 | 7.4% | 22% | 40% | 42% | 48% | 59% | 44% | 56% | 52% |
| Retail | 266 | 6.0% | 23% | 38% | 25% | 32% | 27% | 19% | 24% | 20% |
| Education | 97 | 2.2% | 40% | 65% | 24% | 1% | 12% | 5% | 4% | 3% |
| Fire Department | 19 | 0.4% | 26% | 16% | 26% | 21% | 21% | 21% | 21% | 21% |
| Place of Faith | 161 | 3.7% | 18% | 15% | 12% | 17% | 66% | 78% | 19% | 12% |
| Public | 63 | 1.4% | 13% | 21% | 8% | 5% | 3% | 5% | 5% | 10% |
| Public + Office | 1,500 | 34.1% | 50% | 41% | 9% | 8% | 3% | 0% | 1% | 0% |
| Vacant | 12 | 0.3% | 0% | 8% | 33% | 17% | 8% | 8% | 17% | 33% |
| YMCA | 34 | 0.8% | 65% | 62% | 82% | 100% | 68% | 59% | 50% | 6% |
| Total | 4,402 | 100% | | | | | | | | |



SWOT Analysis - Strengths

- Vibrant, eclectic mixed use corridor with adjacent residential neighborhoods
- Proximity to City Center and surrounding residential neighborhoods
- Buildings with historic value and character
- Variety of residential types, apartments, multi-family and single family
- Integration of bicycle facilities
- High level of community involvement and pride



SWOT Analysis - Weaknesses

- Limited off-street **PUBLIC** parking
- Unbalanced parking supply and demand
- Inefficient parking lot layouts and access
- Excessive travel lanes and lane widths.
- Poor condition of pedestrian infrastructure
- Lack of transit shelters
- Unsafe bicycling environment in select areas
- Access barriers to pedestrian & vehicle circulation around I-490
- Confusing, inconsistent, and incomplete on-street signage
- Lack of continuity of the commercial building edge (Street Wall)
- Lack of green space, pocket parks, and public gathering areas





SWOT Analysis - Opportunities

- Existing off-street parking supply
- Shared use parking lots
- Connection to Inner Loop development, City Center and I-490
- Bike lane connection Inner Loop Development project
- Streetscape improvements
- Dense neighborhood development adjacent to corridor
- Infill - commercial development – Street Wall
- Desire to expand their businesses
- Technology – support enforcement and provide real time parking availability
- Residential permit parking
- Lane width reductions (based on volumes)



SWOT Analysis - Threats

- Increased traffic congestion - Inner Loop, City Center development
- Zoning code / parking requirements hinder potential development
- Cost of infrastructure improvements
- Cost of technology
- Negative perception of paid parking
- Lack of ADA accessible parking





Needs and Opportunities Assessment

1. **Need:** On-street regulatory signage is confusing, inconsistent, and incomplete
Opportunity: Clear, consistent and complete regulations
2. **Need:** Destination/Wayfinding signage is needed to direct and inform drivers
Opportunity: Key locations, Clear and concise
3. **Need:** On-street parking supply and demand is unbalanced
Opportunity: Additional capacity, Redistribute / shift
4. **Need:** Bicycle facilities are unbalanced compared to vehicular facilities
Opportunity: Bike share, bike parking programs
5. **Need:** Street geometries are excessive (lane widths)
Opportunity: Reduce lane width, bump outs, crosswalks



Needs and Opportunities Assessment

6. **Need:** Parking enforcement is inconsistent
Opportunity: Simplify regulatory signs, customer-friendly enforcement
7. **Need:** Transit stop amenities can be expanded
Opportunity: Bus shelter, lighting / safety, bicycle parking
8. **Need:** Off-street parking supply and demand is unbalanced
Opportunity: Shared parking, City owned lots, shuttle
9. **Need:** Wadsworth Square parking lot
Opportunity: Hourly pay options, Way-finding signage
10. **Need:** Parking turnover limits access to visitors and patrons
Opportunity: Residential permit zones, encourage off-street parking



Needs and Opportunities Assessment

11. Need: Time limit enforcement

Opportunity: Simplify signs, on-street permit parking

12. Need: Zoning Requirements perceived as restrictive to new development

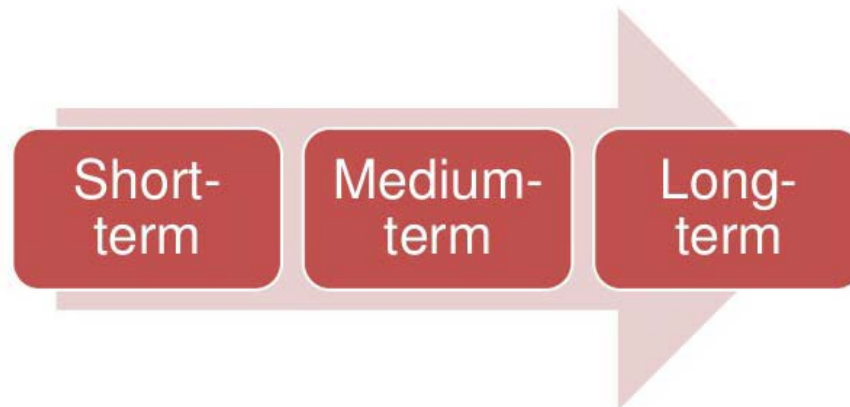
Opportunity: Design guidelines, form based code, incentive zoning

12. Need: On-street ADA accessible parking is insufficient

Opportunity: Additional locations near reasonable destinations

Recommendations

- Short-Term Recommendations 1-3 years
 - Minimal efforts in planning and cost effective opportunities
- Mid-Term Recommendations 3-5+ years
 - Higher level of planning, investment and community input
- Long-Term Recommendations 5-10+ years
 - Greatest level of planning and investment





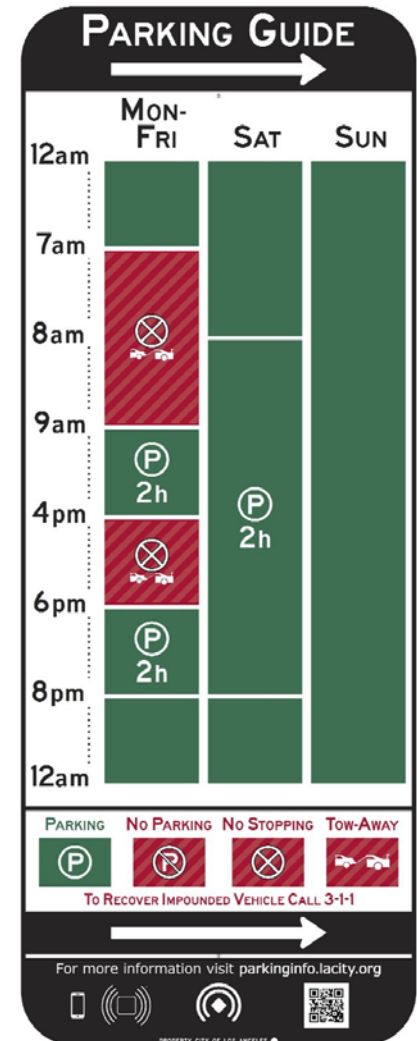
Short Term Recommendations

- Parking
 - Define on-street spaces – “tick” pavement markings
 - Facilitate the creation of shared-parking lots
 - Remote parking and shuttle service
 - Utilize parking apps for smartphone users
 - (Park Circa, Voice Park)
 - Expand availability of Wadsworth Square lot
 - Unbundle parking for multi-family residences
 - Zoning code review and revisions
 - Track utilization progress
 - Expand on-street parking access for ADA spaces



Short Term Recommendations

- Signage
 - Reduce variety of time limit signs
 - Install missing signage
 - Provided wayfinding signage to public parking
- Transit
 - Install seating at bus stops
 - Provide shelters at bus stops
 - Incorporate bike parking facilities at bus stops
- Pedestrian
 - Provide countdown timers at lighted intersections
 - Repair and delineate existing crosswalks and mid-block crosswalks
 - Provide new crosswalks at midblock intersections





Short Term Recommendations *continued...*

- Bicycle
 - Continue efforts to support and incorporate defined bicycle lanes
 - Provide bicycle parking shelters to accommodate bicycle parking
 - Install bicycle parking at bus stop/shelters to promote cross-mobility for users
- Enforcement
 - Shift to customer-friendly approach
 - incremental fines
- Zoning
 - Code review and revisions
 - Parking requirements
 - Establish design guidelines
 - Form based code
 - Incentive zoning





Mid-Term Recommendations

- Parking
 - Create a neighborhood parking benefit district
 - Establish Monroe Avenue Parking Manager/Committee
 - Residential permit parking in areas of high utilization – Marshall Street/Sumner Pk
 - Explore acquisitions of private lots/conversion to public lots
 - Review and adjust travel lane geometry throughout the corridor
- Signage
 - Change alternate parking regulations
- Transit
 - Review and expand transit frequency
- Pedestrian
 - Install mid-block crossings
 - Install parking “bump-outs” / curb extensions

Long Term Recommendations

- Parking
 - Expand parking technology
 - Convert existing parking lots to structured or stacked parking
 - Mixed use parking garage - Retail commercial on the bottom, 2-3 level of parking
- Transit
 - Bridge enhancements at I-490
 - Explore alternate transit options including a street car that connects City Center to Brighton



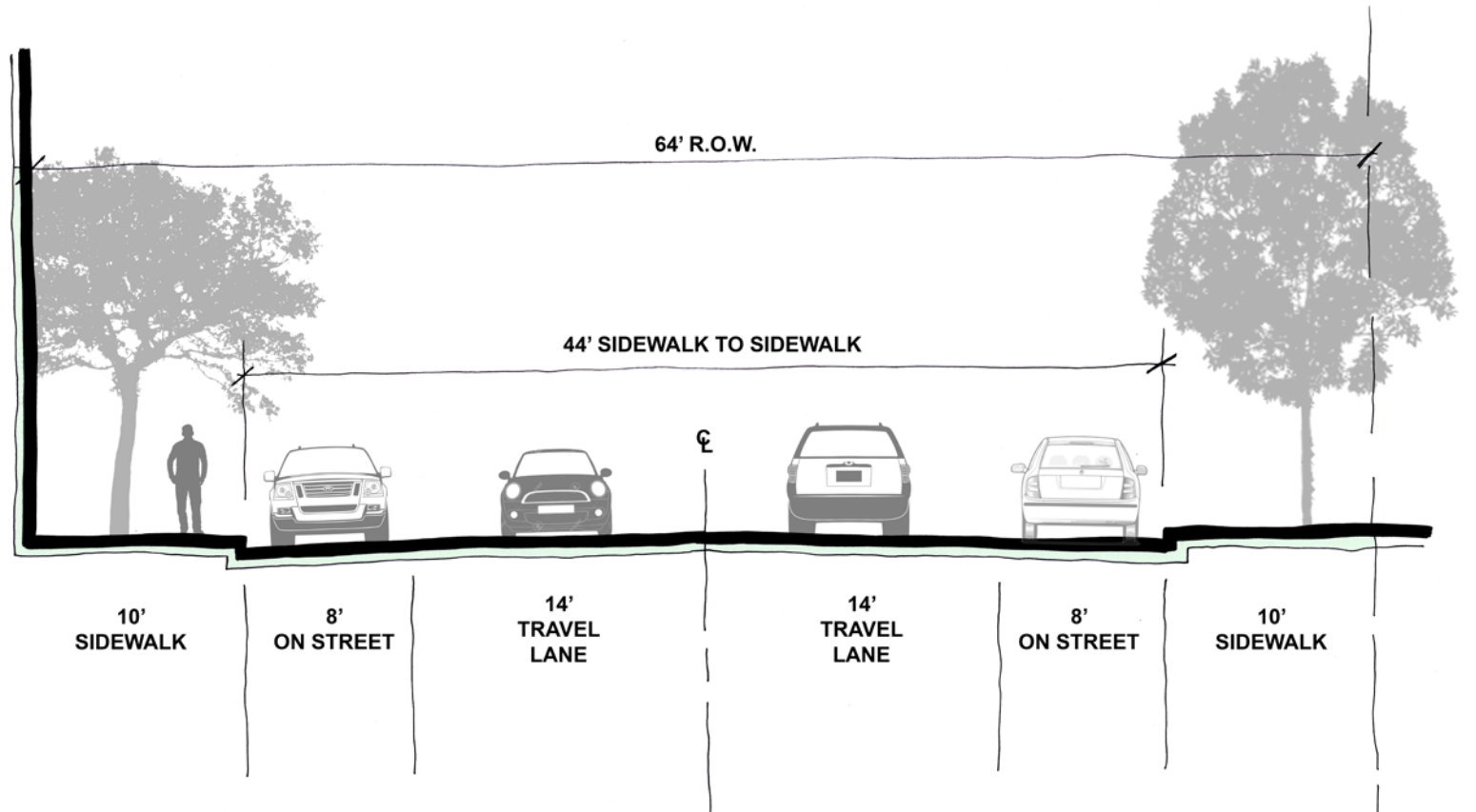
Questions...



THANK YOU!



NACTO Sections - A



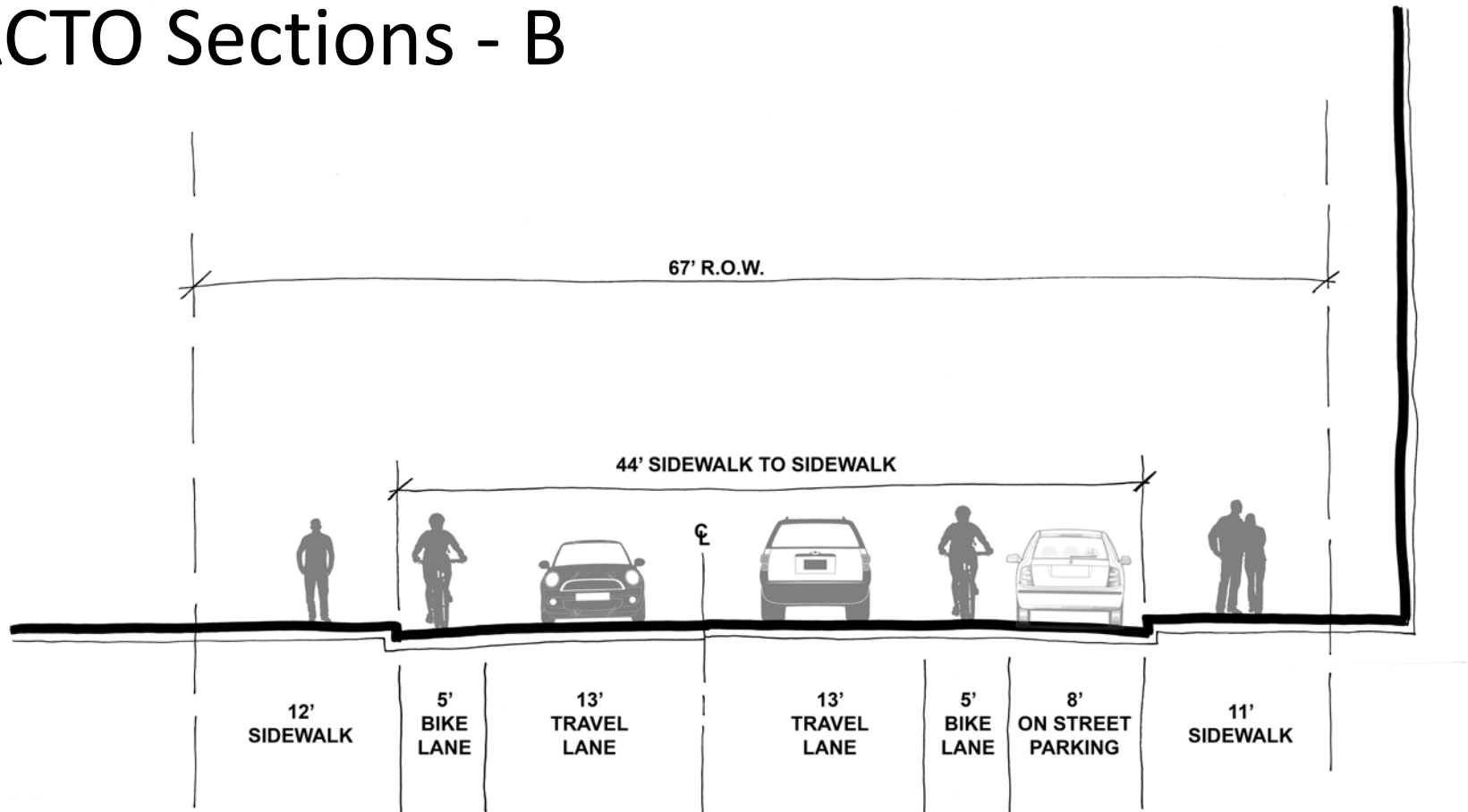
SECTION A - EXISTING ALEXANDER ST. TO SOUTH UNION



SECTION A - PROPOSED ALEXANDER ST. TO SOUTH UNION



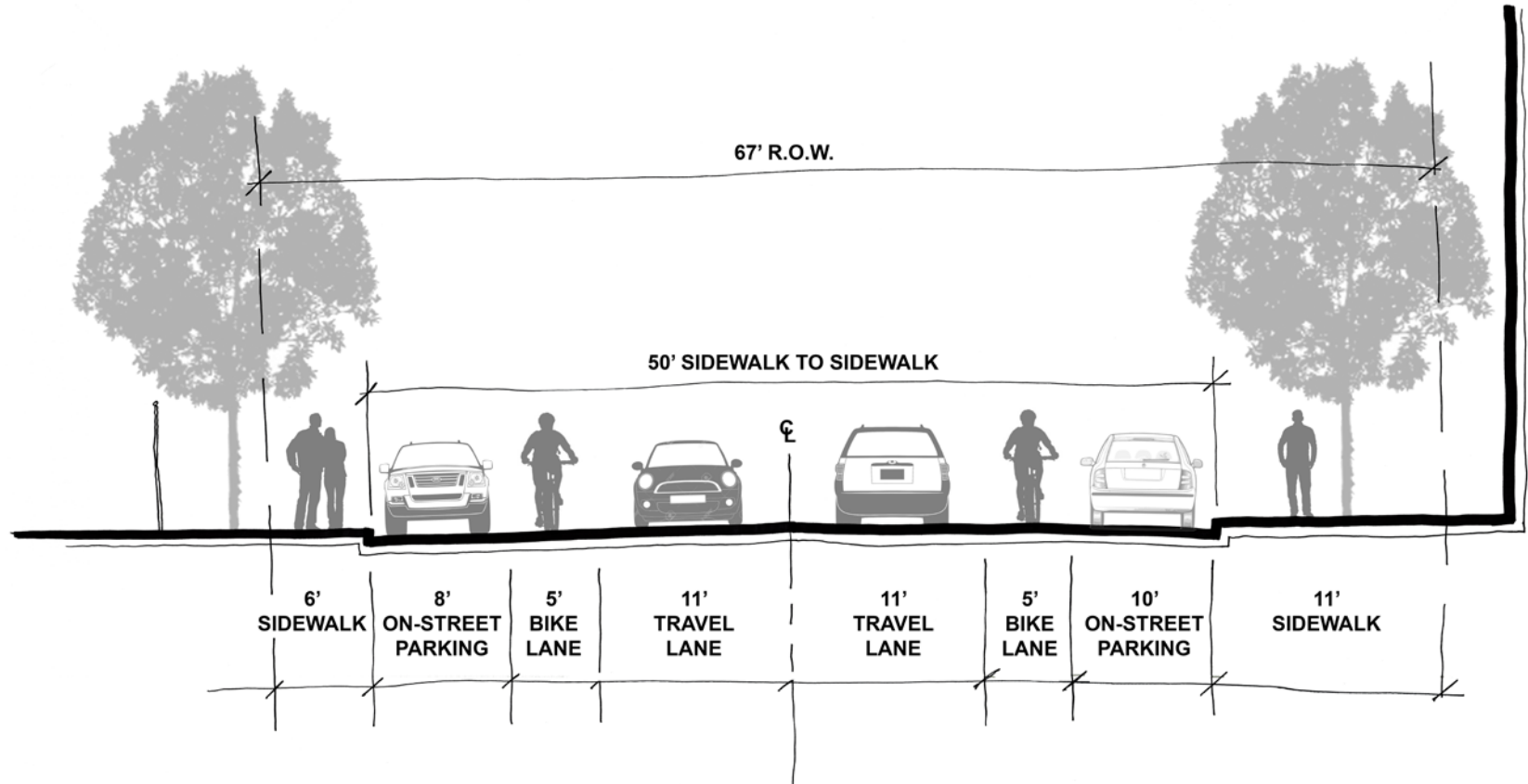
NACTO Sections - B



SECTION B - EXISTING AVERILL ST. TO ALEXANDER ST.



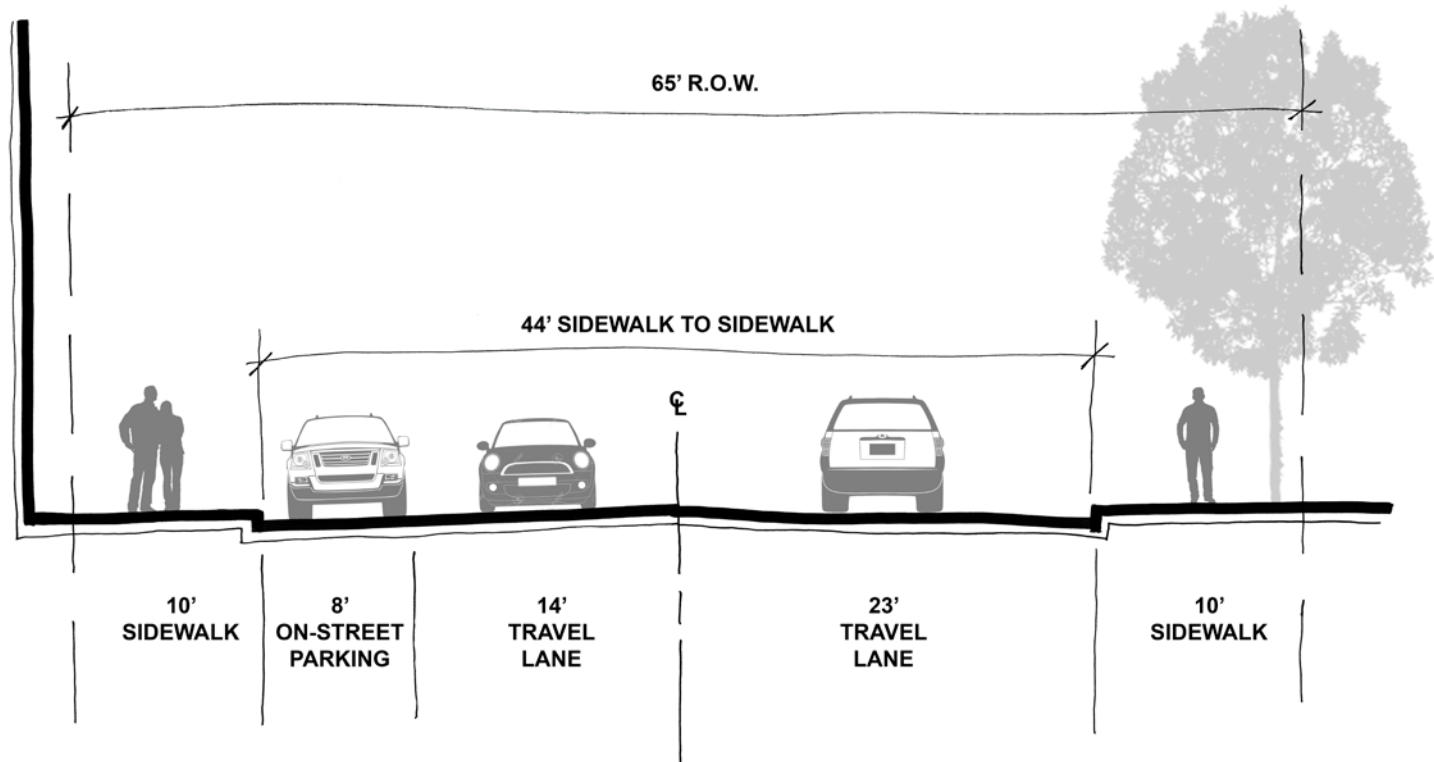
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SECTION B - PROPOSED AVERILL ST. TO ALEXANDER ST.



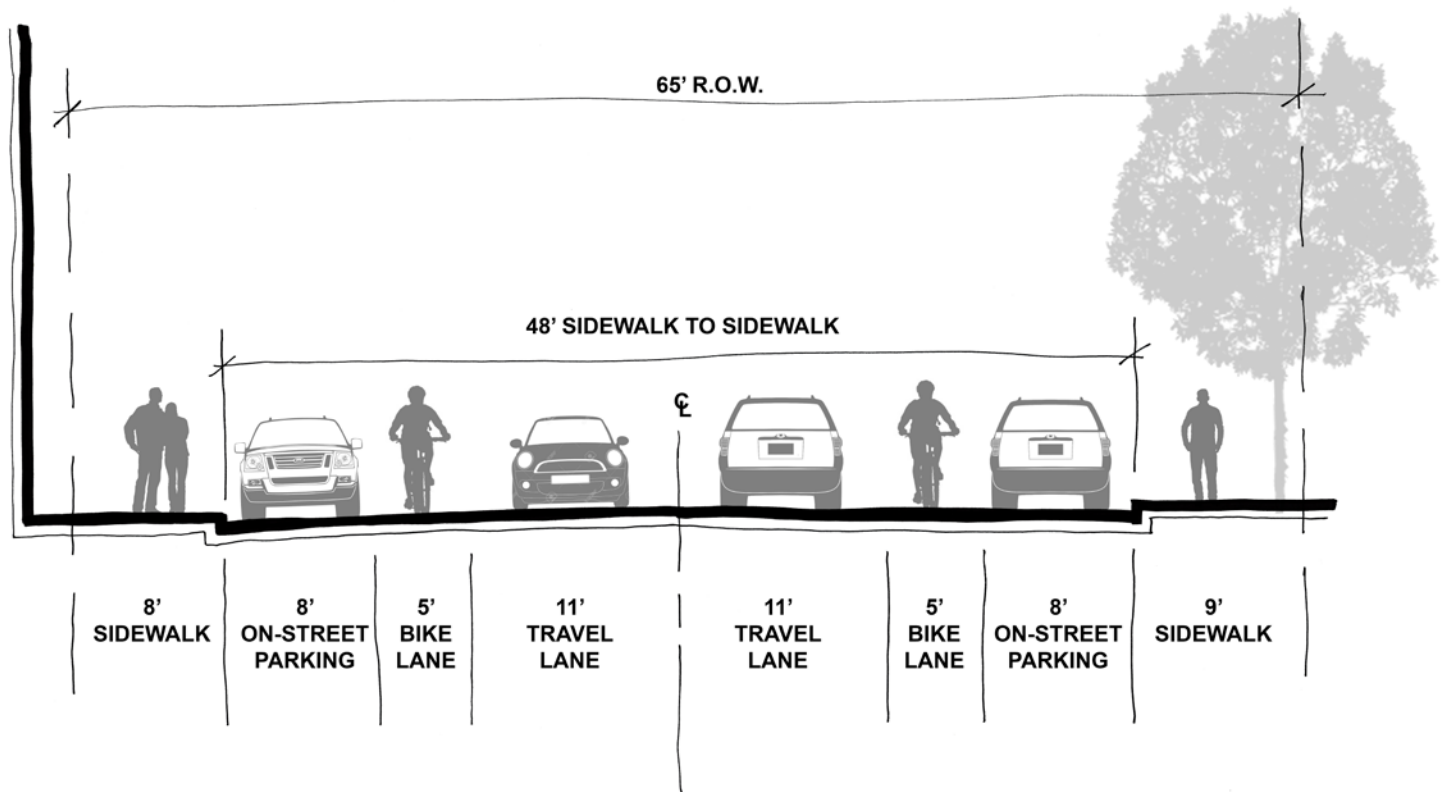
NACTO Sections - C



SECTION C - EXISTING RUTGERS ST. TO OXFORD ST.



NACTO Sections - C



SECTION C - PROPOSED RUTGERS ST. TO OXFORD ST.