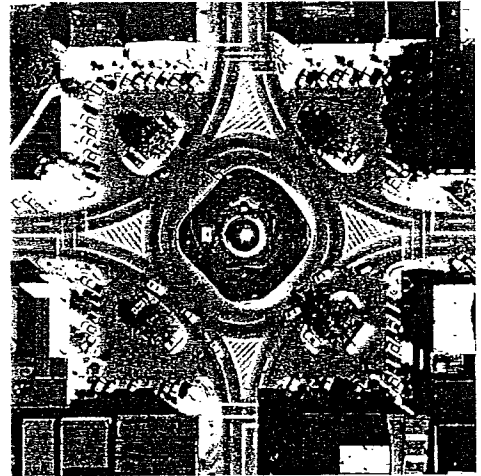
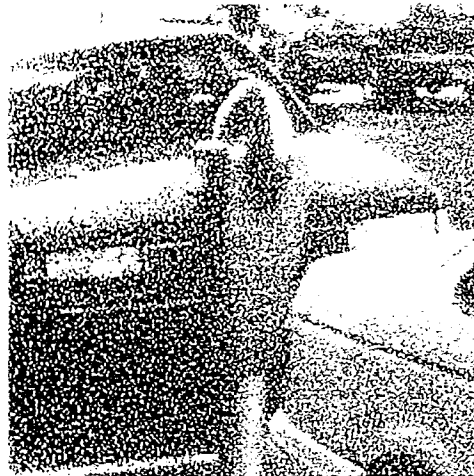
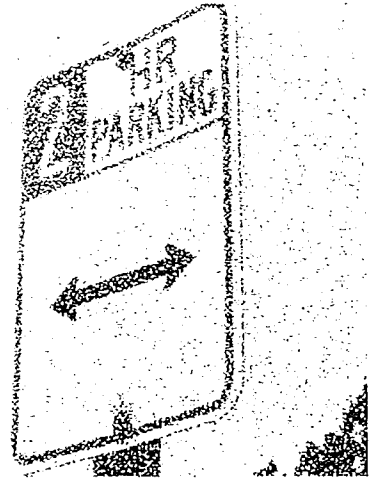


Downtown Troy Parking Assessment and Management Study



Troy Main Street, Incorporated
in conjunction with
City of Troy, Ohio

November 1996



Downtown Troy Parking Assessment and Management Study

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City of Troy, Ohio

Troy Main Street, Incorporated

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Downtown Troy Parking Committee

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Steve McLain, Downtown Business Owner
Joyce Swank, Downtown Business Owner
Jerry Thorstad, Downtown Business Owner

Woolpert would also like to thank all those who took the time from their busy schedules to meet with us and discuss the issues associated with parking in the downtown area. We also wish to acknowledge all the merchants and business owners who completed the questionnaires which provided us with the data and understanding of the varied issues associated with the downtown. Woolpert would also like to thank the diligent efforts and dedication of the parking committee in providing us their insights and guidance in preparing this document.



CITY OF TROY

PARKING ASSESSMENT AND MANAGEMENT STUDY

On Saturday, August 31, 1996, we traveled to Troy, Ohio, to investigate evening and weekend peak parking patterns and pedestrian amenities in the study area. The following observations were made:

- ✓ Parking in the four quadrants of Public Square was near or at capacity.
- ✓ The first four or five spaces closest to Public Square were filled on Market Street and Main Street. Parking throughout the remaining downtown area was sporadic.
- ✓ The majority (over 80 percent) of the cars parked in Public Square were from Miami County. The remaining vehicles were from: Champaign County, Montgomery County, Franklin County, Greene County, and West Virginia.
- ✓ **Traffic Circle**—One vehicle stopped in the circle when they were confused by the traffic signals. The signal at the intersection of Water and Market was red, but the signal in the circle was green. The driver apparently couldn't determine which signal was for him. The opposite reaction was also witnessed. Drivers saw the green indication at the next intersection and continued out of the circle even though their signal was red.
- ✓ We observed that the concentration of pedestrians occurred primarily around the Public Square. Teenagers were observed "hanging out," families leaving and waiting for the theater, and couples and groups going to and from the restaurants. Few pedestrians were observed elsewhere throughout the downtown area.
- ✓ The lighting in Public Square appears to be sufficient.
- ✓ The county parking lot behind La Piazza would be conducive to public parking at night if some improvements were made. These improvements would include:
 - ✓ Better lighting.
 - ✓ Better signage.
 - ✓ Upgrading the walkway/creating a distinctive walkway between the square and the lot. This could include some landscaping.
 - ✓ Relocate the trash dumpster in the lot to create a safer feeling and eliminate the opportunity for someone to hide.
- ✓ Traffic around the circle at dusk appears to be un-safe for pedestrians. We observed traffic moving at high speeds and drivers ignoring traffic signals. Several conflicts were also witnessed as the vehicles in the circle failed to yield to other vehicles entering the circle.
- ✓ The fountain is an attractive and inviting feature, but there is no safe access, and no amenities at the site, such as benches. Public access to the fountain would be a policy issue best decided by the council.

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PARKING ASSESSMENT AND MANAGEMENT STUDY

BACKGROUND

For several decades the city of Troy has been working with the local downtown business community to effectively deal with the problem of parking in the downtown area. The parking problem stems from a series of complaints registered by the local merchants that the downtown area was not conducive to support customers for their businesses or provide adequate parking for their employees. The city has responded over the years by removing meters, reducing fines and fees, and establishing off-street facilities were reasonably and economically feasible.

Yet the parking problem still persists. Based on the premise that the parking concerns stem more from just a lack of parking, the city of Troy, in conjunction with Troy Main Street Inc. and the downtown merchants, have commissioned a comprehensive parking analysis to be conducted. This parking analysis is expanded to include pedestrian walkways and patterns and the vehicular movement issues observed and noted. Following is the analysis of the systems in the downtown area; the options available to address the issues; and a series of recommendations coupled with a suggested timing sequence for implementation.

INTRODUCTION: PARKING—*PERCEPTION VS. REALITY*

Downtown Troy can best be described as an area bestowed with a wealth of historic character and charm. Over time, along with the success of a thriving business base, a problem has been identified. That problem being a shortage of parking spaces in the downtown area. The basis for this problem's genesis lies in the number of complaints received by the city from the merchants. Parking demands in the downtown area have changed over time. People today live, work, and learn differently than generations before, new businesses line the Public Square area drawing from a larger more regional market base, and people in today's society utilize automobiles more frequently, thus contributing to the opinion that the current parking provided in the downtown area does not best fulfill the needs of the people. Downtown parking in Troy has slowly evolved from a "convenience" to a "necessity" making what worked twenty or thirty years ago, not necessarily the best solution for today's demands.

Troy, is a community of approximately 20,000 persons, strategically located in the central western part of Ohio. It is strategically located since I-75 runs through the western portion of Troy. Interstate-75 is one of the strongest growth corridors in the country and Troy has been fortunate to capture some major components of the growth boom.

This community is fortunate to have a strong, successful, downtown area in an era of "malls." The downtown area consists of a Public Square, with various different types of businesses and residential neighborhoods served by the two state highways that bisect the square; S.R. 41 and S.R. 55.

The Troy Parking Assessment and Management study focuses on the area bordered on the west by Oxford Street, on the east by Clay Street, Race Street on the south, and the Miami River on the north, as shown in Figure 1. This project area generally defines the downtown area associated with the parking issues. This study is being developed by Troy Main Street, Inc. which along with their objectives as a Main Street Program is also the downtown merchant representative organization.

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Parking is part of the economic tier of the Troy Main Street, Inc. mission, and has been a "hot issue" for many years in Troy. With the occupancy rate throughout downtown Troy nearing almost 100 percent, the provision of adequate parking is an essential element for continued success. U.S. Chamber of Commerce studies have reported that each downtown parking space made available for consumers can be assigned value equating up to \$20,000 in annual retail sales, which is another reason to eliminate barriers that keep people from parking and shopping in the downtown area.

The downtown square portion of the project area lies within a C3 zoning district, which allows development to occur without the provision of requiring off-street parking by the merchant or property owner. Furthermore, the responsibility of providing parking has traditionally been that of the city's. In order to alleviate the parking problems and concerns, and to develop a comprehensive understanding of the existing situation, this Parking Assessment and Management Study inventories, assesses, and develops alternatives designed to improve the parking situation.

Parking studies are generally conducted for the purpose of identifying deficiencies, poorly located facilities, or anticipated changes that influence demands within a defined parking area. Such studies evaluate the supply inventory, characteristics of the users, demand estimates, and financial and administrative factors which influence parking decisions. The purpose of this report is to determine what currently exists for parking; who and where the largest parking generators are located; enforcement, fines, and procedures; evaluate the perceived parking problems versus the actual parking problem (assuming there is a difference); develop recommendations; and establish systematic action steps to alleviate the parking problems as they are known in downtown Troy.

It is important to realize that when parking dilemmas arise, they are based on both the physical barriers that exist, and our own behavioral systems. The physical barriers that affect parking include distance, lighting, safe and well-maintained walkways, limited spaces, vehicular movement conflicts, and so on. The behavioral aspects include the tolerances that people can reasonably expect to endure. People want and expect convenient, safe, and easily accessible parking. In order to accomplish that, we must understand how people use the area in order to grasp their parking habits. Parking supports and enhances business vitality. Parking must be kept in perspective, and through this parking study and recommendations, behavioral habits and physical features of the area will be reflected.

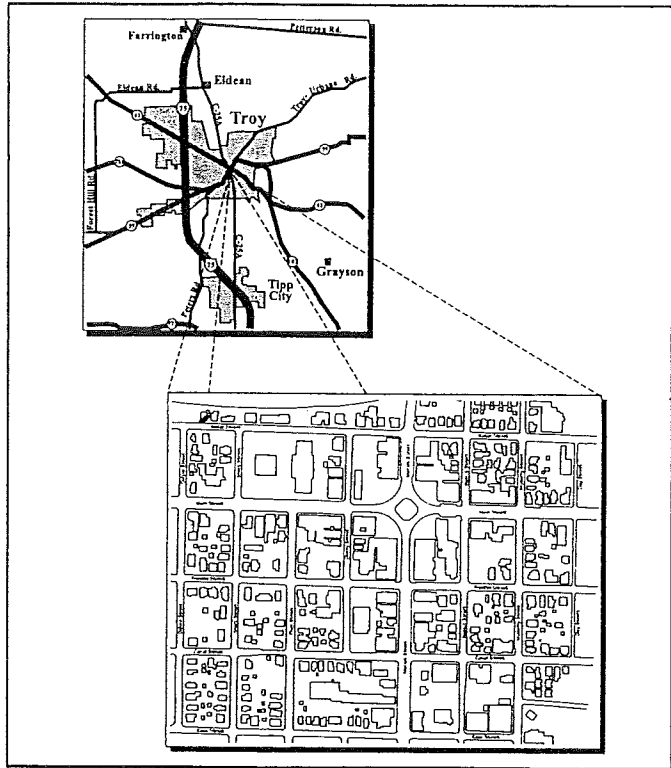


Figure 1 *Location Map*

CITY OF TROY
PARKING ASSESSMENT AND MANAGEMENT STUDY

EXISTING CONDITIONS

To effectively evaluate the parking situation, and to generate reasonable alternatives to the situation, an accurate "picture" of what currently exists was obtained. The following section provides descriptions of the parking system in downtown Troy as it exists today.

Parking Inventory

In order to best understand the hierarchy of the parking system that exists in downtown Troy, and to identify the structure to the posted parking restrictions; a parking inventory was conducted of all on-street parking spaces and off-street parking lots. This inventory was completed with first-party observation by walking the entire project area, noting different parking regulations and where they occur, counting parking spaces, and creating an inventory map depicting the results from the field reconnaissance. Figure 2 graphically depicts the different parking types and regulations located throughout the downtown.

From the inventory, on-street parking can be divided into the following 12 categories:

- | | |
|---|-----------------------|
| ✓ No Restrictions | ✓ 2 Hours for \$0.10 |
| ✓ 15 Minute Free Parking | ✓ 5 Hours for \$0.25 |
| ✓ 2 Hour Free Parking | ✓ 10 Hours for \$0.25 |
| ✓ 2 Hour Free (During Restricted Hours) | ✓ Loading Zones |
| ✓ 3 Hour Free Parking | ✓ No Parking |
| ✓ 12 Minutes for \$0.01 | ✓ Handicap Spaces |

In addition, there are four different types of parking lots throughout the project area:

- | | |
|-------------------------|--------------------------------|
| ✓ Reserved Parking Lot | ✓ "Customer" Parking Lot |
| ✓ Undefined Parking Lot | ✓ "Residents Only" Parking Lot |

Parking Inventory Observations


















While the parking inventory was being conducted there were several periods when the movement patterns of pedestrians and vehicles were observed. These observations were done regarding the traffic flow around the circle in the town square, the distances people would walk once they parked, and in some cases the observation of cars being moved from one space to another either next to it or within close proximity. The observations were furthered evaluated from an objective viewpoint by first hand experience of driving the circle, locating available space, and looking for directional assistance via signage. These observations that were made contribute to a preliminary opinion that the parking throughout the downtown area can be confusing and difficult to decipher, through providing a clear picture of the existing parking distribution and overall parking organization.

The numerous types of regulated spaces (regulated by time, permit, days of week, and so on), location of parking meters within residential neighborhoods (with varying time limits next to

City of Troy Parking Assessment and Management Study

Troy, Ohio

Legend

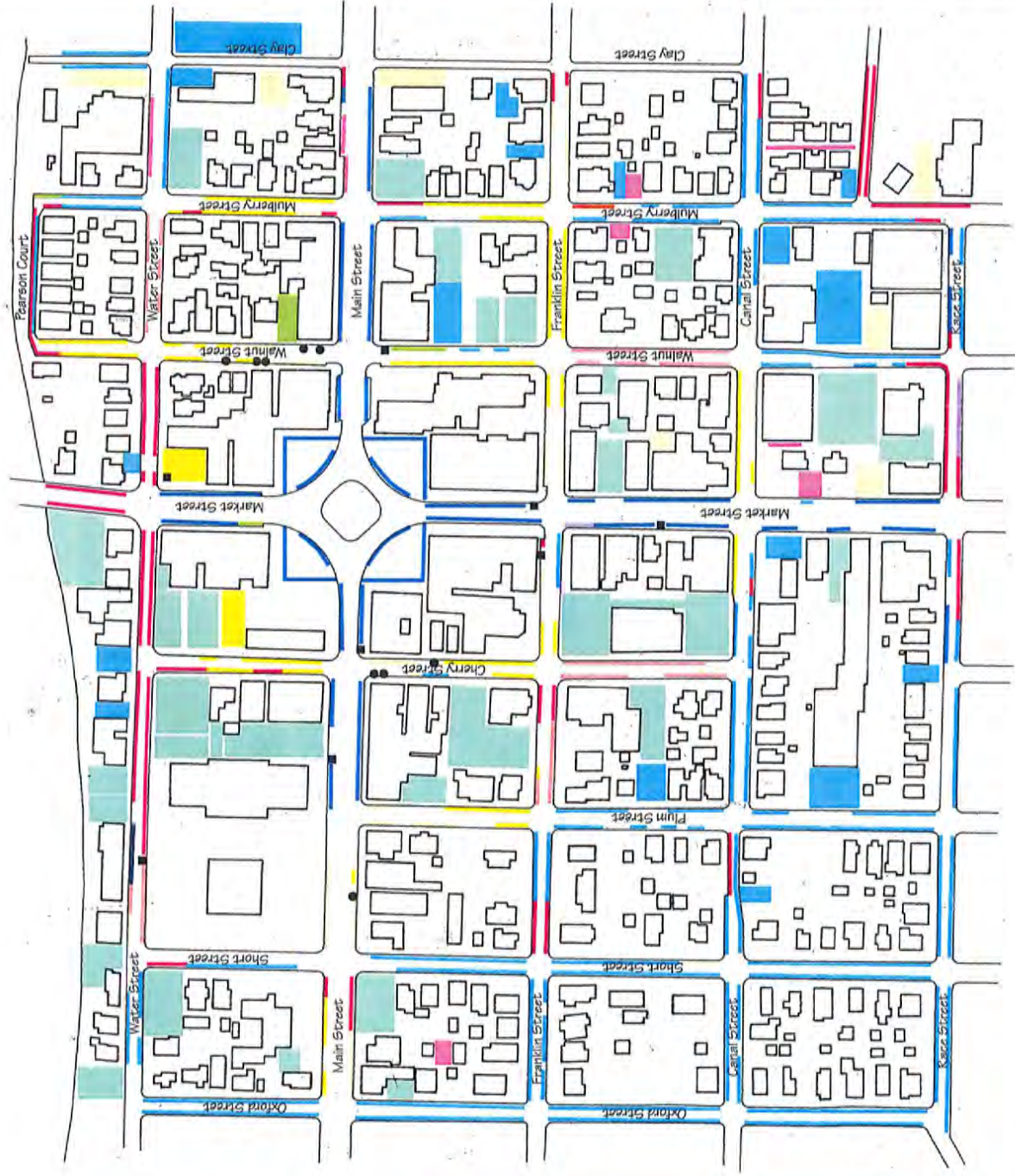
-  Reserved Parking
-  No Restrictions/No Signage
-  15 Minute Free Parking
-  2 Hour Free Parking
-  2 Hour Free (During Restricted Hours)
-  3 Hour Free Parking
-  12 Minutes for 1¢
-  2 Hour for 10¢
-  25¢ for Five Hours
-  25¢ for Ten Hours
-  Handicap Parking Space
-  Reserved Parking Lot
-  Undefined/No Restrictions
-  "Customer" Parking Lot
-  "Residents Only" Parking Lot
-  Loading Zones
-  No Parking Area

Parking Inventory

Figure 2



Not to Scale



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one another), restricted and reserved parking lots, "two-hour free" parking (qualified by "per space per day"), no restrictions (unposted) on some spaces, and the lack of handicap spaces made available in convenient locations and properly marked, were all key issues observed through the field work.

Types of Regulated Spaces

There are a total of twelve different types of regulated and/or restricted on-street parking, and four different types of off-street parking regulations. As illustrated on the Parking Inventory Map, all twelve types of on-street parking are interspersed with one another, with no apparent organization as to the placement of the different types of regulations. One example of the lack of consistency occurs along Cherry Street, between Franklin and Main. This one block area has "\$0.01 for 12 minute" meters, "\$0.10 for 2 hours" meters, "0.25 for 5 hours" meters, and spaces with no restrictions. Such inconsistencies create confusion. Questions arise as to why there is one free parking space in the middle of a block full of metered parking, or, why some spaces in general are metered and others are not. These issues will need to be further analyzed in order to fully understand the parking regulation methodology.

"Restricted" and "Reserved" Parking Lots

Parking lots are sporadically placed throughout the downtown area. Although the placement appears to be random, the location of these lots are typically determined by property availability in close proximity to demand. Typically, these surface lots are established when a home deteriorates to a point beyond economic value (including remodeling costs and market value) or when a home can be purchased and demolished for a price deemed affordable by the entities needing the parking.

Out of the 58 identified surface parking lots within the downtown, as shown on the Parking Inventory Map, 39 are "restricted" or reserved for customers or residents only. This equates to nearly 70 percent. The remaining parking lots open for public use, are generally located on the "edges" of the downtown region, are gravel with undelineated spaces, and don't appear to provide ultimate convenience for the patrons of downtown. The public parking lot adjacent to the new police department is the closest lot to the Public Square open for public use. Yet this lot is almost fully utilized with vehicles presumed to belong to downtown employees.

A clear observation while doing the field work was the fact that the wording on the signs stating the provisions governing many of the surface lot were unclear, inconsistent, misleading, and in some cases, illegible. While some lots may be "**RESTRICTED**," the same parking lot might be open to the public after 5 p.m. The use of the term "**RESTRICTED**" in large letters on the sign will cause those seeking a parking space to look elsewhere. The small print advising the lot is for public use after a certain time is ignored. Figures 3 and 4 are examples of the signage posted in different parking lots throughout the downtown.

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PARKING ASSESSMENT AND MANAGEMENT STUDY

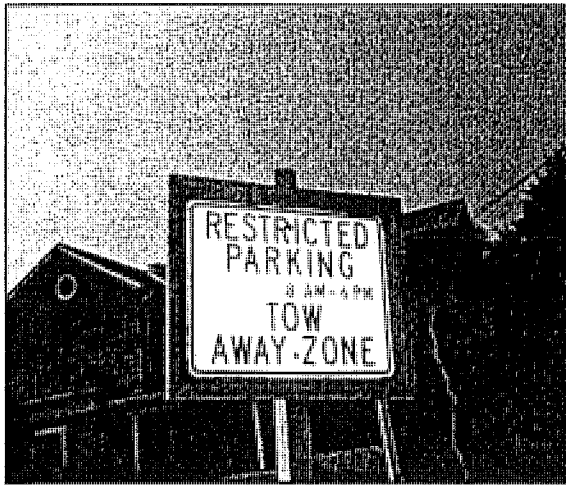


Figure 3 Signage



Figure 4 Signage

Two-Hour Free Parking

The majority of the two-hour free parking is placed along Market and Main Streets, in proximity to the Public Square (see Parking Inventory Map). This type of parking is intended to serve the retail and business core of the downtown area. In theory, free parking is appropriately located along these two streets. However, it was often observed that these parking spaces were being utilized for other purposes, such as loading and unloading of company vehicles. It has also been reported that the two-hour free spaces are being used by merchants and their employees for short-term needs. This practice needs to discontinue if the spaces are to be used for their intended purpose—convenience of the patron.

Handicap Parking Spaces

There are eight handicap parking spaces located throughout the entire study region and are not placed within restricted and reserved parking lots. These eight identified spaces are sporadically located, and do not appear to be placed in support of or near large traffic generator businesses or activities. The limited number of handicap spaces is further impacted due to the contradicting parking regulations associated with some of the spaces. It was observed that one parking space is identified as a handicap spot, but the curb is painted yellow, indicating “No Parking.” In other spaces it is unclear which regulation applies to the space. For example, does a handicap space located in a “two-hour free” zone, only have two hours, or is it entitled to four hours (twice the time) as permitted by law. These issues associated with handicap spaces will further be analyzed in order to determine whether or not Americans with Disabilities Act (ADA) requirements are being met.

Parking Inventory Comparison

The inventory findings were compared to an approximate inventory supplied to us by Troy Main Street, Inc. during 1995 in order to calculate change of the parking spaces throughout the downtown area. Table 1 illustrates the discrepancies and changes that have occurred with the

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Table 1
Regulated Parking —1995 and 1996

	1995 Parking Statistics	1996 Parking Statistics	Difference
12 Minutes for \$0.01	9	9	0
2 Hours for \$0.10	74	79	+5
5 Hours for \$0.25	193	155	-38
10 Hours for \$0.25	102	77	-25
10 Hours for \$0.25 (In Parking Lots)	38	38	0
2 Free Hour Parking	259	279	+20
15 Minute Free Parking		8	
3 Hour Free Parking		4	

available regulated on-street and metered off-street parking over the last year. While the purpose Table 1 is to demonstrate the changes over the last year, the 1995 statistics are approximations and were not inventoried by the Woolpert Team. Some variation in the 1995 versus 1996 numbers made be due to the possible inaccuracy of the 1995 data.

As Table 1 indicates, there are 26 fewer regulated spaces throughout the project area between the years of 1995 and 1996. There are several probable reasons why this difference, over a one year time frame, may have occurred. It was observed that both signs and parking meters have been removed from their original locations in the downtown area. During the field reconnaissance, it was noted that sign posts and meter posts were still standing without the meters or signs attached, which may account for some of the change in numbers. An official of the Police Department advises that when a parking meter fails beyond reasonable repair, it is not replaced with a new unit. This accounts for some of the discrepancies over the last year.

Furthermore, it has been noted that over the years the numbers of parking meters have systematically reduced for two primary reasons: traffic volumes have caused the need to eliminate some or all parking on a few streets, and all (approximately 88) parking meters on the Public Square were removed by the city in an attempt to placate complaints of the downtown merchants and businesses about the lack of free parking hurting their business.

Existing Conditions—Areas of Concern

During of the field reconnaissance, certain observation were identified that needed further attention. These observations, or areas of concerns, are further identified and detailed below:

- ✓ **Angled Parking Spaces**—The “two-hour free” parking spaces located along Market and Main Streets are angled, allowing more parking spaces for the area than parallel

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parking would. However, this creates a conflict/problem when vehicles are backing out of spaces into the travel lanes, generating the potential for traffic accidents. Another problem that arises due to the angled parking is the deterioration of curbs and sidewalks that line Main and Market Streets. Longer vehicles (trucks and extended vans) are pulling over the curb onto the sidewalks in order to make their vehicles "fit" in the short spaces. Since the sidewalks and curbs are deteriorating more quickly than anticipated, additional maintenance is being required.

- ✓ **Parking Meters in Residential Areas**—According to the city of Troy Parking Enforcement Division, few complaints have been received from people in the residential neighborhoods concerning more people parking in these locations during the day. This infers that residents are not having a problem with downtown employees parking in front of their homes, or are finding other parking options for themselves. Complaints have been received regarding parking meters located in front of homes, even though most of the residences



Figure 5 *Meters in Residential Area*

which have meters in front of the homes have driveways or alleyways in which to park. Figure 5 shows an example of a parking meter located in front of a residential unit. In addition, it was reported that the Saint John's Preschool, located on Walnut Street within a predominantly residential area, has also received several complaints from parents being ticketed during the drop-off and pick-up of their children from day care. The meters located in front of this area are \$0.25 for 10 hours, which does not accommodate short-term parking turnover associated with drop-off and pick-up. (However, if the first person to arrive would put a quarter in the meter, all others pulling into and out of that space would be covered!)

- ✓ **Limited Parking Around the Miami County Government Complex**—The Miami County Government Complex is a large parking generator in an area with limited public parking. This complex consists of the Court House, the County Administrative Building, and several smaller buildings along Water Street. People who are summoned to court, judicial officials, and jurors often leave their vehicles in short-term parking spaces. Due to unpredictable durations of time needed they often get cited. Thursdays have been identified as primary court days resulting in even further demand on the available parking. The Troy Police Department is aware of this issue, however, these vehicles are still cited for parking in spaces over the 2 hour free limit. If tickets are issued to these vehicles, the individual may have the ticket voided by notifying the Police Department of the reason for the violation.

- ✓ **Police Department Parking Lot**—The parking lot behind the Troy Police Department is divided between reserved Police Department spaces and free public spaces. Various issues have been identified relating to this particular lot. One issue involves the lack of regulations. No time limits or signage of any kind are posted in the public portion of

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the lot. This apparent lack of regulations promotes the lot as an employee parking area. In addition, customers are not aware that this lot can be used for public parking because there is no signage, resulting in customers not utilizing the spaces while in the downtown area.

Second, because of the lack of posted restrictions the lot can be used for long-term parking by nearby residents. This also runs contrary to the lot's intent.

Third, police officers arriving for the second shift are forced to park in "two-hour free" spaces along Main Street when the lot is full. This further limits customer parking in the area.

✓ **Loading Zones**—Loading zones within the area have been identified as being either under utilized for loading and unloading purposes, or illegally used as parking spaces. It has been reported and observed that some business owners and employees abuse these zones by parking their delivery vehicles and personal vehicles in these areas for hours, under the context of loading or unloading items. Other concerns have been voiced about areas designated as loading zones that are under utilized which could possibly be converted into additional parking spaces. Certain loading zones may no longer be appropriate due to changes in businesses, and need to be further evaluated. Figure 6 shows an identified loading zone which is under utilized during prime parking hours.

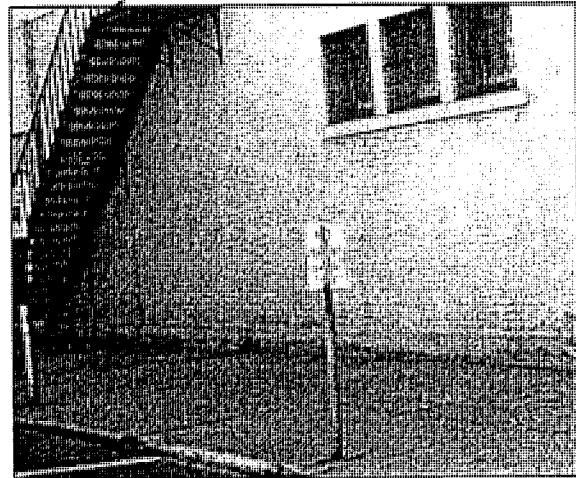


Figure 6 *Loading Zone*

✓ **Pedestrian Movement**—In order to efficiently utilize all available parking areas, pedestrian movement must be convenient, safe, and clear. Several factors were observed during the field reconnaissance that detract from the ease of pedestrian movement in downtown Troy:

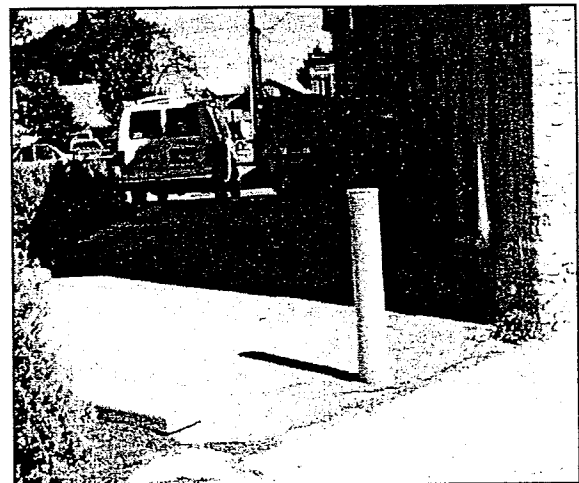


Figure 7 *Pedestrian Pathway*

✓ Pedestrian pathways should be clear, aesthetically pleasing, and accessible. The following figure, Figure 7, shows an area behind the northwest quadrant of the Public Square that does not provide the desired clear, attractive, or accessible pathway.

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- ✓ The allotted pedestrian walk time cycle at the crosswalks in Public Square are brief. Pedestrians, particularly those who are elderly or disabled, are sometimes alarmed when immediately after stepping off of the curb, the "Don't Walk" indication begins to flash. They question whether they have adequate time to cross and oftentimes return to the curb to observe the length of the cycle. As such, they do not cross the road and are forced to wait for another cycle to try again. When the signal was timed during the field work, the "Walk" indication appeared for about 5 seconds before "Don't Walk" began to flash. Furthermore, the average wait time after pushing the walk signal button was approximately 2 minutes, but varies during peak and non-peak traffic periods. The long wait time compounded with the short walk signal durations combined to create a distinct barrier to pedestrian movement around the Public Square. During one observation, a pedestrian was observed waiting through three pedestrian cycles before crossing the road.

- ✓ The location of the vehicular traffic signal heads appear to be outside of the "cone-of-vision" of drivers exiting the traffic circle. Vehicles were observed violating the red signal indication, i.e. running the light, on numerous occasions. This action decreases pedestrian safety while attempting to cross the streets.


- ✓ **Sidewalks**—Sidewalk conditions were evaluated throughout the study area in order to determine whether or not the sidewalks were acting as an impediment to pedestrian movement. Areas of new sidewalks and areas of sidewalks in disrepair are interspersed throughout the downtown. Figure 8 depicts areas where the existing sidewalks are considered to be in poor repair, thus creating barriers to pedestrian movement, south of Main Street. Evaluation and assessment of sidewalks north of Main Street has already been completed by the city.

It must be noted that the city has identified and programmed the need for a comprehensive sidewalk repair and replacement program. Action has been delayed pending the recommendations of this report and any physical realignments that may be deemed appropriate.

City of Troy Parking Assessment and Management Study

Troy, Ohio

Legend

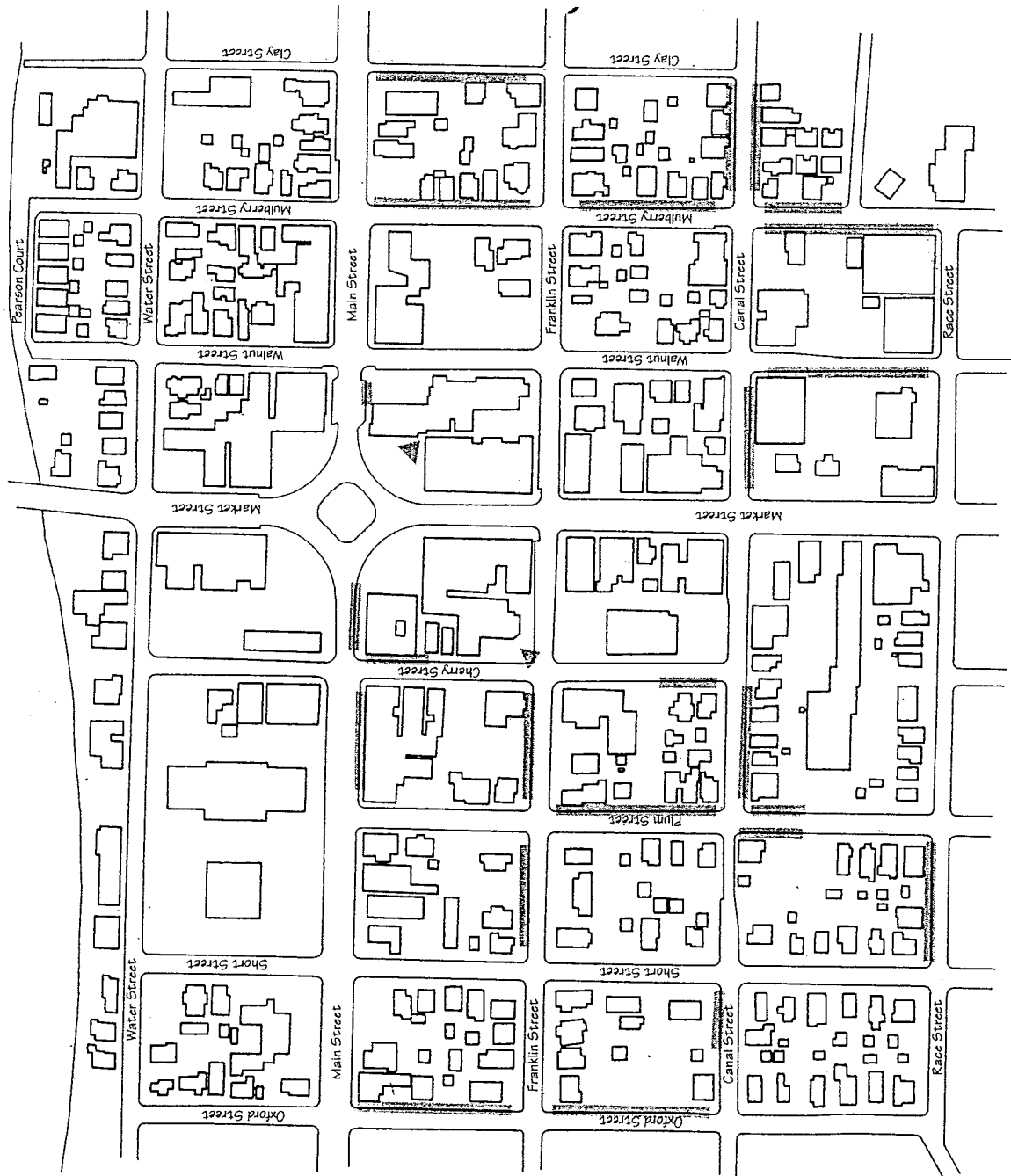
 Poor Conditions

Sidewalk Conditions Map

Figure 8



Not to Scale



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As shown on the map, primary pedestrian movement areas along Main Street and around the Public Square are in poor condition. Cracks, vegetation, and settling of the pavement have resulted in uneven and potentially dangerous walkways. Other sidewalks, curbs, and ramps throughout the residential portions of the study region are also in need of repair. Figures 9 and 10 are examples of the general condition of some of the sidewalks within the project area.

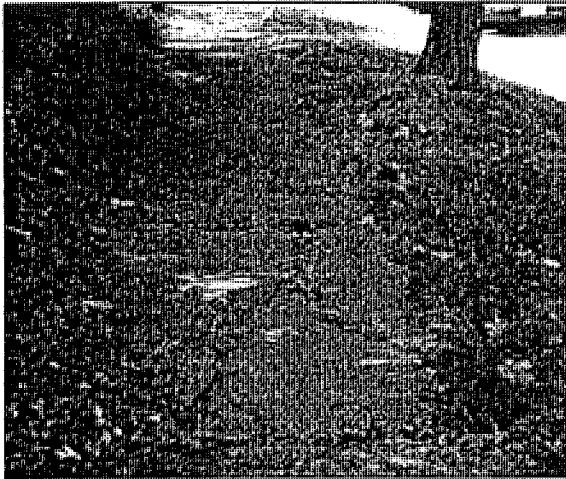


Figure 9 Sidewalks



Figure 10 Sidewalks

- ✓ **Lighting**—Street lighting is limited in portions of the downtown area, outside of Public Square. This becomes an area of concern because of the safety issues and the perceived barriers to pedestrian movement that the lack of sufficient lighting creates. Field reconnaissance was done in the evening hours in order to fully experience the existing conditions in the study region. The nighttime observations are located in Appendix B. People are less likely to park outside of sight distance to their destination, if dark corners and dark alleyways are present.

- ✓ **Traffic Circle**—The traffic circle in downtown Troy which is located in Public Square is actually an ellipse as shown in Figure 11. It is designed to provide the right-of-way to the traffic entering the circle which requires the traffic in the circle to yield. S.R. 55 and S.R. 41 intersect at this location. Gridlock is reported to occur in the circle when the high school lets out in the afternoon, and the buses and young drivers converge onto the traffic circle from southbound Market Street. However, it was observed that this “gridlock” lasted for approximately 2 to 3 minutes. While at times the traffic was stopped within the circle, for the most part, a continuous traffic flow was witnessed. The geometry and traffic flow of the circle does

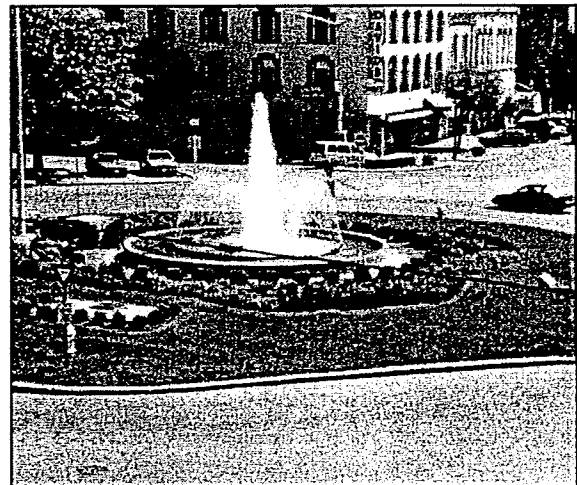


Figure 11 Traffic Circle

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not allow for efficient movement through the Downtown area. Figure 12 shows a section of the circle where vehicles have continuously driven over the curb and grass to negotiate the circle. One fire hydrant in the circle had to be moved closer to the fountain since it was repeatedly being hit by vehicles. Typically, communities with traffic circles regulate that the traffic in the circle has the right of way and the traffic entering the circle must yield. Troy's circle is just the opposite.

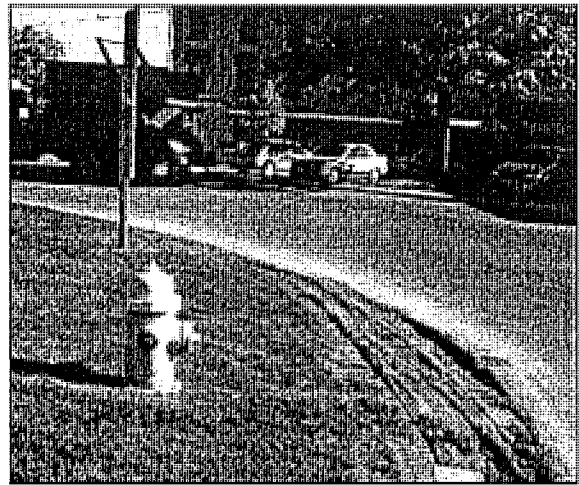


Figure 12 *Traffic Circle*

Parking is provided in each of the four quadrants of the circle. Vehicles turn right in and right out of the two accesses provided in each of the four parking areas. However, the signage provided does not adequately inform motorists of this traffic patterns, resulting in some vehicles entering and exiting the parking areas in the wrong direction.

Numerous points of conflict are found around the circle—at any of the four parking area entrances; vehicles entering the circle; vehicles in the circle; vehicles exiting the circle; and pedestrians. Sight distance is limited for the vehicles exiting the parking areas in the Public Square. Drivers are sometimes forced to pull into the through traffic lane to see oncoming vehicles. In addition, vehicles may get stranded in the parking areas since they must yield to both traffic in the circle and traffic entering the circle. Some motorists were observed to wait for a significant periods of time in order to find an acceptable gap to pull out of the parking areas. Another conflict point is found at the entrance of the parking areas. Anyone parked in the first parking space is forced to back out into the traffic circle to pull out of the space. These conflict points increase the accident potential in downtown Troy.

AERIAL PHOTOS

Aerial photographs were taken during three times of the same day in order to obtain “snapshots” of the parking utilization and capacity of the downtown. The selected day and times were: Friday, September 20, 1996, at 9:30 a.m. in order to observe morning parking habits, 12:00 noon to observe lunch-time parking perceived congestion, and 3:30 p.m. to observe traffic pattern and afternoon parkers. Friday was the desired observation day based on testimony received indicating that Friday parking was considered to be the most congested. In addition, the survey discussed in the following section, indicates that over half of the businesses identified Fridays as their busiest days. The three designated times were also selected based on the same reasons.

These aerial photos were then used to determine parking counts, occupancy levels, and geometry of the circle.

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Parking Utilization

In order to determine the average utilization of parking spaces throughout the project area, counts were taken from the three aerial photographs, representing different times of the day. These counts were compared against the original numbers obtained through the parking inventory to determine the utilization at a particular moment. The utilization for the three periods were then averaged to determine the "typical" parking occupancy levels for downtown Troy.

The following criteria represents how the supply of parking was evaluated:

- ✓ <35 percent - poor utilization
- ✓ 35-70 percent - average utilization
- ✓ 70-90 percent - good utilization
- ✓ >90 percent - critical

Areas which were identified with "poor utilization" include:

- ✓ Northwest Quadrant (12 Surplus Spaces):
 - ✓ "Bailiff Parking Only" located on Water Street
 - ✓ "25 cents for 10 Hour" parking on Water Street near the courthouse (3 spaces)
 - ✓ "Reserved Lot" for police vehicles
- ✓ Northeast Quadrant (32 Surplus Spaces):
 - ✓ "25 cents for 5 Hour" parking located north of Water Street on Walnut Street
 - ✓ "25 cents for 10 Hours" on Water Street, west of Mulberry Street
 - ✓ "2 Hour Free" spaces on Water Street, east of Mulberry Street
 - ✓ "25 cents for 5 Hour" parking located on Mulberry Street, north of Main Street
 - ✓ "2 Hour Free" parking on Main Street, east of Mulberry Street
- ✓ Southwest Quadrant (57 Surplus Spaces):
 - ✓ "2 Hours for 10 cents" spaces on Main Street, west of Short Street
 - ✓ "2 Hour Free" and "15 Minute Free" spaces on Market Street in front of City Hall
 - ✓ Troy Daily News reserved parking lot
 - ✓ 2 lots located adjacent to the First United Methodist Church
- ✓ Southeast Quadrant (113 Surplus Spaces):
 - ✓ "25 cents for 5 Hours" parking on Walnut Street, south of Main Street
 - ✓ "25 cents for 10 Hours" parking on Walnut Street, south of Franklin Street
 - ✓ Canal Street parking
 - ✓ "2 Hour Free" spaces on Market Street, between Race and Franklin Streets
 - ✓ "25 cents for 5 Hours" and "10 cents for 2 Hours" spaces on Franklin Street, between Walnut and Clay Streets
 - ✓ "25 cents for 5 Hours" spaces on Mulberry Street
 - ✓ Parking lots located across the street from the First Presbyterian Church

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Areas identified as "critical" include:

- ✓ Northwest Quadrant:
 - ✓ "10 cents for 2 Hours" spaces on Water Street near Short Street
 - ✓ "25 cents for 5 Hours" spaces on Cherry Street
- ✓ Northeast Quadrant (None)
- ✓ Southwest Quadrant:
 - ✓ "25 cents for 5 Hours" parking on Cherry Street, north of Franklin Street
 - ✓ Unrestricted and "2 hours for 10 cents" spaces on Franklin Street, near City Hall
- ✓ Southeast Quadrant (None)

For areas that are under utilized, alternative methods to increase demand should be considered. These methods may include; changing parking rates, changing reserved lots into open parking, or elimination of parking meters. Increasing parking spaces, utilization of surplus spaces located in the quadrants as identified above, and restructuring reserved parking lots are methods that can be evaluated in order to increase the parking supply in critical areas.

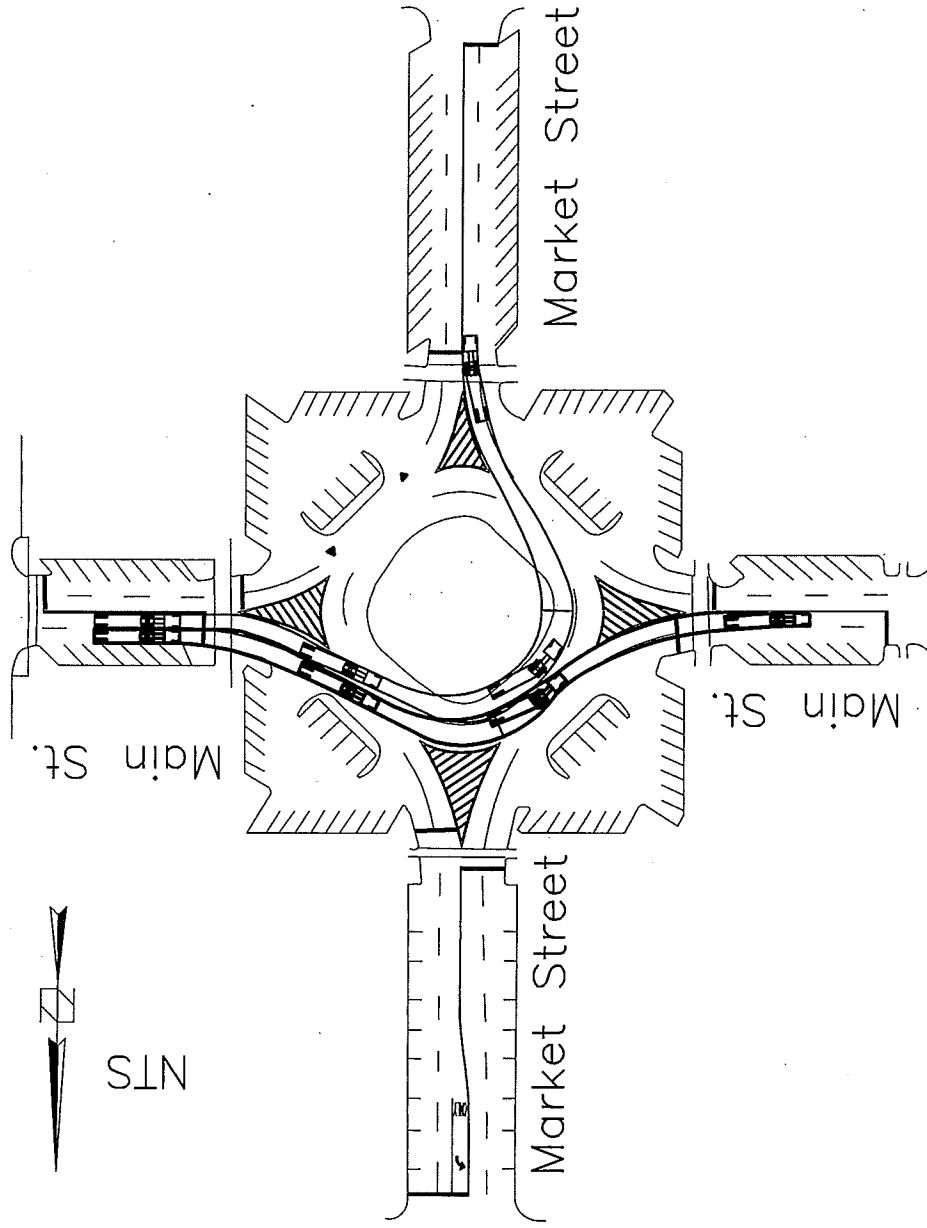
Geometry of the Circle

Aerial photos were digitized into a CADD format in order to analyze the geometric constraints of traffic flow through the circle. Using the American Association of State Highway and Transportation Officials (AASHTO) design vehicle turning radius requirements of a WB-50 tractor trailer, the swept path, which is the movement of the truck, was evaluated for the three primary movements through the circle. This evaluation was conducted using the computer software package *AutoTurn*. The computer generated results are illustrated in Figure 13. These results show that a tractor trailer cannot negotiate the traffic circle without encroaching on the second travel lane, or the grass area of the traffic circle. This encroachment onto the traffic circle corresponds to the vehicle tracks shown on the traffic circle as previously depicted in Figure 12.

SURVEY

A survey was created and administered to businesses throughout the study area. This survey was intended to gather the opinions and perceptions of the parking situation, through businesses immediately affected by parking in downtown Troy. Respondents were asked to provide information pertaining to their busiest times future growth of their businesses, and their perception of the parking situation in the downtown area. In addition, the questions were designed to identify demand, supply, perceptions, possible alternative improvements. A copy of the actual survey and a summary of the results are located in Appendix A.

Figure 14. Geometric Analysis of Traffic Circle



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The surveys were hand delivered to approximately 150 businesses within the study area during a one week time period, and picked up during the following week. A total of 98 surveys were collected, accounting for a 65 percent response rate. After evaluating the responses, it was calculated that there are over 950 employees and additional volunteers that work for respondents within the project area. It was then estimated that 150 additional employees work for the businesses which did not return the survey, for a total of 1,100+ employees in downtown Troy.

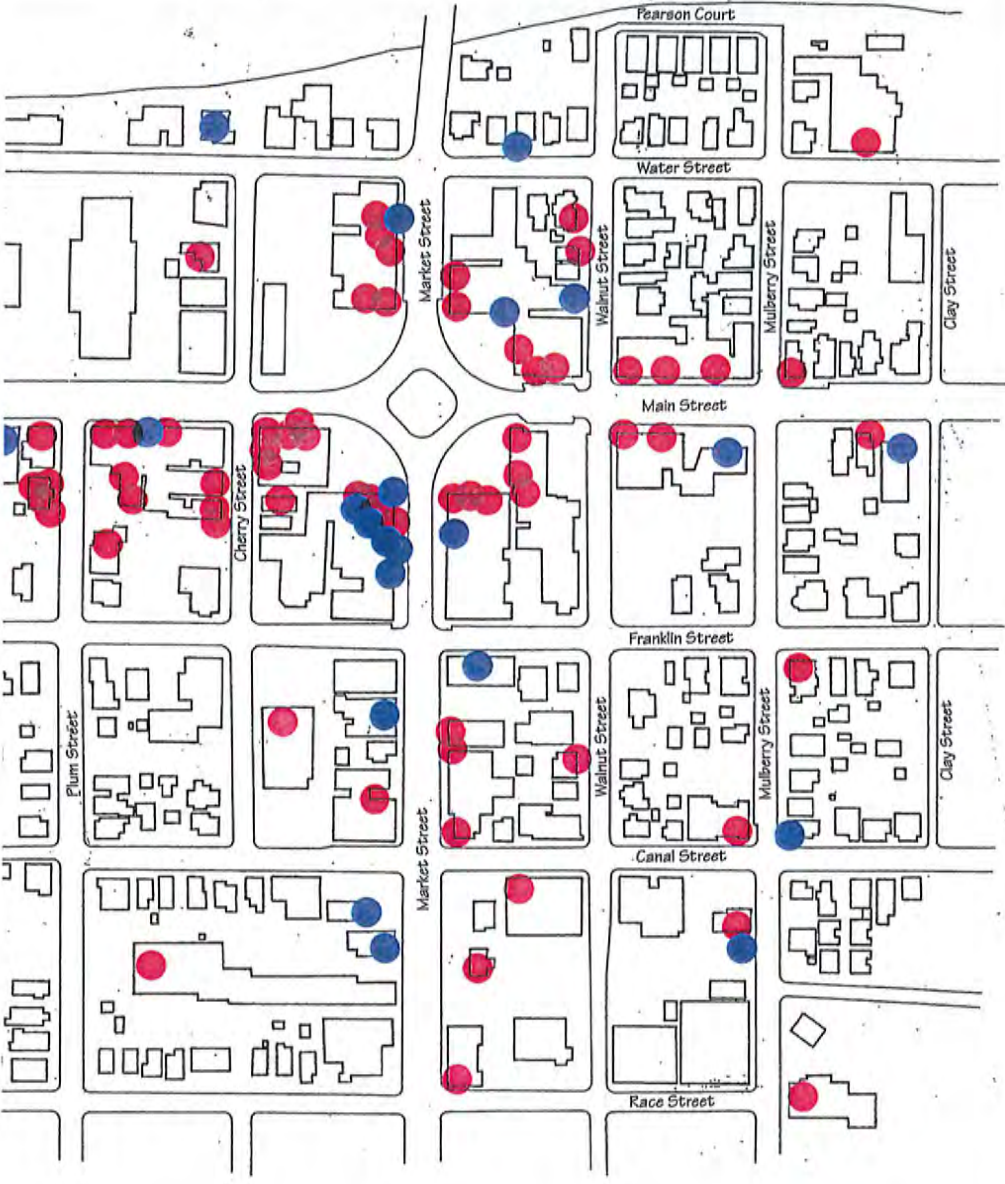
The majority of businesses owners and employees park in both off-street parking lots and in on-street parking spaces. Fridays were reported to be the businesses' busiest day, especially between 9 a.m. to 11 a.m. It was also discovered through the survey responses that 44 percent of the business owners notice employees from surrounding businesses parking in front of their shops on a daily basis. Parking enforcement is considered adequate, and the majority of responses (68 percent) feel that there is a parking shortage in downtown Troy.

To further understand "where" the parking shortage was perceived to be the greatest, a correlation was established between those respondents who said that "yes" there is a parking shortage, and where their business is located (their address). Figure 14 is a graphical representation of the correlation results. Red dots represent the location of business owners who feel that there *is* a shortage, and blue dots represent those who feel that there *is not* a problem. As the map shows, there is no distinct location of a problem, but instead, the problem is perceived by businesses throughout the study region. However, a strong representation of this perception was identified along Main Street, near the courthouse. Furthermore, a predominant presence of those who felt there is not a problem are located along South Market Street.

Operations and Maintenance of the Parking System

The City of Troy Police Department has one full time Parking Control Officer (PCO) dedicated to regulating and monitoring the metered and timed parking spaces in the downtown area. In addition, one officer is in charge of the Parking Enforcement division of the city of Troy Police Department, dedicates about 15 percent of their time to dealing with various parking issues. The annual budget for 1996 for parking operations and maintenance was \$52,753. This includes items such as: the PCO's salary, benefits, meter maintenance, vehicle maintenance, computer maintenance, uniforms, and other operating costs. These operation and maintenance costs continue to increase each year, however, meter fees have never changed and parking fines for metered violations have changed once going from \$0.50 to \$1.00 since 1987.

The existing meters were purchased and installed during the years 1968 and 1969. These meters routinely jam due to the changes in the size and condition of coins, and are in need of replacement due to wear. Renovating the existing meters would cost approximately \$55 per meter to change the meter rates. However, due to the age of the meters, total replacement is the more probable option. The cost of new meters and posts is approximately \$450 per meter. The raw overall cost of replacing the 358 meters that exist throughout the downtown area, without taking into consideration any trade-in value from the old meters, would be over \$161,000.



City of Troy

Parking Assessment and Management Study

Troy, Ohio

Is there a parking shortage in the downtown area?

- Yes ●
- No ●



Not to Scale



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Parking Revenues

In 1995, 3,709 tickets were issued by the PCO. This accounted for a revenue of \$15,324, and an additional \$25,133 was collected from the parking meters. The 1995 combined ticket and meter revenue was 6 percent less than the parking revenue generated in 1993, but, 5 percent higher than revenue generated in 1994. This indicates that as the operations and maintenance costs increase over the years, the annual revenue remains stagnant.

In addition, if the costs for 358 new meters were applied against the ±\$25,000 in annual revenues the debt service would last for over 6.5 years not including interest or carrying charges.

As of August, 1996, the number of parking tickets issued had increased by over 26 percent over the same time period as in 1995, with the average parking fine approximately \$3 per ticket. However, 9 percent of the 1996 tickets remain unpaid as of August 31, 1996. After three notices for an unpaid parking ticket, the offender is summoned to court. The first notice is not sent until at least two weeks after the parking ticket is issued. Due to any additional court costs, an individual may pay up to \$85 for a delinquent parking ticket.

Reserved parking spaces in municipal off-street parking lots are currently being rented for \$12 per space per month, on a yearly basis. This rate has not experienced an increase since 1984. The rent is invoiced once a year for the following year, and each lot is regulated by the city of Troy Water Department. However, regulation is only enforced when a complaint is received from persons renting a space. When this occurs, the city of Troy Water Department notifies the PCO, who then issues a ticket to the violator. These lots are reserved during certain times and days of the week, example 8 a.m. to 5 p.m. Monday through Friday. However, these restricted times are not uniform across the lots in the study area and may not be clearly shown on the posted signs. Figures 3 and 4, previously displayed, are examples of confusing signage located in parking lots throughout the study region.

In establishing a value to these reserved lots one can consider the following. The \$12 per month charge equates to \$0.55 cents a day when one assumes 22 days a month are spent at the work place. This seems to be a great deal when one considers \$.55 guarantees one a parking spot.

Operation and Maintenance—Areas of Concern:

The following areas have been identified as concerns regarding the current operation and maintenance practices of downtown parking enforcement.

- ✓ **PCO Computerized Ticketing Program**—The PCO utilizes a computer program to monitor parking in the 2 our free spaces throughout the downtown. The computer program is used to identify vehicles violating the two-hour free time limit. Each time the PCO encounters a vehicle parked in a free space, the PCO enters the parking space number, and the vehicle's license plate number. On the next round, the same procedure is repeated. If the same vehicle is in the same space past the allowed limit, the computer notifies the PCO of the parking violations, and a ticket is issued. A problem occurs when no vehicle is in a space during each subsequent pass route done by the PCO. If a parking space is empty, then the PCO enters nothing. If the original car parks

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in the same space again later in the same day without another car parking in the space during the interim period, the computer identifies the car as having exceeded the time limit and a parking violation is issued. In actuality, the car may not have been there over two hours, but instead returned to the downtown area. The computer program does not recognize the departure and return of the same vehicle to the same parking spaces.

- ✓ **Percentage of Repeat Parking Offenders**—It has been noted that approximately ten tickets are issued on a daily basis, and 75 percent of the tickets issued by the PCO are issued to business owners and employees of the downtown area. This percentage raises the concern as to whether tickets are serving their purpose as a deterrent to long-term parking in order to provide convenient parking for patrons of the downtown. It becomes evident that the minimal parking fines are not enough to alter the parking habits of business owners and employees. While these spaces are intended to be reserved for patrons, the consequences of parking in the free spaces, i.e. moving car and finding a new space every 2 hours, getting a parking violation, or “risking” being caught, are not substantial enough to convince the “violators” to walk longer distances, rent reserved spaces, or obey designated regulations.

Interviews

In mid September a series of one-on-one interviews were conducted to discuss the parking issues as perceived by several individuals. These individuals represent the downtown merchants, property owners, city and county officials, and members of Troy Main Street, Inc. The purpose of the interviews was to learn if other factors affect the parking issues that may not be expressed in an open forum. Typically, the other factors would include opinions that certain organizations do not cooperate; are less than enthusiastic about seeking resolution to the parking woes; or may for some reason want to block improvements or oppose change.

It must be pointed out that anonymity and confidentiality of each interviewee's responses would be secured. This pledge is made to promote and ensure candor in the responses.

After the interviews were conducted it is clear that none of the divisive factors exist in Troy. All parties involved in seeking improved parking conditions have been extremely cooperative and participatory. The city is held in high regard as being responsive to the merchants needs.

The following summarizes some of the issues discussed and the possible solutions.

- ✓ The merchants need some sort of signal (a windshield sign, a bag over the meter) to indicate that they are temporarily parked “illegally” to unload and that the vehicle will be gone in 30 or less minutes.
- ✓ Employees would not use off-street spaces that were further away as long as they can park all day for a quarter.
- ✓ Parking fines need to be increased.
- ✓ The only time parking problems occur are on Fridays and on jury days (county courts in session which were reported to be every Thursday). The Friday demand is short-term or less than two hours.
- ✓ City employees abuse the parking restrictions in front of city hall.
- ✓ The time sequence for Walk Signs are too brief.

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- ✓ Get rid of all meters.
- ✓ Add more meters.
- ✓ Patrons really struggle to walk the streets during incimate weather.
- ✓ Get the circle "in sinc" with the rest of the world. (Those in circle would have right of way and those entering would be required to yield.)
- ✓ Need more landscaping and better sidewalks.
- ✓ Many employees use spaces intended for patrons.
- ✓ Second and third floor apartments should have their own off-street parking.
- ✓ Patrons perceive a parking problem if they can't park directly in front of store yet if they go to Meijer's they'll park 1,000 feet away and walk. It's a perception thing...they have parked "in front" of Meijer's and they don't realize the extreme distance.
- ✓ Signs directing people to traffic are non-existent.
- ✓ Button activated walk signs in public square do not seem to be in line with signals and the people have to wait up to 2 minutes before the signal changes.
- ✓ I don't think we are making maximum use of the parking spaces we have available.
- ✓ \$0.25 to park for ten hours is a joke.
- ✓ Meters should be used to create turnover of available parking.
- ✓ A dollar fine for violating the meters is not a disincentive. (The dollar fine is if the fee is paid within one hour.)
- ✓ Most of the variation of the parking restrictions and regulations was done in response to some specific need or concern.
- ✓ The reserved lots (permit issued through Water Department) are grossly underutilized. They are never more than 30 percent full.
- ✓ Make the timed restrictions until 3 p.m. instead of 4 p.m.
- ✓ How can you force employers to force employees to park far away when public parking or long-term/short costs (\$0.25 for ten hours) parking is closer.
- ✓ Some of the delivery zones make no sense.
- ✓ The "permit parking" list is a myth...it's a throwback to political favoritism.
- ✓ Free up permits for others by raising fees.
- ✓ Parking signs are confusing.
- ✓ The parking problem is not a customer problem...it's an employee problem. The success of the businesses has created a greater demand on the limited supply.
- ✓ Use a permit system that enables employees and downtown residents to use any space except the two-hour free spaces. This would also include the meters and the enforcement officer would bypass the vehicle if they had a sticker posted and the meter was expired.
- ✓ County needs to build a 250 space garage for their employees and the people that come to the county offices and courts for business purposes. The garage could be used for public purposes after county business is closed. The garage could be funded with the 1/4 percent sales tax.
- ✓ Angled spaces are now 30 degrees and they would be safer if they were 60 degrees.
- ✓ More complaints are from employees than customers.
- ✓ Lunch times are always busy.
- ✓ Employers must get employees to park away from free spaces.
- ✓ County should build a parking structure on the city's lot behind the police department.

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Public Forum

A Public Forum was held at 7:30 p.m. in the Troy-Hayner Center on September 30, 1996, for the purpose of gathering public opinions and concerns regarding the parking. Flyers were distributed to over 300 residences and businesses. Thirty persons attended the public forum to express their feelings on the various parking issues. Residents complained about the lack of available parking along North Walnut and South Cherry Streets. Complaints addressed employees parking for long periods of time in front of their homes, cost relating to continually paying parking meters located in front of their homes, and the lack of handicap spaces. Business owners expressed concerns regarding loading zones, and their availability, as well as confusion related to parking lot signage. Both groups of citizens voiced questions regarding the consistency of parking enforcement, and designated employee parking.

Parking Improvement Options

After reviewing the parking inventory observations; aerial photos; surveys; operation and maintenance procedures; interviews; and public forum comments, the reality of the parking situation has been assessed versus the perceived problem in the area.

It is our professional opinion that sufficient parking in the area *IS* available, *BUT* reorganization is necessary in order to better utilize the parking that exists. Before recommendations can be made regarding parking, different options need to be examined. The identified problems have been broken down into seven major categories: Signage, Handicap Facilities, Additional Parking, Parking Regulations, Parking Fines, Pedestrian Issues, Traffic Circle Issues, and Future Growth Issues. Options which offer solutions and improvements to these categories of problems are discussed below.

Signage

Under existing conditions, it is difficult to locate available public parking. No directional signage exists that would indicate where patrons of the downtown area can park. Parking lots have signs, which in some cases are unclear, threatening, and inconsistent, as detailed in the Existing Conditions section of the report. To clarify the signage issues related to parking, possible options include:

- ✓ Identifiable Parking Signs
(*Development of aesthetically pleasing signage which will still promote the ability to quickly locate public parking.*)

Figures 15, 16, and 17 are offered as examples of possibilities that are compatible with the historic charm of downtown Troy. These signs

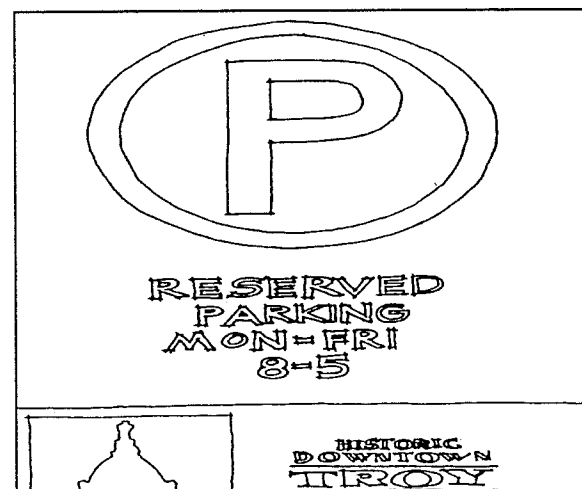


Figure 15 Parking Signage Sketches

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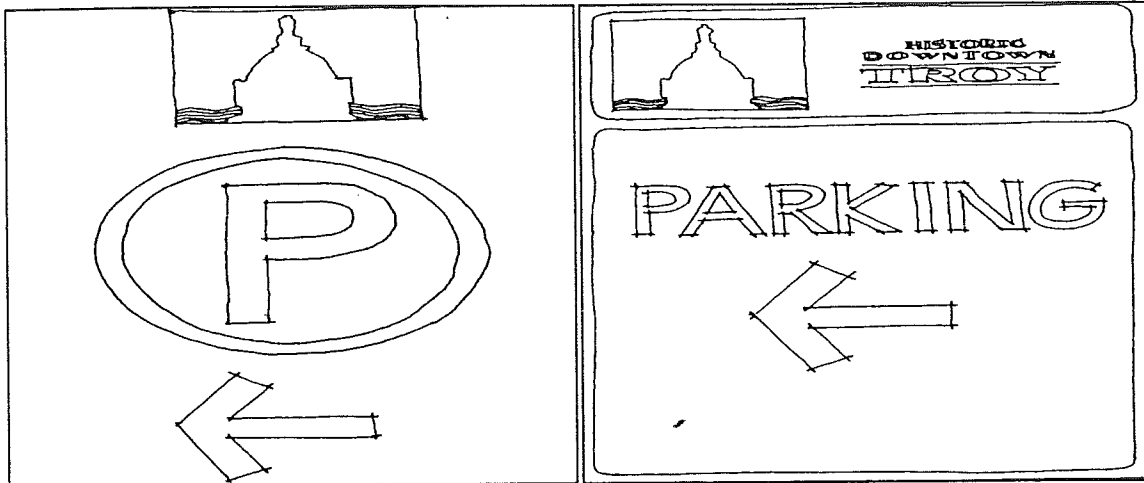


Figure 16 *Parking Signage Sketches*

Figure 17 *Parking Signage Sketches*

incorporate the existing downtown logo and color scheme, to create a readily identifiable parking sign.

The street configuration of the project area and parking lot locations within the project area, can be identified with a total of 14 directional signs. It has been identified that the city has the required equipment to manufacture signs for parking purposes in the downtown area.

- ✓ Directional Signage (*Kiosks and plaques located in prominent areas to identify parking and key buildings throughout downtown.*)

It is important for people to know where they are, and where they need to go when visiting the downtown area. In order to accomplish this, kiosks could be located in all four quadrants of Public Square, and in front of the key identified buildings. These directional signs could visually depict a map of the downtown area and where public parking lots are located in relation to the pedestrian's current location, "You are here*."

An additional suggestion for funding the kiosks would involve having businesses "sponsor" a kiosk in the downtown. This would serve as a funding means while still giving businesses an additional avenue for marketing, promotion, and advertising, and still serve the purpose of a directional devise

- ✓ "RESTRICTED" Parking Signs (*Alter the sign information to make the public aware parking in lots is available after business hours.*)

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Currently signage states "*Restricted Parking, Violators Will be Towed,*" and posted hours are not clear, as previously shown. People are often unaware, or unsure if they can park in the individual lots. Altering the information on existing signs by increasing the size of the text, changing "restricted" to "reserved," and eliminating the "tow away" threat, will make people more aware that public parking is available in that lot after the posted hours. An examples of this "softening" is shown in Figure 18.



Figure 18 Example of "Softening"

- ✓ Consistency of Signs (*All signs should read in the same manner the hours and days of restrictions.*)

An inconsistency exists regarding the message being communicated by the posted signs within the downtown, that are intended to regulate parking. Signs, even though they offer the same restrictions, are said in a different manner. These three different signs are all located within the downtown regarding free parking:

- ✓ "2 Hour Free"
- ✓ "2 Hour Free 7 a.m. to 6 p.m."
- ✓ " 2 Hour Free Per Space Per Day"

Handicap signs are also inconsistent. According to the *Uniform Traffic Code*, authorized vehicles parked in handicap spaces are allowed twice the posted time limit of a non-handicap space. However, the few signs posted on the handicap spaces in downtown Troy are limited to two hours, when by law they should be four.

Reserved lots do not currently have consistent signage. Inconsistencies occur in the following ways:

- ✓ Faded signs
- ✓ Different time restrictions on each lot
- ✓ Conflicting signs posted in same lot

By replacing existing signs, with consistent signage, confusion is lessened for the parkers, and enforcement becomes easier for the PCO.

Handicap Accommodations

Within the study area, there are 8 handicap spaces provided. These spaces are randomly located throughout the downtown, and do not meet Americans with Disability Act (ADA) requirements. In addition, curb ramps and sidewalks are inadequate to provide accessible movement for handicap persons.

- ✓ ADA regulations (*Handicap parking spaces are required according to the Americans with Disability Act (ADA).*)

According to ADA, the following are parking requirements for downtown areas:

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- ✓ 1 parking space per every 25 spaces in parking lots less than 200 must be designated as a handicap space. This rule would apply to all four quadrant parking "lots" located adjacent to the traffic circle.
- ✓ Handicap parking spaces in lots are required to be 96 inches wide (8 feet), with an additional 96 inches for loading and unloading of handicap persons. For example, 2 spaces within every quadrant parking area will need to be converted into one handicap parking space.
- ✓ Curb ramps must be provided at each of the marked cross walks throughout the downtown area.
- ✓ For on-street parking, the Office of ADA, Civil Rights Division recommends 2 percent of the spaces be designated for the handicapped. Handicapped spaces are primarily provided in off-street lots, however due to the lack of available and convenient public lots, handicap spaces must also be placed on-street.

Parking Regulations

Parking regulations and enforcement are inconsistent and confusing to users of the parking facilities in downtown Troy. The following are options to reorganize the parking system in order to reduce confusion:

- ✓ **Parking Categories (*Reduction of the Number of Parking Regulations Within the Project Area*)**—Under existing conditions, there are 17 different categories of parking within the project area. The random and sporadic use of the vast parking categories makes it difficult to locate appropriate parking, and increases the time and effort required to enforce parking regulations. The following are options to restructure the current situation:
 - ✓ Eliminate the "3 Hour Free Parking." By converting these spaces into a more primary category, more consistency could be obtained.
 - ✓ Eliminate Unsigned/Unrestricted parking in the commercial and business portion of downtown, such as the four unsigned spaces on Franklin Street near the corner of Market Street, and the three unsigned spaces on Main Street near the corner of Mulberry Street. Since these spaces are unrestricted, employees and long-term parkers are utilizing the spaces, thus reducing the amount of available parking for patrons.
 - ✓ Remove the four different categories of parking meters currently used and replace them with two meter types. The existing parking meters do not seem to have any reasoning for their placement, and a overall restructuring of the parking meter locations and costs, could offer less confusion for parkers.
 - ✓ Remove the four different meters and replace with one programmable version that allows 2.5 hours for every quarter up to ten hours (or ten hours for one token). Extend the two hour free parking down Cherry Street in support of the businesses that front on that street.
 - ✓ Clearly define the off-street parking regulations. Utilize clear signage that identified when public vehicles can be parked in the off-street lots.
- ✓ **"Two-Hour Free" Spaces (*Delineation of the Boundaries Related to Free Parking*)**—The "two-hour free" spaces are primarily located on Main Street, Market Street, and Public Square. One option is to extend the boundaries of free spaces due to

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complaints received concerning the lack of available parking. However, the amount of parking currently available appears to be sufficient for the customers for which these free spaces are intended. Extending the boundaries would only push employee parking further into residential areas.

If the "two-hour free" spaces would be extended anywhere it would be down Cherry Street between Main Street and Franklin in support of the business mix located along that street.

Another option is to regulate the "two-hour free" spaces consistently throughout the area. As mentioned previously, these spaces are marked in three different manners:

- ✓ "2 Hour Free"
- ✓ "2 Hour Free from 7 a.m. to 6 p.m."
- ✓ "2 Hour Free Per Space Per Day"

These three types of regulation should be consolidated into one category which is easier for the general public to understand.

- ✓ **Meters: Fees and Time Lengths (*Determine Appropriate Location, Fees, Duration, and Usage of Parking Meters*)**—Four types of parking meters are currently being utilized in random locations throughout the project area. The average fees charged for three of these types of meters is \$0.05 per hour, the other meter type charges \$0.02.5 cents per hour. These meters include penny meters, which have been strategically placed outside of certain businesses in order to deter long-term parkers, upon request by the business owners. These meters do not generate revenue and in actuality, cost more to maintain than operate. Several options are offered to increase parking revenue and generally clarify parking in downtown Troy. They are:

- ✓ Consolidate parking meters to one or two types
- ✓ Increase parking fee per hour
- ✓ Reorganize location of metered parking.

Another option is to eliminate all parking meters within the project area. However, the elimination of metered spaces would result in loss of revenue and increase the potential of these spaces to be used for long-term parking by downtown employees. The city offered unrestricted free parking a few years ago during the month of December to bring customers in to shop during the Christmas season. It was reported that the parking problem was amplified by employees who abused the unrestricted provisions by parking in front of the various businesses which depleted the supply for customers.

- ✓ **Meters in Residential Neighborhoods (*Provide Adequate Parking for Residences*)**—Through the field reconnaissance, it was observed that parking meters had been placed in different residential neighborhoods. The placement of meters in residential areas is evidently in response to downtown employees seeking free parking. The majority of metered spaces in neighborhoods are located in the eastern portion of the study area, almost appearing to be placed in a discriminatory manner when compared to the western side of the downtown. In addition, the existing meters varied in regards to both time limits and cost. Ironically, the field reconnaissance also showed that the metered

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on street spaces in the eastern part were seldom used, or at least to the level that the metered spaces on the western side of the downtown were used.

The overall concept of placing meters in front of homes is oftentimes a point of contention simply because residents "feel" the space in front of their homes is their space. This "feeling" becomes a "belief" and the belief becomes a "right." Especially when the city does curb and gutter repairs and maintenance and assesses the property owner for the costs of the repairs. If the meters were placed in the residential areas as a deterrent to downtown employees parking there all day then it is not effective since a quarter for ten hours to park will not deter anyone.

If these residential areas did not have meters, the employees of the downtown area would use the space without any limitations. Typically, these spaces would be occupied by downtown employees from Monday through Saturday between 7:00 AM and 6:00 PM.

The residents are further aggravated when they come home and find they have to park some distance away because it is occupied by a downtown employee. This degree of aggravation is further accelerated when one needs to carry something such as several bags of groceries, or a small child. Two options are available to alleviate the problems caused by meters located within residential zones:

- ✓ Remove the parking meters in front of residences.
- ✓ Issue parking stickers or passes for residents to display in their vehicles in order to park free at meters in front of their homes.

Complete removal of parking meters from in front of residential units has the potential for increased long-term usage of these spaces by downtown employees. The purpose of the meters is to discourage long-term parking and provide parking turnover. Residents would most likely see a decrease in available parking defeating the purpose of parking meter removal.

Most residential units within the project area have driveways in which to park, and those dwellings without off-street parking amenities are often rental units. These units have high levels of turnover, therefore, abuse of the permit usage can be expected. Past residents may leave the sticker on the vehicle to provide them free parking in the area. The question that remains is what percentage of residents who move have a need to come back downtown as employees. The issuance of parking permits for residents would have to be on a timed basis such as 6 months or a year. The stickers would have to be designed in such a manner that counterfeiting is difficult if not impossible. Numbering with time limits shown would be one way. Enforcement of the parking sticker program would be time consuming resulting in a higher cost of operation and maintenance. The cost for issuing stickers would have to be debated by the city as a policy question for the residents.

- ✓ **Reserved Lots (*Restructure Regulation of Reserved Lots in Order to Fully Utilize Their Capacity*)**—Sixty-two parking lots were identified in the study area. These lots fall into four categories as previously identified. Options to improve utilization of the reserved lots include: (For those lots not publicly owned and intended for use by patrons the following would not apply.)

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- ✓ Establish a "lottery" system for reservation of spaces within reserved lots.
- ✓ Redesignate selected restricted parking lots as metered lots.
- ✓ Create a permit system that will allow parking in any space within reserved parking lots and at meters on the street.
- ✓ Alter times of restrictions on reserved lots, opening the lots to the public after 4 p.m. or even earlier.
- ✓ Increase permit fees to promote the permit holder to use the reserved space rather than parking at a meter or in a free space.
- ✓ Create a "bidding war" by assigning the spaces to the highest bidders on an annual basis.
- ✓ Oversell the reserved spaces and make the spaces available on a first come first serve basis. Those with permits could park at a meter on the street without penalty or citation.
- ✓ Eliminate the practice of selling reserved spaces and install ten hour meters.

The establishment of a "lottery" system for reserved spaces within the lots would allow a more equal and fair distribution of spaces within the downtown area. However, that doesn't guarantee utilization. Currently, there are names on waiting lists to reserve spaces in certain lots in the area, and other lots appear not to be utilized to their fullest extent. The spaces are paid for on a yearly basis, and once a space has been secured it is never reevaluated who gets the space. A seniority system is utilized for space allocation, thus creating a waiting list. A system could be implemented to conduct a lottery on a yearly basis, on which to allocate the spaces for the following year.

Certain lots currently have a poor utilization due a variety of reasons. Based on firsthand observation these lots average a utilization rate 30 to 40 percent. To better utilize these spaces, and improve the parking situation for additional users, these reserved lots could be converted into metered usage. Metered spaces would open up the lots to a first come first serve basis for day-long parking users (employees) of the downtown, potentially increasing the utilization capacity.

Another option to improve utilization of reserved lots is to allow individuals to purchase a permit to park in any reserved lot space on a first come first serve basis. This overselling would increase the potential to improve utilization. The overselling of permits would increase the parking use and also revenue for the city, which could then be used to improve parking related amenities. For those who own a permit and cannot find a space they could park at a meter on the street and be exempt from citations provided the permit was in view or if the vehicle's license plate was registered as having a permit on file with the city.

The downside to this option rests with the police department as they issue citations for meter violators who in turn see another vehicle with an expired meter not get cited.

As mentioned previously, times of lot restriction should be consistent throughout the downtown area. The standard work hours are 8 a.m. to 5 p.m. If a space is empty after 4 p.m., it is most likely that the individual with the reserved space will not be returning to the area to work for the remaining hour. Therefore, lots could be open to the general public after 4 p.m.

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Currently, reserved parking space holders pay \$12 per month per year. This rate has been in effect since 1987, without experiencing any increase. As mentioned previously, operation and maintenance of lots and other parking facilities has continued to increase. Therefore, to off-set rising costs, and to provide funding for new signs and parking lot upkeep, the increasing of parking fees are only fair.

- ✓ **Relocation of Loading Zones (*Relocation of Loading Zones to Better Serve Businesses*)**—Loading zones are currently not located in the best locations to serve the needs of businesses, as previously described. A possible solution to the loading zone dilemma is to restrict loading and unloading times and deliveries to be permitted only during times between 7 am and 10 am. In addition, delivery vehicles would be restricted to the four parking areas around the traffic circle, which is currently being used, and the remaining deliveries would be required to utilize side streets, alleyways, and back entrances only. Delivery vehicles will not be allowed to utilize spaces along Market and Main Street, to avoid traffic congestion and mis-use of prime parking areas.

Parking Fines

The parking fines which are in existence throughout Troy have remained stagnant since 1987. These fines are minimal, and do not effectively prevent long-term parking, or repeat parking violators. The following options are ideas that can be utilized in order to reduce the number of parking violators, create better turn-over of spaces, and generate more parking enforcement revenue.

- ✓ **Higher Fines (*Increase Fines Associated with Parking Violations*)**—Under the current conditions, parking fines associated with expired meters is \$1 if paid within one hour, \$3 if paid within 24 hours, and \$6 if paid after 24 hours, and the average paid parking ticket for 1995 was \$3. These fines were evaluated with those assessed to similar parking violations in communities that contained common characteristics as Troy (size, non-suburb, character, etc.). It was noted that average ticket fines were at least \$5, which increased if not paid within 24 hours. Based on this information, it is reasonable to suggest that fines associated with expired parking meters should start at \$5, and double if not paid within 24-72 hours. An increase in enforcement revenue would be likely to occur, as well and a decrease in the percent of repeat offenders. An increase in fines will concur with parking fines already associated with “two-hour free” spaces violations.
- ✓ **Escalating Fines: First Ticket Free (*Development of Ticketing System That Recognizes Whether or Not That Particular Car Has Received a Parking Violation Within the Last Year*)**—It has been established that the current ticketing system does not deter repeat offenders. The PCO has identified that 75 percent of the tickets issued are issued to downtown business owners and employees, and during various discussions, certain business owners admitted that they have received numerous tickets. An option to deter persons from continually violating parking restrictions is to make the tickets and fines increase based on the number of tickets the vehicle has received. After the first violation for a particular vehicle the license is recorded, the fine per ticket would increase as that particular vehicle continues to receive tickets. Also, as part of this program, the first ticket issued to a vehicle would be a warning for

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which no fine would be assessed. Additional revenue could be generated with this option, as well as a potential reduction of repeat offenders. The fees might escalate from a warning to \$5 to \$10 to \$20 and so on.

- ✓ **Better Enforcement (Consistent) (*Improve Coverage of Enforcement Throughout the Project Area*)**—It has been reported that the parking enforcement is not consistent throughout the project area. Complaints have been received regarding the routes used by the PCO, the time required to complete each route, and possible “favoritism” implemented while enforcing parking regulations. The survey showed that the enforcement was adequate. However, to a public that wants to avoid fines and fees it is not clear what an acceptable level of adequacy would be. It was reported by many people that the challenge of “beating the meter maid” was a game played by many. The following are options that could possibly reduce the complaints and create consistency in parking enforcement:

- ✓ Increase the number of Parking Control Officers.
- ✓ Clarify enforcement hours.
- ✓ Designate specific monitoring routes to be randomly used.
- ✓ Enforcement by police officers in addition to the PCO.

Currently there is one PCO that monitors parking throughout the project area. That job consists of regulating parking, maintenance and repair of meters, collection of meter money, and associated paperwork. Often it takes significantly more time to complete these assigned tasks, and monitor the entire area than the PCO current 8-hour work day allows. In addition, one “route” through the enforced area often takes more than two hours. Therefore, parking limits for both free spaces and meters of two hours or less, are not being effectively enforced. This results in persons “playing games” with the PCO, and taking chances as to whether or not they will be caught violating parking regulations. An option to reduce the “games” and provide better and more consistent monitoring, is to hire additional PCOs. Each PCO could be responsible for monitoring metered spaces in a quadrant, and one PCO would monitor all free timed spaces throughout the downtown. This would reduce the time required to complete a route, and each PCO would be better able to enforce the posted regulations. There is a higher cost associated with this option, due to hiring additional PCOs and supplying the required equipment for monitoring. One suggestion is to hire part time employees to fulfill additional staffing needs.

Clarifying the enforcement hours would also reduce confusion related to parking in downtown. People are unclear whether or not the meters are required to be paid on weekends, what time the meters and monitoring ends everyday, and whether or not free spaces still have a 2 hour limit on weekends or after business hours. Through providing more clarification of enforcement hours, that confusion could be eliminated. Consistent signage of regulations would be beneficial throughout the area.

Designation of specific routes throughout the project area could result in more consistent monitoring. This would lessen the opportunity for people to violate posted regulations, and would guarantee that the entire area was covered in a timely manner.

To increase the monitoring capabilities of the PCOs, the option for privatization of the enforcement is possible. This would involve:

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- ✓ Passing legislation that would authorize the director of public safety to commission "private police" to patrol and enforce parking.
- ✓ Interpretation of Ohio Revised Code to consider "private police" equivalent to "law enforcement officer" in regards to parking enforcement. (Ohio Revised Code states that ticketing must be issued by a law enforcement officer, but no definition is supplied for "law enforcement officer.")

In addition, private police, although legislated through the Department of Public Safety, can be privately funded. This would allow the current PCO position to remain the same, but that enforcement could concentrate on free spaces, and the private police could concentrate on metered parking in the downtown area.

- ✓ **Court Versus Bureau of Motor Vehicles (BMV) Restrictions (*Limit Police and Pco Effort Associated with Unpaid Parking Ticket*)**—As mentioned previously, if a ticket is unpaid within two weeks, a notice is sent out to the delinquent party. After three notices, the individual is summoned to court. Concerns have been raised due to the time and effort required by police officials and the PCO to complete this procedure. One option to reduce the PCO and police official efforts regarding delinquent tickets involves interpreting the Ohio Revised Code to declare parking violations a felony, thus turning the matter over to the BMV. The BMV could then restrict the license plate renewal for the violating vehicle. This "threat" could influence people to pay their fines in a timely manner. As mentioned earlier, 9 percent of the fines issued in 1996, still remain unpaid. However, time will still be required from the police officers to deal with the BMV instead of with the courts.

Pedestrian Issues

Impediments to pedestrian movement compound the reluctance for persons to park away from their destinations, contributing to the perceived parking shortage. To entice persons to walk, physical barriers should be removed. The following are options that will reduce physical barriers that currently exist:

[Again it must be noted that the city has identified sidewalks that are in need of repair and/or replacement. The city has delayed action of this program pending recommendations of this study that may influence the location or manner in which sidewalks are improved.]

- ✓ **"Reasonable" Walking Distances (*Provide Convenient and Accessible Parking for Destination*)**—No regulations exist for distances between parking areas and parking generators. However, industry standards for the most part has accepted 300 feet as a "reasonable" walking distance. According to an article from *PARKING* magazine, even up to 700 feet is an acceptable distance for pedestrians to walk from origin to destination along unsheltered paths or sidewalks. Pedestrian access to and from existing off-street parking lots should correspond to these acceptable distances.
- ✓ **Sidewalks (*Improvements to Sidewalks Throughout the Downtown Area*)**—Sidewalk conditions for downtown Troy have been evaluated earlier in this document. They suggest, along with comments that have been received, that sidewalks are in poor repair, and contribute to the difficulty of walking longer distances to park. An option is

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to replace the sidewalks in poor condition. The city of Troy has already begun looking into replacement of sidewalks, and plan to begin reconstruction in 1997.

- ✓ **Signal "Walk" Time (*Increasing "Walk" Signal Without Altering Cycle Length*)**—During field reconnaissance, it was noted that the "walk" indication light is 5 second long. While this length is within the requirements, it does not appear to be long enough to convince people it is safe to walk across the street. The safety concerns of crossing the streets is increased around the square due to the confusion of traffic movement. An option to alleviate the reluctance to cross the streets would involve lengthening the time that the "walk" indication flashes. According to the Ohio Manual of Uniform Traffic Control, up to 7 seconds of "walk" time is acceptable. This increase could be accomplished without lengthening the traffic signal cycle.
- ✓ **Lighting (*Promote a Safe Environment Through Additional Street Lighting*)**—Lighting throughout the downtown area is inconsistent. Street lighting appears to be sufficient, however, lighting of off-street lots, including Public Square, is sporadic. Through an increase in illumination of off-street lots, utilization of these areas could increase during nighttime hours.
- ✓ **Streetscape (*Promote Pedestrian Movement Through Creation of an Aesthetically Pleasing Environment*)**—The current lack of streetscaping and landscaping contributes to persons desires to park directly in front of their destinations, instead of walking an enjoying the surroundings. People do not want to walk, if streets are bare and the walk is not aesthetically pleasant. Through implementing a streetscape plan, which includes sidewalk, vegetation, building awning recommendations and lighting improvements, a more pedestrian orientated environment could be obtained. With proper streetscape improvements, safety issued could be address and walkways delineated, so that people would have a specific pathway to follow after parking their vehicles in designated locations.

Traffic Circle Issues

- ✓ **Right-of-Way (*Decrease Confusion of Traffic Movement Through the Circle*)**—The "sacred" traffic circle, as it has been referred to, has evolved in such a manner that confusion is common when trying to navigate and maneuver through the area. Options are available that will decrease the confusion and increase the safety issues involved with driving through the circle. These options include:
 - ✓ Reducing the number of traffic lanes, from two to one, entering the circle. Currently the traffic lanes within the circle are not wide enough to allow safe and efficient movement, and vehicles crossing over their lane into the other lane has been observed, as drivers try to make their way around the circle. To potentially alleviate the confusion, having only one driving lane will increase the flow, and allow drivers the ability to make it around the circle without getting side swiped or "stick" in the inside lane.
 - ✓ Alter the movement patterns within the circle, so those vehicles within the circle have the right-of-way. As previously discussed, the traffic flow related to the circle seems "backwards." Vehicles entering the circle have the right-of-

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way, and those inside must yield. While traffic circles are successful and effective means to move traffic, reversing the right-of-way so those inside the circle have the right-of-way, has the potential to lessen the confusion, and allow traffic movement to happen on a more relaxed and smooth pace.

- ✓ **Angle Parking (*Increase Safety for Access and Egress from Angled Parking Spaces*)**—Angled parking spaces allow the most amount of spaces within a given area, as previously described. The angled parking spaces within the project area are located along Main Street and Market Street. Safety issues have been raised due to the close proximity of the spaces to the traffic circle, and vehicles backing out into traffic coming off of the circle. An option to remedy this situation involves reducing the number of lanes that feed into the circle, thus allowing a wider single traffic lane for access and egress of parking spaces. The safety issues involved with angled spaces could be lessened due to the fact that car would no longer be backing out into four lanes of traffic at all points around the circle. However, three lanes of traffic will still be present and drivers would still be required to practice safe driving habits.

Additional Parking

- ✓ **More Lots (*Identify the Necessity and Location for Additional Off-Street Lots*)**—It has been determined that adequate parking is available, but must be reorganized to obtain better utilization and lessen confusion. At this point in time it is unreasonable to “construct” additional surface parking lots. Doing so would significantly alter the historical character of the downtown area. Instead, resigning and re-delineating existing parking will allow parking needs to be met. The idea of additional parking lots will be reserved for future times.
- ✓ **Angle Parking: Court House and North Market Street (*Re-delineate Parking in Order to Provide Additional Parking*)**—Parking around the courthouse has been identified as a problem area as there is not enough parking available in this immediate location. Converting the existing parallel parking into angled parking in front of the court house will double the number of spaces. In order to complete the conversion up to code requirements, the sidewalk width will be slightly reduced.

However, this recommendation will need to be discussed with ODOT since both streets are have State Highway designations and angled parking is contrary to state standards.

- ✓ **Utilization of Private Lots (*Identify Potential Private Lots for Employee Use*)**—Private lots are located throughout the study area, and are often under utilized. Agreements could be made between the private parking lot owners and businesses owners or the city that will allow employee parking in these areas. Better utilization of private lots could reduce the number of vehicles parking in on-street spaces, opening up parking for patrons and residents.
- ✓ **Parking Garage (*Evaluate the Feasibility of Locating a Parking Garage Within the Downtown Area*)**—There exists among some a strong sentiment regarding the possibility of constructing a parking garage within the downtown area to alleviate some of the perceived parking problems. After evaluating the idea, various findings have

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been made that would deem the concept to be not economically feasible for downtown Troy at this particular time. The following reasons support this opinion:

- ✓ Garage structures can be estimated to cost between \$7,000 to \$12,000 per space. If a 250 space garage could be built on the 2 parcels of land owned by the city and county (southeast corner of Water and Cherry Streets) the straight construction costs would be \$2,500,000.00 using \$10,000 per space. There are other costs associated such as labor to collect fees (3.5 people @ \$30,000 per year for salary and benefits = \$105,000), safety patrol, maintenance, electricity, and so on. The \$2.5m construction costs does not include interest and carrying charges either. The labor and other costs would add an estimated \$2.5m to the project over the 20 year debt cycle. These 250 spaces, if used at a 100 percent utilization rate, would require a \$4.00 a day fee to retire the construction debt service and O&M costs in 20 years. The \$4.00 a day seems excessive for what the Troy downtown parkers are willing to pay.

However, it is recommended that the city, the county, and the merchants begin discussions today to anticipate that such a garage will be needed in the future and that all should participate in the costs of development.

Future Growth Issues

- ✓ **Development Requirements (*Require Building Conversion and New Construction to Provide Adequate Off-Street Parking*)**—A common occurrence around the downtown area in Troy has involved the conversion of single family residential units into office uses or multi-family uses. While these new uses may be compatible, they are often accompanied by increased parking demands on the supply. Businesses and multi-family units bring more vehicles into the area and additional parking demands. Since conversion will be likely to continue, development requirements could be amended to require developers to include off-street parking. This provision will reduce the number of vehicles parking in on-street spaces, allowing the needed patron parking to use these areas.

RECOMMENDATIONS

A very important fact that must be considered is the city of Troy is a community of long-standing traditions and pride. These traditions and pride oftentimes make change difficult—and knowing that change may not be easy, the following recommendations are made.

First and foremost, these recommendations are not made based on the need to generate revenue for the city or create hardship for the merchants, downtown employers or employees. It has been the purpose of this study to determine if the available parking is being put to its best utilization, to determine if there are means to improve utilization, and to determine if additional facilities are in order. In addition, the ease of movement for the pedestrian once parking is found, and the ease of movement for vehicles in and through the downtown area were investigated.

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Succinctly stated, the analysis indicates that for the current demand levels there is sufficient parking available. Parking supply and demand have been calculated and displayed in Table 2.

It is important to understand that this *Supply vs. Demand* table does not account for any parking spaces throughout the project area that are unrestricted. There is a large concentration of such spaces located in the southwest quadrant, and additional areas of unrestricted spaces are located in the southeast quadrant. Although these spaces have not been counted or included in this table, they do represent parking *supply* within the area.

In addition, the number of residents living within the project area have not been specifically included in the *Supply vs. Demand* calculations. Residents do create a parking *demand*. However, the actual demand is virtually impossible to determine since accurate calculations cannot be established as to who owns what vehicle and so on. The issue, as residential parking needs conflict with downtown employees is basically focused on two streets—Cherry and Walnut.

**Table 2
 Parking Supply vs. Parking Demand**

	SE Quad	SW Quad	NW Quad	NE Quad	Estimates	Totals
Employees <i>Demand</i>	156	294	463	115	150 ¹	1,178
Spaces <i>Supply</i>	443	358	294	170	0	1,266
Difference	+287	+64	-169	+55	-150	+87 Surplus
¹ The estimate of 150 additional employees (demand) is based on an estimated 50 unreturned surveys averaging 3 employees per business.						

The Supply vs. Demand table does account for all of the businesses and all delineated spaces within the project area. Generally, the supply counts did not exceed a three block radius from the square, and included all but the “unrestricted” spaces (light blue) depicted on the Parking Inventory Map (Figure 2).

However, the table does suggest that there is an apparent discrepancies in the *Supply vs. Demand* ratios on a quadrant basis, based on the supply and demand criteria used. No one has imposed any restrictions that an employee must park in the quadrant in which they work nor should it be suggested. Furthermore, the employee numbers are derived from the survey responses. Due to the fact that there was not a 100 percent survey response rate, and because surveys were not administered to the residential units, the numbers can not be considered all inclusive when compared to demand.

Table 2. does indicate that the northwest quadrant does have a deficiency. If it is determined that a parking structure was in everyone’s best interest, this quadrant would be the area in most need and the preferred location.

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Overall, the *supply* and *demand* numbers convey that the current demand is met, or is capable of being met as long as employees, business owners, and patrons are willing to park within a three block radius. But, based on comments and testimony received, the three block distance is not acceptable to the merchants and their employees. The only solution to meeting parking demand within a one block distance would require the select acquisition and demolition of structures and establishing a surface parking lot. This alternative is not desirable if the city wants to continue with the downtown's current level of historic charm and structure massing.

Should the downtown continue as a successful retail, commerce, and government center and the employment base grow, the need to provide additional off-street parking facilities may be in order. With that in mind the following recommendations have been developed based on the options discussed in the previous section. Some of these recommendations should be implemented immediately; some should be tested for their effectiveness; some may be appropriate in the future; and some will possibly need to be revisited and refined at some future point in time. Some of the possible options previously discussed should also be reevaluated at some point in the future for their application. For example, a parking structure is not an economically feasible option at this time but it may be in the community's best interest to construct one in the next ten years to preserve the historic charm and structural massing previously discussed.

One thing is certain—all the business and governmental operations based in downtown Troy will have to understand that the changes proposed are made to improve the business and service delivery environment—not create or continue hardship.

Recommendations for Immediate Implementation (0-6 Months)

1. **Eliminate Reserved Parking Lots**—There has been much discussion regarding the limited use of the city's two reserved lots. One is located on the northwest corner of Cherry and Franklin (54 spaces) and the other is located on the southeast corner of Main and Mulberry Streets (15 spaces).

The most discussed remedies are to raise the fees for reserved usage to \$2.00/day (\$520 annual fee based on 260 work days) to overselling the spaces and promote usage on a first come first serve basis. Those having permits but no space could park at a meter on the street without putting money in the meter.

The first option of raising fees does not guarantee increased usage and that is the charge of this study. The second option will become an enforcement nightmare for the police department.

The recommendation is to eliminate the reserved status and install ten hour meters at each of the spaces. The primary issue identified is the need for employee parking. By eliminating the preferential treatment and installing meters the usage will increase immediately since these two lots are well located to serve high concentrations of employees.

The city, if it accepts this recommendation, shall notify each of the permit holders that the practice of selling reserved spaces in the two lots will be discontinued at a time yet to be determined. Once the time deadline nears the city will install the appropriate

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meters and signage identifying the lot as public parking. Since the meters will be programmed to handle 2.5 hours for a quarter up to ten hours the lot will be flexible in serving employees and those having longer term business.

2. **Increase the Fines for Parking Violations**—The fee/penalty structure as it exists is not a deterrent to illegal parking—which is the purpose for having a fine. Any parking ticket issued should have a minimum \$5 fine, regardless of when it is paid, excluding handicap space violations which should be doubled. If the ticket is not paid within 72 hours (not counting weekends), the fine should be increased to \$10 and then \$20 if not paid within one week.

The Troy City Council will have to amend the current fee and fine ordinance by adopting a new ordinance that details the fine structure.

3. **Revise and Upgrade Signage**—Replace every sign displaying parking restrictions in lots that are illegible and fail to communicate the restrictions. The city needs to promote the fact that public parking IS PERMITTED in the reserved lots after hours. This can be accomplished through rewording the signs, as shown in Figure 18. It is further recommended that the reserved lots be open for public parking after 4 p.m. Generally, if the reserved space is not being used by 4 p.m., the likelihood of that individual who has the reserved space returning to work that day is very low.

The city of Troy has sign making capabilities in-house. Mock-ups should be prepared and posted temporarily to ensure the appropriate size and text is shown to enable the driver of a vehicle can clearly understand the provisions governing the lot. After the appropriateness for text and wording is established the city should make new signs and post them. If any changes for the restrictions on the lots requires Council action it should be implemented immediately.

4. **Locate Directional Signage Indicating Where Public Lots Are Located**—Signs need to be strategically placed at key locations to help people find the public lots. A total of 14 signs would accomplish this task of directing traffic to the public lots. These signs need to be straightforward and clearly identify public parking. It is not recommended that a logo or design theme be incorporated until a streetscape program is implemented.

The city needs to identify available poles and locations for placement. The city can make mock-ups in the in-house shop and post them temporarily. This is to ensure the appropriate size and text is shown to enable the driver of a vehicle can clearly understand the message and directions posted on the signs.

5. **Upgrade Meters and the Costs for Use**—The rate for parking meters in downtown Troy is considerably “below market.” It is recommended that the cost for using the meters be increased. In order to establish the rate for the meters, the intended user has been identified. The identified users include short-term shoppers or those seeking short-term services (less than two hours); those shopping for longer periods; and employees who will be in the downtown area all day.

Based on these identified users, three parking zones have been established and are shown in Figure 19. There is a “15 minute free zone” for quick stops, a “two-hour free”

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zone for the short-term shoppers and service seekers; and the "\$1 for ten hour metered" zone for downtown employees.

The **ten hour metered spaces** would be current metered spaces excepting those new two hour free spaces discussed in the previous paragraph. The ten hour meters would be programmed to allow 2.5 hours for each quarter or ten hours for a token. The tokens would be made available at a variety of locations. By allowing the optional short or long term use the meters are more flexible for meeting demand.

It is recommended that the meters be in effect from 8 a.m. until 5 p.m. Monday through Friday, except national holidays.

The public lot with no restrictions (fronting on Walnut Street between Main and Franklin Streets) should have ten hour meters installed to support employee parking. In addition, the two existing metered lots should be converted to ten-hour meters.

It is further suggested that the two parking lots that have reserved spaces also be converted to lots with ten hour meters. The practice of selling reserved spaces (69 total spaces for \$12 a month) has resulted in a gross underutilization of these spaces. Various observations show that the spaces in these lots are used on the average of 30 percent. By placing ten hour meters in these lots the usage would be closer to 100 percent since it has been shown that there is a high demand for employee parking in that part of downtown.

It has been estimated that a total change-out of the existing meters would cost around \$124,250 (\$355 each x 350 meters). That cost is difficult to absorb in a city budget in any one year. Instead it is suggested that 25 percent of the meters be replaced each year, over the next four years. This would cost the city about \$31,000 a year in capital investment. This change-out could commence in 1997 assuming the budget can support the capital investment. Appendix C includes descriptions of meters which meet the specifications discussed by the city. These descriptions include contact information and approximate costs. Additional costs would be incurred if the city placed meters in the public lots that currently do not have meters.

The city needs to determine what level of financial commitment can be made toward the purchase of new meters. The city needs to prepare and approve an Ordinance or Resolution that amends the fee for meters and directs the Director of Public Safety and Service to purchase the meters. The city also needs to notify the holders of the reserved spaces that this practice will be discontinued, assuming the city accepts this recommendation. It is suggested that the new meters be installed in the NW quadrant and city owned lots first.

6. **Continue with Free Customer Parking Provisions**—The angled curb parking along Main and Market Streets is currently designated as **Two Hour Free Parking per Space per Day**. The areas in front of City Hall and the Post Office are designated **15 Minute Free Parking**. This designation should continue and be carefully enforced. It has been reported that several merchants and their employees abuse this free parking provision and try to beat the system by parking in these spaces and watching for the

City of Troy Parking Assessment and Management Study

Troy, Ohio

Legend

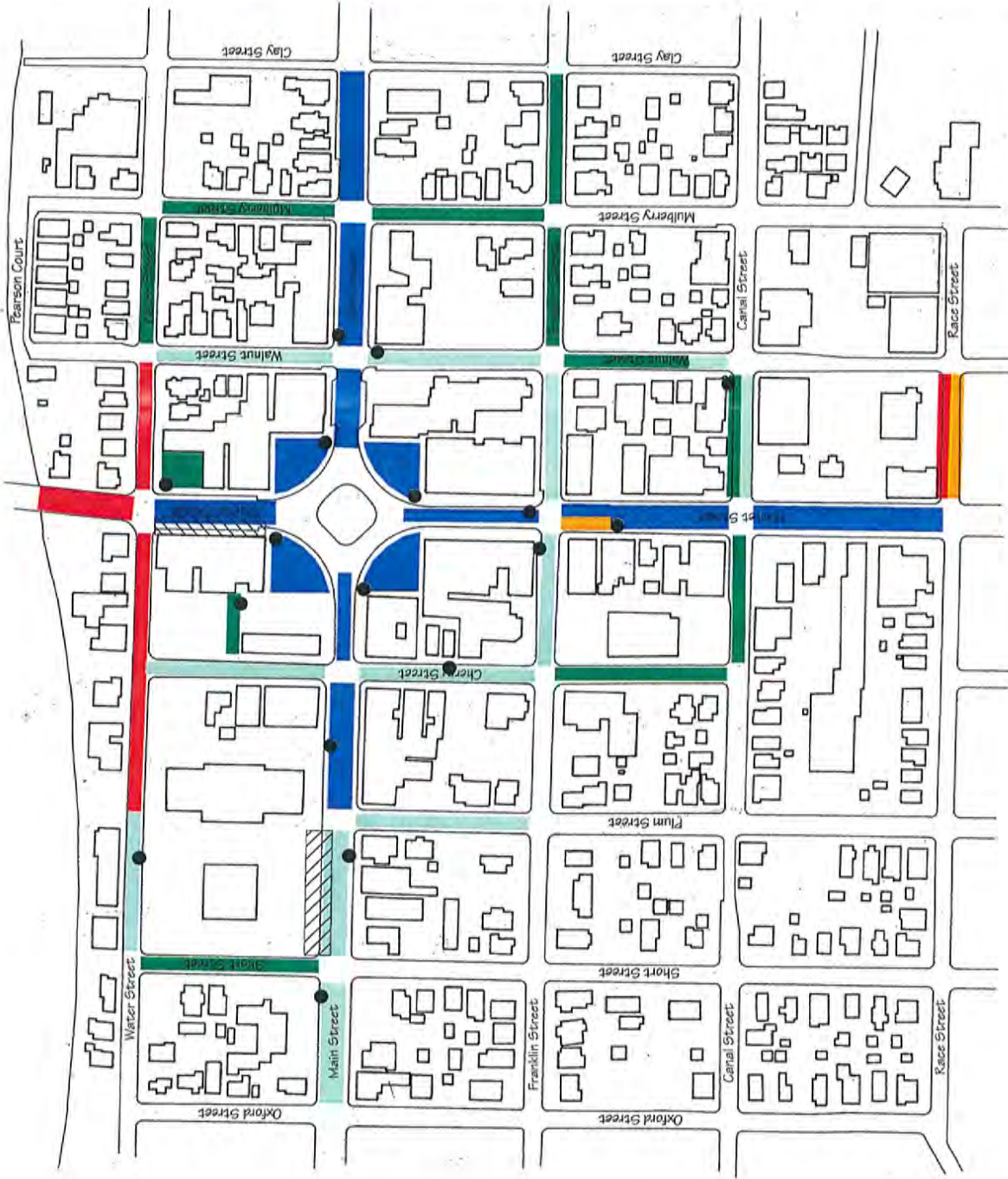
- 15 Minute Free
- 2 Hour Free 8am-6pm
- 25¢ for 3 Hours
- \$1.00 for 10 Hours
- No Parking
- No Restrictions
- New Angled Parking
- Handicapped Parking Space

Proposed Parking Regulations

Figure 20



Not to Scale



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Parking Control Officer. This abuse of the free parking is directed more at the two hour free zones.

It is recommended that the city also consider the area in front of the Day Care facility on Walnut Street as a possible 15 Minute Free Zone to accommodate the drop-off and pick-up of children.

The "two-hour free" zone intended for patrons should be enforced on Saturdays to ensure abuse by the employers and their employees does not happen. This could be done randomly and by part time Parking Control Officers.

It is also suggested that if, over time, the 2 hour free spaces are not utilized to a greater potential then ten hour parking meters be installed at the extreme locations along Main and Market Streets in support of employee parking needs.

7. **Increase Parking Enforcement Staff**—The downtown area is small and visible enough that the routes and time demands of the Parking Control Officer are well known and watched for by the abusers of the current parking restrictions and regulations. It is recommended that the city explore the opportunity to employ two part-time PCOs in support of the current full-time officer. The full-time PCO would concentrate on the enforcement of the "two-hour free" zones and the part-time PCOs would concentrate on the enforcing and collecting the monies from the metered spaces.

It is further recommended that the need for additional part time PCO's be reevaluated after the other recommendations are implemented. It is suggested that once the fees and fines are increased the enforcement demands may lessen and additional PCO's may not be necessary. The need for more staff might be reevaluated in a period of 9 to 12 months once the other actions are taken.

The recommendation for additional enforcement is driven by the need to ensure the parking facilities in each zone are being used for the purpose in which they are intended—patrons, longer term needs, and employees. Although several downtown residents have complained about the lack of parking in close proximity to their homes, it must be understood that it is impossible to provide designated guaranteed space on public property or streets.

The city needs to evaluate the additional work demands against the potential revenue that will be generated from the increased fines and fees. This revenue would be applied to offset the increase costs for salaries, uniforms, bonding (if the PCO's handle money), and so on.

8. **Prepare Downtown Master Plan with a Focus on Sidewalks and Streetscape**—A master plan for downtown Troy would not be as intense as some, since downtown Troy is well established and the need for downtown reinvestment or economic redevelopment is not necessary. The purpose of the program would be to develop a design theme to include a sidewalk repair and replacement program, as well as streetscaping improvements. Along with this sidewalk program, the city should encourage the merchants and business owners to coordinate an awning/overhang program that helps protect the shopper during times of inclement weather. Design themes and standards would be established within the master plan. This master plan

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would also address signage issues for both private identification as well as public informational signs, such as the location of public parking, traffic control, and the like.

Troy Main Street would submit a request to the city for funding assistance in preparing a downtown design Master plan. Once funding is committed, Troy Main Street could solicit design services through a Request for Proposal process. The firm would be selected and work would commence. This work could be accomplished during the winter and Spring of 1997 and would enable the city to continue its sidewalk repair and replacement program in the Spring.

9. **Identify Handicap Parking Space Location**—The city should locate and establish the appropriate handicap spaces throughout downtown in accordance with the ADA regulations. These handicap designated spaces should be in lots and not on the street or angled parking spaces. The city, in working closely with Troy Main Street, Inc., should identify and designate the appropriate spaces in accordance with the recommended and required standards supplied by ADA.

The city would have to pass an Ordinance/Resolution declaring which spaces would be designated for the use of vehicles for the physically impaired. Once approved the city would post the appropriate signage and paint markings for the space.

10. **Parking for Downtown Residents**—No direct or easy answer to satisfying the needs for those residents who live in the downtown area has been identified. The use of public streets for parking cannot be discriminatory. Most of the residents who live in the downtown area were aware of the parking limitations and meters in front of their homes when they bought or rented. Reserving space for a resident is discriminatory. Those residents required to park on the street will have to abide by the meters and other parking regulations as adopted by the city. The primary areas of concern involve Walnut and Cherry Streets.

Although it seems unresponsive to the residents' needs, the parking situation would be worse if there were no meters. The residents that live close to the downtown area would find it more difficult to locate a space during downtown business hours if the meters were not in place. The employees of the downtown area would occupy these spaces every workday (Saturdays included).

No implementation action is required that would affect the residents other than changing the meters and designating some of the on-street spaces as two hour free zones.

11. **Evaluate Zoning Code**—The city should evaluate the standards and provisions of the local zoning code to determine if an amendment is needed to guard against future new and intense developments that will add demands for more parking. This recommendation is not suggested for any business (existing or potential) occupying existing structures, but applies to buying property and constructing a much more intense development that creates a major demand on the existing parking supply. Such a development could easily tip the balance of supply and demand.

The city's zoning code does not require off-street parking facilities in conjunction with any development in the C-3 Zoning District. It cannot be predicted, but the market

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pressures for converting existing residential structures to professional business is strong. It is also recommended that the code be amended so any conversion of residential structures be required to provide adequate off-street parking.

The proposed requirement for businesses to provide off-street parking should be carefully evaluated in order that the code does not promote the selective acquisition and demolition of existing structures in support of parking facilities. Troy's successful downtown can be attributed to the mass and scale of the structures that are present.

The city should commence with an analysis of their current standards for off-street parking requirements and in particular to their C-3 or downtown district. The proposed changes along with their basis for change would be presented, in Ordinance form, to the City Council for adoption. The city would also review these changes with other boards and commissions as necessary.

12. **Relocation of and Time Restrictions for Loading Zones**— The city should not create designated loading zones at the expense of on street parking spaces. Every business and activity needs the capability for a truck to stop temporarily and deliver or pick up goods—and some businesses and activities need it more than others. The space needed for Delivery Zones should be a shared resource with on-street parking. It is further acknowledged that not all deliveries can be made at designated times. However, reserving space within a certain time period would work as an incentive for the delivery person.

The recommendation is made that the first two continuous on-street parking spaces in each block off Main and Market Streets be designated as Free Delivery Zones between 7:00 am and 10:00 am, Monday through Friday. This would include North and South Cherry Street; North and South Walnut Street; and East and West Franklin Street. If deliveries are made any other time it would be the delivery person's responsibility to find a suitable location. If the delivery person violates the parking regulations they can expect to be cited.

The city needs to amend by ordinance the parking provisions of the city and establish the first two spaces off Main and Markets streets on Cherry, Walnut, and Franklin Streets as Free Delivery Zones. These free zones would only be between the hours of 7:00 am and 10:00 am. The first two spaces are recommended because of the length of trucks.

Recommendations for Near or Short-Term Implementation (6-12 Months)

13. **Realignment of the Circle**—Knowing that a change of this magnitude would require community wide acceptance, a recommendation is made that the reversal of the yield rights for traffic flow in the circle be changed. Coupled with the reorientation of traffic flow is the recommendation that the circle be reduced to one lane, eliminating conflict and lane change confusion with the purpose of increasing flow. Analysis has shown that the trucks cannot negotiate the circle, without encroaching on the other lanes or the curb. Therefore, geometric improvements are necessary.

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In addition to the reversal of traffic flow, it is recommended that one travel lane be provided entering into and traversing the circle (see Figures 20 and 21 for proposed improvements and flow through the circle). This one lane would extend the full length for the first block on North and South Market and East and West Main Street. This is proposed to allow safer backing from the existing angled parking, more depth to the angled parking spaces, and less confusion when maneuvering within the circle.

It has been shown that the reduction to one travel lane will also create the opportunity for additional angled parking along North Market Street. These spaces would be part of the "two-hour free" zone intended for patrons of the businesses. However, angled parking is not supported by ODOT safety standards on State Highways. Both Market and Main Streets are state highways. Any additional angled parking would have to be discussed with ODOT.

It is suggested that the change of the merge rights be done on a gradual basis and could best be introduced when the circle in the center of the square is reconstructed to take out the sharp points. (Aerial photography has demonstrated that irregular angles exist and that the circle is not circular at all.) By rounding out these bulges a smoother turning movement can be accommodated.

Recommendations for Long-Term Implementation (12 Months or Longer)

14. **Evaluate Parking Utilization every 2 years**—It is recommended that Troy Main Street, Inc. monitor the parking situation and report to the city of Troy their assessment as to how the parking demands are being met. This recommendation is not to include any major review as this study has completed but rather a brief review of new businesses that have located in the downtown area; a net gain in employees, and any new issues involving parking that have not been previously reported. The assessment can be handled by a questionnaire to all businesses as well as tracking new/lost businesses.
15. **Evaluate Parking Structure**—Although it has been established that a parking structure is not economically feasible at this time this should not rule out the potential for the need in the next 5 to 10 years. The city should meet with county and Troy Main Street, Inc. as the representative of the downtown merchants in an effort to determine if there is any benefit in pursuing the discussion. The need to begin discussing is based on the opinion that should such a structure be warranted it could take as long as 5 years to design and build the facility. This seemingly long time is based on the opinion that the joint city and county and merchant effort would require extended time in planning for and budgeting the capital investment estimated at \$2.5m to \$3.0m in construction costs.

Site selection, environmental analysis, and design would all add to the extended time period.

Figure 22. Proposed Traffic Circle

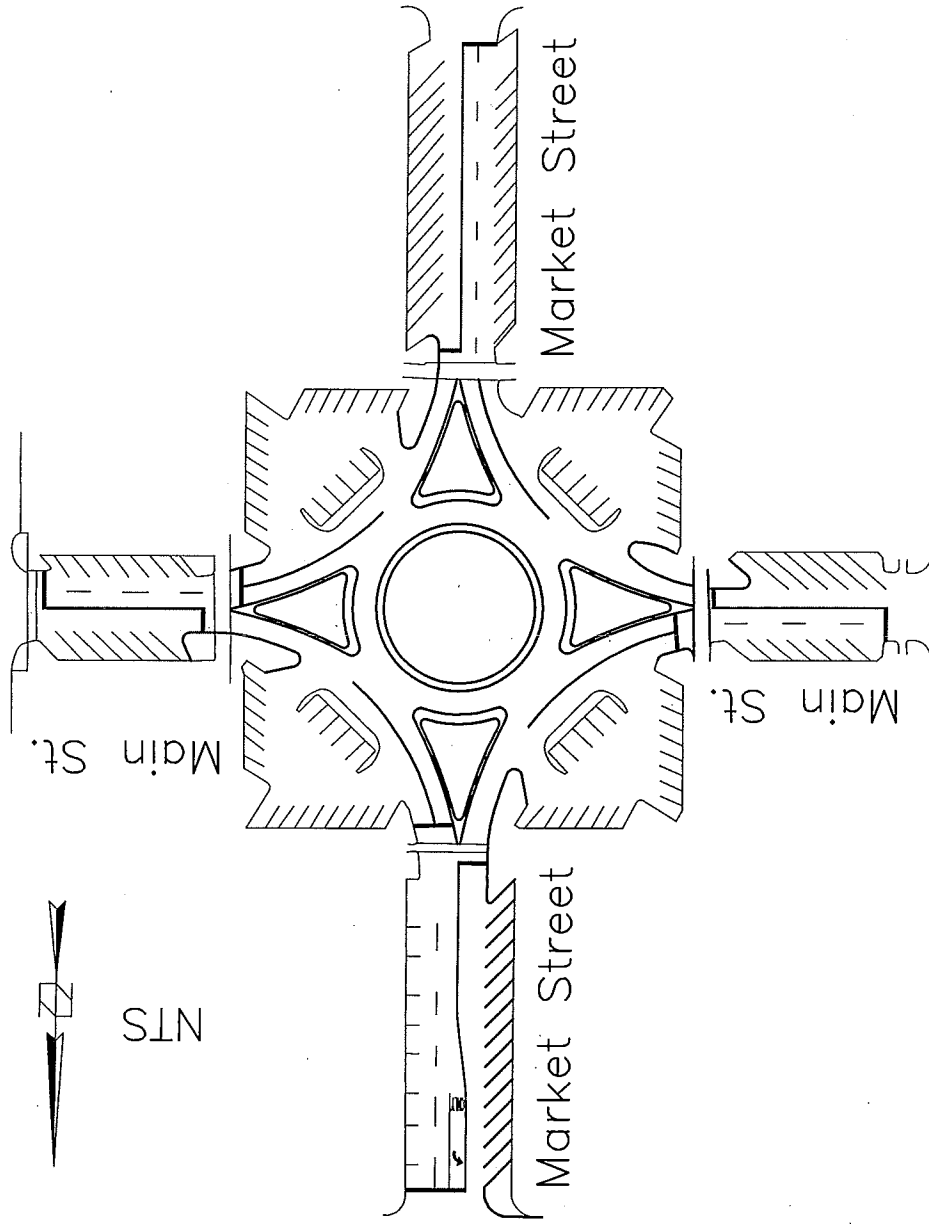
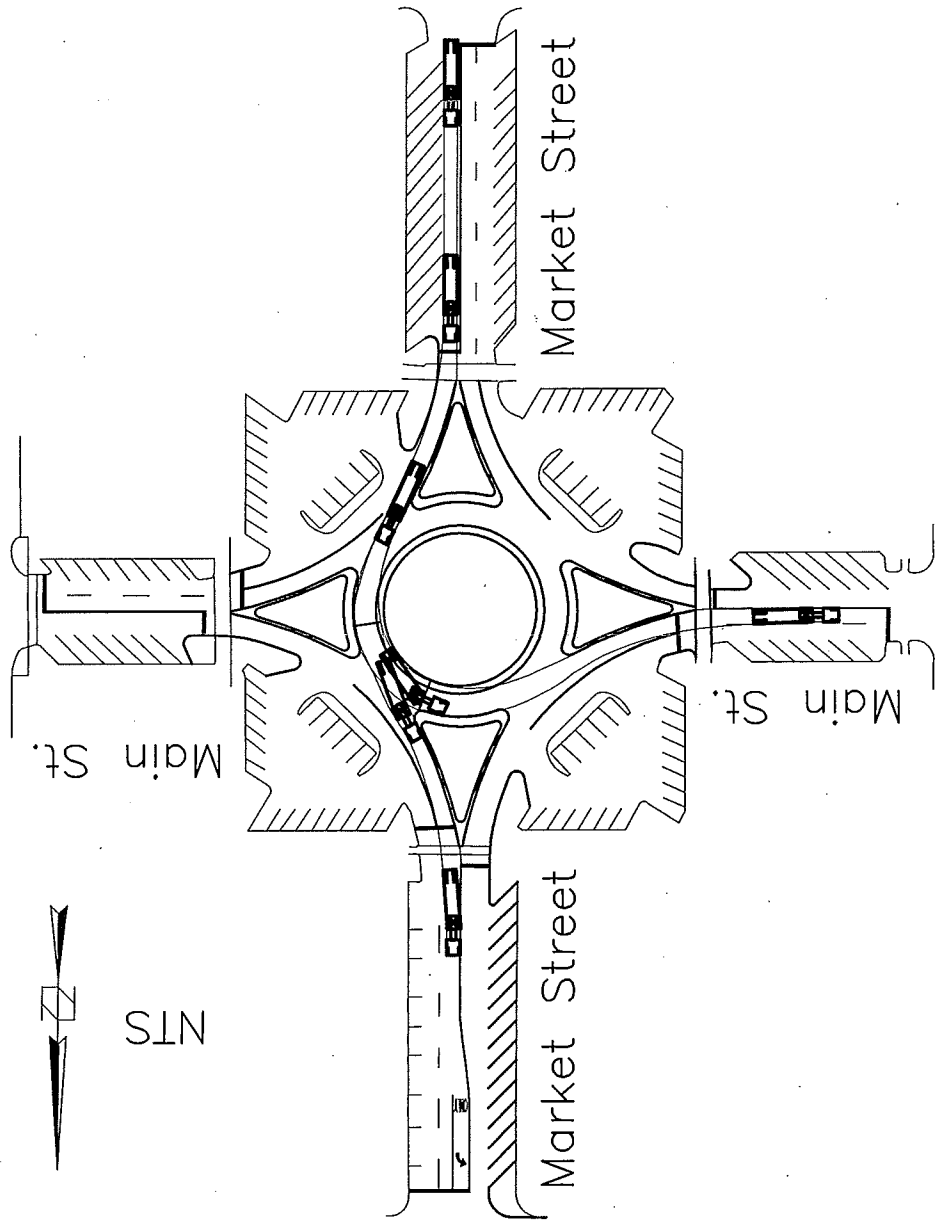


Figure 23. Geometric Analysis of Proposed Traffic Circle



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SUMMARY

Many people reported that there is a perceived shortage of parking in the downtown area. However, we would suggest that the perception is one based on convenience rather than limited supply. As the downtown area has prospered and employment bases such as the county and city have added to their resources there has been a depletion of supply. On the other hand, there has also been new supply added to the stock and in many cases not in the ideal location to serve the demand in close proximity.

It is our opinion that the parking supply in downtown Troy meets today's needs but several relatively inexpensive improvements can be made to improve the situation. These are listed in our recommendations section. The recommendations do not call for more lots but rather means to instill better utilization of the lots and on-street parking spaces. Fees and fines must be increased, not to generate revenue, but rather serve as a better deterrent to the abusers who so proudly boast of their adeptness in "beating the system". Meters must be installed that can charge and collect a fair fee for the value of parking in downtown Troy. In Troy's case we suggest \$1.00 a day is a fair fee. The meters we propose are programmable so the fee can be increased if necessary. The preferential practice of renting spaces for \$.50 a day that go virtually unused leads to a gross underutilization of this scarce resource called parking. Eliminate the reserved spaces and promote employee parking on a first come first serve basis to increase utilization.

Continue to support the customer by providing the free two hour parking. Work closely with the business community to create peer pressure to stop the business community and their employees from abusing this two hour free parking. After all, it is intended for the customer. If the customer does not need it then selectively place ten hour meters at locations furthest removed from the square as recommended in this report.

Even though a parking structure is not warranted now or even in the next several years it cannot be ignored that the possible need might exist in as close as five years. The success of the downtown must be preserved and the parking supply is in close balance with the demand. Should the local retail facilities continue to lease up, the balanced scale may tip thus requiring some additional facilities be provided. The answer does not lie in selective acquisition and demolition to make more surface parking lots. The answer seems to be a structure that is the collective responsibility of the merchants and the city. Both the merchants and city should actively seek the participation of Miami County as well.

City of Troy Northeast Quadrant Parking Assessment and Management Study

Troy, Ohio

Legend

- Reserved Parking
- No Restrictions/No Signage
- 15 Minute Free Parking
- 2 Hour Free Parking
- 2 Hour Free (During Restricted Hours)
- 3 Hour Free Parking
- 12 Minutes for 1¢
- 2 Hour for 10¢
- 25¢ for Five Hours
- 25¢ for Ten Hours
- Handicap Parking Space
- Reserved Parking Lot
- Undefined/No Restrictions
- "Customer" Parking Lot
- "Residents Only" Parking Lot
- Loading Zones
- No Parking Area

Parking Inventory

Appendix A



Not to Scale




















Total Delineated Parking Spaces = 150

City of Troy

Southeast Quadrant Parking Assessment and Management Study

Troy, Ohio

Legend

-  Reserved Parking
-  No Restrictions/No Signage
-  15 Minute Free Parking
-  2 Hour Free Parking
-  2 Hour Free (During Restricted Hours)
-  3 Hour Free Parking
-  12 Minutes for 1¢
-  2 Hour for 10¢
-  25¢ for Five Hours
-  25¢ for Ten Hours
-  Handicap Parking Space
-  Reserved Parking Lot
-  Undefined/No Restrictions
-  "Customer" Parking Lot
-  "Residents Only" Parking Lot
-  Loading Zones
-  No Parking Area

Parking Inventory

Appendix A



Not to Scale



Total Delineated Parking Spaces = 428

City of Troy Southwest Quadrant Parking Assessment and Management Study

Troy, Ohio

Legend

- Reserved Parking
- No Restrictions/No Signage
- 15 Minute Free Parking
- 2 Hour Free Parking
- 2 Hour Free (During Restricted Hours)
- 3 Hour Free Parking
- 12 Minutes for 1¢
- 2 Hour for 10¢
- 25¢ for Five Hours
- 25¢ for Ten Hours
- Handicap Parking Space
- Reserved Parking Space
- Undefined/No Restrictions
- "Customer" Parking Lot
- "Residents Only" Parking Lot
- Loading Zones
- No Parking Area

Parking Inventory

Appendix A



Not to Scale



Total Delineated Parking Spaces = 358

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APPENDIX B—NIGHTTIME OBSERVATIONS

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On Saturday, August 31, 1996, we traveled to Troy, Ohio, to investigate evening and weekend peak parking patterns and pedestrian amenities in the study area. The following observations were made:

- ✓ Parking in the four quadrants of Public Square was near or at capacity.
- ✓ The first four or five spaces closest to Public Square were filled on Market Street and Main Street. Parking throughout the remaining downtown area was sporadic.
- ✓ The majority (over 80%) of the cars parked in Public Square were from Miami County. The remaining vehicles were from: Champaign County, Montgomery County, Franklin County, Greene County, and West Virginia.
- ✓ **Traffic Circle**—One vehicle stopped in the circle when they were confused by the traffic signals. The signal at the intersection of Water and Market was red, but the signal in the circle was green. The driver apparently couldn't determine which signal was for him. The opposite reaction was also witnessed. Drivers saw the green indication at the next intersection and continued out of the circle even though their signal was red.
- ✓ We observed that the concentration of pedestrians occurred primarily around the Public Square. Teenagers were observed "hanging out," families leaving and waiting for the theater, and couples and groups going to and from the restaurants. Few pedestrians were observed elsewhere throughout the downtown area.
- ✓ The lighting in Public Square appears to be sufficient.
- ✓ The County parking lot behind La Piazza would be conducive to public parking at night if some improvements were made. These improvements would include:
 - ✓ Better lighting.
 - ✓ Better signage.
 - ✓ Upgrading the walkway/creating a distinctive walkway between the square and the lot. This could include some landscaping.
 - ✓ Relocate the trash dumpster in the lot to create a safer feeling and eliminate the opportunity for someone to hide.
- ✓ Traffic around the circle at dusk appears to be un-safe for pedestrians. We observed traffic moving at high speeds and drivers ignoring traffic signals. Several conflicts were also witnessed as the vehicles in the circle failed to yield to other vehicles entering the circle.
- ✓ The fountain is an attractive and inviting feature, but there is no safe access, and no amenities at the site, such as benches. Public access to the fountain would be a policy issue best decided by the council.

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APPENDIX C—TROY PARKING ASSESSMENT SURVEY AND RESULTS

Troy Main Street, Inc.

TROY PARKING ASSESSMENT SURVEY BUSINESS OWNERS/OPERATORS

Woolpert, in conjunction with Troy Main Street, is conducting a downtown Troy Parking Assessment and Management Study. In order to better understand the current parking situation, we are administering a survey to reflect and gather the opinions of the customers and patrons who frequent the downtown area and utilize the parking. We would appreciate your time and cooperation in this matter, and if you have additional questions or comments, please contact Al Muelhoefer, with Troy Main Street, at 339.5455.

Name of Business: _____

Address: _____
(Please place and "X" on the attached map for your business location.)

Owner: _____

Phone Number: _____

Type of Business: _____

1. How many employees do you have at your business? _____
2. Where do your employees park? _____ On Street _____ Off Street (Parking Lot) _____ Both
(If off street, please mark the location(s) on the attached map, and indicate the approximate number of spaces used and provided.)
3. What are your hours and days of operation?
Circle the appropriate weekdays. M T W Th F Sat Sun Hours _____ a.m. to _____ p.m.
4. What are your busiest times during the day? _____ 9-11 a.m. _____ 11-1 p.m.
_____ 1-3 p.m. _____ 3-5 p.m. _____ After 5 p.m.
5. What are your busiest days? *(Circle the appropriate weekdays.)* M T W Th F Sat Sun
6. Are the majority of your patrons: _____ Regulars _____ Seasonal _____ Tourist
7. Do you see your business needing additional parking in the future, due to growth or expansion?
_____ Yes _____ No
8. Do you occasionally sponsor events that draw more customers than usual? _____ Yes _____ No
Explain: _____
9. Have you noticed other employees from surrounding businesses parking in front of your business?
_____ Never _____ Sometimes (One a Week)
_____ Often (Twice a Week) _____ Daily _____ Other: _____

10. Do you feel that the current parking enforcement is adequate? Yes No
Explain: _____

11. Do you view the current parking situation as being a deterrent to attracting customers?
 Yes No

12. Would you financially participate in the improvements to off-street parking?
 Yes No *If Yes:* Donation of Money or In-kind Services
 Land Donation
 "Rent" Common Spaces
 Other: _____

13. Who do you feel is responsible for providing parking for the downtown merchants and customers?
 Merchants City Both Other: _____

14. Is there a parking shortage in the downtown area? Yes No

15. Please rank the following improvements as to what you believe are the most important to better the parking situation in the downtown area? Please use 1 for the most important and do not duplicate the number used. Only number those that are important.

- | | |
|--|--|
| <input type="checkbox"/> No Improvements Needed | <input type="checkbox"/> Well-Lit Parking Lots |
| <input type="checkbox"/> Better Signage That ID's PP | <input type="checkbox"/> More Consistent Parking Regulations |
| <input type="checkbox"/> More Metered Parking | <input type="checkbox"/> Paved Parking Lots |
| <input type="checkbox"/> Delineated Parking Spaces in All Lot | <input type="checkbox"/> Improved Sidewalks and Paths to and from the Lots |
| <input type="checkbox"/> More Free Parking | <input type="checkbox"/> Specific Employee Parking Lots |
| <input type="checkbox"/> Increased Fines for Parking Violation | |
| <input type="checkbox"/> Other: _____ | |

16. Please provide any additional thoughts, comments, recommendations you may have regarding the parking situation in downtown Troy. _____

17. May we contact you regarding your responses?
 Yes *Phone Number:* _____ No

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Business Owner/Operator Survey Results
Parking Survey—September 1996

Total Number of Surveys Collected	98	
Number of Employees	958 (Full-Time and Part-Time)	
Where do your employees park?		
% On-Street	27 Percent	
% Off-Street	28 Percent	
% Both	43 Percent	
What are your days of operation?		
Monday	88 Open	90 Percent
Tuesday	93 Open	95 Percent
Wednesday	93 Open	95 Percent
Thursday	93 Open	95 Percent
Friday	93 Open	95 Percent
Saturday	49 Open	50 Percent
Sunday	12 Open	12 Percent
What are your busiest times during the day?		
9 a.m. to 11 a.m.	46 Percent of the Businesses	
11 a.m. to 1 p.m.	41 Percent of the Businesses	
1 p.m. to 3 p.m.	37 Percent of the Businesses	
3 p.m. to 5 p.m.	41 Percent of the Businesses	
After 5 p.m.	19 Percent of the Businesses	
What are your busiest days?		
Monday	51 Percent of the Businesses	
Tuesday	36 Percent of the Businesses	
Wednesday	44 Percent of the Businesses	
Thursday	38 Percent of the Businesses	
Friday	53 Percent of the Businesses	
Saturday	28 Percent of the Businesses	
Sunday	3 Percent of the Businesses	
What are the majority of your patrons:		
Regulars	84 Percent	
Seasonal	13 Percent	
Tourists	7 Percent	
Will your business need additional parking in the future?		
Yes	45 Percent of the Businesses	
No	48 Percent of the Businesses	

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Do you sponsor events that draw larger numbers of customers than usual?		
Yes	43 Percent of the Businesses	
No	53 Percent of the Businesses	
Do employees from surrounding businesses park in front of your business?		
Never	8 Responses	8 Percent
Sometimes	21 Responses	21 Percent
Often	13 Responses	13 Percent
Daily	43 Responses	44 Percent
Other	3 Responses	3 Percent
Is current parking enforcement adequate?		
Yes	65 Percent	
No	30 Percent	
Is parking a deterrent to attracting customers?		
Yes	52 Percent	
No	40 Percent	
Would you financially participate in improvements to off-street parking?		
Yes	29 Business Owners	30 Percent
✓ Donation of \$ or In-Kind Services	10	
✓ Land Donation	0	
✓ Renting Spaces	15	
✓ Other	4	
No	59 Business Owners	60 Percent
Who is responsible for providing parking?		
Merchants	2 Percent	
City	61 Percent	
Both	33 Percent	
Other	4 Percent	
Is there a parking shortage?		
Yes	67 Responses	68 Percent
No	24 Responses	24 Percent