



6.0

PARKING FACILITIES

INTENT

The incorporation and inclusion of abundant on-street parking will be a key ingredient in the transitioning and development of vibrant pedestrian oriented central business district. On-street parking typically experiences the highest level of turn over and contributes to the activity of streetscape. On-street parking contributes to pedestrian safety by slowing typical driving speeds. On-street parking is also a key feature in creating separation and pedestrian comfort between the sidewalk and amenity zone.

This plan promotes maximized on-street parking and recommends both parallel and angled parking configurations. In the study of parking layout configurations the design team visited with a number of City Planning Departments to understand best practices and case studies. To accommodate snow removal and storage during winter conditions, parking facilities and bulb-outs at intersections have been reviewed in the master plan drawing and are being considered.

6.1

PROPOSED PARKING

PARKING BENEFITS

“We showed conclusively that drivers tended to travel at significantly slower speeds in the presence of features such as on-street parking and small building setbacks. Slower vehicle speeds provide pedestrians, cyclists and drivers more time to react, and when a crash does occur, the chance of it being life-threatening is greatly reduced. In short, on-street parking can help to create a safer environment.”

***What Street Parking Can Do for Downtowns,
Norman W. Garrick in The Hartford Courant***

“Each on-street parking spot that is lost costs an adjacent business about \$10,000 a year in sales.”

National Main Street Program

PARKING CONSIDERATIONS

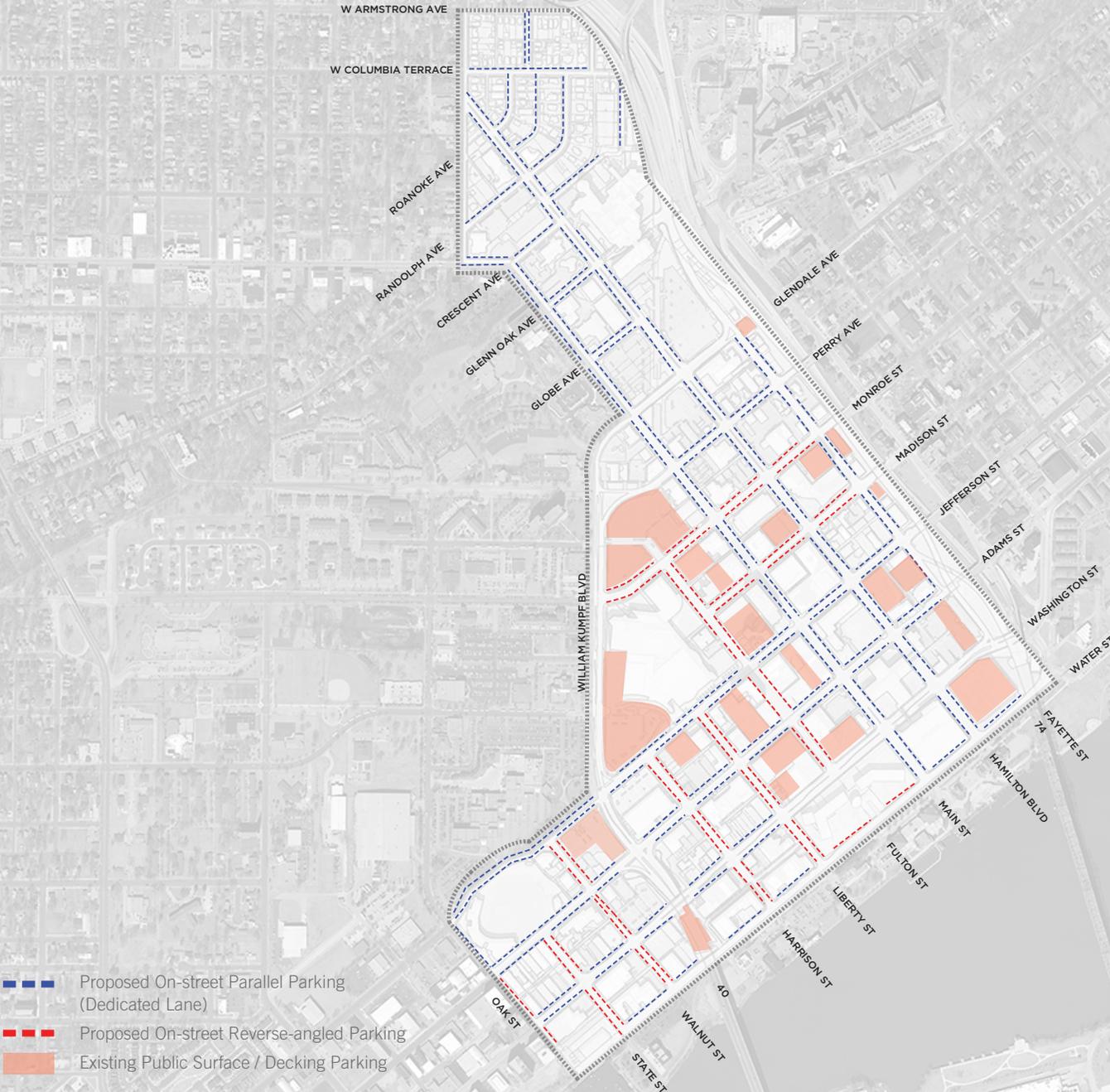
1. Maximize on street parking in the Central Business District.
2. Provide and maintain parking (angled and parallel in the Central Business District.
3. Provide parking to create a buffer between the cart path and pedestrian realm.
4. Incorporate parking for parallel parking, accessible parking, green parking, flexible parking.
5. Parallel parking stalls to be 8'-0" wide by 22'-0" long.
6. Angled parking stalls to be 60 degrees - 9' x 18'-6" long.

ACCESSIBLE PARKING CONSIDERATIONS

1. Maximized parking spaces must have space for the vehicle and additional space to accommodate an access aisle.
2. Should be the closest space to an accessible entrance or access point.
3. A clearly defined accessible route must be provided.
4. One accessible parking stall for every 25 parking stalls based on both sides of the block.
5. Sets a new standard that incorporates best practices.

ACCESSIBLE RAMP CONSIDERATIONS

1. Meets all federal, state, and local titles, acts and guidelines.
2. Landing minimum of 36" with 48" as best practice.
3. Ramp and flare have a 1:12 maximum slope. Free from obstruction, pull boxes.
4. Detectable warning of 24" is incorporated into the design.
5. Ramp and gutter are flush.
6. Each ramp is designed to site specific grades and conditions.



6.2

RECOMMENDED PARKING

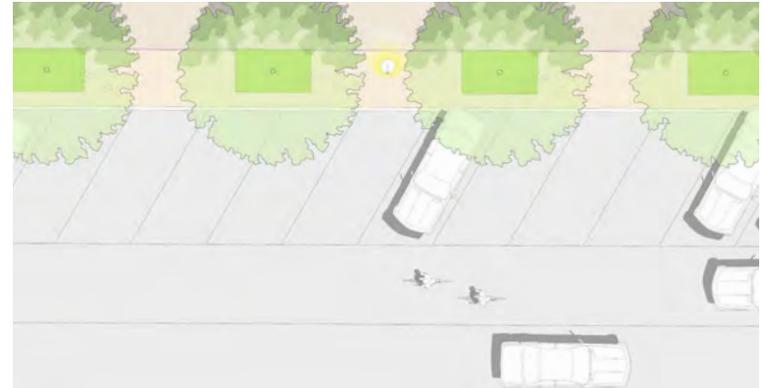
PARALLEL PARKING



Description

The preferred width of a parallel on-street parking lane is 8'0" on commercial streets or where there is an anticipated high turnover of parking, and 7'0" wide on residential streets. These dimensions are inclusive of the gutter pan.

REVERSE-ANGLED PARKING



Description

The use of reverse (back-in) angled parking is desirable since it overcomes sight distance concerns and is considered safer for bicyclists traveling adjacent to angled parking.

ACCESSIBLE PARKING



Description

The Americans with Disabilities Act, ADA requires that public and commercial places have accessible parking space available for those with disabilities. Accessible parking spaces should consider the proper identification of spaces, size requirements, location of parking stalls and compliant signage.



6.3

CASE STUDIES

PHILADELPHIA (Laura Spina, City Planning)

Back-in Angled Parking was considered on wide streets in commercial areas with lower volumes and speeds (can provide more parking spaces than parallel parking).

BOSTON (Denise Dabney, City Planning)

Boston's Complete Street's Plan addressed their high volume of foot and vehicular traffic, combined with relatively short blocks and numerous irregular intersections in downtown commercial space as a safety issue. Their resolution was to create a more balanced environment by widening the sidewalks, provide accessible parking for the businesses with high turnover, and to make vehicular and bike friendly roads.

For lanes with peak hour parking restrictions, 12' is the minimum width to accommodate shared use by parked vehicles and bicycles during off-peak times.

Decisions regarding parking lane width when adjacent to bicycle lanes should consider parking turnover rates and vehicle types.



SALT LAKE CITY (Complete Streets Policy, SLC)

Salt Lake City's goal was to promote more off-street parking for visitors, while reducing on-street parking and providing two-way left turn lanes and/or bike lanes where space was available.

SAN FRANCISCO (Adam Varat, City Planning)

San Francisco's Better Streets document recommends using 10' radii at most intersections and 15' radii for larger industrial streets.

Street corner extensions are used in San Francisco on streets with high pedestrian volumes and/or high traffic volumes and speeds, on wide streets with long crossing times, on streets with a history of pedestrian safety concerns, where neighborhood streets intersect with busier through-ways, and on transit priority streets where shortening crossing cycles would improve transit flow.

CHICAGO (David Smith, CDOT Bikeways Planner)

At intersections of local streets with other local streets, the standard corner curb radius is 10'. Large radii designed to accommodate large trucks are avoided. However, at intersections of local streets with preferential streets, the standard corner curb radius is 15'.



**“Walkable Complete Streets”
Streets for Pedestrians, Bicycles,
Automobiles and Accessibility for
all Users”**

