



## TECHNICAL M E M O R A N D U M #1 - EXISTING CONDITIONS

To: Heather Pope, Columbus Redevelopment Commission

From: Ralph DeNisco, Lisa Jacobson, Liza Cohen, Nelson\Nygaard  
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Date: October 14, 2013

Subject: Columbus Downtown Parking Analysis

Technical Memorandum 1: Existing Parking Conditions

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## INTRODUCTION

Working closely with the Columbus Redevelopment Commission and the Project Steering Committee, the Nelson\Nygaard consultant team documented and evaluated the parking environment in downtown Columbus. This memo outlines the results of the data collection and analysis of existing parking conditions that, coupled with input from the public (via the survey, stakeholder interviews, and public meetings) informs the recommendations of this study.

With input from the Redevelopment Commission, the team defined a study area that includes all critical parking assets and encompasses areas with perceived parking issues. This team conducted extensive data collection in this study area, including an inventory of public and private parking facilities and counts of parking demand throughout typical days in Columbus. The intent of this effort is to establish a broad, yet detailed, benchmark of current parking practice in Columbus. In addition to providing a basis for recommendations, the documentation of existing conditions provided a benchmark for community discussion and policy decisions on parking and land use policy.

This memorandum includes maps, tables, and summaries of the existing conditions pertinent to the team's key findings. The memorandum primarily is organized to present parking information under the following headings:

- Previous and Ongoing efforts
- Existing Parking Management
- Parking Inventory
- Parking Utilization
- Parking Turnover

We note that this is the first of several technical memorandum that are being compiled as part of the Downtown Columbus Parking Study.

# PREVIOUS AND ONGOING EFFORTS

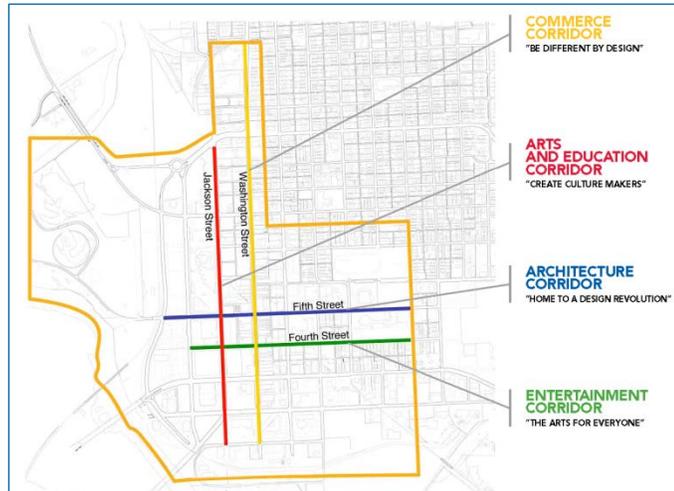
This section summarizes background information from studies, plans, and on-going efforts relevant to the 2013 parking study.

## ARTS DISTRICT PLAN, 2013

In 2012, the statewide Indiana Arts Commission recognized the Columbus Arts District as one of five Indiana Cultural Districts. This led to the development of an Arts District Plan. Figure 1 shows the Arts District Plan area as well as four focus corridors outlined in the Plan.

A key element of the District Plan is economic development, an initiative that is intertwined with transportation access. The goal driving the Plan is for the District to “contribute rich urban experiences steeped in arts and culture. The district must provide a variety of experiences that are appealing, affordable and accessible to everyone in our community, our visitors and those considering making Columbus their home.” Thus, the plan strives to make all the cultural benefits that Columbus has and will have to offer accessible to all.

Figure 1 Columbus Arts District Plan



Columbus Arts District and focus corridors

Source: Columbus Arts District Strategic Plan,  
<http://www.columbus.in.gov/redevelopment/columbus-arts-district-strategic-plan1/>

To that end, the Plan recognizes that parking management is key to the success of downtown. One of the recommended initiatives under the Plan, therefore, is to conduct this parking study to “improve parking for customers and employees in the district.” Columbus recognizes that proper management of parking is a complex issue requiring a holistic approach, one that can ultimately support the cultural and economic development goals of the Arts District Plan. The Plan includes several elements that directly relate to parking management, including but not limited to:

- **District Branding** – A unique identity for the arts district should include parking management to promote availability in the area
- **Signage and Way-Finding Strategy** – This strategy should include clear information to help visitors and visitors easily find parking that suits short and/or long-term needs.
- **Marketing Strategy and Public Relations** – Marketing materials related to the arts district should include information on parking and transportation
- **Accessibility** – Ensuring that all sidewalks are safe and accessible to persons with disabilities increases the range of parking available to that population as well as the community in general as sidewalks become more welcoming and easier to traverse.

- **Mill Race Pedestrian Crossing** – This connection will allow easy pedestrian access to the parking lot at Mill Race Park, which could alleviate some parking stress downtown.

## 2006 DOWNTOWN PARKING STUDY – COLUMBUS REDEVELOPMENT COMMISSION

In 2006, the Columbus Redevelopment Commission hired Walker Parking Consultants to study parking in Downtown Columbus in conjunction with the implementation of the Downtown Plan. Figure 2 shows the study area and parking inventory for this effort.

The study analyzed the “Next Steps” section of the Downtown Strategic Development Plan and concluded that the proposed build out of downtown would generate a net parking demand of about 1,950 new spaces, or 1,625 with some shared parking implementation.

Based on this analysis, the report recommended:

- Construction of a parking structure near 4<sup>th</sup> Street on the western side of the study area (blocks 1,2 or 6 in Figure 2)
- Ongoing adjustment of parking demands as development plans evolve
- Consolidation and centralization of city parking operations
- Re-introduction of meters on on-street parking spaces
- Adjustments to the one-way traffic patterns of some streets
- Improved wayfinding for parking that is sensitive to the downtown atmosphere

These recommendations are in line with those listed in the Implementation Strategy of the Downtown Columbus Plan, outlined below.

Figure 2 2006 Study Area and Inventory



2006 Study Area and Inventory, showing analysis of existing parking adequacy  
Downtown Parking Study 2006, Walker Parking Consultants

## **DOWNTOWN COLUMBUS PLAN, 2005**

Completed in 2005, the Downtown Columbus plan is a strategic development plan for the City's downtown. The plan identified five development goals, summarized below:<sup>1</sup>

1. Enhance Columbus' regional appeal by directing appropriate development towards Downtown
2. Remove barriers to future quality Downtown development initiatives
3. Pursue “vibrant urbanity” by converging markets (live, work, play, and shop) to shape Downtown into an engaging streetscape experience that encourages repeat visits by residents and visitors
4. Broaden Downtown's roles as a housing market and neighborhood service center
5. Reinforce the existing physical fabric of Downtown to better communicate a sense of place including a stronger definition of districts, gateways, gathering places and relationships to surrounding neighborhoods

Goal 2 lists parking as an “infrastructure” concern to be addressed. The plan outlines the following implementation steps to address parking:

- Action E1. Build one or more parking garages to increase the number of spaces available within and close to the commercial core.
- Action E2. Define and implement a parking program for the downtown that “sorts” users (workers, overnight guests, short-term visitors, etc.) and identifies appropriate public parking with clearly visible signage.

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<sup>1</sup> Goals - Downtown Columbus Plan 2005, <http://www.columbus.in.gov/cityofcolumbus/assets/File/Downtown%20Goals.pdf>

## EXISTING PARKING MANAGEMENT

The following sections document the current conditions of Columbus' parking facilities based on extensive data collection efforts conducted in the summer and fall of 2013. These efforts comprised an inventory of existing parking assets, a snapshot of parking demand, and existing City parking management policies and regulations.

### Study Area

The study area for the downtown Columbus parking study covers most of downtown as well as immediately surrounding neighborhood streets to the east, as shown in Figure 3. The general boundaries are:

- Lindsey Street to the west
- 8<sup>th</sup> Street to the north
- Pearl Street to the east<sup>2</sup>
- Railroad tracks/end of the street grid to the south.

The study area has significant on and off-street parking assets. There are three parking structures in the downtown: the 2<sup>nd</sup> Street Garage, Jackson Street Garage, and Cummins Employee Garage, as well as a few public surface parking lots. There are also many privately-owned and privately-restricted off-street parking lots for customers of local businesses, visitors, employees, and other specific groups of users. On-street parking is available on most blocks, with district-wide three-hour restricted parking in the core of downtown.

Figure 3 Downtown Parking Study Area



The study area is bounded by Lindsey Street to the west, 8th Street to the north, Pearl Street to the east and the railroad tracks to the south.

### PARKING INVENTORY

The team conducted extensive field observations in July 2013 to document all public and private on- and off-street parking spaces in the study area. The inventory includes all parking spaces with the exception of lots that contain fewer than three spaces as well as single-family residential driveways. As noted in Table 1, all on-street and many off-street spaces are available to the public, meaning that they are not restricted to particular users. Spaces that are not publicly available are those that are restricted to designed users only, such as customer-only or employee-only parking, as well as spaces specifically leased to individuals or businesses.

<sup>2</sup> We note that the original parking study area in the RFP was expanded in coordination with the Steering Committee to include the residential area extending to Pearl Street between 3<sup>rd</sup> Street and 6<sup>th</sup> Street.

## PARKING INVENTORY - KEY FINDINGS

- There are approximately 5,800 parking spaces in the study area.
- 86% of parking spaces in the downtown are off-street; 14% are on-street.
- With the exception of loading zones, all on-street parking spaces are available for general use, meaning that anyone can park on-street, regardless of trip purpose.
- About 20% of the off-street parking supply is available for general use, while the remaining is dedicated/restricted as accessory parking.

Table 1 Parking Inventory Overview

Parking Location	Number of Spaces	Percentage	% Available for General Use	% Restricted Use
On-Street	815	14%	97%	3%
Off-Street	5,016	86%	20%	80%
<b>Total</b>	<b>5,831</b>	<b>100%</b>		

## Parking Regulations

The study team catalogued the ownership, use category, and regulation for all spaces within the study area. Figure 4 depicts the study area parking inventory. Key findings include:

- 48% of on-street spaces have 3 hour time limits, while 46% are unregulated. Loading zone spaces account for just under 3% of all on-street spaces, or 21 spaces. The remainder are spaces limited to 15 minutes, comprised of 23 spaces around the downtown.
- About 20% of off-street spaces are unregulated.
- About 10% of off-street spaces are leased.
- 80% of off-street spaces are restricted to certain user groups, such as employees or customers, or specific uses such as church or hotel parking.

Table 2 On-Street Parking Regulations

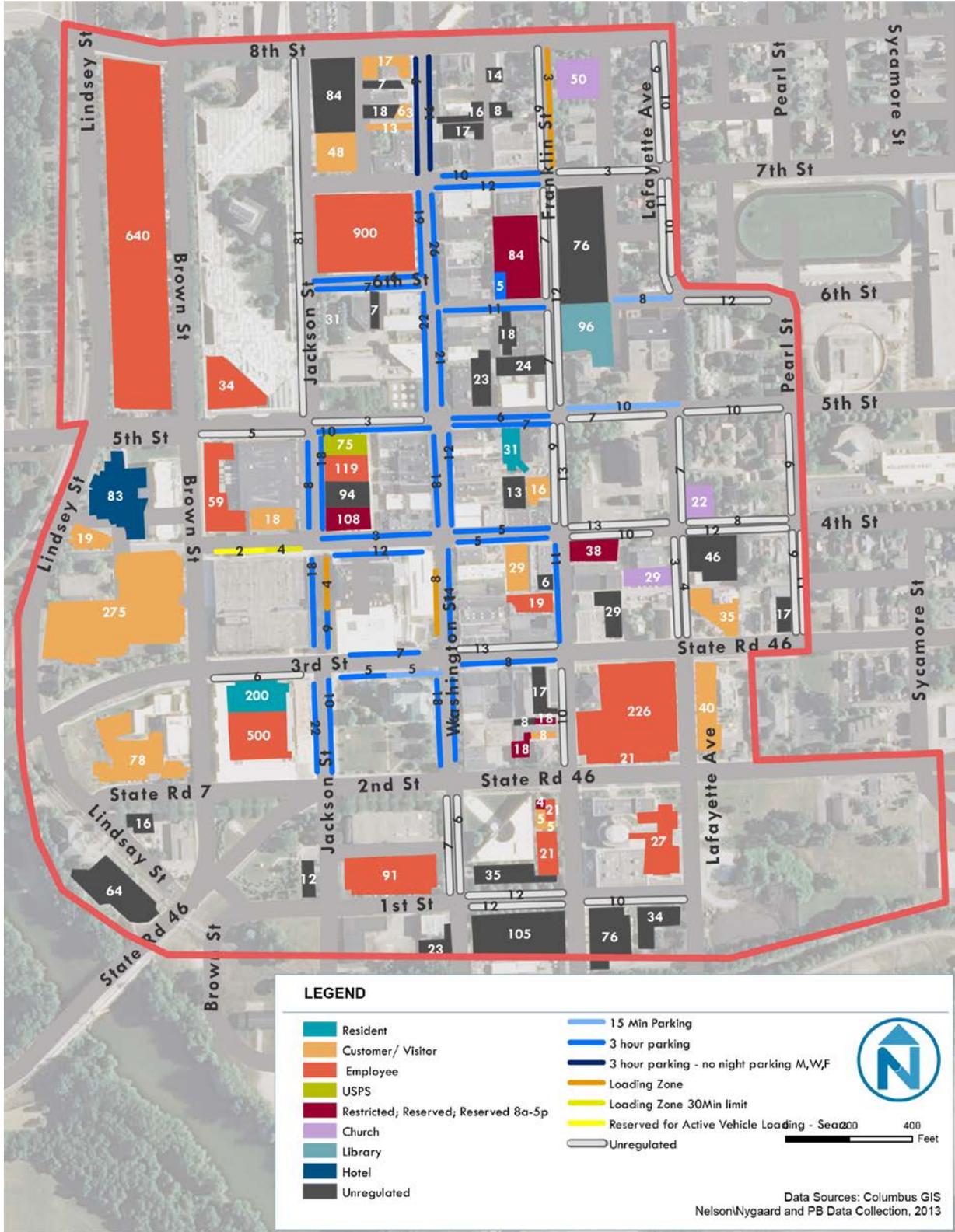
Regulation	Supply	Proportion of Total
3 hour	395	48%
Unregulated	376	46%
15 minute	23	3%
Loading Zone	21	3%

Table 3 Off-Street Parking Regulations

Regulation	Supply	Proportion of Total
Employee	2300	46%
Unregulated	1385	28%
Customer	455	9%
Reserved	253	5%
Residential	231	5%
Church	101	2%
Library	96	2%
Hotel	83	2%
USPS	75	1%
On-Duty Office	21	-0%
Restricted	4	-0%
Visitor	12	-0%

**DOWNTOWN COLUMBUS PARKING ANALYSIS: TECHNICAL MEMORANDUM 1**  
Columbus Redevelopment Commission

Figure 4 Study Area Parking Inventory





**Ownership**

Overall, parking in downtown Columbus is about half owned by the City and half owned by private entities. All on-street parking is managed by the City. The City owns about 40% of off-street parking spaces, while private entities own the remaining 60%. Of the City-owned spaces, private businesses lease about 47% in surface lots and garages.

**Physically Challenged/Handicapped Spaces**

Figure 6 “Physically Challenged” Parking Sign



Downtown Columbus uses the term “Physically Challenged” on its signage.

Figure 5 shows the number of handicapped spaces per block and parking facility. Blue signs (example shown in Figure 6) denote spaces that have designated handicapped parking.

In total, there are about 165 spaces in downtown Columbus for those with physical challenges, or about three for every 100 spaces. **Specifically, for every 100 on-street spaces there are two handicapped spaces, while for every 100 off-street spaces there are three.**

Most parking for those with physical challenges exists outside of the “heart” of town (Washington Street). This is partially because of the concentrated parking availability in off-street lots, which are located farther out from the core.

Table 4 compares the supply by regulation of all handicapped/physically challenged parking. Much of it is located in off-street lots and/or garage spaces that are dedicated to employees, while a total of about 11% is available on-street. 31% of spaces are located in off-street, unregulated lots, although many of these lots are located at the periphery of the downtown core.

Table 4 Handicapped Parking by Location

Location	Regulation	Number of Spaces	% of all available handicapped parking supply
On-Street	Three hour parking	11	7%
	Unregulated	4	2%
	Loading Zone	3	2%
	Other	0	0%
Off-Street	Employee	60	36%
	Customer	21	13%
	Unregulated	51	31%
	Other	15	9%
	<b>TOTAL</b>	<b>165</b>	

## On-Street Parking

The City operates a significant amount of its on-street downtown parking with three hour time limits, specifically on Washington Street and one block to the east and the west. Time limits apply 8:00 am – 5:00 pm, Monday – Friday. The Columbus Parking Guide emphasizes that the three hour limit applies throughout the day within this district, even if a car changes spaces.<sup>3</sup> To communicate this to drivers, signs display “Limit Per Day”, as Figure 7 shows. This means that individuals may only park for a **total** of three hours per day in the three-hour spaces.

There are a few other time-limited on-street spaces in the downtown. These include three block faces of 15 minute parking as well as several loading zones. Most of these spaces are located on and close to Washington Street.

The remainder of on-street parking in the study area is unregulated, meaning that there are no posted signs or regulations that govern the use of parking on these blocks.

Figure 7 On-Street Parking Signage



Three hour parking time limits apply for the entire day, Monday-Friday 8:00 am – 5:00 pm.

Meanwhile, some loading zone time limits include weekdays plus Saturdays for a twelve hour span.

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<sup>3</sup> Note: The General Parking Guide is not available online. The Columbus Police Department provided the Guide for the purposes of this study.

## Parking Structures

There are three parking structures in downtown Columbus. The City of Columbus Redevelopment Commission owns the Jackson Street Garage and the 2<sup>nd</sup> Street Garage, both of which are managed by REI Real Estate Services, an outside property management firm. The City constructed both garages after completing the 2005 Downtown Columbus plan. After construction, the city hired a real estate firm to manage the garages, then moved management to its Parks department. Neither approach was satisfactory, so the City hired REI in 2013. The third garage located on 7th and Jackson Street and is restricted to Cummins employees only. The garage is owned and operated by Cummins.

Figure 8 Garage Equipment



The City installed gate arms and other equipment in the 2<sup>nd</sup> and Jackson Street garages, but they are currently non-operational.

Both garages have equipment to manage parking that is currently non-operational (Figure 8). In 2012, the City purchased one pay on foot and three pay-in-lane gate arm controls for the garages, with the idea of charging \$1 to park in the public spaces beyond the three hour time limit.

There are 94 public spaces available in the Jackson Street Garage; the City leases the remainder of that garage and all spaces in the 2<sup>nd</sup> Street Garage to local businesses and individuals.

## Leased Spaces

Local businesses and individuals lease spaces in both the Jackson and 2<sup>nd</sup> Street Garages. In the Jackson Street garage, there are about 300 leased spaces, while the 2<sup>nd</sup> Street Garage is entirely leased. Table 5 identifies lease rates for the two garages.

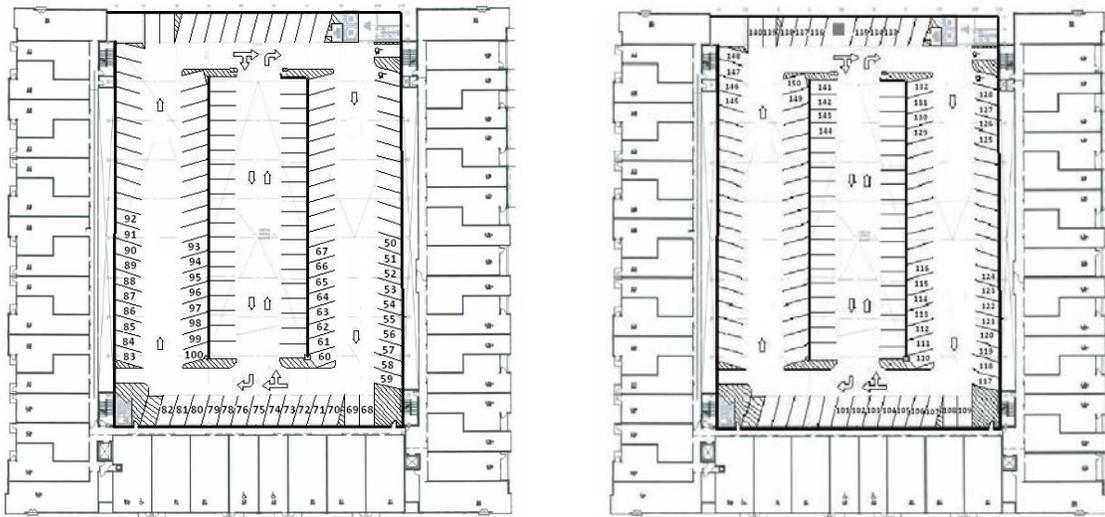
Table 5 Lease Rates for Jackson and 2nd Street Garages

Garage	Lessee	Rate	Number of Spaces	Annual Rate per Space
2 <sup>nd</sup> Street	Cummins	\$100,000 per year	300	\$333.33
2 <sup>nd</sup> Street	Cole	\$120,000 per year, to increase in 2017	200	\$600.00
Jackson Street	<ul style="list-style-type: none"> <li>▪ SIHO</li> <li>▪ Cummins</li> <li>▪ 6 individuals/businesses</li> </ul>	\$50 per space per month	129	\$600.00
Jackson Street	<ul style="list-style-type: none"> <li>▪ SIHO (40)</li> <li>▪ 20 individuals/businesses</li> </ul>	\$65 per space per month	76	\$780.00
Jackson Street	<ul style="list-style-type: none"> <li>▪ USPS (75)</li> <li>▪ SIHO (12)</li> <li>▪ 5 individuals/businesses</li> </ul>	\$80 per space per month	95	\$960.00

Table 5 also shows the large number of individuals and businesses that lease spaces from the Redevelopment Commission. In total, the Commission leases spaces in the garages to **32 different entities**, each operating under its own lease. In addition to multiple rates, the leases have different contractual terms and begin and end at different points in the year. This creates a large volume of administrative work.

Finally, leased spaces are not organized consistently within the garages. In the Second Street Garage, Cole has spaces intermixed with Cummins, as shown in Figure 9, so that Cole spaces are closer to exit doors. In the Jackson Street Garage, leased spaces are intermixed with those that are available to the public and are mostly on the lower levels of the garage. This system is confusing to users, who do not have a designated area in which to search for public spaces.

Figure 9 2nd Street Garage Second and Third Floor Plans



The 2<sup>nd</sup> Street Garage second floor plans for the second and third floors show that leased spaces are interspersed with one another in the garage. Numbered spaces belong to Cole Residential, while Cummins leases blank spaces.

Figure 10 Library/Public Lot Signage



Figure 11 Public Parking Section Signage



Signs point visitors in the direction of both the visitor lot and the library.

## Surface Parking Lots

### Public Parking

Designated public parking is available in one surface lot at the southeast corner of Franklin and 7<sup>th</sup> Streets. There are a total of 172 spaces available in this area, with 96 dedicated to the library and the remainder unregulated. Figure 10 shows signage directing drivers to the lot, and Figure 11 is the signage in the “public” section of the lot. Although it seems to limit parking to certain users, the northern half of this lot is unregulated.

The City owns other surface parking facilities, for example the lot south of 1st Street behind City Hall, but they are not specifically signed or designated as public parking facilities.

### Shared Parking

First Christian Church, at 4th and Franklin, owns parking across Lafayette Avenue that is leased to downtown employees. Cummins also leases spaces from the Moose Lodge, just north of 8th Street. There are no other known shared parking agreements in downtown.

## Leased Spaces

The City owns two lots that are designated specifically for downtown employee leases: Lot #3 (at the southeast corner of 4<sup>th</sup> and Franklin Streets) and Lot #10 (at the Northwest corner of 6<sup>th</sup> and Franklin Streets). Lot #3 has 30 leased spaces, while Lot #10 has 82 leased spaces. The Columbus Police Department manages the leases and enforcement.

Spaces are generally reserved during weekdays only. According to the lease agreement, spaces are reserved for the lessee between 7:00 am and 5:00 pm, Monday-Friday except for five holidays. Signage in the lots, however, is not as clear. Signs in lot #3 simply say “Reserved Parking Lot No. 3,” while signs in Lot #10 indicate that the reserved spaces are enforced from 8:00am-5:00pm.

Both lots have wait lists comprised of six or seven companies and/or individuals; some companies have requested multiple spaces. For Lot #3, some wait lists requests date back to 2011, while the oldest entry for the Lot #10 wait list is May 2013.

Figure 12 Reserved Parking in Public Lot



Although spaces are leased starting at 7:00 am, signs indicate that reserved parking hours begin at 8:00 am.

As Table 6 below shows, the fee for parking in a leased space is \$35 per month, with an additional \$1 per day charged for late payment. If a leasee pays for the entire year up front, they get one month free. The Columbus Police Department Parking Enforcement division manages the lots.

**Private Lots**

There are about 3,000 privately owned parking spaces in downtown. Most are signed with "customer-only" or "employee-only" signs.

**ENFORCEMENT**

The Columbus Police Department has a Parking Enforcement division that manages regulation, enforcement, ticket processing, and revenue collections. Parking Enforcement has one full-time officer, one administrative supervisor, and several volunteers. Most enforcement occurs on-street, although the division will enforce publicly-owned off-street parking as needed.

On-street parking enforcement occurs Monday through Friday, 8:00 am – 5:00 pm in the area bounded by 2<sup>nd</sup> Street to the south, 8<sup>th</sup> Street to the north, Jackson Street to the east and Franklin Street to the west. Enforcement includes monitoring all curbs, as well as proper use of handicapped spots and improperly parked cars. To monitor parking activity, the division has used handheld technology devices, but has had trouble with them working with the parking enforcement system, and currently uses a paper-and-pencil system of recording license plates.

Ticketing in Columbus is has a "customer-focused" policy, as the first three hour time limit violation is free. The subsequent tickets work on a graduated fine system. Payments made within 72 hours do not incur any additional fees; tickets not paid after those deadlines incur a late fee as shown in Table 6.

Table 6 Parking Violation Costs

Violation	Fine
Parking at Fire Plug/Fire Lane	\$25
Parking at Yellow Curb	\$25
Parking at City Bus/Freight Zone	\$10
Late Payment Penalty (30 days)	\$10
Parking in Reserved/Leased Space	\$25
Leasee Parking Late Payment Penalty	\$1 per day
Stopping, Standing, Parking in Prohibited Places	\$25
3 Hour Violation <i>Graduated system based on violations per calendar year</i>	1st violation: \$0 2 <sup>nd</sup> violation: \$10 3 <sup>rd</sup> violation: \$15 4 <sup>th</sup> violation: \$20 5 <sup>th</sup> and subsequent: \$30
Late Payment Penalty (72 hours)	\$10
Physically Handicapped Space	\$50
Late Payment Penalty (30 days)	\$100

## Revenue

In addition to revenue from parking violations, enforcement currently collects fees for other uses of city-owned parking, described in Table 7.

Total revenue from violations and other permits averages approximately \$60,000 per year with approximately two-thirds of the revenue generated from leased parking permit fees and one-third from parking fines.

A summary of parking revenues is below in Table 8.

**Table 7 Additional Parking Fees**

Permit	Cost
Construction Vehicle Use	\$5/week day per parking stall used
Leased Space in City Lot	\$35/month or \$385/year

**Table 8 Summary of Parking Revenues (expected 2013)**

Source	Expected Annual Revenue	By Space Per Year	Department/Agency
City Leased Lots #3 and #10	\$45,080	\$402.50	Police
Jackson Street Garage	\$227,880	\$759.60	Redevelopment Commission
2nd Street Garage	\$220,000	\$440.00	Redevelopment Commission
Fines	\$19,794	\$50.11 (for three-hour on-street spaces)	Police

# PARKING UTILIZATION

Parking utilization counts provide a time series of typical parking demand for a typical day in an area. To complete these counts, individuals count parked cars in each on-street segment or lot at pre-determined time intervals in a study area. Land usage, regulation, pricing, and convenience can drastically impact how even adjacent parking assets are utilized. By compiling parking utilization comprehensively, one can begin to clearly identify patterns of high or low usage, the impact of regulations, and assess how much of the parking supply is utilized throughout the day.

The project team conducted parking utilization counts on a typical weekday and weekend day for downtown Columbus. Weekday counts were conducted in mid-August, 2013 on a Thursday, a generally busy weekday for shops and restaurants, and often when stores have longer hours of business to accommodate their patrons. Data collectors captured weekday parking demand for 14 hours, beginning at 7am and ending at 9pm, with counts every two hours. Data collection began in the early morning to identify if/when employee parking would fill to capacity. In the evening, data was collected until 9pm to fully assess parking demand associated with the town's restaurants and other evening activities.

The team also conducted weekend counts in mid-August. Data collection began at 11am, since commuter activity is less prominent during the weekends, and ended at 9pm, again to capture the dinner hour downtown. An REO Speedwagon concert on Saturday night in Mill Race Park generated substantial parking demand and gave the project team a snapshot as to parking activity in the downtown during a special event.

## METHODOLOGY

It is important to note that the individuals collecting data counted each on-street segment and off-street lot at exact intervals. For example, if the Sears parking lot was counted at 7:05AM in the first loop, then it was counted at 9:05AM in the second loop, etc. This consistency ensured data accuracy to help draw conclusions about trends within two-hour windows.

The series of charts on the following pages show the parking utilization profiles throughout the collection days in Columbus. They are displayed in a variety of sub-sets: the entire study area, particular blocks and lots, and core areas of demand. The red lines indicate "functional capacity" of parking, i.e. a vacancy of 15-percent on-street, or about 1 out of 8 on-street spaces is available and ninety-percent for off-street lots, a recognized national standard of when a parking area is effectively full.

## SPATIAL PATTERNS

Understanding how downtown parking is managed requires being able to describe how parking facilities and on-street parking interact with each other throughout the course of a day. A chart of hourly utilization rates for one specific location is valuable, but seeing how that location behaves among others located nearby can reveal patterns and trends not evident in numbers alone. The lot which is completely full may be right around the corner from another lot that has plenty of availability at the same time.

Using the utilization data, the consultant team developed a series of maps based on the parking inventory map. Color represent the percentage of spaces utilized at each location based on notable breaks used to evaluate the adequacy of a parking facility:

- **“Cool” light blue/blue** refers to 0-80% utilization, a point at which on-street blocks and off-street facilities are viewed as underutilized. Any resource that consistently performs at this level, especially during peak-demand periods should be viewed as excess capacity.
- **“Ideal” green** refers to blocks and facilities with 81% to 90% utilization, and represent actively used resources. Particularly for off-street facilities, the nearer utilization levels approach the high end of this range, the more efficiently they are being utilized.
- **“Warning” pink** refers to utilization about 91% and is considered at capacity. While maximizing efficiency, these blocks often look or “feel” full to drivers, and can consequently give the impression of lack of parking.
- **“Critical” red** denotes parking beyond the marked capacity. Resources that consistently perform at this level will generate common perceptions of lack of parking options.

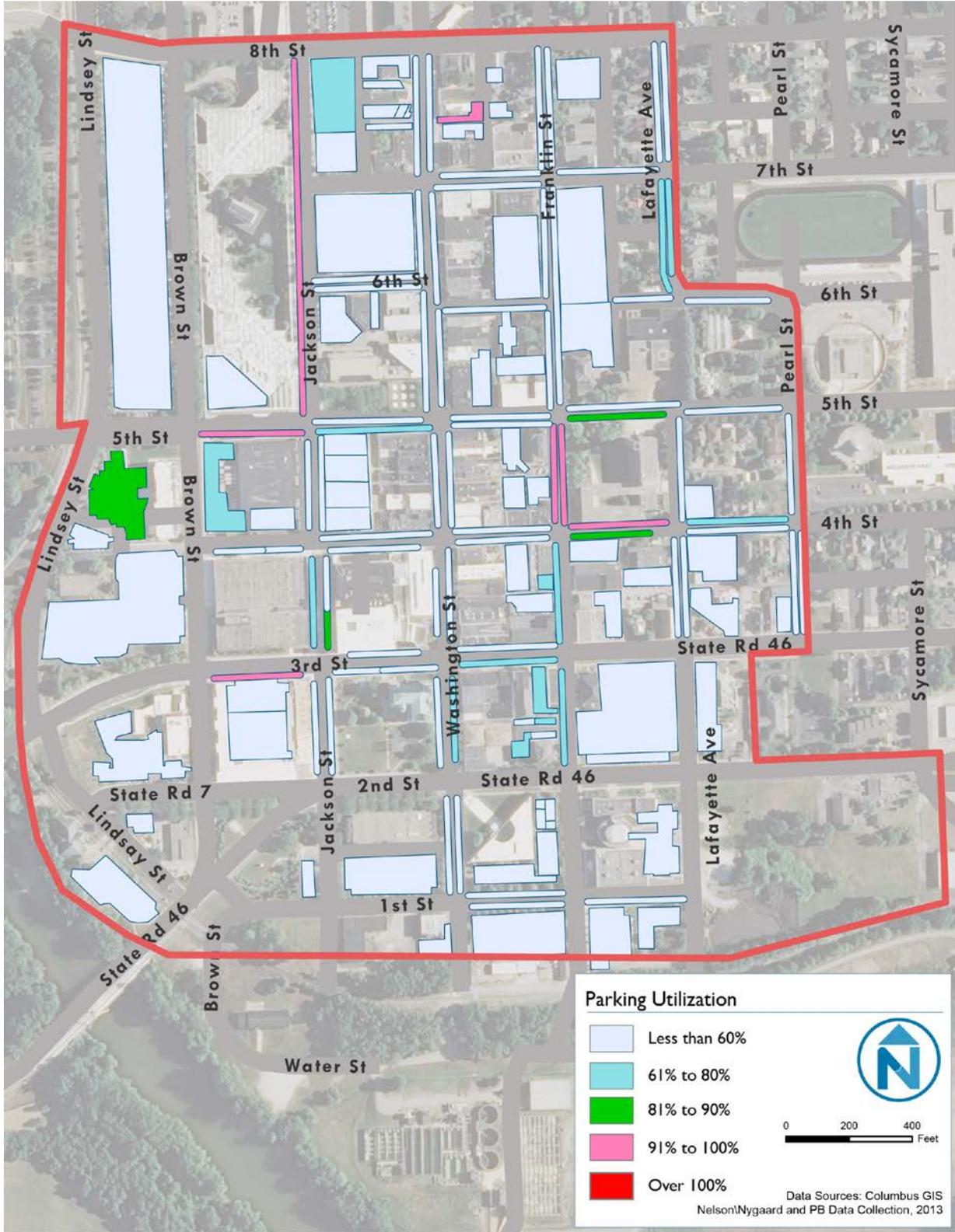
## WEEKDAY PARKING UTILIZATION

### WEEKDAY PARKING UTILIZATION – KEY FINDINGS

- The peak of daytime demand is around lunchtime, 11:00 am – 1:00 pm
- Only a few parking assets are busy in the early morning (between 7:00 am and 9:00 am), almost all are on-street unregulated spaces
- In the mid-afternoon, parking demand is concentrated on-street in the downtown core, as well as in the Jackson and 2<sup>nd</sup> Street Garages
- There is a lull in parking demand around 5:00 pm, with only on-street segments on 4<sup>th</sup>, 5<sup>th</sup> and Washington Street showing significant utilization.
- Off-street unregulated and customer parking shows availability through most of a day, implying that customers and employees of specific businesses have access to available spots in those lots.
- During the peak, three hour spaces north of 5<sup>th</sup> Street show significant availability
- Areas around the loading zones on Jackson and Washington show high demand at peak, but the loading zones themselves are not full
- Off-street utilization drops significantly after 5:00 pm (from about 70% to 40%), reflecting traditional commuting hours
- Although on-street unregulated spots, which are mostly located in residential districts, see significant activity during the day (70% utilization at peak), after 5pm utilization drops to 40% or less, which indicates that these spaces may be used by downtown employees

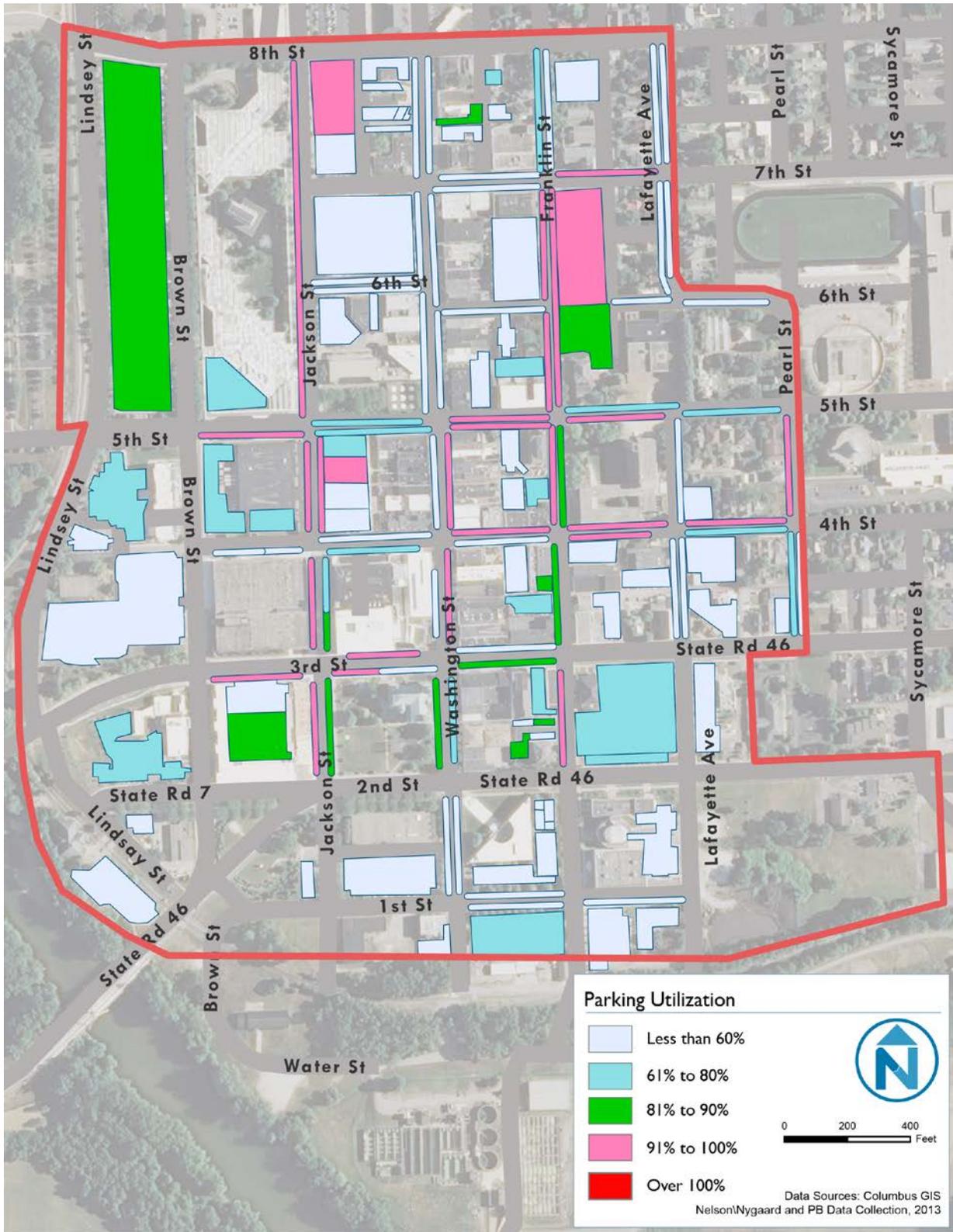
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Figure 13 Parking Utilization – Thursday 7:00 am



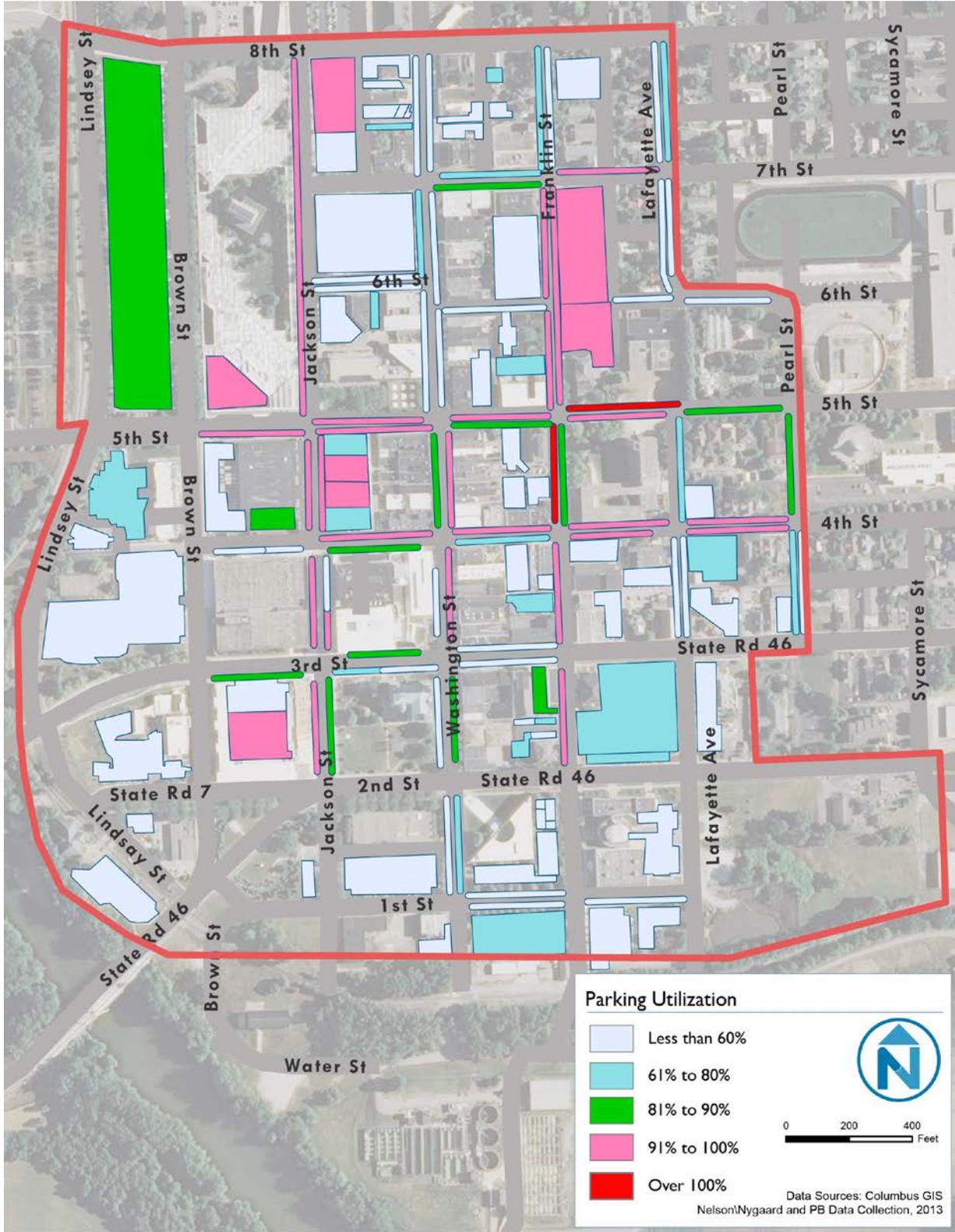
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Figure 14 Parking Utilization – Thursday 9:00 am



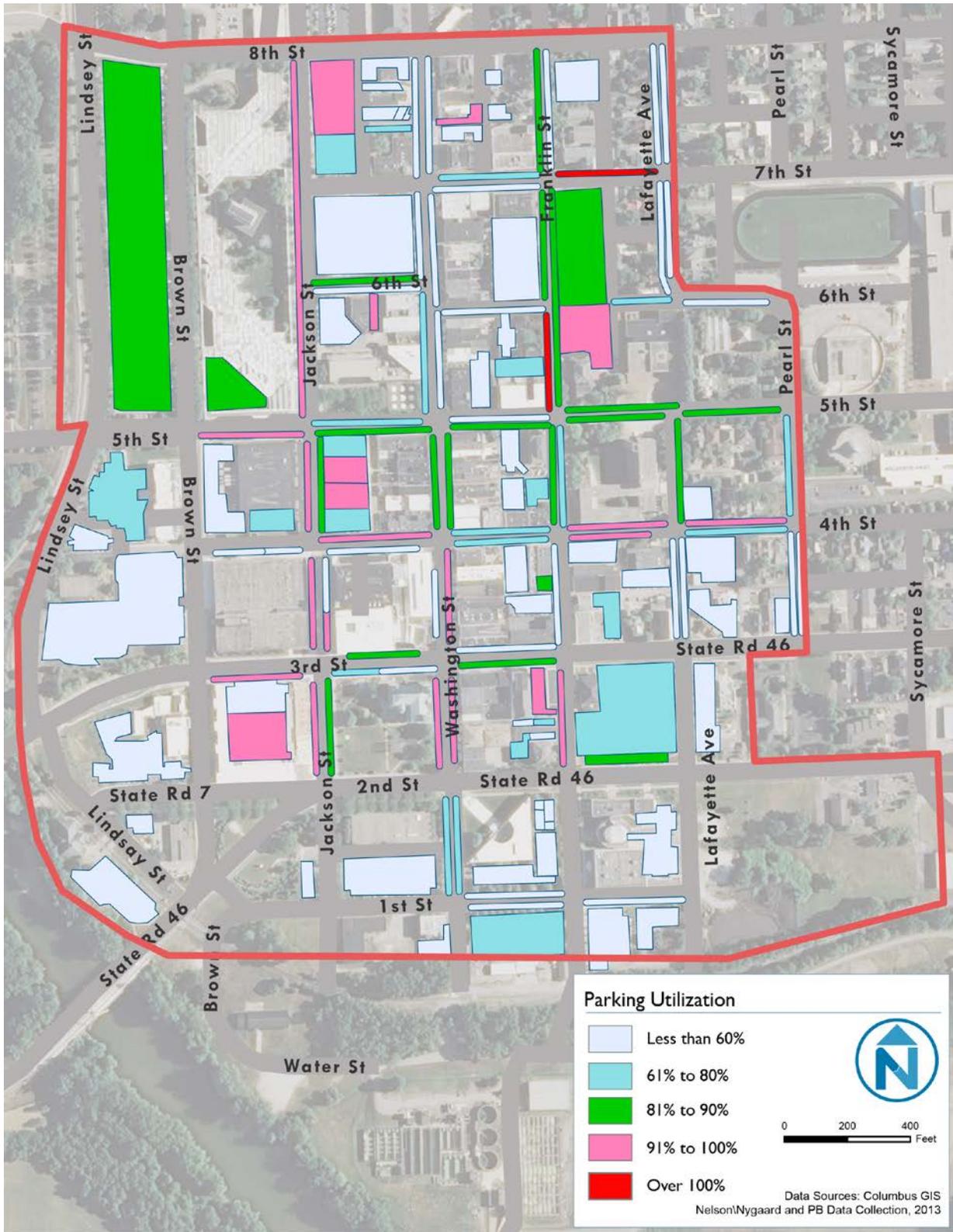
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Figure 15 Parking Utilization – Thursday 11:00 am



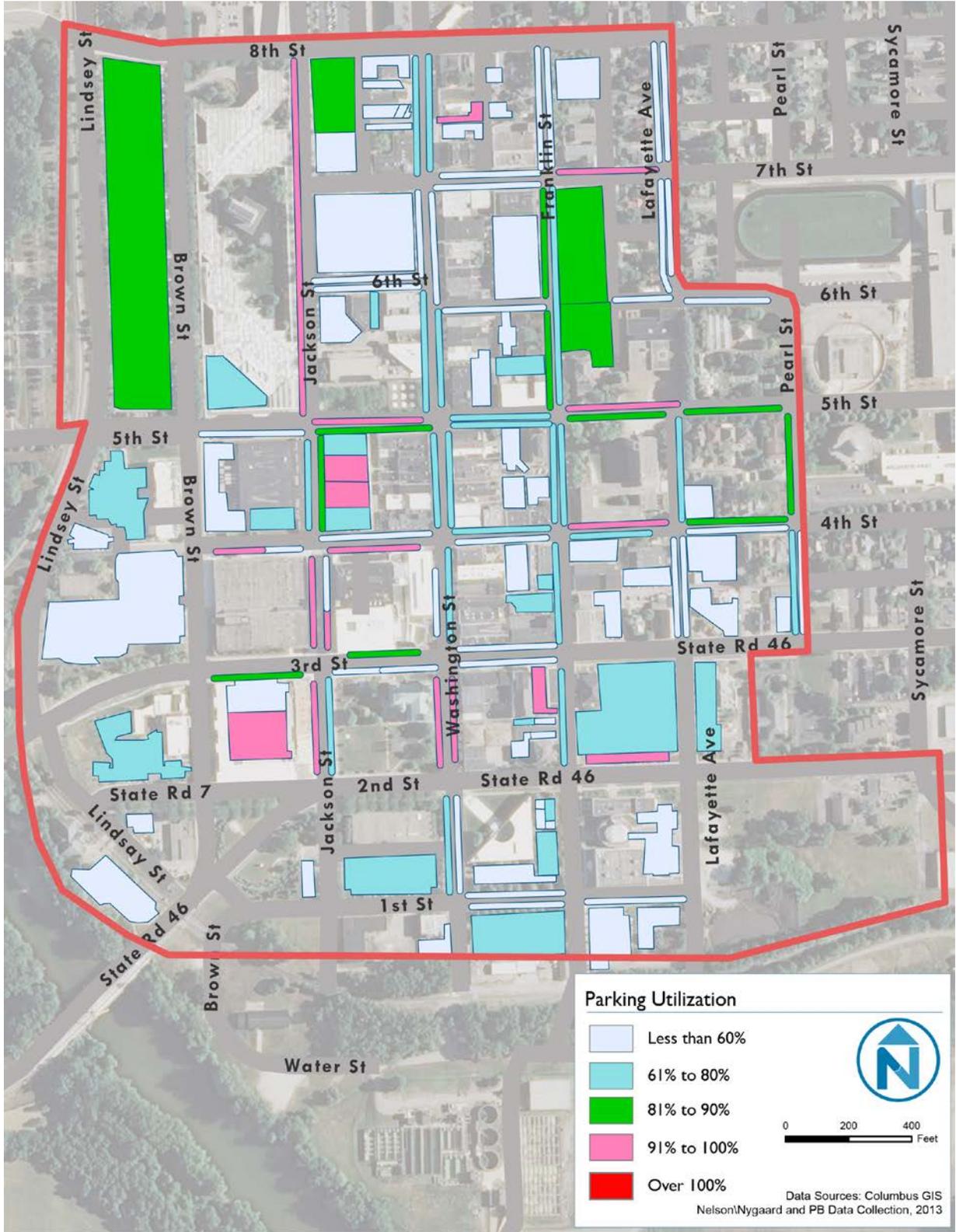
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Figure 16 Parking Utilization – Thursday 1:00 pm



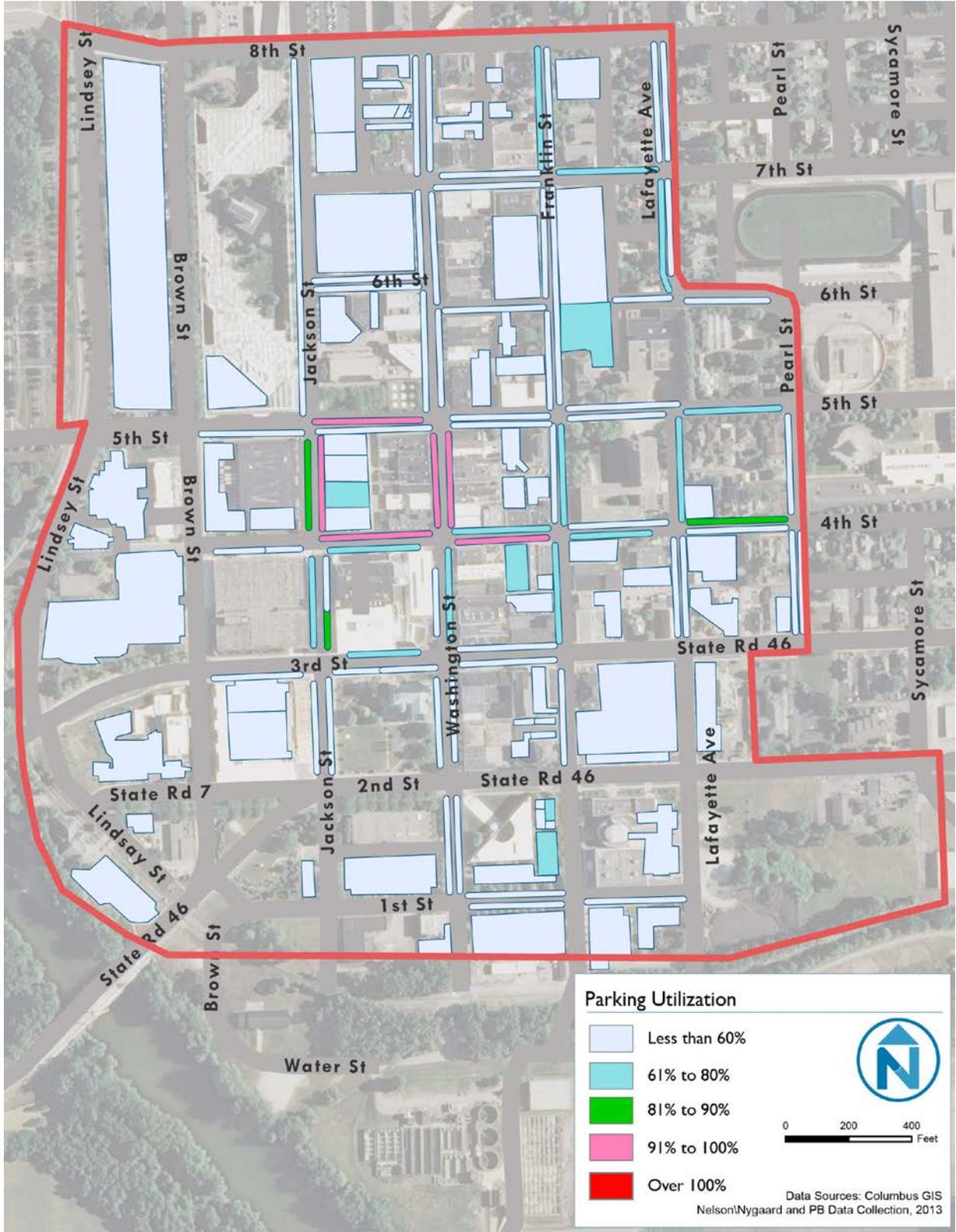
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Figure 17 Parking Utilization – Thursday 3:00 pm



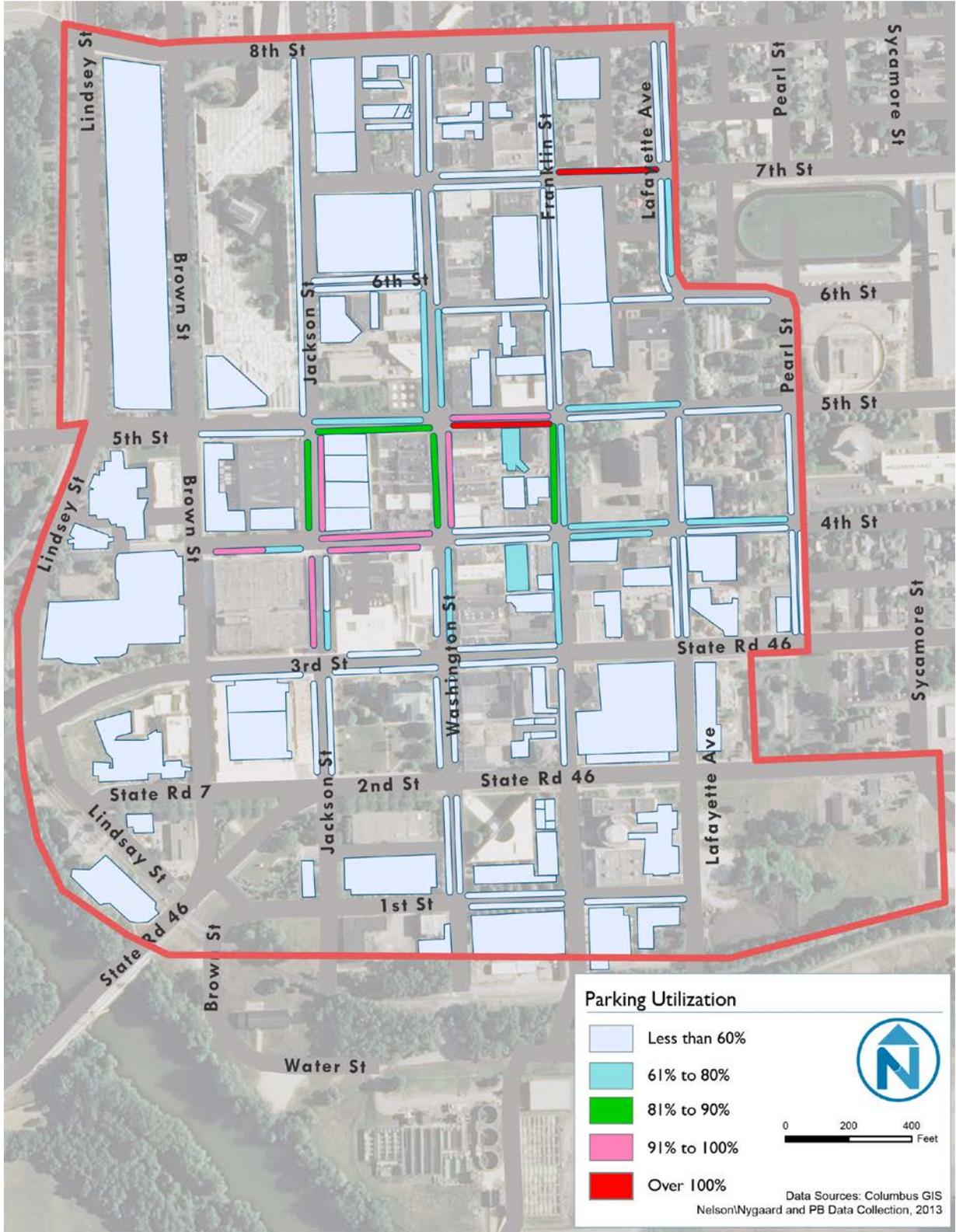
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Figure 18 Parking Utilization – Thursday 5:00 pm



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Columbus Redevelopment Commission

Figure 19 Parking Utilization – Thursday 7:00 pm



The spatial analysis shows that parking demand is concentrated on Washington Street and in employee lots/garages during the day. Another way to look at parking utilization is through temporal patterns through percentage of assets used. Figure 20 shows parking utilization from 7:00 am to 9:00 pm in the entire study area (all on and off street parking). The profile indicates that in general, parking spaces are about 60% full from 9:00 am to 5:00 pm. This is not surprising due to the large number of downtown employees.

Figure 20 Weekday Parking Utilization Profile

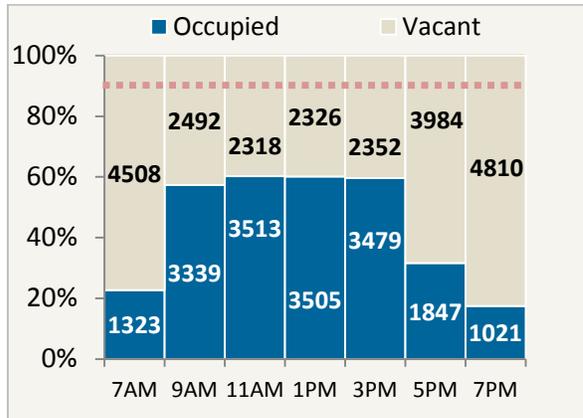


Figure 21 and Figure 22 show parking utilization for on-street and off-street parking spaces, respectively. Although there are more than six times as many off-street spaces as on-street, the off-street overall utilization is lower and has more consistent demand throughout the day than the on-street spaces. Utilization of on-street spaces is almost twice as high in the early morning and after 5:00 pm as compared to off-street.

Figure 21 On-Street Parking

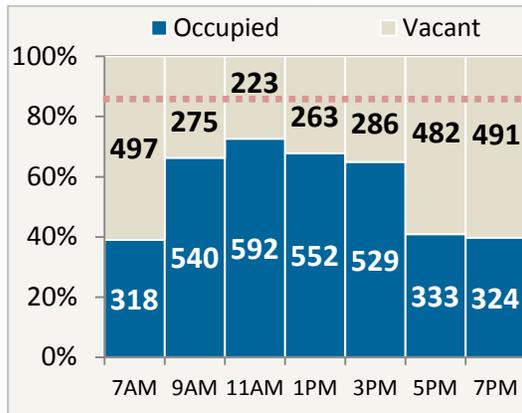
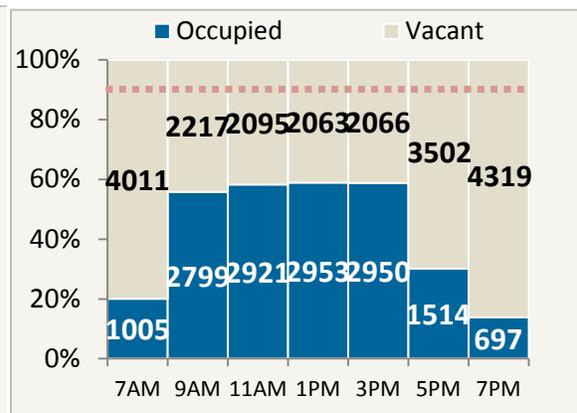


Figure 22 Off-Street Parking



## Focus Areas - Weekday

As the previous charts begin to show, the overall utilization of the entire study area may hover around 60% at peak, but parking demand is not uniform throughout the study area. There are pockets of high demand within downtown Columbus where parking utilization is substantially higher than 60% (and correspondingly, areas where parking demand is very low). The series of charts on the following pages show parking utilization profiles throughout collection days in

Columbus. They are displayed in a variety of subsets: particular blocks and lots, and core areas of demand both on-street and off-street.

### **WEEKDAY FOCUS AREAS - KEY FINDINGS**

- Utilization in the core is high, but still shows significant availability (Figure 23, Figure 24)
- Underutilized parking assets include the Sears parking lot and the city-owned lot at 1<sup>st</sup> Street (Figure 26), plus two other city lots that have leased spaces, City Lot #3 and City Lot #10 (Figure 28 and Figure 30)
- While the Cummins spaces in the 2<sup>nd</sup> Street Garage are well-utilized, the Cole Residential spaces are less than 20% utilized, even during peak residential hours in the evening and early morning (Figure 40 and Figure 41)
- The Jackson Street Garage is very well-utilized during the day. In particular, almost all of the Cummins-leased and publicly available spaces are full at peak. In contrast, spaces leased by USPS and others are only about 75% full at their peak utilization. (Figure 44, Figure 45, Figure 46 and Figure 47)
- Although many areas have high demand, there is availability throughout the day in several areas (Figure 47). These spaces include:
  - Large lot on Brown Street
  - Small lot on 5<sup>th</sup> Street behind Cummins Building
  - Cummins parking garage on Jackson Street
  - Leased spaces in the 2<sup>nd</sup> Street Garage
  - Leased spaces in Jackson Street Garage

**FOCUS AREAS: CORE ON-STREET PARKING**

Figure 23 Washington Street between 2nd and 5th Streets Weekday Utilization

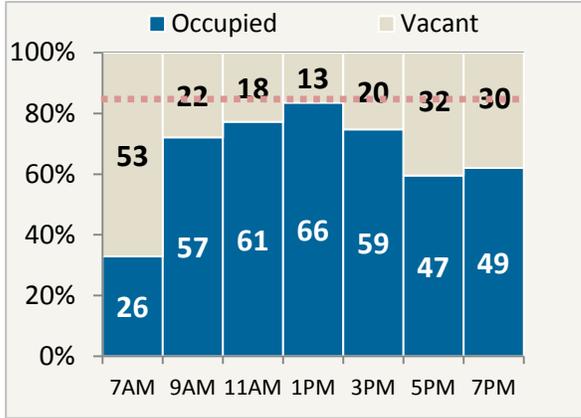
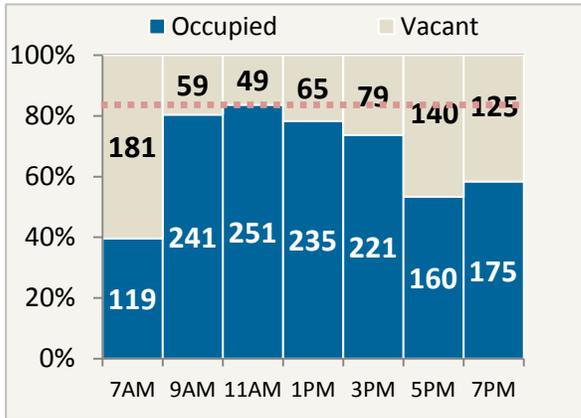


Figure 24 "Core" Streets and Washington Street



Figure 25 Core Streets (all on-street parking within green boundary) Weekday Utilization



**FOCUS AREAS: UNDERUTILIZED OFF-STREET ASSETS**

Figure 26 Sears Lot Weekday Utilization

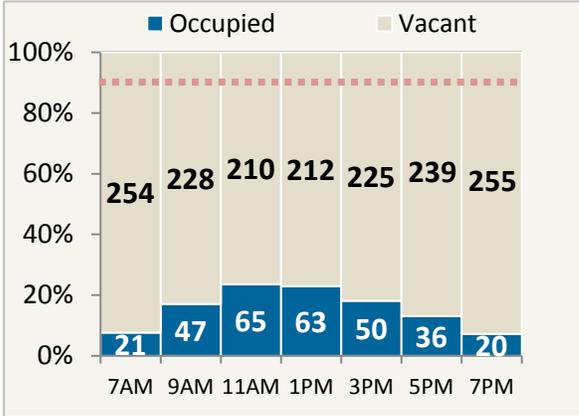


Figure 27 Sears Parking Lot



Figure 28 City Lot #10 Weekday Utilization

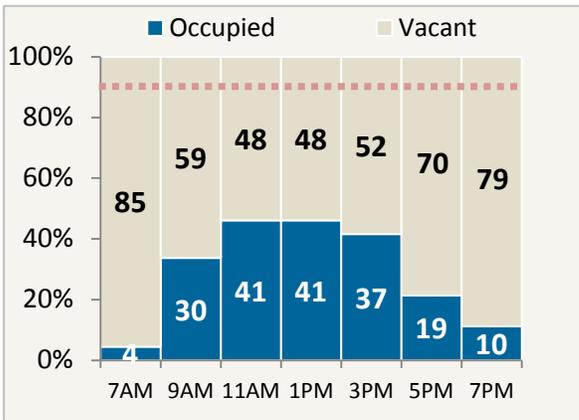


Figure 29 City Lot #10 at 6th and Franklin



Figure 30 City Lot #3 Weekday Utilization

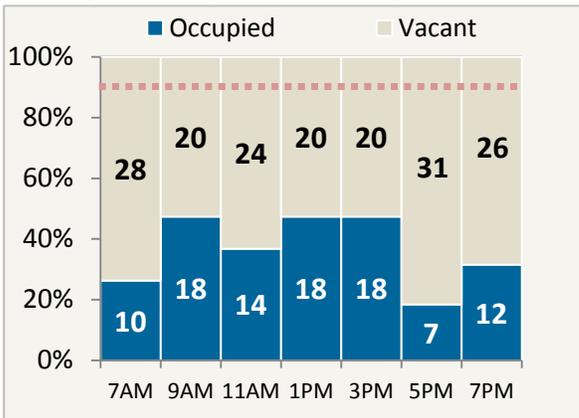
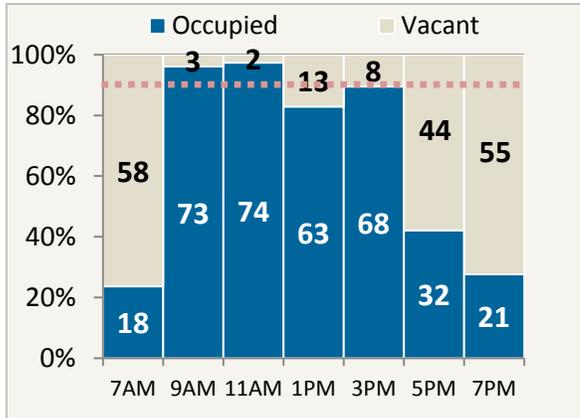


Figure 31 City Lot #3 at 4th and Franklin



**FOCUS AREA: WELL UTILIZED OFF-STREET PARKING**

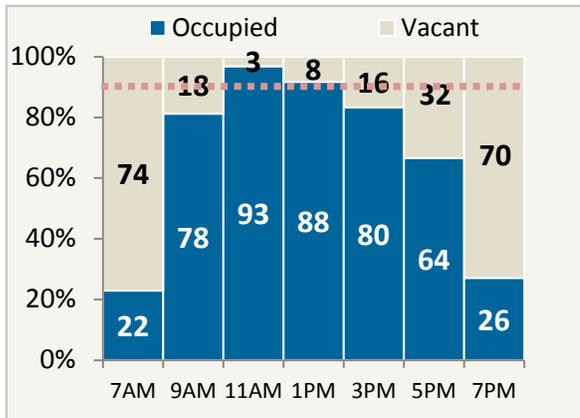
**Figure 32 Visitor's Center/Public Parking Lot Weekday Utilization**



**Figure 33 Public Lot at 7th and Franklin**



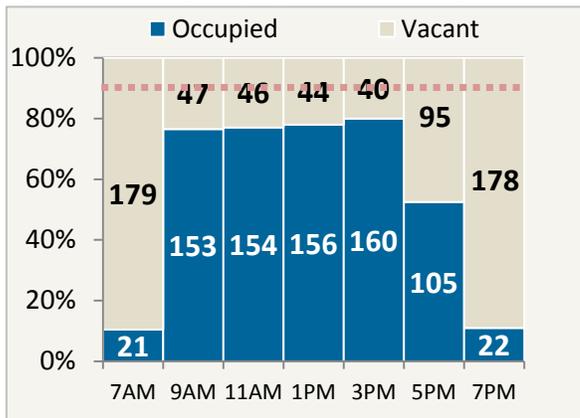
**Figure 34 Library Lot Weekday Utilization**



**Figure 35 Library Lot at 7th and Franklin**



**Figure 36 County Employee Lot Weekday Utilization**

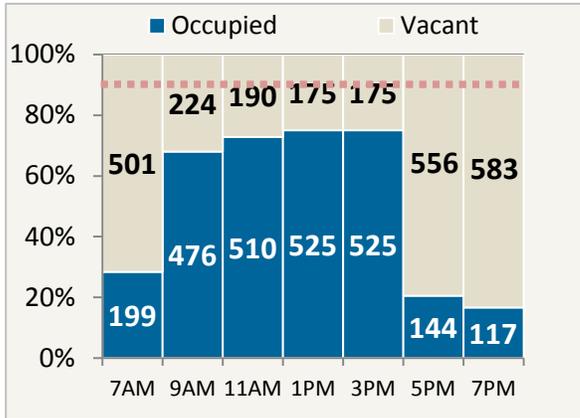


**Figure 37 County Employee Lot**



**FOCUS AREA: SECOND STREET GARAGE**

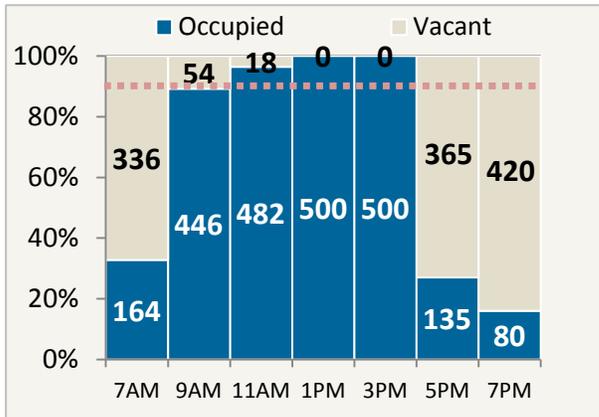
**Figure 38 Total Second Street Garage Weekday Utilization**



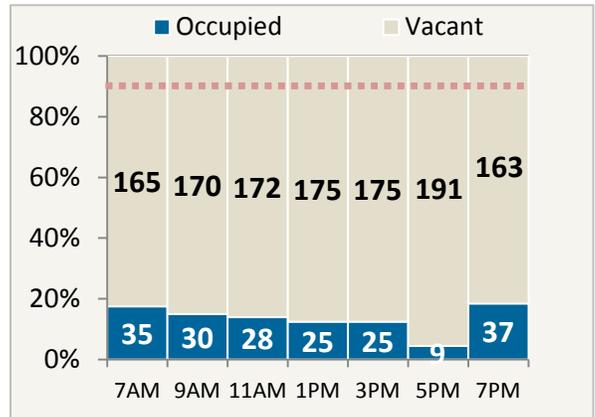
**Figure 39 Second Street Garage South Entrance**



**Figure 40 Cummins-Leased Spaces Only Weekday Utilization**



**Figure 41 Cole-Leased Spaces Only Weekday Utilization**



**FOCUS AREA: JACKSON STREET GARAGE**

Figure 42 All Jackson Garage Weekday Utilization

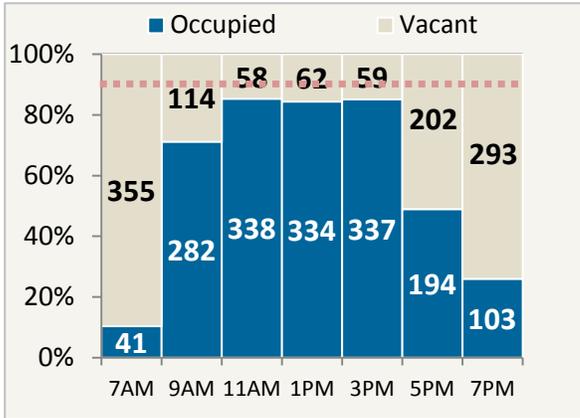


Figure 43 Jackson Street Garage



Figure 44 Leased Spaces Only Weekday Utilization

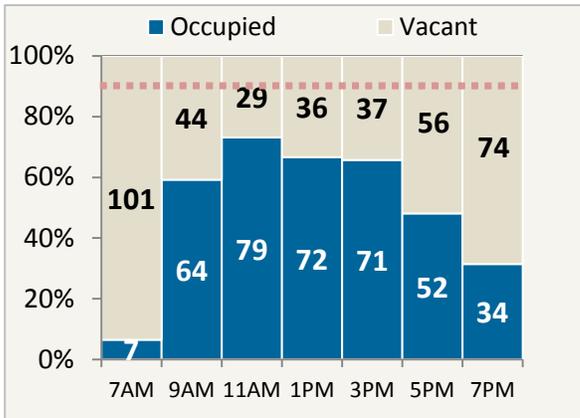


Figure 45 Public Spaces Only Weekday Utilization

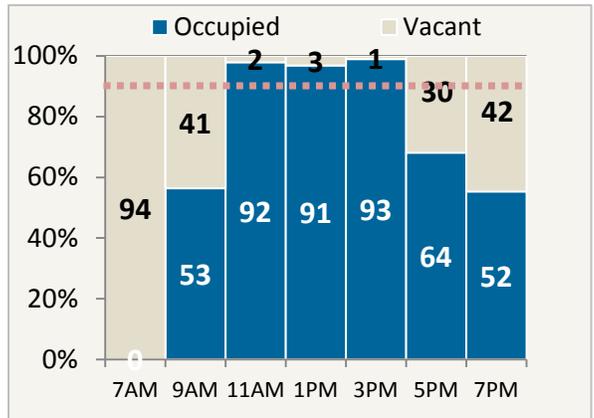


Figure 46 USPS-Leased Spaces Only Weekday Utilization

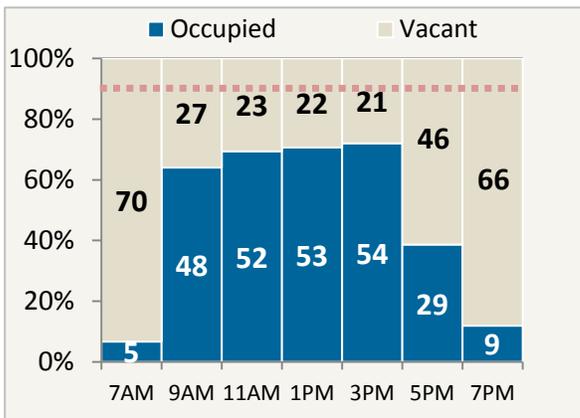
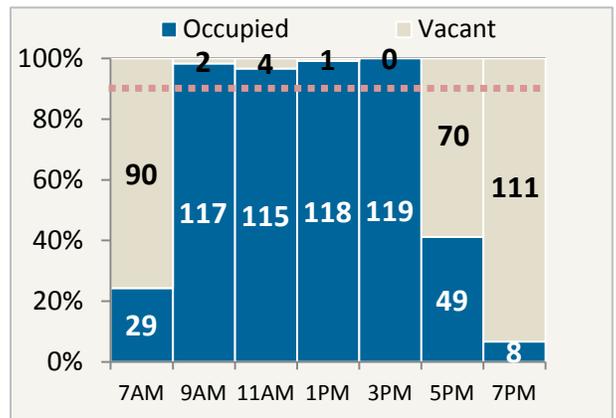


Figure 47 Cummins-Leased Spaces Only Weekday Utilization



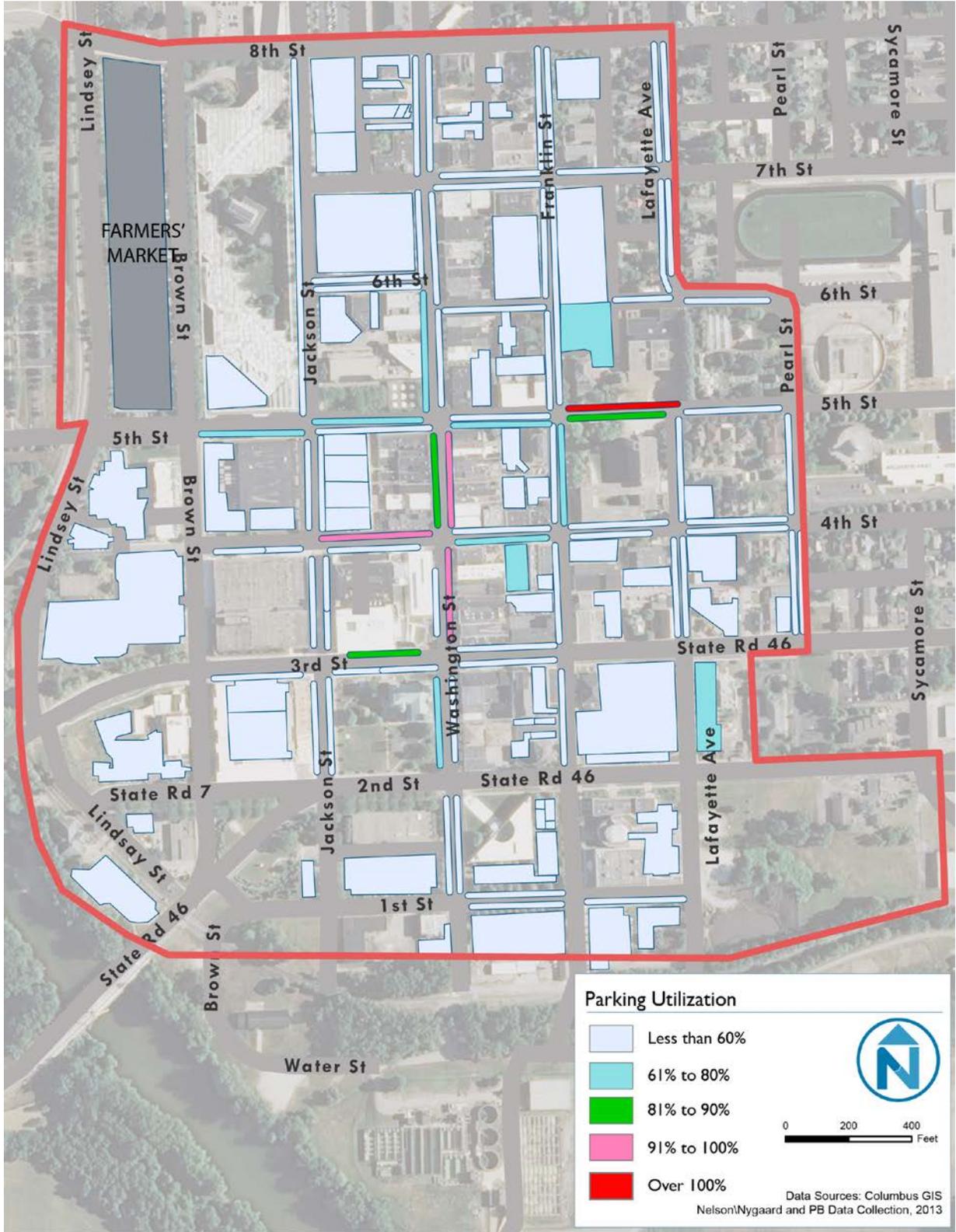
## **WEEKEND PARKING UTILIZATION**

### **WEEKEND PARKING UTILIZATION - KEY FINDINGS**

- Parking utilization data for Saturday shows a pattern of relatively low daytime use of the downtown. Areas of heavy utilization are similar for Saturday afternoon as for Thursday evening, indicating land uses such as dining and retail that remain active even after working hours.
- An REO Speedwagon concert on Saturday night in Mill Race Park generated substantial parking demand in downtown Columbus. Much of the demand was very close to where the concert was held, including in lots that are otherwise private (e.g. Cummins allowed for use of its surface lot for use by concert goers). However, utilization of other assets such as the 2<sup>nd</sup> Street Garage and Cummins Garage was still less than 60%, indicating that there is excess, nearby capacity to accommodate such large events in the downtown.
- Publicly available spaces (those available to anyone, no matter what the activity intent of the parker) were about 53% utilized at peak, while private spaces are only 39% utilized.
- In general, utilization of downtown parking assets is low on Saturday.
- Areas of heavy utilization were clustered around Washington, 4<sup>th</sup> and 5<sup>th</sup> Streets in the afternoon.
- During the first cycle of weekend data collection (11:00 am – 1:00 pm) there was a farmers' market in the large Cummins surface lot on Jackson Street, occupying 304 spots. Utilization of the available spaces was around 25% during that time.

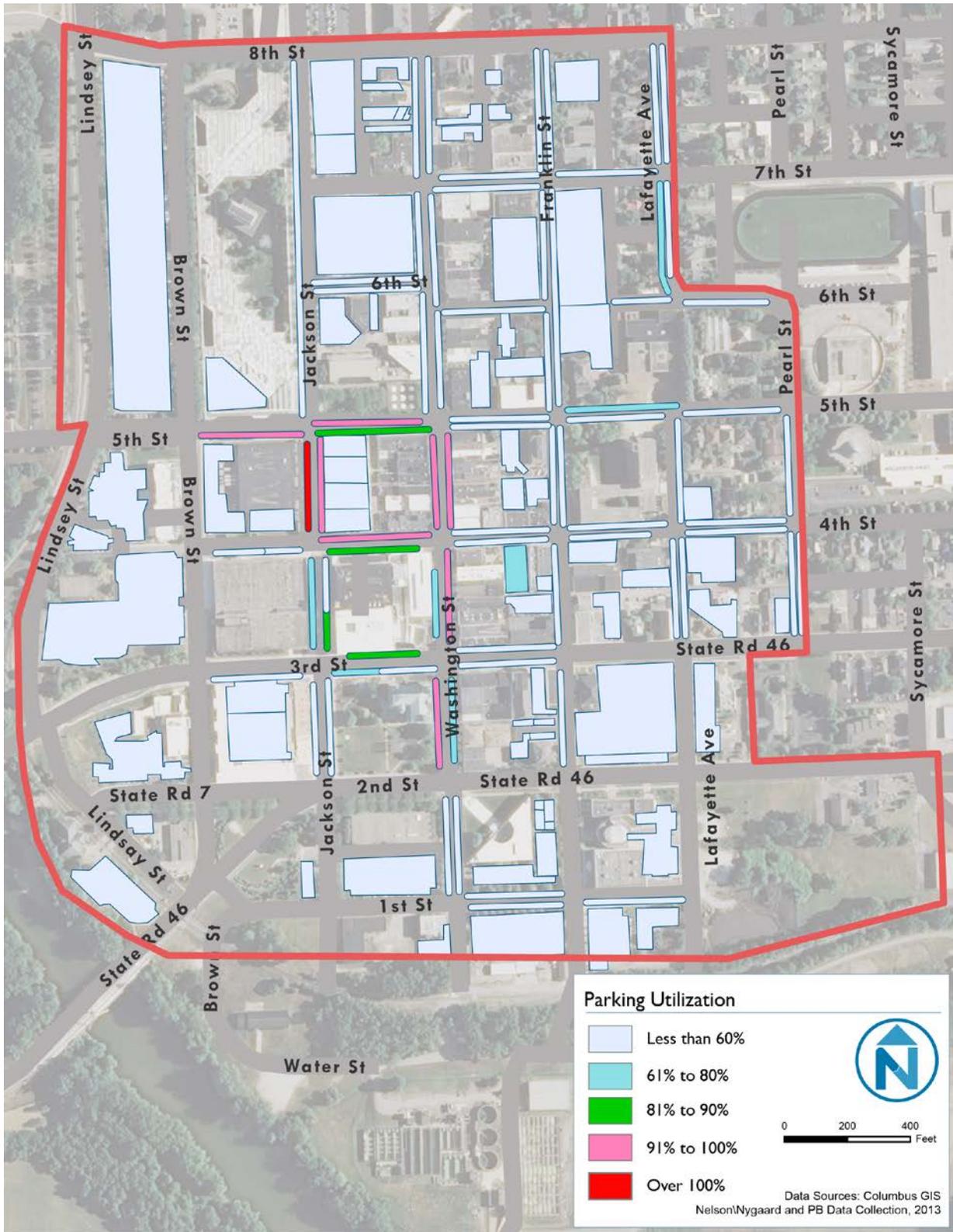
**DOWNTOWN COLUMBUS PARKING ANALYSIS: TECHNICAL MEMORANDUM 1**  
Columbus Redevelopment Commission

Figure 48 Parking Utilization – Saturday 11:00 am



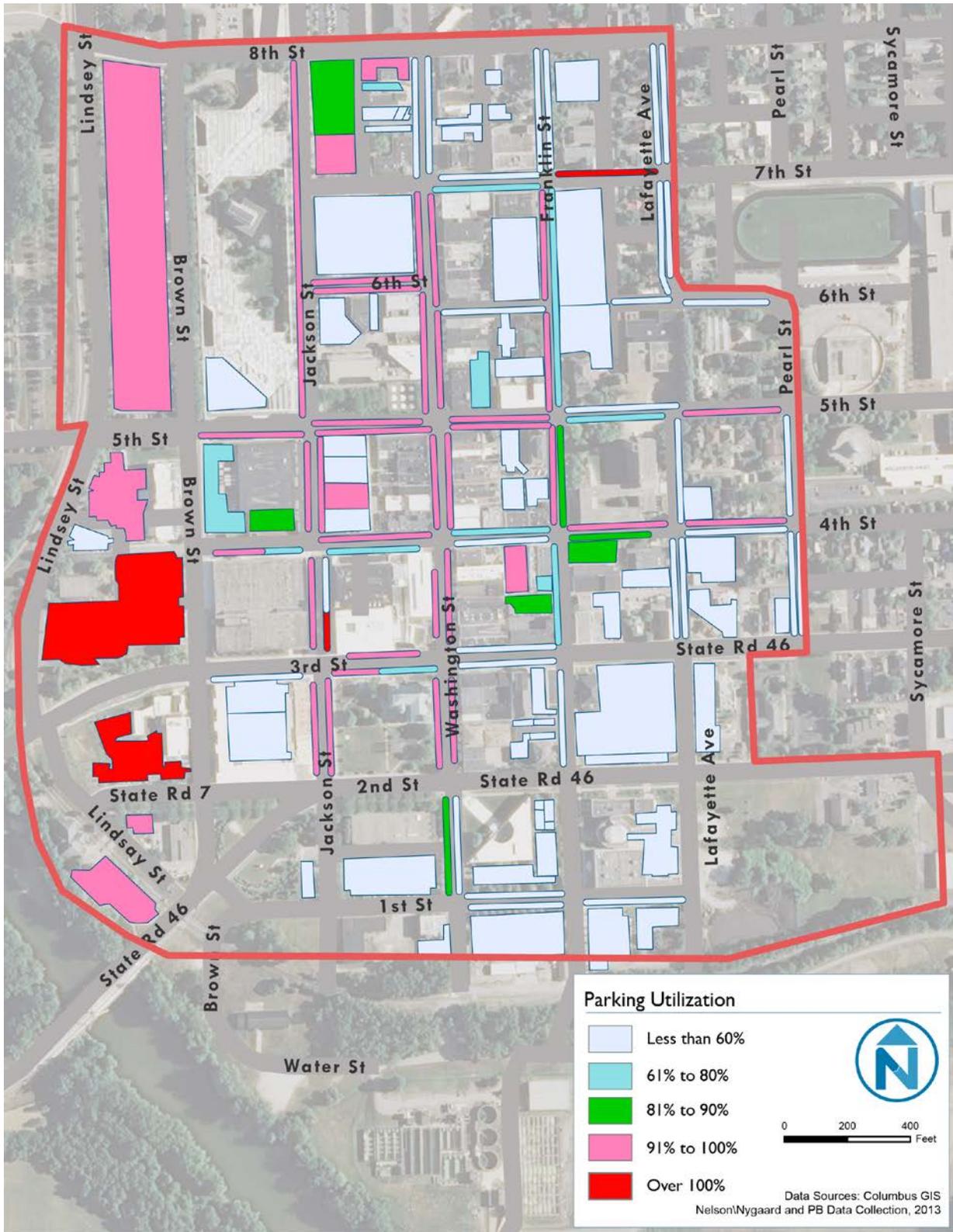
**DOWNTOWN COLUMBUS PARKING ANALYSIS: TECHNICAL MEMORANDUM 1**  
Columbus Redevelopment Commission

Figure 49 Parking Utilization – Saturday 3:00 pm



**DOWNTOWN COLUMBUS PARKING ANALYSIS: TECHNICAL MEMORANDUM 1**  
Columbus Redevelopment Commission

Figure 50 Parking Utilization – Saturday 7:00 pm



## Saturday – Additional Observations

Saturday’s temporal utilization profile reflects the peak demand at the concert, but also shows that there is significant availability throughout the day. Figure 51 shows that utilization is at less than 20% for much of the day.

Figure 51 Weekend Utilization Profile

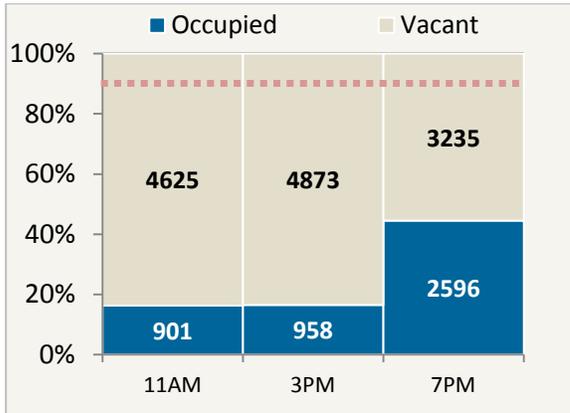
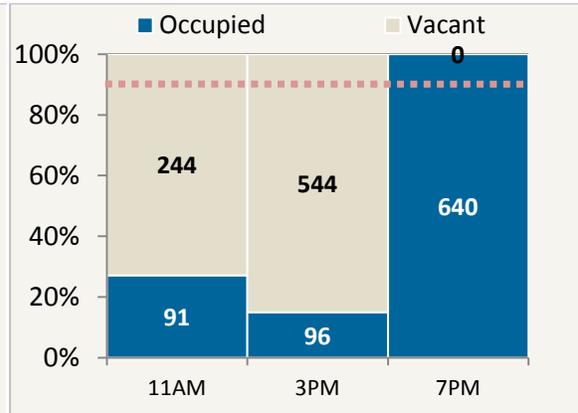


Figure 52 Cummins Lot - Farmers' Market



A closer look at key destination areas in the downtown show that demand remains high in the core areas of downtown despite the overall low utilization profile. In fact, in comparing Figure 53 to weekday utilization in Figure 23 shows that weekend utilization of these spaces may in fact be higher than on the weekday.

Figure 53 Washington Street between 2nd and 5th Street Weekend Utilization

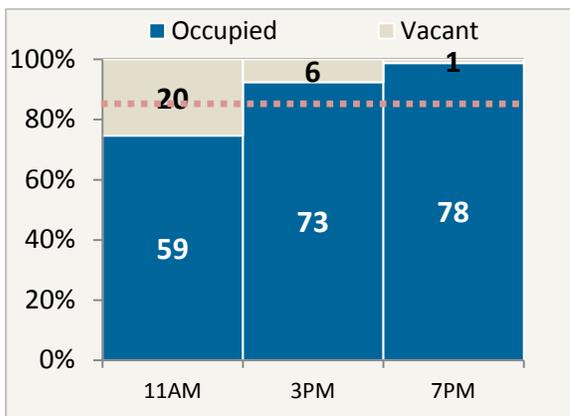
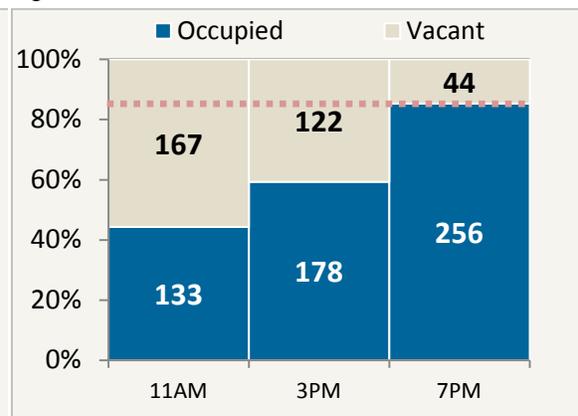


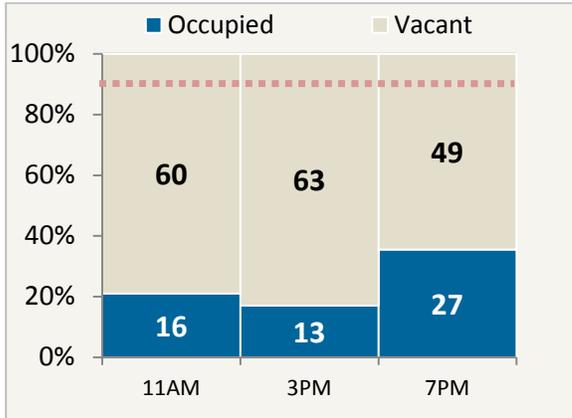
Figure 54 Core Streets Weekend Utilization



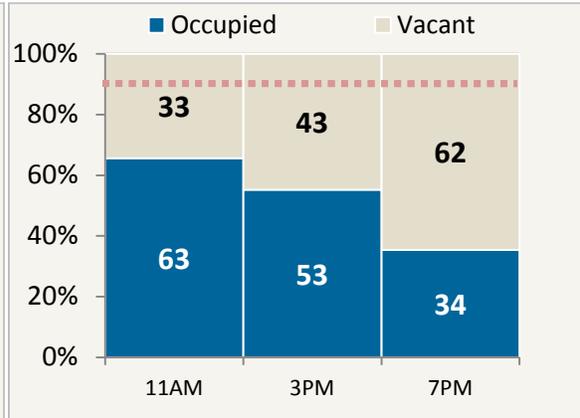
One interesting observation on Saturday is that of the library lot as compared to the adjacent public lot. The library experiences a peak use of about 65% at 11:00 am, a time when most assets are not heavily utilized. Although this is not as high as the peak weekday use at the library, it does show significant demand at that location.

**DOWNTOWN COLUMBUS PARKING ANALYSIS: TECHNICAL MEMORANDUM 1**  
Columbus Redevelopment Commission

**Figure 55 Public Lot Weekend Utilization**



**Figure 56 Library Lot Weekend Utilization**



# PARKING TURNOVER

Many downtowns suffer from a common problem. The most visible and convenient parking spaces are frequently entirely full, while simultaneously, parking spaces just behind a building or a block away sit largely vacant. The result is often a perceived parking shortage, even when a downtown has hundreds of vacant parking spaces available. In Columbus, like most communities, the mechanism used to create vacancies in prime parking spaces is to set time limits and give tickets to violators.

The team conducted four hours of parking turnover analysis on a Tuesday from 10:00 am – 2:15 pm, capturing the peak hour. The analysis centered on Washington Street between 5<sup>th</sup> and 3<sup>rd</sup> Streets, as well as the block of 4<sup>th</sup> Street between Washington and Jackson Streets.

The observations entailed a detailed observation of the time and duration (in 15-minute increments) parked by each car in every space throughout the study period. This information is valuable for understanding parking utilization patterns in a downtown as compared to existing regulations. There are two types of regulations found on these streets: three hour time limited spaces and loading zones. This analysis helps to determine trends and preferences within these time regulations and overall duration of vehicles within in space along these street segments.

Figure 57 Turnover Data Collection Zone



Table 9 Columbus – Average Length of Stay

Regulation	Average Length of Stay
All	57 minutes
Three hour	56 minutes
Three hour - Illegal	36 minutes
Loading Zone*	30 minutes

\*Note that loading zone analysis excludes two vehicles that parked all day, with a permit.

## KEY FINDINGS

- During the observed time periods, drivers stay for about an hour in the three hour spaces.
- Several cars parked illegally along the three hour segments, staying for around half an hour
- Two vehicles had an all day pass to park in the Loading Zone, which they utilized for the full day.
- Vehicles remain in the loading zone for about half an hour, which is within the time frame in the regulations.