



TECHNICAL MEMORANDUM #5 - RECOMMENDATIONS

To: Heather Pope, Columbus Redevelopment Commission

From: Ralph DeNisco and Lisa Jacobson, Nelson\Nygaard
Ericka Miller and Jennifer Pyrz, Parsons Brinckerhoff

Date: December 20, 2013

Subject: Technical Memorandum #5 - Recommendations UPDATED DRAFT

INTRODUCTION

The City of Columbus' Comprehensive Parking Study effort, while primarily focused on parking use and demand, is ultimately about understanding the role that parking plays in the overall life of Columbus' downtown. The study began with an effort to understand the cacophony of parking issues that the City has been trying to address for a number of years.

By looking at parking comprehensively, what this study uncovered is that parking issues are rarely about the parking supply itself, but are integrally tied with many other factors at play in Columbus - values the City, its stakeholders, businesses, and visitors are seeking - economic development, livability, vitality, friendliness, and attractiveness. Too much parking, too little parking, or inaccessible parking are all deterrents to customer satisfaction and can impact whether or not a customer returns. With several important trip attractors in Columbus, including the Visitors Center, The Commons/KidsCommons, and large employers, small and large merchants have come together to promote economic development and activity in these centers of activity. Therefore, working with the business community, residents, City staff, and other key stakeholders, the recommendations for the Comprehensive Parking Study were developed with the following parking principles in mind:

- Provide convenient parking for **customers/clients/visitors**
- Establish clear **employee parking** areas
- Support **economic development** goals/growth
- Protect **residential neighborhoods** from spillover

The analysis for the Comprehensive Parking Study included a broad and thorough review of parking supply: how much is there, where is it, how is it regulated, and how well used are the various parking areas at different times of day. The scope of this analysis was broad enough to capture not just where parking is most contentious, but also the surrounding context showing where utilization drops off. It is as important to understand where people are NOT parking, as it is to understand where they are. Supply and utilization analysis was supplemented with several outreach efforts to get direct feedback about the parking system. Stakeholder interviews, public meetings, and a well-responded to online parking survey helped the project team understand and

analyze the quantitative and qualitative data we were seeing, while also framing many of the issues discussed in the Recommendations memo.

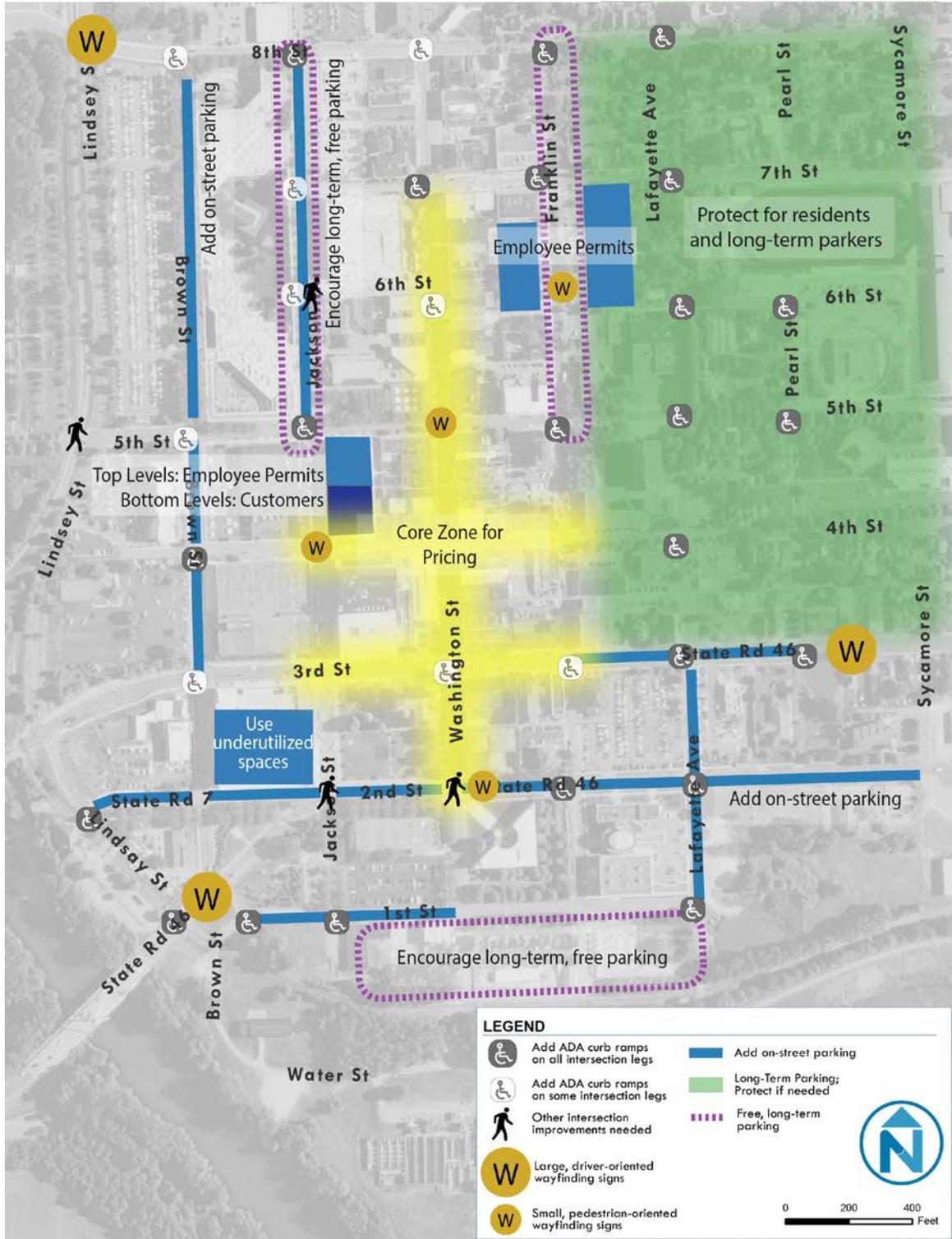
This document outlines the proposed parking recommendations from the consultant team. The recommendations laid out in this memorandum build off the other technical memos. Many of the specific recommendations are interrelated and were developed and should be considered in tandem. They include items not obviously parking specific - such as pedestrian improvements - that actually have a big impact on behavior and parking in Columbus. Recommendations have been categorized in this memorandum into the following general categories:

- Manage for "Main Street" Availability
- Continue and Expand Employee Permit Parking
- Improve Garage Management
- Review Cummins Transportation and Implement Transportation Demand Management Measures
- Address Accessibility
- Invest in Technology and Enforcement
- Streamline Governance/Regulation/Policy
- Update Zoning
- Expand Pedestrian, Bicycle, and Transit Infrastructure
- Invest in Wayfinding Signage
- Add On-Street Parking
- Add Off-Street Parking

Each category includes a brief introduction, followed by a summary of the issues as defined through this Study. A list of specific recommendations for each category is then presented, and augmented by maps, drawings and graphics as appropriate. A summary map of the recommendations is below.

DOWNTOWN COLUMBUS PARKING ANALYSIS: TECHNICAL MEMORANDUM 5
Columbus Redevelopment Commission

Figure 1 Summary of Parking Recommendations in Downtown Columbus



RECOMMENDATIONS

MANAGE FOR "MAIN STREET" AVAILABILITY

Curbside and public parking are among the most important resources in downtown Columbus. The team's recommendations for pricing and related regulatory adjustments are based on an analysis and understanding of several factors:

- Data collection results show very little availability in the core of downtown.
- Survey results and public feedback indicate that a majority of customers and business owners have a preference for front-door parking availability and options for longer-term on-street customer parking.
- Survey results show that people coming to Columbus prefer a "park once" strategy.
- Support of City goals of promoting local business and fostering a strong economic climate in Columbus.

Issues:

- Observed parking utilization indicates clear boundaries of high and low demand. The pricing and regulations should be reflective of these areas of high and low demand, not arbitrarily defined.
- Arbitrary time limits do not enhance customer experience, but rather limit visitors, shoppers, and diners to a three-hour period.
- Lack of off-street parking options for customers limit their opportunity to spend more than three hours in downtown.
- The district-wide on-street three-hour limits chase around employees and often punish customers if they come back downtown multiple times in one day.
- Pricing employee parking off-street and not pricing on-street parking encourages/incentivizes employees to "get away with" parking on-street, taking up valuable customer spaces.

Recommendations:

The team recommends a strategy of pricing on-street parking in the core of downtown in the **busiest, most desirable areas** only. The pricing should be moderate, so as to alter employee behavior, but not to drive customers away. Price should be set to maintain availability and allow parkers to self select on where they are going to park, based on their own price sensitivity and willingness to walk further.

Essentially, this plan includes:

- **Pricing.** Priced parking should only be implemented in areas that have high demand, and thus should include the area including Washington St, between 3rd St and 5th St, and on 3rd, 4th, & 5th Sts between Jackson St and Franklin St. An optional area would be to include Washington St between 5th and 7th Sts to account for spillover. This would be a total of 220 priced spaces (compared to the 395 spaces that are currently three hour time limited).

Pricing should be set high enough to influence behavior, but not too high as to drive customers away. The City should consider starting pricing at no more than \$0.50/hour, and balance this hourly rate with employee permit prices and off-street rate (e.g. the price

for one hour of on-street parking should be higher than the cost to park for one hour with an employee permit).

- **Time Limits.** All metered spaces should have no time limits. Price alone should regulate how long people stay. If a customer would like to stay in downtown Columbus for more than three hours, then they should be able to park on-street (and pay the meter) and spend as much time as they'd like. A customer should not be deterred from coming back to Columbus because of a parking ticket.
- **Offer Free Parking.** The priced parking should be balanced by several blocks of free parking surrounding the core. These limits should be adjusted to reflect demand by block face, so the City should allow the Parking Commission (see Governance below) the authority to adjust boundaries over time.
- **Time Span.** Alter the span for paid parking (currently 8am - 5pm) to 9am - 8pm, or even 10am - 8pm, to better reflect demand. This should continue to be in effect Monday through Friday only.
- **Free Period.** Implement a first 15-minutes free period with paid on-street parking for customer convenience for quick trips.
- **Curbside Regulations.** Minimize or eliminate loading zones on Washington, Jackson Street, and 4th Street to increase parking supply in key areas. Instead, utilize available loading areas for buildings where possible, and when special event loading is needed, these areas can be signed with temporary loading zone signage.
- **Relocating within Downtown.** Eliminate restrictions on relocating with the downtown zone, as it is difficult to enforce, plus inconvenient for customers who return back to downtown multiple times in one day.

Figure 2 Manage On-Street Parking Demand Through Pricing

Location	Number of Spaces
Core: Washington between 2nd and 5th and one block from Washington on 3rd and 4th	142
Optional: Washington between 5th and 7th	88
TOTAL	220

CONTINUE AND EXPAND EMPLOYEE PERMIT PARKING

The Redevelopment Commission and the Police Department currently administer two different downtown employee permit parking programs that allow employees to purchase a monthly permit in the two garages (Redevelopment Commission) and two surface lots (Police Department). The current system poses several challenges:

- There are individually reserved spaces for employees, which means that when someone is not at work, that spot goes unused (inefficient way to utilize all parking in the system)
- The pricing scheme incentivizes employees to utilize the parking spaces closest to their place of employment, taking up spaces that could be for customer use
- The Jackson Street garage spaces are located on the bottom floors of the garage, so customers must circle the entire garage to find a parking space
- Except for Cummins spaces, downtown employee permit spaces were never fully utilized:
 - USPS spaces (reserved 24/7) were 72% full at peak
 - Jackson Street general employee permit spaces (reserved 9am - 5pm) were 73% full at peak
 - Surface lots #10 and #3 were less than 50% full at peak

With the goal of providing for long term parking that works for all types of downtown employees, the team recommends consolidating all existing permit programs into one three-tiered employee parking program. This program builds off of the existing employee permit programs and is recommended to work as follows:

- **Tier 1: Reserved Spaces:**
 - Reserved, individually dedicated spaces for specific users
 - Limited number of these should be available at higher cost
 - Located in the Jackson Street Garage and the City lots on Franklin Street
 - Permits should be able to be purchased monthly or annually
- **Tier 2: Permitted Spaces:**
 - Designated for employee permits but not individually reserved by user
 - Rates should be reduced and lower cost per hour than the on-street
 - Include USPS spaces and most of the current users of the permit program
 - Spaces located on the upper levels of the Jackson Street Garage and in the City lots on Franklin Street
 - Expansion possibilities include Second Street Garage, lease arrangements in private facilities, or use remote on-street
 - Could sell more permits than spaces available
- **Tier 3: Free Spaces:**
 - Free, long-term parking for employees, customers or visitors should be available, but at a distance
 - Free spaces should be outside of the core, both on-street and off-street
 - Includes current on-street locations south of 2nd Street, Jackson Street and Franklin Street north of 5th Street
 - Spaces do not require permits and would therefore allow any type of long-term parker to utilize these areas

IMPROVE GARAGE MANAGEMENT

The Jackson Street and Second Street garages are two valuable parking assets owned by the City, and they should be managed to maximize their efficient use in service of larger downtown goals. The team recommends having a "customer-first" policy in the Jackson Street Garage, which would mean prioritizing convenient customer parking in the garage. For the Second Street Garage, the team recommends that the City renegotiates its agreements to better utilize the parking supply.

Jackson Street Garage Management

The Jackson Street Garage is a significant source of customer frustration as presently operated. While seemingly available, it is not customer friendly. All of the customer spaces are on the upper floors, causing visitors to drive past empty reserved spaces, only to find that all the customer spaces on the top levels are full. Thus, frustrated visitors spend several minutes fruitlessly circulating before having to leave and find other on-street parking.

The team recommends several changes in the Jackson Street Garage. When deciding how to manage this asset, it should be incorporated into the overall parking management system, not managed as a separate entity/resource.

- Move employees to the top levels of the garage. Reserve the top floors for employee parking permits (see details of employee parking permit program above, which includes that most of the permitted spaces are NOT reserved for individual users, but open to all permit holders).
- Eliminate the Cummins spaces in the Jackson Street Garage as the new Cummins structure has capacity to absorb these parkers.
- Reserve the bottom levels of the garage for customer spaces and have mechanisms in place to prevent employees from parking there (e.g. higher price). This garage should be managed to accommodate customer parking (today, the public spaces are full from 11am - 5pm, which limits most customer parking to on-street parking, which has a three hour time limit).
- Price the customer spaces the same or less than on-street hourly rates, which are recommended to start at \$0.50 per hour.
- Offer customers the first hour of parking for free to incentivize them to utilize the garage. There should be no time limit for customers that park in the garage.
- Allow customers to park in leased spaces after hours (and post clear signage that indicates where customers are able to park). The existing signage is confusing and difficult to read and interpret.
- Explore a merchant validation program depending on input from local business owners.

Second Street Garage Management

The Second Street Garage shows that the leased Cummins spaces are consistently occupied, while the reserved residential spaces are severely underutilized. In addition, because the garage serves primarily commuters, the operational demand significantly peaks at commuting hours, causing internal backups and spillover delays.

The team recommends maintaining most of the existing management policies of the Second Street Garage, but with some changes:

- Maintain Cummins spaces in the garage. They are well-utilized and Cummins employees want to park there.
- Reduce the residential spaces in the interim and for a short period as the Cole ramps up leasing of residential and commercial space (revisit this schedule on an ongoing scheduled basis, e.g. when Cole has more demand, they can have their spaces back). This would likely require a re-negotiation of the lease, which the team deems as an important conversation to have. The reserved Cole spaces are less than 20% utilized at peak, leaving more than 150 open spaces. Note that it was observed that visitors and residents of the Cole are more likely to utilize the adjacent on-street spaces, which also have availability throughout the day and evening.
- Allow other employee spaces in reclaimed Cole spaces, not just limited to Cummins spaces. This may allow for fewer employee permit spaces in the Jackson Street garage and instead better utilization of Second Street spaces by downtown employees.
- Explore relocation of gate arm technology, which is set back far into the garage. It is expected that when the gate arms go down, a long queue of cars will form, blocking circulation in the garage. The gate arms should move closer to the entrance/exit on Second Street.
- Change circulation for more streamlined exits by allowing a right turn exit onto 2nd Street. There is ample capacity on Second Street; allowing a right hand turn would be more convenient for drivers to travel north and west from downtown.

Figure 3 Jackson Street Garage: Simple Management with a "Customer-First" Policy



REVIEW CUMMINS TRANSPORTATION AND IMPLEMENT TRANSPORTATION DEMAND MANAGEMENT MEASURES

The team recommends that Cummins continues to encourage its employees to use Cummins reserved spaces. Their reserved spaces in the Jackson Street Garage should be eliminated and shifted to their new facility. The team recommends that Cummins perform a close review of their overall transportation and parking needs, with a particular emphasis on Transportation Demand Management measures. Incentives and programs, for example parking cash out and bicycle share, can have an impact on employee mode share and overall cost and parking implications for Cummins and downtown Columbus. Even changing the behaviors of 5-10% of employees can have a profound impact on parking demand.

Cummins' efforts could be channeled into a Transportation Management Association with added participation from other downtown employers. The TMA could start with one dedicated staff person and be responsible for a variety of programs and incentives. This staff person would serve as a downtown-wide concierge, providing personalized information on transit routes and schedules, ridesharing information, bicycle routes and facilities, and other transportation options available to employees (and residents and customers). This person would be the one to coordinate with ColumBUS for low cost transit passes, for example. Other examples of what a Cummins (or larger) TMA could do include programs such as:

- Preferred parking areas for carpools and vanpools (encourage more Commuter Connect vanpools, a service of CIRT A)
- Payroll deducted and/or subsidized transit passes to encourage and incentivize riding transit
- Coordinated ColumBUS service, based on home and work locations and major employer work schedules
- A Guaranteed Ride Home program, which gives employees that bike, walk, or take transit a ride home if it is after-hours or if weather conditions do not allow for a bike ride or walk home
- Bicycle parking, showers, lockers, and towel services, to accommodate and encourage bicyclists
- A bicycle sharing program, which could be used by employees and residents to facilitate short-trips (usually under three miles) around downtown and nearby destinations
- A parking cash-out program, which subsidizes people not to drive and park downtown. For example, it costs employers several hundred dollars a year for a parking space (and costs even more to build more structured parking); that money could go directly to the employee if they did not drive to work

ADDRESS ACCESSIBILITY

The team's inventory of designated handicapped parking spaces resulted in a spatial analysis of locations of handicapped parking spaces relative to ADA compliant curb ramps. Some improvements could be made with regard to the location and number of on-street handicapped parking spaces. Note that there is no federal or state requirement for the number of spaces needed, but suggested guidelines from the national accessibility advocacy groups would suggest that Columbus needs more spaces. The team recommends the establishment of a policy on designated handicapped parking, which would define/outline a process for requesting and evaluating new handicapped spaces. These policies/guidelines can also be used to evaluate/change some existing spaces.

The policy should include:

- A goal of creating overall parking availability in key areas
- Have geographic boundaries
- Include a process of how to request additional handicapped spaces or change locations of existing handicapped spaces (e.g. what department, what needs to be included in a request, how to submit a request, the approximate turnaround time of request, who must review/approve request, etc.)
- Design parameters:
 - Adjacent to ADA compliant pedestrian ramps
 - Adjacent/near appropriate land use
 - As close as possible to ADA accessible building entrances/exits
 - Relationship/distance to other on-street handicapped parking spaces
 - Relationship/distance to off-street handicapped parking spaces, both public and private
 - Utilization of nearby handicapped spaces
 - Other relevant site specific factors



Smart locating of handicapped spaces will lead to greater usage, happier drivers, and more efficient use of on-street parking resources. Today's existing handicapped parking spaces are not located adjacent to curb ramps and ADA entrances to buildings; these are the first steps in ensuring that the existing handicapped spaces are able to be utilized.

INVEST IN TECHNOLOGY AND ENFORCEMENT

New meter technologies, which are rapidly evolving and expanding their capabilities, can provide payment and pricing flexibility to ease the burden on base rates alone to achieve performance targets. Adjusting rates at multi-space pay stations is easier and costs less compared to adjusting conventional meters. This makes it more feasible to use demand-responsive rates to keep spaces open on Friday night without over-charging on Tuesday morning.

Multi-space meters can also help ease the adjustment to new and variable parking rates by providing customers with a wide range of convenient payment options, including credit cards, smart cards, and cell phone payment — which eliminate the need to carry change or return to the meter to add time. This new technology also makes possible a number of pricing strategies that can help discourage long-term parking without raising the base meter rate.

Rates can be set based on the length of parking, so, where short-term parking is a priority, the first hour or two of parking can be offered at a discounted rate — or even for free — compared to the rates charged for subsequent hours. Where long-term employee parking is the primary barrier to customer availability, rates for parking beyond a few hours can increase significantly. This can increase availability for shoppers, without increasing their cost to park.

If Columbus prices parking on-street, the team recommends several technological upgrades for customer convenience and efficient enforcement operations:

- Use parking kiosks, which reduce sidewalk clutter, that accept credit card and cell phone payments
- Utilize coordinated enforcement handheld readers that minimize back-end processing administration
- Consider utilizing license plate recognition for employee permits, which would eliminate the need for hang tags and sticker permits
- Raise ticket rates (but maintain the first violation as a warning) to be a more ample amount
- Implement/extend a parking ambassador program for enforcement personnel to have information available for visitors and customers



Physical parking kiosks can complement the downtown streetscape and be supplemented by mobile payment and/or pay-by-license plate options. These are easy to use be easy to use for customers and also functional for operations.

STREAMLINE GOVERNANCE/REGULATION/POLICY

Currently, parking in Columbus is governed and regulated by several bodies. It can often be confusing (or a headache) to determine which department handles what facet of the program. For example:

- Enforcement is handled by the Police Department
- Parking Permits are administered by both the Police Department and the Redevelopment Commission
- Sign Installation and Pavement Markings are completed by the Streets Department
- Street Design and Construction done by Engineering
- Maintenance of Records is done by Engineering
- Sidewalks and Design Standards is maintained by Engineering and Planning
- Parking Requirements and Zoning Review is administered by Planning
- On-Street Regulations are maintained by City Council
- Garages are maintained by the Redevelopment Commission

As a result, parking changes and management are completed on an ad-hoc basis with minimal integration of on-street and off-street policy. The City does not have overall goals or policy on how to address parking issues. The team recommends that the City establish a Parking Commission that has policy oversight. Members should be appointed by the Mayor and include department heads and stakeholders such as merchants, the Visitors Center, and large employers. The Commission would be responsible for coordinating and implementing policy.

In addition, the Parking Commission should manage a dedicated Parking Fund that takes all parking revenues (meters, garages, permits, fines/fees) and after covering costs, uses the revenue to reinvest in downtown improvements. Examples are for equipment, signage, streetscaping, pedestrian improvements, bicycle racks and infrastructure, events, etc.

UPDATE ZONING

The Commercial District zoning in downtown Columbus is progressive; however, some improvements could be made to include:

- **Provisions on pedestrian and bicycle measures.** When there is a new development or a change of use, the developer is currently required to provide bicycle parking based on the number of vehicular spaces provided. With no parking minimums (or maximums) in downtown Columbus, it is unclear on the bicycle parking that the developer must provide. It is recommended that the ordinance be changed so that the number of bicycle parking spaces are provided in relation to the scale and type of development, and minimum design standards for such parking facilities are specified. The Association of Pedestrian and Bicycle Professionals provides good national standards on secure bicycle parking racks. In addition, the City may want to require the developer to install or upgrade adjacent pedestrian infrastructure, particularly ADA compliant curb ramps.
- **Specific transportation demand management language and recommendations.** Transportation Demand Management (TDM) refers to a package of strategies to encourage residents and employees to drive less in favor of transit, carpooling, walking, bicycling, and teleworking. It encompasses financial incentives such as parking charges, parking cash-out, or subsidized transit passes; Guaranteed Ride Home programs to give employees the security to carpool or ride transit; compressed work schedules; and information and marketing efforts. TDM programs have been shown to reduce commuting by single-occupant vehicle by up to 40%, particularly when financial incentives are provided. With existing transportation choices in Columbus, including public transportation options, developments should be required to implement a package of TDM programs for its employees (and/or participate in a TMA).
- **Encouragement to increase downtown residential and mixed-use buildings.** Parking utilization observations, supplemented by the Existing Land Use analysis (Technical Memorandum #4), indicate that there is a lot of capacity, in terms of parking supply, for more residential housing. The City may want to consider developing mixed-use buildings that are able to share existing parking supplies.
- **In-lieu fees or assessments in tandem with no parking requirements downtown.** In some communities, new developments can waive their minimum parking requirements by making an annual payment (in-lieu of providing parking) to the municipality. The fee is usually utilized for transportation improvements, particularly shared public parking facilities. This allows the redevelopment of constrained sites and provides a revenue stream to support the construction/maintenance of shared public parking facilities such as a central lot or garage. Columbus may consider requiring developers to pay an assessment or per space in lieu of providing parking (based on general City standards), and/or purchasing employee parking permits for their employees. This would help generate revenue for the parking program, and contribute to the long term ability of the City to operate and maintain its parking assets. As no parking requirements currently exist in the CD, Columbus should consider a sliding scale that begins only for developments over a certain size so as not to discourage infill development.

The City may also consider extending the CD boundary and/or incorporating some of its elements into bordering zoning districts.

EXPAND PEDESTRIAN, BICYCLE, AND TRANSIT INFRASTRUCTURE

Parking is not just about parking: it is about getting from your car to your destination, about not driving when there are other transportation options, and about which parking lots are used based on easy and safe access. The team recommends a variety of improvements to the transportation system in Columbus to maximize existing resources:

- Add more "C" bike racks at front door, visible locations
- Consider "C" racks that can fit larger framed bicycles
- Add secure, protected, well marked and lit bicycle parking in the Jackson Street garage
- Work with the Pedestrian and Bicycle Plan to identify and mark bicycle routes into downtown (and those that connect with the People Path)
- Continue to add pedestrian amenities at intersections
- Review major crossings and pedestrian timing
- Provide more visible stops for ColumBUS
- Continue to improve lighting and pedestrian paths, including alleys/lots
- Install "hawk" lights to access Mill Race Park remote parking

The City should also explore improving its alleyway system, which provides for shorter walking distances, a more connected network, improved public spaces, and more convenient loading areas. This type of system has a great potential to continue to support downtown growth. Another important benefit of a more connected pedestrian network is that parking supply is in closer proximity to the driver's destination. The City is interested in further exploring the improvement of alleys, especially in conjunction with the Art District and adjacent buildings.



Convenient bicycle parking comes in all shapes and sizes (clockwise from top left): bicycle lockers, covered inverted U-racks, on-street bike corral, partially-covered curb-side inverted U-racks.

INVEST IN WAYFINDING SIGNAGE

The team recommends installing wayfinding signage in conjunction with visitor-oriented signage and Arts District designations. We recommend that this should include a three-part approach:

1. Before You Arrive

Information for before you get to Columbus, which is a parking map, rates, restrictions, and other relevant information about parking locations. From the City's website, to the Visitor's Center, to restaurants and shops, all businesses and organizations in and around Columbus should link to the same, up-to-date, easy to understand parking map.



2. At Your Arrival

Signage as you arrive in Columbus that points drivers in the right direction of how to get to parking facilities. Today, when you arrive in downtown, there is no parking signage at the gateways to guide the driver to the public lots and garages.



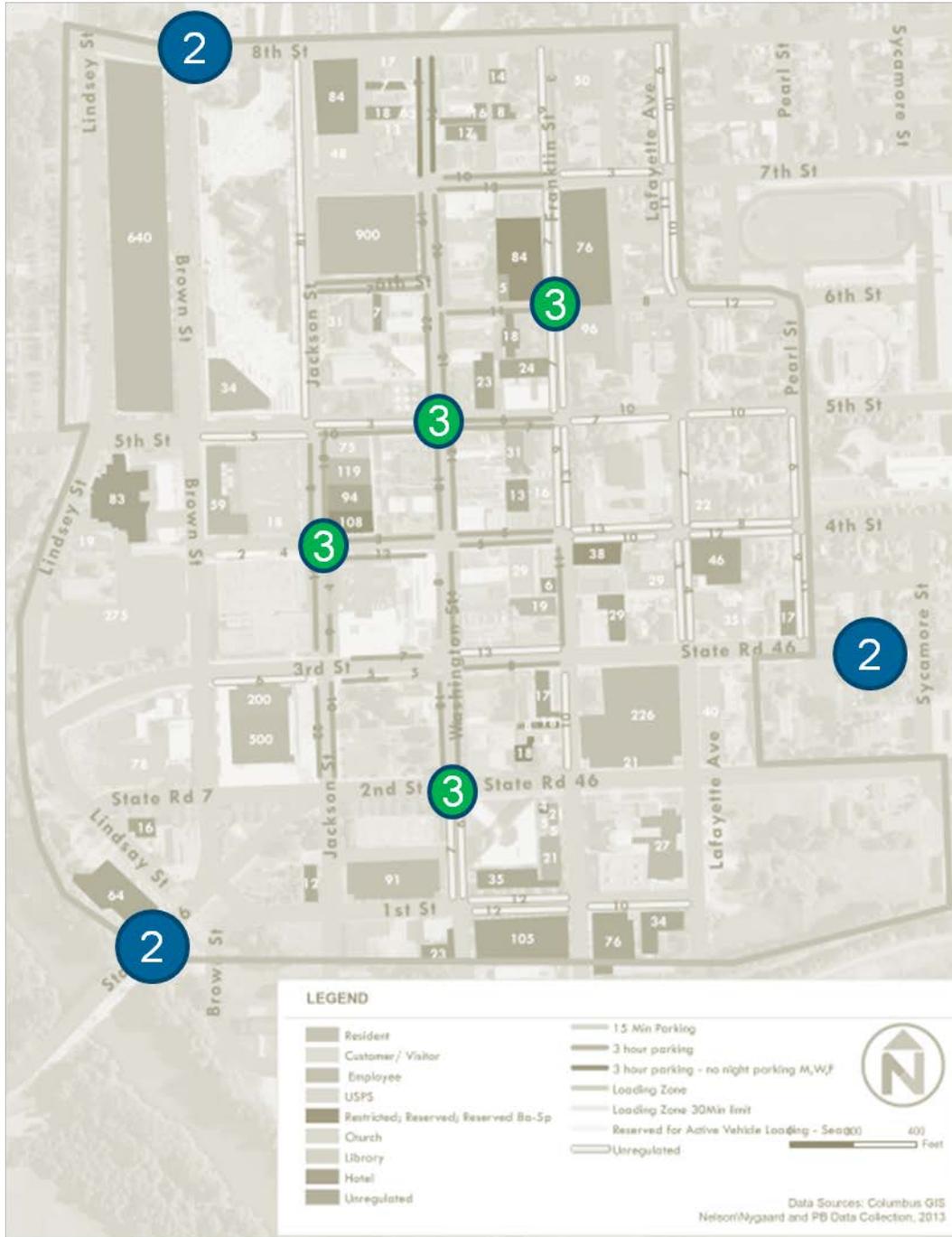
3. During Your Stay

Pedestrian-oriented signage that includes information about parking locations plus names and distances (by block or walking minutes) of other attractions. This will help to promote a "park once" strategy.



DOWNTOWN COLUMBUS PARKING ANALYSIS: TECHNICAL MEMORANDUM 5
 Columbus Redevelopment Commission

Figure 4 Example Locations for Arrival (#2) and During Your Stay (#3) Wayfinding Signage Locations



ADD ON-STREET PARKING

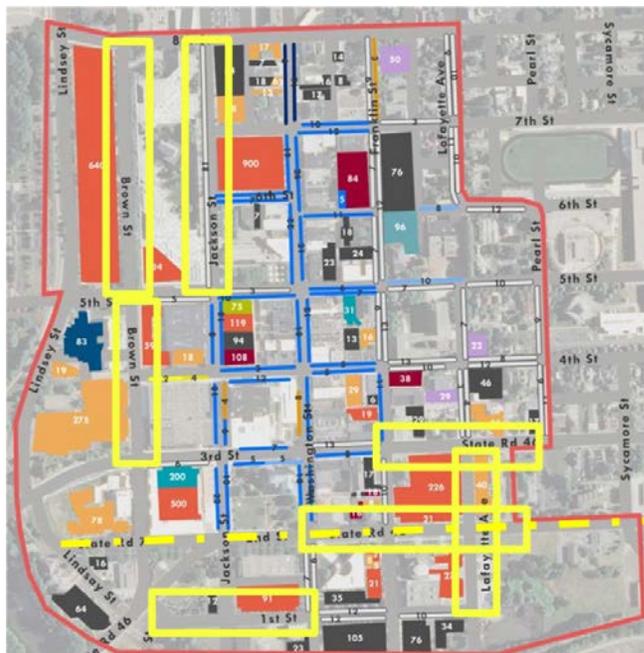
Although parking utilization counts indicate that there is ample supply to meet parking demand, adding parking supply on-street that is close to the core of downtown is a worthwhile exploration and investment. Striping existing right-of-way, adding signage, and including new on-street parking areas in the City's ordinance are all relatively low-cost actions to add substantial parking supply to downtown. These streets were identified of being wide enough to support additional curbside parking without unduly impacting traffic operations or delay.

There are several streets that adding on-street parking should be considered and are summarized below in Figure 5. Using planning-level estimates, these recommended on-street parking additions would add 172 parking spaces. Further description, including estimated costs, of potential locations of on-street parking supply is located below, along with a generalized summary map.

Figure 5 Opportunity for Additional On-Street Parking Supply: Summary

Location	Total Gain (# of spaces)
Jackson Street between 5th Street and 8th Street (east side)	34
Brown Street between 3rd Street and 8th Street (east side)	67
Second Street between Washington Street and Pearl Street (north or south side)	35
Third Street between Franklin Street and Lafayette Street (north or south side)	13
Lafayette Street between 2nd Street and 3rd Street (east side)	9
First Street between Brown Street and Jackson Street (north side)	14
TOTAL	172

Figure 6 Locations of Areas for Adding On-Street Parking within the Existing Right-of-Way



DOWNTOWN COLUMBUS PARKING ANALYSIS: TECHNICAL MEMORANDUM 5
Columbus Redevelopment Commission

The tables below summarize locations where on-street parking could be added within the study area without additional pavement. The approximate costs shown represent the anticipated cost for markings and signage along each segment; costs associated with possible meters or kiosks are not included. It should be noted that the estimates below do not include costs for mobilization, demobilization or maintenance of traffic, which are likely to be incurred if the City hires a contractor to complete the work; depending on how future work is grouped together, these costs could vary significantly.

Figure 7 1st Street Additional Parking: 14 Spaces

Location	Existing Configuration	Potential Configuration
1 st Street between Brown Street and Jackson Street	Two travel lanes (each ~ 15' wide) Total pavement width ~ 30' Two-way traffic flow	Two travel lanes (each ~ 11' wide) One 8'-wide parallel parking lane on the north side of the street 14 total spaces Approximate Cost = \$800

Potential Configuration (Design)



DOWNTOWN COLUMBUS PARKING ANALYSIS: TECHNICAL MEMORANDUM 5
Columbus Redevelopment Commission

Figure 8 2nd Street Additional Parking: 35 Spaces

Location	Existing Configuration	Potential Configuration
2nd Street between Washington Street and Pearl Street	Three travel lanes (each ~ 15' wide) Total pavement width ~ 45' One-way traffic flow (eastbound)	Three travel lanes (each ~ 12' wide) One 9'-wide parallel parking lane on the south side of the street 10 spaces between Washington Street & Franklin Street 10 spaces between Franklin Street & Lafayette Street 15 spaces between Lafayette Street & Pearl Street 35 total spaces Approximate Cost = \$5,050
Potential Configuration (Design)		
		

Figure 9 3rd Street Additional Parking: 13 Spaces

Location	Existing Configuration	Potential Configuration
3rd Street between Franklin Street and Lafayette Street	Three travel lanes (one 20'-wide lane, two 12'-wide lanes) Total pavement width ~ 44' One-way traffic flow (westbound)	Three travel lanes (each ~ 12' wide) One 8'-wide parallel parking lane on the south side of the street 13 total spaces Approximate Cost = \$1,550
Potential Configuration (Design)		
		

Figure 10 Lafayette Street Additional Parking: 9 Spaces

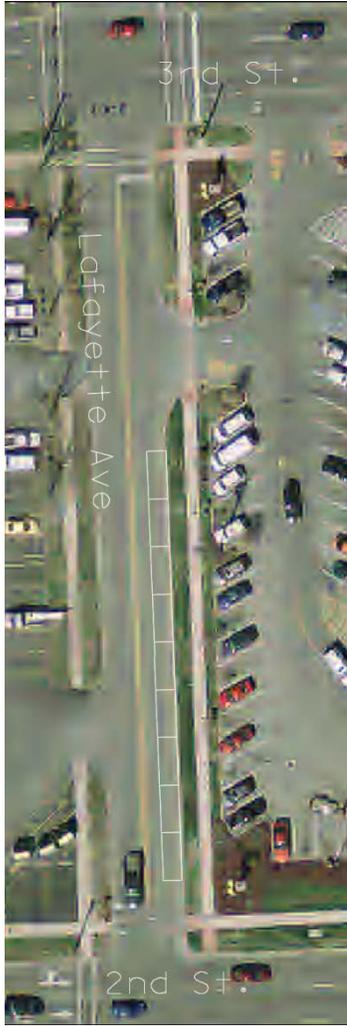
Location	Potential Configuration (Design)
Lafayette Street between 2 nd Street and 3 rd Street	
Existing Configuration	
Two travel lanes (each ~ 15' wide) Total pavement width ~ 30' Two-way traffic flow	
Potential Configuration	
Two travel lanes (each ~ 11' wide) One 8'-wide parallel parking lane on the east side of the street 9 total spaces Approximate Cost = \$1,300	

Figure 11 Brown Street Additional Parking: 67 Spaces

Location	Potential Configuration (Design)
Brown Street between 3 rd Street and 8 th Street	
Existing Configuration	
Three travel lanes (each ~ 12' wide) Total pavement width ~ 36' One-way traffic flow (northbound)	
Potential Configuration	
Two travel lanes (each ~ 12' wide) One 12'-wide parallel parking lane on the east side of the street 14 spaces between 3 rd Street & 4 th Street 12 spaces between 4 th Street & 5 th Street 41 spaces between 5 th Street & 8 th Street 67 total spaces Approximate Cost = \$4,500	

DOWNTOWN COLUMBUS PARKING ANALYSIS: TECHNICAL MEMORANDUM 5
Columbus Redevelopment Commission

Figure 12 Jackson Street Additional Parking: 34 Spaces

Location	Potential Configuration (Design)
Jackson Street between 5 th Street and 8 th Street	
<p>Existing Configuration</p> <p>Angled parking on the west side of the street (~ 17' of pavement) Two travel lanes (each ~ 15' wide) Total pavement width ~ 47' Two-way traffic flow</p>	
<p>Potential Configuration</p> <p>Maintain angled parking on the west side of the street (17' of pavement) One 8'-wide parallel parking lane on the east side of the street 14 spaces between 5th Street & 6th Street 11 spaces between 6th Street & 7th Street 9 spaces between 7th Street & 8th Street 34 total spaces Approximate Cost = \$4,000</p>	

ADD OFF-STREET PARKING

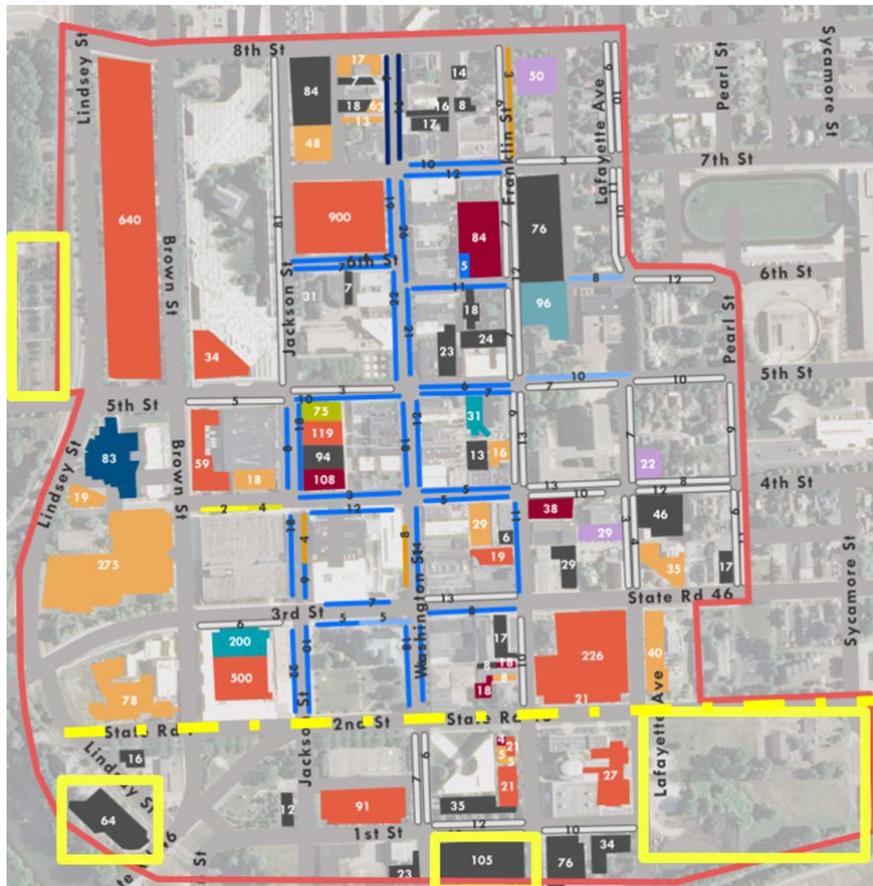
Although Columbus' current parking demand is well below its supply, at some point in the future (see Land Use Memorandum), it will be necessary to explore more off-street parking options. The team recommends that the City first explore lease agreements with underutilized private parking facilities, such as the Sears Parking Lot. Using under-utilized private parking facilities is the most cost-effective way to add to the public parking supply as close to the core of downtown as possible.

In addition to shared parking agreements with private entities, the City may entertain expanding its public parking supply. Areas to consider include:

- Mill Race Park lot
- Public lot near Lindsey Street and Second Street
- City Hall lot, south of 1st Street
- Vacant parcel on the southeast corner of Lafayette and Second Street

It should be noted that there would need to be significant improvements to the streetscape and safety features of Lindsey Street and Second Street if any of these parcels become more viable (and desirable) locations for off-street parking. A map of potential off-street parking supply areas is below in Figure 13. Details on the potential new parking lot at Lafayette and Second Street (layout, supply, and cost) is located below.

Figure 13 Off-Street Parking Expansion Opportunities (Future)



DOWNTOWN COLUMBUS PARKING ANALYSIS: TECHNICAL MEMORANDUM 5
Columbus Redevelopment Commission

The parcel of land on the southeast quadrant of the intersection of Lafayette Avenue & 2nd Street has been identified as a possible location for a future surface parking lot in downtown Columbus; the parcel is owned by the Redevelopment Commission. The scenarios below summarize options for a partial build-out surface lot and for a full build-out surface lot.

Figure 14 Partial Build-Out Program: Lafayette Avenue and 2nd Street

Program	Details
Partial Build-Out	188 parking spaces Approximate Cost = \$517,000 (based on cost per surface lot space)



DOWNTOWN COLUMBUS PARKING ANALYSIS: TECHNICAL MEMORANDUM 5
Columbus Redevelopment Commission

Figure 15 Full Build-Out Program: Lafayette Avenue and 2nd Street

Program	Details
Full Build-Out	419 parking spaces Approximate Cost = \$1,152,250 (based on cost per surface lot space)

