

Douglas County Parking Study (Part 2) Recommendations





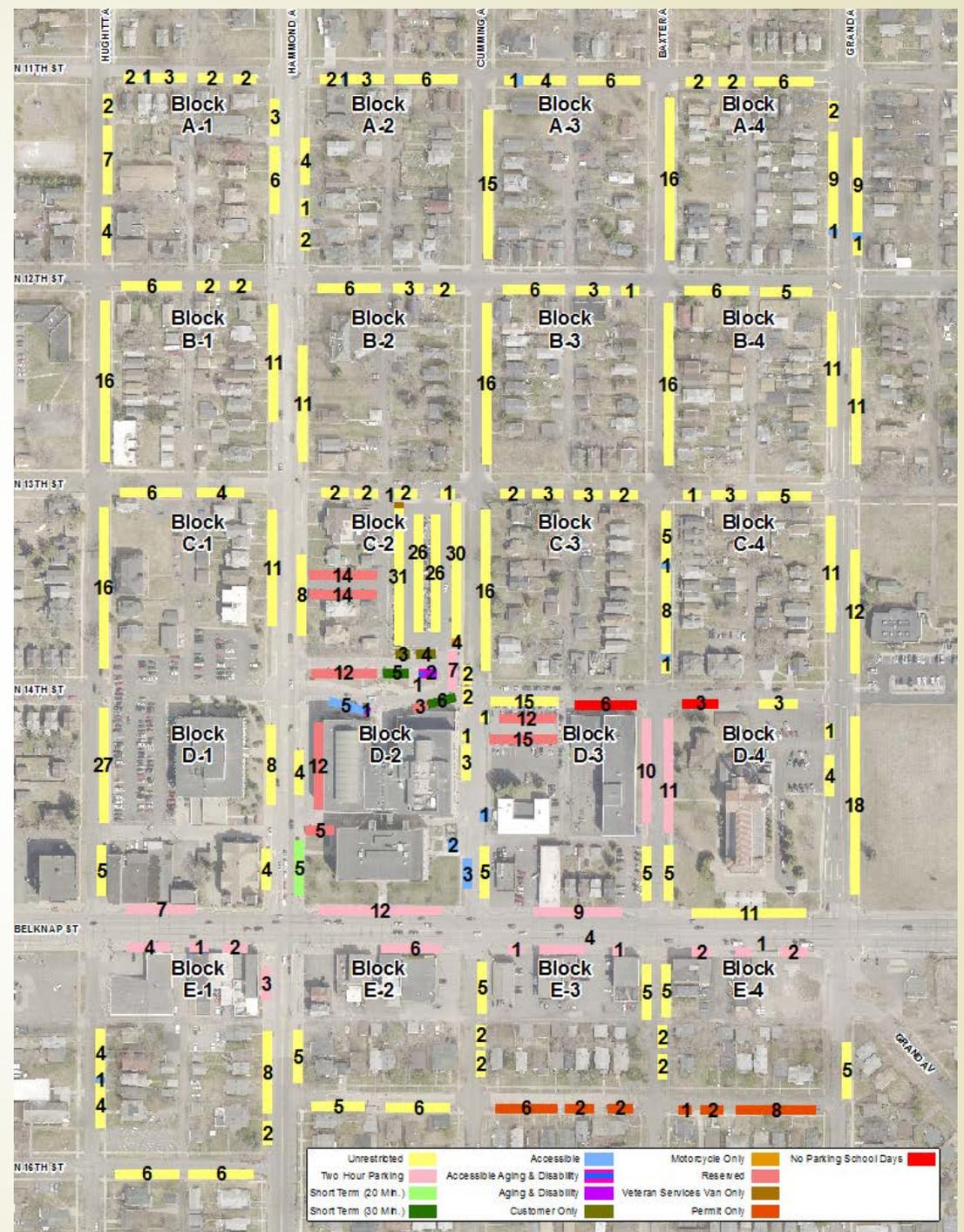
Project Background

- ▶ In June of 2016, Douglas County contracted with the Northwest Regional Planning Commission to look at the daily use and availability of parking spaces near the County Courthouse/Government Center.
- ▶ Considerations Addressed:
 - ▶ Available spaces for court proceedings
 - ▶ Available spaces for customers visiting Government Center/Courthouse
 - ▶ Usability improvements for pending reconstruction of Belknap St. (2017/2018)
 - ▶ Building accessibility for staff and customers

Our Approach

Inventory of Available Parking

- 942 parking spaces
- Color coded by restriction
- Numbers in parking areas show total number of spaces available





Our Approach

➤ Survey Days

- Took place on Tuesday, Wednesday, and Thursday (July 12th-14th)
- During regular business hours
- 3+ NWRPC staff members walking each block face in a previously identified survey route, hourly

➤ Putting The Data Together

- Once surveys were completed, daily survey data was entered into Excel
- Calculated Block Level Statistics
- The survey statistics were averaged, to give us final results for each block



Our Findings

- ▶ The Government Center parking lot is at, or near, optimal/maximum utilization throughout most of the day.
- ▶ The majority of lot users are parked for 1 hour or less.
- ▶ There is plenty of available on-street parking, if people are willing and able to walk.
- ▶ configuration modifications could be made, regarding County/City owned vehicles and staff parking, that would free up additional customer parking

Our Recommendations

- ▶ 3 Types
 - ▶ Accessible Parking Recommendations (3)
 - ▶ Staff/Customer Recommendations (7)
 - ▶ Non-Infrastructure Recommendations (6)



Accessible Parking Recommendations

- ▶ **Solution 1** – Convert the 7 “Customer Only” signed spaces to accessible spaces
 - ▶ Gain an addition 7 spaces. (or fewer, if van accessible spaces are added)
 - ▶ These spaces are in relatively close proximity to the building entrance.
 - ▶ As there is already an accessible space, across from these current “Customer Only” spaces, it is assumed that the new spaces would already be ADA compliant.



Accessible Parking Recommendations

- ▶ **Solution 2** – Convert the 12 reserved spaces, near the parking lot exit, to accessible parking.
 - ▶ This solution would require reversing the striping so the spaces would not require drivers to back in.
 - ▶ Additional engineering/construction would be required to meet ADA parking compliance, due to issues with the existing grade and stairs.
 - ▶ These reserved spaces could be moved just south, on to Hammond Ave., where there are currently 30 minute (5) and unrestricted (4) spaces along the northbound lane. This location for the reserved space would still allow for relatively easy access to the employee entrances on the North and West sides of the Government Center.



Accessible Parking Recommendations

- ▶ **Solution 3** – Convert the 12 reserved spaces, along the West side of the Government Center, to accessible parking.
 - ▶ This area is similar in features to the existing accessible spaces on the North side of the Government Center, so it unlikely that ADA compliance would be an issue.
 - ▶ The reserved spaces, as in the previous solution, could be moved just south, on to Hammond Ave.



Staff/Customer Parking Recommendations

- ▶ Solution 1 – Move City/County vehicles out of small lot, Between Government Center lot and Hammond Ave., N of Government Center
 - ▶ If these all vehicles were moved to other available locations, it would free up 28 staff spaces, in turn opening up to 28 customer spaces in the Government Center lot.



Staff/Customer Parking Recommendations

- ▶ **Solution 2** – Convert Cumming Ave., between N. 13th St and N. 14th St., to a northbound one-way street and install angle parking
 - ▶ This solution would introduce ~35 additional spaces for staff parking.
 - ▶ Due to the narrow street width, it is possible that the on-street (parallel) parking on the east side of the street would need to be eliminated. This would result in a net staff parking gain of ~20 spaces.
 - ▶ This solution would require substantial construction and would likely require the removal of the existing greenspace, along the sidewalk.



Staff/Customer Parking Recommendations

- ▶ **Solution 3** – Construct a staff parking lot on the 1200 block of N. 13th St.
 - ▶ The City of Superior owns 4 out of 5 (1 privately owned) vacant parcels.
 - ▶ If the remaining privately owned lot could be acquired, a staff only parking lot could be constructed allowing enough space for ~30 staff parking spaces.
 - ▶ This solution would require both the cost of constructing the lot and the acquisition of the remaining privately held parcel.



Staff/Customer Parking Recommendations

- ▶ **Solution 4** – Construct a staff parking lot on the SE corner of Grand Ave. and N. 13th St
 - ▶ The City of Superior owns 3 vacant parcels, north of the Enbridge Offices, and are accessible via the alley, off of N. 13th St.
 - ▶ A parking lot could be constructed allowing enough space for ~60 staff parking spaces.
 - ▶ This solution would require both the cost of constructing the lot and an increased foot travel distance for employees. (3 blocks to main entrance)



Staff/Customer Parking Recommendations

- ▶ **Solution 5** – Form an agreement with Christ the King Cathedral for County/City staff use of a portion of the lot, on weekdays.
 - ▶ This lot contains ~46 spaces and was underutilized, on the NWRPC survey days.
 - ▶ This solution may require decals be applied to staff vehicles for proper identification purposes.
 - ▶ Plans for notification would also need to be made, for days when the Church parking lot is used for religious purposes (i.e. funerals, events, etc.)



Staff/Customer Parking Recommendations

- ▶ **Solution 6** – Convert a given number of spaces in the lot to employee parking only.
 - ▶ These spaces assigned several ways:
 - ▶ First-come-first-served basis
 - ▶ A monthly (or annual) lottery system
 - ▶ Employees could pay a monthly (or annual) fee to use the assigned spaces
 - ▶ These spaces would need to be clearly numbered/identified/signed.
 - ▶ Other employees, not assigned to a given space, would need to park elsewhere.
 - ▶ Assigned parking decals could be used to identify employee vehicles, and would have the added benefit of allowing enforcement of employee vehicles, using customer assigned spaces.



Non-Infrastructure Recommendations

▶ Enforcement

- ▶ The ability to enforce all Government Center parking areas for both customer and staff use needs to be implemented. Without enforcement of parking policy current problems with lack of available space are likely to occur.
- ▶ Employee vehicle window decals could be a useful tool, identifying where employees are consistently using customer or time restricted spaces.

▶ Elimination of Treasurer's Space

- ▶ If parking for police vehicles becomes a high priority, when combined with other changes, the Treasurer's space (along the west side of the Government Center) could be eliminated to create another space. The Treasurer would then have to park in another staff parking area.

▶ Incentivize Off-Campus Parking

- ▶ If employees had an incentive, monetary or otherwise, to park outside of the Government Center lot, it is likely that some space could be freed up for customers. Creation, Implementation, and follow through of this option would be at the County's/City's discretion.



Non-Infrastructure Recommendations

▶ Bus In Customers/Staff From Another Location

- ▶ Run a bus from a central location for jury trial days, when high parking lot use is expected.
- ▶ A bus program could also be used for staff, in conjunction with the incentive program mentioned above, to reduce lot congestion.

▶ Installation of Parking Meters in Government Center Lot

- ▶ By installing parking meters in the lot employee use could drastically be cut down.
- ▶ If a 2 hour limit is placed on the meter, it would be enough time for a customer to conduct business, but unlikely that an employee would leave the building to feed a meter 4 times a day.
- ▶ This would force employees to park elsewhere during the workday, as long as the meters would be enforced.
- ▶ Parking Passes could also be used in metered parking, in cases where a customer is likely to be in the Courthouse/Government Center for an extended period of time (i.e. Jury Duty, etc.)



Non-Infrastructure Recommendations

▶ Education

- ▶ There are several points which could be made to employees regarding the parking pressure for customers, in the lot. Some employees may be unaware of the parking issues. Simply asking employees to change their parking habits may be enough to free up some space. Other educational items include the following:
 - ▶ Availability on-street spaces, within a block of campus.
 - ▶ Health benefits of walking extra steps on a daily basis.
 - ▶ Bike rack locations and the associated health benefits of biking to work.



Thanks for your time.

- ▶ If you have any questions, comments, or concerns please contact me

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