

Parking survey of Rivertown residents and visitors			
Question	Results		
Do you live in the city?	Yes: 144	No: 90	
Do you have use of a vehicle?	Yes: 221	No: 20	
How easy do you find it to park downtown?	Easy: 23	Neutral: 55	Hard: 121
When do you most often park downtown	Day: 151	Evening: 60	All night: 21
How often do you walk to the downtown?	Often: 64	Sometimes: 84	Never: 91
How often do you use the on-call city bus?	Often: 34	Sometimes: 25	Never: 169
Would you use a parking structure with paid spaces?	Yes: 89	Maybe: 85	No: 48
Would you shop downtown more often if there was convenient parking?	Yes: 94	No: 45	
Indicate how strongly you feel about each of the following improvements...	Very strong	Moderate	Not strong
1. Increase number of parking spaces downtown	179	48	12
2. Improve public transit	65	69	90
3. Remove parking meters for street parking	135	57	48
4. Establish free parking for maximum 2 hours	144	75	15
5. Improve bikeways to downtown area	56	54	102

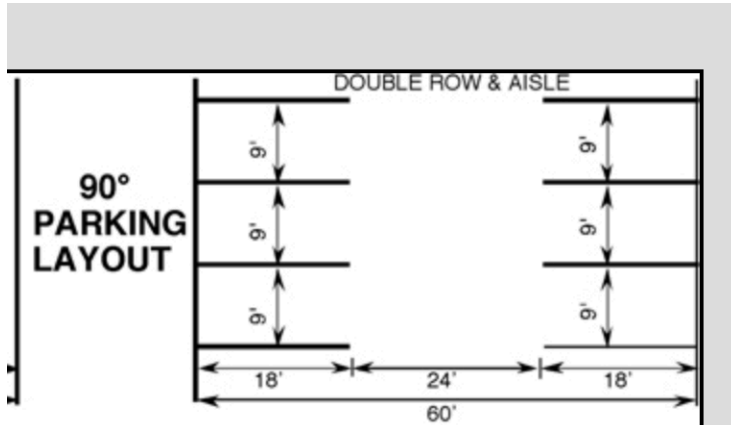
Based on this survey, it is clear that more downtown parking space is needed. An overwhelming majority of survey respondents struggle to find parking space and want more parking spaces as a priority. Studies have shown that convenient parking does not correspond to healthier downtowns; however, given this survey, I believe that some parking must be provided. It is not ideal to have accommodate cars in the downtown, but Rivertown must be willing to accommodate some traffic if it wants to attract anyone who lives outside of town. We also must try to seek a balance between providing space for cars, but also creating walkable spaces. Since the need for parking has been established, my main concerns are on choosing an area that can be clearly marked, but does not serve as a prominent structure on a main road (nobody likes to look at parking lots).

Aside from this, I also recommend that the city establish free street parking for a maximum of 2 hours in the downtown from 8am to 6pm. Many citizens noted free parking as a preferred option. This particular policy would allow free parking but de-incentivize employees and others from staying in a spot for the whole day. If downtown commerce increases in the future, we might consider reinstating the parking fees.

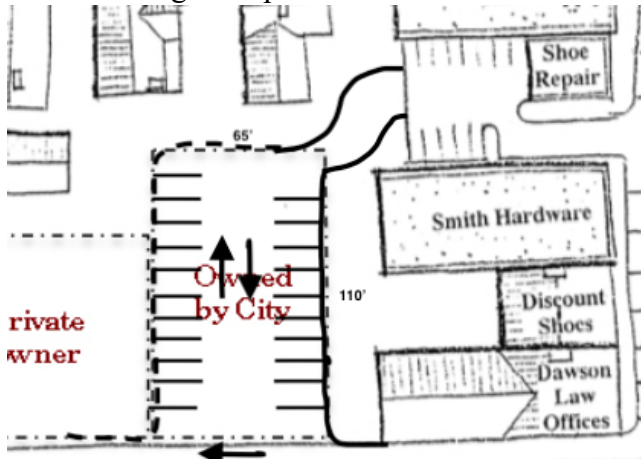
2) Determine whether there is a site and/or site plan for adding parking to the downtown.

I propose the Alley Lot behind the Dawson Law Building as our parking lot location. I know that this site had been considered for a homeless shelter, but I feel that this is a more ideal location for parking. For one, this lot will make for the most efficient use of space. We can fit 23-24 spots in the lot, by my calculations. The Railway Lot is an awkward shape, and the Biltmore lot can only fit about 5 more spots, while using significantly more space. It is possible that the Alley Lot could have 2 entry/exit points, which would allow the traffic to flow better and

would reduce wasted parking spaces. It is also ideally sized for a double lane, 90 degree lot, as shown here:



Here is a rough site plan for the area:



This plan allows for 2-way traffic and includes 23 parking spots. Ideally, I would like to create a thru-way that connects to the parking lot behind the shoe repair. If possible, I would also like to connect to the alley below the Dawson Law Offices and make it a one-way street with traffic flowing west. If this is not possible, the lot can instead connect only to the shoe repair lot.

This lot location is strategically placed so that it is not visible to street/pedestrian traffic. If we choose this location, it will be important to consider appropriate signage. There should be a sign present on Biltmore Ave. directing to turn onto River St. headed south. There should also be a sign located near the entrance to the Shoe Repair lot and by the Law Office alley, if this route is usable.

If the city wishes, they could choose to make this lot metered, while leaving street parking free. The convenience of the parking lot could make that change justified, and it could allow the city to still maintain some parking fee revenue. I am flexible on this decision.

As another option, I'd like to suggest installing diagonal parking on Elm Street heading out of downtown. Burnham Daniel has told me that it would be doable to install diagonal spaces at no more than a 45 degree angle. I had originally thought of also installing diagonal parking on the south portion of River Street, but since Daniel has said that it might involve removal of a sidewalk, I don't think that would be the best option.