Downtown Parking Capacity & Management Study:

Existing Conditions & Peer Review

March 14, 2017

Today's Agenda

➢ Project Overview & Status

➢ Existing Conditions

➢ Parking Perceptions

➢ Peer Review

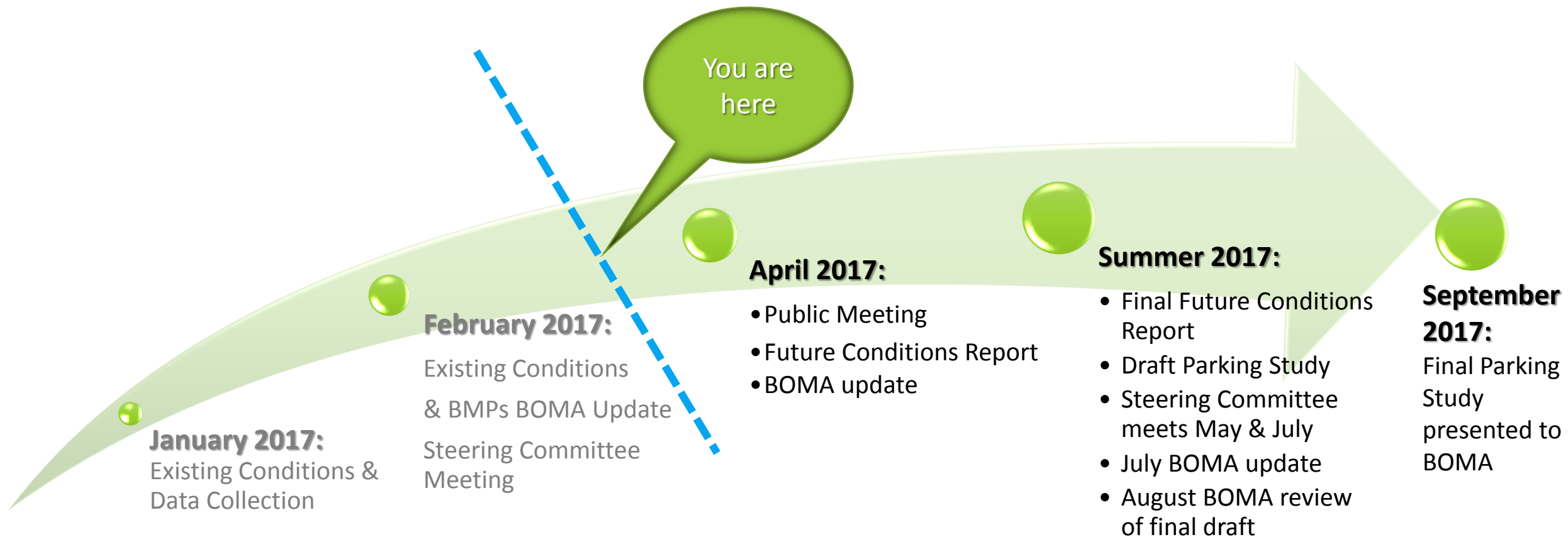➢ Public Meeting:

April 10, 2017

Purpose

➢ Provide the City, Businesses, Shoppers, Diners, Workers, Churches, Tourists, and Citizens with:

▫ Clear understanding of the existing parking infrastructure.

▫ Projections of anticipated parking demand in the downtown area.

▫ Identification of parking infrastructure and operational needs.

Schedule & Process

You are here

January 2017:
Existing Conditions & Data Collection

February 2017:
Existing Conditions & BMPs BOMA Update
Steering Committee Meeting

April 2017:
- Public Meeting
- Future Conditions Report
- BOMA update

Summer 2017:
- Final Future Conditions Report
- Draft Parking Study
- Steering Committee meets May & July
- July BOMA update
- August BOMA review of final draft

September 2017:
Final Parking Study presented to BOMA

Steering Team

Steering Team consists of residents, business owners, property owners, tourism officials, officials from the Downtown Merchants Association, members of the Downtown Neighborhood Association, members of the Heritage Foundation, and other stakeholders.

- Cross-section of community
- Varied interests & stakeholders
- 4 meetings
- Goal to collaboratively address challenges & issues.

Existing Conditions

Data Collection Process

➢ *Inventory:*

Number of spaces for public on-street parking, public garages, publicly leased lots, and selected private lots.

➢ *On-street Striping Plan:*

Creation of an on-street striping plan to determine proper layout for on-street parking within the Study Area.

➢ *Parking Utilization Study:*

Data collected on how many vehicles parked per block. Done via a field survey on 30 minute interval.

➢ *Parking Duration Study:*

Data collected in the core, walkable portion of the study area using License Plate Recognition Survey on an hourly basis. Indicates how long parking spaces are occupied.

Existing Conditions

Data Collection Process

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Existing Conditions: Inventories
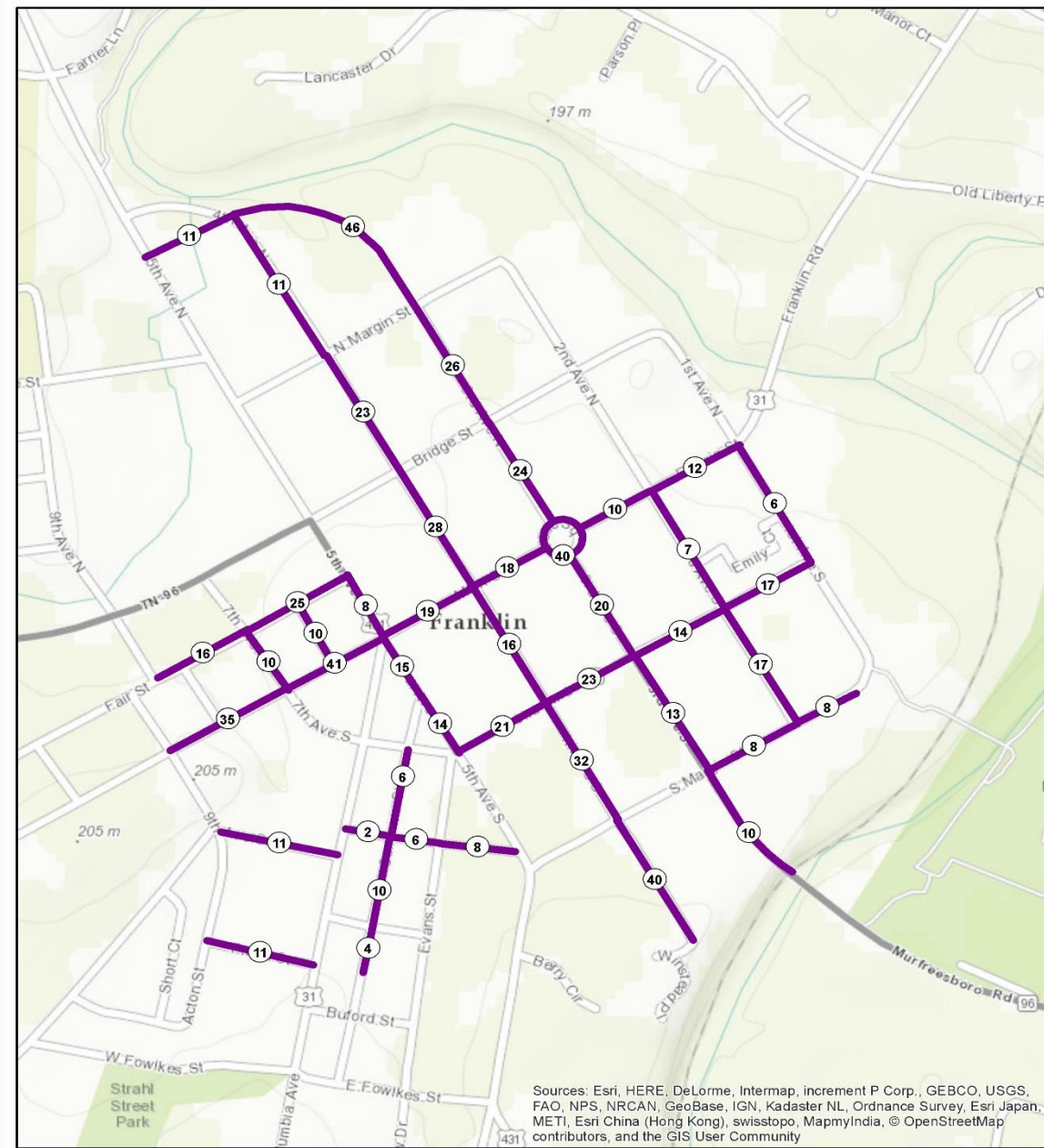
Existing Conditions

Data Collection Process
- ➢ *Inventory of on-street & garage public spaces.*
- ➢ *Private lots that are leased for public parking by the City.*
- ➢ *Private spaces that have significant impact on inventory & operations.*

Type of Parking	Spaces
On-street	655
Garage	642
Public Lot	271
Public Leased	100
Private**	1,600

**Determined to have significant impact on parking in the Study Area

Parking Count: Closer Look	Spaces	Type of Parking
2nd Avenue Garage	304	Garage
4th Avenue Garage	338	Garage
Pinkerton Park	123	Public Lot
Harlinsdale Park Public Lot	59	Public Lot
City Hall Public Lot	55	Public Lot
Police Headquarters Public Lot	34	Public Lot
4th Avenue Church of Christ Lot (behind Starbucks) Leased Lot *(Expires 11-11-2018)*	78	Private Parking Lot Leased for Public Use
John Green Lot (between 4th N & 3rd N) Leased Lot- *(Expires 7-11-2023)*	22	Private Parking Lot Leased for Public Use
Factory at Franklin	924	Private Parking Lot
Downtown Lots	428	Private Parking Lot
Franklin Plaza Shopping Center	248	Private Parking Lot

Existing Conditions

Data Collection Process

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Existing Conditions: Striping Plan

Example of the preliminary striping plan: 4th Avenue North from West Main to Bridge Street.
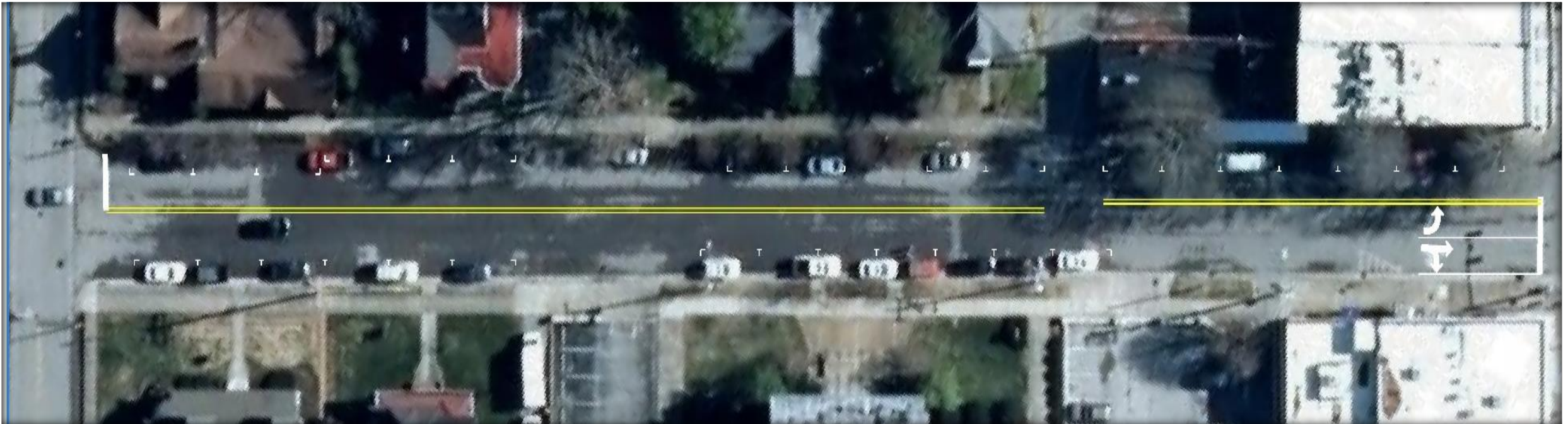
Existing Conditions: Striping Plan

Striping Plan developed based on City Standards for on-street Parking from existing City Standards. On-street Parking is dependent on a variety of factors:
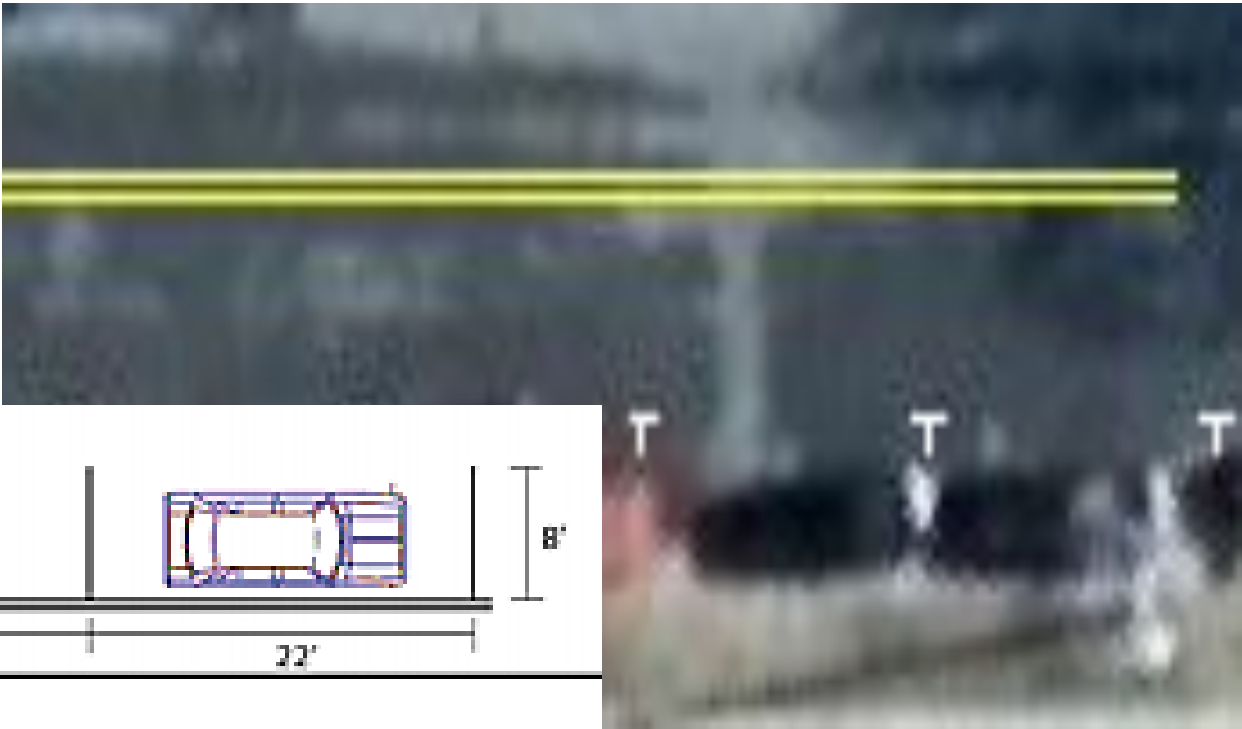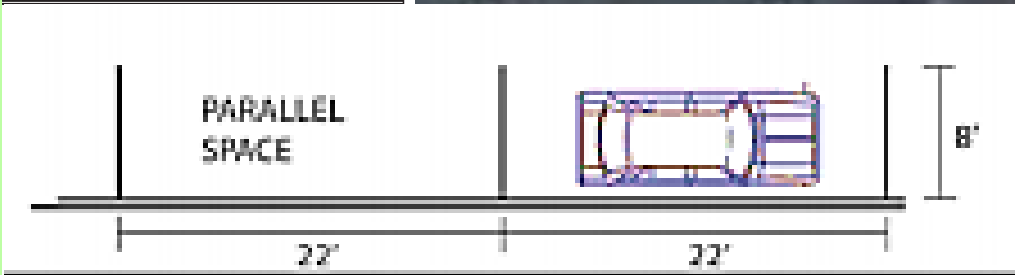
Table 4.3.5: Street Types - Franklin TND Street Design Guidelines

Street Type	Design/ Posted Speed	Movement Type	Context/ Transect Zone	ROW	Travel Way	On-street Parking Width & Sides Parked	Curb Radius	Plantings	Sidewalk Width
Alley (CA)	15	Yield	Commercial/T4-T6	20'	16'	NA	15'	NA	NA
Yield Street (YS)	20	Yield	Residential/T3-T4	50'	2 lanes 10'	unmarked but allowed	15'	6' strip min	5' min, both Sides
Street (ST)	20	Slow	Residential/T3-T4	55'	2 lanes 10'	8' both sides	15'	6' strip min	5' min, both Sides
Drive (DR)	25	Slow	Residential/T3, T4, T5	60'	2 lanes 10'	8' both sides	15'	Tree wells or planters	5' min one side, 10' other
						th sides	15'	Tree wells or planters	8' min
						ides (angle pt)	15'	Tree Wells	10' min
						th sides	15'	Tree wells or planters	8' min
						th sides	20'	Tree Wells or planters	8' min

Sec. 15-604. - Where prohibited.

No person shall park a vehicle in violation of any sign placed or erected by the state or city, nor:

(1) On a sidewalk.
(2) In front of a public or private driveway.
(3) Within an intersection or within 25 feet thereof, except that this section (3) shall have no application to:
  (a) Intersections at which the flow of traffic is controlled by either a traffic light (providing the customary red, yellow and green signals) or a four-way stop sign;
  (b) Designated parking spaces located on the public square;
  (c) Parking on the right-hand side of the right-of-way at the intersection of any street with a one-way street.
(4) Within 15 feet of a fire hydrant.
(5) Within a pedestrian crosswalk.
(6) Within 50 feet of a railroad crossing.
(7) Within 20 feet of the driveway entrance to any fire station, and on the side of the street opposite the entrance to any fire station within 75 feet of the entrance.
(8) Alongside or opposite any street excavation or obstruction when other traffic would be obstructed.
(9) On the roadway side of any vehicle stopped or parked at the edge or curb of a street.
(10) Upon any bridge.
(11) Alongside any curb painted yellow or red by the city.
(12) At any place on the public square except in those spaces designated for parking, and in conformance with time restrictions as indicated by signs erected by the city.
(13) In any area designated as a fire lane pursuant to the terms of the Standard Fire Prevention Code adopted and codified by § 7-201 of the Franklin Municipal Code.

(1976 Code, § 9-504)

PARALLEL SPACE

8'

22'   22'

Existing Conditions

Data Collection Process

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Data collected on how many vehicles parked per block. Done via a field survey on 30 minute interval.

➢ *Parking Duration Study:*

Data collected in the core, walkable portion of the study area using License Plate Recognition Survey on an hourly basis. Indicates how long parking spaces are occupied.

Existing Conditions

Data Collection Process

➢ *Parking Utilization Study*

Determine number of on-street & public garage spaces occupied within the Study Area.

Field Survey (public spaces):

- Fall 2016
- 2 Weekdays & 1 Weekend
- 7 AM until 7 PM
- Street Parking -30 minute interval
- Garages -15 minute interval
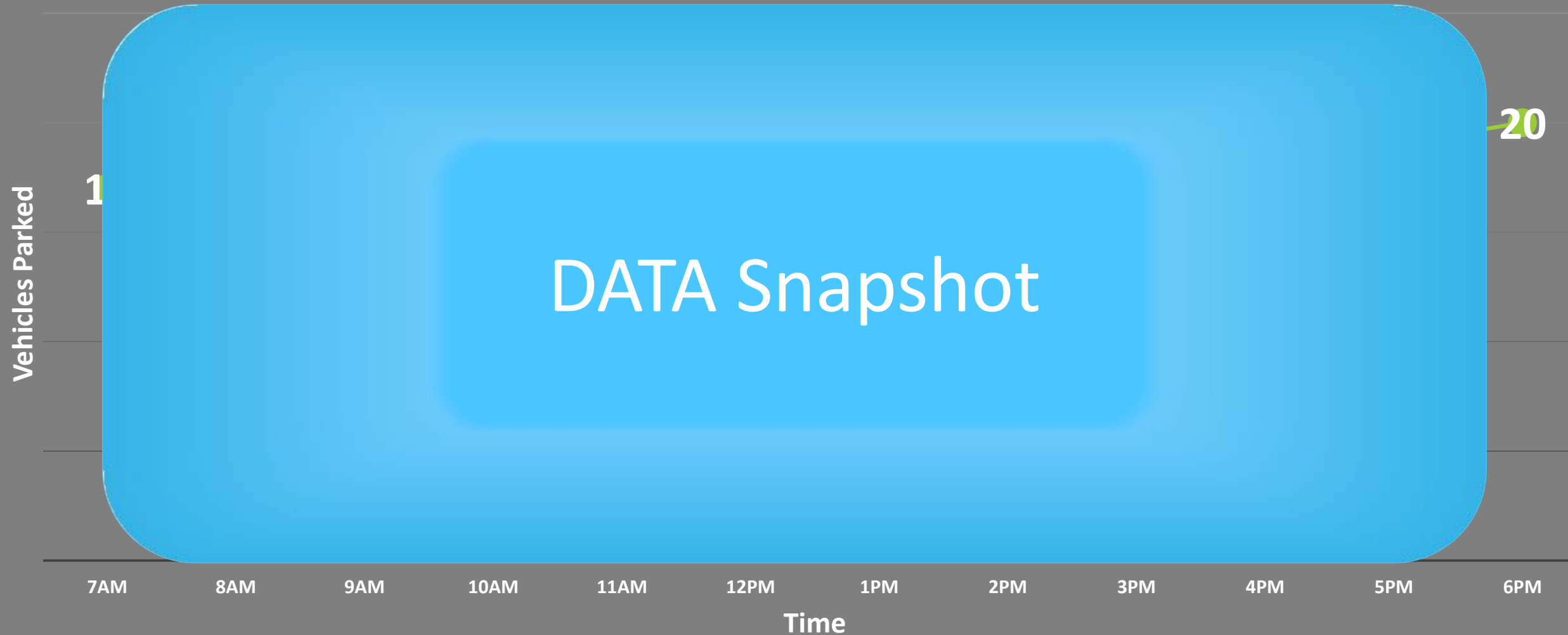
Existing Conditions

Data Collection Process

➢ *Parking Utilization Study*

- *Data collected block-by-block in the Study Area*
- *Over 80 datasets & similar charts for on-street & garage parking spaces*
- *Data compiled into overall Utilization Datasets*
- *Level of Service framework for peak periods of on-street parking used for evaluation purposes.*
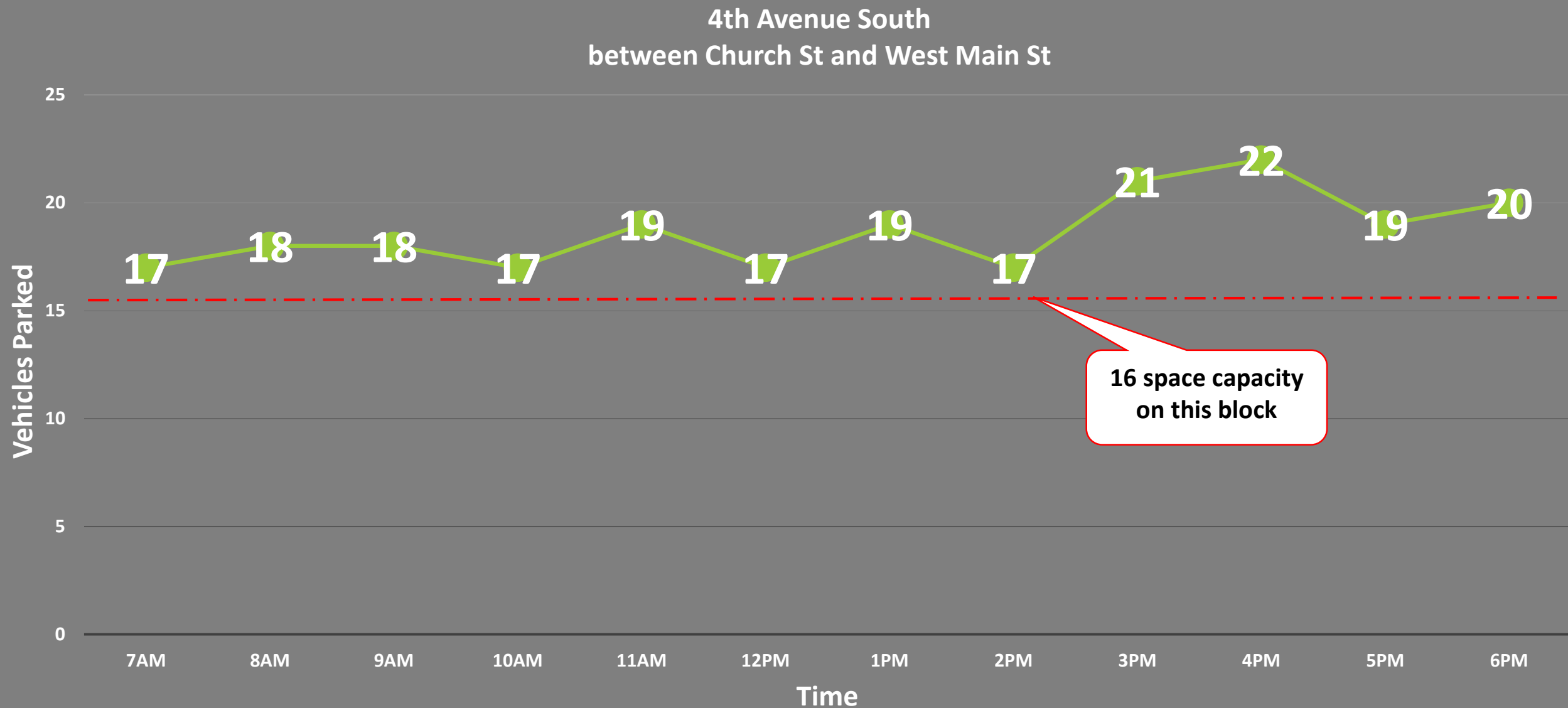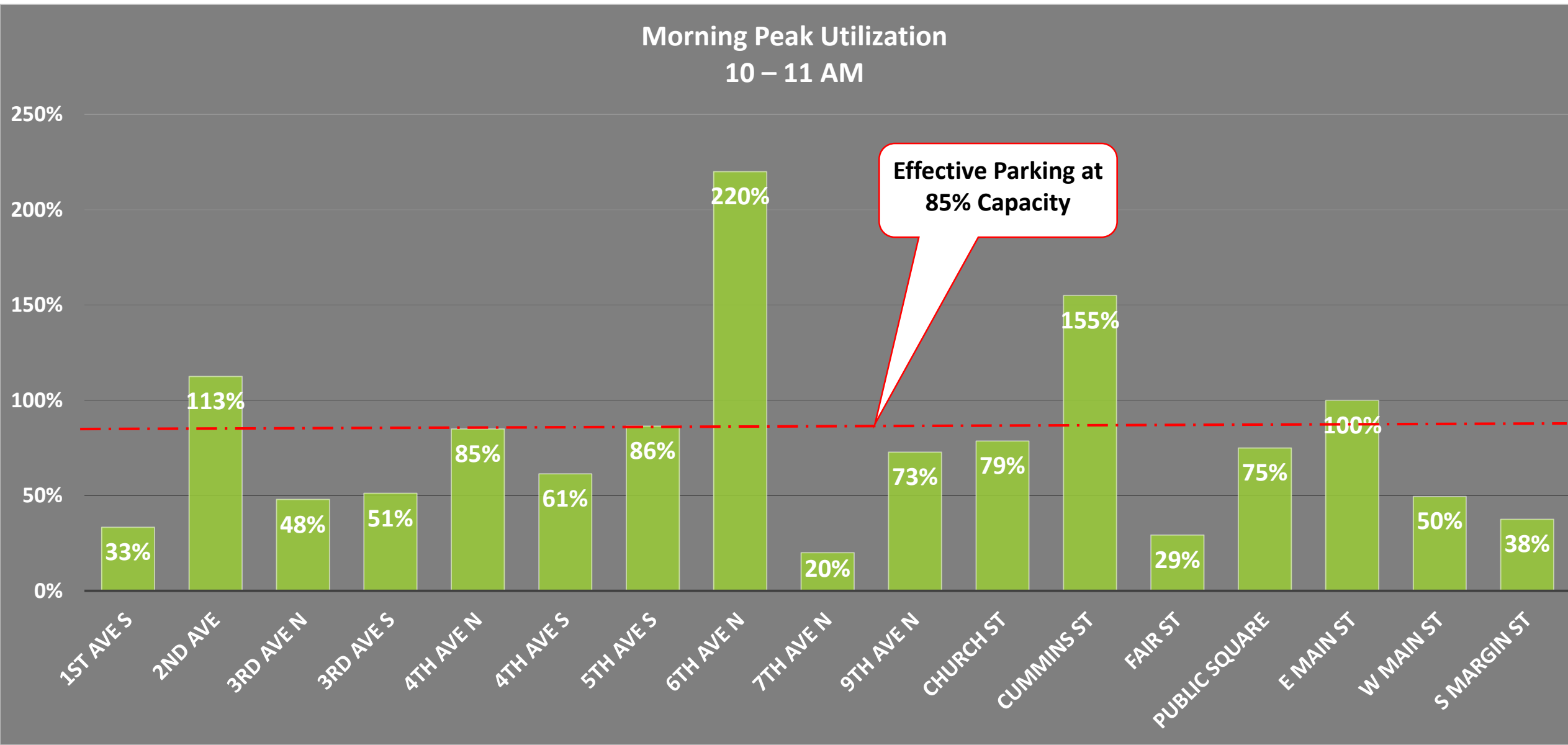
Existing Conditions: Utilization

**4th Avenue South
between Church St and West Main St**

Vehicles Parked

DATA Snapshot

20

1

7AM 8AM 9AM 10AM 11AM 12PM 1PM 2PM 3PM 4PM 5PM 6PM

Time

Existing Conditions: Utilization

4th Avenue South
between Church St and West Main St

16 space capacity on this block

Existing Conditions: Utilization
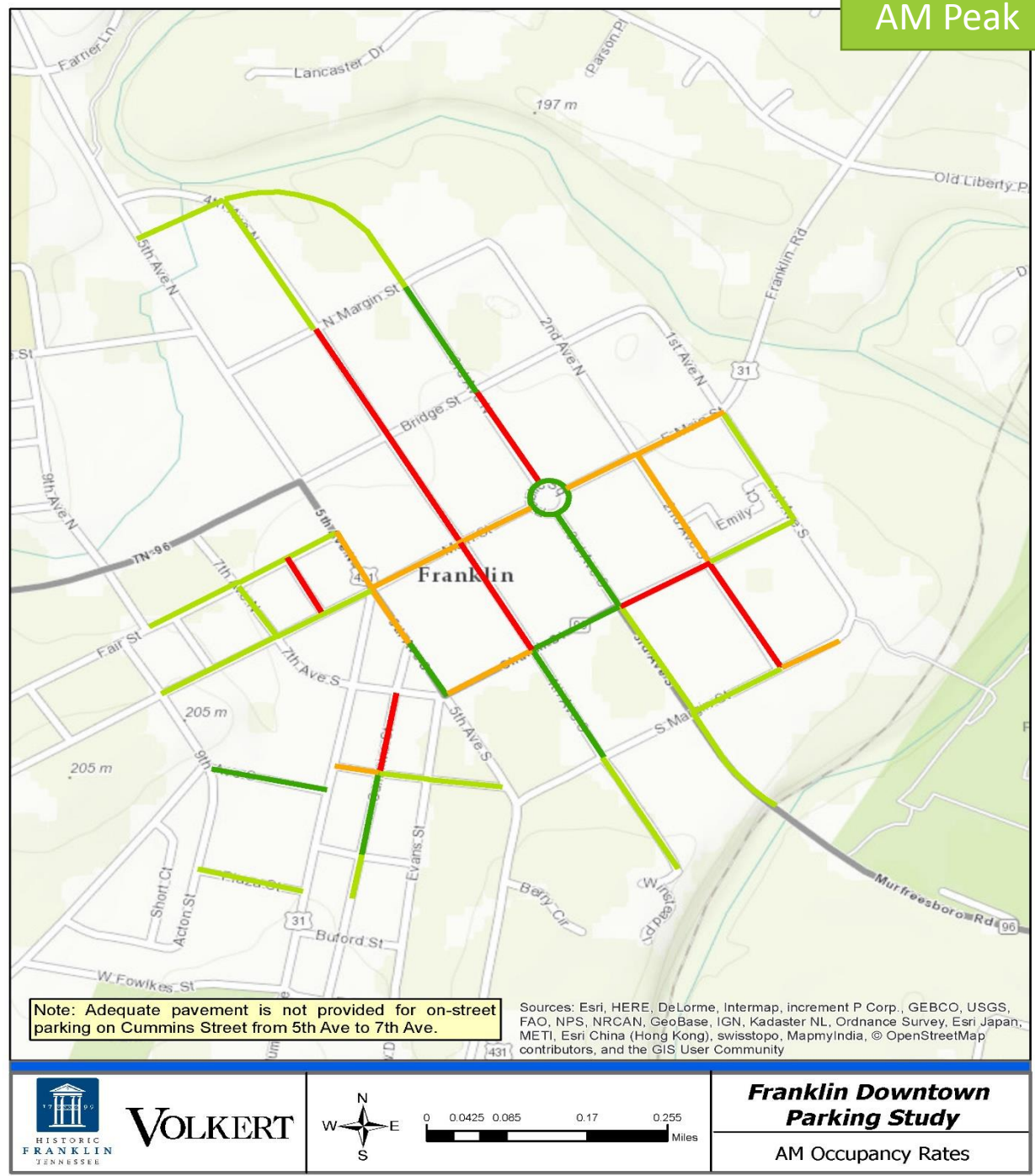

Morning Peak Utilization
10 – 11 AM

Existing Conditions: Utilization
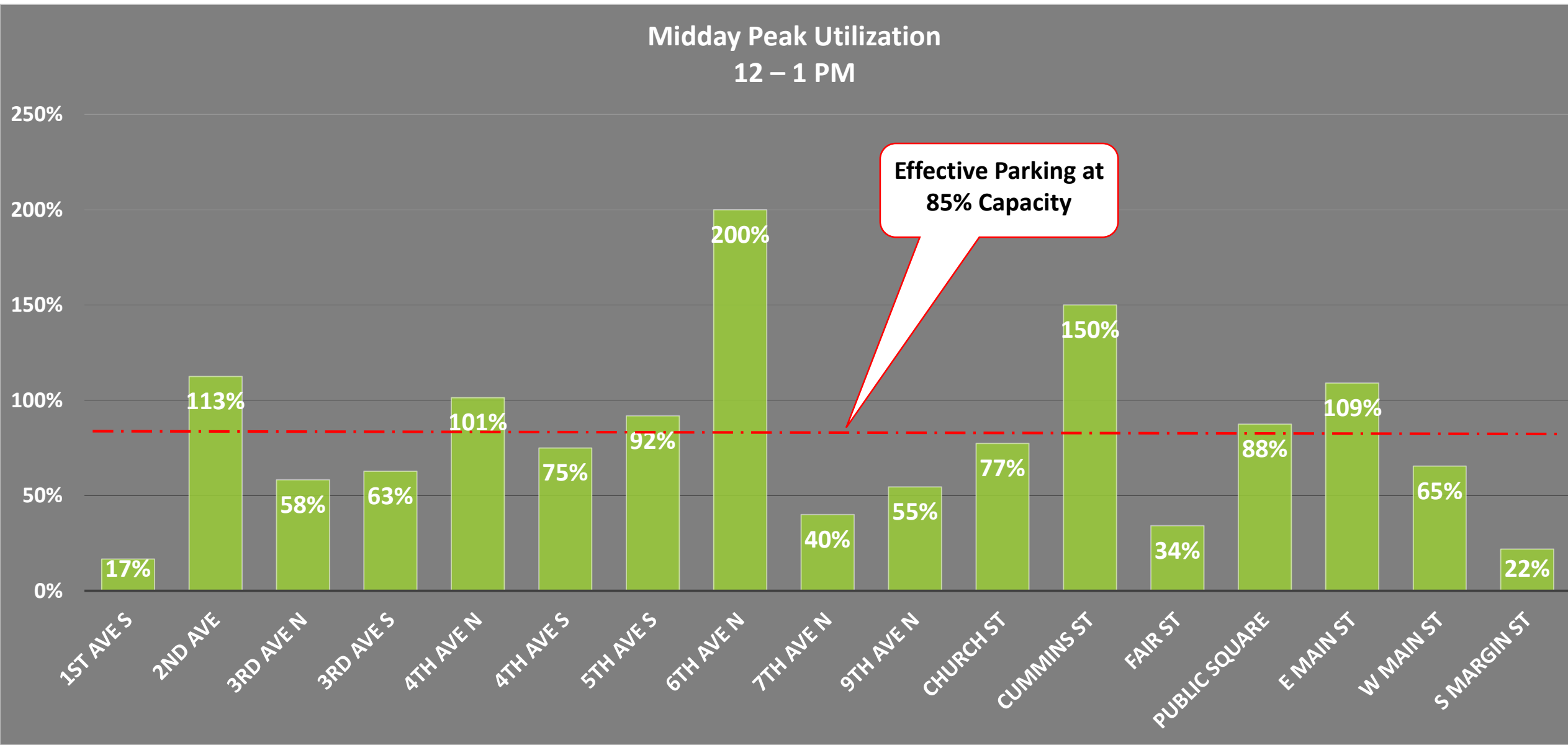
Analysis of Utilization through LOS framework

➢ *Red = Over Capacity*

➢ *Orange = Nearing Capacity*

AM Hot Spots

- 2nd Ave S (S Margin to Church)
- Church (2nd Ave S to 3rd Ave S)
- 4th Ave (Church to N Margin)
- Cummins (Church to S Margin)
- 6th Ave N
- 3rd Ave N (from Church to N Margin)

Note: Adequate pavement is not provided for on-street parking on Cummins Street from 5th Ave to 7th Ave.

Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Franklin Downtown Parking Study

AM Occupancy Rates

Existing Conditions: Utilization

Midday Peak Utilization
12 – 1 PM

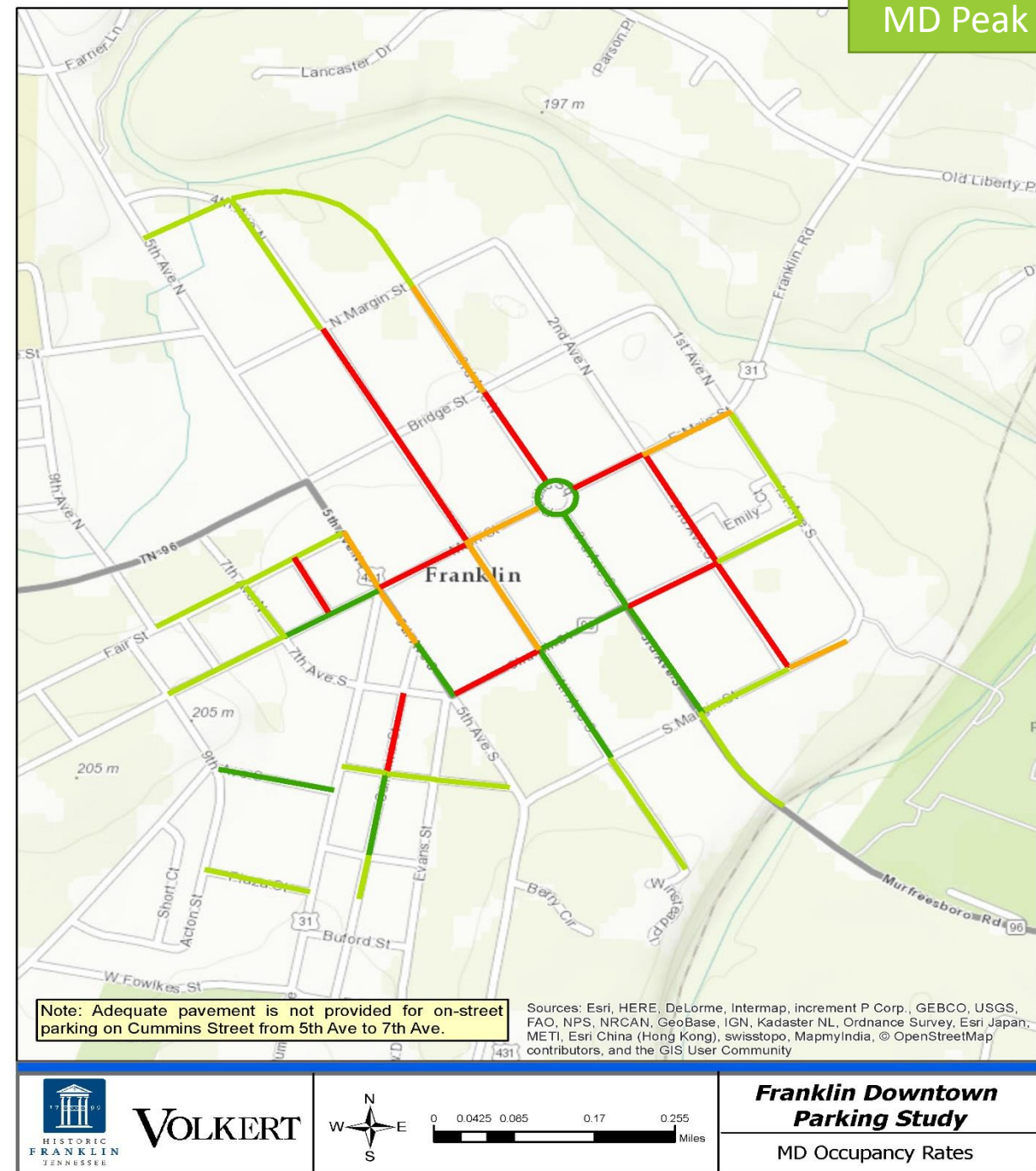# Existing Conditions: Utilization
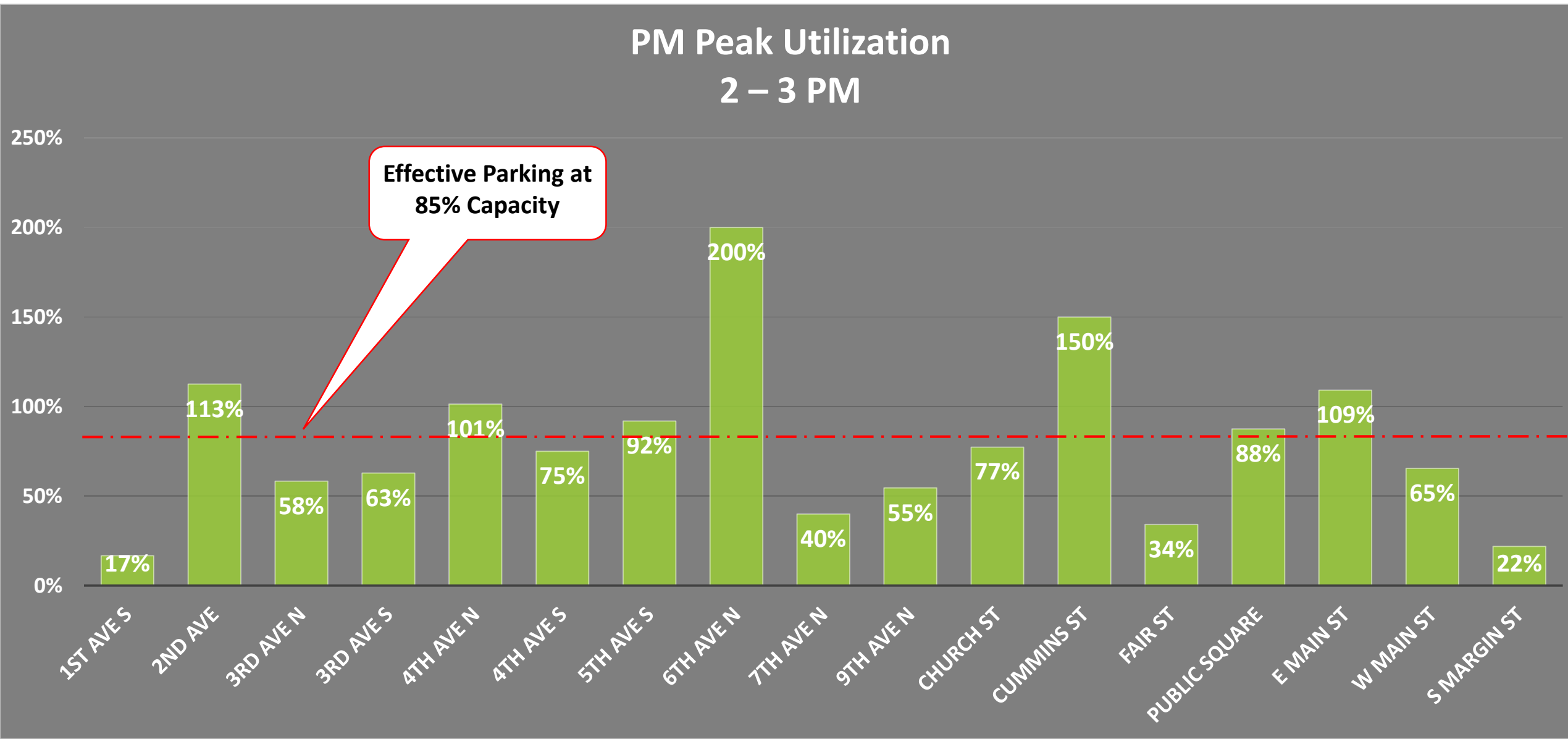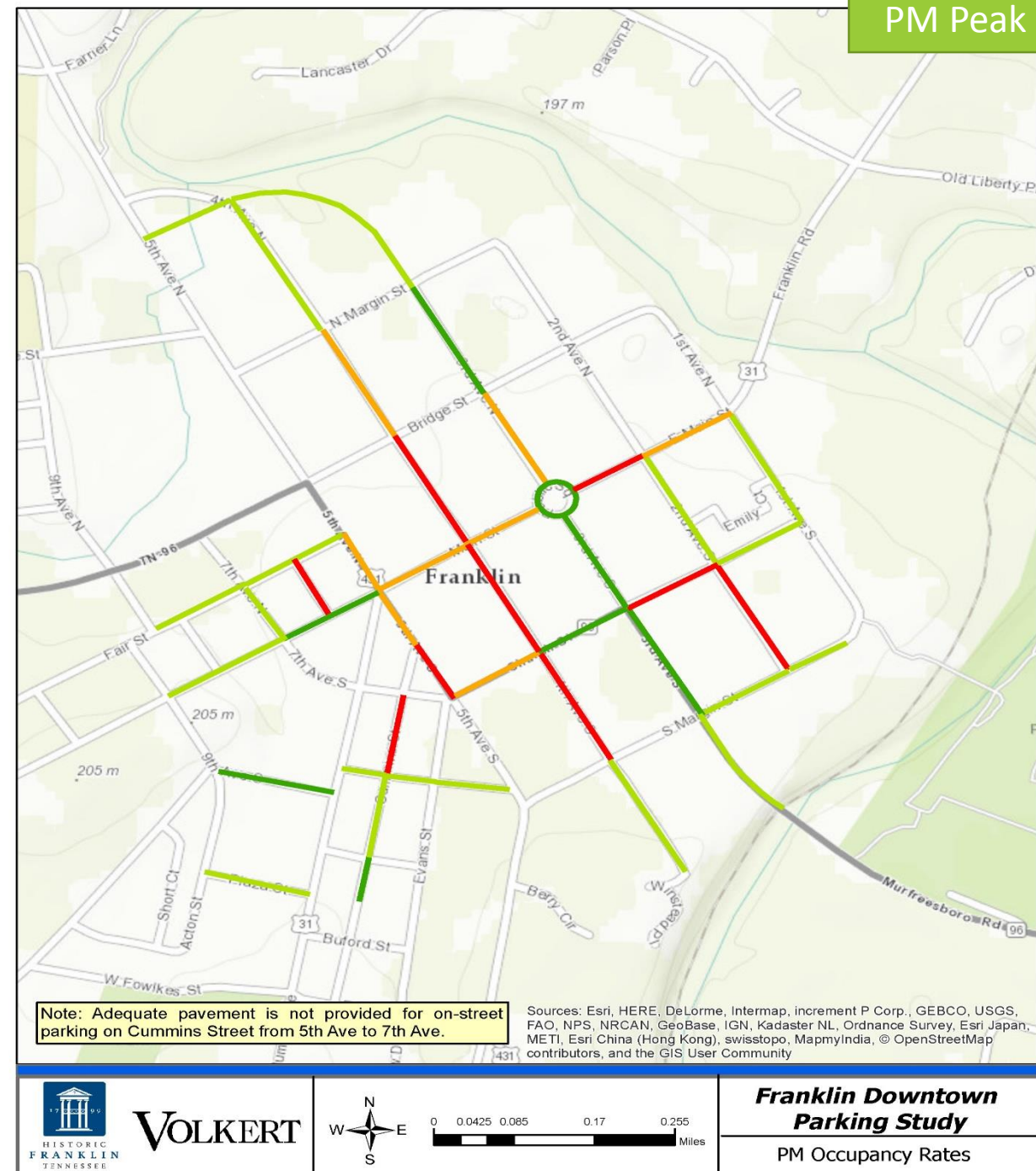
Analysis of Utilization through LOS framework

➤ *Red = Over Capacity*

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MD Hot Spots
- 2nd Ave S (S Margin to E Main)
- Church (2nd to 3rd)
- Church (4th to 5th)
- 3rd Ave N (Public Square to Bridge)
- 4th Ave N (W Main to N Margin)
- 6th Ave N
- Cummins (Church to S Margin)

Note: Adequate pavement is not provided for on-street parking on Cummins Street from 5th Ave to 7th Ave.

Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

HISTORIC FRANKLIN TENNESSEE

VOLKERT

Franklin Downtown Parking Study

MD Occupancy Rates

Existing Conditions: Utilization

Existing Conditions: Utilization

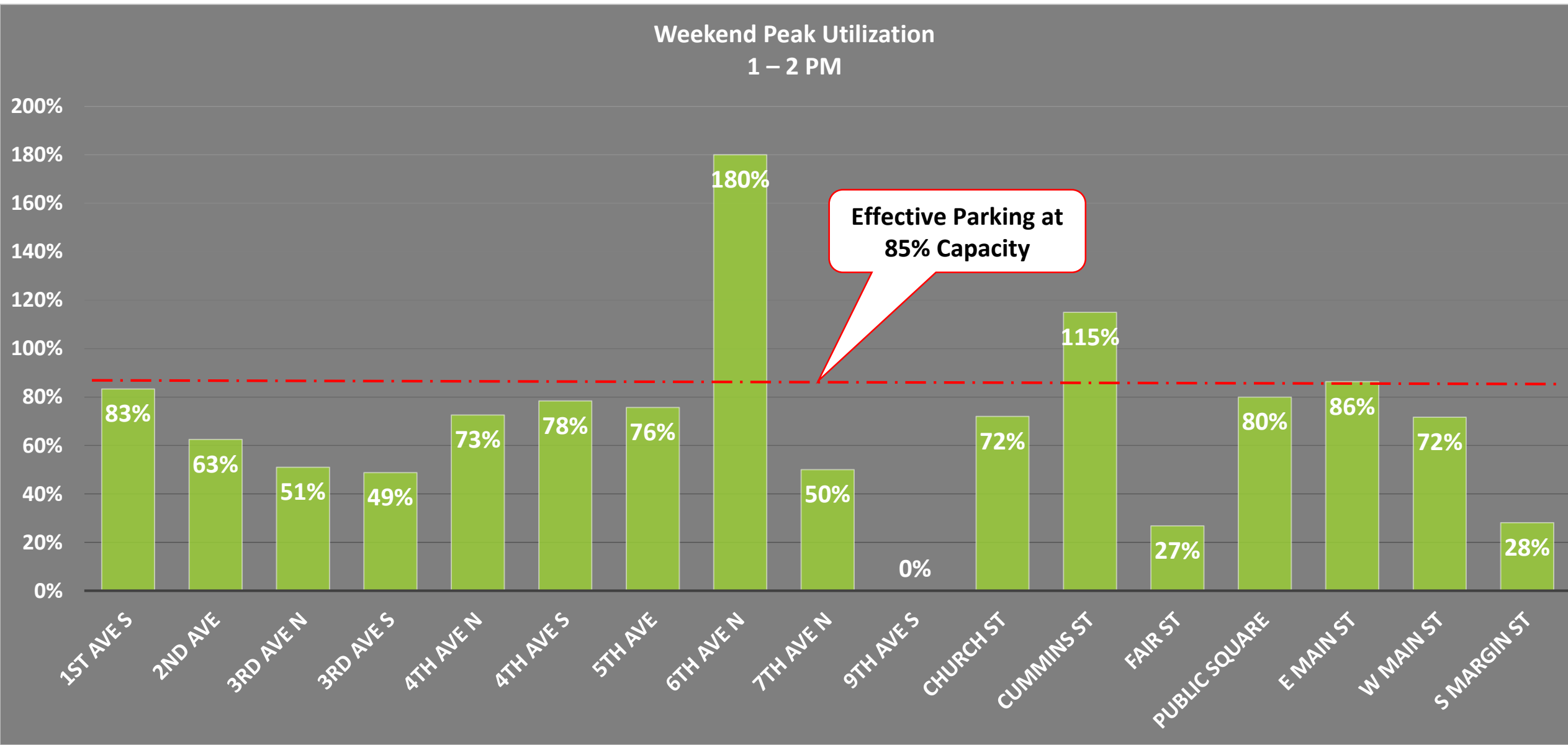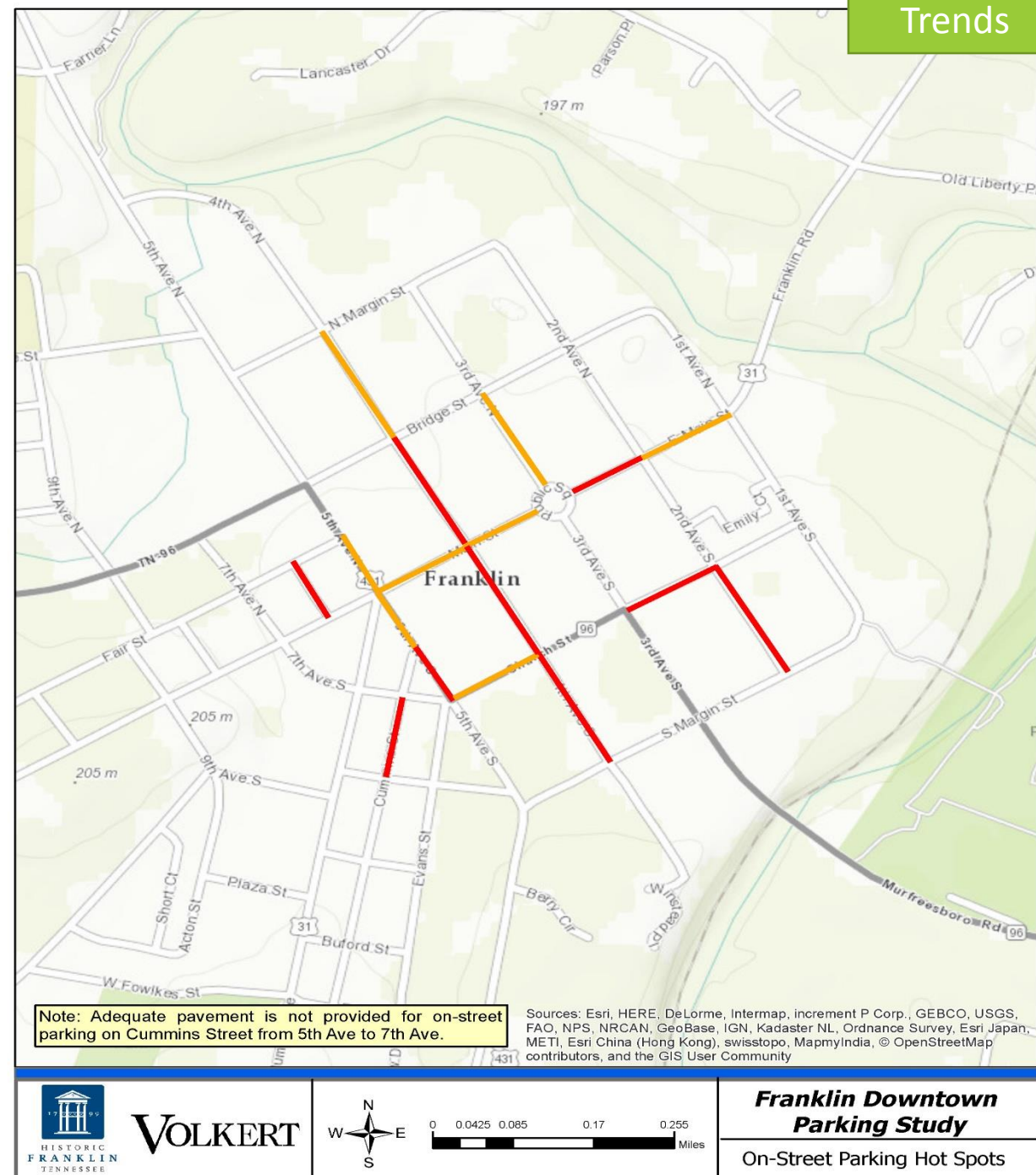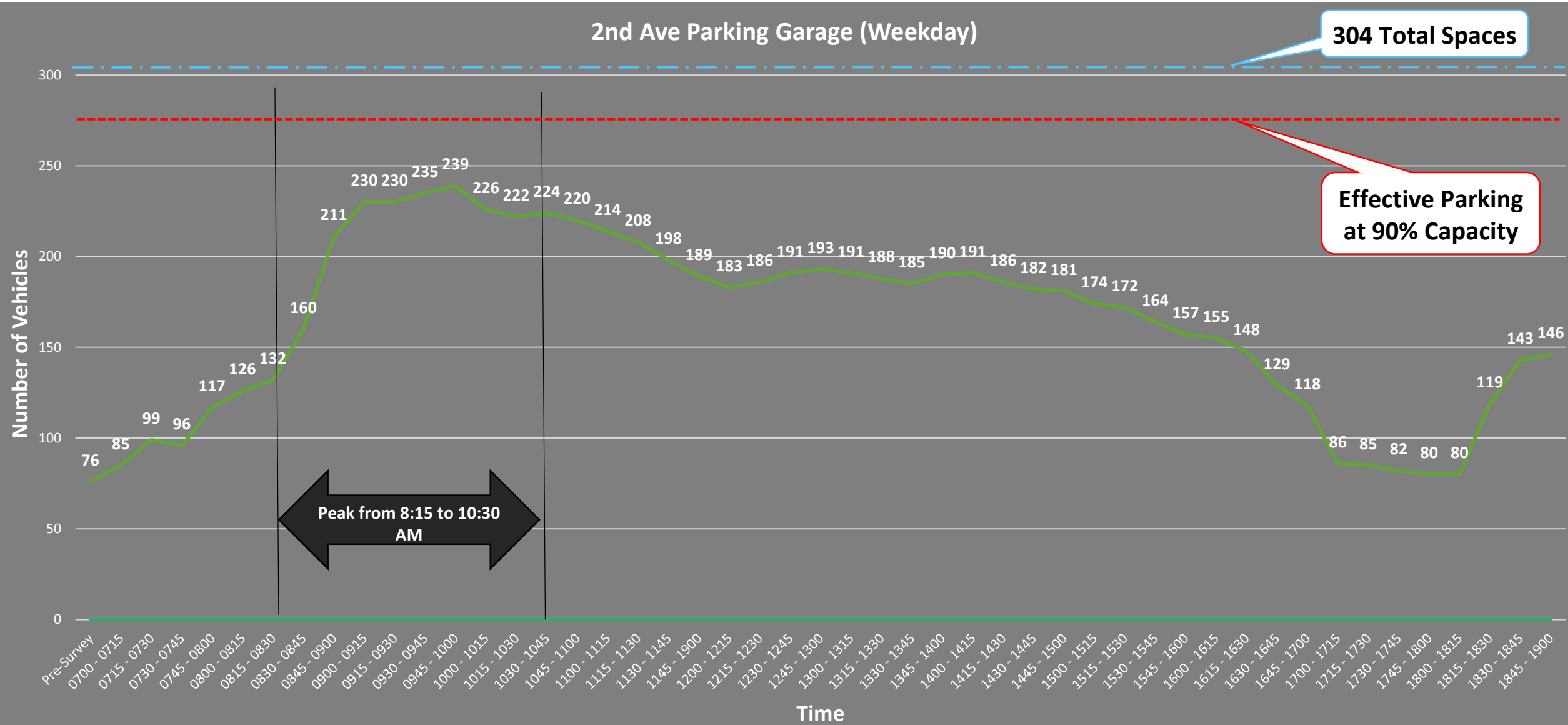Analysis of Utilization through LOS framework

- ➤ *Red = Over Capacity*
- ➤ *Orange = Nearing Capacity*

PM Hot Spots
- E Main (2nd to Public Square)
- 2nd Ave S (S Margin to Church)
- Church (2nd to 3rd)
- 4th Ave N & S (S Margin to Bridge)
- 5th Ave S (Cummins to Church)
- 6th Ave N
- Cummins (Church to S Margin)

Note: Adequate pavement is not provided for on-street parking on Cummins Street from 5th Ave to 7th Ave.

Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

HISTORIC FRANKLIN TENNESSEE

VOLKERT

Franklin Downtown Parking Study

PM Occupancy Rates

Existing Conditions: Utilization

Weekend Peak Utilization
1 – 2 PM

Existing Conditions: Utilization

Analysis of Utilization through LOS framework

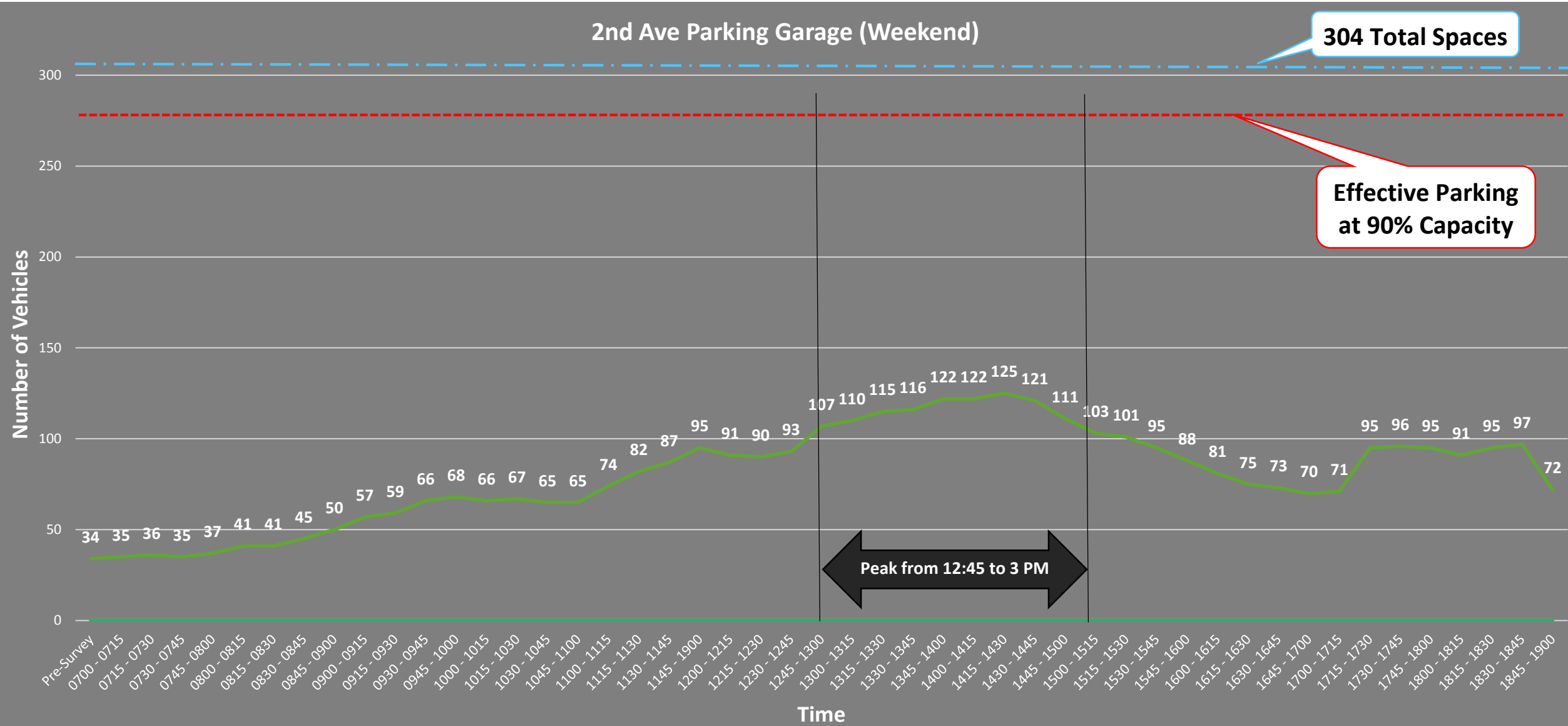➤ *Red = Over Capacity*

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Hot Spots

- E Main (2nd to Public Square)
- 2nd Ave S (S Margin to Church)
- Church (2nd to 3rd)
- 4th Ave N & S (S Margin to Bridge)
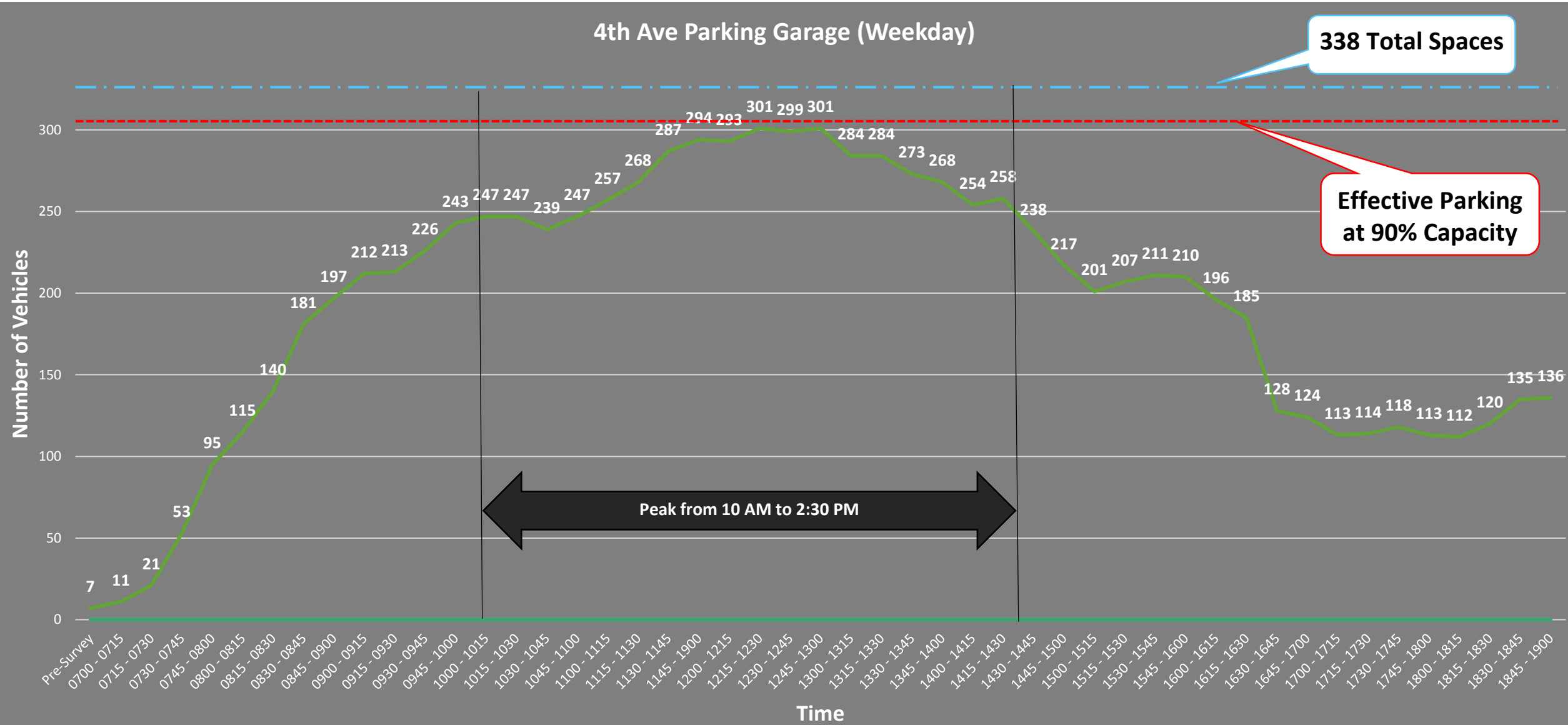- 5th Ave S (Cummins to Church)
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Note: Adequate pavement is not provided for on-street parking on Cummins Street from 5th Ave to 7th Ave.

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Franklin Downtown Parking Study

On-Street Parking Hot Spots

VOLKERT

HISTORIC FRANKLIN TENNESSEE

Existing Conditions: Utilization

2nd Ave Parking Garage (Weekday)

304 Total Spaces

Effective Parking at 90% Capacity

Peak from 8:15 to 10:30 AM

Number of Vehicles

Data points: 76, 85, 99, 96, 117, 126, 132, 160, 211, 230, 230, 235, 239, 226, 222, 224, 220, 214, 208, 198, 189, 183, 186, 191, 193, 191, 188, 185, 190, 191, 186, 182, 181, 174, 172, 164, 157, 155, 148, 129, 118, 86, 85, 82, 80, 80, 119, 143, 146

Time

Existing Conditions: Utilization

2nd Ave Parking Garage (Weekend)

304 Total Spaces

Effective Parking at 90% Capacity

Peak from 12:45 to 3 PM

Number of Vehicles

Time

Existing Conditions: Utilization

4th Ave Parking Garage (Weekday)

Existing Conditions: Utilization

4th Ave Parking Garage (Weekend)

Existing Conditions

Data Collection Process

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Existing Conditions

Data Collection Process

➤ *Parking Duration Analysis*
   Determined utilizing license plate inventory.
   Field Survey (Duration Analysis Study Area):
   - Fall 2016
   - 9 AM to 6 PM
   - On-Street Parking Spaces
   - Walkable, core area of the Study Area.
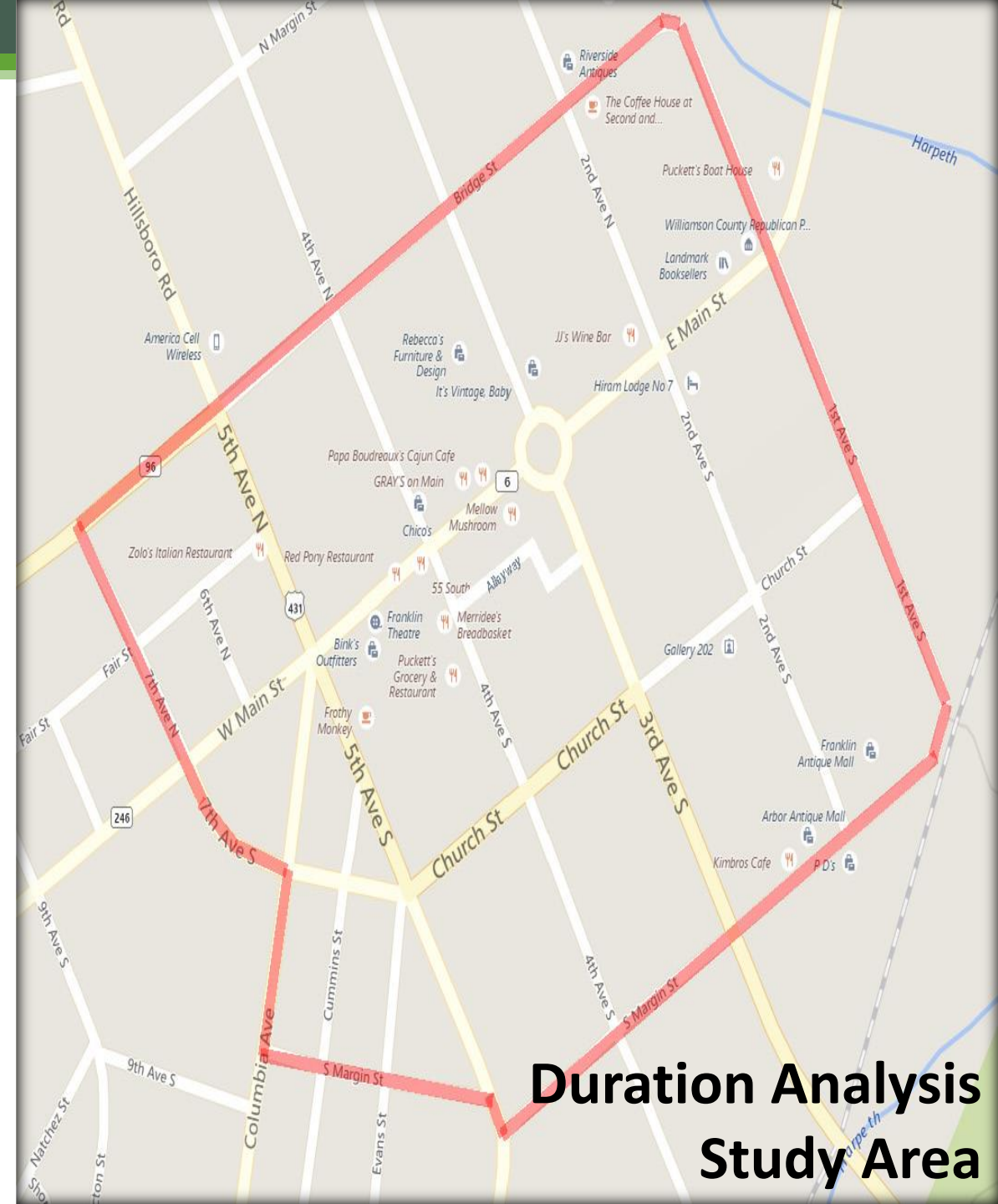
Duration Analysis Study Area

Existing Conditions

Data Collection Process

➢ *Parking Duration Study*

- *Data collected an the most walkable, inner core of the Downtown Area*

- *Provides information on the turnover and length of time parking spaces are occupied*

- *Key measure for operations*

Existing Conditions: Duration

4TH AVENUE: FROM 4ᵀᴴ NORTH TO BRIDGE & 4ᵀᴴ SOUTH TO S MARGIN

DATA Snapshot

1   2   3   4+

Hours

Existing Conditions: Duration

4TH AVENUE:
4TH NORTH FROM W MAIN TO BRIDGE &
4TH SOUTH FROM W MAIN TO S MARGIN

Percentage of Vehicles Parked by Length of Stay

Hours	Percentage
1	44%
2	19%
3	13%
4+	24%

Existing Conditions: Duration

DURATION OF STAY
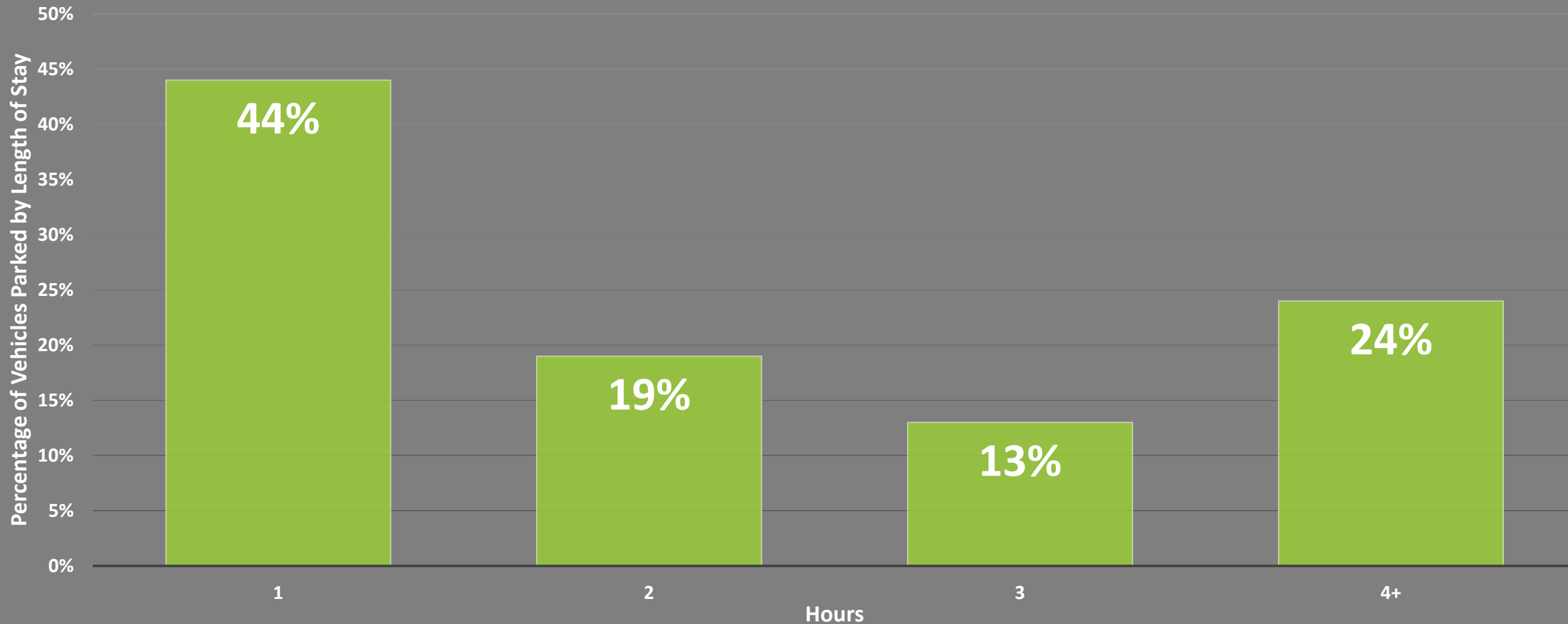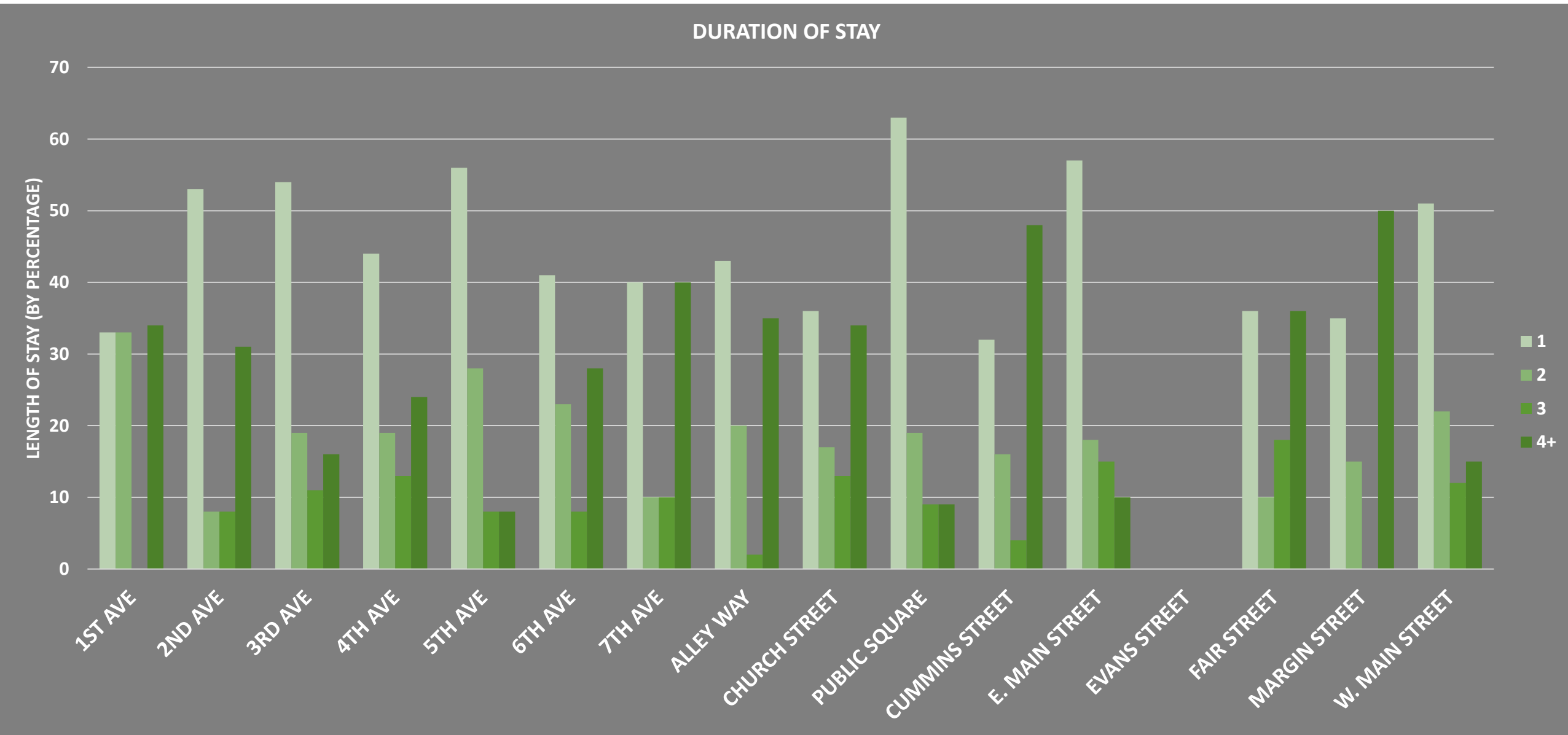
Existing Conditions: Loading Zone Field Survey

Field Survey of Loading Zone Areas:

➤ *Limited dedicated space.*

➤ *High intensity of need for deliveries.*

"This is a disaster"- UPS Driver making deliveries in downtown

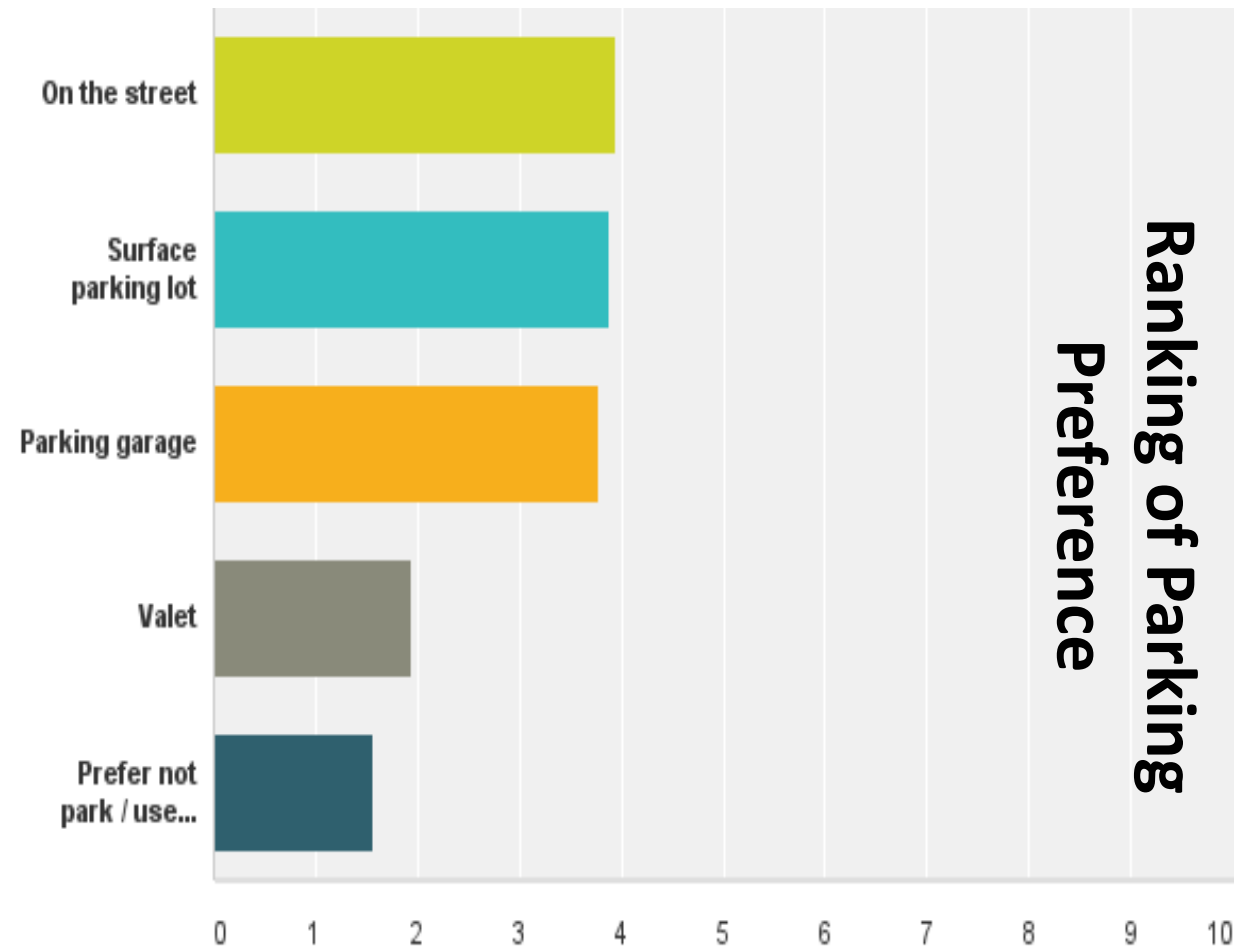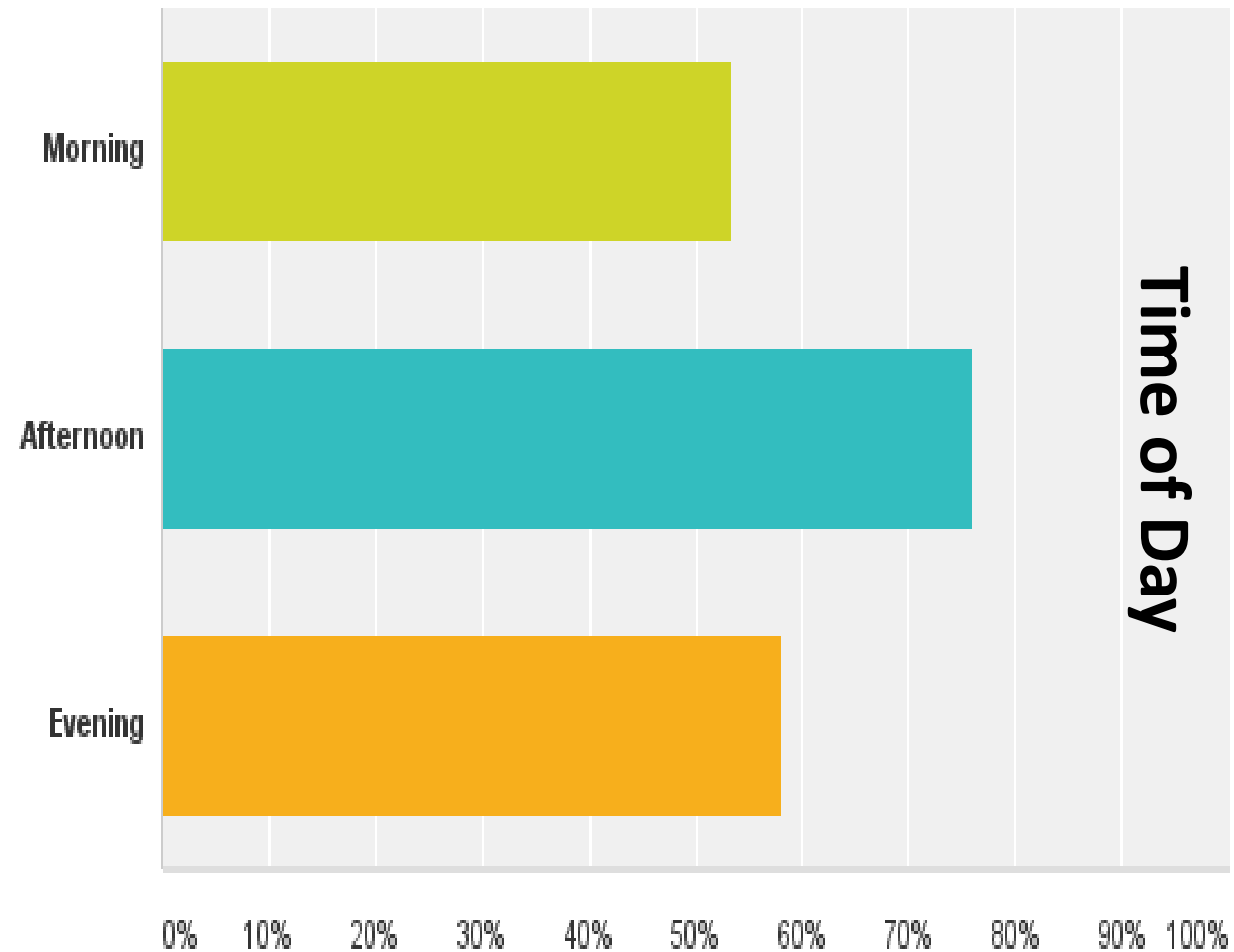# Existing Conditions: On-Line Survey

Online Survey
- ➢ *18 questions*
- ➢ *1st element of stakeholder engagement*
- ➢ *Open from October 13, 2016 until December 5, 2016*
- ➢ *442 Total Responses*

Existing Conditions: On-Line Survey
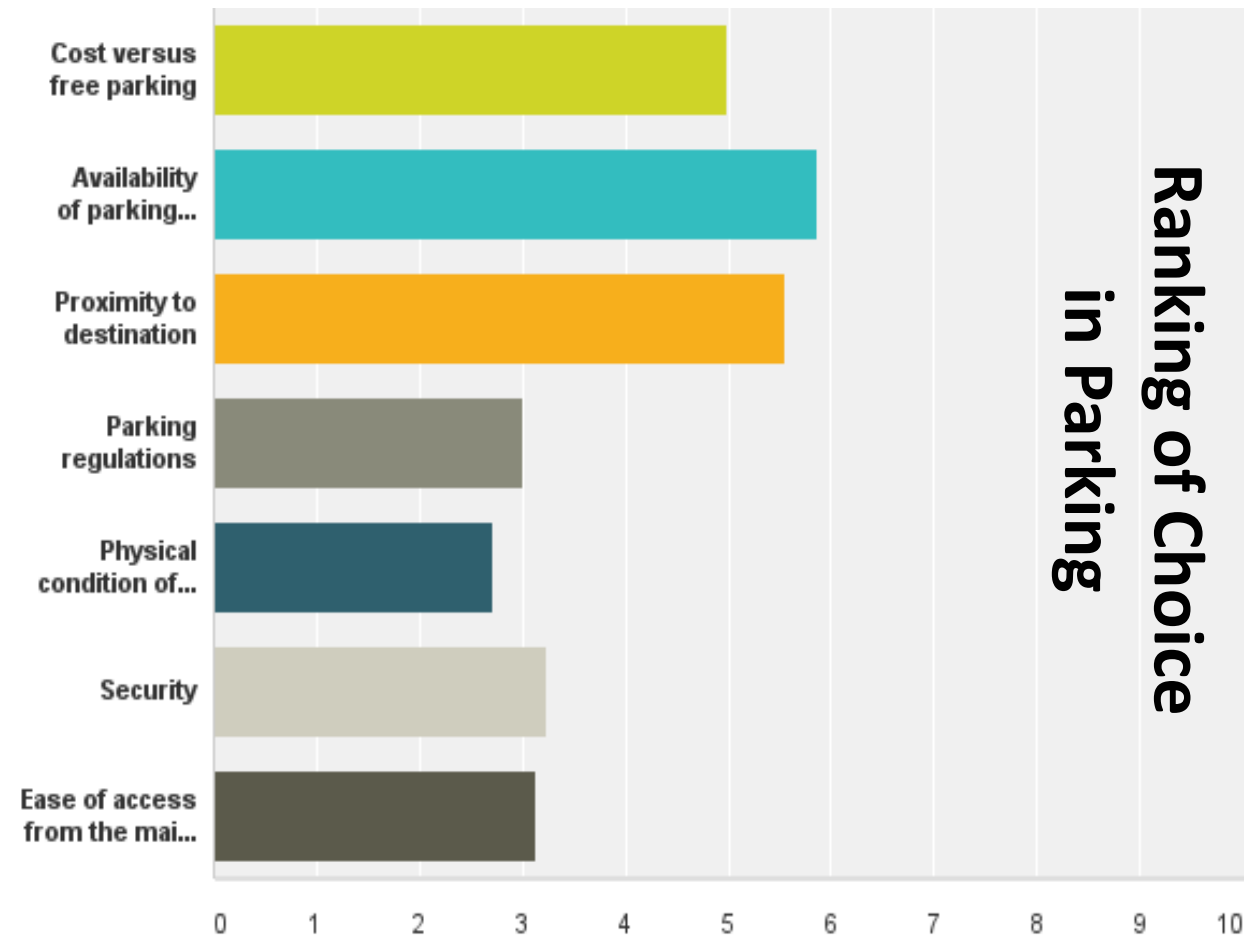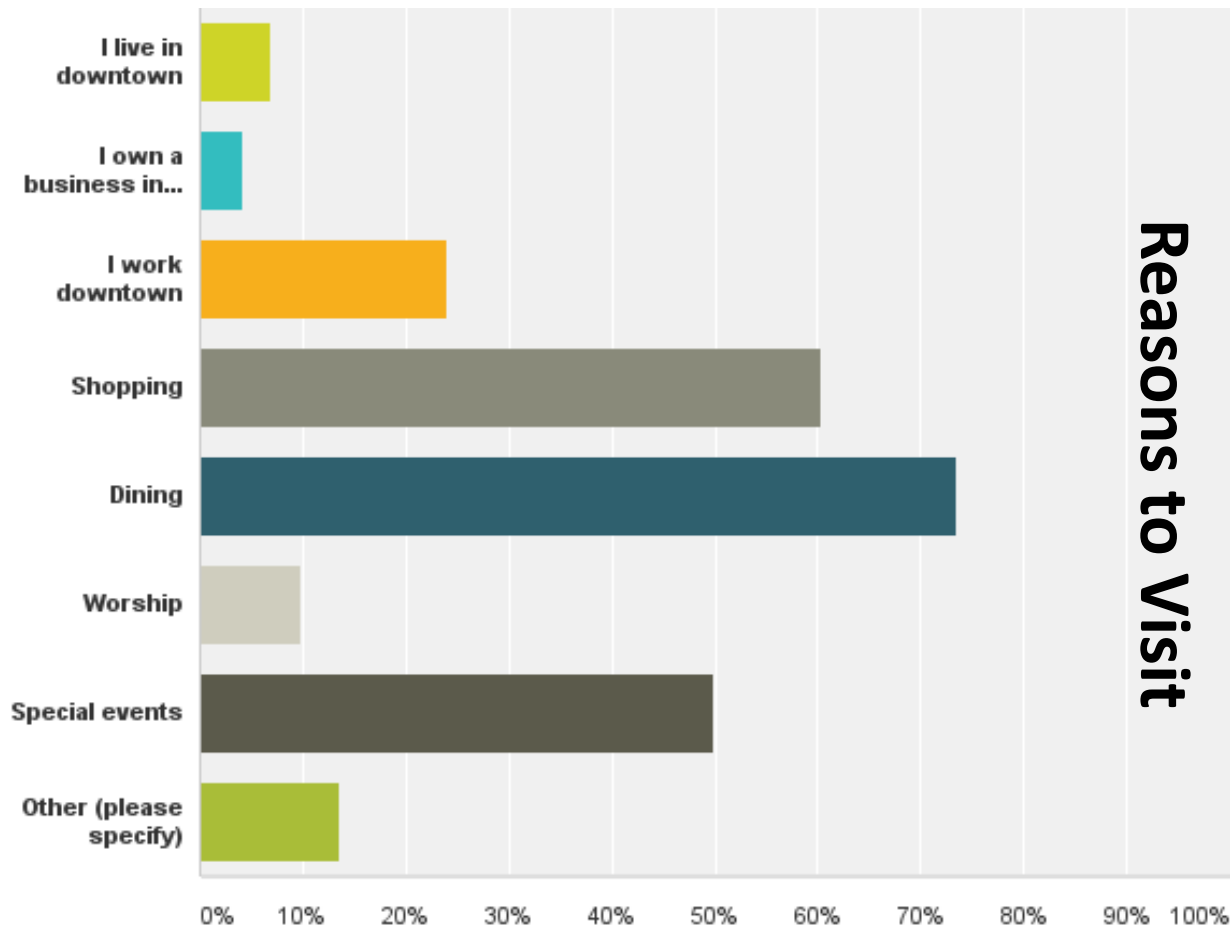
Existing Conditions: On-line Survey

Existing Conditions: Survey- Biggest Issues & Best Aspects

Q15 What is the biggest issue with parking in the Downtown Study Area?

Answered: 269   Skipped: 173

Tourists Parking is Tough Trying Security Issue Crowded
Street Parking Growth
Not Enough Parking Place
Spaces Not Enough Available
Parking Garage Court Events
Impossible Downtown Parking Close Traffic
Fills up Quickly Festivals Not Knowing Franklin Disabled
Walk

Q16 What are the best aspects of parking in the Downtown Study Area?

Answered: 248   Skipped: 194

Businesses Close to Retail Restaurants Special Events
Safe Think Spaces Eat Walking Morning
Spot Close to Work Garages Cost
Parking Important Downtown Clean
Convenient Stores Proximity Town Love
Small Area Destination Locations

Questions?

Parking Perceptions

Parking Challenges & Opportunities

How should parking infrastructure & enforcement be managed?

What are the City's financial obligations?

How are peer communities dealing with parking issues?

Peer Review is presented to offer framing questions, moving from Existing Conditions to Future Conditions.

Best Management Practices Around the Nation

- Promote on-street turnover

- Promote financial sustainability to offset high costs of parking

- Make enforcement friendlier

- Right size parking in order to not overbuild

- Be fair and efficient in creation of turnover

Promote On-Street Parking Turnover

- Turnover created through:
  - Enforcement time period
  - Parking meters or similar
  - Time Limits
  - Balance of convenience, cost, & availability of spaces
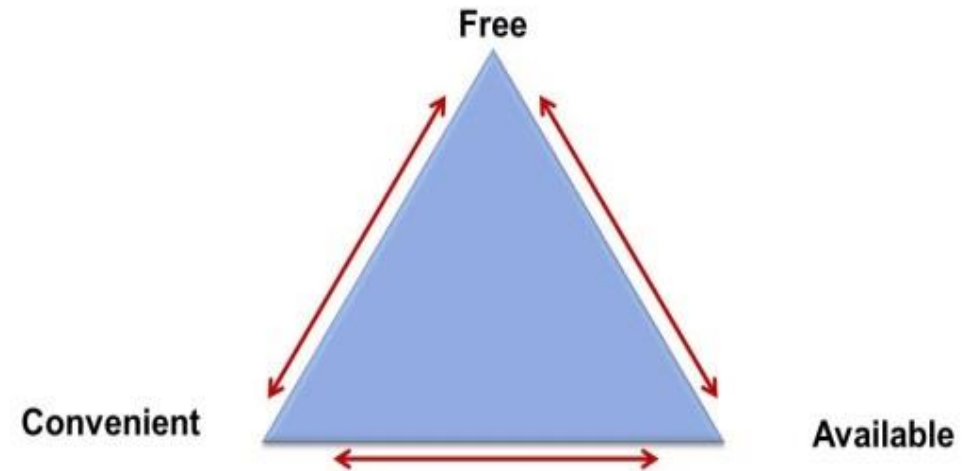
Example Cities:
- Lexington, KY – Parking meters with time limits.
- Bloomington, IN – Parking meters with free off-street available. Enforced until 9am-9pm, Mon-Sat.
- Asheville, NC – Parking meters with lower rates for garages. Bike lockers available for $10 per month.
- Newport, RI – Parking meters. Seasonal enforcement until midnight every day of the week.

Promote Financial Sustainability

Examples from other peer communities:
- City department or parking authority
- Ability to issue and service debt for new facilities
- Revenue and sustainability includes paid parking and parking citations

Example Cities:
- Lexington & Fayette County KY Parking Authority (LFCPA)
- Parking Authority of River City Louisville, KY (PARC)
- Chattanooga Parking Authority (CPA)
- Birmingham Parking Authority (BPA)

Friendlier Enforcement

- Ambassador program
  - Serve the community being available to answer questions
  - Provide maps and directions for visitors
  - Educate motorists on enforcement laws, available spaces, and use of meters
  - Create a service for the community, as opposed to facilitating annoyances
- Warning citations
- Graduated fine schedule, with leniency for first-time offenders and curbs scofflaws.

Example Cities:
- Wichita, KS
- Carmel, IN
- New Braunfels, TX
- Holland, MI

# Be Fair and Efficient in Creation of Turnover

- Ambassador program
- Warning citations
- Graduated fines are more lenient on first-time offenders while curbing scofflaws.
- Regulate to favor higher-priority activities

- Prioritized parking facility users:

High priority

1. Delivery and service vehicles
2. Vehicles used by people with disabilities
3. Rideshare and transit vehicles
4. Customers, tourists, and visitors
5. Employees and residents
6. Long-term vehicle storage

Low priority

Example Cities:
- Lafayette, IN
- Dunedin, FL
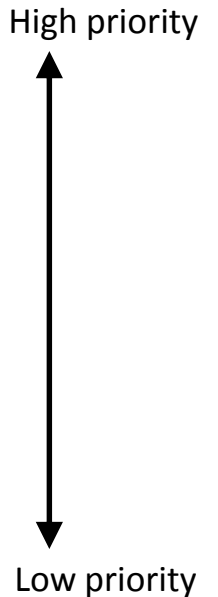
Questions?

Thank you for your time!

PUBLIC MEETING:
APRIL 10, 2017