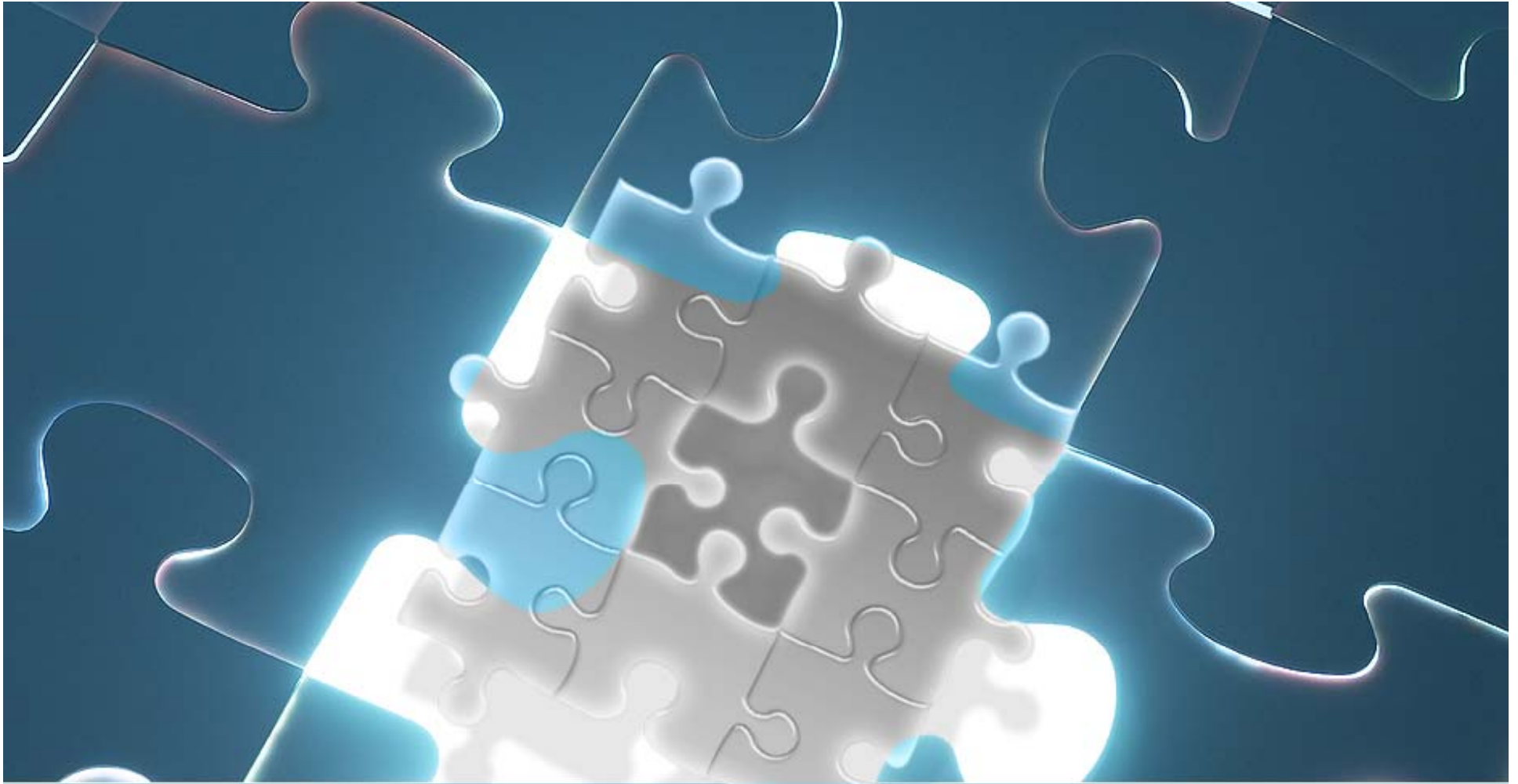


Downtown Dover Parking Facility and Management Study

Please...

- If you would like to ask a question or make a comment, please sign in on the sheet provided at the podium.
- Keep comments brief
- Avoid repetition

Thank You for your cooperation!



Downtown Dover Parking Facility and Management Study

Public Information Meeting

Thursday, June 28, 2007 6 to 8 pm



Agenda

- Team Introductions 5 minutes
- Project Overview 10 minutes
 - Overview and schedule
- Study Status 45 minutes
 - Draft Recommendations
 - Parking Garage Site Evaluations
- Public Input Until 8pm



Team Introductions

- Lansing Melbourne Group
- TF Moran
- DMJM Harris/AECOM





Project Overview

- Overview
- Scope of Services
- Schedule
- Status



Study Overview

Facility and Management Study

Why?

The City has initiated the study in part, to address the following frequently-voiced public perceptions:

- There isn't enough parking in Downtown;
- Downtown parking can be inconvenient;
- On- and off-street parking needs to be better managed, including the incorporation of innovative, best practices;
- There is a disparity between monthly residential permit prices and any other permit prices; and
- Long-term employees currently shuffle in and out of on-street two hour time limit parking, thereby competing with short-term retail and service business customers.

When:
For more information contact:
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Communications Coordinator
TF Moran Inc.
(803) 472-4408
ksilva@tfmoran.com

City of Dover
(803) 516-8006
www.dover@delaware.gov



Scope of Services

- Public Involvement
- Review and Update Past Studies
- Engineering Report Recommendations
 - Best Practices
 - Parking Organization
 - Financial Options
 - Parking Garage Site Evaluations
 - Cost Data and Pro Forma Analysis



Schedule

Started first week in February

- Completion scheduled for late-summer
- 2nd Stakeholder Meeting – June 28th
- Public Input – June 28th thru August 9th
- Final Recommendations - August
- Engineering Report – September
- Council Presentations - October



Study Status

- A series of technical memos prepared
 1. Public information program
 2. Previous studies
 3. Existing conditions update
 4. Transit planning
 5. Peer City Review / Best Practices
 6. Draft Recommendations
 7. Parking Garage Site Evaluations



Public Participation

- Downtown Stakeholders
 - City of Dover representatives
 - COAST, Wildcat (transit services)
 - Chamber of Commerce/Main Street
 - Mill Owners
 - Business Owners
 - Property Owners
 - Merchants
 - Residents
 - Developers



Public Participation

- Outreach
 - Maintained mailing list for meeting notices
 - ❖ 180 individuals
 - Personal contact, major stakeholders
 - ❖ Over 20 interviews
 - Post notices on City website
 - Monitor project emails
 - Public service announcements



Perceptions and Issues

- Availability of *prime* on-street parking
- Shuffling
- Parking System management, administration and operations
- Land use
- Funding options
- Residential parking



Draft Policy/Best Practice Recommendations

1. Residential Parking Permit Program
2. Winter Parking Ban/Snow Emergency
3. On-Street Parking Management
4. Parking Administration Organization
5. Options for Financing Parking Improvements



1. Residential Parking

Basic Approach is:

- ✓ Allow residents to park in off-street garages or lots free or low cost from 6 pm until 8:30 am;
- ✓ When no off-street garage parking exists within a reasonable and secure distance, allow parking in designated on-street spaces from 6 pm until 8:30 am;
- ✓ Residents who require a 24 hour permit will be able to apply for an unrestricted permit (which is the highest priced permit);
- ✓ Create 20 to 30 minute on-street residential loading; and
- ✓ Strictly Enforce.



2. Winter Parking Ban / Snow Emergency Restrictions

Of the 12 or so "snow belt" cities evaluated for best practices:

- ✓ About ½ have even/odd side winter parking bans plus snow emergency restrictions; and
- ✓ About ½ allowed unrestricted on-street parking subject to emergency declarations at any time.

The City of Worcester, MA has recently implemented a new is policy:

- ✓ Public Works has identified a list of arterials and primary routes where permanent even/odd side parking bans are in effect every winter season; and
- ✓ All other streets are under no restrictions except during a snow emergency, when all on-street parking



2. Winter Parking Ban / Snow Emergency Restrictions

The City of Manchester, NH has even/off side winter season restrictions, but during snow emergencies:

- ✓ A “white strobe light w/ small sign indicating a snow emergency when activated” mounted to the traffic signal mast arm at targeted intersections throughout the city. Now in general for intersection upgrades. Turned on and off by radio frequency.
- ✓ There is also an email list on the City’s website that broadcast emails snow emergency alerts.

This program has reduced the number of complaints by residents claiming they did not know there was a snow emergency. There are still approximately 250 vehicles towed from City streets during snow emergencies. There are also significant funding issues.

A graphic of several interlocking puzzle pieces in shades of blue, located in the top-left corner of the slide.

3. On-Street Parking Management

Findings:

- ✓ In the research, about ½ the cities were removing meters, the other ½ adding meters;
- ✓ Management of time limited on-street parking is frustrating, time consuming, labor intensive challenge for every;
- ✓ Increase success by **bundling** techniques.



On-Street Parking Management - bundling

The majority of cities have implemented steps to:

- ✓ Improve, simplify signage;
- ✓ Market parking more aggressively;
- ✓ Meet with employees and employers to determine why employees are not using fringe parking;
- ✓ Step up enforcement through a greater presence, hiring more personnel, eliminating or reducing enforcement in less critical areas to focus more personnel on the downtown;
- ✓ Many of the cities were actively evaluating lease agreements with private owners for parking;
- ✓ Many cities heavily fined repeat offenders.



On-Street Parking Management - bundling

Drawbacks of free on-street parking:

- ✓ Lack of control of short-term parking;
- ✓ Reverse of normal incentive strategies – off-street lots should be cheaper than on-street spaces;
- ✓ Enforcement is a major issue;
- ✓ Loss of revenue source makes it difficult to reinvest in parking improvements;
 - If ½ on-street spaces were metered at \$1 per hour, resultant revenue is about \$500,000 per year;
 - Could support revenue bond issue of \$ 6,000,000.
- ✓ Need other funding sources.

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On-Street Parking Management - bundling

Benefits:

- ✓ Free parking;
- ✓ Marketing advantage over other cities, shopping centers that charge for parking.



On-Street Parking Management - bundling

- ✓ The abuse of on-street parking by employees, “shuffling” is practice has been observed by the Consultant Team and the Team has heard numerous complaints from a broad spectrum of various Stakeholders in the downtown.
- ✓ The most effective way to compliance manage the availability and turn-over of on-street parking spaces is by charging for parking, especially with the availability of high-tech meter and kiosk systems.
- ✓ However, the City of Dover has to rely on other management practices to discourage employee use of 2-hour limited time parking and maximize the availability of those spaces to visitors.



On-Street Parking Management - bundling

- ✓ Historically, the standard approach to enforcing limited time parking is through marking tires and monitoring turnover.
- ✓ The success of this management practice is completely dependent on, either volunteer (which is highly unlikely) or constant monitoring (labor intensive) along with severe penalties for repeat offenders.
- ✓ Usually, shuffling occurs because alternative parking options for employees are inconvenient and/or considered too expensive compared to the risk; and
- ✓ cost of paying occasional over-time parking fines and/or the actual time and effort involved in moving one's car once, twice or three times a day.



On-Street Parking Management - bundling

- ✓ In Dover, the permit fees for monthly parking are relatively low and the location and availability of long-term parking is generally within acceptable industry norms.
- ✓ Therefore, the conclusion reached by the Consultant Team, consistent with Rizzo Associates, is that the deterrent of being ticketed is not a strong enough to affect a change in behavior.
- ✓ The Rizzo Associates downtown traffic and parking study specifically recommended a revision to the Dover City Code to discourage shuffling.



On-Street Parking Management - bundling

1. Amend - Chapter 166 Vehicles and Traffic Code (Chapter 166-57. Schedule J: Limited Time Parking)

"In accordance with the provisions of 166-22, it shall be unlawful for the owner or operator of any motor vehicle to park or allow to be parked any motor vehicle for more than two (2) hours in a day in the following described locations, unless the vehicle leaves *all* of the listed locations for more than two hours."



On-Street Parking Management - bundling

2. Create On-Street Permit Parking

- Meet with employers and employees to extract definitive needs;
- Identify proximal, 2 hour, on-street parking that could be signed as permit parking from 8:30 am to 6 pm; and
- Identify land owners/businesses in the downtown that may have available parking to lease to City for permits.

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On-Street Parking Management - bundling

3. Change Enforcement Hours

- 8:30 am to 6 pm
- Creates ability to permit spaces from 6 pm to 8:30 am for residential parking

On-Street Parking Management - bundling

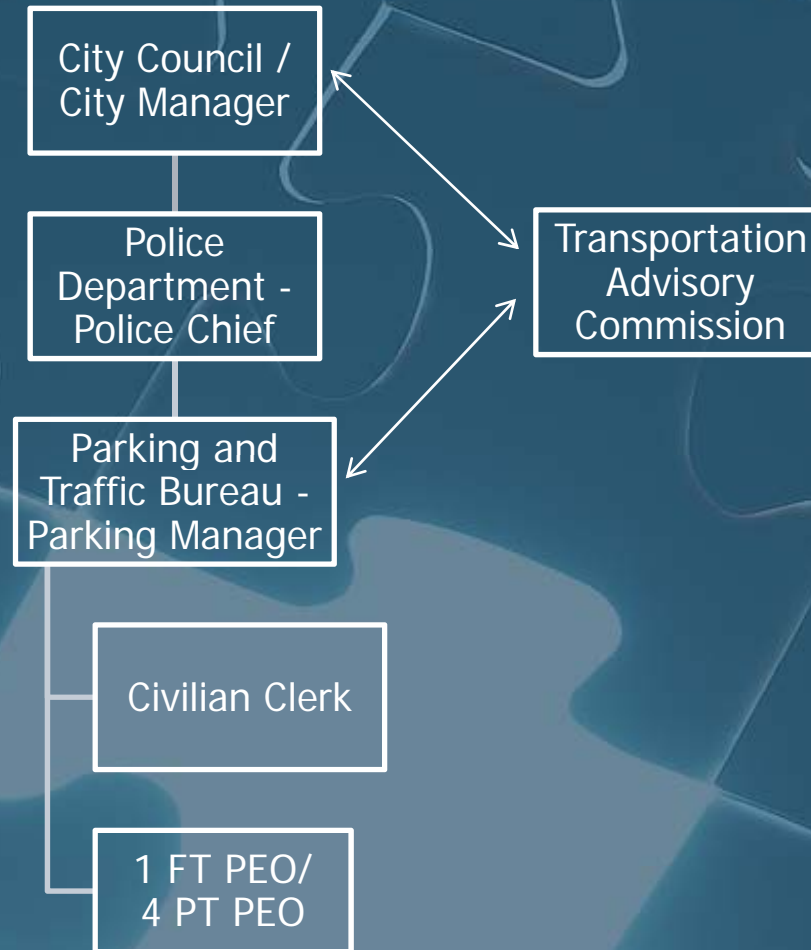
4. AutoVu Technology



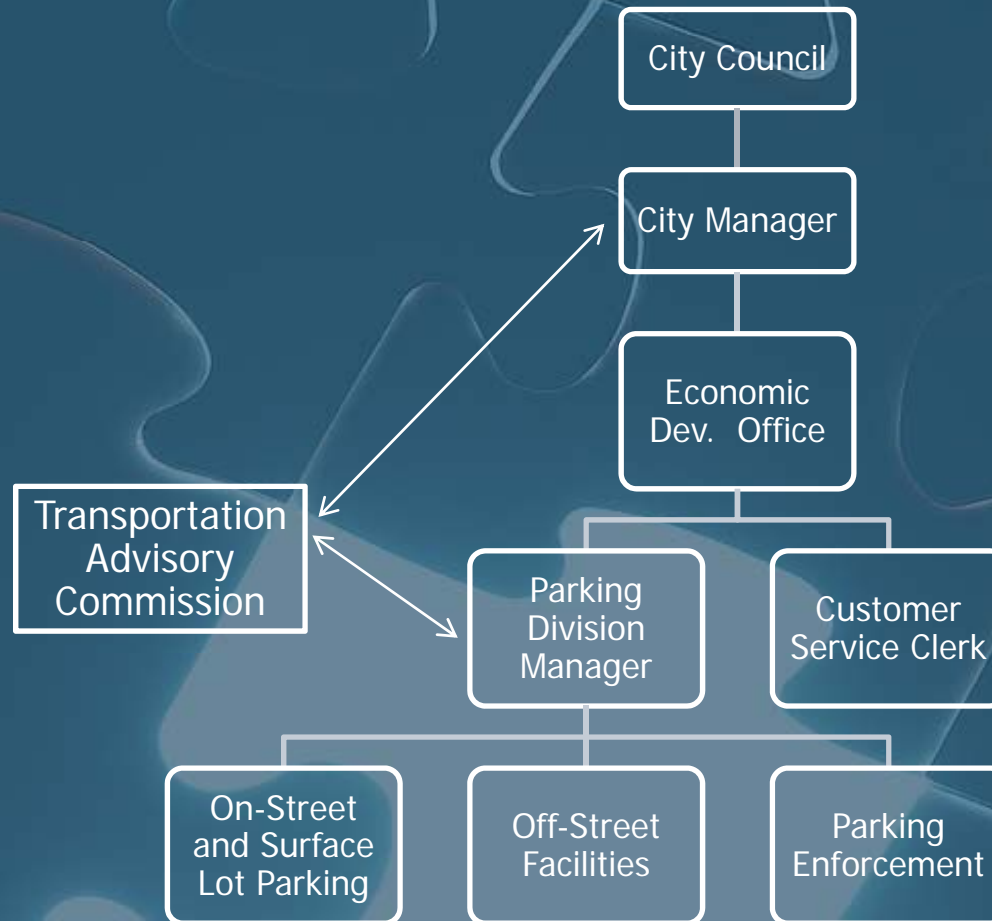
- Check for abuse of time limited parking
- Reads and stores license plate data
- Reads over 1900 plates/hour



4. Parking Administration Organization - Current



4. Parking Administration Organization - Future





4. Parking Administration Organization - Future

Key components of this organization are:

- ✓ Operate as an self-supporting Enterprise Fund;
- ✓ Can (eventually) issue revenue bonds;
- ✓ Maintain a level of autonomy and independence;
- ✓ City Finance Department maintains checks and balances;
- ✓ Guided by a Master Plan that sets the course for the next 5-10 years;
- ✓ The Parking Manager is part of the City Mgr's management team; and
- ✓ The Parking Manager should be a New Hire.



4. Parking Administration Organization - Future

The organization of the City of Dover's parking system is dependent on several key decisions that should be made over the next several months, including:

- ✓ Commitment to develop and manage its first parking structure;
- ✓ Implementation of funding mechanisms; and
- ✓ Hiring of a Parking Manager.



Parking Garage Site Evaluations

Eleven (11) Sites Discussed/Evaluated:

1. Orchard Street Lot
2. Steam Plant Site
3. First Street Lot
4. School Street Lot
5. Janetos Site
6. Dover Transportation Center Site
7. Water Street Site
8. Third Street Lot
9. TD BankNorth Site
10. Fosters Site
11. Robbins Auto Site



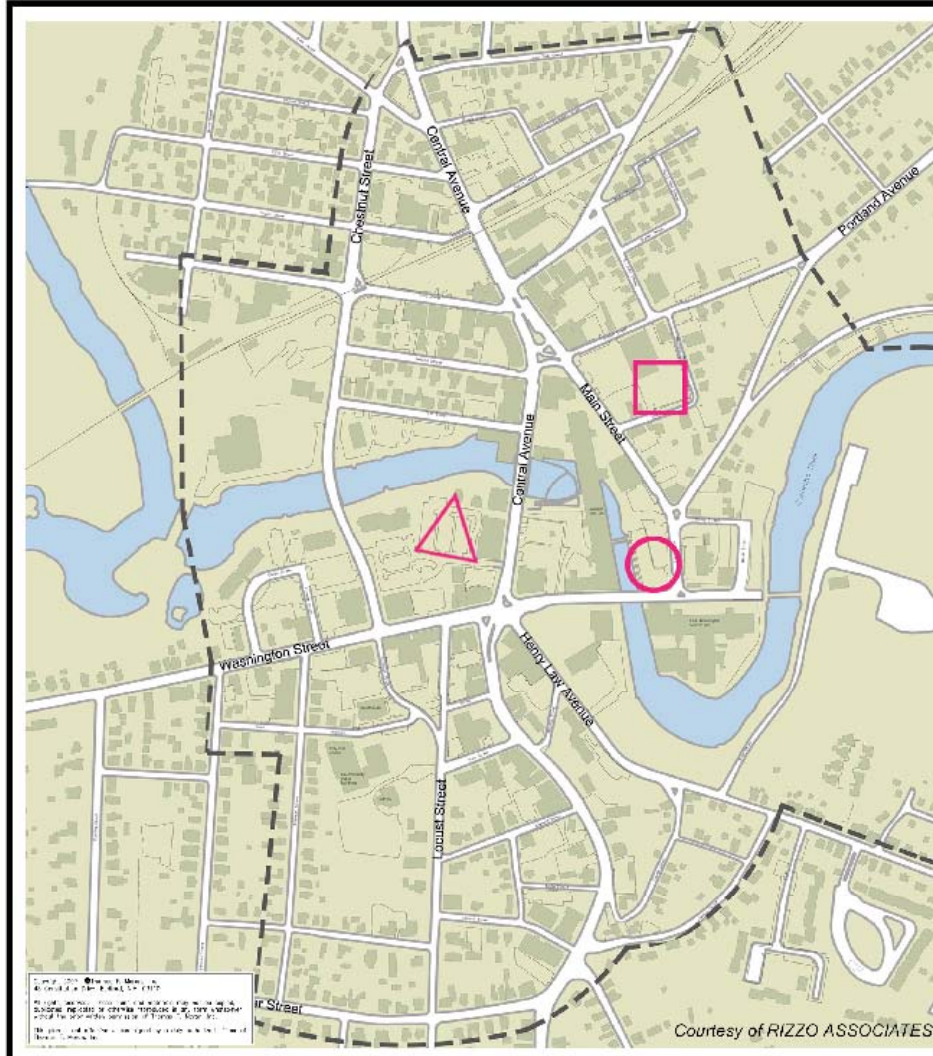
Parking Garage Site Evaluations




Three sites emerged;

- ✓ Orchard Street Lot;
- ✓ School Street Lot; and
- ✓ Steam Plant Lot.

More than one site is recommended as a solution.

Potential Garage Sites



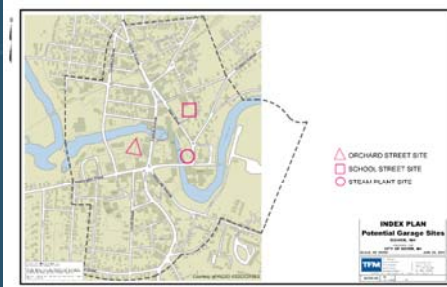
-  ORCHARD STREET SITE
-  SCHOOL STREET SITE
-  STEAM PLANT SITE

INDEX PLAN
Potential Garage Sites
 DOVER, NH
 PREPARED FOR
 CITY OF DOVER, NH
 SCALE: AS NOTED JUNE 25, 2007

TFM	City Engineer	Site Plan
	Structural Engineer	Site Plan
	Traffic Engineer	Site Plan
	Land Surveyor	Site Plan
	Landscaping Architect	Site Plan
	Professional Seal & Registration No. 10000, 10000, 10000	Site Plan
40059.00	BC	HC

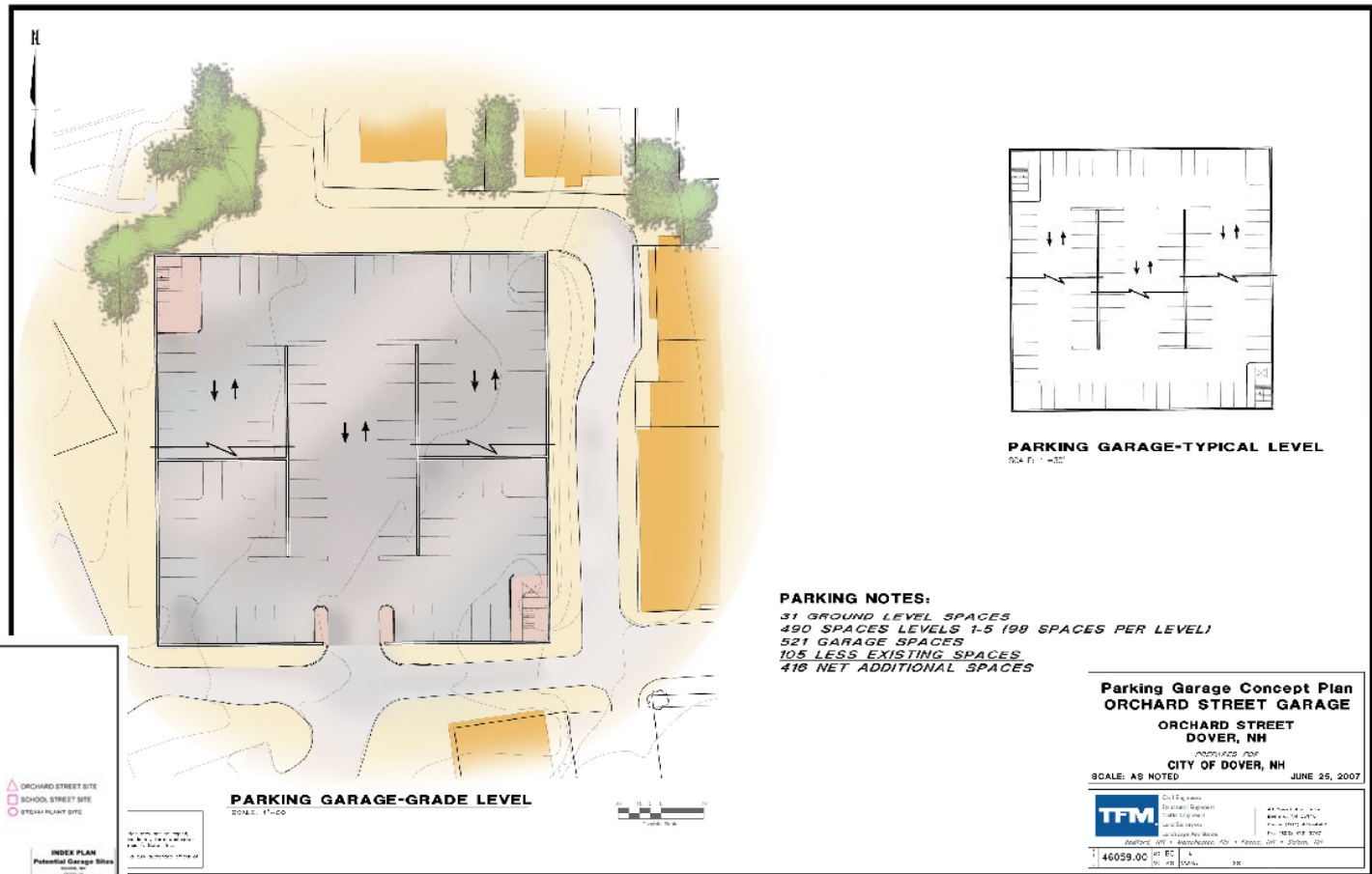
Courtesy of RIZZO ASSOCIATES

Orchard Street Lot Site



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Orchard Street Lot Site



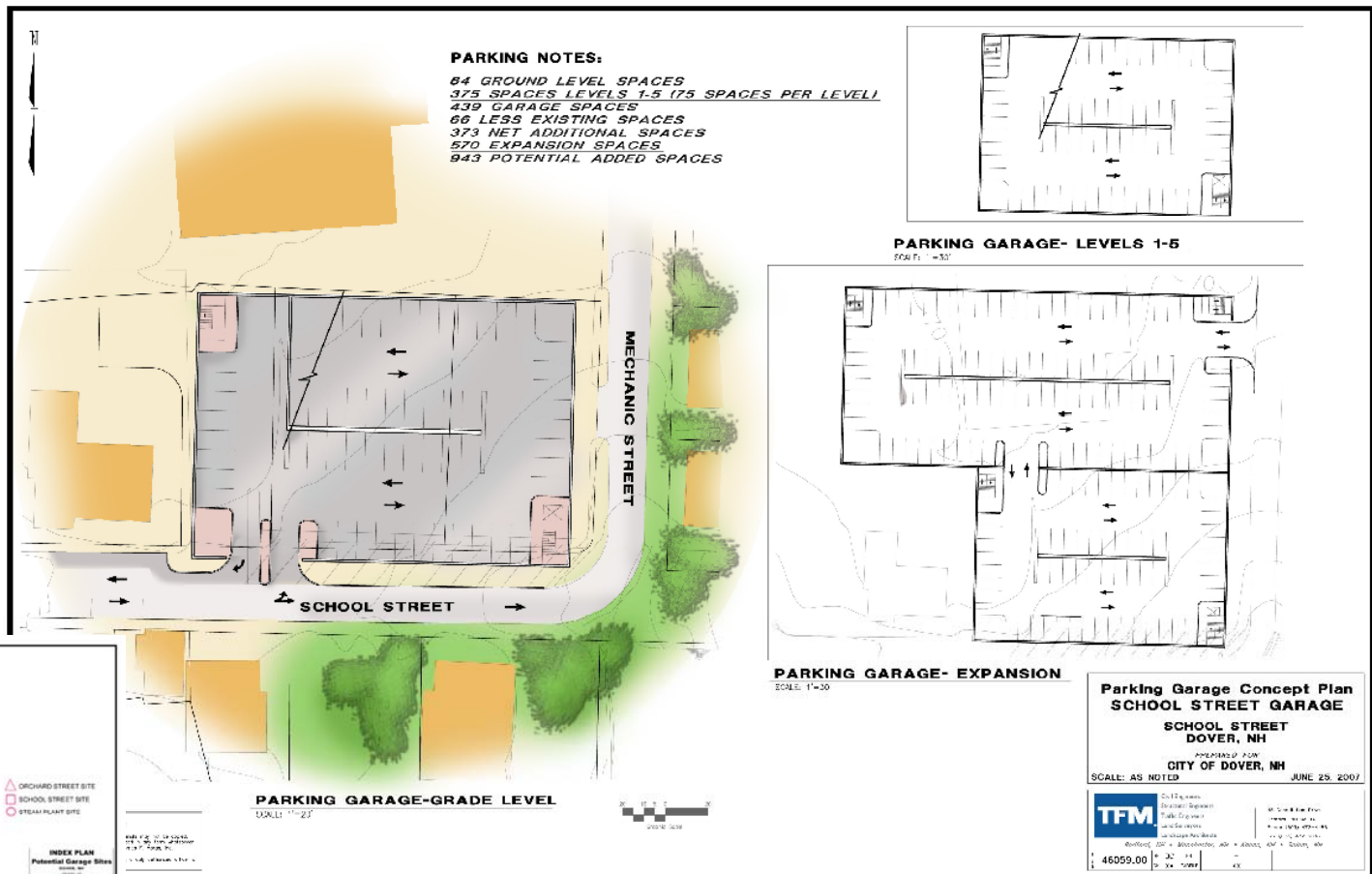
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School Street Lot Site

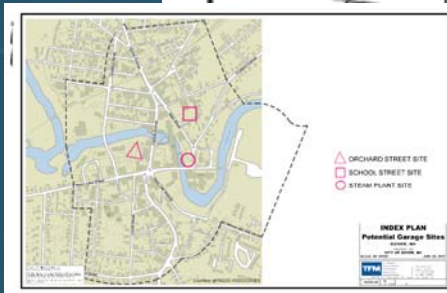
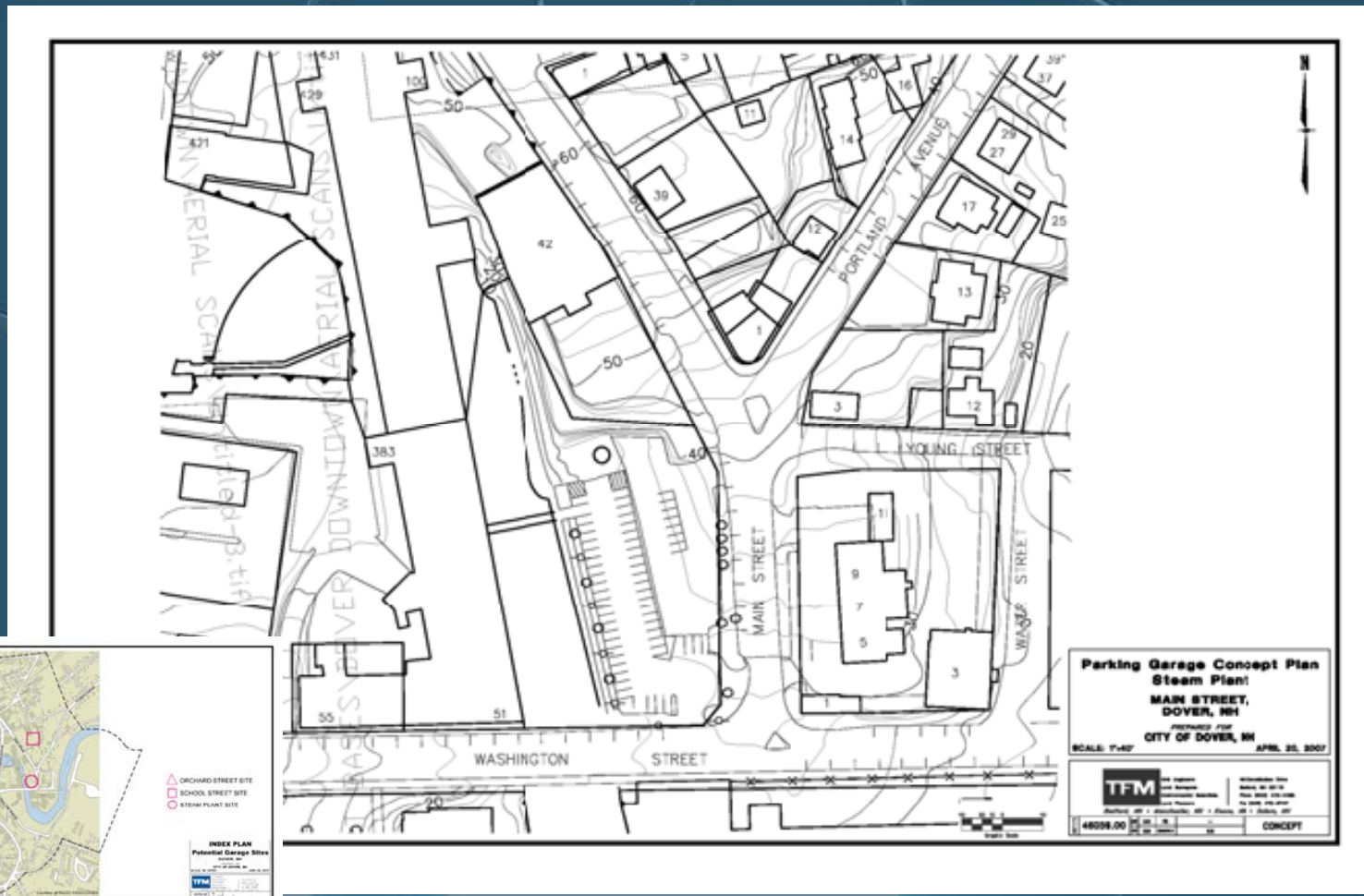


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School Street Lot Site

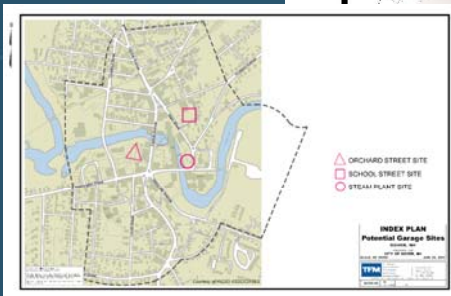
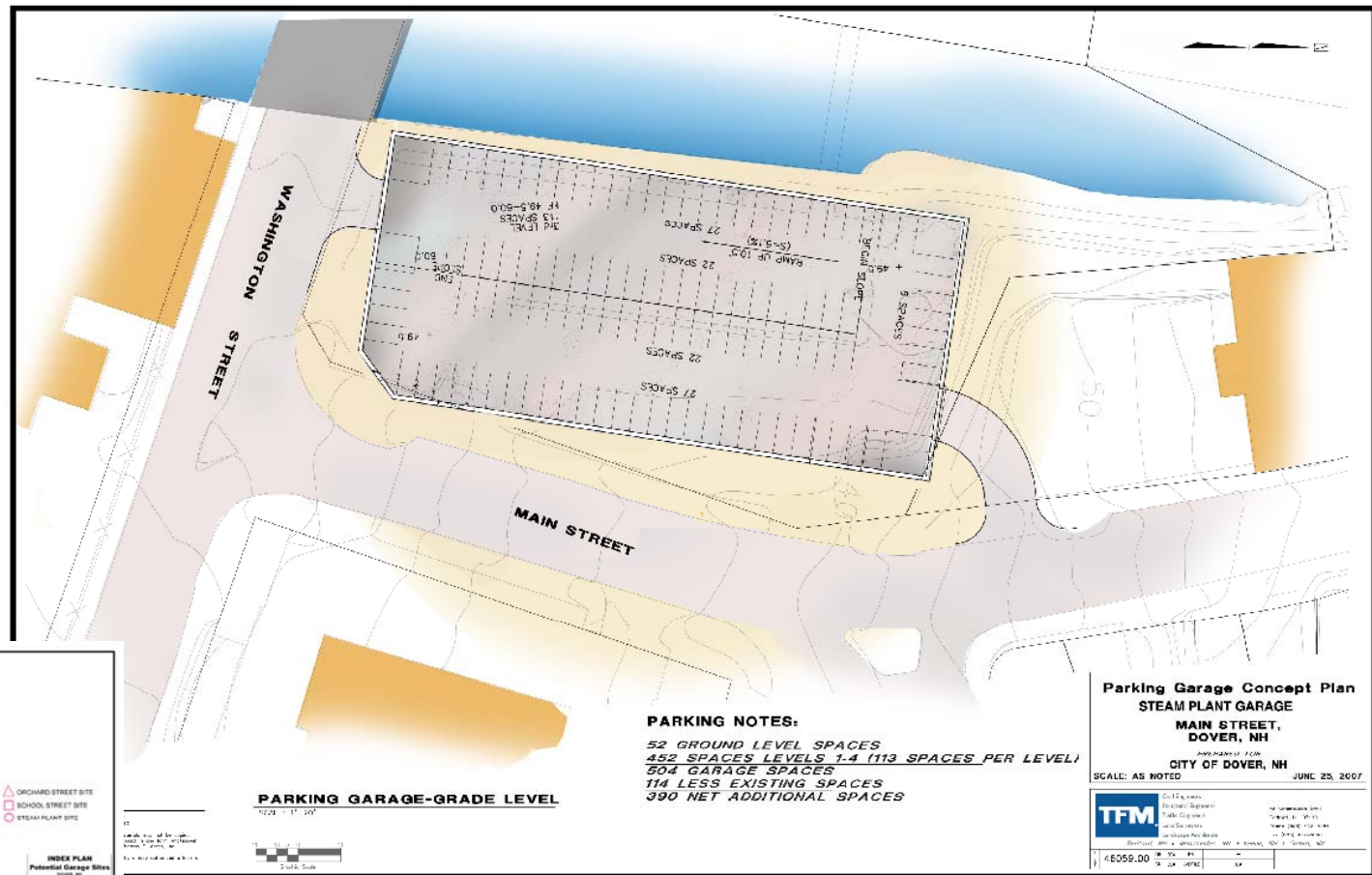


Steam Plan Site



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Steam Plan Site



Downtown Dover Parking Facility and Management Study



Site Matrix Evaluation

Site	Location	Highest Use	Ownership	Capacity	Expandability	Complexity	Access	Total
Orchard Street	1	0	1	0	0	0	1	3
Steam Plant	1	1	0	0	(1)	(1)	0	0
School Street	1	0	1	(1)	1	0	1	3



5. Options for Financing Parking Improvements

The following is a list of the financing approaches that will be studied in detail in those tasks.

1. Create a *Tax Increment Finance District*
2. Implement *On-Street Parking Meters*
3. Issue *General Obligation Bonds*
4. Create a *Parking Assessment District overlay*
5. Negotiate *Public/Private Partnerships*
6. *Increase Rates for parking Fines, Permits and Meters*
7. *Payment-in-lieu of Providing Parking*



Informed Decisions

Financial Analysis

A new garage on a portion of the Orchard Street Lot;

- ✓ Loss of 100 spaces lost to site;
- ✓ New 600 space garage - net addition of 500 spaces;
- ✓ Total development costs of \$18,000 per space^[1] (including design, financing, miscellaneous fees, permits);
- ✓ Annual maintenance and repair costs of \$100/space;
- ✓ Annual operating costs of \$250/space;
- ✓ GO Bonds (20 yrs, 5%);
- ✓ No land costs;
- ✓ 450 Permits at \$45/month; and
- ✓ 150 Meters at \$1.00/hour.

^[1] Development costs could range from \$15,000 to over \$25,000 per space depending on site construction issues, market conditions, design amenities and architectural features.



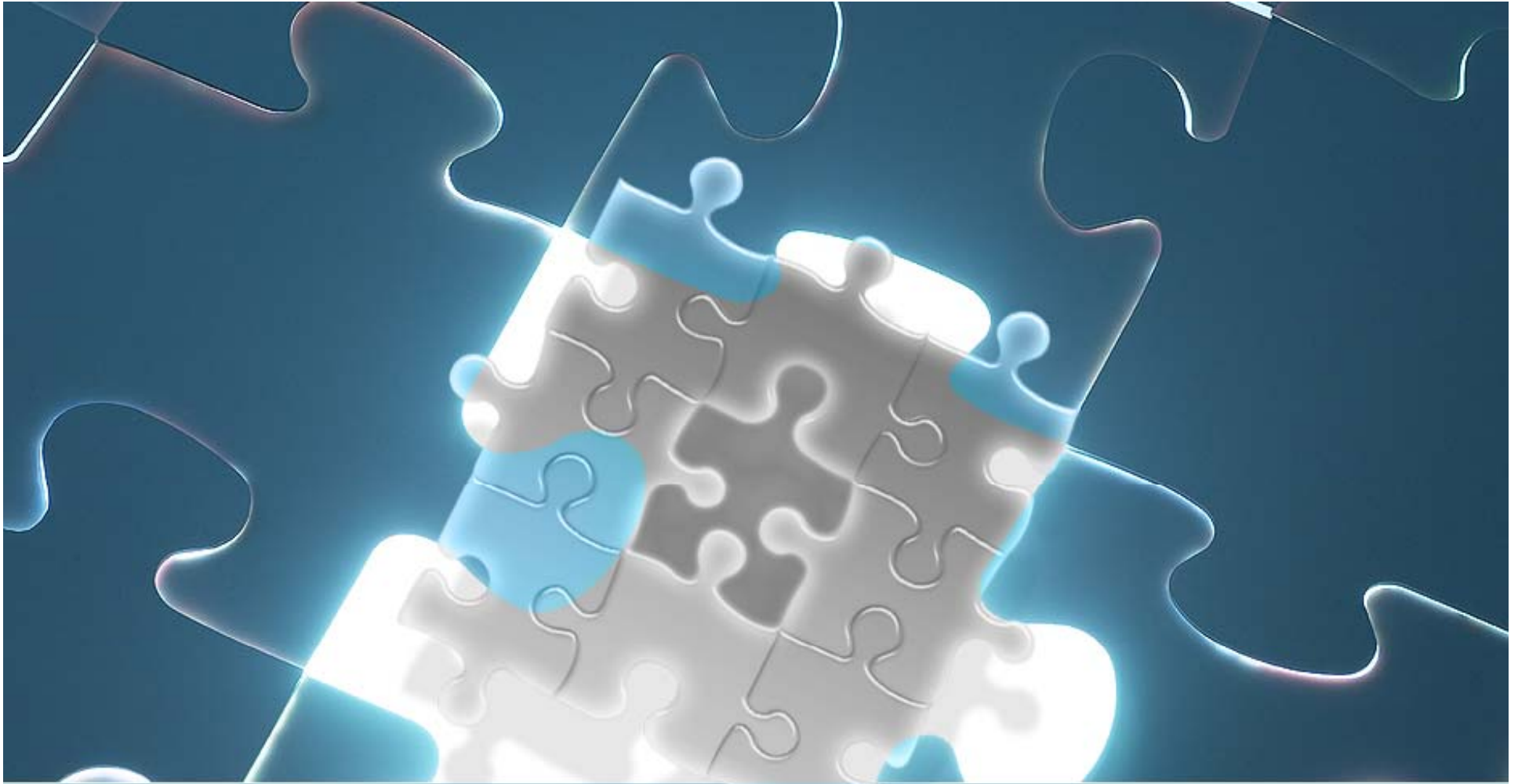
Informed Decisions Financial Analysis

Development Costs

Garage development costs	\$18,000 per space
Total spaces constructed	600 spaces
Total development costs	\$10,800,000
GO Bonds – annual debt service	\$880,000
Annual maintenance, operating and repair costs	<u>\$210,000</u>
<i>Annual Total costs</i>	<i>\$1,090,000</i>

Revenue - Current Rate Structure

Est. revenue – 450 permits	\$240,000
Est. revenue – 150 meters	<u>\$180,000</u>
<i>Annual Total Revenue</i>	<i><u>\$420,000</u></i>
Anticipated Net Annual Shortfall	(\$670,000)



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Questions/Comments/Discussion