

CHARLOTTE STRATEGIC PARKING PLAN

 CITY *of* CHARLOTTE





Welcome & Introductions

On-Street Parking Program Update

DRAFT Strategic Parking Plan

Discussion & Next Steps

CHARLOTTE STRATEGIC PARKING PLAN

 CITY *of* CHARLOTTE

On-Street Parking Program Strategic Mobility Update

Updates

- Strategic Mobility Division
- Parking Operations & Planning
- Long term curbside management



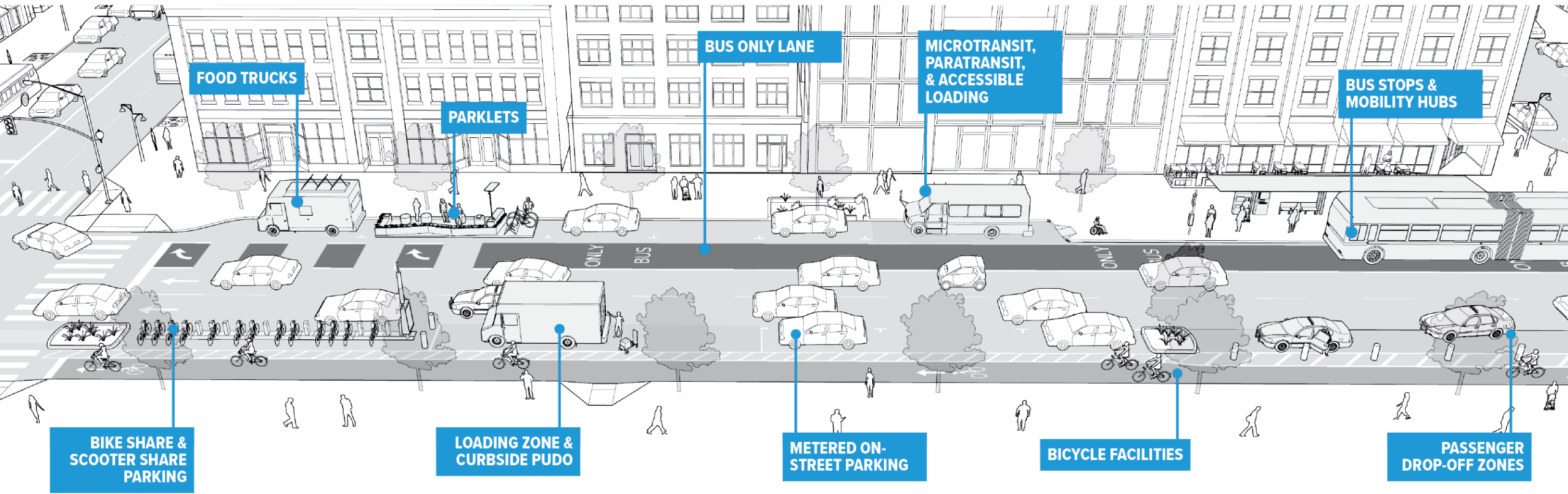
What is a Strategic Parking Plan?

A Strategic Parking Plan is a framework to guide parking management throughout the City of Charlotte, with a specific focus in our managed parking districts. The framework will serve as a blueprint for Charlotte to implement curb lane operations and management strategies that support multimodal access for a variety of users and promote vibrant and thriving neighborhoods.

What is Curb Management?

Curb lane management includes the evaluation of curb demands and the implementation of management practices to increase access and respond to a variety of uses and users.

Source: NACTO, 2017



Strategic Parking Plan

Planning Process

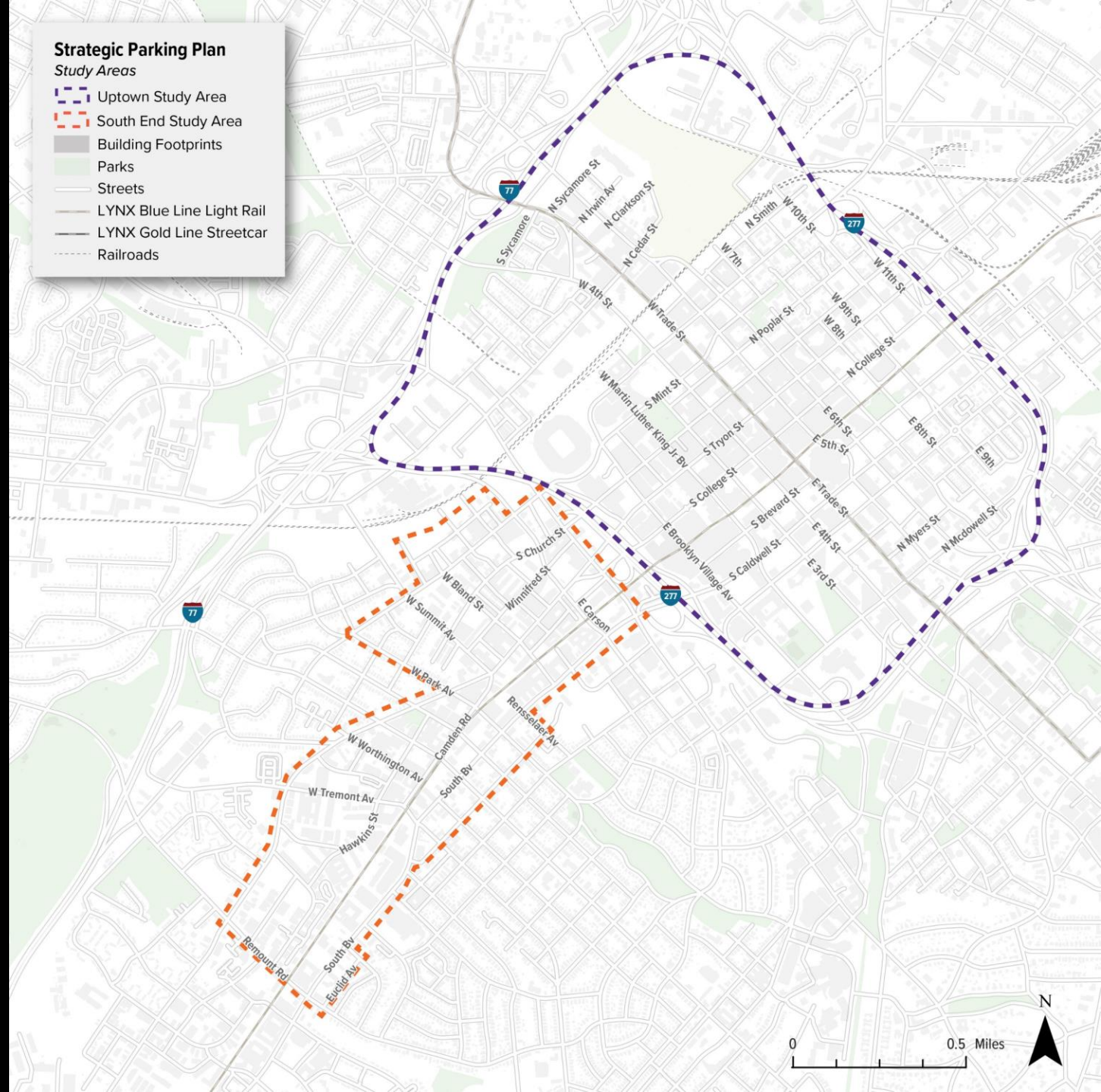


Strategic Parking Plan

On-Street Parking Study

Current Study Includes:

- Uptown/South End Study Area
- Evaluation of the On-Street Parking System
 - Days of Operation
 - Hours of Operation
 - Managed Spaces / Program Expansion
- Parking Permit Program (Focus on Residential)

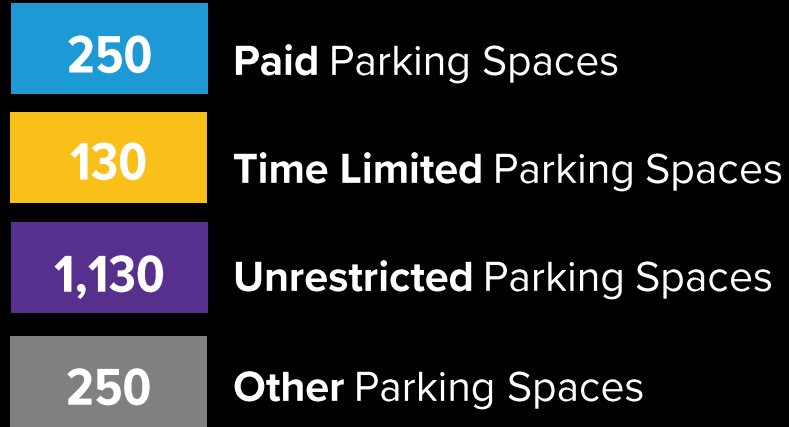


The background image shows a multi-story residential building with a mix of brick and light-colored siding. There are balconies and windows visible. The image is partially obscured by a large black rectangular overlay in the center. The text 'EXISTING CONDITIONS' is written in large, bold, white capital letters across the black overlay. The letters are filled with a semi-transparent image of the building's facade, creating a layered effect.

EXISTING CONDITIONS

South End Study Area

On-Street Parking System

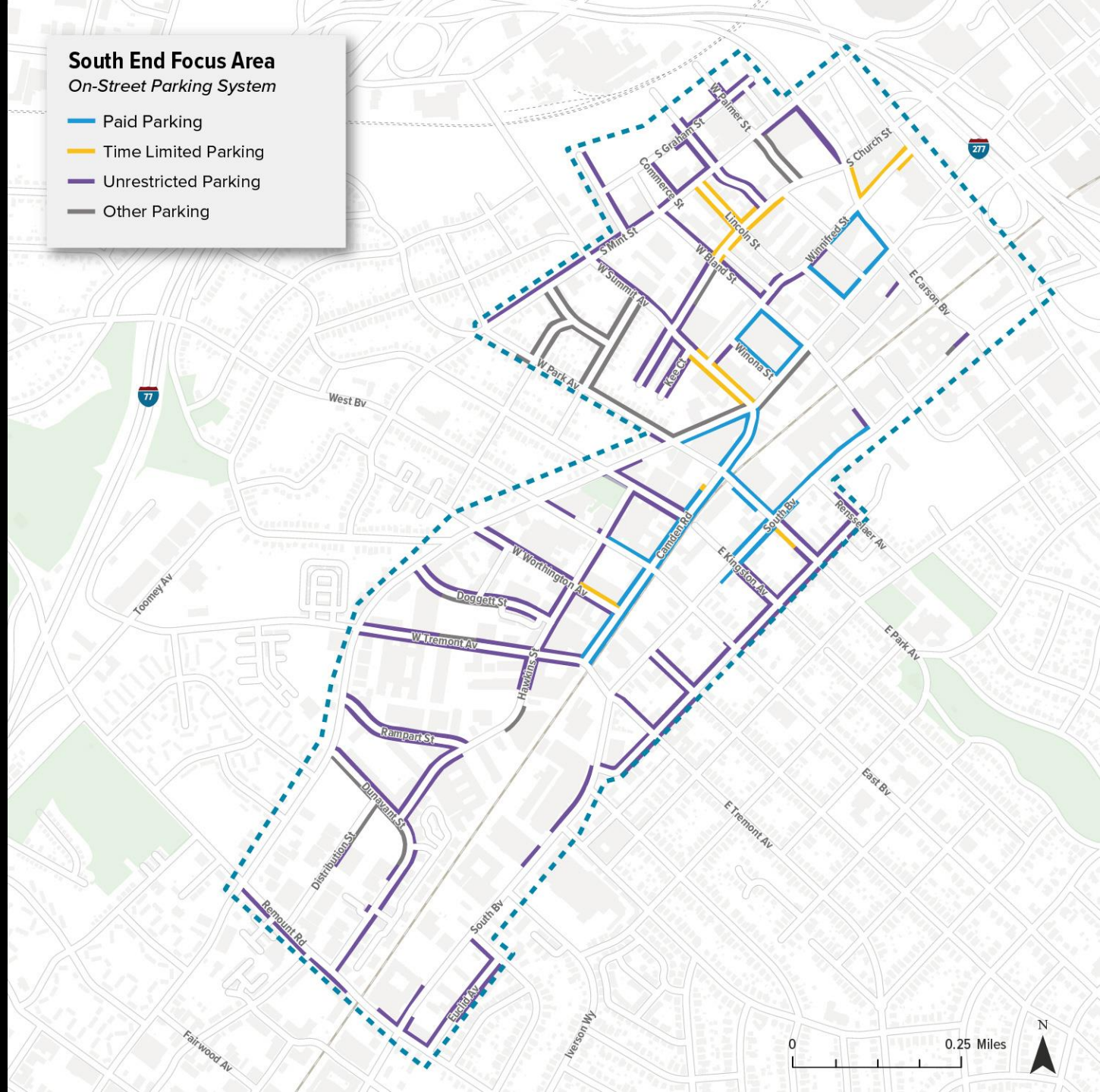


1,760 Total on-street parking spaces

South End Focus Area

On-Street Parking System

- Paid Parking
- Time Limited Parking
- Unrestricted Parking
- Other Parking



South End Study Area

On-Street Loading System

- 10
- 30-Minute Loading Zone

- 1
- 30-Minute Loading Zone & Taxi Stand

- 4
- 15-Minute Parking

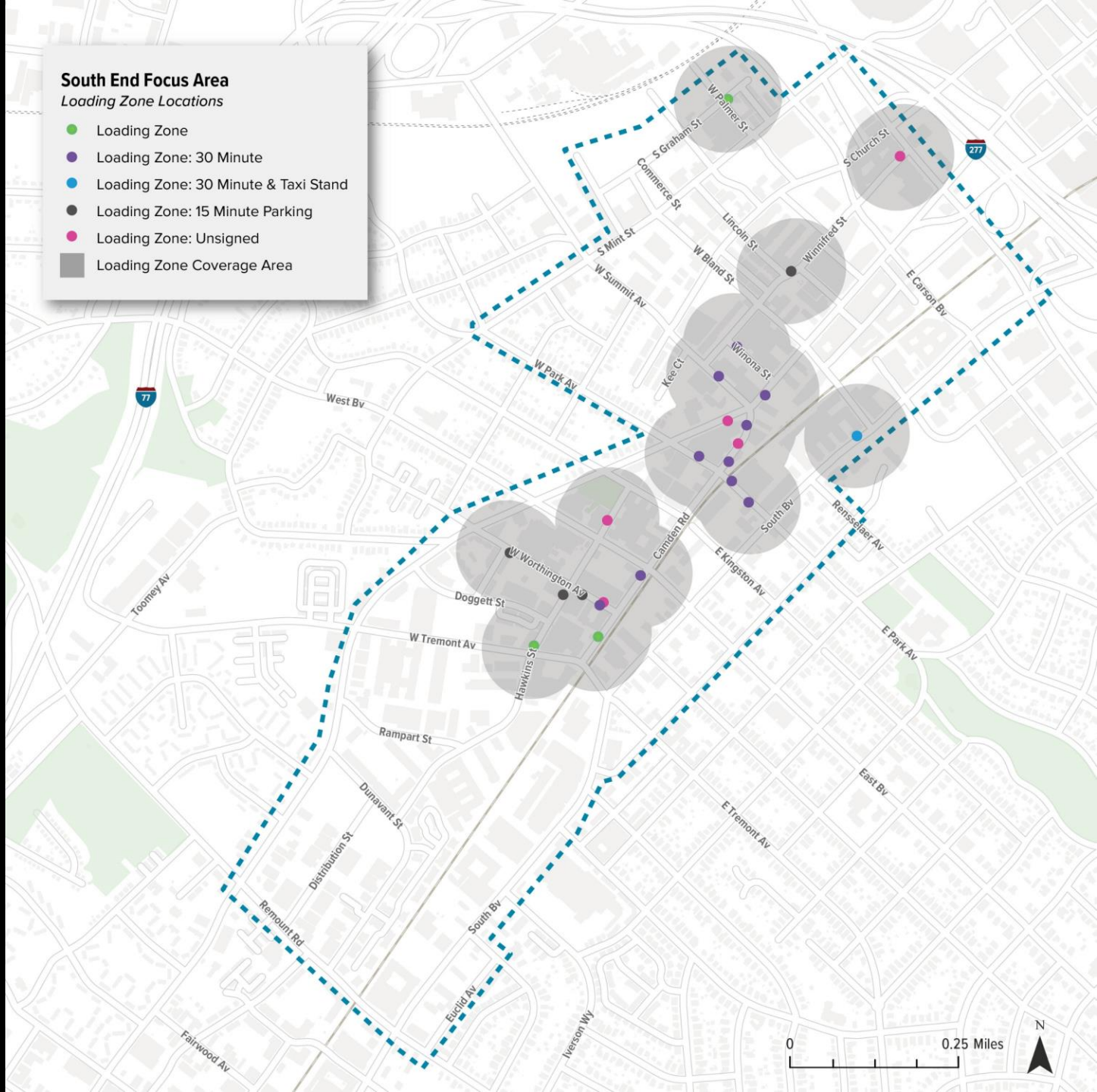
- 5
- Unsigned Loading Zone

- 3
- Other Loading Zone

23 Total Loading Zone Spaces

South End Focus Area
Loading Zone Locations

- Loading Zone
- Loading Zone: 30 Minute
- Loading Zone: 30 Minute & Taxi Stand
- Loading Zone: 15 Minute Parking
- Loading Zone: Unsigned
- Loading Zone Coverage Area



Parking Study

Occupancy Thresholds

Below 50%

Consistent on-street occupancies below 50% indicate lower parking utilization and will require less management.

50 to 65%

Consistent on-street occupancies between 50% and 65% suggest that parking is relatively available but still utilized. Moderate management is necessary to encourage turnover.

65 to 85%

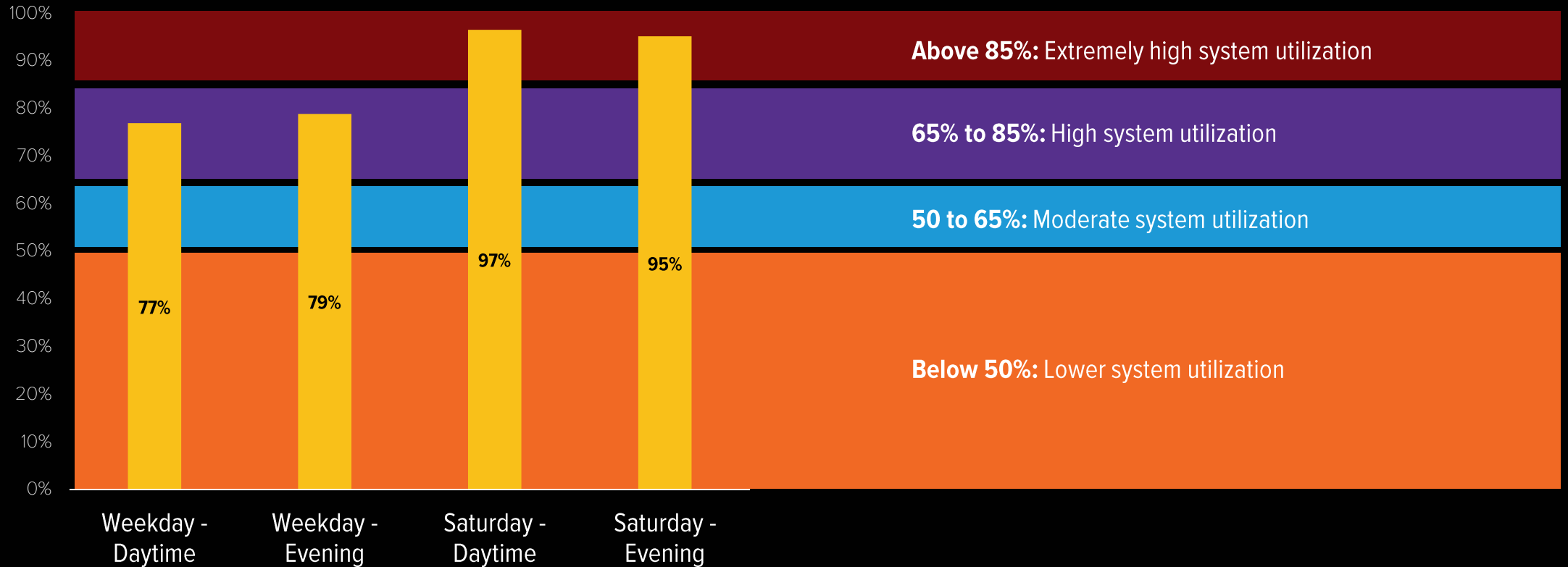
Consistent on-street occupancies greater than 65% reflect high-utilization. This leads to greater difficulty for users to find parking. Higher levels of parking management are needed at this level.

Above 85%

Consistent on-street occupancies greater than 85% indicate extremely high parking utilization and will require significant parking management.



South End Study Area Occupancy Study



BEST PRACTICES

Industry Best Practices Benchmark Study

- 11 of 12 cities** Operate more metered spaces
- 11 of 12 cities** Operate past 6pm
- 10 of 12 cities** Operate a progressive pricing model
- 10 of 12 cities** Have a higher meter cost
- 8 of 12 cities** Have a higher citation cost

City	Population	Metered Spaces
Charlotte	879,709	1,200
Atlanta ⁺	496,461	2,800
Austin ^{*+}	964,177	8,000
Columbus ⁺	906,528	10,000
Denver ^{*+}	711,463	6,200
Houston ⁺	2,288,250	10,000
Kansas City ⁺	508,394	1,200
Miami	439,890	12,020
Minneapolis ^{*+}	425,336	9,500
Nashville ^{*+}	678,851	1,700
Omaha ⁺	487,300	4,500
Raleigh	469,124	1,600
Sacramento	525,041	6,300

* Strategic Mobility Plan Peer City
 + Charlotte Peer City

Industry Best Practices

Case Studies



Employee Parking Program *Austin, TX*

The City of Austin, in partnership with the Downtown Austin Alliance, created an Affordable Parking Program (<https://www.austintexas.gov/page/affordable-parking-program>). This program provides a marketplace on the City of Austin website for private garages that offer a monthly parking rate between \$35.00 and \$50.00 per month.



Community Parking Permits *Houston, TX*

The City of Houston operates a Community Parking Program (CPP), which permits parking for a combination of business and residential use. With high curb demand in certain Houston neighborhoods, the CPP allows residents and employees to park at meters or within time-limited zones when displaying a permit.



Loading & Curbside Access *Raleigh, NC*

The City of Raleigh recently created Mixed-Use Loading Zones, a new loading zone type which will encompass all types of loading and will be mainly utilized around apartment complexes, hotels, and other large mixed-use developments. Raleigh also utilizes Curbside Pickup Zones, which are locations to pick-up or drop-off light goods (typically ordered online or via phone).

Industry Best Practices

Case Studies



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ENGAGEMENT

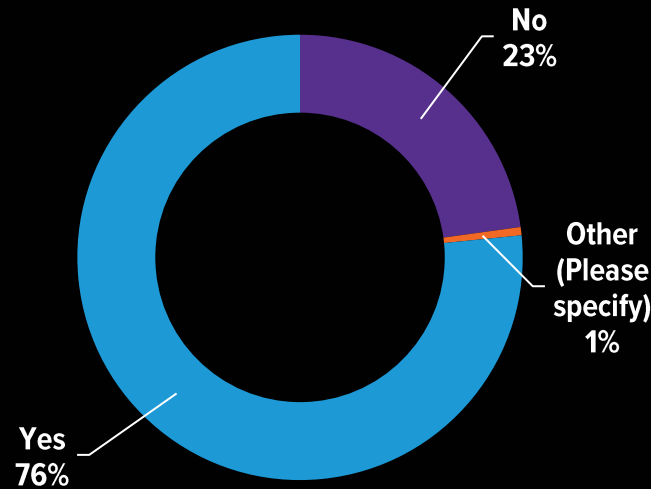
Public Engagement

Online Survey

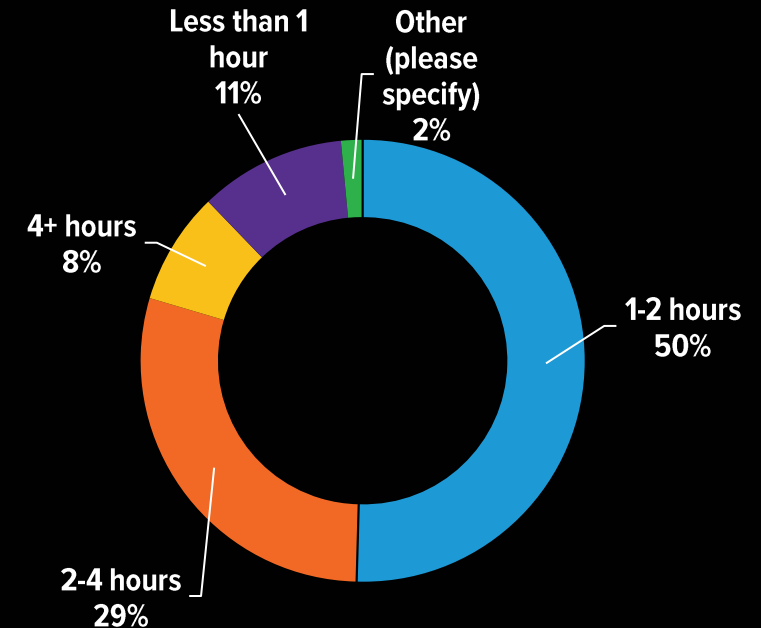
How would you describe on-street parking availability for the following areas:

	Always Available	Usually Available	Difficult during peak times	Always Difficult
Uptown	2%	9%	46%	42%
South End	2%	10%	43%	46%

Have you ever tried to patronize a business and left because you could not find an on-street parking space?



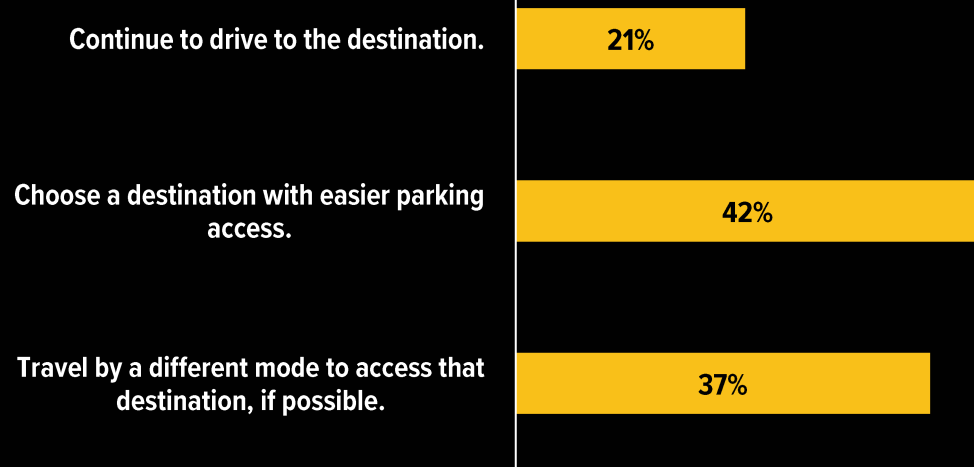
When using on-street parking, how long is your typical parking session?



Public Engagement

Biennial Transportation Survey

If I believe that parking is going to be difficult to find when traveling to a particular destination, I am more likely to:



Public Engagement

Interactive Feedback Map

Greater enforcement in high traffic areas and areas with significant overflow parking would encourage compliance with parking restrictions and enhance neighborhood livability for residents, businesses, and visitors.

Circling for parking causes increased traffic congestion and safety conflicts with pedestrians and bicyclists in activity centers. Increased management of curb space can enhance user experience and parking availability.

Need space designated for ride share pick-up and drop-off and loading zones.

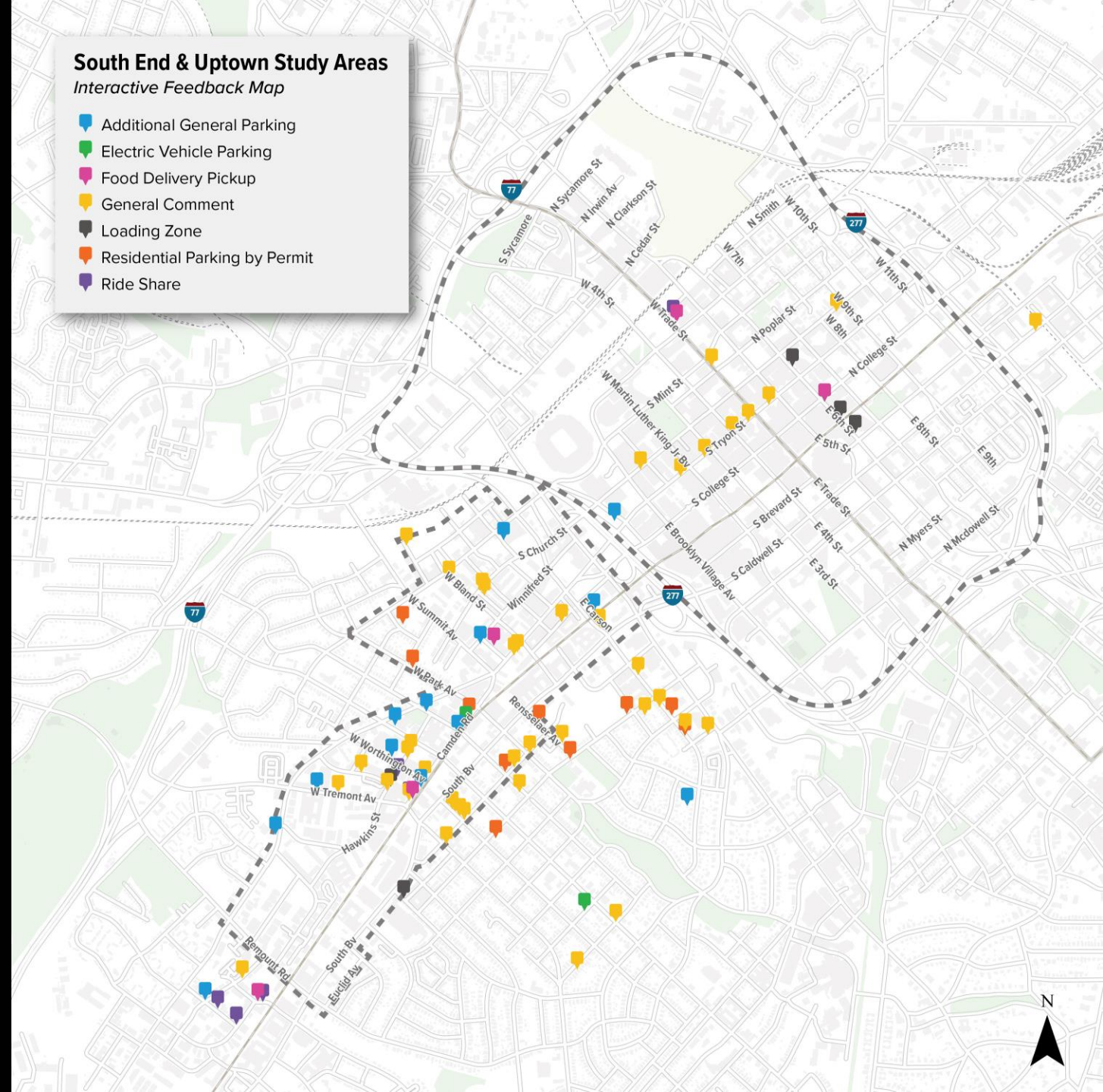
Need to manage spaces that never turn over.

Parking management is needed. On-street parking is being used all day as a light rail park and ride.

South End & Uptown Study Areas

Interactive Feedback Map

- Additional General Parking
- Electric Vehicle Parking
- Food Delivery Pickup
- General Comment
- Loading Zone
- Residential Parking by Permit
- Ride Share



RECOMMENDATIONS

Hours of Operation

Managed On-Street Parking

Recommendation: Expand the managed parking system's hours of operation within South End and Uptown.

Hours of Operation Managed On-Street Parking Weekday Evening

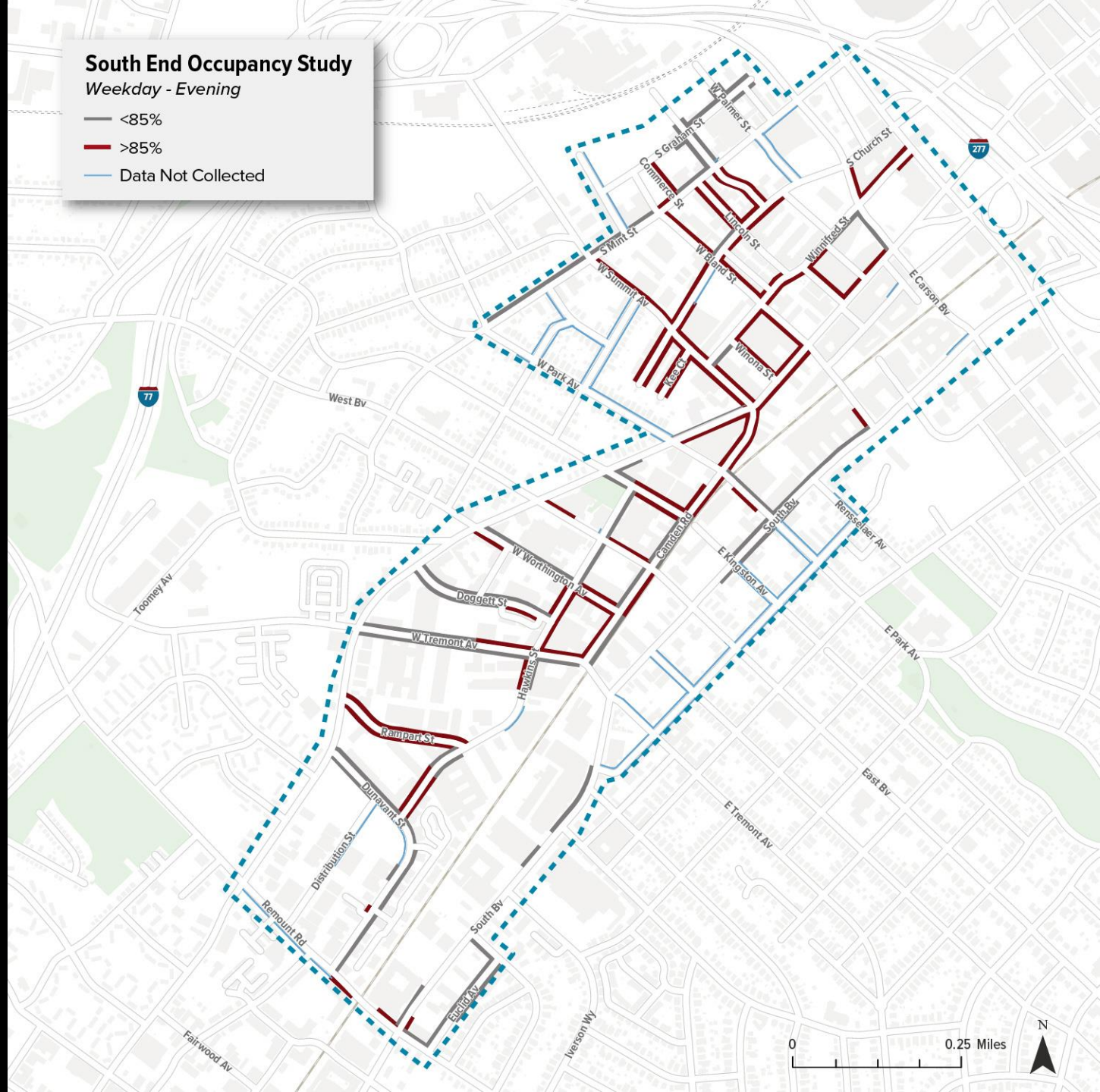
After 6PM:

53% of all block faces had an occupancy over 85%.

76% of all block faces had an occupancy over 65%.

South End Occupancy Study
Weekday - Evening

- <85%
- >85%
- Data Not Collected



Hours of Operation Managed On-Street Parking *Saturday Evening*

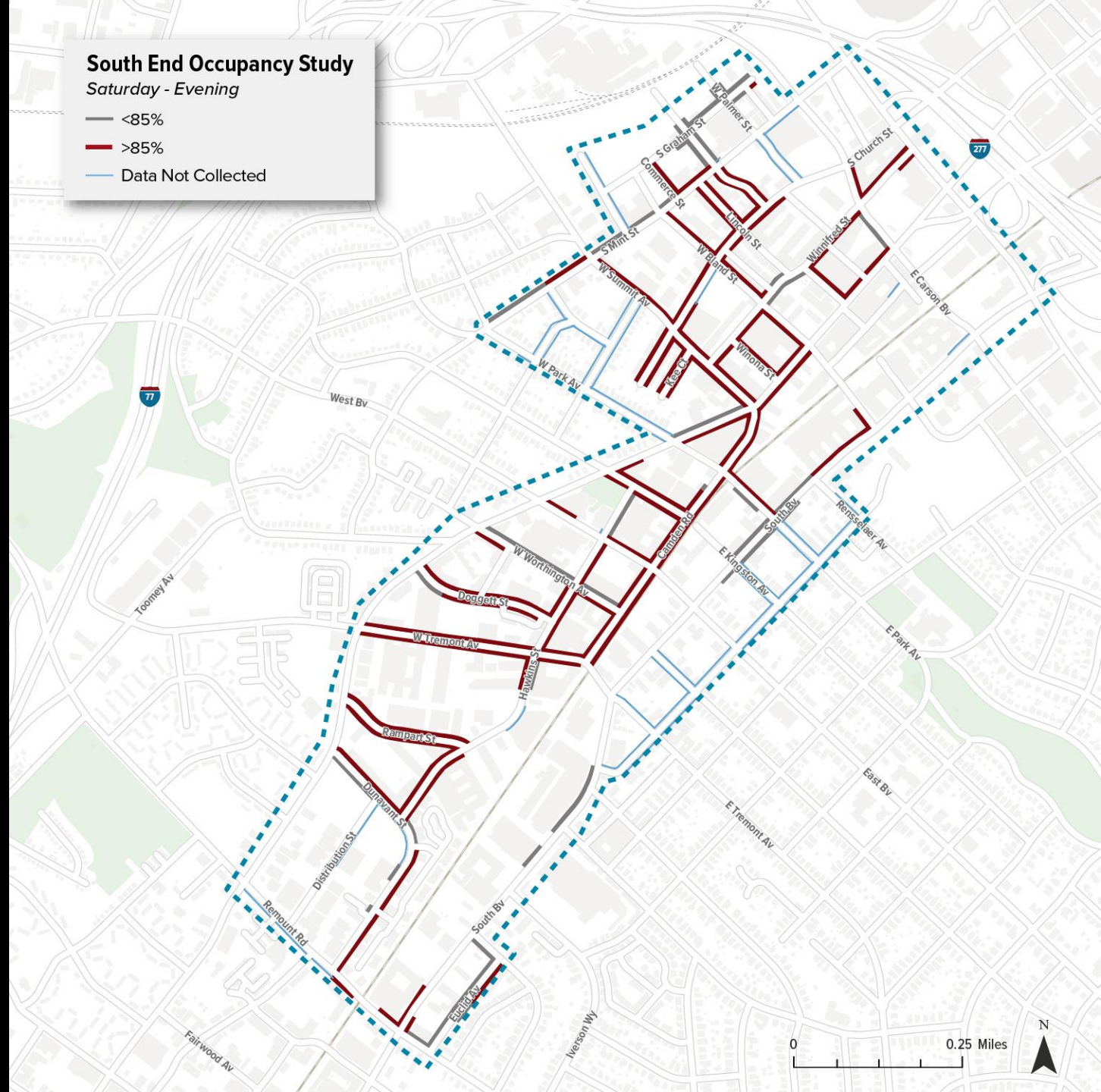
After 6PM:

70% of all block faces had an occupancy over 85%.

86% of all block faces had an occupancy over 65%.

South End Occupancy Study
Saturday - Evening

- <85%
- >85%
- Data Not Collected



System Expansion

Managed On-Street Parking

Recommendation: Expand the parking system to include an additional managed parking spaces within South End and Uptown.

System Expansion

Managed On-Street Parking

The Strategic Parking Plan's identification of new potential managed parking locations is determined using the following criteria:

(1) Supports Commercial Land Uses

A curb lane that is adjacent to commercial land uses such as restaurants or retail that require parking turnover.

(2) Near a New Development

A curb lane next to a new development that generates parking demand.

(3) Parking Demand is over 65%

Parking demand greater than 65% on a block face.

(4) Accommodates Parking Spillover

A curb lane near land uses that generate parking spillover.

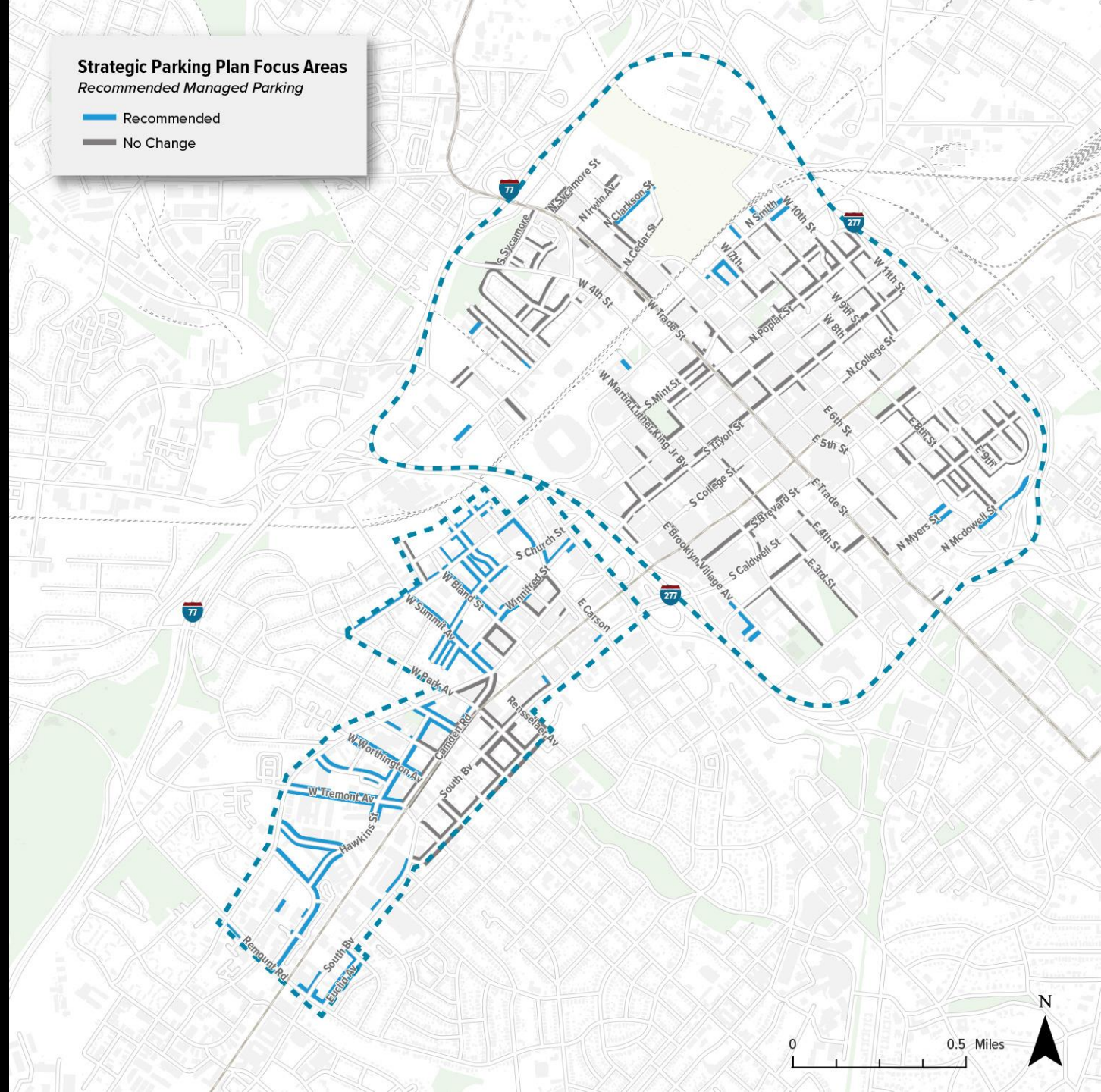
System Expansion Managed On-Street Parking

Additional recommended managed parking includes both time-limited and metered parking.

Strategic Parking Plan Focus Areas

Recommended Managed Parking

- Recommended
- No Change



Permit Parking Expansion

Residential Permit Parking

Recommendation: Implement the recommended programmatic changes for the Residential Permit Parking Program.

Permit Parking Expansion

Residential Permit Parking

The Residential Parking Permit Program expansion will allow additional areas to apply for inclusion in the RPP program, upon review and study by the Charlotte Department of Transportation. Updates to the program will include the process to apply and criteria for designation, as well as quantity and cost of permits.

Curbside Access & Loading Expansion

Loading Zone Types

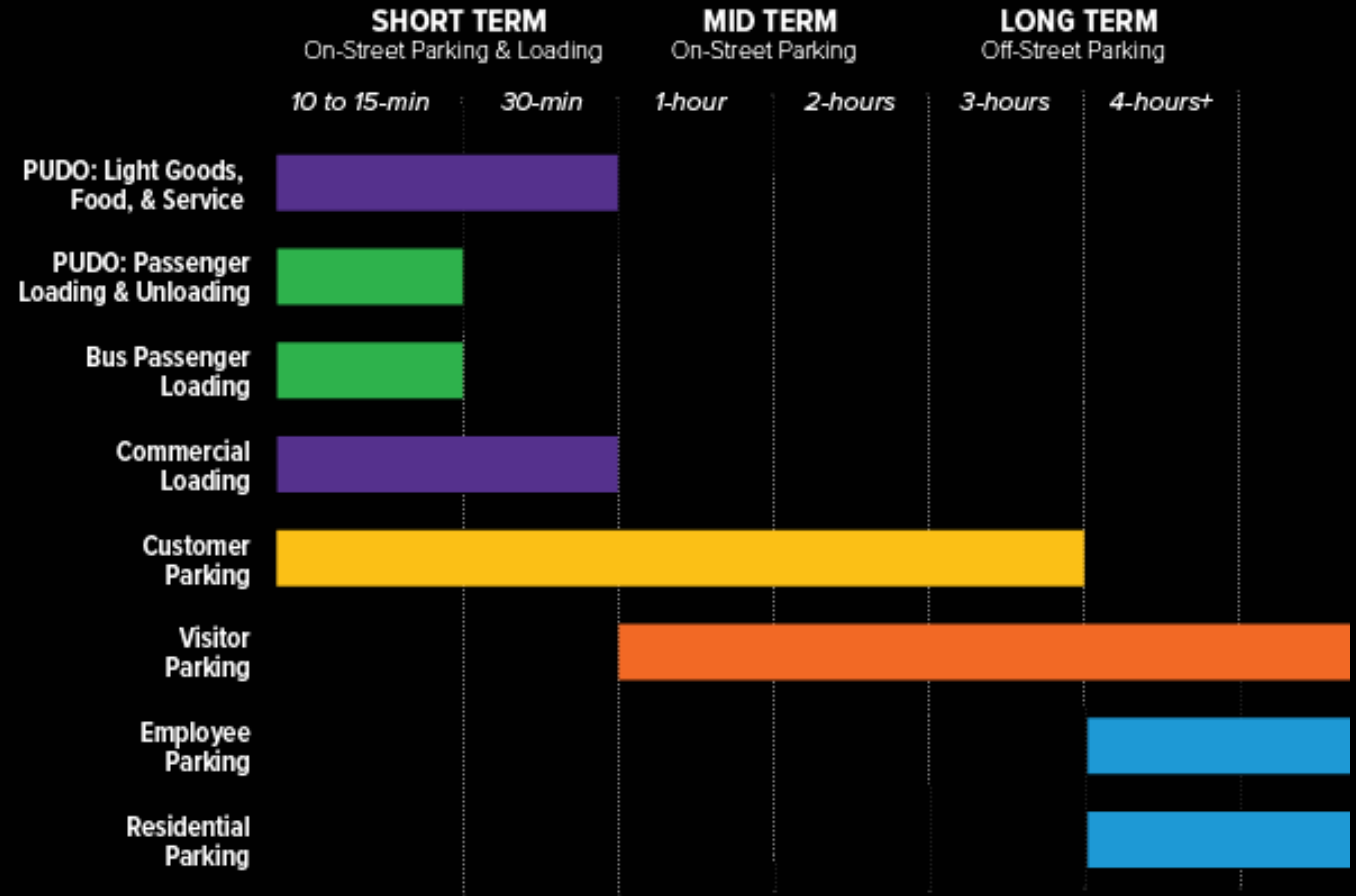
Recommendation: Update loading zone typologies to include mixed-use and curbside pick-up and drop-off locations and implement identified locations as demand and utilization increases.

Curbside Access & Loading Expansion

Loading Zone Types

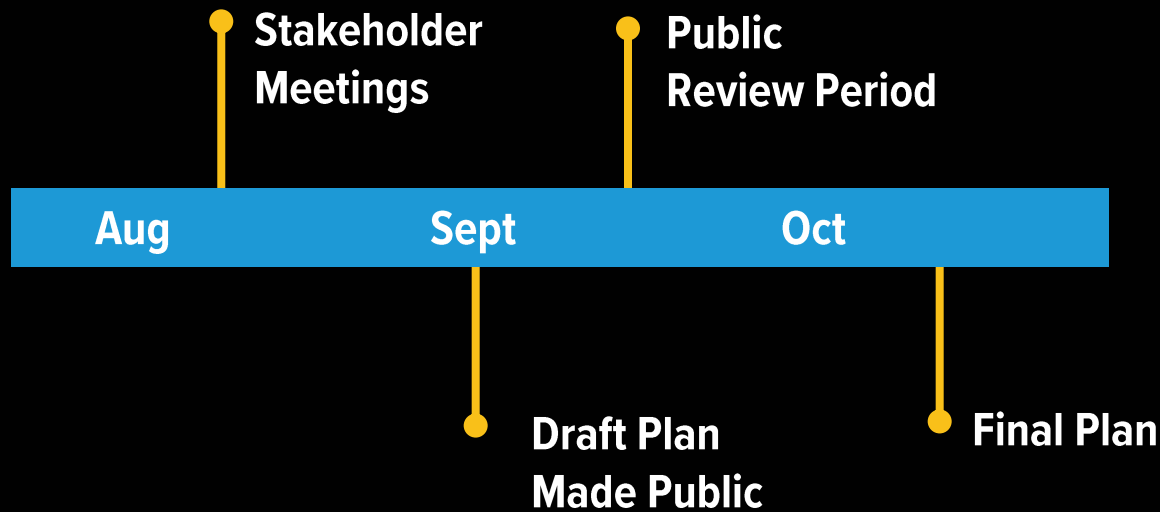
Mixed use loading zones provide space for commercial loading, short term pick-up and drop-off of goods and services, and passenger pick-up and drop-off.

Curbside PUDO locations can serve short-term pick-up and drop-off of people, light goods, and light services.



Strategic Parking Plan

Next Steps



share your feedback here:
www.publicinput.com/CLTSPP

contact us here:
CLTSPP@PublicInput.com