Parking Sub-Committee Update

October 26, 2015

Overview

Background

- The Planning Commission formed a Parking Sub-Committee to address parking issues & needs as stated in the Comprehensive Plan.

Sub-Committee

- Comprised of VOLUNTEERS that have spent and continue to spend countless hours of producing information/data to assist in finalizing the goals as set forth from the Planning Commission

Goals

- Comprehensive Plan 2009 Update-Transportation Implementation Goal

  To recommend parking solutions for the City of New Castle which will optimize the existing parking to be cost effective, and meet residential and special events while preserving the character of New Castle's Historic District. *Solutions must consider the expected increase in tourism to the City, due to the First State National Park.*

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South Street

Sub-Committee Goals

Goal #1-Targeted Situations

The parking plan will address needs for residents and local commerce in the Historic District and welcome visitors for the following situations:

1.) Standard usage (typical week days/weekends)

2.) High volume usage (seasonal weekends/private events)

3.) Peak Usage (special events-City Wide/State sponsored)

Sub-Committee Goals

Goal #2-Principles

Using the following guiding Principles:

1.) Improve utilization of existing parking spaces before creating new parking spaces.

2.) Minimize vehicular traffic in the historic area

3.) Enhance pedestrian and bicycling experience

4.) Minimize impacts on residential quality of life

5.) Minimize impacts on businesses with the Historic District

6.) Enhance the Community's overall character & minimize environmental impact for any new parking facilities in the Historic District.

South Street

Sub-Committee Goals

Goal #3-Strategies

Consider the following strategies in the recommendations:

1.) Review current parking practices/policies/ordinances
To be determined based on findings and need

2.) Inventory existing parking availability in the Historic Area

3.) Provide adequate and appropriate way finding and directional signage

4.) Include a public process for public dialog

5.) Provide support for appropriate business mix for economic development
Balance between visitors and employees versus increase in City budget and staffing for enforcement. Downtown Gateway District adoption of mixed use.

6.) Enhance the pedestrian and cyclist experience by improvement of facilities for walking and bicycling.

7.) Develop de-centralized parking options to distribute parking resources among many destinations. Defined City owned parking options, event overflow options (private/public), inventory & usage)

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Progress to Date-Goal #3

2.) Inventory existing parking availability in the Historic Area

- Remote major event parking inventory

  Parking Spaces, by arrangement of Event Sponsors:
  - Private lots (in Historic Area)
    New Castle Senior Center
    Sailing Club restricted
    New Castle Methodist Church (Off of W 5th Street)
    St. Peters Church (E 5th) and School (Harmony Street)

  - Remote Lots (outside Historic Area)
    New Castle Elementary School
    Carrie Downie Elementary School
    Baptist Church (E Basin Road)
    Bellanca Airfield Regional Parking (RT 273) proposed

- 2012-2013 Historic Area (are depicted in Way Finding Map) # of spaces parallel/angle/handicap

- Parking Demand Analysis Study

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Progress to Date-Goal #3

2.) Inventory existing parking availability in the Historic Area

- 2015 AECOM Map (by category)

Progress to Date-Goal #3

2.) Inventory existing parking availability in the Historic Area….. CONTINUED

- Parking Usage Inventory 2014 & 2015
  For the second year, the Parking Study Subcommittee inventoried on-street parking use in the historic district. During 2015, counts were completed on three Saturdays and Thursdays during July and August. Volunteers counted parked cars on each street once per hour. (Parking Usage Inventory for 2014 & 2015 provided by WILMAPCO-data obtained by the Parking Committee Volunteers).

Usage Levels Explained

Less than 65%: Low Use	Parking use that is less than 65 percent is under capacity. Underused parking is costly in terms of the expense to provide and maintain, excess impervious surface, and potential speeding traffic due to a wide, unobstructed road. Certain locations counted were underused during all or most times counted. Strategies to promote greater use of these spaces should be explored (signing, pedestrian enhancements, promoting employee and residential parking, promoting turnover in overcapacity areas, etc.).
65% - 85%: Optimal Use	Parking use that is between 65 and 85 percent is ideal. Users will find spaces easily without excessive circling the block. The resource is being used efficiently and parked cars serve to slow speeding traffic.
Greater that 85% - 90%: High Use	Parking is well used and drivers may need to spend more time searching for a space or park further from their destination. Certain locations counted were at high capacity during all or most times counted.
Greater than 90%: Overcapacity	Parking use that is greater than 90 percent is overcapacity. Here, drivers may add to traffic congestion and use excess fuel searching for parking. Certain locations were over-used during most times counted, however at no time was the entire study area over capacity. Strategies should be explored to promote greater distribution of parking across the historic area and turnover in over capacity areas.

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Progress to Date-Goal #3

2.) Inventory existing parking availability in the Historic Area….. CONTINUED

City of New Castle Parking Usage Summary by Location

Street	Block	Capacity	Saturday Average	Saturday Peak	Thursday Average	Thursday Peak
2nd Street E.	Delaware - Harmony	18 day, 24 4 p.m. & later	76%	106%	69%	94%
3rd Street E.	Delaware - Harmony	46	37%	57%	38%	54%
3rd Street W.	Delaware - Foundary	14	51%	93%	48%	71%
3rd Street W.	South - Foundary	24	61%	117%	39%	63%
Delaware Street	2nd - 3rd	46	84%	107%	76%	96%
Delaware Street	3rd - 4th	8	54%	88%	42%	88%
Delaware Street	4th - 5th	17	62%	94%	56%	82%
Delaware Street	5th - 6th	17	77%	112%	62%	82%
Delaware Street	The Strand - 2nd	10	95%	130%	86%	110%
Delaware Street	Wharf - The Strand	30	80%	100%	68%	93%
Market Street	Delaware - Harmony	50	35%	70%	22%	36%
PLot 3rd Street	W. 3rd Paved Spaces Progressive to Sailing	23	58%	103%	47%	135%
PLot Battery Park	W. 3rd and South Streets	31	76%	104%	56%	91%

Note: Peak hours represent the highest usage count from among all days and times counted. Specific days and hours vary by location.

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South Street

Progress to Date-Goal #3

2.) Inventory existing parking availability in the Historic Area….. CONTINUED

City of New Castle Parking Useage
Saturday Average Percent
- Overcapacity (greater than 90%)
- High use (85 - 90%)
- Optimal use (65 - 85%)
- Low use (below 65%)
- Sidewalks

Progress to Date-Goal #3

2.) Inventory existing parking availability in the Historic Area….. CONTINUED

City of New Castle Parking Useage
Saturday Peak Use Percent

— Overcapacity (greater than 90%)
— High use (85 - 90%)
— Optimal use (65 - 85%)
— Low use (below 65%)

— Sidewalks

Progress to Date-Goal #3

2.) Inventory existing parking availability in the Historic Area….. CONTINUED

Saturday City of New Castle Parking Usage Summary, 2014-2015

Street	Block	Capacity	2014 Saturday Average	2015 Saturday Average	2014 Saturday Peak	2015 Saturday Peak
2nd Street E.	Delaware - Harmony	18 day, 24 4 p.m. & later	72%	76%	100%	106%
3rd Street E.	Delaware - Harmony	46	32%	37%	43%	57%
3rd Street W.	Delaware - Foundary	14	51%	51%	100%	93%
3rd Street W.	South - Foundary	24	57%	61%	154%	117%
Delaware Street	2nd - 3rd	46	81%	84%	96%	107%
Delaware Street	3rd - 4th	8	50%	54%	88%	88%
Delaware Street	4th - 5th	17	66%	62%	88%	94%
Delaware Street	5th - 6th	17	58%	77%	94%	112%
Delaware Street	The Strand - 2nd	10	87%	95%	120%	130%
Delaware Street	Wharf - The Strand	30	84%	80%	107%	100%
Market Street	Delaware - Harmony	50	26%	35%	54%	70%
PLot 3rd Street	W. 3rd Paved Spaces Progressive to Sailing	23		58%		103%
PLot Battery Park	W. 3rd and South Streets	31		76%		104%

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South Street

Progress to Date-Goal #3

2.) Inventory existing parking availability in the Historic Area….. CONTINUED

Thursday City of New Castle Parking Usage Summary, 2014-2015

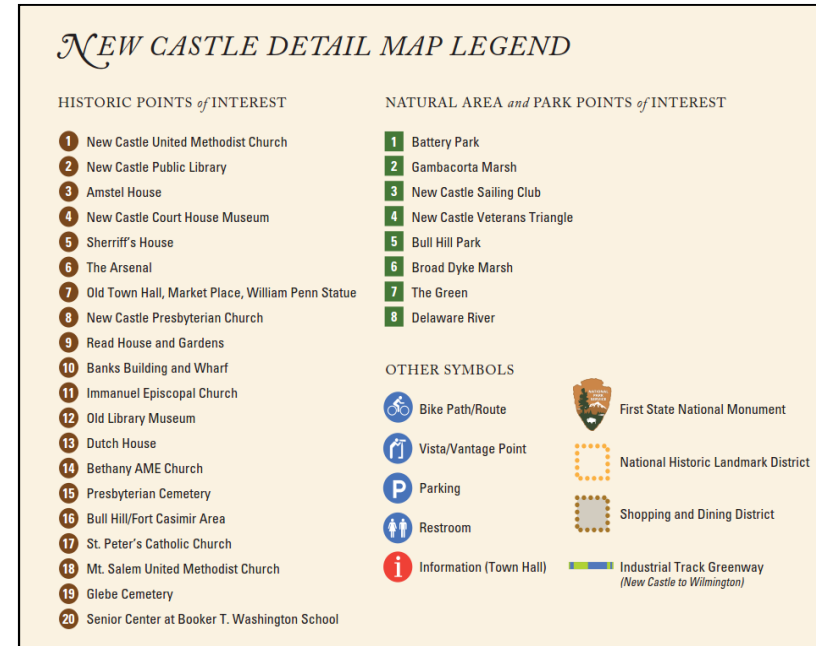| Street	Block	Capacity	2014 Thursday Average	2015 Thursday Average	2014 Thursday Peak	2015 Thursday Peak
2nd Street E.	Delaware - Harmony	18 day, 24 4 p.m. & later	70%	69%	100%	94%
3rd Street E.	Delaware - Harmony	46	34%	38%	48%	54%
3rd Street W.	Delaware - Foundary	14	48%	48%	86%	71%
3rd Street W.	South - Foundary	24	32%	39%	54%	63%
Delaware Street	2nd - 3rd	46	80%	76%	100%	96%
Delaware Street	3rd - 4th	8	26%	42%	75%	88%
Delaware Street	4th - 5th	17	29%	56%	118%	82%
Delaware Street	5th - 6th	17	47%	62%	76%	82%
Delaware Street	The Strand - 2nd	10	79%	86%	100%	110%
Delaware Street	Wharf - The Strand	30	63%	68%	100%	93%
Market Street	Delaware - Harmony	50	19%	22%	32%	36%
PLot 3rd Street	W. 3rd Paved Spaces Progressive to Sailing	23		47%		135%
PLot Battery Park	W. 3rd and South Streets	31		56%		91%

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South Street

Progress to Date-Goal #3

3.) Provide adequate and appropriate way finding and directional signage

Directional signage to existing parking areas and map signage for visitors was funded by the New Castle Community Partnership. Most signage was developed and installed in 2014. Additional signage improvements were remedied by the City employees.

NEW CASTLE DETAIL MAP LEGEND

HISTORIC POINTS of INTEREST

1. New Castle United Methodist Church
2. New Castle Public Library
3. Amstel House
4. New Castle Court House Museum
5. Sherriff's House
6. The Arsenal
7. Old Town Hall, Market Place, William Penn Statue
8. New Castle Presbyterian Church
9. Read House and Gardens
10. Banks Building and Wharf
11. Immanuel Episcopal Church
12. Old Library Museum
13. Dutch House
14. Bethany AME Church
15. Presbyterian Cemetery
16. Bull Hill/Fort Casimir Area
17. St. Peter's Catholic Church
18. Mt. Salem United Methodist Church
19. Glebe Cemetery
20. Senior Center at Booker T. Washington School

NATURAL AREA and PARK POINTS of INTEREST

1. Battery Park
2. Gambacorta Marsh
3. New Castle Sailing Club
4. New Castle Veterans Triangle
5. Bull Hill Park
6. Broad Dyke Marsh
7. The Green
8. Delaware River

OTHER SYMBOLS

- Bike Path/Route
- Vista/Vantage Point
- Parking
- Restroom
- Information (Town Hall)
- First State National Monument
- National Historic Landmark District
- Shopping and Dining District
- Industrial Track Greenway (New Castle to Wilmington)

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Progress to Date-Goal #3

4.) Include a public process for public dialog

In 2012, the committee & WILMAPCO developed a survey that was distributed to all City residents. 300 surveys were received out of which 100 were online submittals. Results were received from city residents, businesses, museums, churches & visitors. WILMAPCO processed and analyzed the responses. Some of the highlights include:

Live in New Castle:
- 63% of respondents live in Downtown/Historic district
- 75% of those who live in the Downtown/Historic district reported living in residences that have off street parking
- A majority (48%) of those living in New Castle have 2 or more vehicles

Work in New Castle:
- 25% of respondents indicated they work within the City
- 26% of those who work in New Castle, work in the Historic District
- 49% of those who work in New Castle, work on Delaware Street

Visit in New Castle:
- 60% of those visiting in the historic district park on the street
- 47% of those visiting in the historic district walk to visit
- 14% of those visiting the historic district park in a public off street lot

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South Street

Progress to Date-Goal #3

4.) Include a public process for public dialog……CONTINUED

Some of the highlights include:

Walking Time for visiting Historic district:
- 57% of respondents are willing to walk 1-5 minutes to their destination
- 25% of respondents are willing to walk 6-10 minutes to their destination

Ratings of Current Conditions for parking in New Castle:
- 17 very poor
- 59 poor
- 119 fair
- 75 good
- 24 very good

Support/Strong Support for the following potential strategies:
- Residential parking permit program
- Improve existing public lots
- Provide bicycle racks
- Construct new parking lots
- Encourage employees to park in remote lots
- Improve pedestrian facilities
- Provide shuttle buses from remote lots for events
- Improve directional signs to existing parking

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Progress to Date-Goal #3

6.) Enhance the pedestrian and cyclist experience by improvement of facilities for walking and bicycling.

Comprehensive Plan

Implementation items (page 35):

1. Pave, stripe, and sign the gravel parking lots at the southern terminus of 3rd Street and the foot of Chestnut Street. Consider permeable paving for new parking facilities to limit increases in impermeable surface coverage. *Completed. Consideration of the permeable paving is determined by the City Council and City Administrator including budget and maintenance. COMPLETE*

2. Encourage businesses and churches in the downtown to share parking. *Continued communication for all events takes places; however, the property owners have the right to refuse this service for many reasons, such as: their own use, liability, maintenance, etc. ONGOING*

3. Create new visitor and/or employee parking areas on the fringes of the Historic District. *The Parking Committee researched City owned lots and made the recommendation to the Commission. Planning Commission review and made a recommendation to the City Council. City Council adopted Resolution 2014-28 for 5 parking lots and incorporated improvements in the budget. COUNCIL*

4. Work with New Castle Police Department to explore the possibility of developing an effective parking permit system for residents in the Historic District that better manages visitor parking. *Meetings have been held pertaining to permitting and enforcement. Consideration of the permit system is determined by the City Council and City Administrator including budget , personnel and maintenance. COUNCIL*

Comprehensive Plan

Implementation items (page 35) continued:

5. Improve signage to direct visitors to designated parking areas. *Wayfinding map complete and online. Signage has been installed and will continue to be updated. COMPLETE*

6. Enforce multi-vehicle parking per household on residential streets. *The City tested and issued 400 permits for temporary residential entry for Separation Day 2014. These entry tags can be used for all City events in which there may be street closures or traffic control. Consideration of enforcement for the multi-vehicle per household task is determined by the City Council, Police Department and City Administrator including budget and maintenance expenses. PERMITS COMPLETE/COUNCIL*

7. Explore methods to provide temporary special events parking, including the possibility of shuttle service to and from remote parking areas. *This is ongoing and being implemented depending on the size of the event. ONGOING*

8. Evaluate the need for a parking structure as part of the 7th and South Street redevelopment. The scale and design of such a structure should fit within the context of its surroundings. *This can be evaluated on a case by case basis with site plan reviews for private developers. If this City is interested in developing a public parking garage, consideration could be given with a private partnership. Consideration of a public parking structure and/or area is determined by the City Council and City Administrator including budget and maintenance expenses. COUNCIL*

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Overview

- Quarterly or semi-annual Parking Committee Meetings to revisit the goals/objectives

- Parking Committee research & findings will be used in the Comprehensive Plan

- All tasks completed as stated in the Comprehensive Plan

- Does the City have a parking problem? Is this the consensus of the people? We can find the general consensus while updating the Comprehensive Plan.

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