

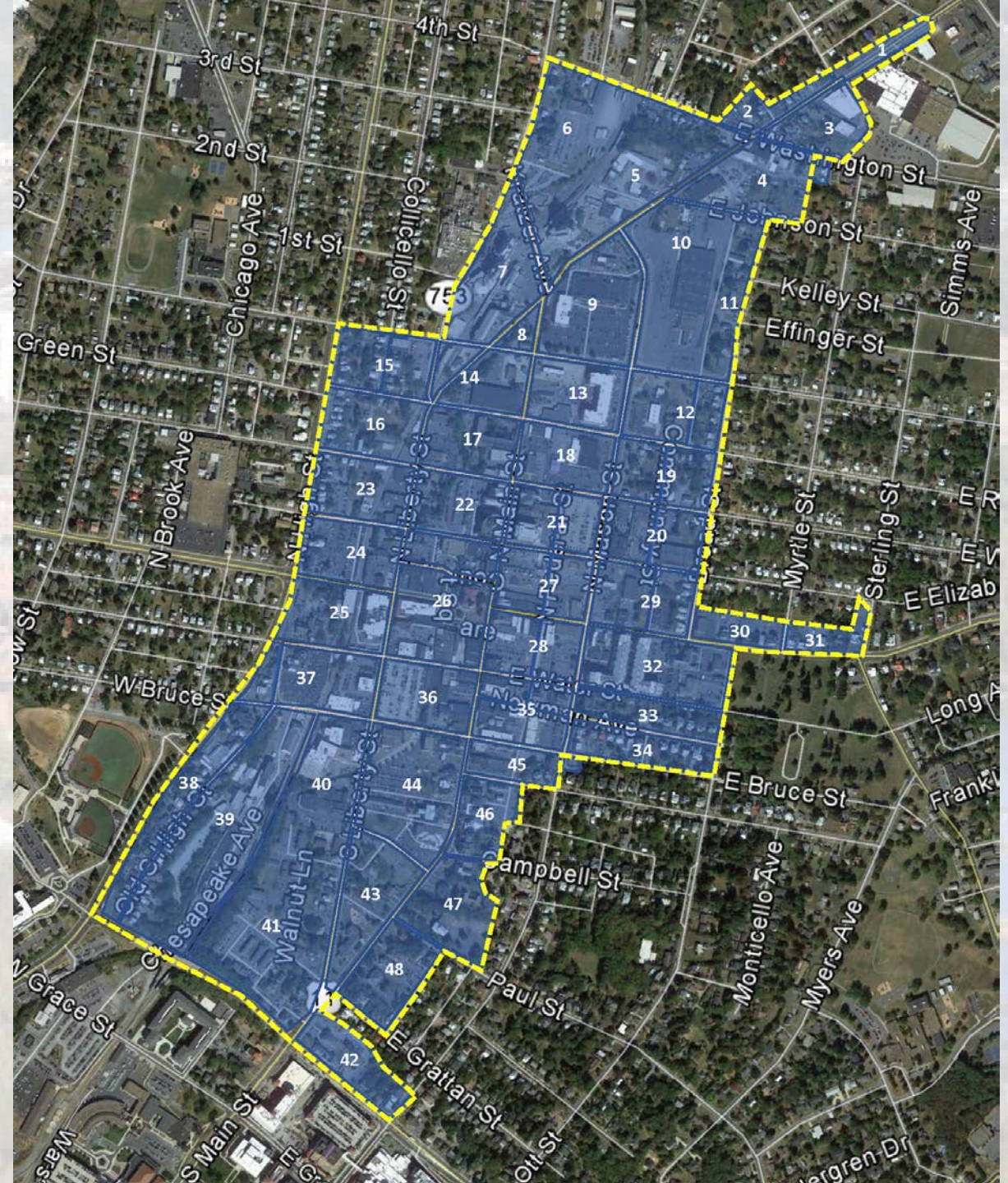
An aerial photograph of a city, likely Knoxville, Tennessee, showing a river (the Tennessee River) flowing through the center. Several bridges are visible, including a large stone arch bridge and a steel truss bridge. The city is built on a hillside, with numerous buildings and green spaces. The text is overlaid on the image.

# Downtown Parking Study Public Meeting #1

**August 28, 2019 6:00PM**

# Study Area

- 48 City Blocks
- 994 On-Street Spaces (13%)
- 6,909 Off-Street Spaces (87%)
- 7,903 Total Spaces



# Work to Date

## Supply Inventory

- April 2019
- Done by another consultant
- Goal was to capture conditions with JMU in session



## Occupancy Observations

- Tuesday, April 16, 2019
- AM, Mid-Day & PM



## DESMAN Project Start

- June 2019



## Data Review & Analysis

- July 2019



## Stakeholder Meetings

- Wednesday, July 31 – Friday, August 1, 2019

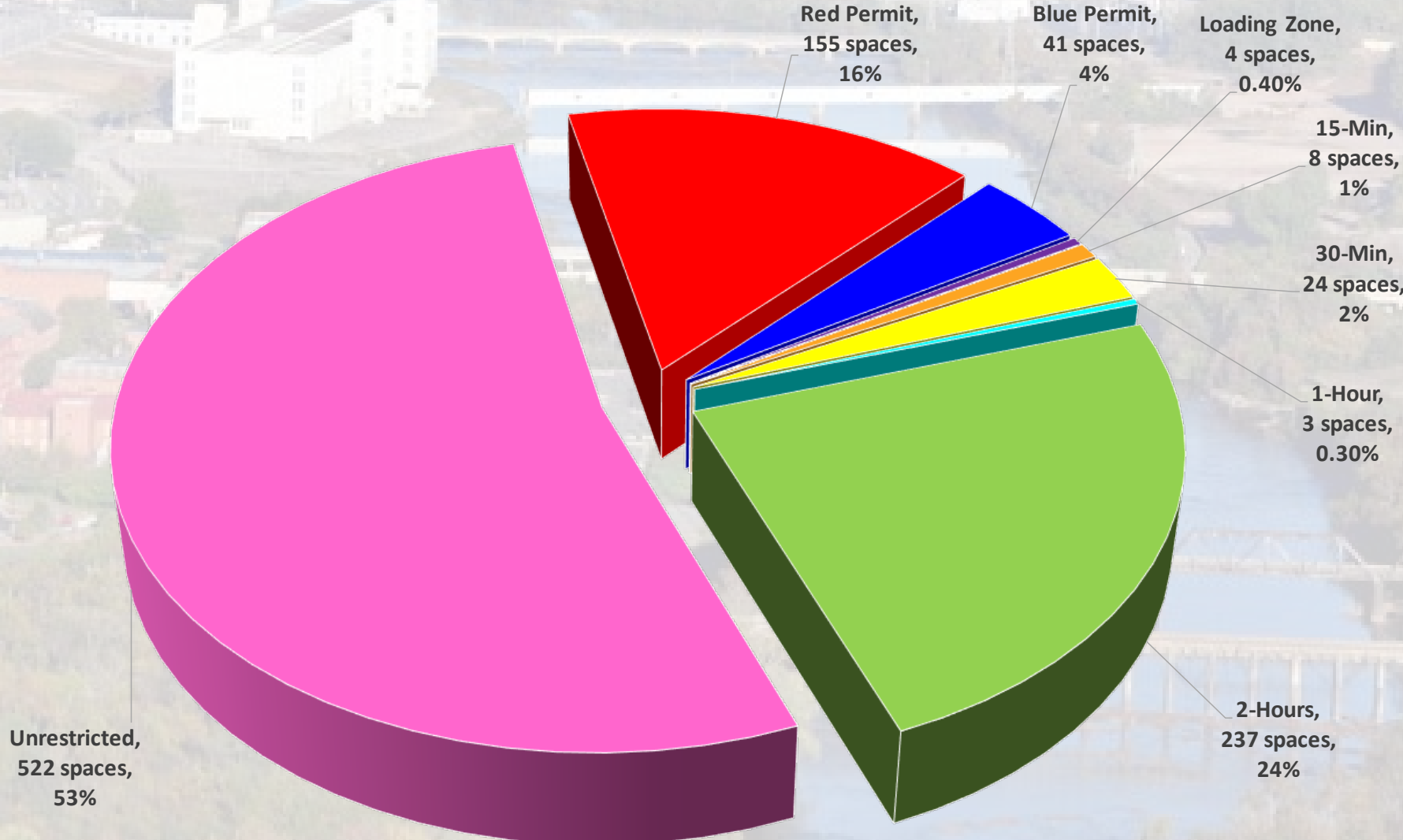


## First Public Meeting

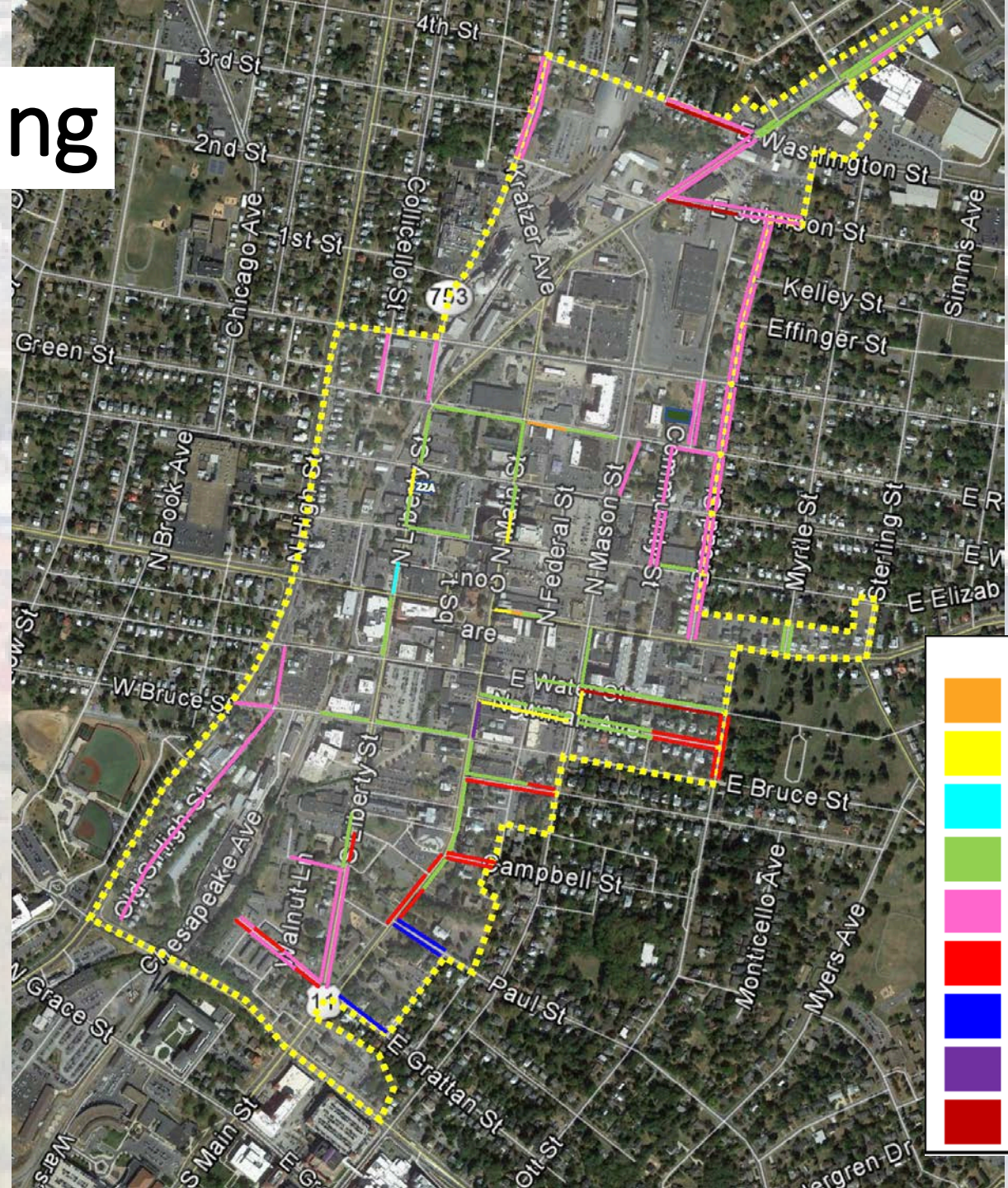
- Wednesday, August 28, 2019

# On-Street Parking Supply Inventory

155 Red Permit  
 41 Blue Permit  
 4 Loading Zone  
 8 15-Min.  
 24 30-Min.  
 3 1-Hour  
 237 2-Hour  
 522 Unrestricted  
**994 Total Spaces**  
 (13% of Total Supply)  
**850 spaces in Effective Supply**



# On-Street Parking

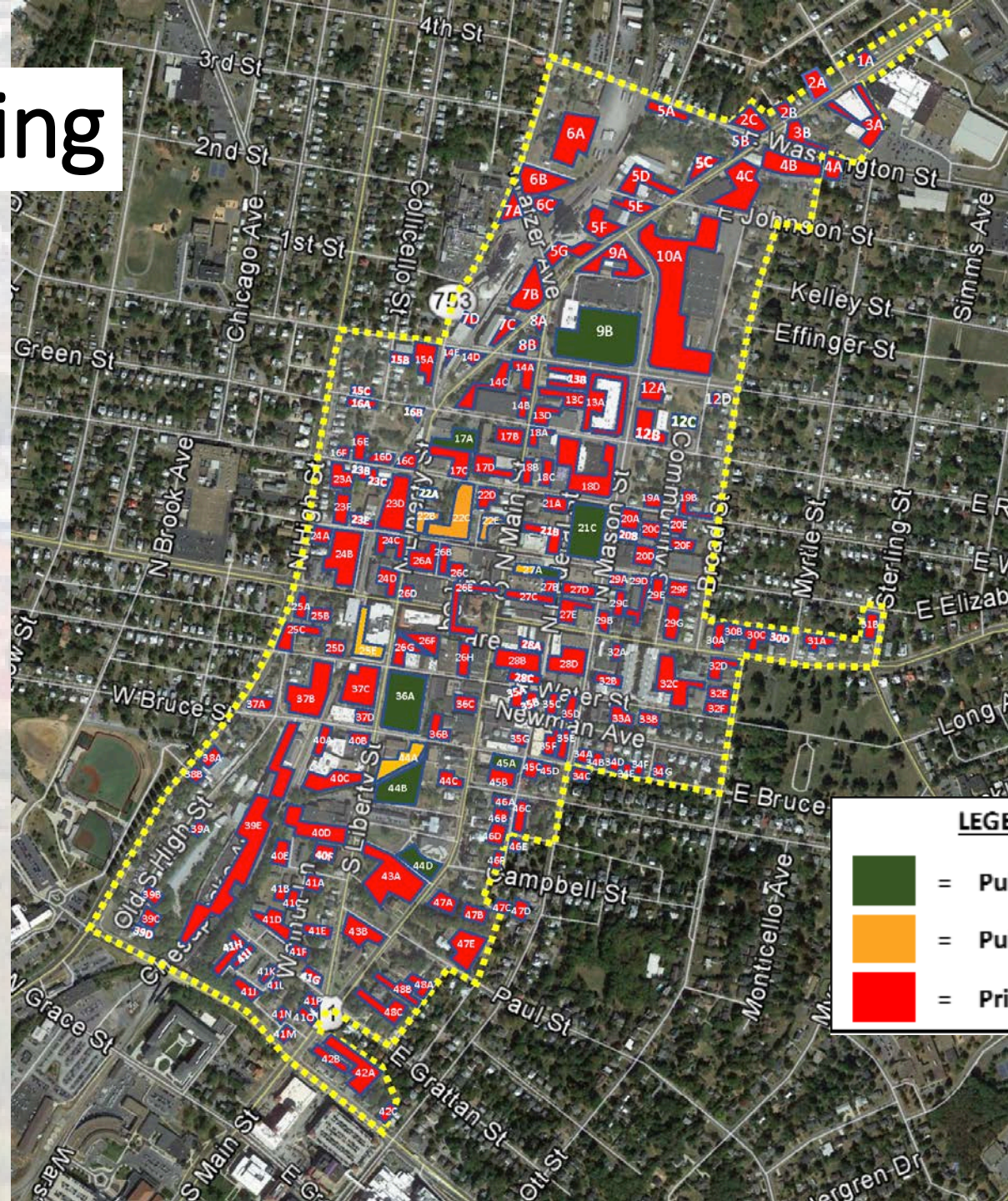


LEGEND:	
Orange	= 15 Mins
Yellow	= 30 Mins
Cyan	= 1 Hour
Green	= 2 Hours
Pink	= Unrestricted
Red	= Red Permit
Blue	= Blue Permit
Purple	= Loading Zone
Red X	= No Parking




# Off-Street Parking Supply Inventory

- Three main categories: Public/Public, Public/Private & Private/Private
- 12 Public/Public facilities containing 1,384 spaces (20% of the off-street inventory)
- 6 Public/Private facilities with a total of 241 spaces (4% of the off-street supply)
- 187 Private/Private facilities containing 5,284 spaces (76% of the off-street inventory)
  - 49 lots for Residential (729 spaces)
  - 20 lots designated for Customers (1,104 spaces)
  - 37 lots for Employees (1,313 spaces)
  - 81 'Mixed' lots associated with businesses/institutions serving all users (2,138 spaces)
- **Total Supply of 6,909 Spaces**
- **Effective Parking Supply of 6,480 spaces**

# Off-Street Parking



**LEGEND:**

-  = Public/Public
-  = Public/Private
-  = Private/Private

# Parking Occupancy Observations

- 3 observations:
  - Tuesday, April 16, 2019: Morning (7:00 AM – 9:00 AM)
  - Tuesday, April 16, 2019: Mid-Day (11:00 AM – 1:00 PM)
  - Tuesday, April 16, 2019: Evening (4:00 PM – 6:00 PM)
- Data captured through first-person observations
- Counted actual numbers of parked vehicles during each time period

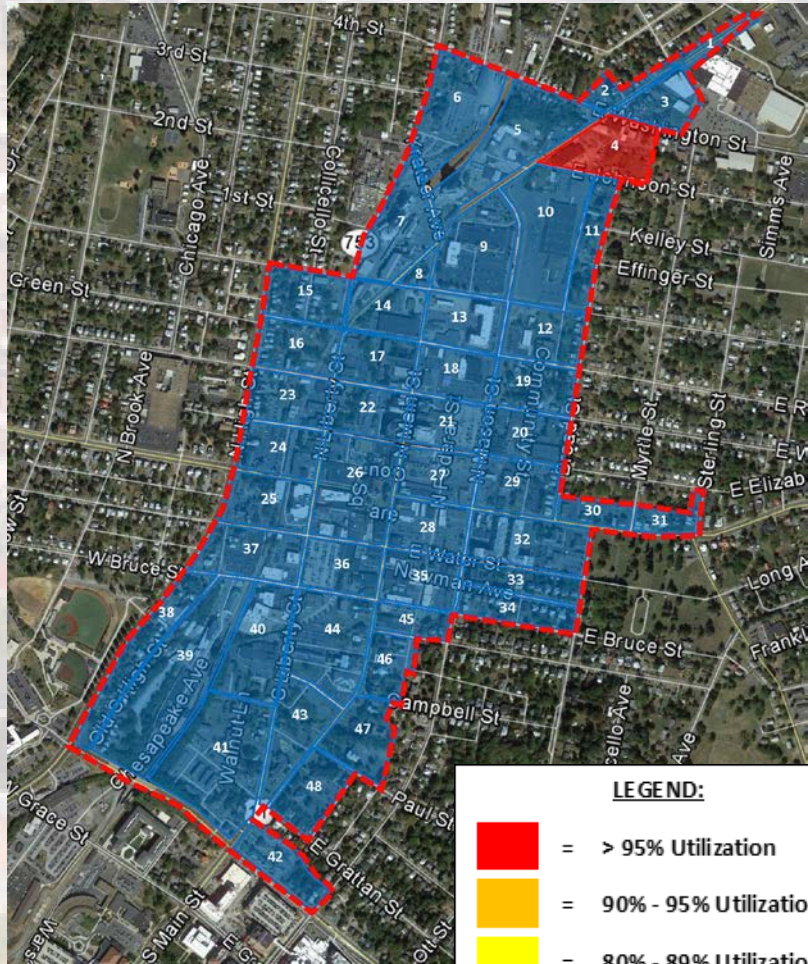


# Parking Occupancy Observations

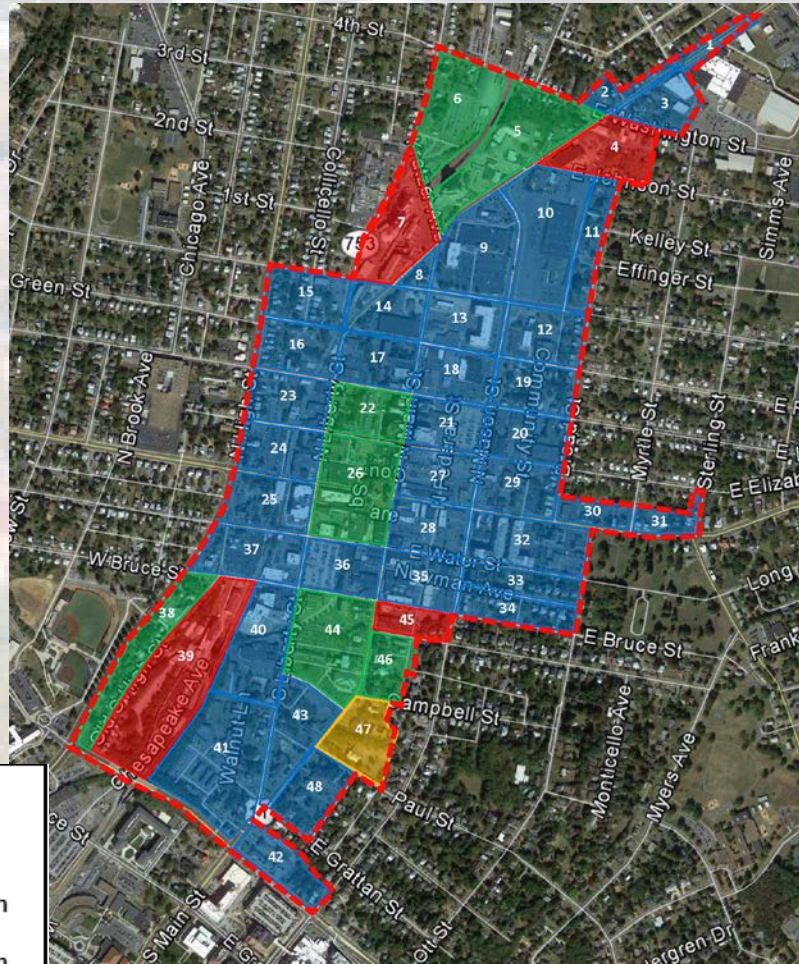
- On-Street Occupancy
  - 31% in the morning (261 cars/850 spaces)
  - 44% at mid-day (370 cars/850 spaces)
  - 40% in the evening (344 cars/850 spaces)
- Off-Street Occupancy
  - 27% in the morning (1,744 cars/6,480 spaces)
  - 55% at mid-day (3,534 cars/6,480 spaces)
  - 56% in the evening (3,625 cars/6,480 spaces)
- Total Occupancy
  - 27% in the morning (2,005 cars/7,330 spaces)
  - 53% at mid-day (3,904 cars/7,330 spaces)
  - 54% in the evening (3,969 cars/7,330 spaces)
- 5 blocks operating at or over practical capacity at some point during the survey day

# Utilization of Parking by Block

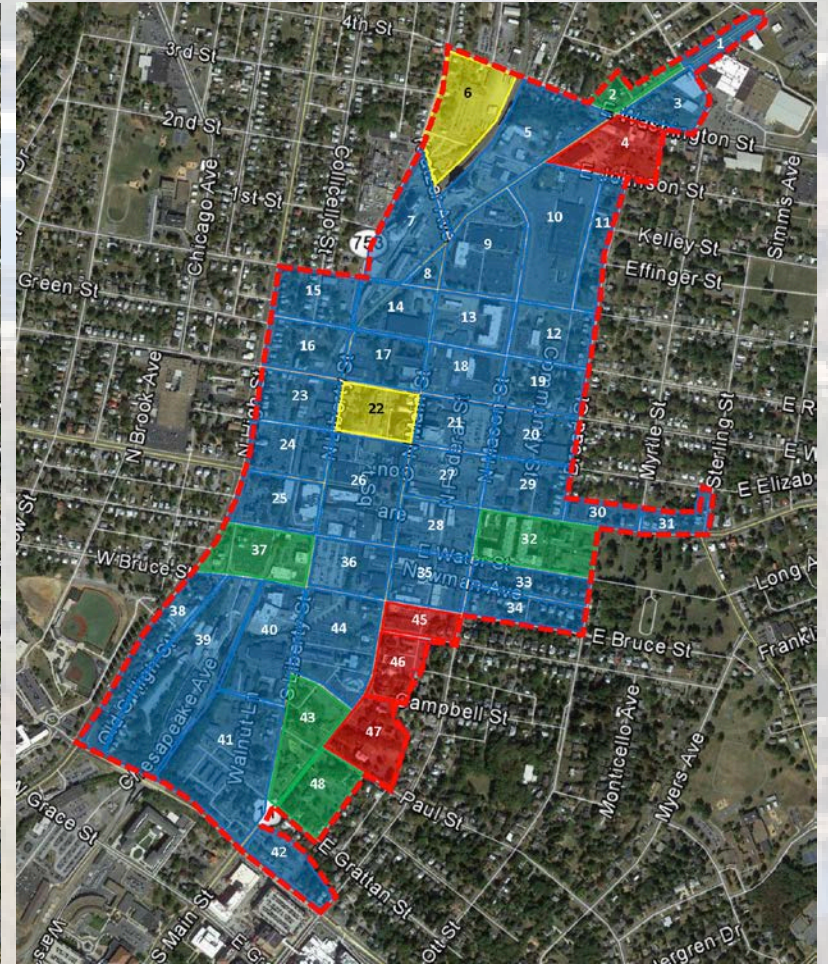
Morning








Mid-Day



Evening



**LEGEND:**

	=	> 95% Utilization
	=	90% - 95% Utilization
	=	80% - 89% Utilization
	=	70% - 79% Utilization
	=	< 70% Utilization

# Preliminary Takeaways

- Nearly all blocks within the study area had some available capacity throughout the survey day
- Isolated shortfalls in certain off-street facilities or on certain street segments may give the impression that no parking is available
- Much of the available capacity is in Private/Private off-street facilities, which cannot be utilized by the general public at this time
- There may an opportunity to increase the supply of parking available for the general public through shared parking agreements with private owners
- Wayfinding signage and a process of public education may have the potential to increase the utilization of existing parking assets

# Parking as Part of a Multi-Modal Solution



# Car-centric planning policies...



lead to landscapes lacking density, greenspace.



# Next Steps

## Existing Conditions Report

- Draft submitted (July 2019) and City review (July/August 2019)

## Future Needs Assessment

- Based on Programmed, Planned and Proposed Future Developments & Transportation Improvements (September 2019)
- Draft due August 2019, with City review in September

## Recommendation Development

- “Long List” Recommendations (September/October 2019)

## Additional Stakeholder Meetings

- Early October 2019

## “Short List” and Final Report

- “Short List” Recommendations (October/November 2019)
- Draft Report due December 2019