

Date: October 19, 2022

202201915

To: Mayor and Members of City Council
From: Sheryl M.M. Long, City Manager
Subject: REMOVAL OF RUSH HOUR PARKING RESTRICTIONS

Reference Document #202201296

The Council at its session on June 8, 2022, referred the following item for review and report.

MOTION, dated 5/31/2022, submitted by Councilmembers Harris, Owens, Keating and Jeffreys, WE MOVE that the Administration provide a report within thirty (30) days outlining the feasibility, impact, and implementation of removing the city's rush hour parking restrictions throughout the entire city.

The following report by the Department of Transportation and Engineering (DOTE) details the feasibility of removing the city's rush hour parking restrictions.

BACKGROUND

The daily traffic patterns on many city streets see an increase in the mornings as residents commute to their workplace in and around the Central Business District and the Uptown areas and in the evening when residents travel home. Traffic patterns show that some commuters reside within the City of Cincinnati while others live in the surrounding cities, villages, and townships.

Many of Cincinnati's arterial streets are narrow four and five lane roadways with peak hour restricted parking to accommodate for the sharp increases in traffic volumes typically seen for those couple hours in the morning and evening each weekday. This practice results in using the curb lane for the movement of traffic and bus operations during peak traffic times and on-street parking and loading for abutting residences and businesses the remainder of the day.

Peak-hour parking restrictions are based on the hourly traffic volumes on the roadway, not the average daily volumes. Other considerations also include the number of bus and transit stops located along the street, the number of pedestrians along the corridor, and the distance between intersecting streets.

On many corridors the land use and traffic volumes have changed since the peak hour parking arrangements were initially implemented, which has allowed the removal of peak hour restrictions on multiple corridors in recent years.

ADVANTAGES OF REMOVING PEAK HOUR PARKING RESTRICTIONS:

- Front door parking is available during high traffic hours, which could positively impact businesses that have no off-street parking.
- Parked cars have a positive traffic calming effect in densely developed and occupied NBD's.
- Residents would not have to move parked cars if parked in peak hour restricted travel lane.
- Congestion created by the removal of peak hour restrictions could encourage motorists to seek alternate routes.

ADVANTAGES OF KEEPING PEAK HOUR PARKING RESTRICTIONS:

- Buses do not have to change lanes and/or maneuver in and out of traffic, thus improving the efficiency, safety, and schedule of the bus service.
- Vehicles can use the right lane to pass other vehicles waiting to turn left into side streets and driveways.
- Peak hour parking restrictions assist with emergency vehicle response time by providing space to pull over for emergency vehicles to pass.
- Reduces the potential of crashes on arterials during peak hours.

CURRENT WORK

DOTe is in the process of reviewing the peak hour parking restrictions in all the NBDs as part of the Pedestrian Safety Program and assessing the need for peak hour restricted parking on corridors such as W. North Bend Road, northern limit of Hamilton Avenue, and streets in the Central Business District.

SUMMARY

The removal of peak hour parking restrictions is feasible. In some situations, there is an advantage to remove the restrictions; however, in other situations, the advantage is to keep the restrictions. DOTe recommends reviewing the peak-hour parking restrictions on a street-by-street basis considering pedestrian safety, location, and community and business input.

The removal of all peak hour restricted parking in the City would require an implementation plan for each impacted street. The plan would identify the modifications needed to street signs, parking meters, pavement markings, and traffic signal equipment and timing. To develop the plans and implement the changes would take approximately 24 months.

NEXT STEPS

1. The removal of peak hour parking restriction affects major-through roadways which amount to approximately 25% of the City's roadway network. DOTe will implement the removal of peak hour parking restriction in phases.

Phase 1: Complete a sign audit which will be used to identify all peak hour restricted parking locations on the effected principal and minor arterials. Milestone: 3 months.

Examples of streets include McMillan Street, Reading Road, William Howard Taft Road, Woodburn Avenue Hamilton Avenue, Glenway Avenue, W. North Bend Road, Marburg Avenue, Montgomery Road, Paddock Road, River Road, Vine Street, Colerain Avenue, and 7th Street and other streets in CBD.

Phase 2: Evaluation and implementation in the Neighborhood Business Districts. Milestone: 6-month project.

Phase 3: Evaluation and implementation in the Central Business District and OTR. Milestone: 6-month project.

Phase 4: Evaluation and implementation in the remainder of the city. Milestone: 9-month project

2. **Community Engagement.** DOTE will engage community councils to discuss options for the different corridors. For some locations where the changes coincide with street rehab work, options can be installed before final paving to determine the impact and approval of the change.
3. **Need for Additional Resources.** Due to current DOTE workloads, additional resources are required to reduce the 24-month timeline. DOTE estimates \$300,000.00 to hire a traffic engineering consultant to evaluate the corridors and current rush hour parking restrictions. Hiring a consultant would reduce the 24-month project timeline by 6-9 months.
4. **Future Changes.** The removal of rush hour parking restrictions will require signage changes and, in some locations, additional pavement markings and traffic signal changes. DOTE will expedite the parking restriction removal that requires only a signage change then track and remediate any issues, afterwards.

cc: John S. Brazina, Director, Transportation and Engineering