

December 1, 2021

To: Mayor and Members of City Council
From: Paula Boggs Muething, City Manager
Subject: CUF Parking Proposal Recommendations

202103131

REFERENCE DOCUMENT #202000809

On June 24, 2020, the Major Projects and Smart Government Committee referred the following for review and report:

MOTION, submitted by Councilmember Landsman, WE MOVE that the City Administration review the recommended neighborhood parking proposal as presented by CUF community leaders in May of 2020 and provide a plan to fully fund and implement the following recommendations by December of 2020: Encourage better utilization of existing off-street parking in the Calhoun/McMillan Business District: - Public garages: expand availability of monthly passes, provide better signage and wayfinding, evaluate pricing and adjust accordingly, and assist with marketing garages to the groups that previously used on-street unmetered parking such as UC commuters and employees of businesses. Discourage free long-term parking in the currently unmetered on-street spaces in the residential areas to the south and west of UC: - Provide signage and enforcement for street sweeping, therefore requiring cars to be moved at least monthly or else they are progressively warned, then ticketed, then ultimately towed should they not comply. Work with UC to promote medium term parking (ex: satellite lots) in less congested areas to move commuter cars off of residential streets. Promote and fund non-single occupancy vehicle transportation options to UC students and faculty, and provide easier options for long, medium and short distance commuters: - Encourage and assist in providing infrastructure for bikes, scooters, and ride share programs such as Uber and Lyft. - Assist in advancing an Uptown circulator shuttle in cooperation with SORTA and UC. - Create One Way Streets with Bike Lanes: Flora, Victor, Stratford, Chickasaw, Rohs, Wheeler, Moerlein, & Ohio. WE MOVE that after these changes above have fully implemented (December of 2020), the City Administration, working alongside neighborhood leaders, will then assess the need for a residential parking permit program. Assuming there is still a need for greater intervention, the neighborhood leaders and City Administration will then provide a plan to fully fund and implement a residential parking permit program unique to the CUF community by June of 2021 (end of FY21).

The following summarizes the City Administration's response to the subject neighborhood parking proposal. Overall, the proposal's recommendations cover a wide array of proposed

solutions to the parking issues in CUF - some that are controlled by the City Administration and others that are not. This report states actions within control of the City that the City Administration has taken, will take, or recommends Council to take in order to implement solutions to identified issues.

Increase use of off-street parking in the Calhoun/McMillan Business District

The primary tool that the City Administration controls to encourage increased use of off-street parking facilities is control over on-street metered parking - including setting prices and hours. The City Administration recommends pursuing a pilot program for dynamic pricing of on-street meter rates to increase rates during set times and set other parameters to accomplish community objectives. The City's Parking Division will work with the community and other stakeholders to establish the timing and parameters for this pilot program.

The neighborhood proposal contains several suggestions to meet this goal that are outside the control of the City Administration but could be carried out by the third parties who own or control the off-street parking facilities in the area. The City Administration will be supportive of any operators who pursue these suggestions. The recommendation above is focused on independent action available to the City Administration.

Street Sweeping

Based on feedback received from the community, in early 2021 the Department of Public Services (DPS) began street sweeping along routes on Fairview Avenue and Riddle Road. This street sweeping occurs twice per month on designated days. In April 2021, after a two-month warning period, enforcement and ticketing began on these streets during the designated street sweeping times. In October 2021, the community requested additional services for the following locations:

- Ohio Avenue - From the upper set of steps to Calhoun Street
- Stratford Avenue - South of McMillan Street
- McMicken Street - From the Brighton Bridge to its northern terminus
- Straight Street - From Halstead Street to Clifton Avenue
- Marshall Avenue - From Central Avenue to its northern terminus

At this time, DPS has expanded street sweeping services to these requested locations for twice a month sweeping. However, due to resource constraints, signage has not been manufactured and installed to instigate the prohibition of parking on the street during street sweeping. An estimated \$50,000 appropriation is required from Council to cover the costs of manufacture and installation of this signage, which would increase the efficacy of the street sweeping.

Commuters Utilizing Residential Parking

The primary available policy tool for protecting residential parking is to institute a residential parking program (RPP). Generally, the standard steps for establishing an RPP program are as follows:

1. A recognized community group submits to the Department of Transportation and Engineering (DOTe) a written request for the establishment of an RPP area. The request includes suggested borders for the proposed RPP area and the desired hours and days of enforcement.
2. The neighborhood group then circulates a petition with the proposed RPP information.
3. The neighborhood group submits the signed petition to DOTe for review.
4. To establish an RPP area, DOTe requires at least 60% of the households within the borders of the RPP area be in favor of the proposal.
5. DOTe validates the petition.
6. DOTe conducts two parking studies to determine if a minimum of 75% of the legal parking spaces are occupied.
7. The final step for implementation is the formal passage of an ordinance by City Council, including appropriation of sufficient funding to cover the \$15,000- \$35,000 in signage costs associated with instituting the RPP.

Under established RPP regulations, each household is only permitted to purchase two annual residential permits and one annual visitor permit (valid for two weeks from the date of purchase). While the number of annual visitors permits per household is capped per year, there are no caps on the overall number of temporary visitors passes that can be distributed within the neighborhood. It should be noted that residents who are tenants and residents who are owners may have opposing views on instituting an RPP, as was observed with the RPP established in CUF on Bellevue Avenue.

The next step for implementation of an RPP is for CUF Neighborhood Association, Inc. to submit a formal written request to DOTe with the proposed boundaries and desired hours and days of enforcement.

Promote Less Single Occupancy Vehicle Trips and More Options for Commuters

The City continues to work on increasing bicycle infrastructure in CUF, including identifying funding for a permanent protected bike lane along Clifton Avenue. The City Administration will continue to collaborate with the community, University of Cincinnati (UC), and the Mayor and Council on this initiative.

To promote additional and efficient rideshare trips and to alleviate congestion that can occur from rideshare vehicles stopped in the roadway, DOTe will move forward with an assessment of possible locations for establishing a rideshare drop-off/pick-up zone in the McMillan Avenue/Calhoun Avenue corridor.

DOTe will also commence assessment of the identified one-way street conversions. This process begins with noticing of owners of properties on those streets and soliciting feedback on approval or disapproval of the changes. If there is sufficient response and support, then ultimately Council approval is needed for the change and an appropriation for costs to complete the change. Depending upon the number of streets converted and the type of lanes and/or safety amenities installed, cost could range from \$40,000- \$80,000.

Southwest Ohio Regional Transit Authority (SORTA) and UC are the public entities that would run and operate an Uptown Circulator bus. If these organizations recommend and seek to implement such a route or other bus transportation initiatives in CUF, then the City Administration will be supportive.