



DOWNTOWN PARKING STUDY & KENT STREET CONCEPTS



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AGENDA

- Presentation of Downtown Parking Study
- Parking Study Discussion
- Presentation of Kent Street Conceptual Plans
- Frequently Asked Questions
- Conceptual Plan Discussion
- Next Steps
- Questions & Discussion



PARKING STUDY - PROCESS



Parking Study Process



PARKING STUDY-DEMAND



Parking Occupancy Data Collection

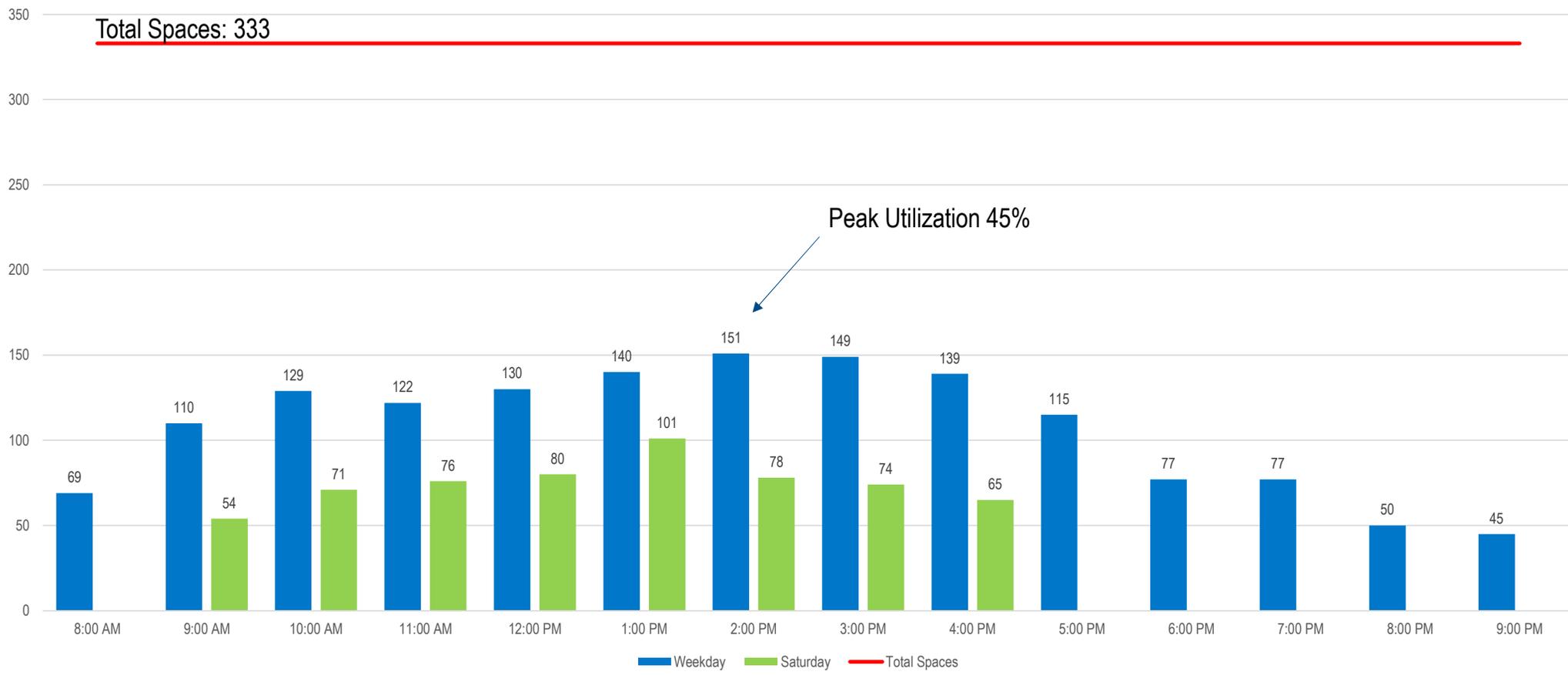
2022 MARCH

SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16 8 AM- 5 PM	17	18	19
20	21	22	23	24	25	26 9 AM- 4 PM
27	28	29	30 5 PM- 9 PM	31		

Recommended Parking Utilization
85% Occupancy



PARKING STUDY-DEMAND OVERALL DOWNTOWN



PARKING STUDY-SUPPLY



Kent Street Summary

Existing Parking Supply	83 spaces
Parking Reduction	-23 spaces
Proposed Parking	60 spaces



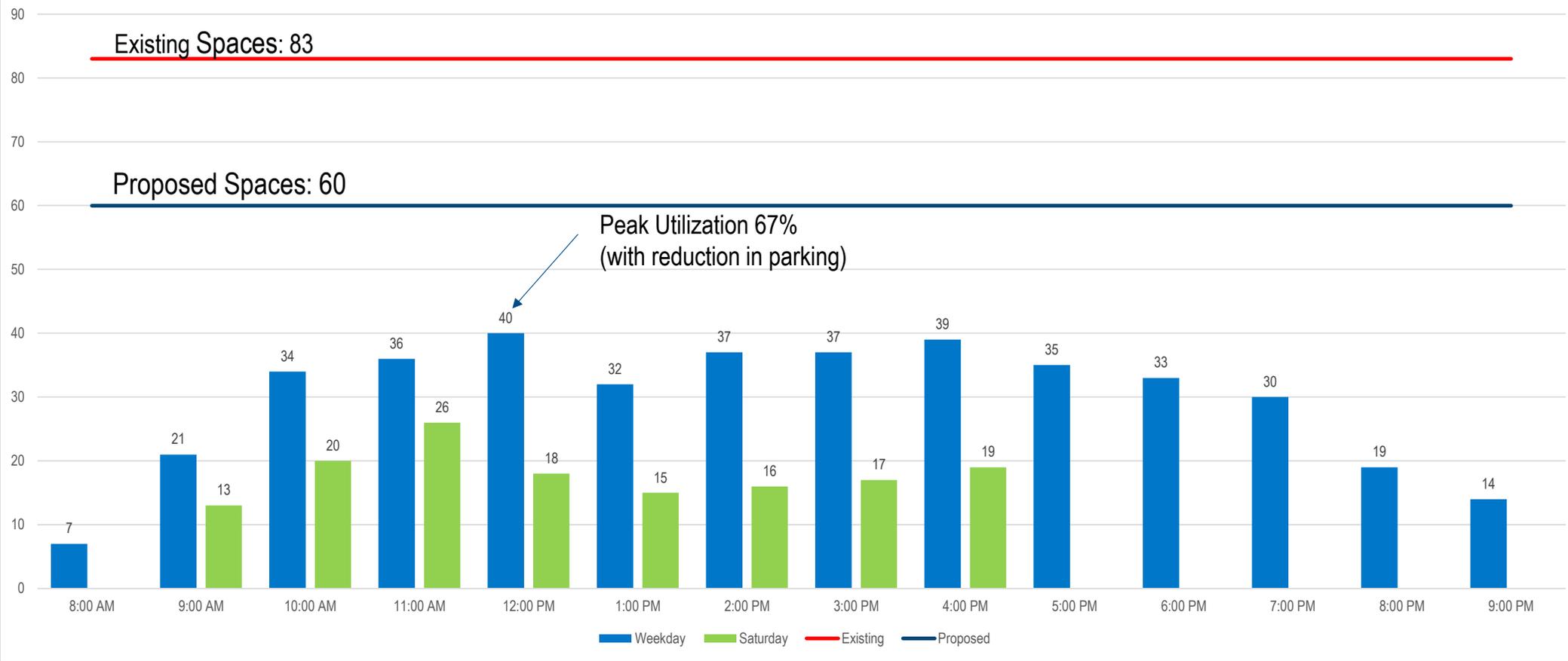
PARKING STUDY-SUPPLY KENT STREET



Existing Spaces: 83

Proposed Spaces: 60

Peak Utilization 67%
(with reduction in parking)



PARKING STUDY-SUPPLY



City Summary

Existing Parking Supply	333 spaces
Parking Reduction	-23 spaces
Proposed Parking	310 spaces
Effective Utilization	85%
Available Capacity	264 spaces



PARKING STUDY-SUPPLY

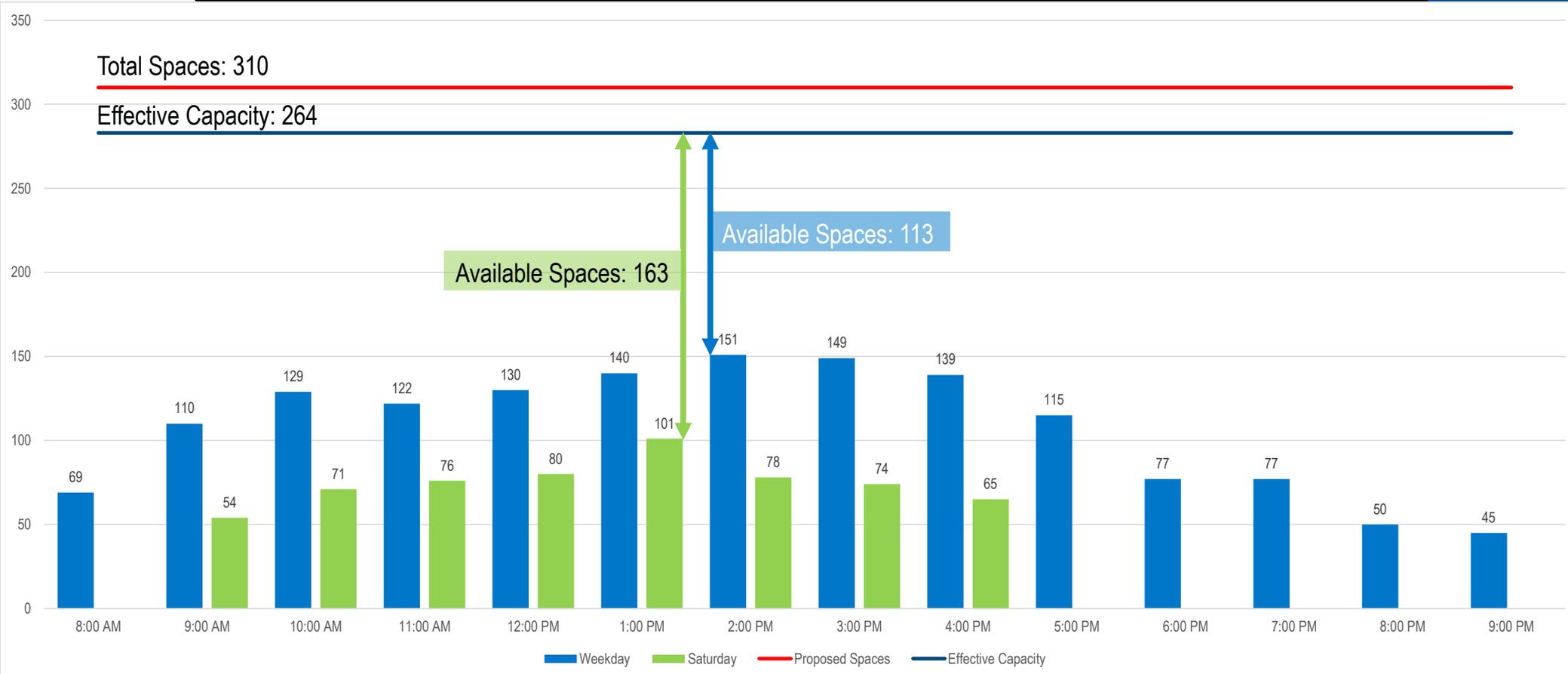


City Summary

Existing Parking Supply	333 spaces
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PARKING STUDY-SUPPLY



PARKING STUDY CONCLUSIONS



Existing Parking Demand

- There are currently 333 parking spaces in the downtown to accommodate the existing parking demand.
- The peak parking demand in the downtown occurs at 2:00 PM, with a peak utilization of approximately 45%.

Proposed Parking Supply

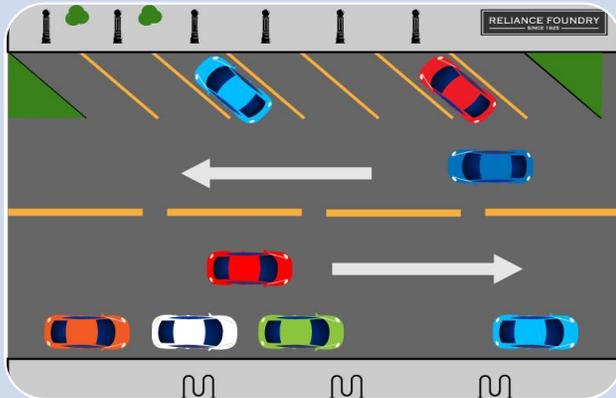
- There is a projected peak utilization of 67% on with the reduction in parking, which is below the recommended threshold of 85% parking utilization.

Projected Parking Demand

- An increase in parking demand of 75% during the weekday and 160% increase on Saturday can be accommodated within the downtown with the proposed parking (310 spaces)

PARKING STUDY

ADDITIONAL CONSIDERATIONS



Parallel Parking vs. Angle

Parallel parking is the recommended for on-street parking. Only where parking demand requires more parking, reverse angle parking may be considered.

It is safer to back into a parking space than to back out.



One-Way Streets

Kent Street and Maple Street were reviewed to consider making these roadways one-way pairs.

The addition of one-way streets here would increase the capacity where none is required, which results in the potential for higher speeds and increased crashes.

Additionally, one-way streets would limit access to the downtown and create unnecessary congestion.



ADA On-Street Parking

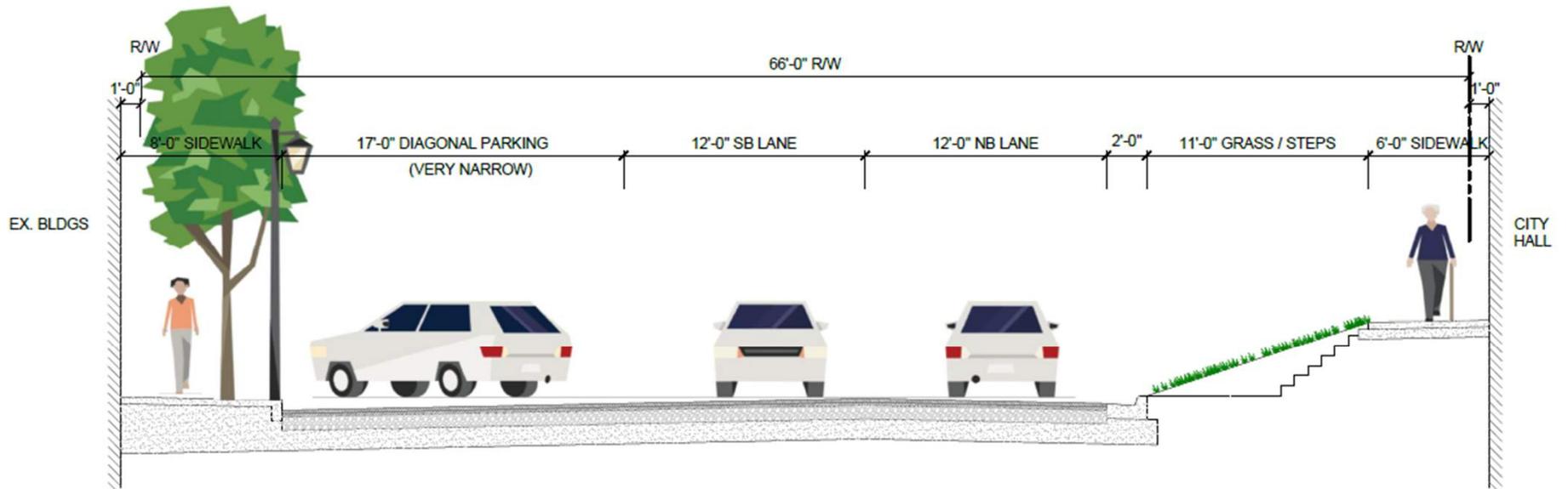
The redesign on Kent Street provides the opportunity to construct ADA compliant on-street parking.

This will provide more access throughout the downtown for patrons that currently use the ADA parking in the off-street parking lots.

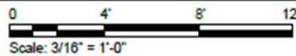
PARKING STUDY DISCUSSION



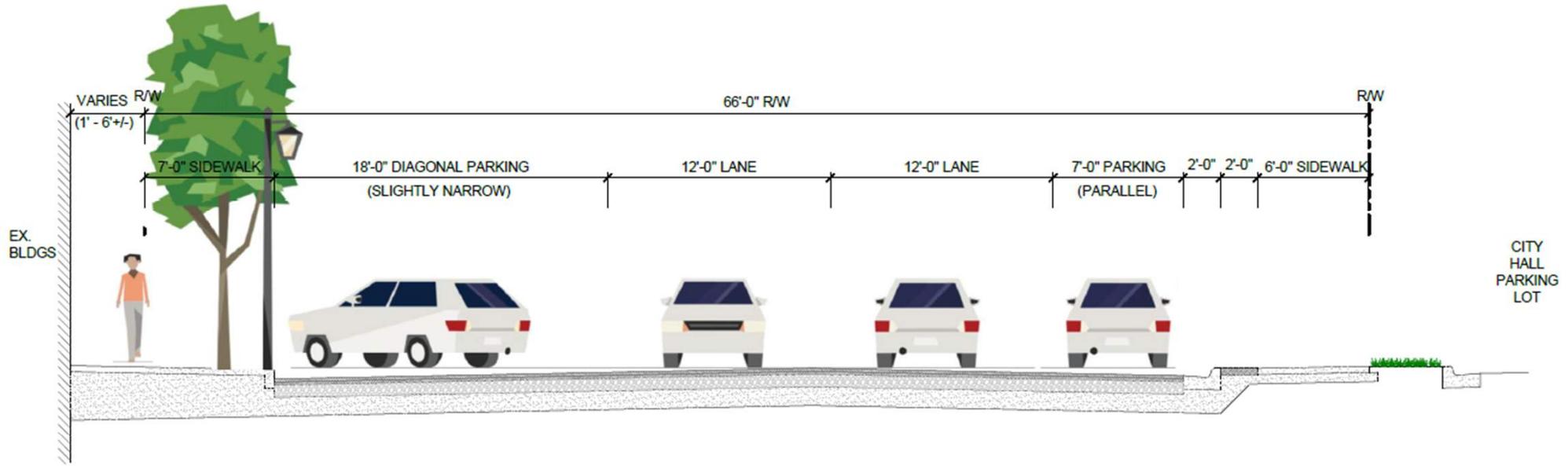
KENT STREET CONCEPTUAL PLANS



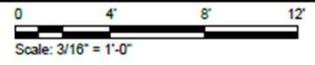
EX CROSS SECTION - CITY HALL



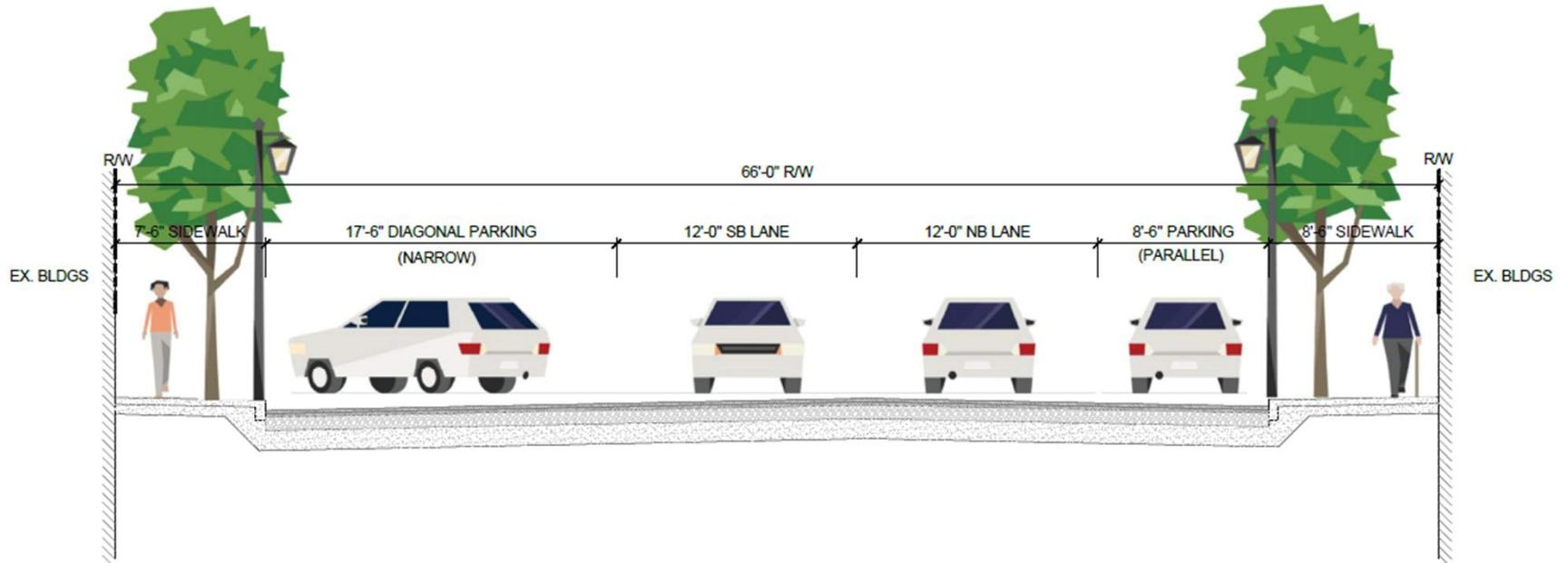
KENT STREET CONCEPTUAL PLANS



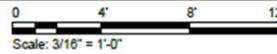
EX CROSS SECTION - CITY HALL PARKING LOT



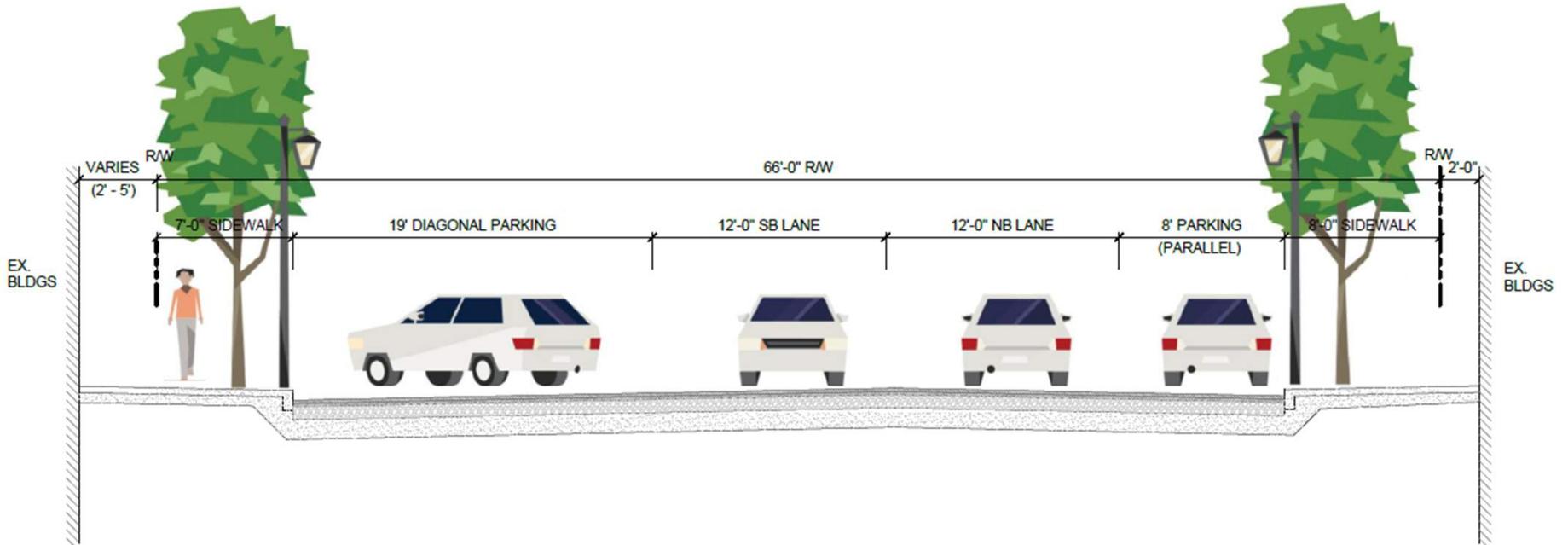
KENT STREET CONCEPTUAL PLANS



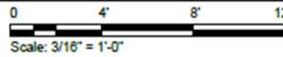
EX CROSS SECTION - SOUTH OF BRIDGE ST.



KENT STREET CONCEPTUAL PLANS



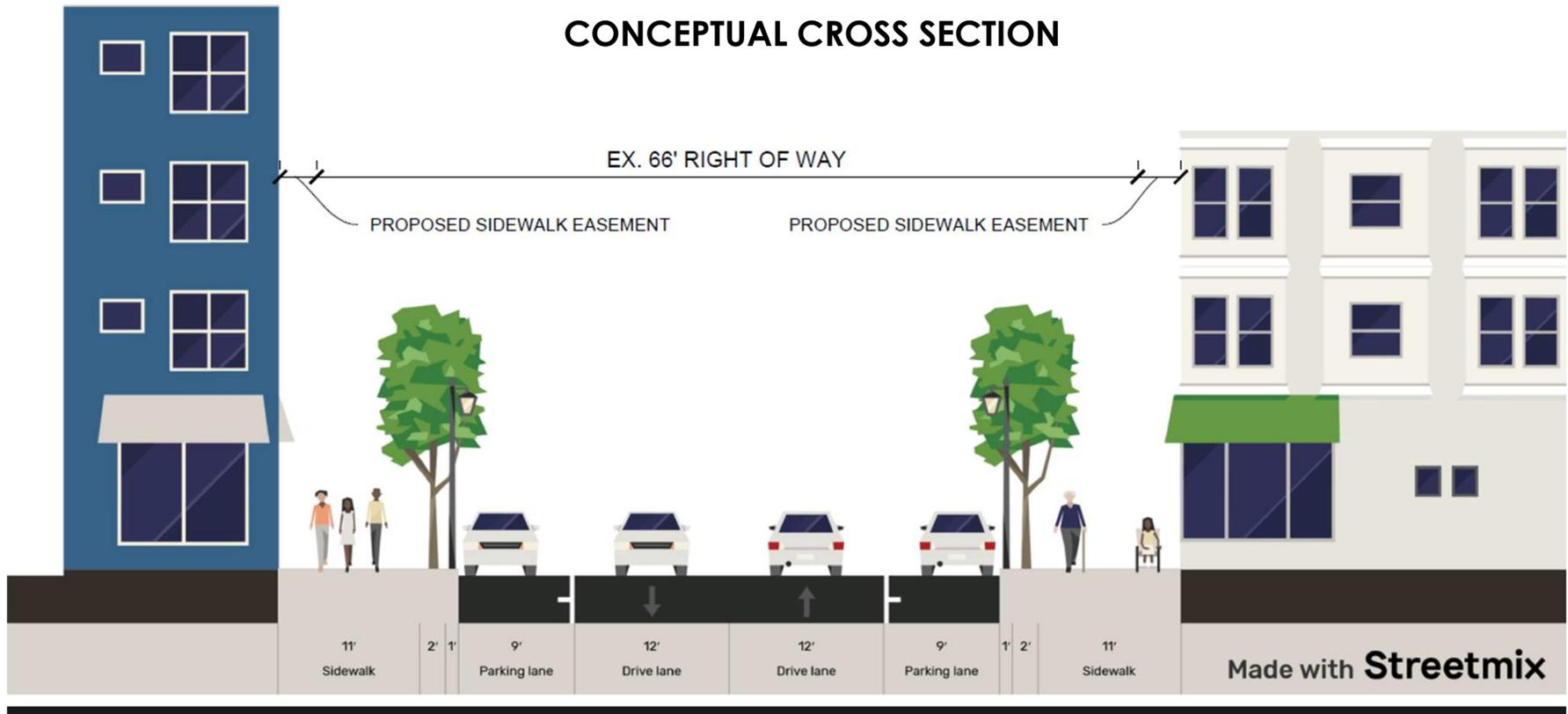
EX CROSS SECTION - BRIDGE ST. TO GRAND RIVER AVE.



KENT STREET CONCEPTUAL PLANS



CONCEPTUAL CROSS SECTION



KENT STREET CONCEPTUAL PLANS



Hard copy and PDF copy will be available at City Hall for use at public workshops and as needed.



EXISTING KENT STREET WITH DIAGONAL PARKING (APPROXIMATE - CROSS SECTION VARIES)



CONCEPTUAL KENT STREET WITH EXPANDED SIDEWALKS (APPROXIMATE - CROSS SECTION VARIES)

KENT STREET CONCEPTUAL PLAN
MAY, 2022

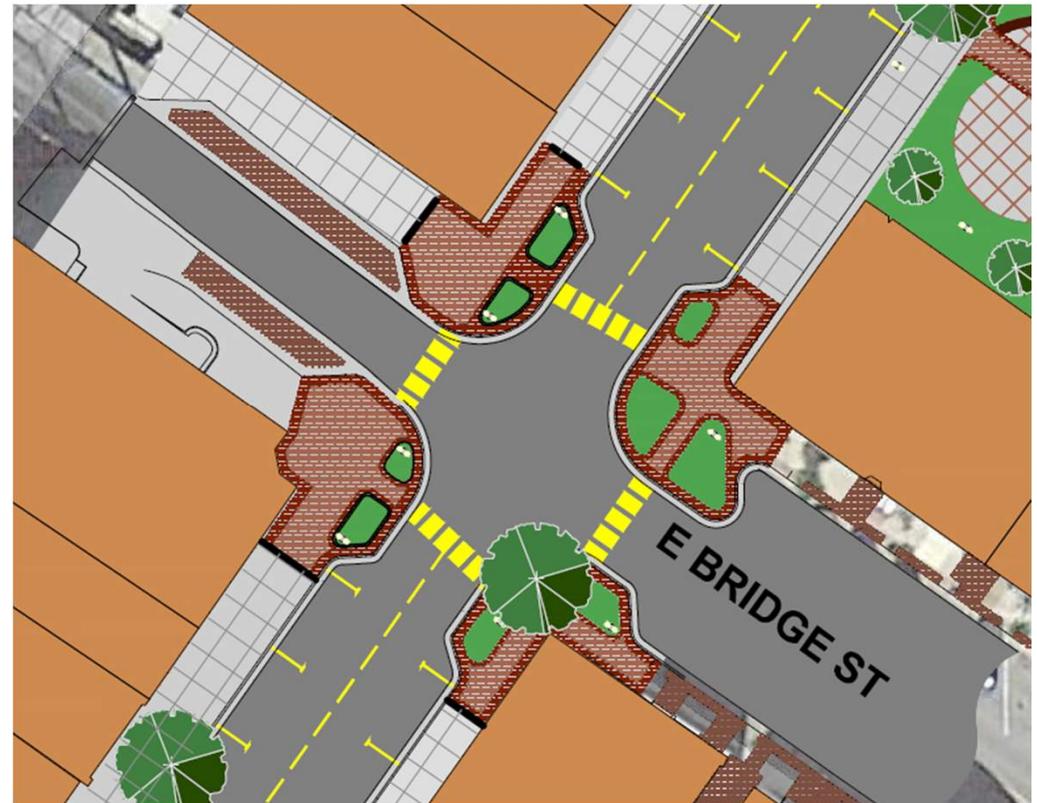
CITY OF PORTLAND
IONIA COUNTY, MI
KENT STREET IMPROVEMENTS



KENT STREET CONCEPTUAL PLANS



Per DPW request, we are showing “bump-outs” just at Bridge Street.



KENT STREET CONCEPTUAL PLANS



City Hall area is newer construction. No significant changes are shown.



KENT STREET CONCEPTUAL PLANS



Rendering work is
"under construction".



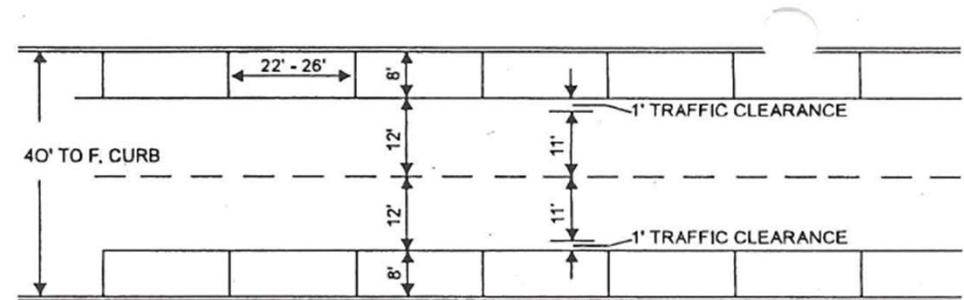
FREQUENTLY ASKED QUESTIONS



Q: Why can't we just put things back the way they are today?

Category 3 - Construction of New Major Streets and the Reconstruction of Existing Major Streets

Curbed Streets	Face to Face Width	
	Minimum	Desirable
No parking	26'	30'
Parallel parking - one side	32'	36'
Parallel parking - both sides	40*	48'
Diagonal parking	Not permitted	Not permitted



Typical Lane and Parking Limit Markings to Accommodate Two 11' Traffic Lanes and Parallel Parking Two Sides

NOTE: Every attempt should be made to create off street parking facilities to eliminate the need for on-street parking in the development of a Major Street System.

A: Excerpts from MDOT's "Uniform Criteria for Major Streets".

MDOT is against diagonal parking, as it has safety implications for vehicles and pedestrians. Keeping it requires justification and a geometric/safety analysis.

FREQUENTLY ASKED QUESTIONS



Q: Why can't we just put things back the way they are today? (Continued)



A: The existing diagonal parking is narrow (17'-19'). Widening to a minimum of 20' would be recommended for the geometric study to demonstrate safe ingress/egress.

FREQUENTLY ASKED QUESTIONS



Q: Why can't we just put things back the way they are today? (Continued)



A: The sidewalks are already narrow, with several “pinch points”. Narrowing them further to meet the requirements for diagonal parking is likely not viable and would eliminate the potential for grant funding.

FREQUENTLY ASKED QUESTIONS



Q: Why can't we just put things back the way they are today? (Continued)



A: Many of the doorways have an existing step that needs to be addressed for barrier-free access. In some cases, barrier-free access may be available from the back. Raising the road isn't a viable option, because there are doors adjacent with no step.

FREQUENTLY ASKED QUESTIONS



Q: Why can't we just put things back the way they are today? (Continued)

A: The concept illustrated addresses the barrier-free issue but requires additional sidewalk width.



FREQUENTLY ASKED QUESTIONS



Q: Weren't any other alternatives considered?

A: Yes, while the diagonal to parallel parking conversion shown is the most common solution, several less conventional solutions were considered.

Eliminate the parallel parking on the east side to create the necessary space to keep diagonal on the west side.

This puts the northbound traffic lane directly adjacent to the sidewalk, which isn't ideal. It would also require more pedestrian crossings to access parking.

Convert Kent Street and Maple Street to opposing one-way pairs.

Kent Street is often used as an emergency bypass route for I-96. In those cases (and even during normal operations), the one-way pair would cause significantly more congestion.

One-way pairs are typically used to increase roadway capacity, which is not necessary for Kent Street. Increasing the capacity when it isn't warranted tends to cause higher speeds and increased crashes (especially problematic with diagonal parking).

FREQUENTLY ASKED QUESTIONS



Q: What happens to the current accessible parking?

A: Though less common, accessible parking can be provided in a parallel configuration. Van accessible spaces can be provided at City Hall, Bridge Street and other strategic areas.



FREQUENTLY ASKED QUESTIONS



Q: Will my business be accessible during construction?

A: Through traffic will be detoured during construction, but local traffic will be maintained throughout. On-street parking will be maintained as much as practical.

Special “Kent Street Businesses Are Open” with directional signage can be incorporated to help customers navigate the construction zone.

Sidewalk replacement at the front door is unavoidable. Those with rear access are encouraged to use it as primary access during construction, if practical.



CONCEPTUAL PLAN DISCUSSION



NEXT STEPS



- Public workshops are scheduled for May 19 and 31.
- The easement acquisition process is underway.
- The MDOT environmental clearance process is underway.
- MEDC Revitalization and Placemaking (RAP) application is due June 3. Information from property owners interested in participating is due May 20. If the City is awarded RAP funding, MDOT Small Urban funding currently allocated for Kent Street will likely be used elsewhere.
- MDOT Transportation Alternatives Program (TAP) application will be submitted mid-June. TAP will be “Plan B” if the RAP application is not successful.
- Conceptual design will be completed after soliciting feedback. Once the conceptual design has been completed, traditional design engineering work will commence.

QUESTIONS AND DISCUSSION

