

Motorized Two-Wheel Vehicle Parking Proposal



**City of Columbus
Public Service Department**

Presented to Mayor Michael B. Coleman

July 16, 2008

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Introduction

Motorized two-wheel vehicles or MTWV's include motorcycles, motor scooters and mopeds. Due to rapidly rising gas prices, these fuel efficient vehicles increasingly popular throughout the United State and in major metropolitan cities, including Columbus. At the direction of Mayor Michael B. Coleman, the Department of Public Service drafted this report to outline steps to help accommodate the increasing demand for convenient parking for MTWV's in the urban core of Columbus through a two-phased initiative starting July 2008.

Under current City Code, motorcycles, scooters and mopeds can legally park anywhere cars and trucks can park. Under the current policies of the Department of Public Service's Parking Violations Bureau and Division of Police, more than one of these vehicles can park in the same metered space as long as the meter is fed.

While the actual demand for MTWV parking is undocumented, the City expects to gain the necessary understanding through this two-phased proposal and on-going interaction with stakeholders. This proposal for short-term and long-term solutions will be an evolving process, phased in over time as data is collected and suggestions/comments are gathered from stakeholders and the general public.

Background

Beginning in May 2008, the Public Service Department surveyed other major metropolitan cities concerning their policies for accommodating MTWV parking. The following 10 cities responded to the survey:

- San Francisco, California
- Madison, Wisconsin
- Indianapolis, Indiana
- Austin, Texas
- Portland, Oregon
- Akron, Ohio
- Washington, D.C.
- Seattle, Washington
- Milwaukee, Wisconsin
- Chicago, Illinois

There is no clear, single policy among the cities surveyed about MTWV parking. Highlights of the results include:

- 8 of the 10 cities provide special parking for motorcycles;
- 3 of the 10 cities provide special parking for scooters;
- 1 of the 10 cities provide special parking for mopeds;
- 7 of the 10 cities charge for their special parking spaces;
- 2 of the 7 who charge, charge a reduced fee for MTWV's;
- 2 of the 10 cities provide a mechanism by which MTWV's can be secured

The City of Columbus Proposal

The City's MTWV parking plan has two main parts:

1. Phase 1 – An immediate, high-impact, low-cost solution that will add spaces at 12-16 locations during the summer of 2008. Such areas will be monitored for use by Parking Violations Bureau;
2. Phase 2 – Expand or reduce the program with new locations over time based on demand and implement permit “sticker” plan.

Phase 1

Public Service has identified a number of possible locations to convert in the next 30 to 60 days to MTWV parking (See Appendix A). They include:

1. Concrete caps over I-670 at Goodale & Park streets (if allowed in coordination with ODOT)
2. Corner of Spruce and North Wall streets
3. Lynn Street between Third and High streets (coordinating with Pearl Market)
4. Surface lot at Rich and High streets, next to City Center (requesting coordination with Columbus Downtown Development Corporation)
5. Pearl Alley, north of Gay Street (1st metered space)
6. Pearl Alley, between Gay Street and Broad Street
7. South side of Gay Street between High and Third streets
8. South side of Gay Street, east of Front Street
9. East side of High Street at W. First Avenue
10. West side of High Street at Hubbard Street
11. West side of High Street, south of Fifth Avenue near the Greenwood Parking Lot
12. Front Street north of Livingston Avenue and south of Sycamore Street (requires coordination with pending development projects nearby)
13. South side of Fulton Street at Front Street

MTWV parking areas must be in strategic, highly visible locations to encourage use, ensure safety and deter thefts. Phase I locations would be designated with proper signage and would utilize “corral” parking. In corral parking, a perimeter is established and marked for parking anywhere within the perimeter.

During Phase I's testing, which is expected to last approximately 12 months, there will be no charge to park MTWV's in these designated locations. Public Service will study the results of this initial phase and gain input from the public and user groups to determine the demand for MTWV parking and the areas of the City where the demand is the greatest.

As the program progresses into Phase II and beyond, it is expected a nominal fee will be associated with MTWV parking. The intent of the initiative is to remain as revenue neutral as possible. Revenue collected in the future should be used to cover the cost of signage, painting/stripping, safety education programs, upkeep and more.

MTWV parking will continue to be reviewed and data collected to plan strategies for 2009 and beyond.

Phase II and Beyond

With the anticipated successful completion of Phase I, potential areas for future MTWV parking are already being considered. They include:

- W. Lafayette east of N. Wall Street
- W. Walnut Street, west of Wall St. between Town & Main
- W. Cherry Street west of Wall St. between Town & Main
- Hull Alley between Pearl Alley and High Street
- Elm Street west of N. Wall Street
- Areas around The Ohio State University
- Areas around Columbus College of Art and Design
- Areas around Columbus State Community College
- Grandview Avenue between Fifth Avenue and First Avenue
- Areas in or around two pending downtown parking garages

Issues

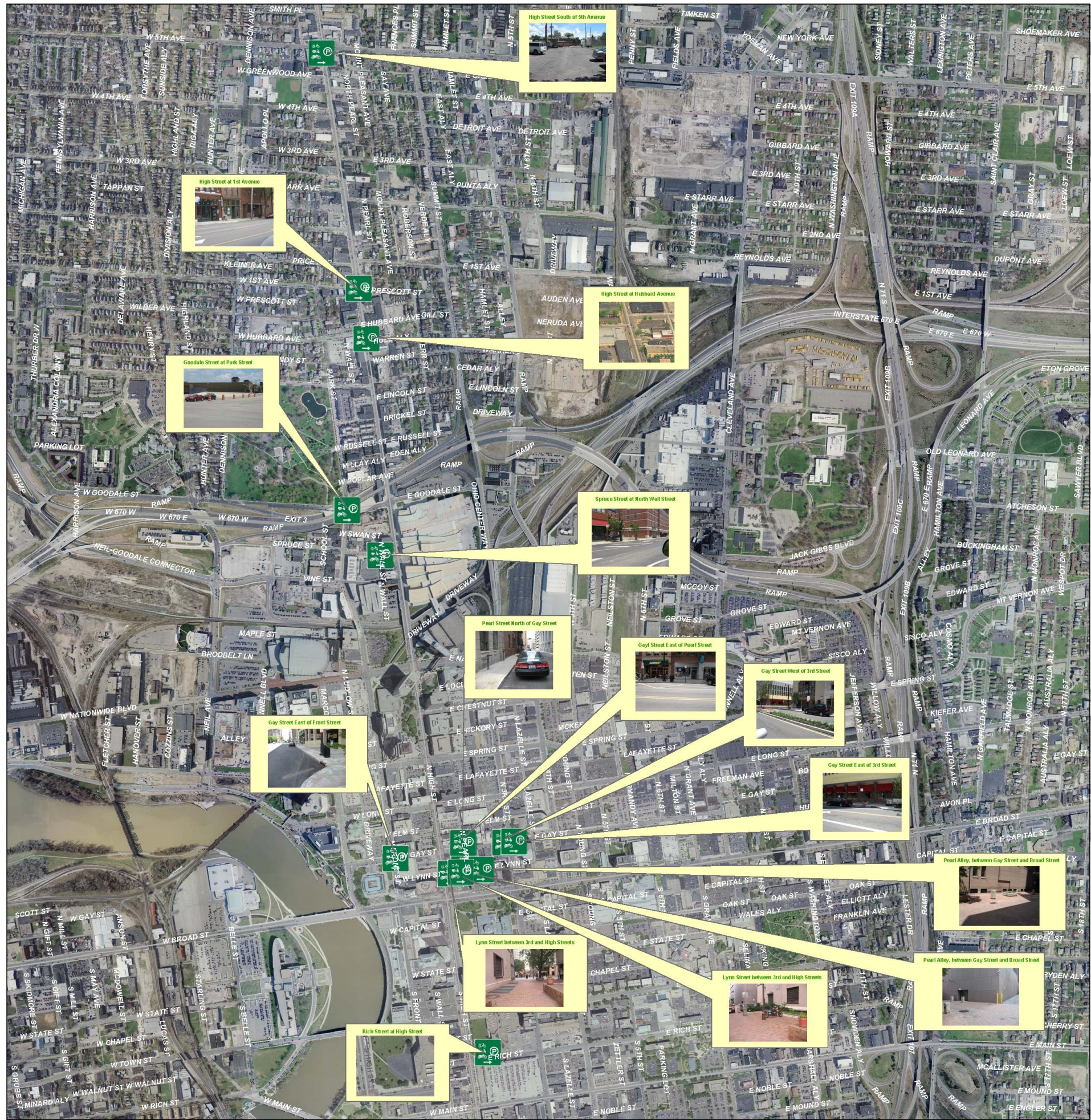
There are a number of issues that will need to be addressed post Phase 1, including:

1. Determine if fees will be set, how they will be set and how they will be collected:
 - Single-space markings and parking meters?
 - Annual MTWV parking permit?
 - Require infrequent visitors to Downtown to buy a parking permit?
 - Designate areas for both permit holders and metered spaces?
2. Determine whether to install security measures, such as scooter racks:
 - How big of a problem is scooter theft?
 - Can security measures be installed in designated MTWV areas?
 - What should they look like?
 - Who will maintain and upkeep?
3. Determine whether scooters and mopeds should be permitted to park on public sidewalks, which may require Code changes.
4. Develop a strategy for increasing public awareness.

Conclusion

Realizing that the use of MTWV's is growing in Columbus, the Department of Public Service is proposing a two-phase plan to address the demand for parking. Moving beyond 2008, data collection and input from users will be needed to grow the program and ensure its long-term success. The plan will evolve over time as this information data is collected.

Appendix A – Maps and Photographs of Potential Locations



**Motorized Two-Wheel
Vehicle Parking**

2008



**LOOK
FOR
THE
SIGNS!**



Legend

 2008 Locations

0 330 660
Feet





POTENTIAL CORRAL LOCATIONS



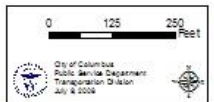
**MOTORIZED
TWO WHEEL
VEHICLE PARKING**

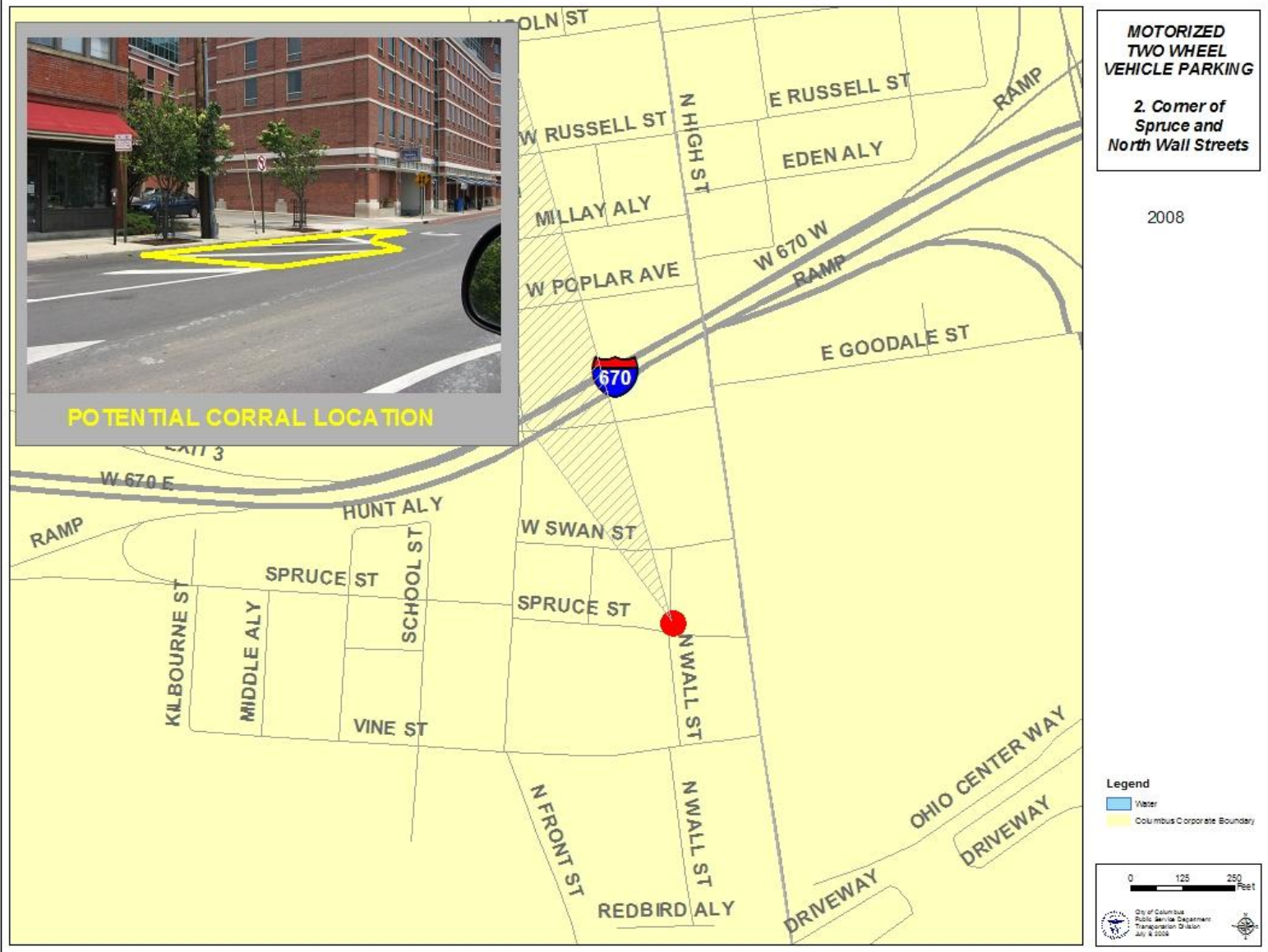
1. Concrete Caps
over I-670 at
Goodale &
Park Streets

2008

Legend

- Water
- Columbus Corporate Boundary





**MOTORIZED
TWO WHEEL
VEHICLE PARKING**

**2. Corner of
Spruce and
North Wall Streets**

2008



POTENTIAL CORRAL LOCATION

Legend

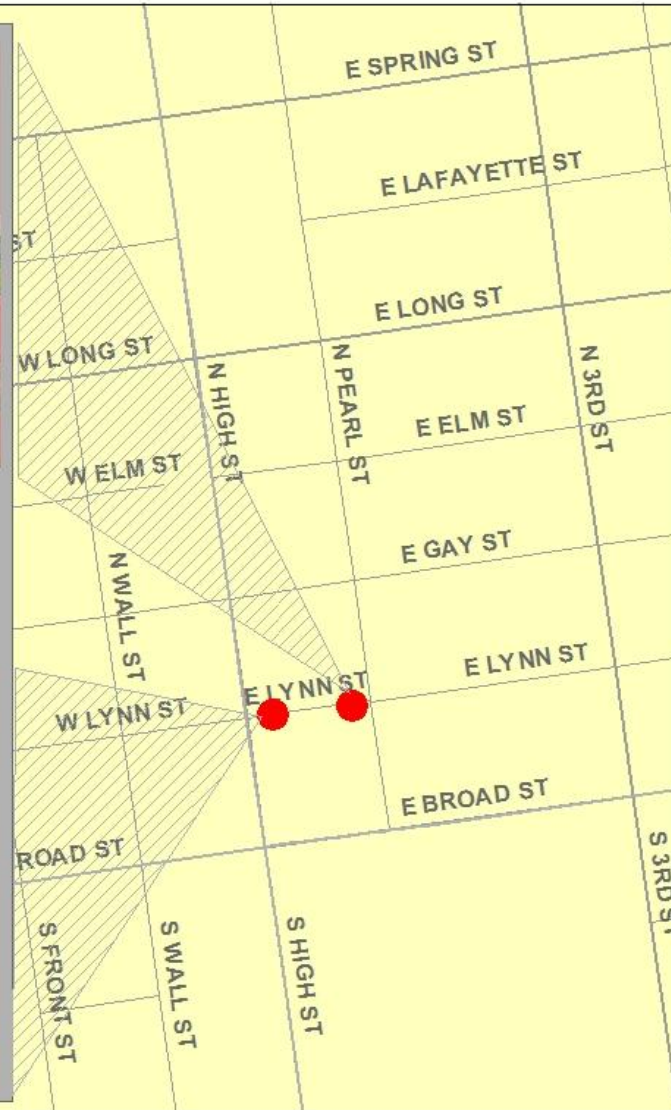
- Water
- Columbus Corporate Boundary



City of Columbus
Public Service Department
Transportation Division
July 4, 2008



POTENTIAL CORRAL LOCATIONS

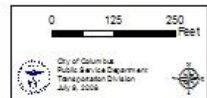


**MOTORIZED
TWO WHEEL
VEHICLE PARKING**

**3. Lynn Street
between
3rd and
High Streets**

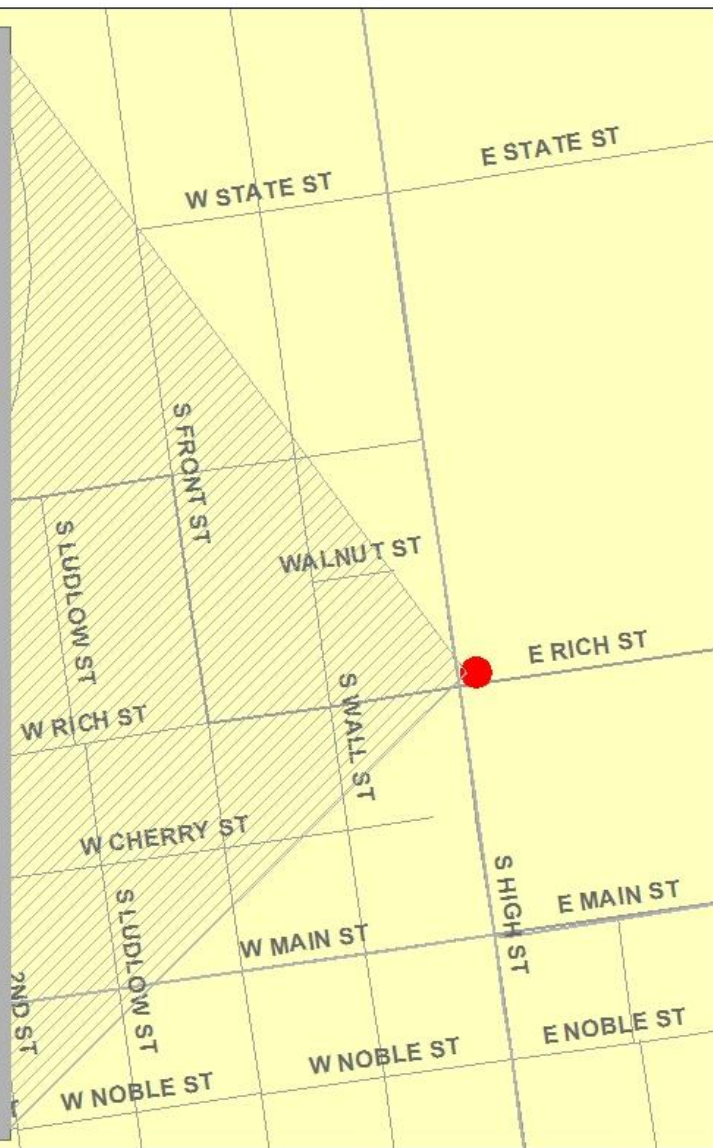
2008

Legend
 Water
 Columbus Corporate Boundary





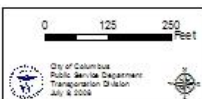
POTENTIAL CORRAL LOCATIONS

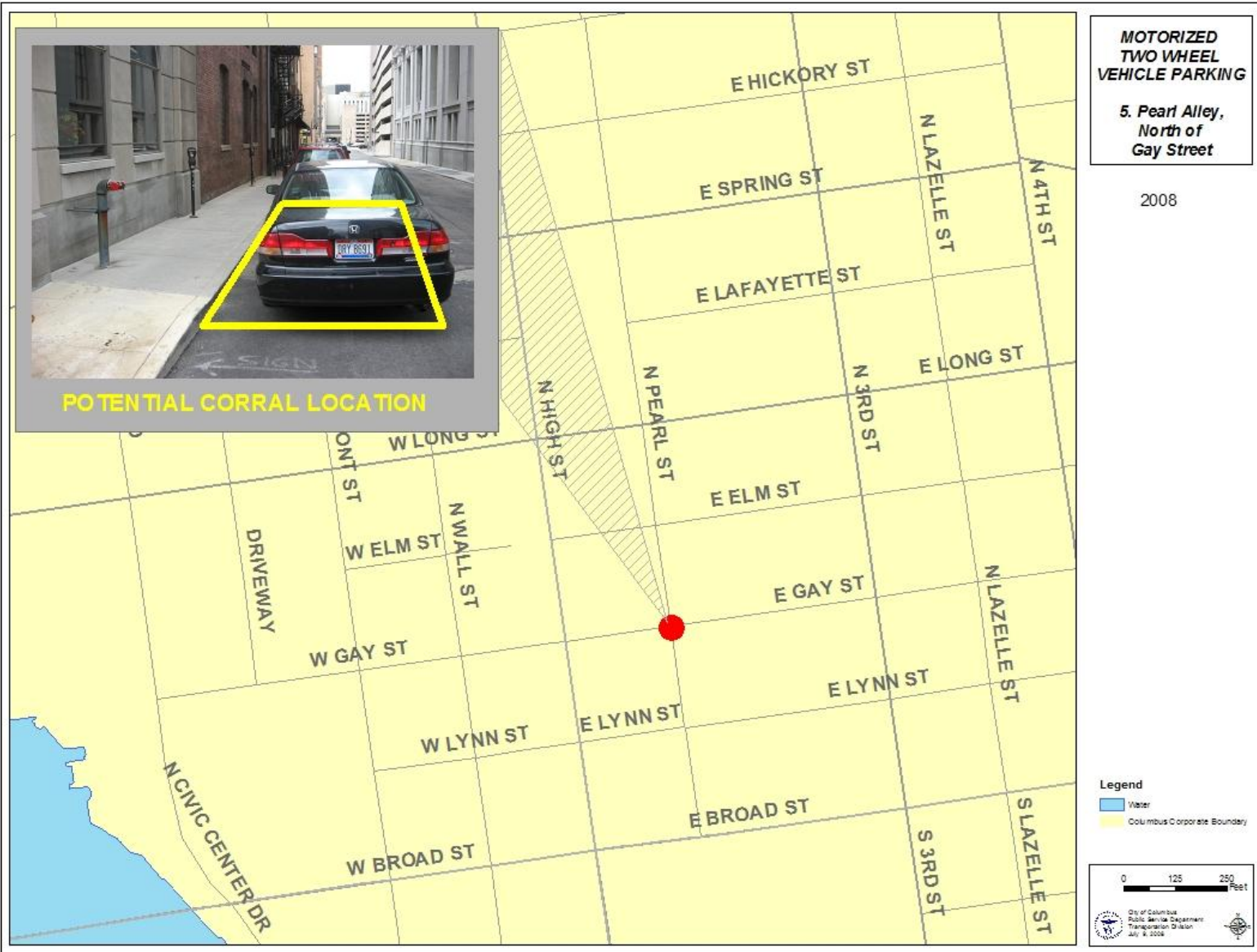


**MOTORIZED
TWO WHEEL
VEHICLE PARKING**
**4. Surface Lots at
Rich and
High Streets,
next to
City Center**

2008

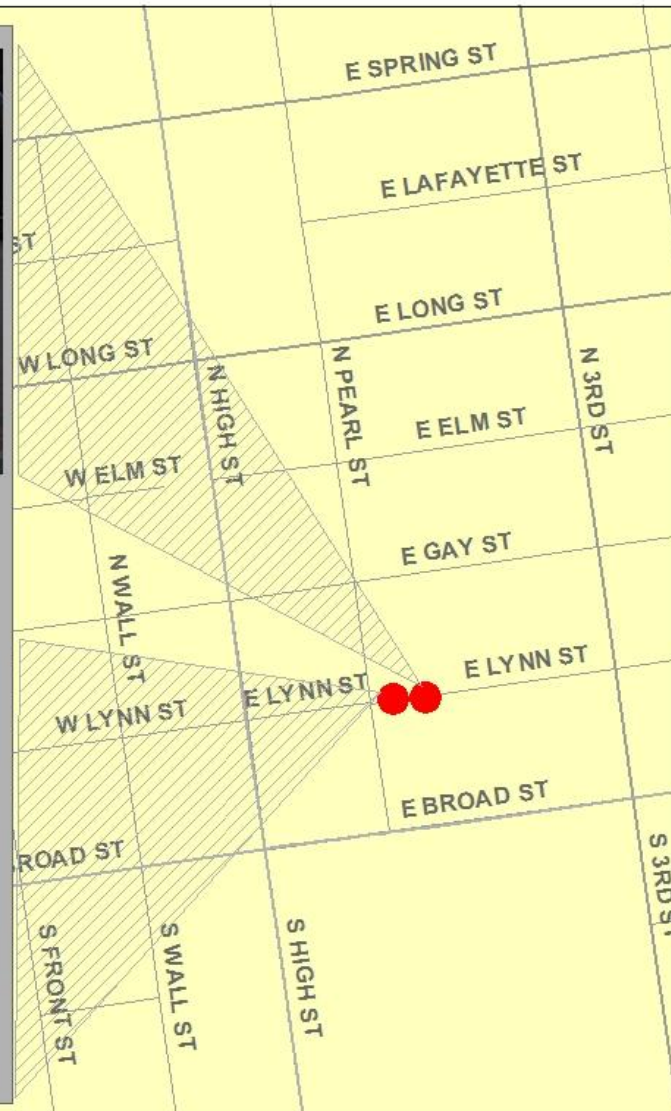
Legend
Water
Columbus Corporate Boundary







POTENTIAL CORRAL LOCATIONS



**MOTORIZED
TWO WHEEL
VEHICLE PARKING**

*6. Pearl Alley,
between
Gay Street
and
Broad Street*

2008

Legend

- Water
- Columbus Corporate Boundary

0 125 250 Feet

City of Columbus
Public Service Department
Transportation Division
July 6, 2008

