

Canal Winchester Downtown Parking Survey

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**Conducted for the
Canal Winchester Downtown Association
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Introduction

The Canal Winchester Downtown Association (CWDA) has decided to study parking issues in the downtown area of Canal Winchester. In order to confront parking concerns, it was necessary to first conduct an initial study of parking in downtown Canal Winchester. This study aimed to identify the current parking capacity, find when and where people park, and get input from downtown businesses about the parking situation.

The process in which the study was conducted is as follows. An initial parking inventory was first taken to identify all possible legal parking spaces in the downtown area. This process allowed for the identification of all public parking spaces. The next step was to conduct parking counts at different times of the day to find when certain areas were congested. Finally, a short survey was presented to downtown business owners to gain input on downtown parking characteristics, as well as to get an estimate of the amount of private parking spaces downtown.

The study process was conducted in April and May of 2004. The results of the study, along with conclusions will be examined in this report. The following will serve as a frame of reference for future parking related issues in downtown Canal Winchester.

Parking Inventory

The parking inventory was possibly the most important aspect of the entire study. This inventory was utilized to identify all public parking downtown, signage related to parking, and identify public lighting structures. The parking inventory was conducted

over a couple of days in April of 2004. The method utilized was a time intensive walking of the area, while observing the aforementioned characteristics.

Map 1, located near the end of the report, was the final product of the parking inventory. The number of capacity public parking spaces was first identified. The count numbers indicated the number of spaces on a particular side of a street. Often, a street is broken up to multiple counts per side of a street. This is due to natural breaks in spaces, a change from marked to unmarked spaces, or a change from marked parallel to marked angled parking.

There are two large areas of public parking in the downtown area. One is noted east of South High Street and south of East Waterloo Street. This parking area is paved and has 40 marked spaces. Parking counts are conducted on this parking area along with all of the normal counts. The second large public parking area is located west of South High Street and south of West Waterloo Street. This parking area is surfaced with gravel and the spaces are unmarked. Due to the uncertainty of the number of public spaces, parking counts were not conducted on this area.

It is important to note that most of these counts are only an estimate. Only spaces on High Street and Waterloo, mostly near their intersection, are actually marked spaces. All other spaces are estimated as twenty-foot long parallel spaces. Though spaces are traditionally only eighteen feet in length, all spaces that are unmarked are subject to parallel parking. This can often result in inefficiencies in the maximum number of spaces on a street.

Parking Counts

In order to identify when the previously inventoried spaces were occupied, a number of parking counts were conducted. The counts were done in the morning (8 to 9 a.m.), midday (12 to 1 p.m.), and in the late afternoon (5 to 6 p.m.). Six total parking counts were done, three on weekdays and three on weekends. These parking counts can establish when parking spaces are occupied and what areas are the most heavily used.

Table 1 illustrates the results of the parking counts. It may be necessary to refer to Map 1 for a frame of reference. Table 2 facilitates Table 1 by showing the percent of capacity each of the streets, or street sections, were observed at. Bold numbers in Table 2 indicate capacities at or greater than 75 percent.

These tables show parking trends of the downtown area. As would be expected, the area near the intersection of High Street and Waterloo Street received the highest parking volumes. High parking availability seems to be relatively constant over the weekdays and the weekends on High Street and Waterloo Street, as well as throughout the day (though midday and afternoons seem to see a slightly higher volume of cars).

The public lot east of South High Street can also see high volumes of parking. The weekday midday and afternoon received very high parking counts. Obvious contributors to the high counts in the public lot are the newly opened Shade Restaurant on High Street, as well as the Senior Center on Trine Street. Part of the reason the weekday, midday count was so high was due to the fact that there was an event taking place at the Senior Center at the time of the parking count.

High parking counts in areas that are more residential in nature were observed sporadically. Areas, such as East Columbus Street and Oak Street, had relatively low parking counts. Conversely, the area around Franklin Street and West Columbus, as well as East Mound Street, saw consistently high parking counts. Some residential streets received high parking counts that were possibly due to people parking there and walking to work or shopping. Areas, such as Elm Street near Waterloo, along with East and West Mound Street (near High Street), often had high parking counts.

Surveys

A total of twenty surveys were conducted in the downtown area to gain insight from business owners. The survey was kept to only eight questions focusing on employees, customers, and where they parked. The businesses questioned were located on High Street and Waterloo Street. Businesses that may have parking problems, or may be contributing to parking problems, were targeted.

Table 3 gives a summary of questions and answers by the surveyed employees. The question related to the number of employees, and how many of them drive, provided a rough idea of the employee generated spaces taken up. This question was expanded on when asked where the employees park. Most of the answers given from this section were quite accurate. The question related to where customers park was slightly less certain, as often employees cannot see where the customer is parking (or not parking at all).

The results from the survey were quite telling about the nature of parking downtown. Overall, 96 percent of employees drove to work at an average time, with slightly less driving to work at a peak time. The average business has almost five (4.95)

private spaces, though the median is considerably less at only two private spaces per business. The average is skewed since Bolenbaugh's has around 40 private spaces. Forty percent of the business surveyed had no private parking at all. The average business only has 3.11 private spaces if Bolenbaugh's is not taken into consideration.

The questions related to where employees park produced varied results. Half of all businesses stated that their employees parked in their own private spaces. Two businesses admitted that their employees parked in private spaces that were not designated to the business. Eight businesses stated that their employees parked in public lots, and three stated their employees parked on the street. By these accounts, over half of the businesses have employees taking up public spots. Many of the businesses that had employees parking in public spaces were on the east side of North and South High Street, near the intersection with Waterloo Street. Private parking seemed to increase on the east side of North High Street to the North of the State Office Building (or approximately half way between Waterloo Street and Mound Street).

A large majority of businesses (90 percent) said at least some of their customers parked on street. Only seven of the twenty businesses surveyed said that at least some of their customers parked in private spaces. Bolenbaugh's, Bank One, and Fitness Firm were the only businesses surveyed that appeared to use their private spaces primarily for customer parking.

At the conclusion of the survey, employees were asked to give any suggestions or comments about the downtown parking situation. There were a variety of answers and issues addressed, which are shown in Table 4. Employees had insightful comments to provide for more signage for public parking and not to allow employee parking on the

street. There were, of course, many comments pertaining to more parking being provided downtown, but a few comments addressed important parking issues that may have been overlooked.

One employee, at a business on the east side of North High Street, stated that she parks her car in private spots in the rear but moves her car to front public spots before nightfall. She has concerns about safety issues, as most rear parking spaces in the downtown area are poorly lit and are not visible from the street. She stated that kids sometimes congregate out in the rear at night, not necessarily causing trouble, but she would rather not have any sense of fear leaving work every night.

Another employee addressed concerns related to residents parking on High Street. They probably contribute to the parking situation as well, but cannot be held as accountable as businesses, as they are not losing anything by parking on the street.

One business ultimately gave the sternest comment about parking downtown. The business, located in the State Office Building, stated that they were moving out of the office because of the parking situation downtown. As the volume of their business was not dictated by having a downtown location, it seemed like a very logical choice.

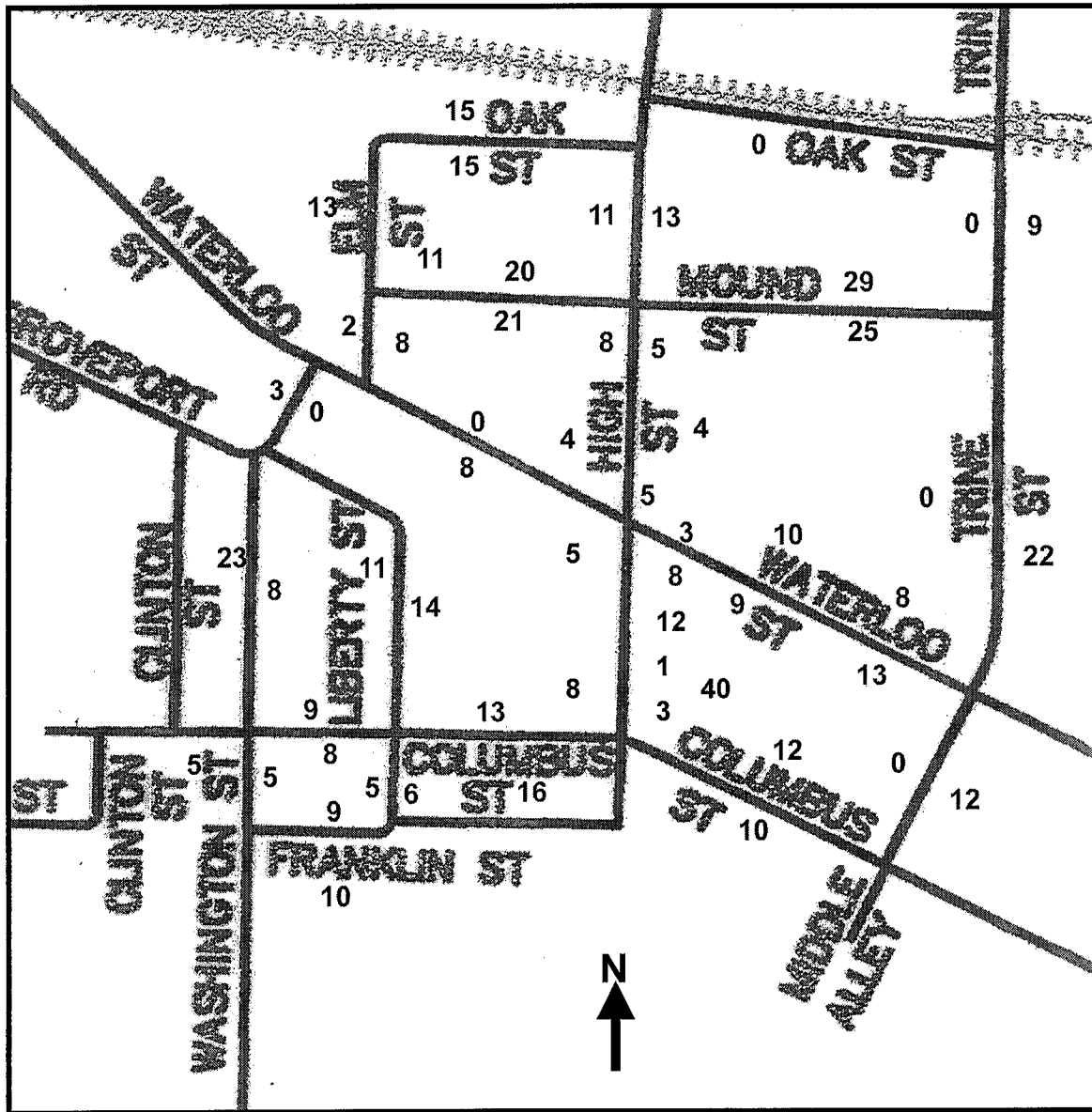
Conclusions

This study has attempted to provide an examination of the Canal Winchester downtown parking situation. The parking counts have identified spaces and when spaces are filled. The survey has served to recognize private parking areas, where employees and customers park, and gain input from downtown businesses.

Overall, there have been a few clear trends identified by this study. Parking that is most likely to be crowded is near the intersection of High Street and Waterloo Street. The public parking lots, though possibly hard to locate, are often heavily utilized. The survey has shown that nearly all employees, and most likely the majority of customers, park downtown to conduct their business. It has also revealed that though private spaces exist, many businesses have no private parking areas and employees are forced to park in public parking areas or in other business's private parking areas. The survey provided additional insight related to parking safety, resident parking downtown, and the effects on business downtown when such parking problems occur.

Though approximately 72 spaces are estimated to be located on the west side of High Street by the fall of 2004, this will not entirely cure the parking situation downtown. Measures need to be taken to direct drivers to public parking, inform employees on appropriate places to park, and to attempt to create a parking environment more conducive to today's automobile reliant society. Hopefully, this study has provided a foundation for making the downtown area a more accessible destination for both employees and customers.

Map 1: Parking Inventory



= Capacity Public Parking Spaces

Table 1: Parking Counts									
	Side of Street	Capacity	Weekday			Weekend			Average
			Morning	Midday	Afternoon	Morning	Midday	Afternoon	
Oak Street	North	15	1	0	1	0	0	0	0.3
	South	15	0	0	1	3	0	0	0.7
Elm Street									
Waterloo to Mound	East	8	1	6	5	0	4	0	2.7
	West	2	0	1	1	0	2	0	0.7
Mound to Oak	East	11	1	1	4	3	5	3	2.8
	West	13	2	0	0	4	3	4	2.2
West Mound Street	North	20	1	1	4	3	6	3	3.0
	South	21	4	6	7	5	8	5	5.8
East Mound Street	North	29	6	9	10	16	12	16	11.5
	South	25	11	10	9	17	13	17	12.8
North High Street									
Waterloo to Mound	East	5	1	2	4	0	1	0	1.3
		4	3	4	1	3	2	3	2.7
		5	4	2	2	1	1	1	1.8
	West	4	0	4	2	4	1	4	2.5
		8	5	7	9	3	5	3	5.3
Mound to Oak	East	13	3	2	2	4	2	4	2.8
	West	11	2	3	1	2	3	2	2.2
Trine Street									
Waterloo to Mound	East	22	12	9	7	12	11	12	10.5
	West	0	0	0	0	0	0	0	0.0
Mound to Oak	East	9	1	1	1	0	0	0	0.5
	West	0	0	0	0	0	0	0	0.0
Waterloo to Columbus	East	12	0	0	0	0	0	0	0.0
	West	8	0	0	0	0	0	0	0.0
Waterloo Street									
High to Washington	North	0	0	0	0	0	0	0	0.0
	South	8	3	5	5	1	3	1	3.0
High to Trine	North	3	2	3	2	1	1	1	1.7
		10	2	7	2	5	3	5	4.0
		8	2	2	1	5	1	5	2.7
	South	8	5	6	7	2	4	2	4.3
		9	4	8	4	0	2	0	3.0
		13	0	3	0	1	1	1	1.0
Washington Street									
Waterloo to Groveport	East	0	0	0	0	0	0	0	0.0
	West	3	0	0	0	0	0	0	0.0
Groveport to Columbus	East	8	4	1	1	3	5	3	2.8
	West	23	3	0	2	2	4	2	2.2
Columbus to Franklin	East	5	3	3	0	1	0	1	1.3
	West	5	0	0	1	0	1	0	0.3
Liberty Street	East	14	1	2	3	1	2	1	1.7
	West	11	1	2	1	1	2	1	1.3
Franklin Street	East	6	0	0	0	0	0	0	0.0
	West	5	1	0	1	1	2	1	1.0
	North	9	4	6	4	4	4	4	4.3
	South	10	1	0	4	6	5	6	3.7

Table 1 (Continued): Parking Counts									
	Side of Street	Capacity	Weekday			Weekend			Averages
			Morning	Midday	Afternoon	Morning	Midday	Afternoon	
Columbus Street									
High to Trine	North	12	2	0	0	0	1	0	0.5
	South	10	2	1	0	1	0	1	0.8
High to Liberty	North	13	2	0	1	0	0	0	0.5
	South	16	1	1	1	0	1	0	0.7
Liberty to Washington	North	9	4	2	3	0	0	0	1.5
	South	8	2	3	8	3	4	3	3.8
Public Lot		40	19	42	30	14	22	14	23.5
Totals		526	126	165	152	132	147	129	141.8

Table 2: Capacity Levels

	Side of Street	Capacity	Weekday			Weekend			Averages
			Morning	Midday	Afternoon	Morning	Midday	Afternoon	
Oak Street	North	15	7%	0%	7%	0%	0%	0%	2%
	South	15	0%	0%	7%	20%	0%	0%	4%
Elm Street									
Waterloo to Mound	East	8	13%	75%	63%	0%	50%	0%	33%
	West	2	0%	50%	50%	0%	100%	0%	33%
Mound to Oak	East	11	9%	9%	36%	27%	45%	27%	26%
	West	13	15%	0%	0%	31%	23%	31%	17%
West Mound Street									
	North	20	5%	5%	20%	15%	30%	15%	15%
	South	21	19%	29%	33%	24%	38%	24%	28%
East Mound Street									
	North	29	21%	31%	34%	55%	41%	55%	40%
	South	25	44%	40%	36%	68%	52%	68%	51%
North High Street									
Waterloo to Mound	East	5	20%	40%	80%	0%	20%	0%	27%
		4	75%	100%	25%	75%	50%	75%	67%
		5	80%	40%	40%	20%	20%	20%	37%
	West	4	0%	100%	50%	100%	25%	100%	63%
		8	63%	88%	113%	38%	63%	38%	67%
Mound to Oak	East	13	23%	15%	15%	31%	15%	31%	22%
	West	11	18%	27%	9%	18%	27%	18%	20%
Trine Street									
Waterloo to Mound	East	22	55%	41%	32%	55%	50%	55%	48%
	West	0	0%	0%	0%	0%	0%	0%	0%
Mound to Oak	East	9	11%	11%	11%	0%	0%	0%	6%
	West	0	0%	0%	0%	0%	0%	0%	0%
Waterloo to Columbus	East	12	0%	0%	0%	0%	0%	0%	0%
	West	8	0%	0%	0%	0%	0%	0%	0%
Waterloo Street									
High to Washington	North	0	0%	0%	0%	0%	0%	0%	0%
	South	8	38%	63%	63%	13%	38%	13%	38%
High to Trine	North	3	67%	100%	67%	33%	33%	33%	56%
		10	20%	70%	20%	50%	30%	50%	40%
		8	25%	25%	13%	63%	13%	63%	33%
	South	8	63%	75%	88%	25%	50%	25%	54%
		9	44%	89%	44%	0%	22%	0%	33%
		13	0%	23%	0%	8%	8%	8%	8%
Washington Street									
Waterloo to Groveport	East	0	0%	0%	0%	0%	0%	0%	0%
	West	3	0%	0%	0%	0%	0%	0%	0%
Groveport to Columbus	East	8	50%	13%	13%	38%	63%	38%	35%
	West	23	13%	0%	9%	9%	17%	9%	9%
Columbus to Franklin	East	5	60%	60%	0%	20%	0%	20%	27%
	West	5	0%	0%	20%	0%	20%	0%	7%
Liberty Street									
	East	14	7%	14%	21%	7%	14%	7%	12%
	West	11	9%	18%	9%	9%	18%	9%	12%
Franklin Street									
	East	6	0%	0%	0%	0%	0%	0%	0%
	West	5	20%	0%	20%	20%	40%	20%	20%
	North	9	44%	67%	44%	44%	44%	44%	48%
	South	10	10%	0%	40%	60%	50%	60%	37%

Table 2: Capacity Levels									
	Side of Street	Capacity	Weekday			Weekend			Averages
			Morning	Midday	Afternoon	Morning	Midday	Afternoon	
Columbus Street									
High to Trine	North	12	17%	0%	0%	0%	8%	0%	4%
	South	10	20%	10%	0%	10%	0%	10%	8%
High to Liberty	North	13	15%	0%	8%	0%	0%	0%	4%
	South	16	6%	6%	6%	0%	6%	0%	4%
Liberty to Washington	North	9	44%	22%	33%	0%	0%	0%	17%
	South	8	25%	38%	100%	38%	50%	38%	48%
Public Lot		40	48%	105%	75%	35%	55%	35%	59%
Totals		526	25%	32%	29%	25%	28%	25%	28%

Table 3: Canal Winchester Downtown Survey

Survey	Business	Address	Number of Employees		Number of Employee Cars		Cars per Employee	
			Avg. Time	Peak Time	Avg. Time	Peak Time	Avg. Time	Peak Time
1	I-Beam	10 South High Street	10	21	10	21	1	1
2	Bank One	8 South High Street	10	12	10	12	1	1
3	The Flower Post	25 North High Street	2	5	1.5	3	0.75	0.60
4	Winchester Galleries	19 North High Street	2.5	4	2.5	4	1	1
5	Tague Insurance	7 South High Street	2	3	2	3	1	1
6	Village Office	36 South High Street	9	12	9	12	1	1
7	Wigwam	4 South High Street	7	12	5	10	1	1
8	Shades	19 South High Street	20	25	18	23	0.71	0.83
9	Shaw & Son Family Jeweler	15 South High Street	4	8	3.5	8	0.90	0.92
10	Dr. McClurg	20 South High Street	4	4	4	4	0.88	1
11	Bolenbaugh Hardware	4 East Waterloo Street	4	5	4	5	1	1
12	Fitness Firm	19 East Waterloo Street	2	6.5	2	6.5	1	1
13	Victoria's Attic	11 South High Street	1	1	1	1	1	1
14	Harvest Moon	10 North High Street	2	3	2	3	1	1
15	Wortman & Stevenson	20 South High Street	4	4	4	4	1	1
16	Roman's Pizza	17 North High Street	2	4	2	2	1	0.50
17	Rodger Weaver Law Offices	3 South High Street	3	3	3	3	1	1
18	GSF Financial Services	9 South High Street	2.5	4	2.5	4	1	1
19	HER Realtors	11 North High Street	5	20	5	20	1	1
20	Martha F. Dean Attorney	26 North High Street	1	2	1	2	1	1
Totals			97.0	158.5	92.0	150.5	19.24	18.85
Average			4.9	7.9	4.6	7.5	0.96	0.94

Table 3: (Continued) Canal Winchester Downtown Survey				
Survey	Business	Address	Number of Off Street Parking Spaces	Where Employees Park Where Customers Park
1	I-Beam	10 South High Street	10	PrL
2	Bank One	8 South High Street	12	PrL
3	The Flower Post	25 North High Street	10	PrL
4	Winchester Galleries	19 North High Street	4	PrL
5	Tague Insurance	7 South High Street	0	PuW, OS
6	Village Office	36 South High Street	0	PuW
7	Wigwam	4 South High Street	0	PuW
8	Shades	19 South High Street	0	PuE
9	Shaw & Son Family Jeweler	15 South High Street	3	PrL, PuE
10	Dr. McClurg	20 South High Street	3	PuW
11	Bolenbaugh Hardware	4 East Waterloo Street	40	PrL
12	Fitness Firm	19 East Waterloo Street	10	PrL
13	Victoria's Attic	11 South High Street	0	PuE
14	Harvest Moon	10 North High Street	0	NA
15	Wortman & Stevenson	20 South High Street	3	PrL, PuE
16	Roman's Pizza	17 North High Street	2	PrL
17	Rodger Weaver Law Offices	3 South High Street	0	PrL I
18	GSF Financial Services	9 South High Street	2	PrL
19	HER Realtors	11 North High Street	0	OS, PrL I
20	Martha F. Dean Attorney	26 North High Street	0	OS
Totals			99	OS - 3
Average			4.95	PrL - 10
Without Bolenbaugh's			3.11	PrL I - 2
				PuE - 4
				PuW - 4
				OS - 18
				PrL - 7
				PrL I - 1
				PuE - 2
				PuW - 1

Key

OS - On Street
PrL - Private Lot
PrL I - Private Lot Illegally
PuE - Public Parking East of High Street
PuW - Public Parking West of High Street

Table 4: Survey Comments

More parking downtown is needed. (5)

Upstairs residents park out front. (2)

Don't let employees park out front.

Other businesses customers park in front of business.

Angled parking is too small.

Should have angled parking all along East Waterloo.

Farmers market causes parking problems as people park in the private spaces.

Customers can't park in the off street lot. It usually carries at least 5 or 6 cars not belonging to customers.

More signage for public parking is needed.

Kids hang out in back alley so employees won't park there at night.

Moving business in 1 month due to parking situation.

Need to extend alley from West Waterloo Street to Mound to provide more parking.