

Questions - Turned in (not asked)

1. In a tourist destination, we have a problem with parking. Can't go to Art Walk, Varsity Theater, shops, Festival. Need a multi-level garage.
2. In a retirement area, parking at a distance may not be possible. Some can't manage hills, + long distances.
3. Where are the underutilized areas in green?
4. Two-hour parking does not help 3-4 hour play.
5. Bikes are not the solution for many - visitors, seniors, families.

1. Need a multi-level garage.

The plan calls for evaluation of new parking supply; from the perspective of number of stalls to be built, location of a potential facility, cost to construct/operate and funding necessary to support feasibility. This is described in Phase 2 of the plan.

2. Difficulty of retirees/older users to walk, parking distance is an issue.

Management of the overall system to "get the right user to the right spot" is a key component of the plan. Unfortunately, not everyone can park exactly where they want - the supply (on-street) is finite and locating off-street parking in one area may not serve users (who can't physically manage longer distances between destinations). Improving turnover by getting employees off-street and maximizing use of the on-street system for visitors are important components of the plan.

3. Where are the underutilized areas in green?

See Figure A, page 19 of the report. An "Off-Street Utilization Raw Data Summary" is available from the City of Ashland. The summary catalogues all off-street parking surveyed in August 2015.

4. Two hour parking does not help.

The plan recommends adjusting time stays in some areas to accommodate longer term visitors to the downtown, especially in the areas around the theaters (see Strategy 13, page 24 of the plan).

5. Bikes are not the solution for many.

Agreed, but bikes may not work for everyone but can be a solution for many others.

QUESTION:

- Submitted at meeting

IN 2000, ASHLAND PAID FOR A PARKING PLAN THAT HAS BEEN LEFT ON THE SHELF

WHY WOULD ANOTHER (PRESUMABLY EXPENSIVE) PLAN BE MORE LIKELY TO BE IMPLEMENTED THIS TIME?

NOTE: THERE IS NO OPEN SPACE

THERE IS NO WAY TO ADD TRANSIT

THE RESIDENT POPULATION IS AGING AND WILL INCREASINGLY NEED TO RELY UPON PERSONAL VEHICLES TO ACCESS THE CORE DOWNTOWN

1. Why would another (presumably expensive) plan be more likely to be implemented this time?

This plan has the strong support of staff, an advisory committee and addresses a problem that the larger community is concerned with solving. Without active and focused parking management, Ashland's access problems will exacerbate.

It's important to consider exemptions for employees who work late into the evening - especially females. If employees are not able to park near their place of work, how would the city ensure their safety? Would businesses be liable? Would the city?

- submitted at meeting -

1. Consider exemptions for employees who work late. How would the City ensure their safety? The plan calls for a strategic conversation between the City, the Advisory Committee and businesses to establish an off-street shared use parking program for employees (as well as programs for alternative modes for employees). Identifying sites, working with owners of sites, evaluating pedestrian links, lighting and safety issues, creating incentives for employees to parking in specific areas, are all a part of the evaluation process that need to be addressed before full implementation.