

MEMORANDUM

DATE: March 13, 2017

SUBJECT: St. Clair Avenue Parking Study

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PREPARED FOR: Mr. Bill Kocher, Safety/Service Director, City of Mt. Healthy

TEC Engineering, Inc. was retained by the City of Mt. Healthy, Ohio to complete a parking study in the area of St. Clair Avenue near the Walker Chapel. When the Walker Chapel hosts functions, attendees park along both sides of S. Clair Avenue and nearby streets. Besides the loss of parking availability for the residents of these streets, this also creates safety issues:

- Cars park so close to driveways and cross streets that visibility is restricted for entering vehicles.
- Parking on both sides of narrow streets can cause problems for fire trucks and other large vehicles. Large vehicle turning can be especially difficult.

TEC was asked to investigate these issues, evaluate existing parking restrictions, and propose alternatives to alleviate these issues.

In order to evaluate the parking issues near the Walker Chapel, TEC established the following boundaries for the study limits:

- St. Clair Avenue from Hamilton Avenue to east end
- Hickman Street from south end to Madison Avenue
- Elizabeth Street from Rugg Street to Madison Avenue

The study limits are also illustrated in Figure 1 on the next page.

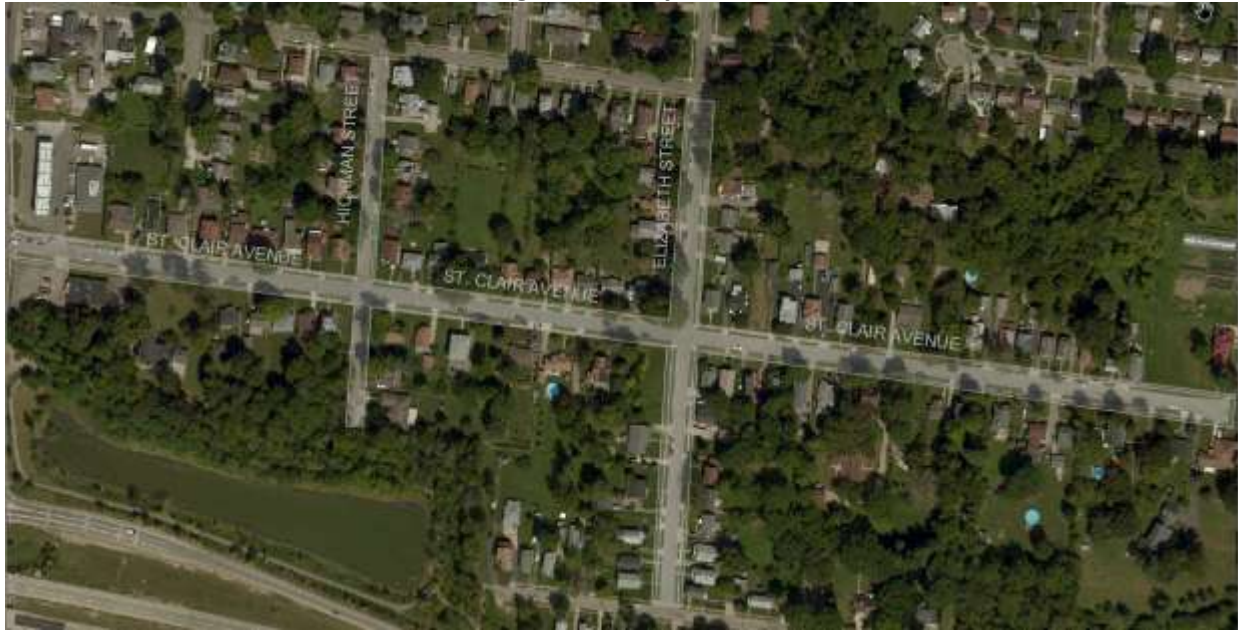
Walker Chapel Trips

In order to establish base conditions for traffic and street parking vs. days on which Walker Chapel hosts functions, TEC mounted cameras to record traffic on event days and non-event days in December 2016 and February 2017.

Cameras recorded traffic from December 27-31, 2016, and February 13-21, 2017. During each period TEC determined the peak event times and compared traffic utilizing Hamilton Avenue and St. Clair Avenue to non-event days during the same time periods. A funeral event on December 29 generated approximately 100 vehicle trips in an hour and a funeral event on February 13 generated approximately 40 vehicle trips in an hour. All other recorded events appeared to generate 40 or less vehicles. Based on recorded traffic, the event generating approximately 100 vehicles appears to be a “worst case

scenario” from a parking perspective while the event generating approximately 40 appears to be typical. Without extensive studies and counts an average trip generation rate for Walker Chapel cannot be established.

Figure 1: Study Limits



Accidents

In the past 3 years (2014-2016), limited accidents have occurred within the study area relating to either parked cars or the decreased width of the travel way due to parked vehicles. Two separate accidents involved 1 vehicle hitting a parked vehicle and one accident involved two vehicles not appropriately yielding right of way because of a parked car.

Existing Parking Restrictions

The following are both general on-street parking restrictions within Mt. Healthy and parking restrictions specific to the study area:

- No parking within 10 feet of fire hydrant
- No parking within 30 feet of stop sign
- No parking within 1 foot of another vehicle
- No parking in front of driveway
- No parking within 20 feet of a crosswalk at an intersection
- No parking on the east side of Hickman Street (for fire lane)
- No parking on the east side of Elizabeth Street (for fire lane)

Figure 2 on the next page shows an illustration of these restrictions. Red lines are marked where parking is currently prohibited, and then parking spaces were estimated for total available on-street parking.

Figure 2: Existing Restrictions & Available Spaces**Proposed Parking Restrictions**

With consideration to existing parking restrictions, available parking spaces, and generated Walker Chapel event traffic, TEC proposes the following restrictions to street parking within the study area:

- No parking on east side of Hickman Street, south of St. Clair Avenue
- No parking south side of St. Clair between Hamilton Avenue and Hickman Street
- No parking north side of St. Clair between Hickman Street and Elizabeth Street
- No parking within 30 feet of an intersection on each side of road

These restrictions would remove approximately 50 parking spaces along St. Clair Avenue within the study area, and bring St. Clair Ave into compliance with the parking restrictions on adjacent streets (Madison and Rugg). The restriction of parking closer to Walker Chapel would push event attendees further east on St. Clair, south to Rugg Street which has several available on-street parking spaces, and north to Madison Avenue. Both Madison Avenue and Rugg Street have existing parking restrictions limiting street parking to one side of the street. In order to prevent speeding from cut-through traffic by opening 2 full lanes of travel, TEC recommends alternating sides for parking restrictions. In this case, the parking restrictions are recommended to be on the sides for which the least amount of on-street parking will be lost (south side from Hamilton Ave to Hickman and north side from Hickman to Elizabeth). Figure 3 shows the proposed parking restrictions and suggested signs for restrictions.

Figure 3: Proposed Parking Restrictions

Below are the recommended signs to use for parking restrictions:



Restricting parking on St. Clair to just 1 side of the street will aid sight distance issues for vehicles turning from driveways, provide turning area for large vehicles, and open up 2 lanes full lanes of travel on St. Clair at all times.