Appendix C Public Meeting Summaries and Notes

NELSON
NYGAARD

MEMORANDUM

To: Ken MacNab, Town of Windsor

From: Nelson\Nygaard Project Team

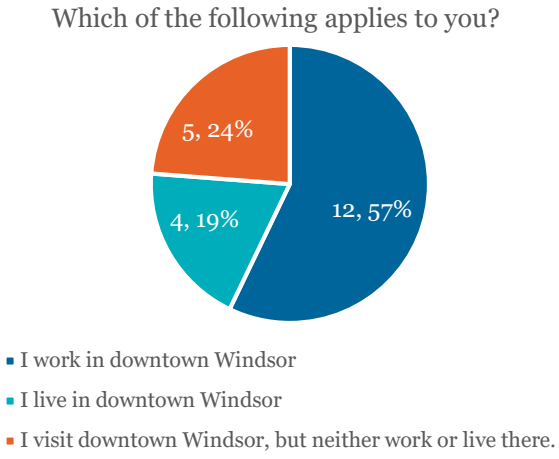
Date: April 15, 2019

Subject: April 8 Public Meeting Summary of Findings

The Nelson\Nygaard team and Town of Windsor held a community meeting to present the findings of data collection for the downtown parking study and seek preliminary input on parking issues from the community. The meeting consisted of a presentation of data, an interactive open house/poster session with the consulting team, and a community survey. The following is a summary of key findings.

Key Findings

- A total of 24 community members attended the meeting.
- Attendees mostly worked in downtown (57%), the remainder (43%) identified as downtown residents or visitors.



Conversations with community members during the interactive activities illuminated several concerns, including:

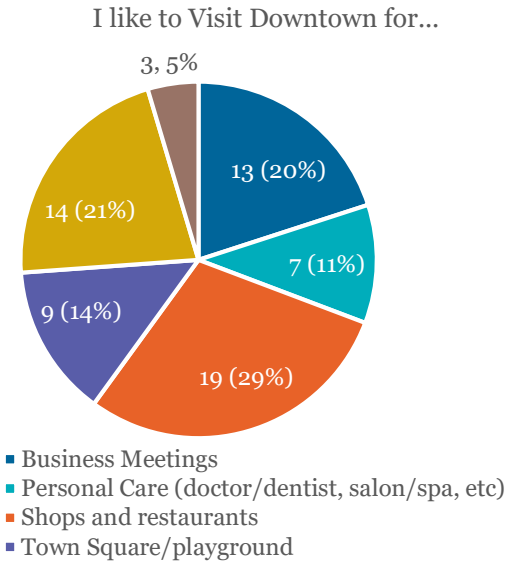
- The impact of SMART train on the Downtown.
- Long-term parking by residents and employees and need to manage it on:
  - McClelland near Staubli's
  - Duvander
  - Windsor Rd – Roost General Store

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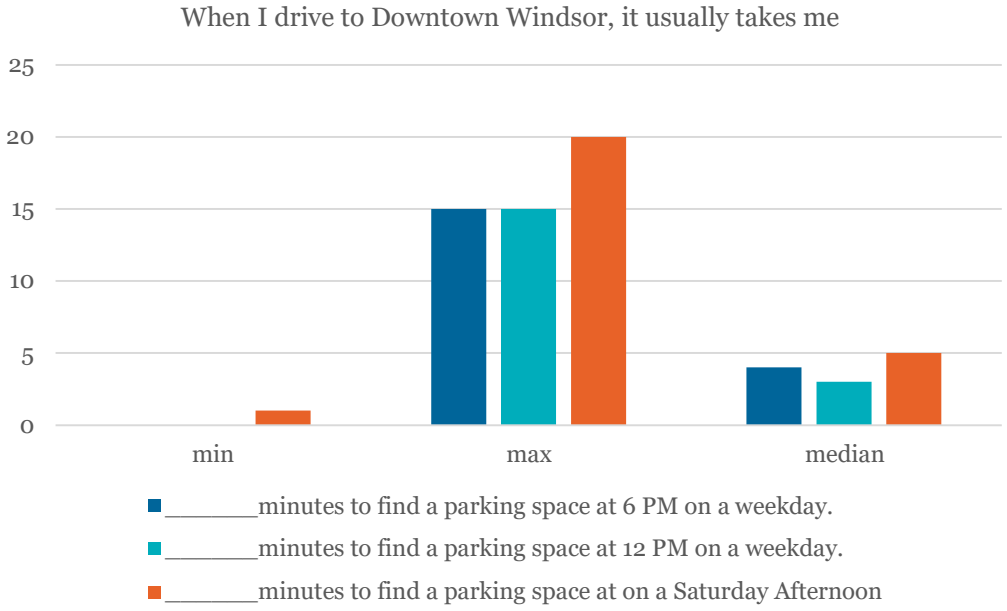
- The impact of future development on parking (hotels, etc.) in the Downtown.
- Events on the Town Green are not business-friendly, as most attendees are not customers. This could potentially be solved with a variety of business-friendly approaches.

Community members also indicated their preferences and shared feedback about their parking experiences in the downtown via a short survey. The survey revealed the following findings.

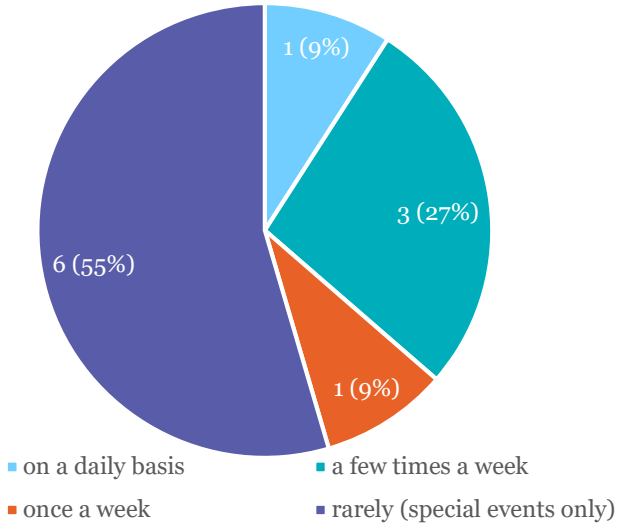
- Respondents indicated shops/restaurants, community events, and business meetings as the top three reasons to visit the downtown.



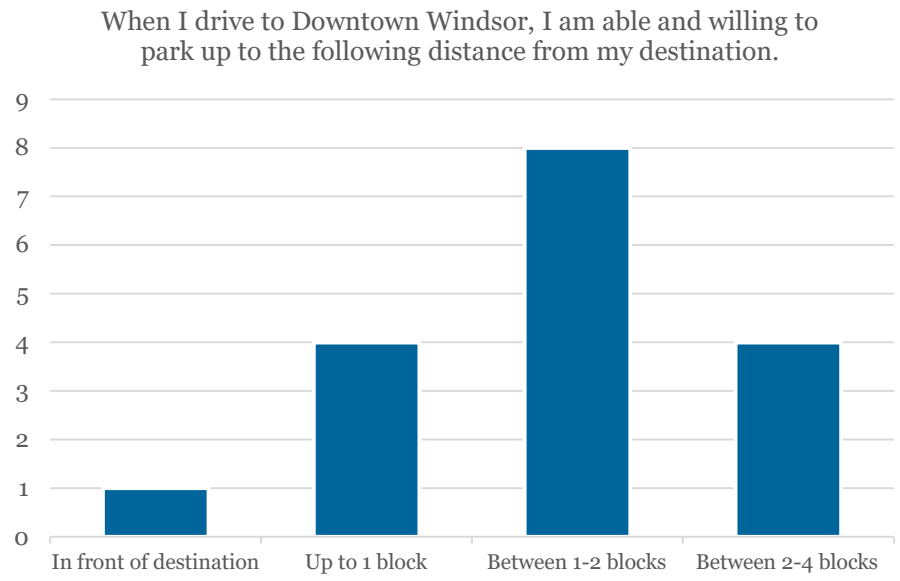
- There is a wide variety of experience between community members in how much time it takes to find parking during the peak parking hours. However, 7/10 respondents report finding parking within 5 minutes or less during weekday peaks and 6/10 respondents report finding parking within 5 minutes or less on Saturdays.



- 58% (11/19) of respondents reported enough frustration with parking in Downtown that they gave up and went home or somewhere else. They reported how often this occurred, as shown in the chart below:

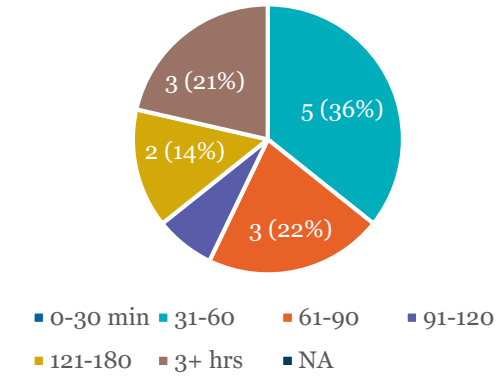


- Most respondents were comfortable parking up to 2 blocks away from their destination, while about 30% prefer to be 1 block or closer.

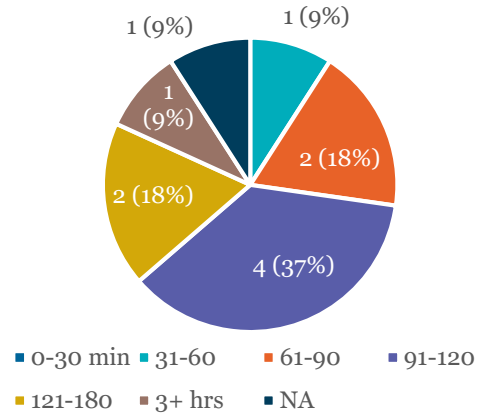


- While the discussion in the community meeting centered around the need/desire for 3-hour public parking, the respondents indicated that most trip purposes need less than 2-hours. Trip chaining, or multiple trips linked together in one drive, often leads to the need for longer parking duration (e.g. a trip that includes driving to shopping, a restaurant, and personal care).

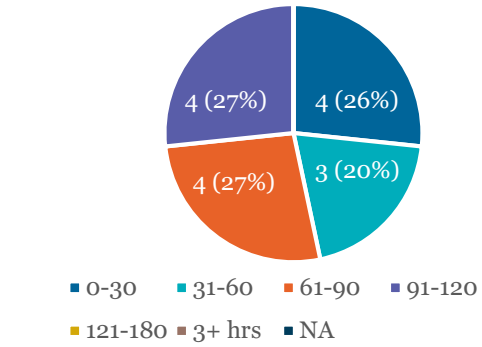
Business Meetings



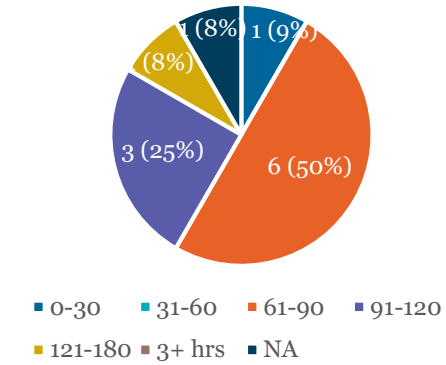
Recreational Trips



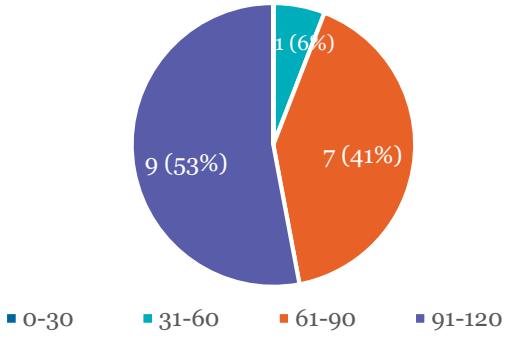
Shopping Trips



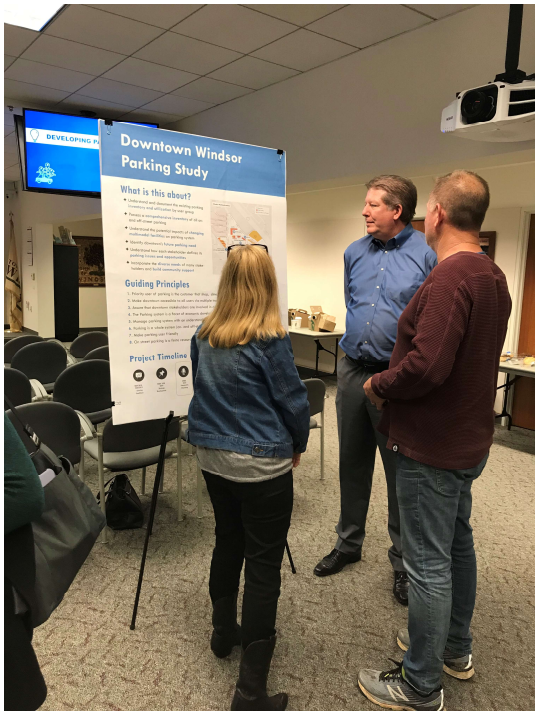
Personal Care Trips

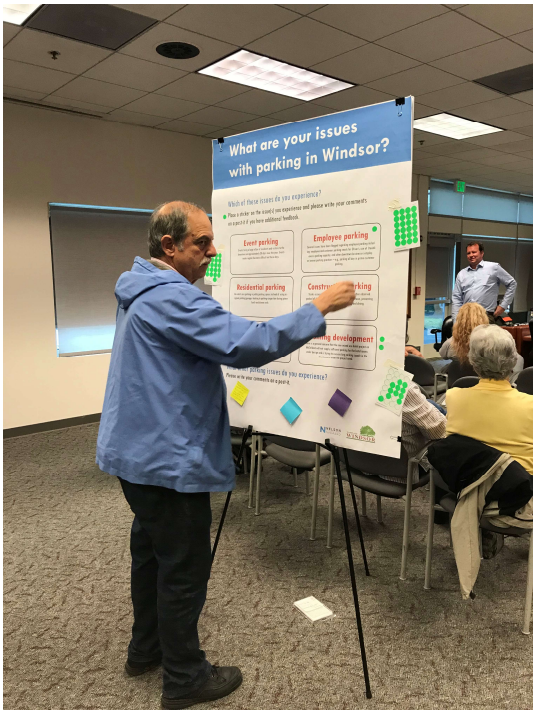


Restaurant Trips

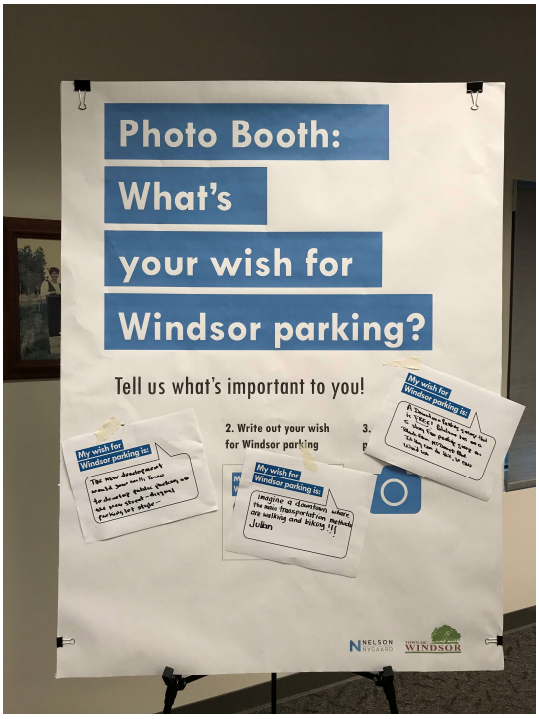


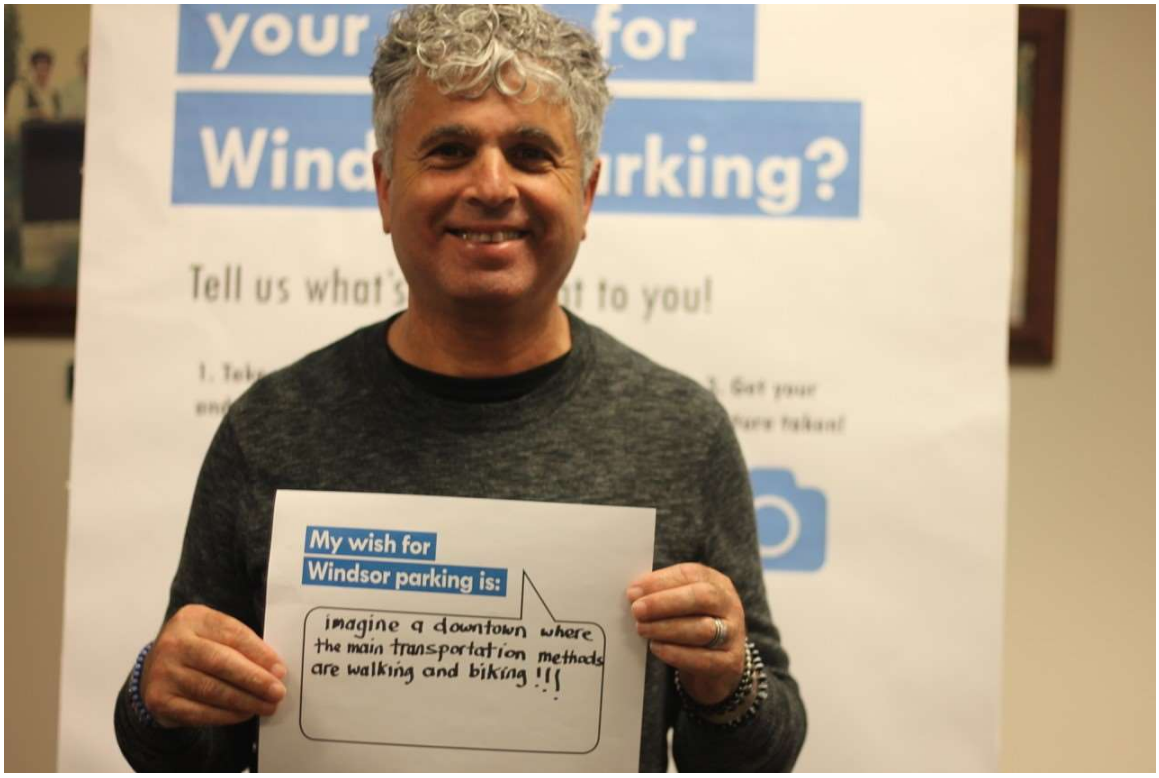
Workshop Activities










My wish for
Windsor parking is:
imagine a downtown where the main transportation methods are walking and biking !!!


Downtown Windsor
Parking Study

MEMORANDUM

To: Ken MacNab, Town of Windsor

From: Nelson\Nygaard Project Team

Date: October 25, 2019

Subject: October 17th Public Meeting Notes

The October public meeting consisted of a presentation of proposed parking management strategies and a question and answer session with the consultant team. A total of 18 community members attended. The consultant team reviewed high level study findings and tied them to a series of parking management strategies that linked to goals the community was hoping to achieve.

Key Questions, concerns and feedback that were voiced by the community included:

Concerns & Questions

- Concern about the impact of SMART and the impact of future developments on parking in the downtown
- How should events be managed and what would happen to time limited parking?
- How will employees be impacted and/or accommodated in the plan?
- What will be the hours of enforcement? Will reparking be allowed?

Policy Support

- Community members expressed a need for better parking signage to support the plan
- TGVA is open to shared parking and working with the town on enforcement
- Community expressed support for 3-hour parking limits, 7 days/week.
- Community members understood that time limits should immediately be able to relieve current parking issues for people who need to park less than 3 hours (i.e. most downtown visitors)
- Community understood that employees will be guided towards outer areas without time limits; opportunities to partner with Town Green Village Association (TGVA)

Detailed meeting discussion notes are provided below:

- SMART will only make a difference for people coming into downtown from outside of the downtown; it will not make a difference for Windsor residents.
  - NN: People from within downtown will use SMART to travel other places.
- Community reactions to Guiding Principles:
  - Ironic that residents are not listed.
  - Don't include anything related to handicapped parking.

- Can you explain the difference between expanding capacity and expanding supply?
- Can you elaborate on "future space meters if deemed necessary"?
  - NN: At some point, the Town might consider meters and this provides them with the flexibility to be able to do so.
- Would enforcement require new staff positions, or would it use existing staff?
  - Option 1. Existing staff – volunteers, community service officers
  - Option 2. Town Council has budgeted for at least a part-time position to start (~$50,000)
- Homeowners Association is interested in how the Town will be doing enforcement – they may work together?
- Is there a standard about how far people will walk reasonably before they no longer accept that it's too far a walk? People seem to not want to walk more than 1/4 – ½ mile; we need to get people to think differently and change their expectations about how far they're willing to walk.
  - NN: It depends on context.
- What are you considering a restricted space? Are you suggesting that 1,600 private spaces will become public?
  - NN: Provided explanation of shared parking.
- Owners Association feedback:
  - There's an owners' association of mixed-use and residential; there are parking agreements with the Town of Windsor.
  - The developer was required to identify a number of residential and commercial.
  - In the future, I saw reducing the number of spaces required per square footage in the future. Currently, these spaces are clearly defined.
  - When you're talking about shared parking, are you only talking about commercial spaces?
  - Current challenge: Residents are parking in commercial spaces.
- A lot of developers are coming to the Town asking for the reduction of parking and they want to do street parking. Can we stop allowing that and make sure developers have enough parking?
  - Ken: The hotel has been a concern. However, their peak demand is at night while the peak demand for surrounding uses is during the day – shared parking. The idea is to not build too much parking.
- A lot of the people frustrated with parking downtown are the people that want to be there for 1-2 hours (within the proposed 3-hour time limit). Time limits with either immediately make a change or we'll find out about a new problem we're not thinking about. I also agree with enforcing 7 days a week.
- Did your parking model account for future development?
- TGVA wants to have conversations with the Town about parking agreements and is willing to negotiate/partner on enforcement.
- The City Council previously hasn't been on board with these types of recommendations. Are they more on board now?

  - Ken: The Council hasn't seen this yet; we don't know but there seems to be a lot of interest.
- I'm familiar with 2-hour parking; is 3 hour more common for a small town like Windsor?
  - NN: Every community is a little different. We've based this strategy on community input that most people want to do multiple things within one visit.
- Usually parking restrictions end when parking staff end work. Will this go into the night?
  - NN: There's an early evening peak around 5/6pm; we haven't settled on hours of enforcement yet.
  - Ken: We haven't defined this yet. The peak times are the most critical times for enforcement. The Council will give us direction. We do have other employees that work outside of standard business hours.
- What will happen if the Civic Center is not redeveloped? This would be useful information because this project may not happen.
- Healdsburg parking is 3 hours and after 6 p.m. there's no restrictions and they don't charge. Recommend looking at this for a case study.
- What about a designated area(s) for business owners and employees so they have a place to park?
  - Ken: Employees will be guided towards outer areas without time limits; opportunities to partner with TGVA
- Young people are riding scooters in Windsor more than bikes. We should make sure to plan for a future that's accommodating to scooters.
- Can you repark within the zone?
  - NN: We haven't addressed that yet; but recommend not allowing reparking in the same zone.
- What's the Town's plan for the parking lots that's southwest corner of Windsor River and Windsor River Road?
  - Ken: Ideas include potential site for affordable housing; accommodating carpool vehicles
- What's a typical way to manage events – what happens to the time limit parking?
  - NN: Create an event-specific plan; valet vendor; block roads; etc.