Monterey Transportation and Parking Charrette

June 28-30, 2011
North Fremont

June 29, 2011
8:30am-10:00am
Project Team

- Wald Ruhnke & Dost Architects \ Slavik Group
- Fehr & Peers
- Nelson \ Nygaard
- City of Monterey Planning, Engineering and Environmental Compliance
Goals are: day 1, comments on the solutions and criteria, day 2 participation / refinements of solutions, day 3 selection of alternatives
A charrette refers to a collaborative session in which a group of designers develop a solution to a design problem. Charrettes serve as a way of quickly generating and refining design solutions while integrating the capabilities and interests of a diverse group of people.
Purpose and Objective

- Create a Multi-Modal Citywide Transportation and Parking Plan
- Implement General Plan Goals
- Provide technical information for master planning efforts
Four major planning efforts are underway: The Waterfront Master Plan, the Downtown Specific Plan, the Lighthouse/Foam Specific Plan, and the North Fremont Specific Plan. Multiple public workshops were conducted and issues and goals were identified.
Based on the public input to date, we will present transportation and parking criteria, solutions, and evaluation of the solutions to generate discussion and determine whether the solutions adequately address the issues and goals identified by the community.
North Fremont carries regional traffic, sometimes at speeds that are not conducive to a pedestrian environment. Pedestrians face other challenges such as long crosswalks, narrow sidewalks, sidewalk impediments, and multiple driveway curb cuts. While the businesses desire the ability to make U-Turns at every intersection, this conflicts with bulb-out concepts that would reduce pedestrian crossing distances. Bus Rapid Transit stops and shelters are also necessary to accommodate efficient transit along this corridor.
North Fremont carries regional traffic, sometimes at speeds that are not conducive to a pedestrian environment. Pedestrians face other challenges such as long crosswalks, narrow sidewalks, sidewalk impediments, and multiple driveway curb cuts. While the businesses desire the ability to make U-Turns at every intersection, this conflicts with bulb-out concepts that would reduce pedestrian crossing distances. Bus Rapid Transit stops and shelters are also necessary to accommodate efficient transit along this corridor.
North Fremont carries regional traffic, sometimes at speeds that are not conducive to a pedestrian environment. Pedestrians face other challenges such as long crosswalks, narrow sidewalks, sidewalk impediments, and multiple driveway curb cuts. While the businesses desire the ability to make U-Turns at every intersection, this conflicts with bulb-out concepts that would reduce pedestrian crossing distances. Bus Rapid Transit stops and shelters are also necessary to accommodate efficient transit along this corridor.
North Fremont carries regional traffic, sometimes at speeds that are not conducive to a pedestrian environment. Pedestrians face other challenges such as long crosswalks, narrow sidewalks, sidewalk impediments, and multiple driveway curb cuts. While the businesses desire the ability to make U-Turns at every intersection, this conflicts with bulb-out concepts that would reduce pedestrian crossing distances. Bus Rapid Transit stops and shelters are also necessary to accommodate efficient transit along this corridor.
North Fremont carries regional traffic, sometimes at speeds that are not conducive to a pedestrian environment. Pedestrians face other challenges such as long crosswalks, narrow sidewalks, sidewalk impediments, and multiple driveway curb cuts. While the businesses desire the ability to make U-Turns at every intersection, this conflicts with bulb-out concepts that would reduce pedestrian crossing distances. Bus Rapid Transit stops and shelters are also necessary to accommodate efficient transit along this corridor.
North Fremont carries regional traffic, sometimes at speeds that are not conducive to a pedestrian environment. Pedestrians face other challenges such as long crosswalks, narrow sidewalks, sidewalk impediments, and multiple driveway curb cuts. While the businesses desire the ability to make U-Turns at every intersection, this conflicts with bulb-out concepts that would reduce pedestrian crossing distances. Bus Rapid Transit stops and shelters are also necessary to accommodate efficient transit along this corridor.
Intent of the process for this presentation is to get input on these areas.

Setting the Stage

What we would like from you:
• Comments on solutions presented
• Comments on things we missed
• Comments on criteria
Solution Criteria

- Provides for smooth operation of North Fremont as a multi-modal corridor
- Addresses safety and security
- Improves pedestrian experience
- Improves connections to the neighborhoods
- Improves bicycle and bus transportation
- Economic vitality

These criteria are based on the issues and goals identified during public meetings.
This alternative achieves the following: slows traffic from Hwy 1 off-ramp, narrows crossing distances, provide bulb-outs for busses, widens sidewalks for pedestrians, provides bike lanes.
Design concept from North Fremont Streetscape Plan.
Solution: Median Concept A

Additional design considerations for traffic calming.
Additional design considerations for traffic calming.
Design Concepts from Streetscape Plan which would satisfy solution criteria.
Solution: Dela Vina

Design Concepts from Streetscape Plan which would satisfy solution criteria.
Solution: Ramona

Design Concepts from Streetscape Plan which would satisfy solution criteria.
Solution: Casanova

Design Concepts from Streetscape Plan which would satisfy solution criteria.
Bicycle Solutions: Downtown Bicycle Network

- City Bicycle Transportation Plan adopted in 2009
  - Includes Bicycle Lanes on N Fremont from Casa Verde to Canyon Del Rey
Bicycle Solutions: Innovative treatments

- Raised/buffered bike lanes
  - Recent installations in New York, San Francisco, Cambridge
Walking Solutions

- Widen sidewalks on key corridors
Walking Solutions

- Easier street crossings: New or larger pedestrian "bulbouts" at intersections
Transit Solutions
Transit Solutions

- Key Transit Corridors
Transit Solutions

- Solutions for Transit
  - Ensure right turning automobiles do not conflict with buses
  - Use transit signal priority on BRT corridor
  - Ensure adequate waiting areas
  - Design high quality, sheltered, bus stops
Parking – Discussion Topics

• North Fremont Today: Existing Conditions
• Trends
• Strategies
  • Supply Enhancement
  • Demand Management
  • Zoning & Incentives
Thursday, February 17, 2011 6 – 8 pm

- Currently
  - 31% of spaces occupied
  - 1,653 of 2,384 spaces vacant.
- Future
  - 43% of spaces occupied
  - 1,360 of 5,068 spaces vacant.
Friday, February 18, 2011 6 – 8 pm

- Currently
  - 33% of spaces occupied
  - 1,597 of 2,384 spaces vacant.

- Future
  - 46% of spaces occupied
  - 1,281 of 5,068 spaces vacant.
Saturday, February 19, 2011 6 – 8 pm

- Currently
  - 34% of spaces occupied
  - 1,583 of 2,384 spaces vacant.

- Future
  - 47% of spaces occupied
  - 1,262 of 5,068 spaces vacant.
Strategies

- Supply Enhancement
- Zoning & Incentives
Strategies: Supply Enhancement

Valet parking during summer fairs.
Utilizes vacant remote spaces for front-door demand

• Benefits:
  • Better utilization of scarce curb space
  • Well-received by restaurant patrons
  • Technology makes retrieval customer-friendly
Strategies: Supply Enhancement

Tandem Parking (end to end) during summer fairs

• Benefits:
  • Increases supply
  • Increases revenue
  • Effective when arrivals and departures are regular
  • Facilitates compact development

• Cost: None

http://www.flickr.com/photos/dylanpassmore/5582606903/sizes/m/in/photostream/
Strategies: Zoning & Incentives

Shared & off-site parking zoning
- Multiple land uses share one parking lot
- City/Parking Corp can lease off-peak parking
- Benefits:
  - Reduces parking requirement up to 40 – 60% for new development
  - Reduces ‘cruising’
  - Facilitates more compact development
Strategies: Zoning & Incentives

- Revised Minimum/Maximum/Blended Parking Requirements
- Elimination or reduction of parking requirement, or creation of max limit
- Benefits:
  - Facilitates more compact development
<table>
<thead>
<tr>
<th></th>
<th>Current</th>
<th>Potential</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Shared</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Minimum</td>
</tr>
<tr>
<td><strong>Retail</strong></td>
<td>0-1,000 SF = 2.5/1,000 SF</td>
<td>1/1,000 SF</td>
</tr>
<tr>
<td></td>
<td>1,000 SF + = 2/1,000 SF</td>
<td></td>
</tr>
<tr>
<td><strong>Lodging</strong></td>
<td>1/room + 2/50 rooms</td>
<td>.5/room</td>
</tr>
<tr>
<td><strong>Office</strong></td>
<td>3.6/1,000 SF</td>
<td>1/1,000 SF</td>
</tr>
<tr>
<td><strong>Residential - Rental</strong></td>
<td>Studio – 1.2/unit</td>
<td>1/unit</td>
</tr>
<tr>
<td></td>
<td>1 BDR – 1.5/unit</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2 BDR – 2/unit</td>
<td></td>
</tr>
<tr>
<td></td>
<td>3+ BDR – 2.5/unit</td>
<td></td>
</tr>
<tr>
<td></td>
<td>25+ Units - 2/unit</td>
<td></td>
</tr>
<tr>
<td><strong>Residential - Owned</strong></td>
<td>Studio - 2 BDR – 2/unit</td>
<td>1/unit</td>
</tr>
<tr>
<td></td>
<td>3+ BDR – 3/unit</td>
<td></td>
</tr>
</tbody>
</table>
Strategies: Zoning & Incentives

Residential Parking Benefit Districts

- Issue limited number of permits to residents within specified district.
- Others pay.
- Benefits:
  - Protects neighborhoods from spillover
  - Revenue can be reinvested in neighborhood
  - Flexible: allows for shared use during permitted hours

Source of Map: April 2003 Katz, Ohitsu and Associates
Strategies: Zoning & Incentives

- Revised in-lieu fee schedule
- Fees paid by developer in exchange for reduced on-site parking requirement

Benefits:
- Revenue is used for building shared parking facilities and transportation demand management measures
- Allows for more in-fill development

Costs:
- Developers pay annually per space
Strategies: Zoning & Incentives

Parking cash-out or Universal Transit Passes (MST “Group Discount Program”)

• Employees receive benefits in exchange for giving up parking
• Benefits:
  • Increases carpooling, biking, walking and transit ridership
  • Improves parking availability
Strategies: Zoning & Incentives

Unbundled parking pricing
• Requires parking to be sold/rented separate from property
• Benefits:
  • Increases housing affordability
  • Increases carpooling, biking, walking and transit ridership
  • Facilitates parking cash-out
This alternative achieves these criteria.

- Is multi-modal
- Addresses safety and security
- Provides for smooth operation of North Fremont
- Improves pedestrian experience
- Improves connections to the neighborhoods
- Improves bicycle and bus transportation
- Economic vitality
This looks promising, please develop further