

Chesapeake City Parking Plan

Developed by WILMAPCO
for Chesapeake City, MD
5/15/2009



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Introduction and Goals

This plan was prepared by the Wilmington Area Planning Council (WILMAPCO) in cooperation with Chesapeake City. WILMAPCO is designated by the Governors of Delaware and Maryland as the Metropolitan Planning Organization (MPO) for the Wilmington, Delaware metropolitan planning area, which consists of New Castle County, DE and Cecil County, MD and is responsible for transportation planning in the region. Chesapeake City provides some transportation services such as local road maintenance, parking and sidewalks.



Chesapeake City is a community rich in historic and natural resources, and has thus developed a successful tourism industry. Chesapeake City's Comprehensive Plan identifies the lack of adequate parking for residents and visitors as a transportation issue and notes that this impedes the community's ability to accommodate more tourist traffic. The Comprehensive Plan recommends enhancing parking capacity by encouraging the provision of public parking by new developments and purchasing additional municipal parking.

This Plan further analyzes issues raised in the Chesapeake City Comprehensive Plan to develop parking recommendations designed to balance residential quality of life needs, preservation of the community's unique character, and enhancement of visitor experiences. The Plan assesses existing supply and demand for parking, and makes recommendations to address the following:

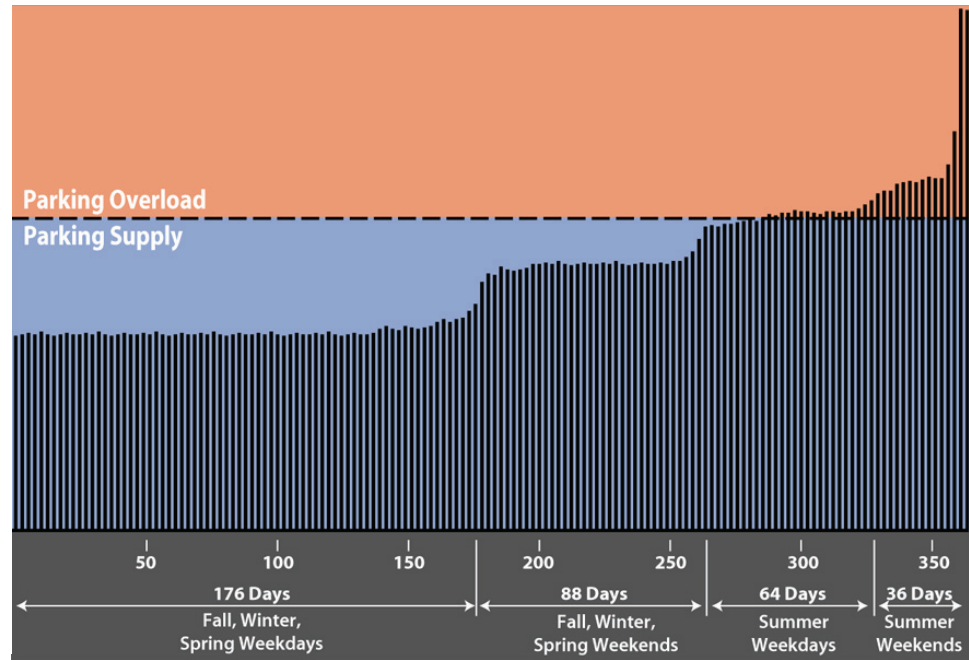
- Balance quality of life needs for residents while providing adequate and convenient visitor parking to support the economy
- Maximize efficient use of available parking
- Examine parking policies that support the implementation of the Comprehensive Plan
- Architecturally integrate any new parking facilities to enhance the community's overall character
- Develop any new parking using designs which minimize environmental impacts
- Improve facilities for walking and bicycling to reduce dependence of driving and encourage drivers to "park once" and walk to multiple destinations

Existing Conditions and Parking Use

Parking is an essential component of transportation system. Chesapeake City's economic success depends upon safe, convenient visitor parking, while residential quality of life necessitates a place to park required vehicles. A typical automobile is parked 23 hours each day and uses several parking spaces each week.

Parking infrastructure is a major cost to society and parking conflicts are a common challenge facing many communities. There are days throughout the year when Chesapeake City experiences a significant parking crunch. Generally, these are special event days and nice summer days when the use of restaurants, shops and recreational facilities is at a maximum. Most of the days throughout the year, however, there are no notable deficiencies of parking spaces, as illustrated the following figure

A challenge for Chesapeake City is to supply enough parking for convenient use without providing an oversupply which will result in excessive maintenance costs.



The key to solving the parking problem is to make recommendations that help to accommodate the parking needs on the peak days while not deteriorating the quality of the Chesapeake City's small town atmosphere on non-peak days. Parking supply can be increased without creating an overwhelming concentration of dedicated parking facilities.

Demographic Information

Historic Chesapeake City is a compact, walkable community with many homes dating back before the invention of the automobile.

Resident and Vehicle Data

| | |
|--------------------------------|------|
| Population | 787 |
| Occupied Households | 319 |
| Total Vehicles Available to HH | 625 |
| Vehicles per Household | 1.96 |
| Land Area (sq mi) | 0.6 |
| Residents per Square Mile | 1405 |
| Vehicles per Square Mile | 1116 |

Source: US Census

The average household in Chesapeake City has approximately 2 available vehicles. Because this is an historic community, many homes do not have driveways and garages typical in newer neighborhoods and residents must park on the street or in alleyways.

Number of Households by Available Vehicles

| | |
|---------------------------------|-----|
| No available vehicles | 14 |
| One available vehicle | 85 |
| Two available vehicles | 137 |
| Three available vehicles | 70 |
| Four available vehicles | 36 |
| Five or more available vehicles | 20 |

Source: US Census

Parking Inventory

Chesapeake City provides parking on street and in two public parking lots. All public parking is free. Seventy-three percent of this parking is on street. This count includes all marked spaces (nonpermit) as well as estimated spaces on George Street, which is not marked between 2nd Street and St. Augustine Street. Additional uncounted on street capacity exists on other residential streets including Lindsey and Walnut streets and North Chesapeake City streets.

A total of 54 permit spaces were identified, representing 15 percent of the total public parking. Permits are provided for a one-time fee of five dollars. Any residents living within the Historic District can obtain a residential parking permit with a valid Maryland drivers license, Maryland vehicle registration and proof of residence. Permit parking spaces are available on a first come, first served basis.

Number of Available Parking Spaces - Public

| | |
|------------------------|------------|
| On street | 215 |
| On street, handicapped | 7 |
| On street, permit | 54 |
| Public lots | 81 |
| Total public | 357 |

Number of Counted Parking Spaces - Commercial or Private Use

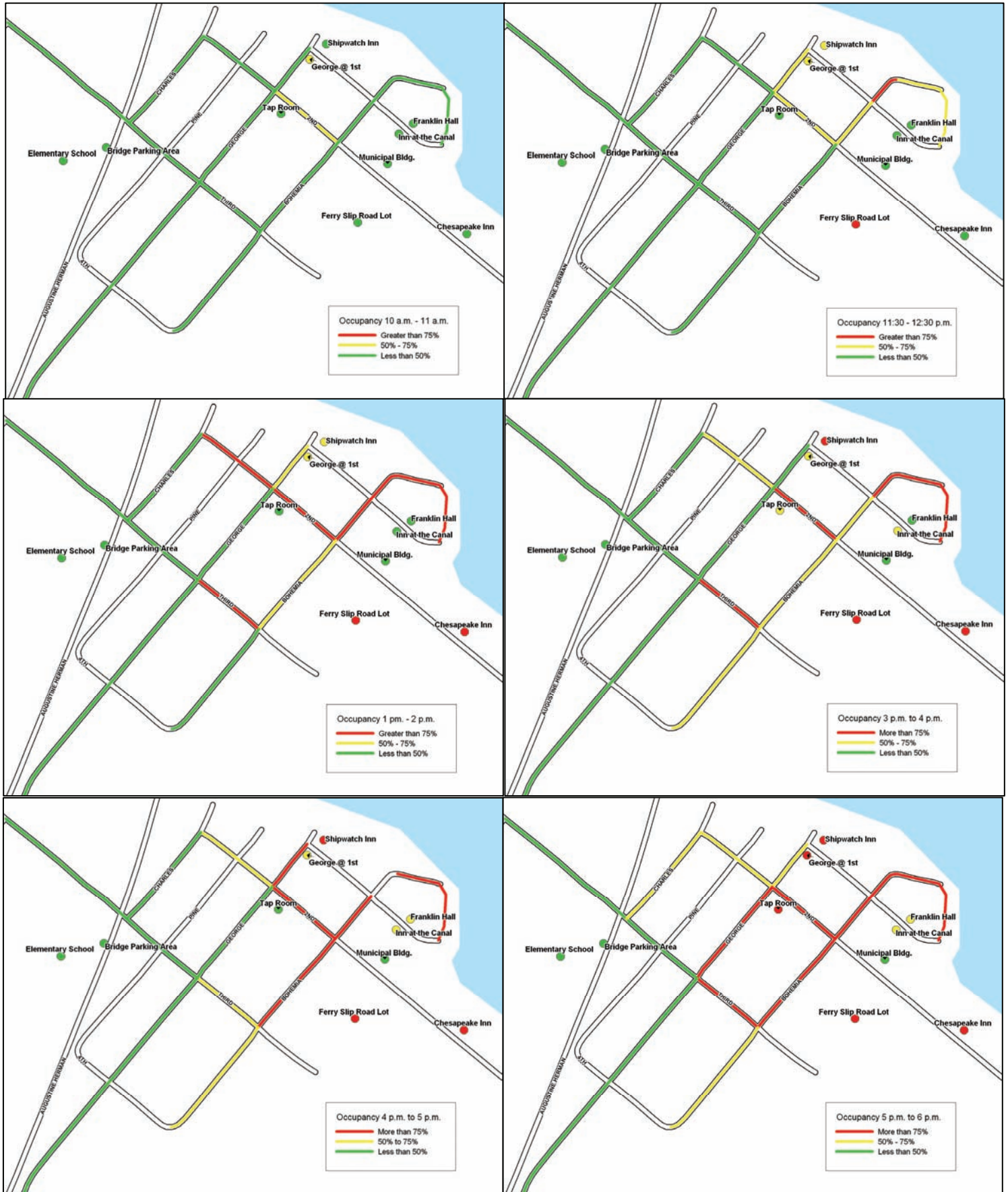
| | |
|--------------------------|------------|
| Publicly owned | 60 |
| Privately owned | 68 |
| Total private use | 128 |

A larger number of off-street parking is privately owned or designated for specific users. Off street, 128 spaces were counted including restaurant and other hospitality parking, school and municipal parking, and multi-family residential parking. Additional private parking was not inventoried, including the Chesapeake Inn valet and Schaefer's lots.



Parking was inventoried on Friday, August 15, 2008, a day that was pleasant and sunny. The table below shows parking use throughout the day was lowest in the mid-morning. Use for all public and permit parking increased throughout the day and had the highest occupancy between 5 p.m. and 6 p.m. Use of commercial lots remained steady between 1 p.m. and 6 p.m.

| Parking Use by Time and Type | | | | | | | | |
|------------------------------|-------------|---------------|---------------------------|---------------|---------------|---------------|---------------------|---------------|
| Time | Permit | | Nonpermit (on/off street) | | Business lots | | Nonpermit on street | |
| | 54 Total | % Occupied | 303 Total | % Occupied | 128 Total | % Occupied | 222 Total | % Occupied |
| 10-11 | 8 | 15% | 55 | 18% | 16 | 13% | 55 | 25% |
| 11:30-12:30 | 13 | 24% | 96 | 32% | 28 | 22% | 96 | 43% |
| 1-2 | 12 | 22% | 138 | 46% | 58 | 45% | 138 | 62% |
| 3-4 | 12 | 22% | 147 | 49% | 65 | 51% | 147 | 66% |
| 4-5 | 18 | 33% | 161 | 53% | 52 | 41% | 161 | 73% |
| 5-6 | 22 | 41% | 180 | 59% | 60 | 47% | 180 | 81% |

Parking Occupancy by Time

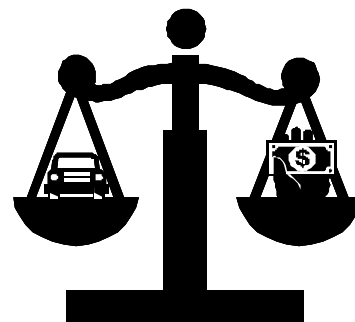
Recommendations

Balance quality of life needs for residents while providing adequate and convenient visitor parking to support the economy

The greatest parking challenge Chesapeake City faces is the delicate balance between providing adequate residential parking and supporting the economy with attractive visitor parking, while not burdening taxpayers with excessive parking construction and maintenance costs.

The cost of parking

While providing adequate parking is a necessity, it does come at a price. The cost of providing parking is defined by three main factors: the number of spaces, the “opportunity cost” of the land used, and the cost of constructing and maintaining each space. The opportunity cost of providing parking for infill development is much higher for Chesapeake City than the cost for greenfield development with more available land. Likewise, the cost per space tends to be greater for infill due to higher real estate values and more design challenges.



Based on a conservative land cost of \$200,000 per acre, a single on-street parking space costs \$659 per year. An off-street space, more costly due to the additional land requirements, is estimated at \$755 per year.

Estimated Cost of Parking

| Facility Type | Conservative Land Cost | Land Cost | Annualized Land Cost | Construction Cost | Operations/ Maintenance | Total Cost |
|---------------|------------------------|------------------|----------------------|-------------------------|-------------------------|-------------------------|
| | <i>Per Acre</i> | <i>Per Space</i> | <i>Per Space</i> | <i>Annual Per Space</i> | <i>Annual Per Space</i> | <i>Annual Per Space</i> |
| On-street | \$200,000 | \$800 | \$76 | \$283 | \$300 | \$659 |
| Parking lot | Free land | -- | -- | \$283 | \$300 | \$583 |
| Parking lot | \$200,000 | \$1,818 | \$172 | \$283 | \$300 | \$755 |

Source: Victoria Transport Policy Institute, Parking Costs, Pricing and Revenue Calculator (www.vtpi.org)

Operations and maintenance is estimated at approximately \$300 annually per space. This cost consists of repairs, maintenance, cleaning, plowing, landscaping, lighting, insurance, enforcement. Because of the large public and private investment that must go toward parking, Chesapeake City should avoid building excessive new parking.

The Minimum Parking Requirements, as contained in Chesapeake City’s Planning & Zoning Ordinances, may result in the oversupply of parking as it does not consider that the mixed land uses in Chesapeake City use parking at different rates throughout the day, have different rates of turnover, and may have available public parking within walking distance. Minimum requirements offer the advantage that they are easy to implement, however they impose high economic and environmental costs to development.

To reduce the burden of providing parking in the historic area where available land is limited, flexibility should be applied to the Minimum requirements. Alternatives to meeting the minimum include:

- ***Shared Parking***– Shared parking is described in depth later in this plan. Shared parking requirements are calculated based on the needs between multiple land uses.
- ***Satellite Parking***– Current code allows parking to be supplied within 400 feet. This policy should be retained as allowing parking with a walking distance of the site reduces excessive concentrations of parking in the heart of the historic district.
- ***Fee in Lieu of Parking***– A Fee in Lieu of Parking policy allows building owners and developers to contribute to public parking and related facilities (pedestrian facilities, lighting) in exchange for using public spaces as their required parking. Similar to Shared Parking, maximizing public parking is extremely efficient because a single space can serve many users and destinations. This results in 100 public spaces being the equivalent to 150 to 250 private spaces. This policy also relieves some taxpayer burden of parking costs.

Any Fee in Lieu or parking minimum waiver should be accompanied by an agreement designating that site employees will park within designated off-street lots, rather than use on-street spaces. Appropriate fees can be calculated using the Victoria Transport Policy Institute “Parking Costs, Pricing and Revenue Calculator” (available for free download at www.vtpi.org/parking.xls) and may be discounted to reflect the efficient use.

Parking Permit Program

The residential permit parking program appears to be successful at addressing the competition for both residential and visitor parking. Drawbacks to the program are that no data has been kept about the number of permits issued, the one-time fee does not cover administrative costs of the program, and permit spaces are underutilized during weekdays. Therefore, it is recommended that the Permit program continue with some modifications.



Fifty-four permit spaces were counted on Bohemia Street (32), Charles Street (8), Third Street (8), George Street (4), and Second Street (2). Between 10 a.m. and 4 p.m., occupancy of the permit spaces ranged from 15 percent to 24 percent.

Chesapeake City should retain the current 54 permit spaces. Future consideration should be given to allow visitor parking during weekdays between 9 a.m. and 4 p.m. This is particularly true on Bohemia Street between Second and Third Streets, where non-permit occupancy was at or close to 100 percent between 1 p.m. and 4 p.m. while most permit spaces went unused.

It is also recommended that permits be issued set terms with a uniform expiration date. This will allow Chesapeake City to keep track of the number of permits issued. A range of pricing options are used in permit programs by other jurisdictions. Prices range from free to more than \$120 per year. Others take into consideration the number of permits per household and whether the property has access to off-street parking.

The recommendation for permit pricing in Chesapeake City is as follows:

| <u>Permits requested</u> | <u>Suggested price per permit</u> |
|---|-------------------------------------|
| ▪ Newly issued permit | \$20/1 year (\$10/6 months or less) |
| ▪ Permit renewal | \$10/1 year |
| ▪ Bed & Breakfast/Guest permits (temporary permit for use of permit space for up to 48 hours) | \$2/permit |

A maximum of two permits per household should be available to residences within the historic district. Permit pricing and fines for violations should periodically be reviewed by the Parking Committee and Town Council and adjusted to help cover administrative costs associated with the program.

ADA Accessibility

Seven handicapped parking spaces were identified in public parking areas. An additional parking space near the entrance of the Bayard House is recommended. In addition, it is important for the community's pedestrian facilities to accommodate persons with mobility limitations (as well as those who may be pushing strollers). Many street crossings lack accessible curb ramps. Chesapeake City should work with Maryland State Highway Administration to upgrade intersections to meet ADA standards. Details about ADA guidelines can be found at www.access-board.gov.

Potential New Public Parking Lot

The area on the north side of Third Street under the bridge would make an ideal new public parking facility. When combined with a waterfront pedestrian pathway connecting the new parking lot to Bohemia Street, this parcel would be a convenient and pleasant place for visitors and employees to park. Connecting the pathway through the existing Bridge parking area could improve use of existing lot as well.



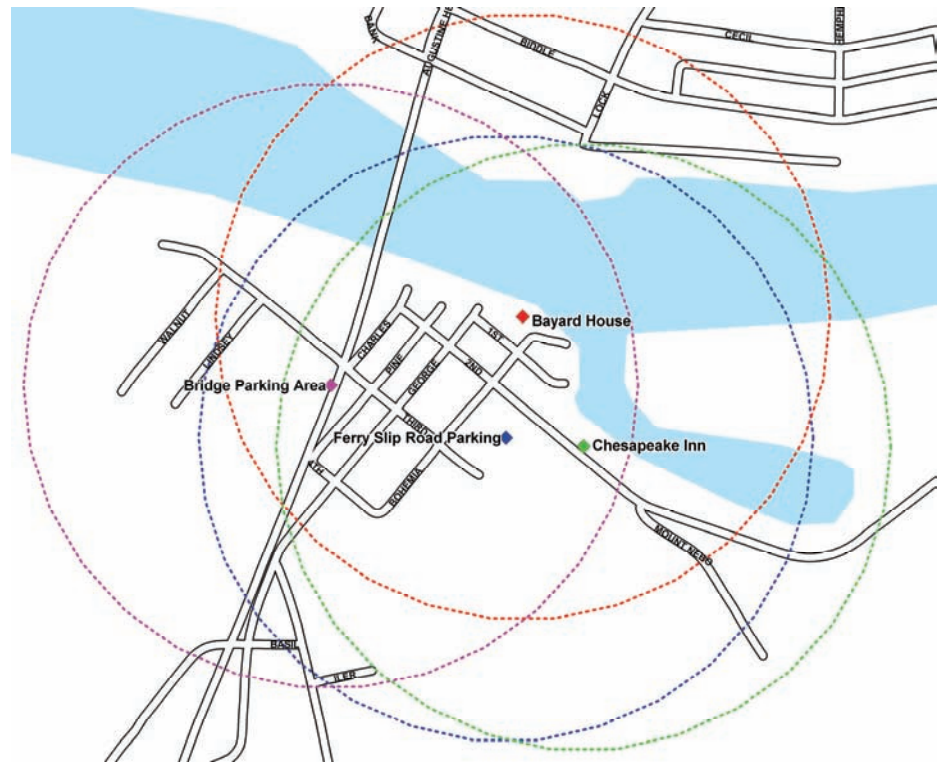
Promote Greater Turnover for On-street Spaces

Communities should seek the greatest parking turnover for the on-street spaces closest to the downtown commercial area. Establishing time limits can promote greater turnover but must be combined with enforcement. It is recommended that a Parking Enforcement Officer be hired as a seasonal position.

Longer term parking, especially employee parking, should be done in the off-street lots. Initiate a Marketing Plan for employers to ask staff to reserve on-street parking for customers. Currently, it appears that many of the prime spaces are taken early in the day by employees who park for many hours.



Five-minute walk radius around key locations. Most of S. Chesapeake City is within a 5-minute walk of major destinations, making it a good community for shared parking.



Consider Pay and Display Pilot Program

The success of Chesapeake Inn's valet parking at three dollars per vehicle indicates that pay parking can be successful at other convenient commercial spaces. Metered or Pay and Display Meters, along with appropriate enforcement, is an effective way to promote parking turnover for prime commercial area spaces. A pilot program should target spaces that are closest to the commercial area while keeping more remote parking and the bridge municipal lot free. Pay and Display Meters consolidate meters for several spaces in a single unit. Customers park their vehicles and use a pay station which prints a receipt to be placed face-up on the dash of their vehicle.

Pay and Display parking has been implemented in several Maryland municipalities, including Baltimore, Annapolis, St. Michaels, Ocean City and Cumberland. A Pay and Display pilot program could be explored for parking in the Ferry Slip Road lot, along the Wharf, and possibly the 100 block of Bohemia Avenue. The cost of a pilot program would consist of approximately \$7000-\$9000 per parking station along with system maintenance and operations costs and enforcement.

In purchasing equipment, a variety of factors should be considered. It is recommended that pay and display meters be installed at a ratio of one meter per 10-15 spaces to reduce walking distance. The locations for the meters would need to be selected based on proximity, visibility and ADA accessibility. Machines offer a variety of payment options including cash, coins, tokens, and credit/debit cards, however credit card acceptance typically has an added equipment cost and credit card fees will affect revenue. Machines can be powered through an external power source, internal batteries or solar power.



Maximize efficient use of available parking

Shared parking

Shared parking policy is effective in areas like downtown Chesapeake City that experience different uses at different times. Offices and shopping have peak demand during the day while restaurants are busiest in the evening. Offices are primarily used during the week while retail and restaurants are most active on weekends. For example, during the summer the school parking lot is almost completely empty.

By encouraging shared parking, Chesapeake City can reduce the number of required spaces for developments within the downtown and mixed use properties. Shared parking allows for more efficient use of land and improves walkability and traffic.

Shared parking requirements needs to be developed on a site-specific basis considering the location of the development and the planned uses. For example, Montgomery County, MD allows shared parking when a joint use agreement is developed. They calculate required parking by first determining the minimum amount of parking for each separate use by time period. They then calculate the total parking required for each time period for all uses. The required parking is set based on the maximum total across all times.

**Calculating Parking for Mixed-Use Developments
Montgomery County, MD Example**

| Use | Weekday | | Weekend | | Night |
|---------------|-----------------|----------------|-----------------|----------------|-----------|
| | 9 a.m. – 4 p.m. | 6 p.m.-12 a.m. | 9 a.m. – 4 p.m. | 6 p.m.-12 a.m. | |
| Office | 300 | 30 | 30 | 15 | 15 |
| Retail | 168 | 252 | 280 | 100 | 14 |
| Entertainment | 40 | 100 | 80 | 100 | 10 |
| TOTAL | 508 | 382 | 390 | 311 | 39 |

Source: Smart Growth Parking Best Practices, MD Governor's Office of Smart Growth

In the above example, the required parking would be 508 spaces; without allowing for shared parking, the same developments would require 680 spaces.

Improve directional signage

The municipal parking lot has a highly visible sign for visitors arriving from Route 213. From Route 286 there is a lack of signage directing visitors to the parking lot. However, for visitors unfamiliar with Chesapeake City, entering the parking from Third Street is preferable because this gives a better sense of where the parking is located in relation to the downtown. The Third Street entrance signs are currently confusing because of the more prominent signs prohibiting parking at the school.

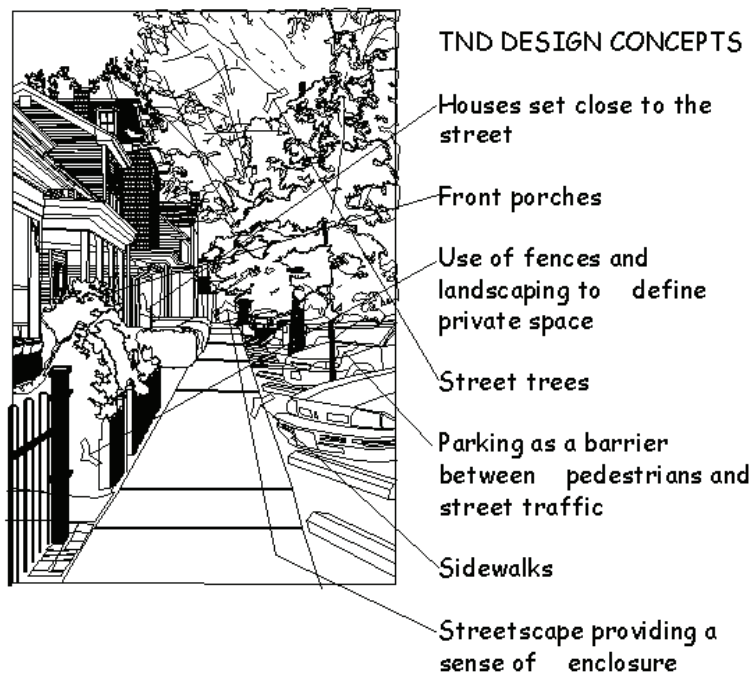


Architecturally integrate any new parking facilities to enhance the community's overall character

Smart growth parking practices

In 1998, WILMAPCO worked with the community to develop the ***Chesapeake City User's Manual***, smart growth design standards which provided policy recommendations for mobility friendly development and transportation. These design standards included recommendations about the relationship of parking to Smart Growth measures.

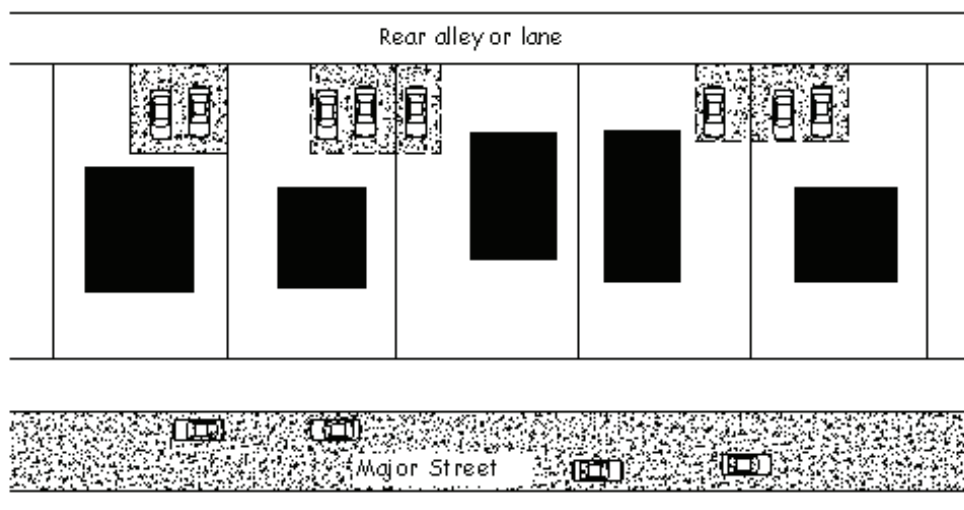
To further its Smart Growth, Chesapeake City should pursue options which decrease demand for driving, and thus the demand for parking. This may include increasing the mix of land uses to include more commercial development to meet the needs of residents. It may also include working with Cecil County Community Transit and tourism officials to explore public transit and touring options that provide alternatives for accessing Chesapeake City without driving.



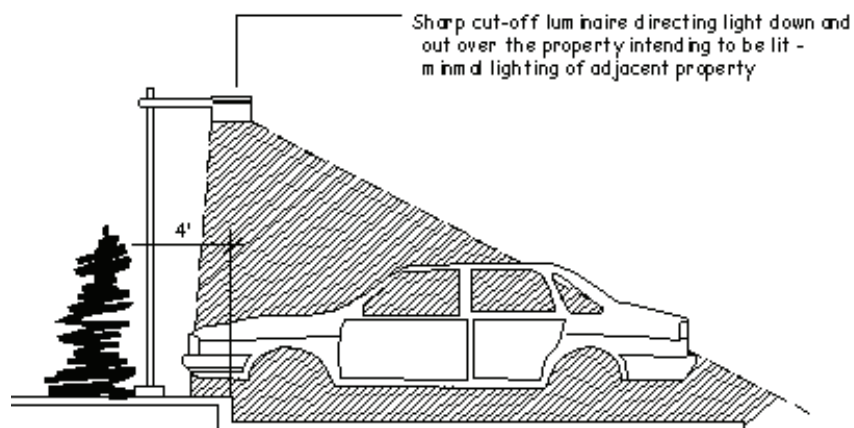
Parking however, will remain an important service for Chesapeake City to continue to thrive. Retail activity requires convenient parking spaces that have an appropriate frequency of turnover and businesses need parking available for employees. Chesapeake City benefits from its compact size that allows visitors to park once, to reach multiple destinations. Residents are able to reach nearby destinations by walking.

The ***Chesapeake City User's Manual*** included the following parking principals:

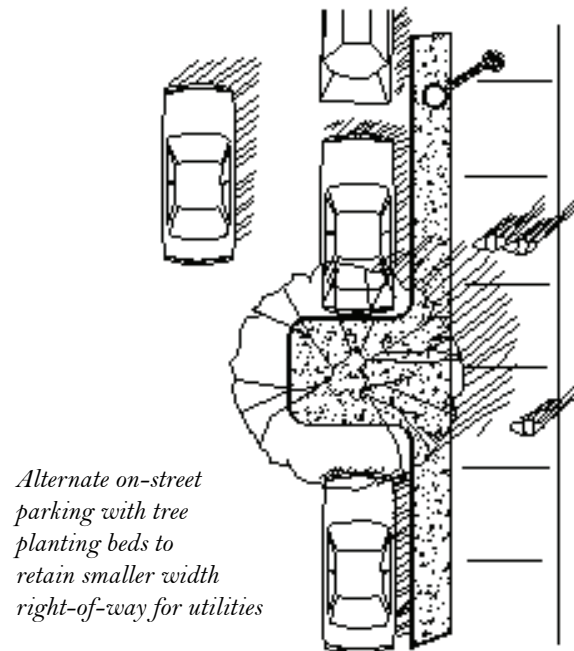
- On-street parking slows vehicle speeds and enhances the pedestrian environment.
- Resident and visitor parking is provided according to the projected need.
- On-street parking does not restrict the safe passage of moving vehicles and the maneuvering of vehicles to and from driveways.
- Garages and carports are located and designed to maintain streetscape amenity, complement the dwelling design and allow surveillance of the street from within dwellings.



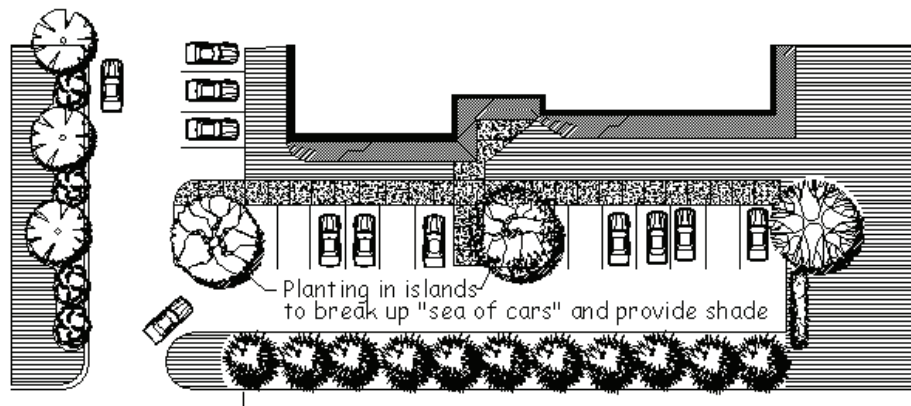
Alleys provide safe access to residential parking



- Vehicle crossovers are designed to allow efficient access to and from driveways, taking into consideration the width of the street.
- Landscape design reduces the visual and environmental impacts of large expanses of parking areas by breaking up of paved parking areas with plantings.



- Property line landscape buffers are provided between adjacent land uses.



Property line landscaping is provided

- Interior landscaping is provided in addition to required perimeter landscaping.
- Interior landscaping is contained in peninsulas or islands.
- Service structures are fully screened.

Smart growth principals caution against providing a surplus of parking. Large areas of parking in a commercial district or neighborhood crease a "dead zone" and interrupt a desirable, walkable commercial area. Parking requirements are often copied from other jurisdictions, however one size parking does not fit all. For typical suburban developments, more than 50 percent of the land area is devoted to parking. In a compact community like Chesapeake City, this wastes valuable land.

Incorporate multiple functions into parking lots

Parking should integrate bicycle parking in a convenient, highly visible location. Parking lots also represent opportunities for other amenities including public art, murals, maps, and visitor information kiosks.

Including public art in Chesapeake City's parking facilities will showcase the town's historic and cultural resources. Public art examples:



Parking lot mural enhances what was a blank wall, White Rock, B.C.



Historic mural can be painted to beautify bridge

Bicycle parking is a necessary component of any communities parking supply. Bicycle parking should be located throughout the community and be highly visible. Bicycle trips to Chesapeake City are likely to increase substantially with the planned C & D Canal park improvement.



Visitor parking lots should be considered a gateway to the community. This empty kiosk would be an ideal location to display community information.



Develop any new parking using designs which minimize environmental impacts

Green design

To minimize the negative environmental impact of parking, future parking lots should utilize green design techniques. Traditionally designed lots contain large expanses of impervious asphalt, resulting in stormwater runoff and localized higher air temperatures. Runoff is a particular concern for Chesapeake City, due to its location along the C&D Canal, feeding into the environmentally sensitive Chesapeake Bay. In addition, traditional lots are not complimentary to the historic architecture of Chesapeake City. Green design parking follows many of the same principals as smart growth designed parking.

Green Design – Location and Layout

Locate parking behind or beside buildings. Locating parking behind buildings minimized the visual intrusion of parking and reduces risk of pedestrian and vehicle conflicts in this walkable community. Construct smaller concentrations of surface parking in new lots. Divide larger parking areas both visually and functionally into smaller sections. This may be accomplished using landscaped areas between rows for on-site stormwater management. Limit the length of rows to 200 feet or 20-23 contiguous spaces. For longer rows, include landscaped breaks.

Coordinate phased parking implementation for larger developments. Multi-phased developments should identify all current and future parking lots when submitting plans. Parking should be constructed incrementally as needed, with future parking and interim parking being landscaped.

Use site grading to facilitate stormwater management. A cross-grade for paved surfaces of 1.5% will encourage slower stormwater flow. Slope surfaces to direct storm run-off towards landscaping or bio-retention areas.

Lighting should be appropriate to the location, context and scale of area. Lighting can be used to create a unique identity for the parking lot. Parking should enhance adjacent streets and pedestrian facilities and provide a coordinated appearance. Design should balance the need for safety and security with reduced energy consumption and light pollution. Light should be directed downward and should use energy efficient fixtures and bulbs. Explore opportunities to use off-grid generation such as wind or solar.

Green Design – Transportation Access and Circulation

Limit curb cuts to minimize interruptions to sidewalks, streetscape and perimeter landscaping. The number and width of driveways and parking entrances can be reduced by providing access from secondary streets with less traffic. Parking should provide direct and continuous pedestrian routes to building entrances and public sidewalks. Pedestrian routes can be combined with landscaping and shade trees to provide a more pleasant experience.

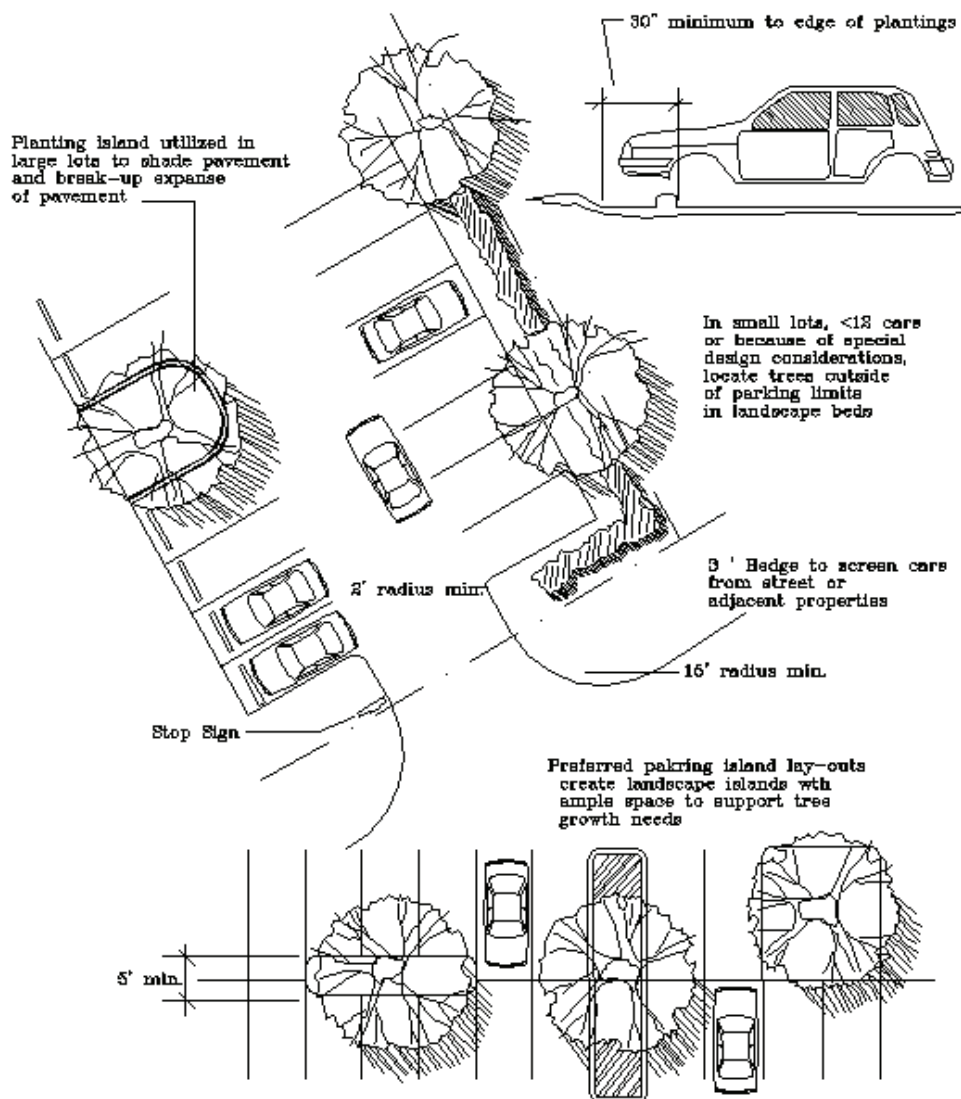
Green Design – Landscaping

Landscaping is an important component for minimizing visual and environmental impacts of parking. When designing new lots, existing trees, natural slopes and native soils should be incorporated. Landscaping should be distributed throughout the site. Distributed landscaping with soften and screen parking lot perimeters, improve pedestrian environment and maximize stormwater benefits.

Landscaping should accommodate trees. For healthy trees, they should be planted with access to at least 3 feet of quality soil with a buffer of at least 5 feet between trees and adjacent paved surfaces. Plants should be hardy, drought and salt tolerant.

Landscaping around the perimeter of parking lots will minimize the visual impact. Edge treatments along the street and other public spaces will visually screen parked cars and should not completely obstruct views into and out of the parking lot.

Internal landscaping breaks up expanses of impervious pavement. In addition, internal landscaping defines major vehicle and pedestrian routes, provides shade for people and cars, and will beautify and otherwise open area. One shade tree should be planted for every five parking spaces constructed.



Green Design – Stormwater Management

Runoff should be minimized using techniques to reduce impermeable surfaces including permeable paving and bio-retention areas. A variety of greener paving materials are available including some with recycled content. Overflow parking, such as further areas under the St. Augustine Bridge, can be left gravel or treated with a reinforced turf. In areas with greater use, light colored paving materials will reduce heating from the pavement. Porous concrete and asphalt materials are also available. With permeable paving, subdrains are needed to store and filter water.

Bio-retention areas are another technique of managing stormwater. Constructed as landscaped swales, bio-retention areas should be designed to filter, store and convey expected stormwater from surrounding

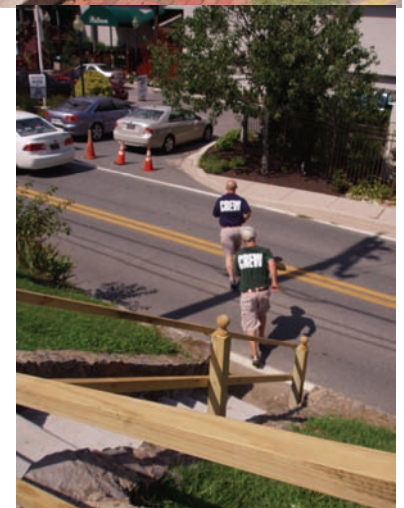
areas. Plants should be selected to be flood, drought and salt tolerant. Bio-retention areas can also be used for winter snow storage.

Improve facilities for walking and bicycling to reduce dependence of driving and encourage drivers to “park once” and walk to multiple destinations

Research has found that people will walk further and more frequently when the walking environment is attractive, of a high quality, well designed and well maintained. Chesapeake City possesses a walkable environment that draws people from throughout the region and beyond. There are, however, gaps in sidewalks, areas where sidewalk repairs are needed, and intersections that do not meet ADA standards. The town should complete an assessment of pedestrian facility needs. One approach would be to work with WILMAPCO to hold a Walkable Community Workshop.



Another area of immediate concern is conditions for pedestrians near the Chesapeake Inn. Valet parking is essential for the successful operation of this restaurant, however better signage and pedestrian facilities should be put in this area. Signage and a crosswalk would be a short term solution. If the area near the valet lot is developed, the community should work with Maryland SHA to explore traffic calming measures to further enhance pedestrian safety.



Public Involvement

A survey was conducted to assess public concerns about parking in Chesapeake City and potential solutions. The survey was distributed with utility bill and 79 responses were received. Seventy-eight percent of respondents had off-street parking and 42 permits were identified. Of those who work in Chesapeake City, 14 have private off street parking at work, 2 use public off street parking, 10 use on street parking, 5 work at home, and 5 walk/bike to work.

The survey asked respondents to rate the importance of various aspects of parking.

- 75% rated amount of Public parking important or very important
- 73% rated ease of finding a space important or very important
- 67% rated maintenance as important or very important
- 67% rated pedestrian facilities important or very important
- 66% rated signage important or very important
- 53% rated amount of Permit parking important or very important

For each aspect, we asked the community to rate how Chesapeake City is currently performing.

- 62% rated amount of Public parking very good - fair
- 58% rated ease of finding a space very good - fair
- 69% rated maintenance as very good - fair
- 62% rated pedestrian facilities very good - fair
- 64% rated signage very good - fair
- 75% rated amount of Permit parking good or fair

No aspect had a high number of people rating it as poor or very poor. The factors with the greatest number of poor or very poor responses were:

- 33% rated ease of finding a space poor or very poor
- 29% rated amount of Public parking poor or very poor
- 25% rated signage poor or very poor
- 24% rated pedestrian facilities poor or very poor

The survey asked feedback about different parking strategies. The following had the most responses of support and strongly support:

- 82% - encourage employees to park in lot
- 67% - improving existing lots
- 58% - improve pedestrian facilities
- 57% - construct new lots
- 41% - B&B parking permits
- 35% - Fees to business without required parking

The following strategies had the most responses of oppose or strongly oppose:

- 56% - charge for on-street parking
- 41% - increase # of parking permits
- 37% - increase parking permit fees
- 36% - time limits for on-street parking
- 34% - decrease # of parking permits
- 32% - fees to business without required parking

Chesapeake City Parking Plan Survey

WILMAPCO

PURPOSE: WILMAPCO has been asked by the Town of Chesapeake City to develop a plan to assess parking issues and needs. Your participation will help us develop a plan that best serves your needs. Please complete this survey and return it with your utility payment or mail/fax your answers to WILMAPCO.

1. Please describe the property in which you live.

☐ House/apartment with off-street parking ☐ House/apartment without off-street parking

On what street? _____

2. How many Parking Permits does your household have? _____

3. If you work in Chesapeake City, where do you park at your place of business? ☐ Don't work in Chesapeake City

☐ Private, off-street lot ☐ Public, off-street lot ☐ On-street parking ☐ I work at home ☐ I walk/bike to work

4. How IMPORTANT do you consider the following aspects of parking in Chesapeake City?

| | Very Important | Important | Neutral | Low Importance | Very Low Importance |
|------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Amount of PERMIT parking: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Amount of PUBLIC parking: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Ease of finding a space: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Signage to parking: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Maintenance/quality of lots: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Pedestrian facilities: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

5. How would you CURRENTLY RATE the following aspects of parking in Chesapeake City?

| | Very Good | Good | Fair | Poor | Very Poor |
|------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Amount of PERMIT parking: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Amount of PUBLIC parking: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Ease of finding a space: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Signage to parking: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Maintenance/quality of lots: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Pedestrian facilities: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

6. How would you rate the following strategies for managing parking in Chesapeake City?

| | Strongly Support | Support | Neutral | Oppose | Strongly Oppose |
|--|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Increase parking permit fees: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Improve existing public lots: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Construct new parking lots: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Improve pedestrian facilities: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Charge for visitor on-street parking: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Increase number of permit spaces: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Decrease number of permit spaces: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Have time limits for on-street parking: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Encourage employees to park in lot: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Provide Permit passes to B&B guests: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Fees to businesses w/out required parking: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

SEE OTHER SIDE ➤

