Parking Audit Workshop
City of Lawrence, Kansas

Next Steps Memorandum
April 2013

Smart Growth
BUILDING BLOCKS FOR
SUSTAINABLE COMMUNITIES

1. INTRODUCTION

The U.S. Environmental Protection Agency (EPA) selected the City of Lawrence, Kansas, for a Building Blocks for Sustainable Communities technical assistance award. This technical assistance helped Lawrence audit parking issues occurring adjacent to the University of Kansas (KU) campus in an area centered on the Oread Neighborhood. This memorandum describes the workshop activities held on April 17, 2013, and focuses on the outcomes of the workshop and next steps that the community may undertake as a result of this technical assistance. EPA Contractor Vickie Jacobsen, of Charlier Associates, Inc., led the workshop in partnership with local citizens and staff from the city and EPA. Specific outcomes of the workshop included a list of strategies designed to address high levels of parking demand in this neighborhood while increasing mobility for students and residents of the neighborhood.

2. WORKSHOP EVENTS

The technical assistance took place during a day-long workshop held at the Carnegie Library. In advance of the workshop, city staff conducted a parking audit, which included an inventory of parking spaces in the Oread Neighborhood and three separate field counts of parking utilization. The workshop started with a site walk of the Oread neighborhood. The day continued with a series of working meetings with targeted stakeholders to discuss the issues and opportunities related to parking, including reducing the demand for parking and coordinating efforts with the KU campus. In the evening, the results of the stakeholder group discussion were presented to the general public, including many neighborhood residents. Throughout the day, approximately 50 local community participants engaged in the activities. Following the public meeting, the technical assistance team met with city staff briefly to summarize the outcomes and strategies for inclusion in this memo.

3. KEY ISSUES + STRATEGIES

The Oread Neighborhood is a fairly large neighborhood—over 239 acres—and is primarily residential with some institutional uses, including student housing, and a few neighborhood commercial uses, including restaurants and bars. The neighborhood is located between the KU Campus and Downtown Lawrence. The primary issue identified in the City's application to the Building Blocks for Sustainable Communities program was on-street "spill-over" parking demand from KU in this residential neighborhood. Long-term residents of the Oread neighborhood must compete with students—both residents and commuters—for the on-street parking. The parking audit conducted in preparation for this workshop was designed to better understand the location and intensity of the problem. The workshop then focused on methods to reduce the demand on the parking supply and to thereby reduce conflicts between long-term residents and students.

Over time, the residential density of this neighborhood has increased, and the supply of parking has not increased at a matching rate. The neighborhood has many multi-family residential units in this neighborhood—both apartment buildings and homes that have been converted to multi-family. Some homes have accessory parking lots on-site, but the lots frequently do not provide enough spaces to meet existing parking requirements—one space per bedroom. These "under-parked" residences create additional demand for on-street parking. Other homes have no on-site parking at all, which is frequently a result of the historic, early 20th century nature of the homes. In other cases, the topography of Mount Oread prevents on-site parking, and alleys, which commonly supply some residential parking, are not feasible on all blocks due to the slope.

Audit Area

The audit area's boundaries did not directly match the Oread Neighborhood boundaries. Instead, the audit area attempted to capture the interaction between two potential sources of "spillover" parking demand, KU and downtown. KU was expected to be contributing to the heavy demand for parking, but the project team wanted to confirm, through the audit, that the high rates of on-street parking were not also due to spillover from the downtown. Therefore, the audit focused on certain blocks immediately adjacent to campus with the primary focus on the blocks north of 14th Street. In addition, the audit area extended to include a portion of the downtown, including Massachusetts Street (the primary downtown corridor), that is directly adjacent to the neighborhood. In total, 214 block-faces were each surveyed three times.

The audit included all on-street parking supplies within the audit area and three public parking lots located near the downtown area. The audit did not include off-street parking provided on private property, in part because of the difficulty in determining the exact supply through observation (many cars are parked in tandem when at full capacity) and in part because of time constraints associated with conducting the audit in advance of the scheduled workshop.

The Audit Results

The Parking Utilization Audit was conducted on three days in March of 2013, including two Tuesdays (March 5 and 12) and one Saturday (March 9). All surveys were done at mid-day, between approximately 11am and 1pm. The Tuesday survey time was selected because it aligned with peak classroom attendance figures, as determined by KU staff. A Saturday survey was included to demonstrate expected off-peak parking demand, when classes were not in session. By surveying when classes were not in session, the audit differentiated high rates of demand that are associated with student commuters (Tuesday) from high rates of demand associated with residents (both students and long-term residents).

| Type of Parking	Supply	Parking Utilization Averages		
		Tuesday March 5th	Saturday March 9th	Tuesday March 12th
On-Street	939	53%	52%	52%
Off-Street	182	84%	65%	91%
Combined	1121	58%	55%	59%

Utilization rates averaged across the entire audit area were relatively low with pockets of higher utilization. Very high utilization rates occurred on the blocks adjacent to the eastern side of the University at mid-day. High rates of utilization occur on blocks near the campus on the weekend as well. Some contributing factors

might be the high population density in that area and a shortage of associated on-site parking, the lack of alleys in which to park, and the presence of a hotel and its employees.
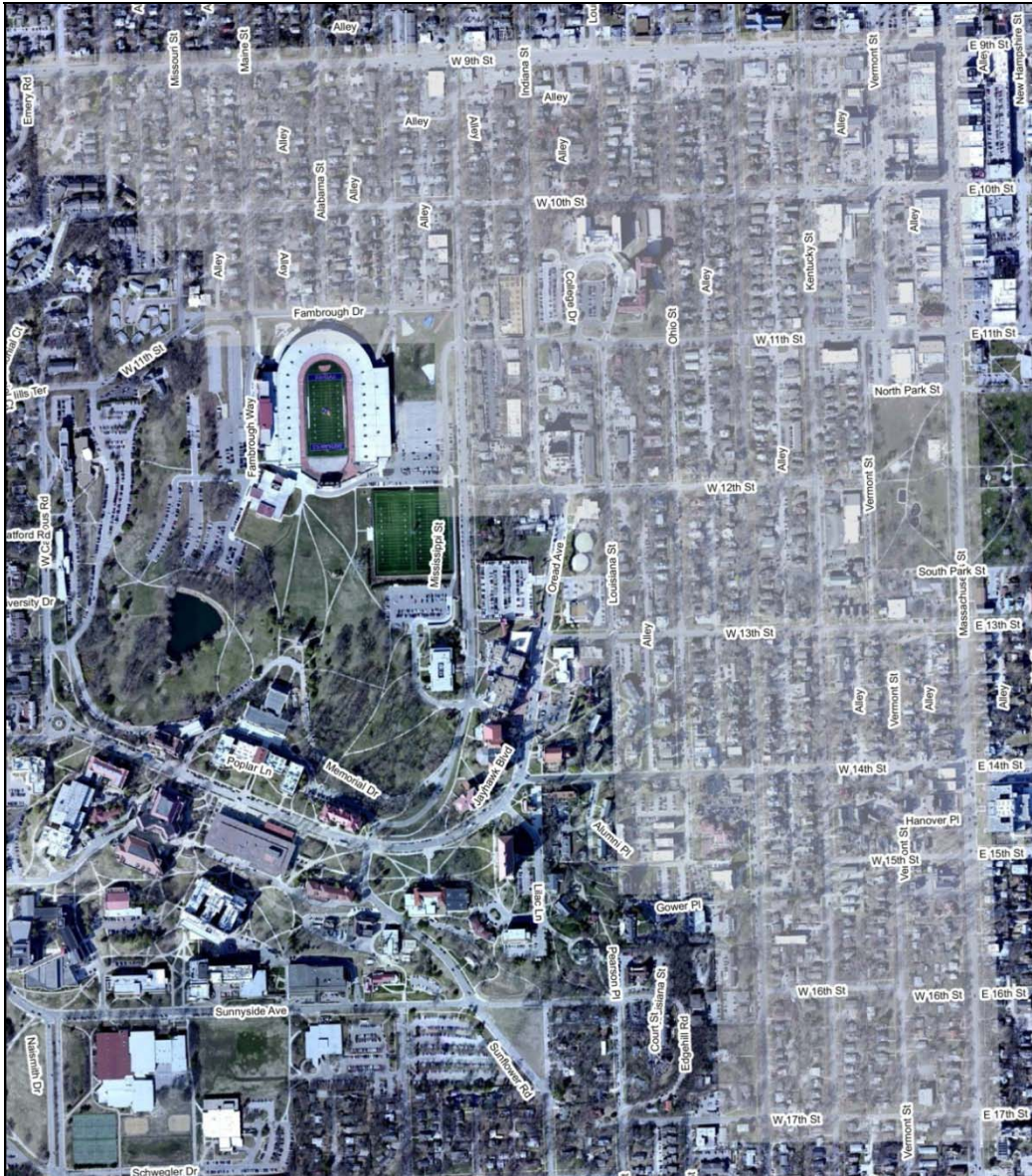
The area included in the audit is shown by the shaded area above. It does not overlap directly with the Neighborhood Plan boundary. It also includes a portion of the Downtown area.

Also noteworthy were the very high rates of utilization in the free public parking lots adjacent to the downtown. Although not the issue that instigated the City's application, the City could consider monitoring these lots to ensure that parking management is adequately serving the downtown businesses. Increasing rates of turn-over may become an objective for the downtown area in the mid-term. Utilization maps from each of the audits are included in the Appendix.

Strategies to Address Parking Issues in the Oread Neighborhood

The workshop discussions focused on ways the City and Oread neighborhood can help meet residents' transportation needs while relieving some of the pressure on the existing parking supply. Workshop participants and city staff identified three key takeaways from the audit results and workshop discussions.

- First, supporting a variety of transportation options will reduce reliance on automobiles and, thus, the need for parking.
- Second, implementing a parking management program can help protect residents' access to parking while achieving other neighborhood goals.
- Third, KU and its surrounding neighborhoods have a symbiotic relationship; improved collaboration will be essential to many of the potential solutions.

I. Encourage and Support Transportation Options

Because adding significant parking supply in this neighborhood is neither desirable nor feasible, workshop participants were interested in strategies that reduced the demand for parking. Such strategies include the creation of a "complete neighborhood" in which all or most of the essential services for residents are within a convenient walking or biking distance, reducing the need to own a car. By reducing the need for cars and, thus, for parking, this approach would result in a neighborhood that functions better for both the current density of residents and for any additional density proposed in the future. The proximity to campus and downtown positions this neighborhood well to become a place where people, including students, can live comfortably and conveniently without a car.

Support efforts to make the Oread Neighborhood a more complete neighborhood. Residents identified a desire to have a more complete neighborhood, one that has many or all of the needed daily goods and services within it or within walking distance. By having fresh produce, pharmacies, banks, and other service and retail amenities within walking distance, more student residents could leave their cars at home, reducing the demand on the existing parking supply.

The City and KU might consider surveying students to determine what they would need to go without their cars. Some residents identified proximity to a grocery store and perhaps other meal options, such as on-campus dining, as a critical shortage for students living off-campus. There may be some value in understanding whether students in this neighborhood could benefit from a campus meal plan in order to meet a primary and daily need while reducing reliance on cars. See Section *III: Improve Collaboration between the City and KU*, for more ideas on gathering information from students.

Continue improvements to the pedestrian network. The recently-completed 12th Street Lighted Walkway, with pedestrian crossing signals at Kentucky and Tennessee Streets, is an excellent example of the type of infrastructure that makes walking more attractive, convenient and safe. In addition to adding pedestrian crossings at appropriate intersections, filling any gaps in the sidewalk network will further encourage pedestrian trips. Both private property owners and the City can work to fill these sidewalk gaps. The strategy is one that can be applied city-wide to maximize the number of trips to campus on-foot.

The 12th Street lighted walkway (left) is an excellent example of improvements that will encourage pedestrian access to and from campus by making the trip safer, attractive and more convenient. There may be other similar opportunities, such as improving the function and attractiveness of the staircase (right), located along Louisiana Street, between 12th and 13th.

Increase transit access from within the neighborhood. Some residents suggested that although campus transit serves the western portion of the neighborhood, the eastern portion may be under-served with transit routes. If residents of the neighborhood had reliable, convenient, safe, and attractive transit access that delivers them to key destinations, such as shopping and employment centers, they would have less need for their cars.

Monitor, support and expand the car-share program. The KU Campus recently added four vehicles from a car-share program, which provides short-term car rentals to the campus community. In addition, the City recently added a reserved car-share parking space to one of the downtown lots. As usage of the car-share program increases, it may be appropriate to add a car-share location to the Oread, such as in lots associated with the Scholarship Halls. Expansion of this program would enable students to not bring a private car to school at KU because they will have access to a car when they need one.

Develop parking requirements that support the Oread Neighborhood Plan. The current neighborhood zoning code and parking requirements are sometimes used to discourage what some residents consider inappropriate development that is not in keeping with the historic character of the neighborhood. At the same time, many residents seem to recognize that a certain amount of new development and density is appropriate in this neighborhood due to its proximity to both the KU campus and Downtown Lawrence. The Oread Neighborhood Plan, adopted in 2010, articulates strategies and goals for the neighborhood, including an overlay district that would allow increased density at certain locations, design guidelines for infill development and operational strategies to improve neighborhood issues such as trash collection.

Parking requirements for private property can be a controversial and complex topic. On one hand, off-street parking can alleviate some of the parking pressure in this neighborhood. On the other hand, there is often not adequate space to provide on-site parking for every residential unit, and large parking lots would negatively impact the walkability and aesthetics of the neighborhood. By ensuring that parking requirements are flexible

and accurate, the zoning code can reconcile these competing concerns. Here are some things to keep in mind when evaluating potential parking requirements:

1. As new residential development is reviewed, consider programs and features of the property that would simultaneously encourage walking, bicycling and transit and discourage car-ownership. Encouragement strategies would include high degrees of access to bus stops, secure bicycle parking; discouragement programs may include the unbundling of residential parking, with landlords renting parking spaces separately from residential units. When these programs are in place, parking requirements can likely be reduced.

2. Ensure that development standards and parking requirements allow and encourage the zoning and densities proposed in the Oread Neighborhood Plan. The City is in the process of developing design guidelines that will help ensure that new development, particularly with increased density, is in keeping with the character of the neighborhood. This may include reduced parking requirements, to prevent large surface parking lots and the associated impacts but this can only be successful if on-street parking is also managed appropriately. However, lowered parking requirements should not be an excuse for inappropriate development, in terms of both design and density. Those decisions should be guided by the Oread Neighborhood Plan and parking requirements should be flexibly applied to facilitate the desired outcome. Appropriate sites for increased density include those: located within convenient walking distance of campus; adjacent to transit stops and existing multi-family housing and on streets with higher traffic volumes and high degrees of pedestrian friendliness including highly connected and complete sidewalk networks.

University campuses and the neighborhoods that surround them often require strategies that are typical to urban areas because of the unique demand for access and residential proximity to campus. If the Oread Neighborhood embraces this more urban model, the increased demand to live in this neighborhood along with a managed parking supply in conjunction with improved transit, bicycling and pedestrian infrastructure, will mean that parking requirements should gradually decrease. The City's parking minimums that are currently required could eventually become parking maximums allowed, such as those in many urban centers.

Encourage New On-Site Parking to Take Advantage of Topography. There are recently-built examples in the Oread Neighborhood of multi-family residential units that have incorporated on-site parking in underground garages, which is made feasible by the topography in this neighborhood. This type of solution should be considered and encouraged in new development whenever possible to increase the parking supply without adversely affecting the walkability and character of the neighborhood.

Demand for parking and in some cases, on-site parking requirements can have negative impacts on the aesthetics and function of the neighborhood. Extended driveways can put pedestrians at increased risk. Careful attention to appropriate on-site parking requirements that support transportation choices may help create desired outcomes over time.

II. Implement a Comprehensive Parking Management Program.

The KU campus experiences heavy parking demand and therefore is highly-managed with permitted (and paid) parking lots. This has created a spill-over effect into the adjacent neighborhood, where students find free, unrestricted parking. The City might want to consider increasing management of their parking supply to help mitigate this spillover. Increasing management could have the added benefit of helping KU; commuters might be more likely to pay to use the KU facilities if their free options become more limited.

Gather additional data. The issues affecting this neighborhood are complex, and the data collected during this audit suggest that spill-over KU commuter parking is not the only parking issue. Under-parked high-density residential also seems to be playing a role in the on-street parking utilization rates, as shown in the Saturday survey.

To better understand the range and complexity of the issues, the City, with campus support, might conduct additional parking utilization audits in the summer months and perhaps again in the fall to confirm the findings described here. The City may also want to consider whether the current audit area is the most instructive and whether some streets might be added or removed. For more information on additional data, see *Consider implementing parking time limits and a residential parking permit (RPP) program* below.

Maximize on-street parking. Some workshop participants suggested that there are streets within the neighborhood that could be reconfigured to allow on-street parking on both sides of the street, rather than just

on one side of the street. Where adequate right-of-way exists and traffic volumes and speeds allow, on-street parking should be maximized. For example, the right-of-way at 11th between Tennessee and Kentucky is wide enough to add on-street parking, if the added parking would have more value than the left-turn lane. Studying the traffic and turning volumes at this intersection would help the City understand the feasibility of replacing the turning lane with on-street parking.

Consider implementing parking time limits and a residential parking permit (RPP) program.
Parking in the Oread Neighborhood is currently unrestricted and free, which encourages both residents and non-residents to park on-street. To protect high-demand on-street parking for residents and discourage use by non-residents, many communities employ a residential parking permit program that can includes two major layers of regulation. The first layer is to implement parking time limits for on-street parking within a designated area. The second layer is to offer residential parking permits to residents of that designated area; the permits exempt their vehicle from the time restriction.

Creation, administration, and management of an RPP program in the Oread Neighborhood would require attention to specific details, described below.

1. Assess the desire by the residents for an RPP program. An RPP program provides many advantages to residents and can make the neighborhood more attractive. The City will want to educate residents about RPP programs and survey the population to gauge community support, prior to moving forward.

2. Gather additional data to understand the details about the on-site parking supply, particularly on blocks with high utilization rates and high densities of residents. The most accurate method would be to conduct a field count, but the City could also collect data via electronic or paper surveys. This data will help the City determine the number of on-street permits needed and/or allowed for each property, calculated by using the total number of bedrooms less the number of on-site parking spaces.

3. Conduct additional audit data that includes turnover information (monitoring of license plates) which provide data regarding how long vehicles are parked on a given day. This would inform the timed restrictions on parking. For example, if the typical "commuter" car is parked for three or more hours, a two-hour timed restriction may be adequate, as this time-frame would allow residents to receive daytime visitors or services without the use of a permit, but would prevent commuters from leaving their cars in the neighborhood for an extended period. However, if the typical car is parked for two-hours or less, the timed restrictions may need to be shorter in duration, such as 90-minutes, which would be slightly less convenient for residents' visitors but more effective in discouraging commuter parking. The City may ask the neighborhood organization for any previous-collected data on parking turn-over.

    Some residents suggested that making (all) on-street parking illegal between certain hours, for example 9am to 11am, would prevent the undesired commuter parking and make enforcement easier by requiring one enforcement patrol, rather than two. The trade–off for reduced enforcement is that, except for vehicles with residential permits, no vehicles—neither visitors nor those providing services to private homes—could park legally in the neighborhood during that time period. There would need to be strong neighborhood support for such restrictions.

1. Determine the appropriate boundary for both the timed restrictions and the residential permit program. If the entire neighborhood is not included, the City risks pushing the parking problem onto neighboring streets. However, there are blocks within the audit area that did not experience significant utilization during the audit times; these blocks may or may not be appropriate to include in an RPP program. The City will want to undertake additional study and consultation with residents to better understand whether an RPP is considered an asset or a drawback for residents in the areas with lower utilization rates.

2. Determine the number of on-street parking spaces that are available; this can serve as the maximum number of permits to issue. By using the on-street parking supply data collected from this audit and including additional areas not counted in the audit, the City can get a fairly accurate number of on-street parking spaces available. The City can then make permits available for some percentage of the total number of available spaces.

3. The City will need to distribute permits strategically. The high number of multi-family residential renters will add complexity to the management and distribution program. If the number of permits is limited at each address, the property owner or manager may be a more appropriate recipient of the permits. Student permits, distributed with slightly modified vehicle registration requirements, could expire in shorter time-frames. This can help mitigate issues relating to high rates of residential turn-over.

4. Determine the appropriate duration for time limits and appropriate times during which the time limit regulations are in effect. Make sure the limits achieve the desired goal of discouraging the use of residential parking by commuters to KU.

5. The City may also choose to use the RPP program as a tool in conjunction with an expanded rental licensing program or compliance with other code violations. When landlords come to claim their permits, the City could withhold the parking permits if there are existing code violations.

6. Build in a monitoring program to ensure intended outcomes are met; and to identify any unintended outcomes, such as increased parking demand ("spillover") in another area. An effective parking permit program requires routine monitoring, including tracking the number of violations and looking for high levels of spill-over parking outside the boundaries of the RPP program.

7. The costs of administering an RPP program are often covered by a nominal fee for each permit provided. Another option, made possible through the above monitoring program, would be to sell a limited number of permits to commuters at a higher, market rate. This could off-set costs to residents, but this is only possible when excess on-street capacity remains and residents support the idea.

Enable RPP programs citywide, with a formal process and thresholds. The area around KU may be an appropriate place for the first RPP program in Lawrence, but creating a formal process—with data gathering requirements and thresholds—will allow the City to better justify decision-making in the future should other neighborhoods request RPP programs.

Plan for increased enforcement. The police department is currently enforcing parking regulations in the Oread Neighborhood. Current parking regulations are mostly limited to specific no-parking zones, such as near

intersections, fire hydrants, driveways, and sidewalks. The only time limit in place is 48-hours, and this violation is generally only enforced when somebody files a complaint.

By moving to a more thorough management program, the neighborhood will need more frequent enforcement, which might not be feasible under the current system, given that police officers have many other demands on their time. When parking management and enforcement become more rigorous, communities often choose to operate enforcement out of code enforcement departments, rather than the police department.

Set appropriate parking violation fines. If timed restrictions are put into place in the Oread Neighborhood, it is important that the fines be high enough to discourage violations. Otherwise, the restrictions will not have the intended effect. Currently, overtime parking fines at meters in Downtown are low ($3) and may not be rigorous enough to discourage violations. Other types of parking violations, such as parking adjacent to a fire hydrant, is a $55 fine citywide. It may be appropriate to align parking fines in the Oread Neighborhood with those on campus, which are between $25 and $50. There may also be potential for expanding the computerized enforcement program, currently used only in the Downtown district, to include escalating fines for repeat violators by allowing enforcement officers to connect to a database of violations and scale the fine according to the frequency of violations. This program can be a very effective enforcement tool, by isolating repeat offenders ("scofflaws") without being punitive to first-time offenders.

Monitor progress. Whatever strategies the City chooses to employ, careful monitoring programs, such as parking utilization audits, are essential to understand if programs and policies are having the intended effects. Carefully designed and routinely-conducted monitoring programs will provide city staff with decision-making criteria and help them to modify programs appropriately.

Unbundle residential parking. This strategy is for use by private-property owners. If the city decides to move forward with a residential permit parking program, it may be appropriate in the future, for the owners of rental properties to "unbundle" private parking spaces from monthly rents. "Unbundling" refers to renting parking spaces as a separate item from a rental apartment and is a strategy used in cities to reduce the demand for parking, both on- and off-street, while supporting residents who live without a car. By isolating the cost of parking, renters may choose not to pay for a parking space, which might encourage students not to bring a car to campus. This strategy is for use by the private sector and should not require action by the City.

III. Continue Collaboration between the City and KU.

All the strategies described in this memo will be best implemented in a collaborative effort between City staff and KU representatives. The Oread Neighborhood, while technically off-campus, is an important resource for KU, housing many students and serving as the eastern gateway to campus. The historic neighborhood is also home to permanent residents. Policies, regulations, and incentive programs can be coordinated to achieve the desired, mutually-beneficial outcomes. A joint multimodal committee dedicated to mobility issues, with representatives similar to the stakeholder group gathered for this workshop, could be created to oversee and continue making progress on issues relating to parking and parking management. In addition to coordinating on the strategies discussed above, which would largely be led by the City, KU representatives might take the lead on the next few strategies.

Improve understanding of student travel needs. Many workshop participants made suggestions about the types of land uses that should be added to the Oread Neighborhood to make it more convenient to live a

multimodal lifestyle, such as convenient grocery options and even pre-prepared meals offered at campus buildings. However, the most accurate information about needs would be gathered from students directly in a formalized survey. The use of Smartphone applications, such as voluntarily uploading travel information and/or the use of travel needs surveys or travel diaries for students living both on and off campus, could inform decisions about transit service, neighborhood planning and barriers to travel.

Continue to promote walking, bicycling and transit use to, from and on campus. Information for students, faculty, and visitors to campus should promote multimodal transportation options at every opportunity. This includes information provided on campus maps, on tickets, in admission materials, and on websites. Many university campuses are encouraging the use of these modes through various creative means, in an effort to mitigate the need to ever build more parking on campus. For example, the University of California at Davis' goBike! Program provides member students with access to secure bicycle parking (digitally-monitored with student ID) and access to bike tool and air stations, which has helped support a bicycle culture among students. This can also be as simple as changing the order in which travel options are described in brochures or having campus website links to transit information, car-share programs, and bicycle maps more often than to parking lot maps.

The campus lot near the Lied Center is often under-used on weekdays.
Setting appropriate permit prices could encourage more efficient use of this lot and other existing on-campus parking supplies.

Support access to campus parking lots, while discouraging traffic through campus. As traffic circulation through campus is studied in the future, efforts should be made to make access to parking available as soon as a vehicle arrives on campus. The circulation of vehicles through campus as commuters search for parking has negative effects on both transit service schedules and the safety and convenience of walking. To the extent possible, vehicles should be parking as soon as they approach and/or arrive on campus, reducing the vehicle miles traveled (and congestion) on campus.

One workshop participant questioned why Oread Neighborhood residents are not allowed to purchase permits to park on the KU campus. Since the Workshop, the reason for this has been articulated by KU staff. The Parking and Transit Department is a tax-exempt organization. The sale of parking permits to non-university related parties would be considered business income and violate their tax-exempt status. For this reason, the University is unable to sell permits to residents of the Oread Neighborhood who are not affiliated with the University as faculty, staff or students.

Adjust the funding structure of the parking and transit system to align with desired outcomes.
The current funding system for KU Parking and Transit may have conflicting goals, which will prevent the outcomes desired by KU, its students, the Oread neighborhood, and the greater Lawrence community.

Over the long term, KU will want to be sure that the funding mechanism for transit encourages its use, rather than merely "affording" it. The current funding structure involves using some portion of revenues from parking permit sales to subsidize campus transit, which prioritizes the sale of parking permits over the use of transit. They already have invested in a large supply of parking and each new parking expansion weakens transportation by other modes (walking, bicycling, and transit). Transit is primarily funded from student fees, which must be approved each year by the Student Senate and have not increased sufficiently to support the program. Workshop participants discussed the possibility of increasing the fee by a pre-determined percentage each year to help alleviate the issue of under-funded budgets for parking and transit. By having a predictable increase each year, students would be able to easily account for this fee in their budgets.

When parking and transit fees cannot be raised adequately through the Student Senate, campus staff must raise revenue by other means, which is resulting in a significant increase in parking permit prices. This may be an appropriate strategy, but these price increases were based on the need to fill a funding gap rather than being based on the level of demand for the permits in specific lots. The resulting increase risks discouraging the purchase of on-campus parking permits, which may exacerbate the spill-over parking issue on residential streets near the campus—and as a secondary effect, reduce the funding available for transit. Many college campuses vary the price of parking permits for areas with higher demand for parking, simultaneously discouraging car commuting and encouraging other modes for commuting to those more central, high-demand areas. The pricing structure could instead aim to make better use of the ample existing, less-central parking lots. For example, if on-campus parking demand can shift to make better use of the Lied Center Lot, it could redistribute on-campus parking in a way that alleviates pressures on adjacent neighborhoods. The parking lot adjacent to the Stadium is another example of an under-utilized asset. Efforts to encourage use of this lot, through reduced permit prices and increased publicity regarding shuttle service for example, could alleviate similar parking pressures as well.

4. ACTIONS/ TIMEFRAMES/ RESPONSIBILITIES

To move these ideas from the brainstorming stage to implementation, workshop participants may want to empower champions who will convey the knowledge they gained from the technical assistance out to the community and begin to address the community's needs on a comprehensive and consistent basis. Toward that end, the workshop involved several key community representatives who defined the next step action items listed in the table below. These actions reflect ideas generated from the workshop process. The pursuit of these actions is fully at the discretion of the local participants and the constituents they represent and serve.

Action	Purpose	Lead Entities	Timeframe
A. Codes, Policies and Programs			
Study RPP programs in peer communities such as Boulder, CO, and Madison, WI, to learn more about implementation details and management issues.	Benefit from the experiences of other university towns with RPP programs.	City Staff	3-6 months
Promote and monitor the car-share program; expand as appropriate.	Provide convenient access to cars for those who choose not to own one.	Joint Multimodal Committee (see below)	6-12 months
Survey residents of the Oread Neighborhood to understand the support for an RPP program; identify key management issues to address initial concerns.	Understand the level of community support for an RPP program.	City Staff	6 months
Encourage more secure bicycle parking at multi-family residential units, such as bike lockers.	Formalize and legitimize bicycle parking and travel; improve aesthetics.	City Commission with Staff support	6-12 months
Adopt and implement citywide rental licensing program in conjunction with potential RPP program.	Eliminate excess parking demand created by unlicensed (illegal) residential units.	City Commission and City Staff	6-12 months
Enable flexible parking requirements in the proposed overlay district for the Oread Neighborhood; encourage new development to take	To ensure that the Oread Neighborhood Plan can be implemented with parking requirements that respond to each proposed	City Staff and City Commission	6-18 months

Action	Purpose	Lead Entities	Timeframe
advantage of topography when providing parking.	development and to multimodal improvements in the area.		
Collect additional parking audit data, such as turnover, to understand the time restrictions that will be required to have the desired impact.	Provide a clear picture of the parking issues in the neighborhood; ensure that the restrictions will help resolve them.	City Staff with neighborhood support	1 year
B. Physical Infrastructure			
Conduct a sidewalk gap analysis; encourage private property owners to repair damaged and build missing sidewalks; enable a cost-sharing program as appropriate.	Promote pedestrian activity to, from, and within the Oread Neighborhood.	City Staff	90-120 days
Examine opportunities to add on-street parking within the neighborhood.	Increase the supply of on-street parking; can also help to control traffic speeds.	City Staff with neighborhood support	6-12 months
Formalize pedestrian connections to campus.	Promote pedestrian activity in appropriate locations to and from campus.	KU and City Staff, or Joint Multimodal Committee	On-going
C. Interagency Coordination and Stakeholder Partnerships			
Create a joint 'multimodal committee' that includes representatives from KU, City Staff, and neighborhoods adjacent to the University.	Continue collaboration, coordination and promotion on issues relating to mobility, including transit, parking, enforcement, bicycling, car-sharing, and pedestrian activity.	City Staff, KU Staff with support from neighborhood organizations and other advocacy groups	60 days and meet regularly
Gather information from students, via Smartphones or other survey means, about travel needs and travel modes.	Understand how and why students are traveling; inform decisions about transit service and desired	Joint Multimodal Committee	6-18 months

Action	Purpose	Lead Entities	Timeframe
Assess how well those travel needs are being met by existing transit and transportation network.	neighborhood uses that could reduce travel demand by students.		

5. APPENDIX

- **Additional Resources**
    - U.S. EPA Building Blocks for Sustainable Communities: http://www.epa.gov/dced/buildingblocks.htm
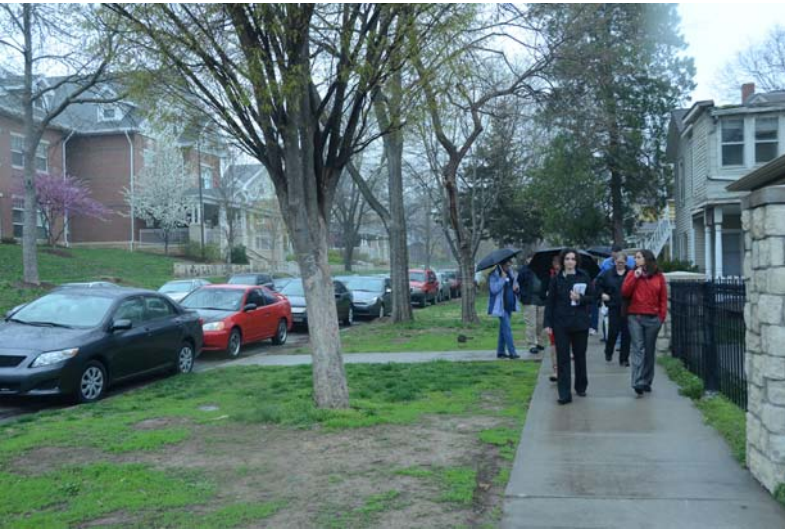   - U.S. EPA Green Infrastructure Program: http://water.epa.gov/infrastructure/greeninfrastructure/

- **Workshop Photographs**

Workshop participants tour the Oread Neighborhood.

EPA Region 7 Administrator, Karl Brooks, addresses participants during the public meeting portion of the Parking Audit Workshop.
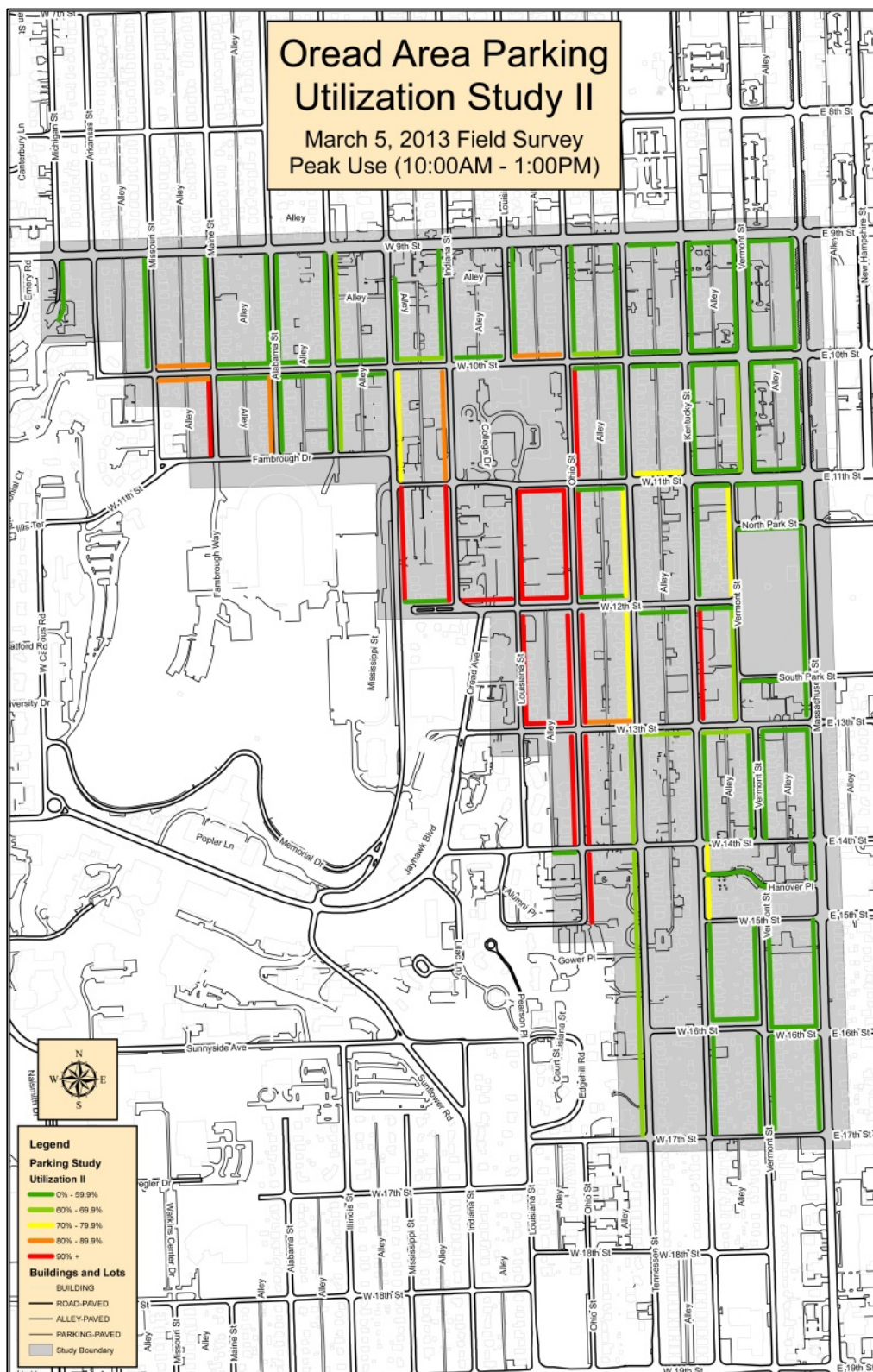
- **Parking Utilization Maps**

The parking utilization maps here show weekday and weekend audit data. The highest rates of utilization, 90% and above, are shown in red. The blocks neighboring the campus do indicate high levels of parking demand during times of peak classroom attendance but the weekend parking utilization rates are still significant, indicating that issues other than commuter parking are playing a role.

Oread Area Parking Utilization Study II
March 5, 2013 Field Survey
Peak Use (10:00AM - 1:00PM)

Legend
Parking Study Utilization II
— 0% - 59.9%
— 60% - 69.9%
— 70% - 79.9%
— 80% - 89.9%
— 90% +

Buildings and Lots
BUILDING
— ROAD-PAVED
— ALLEY-PAVED
— PARKING-PAVED
Study Boundary

17

Oread Area Parking Utilization Study III
March 9, 2013 Field Survey
Non-Peak Use (Weekend)