Town of Winona Lake

RESIDENTIAL PARKING STUDY

MACOG

Michiana Area Council of Governments

ACKNOWLEDGMENTS

Special thanks to the residents that helped guide the Steering Committee through their input on how to improve the parking experience for residential parking.

PROJECT TEAM

Steering Committee

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The introduction describes the purpose and need of the Winona Lake Residential Parking Study and outlines the planning process used to develop the study and project timeline.

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3. Community Input

This section summarizes the input from residents on their parking experiences and challenges.

4. Parking Demand

This section of the Study describes the analysis conducted on the existing demand for parking in order to understand the impact from special events and dwelling units on a given street.

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Details on the strategic recommendations that address the major parking issues and that can enhance or improve the parking needs for Winona Lake residents.

1. Introduction

Winona Lake has become an attractive place to live, play, and worship. From being home to a nationally known evangelist, Billy Sunday and the start for Billy Graham's ministry from a prayer meeting at Grace College to now known for its active living culture. Winona Lake has a distinctive and appealing small-town vibe with a fun and relaxed way of life. It features an active community lifestyle that caters to many user types and outdoor enthusiasts. Winona Lake is home to many popular community events one in particular being the "Fat, Skinny Tire Festival," and is also fortunate to have Grace College that adds to the entertainment value featuring performance productions and sporting events.

Its unique setting and active community lifestyle attracts a significant amount of residents and visitors. Additionally, Winona Lake is on the cusp to see new development as many properties or areas of town are in the pipeline for new development or being targeted for redevelopment. Recently, the Town of Winona Lake completed the development of their first comprehensive plan - Imagine Winona Lake. Through this effort the Town established a community-wide vision and strategies to guide development. One of the strategies identified by the community in the Imagine Winona Lake Plan was to conduct a parking study, primarily in the established residential areas of the older parts of the community. As the Town continues to be an attractive place to live, work, and play, it was warranted that the Town conduct a detailed review of residential parking to ensure new development, community events, and other activities does not detrimentally impact the parking needs of all users.

Purpose for the Study

The Town of Winona Lake selected the Michiana Area Council of Governments (MACOG) to conduct the parking study to understand the Town's on-street parking capacity and deficiencies, and the impact with on-street parking from residents, development, and community events. The Parking Study is intended to help the Town determine the best means to regulate on-street parking in the residential areas in the Island, off Kings Highway, around Grace College, and off Chestnut Avenue.

Planning Approach

MACOG kicked off the Study by organizing a steering committee consisting of the Town Manager, Town Council President, Town Building Commissioner, Town Engineer, Town Attorney, and representatives from the Plan Commission, Board of Zoning Appeals, the Village at Winona, and Grace College.

This study supports a data-driven process to spatially show where people are parking and highlights the parking deficiencies to systematically document the key challenges and needs of Winona Lake residents. Additionally, this study provides the Town a comprehensive residential parking study with a demand analysis and recommendations to support decisions on parking management.

On-Street Parking on 7th Street

Planning Process

1. Create a comprehensive parking database of on-street and off-street public and private parking facilities through several parking observance surveys. Assemble and organize existing data sets managed by the Town and County.
2. Engage Winona Lake residents for their input on their parking needs and experienced issues, and support on the proposed strategies. This was accomplished through an online survey and public workshop.
3. Review recent and ongoing plans to establish a broad understanding of the Town's vision for development in or near the residential areas.
4. Conduct a demand analysis based on the number of dwelling units along the streets within the study area and impacts from events held by the Town, the Village at Winona, and Grace College.
5. Lastly, identify parking management strategies to enhance or improve residential parking.

2. Parking System

The Parking Study took on a comprehensive approach to document the current parking conditions, where residents are parking their vehicles, and observing the issues as well as opportunities.

A crucial first step was creating a parking database to collect the Town's parking facilities. This involved several observance surveys to inventory the parking supply for on-street and off-street parking facilities. MACOG also documented the parking activity by observing the utilization of parking during the evening peak hours when majority of Winona Lake residents are returning home from work.

This section provides an overview of the existing parking system and parking activity in the residential areas of Winona Lake.

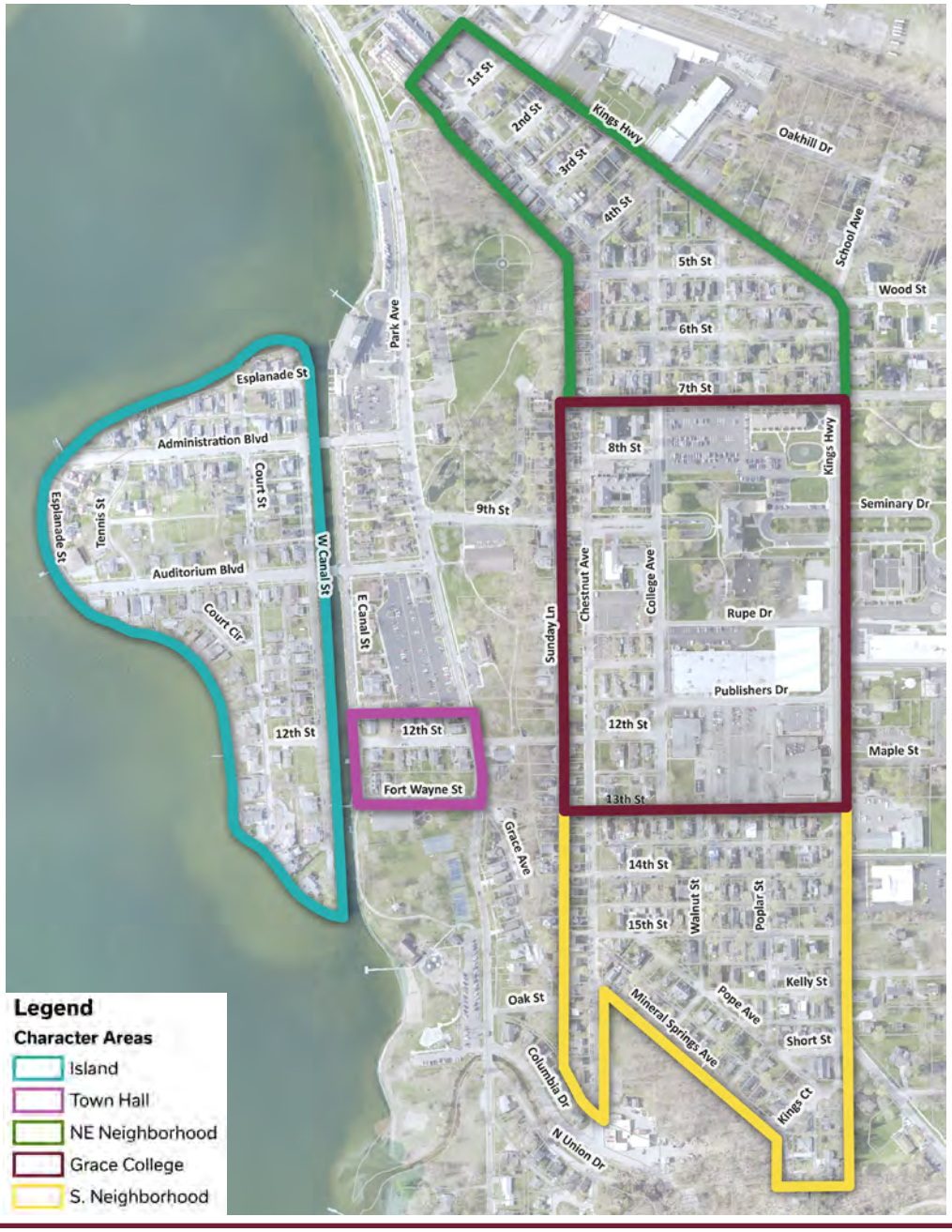
Study Area

The study area was determined by the Parking Study Steering Committee and is comprised of the residential areas in the Island, off Kings Highway, around Grace College, and off Chestnut Avenue.

The study area was divided into five character areas: the Island, Northeast Neighborhood, Grace College, Town Hall, and the Southern Neighborhood, see **Figure 1**. These areas consisted of a mix of land uses with the primary use being single-family homes. Other land uses include multi-family homes, faith-based institutions, Town facilities, service businesses, and Grace College campus.

For data collection, dots were placed on every parcel in the study area to record the number of parked vehicles on the street and in the parking lots. Each dot was also assigned a total capacity of parking spaces to display a summation of on-street and off-street parking, identifying areas that experience surpluses or deficits of parking spaces, and the impact on parking conditions.

Figure 1: Town of Winona Lake Study Area



Parking System

Below is an overview of the existing parking system and parking activity observed for Town of Winona Lake. The information was collected through several field observations by MACOG.

PARKING INVENTORY

MACOG conducted a detailed inventory of the parking supply in the study area. The supply of parking consists of privately owned lots restricted to specific users and on-street parking. In general, on-street parking are not timed-restricted. However, several streets have on-street parking restricted to one side of the street given the limited street widths to allow access for first responders and Town maintenance vehicles. The initial inventory of spaces used 2019 aerial photography to map the total number of available spaces. Follow-up inventorying was done during field observations to denote the type of parking facility and posted restrictions. There are a total of 1,643 parking spaces in the study area. The following sections detail the distribution of the supply of parking.

Table 1: Parking Restrictions

Restriction Type	On-Street Parking	Off-Street Parking
No Restriction	941	25
Reserved Restriction	5	659
Timed Restriction	13	0
TOTAL	**958**	**684**

ON-STREET

The existing on-street parking spaces were inventoried and assigned to the appropriate area of collection. On-street parking is available through the entire study area that primarily is not restricted by time but the side of the street. **Table 1** shows the breakdown of the type of restriction and the number of spaces for on-street parking.

Majority of the on-street spaces in the residential areas are not marked with the exception of spaces provided on College Avenue. To determine the number of spaces in these areas, MACOG used the method from the, "*Parking Management Made Easy: A Guide to Taming the Town of Parking Beast.*" This guide provides an estimate based on the total distance measured along the curb excluding driveways. As shown in **Table 1**, MACOG identified 958 available on-street parking spaces in the study area. Of the available supply, approximately 941 spaces have no restrictions, 13 spaces restricted to 15 minutes, and 5 spaces are restricted to church parking.

Public Lot off Chestnut Avenue

Grace College Gordon Student Recreation Center

OFF-STREET

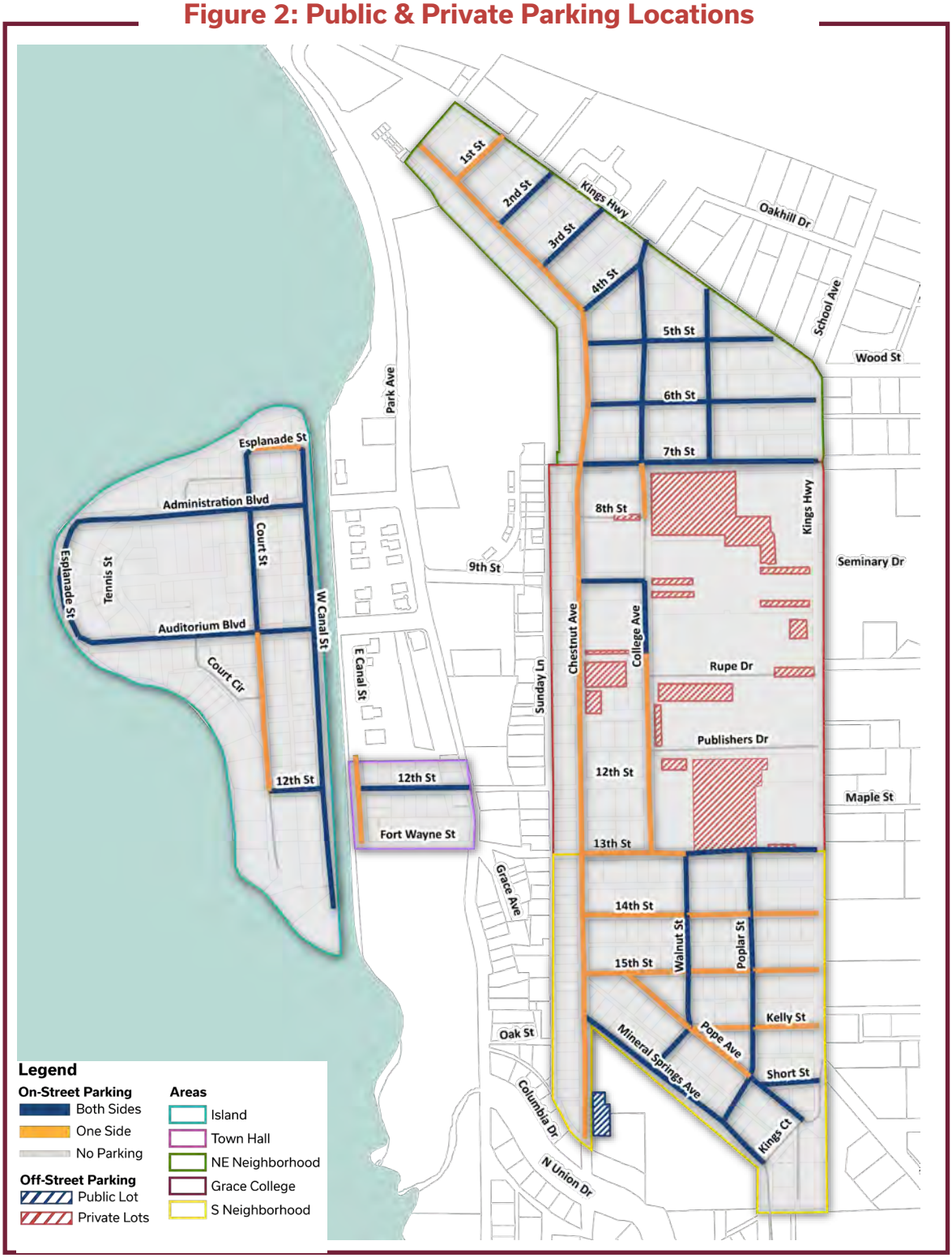
The existing off-street parking spaces were inventoried and assigned to their corresponding area. MACOG identified 684 off-street parking spaces in the study area, see **Table 1** for the

breakdown. Of the available off-street parking supply, approximately 25 spaces are publicly accessible and 659 spaces are privately-owned and reserved for churches and Grace College.

PUBLIC & PRIVATE PARKING SUPPLY

Figure 2 below depicts the location of on-street and off-street public and private parking facilities. There are a total of 1,643 parking spaces in the study area and currently, 984 spaces or 60 percent of the parking supply is available for public parking. A general rule of thumb is public parking should account for at least 50 percent of the total parking supply.

Figure 2: Public & Private Parking Locations



PARKING UTILIZATION

An effective plan to manage parking should respond to parking conditions observed during typical, weekday peak demands for residential parking. To assess the current peak parking conditions, MACOG conducted several parking occupancy surveys to determine how many vehicles are utilizing on-street and off-street parking facilities. Staff conducted the occupancy surveys on two weekdays over the course of two weeks in August. Typically, the peak demand for residential parking occurs in the evening as most of the working population travels home from work. Parking occupancy surveys of on-street and off-street parking facilities were conducted during the following days and times:

- **Thursday, August 22, 2019 - 5 PM to 7 PM & 8 PM to 10 PM**
- **Tuesday, August 27, 2019 - 5 PM to 7 PM & 8 PM to 10 PM**

Figure 3 below shows the overall comparison of the observed parking occupancies during the surveyed time-periods, organized by character area. While the analysis does show an abundance of parking spaces available in each character area at any given time even during the peak demand times of the evening, there are several streets or "hot-spot" areas that experience a higher concentration of parked vehicles. **Figures 4** through **8** provide a breakdown of the peak occupancies at the street level for each charactrer area. **Figures 9a** and **9b** displays the location of peak occupancies and the hot-spots or the concentration of parked vehicles.

Figure 3: Observed Peak Parking Occupancy

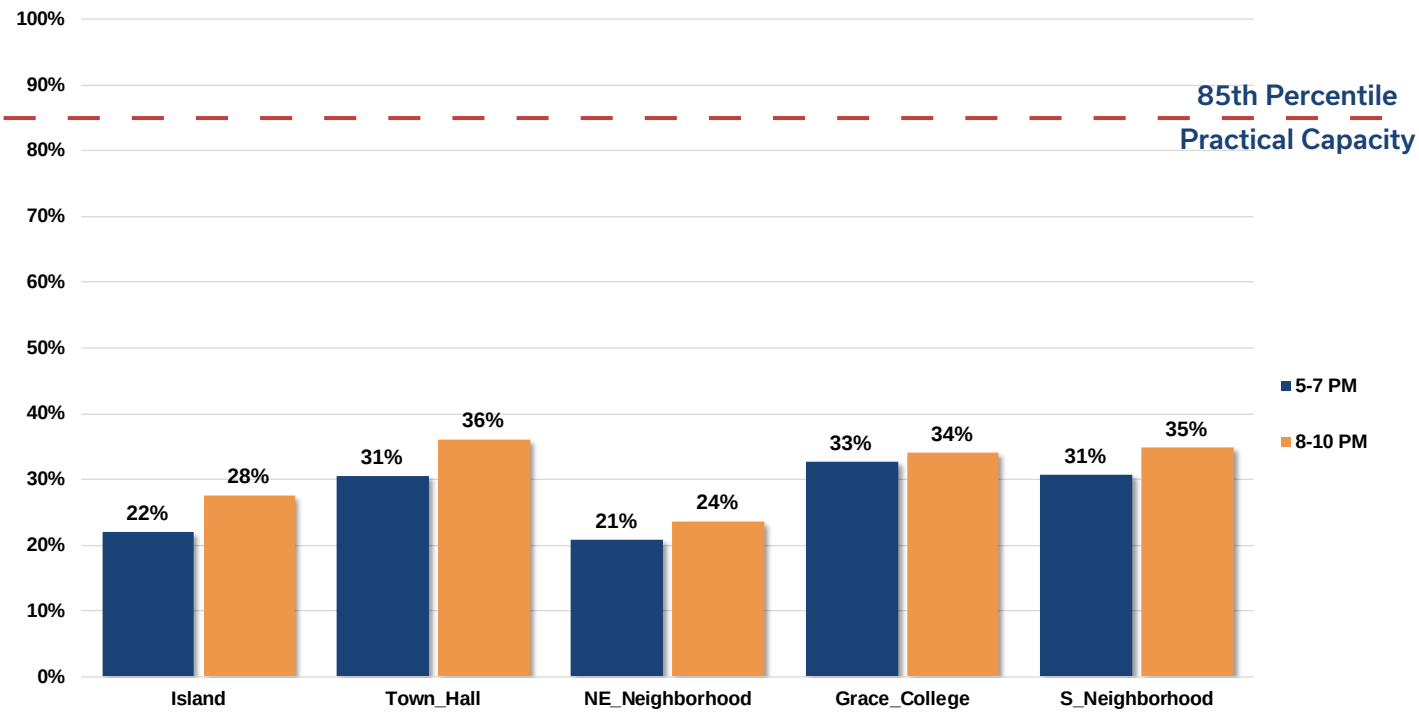


Figure 4: Island Observed Peak Parking Occupancy

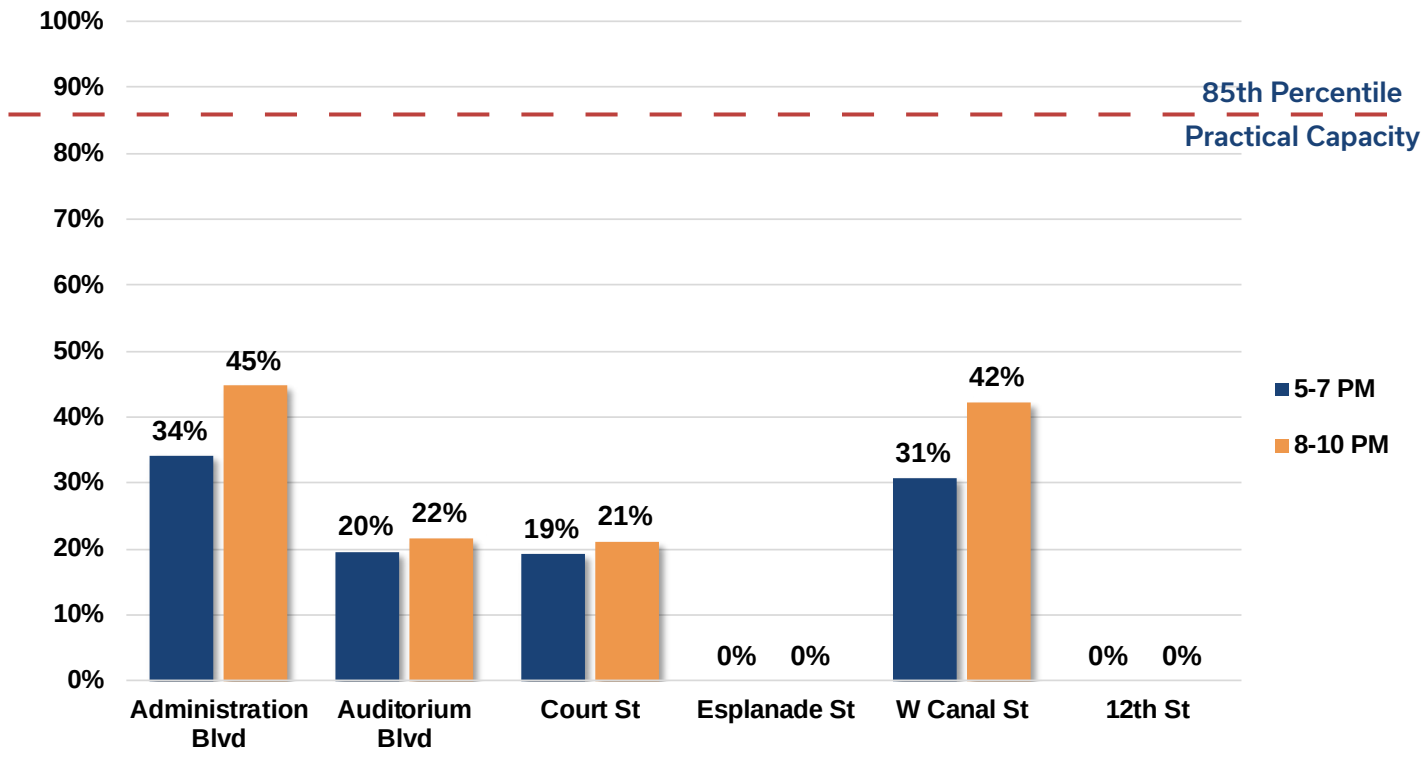


Figure 5: Town Hall Observed Peak Parking Occupancy

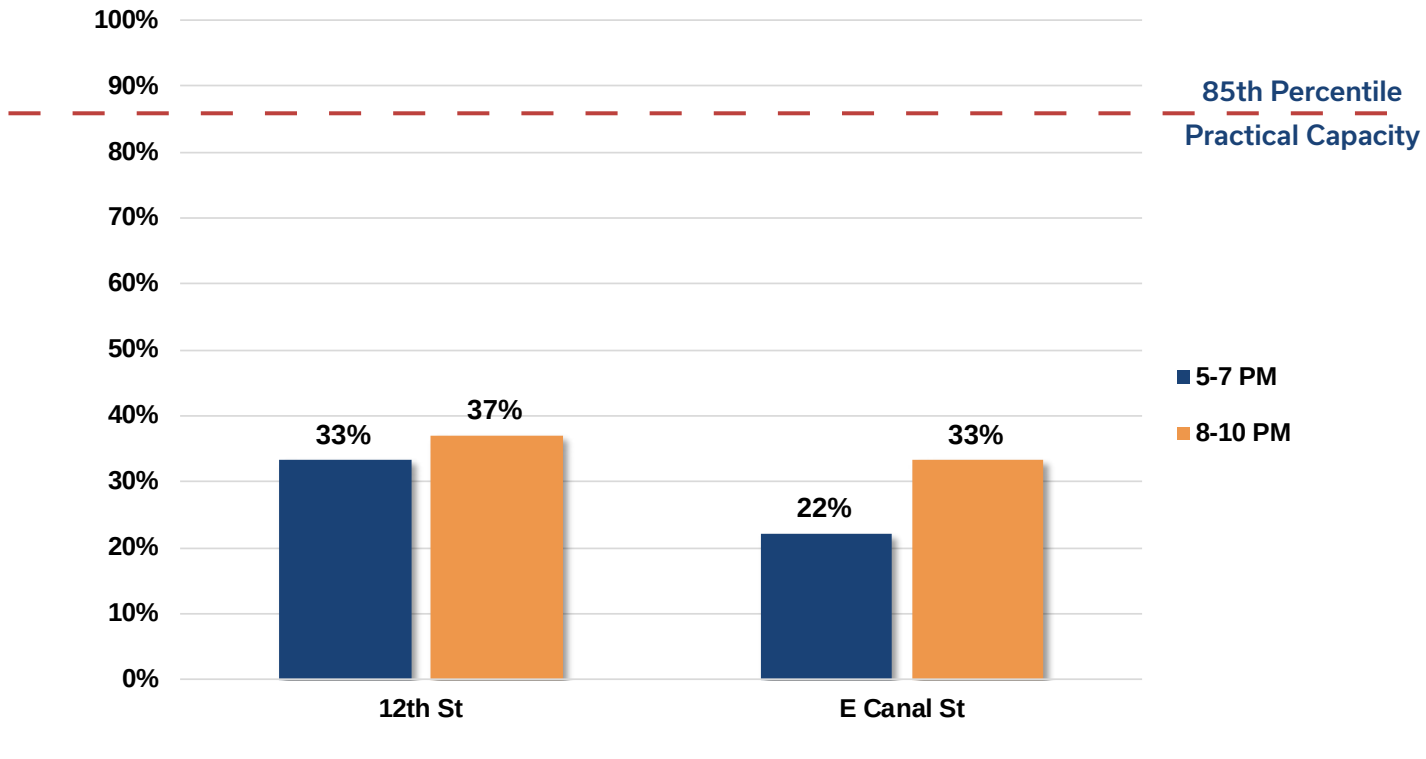


Figure 6: NE Neighborhood Observed Peak Parking Occupancy

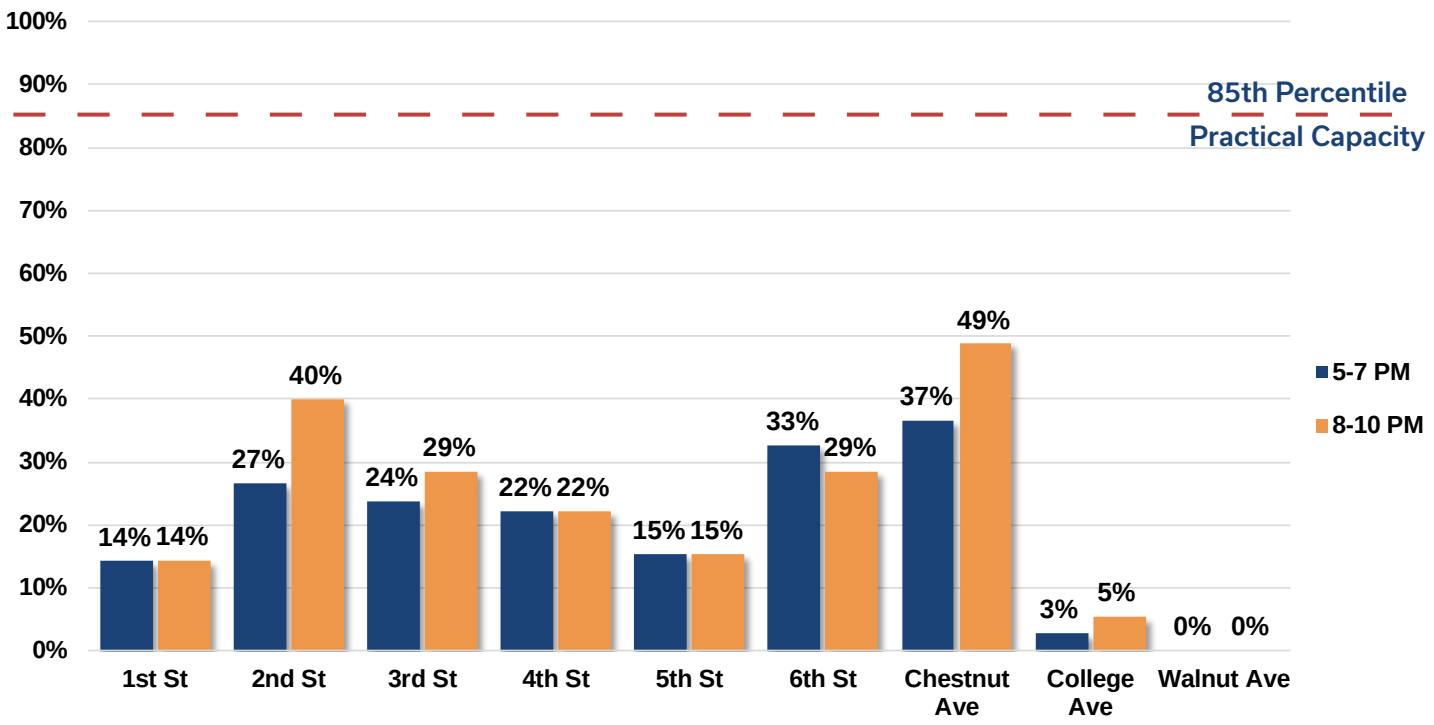


Figure 7: Grace College Observed Peak Parking Occupancy

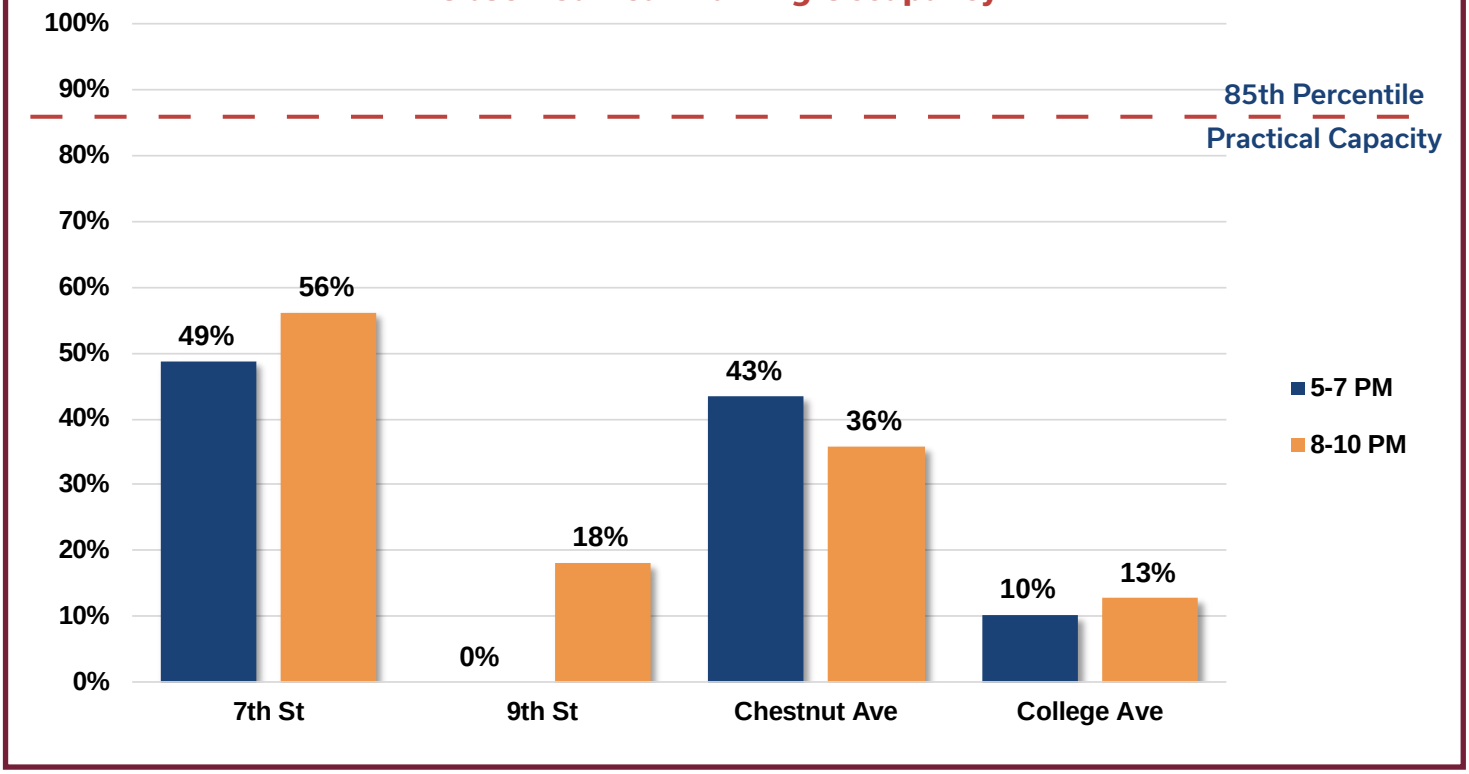


Figure 8a: S. Neighborhood Observed Peak Parking Occupancy

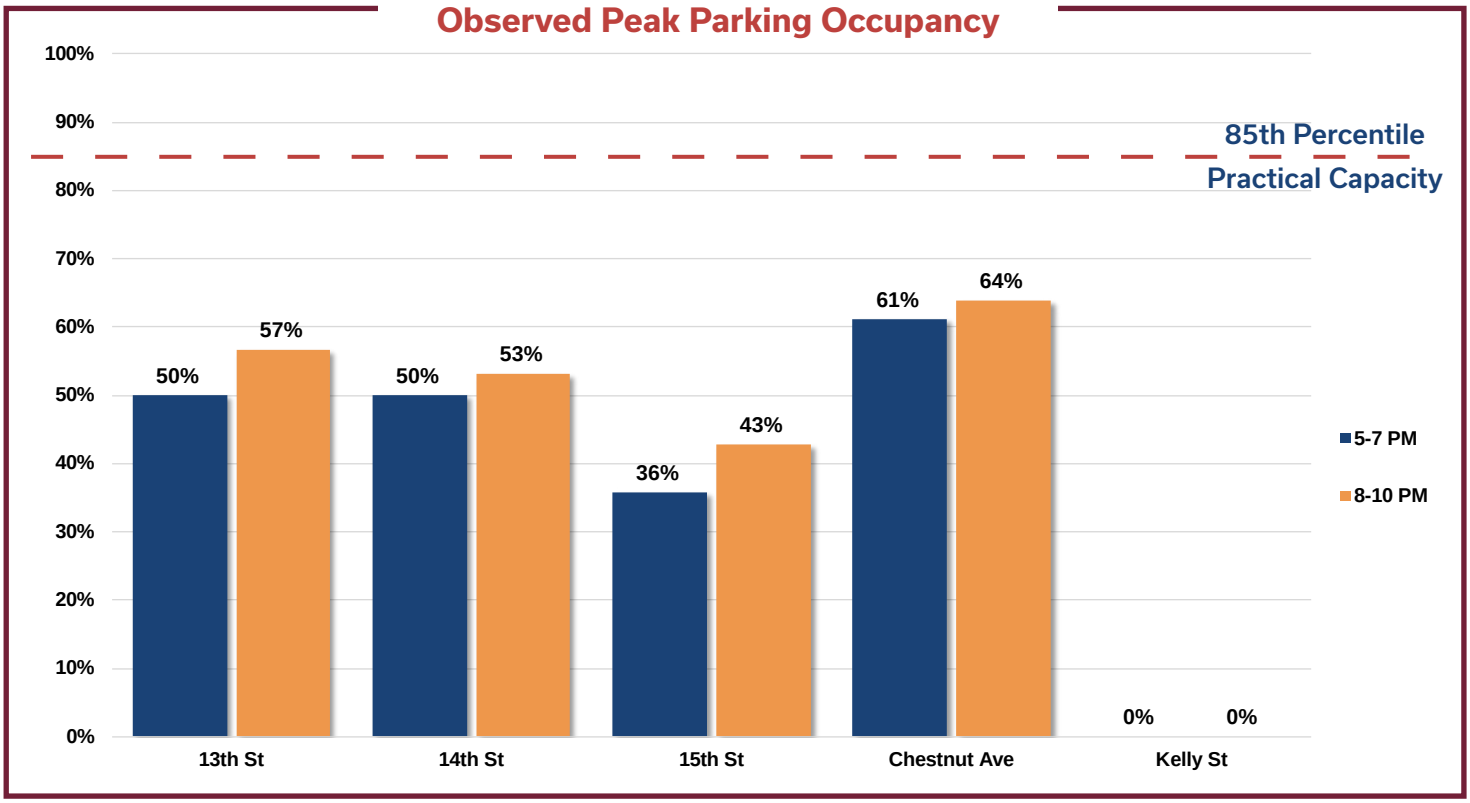


Figure 8b: S. Neighborhood Observed Peak Parking Occupancy

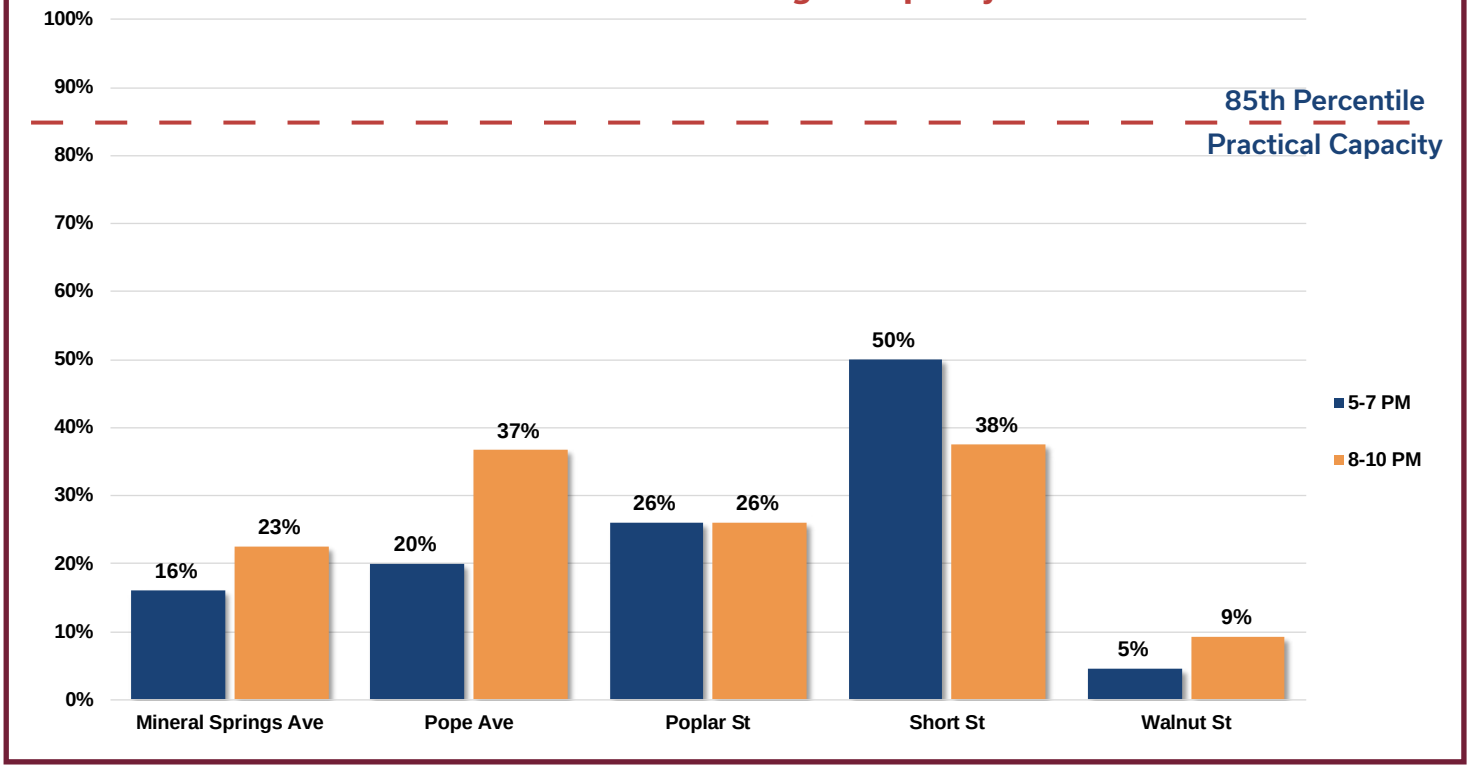


Figure 9a: Peak Parking Occupancy

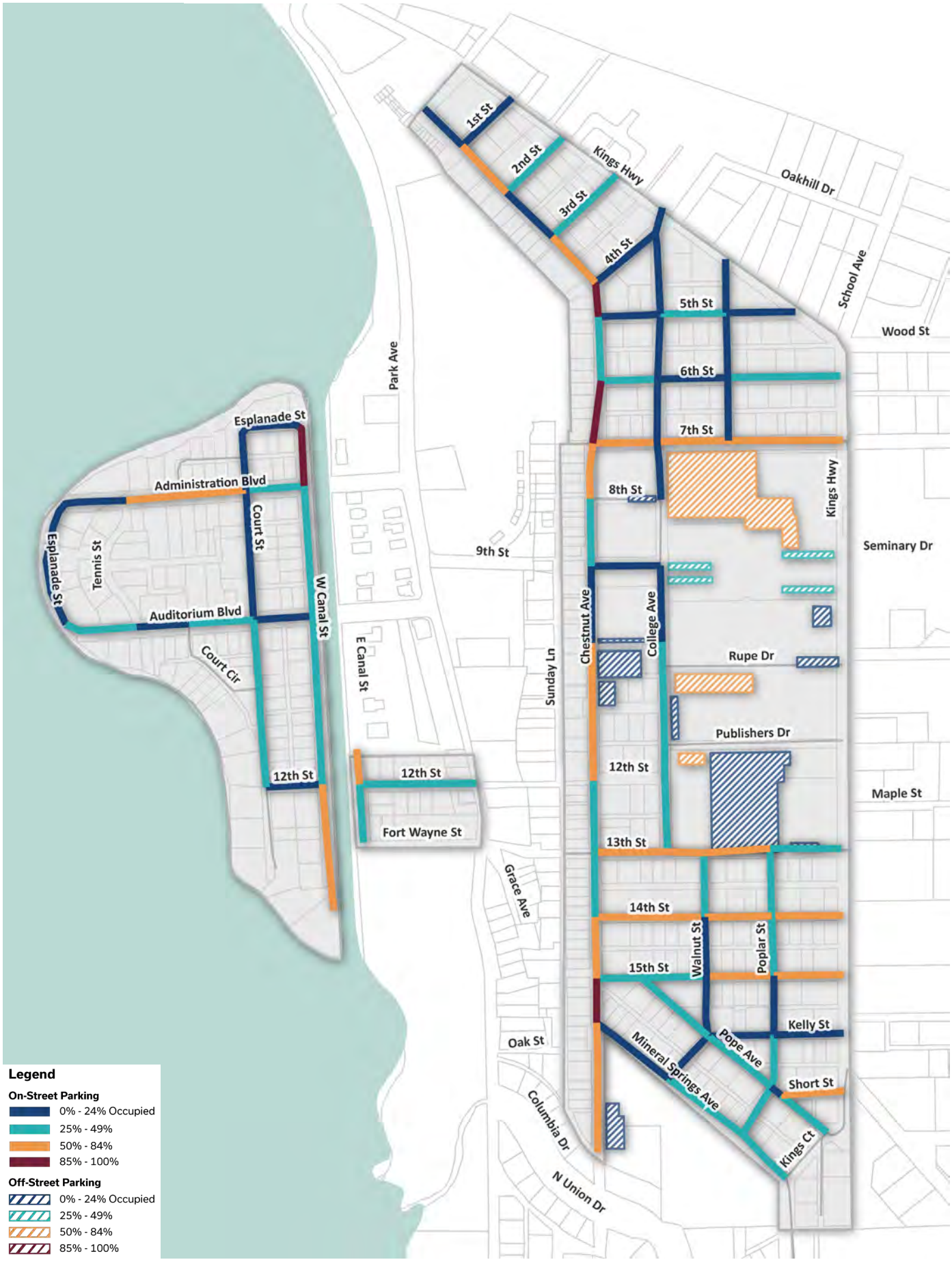
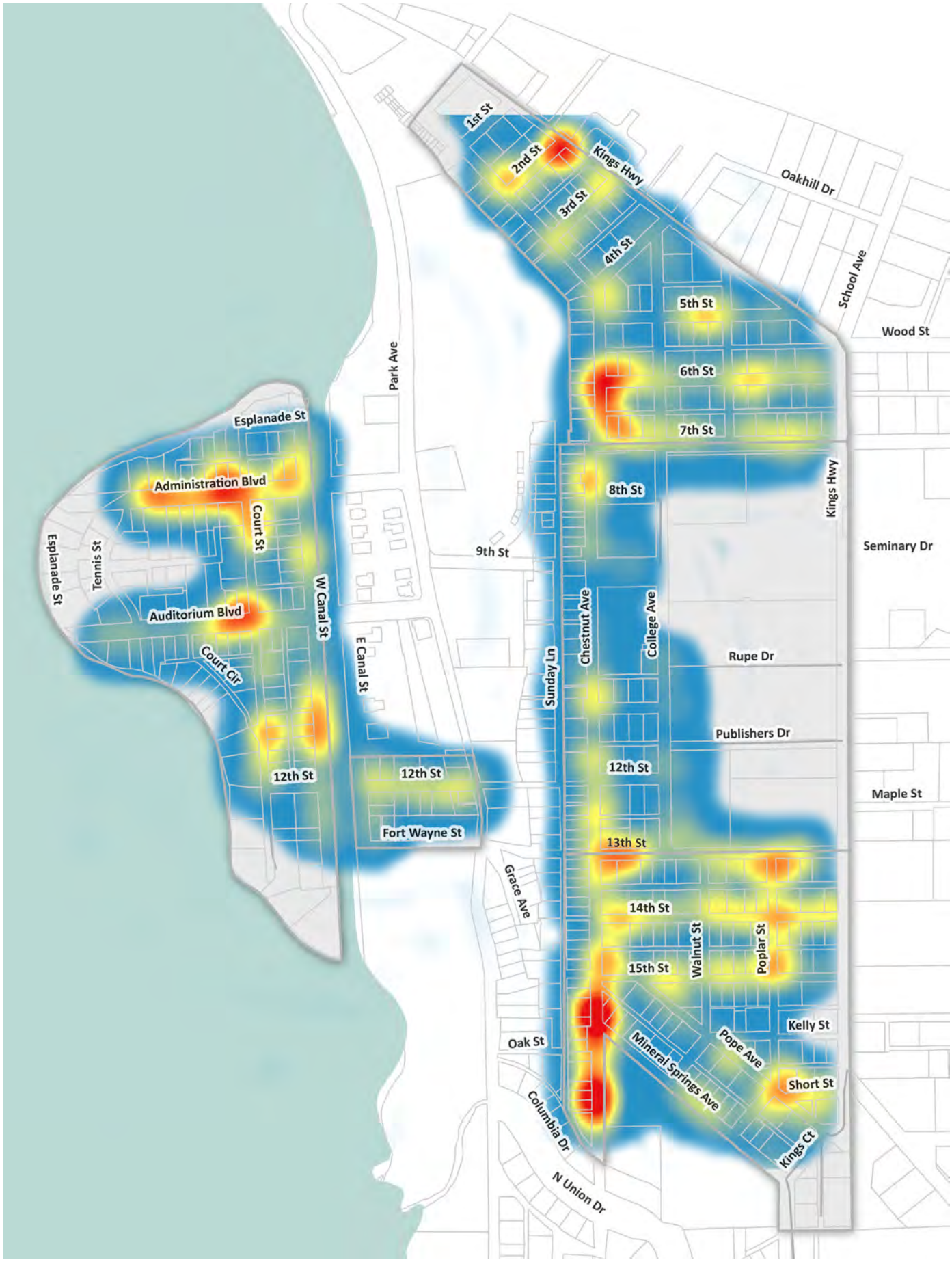


Figure 9b: Concentration of Peak Parking Occupancy



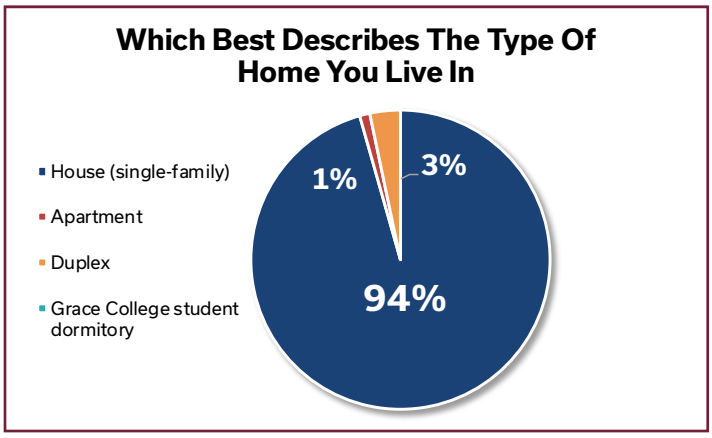
3. Community Input

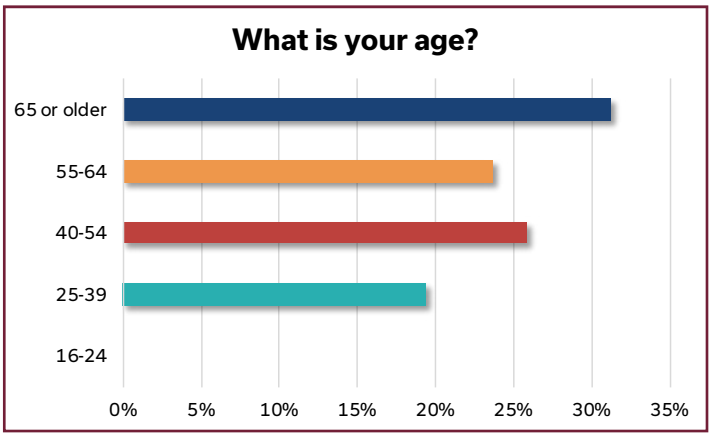
In addition to interacting with the built environment to observe parking activity, MACOG also engaged Winona Lake residents to understand their issues and needs. The Steering Committee crafted an input survey to gauge the different needs and perspectives from the primary users who park on the street in the residential areas of the study area. MACOG was able to compare the survey results with the collected data to systematically see similarities of the challenges and needs. MACOG also geocoded the survey entries to display the responses on a map to see where participants noted as the challenging streets to find a parking space.

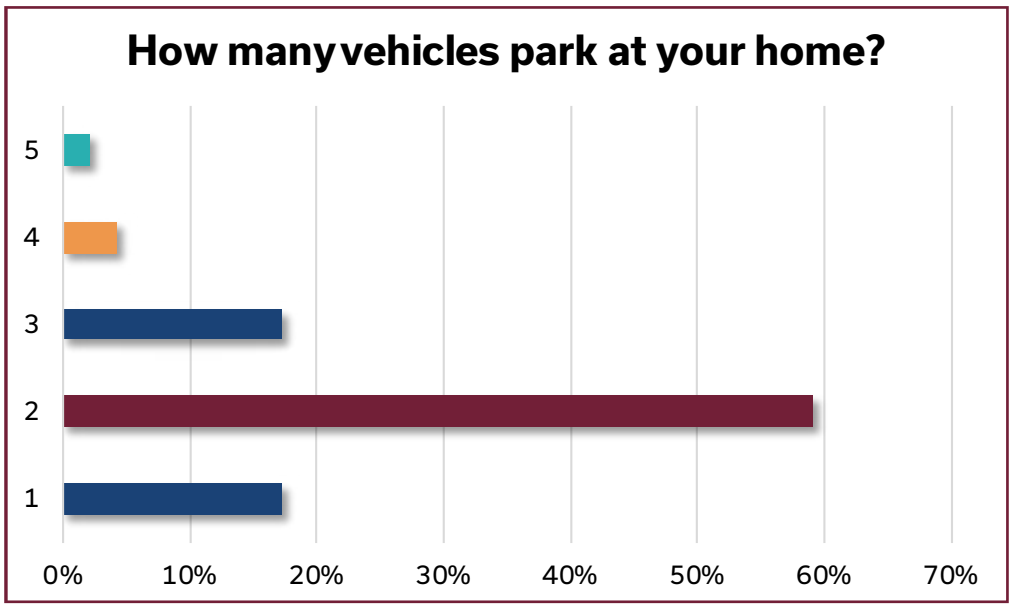
There were 94 participants who completed the Winona Lake Parking Survey. Surveys were collected from January 8, 2020, through February 29, 2020, and was made available as an online survey. Notices about the survey were posted in Town Hall and advertised on the Town's Facebook page. This section of the study summarizes the results from the input survey and their parking experiences.

Additional engagement was done through a Public Workshop to allow residents the opportunity to hear a presentation of the study findings, the proposed strategies, and provide new strategies. A summary of that meeting concludes this section.

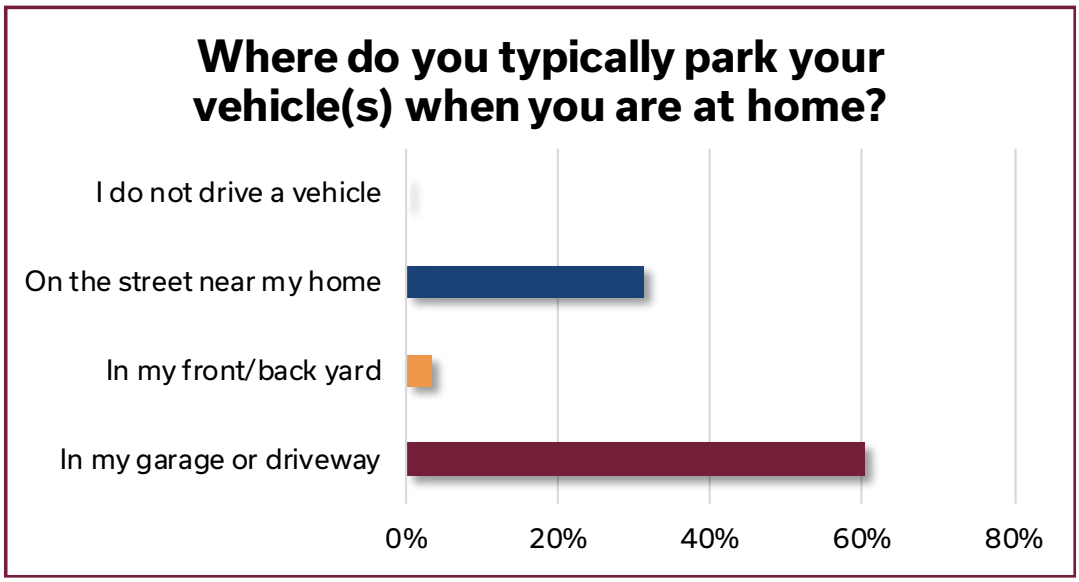
Parking in Winona Lake



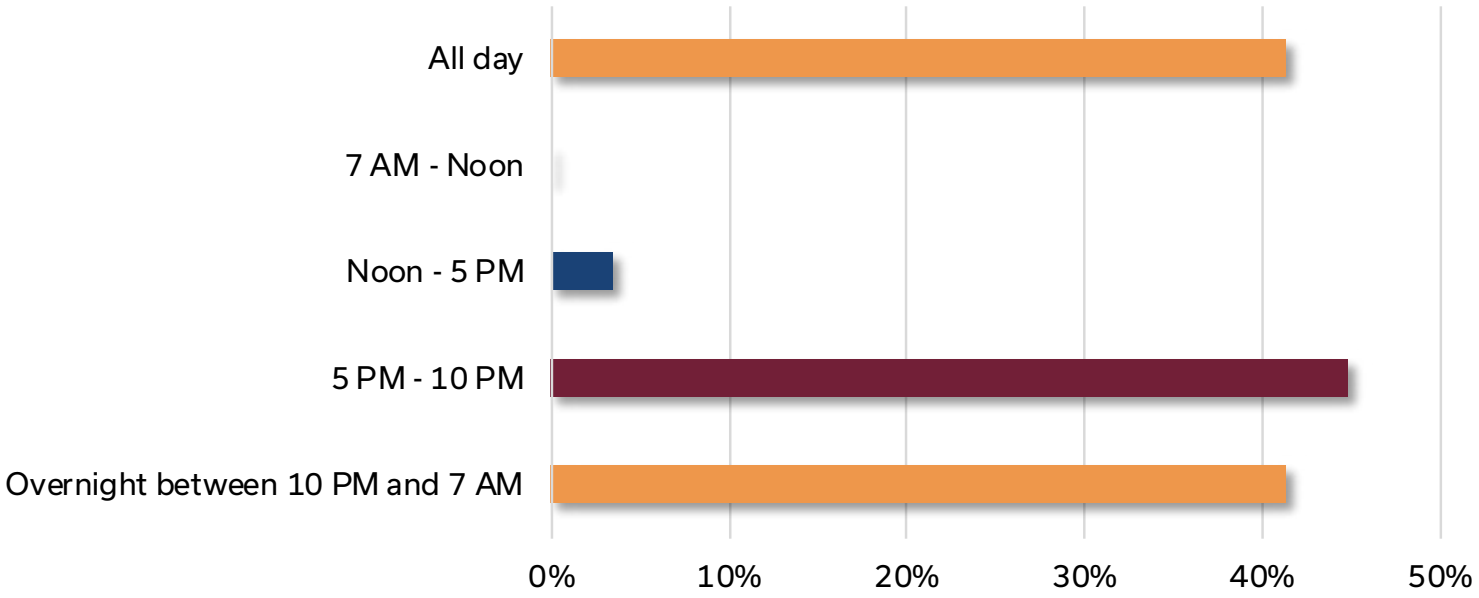




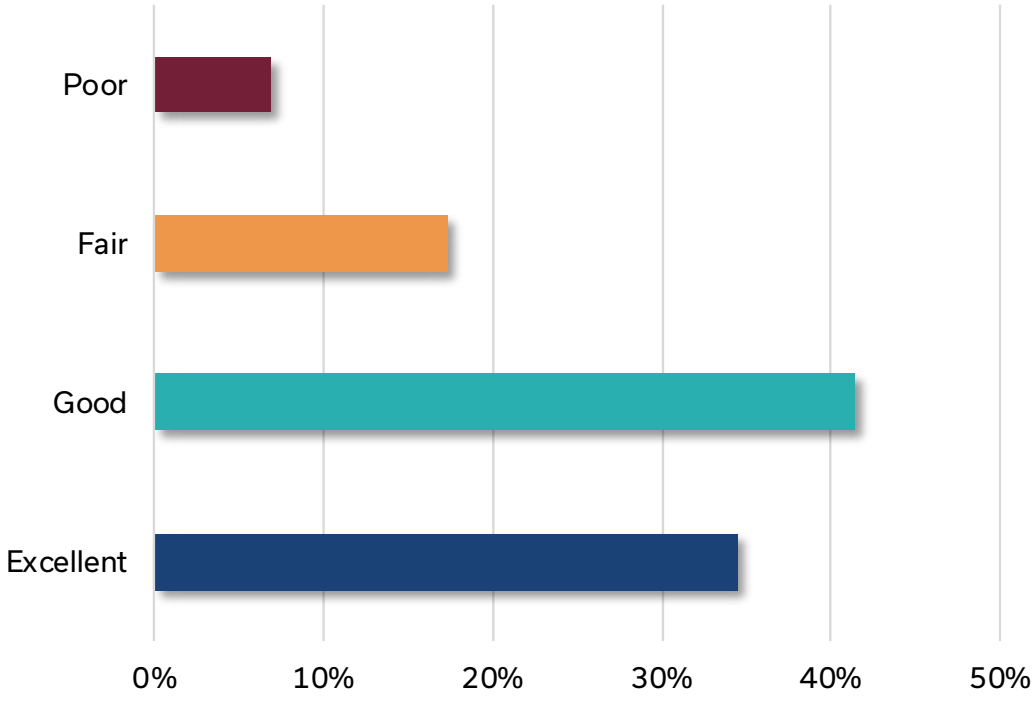
Where in Winona Lake



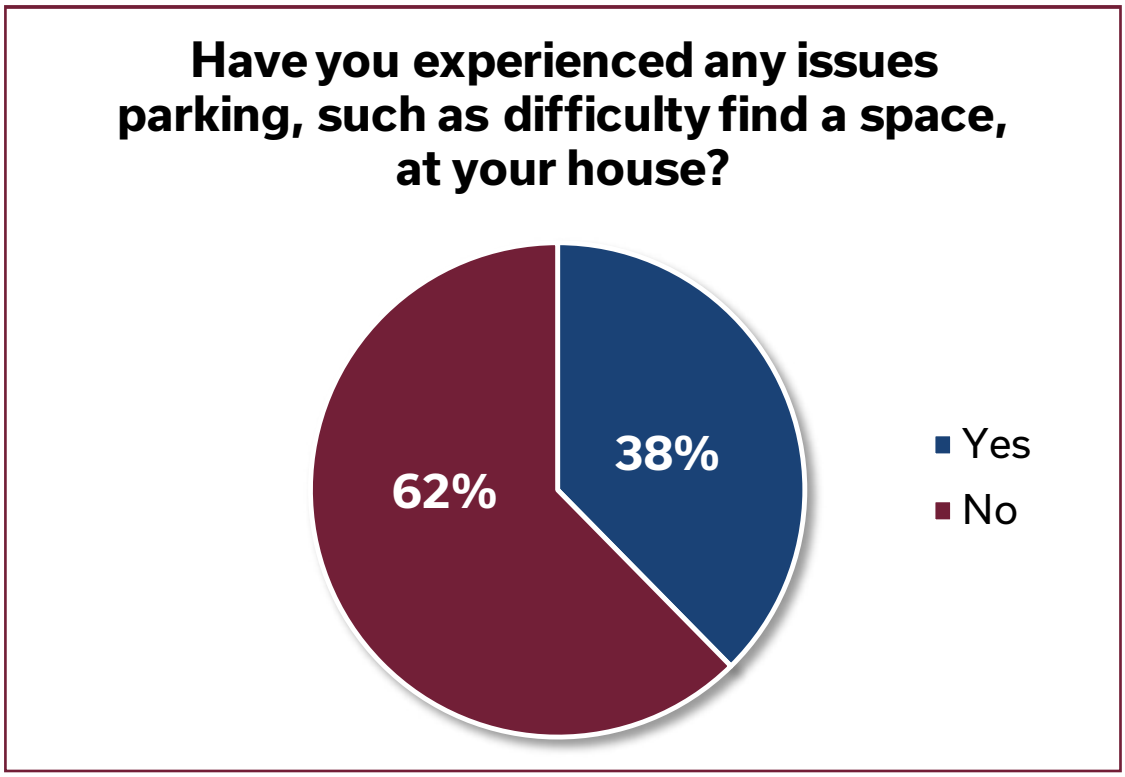
If you typically park on the street, what's the most crucial time of the day you need on-street parking?



If you typically park on the street, how would you rate the ability to access on-street parking at or near your home?



Parking Issues



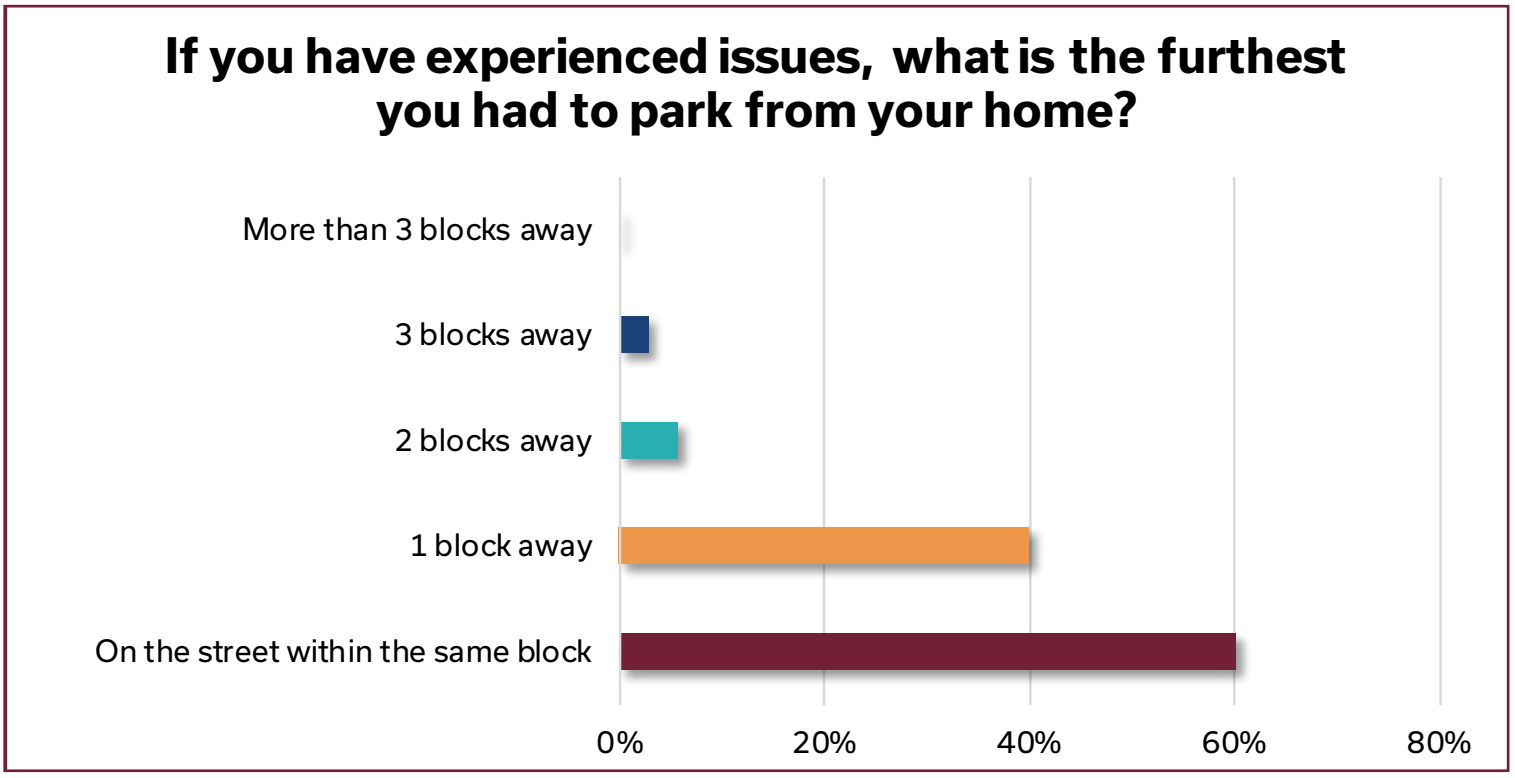
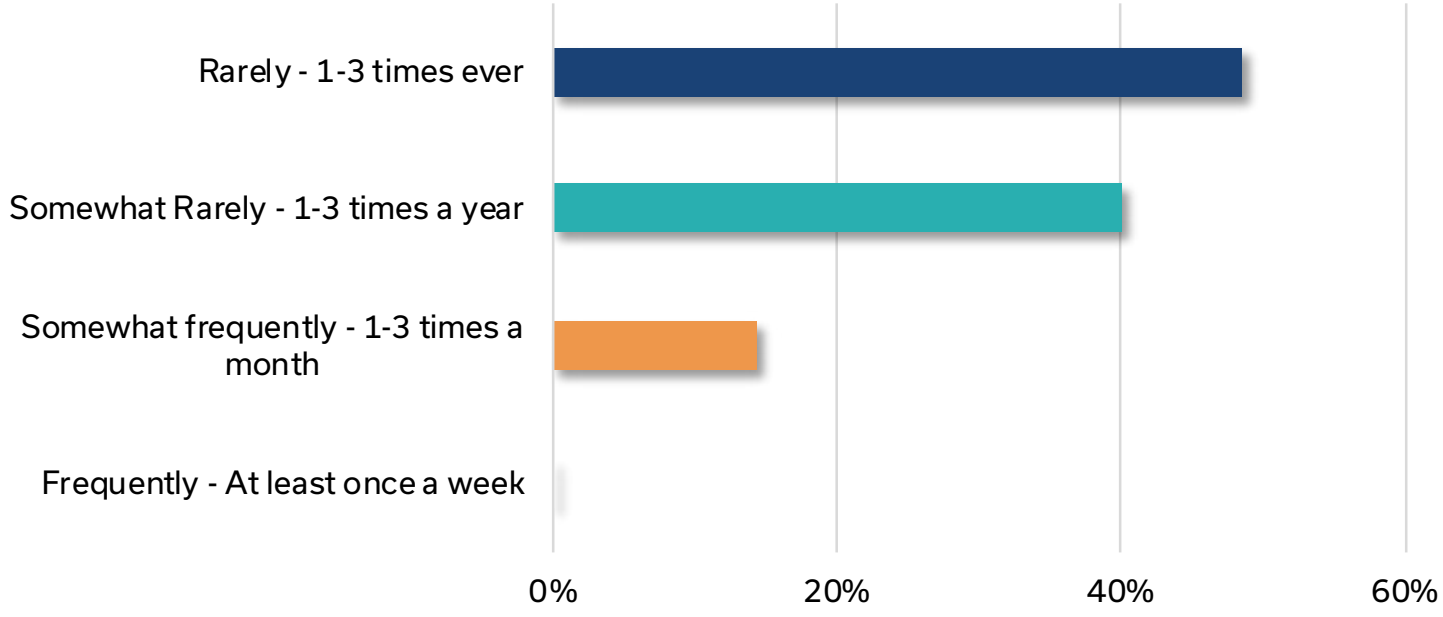
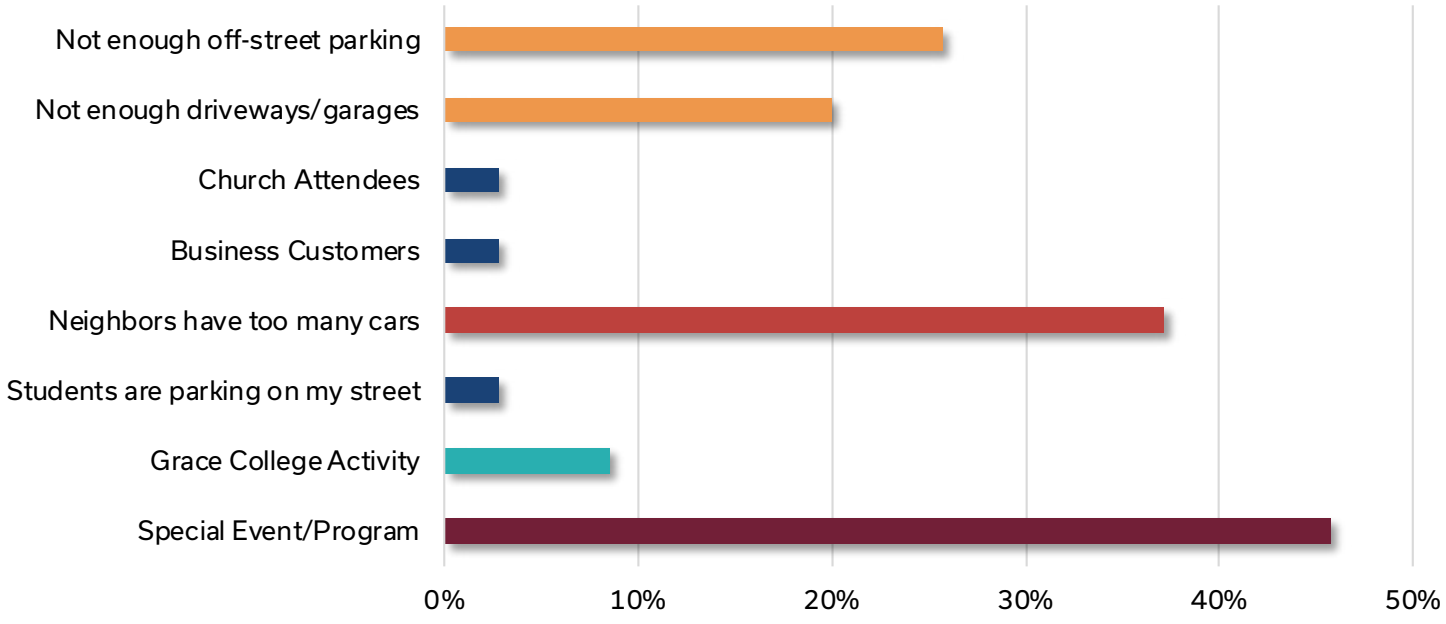


Figure 10: Have you experienced any issues parking such as difficulty finding a space at your house?

If you have experienced issues, how often do you need to park further than a block from your home?

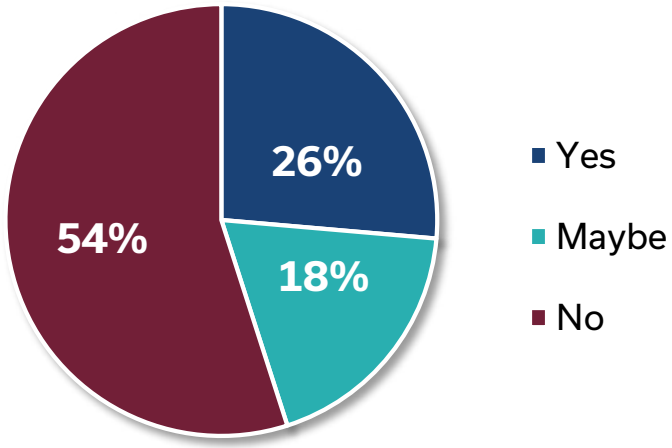


If you have experienced issues, which of the follow do you think is the primary reasons you've had difficulty parking in the past?

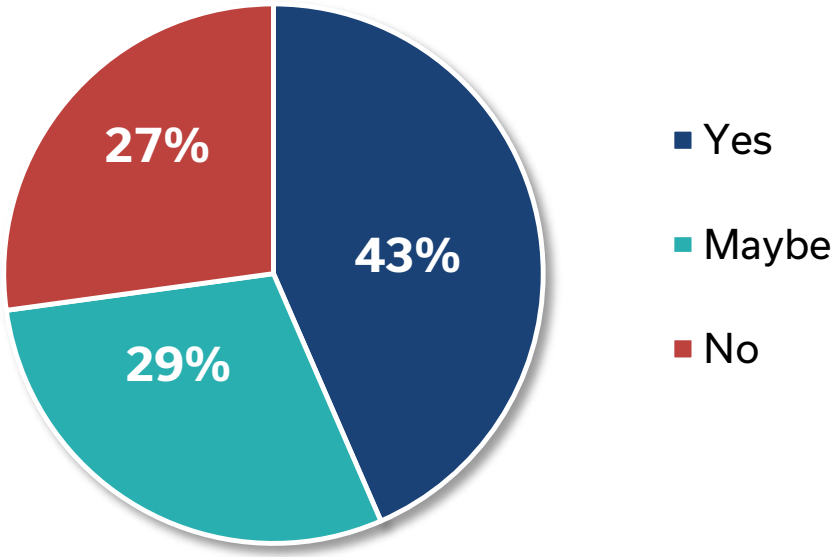


Parking Improvements

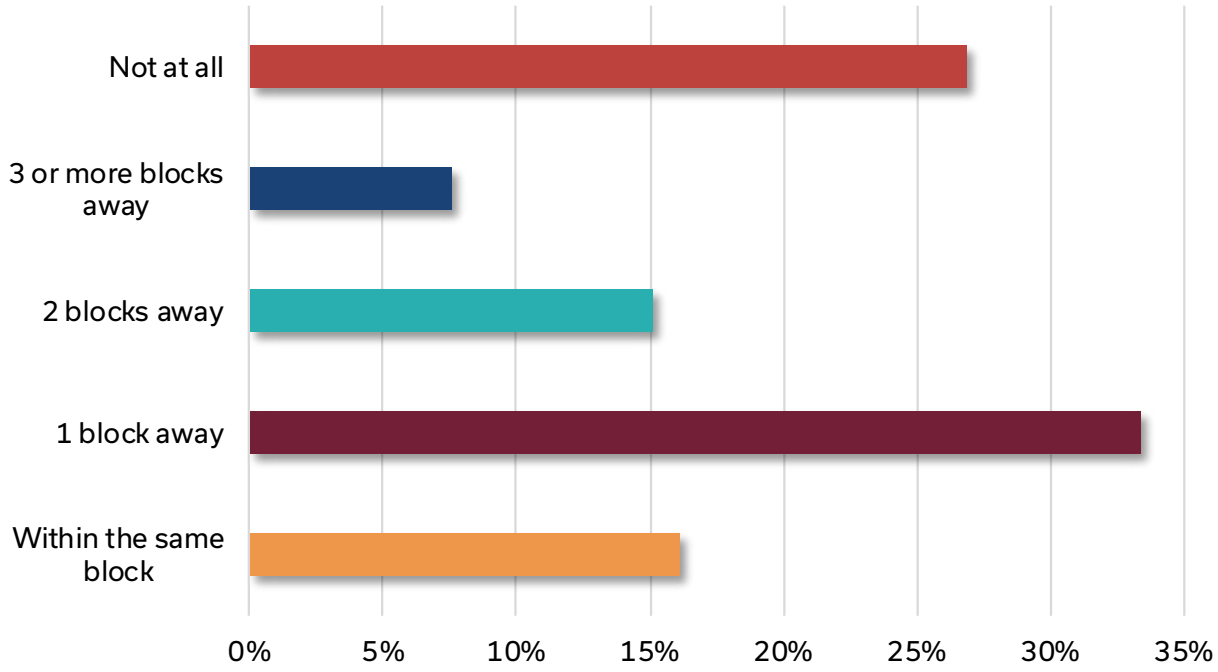
Would you support a residential parking permit system that would allow you to park no more than 2 vehicles in front of your home?



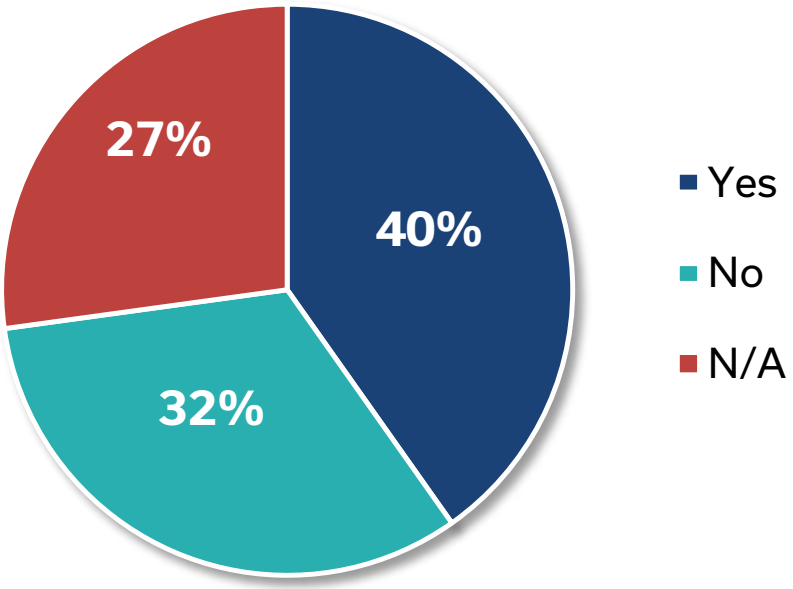
If you need overnight parking for 3 or more individuals staying at your home, would you be willing to park those vehicles at a designated overnight lot that is within a block or two from your home?

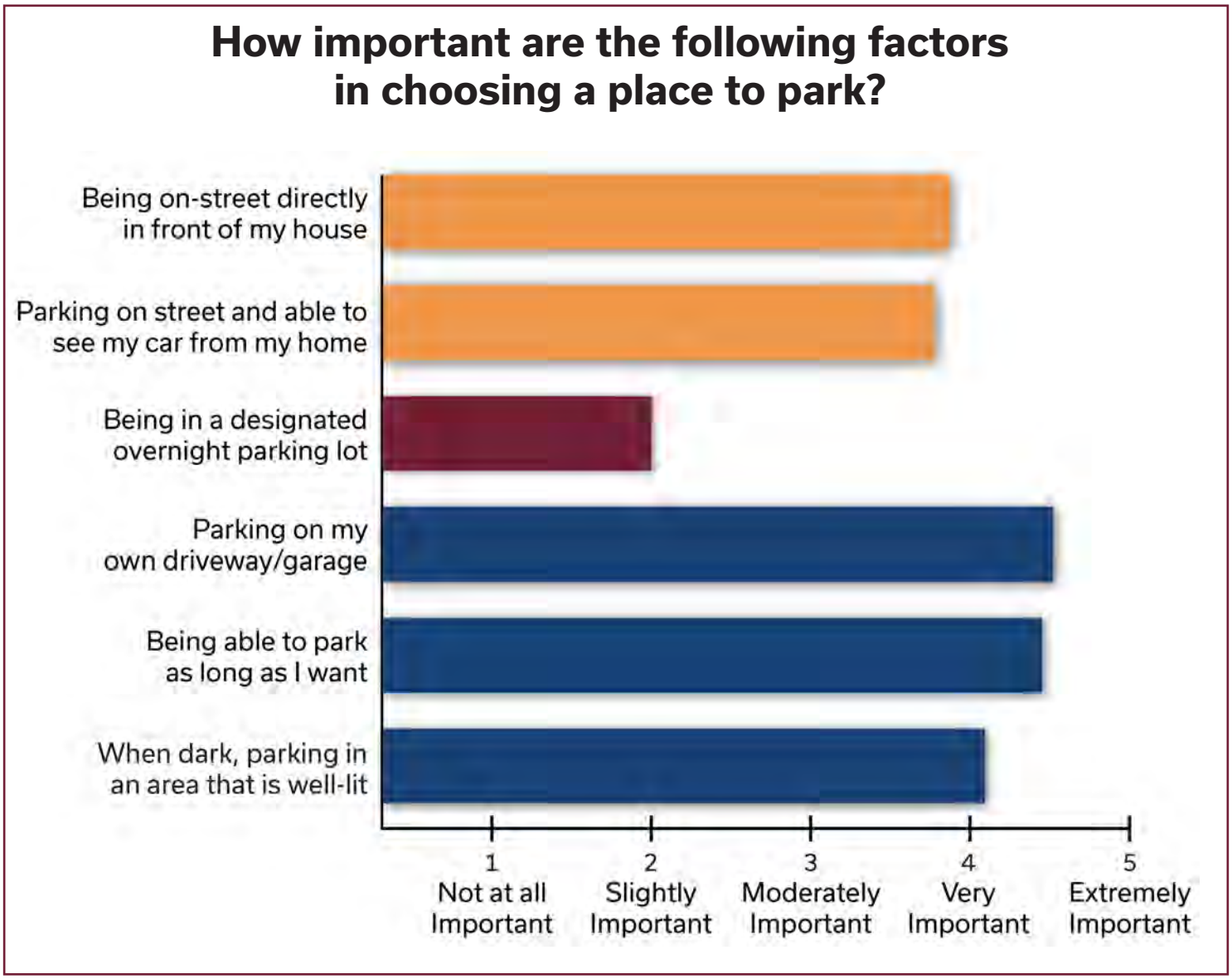


How far from your home would you be willing to park your vehicle(s) at a designated overnight lot?



Are you aware of the public overflow lot located at the corner of Chestnut Avenue and Sunday Lane?





Survey Summary

Concluding the analysis of the survey results, the results show that there are limited parking issues present in isolated areas of the study area and not an issue with the parking system.

Public Workshop

Interaction with the community was central through the study to understand the residents' challenges and needs with parking. The Steering Committee held a Public Workshop on March 4, 2020 that had 11 individuals in attendance.

Prior to the workshop, MACOG held a Steering Committee meeting a month in advance to go over the findings of the current parking activity, survey results, and the parking demands - to brainstorm potential strategies they thought could better manage their parking system and the user's experience.

The Steering Committee made sure to identify strategies that would be relevant to Winona Lake and realistic for implementation. The Steering Committee identified potential strategies organized by three parking management themes:

- **Marked On-Street Parking**
- **Enforcement & Policy Changes**
- **Shared Parking**

At the Workshop, MACOG gave a presentation on the key findings of the observed parking conditions, survey results, and the potential strategies. MACOG framed the discussion by going over each of the strategy themes on what it is, how it fares in Winona Lake based on the current parking situations, and how it could be implemented by the Town.

Overall, residents agreed with the potential strategies the Steering Committee identified but in particular would like to see new spaces added to the east side of W. Canal Street and increased education and promotion of the Town's initiatives following this study. Other strategies residents favored was to create a shared parking agreement with relevant private institutions on Chestnut Avenue to allow overnight parking on their parking lots. Additionally, residents asked the Town to better promote the use of the public overflow lot off Chestnut Avenue.

4. Parking Demand

The study area has a mixture of land uses with the predominant use being single-family homes. However, over the years, many of those homes were subdivided to have more than one dwelling unit. This has imposed an issue of increasing the demand for on-street parking than the street's originally designed capacity. An additional issue is many of the homes in the various residential areas of the study area do not have a garage or car port to park their vehicles that adds to the demand. These underlying issues led the Town to conduct this study.

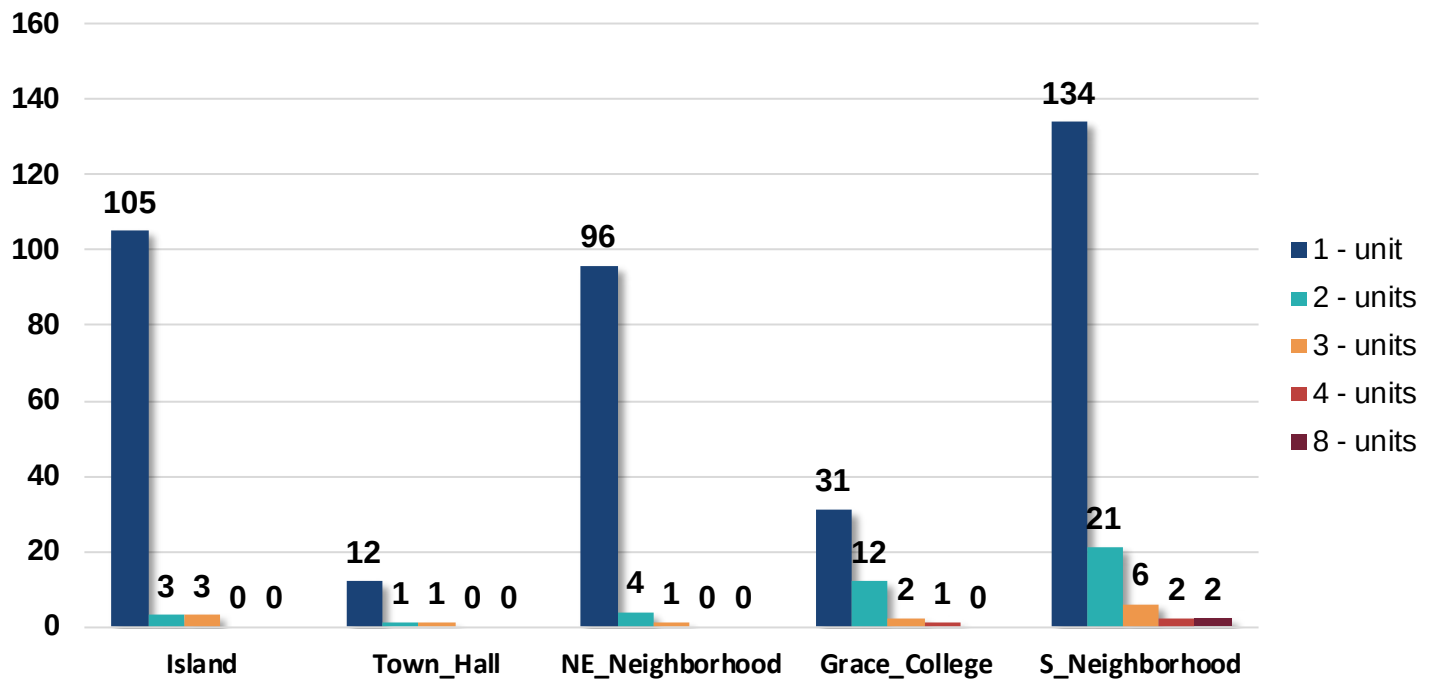
In order to anecdotally capture the impacts on parking in these residential areas, MACOG mapped the location of homes with multiple dwelling units and applied peak demand rates to every parcel in the study area to conduct a detailed parking demand analysis. This analysis helped guide the Steering Committee to identify the potential strategies.

Assessment of Parking Conditions

DWELLING UNITS

To efficiently analyze the practical use and model the observed behavior of parking activity in the studied residential areas, MACOG first obtained parcel data from the Town and the Kosciusko County GIS Department to map the location of homes in Winona Lake that have multiple dwelling units, see **Figure 11**. This provides a sense of the parking activity that is likely generating the demand during a typical weekday in Winona Lake other than the few instances in the year that experiences high demands for parking from a special event or "move-in week" for Grace College students starting fall semester classes.

Figure 11: Dwelling Units



Parking Demand Analysis

Next, MACOG created a series of scenarios to estimate its impacts on the demand of parking to guide the steering committee to identify strategies that targets the pinch points or hot spot areas within a character area rather than identifying general strategies for the entire study area. Below are the following scenarios and the details for its methodology.

Traditional Parking Demand Scenario: The traditional method utilizes only peak demand rates established by the Institute of Transportation Engineers (ITE) and would likely demand an addition of 573 spaces.

Observed Parking Demand Scenario: The observed method adjusts the ITE peak rates to reflect the current parking activity and would not demand new spaces.

Limiting Parking Demand Scenario: The limiting method allows each household to park only one vehicle on the street but likely demands an addition of 200 spaces.

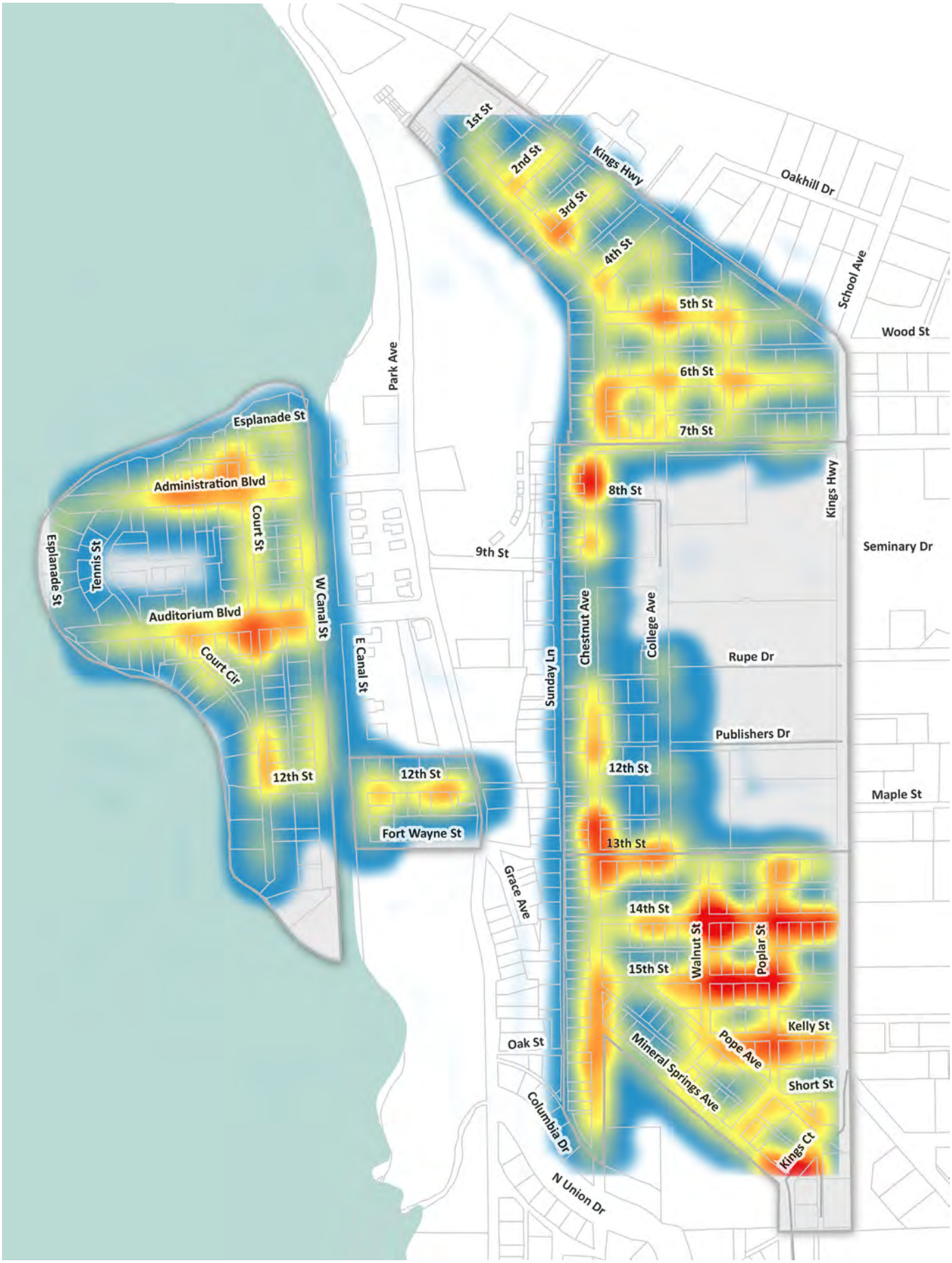
TRADITIONAL PARKING DEMAND SCENARIO

For the first scenario, MACOG utilized the Parking Generation Manual, published by ITE to determine a home's peak parking demand rate based on the number of dwelling units. Homes that had one dwelling unit have a peak demand rate of 1.83 vehicles, homes with two units have a demand rate of 1.62, and homes with three or more units have a demand rate of 1.23. ITE rates are derived from several case studies around the nation and provide an analysis based on the size of the home or the number of dwelling units in an urban and suburban context and multiples it with a standard peak parking rate to generate the maximum number of spaces each home needs.

Using the collected dwelling unit parcel data and the ITE demand rates, MACOG then calculated the demand of spaces each home in the study area would likely need. This was done by simply multiplying the number of dwelling units by the appropriate ITE peak demand rate as previously mentioned. MACOG then summed the number of dwelling units and the calculated demand data for each residential street in the study area. This gives a general idea of where there might be pinch points or hot spots that demand the highest potential need of spaces, see **Figure 12**.

However, using only the ITE rates and the aforementioned method, often fails to capture the actual parking behavior and assumes that spaces are utilized at a constant rate throughout the day and calculates a peak demand rate for the worst-case scenario. The worst-case scenario for Winona Lake would be if every home in the study area parked all their vehicles on the street. As previously, this is not the likely scenario occurring as many homes do have private driveways and/or garages to offset some of the on-street demand. Therefore, analyzing Winona Lake's residential parking using only ITE rates and methodologies would not be an efficient way to understand the actual parking behavior. If done so, the demand calculations would show the Town would need to build an "oversupply" of parking spaces. This would likely cause available land for prime real estate development to be sacrificed for a surface lot or a structured parking garage to meet the calculated demand on parking. This would not be the ideal solution to manage Winona Lake's residential parking as this poses financial constraints in building structured parking facilities. Therefore, it would be more cost-effective for the Town to identify solutions that offsets the demand and gives alternatives to the needs of the various users.

Figure 12: Concentration of Potential Parking Demand

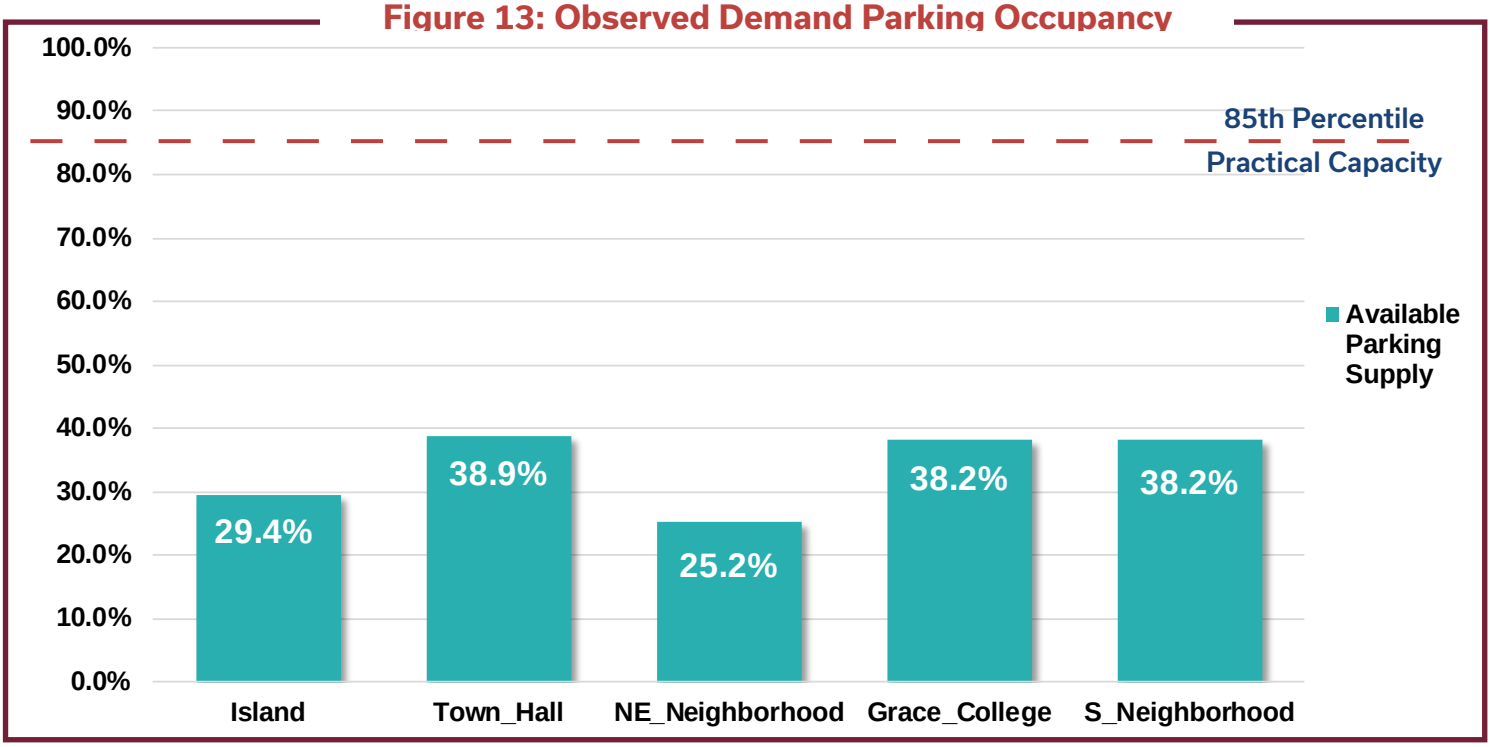


OBSERVED PARKING DEMAND SCENARIO

For the second scenario, MACOG modified the ITE peak demand rate by calculating an observed parking demand rate to model the observed parking activity. This gives the Town of Winona Lake a better representation of the existing parking demands occurring on the streets in each character area. The observed demand can be used to calculate the number of spaces needed to support the actual peak demand. The observed demand rate is calculated by dividing the number of dwelling units with the observed occupied parking spaces (determined from the observation surveys as previously mentioned in the Existing Conditions section of this Study).

MACOG compared the adjusted needed parking spaces based on the observed demand with the currently available parking supply to determine potential parking deficiencies. The available parking supply in the five character areas is 958 spaces and the calculated spaces needed to support the current parking demands is 313 spaces. The analysis shows there is a surplus of 645 spaces in the study area, shown in **Figure 13**.

Figure 13: Observed Demand Parking Occupancy

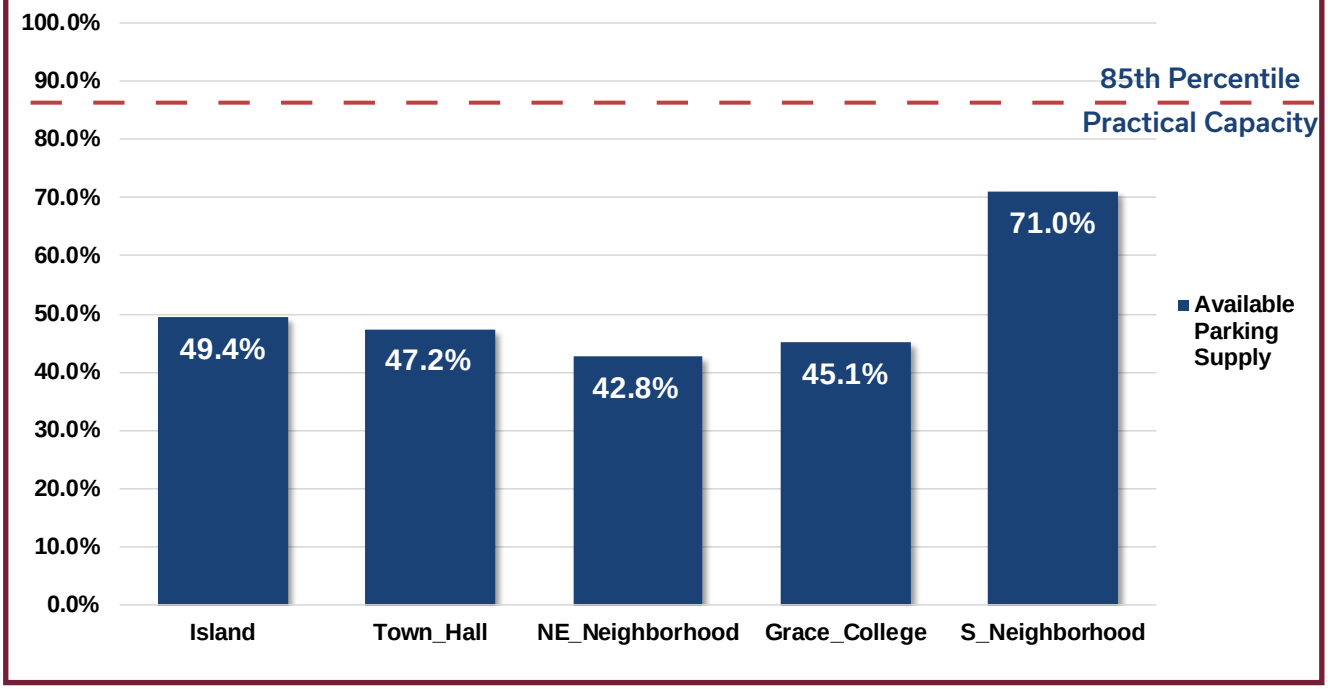


However, industry standards acknowledge parking facilities are efficiently utilized when 85 percent of the available spaces are full. Beyond this threshold, individuals perceive a level of difficulty to "find" a space. This causes the typical inconvenience of circulating a block to search to find an available space. For this analysis, MACOG adjusted the existing parking supply by 85 percent for each street in the five character areas to reflect its "practical capacity." The adjusted practical parking supply is 815 spaces and the adjusted spaces needed to support the current parking demands remains at 313 spaces. This adjusted analysis shows there would still be a surplus of 502 spaces in the study area. However, several streets are near 50 percent of its practical capacity and may pose a deficiency from added demands in the future, see **Figure 13** above.

LIMITING PARKING DEMAND SCENARIO

For the third scenario, MACOG tested the impacts of limiting the number of vehicles every household in the study area can park on the street. The average rate of vehicles in the studied

Figure 14: Limited Demand Parking Occupancy



residential areas each household has is two vehicles per household. Therefore, MACOG imposed the scenario of limiting households to only be able to park one vehicle on the street. The available parking supply in the five character areas remains as 958 spaces but the calculated spaces needed to support the scenario parking demand rate of one vehicle per household is 513 spaces. The analysis shows there would still be a surplus of 445 spaces in the study area, shown in **Figure 14**.

MACOG again adjusted this scenario to reflect the practical parking supply of 815 spaces, as previously mentioned above in the second scenario. The adjusted analysis shows there would be a surplus of 302 spaces, see **Figure 14**. However, the drawback to this scenario is it adds a demand of 200 spaces to each of the character areas. As shown in **Figure 14**, the parking supply in the southern neighborhood does reach its practical capacity and even limiting households to one vehicle in this area would not be a viable solution.

Although the analysis for this scenario shows there would be a surplus of 302 spaces and the majority of the character areas would be able to support the added demand of 200 spaces; however, it is a solution that may not overall be favorable with Winona Lake residents at this present time by limiting everyone to one allowable parked vehicle.

5. Parking Strategies

The Winona Lake Residential Parking Study is intended to help the Town determine the best means to regulate on-street parking in the residential areas of the Island, off Kings Highway, around Grace College, and off Chestnut Avenue.

In order for the parking experience and parking system for Winona Lake's residents to be better, the Town will need to explore opportunities to establish partnerships with some of the private institutions located in the study area to offset the parking demand.

Community engagement was a key component of this Study to understand the residents' challenges and needs with parking. This was accomplished through an online survey and public workshop. Participants shared issues they experience and their ideas to improve the parking conditions. Guidance from MACOG, the survey results, and the workshop, the Steering Committee identified relevant and achievable strategies to improve the parking conditions.

These strategies were organized into three parking management themes:

- **Marked On-Street Parking**
- **Enforcement & Policy Changes**
- **Shared Parking**

An overview of the parking management themes on what it is, how it fares in Winona Lake based on the current parking conditions, and how it could be implemented by the Town are provided below and on the subsequent pages.

Marked On-Street Parking

Delineating a street to have marked parking spaces provides many benefits to motorists as well as pedestrians. The presence of marked on-street spaces can serve as a traffic calming measure through its visual cue of parked vehicles and pedestrian activity on the street or sidewalk. Another traffic calming element is it can solidify the extension of the curb-ramp areas at intersections out to reduce the crossing widths, also commonly known as "bump-outs." Additionally, marked spaces provide a buffer between motor vehicle traffic and pedestrians along a sidewalk. In some cases - dependent on the street design - it can serve as a buffer between motor vehicle traffic and bicyclists. The provision of this buffer between the edge of the sidewalk and a vehicular travel lane can help create a safer and more comfortable pedestrian environment.

Another benefit of marked on-street spaces is it organizes the availability of the spaces along the street for motorists to know where they can park. It can also potentially make the street appear more efficient with designated on-street spaces; however, there are limitations when approaching driveways, intersections, and fire hydrants. The Town of Winona Lake plans to mark several of the residential streets in the study area this spring to organize the availability of parking. Examples of marked on-street spaces in Winona Lake include E. Canal Street and Park Avenue, shown below. Additionally, it was recommended by residents in the Island at the Public Workshop the Town add marked spaces on the east side of W. Canal Street to accommodate adjacent property owners who do not have a private driveway or garage. Marking this side of street would also provide a means for boaters to pull out of the travel lane and park to access the docks on the canal.


E. Canal Street


Park Avenue

Enforcement & Policy Changes

ENFORCEMENT & FINES

Another key component of an efficient parking system is enforcement of the parking regulations. The Town's Building Commissioner and Police Department would be in charge of enforcing residential parking regulations and issuing fines, if warranted. Currently, the Town does not regulate parking from an enforcement level as typically done in a central business district but does enforce parking restrictions on property owners wanting to subdivide their home into multiple units with the intent of renting out the additional units. The Town's Plan Commission and Board of Zoning Appeals requires such property owners to apply for a zoning variance and to provide their own off-street parking to reduce the impacts for those who need on-street parking.

It is recommended that the Town begin to monitor their parking system and issue fines for violators, not with the intent to be seen as a revenue source but to help discourage offenders from taking advantage of the parking system and encourage the proper use of the parking facilities. Enforcement would also help ensure the on-street parking is used for its intended users such as residents and their guests. Enforcement can also evaluate where parking is not allowed and provide opportunities for overnight parking.

TIMED-RESTRICTIONS

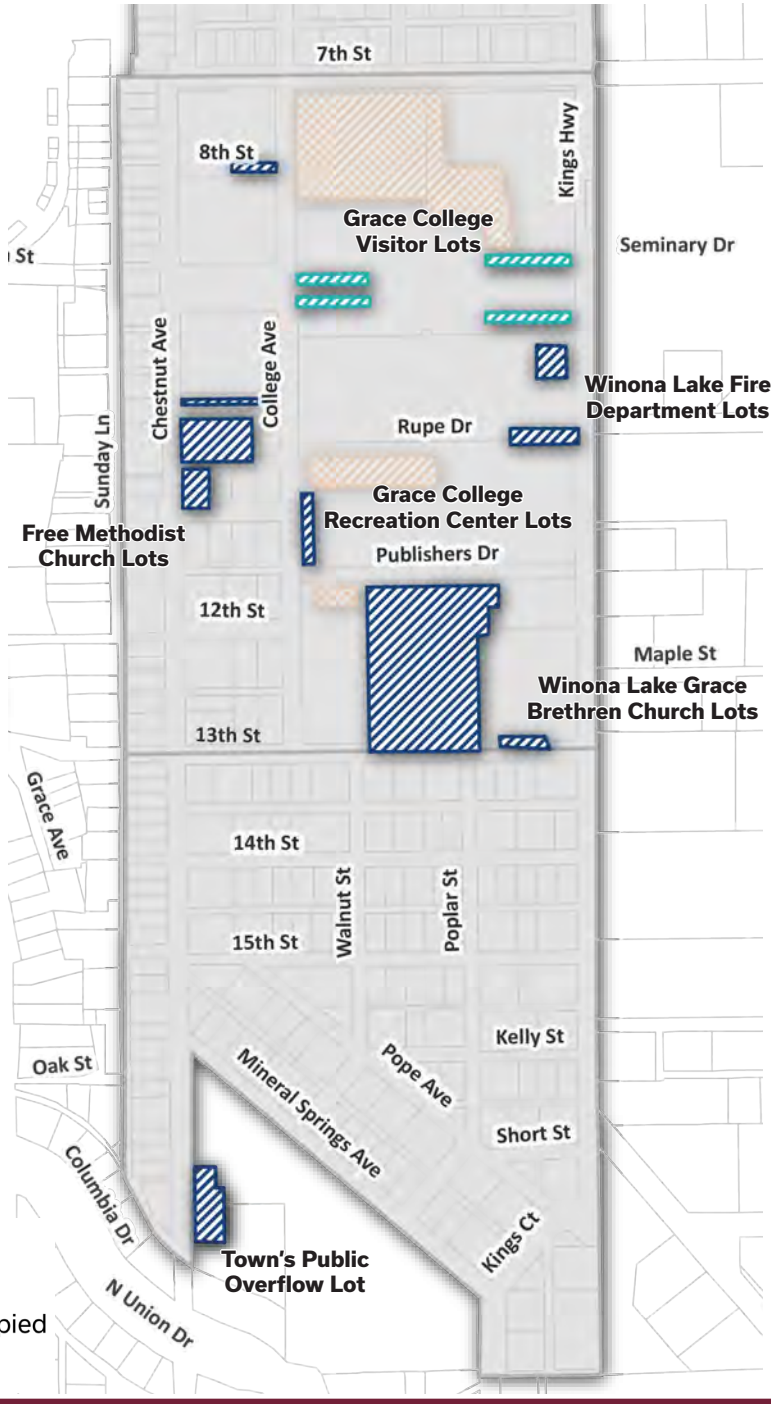
Primarily, on-street parking in the study area has no timed-restrictions other than 13 spaces off 7th Street. These spaces are restricted to 15 minutes. The Steering Committee indicated that restricting residential parking with a time limit would not be a favorable option with residents nor does it make sense to require those who need the on-street parking to have to constantly move their vehicle. However, participants at the Public Workshop indicated that they would support timed spaces on certain streets in the Island such as W. Canal Street to accommodate for those accessing the boat docks on the canal. The Town could evaluate this further and determine the best restricted time-limit for this area.

Shared Parking

UNDERUTILIZED PARKING LOTS

During the data collection process-observation surveys, a few of the parking lots off Chestnut Avenue in the Grace College and Southern Neighborhood areas were observed to be underutilized during the evening hours. Whereas, the on-street residential parking was observed to be near or at the practical capacity threshold of 85 percent of the available spaces were occupied. In some instances, homes in the observed "hot spot" sections of Chestnut Avenue had their guests park their vehicles in their front lawns. **Figure 15** below displays the location of the observed underutilized lots.

Figure 15: Underutilized Parking Lots



SHARED PARKING AGREEMENTS

The commonly thought solution in this situation would be to construct new surface lots; however, this solution is not always the most financially feasible option. Additionally, this development pattern would not be appealing for Winona Lake, there's limited land to even construct a surface parking lot, and it would not be to the Town's economic benefit to have any of the opportunity parcels in this area be used for a parking lot versus other desirable developments.

A strategic solution for Winona Lake's situation would be to establish a shared parking agreement with one or two of the entities present in the area whose peak demand times differ than residents based on the day and activity. These entities include Grace College and faith-based institutions. These entities typically have differing peak demand times during the day than residents whose demand is higher in the evenings. However, with the exception of mid-week evening services for the faith-based institutions that occur for a few hours during the evening peak times.

A shared parking agreement with an entity such as a faith-based institution would allow their private lot be accessible for overnight residential parking and only during non-service times. Adjacent residents would be allowed to park additional vehicles from their guests on these designated lots during the evening and even overnight, if needed to help offset the demand for on-street parking. This would also maximize the use of these underutilized lots rather than constructing new lots.

As mentioned earlier in this section, there were a few lots that were observed to be underutilized during the peak evening hours. These lots included the Town's overflow public lot next to the Town's Street Department off Chestnut Avenue, the First Methodist Church lots off Chestnut Avenue, and the Winona Lake Grace Brethren Church lot off 13th Street. Below are the lots the Town could pilot the use for overnight parking. Additionally, it is recommend the Town pursue the opportunity to establish a shared parking agreement first with the First Methodist Church given their location off Chestnut Avenue to help offset the demand in that area.


Town Lot Adjacent to the Street Department


Free Methodist Church Parking Lot

PROMOTIONAL MATERIALS & SIGNAGE

It is recommended the Town explore ways to increase the promotion of use for their overflow lot as its observed to not be used at its full potential. The first suggested recommendation as previously identified is to allow for overnight parking, again to offset the parking demand in the southern section of Chestnut Avenue as this area of Chestnut Avenue was observed to have the highest occupancy and demand for parking. Other ideas could be to install pedestrian scale signage such as what is provided by "Walk Your City" to display the amount of time and distance it will take to walk to their home or nearby popular destinations such as Limitless Park and trailheads. Examples are shown below. It was expressed by participants of the Public Workshop that the Town should do better to communicate their initiatives in implementing the recommendations from this Study and promote the use of their overflow lot. Suggested promotional materials included a parking page on the Town's website and printed brochure that educates to users, especially to visitors not familiar with the area, to know the rules and restrictions, the location of parking, and proper usage of parking facilities.

Another key component of an efficient parking system is having clear and consistent parking signage denoting public and private usage. This will be essential for the Town to install especially at the lots that could be designated for overnight parking. This recommendation was expressed at the Public Workshop that there should be informational signs at each of these lots to let users know of the rules and restrictions. It will also be to the Town's benefit to begin enforcing and monitor parking usage to ensure the designated overnight lots are properly being used by the intended users.

"Walk Your City" Signs

- Affordable, easy to read, and includes an interactive app
- Pedestrian scale signs navigating from parking location to destination

Lebanon, PA

- Parking lots are marketed by having a "name"
- The rules and lot restrictions are posted on a sign

Town of Winona Lake

RESIDENTIAL PARKING STUDY

Michiana Area Council of Governments
227 W. Jefferson Blvd.
County-City Building, Room 1120
South Bend, IN 46601