

CUF Parking Solutions ‘Menu of Options’ – Walker CUF Parking Study Page # References in Parentheses in Blue

Goals	Strategy/Action Steps	Partners	Expenses	Timetable/Difficulty
#1 Encourage better utilization of existing off-street parking in the Calhoun/McMillan Business District. Particularly the U Square Garages which the Walker study found to be ~50% underutilized. (2,8, 37)	Expand availability of monthly passes to the garages.	City of Cincinnati. Towne Properties. CHCURC	Marketing, signage.	Short term. Difficulty: Easy
	Better signage and wayfinding for the garages.	City of Cincinnati. Towne Properties. CHCURC	Signage	Short term. Difficulty: Easy
	Dynamic pricing/cheaper compared to UC garages and on street metered parking.	City of Cincinnati. Towne Properties. CHCURC	Dynamic pricing system, altering prices	Short term. Difficulty: Easy
	Market garages to the groups that previously used on-street unmetered parking such as UC commuters and employees of businesses.	City of Cincinnati. Towne Properties. CHCURC. UC.	General marketing	Short term. Difficulty: Easy
#2 Discourage free long term parking in the currently unmetered on-street spaces in the residential areas to the south and west of UC. (18)	Provide signage and enforcement for street sweeping requiring cars to be moved at least once a week or else they are ticketed.	City of Cincinnati. UC.	Signage, Kiosks, Ongoing enforcement and administration.	Short term. Difficulty: Medium
#3 Promote medium term parking in less congested areas to move commuter cars off of residential streets. (34)	UC expands their satellite lots and provides shuttle access for those lots.	UC, other large uptown institutions	Land acquisition and paving, administration and ongoing cost of shuttle.	Medium term. Difficulty: Medium
#4 Give residents and their guests reliable on-street parking options within a reasonable proximity of their homes. Especially on week days when UC is in session. (23)	A residential parking permit program for the CUF neighborhood in the streets most affected by UC/Business District parking. Could be enforced by license plate recognition vehicle. Strongly recommend still allowing non-residents hourly parking during high demand weekday hours.	City of Cincinnati. CUF Neighborhood Association. UC. Clifton Heights Business Association.	Signage, administration and enforcement of RPP. Kiosks if RPP combined with hourly parking during certain days/time of day.	Long term. Necessity of RPP should be reviewed after goals #1 and #2 are addressed Difficulty: Hard
#5 Promote and fund non-single occupancy vehicle transportation options to UC students and faculty. Provide easier options for long, medium and short distance commuters. (35)	Infrastructure for scooters and ride share programs. (1)	City of Cincinnati. UC.	Designated scooter/shared car drop off and pick up points on campus and in close by residential neighborhoods.	Short term. Difficulty: Easy
	Uptown circulator shuttle. (35)	Uptown Consortium. Metro.	Creation of new shuttle moving people to major destinations in Uptown.	Long term. Difficulty: Hard
	Metro expansion. (35)	Metro.	More bus lines with access to UC. Issue 7 passing.	Indefinite Difficulty: Hard
	Bike infrastructure. (36)	City of Cincinnati. UC. Redbike.	Installing bike lanes/sharrows on arterial streets near campus.	Indefinite Difficulty: Hard
	One Way Streets with Bike Lanes. Currently many streets in CUF are two way with parking on both sides (21)	City of Cincinnati.	Changing street signs and striping	Medium term. Difficulty: Medium
	Infrastructure for ride hailing services like Uber & Lyft. (2)	UC. City of Cincinnati. Ride hailing services.	Providing designated drop off/pick up zones for those services.	Short term. Difficulty: Easy

Relevant Facts: In a study area of ~2 blocks to the south and west of UC’s campus there are approximately 1,200 on-street unmetered parking spaces, 4,500 off street parking spaces (mostly not public) and 7,200 residents. In that area there is a parking ratio of 0.7 parking spaces per resident if all private and public spaces off campus are counted. Out of 863 properties 704 are student housing, 159 are non-student resident properties. 525 of those properties have at least some off street parking, 338 have no off-street parking. Off street parking for residential properties varies quite a bit street-by-street. Many blocks in the study area are parked at a >1 space per resident ratio while others are <0.5 spaces per resident (something to consider for the RRP, having different policies for different streets might be appropriate). Study area includes portions of Vine, Hollister, Ohio, McMillan, Lyon, Moerlein, Detzel, Atkinson, Bosley, Clifton, Wheeler, Rohs, Chickasaw, Stratford, Victor, Flora, Ravine, Cassatt, Volkert, Ada, Fairview, University, Straight, Fortune, Riddle, Marshall, Probasco, Digby and Joselin. The Walker study confirmed that on street spaces close to UC are at >90% occupancy throughout day when school is in session.