Parking and Traffic Study for the Central Business District

Final Report

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Submitted to:

Planning, Conservation and Development Office
City of Middletown, Connecticut

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Executive Summary

This study has evaluated a broad range of transportation facilities and operations—including parking, traffic, transit, pedestrians, and bicycles—in downtown Middletown. It is clear that the ability to access Middletown's central business district (CBD) through these various means of transportation provide the city an important edge in a regional competition for businesses, customers, and residents. Transportation advantages have always played a crucial role in the historic development of the city, and ensuring convenient and smooth travel to, from, and within the city remains just as important today. Only through continuing to improve access to downtown—through improved facilities and transportation operations—will the city be able to continue to succeed.

Parking in the Downtown

Middletown's parking resources include off-street public parking, off-street private parking, and on-street parking. Each of these types of parking serves different functions and caters to the needs of different user groups. A healthy downtown parking system requires a balance of all three of these parking options, enabling downtown residents, employees, and visitors to access the most efficient parking resource corresponding to their trip purpose.

Many businesses and offices rely on public parking to accommodate some or all of their parking demand. The study identified that the area with the greatest reliance on public parking, now and in the future, was in the central area of the downtown (see Table ES-1). In total, the CBD will require an increase in parking supply of 205 to 490 spaces; 125 to 365 of these will be required in the core of downtown. The study also found that the viability of business development, current and future, in many locations was constrained by the lack of appropriate parking options.

Table ES-1. Potential Increase in Parking Demand for Public Parking Facilities

Zone	Increased Demand for Public Parking	
	Low	High
South	**0**	**0**
Central	**+125 spaces**	**+365 spaces**
North	**+80 spaces**	**+125 spaces**
Total	***+205 spaces***	***+490 spaces***

Note: These estimates do not take into account changes in parking supply, such as some new parking in the North End created by ongoing projects or the potential loss of the Arcade Parking Deck.

The study confirmed findings about preferred parking locations from other downtown parking studies, such as one done by the University of Connecticut that evaluated parking in Northampton Massachusetts, Brattleboro Vermont, and West Hartford Connecticut.

- On-street parking is by far the most preferred parking in a downtown setting.
- Shared municipal surface lots centrally located are the next most popular, even if they cost more than lots further out.
- Parking structures are the least desirable for short-term retail/restaurant parkers, but the most efficient way to accommodate long-term parking. An example of this is the parking garage in Northampton Massachusetts which is essential to keeping the town both vibrant (with adequate parking) and viable (without seas of surface parking).

Usage of key off-street parking locations is illustrated in the table below.

Table ES-2. Parking Usage in Key Off-Street Locations

Parking Area	Capacity	Weekday Usage 10am-2pm	Weekday Usage 5pm-8pm	Weekend Usage 11am-3pm	Weekend Usage 5pm-8pm
Melilli Lot	174	169 (97%)	137 (79%)	108 (60%)	169 (97%)
City Employee Lot	87	76 (88%)	7 (8%)	1 (1%)	1 (1%)
Metro Square	350	155 (33%)	124 (35%)	128 (37%)	329 (94%)
Parking Arcade, upper level	177	131 (72%)	36 (20%)	33 (19%)	74 (82%)
Parking Arcade, upper level	181	77 (73%)	58 (44%)	49 (27%)	75 (41%)
Kidcity Lot	105	38 (97%)	39 (37%)	52 (49%)	40 (38%)
Green Street Lot	39	34 (62%)	18 (46%)	13 (36%)	24 (62%)
Main/Grand Lot	55	34 (62%)	41 (75%)	10 (18%)	53 (96%)
Main/Liberty Lot	32	14 (44%)	5 (16%)	15 (47%)	15 (47%)

- The Melilli Lot is consistently the heaviest utilized parking area, regardless of time of day or day of week. The Melilli lot is most popular because it is surface parking and has direct access to Main Street.
- The city employee lot (old courthouse lot) adjacent to Melilli is very underutilized, essentially empty, on nights and weekends, even though the Melilli Lot is near capacity at those times.
- Metro Square is only near capacity on weekend nights because of the movie theater. At all other times there is more than adequate parking.

- The upper level of the Arcade is heavily used during weekdays. It is lightly used during weeknights and weekend days (20 percent), and is used more frequently (42 percent) on weekend nights by restaurant and movie patrons.
- The usage of the lower level of the Arcade is at 72 percent on weekdays. This is due to 127 monthly permits and 40 spaces reserved for the Police Department. The weeknight and weekend day use is primarily reserved police parking. On weekend nights there is an increase in usage as movie patrons spill over from the full Metro Square Lot.
- The Kidcity lot sees the most use (73 percent) on weekdays when parents with young children (2 to 5 years old) visit Kidcity. Usage of the lot at other times is fairly consistent at 40 to 50percent occupancy.
- The majority of usage in the Green Street lot is the 15 reserved spaces for the Health Center and the Artist Coop.
- Usage in the Main & Grand Lot clearly relates to the patrons of Eli Cannons.
- The Main & Liberty Lot was underutilized, and the observed usage reflected the reserved spaces.

Parking Recommendations

This study has identified the challenge that Middletown faces due to the lack of adequate parking. This parking deficit threatens Middletown's ability to attract the highest and best uses to the CBD. This challenge will only grow in the future as the city continues to redevelop.

The solutions to the parking issue are varied. Some involve making better use of existing resources through operational enhancements and transportation demand management. There are also several desirable options for increasing the parking supply. Parking needs in the north end of the downtown are best met by small projects that target parking supply imbalances without displacing large amounts of existing land uses. In the core of the downtown, where there is the largest shortfall of parking supply, there are several options. One is a garage on the Melilli block. Another is to replace the Arcade Deck which is in poor condition and requires extensive rehabilitation. There are also options to create small parking facilities at locations such as near the Library to address localized parking deficits.

The following summarize the transportation recommendations identified during the public process and refined and enhanced by the Parking Advisory Committee. The recommendations for projects to be constructed with the Federal earmark funding are discussed first. The earmark recommendations are followed by a series of operational, planning, and small-scale construction recommendations to address key findings in this study that are more effectively addressed by means other than large-scale earmark-eligible building projects.

Use of the Parking Earmark Funding

For the purposes of making use of the Federal FHWA earmark it is recommended that a new parking garage be constructed on the site of the Arcade Deck. The Arcade Deck was built in 1963 and is near the end of its useful life. A study conducted by Purcell found the loss of parking in that location due to structural problems with the garage, serving the core of the downtown, would severely impact the viability of the area, now and in the future.

A key consideration in the selection of the Arcade site was how a garage in that location can help improve the parking availability in the Melilli Lot. Both the Melilli Lot site and the Arcade site are currently well-used by current parkers and both are located in the area of the downtown with the greatest future parking need. The existing Arcade Deck is larger than the Melilli Lot and accommodates more long-term parkers. The Melilli Lot is the preferred location for many short-term parkers. Parking for more short-term parkers can be provided in the Melilli Lot by shifting long-term parking from the Melilli Lot to the proposed Arcade Garage.

Once the preferred location for the proposed parking garage was determined, further evaluation of potential design options was conducted. The process led to identification of two additional parking elements that could be achieved:

1. The garage concept size could be expanded to accommodate parking for transit users.
2. The garage design could include a platform over the police station parking lot with the parking oriented to the Arcade Plaza. This would provide convenient parking with the feel of a surface lot for those with destinations on the Arcade Plaza and Main Street.

The existing Arcade Deck is a two-level, 358-space parking structure. The proposed garage concept is a 480-space three-level garage with a single-level extension over part of the police station parking lot. The top floor of the garage structure would rise one level (approximately 12') higher than the Riverview Plaza.

The increase in parking of approximately 120 spaces will provide a significant proportion of the supply needed to accommodate current demand and accommodate future growth in the core of downtown Middletown. The garage concept will enable the City to leverage federal monies to replace the deteriorating parking deck and increase the parking supply where demand is highest.

The garage would have a single level over the police parking lot and three levels in the main section. The footprint of the three-level section would be smaller than the existing Arcade Deck and would create land area for future economic development.

View of garage from Main Street. The top of the three-level section of the garage would be 12 ' taller than the Riverview Plaza, and would be lower than the Courthouse parking garage.

The design of the parking structure should be such that user convenience is a priority in order to ensure the garage becomes a preferred parking location for a variety of users. One of the key design considerations would be to have the second level of the garage at the same level as the Riverview Plaza.

Currently, the Arcade Deck's second level is approximately 7' below the Riverview Plaza and the parking and the Plaza are connected by stairs and a long handicap-accessible ramp. If the second level of the proposed garage were at the same level as the Riverview Plaza then the parking deck over the police station lot would be an extension of that second level. Vehicles could easily flow from the garage to the deck over the police station lot, and pedestrians could easily travel between the parking and Riverview Plaza and Main Street. The effect of integrating the open-air parking over the police station lot into the Riverview Plaza would be to expand "surface parking" within a short distance of Main Street.

View of garage from Riverview Plaza. The open-air parking deck over the police station lot (to the right) would effectively function as a parking lot and would be more convenient for short-term parkers accessing Riverview Plaza and Main Street.

The proposed parking garage would include about 90 parking spaces for transit users, paid for from one of the FTA transit earmarks. The transit earmark monies could pay for a proportional share of the garage cost. The transit space could be used by other public parkers when not used by transit employees or riders.

If the proposed garage were funded using both the FHWA earmark and an FTA earmark, the permitting process for both would need to be followed. Once the permitting is complete, the participation by the FTA would be minimal. The construction project could be overseen by ConnDOT, acting on behalf of the FTA for their part of the project. The garage project does not have to wait for the FTA permitting process to be complete before the project could begin. The additional transit-related parking capacity could easily be incorporated (or removed) later in the design process. There would need to be an operational agreement included as part of the final design stage. This operational agreement would formalize the use of the parking paid for with transit funding and the assessment of costs and revenues. The agreement would need to define MAT's share of any operating surpluses and protect MAT from any operating deficits. The agreement would also need to specify how transit parkers would be allowed access at all times, even if the garage were otherwise full.

The footprint of the garage would be smaller than that of the existing Arcade Deck and creates an opportunity for future economic development with the adjacent Car Tunes parcel. This is consistent with *Downtown Visions 2000 and Beyond* that envisions expansion of parking at the Arcade site and future economic development facing the waterfront. Any garage design should allow for expansion to the east to allow for additional parking to support economic development of the parcel facing the waterfront.

In order to retain City control of the land, only the cost for the parking structure itself should be included in the Federal earmark money. The cost of demolition of the Arcade Deck should be paid for by local funds (beyond the required match to the Federal earmarks). The estimated cost of the project (in year 2010 dollars) is $16.0 million. The project would be eligible for the entire FHWA "parking garage" earmark and the cost of the additional transit-related parking would be eligible for funding by the FTA "transportation infrastructure" earmark. The expected Federal earmark funding would total approximately $9.0 million.

Melilli Lot Expansion

The Melilli Lot and the Arcade Deck are both located in the central core of the downtown where parking demand is highest. The Melilli Lot is the preferred location for short-term parkers and even though the proposed new garage will provide better short-term parking convenience than the old Arcade Deck, the Melilli Lot will continue to be the more important source of short-term parking. The Melilli Lot is often at capacity and efforts to increase the availability of short-term parking in the Melilli Lot should be done concurrently with the planning of the new parking garage.

The Public Works Department should continue its preliminary work on merging the Melilli Lot and the city employee lot. Matching the grades between the two lots will result in one unified fully accessible parking lot. This will eliminate the need to drive to Dekoven Drive to enter the city lot. This connection should be constructed as soon as possible so that additional public parking becomes available to serve overflow parking in the Melilli Lot during evenings and weekends.

Once options to relocate city employee parking and monthly parkers (from the Melilli Lot) are implemented, the amount of short-term parking available during the day in the Melilli Lot will almost double.

- Long-term parkers in the Melilli Lot significantly reduce the availability of short-term parking. Moving long-term parkers out of the Melilli Lot effectively creates new short-term parking since six or more short-term parkers can then use each the parking space of one long-term parker.

  The new garage should be a primary location for long-term parkers. All monthly permit parkers in the Melilli Lot (38) and the employees in the city employee lot (87) should be relocated to the new parking garage. This would increase the number of parking spaces available for short-term parking in the Melilli Lot by 113 spaces.

  In the new parking garage there would be 260 spaces used by public and employee monthly parkers during the day. This includes the existing monthly parkers currently parking in the Arcade Deck. Another 40 parking spaces would be reserved 24/7 for police

employees. Approximately 180 spaces would be available during the day for transit users and short-term parkers. At night and on weekends, all but the police spaces would be available for public use.

Parking Management

There are several opportunities for the City to take immediate steps to improve parking management downtown. The police department should continue to investigate overhauling downtown signage, both parking and wayfinding. The signage improvements will create a consistent design at relevant decision-making points in downtown. Improved signage will help drivers easily locate destinations and parking areas, reducing congestion and recirculating traffic.

Another important immediate action item is to pursue the creation of an autonomous, financially self-sustaining Parking Department, which will provide consistency in parking strategies, enforcement, and facility maintenance. Any surplus revenue collected by the Parking Department should be directed to downtown parking infrastructure maintenance and improvement.

- The Parking Department would be responsible for the costs of maintenance, purchase of meters, collections, enforcement, and staff as needed to operate the parking system. The Department would also be responsible for customer service, setting rates and time limits, location of long-term parking, and other policy issues.
- The Department would cover both on-street and off-street parking within a newly defined Downtown Parking District.
- The Department would report to the Mayor and work directly with the Economic Development Committee of the Common Council.
- There would be an advisory committee of five people who live, work, or own a business within the Downtown Parking District. The advisory committee members would be appointed by the Mayor and serve staggered three-year terms.
- The Parking Department director would be hired on a 3 to 5 year contractual basis. The director's qualifications would include designation as a Certified Administrator of Public Parking (CAPP) through the educational program provided by the International Parking Institute professional organization.
- City employees currently working as parking attendants and in clerical positions related to parking would work in the new department.
- A special parking revenue and expenditure account, similar to the Economic Development Fund or the Bulky Waste Fund, would be established. All parking income would be deposited in the special account and held for parking needs distinct from the General Fund. Funds in the special parking account would be used to reimburse the General Fund only for operating expenses and for downtown parking improvements.

Parking Operational Changes – Once the parking department is in place there can be consideration of detailed parking operational changes, such as:

- A program of monitoring parking utilization, such as space-available counts, analysis of parking length of stay, and revenue collection trends, to help guide future decisions regarding parking operational changes.

- Implementation of a standardized three-tier parking pricing structure – on-street parking, off-street premium parking, and off-street remote parking.
- Development of a policy to enhance access to public parking facilities for residential overnight parking.
- Enactment of a formal permanent policy on monthly parking to ensure that monthly parkers do not use public parking spaces in locations where there is a high unmet demand for short-term parking.
- Reducing parking time limits for metered spaces on Main Street between Washington Street and Court Street to one hour.
- Introducing at least one 20-minute parking space on each Main Street block to encourage parking turnover in high demand locations.
- Implementation of a policy requiring parking validation from a downtown business in order to receive free two-hour parking at the Parking Arcade and Melilli Plaza.
- Installation of parking meters in the Melilli Lot.
- Extension of on-street parking enforcement until 7:00 p.m.
- Establishing additional on-street parking locations, such as along Dekoven Drive.
- Installation of on-street parking meters in select locations, such as on Old Church Street, Union Street, and where hospital employees park all day on City streets.

Additional parking opportunities – The Parking Department should support ongoing efforts to identify opportunities to improve the parking supply in high-demand areas during redevelopment projects. The City is successfully replacing residential units with insufficient off-street parking with new residential developments with increased dedicated parking in the North End. Additionally, the City has entered public-private partnerships, such as the development on Liberty Street, to provide a combination of public and private parking spaces through redevelopment projects. These projects can help reduce parking demand through decreasing the intensity of land use or providing additional parking capacity.

Longer term, the Parking Department should investigate and construct, if feasible, a common public parking lot combining the public library lot with adjacent private parking areas. This new parking area would require long-term leases or property acquisition and cooperation from current landowners. Improving pedestrian connections from this parking area to Main Street is an important element of any design.

Transit in the Downtown

Middletown Area Transit (MAT) provides an important transportation alternative in the city. The success of the service is evident from the continually increasing use of the bus system. Ensuring that this success can continue will require appropriate transit facilities, which contribute to the convenience of using the system and effectiveness of operating the system.

Two of the three Federal earmarks are for transit-related projects. Both of the transit-related earmarks are administered by the Federal Transit Agency (FTA) district in Boston, with MAT being the local recipient.

The Federal earmarks consist of the following:

- An FTA-administered grant to "construct an intermodal center". The nominal earmark amount is $1,254,000, of which approximately $1.13 million is expected to be available assuming Federal funding ceiling limitations of 90percent. The $1.13 million in Federal funding would require a local/state match of $280,000.

- An FTA-administered grant for a "transportation infrastructure improvement project". The nominal earmark amount is $9,500,000, of which approximately $8.55 million is expected to be available assuming Federal funding ceiling limitations of 90percent. The $8.55 million in Federal funding would require a local/state match of $2.14 million.

During the study's public process many transit-related issues were identified and assessed. Some, such as options to improve the existing MAT station and provide a better identity to transit in the downtown, were transit-specific. Others, such as park-n-ride locations, were related primarily to parking considerations. Still others, such as pedestrian improvements, relate to all users of the downtown, whether they live in the downtown or travel to the downtown by car, transit or bicycle.

Use of the Transit Earmark Funding

MAT is the designated recipient of the two transit earmarks. MAT has participated throughout the study and has assisted in evaluating projects that are not only eligible for the earmark funding, but would provide the best transportation enhancements for the downtown. The primary projects identified for the transit earmarks are a new bus maintenance and garage, and expanding the capacity of the proposed Arcade Garage to provide parking for transit users.

- **Bus Maintenance and Garage Facility** – During the course of this study an unexpected and urgent need for a garage for the MAT vehicles has arisen. The current location is leased and the lease is not expected to be renewed. MAT is currently considering options for constructing a bus maintenance and garage facility and may choose to use some funds from the transit-related earmarks for that purpose. A preliminary estimate by MAT for the cost is in the $3 to $4 million range. MAT is currently investigating options for accessing the necessary funding through the two FTA earmarks and for extending the time allowed for spending the earmark funds.

- **Transit Parking in the new Arcade Garage** – It is recommended that some (approximately $2.0 million) of the "transportation infrastructure" FTA transit earmark be used to provide parking for transit users in the proposed Arcade Garage project. With fewer long-term parking options available in the Melilli Lot, existing transit users will be without a convenient parking option. Including transit parking in the proposed Arcade garage would guarantee parking availability for MAT employees and for park-n-ride patrons of CT Transit and other inter-city services, as well as for day-trippers using LandJet buses.

After allocating funding to the parking garage and to the bus maintenance and garage facility, MAT would still have access to several million dollars in earmark monies. No specific projects for

these remaining monies from the grant have been determined by MAT, but most improvements near the MAT station or at bus stops are eligible if they directly benefit transit users.

During the course of this study, numerous community members raised the idea of implementing a circulator trolley in downtown Middletown. Circulator bus routes are designed to improve the connections between downtown destinations through a quick and convenient bus loop. In Middletown, the simplest form of a circulator would be a bus running a frequent and reliable route along Main Street. Potential routes and costs for such a service are presented in Chapter 4.

The Parking Advisory Committee formed a Transit Subcommittee to further explore transit, bicycle, and pedestrian opportunities in downtown Middletown. One of the key recommendations of the subcommittee goes a step beyond a downtown circulator bus: to restore streetcar service on Main Street.

- **Streetcar Service on Main Street** – The idea of streetcar service along Main Street was noted during the public process. As envisioned by the Transit Subcommittee of the Parking Advisory Committee, there would be a tracked, steel-wheeled streetcar operating on the inside travel lane of each side of Main Street. A streetcar service operating up and down Main Street would give people greater mobility and would link stores, restaurants, offices, the MAT station, the hospital, and parking areas.

  Among the advantages cited for the streetcar service are the following:

  - A streetcar would draw more people downtown
  - It would link to the existing bus system
  - People could park anywhere and use the streetcar to access their destination
  - Cars circling the block would decrease
  - Main Street would be a true destination more times of the week
  - It would spark economic develop
  - Provides a cohesiveness to the whole district

  The Transit Subcommittee identified capital costs of $7.6 million per track mile and annual operating costs of $600,000 per year. Additional capital items include the purchase of two streetcars, constructing and outfitting a car barn for storage and maintenance, and providing the track connections between the car barn and downtown. The unallocated transit earmark funds are not sufficient to fully implement streetcar service, but a first step in investigating the option further would be to conduct a preliminary engineering study to better identify costs as well as construction issues such as power supply, alignment and turnaround locations, stop locations and design, and the impact on pedestrians, parking, and traffic.

In addition to the recommendations outlined above, there are several additional recommendations provided in Chapter 9 addressing short- and long-term solutions for various aspects of the downtown transportation network.

Action Plan

Short Term Recommendations (within 1 year)

- *Signage* – The police department should continue to conduct their evaluation of the recommended overhaul of downtown signage (parking and wayfinding). The signage improvements are to ensure design consistency and placement at all relevant decision-making points, such as intersections and destination entrances.

    - Install signs one mile outside of city, at edge of downtown, and at city destinations.
    - Install signs downtown to guide people to parking lots.
    - Install maps to indicate restaurants, shopping, and services (like a shopping mall).

- Instruct public works to install new parking signage at all lots and directional signs to lots, in accordance with police recommendations.

- More complex components of the signage program, such as ornamental, color-themed signs, can be reviewed and implemented by the parking department. More standard regulatory, directional, and fee signage should be updated and/or replaced immediately.

- *Parking Meters* – The police department should continue their program of replacing mechanical parking meters with digital parking meters. Further, the police department should continue their evaluation of installing meters that provide 10-minute free parking, and those that accept stored-value affinity cards (such as the Parcxmart system).

- Develop policy on monthly parking and locations for monthly parkers.

- Move monthly parkers into public spaces at MMA garage.

- Allocate funding for improvements to Melilli Plaza / City Hall employee lot as discussed in the plan.

- Initiate design phase of the new parking garage as discussed in the body of this plan.

- Instruct public works to construct the Melilli / City Hall employee lot connection.

- Create a standalone Parking Department.

    - Hire a director for the department: a parking professional with Certified Administrator of Public Parking (CAPP) certification;
    - Hold the Parking Department responsible for the costs of maintenance, purchase of meters, collections, enforcement, and operational staff as needed to operate

parking within the district. Also, the Parking Department will be responsible for customer service, setting rates and time limits, location of long-term parking, and other policy issues.

> Establish a bike committee and conduct outreach/education programs with bicyclists and drivers regarding major bike corridors in addition to bike riding throughout the city.

Mid-Term Recommendations 1-2 years

> Once the parking department is in place implement operational changes, such as:

- Implement a standardized three-tier parking pricing structure – on-street parking, off-street premium parking, and off-street remote parking.
- Reduce parking time limits for metered spaces on Main Street between Washington Street and Court Street to one hour in addition to introducing at least one 20-minute parking space on each Main Street block to encourage parking turnover in high demand locations.
- Implement a policy requiring parking validation from a downtown business in order to receive free two-hour parking at the Parking Arcade and Melilli Plaza. This policy will restrict courthouse patrons from using the City's public parking free of charge.
- Install parking meters in the Melilli Lot.
- Extend on-street parking enforcement until 7:00 pm.
- Move monthly permit parking away from locations that are in high-demand for short-term parking. For example, rather than having monthly parkers use the Melilli Lot, they should be parking in the Arcade Deck or the MCC Garage.
- Develop policy to enhance access to public parking facilities for residential overnight parking.

> Move some city employees and city cars to assigned parking on Dekoven Drive.

> *Courthouse Garage* – The City should meet with the administrative judge to discuss moving some or all City Hall employees into the Superior Court Garage.

> Move any remaining monthly parkers in the Melilli lot to the back of the new lot. Designate front of Melilli one hour parking.

> *Additional On-Street Parking* – Create additional on-street parking as designated in the plan.

> *Additional On-Street Parking Meters* – Parking meters should be installed in select locations. Short-term parking meters should be installed on Old Church Street and Union Street, immediately. Long-term parking meters should be installed where hospital employees park all day on City streets.

- Adopt bike friendly policy including bike paths into city and bike infrastructure as a part of all future projects. Design and adopt bike path plan with goal of connecting 80 percent of homes in Middletown to downtown bike system.

- Enhance major bike corridors in downtown with signage and bike lanes where necessary, especially along High Street, Broad Street, Dekoven Drive, Court Street, and College Street.

- Install bicycling amenities downtown in proximity to the identified major bike corridors and a cycling center near the new transit center for long term parking, showers, and bike route information.

- *Pedestrian Crossings* – Enhance all downtown intersections to include bus stops, where appropriate, audible signals, textured cross walks, pedestrian "count-down" signals, and tactile guidance strips to accessible curb ramps.

- *Additional Parking Opportunities* - Investigate and construct, if feasible, a common public parking lot combining the public library lot with adjacent private parking areas. This new parking area would require long-term leases or property acquisition and cooperation from current landowners. Improving pedestrian connections from this parking area to Main Street is an important element of any design.

- Initiate engineering feasibility study to construct a streetcar on Main Street.

Long-Term Recommendations (2-5 years)

- Construct a new parking deck and garage as discussed in the body of this plan.

- Create bike path/ route to connect downtown to Newfield St.

- Create bike path/ route to connect downtown to Wesleyan Hills Planned Residential Development.

- Create bike path/ route to connect downtown to the South Farms section of the city to Randolph Road.

- Create a vital, now missing link to encourage regional bicycling to the north (from Cromwell to Harbor Park.

- Install a Street Car on Main Street

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Introduction

Downtown Middletown has experienced a resurgence of activity in recent years, contributing to the central business district's (CBD) attraction as a regional destination. Not only has downtown continued to attract businesses, but new housing opportunities and restaurants contribute to a lively downtown nightlife. One sign of Middletown's success is the widespread public perception of parking shortages during both the day and night. The situation Middletown now faces is a far cry from the problems the city had in the 1980s when parcels containing underused public parking spaces were employed to spur economic development.

While high parking demand is good for the downtown, the continued health of the CBD depends on people's ability to conveniently access downtown destinations. Efficient access to downtown—both through the transportation network and parking system—is especially important in Middletown, which has transportation issues commonly associated with urban areas but competes for retail, office, and residential tenants in a largely suburban market. If the existing downtown parking and transportation network cannot adequately accommodate businesses and residents, those businesses and residents may move out of the CBD. Another potential concern is that the existing parking and transportation network may have the effect of artificially constraining future growth and preventing the highest and best users from occupying downtown buildings. Protecting the progress Middletown has made and ensuring future growth can continue will depend on evaluating the existing parking and transportation network and identifying appropriate infrastructure and operational improvements.

As a traditional small-city downtown, Middletown's CBD has maintained generally the same land-use pattern for centuries: high-density retail and office uses are concentrated along Main St. and fade into residential areas surrounding the CBD. Downtown Middletown also has a unique claim to fame: Main Street is recognized as one of the widest Main Streets in the country. Downtown is a unique part of Middletown where residential buildings, eclectic shops, restaurants, office space, Wesleyan University, the riverfront, regional medical facilities, among others mingle together in a shared place. Multiple publics come to downtown Middletown to access these manifold attractions, requiring the physical space—sidewalks, streets, and parking facilities—to accommodate the varying needs of different tenants and visitors throughout the day and week. Planning for the full range of downtown activity requires consideration of all forms of downtown transportation, including walking, biking, transit, and driving. Facilitating each of these transportation modes, and their ability to interact as a cohesive transportation network, will provide the necessary linkages for people to get the most out of their downtown experience.

Everything that makes downtown Middletown a distinct regional destination also contributes to the complexity and challenge of finding the appropriate balance among the various transportation needs focused in downtown. For instance: the width of Main Street is difficult for pedestrians to cross, but provides room for four traffic lanes and much-sought-after on-street parking; Main Street in the North End is designated as State Route 66, which needs to simultaneously carry commuters efficiently through Middletown and be an inviting place for people to stop; and the transit station is located on Main Street, but there are no designated stops or other indicators of transit routes along Main Street. People come to the Middletown CBD by different modes and for different reasons, but with the appropriate consideration and enhancements, there is room for everyone downtown.

Study Area

The study area for the Downtown Middletown Parking and Traffic Study was defined by the City of Middletown and is illustrated on Figures 1-1 and 1-2. As depicted on Figure 1-2, the study area is generally bounded by the Connecticut River on the east, the Middlesex Hospital and Route 17 to the south, High Street to the west, and Spring Street to the north.

The project area is bisected by Main Street oriented north/south and Washington Street (Route 66) oriented east/west. Additionally, regional access is provided to downtown Middletown via Route 9 along the eastern edge of the study area.

Existing Land Use

Downtown Middletown is a mixed-use community with no dominant land use type. Within the project study area there are over 2,470 residential units, 1,675,000 square feet of commercial building space, 10 religious institutions, large institutional uses such as Middlesex Hospital and Wesleyan University, governmental offices and a state courthouse, and regional attractions such as Kidcity Museum and the Green Street Arts Center. Figure 1-3 depicts the distribution of the land uses. Table 1-1 summarizes the property information.

Residential Properties

Within the study area, there are 480 residential properties containing 2,740 dwelling units, including single-family homes, multi-family residences, large apartment buildings, and mixed-use apartments. The vast majority of residential properties (419) are located in the North End and consist of small multi-family buildings (2-4 dwelling units), typically single-family homes converted into apartments. Ninety-one properties in the study area remain single family homes and 61 properties contain larger residential buildings (5 or more dwelling units). There are also several apartments on the upper floors of mixed-use buildings located along Main Street.

Commercial Properties

A broad range of commercial activities are conducted downtown. Commercial properties are primarily clustered around Main Street, especially in the core of the CBD just south of Washington Street. The majority of downtown commercial properties are used for office and retail space. Office uses comprise approximately 900,000 square feet of space and retail uses occupy approximately 400,000 square feet of space. After office and retail, restaurants are the next most

Figure 1.1
Middletown CBD Study Area

Vanasse Hangen Brustlin, Inc.

0 1 2 4 Miles

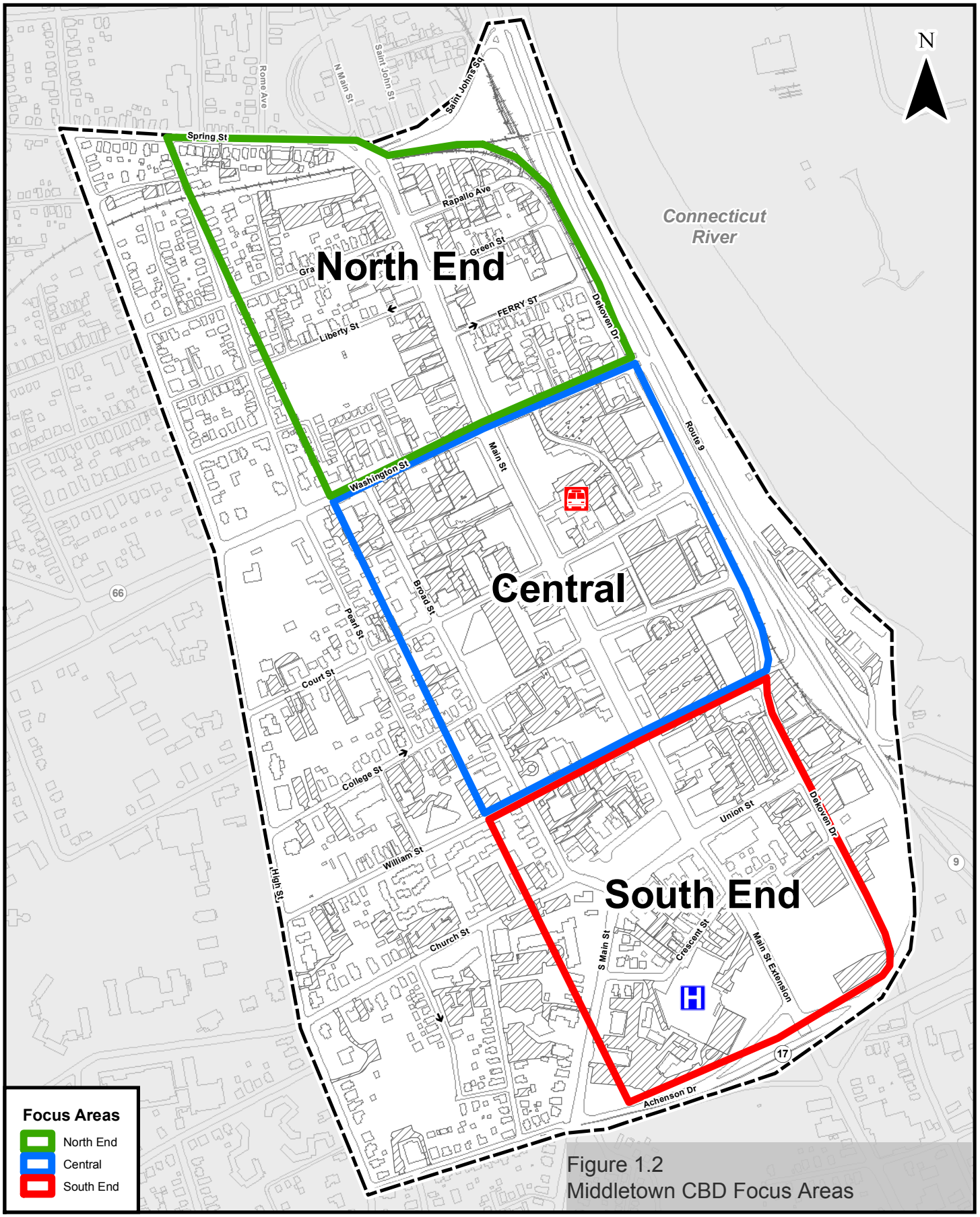

Figure 1.2
Middletown CBD Focus Areas

common downtown commercial property. Middletown also contains several unique entertainment attractions, including a cinema and children's museum.

Institutional

Downtown Middletown is home to two large institutions: Middlesex Hospital and Wesleyan University. Middlesex Hospital—located at the southern end of the downtown—is a busy regional medical facility. The hospital campus consists of ten buildings, including the main hospital building, which is in the process of expanding. The hospital expansion will add 25,000 sf to the existing emergency department and 21,000 square feet of new shell space, increasing the area of the hospital campus to approximately 504,000 square feet. The hospital employs more than 1,700 physicians, nurses, support staff, and administrators.

Wesleyan University is a liberal arts and sciences college located west of downtown, with only a portion of its campus falling in the study area. The university has 2,700 full-time undergraduate students, 200 graduate students, and approximately 650 faculty and staff. Almost all students as well as a small number of faculty and staff live in university-provided housing on the Wesleyan Campus. As depicted in Figure 1-3, Wesleyan owns properties containing both small and large residential buildings, classroom space, and administrative offices within the study area.

Table 1-1. Land Use Summary

Land Use	Size	Number of Parcels
Auto Parts/Service	32,430 sf	10
Bank	16,710 sf	7
Cinema	38,095 sf	1
Dormitory	97,095 sf	8
Funeral	11,205 sf	2
Hotel	64,235 sf	1
Industrial	71,940 sf	8
Medical Center	32,575 sf	7
Museum	14,915 sf	1
Nursing Home	58,295 sf	1
Office	894,755 sf	111
Restaurant	66,870 sf	20
Retail	416,890 sf	85
School	85,868 sf	5
Social/Frat Hall	26,440 sf	2
Warehouse	62,465 sf	13
Residential	2,740 du	480
Tax-Exempt Land Uses		
Government Building	*	13
Government Housing	*	2
Government Land	*	10
Government Parking	*	14
Hospital	*	14
Middletown Area Transit	*	1
Religious Institution	*	28
Wesleyan University	*	65

* Size of tax-exempt properties was unavailable.

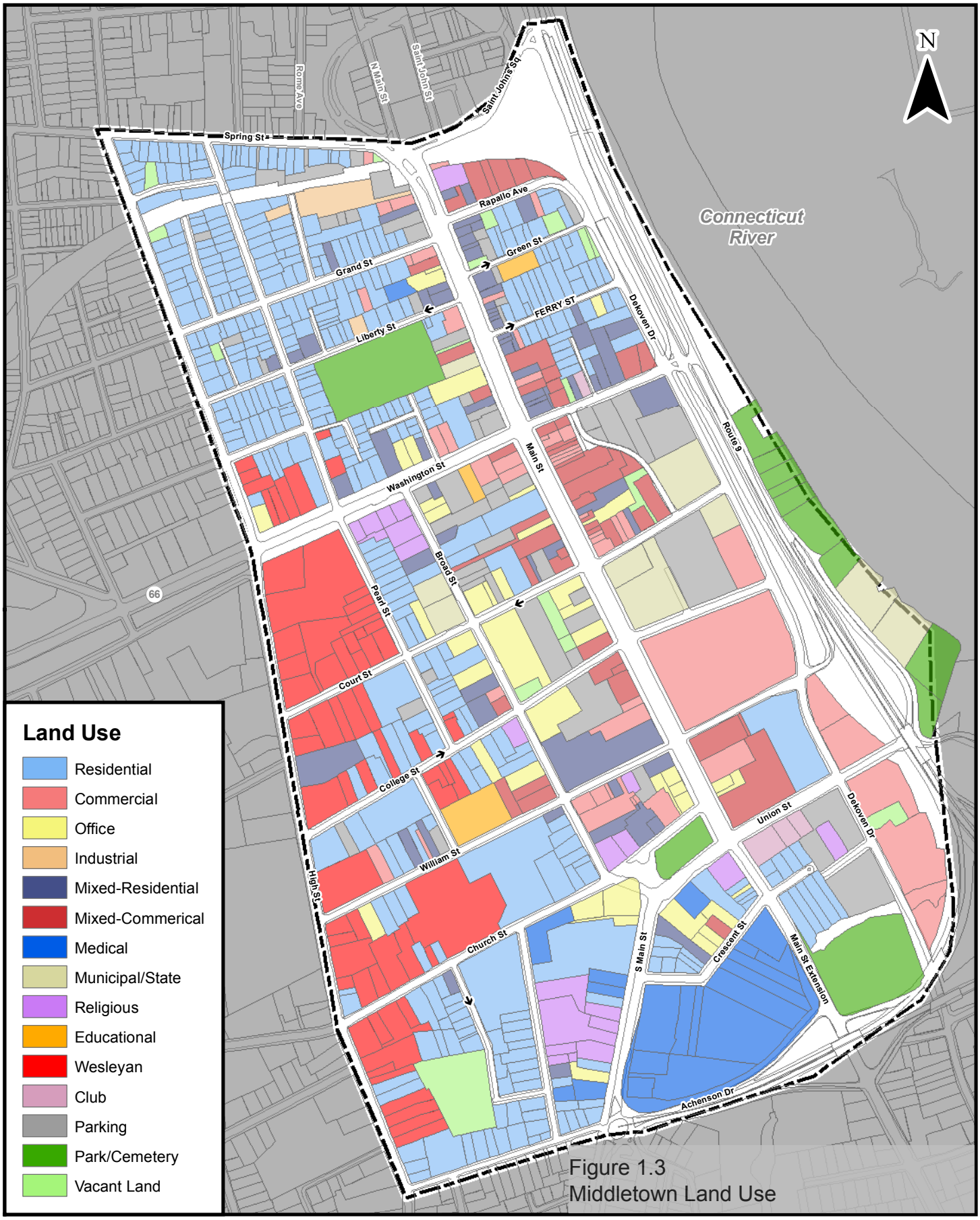

Figure 1.3
Middletown Land Use

Vanasse Hangen Brustlin, Inc.

0 250 500 1,000 Feet

Governmental

Governmental land uses also have a presence in the downtown area. The Middletown Municipal Center is located a block off Main Street in the core of the CBD. The Municipal Center houses offices for many City departments and services. Both the police department and a fire station are located on Main Street. The police department is located in a mixed-use building, sharing space with a restaurant. A State Superior Courthouse is also situated downtown.

Regional Attractions

Middletown offers a host of cultural attractions, which bring residents of the city and surrounding region downtown. Kidcity is an interactive children's museum sited on Washington Street just west of Main Street. The Green Street Arts Center—which provides classroom, performance, and meeting space—is a new addition to the North End. The Arts Center offers many visual and performing arts courses catering to both children and adults. Destinta Theatres is a 12-screen movie theater with a seating capacity of 1,720. Russell Library is also located downtown, which draws not only from Middletown but from surrounding communities as well.

Study Goals and Objectives

The objective of the study is to develop recommendations for parking, traffic, transit and pedestrian improvements in the downtown, with particular emphasis on using three Federal funding earmarks to support those improvements. The Federal earmarks consist of the following:

- $8,000,000 from a FHWA-administered grant to "replace an Existing Parking Garage with a four-story handicapped accessible parking garage".
- $1,254,000 from a FTA-administered grant to "construct an intermodal center"
- $9,500,000 from a FTA-administered grant for a "transportation infrastructure improvement project"

The earmark project eligibility policies require non-Federal (local or state) matching funds equal to 20percent of the project cost. Thus, a $10,000,000 project might use $8,000,000 in Federal earmark monies and $2,000,000 in matching funds. In addition, earmark monies are allocated annually and are subject to a ceiling limitation that tends to vary slightly year-to-year. Typically, about 90percent of the amount of an earmark is actually appropriated for the project.

Study Methodology

The Scope of Services developed by the City of Middletown and the Connecticut Department of Transportation outlines the study methodology. The key steps consist of the following:

- Public participation through stakeholder interviews and public meetings.
- Data collection and review of existing conditions for traffic operations, the parking system, transit services and pedestrian circulation.
- An evaluation future conditions affecting transportation in the downtown.
- Develop alternatives to address the transit needs of the downtown, and refine these alternatives into a preferred concept plan.
- Develop recommendations to better utilize the existing parking supply.

- Identify potential locations for additional off-street parking and screen the alternatives to determine the preferred concept plans.

Public Participation Process

Community participation was integral to the process outlined above. A Parking Advisory Committee was involved with shaping the direction of the study, identifying issues to address, and providing input on the elements to include in the plan. Members of the Parking Advisory Committee are listed below:

- Mayor Sebastian N. Guliano
- Gerold Daley -Chairman
- Vincent Amato
- David Bauer
- Joseph Bibisi
- Tom Cheeseman
- Izzy Greenberg
- Nilesh Patel
- Mario Saraceno
- Robert Santangelo
- Phrances Szewczyk
- Nicholas Zullo
- Member of the Downtown Business District

In addition to the Parking Advisory Committee, eight stakeholder meetings were held to solicit information regarding the transportation issues affecting each specific stakeholder and to gather data regarding their companies/departments/institutions. Interviews were held with the following stakeholders:

- Central Business Bureau
- Common Council
- Community Health Center (CHC)
- Downtown Business District
- Green Street Arts Center
- Kidcity Children's Museum
- Inn at Middletown
- Mayor Sebastian N. Giuliano
- Middletown Area Transit (MAT)
- Middletown Fire
- Middletown Library
- Middletown Police
- Middletown Parking Authority
- Middlesex Hospital
- North End Action Team
- Planning and Zoning Commission
- Transportation Alternatives Middletown (TAM)
- YMCA

Not only did this project involve extensive committee and stakeholder components, but the general public was encouraged to provide input into the study process. Public meetings—open to all community members—provided a forum for thoughtful discussion of needs and alternatives, and helped determine the preferred alternatives. Three public meetings were held during the study and included:

- Presentation of the study and obtain input for the Purpose and Need
- Presentation of preliminary alternatives and solicitation of input regarding site-specific concerns
- Presentation of alternatives screening and development of candidate development options

Minutes of all stakeholder interviews and public workshops are provided in the appendix.

2

Traffic

A major component of the study's work scope included an analysis of existing and future traffic conditions. The data collection effort included traffic counts, observations of traffic activity, a review of vehicle accident history along Main Street, and an inventory of streets and curb cuts. The existing conditions data and the analysis of future conditions contributed to the evaluation of site location options for parking garages. However, the vast majority of the detailed data and analyses are provided to support future steps in the project development. For example, most parking garage options will require review by the State Traffic Commission and data necessary for that review was compiled as part of this study.

This chapter presents a summary of the traffic analyses. A complete set of the data collected, and the details of the existing and future conditions traffic analyses, are provided in the appendix.

Traffic Operations

Existing Conditions

Existing traffic conditions were analyzed for the signalized intersections along Main Street from Union Street to St. John Square. This analysis was conducted for the weekday morning, weekday evening and Saturday midday peak hours. Nine intersections were reviewed and include the following:

- Main Street (Route 66) at Saint John Square
- Main Street (Route 66) at Grand Street
- Main Street (Route 66) at Liberty Street
- Main Street (Route 66) at Washington Street (Route 66)
- Main Street at Pedestrian Crossing at Holy Trinity Church
- Main Street at Court Street
- Main Street at College Street
- Main Street at William Street
- Main Street at Pleasant/Union Street

Details of the traffic operations analyses are provided in the appendix, and are summarized on Figures 2-1, 2-2, and 2-3, which represent the weekday morning, weekday evening, and Saturday midday peak hours respectively. In general, Main Street from Union Street to Court Street function with acceptable levels of travel delay, operating at LOS "D" or better during the three analysis periods. Beginning at Washington Street and continuing to Saint John Square, traffic is

under forced flow with extensive delays, reported as LOS “E” and “F”. This analysis verifies the following field observations:

- Main Street north of Washington Street processes a significant volume of through traffic following Route 66 from the west to Portland via the Arrigoni Bridge.
- Grand Street experiences a significant volume of cut-through traffic attempting to avoid the intersection of Main Street at Washington Street.
- Main Street north of Washington Street is operating at forced flow.
- Main Street south of Washington Street has acceptable traffic operations.
- Capacity at the intersection of Main Street at St. John Square is limited by queues extending back from the Arrigoni Bridge and Route 9.
- Although not highlighted in the capacity analysis, the intersection of Main Street at Grand Street/Rapallo Avenue is a difficult intersection to traverse as Grand Street and Rapallo Avenue are significantly offset from one another and operate on the same phase.
- The exclusive pedestrian phase at the intersections, activated by pedestrian push buttons, causes significant vehicular delay and forces the signals to come out of coordination, which effects operations long after the pedestrians have crossed. This problem is made worse by the extensive amount of “green time” allocated to the pedestrian phase because of the length of the Main Street crossing.

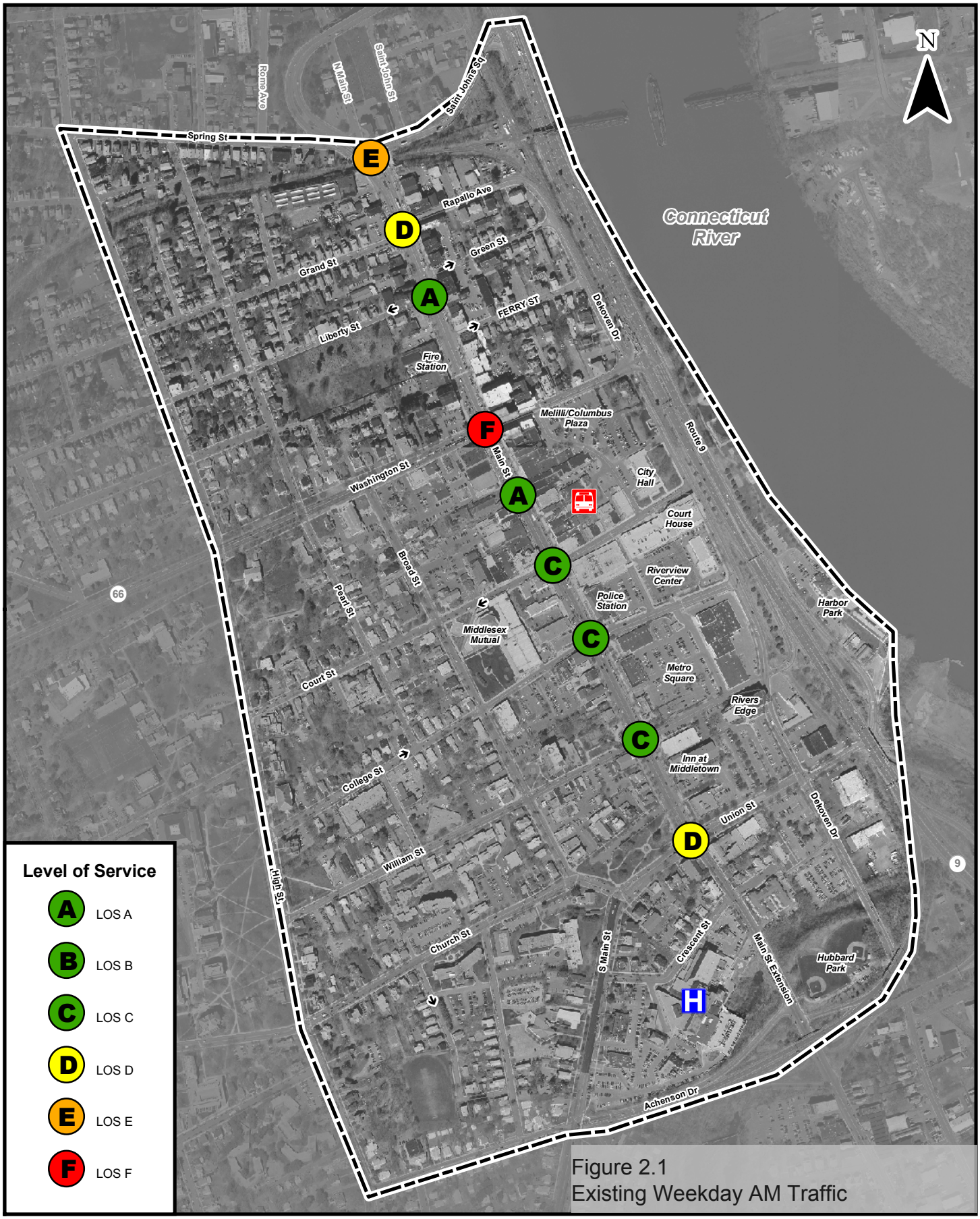

Figure 2.1
Existing Weekday AM Traffic

0 250 500 1,000 Feet

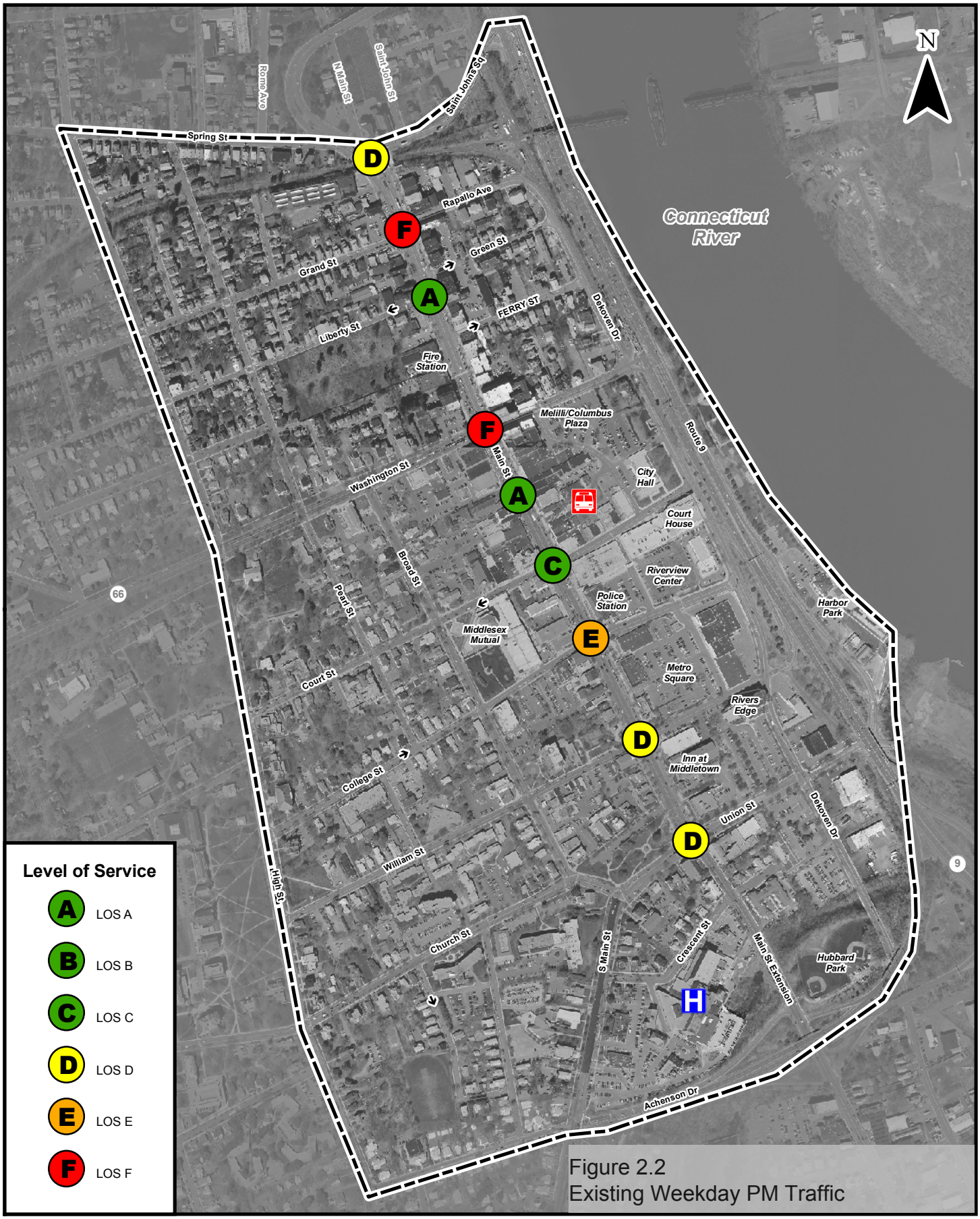

Figure 2.2
Existing Weekday PM Traffic

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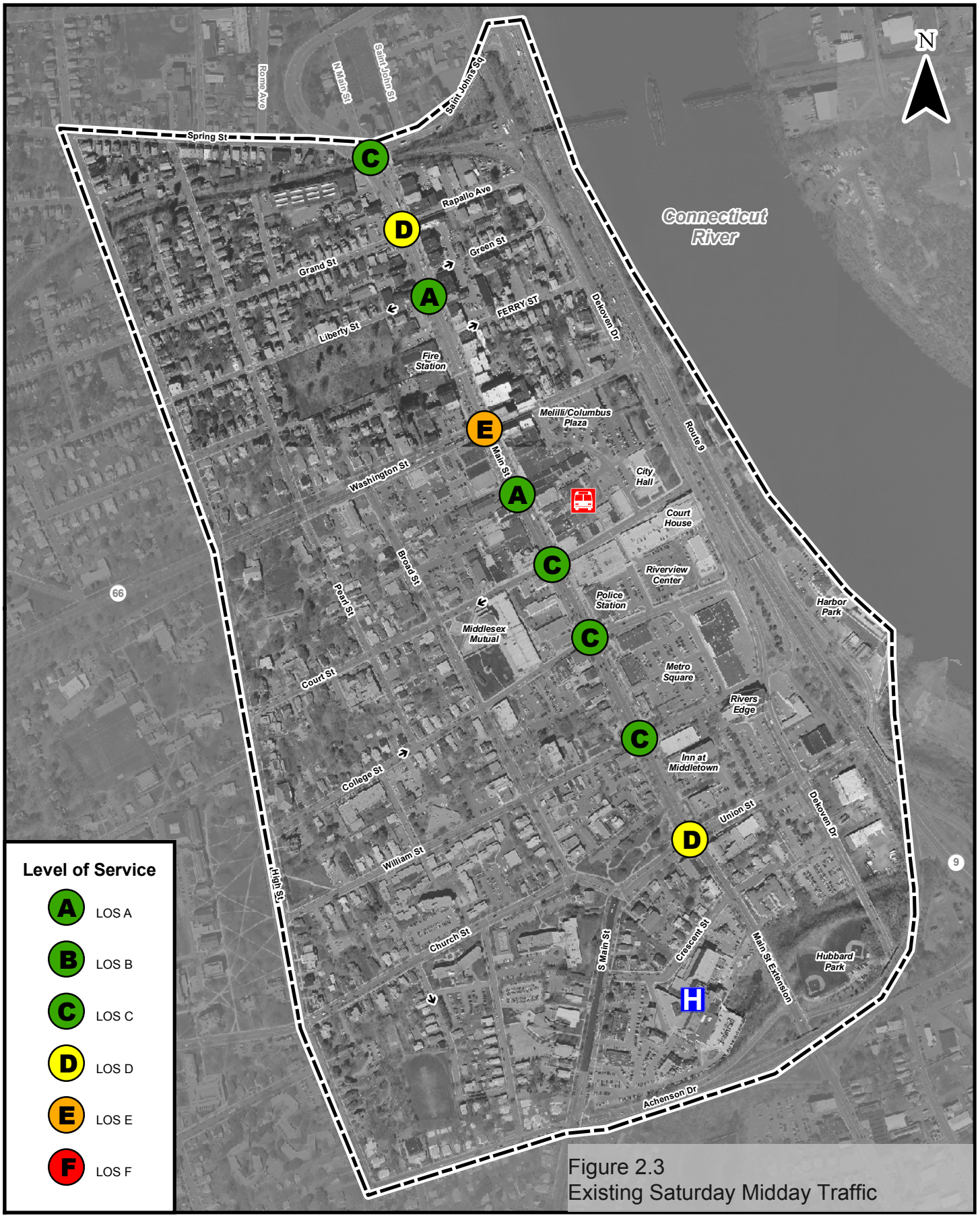

Figure 2.3
Existing Saturday Midday Traffic

Vanasse Hangen Brustlin, Inc.

0 250 500 1,000 Feet

Safety Review

A review of the crash experience along Main Street was conducted as part of the existing conditions analysis. For the State owned and maintained portion of the study corridor, north of Washington Street, the three most recent years of available traffic accident data were reviewed. For the locally owned and maintained portion of the corridor, south of Washington Street, interviews were conducted with the Traffic Division of the Middletown Police Department. Details of this crash review are provided in the appendix, which is summarized as follows:

- Washington Street at High Street and Main Street at St. John Square experience the greatest number of crashes with a total of fifteen at each intersection. In both cases, the most prevalent crash type is rear-end, and involve property damage only.

- Two fatal incidents have occurred on the State owned portion of Route 66 within the study area, and both have involved non-motorized modes of transportation. The first occurred in June 2003 and was a bicycle vs. automobile incident. It was found that the bicycle was traveling on the wrong side of the road, and the automobile operator was under the influence, which was found to be the contributing factor in the incident. The second and only other reported fatal incident occurred in January 2005 between an automobile and a pedestrian crossing midblock. The contributing factor in this incident was determined to be the unsafe use of the highway by the pedestrian.

- There is a very limited crash experience at the intersection of Main Street at Grand Street/Rapallo Avenue; however, there are safety concerns at this location that could result in a significantly higher crash experience if Rapallo Avenue experienced higher traffic volumes. This intersection is operated with two vehicle phases, an arterial phase and a side street phase, plus an exclusive pedestrian phase. The side streets, operating with one phase, are offset approximately 80 feet, which results in driver confusion as it is unclear as to which movements have the right of way.

- No significant crash experience exists south of Washington Street; however, the majority of incidents along Main Street south of Washington Street primarily consist of turning, backing, and rear-end types. The turning incidents are associated with intersection movements, rear-end collisions typically result from distracted drivers, and backing accidents are associated with the angle parking.

- Safety concerns expressed by the Traffic Bureau include a high concentration of elderly pedestrians near Main Street at William Street and Martin Luther King Drive.

- Midblock crossing of pedestrians at unmarked locations is a highly-ranked safety concern.

- Other concerns along the corridor include delivery truck parking, and particularly tractor trailers double parked in the right lane of northbound Main Street (blocking cars in). There are no delivery restrictions in Middletown, and there are typically 5 to 10 tractor trailers a day. In addition, box trucks make deliveries and block stalls or park in the no-parking zones.

Future Conditions

The Connecticut Department of Transportation is undertaking an Operational and Safety Improvement Project at the interchange of Route 9 at Route 17. Major components of the plan are summarized in Figure 2-4 (the full plan is available in the appendix).

As proposed, access to Washington Street from Route 9 will be limited, and a new full-access interchange will be constructed at the Route 9/Route 17 interchange. Access to Main Street will be provided from Route 17, which is proposed to be a new at-grade signalized intersection. Union Street will be terminated at Dekoven Drive, and access to the harbor will be provided in the vicinity of Martin Luther King Way. In addition to vehicular flow modifications, this plan significantly increases the pedestrian connectivity to the harbor area, through both a pedestrian overpass just south of the court house and a new pedestrian underpass.

Traffic volumes for this future condition were provided by the Connecticut Department of Transportation for the weekday morning and weekday evening scenarios for the year 2025, which were then forecasted to the year 2030 using a regional growth factor. The Saturday midday traffic volumes for the year 2030 were developed by redistributing trips that will be affected by the Route 9/Route 17 project and forecasting volumes to the year 2030. Details of the future condition analysis are provided in the appendix.

Traffic operations were evaluated for the forecasted 2030 traffic volume scenarios and are summarized in Figures 2-5, 2-6, and 2-7 for the weekday morning, weekday evening, and weekend midday peak periods respectively. As expected, traffic operations significantly degrade along the corridor with extensive delays and queues corridor-wide. Most notably, during the weekday evening peak period, the intersections of Main Street at St. John Square, Grand Street, Washington Street, College Street, and Union Street all operate at LOS “F”. A significant contributing factor to these poor levels of service remains the exclusive walk phase, which not only significantly disrupts traffic flow but disrupts the traffic signal coordination. The Main St. crossing distance (approximately 80 feet) requires at least 23 seconds for a pedestrian to cross, which reduces the amount of time allocated for vehicles to pass through an intersection.

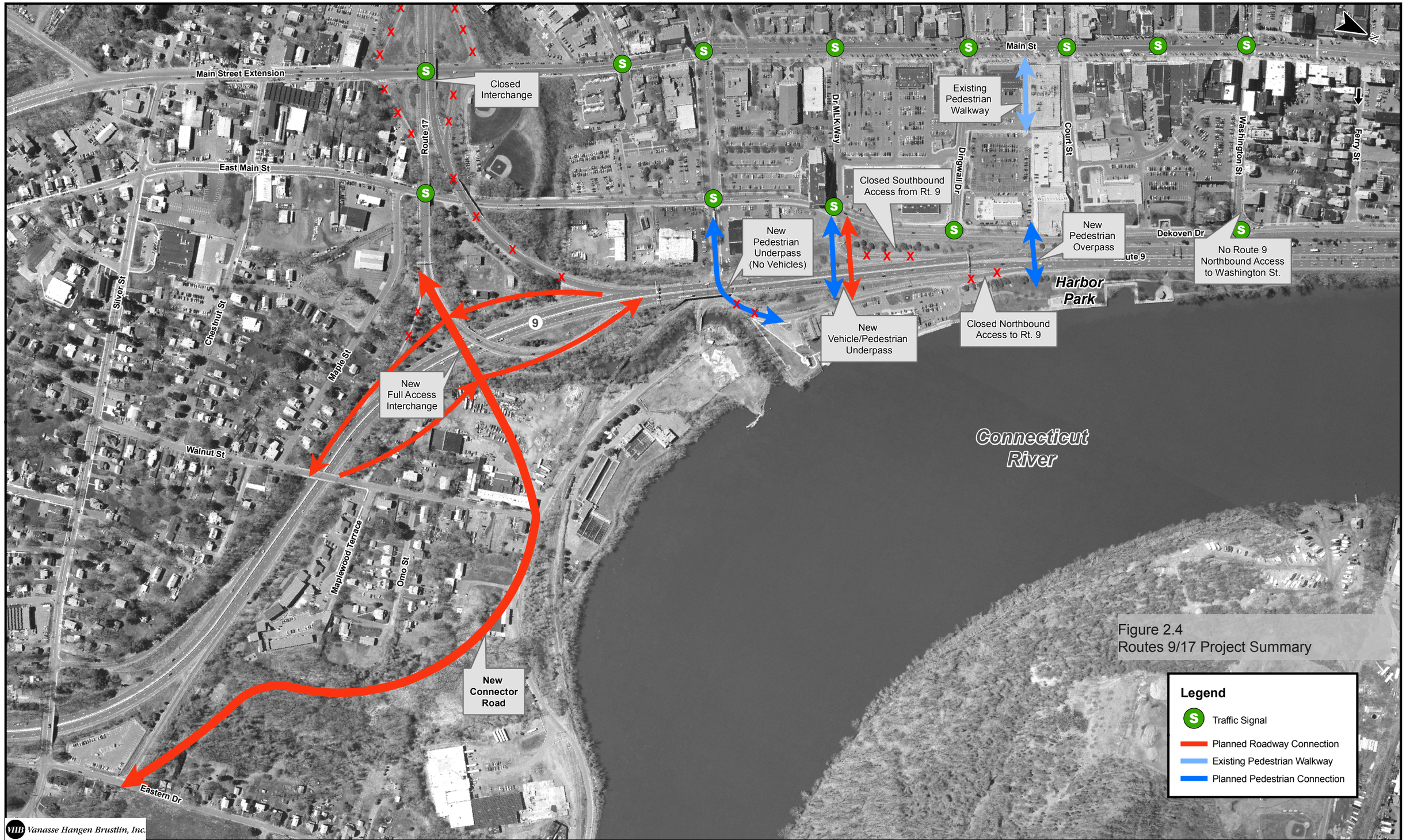

Figure 2.4
Routes 9/17 Project Summary

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Source: Phase 1 Improvements: Route 9 Operational and Safety Improvement Project, URS Corp., April 2006.

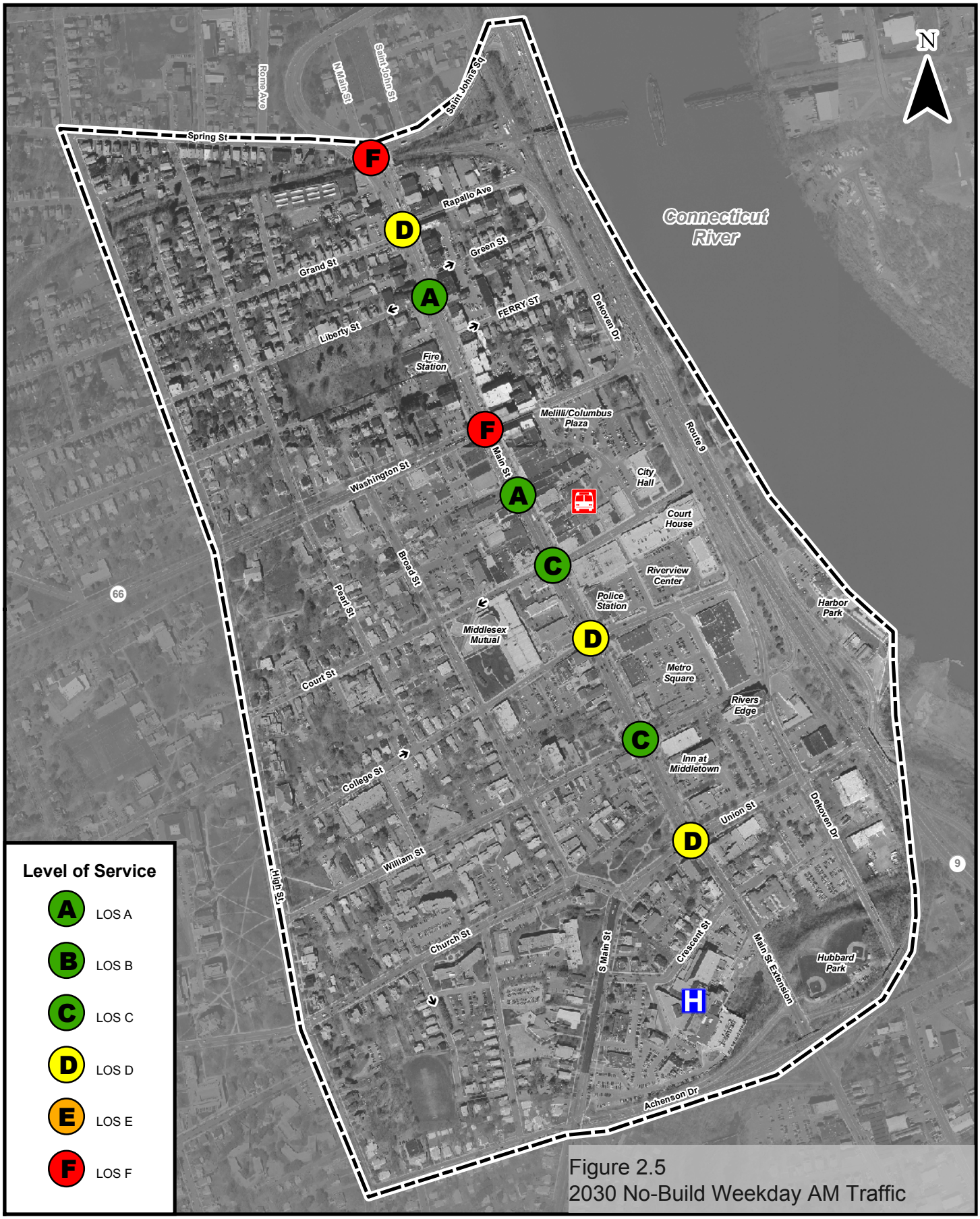

Figure 2.5
2030 No-Build Weekday AM Traffic

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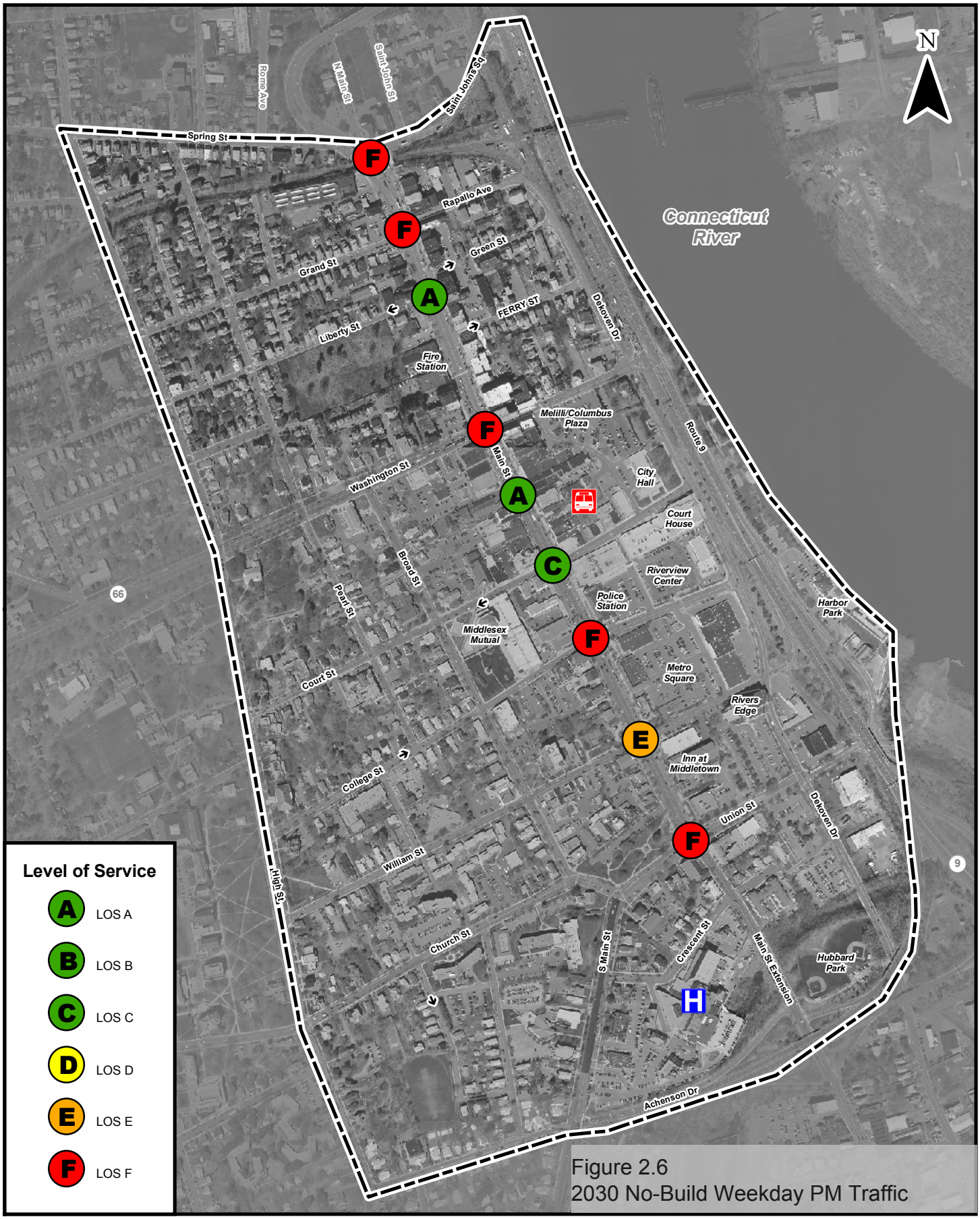

Figure 2.6
2030 No-Build Weekday PM Traffic

Vanasse Hangen Brustlin, Inc.

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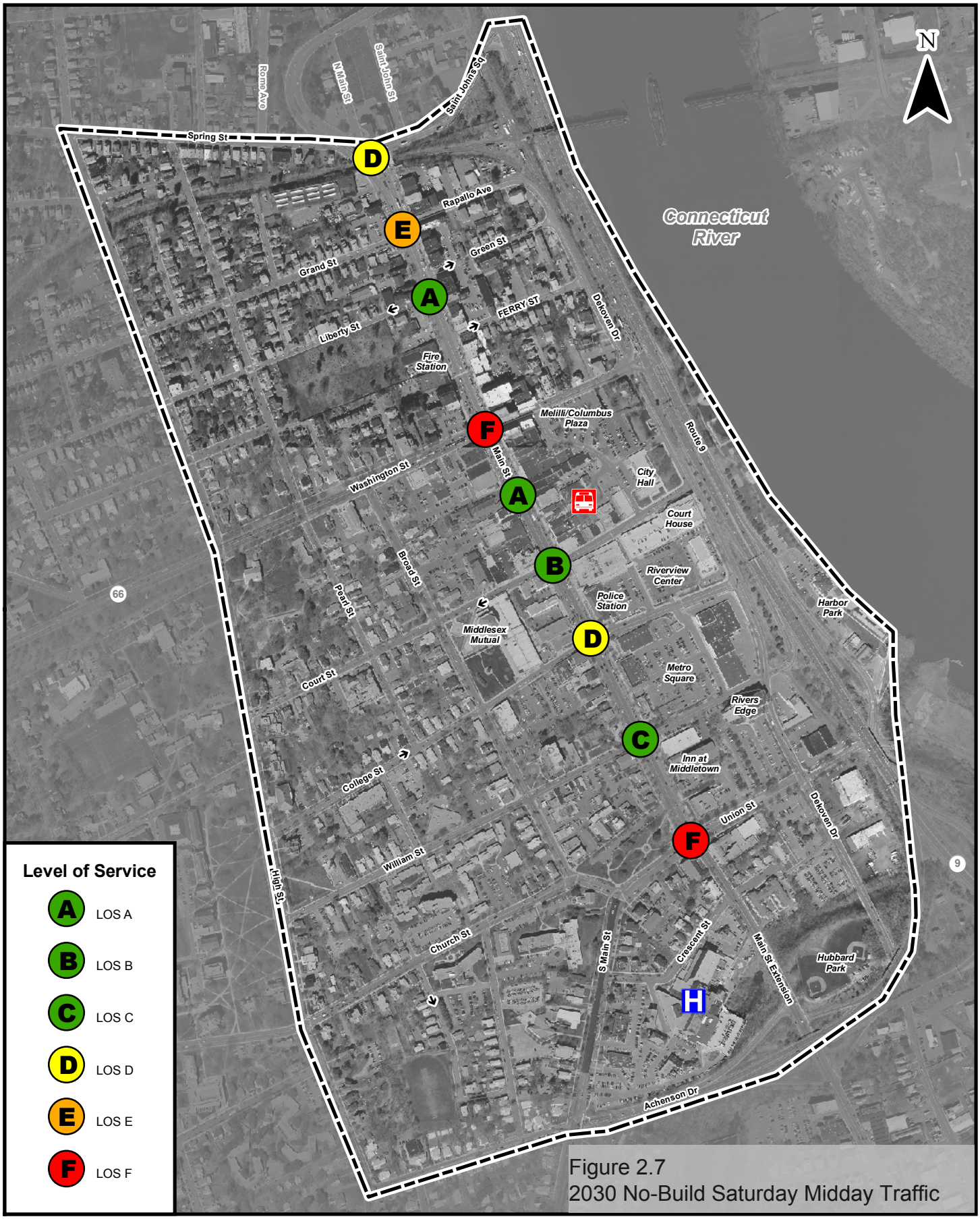

Figure 2.7
2030 No-Build Saturday Midday Traffic

Vanasse Hangen Brustlin, Inc.

0 250 500 1,000 Feet

Signage

Appropriate wayfinding signage contributes to the efficiency of traffic operations. Wayfinding signage helps drivers locate major destinations and roadways, reducing confusion and supporting the smooth flow of traffic. In Middletown, wayfinding signage falls into three categories: specific destinations, public parking, and State roads (an inventory of existing signage is provided in the appendix).

Downtown destination wayfinding signage directs visitors to three locations: Middlesex Hospital, Harbor Park, and the Tourist Info Center. Signs relating to these locations are generally clustered in proximity to the destination, which help to direct drivers as they approach the destination. These signs are not consistently present at key decision making points throughout the CBD, such as points of entrance to downtown. Additionally, the wayfinding signs do not follow a consistent visual theme to distinguish them as destination wayfinding signs. There are also several important destinations that do not have associated wayfinding signage, such as the State Courthouse, Russell Library, and the Municipal Building.

Similar to destination wayfinding signage, parking signage is clustered around the major public parking facilities—Arcade Parking Deck, Melilli Plaza, the lot behind Kidcity, the lot across from Russell Library, and the Middlesex Corporate Center garage—all located in the core of the CBD. The only public parking signage visible from Main St. is located at the intersection of Court St. and Main St. All other parking signage is located at the entrance of the parking facilities or at the intersections of side-street blocks with parking entrances. Signs guiding drivers to public parking follow a variety of different styles, making it difficult for a driver to recognize public parking. Additionally, there are two smaller parking facilities in the North End without visible signage oriented toward motorists. The downtown lacks general parking wayfinding signage at major points of entrance to the CBD and key decision-making points thorough out the study area.

Downtown also contains wayfinding signs that direct drivers to State roadways, Routes 66, 9, and 17. Since these are the major access routes to and from the Middletown CBD, it is essential that drivers can easily find their way to these roads as they leave the downtown. ConnDOT is responsible for installing and maintaining associated signage on State roads. Signage guiding drivers to these roads is generally available at major intersections. There is the potential for the City to supplement existing State signage with additional signs from major parking facilities advertising the most efficient routes to the heaviest trafficked roadways.

It is recommended that the City implement a comprehensive overhaul of the downtown signage to improve the ability of drivers to efficiently and confidently locate their destinations. Making it easier for drivers to find their way provides two benefits for downtown Middletown: traffic flow will improve and parking will be easier to find and better distributed throughout the public facilities.

Designing wayfinding signage with a clear and consistent theme will provide drivers with a predictable visual cue as they are guided to major destinations. Furthermore, each category of destinations can be represented with a different color—such as blue for the hospital, red for Wesleyan, green for parking, brown for government offices, etc.—making it even easier for motorists and pedestrians to distinguish how to proceed at key decision-making points. The

ornamental design of this type of signage will also serve as an important gateway into downtown and help reinforce the downtown character.

Wayfinding signage in downtown Atlanta

As shown in Figure 2-8, it is essential that wayfinding signage is placed at major intersections, which act as key decision-making points for drivers. In Middletown, the key decision-making points also serve as the three major gateways onto Main Street, the heart of downtown. These three intersections (depicted in orange in Figure 2-8) provide access to Main St. from the north (Route 66 and Route 9), from the south (Route 9 and Route 17), and from the east and west (Route 66 and Route 9). In addition to the signage at these major intersections, it is also important to provide supplementary signage to each identified destination. Figure 2-8 shows the layout of supplementary parking signage (depicted in green), which is located at each intersection where a driver would need to turn to access public parking as well as signs at the entrance point of each parking facility. Similar sign layouts would also be necessary to guide drivers to destinations.

There are multiple destinations that are good candidates for inclusion in the wayfinding signage. The City should consider including important civic destinations (Municipal Building, Superior Courthouse, library, visitors' center), major institutions (hospital, Wesleyan), recreation areas (Harbor Park), and entertainment/educational venues (Kidcity, Green Street Arts Center) among others. It is also essential that all public parking facilities are included in the signage. Although there are many important and popular destinations downtown, there will need to be a balance in what is included to prevent the signage from becoming overwhelming and distracting for drivers.

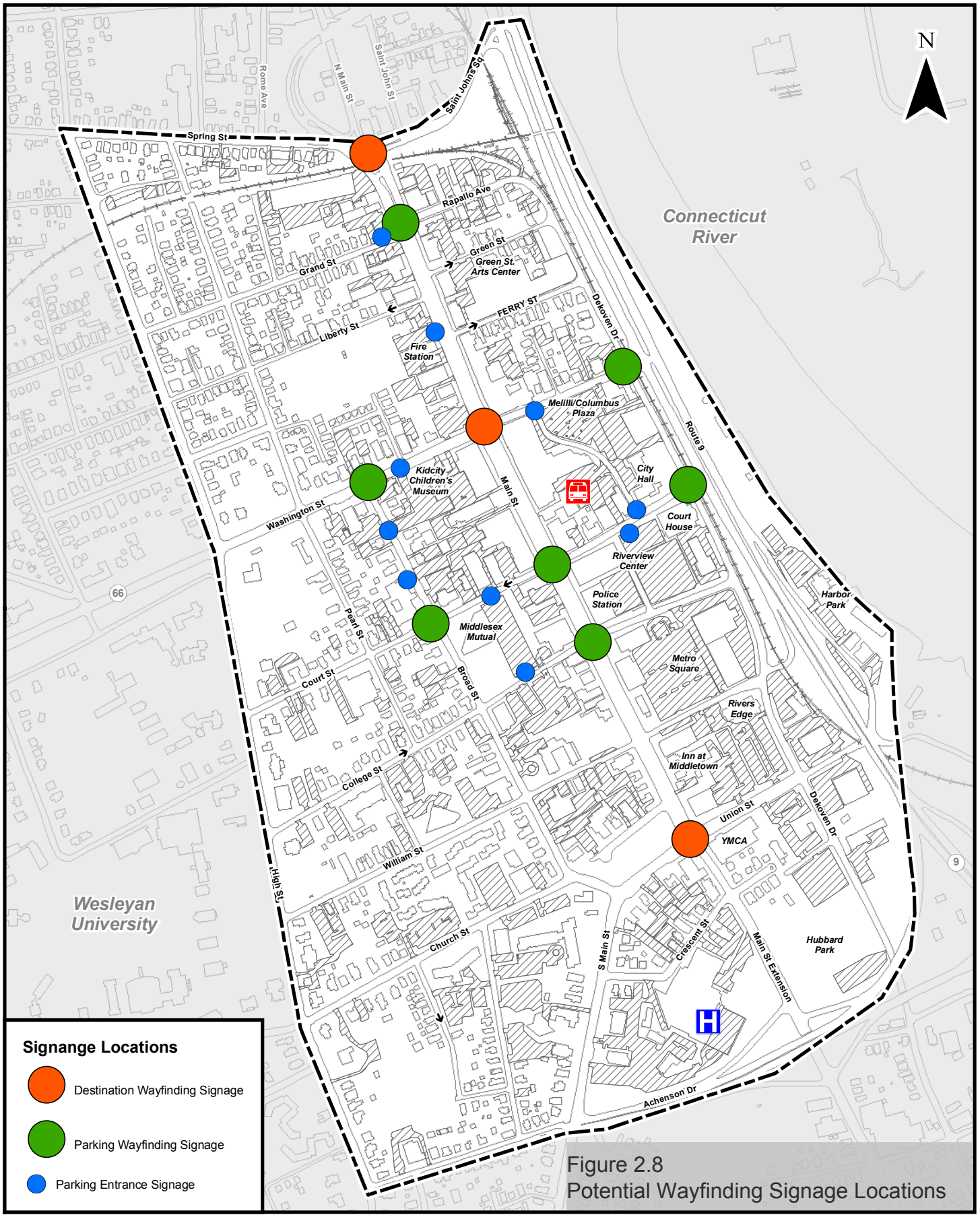

Figure 2.8
Potential Wayfinding Signage Locations

0 250 500 1,000 Feet

3

Pedestrians and Bicycles

Over the course of its history, downtown Middletown has developed in a pattern and scale conducive to walking and biking. Since walking was the dominant transportation mode in Middletown's early days, it was natural that downtown would accommodate pedestrians and have a dense urban core. As low-density development spread into the surrounding countryside, the basic layout of downtown remained relatively unchanged. The pedestrian amenities that were essential in the past — a grid street network, sidewalks on all streets, and a dense Central Business District (CBD) — are today a boon to pedestrians and cyclists. Although there is a strong existing pedestrian network in downtown Middletown, it is important to continue to identify opportunities for improvements. Making pedestrian and bicycle transportation as easy and safe as possible in downtown will facilitate these kinds of trips, which will contribute to viable transportation alternatives downtown as well as make the downtown a more attractive place to spend time.

Pedestrians

Everyone who lives, works, shops, or visits downtown uses the pedestrian network at some point. No matter how a person gets to downtown — by bike, by bus, or by car — they will walk for part of their trip to and from their destination. Although many people use alternative methods of transportation to access downtown, the vast majority of people arrive downtown by means of a private automobile. Therefore, the pedestrian link between parking areas and downtown destinations is especially important for facilitating trips people make to the central business district.

Once people are in the downtown, everything from the parking locations and regulations to the scale of the CBD favors walking as the best means of mobility for most trips made within the core of downtown. There are also opportunities to improve the existing pedestrian network; both the width of Main St. and the length of the corridor can pose barriers to pedestrian mobility. Continuing to support and improve Middletown's robust pedestrian network will help ensure that all downtown users feel comfortable spending time there and are able to easily access all that downtown has to offer. Additionally, maintaining and supplementing a strong pedestrian environment is an important factor in cementing Middletown's growing reputation as a regional destination.

Pedestrian Network

The development of Middletown from the 18th century until today has resulted in a mature pedestrian network. The quality and extent of the pedestrian network speak to Middletown's commitment to pedestrian accessibility and safety. The existing pedestrian facilities downtown contribute to the convenience and ease of walking from one destination to another, making the downtown such a walkable place.

The pedestrian network primarily comprises all infrastructure designed to accommodate and facilitate foot traffic and wheelchairs, such as sidewalks, stairways/ramps, crosswalks, underpasses/bridges, pedestrian phases on traffic signals, etc. Unofficial pedestrian accommodations—such as "cow paths," cut throughs, and other paths of least resistance—frequently supplement the formal pedestrian network.

With very few exceptions, both sides of every downtown street are lined with sidewalks (see Figure 3-1). Crosswalks are painted on the street and are generally coupled with an exclusive pedestrian phase with a call button on the traffic signal. A number of crosswalks also have crossing guards and stanchions in the middle of the street informing drivers to yield if a pedestrian is in the crosswalk. The physical layout of the street grid is also an asset to the pedestrian facilities. The grid pattern provides pedestrians with multiple route choices, the ability to easily change a route in the middle of a trip, and a relatively direct path to any downtown destination. Along Main Street, where pedestrian activity is concentrated, wide blocks are broken up with midblock traffic signals to facilitate pedestrian crossings.

In general, the condition of the pedestrian infrastructure appears well maintained. The pedestrian facilities are also designed, when possible, to be accessible to all users. In addition to the visual pedestrian signals, several pedestrian crossings also have audible signals to assist pedestrians with visual impairments. Accessible curb ramps are a standard feature in downtown sidewalks, making them accessible to wheelchair users. The City's ADA coordinator recommends some additional enhancements. These include upgrading all pedestrian signals as audible signals, implementing 'count-down" pedestrian signals, and including tactile guidance strips to accessible curb ramps.

Pedestrian "count-down" signal heads result in fewer pedestrian/vehicle crossing conflicts.

There are two major pedestrian impediments downtown that the pedestrian network aims to overcome — the width of Main Street and the separation from the river by Route 9. The width of Main Street is more than 80 feet and is not inviting for pedestrians to cross, especially people who move at a slower pace. There are exclusive pedestrian walk phases at the traffic signals to help protect people crossing the street, but the curb-to-curb distance (equivalent of six lanes of roadway) contributes to a functional disconnect between the two sides of the street. Route 9 bisects downtown from the Connecticut River waterfront, where a park and trail are located. There are only two places for a pedestrian to cross Route 9 to go between downtown and the waterfront: a pedestrian underpass near the Municipal Building and under a bridge along Union Street. Although both of these options offer access to the river, neither is particularly attractive

from a pedestrian's point of view. For both of these challenges, Middletown has enhanced its pedestrian network to ensure the effects of these barriers were minimized. Finding ways to continue to support pedestrian connections across Main Street and Route 9 will help make downtown an even more attractive place.

Another potential challenge that should be taken into account when considering the pedestrian network is the number of curb cuts located along Main Street, which can create conflicts between pedestrians and turning vehicles. While there are not an extensive number of curb cuts, any curb cut located along a Main Street is generally undesirable. Preventing any additional curb cuts and reducing the number of them when possible will help to make Main Street an even more inviting place for pedestrians.

Pedestrian Linkages to Parking Areas

Beyond the general pedestrian network serving downtown, it is also important to consider the pedestrian connections to parking areas. Most trips made downtown are made via personal vehicle, and frequently those vehicle trips do not end in front of the driver's destination but in one of the city's public parking facilities. The majority of the city's public parking supply is located in off-street lots and structures not directly accessible from Main Street. The desirability of these parking areas depends on their connection to destinations through the larger pedestrian network. If these parking areas are isolated from the places people want to go and require circuitous pedestrian routes, they will be underused.

Parking areas are intermodal facilities designed to transition people between being drivers and pedestrians. If it is not possible or it is difficult to continue a trip from a public parking area as a pedestrian, people will avoid parking there. Drivers who avoid parking in these lots will either park in a more desirable (and likely more full) facility or avoid coming downtown altogether. As an intermodal transition point, it is also important that the parking facility is designed to reduce potential conflicts between vehicles and pedestrians.

Figure 3-1 highlights several important pedestrian desire lines from public and large private off-street parking areas. Although not indicated in the figure, Main Street pedestrian activity also follows desire lines running along Main Street and its intersecting streets. The major public parking facilities are located on the four blocks around the intersection of Main Street and Court Street. Melilli Plaza, the Arcade Parking Deck, and the Middlesex Corporate Center garage all offer similar pedestrian access, either from the facility to a side street or through a pedestrian access way directly to Main Street. Pedestrian choices are fairly restricted at these sites. For instance, at Melilli, there are no pedestrian facilities leading to Court Street, and, at the Arcade, the stairway to the Dingwall Drive is located closer to Dekoven Drive than to Main Street. The two parking lots located on the western Main Street block between Washington Street and Court Street have the poorest pedestrian access to Main Street. Both of these parking lots require a pedestrian to either cut through the a fence onto church property to get to Main Street or walk in the opposite direction of Main Street to first get to a sidewalk. There are other uses off of Main Street — such as Russell Library and Kidcity Children's Museum — that benefit from these lots, but they might provide more parking support if they had better pedestrian connectivity.

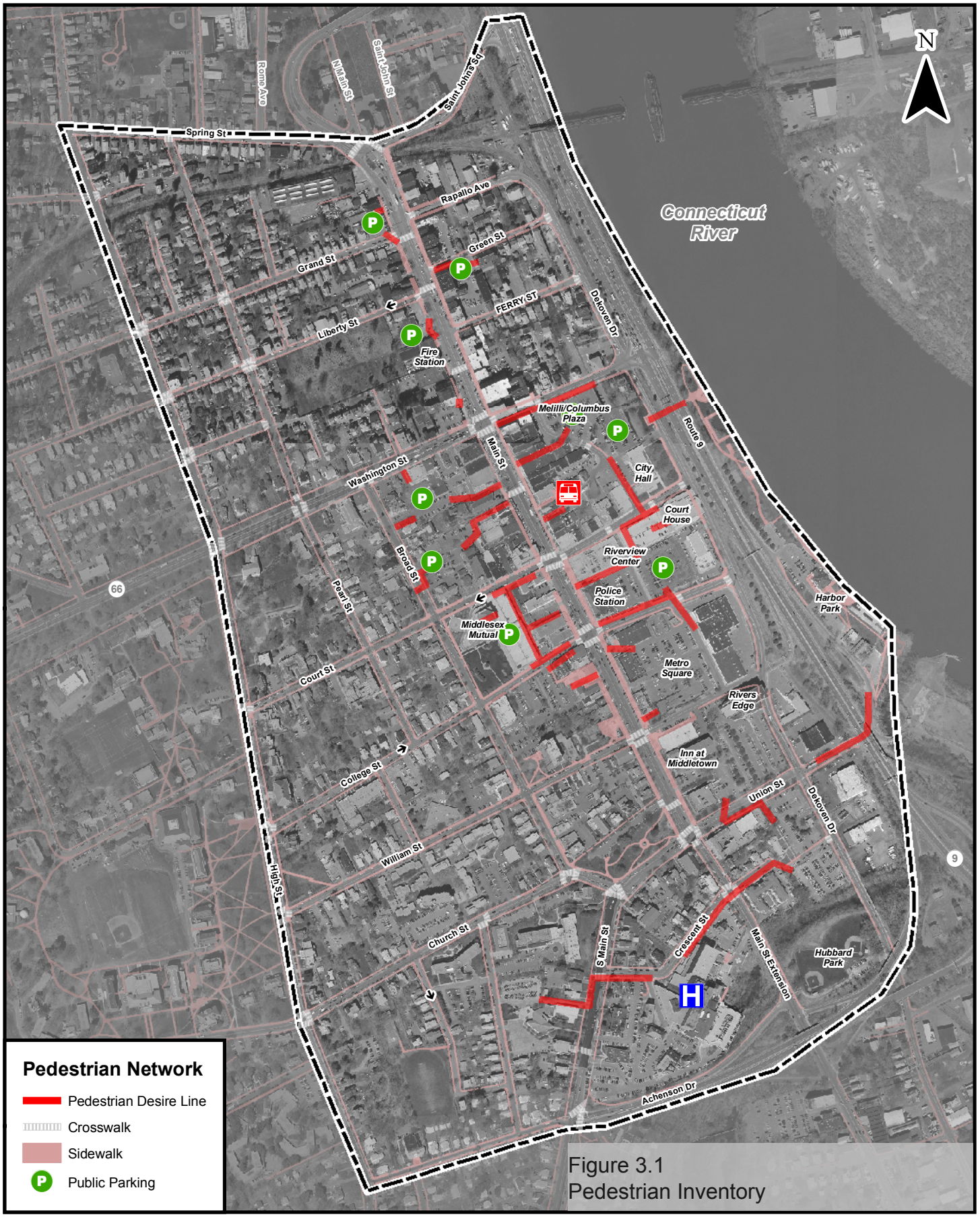

Figure 3.1
Pedestrian Inventory

Bicycles

The scale of downtown Middletown makes it favorable to biking. Although many trips made in the core of downtown are short and are therefore conducive to walking, the elongated mile-long stretch of Main Street can be a considerable hike for trips between the two ends. Additionally, Wesleyan University and many residential neighborhoods are located within a mile east of Main Street. These trips—into downtown and between the north and south ends of Main Street—may be beyond the comfortable and efficient walking distance for many people, but are generally too short a distance to deal with the hassles of downtown driving and parking. Considering the nearby residential concentrations and how the CBD is fairly linear and elongated, using a bike downtown offers a balance between the convenience of walking and the speed of driving, which makes it an attractive transportation option. Cultivating Middletown's existing informal bike network will improve the quality, ease, and safety of riding downtown and help to attract more people to this mode of transportation.

Downtown Middletown does not currently have dedicated bicycle facilities, such as bike lanes or posted bike routes. Instead, bicycles are accommodated within the roadway network, which serves as the informal bike network. Middletown's roadway network is a porous grid, offering bike riders many route choices for any trip. Highlighting specific routes through signage and amenities within this larger network will help raise awareness — of drivers, pedestrians, and potential cyclists — of biking within the downtown. Bike routes that are the best candidates for enhancements are those that are already commonly used and connect to major destinations and other non-motorized transportation infrastructure.

A local bicycle advocacy group, Transportation Alternatives Middletown (TAM), helped identify desirable bike routes that are commonly used and should be reinforced with bicycle amenities and signage (see Figure 3-2). Five streets within the study area were selected as targets for supplemental bike improvements. Three of the streets—High Street, Broad Street, and Dekoven Drive—run north-south and provide the opportunity to traverse the downtown on either edge and in the middle. Bike routes on Broad Street and Dekoven Drive will provide alternatives to riding on Main Street, which is an obvious attraction for cyclists with its high concentration of businesses. Unfortunately, Main Street is not bike friendly because of conflicts with drivers using on-street parking and with pedestrians on sidewalks. Directing north-south bicycle travel to these side streets has the potential to avoid these conflicts. Identifying Dekoven Drive as a bike route also offers opportunities to connect cyclists to the waterfront, especially as the Route 9 project progresses.

The other two streets identified as bike routes are an east-west one-way couple: Court Street and College Street. These two streets provide a clear connection between Wesleyan University and residential areas and the downtown. Additionally, these streets lead cyclists to two major public parking facilities, which can be fitted with bike parking for commuters, shoppers, and visitors. Supporting these routes through bicycle facilities and outreach/education programs will help establish an identifiable bike network. A more established bike network will help improve the awareness of both cyclists and drivers, helping to create expectations about where cyclists will be riding.

It is important to remember that regardless of specific bicycle pavement markings or signage, bikes are permitted by law in all unrestricted roadways. Cyclists will frequently take the path of least resistance over a designated bike route and in many cases cyclists will need to transfer to roads not designated as bike routes to complete their trips. Therefore, the entire roadway network should be treated as part of the bike network and supported as such through bicycle education and outreach.

Another important component of the bicycle network is secure places to store bikes. Downtown Middletown has very few bike racks and no bike lockers. Generally, people lock their bikes to whatever is close at hand, such as street signs, trees, parking meters, etc. Although there are advantages associated with the flexibility of locking bikes to whatever is most convenient, there are also advantages to having dedicated parking sites. Dedicated parking sites generally provide greater security and can increase the visibility of biking downtown. Additionally, the placement of bike storage facilities can reinforce the identified bike routes. Locating bike racks near major destinations along the bike routes has the potential to draw cyclists to these routes. Any new major public parking facility should incorporate bike parking. The City should also explore opportunities for partnering with business owners who want to provide bike racks in proximity to their business.

Bike racks can contribute to the downtown streetscapes if designed creatively.

Cyclists in downtown Middletown currently rely on an informal bicycle network without many dedicated bicycle facilities. Improving the existing conditions will raise awareness about bicycles, potentially encouraging greater use of this mode of transportation. Increased bike ridership may be especially advantageous in creating a stronger connection between the downtown and Wesleyan University, which generates many bike trips. There are also many Middletown residents living within downtown and close to the CBD that could benefit from improved bike accommodations.

Transit Subcommittee Bicycle Recommendations

During the course of the Downtown Parking and Traffic Study, the Parking Advisory Committee formed a Transit Subcommittee to further explore transit, bicycle, and pedestrian opportunities in downtown Middletown. Of the many recommendations the Transit Subcommittee made, several related to improving bicycle infrastructure in the city.

The Transit Subcommittee noted the many potential benefits the city could gain through constructing bicycle connections to downtown. By making the city more bicycle friendly, the City would be supporting an alternative to personal automobile use, which has the potential to reduce gas consumption and the need for parking within the city. The Subcommittee found that bicycle infrastructure also has the advantage of requiring minimal maintenance once the initial capital investment was made. Additionally, supporting bicycling contributes to the livability of the city,

offering an affordable and healthy way to travel in the city. For these reasons, the Transit Subcommittee endorsed the creation of a city-wide bicycle network.

To successfully create a bicycle network for the entire city, the Transit Subcommittee outlined a phased approach for adding bicycle infrastructure. This phased approach will allow the City to build towards its goal, enabling the City to plan rights-of-way and incorporate facilities into city projects. The City will also be able to focus on constructing priority projects first, establishing the most important connections between to downtown. The Transit Subcommittee identified multiple bicycle priority projects:

- *Connect the new high school to downtown via Newfield Street* - Create bike lanes on Newfield Street from the new High School south to Washington Street and create a path heading north to the existing Westfield bike path system.
- *Connect downtown to Newfield Street* - Install a bike path from North Main Street to Newfield Street (at Wildermans Way) to connect two population centers and create access to downtown from Newfield Street.
- *Improve downtown bicycle facilities* - Install signs to indicate bike routes (and where it is appropriate for bicycles to ride with traffic) and create bike lanes where possible.
- *Connect downtown to Cromwell via the rail line* - Create a missing link to encourage regional bicycling to the north from the North End along the rail line to the Cromwell town line, using Game Road via an existing access under Route 9.

The Transit Subcommittee also identified the need for improving general bicycle amenities in the downtown, such as short-term bike parking (bicycle racks) and a cycling center with long-term bike parking, showers, and information. This cycling center could be incorporated into a parking garage concept.

The Transit Subcommittee's recommendations for improving bicycling in Middletown support the City's goal of connecting 80 percent of homes in Middletown to a downtown bike system and installing bicycle amenities downtown near major bicycle corridors.

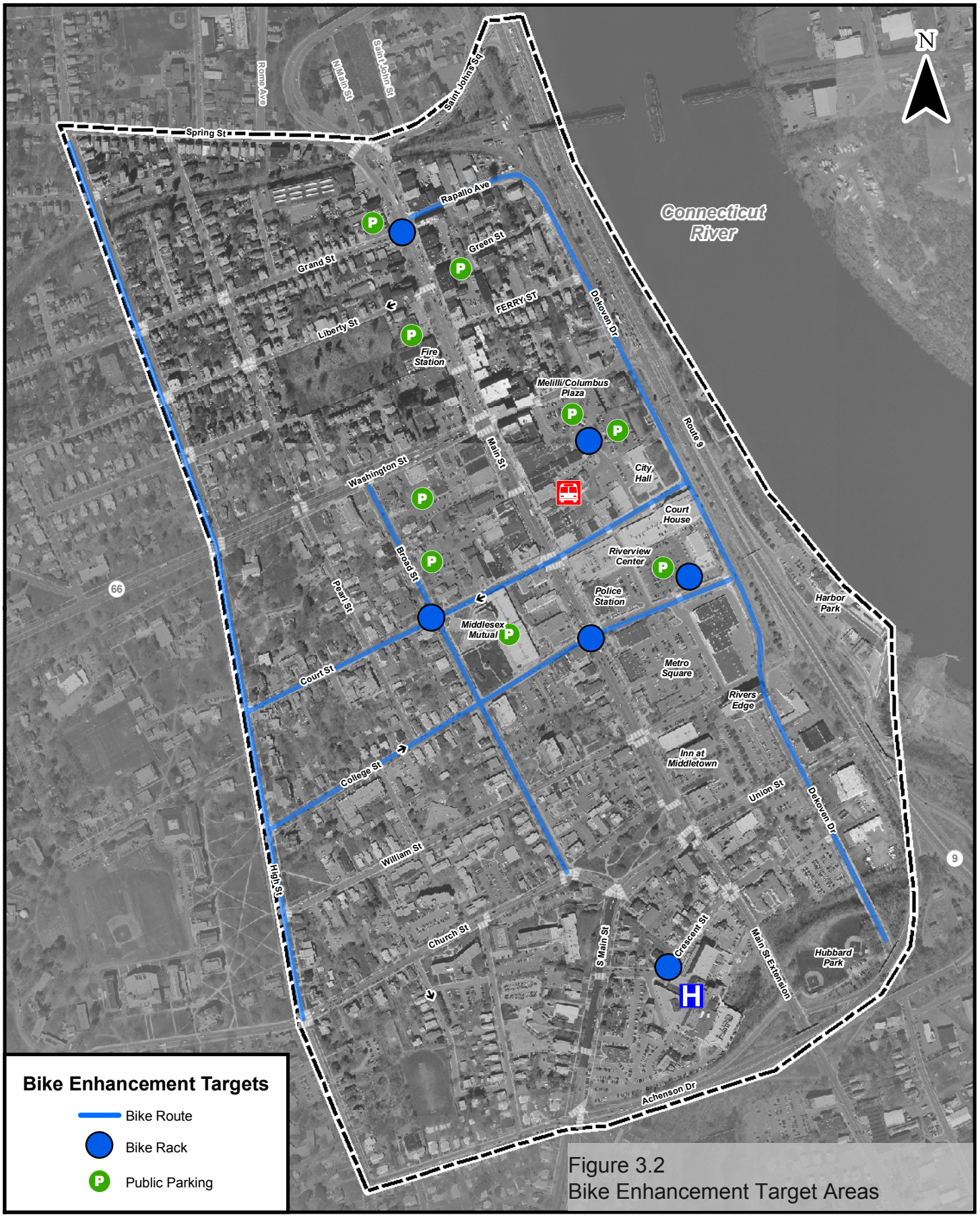

Figure 3.2
Bike Enhancement Target Areas

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Transit Services

Historic postcard depicting Main Street Trolley.

As a city that came of age before the dominance of the personal automobile, Middletown has a long history of accommodating a multitude of transportation modes, including trolleys, trains, and ferries. As the downtown developed in the 19th and early 20th centuries, it had to maintain a scale suitable for pedestrians since walking was the most common form of travel. Although transportation options have changed, this legacy is still evident in Middletown's walkable street grid, the proximity of residences to retail outlets and offices, the focus of economic activity on Main Street, the link to the Connecticut River, and the width of Main Street that once accommodated a trolley line. Today, the trolleys are gone and the vast majority of trips are instead made by car. Middletown long ago adapted to meet the needs associated with private vehicle transportation: Main Street has been converted to a four-lane road with angle parking lining both sides of the streets, off-street parking lots were created, and traffic signals were installed. What has not changed is the basic downtown layout, which remains generally conducive to walking, biking, and using transit.

Transit service plays a crucial role in expanding transportation options within a city-wide transportation network. Not only does public transportation serve the needs of residents without access to other reliable travel modes, but it potentially enables all residents to reduce their reliance on personal automobiles. Furthermore, a healthy transit system benefits even those residents who never step on board a bus by pulling cars off the road and out of parking lots, helping to reduce congestion and open up parking spaces for drivers. A city of Middletown's size and density may have difficulty convincing many car owners to switch to transit, but the existing extensive transit system—consisting of both public and private services—already attracts hundreds of thousands of trips a year. Making transit a more attractive transportation choice—through improving both transit service and facilities—will help ridership continue to increase in the future, mitigating some demand on the rest of the transportation system.

Existing Transit Facilities and Service

Middletown residents are offered a variety of public and private transit services designed to accommodate their local, state, and regional transportation needs (Figure 4-1 depicts the routes

of several of these services). The local transit system operated by the Middletown Transit District (MAT) comprises the core of the public transit network. Beyond MAT's local service coverage, Middletown is linked to the City of Hartford by a CT Transit bus route, Connecticut casinos by Land Jet, and to New York City by Peter Pan/Greyhound bus routes. Based on these bus services, Middletown residents have the ability to harness many of the opportunities available within the region without the use of a personal vehicle.

In addition to the public transit service operated in Middletown, a variety of private transportation services have sprung up to meet travel needs associated with specific destinations. Middlesex Hospital provides employees with high-frequency shuttle service to satellite parking lots located throughout Middletown corresponding to their shift change in the morning and afternoon. Wesleyan University operates two late-night shuttle lines in the proximity of the campus for students, faculty, and staff to help ensure the safety of evening travel. Land Jet offers daily transportation to both of the Connecticut casinos. Each of these services is intended to supplement the public transit network by serving specific user groups with custom tailored service.

Together, these public and private services provide an efficient transit network. Each operator focuses on the type of service they know best. Specialized service is available as demand dictates and its costs are covered exclusively by its users. Although each of these services is operated as a separate entity, they need to function as a seamless network. Excluding the hospital and Wesleyan shuttles, all of the other services stop at or near the downtown MAT station. As the hub for most transit service in Middletown, this station serves as an important point of connection accommodating not only transit users, but also drivers, pedestrians, and cyclists, accessing those services.

Below, the service characteristics of each transit operator are discussed in detail.

Middletown Transit District (MAT)

MAT operates a timed-transfer (or pulse) bus system offering local and rural bus service in and around Middletown. The routes are designed on a hub-and-spoke pattern to maximum service coverage and operational efficiency. Under this route pattern, the MAT station serves as the center of the system from which the routes fan out into the surrounding suburban and rural communities. The schedules for many of the bus routes are coordinated so that buses will depart and return from the MAT station at the same time, allowing riders to easily transfer between routes.

MAT provides service through 12 different bus routes over the course of a week, excluding Sunday when no service is provided. Distinct routes are operated based on the time of day and day of week:

- Weekday: Five routes operate in Middletown between 6:05 a.m. and 6:45 p.m. on 40-minute headways. Four of these routes are coordinated on a timed-transfer schedule.

Additionally, two limited-service rural commuter routes operate to Portland/East Hampton and Durham only in the morning and afternoon.

- Evening: Two routes—one north loop and one south loop—provide service from 7:00 p.m. to 11:00 p.m. Monday through Saturday. These routes operate on one-hour headways and meet for a timed transfer at the Main St. Market Crosswalk.
- Saturday: Three routes covering the same areas as the five weekday Middletown routes operate between 8:00 a.m. to 6:00 p.m. These routes operate on hour headways and are on a timed-transfer schedule at the MAT station.

MAT routes are operated on a flag-stop basis, meaning there are no designated bus stops, including Main Street. As a bus approaches, a rider waves to the driver to indicate a desire to board, which can be done at any point along the route. All buses are equipped with either a wheelchair lift or ramp to aid the boarding and alighting of passengers with limited mobility. All buses are also furnished with a bicycle rack.

The full-fare cost of a one-way trip on a MAT bus is $1.25. Senior and disabled riders are eligible for a reduced fare of $0.60 with a valid Medicare card or Connecticut Department of Transportation "Senior/Disabled Reduced-Fare Photo ID Card." Additionally, MAT offers a variety of fare discount opportunities including an all day pass for $3.25, monthly passes, and reduced-cost books of ride vouchers. Transfers continuing a one-way trip are available free of charge upon boarding.

For senior and disabled riders who are unable to use fixed-route buses, MAT provides a curb-to-curb paratransit service. Riders eligible for this service make advance trip reservations.

CT Transit

CT Transit provides local and express bus service in multiple Connecticut metropolitan areas, including Middletown as part of the greater Hartford area. CT Transit operates its Route "U" along Middletown's Main Street on weekdays only from approximately 5:40 a.m. to 7:15 p.m. The southern terminus of this route is located at Riverview Hospital just southeast of downtown Middletown and the northern terminus is located in Hartford. The route connects Middletown to Hartford via Rocky Hill and Wethersfield. CT Transit does not stop at the bus bays in the rear of the MAT station, but has several stops on Main Street. Route "U" serves downtown Middletown every 30 to 60 minutes. All CT Transit vehicles are accessible to riders with limited mobility. A one-way trip on a CT Transit bus costs $1.25. Senior and disabled riders with valid identification are eligible for a reduced fare of $0.60. CT Transit also offers a variety of reduced fare options including all-day passes, monthly passes, and bulk ride-voucher booklets.

Peter Pan/Greyhound

Combined, Peter Pan and Greyhound, private for-profit transportation companies, stop at the MAT station three times per week—twice on Friday at 2:40 p.m. and 4:40 p.m. and once on Sunday at 4:40 p.m.—on a regional southbound bus route connecting Middletown to New York City. The typical midweek price for this trip is $39.50 for a one-way ticket and $75 for a roundtrip ticket.

Land Jet

Land Jet, a private for-profit transportation company, operates one bus to each of the two Connecticut casinos every day. Buses collect passengers at the MAT station at approximately 9:00 a.m. and return to the terminal at approximately 11:00 p.m. Land Jet also offers a second afternoon trip at approximately 3:00 p.m. to Foxwoods everyday except Monday and Sunday and to Mohegan Sun just on Wednesdays. A roundtrip ticket on either bus costs $23.

Middlesex Hospital Shuttle

Middlesex Hospital provides an employee shuttle to its satellite parking locations. The hospital operates two shuttles: one serving the Middlesex Mutual and YMCA lots in downtown Middletown and one serving the Elks lot in southern Middletown. These shuttles run Monday through Friday from 6:15 a.m. to 9:15 a.m. and from 2:50 p.m. to 5:50 p.m. The shuttles serve the satellite lots every 15 minutes. The service is restricted to hospital employees and is operated free of charge to riders.

Wesleyan Shuttle

Wesleyan University provides students, faculty, and staff with two evening shuttle routes: the Red Line serving the south half of campus and the Blue Line serving the north half of campus. During the academic year, the shuttles operate seven days a week from 7:00 p.m. to 4:00 a.m. Each route runs a 20-minute loop to 13 designated stops around campus. The shuttle is restricted to members of the Wesleyan community and is operated free of charge to riders. The primary purpose of the shuttle service is to improve the safety of nighttime travel.

Transit Routes Serving Middletown

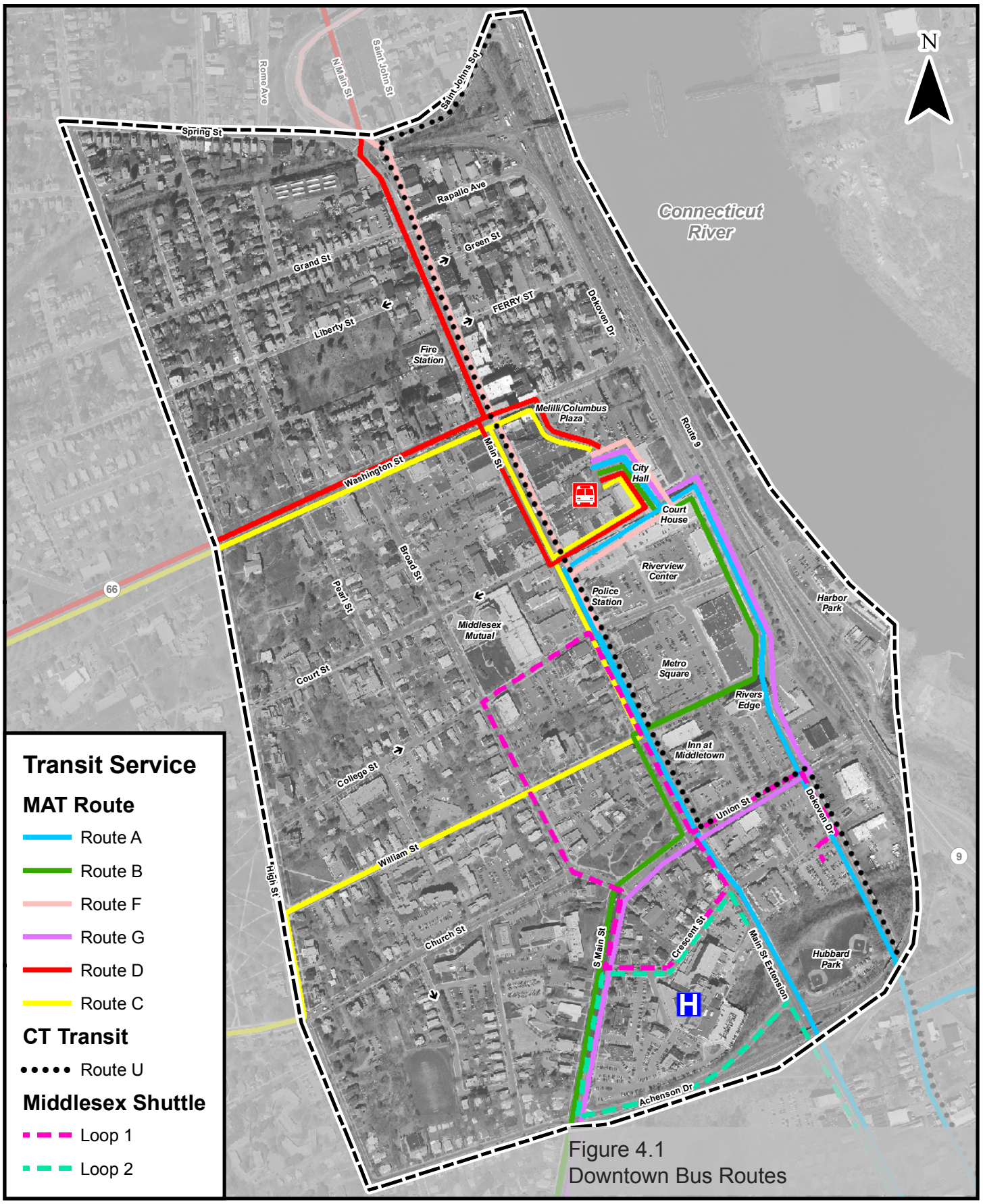

Figure 4.1
Downtown Bus Routes

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Potential Transit Service Expansion

Although many transit operators already provide service to downtown Middletown, there are always potential opportunities to expand bus service. Additional bus service can improve mobility within the downtown or the connections between downtown and the outlying parts of the city. Two specific types of bus routes—express commuter service and a downtown circulator trolley—offer potential benefits uniquely capable of benefiting the downtown.

An express commuter bus service operating between downtown and high-density residential areas, such as Westlake and Cromwell Hills, would be designed to reduce the need for residents to rely on a personal automobile to travel to work. Reducing the total number of trips coming into downtown could help reduce strain on congested intersections and public parking facilities. The success of this type of service largely depends on a high percentage of residents in these dense communities working downtown and the willingness of those residents to use transit. An origin-destination study—potentially coordinated through major employers—would be the first step in establishing the need for this service.

A second type of bus service that could potentially improve downtown transportation is a circulator trolley route. This type of service is aimed at facilitating mobility of people already downtown. The route design attempts to reduce the need to make car trips within the downtown. Therefore, a downtown visitor would be able to access all of downtown in a quick and convenient manner from any parking facility. This bus route would also benefit pedestrians unwilling to traverse the entire length of Main Street.

Before any of these types of bus services are implemented in Middletown, further considerations will need to be made regarding their feasibility. Since the operation of a downtown trolley would likely fall wholly within this project's study area, an overview of some of the benefits and costs of operating such a bus service as well as potential routes are provided below.

Downtown Trolley

Throughout this study, numerous community members raised the idea of implementing a circulator trolley in downtown Middletown. Circulator bus routes are designed to improve the connections between downtown destinations through a quick and convenient bus loop.

In Middletown, the simplest form of a circulator route would be a bus running a frequent and reliable route up and down Main Street. This type of bus route is becoming popular in many communities because of the potential benefits it can provide for a downtown. For instance, a downtown trolley operating in Middletown would help link downtown destinations (shops, restaurants, places of employment) to public parking, which is mostly concentrated in the core of the CBD. Such a route would also connect destinations to one another, making it easier for an employee to go out for lunch or a shopper to visit multiple stores. The primarily value of a circulator route is its ability to facilitate trips that are inconvenient by other transportation modes.

A circulator facilitates downtown trips by reducing travel obstacles associated with walking and driving. The CBD is focused on Main Street, a long linear strip approximately a mile long. While this is certainly a walkable distance, traveling between the ends of the CBD falls outside of the

comfortable walking distance of many people. In a sense, a circulator makes the downtown a smaller place by providing an alternative to walking, making it easier and more comfortable for people to get around downtown who might otherwise not be inclined to walk. A circulator will also provide downtown visitors with an alternative to the hassles associated with driving and parking downtown. A downtown visitor or employee can drive into downtown and park at any available parking facility and use the circulator to access their destination. The circulator route will extend the reach of each parking facility and reduce the need to drive and re-park within downtown. Transportation options play a large part in the decisions people make about where to shop, recreate, and work. If a destination is difficult to access, people will choose to go somewhere else or not make the trip at all. A downtown circulator can improve downtown transportation options by offering certain advantages over walking and driving, which will help reinforce the desirability of downtown Middletown as a place to visit and do business.

Middletown offers many diverse attractions throughout the downtown, from the shops and restaurants on Main Street to the Green Street Arts Center to Kidcity Children's Museum to the theaters and galleries at Wesleyan University. Improving access to all downtown destinations through a circulator will benefit both the proprietors and visitors of those destinations. Unfortunately, the quality of service required of a circulator—in terms of service frequency and directness of trip—makes it difficult to devise a route for downtown Middletown that would encompass all these disparate destinations.

The quality of service associated with a circulator needs to be much higher than for general bus service. Circulators are attracting almost exclusively choice riders—riders who have other transportation options—many of whom are not regular transit users. To succeed in attracting riders, a circulator needs to arrive frequently at each stop (every 5-10 minutes) and minimize travel time through simple direct trips. If the route cannot meet these service requirements, people will likely instead choose to walk, drive, or not make the trip at all. In an attempt to balance all of these considerations, two route concepts were developed to demonstrate how a trolley could help better connect the downtown.

Another important component of a downtown circulator is the route aesthetics. A circulator route is intended to appeal to all downtown visitors, not just regular transit users. One way of distinguishing this service is to provide a unique vehicle that sets it apart from other buses. For instance, a rubber-wheel trolley is a distinct vehicle will enhance the character of downtown. Such a vehicle not only contributes to the simplicity of using the service, but it also acts as a constant advertisement for the route.

Since the primary concentration of destinations in the downtown is focused on Main Street, both route concepts target service along this corridor. Concept 1 (shown in Figure 4-2) is a basic route running up and down Main Street with a loop at either end to allow the bus to turn around, which enables the trolley to directly serve the hospital and the Green Street Arts Center. This Main Street corridor has the greatest density of uses and is the most consistently busy part of the CBD throughout the day. Keeping the trolley bus on Main Street makes it simple to use and provides very direct trips. It also provides maximum visibility for the trolley. The drawback to this route is that only destinations on Main Street are directly served.

Concept 2 (shown in Figure 4-3) is a slightly more complicated route designed to provide direct service to the Middlesex Corporate Center parking garage. This route will link the hospital and the Inn at Middletown to their leased parking, providing the potential for a public-private partnership. In order to serve this garage, the route will have to divert from Main Street increasing travel times and eliminating service from one block of Main Street in each direction. Although many attractions are not directly served by either of these routes, the destinations that produce the most consistent foot traffic are either directly on the route or within a tenth of a mile of it. Once an initial route proves successful, there will be future opportunities to expand the trolley service or provide special events service to other attractions.

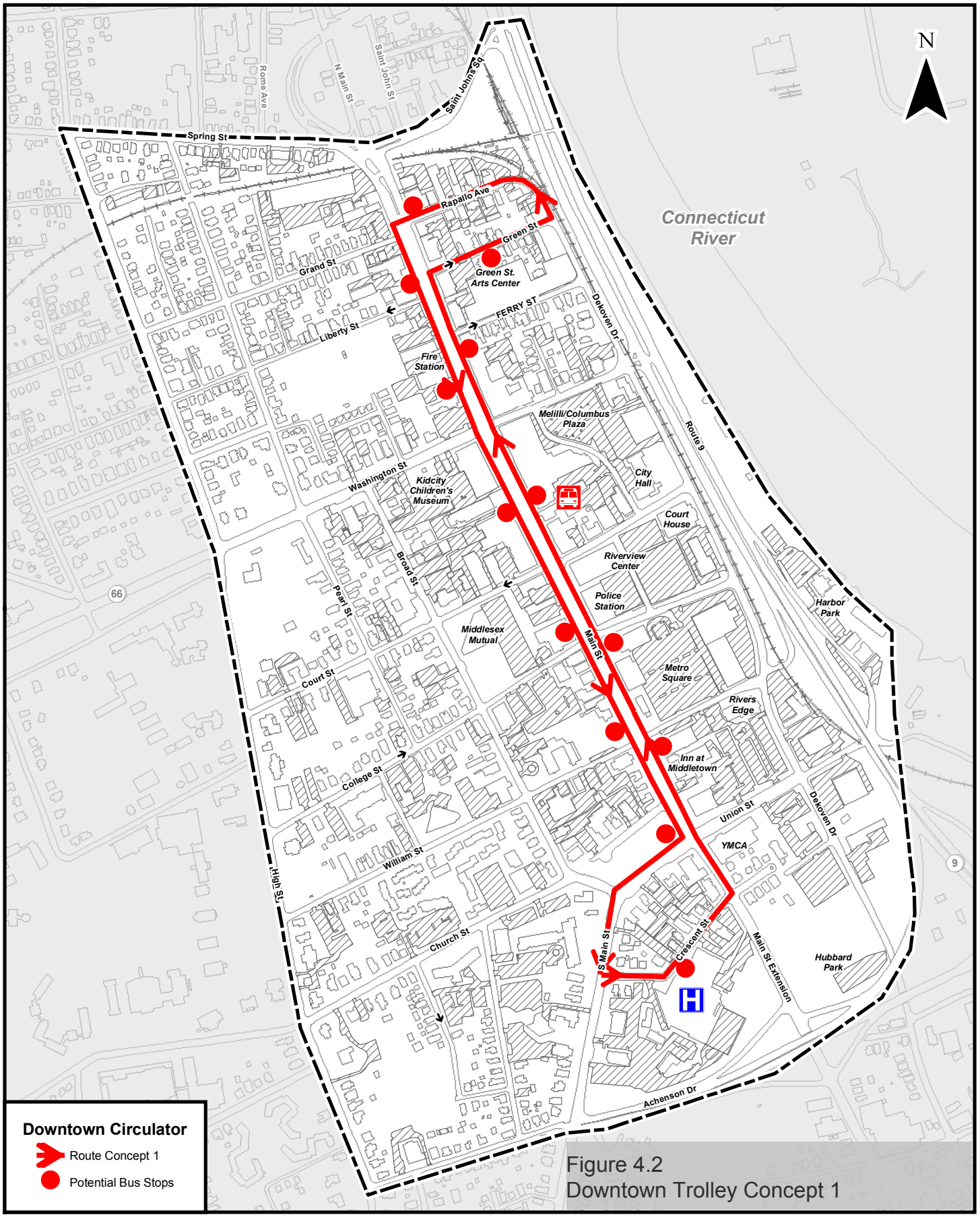

Figure 4.2
Downtown Trolley Concept 1

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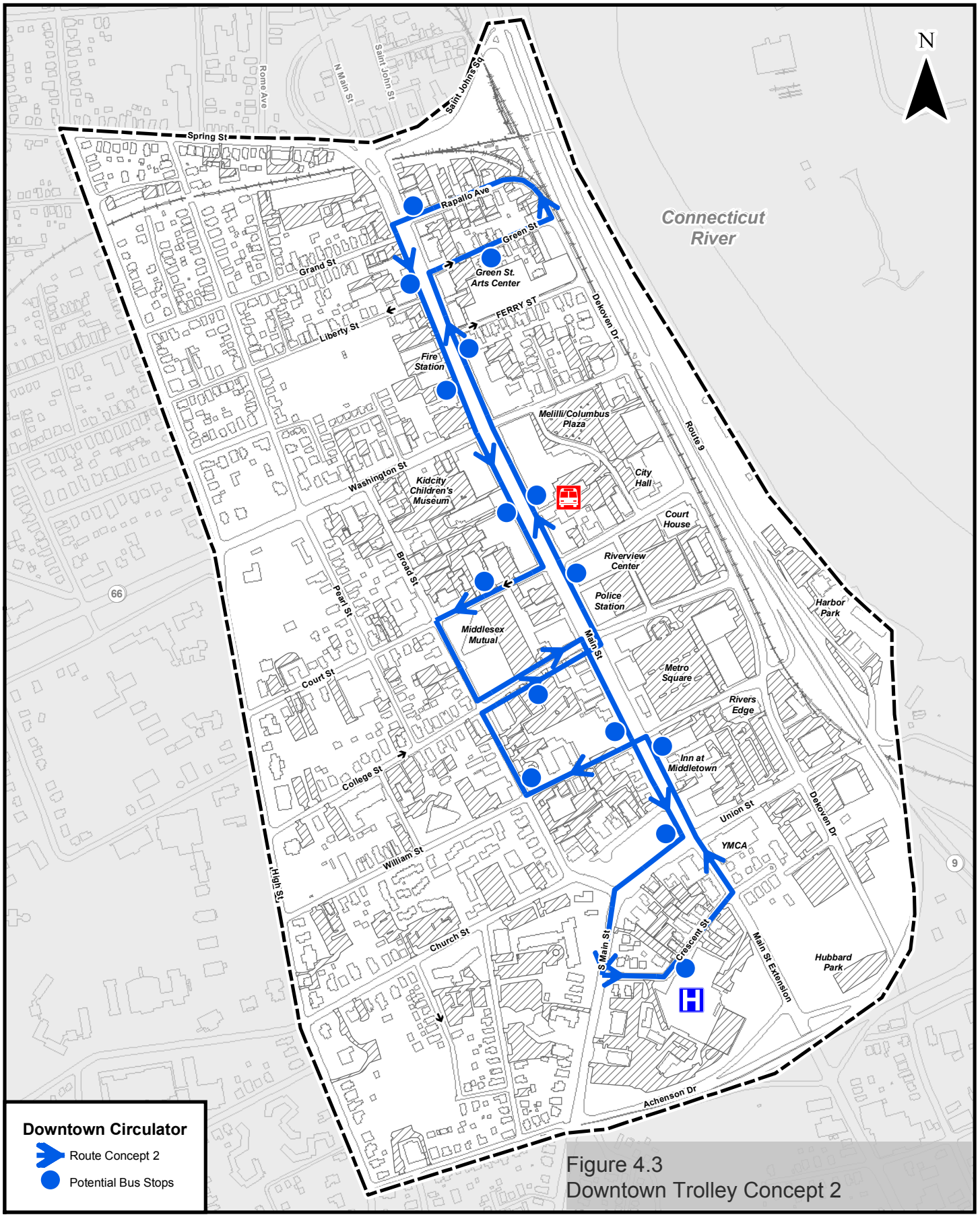

Figure 4.3
Downtown Trolley Concept 2

0 280 560 1,120 Feet

From an operations standpoint, both of these route concepts will provide roughly equivalent service characteristics and operating costs, with the exception that Concept 2 will take slightly longer to operate. The estimated annual operating cost of a circulator trolley is approximately $464,000 (see Table 4-1).[1] This operating cost assumes that service operates from Monday through Thursday from 7 a.m. to 7 p.m., Friday from 7 a.m. to 9 p.m., and Saturday from 11 a.m. to 9 p.m. This service span is designed to accommodate the full range of downtown users, from commuters to shoppers to entertainment seekers. To maintain frequent headways (spacing between buses) of 10 to 20 minutes will require two buses to operate the route at all times. One option for recovering a portion of the operating cost is to charge a fare for using the service. Assuming a fare of $1 per ride and a fare recovery ratio of 16 percent,[2] the trolley service would have to attract 74,000 riders per year or 10 riders per service hour. Since the trolley would mostly be facilitating short trips that could be walked or driven, it may have to operate as a free service to attract riders.

Table 4-1 Estimated Annual Trolley Operating Costs

Trolley Service	Days of Operation	Service Span	Revenue Hours	Average Operating Cost	Number of Vehicles	Headway (minutes)	Estimated Annual Cost
Monday – Thursday	198	7am-7pm	12	$64	2	10-20	$304,000
Friday	52	7am-9pm	14	$64	2	10-20	$93,000
Saturday	52	11am-9pm	10	$64	2	10-20	$67,000
Total							*$464,000*

Source: VHB, Inc.

These concepts and the cost estimate provide a general overview of how a circulator trolley could potentially benefit the downtown and at what cost. This type of service is likely not eligible for Federal or State funding, so the operating cost will fall on the City. In addition to potential fare revenue, the City may also find opportunities to partner with local businesses to provide funding for the trolley. Local businesses will potentially benefit from better access to public parking for employees as well as increased downtown interactions with customers, and, therefore, are a logical partner for the City. If a trolley route is pursued, additional planning will be needed to determine the exact route and service characteristics and to ensure the service effectively meets the needs of all intended user groups.

[1] Cost calculated based on 2006 MAT operating cost per revenue hour of $63.87 reported to the National Transit Database (NTD).

[2] Fare recovery ratio based on 2006 MAT fixed-route operating costs and fare revenue reported to the NTD.

5

Parking Supply and Demand

This chapter describes the existing and future parking supply and demand for the study area. The parking supply and demand evaluation takes into account existing and future conditions affecting the physical number of parking spaces available and the magnitude and type of land uses that generate parking demand.

Existing Parking Supply

Middletown's parking supply of over 9,400 spaces generally comprises three types of parking: off-street public parking, off-street private parking, and on-street parking (see Table 5-1). Each of these types of parking serves different functions and caters to the needs of different user groups. A healthy downtown parking system requires a balance of all three of these parking options, enabling downtown residents, employees, and visitors to access the most efficient parking resource corresponding to their trip purpose. Either an inadequate or excessive supply of any of these types of parking can cause a parking imbalance in a central business district. Inadequate parking supply can drive residents, business owners, and customers out of the downtown, while excessive parking supply can undermine the downtown fabric through inefficient land use and perception of an underused downtown.

In analyzing the entire downtown parking supply, it is most appropriate to consider each of these categories of parking individually. To examine the downtown as having a monolithic parking supply would misrepresent the reality of parking in downtown Middletown. Many parking spaces are only available to certain users under specific conditions. Evaluating the separate capacities of each type of parking is crucial for characterizing the exact nature of downtown parking issues and identifying the most appropriate solutions. Additionally, the location of parking demand related to parking supply should be considered. Available parking capacity provides no benefit if it is perceived as too far away from popular destinations. Once the localized parking supply is compared to the existing localized parking demand and future build-out parking demand, it is possible to not only see where there are parking shortages and surpluses, but if specific types of parking need to be increased or redesignated.

Table 5-1. Parking Supply

Type	Supply
Off-Street Public	**1,158**
General	*769*
Reserved	*235*
Meter	*125*
Handicap	*29*
Off-Street Private	**6,999**
General	*6,678*
Reserved	*210*
Meter	*0*
Handicap	*111*
On-Street	**1,267**
General	*909*
Reserved	*0*
Meter	*339*
Handicap	*19*
Total	**9,424**
General	*8,356*
Reserved	*445*
Meter	*464*
Handicap	*159*

Source: VHB, Inc.

Off-Street Public Parking

Middletown's off-street public parking supply consists of seven municipal-owned lots distributed throughout downtown, plus one private lot that offers public parking. Within this parking system, various regulations govern prices and time limits associated with the different lots and spaces within the lots. For instance, some public spaces are available free of charge for a maximum of two hours, others are metered, and still others are reserved for monthly permit parkers. This variation enables the public parking system to cater to the needs of different people in need of public parking. Some parking is designed to encourage turnover to free up parking for customers and visitors, while other longer-term parking options are available for downtown employees and business owners. The types of parking available at each public-parking location reflect the parking needs generated by the proximate downtown area.

In total, there are 1,158 public off-street parking spaces available.[3] Of these spaces, 235 are reserved for monthly parking permit holders. Below, the specific parking supplies and regulations

[3] The number of public off-street parking spaces fluctuates throughout the day based on parking regulations at two parking facilities: Middlesex Corporate Center garage and the City of Middletown's employee parking lot. The 1,158 parking spaces are available during normal business hours. Parking spaces at the City employee (87) lot become available to the public at 4:00 p.m. and the spaces in the Middlesex garage (374) become unavailable to the public at 7:00 p.m.

of each parking lot are described in detail. The location of each off-street public parking area is identified in Figure 5-1.

- ***Eli Cannon Lot*** – The public lot located at the northwest corner of the intersection of Grand Street and Main Street (lot 19 in Figure 5-1) provides a combination of free parking, metered parking, and reserved parking. This parking lot has 55 parking spaces. There are 12 spaces available free of charge for a maximum of two hours per day per vehicle. Another 12 spaces have ten-hour meters, which require payment between the hours of 9 a.m. and 6 p.m. These meters cost $0.25 per hour and accept quarters only. There are also 28 spaces reserved for the use of the Community Health Center (CHC) on weekdays from 8 a.m. to 6 p.m. A permit is required to use these spaces. Additionally, the lot contains three handicap spaces. The lot provides free parking in all 55 spaces on weekdays after 6 p.m. and all day on weekends.

- ***Green Street Arts Center Lot*** – The parking lot adjacent to the Green Street Arts Center (lot 150 in Figure 5-1) offers 26 public parking spaces. With the exception of two handicap spaces and two spaces reserved for the Arts Center staff, parking spaces are available free of charge and are not restricted by a posted time limit. This lot is not advertised or otherwise indicated through signage as a public parking lot, but it is municipally owned and its use is not limited to Arts Center visitors. Portions of this lot do not have marked parking spaces making efficient and safe parking difficult.

- ***Roller Rink Lot*** – The parking lot located on the adjacent parcel north of the roller rink — on the west side of Main Street between Washington Street and Liberty Street — has 32 parking spaces (lot 30 in Figure 5-1). Fourteen of these parking spaces have ten-hour meters, which cost $0.25 per hour from 9 a.m. to 6 p.m. and accept quarters only. Another 16 of these spaces are reserved for specific users, indicated by a posted sign. There are also two handicap spaces in this lot.

- ***Kidcity Lot*** – The lot located behind Kidcity (lot 145 in Figure 5-1) is accessible either off of Washington Street or Broad Street. This lot provides 105 parking spaces serving the downtown core. There are 22 spaces that are available free of charge for a maximum of two hours per day per vehicle. The majority of the spaces, 77 in total, are regulated by ten-hour meters Monday through Saturday from 9 a.m. to 6 p.m. These meters cost $0.25 per hour and accept quarters only. This lot also includes six reserved parking spaces for nearby businesses, each indicated by a sign posted at the head of the reserved space. Additionally there are four handicap spaces located in this parking lot.

- ***Library Lot*** – The public parking lot located directly across the street from the library (lot 143 in Figure 5-1) has 34 spaces. Twenty-six of the spaces have two-hour meters, which are in effect Monday through Saturday from 9 a.m. until 6 p.m. During these times, parking costs $0.50 per hour and can be purchased with quarters, dimes, or nickels. This lot also contains six reserved spaces that require a parking permit. There are also two handicap spaces.

- ***Melilli/Columbus Plaza*** – The Melilli Lot (lot 39 in Figure 5-1) is the largest public parking lot. The parking lot is cashiered by a parking authority employee on weekdays from 9 a.m. to 6 p.m. There are 174 parking spaces, including four handicap spaces, available to the general public. Parking is free for the first two hours and then costs one dollar per hour for each additional hour or part thereof. Prior to the attendant's arrival and after the attendant's departure, there is no automated system for distributing tickets or collecting payments. Therefore this lot functions as a free lot whenever the parking attendant is not there, primarily on weeknights and weekends.

- ***Riverview Parking Arcade*** – The Arcade is a large municipally-owned parking deck located behind the police station (lot 125 in Figure 5-1). This deck functions as two separate parking areas, one on the lower level accessible only from Dingwall Drive and one on the upper level accessible only from Court Street. The ramp connecting the two levels is currently unusable due to structural problems.

  All 181 spaces of the Arcade's lower level are reserved for permit parking Monday through Friday from 7 a.m. until 4 p.m. Seventy-seven of these spaces are reserved and signed for users associated with specific destinations, such as the police station, the dialysis center, and First and Last Tavern. The general public can park for free in this lot on weeknights and all day on weekends, except for the 77 reserved spaces.

  The upper level of the Arcade deck operates as a general public parking lot. From 9 a.m. until 6 p.m. on Monday through Friday, parking is free for the first two hours and then costs one dollar per hour for each additional hour or part thereof. During this time, a parking attendant is stationed in a booth at the lot's entrance and hands out tickets and collects payments. When the parking attendant is not in the booth, the upper level of the deck serves as a free lot without time restrictions. This lot contains 169 general parking spaces, 7 handicap spaces, and one reserved space for the parking attendant.

- ***Middlesex Corporate Center Garage*** – The Middlesex Corporate Center (MCC) garage is the only privately owned and operated parking area open to the general public (lot 122 in Figure 5-1). In this garage, there are 374 spaces set aside for non-MCC use. Through agreements with the Middletown Common Council and the Middletown Redevelopment Agency, 250 of these spaces have been leased: 150 spaces to the Inn at Middletown and 125 spaces to Middlesex Hospital. There are 99 parking spaces available for general public use. Public parking in this garage costs $0.75 per half hour with a maximum charge of $6.00. Payments are collected by a parking attendant stationed in a booth. This garage is only open on weekdays from 6:30 a.m. until 7:00 p.m.

- ***Other Public Parking*** – In addition to the off-street public parking resources available during the day, which is the downtown's peak parking period, another municipal lot is available for general public use during non-business hours. The employee's lot serving the Middletown Municipal Building (lot 40 in Figure 5-1) is restricted to permit holders from 8 a.m. until 4 p.m. on Monday through Friday, but is open to the public at all other times. There are 87 parking stalls in this lot.

- There is also public parking available in three lots associated with Harbor park (lots 63, 134, and 135 in Figure 5-1). These lots serve an important function in accommodating trips to the waterfront, but they do not generally provide parking for trips destined for the Main St. core district. These lots have a total of 130 general public parking spaces and 4 handicap spaces. Additionally, there is a gravel overflow lot that can be used during special events (lot 60 in Figure 5-1).

Off-Street Private Parking

- The majority of parking available downtown falls under the category of off-street private parking. Private parking is associated with individual properties and is regulated by the owners of those properties. In general, the private off-street parking supply accommodates specific users associated with a property, such as individual driveways for residential tenants, small surface lots for retail establishments, and parking garages for large offices and the hospital. Although the total supply of private parking is large, anyone traveling downtown is limited as to what, if any, private parking is legitimately available. Therefore, the private parking supply should be understood as a diverse conglomeration of parking opportunities, each tied to specific properties and not available for unrestricted public use.

- There are 6,999 private parking spaces in the downtown study area. Of these spaces, 210 are reserved, generally for store owners or employees. Another 111 of the spaces are designated for handicap parking. All private parking is provided free of charge to the user. Regulations regarding use of private parking vary property by property. In general private parking in this part of Middletown serves one of three purposes: unrestricted residential parking, business-hour long-term employee parking, and high-turnover

short-term customer parking. The amount of parking private land uses provide is largely dictated by the Middletown zoning code. The zoning code includes off-street parking requirements based on a property's land use and location. In instances where the private parking associated with a destination is insufficient to meet the full parking demand, public parking facilities supplement the available private supply. Off-street private parking locations with at least five parking spaces are identified in Figure 5-1. The individual supply of each parking area is detailed in the appendix.

Large Institutions

Included in the private parking supply are the parking facilities for two large institutions located at the edges of the CBD study area: Middlesex Hospital and Wesleyan University. Although these two destinations are responsible for attracting a significant number of trips to the downtown area, they operate self-contained parking networks. Users of these facilities generally do not interact with other public and private parking areas downtown, with the exception of on-street parking in the immediate vicinity of the hospital and university and hospital-leased spaces in underused facilities. Additionally, each of these institutions has recently undergone private parking studies. For these reasons, these two parking systems will be treated as self-sufficient and independent of other downtown parking.

- **Middlesex Hospital**[4] – Middlesex Hospital has 15 designated parking areas in a combination of on-campus and satellite parking lots. These 15 parking areas provide the hospital with 1,141 off-street parking spaces for staff, patients, and visitors. Of these spaces, approximately 854 spaces are reserved for employees and 287 spaces are provided for patients and visitors. Patient and visitor parking is dispersed throughout the on-campus parking lots, while employee parking consists of both on- and off-campus facilities. The hospital's off-campus parking facilities, which provide 447 parking spaces, consist of a series of smaller parking lots either owned or leased by the hospital located throughout the downtown. These off-site parking areas are accessible by hospital-run shuttles. The hospital regulates parking through a permit program which designates which parking areas employees are allowed to use.

  Middlesex Hospital is currently in the process of expanding their existing parking supply through the construction of a small garage abutting the emergency department. Existing on-campus hospital parking is identified in Figure 5-1, with corresponding supply data provided in the appendix. Additionally, the hospital uses all or part of the following lots during weekday business hours:

  - Greenfield Lot (lot 101 on Figure 5-1)
  - St. Mary's Lot (lot 115)
  - Funeral Home Lot (lot 110)
  - 41/45 Crescent St. Lot (lot 131)
  - 55/59 Crescent St. Lot (lot 133)
  - 28 Crescent St. Lot (lot 140)

[4] Middlesex Hospital Parking Demand Assessment, prepared by VHB, January 31, 2006.

- Hubbard Field Lot (lot 130)
- Middlesex Mutual Garage (lot 122)
- Elks Parking Lot (outside of study area)

> **Wesleyan University**[5] – Wesleyan University's off-street parking supply consists of approximately 1,554 parking spaces spread throughout numerous lots across the campus. Most of these designated parking areas fall outside of the downtown study area, bound by High Street. Within the study area, Wesleyan University has ten designated off-street parking areas located off Court Street, College Street, William Street, and Church Street. These parking locations offer 400 parking spaces to users with valid parking permits. Three of these lots (155 spaces) are reserved for the use of students, with the remaining lots (245 spaces) restricted to faculty and staff use during weekday business hours. All students, faculty, and staff are eligible to obtain parking permits, which are issued for specific lots. Faculty/staff permits are available free of charge and student permits have a registration fee of $10 per academic year. Wesleyan Public Safety monitors these parking areas and issues fines for parking violations.
>
> In recent years, Wesleyan has managed to expand its parking supply. Although these parking expansions were outside of the study area, they affect the parking demand served by the lots that are in the study area. Wesleyan lots within the study area are identified in Figure 5-1 with supply details provided in the appendix.

On-Street Parking

Downtown residents, visitors, and employees also benefit from the availability of on-street parking. Figure 5-1 displays the locations and classification of on-street parking in the study area. Corresponding to the identification numbers in this map, the appendix lists the estimated on-street parking capacity for each location. In total, there are approximately 1,267 on-street parking spaces. Of these, 897 on-street parking spaces are unmetered and generally have few associated restrictions. These parking spaces serve more the residential areas and the less-active commercial areas. A few of the streets, such as Court Street and Rapallo Avenue, have a one-night-a-week restriction from April through November to facilitate street cleaning. Unmetered blocks located closer to businesses and services do have weekday business-hour restrictions: parking on the unmetered block of Broad Street is prohibited from 9 a.m. to 6 p.m. and parking on Crescent Street is limited to two hours.

The remaining 339 of the spaces are metered and restrict parking to a two-hour time limit per vehicle per day on Monday through Saturday from 10 a.m. to 6 p.m. An hour of parking costs $0.50 and can be paid in quarters, dimes, or nickels. Metered parking is generally limited to the angled parking on Main St. and parallel parking in the vicinity of the Middlesex Corporate Center. Metered parking in these locations ensures turnover of the most prime downtown parking throughout the day. Overnight parking is prohibited on Main Street In addition to the metered spaces there are approximately 19 handicap spaces and 16 reserved spaces for city vehicles located downtown.

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[5] Wesleyan University Parking Management Plan, prepared by VHB, May 22, 2003.

Middletown CBD Parking Supply

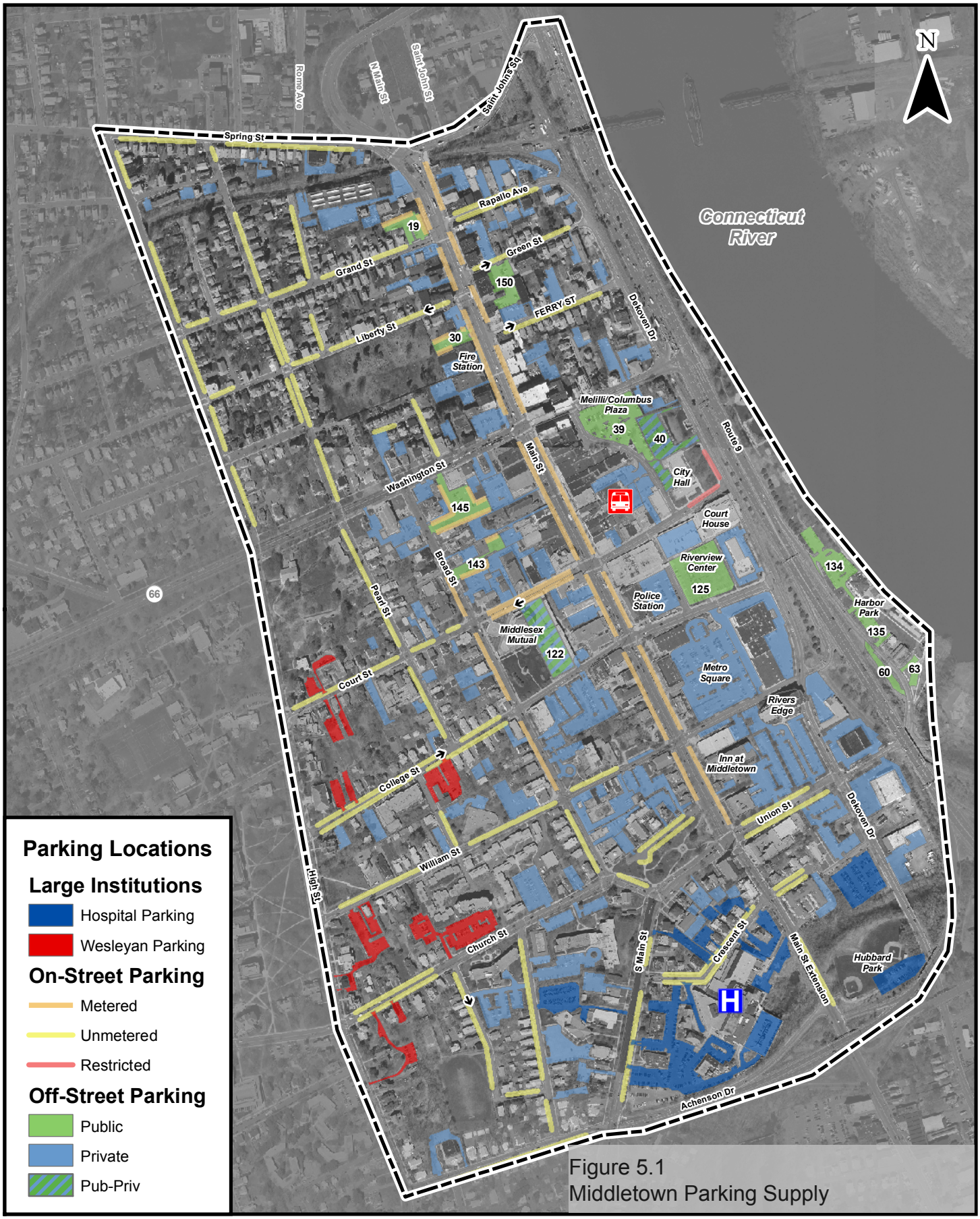

Figure 5.1
Middletown Parking Supply

Vanasse Hangen Brustlin, Inc.

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Existing Parking Utilization

A parking utilization study was conducted for the Middletown CBD to assess how the downtown parking network is used throughout a typical week. The utilization study collected data on the number of vehicles parked in all public and private on-street and off-street parking facilities accommodating at least five vehicles. These parking counts were collected during four periods representing a broad range of typical parking activity: weekday midday, weekday evening, weekend midday, and weekend evening. This study was conducted in April and May, 2007. The data collected by VHB were supplemented with a City parking utilization study conducted in April 2006 to ensure an accurate portrayal of parking facility use.

The peak parking period for the Middletown CBD—when the strain on the entire downtown parking system is at its highest—occurs during the weekday midday period (10 a.m. to 2 p.m.). During this period there is a flurry of activity associated with businesses, restaurants, services, and residences, resulting in competition for a limited number of parking spaces by diverse downtown user groups. As Figure 5-2 shows, on-street parking along Main Street and off-street facilities supporting Main Street are largely at or near capacity. On a day-to-day basis, many of these parking areas will be unreliable sources of parking as they will likely be full. The Hospital and Wesleyan parking networks—which function as closed systems—are also near or at capacity. The parking facilities that have adequate parking are primarily private business parking lots, parking in predominantly residential areas, and public parking in the North End. These parking facilities are either unavailable to the general public or are not located in proximity to destinations in high demand during the weekday midday.

Comparing Figure 5-2 with Figure 5-3 demonstrates that parking facilities are used differently depending on the period of day and day of week. Figure 5-3 shows the parking use rates during a typical Friday or Saturday evening (5 p.m. to 8 p.m.). The parking that is most convenient to restaurants, bars, and entertainment is all at capacity, including Main Street parking, Melilli Plaza, Metro Square, and public lots in the North End. The high use rates of these visible parking areas will contribute to a perception of parking shortages in desirable locations.

Over the course of a typical week, almost all of the public parking facilities in the vicinity of Main Street, both on-street and off-street, are at or near capacity at some point (see Figure 5-4). Additionally, many of the private parking facilities also reach capacity during the week, which will push visitors of those destinations into the public parking system. The parking areas that were never observed at capacity tend to be large private parking lots capable of more than meeting the parking demand associated with the parcel. Public parking facilities that do not reach 85 percent occupancy are generally perceived as having low parking desirability and are poorly signed, such as the Middlesex Corporate Center Garage. The high rate of use of the most desirable parking locations will contribute to the perception of downtown parking shortages.

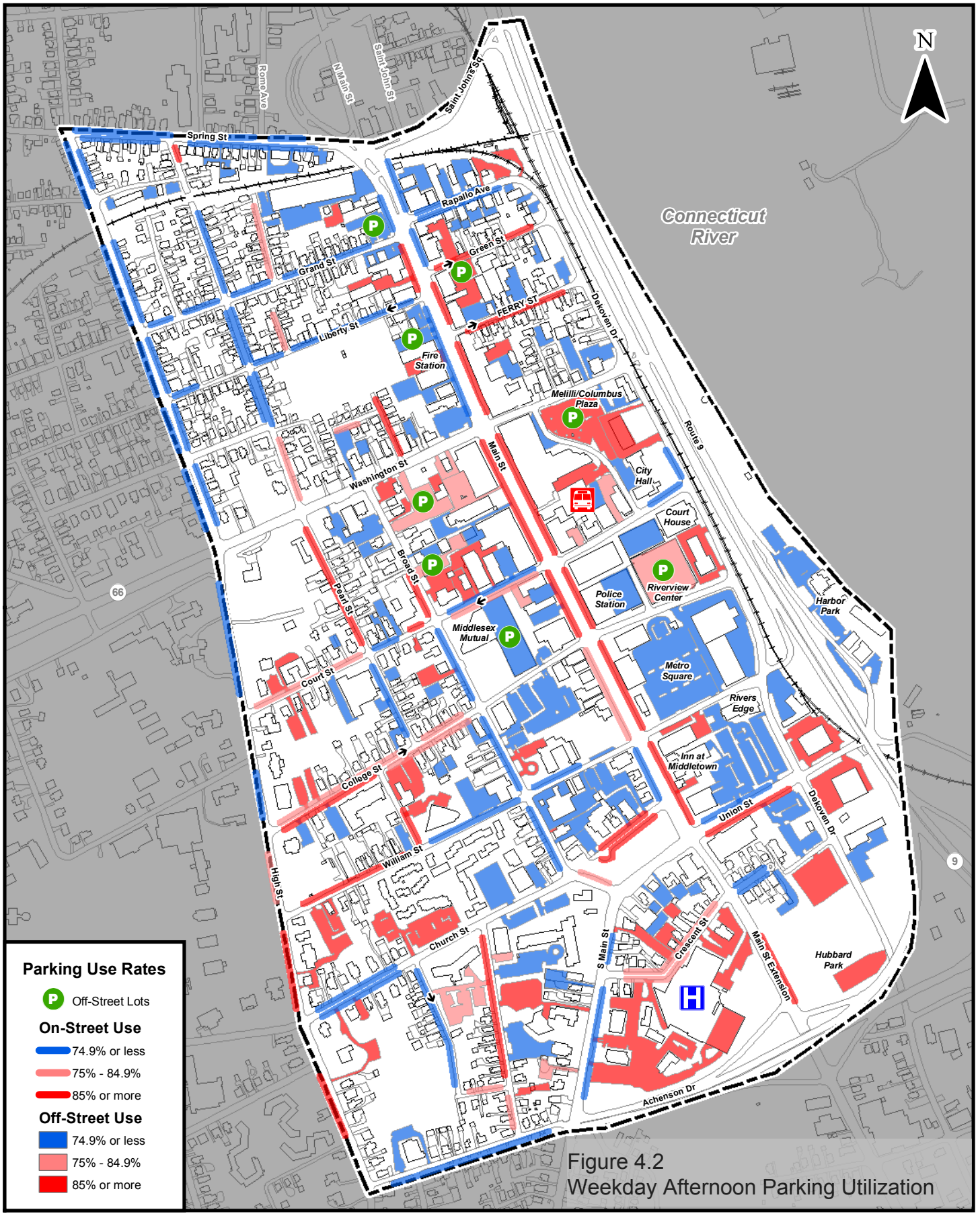

Figure 4.2
Weekday Afternoon Parking Utilization

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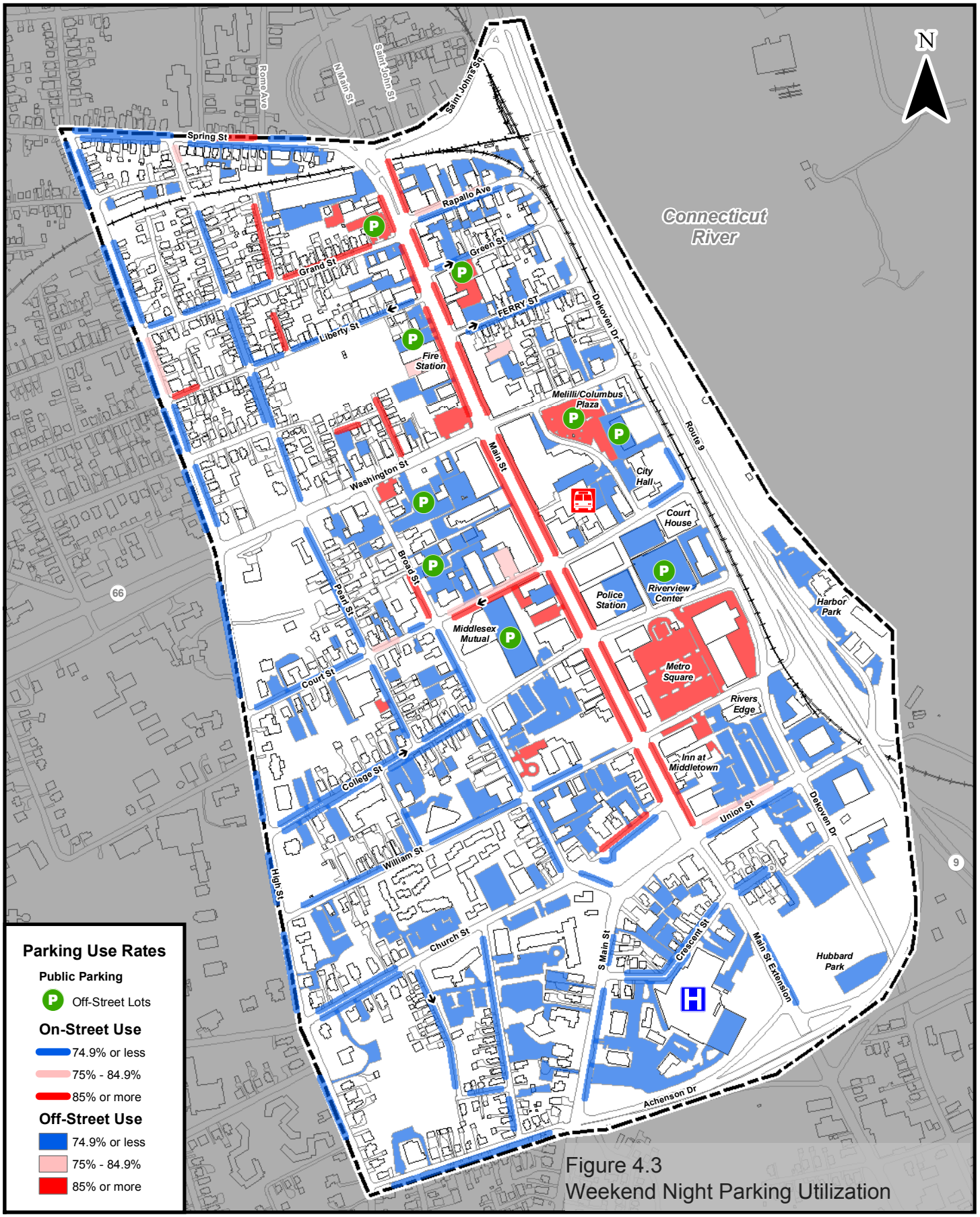

Figure 4.3
Weekend Night Parking Utilization

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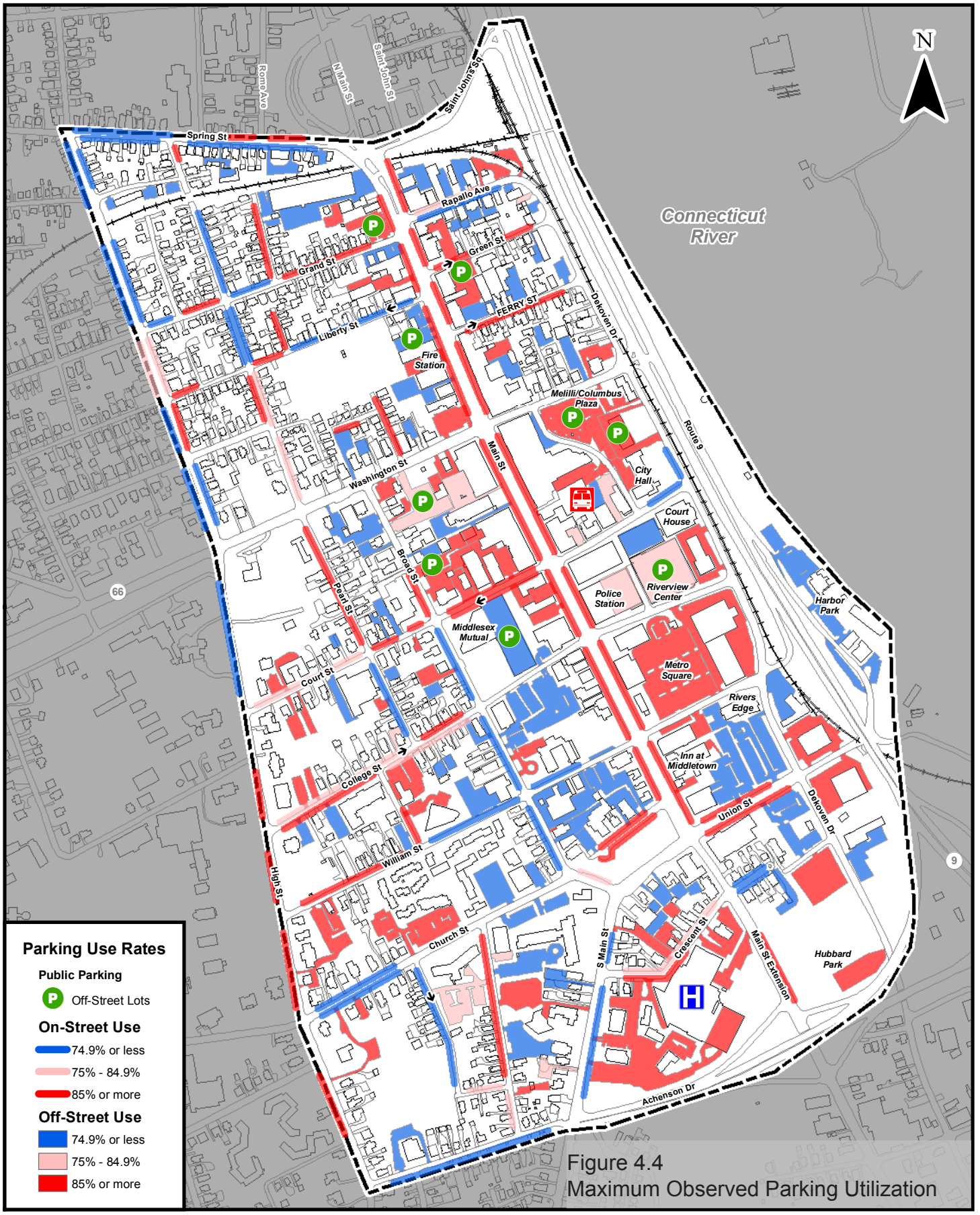

Figure 4.4
Maximum Observed Parking Utilization

Existing Parking Supply and Demand

Beyond just exploring how parking facilities are used, it is essential to understand where the demand for those parking spaces is currently being generated and will likely be generated in the future. Based on the observed parking counts and land use information, it is possible to estimate the parking demand for each block located in the study area. Comparing this demand to the existing public and private parking supplies demonstrates how the demand for the public facilities is distributed throughout the downtown.

In order to calibrate observed parking utilization with existing land uses, an analysis of localized parking demand was conducted. The process began by quantifying parking and land uses for locations that were self-sufficient with regards to parking supply and demand. Parking count data were collected for all parking areas serving five or more vehicles. These counts were used to identify the existing parking demand for parcels with dedicated private parking.

For parcels without their own parking area or with parking areas serving less than five vehicles, parking ratios were developed to estimate demand. The parking ratios were calculated based on the number of vehicles currently associated with a sample of downtown land uses. Four parking ratios were identified and used to estimate the parking demand for parcels that did not have dedicated parking associated with the land uses on the parcels:

- 1.24 vehicles per dwelling unit for residential in buildings with four or fewer units,
- 1.04 vehicles per dwelling unit for residential in buildings with five or more units,
- 1.77 vehicles per 1,000 square feet of ground-floor commercial space, and
- 0.89 vehicles per 1,000 square feet of upper-floor and basement commercial space.

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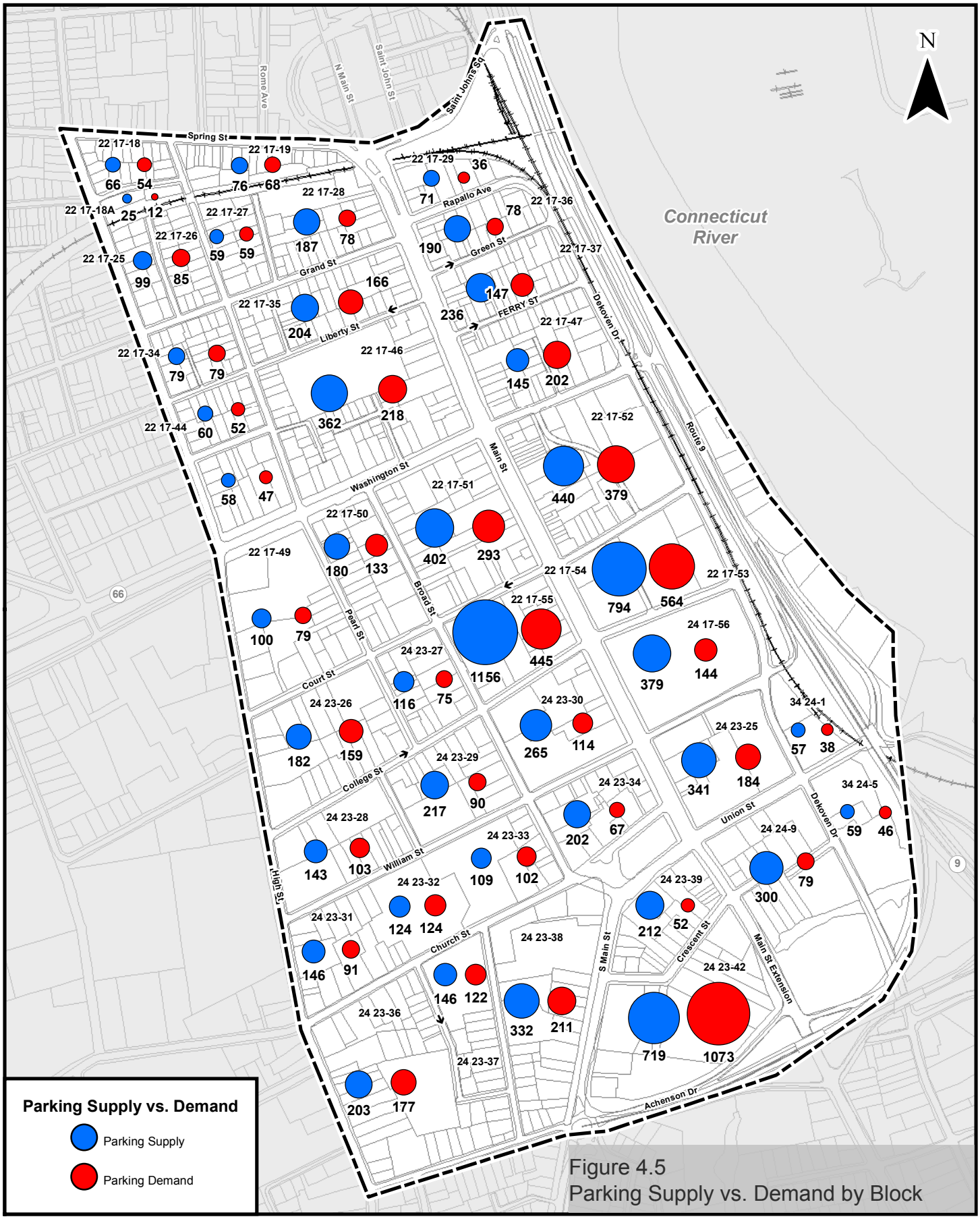

Parking Supply vs. Demand

- Parking Supply
- Parking Demand

Figure 4.5
Parking Supply vs. Demand by Block

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Reliance on Public Parking – Existing Conditions

Although examining the total parking demand and supply by block helps characterize downtown parking issues, it is too general an analysis to identify specific parking deficits. Much of the downtown parking supply is privately owned, and, therefore, only available to certain users. Parcels with surplus private parking supply will generally not act as parking supply donors. Parcels without existing or adequate private parking supplies will have to rely on public parking facilities to accommodate their parking demand. To more accurately depict the parking demand facing downtown public parking facilities, it is necessary to identify public parking need on a parcel-by-parcel basis. Only by accounting for private parking supply and the demand accommodated by that supply will it be possible to estimate the magnitude of parking requiring public facilities.

The demand for public parking facilities is largely determined by downtown parcels without adequate private parking supplies. Identifying the public parking need associated with these parcels — parcels that rely exclusively on public parking —provides an estimate of the minimum demand facing the public parking network. In addition to users of public parking with no private parking options, other vehicles will find their way into the public parking supply, especially the convenient short-term parking spaces. Therefore, the actual use of public parking facilities will exceed the minimum public parking demand associated with this analysis.

The existing need for public parking is generated primarily in the blocks immediately adjacent to Main Street, where commercial uses are concentrated. The land uses in the blocks along the western and southern edges of the study area all have access to adequate on-street and private off-street parking, with the exception of the area around Middlesex Hospital. These blocks generally contain residential development, Wesleyan University buildings, or standalone commercial buildings. The hospital does have a parking deficit, but the hospital administration proactively manages this deficit through a system of satellite parking sites and shuttle service.

Since the need for public parking is centralized around Main Street, the analysis of public parking need is broken into three zones covering Main Street and the surrounding area: north, central, and south (see Figure 5-6). Conducting the analysis by zone helps identify the localized downtown areas that generate the greatest public parking demand, which helps to provide a basis for deciding where future parking resources should be located.

The north zone has a public parking need of approximately 213 vehicles during the weekday midday peak. This demand is mainly generated by multi-level buildings fronting Main Street. There are three small public parking lots and on-street parking to accommodate this parking demand.

The central zone has the highest commercial density of the CBD, including many businesses located off of Main Street. This area generates a demand of approximately 596 vehicles on the public parking system and contains the most parcels relying on public parking. This zone also has the greatest public parking resources, including large on-street surface lots, the Arcade Deck, and the Middlesex Corporate Center Garage.

The general commercial development in the south zone does not generate a significant demand for public parking. The unmet parking demand in this area is characterized by two specific uses: the hospital and the Inn at Middletown. As discussed above, the hospital cannot accommodate all of its parking, but has developed a parking policy to ensure its parking demand is met through private lease agreements. Ideally, the parking demand associated with the hospital would be accommodated on or near the hospital campus. The Inn at Middletown has only a small parking lot, requiring employees, customers, and visitors to park on the street, the Middlesex Corporate Center garage, or in unofficial shared parking in other private lots. Improved parking for the Inn will require additional dedicated parking facilities within the immediate vicinity of the hotel.

Future Parking Supply and Demand

The preferred options for using the parking garage earmark funding are related to how new public parking would best accommodate existing and future public parking needs. The following sections describe the analysis of the future conditions as it relates to the location, amount, and availability of public parking.

Identifying the existing demand for public parking provides a baseline for comparing future public parking need associated with downtown growth and redevelopment. The parking utilization study demonstrates that the desirable public parking facilities are currently operating at capacity. This existing rate of use is a product of the parking demand generated by parcels without private parking, plus vehicles opting for public parking over available private parking. Since the most desirable parking is already near or at capacity, any additional demand on public facilities associated with future growth will require an increase in the public parking infrastructure. This increase in parking supply will be required despite some existing capacity in public facilities because only parking perceived as desirable will be capable of supporting growth. In essence, it is not just the location and availability of public parking that matters, but also the type and quality of that parking.

There are several factors that can contribute to an increase in the public parking demand in the future. Improvements to existing downtown uses have the potential to increase the parking demand. This increase will come both from filling vacant space with active businesses and encouraging higher uses of underutilized parcels. The ability to fill vacancies and attract the best tenants possible may depend on improving parking options. This improved parking will help satisfy the existing latent parking demand of some existing properties and encourage redevelopment of others.

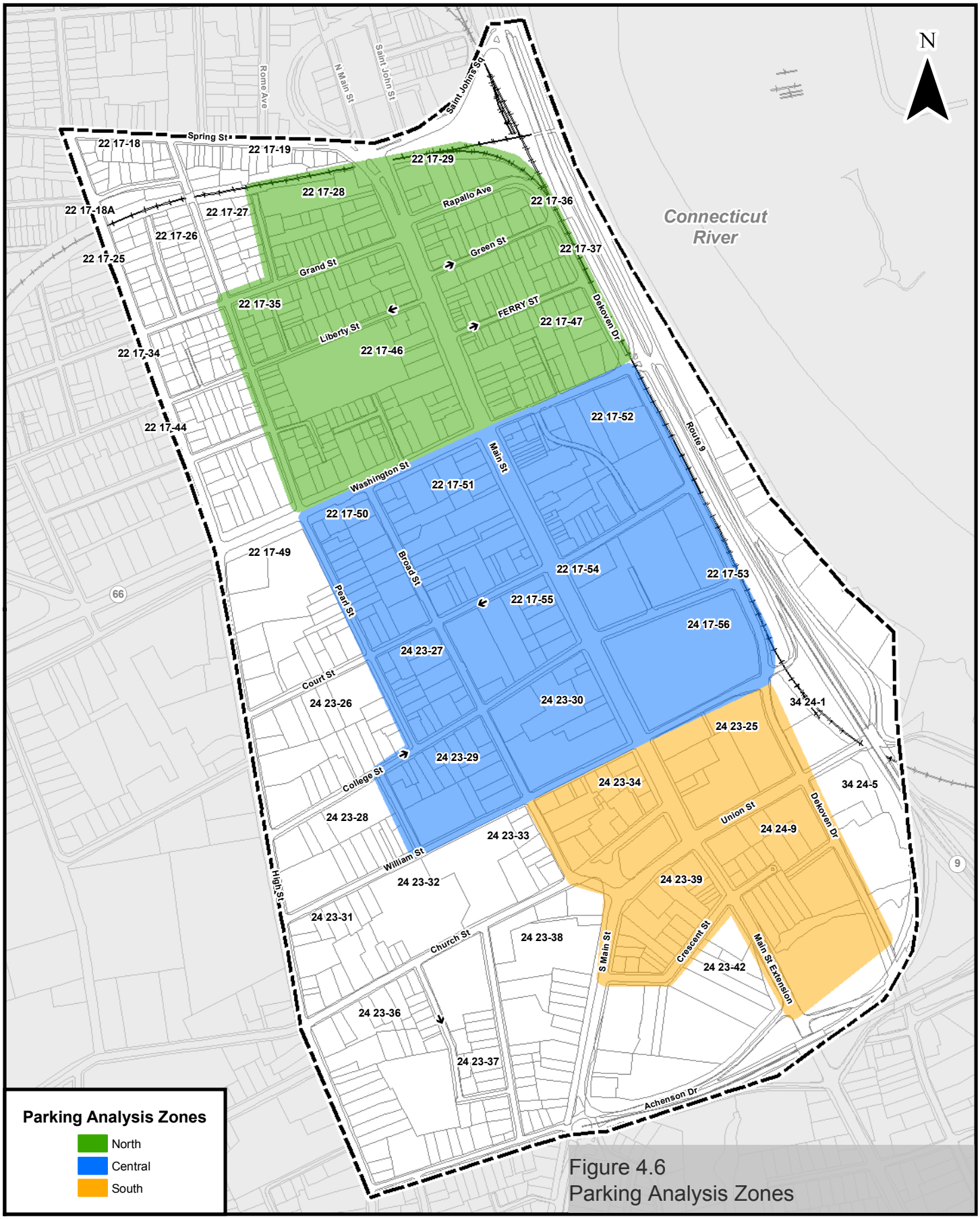

Figure 4.6
Parking Analysis Zones

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Future Land Uses

Building development in downtown Middletown is expected to be a steady but moderate mix of renovated buildings and new construction. There are currently several housing projects under construction and a significant retail/office project scheduled to begin shortly. As part of this study several other site-specific potential projects were identified, along with some overall assumptions regarding more intensive use of many Main Street commercial properties (see Figure 5-7).

The current projects include:

- **Liberty & Main Street Retail/Office Development** – This proposed project consists of 3-story building with 6,400 sf market on first floor and two levels of office (12,800 sf) above. The project replaces a vacant gas station, vacant wood-framed building, and 47-space public parking lot. The project will add 7 on-street parking spaces and will provide 68 off-street spaces. Some 30 spaces will be reserved (17 are currently reserved). All others will be available for public parking at all times. Non-reserved public parking is anticipated to increase from 13 to 38 spaces.

- **Wharfside Commons** - This project is located along the north side of Ferry Street. When completed it will provide 96 rental units and 127 parking spaces. A review of other housing locations in the study area confirm that the amount of parking being provided for this project should be sufficient.

- **North End Homeownership Projects** - The City is in the process of renovating seven properties among Ferry Street, Green Street, and Rapallo Avenue. When complete, there will be 12-14 units, all of which will have off-street parking. The projects replace 25 units, only one of which had off-street parking.

- **99 Union Street** - The project has recently been completed and involved the demolition of the former Shawmut Bank building to provide 25 additional parking spaces on property now owned by the YMCA.

Overall, these projects represent relatively small increases in the availability of public parking throughout the study area. However, the projects will provide a noticeable positive impact on local parking availability, particularly in the North End.

Future Project Assumptions

This study takes into account a 20-year horizon and requires assumptions about potential development trends during those years that could impact transportation planning. Accordingly, parcels were reviewed by the City of Middletown's Department of Planning and Economic Development and some possible development sites were identified. In addition, some general assumptions were developed about the reuse of vacant commercial space and the magnitude of more intensively used Main Street commercial properties.

The assumptions about future projects were provided by the Department of Planning and Economic Development. These projects are speculative, but do represent examples of development trends. They include:

- **Middletown Press Building (20 Main Street)** – Has recently been offered for sale. Building is currently underutilized. Assume re-use with typical office densities. 32,652 sf rentable area. Parking provided per zoning requirements.

- **Spear Park** – Assume future Retail/Office development of excess Housing Authority property. Parking for site will be provided per zoning. Project sized to fit site.

- **SNET site (70 Broad St / 127College St)** – Assume existing 4-story (34,324 sf) building renovated as 23 housing units (1,500 sf/unit). Parking provided per zoning requirements.

- **138 College Street** – Parcel adjacent to Middlesex Mutual will be available to City in 2008. Assume a village-scale residential development (3-story) to fit site. Parking provided per zoning requirements.

- **113 Dekoven Drive** – Assume National Paint site developed as higher intensity retail/commercial. Parking provided per zoning requirements.

- **515 Main Street** – Assume Salvation Army building replaced by 3-story, 19,000 retail/office development, similar to that proposed for Liberty/Main development. Parcel would be divided to accommodate parking in rear, used by project and public.

- Major vacancies in the study area include the Bob's building (26,500 sf), much of the Main Street Market building (70,000 sf), and space in the Middlesex Corporate Center vacated by Mortgage Lenders Network USA, Inc. For the purposes of this study, all of this vacant space is assumed to be re-tenanted.

Except for the re-use of vacant properties, all of the example projects are expected to be self-sufficient with regards to their parking. Further, only one of the projects would eliminate available parking for other properties. Some of the parking at the Middletown Press Building site is used informally by the Middletown Inn and by the YMCA.

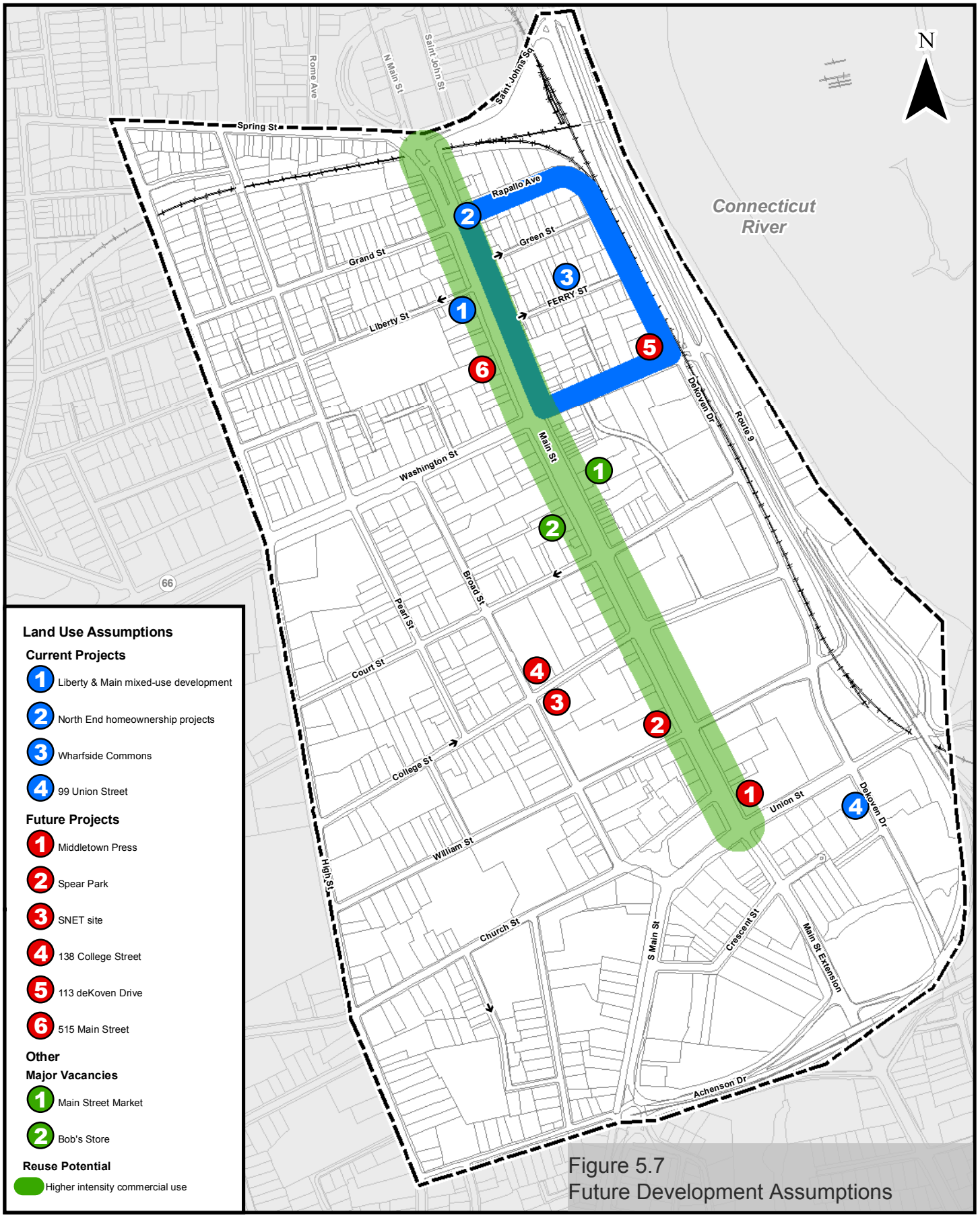

Figure 5.7
Future Development Assumptions

0 250 500 1,000 Feet

Future Public Parking Need

The future public parking needs for the study area are related primarily to re-use of vacant space and possible higher intensity use of other existing space. The future public parking needs are also affected by changes in parking supply.

Two future growth scenarios were developed to estimate how the demand on the public parking system will likely develop in the future as a result of improved land use. These scenarios serve as a low and high estimate of the increase in demand for public parking.

The high estimate assumes that redevelopment and improved occupancy of downtown buildings will require a parking ratio for commercial space which is half of the zoning code requirement and a significant increase over the current observed parking ratio.

The low end of the range assumes the same parking ratio per 1,000 square feet of net commercial space for uses on the ground floor and half that ratio for upper floors and basement uses. This less intense use scenario assumes that the ground floor of a building will be capable of attracting higher traffic destinations than upper floors, an observation true of land use patterns in many other cities.

Table 5-2 shows the range of increased demand based on these two future development scenarios by analysis zone. In total, the study area will need to accommodate approximately 200 to 500 parked vehicles to support potential commercial growth in the central and north zones.

Table 5-2. Potential Increase in Parking Demand for Public Parking Facilities

Zone	Increased Demand for Public Parking	
	Low	High
South	**0**	**0**
Central	**+125 spaces**	**+365 spaces**
North	**+80 spaces**	**+125 spaces**
Total	***+205 spaces***	***+490 spaces***

Note: These estimates do not take into account changes in parking supply, such as some new parking in the North End created by ongoing projects or the potential loss of the Arcade Parking Deck.

The north zone will require between 80 and 125 additional public spaces. In addition to increased parking demand associated with improved land use, there are several existing development projects underway in the North End that will affect future parking. Several redevelopment projects all with dedicated off-street private parking are planned for the north zone, including a mixed-use development located at Main Street and Liberty Street, a large residential development on Ferry Street, and renovations of several homes. The mixed-use Liberty Street project will increase available public parking in the North End by 25 spaces, providing much needed relief in the area. The residential projects will replace several existing residential buildings that currently do not

have off-street parking. These projects will help reduce the residential need for public parking in the north zone, while providing additional capacity.

Based on the redevelopment scenarios, the central zone will generate an additional demand on public facilities of between 125 and 365 vehicles. In addition to the increase demand of public parking, there is also a potential for a decrease in the public parking supply in the central zone as a result of the demolition of the deteriorating Arcade Parking Deck. There are 358 spaces controlled by the City of Middletown in this deck. The top level of the deck is currently open for general public parking and the lower level is reserved for permit and reserved parking. The loss of this significant public parking supply will push many vehicles into other public facilities many of which are already at capacity.

The south zone will not need any additional general public parking spaces in the future, but the parking deficit associated with both the hospital and the Inn at Middletown will need to be addressed. These are two examples where parking restricts growth and full use of existing facilities. Even if public facilities were designed to accommodate the demand generated by the hospital and the Inn, the parking would likely have to be dedicated exclusively to users of each institution and function as private parking.

Much of the 1.7 million square feet of downtown commercial space is currently underutilized. Based on observed parking rates, commercial space has a parking ratio equivalent to just 40 percent of Middletown's zoning code parking requirement. The effects on parking resulting from higher intensity reuse of underutilized commercial space were developed by comparing today's actual parking utilization to more typical (and higher) parking demand scenarios. This evaluation found that a moderate increase in parking demand—resulting from higher intensity commercial uses—to a parking ratio equivalent to 50 percent of zoning code requirements will generate a demand for an additional 200 to 500 parking spaces.

6

Parking Management Strategies

The FHWA earmark funding is, by definition, principally related to building additional parking in key locations. Adding parking is important to the vitality of the downtown, but is not the only means of improving parking. There are several parking management strategies that can make better use of Middletown's existing parking resources and make the parking more convenient for more users. The most promising of these are discussed in this chapter.

Although there are several opportunities for improving parking management, the creation of a parking department led by a professional parking administrator stands out as an important first step and the most significant improvement Middletown can make for the long-term success of the parking system. A strong parking department would have the resources and time necessary to evaluate, implement, monitor and enforce parking management strategies such as the following:

- *Parking Pricing* – Parking pricing can help balance the use of all parking facilities, make the most convenient parking spaces available to more users, and help reduce traffic congestion by minimizing a driver's search for a convenient parking space. Parking pricing includes careful consideration of locations for monthly parkers to ensure that all parking spaces are used to maximum efficiency.

- *On-street Parking* – On-street parking is generally the most valuable and sought after parking due to its proximity to destinations and convenience of use. Adjustments to the supply of and the regulations associated with on-street spaces can increase the availability of on-street parking.

- *Parking Signage* – Consistent parking signage will improve the ability of drivers to locate public parking areas. A comprehensive parking signage system will also help raise awareness of all parking options and provide alternatives to full parking areas.

- *Parking Meter Technology* – The type of parking meters used influence the ability to collect fees and manage parking. Electronic parking meters provide numerous benefits, including improved reliability, increased revenues (due to the increased accuracy), and programming and reporting capabilities that can be used to manage the parking more effectively.

Middletown Parking Department

There are currently several boards, commissions and private agencies with a say in downtown parking and this can lead to "piecemeal" parking policy and implementation. The need for an administrative organization that was dedicated to and had control over all aspects of the parking system was often cited by participants in this study's public workshops and stakeholder meetings.

Many times a parking authority was mentioned by participants. After reviewing statutory requirements, duties, and powers of parking authorities[6], the Parking Advisory Committee decided to pursue options that provided similar benefits but better flexibility for Middletown than did the State's statutory controls on parking authorities.

The Parking Advisory Committee established a Parking Authority Subcommittee. The subcommittee met in February and March of 2008. The conclusion of the Parking Authority Subcommittee and the full Parking Advisory Committee was to establish a Parking Department. The meeting minutes and reports of the Parking Authority Subcommittee are provided in the appendix to this report. The key findings are as follows:

- The Parking Department would be responsible for the costs of maintenance, purchase of meters, collections, enforcement, and staff as needed to operate the parking system. The department would also be responsible for customer service, setting rates and time limits, location of long-term parking, and other policy issues.
- The department would cover both on-street and off-street parking within a newly defined Downtown Parking District.
- The department would report to the Mayor and work directly with the Economic Development Committee of the Common Council.
- There would be an advisory committee of five people who live, work, or own a business within the Downtown Parking District. The advisory committee members would be appointed by the Mayor and serve staggered three-year terms.
- The Parking Department director would be hired on a 3 to 5 year contractual basis. The director's qualifications would include designation as a Certified Administrator of Public Parking (CAPP) through the educational program provided by the International Parking Institute professional organization.
- City employees currently working as parking attendants and in clerical positions related to parking would work in the new department.
- A special parking revenue and expenditure account, similar to the Economic Development Fund or the Bulky Waste Fund, would be established. All parking income would be deposited in the special account and held for parking needs distinct from the General Fund. Funds in the special parking account would be used to reimburse the General Fund only for operating expenses and for downtown parking improvements.

[6] Chapter 100, C.G.S. 7-202, of Connecticut General Statutes

Benefits to Middletown.
A centralized Parking Department can provide a myriad of potential benefits for the City. Many of these benefits arise from the understanding that parking is a business and a service, and as such must follow a business model that is financially self-sustaining and founded in the economic law of supply and demand. With a Parking Department focused on the purpose of providing the parking "utility" to support the Downtown residents, business owners, and property owners there are opportunities to:

- Improve marketing of parking areas to achieve more efficient use of existing spaces and more revenue.
- Implement new and revised programs of parking payment methods—such as smart parking meters, monthly passes and permits, and residential parking districts—targeted to enhance customer service and the efficacy of the parking system.
- Achieve consistent implementation of fees, fines, and enforcement.
- Invest revenues from parking directly back into parking-related improvements.
- Provide a consistent look to public parking facilities through signage, landscaping, and maintenance
- Promote compliance with parking regulations. Consistent and effective enforcement generates additional revenues for services and improvements.
- Work with providers and promoters of alternative means of transportation through relationships, communication and cooperation with mass transit providers, pedestrian and bicycle advocates. A comprehensive strategy with key participants will lead to a more usable downtown.

Parking Policies and Operations

The remainder of this chapter discusses potential parking management strategies for a new parking department to consider. Although any of these strategies could be implemented independent of a parking department, such an organization is best suited to effectively and comprehensively set and administer the proposed parking management policies.

Parking Pricing
There are two primary benefits commonly associated with parking pricing techniques that could benefit downtown Middletown: congestion reduction and more efficient use of parking facilities.

In urban areas with high parking demand, vehicles circling for on-street parking contribute to traffic congestion. Increasing the cost of the most desirable and convenient parking (on-street) relative to less desirable and convenient parking (off-street behind buildings and farther away) will reduce the desirability of the on-street spaces, drawing more drivers immediately to off-street lots and creating more available parking on-street.

Most importantly, parking pricing can also help provide a better distribution of vehicles throughout a parking system. This can increase parking availability as effectively as building a new parking facility but it can be done quicker and without the expense of a new parking facility. Within any

network of on-street and off-street public parking, certain parking areas are more desirable than others. These are the areas that are first to fill up, contributing to the perception of a parking shortage despite available parking in less convenient areas. Charging the highest price for the parking with the highest demand will help shift drivers to the less expensive, less convenient parking, resulting in better use of less popular parking areas and more openings in popular parking areas.

Existing Parking Pricing

Parking prices in Middletown generally comport with parking pricing strategies. Parking pricing strategies aim to determine a price for the most valuable parking and then relatively price all other parking. In Middletown, the most desirable parking (on-street) is more expensive than the off-street lots for short-term parking (2 hours or less). Long-term parking (daily parking during typical work hours) in off-street lots is generally less expensive per hour than on-street parking.

Middletown has eight parking pricing categories (see Figure 6-1):

- Two-hour metered on-street parking ($0.50 per hour)
- Free on-street parking
- Two-hour metered off-street parking ($0.50 per hour)
- Ten-hour metered off-street parking ($0.25 per hour)
- Free two-hour off-street parking
- Attended lots with two-hours free and $1 per hour for each additional hour
- Middlesex Corporate Center garage costs $0.75 per half hour with a maximum daily charge of $6.00.
- Monthly parking ($55 per month)

Although downtown parking follows the correct general concept, there are several issues with the existing pricing structure that may be contributing to less than optimal performance of the parking network:

- *On-street parking is undervalued* – An hourly cost of $0.50 does not adequately reflect the value of the most desirable and convenient parking in downtown. This per hour charge is too low to make free off-street parking attractive to enough parkers, resulting in drivers circling the streets in search of an on-street parking space.

- *Daily parkers can evade parking attendants* – People parking for the full business day can circumvent paying for parking by leaving after the attendant is gone for the day. This flaw in the payment collection technique means that Melilli and the Arcade potentially provide free daily parking, making them the most attractive daily parking locations regardless of posted prices.

Middletown CBD Parking Supply

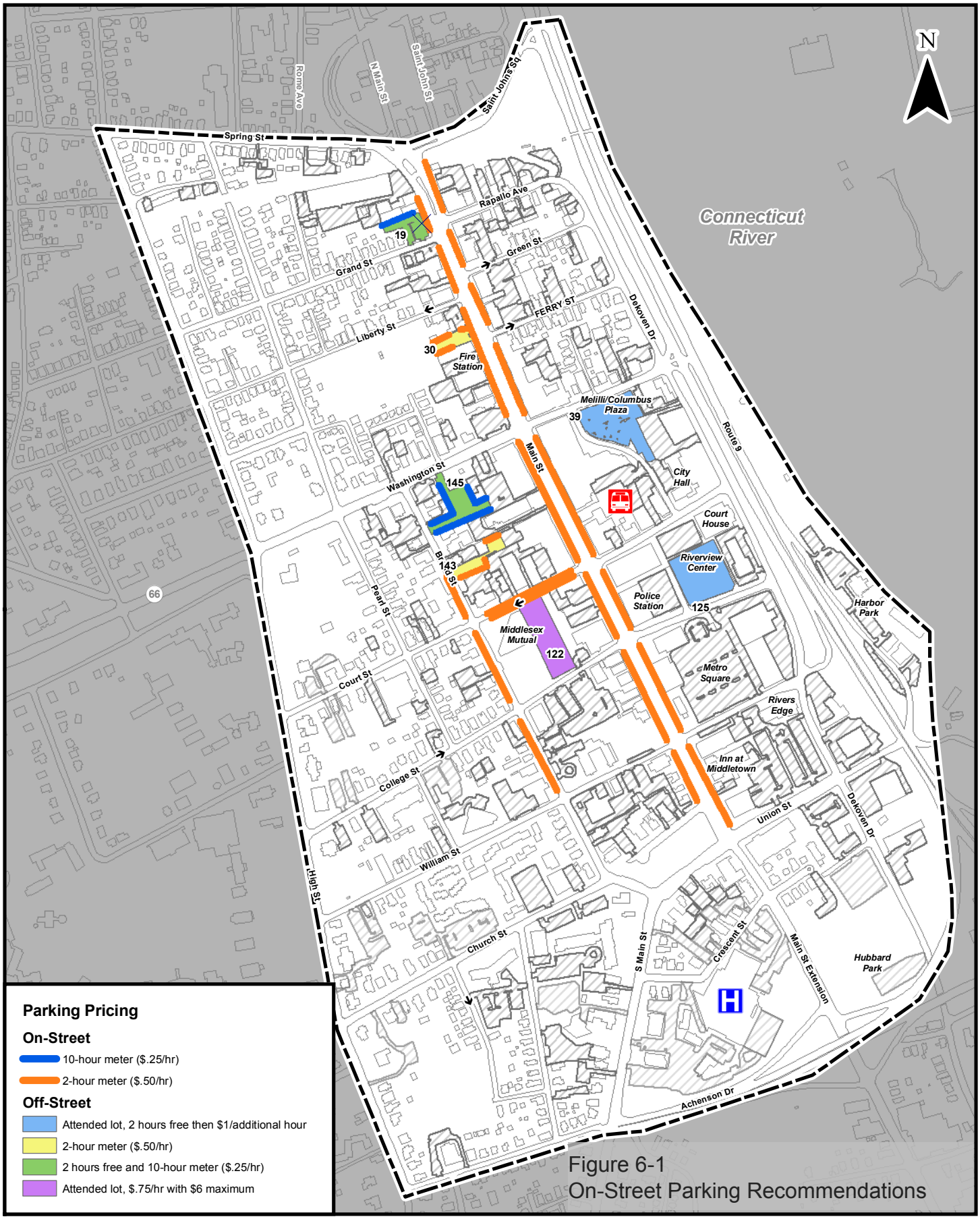

Figure 6-1
On-Street Parking Recommendations

Vanasse Hangen Brustlin, Inc.

0 290 580 1,160 Feet

- *Undifferentiated short-term and long-term parking in Melilli and the Arcade* – Off-street parking areas serve both long-term and short-term parkers. All spaces in these lots are available to either short-term or long-term parkers. Leaving the spaces undesignated enables long-term parkers to use the most valuable off-street spaces and makes it difficult to ensure a certain number of spaces will be available each day for short-term parkers.

- *Monthly parkers take up prime off-street spots* – Monthly parkers are distributed through a number of off-street lots, including Melilli. These monthly parkers—likely parking for the entire day—are able to park in some of the most valuable off-street parking spaces. The result is that key parking spaces are used by one or two long-term parkers each day rather than by a dozen short-term parkers.

- *MCC garage overvalued* – The MCC garage—operated by the MCC—has 374 parking spaces available to the public. This parking is considerably more expensive than all other short- and long-term parking options. Short-term parking is three times as expensive as on-street parking and long-term parking is between four to six times as expensive as off-street parking. Only the maximum daily parking charge of $6.00 is comparable to Melilli and the Arcade, but the payment is collected reliably unlike the other two attended lots. This price structure makes the MCC prohibitively expensive relative to other options.

Potential Improvements

Addressing the above identified issues with parking pricing solutions will enable Middletown to more effectively influence parking behavior, which will contribute to a more efficient use of public parking facilities. The following recommendations provide current opportunities to use parking pricing to better manage the public parking network:

- *Implement a standardized three-tier parking pricing structure* – Middletown's parking supply can generally be divided into three tiers: on-street parking (short term), off-street premium parking (short term), and off-street remote parking (long-term). All existing pay parking spaces should be classified in one of these tiers and priced accordingly. In the near term, on-street parking should cost $1.00 per hour, generally with a two-hour parking maximum; off-street premium parking should be free with a two hour parking maximum; and, off-street remote parking should cost $0.50 per hour with a $4.00 daily maximum charge. This pricing structure should help better distribute the different classes of parkers. As with any pricing structure, these rates should be reviewed annually and changes made accordingly.

- *Install parking meters in the Melilli Lot* –The attendant lots have two advantages from a parker's perspective: exact change is not needed and there is always the potential to park for free if the attendant is not there when exiting. However, the current attendant system can be abused by those who remain parked until the attendant is off-duty. Given the low revenues that are generated by the parking, the most cost-effective means of achieving better utilization is to use a pay-and-display multi-space meter. These units

allow customers to purchase parking for as long as they wish and can be programmed to allow free parking for an initial time period.

- *Differentiate between short- and long-term spaces in off-street lots* – Currently a driver can park in any off-street space regardless of parking duration. Designating spaces as short- and long-term will help ensure that long-term parkers do not use the most desirable spaces and that there are always spaces reserved for short-term users. Each space will need to be clearly identified as to its associated parking restrictions.

- *Move monthly permit parking to less desirable parking areas* – Monthly permit parkers should be prohibited from parking in valuable spaces desirable for short trips, such as in the Melilli lot. Public parking areas such as the Arcade Garage, the MCC garage and the lot next to the roller rink are better suited for permit parkers.

- *Extend meter enforcement until 7 p.m*. – The growing popularity of downtown restaurants keeps on-street parking in high demand past typical business hours. Extending the hours meters are in effect will help divert drivers to off-street lots, particularly restaurant employees who would otherwise take up on-street parking better used by customers.

- *Provide the first 10 minutes of on-street parking for free* – A push-button feature on parking meters can be used to provide free parking for a designated time period, typically 5 to 20 minutes. This enhances customer convenience by eliminating the need to find change for the parking meter and prevents ticketing of those "who are only in the store for a minute".

Future Parking Pricing

Middletown is in the process of identifying opportunities to improve and expand its existing parking supply. Any changes to the parking supply will potentially affect the value of other spaces in the parking network. The introduction of improved or additional parking will require revisiting the parking pricing structure. For instance, a new parking garage may require the introduction of a new less expensive long-term pricing tier. Or, a new garage could provide the opportunity to increase the price of more convenient short- and long-term off-street surface parking. No matter what the approach, it will likely take a period of adjustment to ensure the price structure is having the desired effect on parking behavior.

On-Street Parking

On-street parking is the most desirable parking in most sections of downtown Middletown. Identifying opportunities to introduce additional on-street parking and maximize the use of existing on-street parking will provide drivers with a better chance of finding available on-street parking. There are three potential strategies Middletown could employ to increase the availability of on-street parking: add more on-street parking spaces, reduce time limits of the most desirable metered spaces, and introduce meters on existing unmetered spaces. Implementing these strategies in the appropriate areas around the downtown can increase the on-street parking supply and generate a higher turnover of on-street spaces.

Additional On-Street Parking Opportunities

The simplest method of relieving demand for on-street parking is to increase the on-street parking supply. The majority of downtown already permits on-street parking, but there are two potential areas where on-street parking could be introduced: along the west side of Dekoven Drive and the north side of Court Street between Main Street and Dekoven Drive (see Figure 6-2). The existing cross section of Dekoven could generally accommodate parallel parking on one side of the street between Rapallo Ave. and Dr. MLK Way. There is already parallel parking on Dekoven exclusively for city vehicles in front of the Middletown Municipal building. The distance of this new parking from Main Street would suggest meters would not be appropriate. Additional parking along Dekoven would primarily serve residents in the North End and visitors to the Superior Courthouse, helping to relieve demand on parking facilities closer to Main Street.

The second opportunity to introduce new on-street parking is along the block of Court Street east of Main Street. This block already has parallel parking on the north side of the street between Dekoven Drive and the entrance to Melilli Plaza. This existing parking is restricted to city vehicles. After the entrance drive to Melilli Plaza, Court Street turns into two lanes in the westbound direction, a left-turn lane and a through-right lane. The existing traffic volume on Court Street and the lack of conflicting turning movements coming from the eastbound direction (Court St. is one way westbound from Main Street) suggest one lane would be sufficient on the block east of Main Street. The second lane could be replaced with parallel parking on the north side of the street. This parking would serve the core of downtown where parking demand is highest. The proximity of this parking to Main Street would make it a good candidate for two-hour parking meters.

In conjunction with increasing on-street parking along Dekoven Drive and Court Street, the reserved city vehicle parking flanking the Municipal Building on both roads should be reclassified to general public parking. Use of the reserved parking generally is well below capacity and the Municipal Building has two dedicated parking lots that can be used for city vehicles. The regulations of the reclassified parking should be consistent with parking on the same block: two-hour meters along Court Street and unmetered parking along Dekoven Drive.

Adjusting Time Limits

In addition to collecting revenue to support the parking system, parking meters induce on-street parking turnover through establishing time limits on each space. These time restrictions ensure that the most convenient parking will be used for short-term parking, which supports the businesses located along Main Street by allowing more customers to park in close proximity throughout the day. The current time restriction for all on-street metered parking is two hours, which is well suited for much of the on-street metered parking that is only at capacity during the peak period.

- The on-street parking along Main Street for the one block between Washington Street and Court Street is generally at capacity throughout the day. Since this block appears to be downtown's most sought after parking, it could benefit from reducing the time limit to one hour (see Figure 6-2). Reducing the time limit will enable up to twice as many people to park in these spots over the course of a day. The higher turnover rate will mean that a driver will have a better chance of finding an open spot on this block. Those parkers that need longer than one hour will be pushed to the surrounding blocks, which generally

have lower utilization rates. This regulatory strategy will make on-street parking in the core of the downtown more efficient.

Many trips by drivers require very short-term parking. Often drivers who need to make a quick stop are unable to find a convenient parking space and instead choose to park in no-parking areas. There should be at least one parking space on each block that is restricted to parking for 20 minutes or less. Siting of these spaces is critical – they must be readily identifiable as short-term spaces and must be easily accessed. Due to their high utilization they should not be located near crosswalks. An example of this would be a parking space located after a fire hydrant.

A short-term parking space after a fire hydrant would be readily identifiable and easy to access.

Introducing Meters

Another regulatory approach to encouraging optimal parking behavior is to introduce parking meters on existing unmetered parking spaces. Parking meters are especially effective at inducing parking turnover. Areas within the downtown that are unmetered, but could benefit from higher vehicle turnover are good candidates for parking meter installation. The majority of downtown parking where it is important to maintain parking availability through turnover already have parking meters. Only the block of Union Street east of Main Street stands out as an area without meters that attracts multiple groups of users competing for on-street parking spaces (Figure 6-2). The proximity of Union Street to the hospital makes it especially important that on-street parking is reserved for short-term users. Two-hour meters on Union Street would help regulate parking in this area as well as increase parking revenue.

The other unmetered on-street parking areas in downtown are not currently appropriate places for installing meters. These other areas (all those not identified in Figure 6-2) are primarily used by limited numbers of user groups (residents in the North End, residents and members of the Wesleyan community to the west, and hospital staff and visitors in the south) that do not require high turnover parking. In essence, to meter these parking areas would make the on-street parking useless to the current parkers without benefiting any other group of parkers. If the land uses around these areas change or develop, parking meters may be useful at some point in the future to prohibit long-term on-street parking.

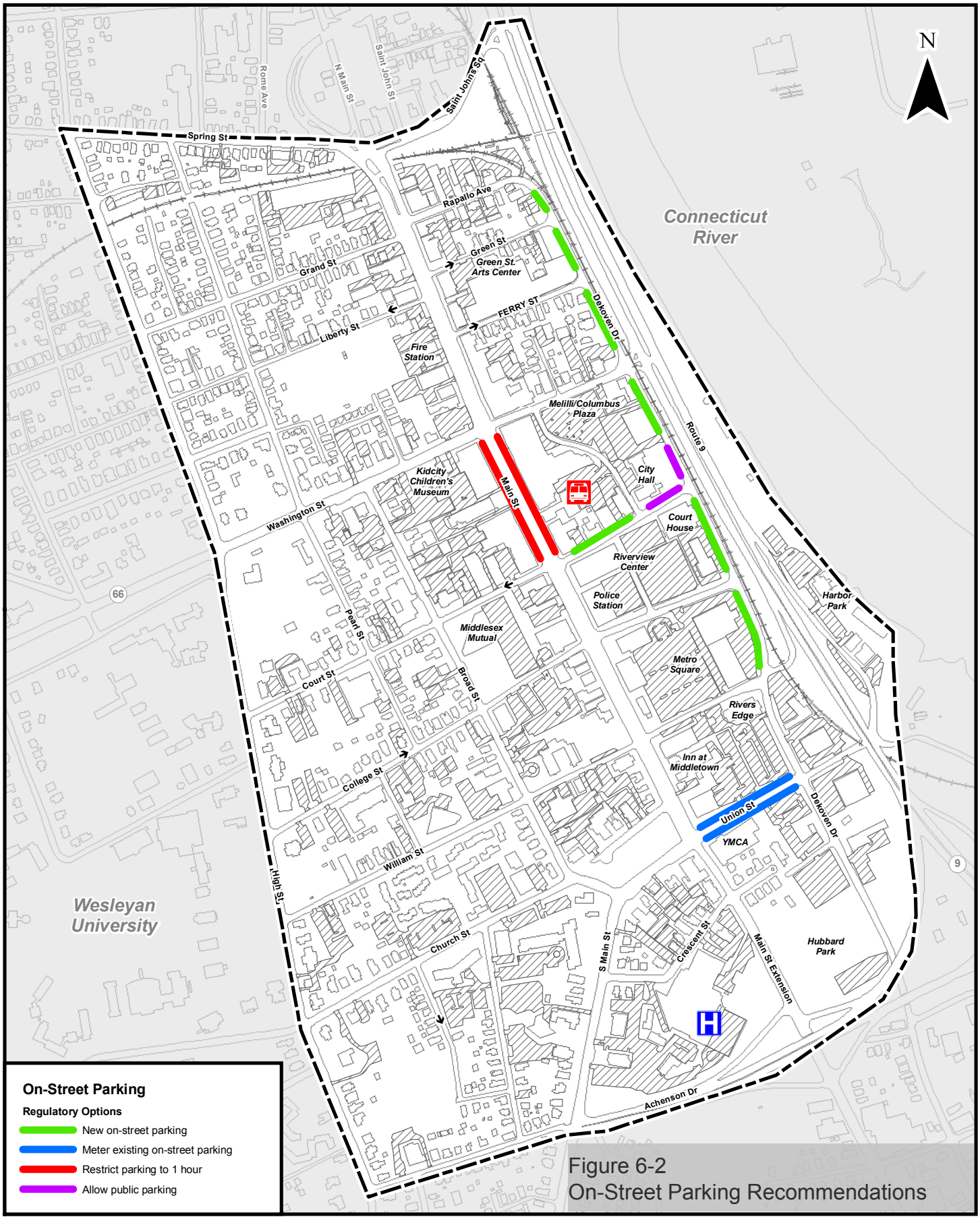

Figure 6-2
On-Street Parking Recommendations

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Parking Signage

Another important component to the public parking network is wayfinding and regulatory signage. Without appropriate signage, drivers will have difficulty finding off-street parking locations and will be unaware of parking costs, time limits, and restrictions. This signage is especially important in Middletown, which has a diverse network of parking lots situated throughout downtown, each governed by different parking regulations. Since only one of these public parking lots is located on Main St.—the primary CBD destination—many drivers rely on parking signs to guide them to available public parking. Therefore, effective signage is crucial to making the Middletown public parking system as convenient and simple as possible. The Middletown Police are currently working to standardize and improve parking signage.

As is evident from the representative sample of parking signs found around downtown, the public parking system lacks a consistent signage style. Existing signs employ a variety of symbols, terms, colors, sizes, and locations, making it difficult for drivers to easily recognize public parking locations. Additionally, many of the parking areas have wayfinding signs only at their entrance points and not along Main St. From the perspective of a driver, Middletown lacks wayfinding parking signage at key decision-making points along major streets. Additional wayfinding signage would better guide drivers to public parking.

The public parking system also contains a multitude of regulatory parking signs, reflecting the numerous regulations applying to different parking areas and different parking spaces within the same lot. As described in the parking inventory, the public parking lots offer free short-term parking, pay long-term parking, metered parking, reserved parking, and permit parking. While there is an operational advantage to offering many types of parking with different costs, the different regulations can be confusing to parkers. The regulatory signs communicating these different parking classes are complicated. Additionally, the regulatory signs are inconsistent in style from one lot to the next. Clearly and simply identifying the conditions associated with each parking space is necessary to ensure public parking is used as intended.

Continuing the Police's efforts to establish a coherent and visible network of public parking signage will provide drivers arriving in Middletown with confidence that they can quickly find available parking near their destination. Furthermore, improved signage may help better distribute parkers among some of the more underused public parking areas and increase compliance with parking regulations.

Parking Meter Technology

Middletown is one of the largest communities in New England that still uses a substantial number of mechanical parking meters, but that is changing. The Police Department has implemented a program of replacing mechanical parking meters with newer, more cost effective electronic models. Not only are the electronic parking meters more reliable and provide increased revenues (due to the increased accuracy), but the programming and reporting capabilities provide the ability to manage the parking more effectively.

As noted previously, it is recommended that the on-street parking meters provide 10 minutes of free parking. This feature is available with electronic meters although it requires a modified housing for each parking meter.

Multi-space Meters

Many communities use multi-space meters rather than single-space meters. These systems are either “pay-and-display” or “pay-by-space”. With pay-and-display technology parkers walk from the car to the central payment station and, upon payment, receive a receipt that is then left in the windshield of the parked vehicle. With pay-by-space technology a driver parks in a numbered space, walks to the central payment station, and pays for their parking. Unlike pay-and-display, the driver does not have to return to their vehicle after paying.

The success of multi-space meters is driven by customer convenience and customer acceptance. The pay stations have to be located close to all parking spaces and located along desired pedestrian paths. Placement of multi-space meters must avoid requiring customers to “back-track”. In Middletown the most appropriate location for multi-space meters would be the Melilli Lot. The layout of the parking lot is suitable for a pay-and-display system using three pay stations. The Middletown Police are currently considering the use of this type of technology in the Middletown parking network.

Stored-Value Cards

Many communities use parking meters that accept stored value cards for payment in order to enhance customer convenience. The feature adds $25-$50 to the cost of each meter and is cost-effective only if it is well used. One relatively new system uses a stored value card that can be used for parking as well as for purchases. The Parcxmart system provides a secure means of providing customers with a convenient way to pay for parking that also encourages patronage of businesses. The stored-value cards are sold and re-loaded by merchants, who receive a fee by the vendor for doing so. The merchants also benefit by low transaction fees when the card is used in their stores. The parking system typically sees an increase in revenue due to the use of the card and fewer non-payments of parking.

The Parcxmart system is in use locally in Bridgeport and in New Haven. While such a system is not appropriate for many communities, it appears that Middletown may have the proper mix of parking system size and active merchant community to make it work well. It is recommended that the merchant community review the system to see if it is appropriate for them.

Cell Phone Payment

Some communities have implemented programs that allow parkers to pay for metered parking via their cell phone. Users establish an account with the City and register their cell phone number, license plate number and payment method. When they park at a meter they are identified via Caller ID and only need to enter the parking meter number and how much time they wish to purchase. If the parker is running late and needs to add more time (within the posted time limit) they can do so from any location. The parker can choose to have a text message notifying when parking is about to expire. Enforcement personnel use handheld PDAs to check which parking spots have been paid for via cell phone. Costs for administering the program are usually offset by the increased revenues from parkers who might otherwise not have coins and not pay for parking.

7

Assessment of Parking Alternatives

There is a demonstrated need to create more parking in downtown Middletown to accommodate existing and future parking demand. Some additional parking opportunities can be created through parking management strategies such as pricing, time limits, and the assigned location for monthly permit parkers. However, adding physical capacity to the existing parking supply is necessary to help relieve overburdened public parking facilities and encourage economic development in the downtown.

The specific findings as to parking supply and demand are as follows:

- The central zone has the greatest need for additional parking. Future redevelopment will generate an additional demand for public parking of between 125 and 365 vehicles. In addition, there is the potential loss of parking at the Arcade Parking Deck that would displace about 360 cars without the means of accommodating them elsewhere.

- The north zone will require between 80 and 125 additional public spaces due to future redevelopment of underutilized building space. This increased demand is mitigated in part by a series of residential projects that are simultaneously adding parking supply and reducing parking demand. Due to the nature of the development in the area, with its substantial residential component and the variety of small businesses, the parking needs in the north zone are very localized. Unlike in the central zone, a single large parking facility would not be appropriate.

- The south zone parking issues are related primarily to the needs of specific institutions. The Middlesex Hospital and the Inn at Middletown are two examples where parking restricts growth and full use of existing facilities. Most residential and commercial developments in the south zone are self-sufficient with regards to parking and there is not a need for a public parking facility to serve multiple users. Even if public facilities were designed to accommodate the demand generated by the Hospital and the Inn, the parking would likely have to be dedicated exclusively to users of each institution and effectively function as private parking.

Through the public process, discussions with the Parking Advisory Committee, and direction of City staff, multiple sites were evaluated for the potential to construct additional parking. In total, ten parking alternative sites were selected for initial screening:

- Middletown Press – A parking garage concept in the south end of the downtown
- Williams Street – A surface parking lot concept in the south end of the downtown
- Arcade Parking Deck Site – Surface and parking structure concepts to replace the deteriorating Arcade Parking Deck. Located in the central core of the downtown.
- Melilli Plaza – Parking garage concepts including re-configuration of existing surface parking. Located in the central core of the downtown.
- Library – A single-level parking deck concept located across from the Russell Library.
- Salvation Army – A redevelopment concept of a new commercial building and additional surface parking. Located in the north end of the downtown.
- Green Street Arts Center – A small surface lot concept located in the north end of the downtown.
- Trolley Barn – A large surface lot concept located in the north end of the downtown.
- North End Lots – A series of potential small surface parking lots in the north end of the downtown.
- Satellite Parking – A park-n-ride concept using a shuttle to bring parkers into the downtown.

Variations of build programs for several of the identified sites were considered. After the initial screening of the alternatives, five candidate alternatives were identified for further development and review. Below, an overview is provided of the alternatives that did not advance beyond the initial screening process, followed by descriptions of the five alternatives selected as candidates.

Parking Alternatives – Initial Screening

In the initial screening process, a range of options were developed for each section of the downtown. The 10 site alternatives included surface parking options, structured parking options, options that are on City-owned land, and options that are on privately-owned land. The range of alternatives reflects the desire identified in the public process of providing parking options throughout the downtown rather than at one central location.

After preliminary screening of the alternatives, five options were selected as candidate alternatives for consideration as projects funded by the Federal earmark funding. Several other projects were identified as desirable, but did not rank as the highest priority for the Federal money.

The list of parking alternatives not selected as candidates is as follows:

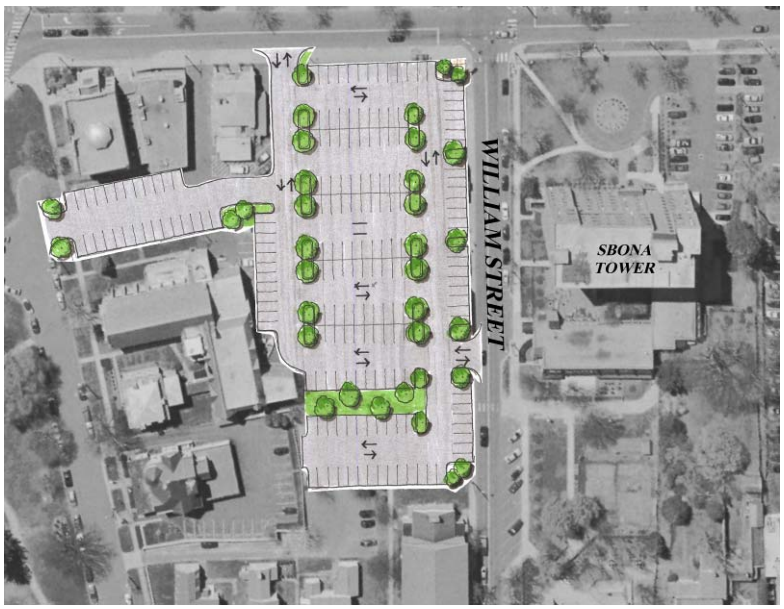
- Williams Street – A surface parking lot concept in the south end of the downtown
- Green Street Arts Center – A small surface lot concept located in the north end of the downtown.
- Trolley Barn – A large surface lot concept located in the north end of the downtown.
- North End Lots – A series of potential small surface parking lots in the north end of the downtown.
- Satellite Parking – A park-n-ride concept using a shuttle to bring parkers into the downtown.

Overviews of each alternative not selected through the preliminary screening process are provided below.

Williams Street

About Williams Street	The Williams Street parking alternative is an example of providing new surface parking in the southern part of the study area. Some existing businesses at the southeast corner of Broad Street at Williams Street would be displaced to provide a surface parking lot. A net increase of 68 parking spaces can be provided increasing the current parking from 139 privately held spaces to 198 spaces available for public use.
Surface Parking	
±70 Net Space Gain	
9 Privately Owned Parcels	This alternative would require the acquisition of nine privately held parcels, and would require property acquisition precipitating the displacement of existing businesses.
Building Demolition Required	
Existing Businesses Displaced	The location of this surface parking lot in the south end of the Main St. corridor puts it somewhat in proximity to the parking demand associated with Middlesex Hospital and the Inn at Middletown. One block north of this alternative there are large private parking supplies located on either side of Main Street, reducing the demand for public parking in the immediate vicinity of this lot.

Due to the impact on existing businesses, and the lack of demand for public parking in that location, it was determined that other alternatives were more beneficial and this alternative was withdrawn from further consideration.



Green Street Arts Center

About Green Street

Surface Parking

Public and Private Property Ownership

Building Displacement

±10 Space Net Gain

The Green Street Arts Center, located on Green Street east of Main Street, is a thriving educational and performance arts center that is constrained by the available parking supply. The Arts Center is located in a residential neighborhood with limited on- and off-street parking. The Arts Center as well as residential and commercial properties in the North End could benefit from additional parking supply. The proposed concept for this site involves the acquisition of private property and razing of a commercial building to provide 10 additional parking spaces, raising the total parking availability to approximately 40 spaces. In addition to increasing the parking supply, it would also create a pedestrian walkway to Main Street.

This parking improvement would provide the greatest benefit to the Green Street Arts Center. If the lot were clearly identified as a public parking area, it would likely attract drivers with more diverse destinations, such as Main Street shops and North End residences.

This project was not selected for further review, due to the complexity of the project in regards to accessing Federal funding weighed against the minimal gain in parking supply. Such a project is, though, indicative of the type of small targeted projects that are best suited to the parking needs of the North End. It is one of several such projects that would be beneficial to pursue given the right circumstances of land acquisition opportunities and local funding availability.

Trolley Barn

About Trolley Barn

Surface Parking

Private Property Acquisition

±45 Space Net Gain

Disruption of Viable Businesses

Located at the northern terminus of the project area, the Trolley Barn concept proposes the relocation of businesses and demolition of several existing structures just south of the historic Trolley Barn to provide a 70-space surface parking lot.

This parking improvement is the largest of the North End alternatives. The location of this parking lot—at the far north end of Main Street—would serve the general North End parking demand. Aside from the private parking associated with the business operating from the trolley barn building, there are few land uses in need of parking in direct proximity to this alternative.

This alternative was not selected for further evaluation as a candidate alternative. Among the reasons cited were the impact on existing businesses and that it was effectively isolated from many North End destinations due to the lack of vehicle and pedestrian connectivity.

North End Lots

About North End Lots

Small-Isolated Surface Parking Lots

Private Property Acquisition

The parking needs in the North End are best suited to small, scattered parking locations that serve adjacent uses. Several options for such locations were considered.

One option is to purchase residential properties and replace them with surface parking. Since many of the residential homes located in the North End were constructed before the prevalence of the personal automobile and have no accommodations for off-street parking, this presents an opportunity to simultaneously reduce parking demand and increase parking supply. The City is currently working on similar rehabilitation projects that reduce the density of housing. During the public process some other locations were identified, specifically, 67 Ferry Street and 29 Green Street.

Other suggested locations for scattered parking in the North End include the Green Street playground, and the railroad properties on Rapallo Avenue.

The two housing locations and the Green Street playground are relatively small sites. They range in size from 2,600 sf to 8,700 sf. More importantly, they are relatively narrow sites, with frontage ranging from 40’ to 55’. A typical bay of parking is 60’ wide, without consideration for required buffers or landscaping. Thus, the suggested sites are relatively inefficient with regards to providing parking. One of the housing sites is too small to accommodate a legal layout of parking. The other could accommodate up to 10 spaces, while the playground could accommodate about 15 vehicles.

The railroad site is relatively large and could accommodate about 75 cars. However, there is no apparent demand for that much parking in that section of the North End. Further, acquisition of railroad-owned properties typically takes many years and the environmental liabilities preclude the use of Federal monies.

The suggested sites in the North End were not advanced for further consideration as one of the candidate alternatives. However, like the Green Street Arts concept, such options should be considered when the right acquisition and funding opportunities arise.

Satellite Parking

One of the parking options identified during the public process was the possibility of adding parking capacity by providing it through satellite parking outside of the central business district. Essentially, commuters would drive to a park-n-ride facility and then transfer to shuttle buses to travel to their places of employment in the downtown.

Satellite parking operations can be successful if they are competitive to simply driving and parking in the downtown in regards to cost and convenience. A simplified comparison of cost options is shown below in Table 7.1. The operating cost for a leased parking lot with a peak-hour shuttle service was compared to debt service and operating costs for a typical downtown garage.

Table 7.1 Monthly Per-Space Cost Comparison of Satellite Parking vs. Garage Parking

Number of Spaces	Satellite Parking	Parking Garage (no subsidy)	Parking Garage (construction cost subsidized)
100	$155.00	$250.00	$110.00
200	$110.00	$225.00	$85.00
300	$105.00	$215.00	$80.00
400	$85.00	$210.00	$75.00

Table 7.1 shows that the cost of a successful satellite parking operation can be less than a parking garage. For breakeven operations, a satellite parking operation (operating weekdays only) would have to charge users between $4.25 and $7.75 per day. A parking garage (operating six days a week) would have to generate revenues of $8.75 to $10.50 per space per day among the various users. However, since the construction cost of any new parking garage in Middletown would be subsidized by the Federal earmark funding, the operating cost of a new parking garage would be considerably less than for satellite parking and daily per-space revenues would need to be only $3.00 to $4.50.

Although the use of satellite parking is not financially viable compared to building a parking garage, satellite parking can be a good interim measure, particularly to accommodate displaced parkers during construction of a parking garage.

Parking Alternatives – Candidate Screening

The initial screening of parking alternatives produced five sites for further consideration. The screening also identified some variations of parking alternatives for some of the sites. This section presents further discussion about those sites and alternatives, including initial environmental and historic resource assessments and project cost estimates.

The following are the sites and concepts identified for further consideration as candidate alternatives.

- **Middletown Press**
  Parking Garage

- **Arcade**
  Surface lot
  Parking Garage (2 orientations)
  Parking Garage with platform over part of the Police Station lot

- **Melilli Plaza**
  Parking Garage and surface parking reconfiguration (2 orientations)

- **Salvation Army**
  Surface lot and building reuse

- **Library**
  Single-level parking deck

It should be noted that these candidate parking alternatives were developed and evaluated in 2007. Since then some changes, such as the redevelopment of the Middletown Press site, have occurred. Also the costs associated with each proposal have increased, although the figures cited in this chapter provide a good comparative metric for the alternatives.

Middletown Press Site

About Middletown Press:

4-Story Garage

320 Parking Spaces

215 Net New Parking Spaces

Construction Cost: $8.9 Million

Annual O&M Cost: $95,000 - $210,000

The large fields of surface parking near the YMCA allow for several options for constructing a parking garage. Upon review of three possibilities, it was decided that construction of a garage at the Middletown Press site—an existing 105-space surface parking lot behind the Middletown Press—was preferred over any other potential sites in the area. The Middletown Press location is more central to existing parking generators and would thus be better utilized than other options nearby.

Although there is little demand for general use "public" parking in proximity to this location this lot, with views to the river, it has potential to support mixed-use residential or other redevelopment opportunities, including a parking garage as part of a public/private partnership including commercial or retail.

The concept developed for the Middletown Press site calls for the construction of a 290-space four-story parking structure and reconfiguration of 30 surface parking spaces, for a total of 320 parking spaces. This garage will displace 105 existing surface spaces, therefore the net gain with this proposal is 215 parking spaces.

The land required for this project is currently under private ownership and covers approximately 1.25 acres of the 2.1 acre parcel.

Environmental Consequences Categories were reviewed to identify resources that are potential present at the proposed site. A review of cultural resources indicate that this property is not on the National or local register of historic places, nor is it a reported archeological site An environmental resource screen however, indicates that this site is within the Natural Diversity Database areas for endangered species habitat. It is important to note that this proposed site is currently a paved parking lot. The site does not appear to be located within wetlands or within the 500 year flood zone. Further review indicates that in the 1920s there were several structures on this property, the structure of significance was an auto sales and service facility located on the northwest of the property. As such, there is potential for abandoned underground storage tanks, and potential subsurface contamination.

The cost of the project would be at least $8.9 million. This assumes construction in 2009 and land acquisition costs ($312,000) equal to a proportion of the assessed property value. The annual

operating cost of the garage is estimated to be $95,000 if it is not staffed and $210,000 if it is staffed five days per week.

The parking study noted that there is only a limited need for public parking in this area and that the parking would likely be associated with specific users such as the Hospital and the Inn at Middletown. In general, the project would be eligible for the Federal earmark funding if all parking was made available to any user at market rates. Dedicated parking permanently controlled by an institution, or below-market pricing, would be allowable only if an institution paid for the cost of constructing the parking they used.

During the course of the study the property was sold and a redevelopment concept has been advanced. Nonetheless, this parking concept is representative of options that could be constructed on nearby parcels.

Arcade Parking Deck Site

About Arcade

Surface Option with ±200 Net Space Loss

Garage Option with ±40 Net Space Gain

Prime Location for Parking

Development Opportunities

City-Owned

The City of Middletown currently owns and operates a parking deck with 358 parking spaces, known as the Arcade Parking Deck, located one block west of Main Street between Dingwall Drive and Court Street. The top level of the deck has vehicular and pedestrian accesses to Court Street and pedestrian access to Main Street via a pedestrian promenade lined with retail stores. A vehicular ramp is provided to the lower lever, however, it has been barricaded off due to structural deterioration. The bottom level provides parking exclusively for permit holders between 7:00 am and 4:00 pm, and includes parking for the police department. This structure, constructed in the 1960s, is reaching the end of its useful life.

This site is located in the central core of the downtown and the parking is extensively used. Currently there is not enough public parking anywhere in the downtown to accommodate the parkers using the Arcade should the Arcade close due to further structural problems. It should also be noted that any construction on this site would displace current parkers, requiring temporary parking accommodations.

Surface parking and structure parking options were developed for this site, and are described below. As an existing City-owned parking structure, parking options for the Arcade site will not require the acquisition of private property. Nor does the site involve wetlands or the 100-year-flood zone. The property is within the Natural Diversity Database area for endangered species, however, the project will replace an existing structure and therefore is not anticipated to have a significant impact on endangered species.

Surface Parking Alternative

Under this alternative, the existing Arcade parking deck would be demolished and replaced by a 150-space surface parking lot. The construction cost of the parking lot would be approximately $800,000. This assumes construction in 2008 and does not include the approximately $1,000,000 cost to demolish the existing parking deck. Annual operating and maintenance costs would be less than $20,000.

This parking would be well used but the parcel's conversion to a surface parking lot would result in reducing the existing parking supply by over 200 spaces. The primary benefit of the surface parking alternative would be to provide parking while land-banking this parcel until there is a demand to develop it at a future date. Because use of Federal earmark funds would encumber the parcel and constrain the ability of the City to develop the parcel in the future, if the surface parking alternative were to be pursued it would be best to do so with local funding.

Structure Parking Alternatives

The structure parking alternatives for the Arcade site both include a 4-story parking garage that occupies half the site with surface parking. The project would create 365 to 395 parking spaces, a net increase of 10 to 45 spaces. The purpose of using only half the site for the parking garage footprint is to reserve part of the site for future development. The site is located between Main Street and the Connecticut River and is one of the more valuable sites in the downtown.

Two different alignments of the parking garage are possible. Constructing the garage parallel to the Courthouse Garage would enable future development of the surface lot to accommodate buildings along Dingwall Drive. Constructing the garage perpendicular to Dingwall Drive creates the opportunity to bundle the site with the parcel fronting Dekoven Drive to create a large redevelopment site with river views.

Either garage alignment alternative could accommodate the Connecticut Department of Transportation's plans to connect Main Street to the riverfront via a pedestrian bridge located adjacent to the existing courthouse garage. The pedestrian bridge to the harbor is being proposed under the Route 9 Operational and Safety Improvement Project. This pedestrian bridge has the opportunity to connect not only to the parking structure, but also to further provide a direct connection to Main Street along the existing pedestrian promenade adjacent to the police station.

A further modification to the parking garage option is to construct a 45-space parking deck over the northerly half of the adjacent police parking lot. This option could be integrated as a phased development with most any parking garage design. The police parking deck would be accessed via a common entrance from Court Street, but would have a separate access internal to the garage to provide for secure parking for police employee.

The construction cost of the 4-story parking garage is approximately $9.2 to $9.5 million. The police parking demand would add another $1.1 million to the cost. These costs assume construction in 2008, and they do not include the approximately $1,000,000 cost to demolish the existing parking deck, and do not include any costs associated with relocating the existing parkers. Annual operation and maintenance costs would be $235,000.

The parking garage concept on the Arcade site is the concept for which the Federal FHWA earmark was obtained and as such the project would be eligible for the funding. It would likely be the City's best interest to pay for the surface parking with only local funds in order to provide the greatest flexibility for future development.

Melilli Plaza

About Melilli

4-Story Garage and surface parking

± 240 Net Space Gain

Prime Parking Area

City-Owned Property

The Melilli Plaza parking area is located in the core of downtown between Court Street and Washington Street, just behind the buildings fronting the west side of Main Street. The existing surface parking lot (261 spaces) is the most heavily used off-street public parking area downtown due to its proximity to a wide range of central and north downtown destinations, and its convenience for users.

There are two potential configurations for a parking structure on this site, both involving a 4-story garage and reconfiguration of existing surface parking. Both would provide approximately 240 new parking spaces. The first layout alternative positions a garage running lengthwise along Washington Street and maintains the current alignment of the Melilli Plaza access roadway. This alternative has one large surface parking lot located behind the garage. The second alternative reduces the garage frontage on Washington Street and realigns the Melilli Plaza access roadway with Alsop Avenue, increasing the distance of the intersection from Main Street. This alternative consists of three smaller surface lots with separate access points.

The property required for this alternative is currently owned by the City, making private property acquisition unnecessary. A review of available environmental data indicates that this site is not within wetlands, the 100-year flood zone, or listed on the National Register of Historic Places. Abutting the property is the Captain Benjamin Williams House (Dekoven House) which is listed on the National Register of Historic Places, and care will need to be taken not to disturb or detract from that property. The parcel is shown to be within the Natural Diversity Database for endangered species, but is currently paved, suggesting redevelopment will have limited impact to endangered species habitat.

One permitting issue associated with this site will be the requirement of a formal traffic study to the State Traffic Commission. The garage meets the 200-space threshold and is adjacent to State-controlled roadways. Due to the variety of options for drivers to access the site it is not expected that the traffic impacts of a garage would be significant.

The location and convenience of the existing Melilli Plaza are two important reasons why this off-street parking area is so successful. Melilli Plaza is located in the core of downtown, just behind the busiest Main Street block. Furthermore, it has proximity to the most intensely developed part of the North End and provides parking for those land uses. Constructing a garage and surface lot would enable more people to park at this site while maintaining many convenient surface spaces.

The parking garage alternatives are eligible for Federal funding via the FHWA earmark so long as the parking is available for public use and is not sold at below-market rates to specific users. The concepts could incorporate ground level office or retail space if desired. This space would reduce the parking capacity (by about 40 spaces) and the eligible cost would be limited to the shell of the office/retail space.

Alternative 1 - Parking Garage Parallel to Washington Street

Alternative 1 proposes a 4-story parking garage along Washington Street directly over the existing Melilli parking area, and no taller than other buildings on Washington Street. Adjacent to this structure, surface parking is proposed that will connect the existing Melilli lot with the municipal employee lot.

A total of 500 parking spaces would be built, with 360 in the garage and 140 surface parking spaces. The project would displace parking in the public parking lot and the City Hall employee parking lot. The net increase in parking would be 240 spaces.

This parking alternative is anticipated to cost approximately $10.1 million, assuming construction in 2008. Annual operation and maintenance costs are estimated to be approximately $235,000.

Alternative 2 - Parking Garage Perpendicular to Washington Street

Alternative 2 rotates the parking structure perpendicular to Washington Street, revises existing surface parking, and relocates the Melilli Plaza access road across from Alsop Avenue. This alternative will provide 360 structured and 140 surface parking spaces. The project would displace parking in the public parking lot and the City Hall employee parking lot. The net increase in parking would be 240 spaces.

This parking alternative is anticipated to cost approximately $10.0 million, assuming construction in 2008. Annual operation and maintenance costs are estimated to be approximately $235,000.

Library Site

About Library

Single-Level Parking Deck

±50 Net Space Gain

Existing Parking Revisions

Acquisition of Private Property

The library parking site is located along Broad Street, just north of Court Street, and across from the Russell Library. This parking area experiences heavy demand as does the block bounded by Main Street, Broad Street, Washington Street, and Court Street. To alleviate this demand, an alternative was developed which involves razing one wooden structure, revising the existing parking layout and circulation, and providing a parking deck to accommodate approximately 50 vehicles. The deck is anticipated to take advantage of the existing topography, with the deck level accessed via Broad Street and the surface level accessed from the east, with no connectivity between levels.

Environmental Consequences Categories were reviewed to identify resources that are potential present at the proposed site. A review of cultural resources indicate that portions of the project are located with both the Broad Street Historic District and the Main Street Historic District, listed on the National Register of Historic Places. In addition, the Church of the Holy Trinity and Rectory is a site listed on the National Register of Historic Places. The structures surrounding the project, although not specifically listed on the National Register of Historic Places, are National Register Eligible, indicating that they meet one or more of the criteria for being listed on the National Register of Historic Places.

Upper Level of Parking Deck Concept

This alternative is proposed on property that is a mix of publicly and privately owned parcels, and is proposed within close proximity to an existing structure, which would need to be addressed during the design and permitting phases of the project. If the proximity to the adjacent buildings could not be resolved, the parking deck would have to be reduced in size from two parking bays to one parking bay.

The cost for the parking deck project would be approximately $2.1 million. This assumes construction in 2008 and land acquisition costs ($40,000) equal to a proportion of the assessed property value. Annual operating costs are estimated to be $20,000.

Lower Level of Parking Deck Concept

Salvation Army Site

About Salvation Army

±30 Net Space Gain

Surface Parking

Partial Building Displacement

Property Acquisition Required

Public/Private Partnership Opportunity

This alternative is proposed on a site currently owned and occupied by the Salvation Army located on the east side of Main Street just north of Washington Street. An 11,400 square foot structure and a rear surface parking lot with space for 31 vehicles are currently located on the parcel.

The Salvation Army site alternative involves the partial demolition of approximately 6,000 square feet of the existing Salvation Army building, which will allow the parking area to be increased from 31 spaces to 63, providing a net gain of 12 parking spaces.

It is the intent of this proposal to facilitate new business development while simulateously increasing the availability of public parking.

Environmental Consequences Categories were reviewed to identify resources that are potentially present at the proposed site. A review of cultural resources indicate that this property is within two historic districts, including, the Main Street Historic District and the Washington Street Historic District. The existing structure on the site is more than 50 years old, and will therefore require a review by the State Historic Preservation Offices (SHPO).

An environmental resource screen of the site did indicate that a portion of this property is within the Natural Diversity Database areas for endangered species habitat. It is important to note that this proposed site is currently a paved parking lot and the existing building. The site does not appear to be located within wetlands or within the 500-year flood zone. Further review indicates that the site has historically been utilized for commercial activities, including use as a grocery store. As this concept involves the demolition of at least a portion of a structure constructed in the 1950s there is likelihood that asbestos, lead, and other environmental hazards will be present.

The project cost for this alternative is approximately $980,000, assuming construction in 2008 and site aquistion costs of $375,000. It would be extremely complex to use Federal funding for this project. In addition to the requirements for site aquistion and relocation of existing tenants, most of the building costs would be ineligible and the the parking would have to be made available at market rates and not reserved for specific users.

Preferred Alternative

The preferred site chosen for a new parking garage is the Arcade site. The concept provides the opportunity to not only replace the deteriorated parking deck, but combined with good design and with appropriate parking management strategies, can also meet several critical parking needs in the downtown.

A key consideration in the selection of the Arcade site was how a garage in that location can help improve the parking availability in the Melilli Lot. Both the Melilli Lot site and the Arcade site are currently well-used by current parkers and both are located in the area of the downtown with the greatest future parking need. The existing Arcade Deck is larger than the Melilli Lot and accommodates more long-term parkers. The Melilli Lot is the preferred location for many short-term parkers. Parking for more short-term parkers can be provided in the Melilli Lot by shifting long-term parking from the Melilli Lot to the proposed Arcade Garage.

Once the preferred location for the proposed parking garage was determined, further evaluation of potential design options was conducted. The process led to identification of two additional parking elements that could be achieved:

The garage concept size could be expanded to accommodate parking for transit users.
The garage design could include a platform over the police station parking lot with the parking oriented to Riverview Plaza. This would provide convenient parking with the feel of a surface lot for those with destinations on Riverview Plaza and Main Street.

The garage concept is a 486-space three-level garage with a single-level extension over part of the police station parking lot. The main section of the garage would be one level (approximately 12') higher than the existing Arcade Deck. The footprint of the garage would be smaller than that of the existing Arcade Deck and creates an opportunity for future economic development with the adjacent Car Tunes parcel.

Vehicle and pedestrian access to the garage would continue to be from Dingwall Drive and from Court Street. The Court Street access would be modified to provide better pedestrian connections and handicap accessibility. Drivers would enter from Court Street and drive up to the level of the

Arcade Plaza to the second level of the proposed garage. The second level of the garage includes the single-level parking deck over the police station lot. Thus, drivers and pedestrians will be at the level of Riverview Plaza. The parking on the single-level deck will essentially function as an open-air parking lot providing convenient access to Riverview Plaza and to Main Street.

Parking for Transit Users

The proposed parking garage would include parking for transit users. The garage is located near the MAT station and would serve transit employees as well as transit patrons. Currently park-n-ride patrons park in the Melilli Lot, often avoiding paying for parking by remaining in the lot past 6:00 pm when the attendant leaves. Planned parking management changes will displace the free long-term parking from the Melilli Lot and the proposed garage will guarantee availability for the current and future transit users.

The transit parking in the proposed garage would be eligible for funding from the $8.5 million FTA earmark. The earmark monies could pay for a proportional share of the garage cost. If 480 spaces were constructed and 90 were guaranteed for transit users, the share of the garage cost would be approximately 19 percent. If the proposed garage were funded using both an FHWA earmark and an FTA earmark, the permitting process for both entities would need to be followed. The FTA process would require justification of the transit parking and the permitting would likely require an Environmental Assessment (rather than a more complex Environmental Impact Study). Once the permitting is complete, the participation by the FTA would be minimal. The construction project could be overseen by ConnDOT, acting on behalf of the FTA for their part of the project. The garage project does not have to wait for the FTA permitting process to be complete before the project could begin. The additional transit-related parking capacity could easily be incorporated (or removed) later in the design process.

There would need to be an operational agreement included as part of the final design stage. This operational agreement would formalize the use of the parking paid for with transit funding and the assessment of costs and revenues. The agreement would need to define MAT's share of any operating surpluses and protect MAT from any operating deficits. The agreement would also need to specify how transit parkers would be allowed access at all times, even if the garage were otherwise full. These agreements would allow the parking paid for by transit funding to be used by other parkers at times the space are not needed for transit users.

Project Cost

The proposed parking garage concept is approximately 157,000 square feet in size and has a capacity of 486 cars. The cost of the garage project is estimated to be $15,974,000. This includes the costs of incidentals, contingencies, and design as specified by ConnDOT policy. The cost estimate reflects 2010 dollars using an annual inflation rate of 10 percent. The project cost includes $1.1 million for demolition and material disposal of the old Arcade Deck.

The project would be eligible for $8,956,000 from two Federal earmarks. All of the FHWA earmark of $6,890,000 would be used, along with $2,066,000 of the FTA transit "transportation improvement" earmark. The FTA amount represents the proportional cost share of 90 parking spaces.

The non-Federal share of the project is $7,018,000. This includes $2,415,000 for the earmark match requirement. Approximately $1.1 million is for the costs for demolishing the old Arcade Deck. One of the important issues in the site alternative evaluations was the ownership of the land. If the City uses the Federal money only for the garage construction and not for site acquisition or site preparation, the City retains control over the section of the parcel. The City can then develop the section of the parcel near Car Tunes.

Table 7.2 Cost Summary

Item	Amount
PROJECT COST	
Base Construction Cost	$9,270,000
Incidentals (15%)	1,391,000
Contingencies (10%)	927,000
Design (7%)	811,000
Subtotal (2008 dollars)	$12,399,000
Inflation (20%)	2,480,000
Subtotal (earmark-eligible)	$14,879,000
Arcade Deck Demolition	1,095,000
TOTAL	**$15,974,000**
FEDERAL FUNDING	
FHWA Garage Earmark (entirety)	$6,890,000
FTA Transit Earmark (partial)	2,066,000
	$8,956,000
NON-FEDERAL FUNDING	
Match on FHWA Earmark	$1,723,000
Match on FTA Earmark	689,000
Arcade Deck Demolition Costs	1,095,000
Other project costs	3,511,000
	$7,018,000

8

Assessment of Transit Alternatives

Middletown Area Transit (MAT) provides an important transportation alternative in the city. The success of the service is evident from the continually increasing use of the bus system. Ensuring that this success can continue will require appropriate transit facilities, which contribute to the convenience of using the system and effectiveness of operating the system.

Two of the three Federal earmarks are for transit-related projects. Both of the transit-related earmarks are administered by the Federal Transit Agency (FTA) district in Boston, with MAT being the local recipient.

The Federal earmarks consist of the following:

- An FTA-administered grant to "construct an intermodal center". The nominal earmark amount is $1,254,00, of which approximately $1.13 million is expected to be available assuming Federal funding ceiling limitations of 90percent. The $1.13 million in Federal funding would require a local/state match of $280,000.
- An FTA-administered grant for a "transportation infrastructure improvement project". The nominal earmark amount is $9,500,000, of which approximately $8.55 million is expected to be available assuming Federal funding ceiling limitations of 90percent. The $8.55 million in Federal funding would require a local/state match of $2.14 million.

During the study's public process many transit-related issues were identified and assessed. Some, such as options to improve the existing MAT station and provide a better identity to transit in the downtown, were transit-specific. Others, such as park-n-ride locations, were related primarily to parking considerations. Still others, such as pedestrian improvements, relate to all users of the downtown, whether they live in the downtown or travel to the downtown by car, transit or bicycle.

This chapter discusses opportunities for accessing both sets of Federal earmark monies. The first section presents intermodal center alternatives that would be appropriate for the "intermodal center" earmark. The second section identifies options for accessing the "transportation infrastructure" earmark. Unlike the first transit earmark that is specific to only intermodal center improvements, this second earmark funding could be applicable to many projects so long as the purpose of those projects is to benefit transit.

MAT STATION ALTERNATIVES

The MAT station located in downtown Middletown is the major transit facility in the city and the heart of the entire bus system. Through outreach efforts to MAT staff, Middletown planning staff, the Advisory Committee, and the general public, issues relating to the MAT station were identified. Some opportunities to implement desirable operational improvements related to visibility, pedestrian access, parking, and bus circulation.

Initial evaluations of transit alternatives including relocating the MAT station to an integrated multi-modal station and parking garage at sites such as the Arcade, but through the public process it was quickly recognized that the station should remain in the core "Melilli" block.

MAT Station Existing Conditions

MAT currently operates out of a station located on a rear lot along Main Street, just north of Court Street. With the exception of a pedestrian walkway to Main Street, the MAT station is bound in the interior of the block by buildings and parking lots. The physical constraints associated with the station location result in operational issues for the bus service. The existing bus parking area requires buses to make an awkward "K" turn to access the shared entrance and exit drive. Additionally, there are frequently too few designated bus bays to accommodate all vehicles serving the station. The design of the bus bays—buses pull straight in side by side—does not leave dedicated space for the boarding and alighting of passengers with mobility limitations.

The MAT station's interior-block siting raises additional considerations about its location and layout. First, since no part of the MAT station fronts a street, the visibility of the station is somewhat obscured. There is a sign on Main Street and a pedestrian walkway leading to the station, but the station itself as well as the buses while they are at the station are largely out of sight. Transit visibility is important not only for people actively looking for the station, but for the larger community to understand Middletown has an extensive transit system and it is a viable trip alternative. Second, the location of the station and the current layout of the block does not easily accommodate pedestrians arriving from directions other than Main Street. There are no sidewalks or other pedestrian accommodations from nearby parking and destinations at the rear of the facility, creating the potential for conflicts between pedestrians and buses. Additionally, vehicles also access the bus parking area for parking and as a cut through to Court Street, creating potential conflicts between cars and buses.

Although there are some disadvantages to the current location and layout of the station, there are also many advantages. Its central location in downtown is a benefit both to riders and from an operational perspective. MAT operates a hub-and-spoke bus system, where most bus routes radiate out from the common central station. The location of the station provides transit riders from all over Middletown to conveniently access the busy core of downtown and to the waterfront. The quality of the existing station structure is also very high. Since the station's initial construction, MAT has overseen continuing Federal Transit Administration (FTA) investment in the station.

About MAT:

400,000 Annual Trips

Pulse route structure with 7 weekday routes

Downtown transit station with 4 bus bays and 6 car parking spaces

4 concept alternatives

The MAT station houses both the passenger transfer facility (indoor and outdoor waiting areas) as well as MAT administrative offices. MAT owns this property, which includes a large parking area in the rear of the building that accommodates all vehicle access to the building.

There are currently four bus bays that enable buses to park perpendicular to a covered waiting area attached to the back of the station. There are also six employee and short-term customer automobile parking spaces.

Other public parking for transit riders (MAT riders or those with the other transit providers that serve the MAT station) is available nearby in the City's Melilli parking lot or in the Arcade parking deck. Both offer parking for $2.00 a day and, in fact, the parking is free if drivers exit the parking lot after 6:00pm.

There are two vehicular points of access to this lot, one official and one unofficial. The official driveway connects to the Melilli Plaza access road, providing a shared point of entrance and exit for cars and buses. The orientation of the bus bays in relation to this access point makes for poor bus circulation, requiring awkward bus turnaround movements. It is also possible to access the MAT lot through a fire lane connecting to Court Street, which is occasionally used by the general public as a cut through.

MAT Station Alternatives

Expanding bus parking, vehicle parking, and improving bus circulation is anticipated to contribute the efficiency and safety of the station's operations. Four concepts were developed to address these issues.

Among the common elements of all concepts are the demolition of the derelict Capitol Theater building and rehabilitation of a building on the same parcel that fronts on Main Street. It is understood that the theater's current physical condition means that it is no longer a viable historic resource. As for the rehabilitation of the Main Street building, use of Federal funding for the project would require relocation assistance for the existing business if the business owner so desires. Some options would displace buildings on Court Street and relocation assistance would be provided to those business as well.

A review of available environmental data indicates that none of these sites are listed as wetlands, within the 100-year flood zone, or on the National Register of Historic Places. All of the concepts do occur within boundaries of the National Diversity Database for endangered species. Since all of the concepts would be constructed on developed or paved land, they are not anticipated to disrupt endangered species habitat.

MAT Station Alternative 1

The first concept aims to improve circulation and access at the existing MAT station. This concept requires clearing several nearby buildings to create room for a dedicated bus access drive and saw-tooth bus parking. Under this scenario, buses would access the station from the Melilli Plaza access drive, but instead of turning around, they would park in angle bays and then continue in the same direction to exit on Court Street.

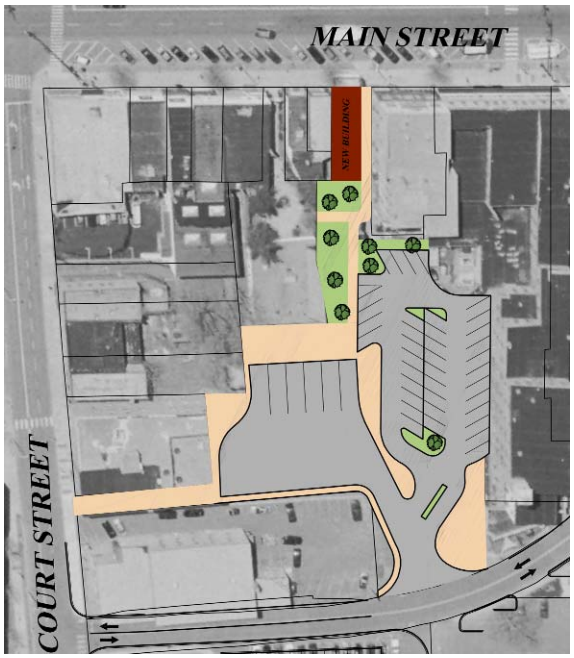
Vehicle access behind the transit station would be limited to buses. Additionally, employee and customer parking would be increased in adjacent parking lots. Although this layout would have a significant impact on surrounding properties, it would help reduce conflicts between cars and buses, provide a clear pedestrian path to the station, improve visibility of the station on Court Street, increase bus and car parking, and speed up passenger transfers.

Alternative 1 would provide three additional bus bays and 41 additional parking spaces.

The construction cost is estimated to be approximately $1.1 million, assuming construction in 2008. The assessed value of the private parcels that would need to be acquired is $450,000 although, as with any concept, actual land acquisition costs are likely to be higher.

MAT Station Alternative 2

The second alternative attempts to limit the amount of property takings along Court Street while still achieving the goals of improved circulation and safety.

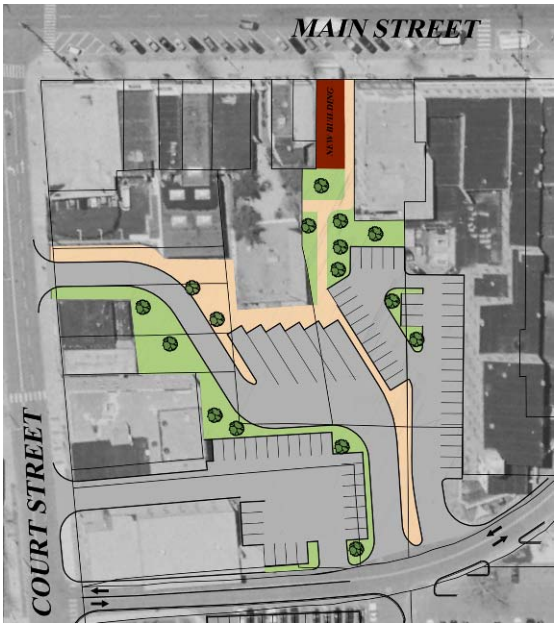


With this concept the existing MAT station is essentially left unchanged and the bus loading area behind the station is restricted by eliminating the alley entrance via Court Street. Parking for bus passengers is created where the Capitol Theater building is currently. This parking would be accessed via a shared driveway with an abutting parcel and would require an access easement.

This alternative provides six additional parking spaces and two additional bus bays. The construction cost for the project would be approximately $900,000, assuming construction in 2008. The assessed value of properties that would need to be acquired is $145,000.

MAT Station Alternative 3

The third alternative minimizes the amount of property takings along Court Street while still achieving the goals of improved circulation and safety.

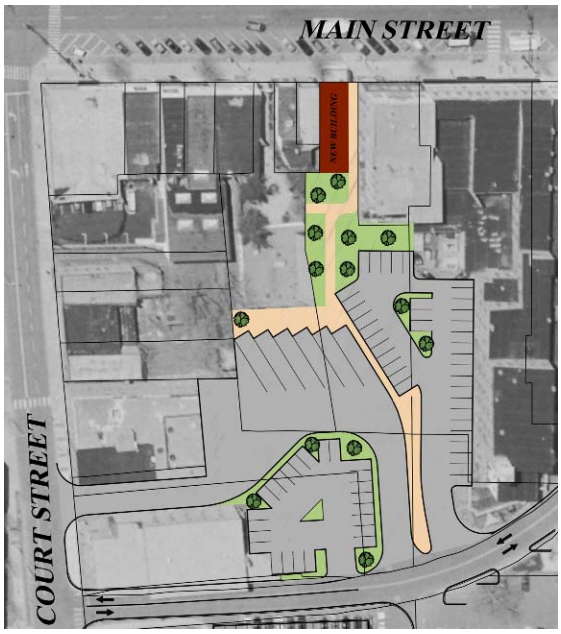


Buses would be separated from other vehicle traffic through a dedicated entrance off of Melilli Drive. As with Alternative 2, parking would be relocated to where the Capitol Theater building is currently and access to this parking would require an easement through an adjacent property.

Alternative 3 provides two additional parking spaces and two additional bus bays. The construction cost for the project is $1.0 million, assuming construction in 2008. The assessed value of the private parcels that would need to be acquired is $350,000. In addition, some access easements would have to be purchased.

MAT Station Alternative 4

The fourth alternative provides a separation between buses and other vehicles and uses the alley connection to Court Street rather than requiring demolition of buildings. The use of the alley would require an easement through an adjacent property.



As with alternatives 2 and 3, parking would be relocated to the current site of the Capitol Theater and access to this parking would be via an easement through an adjacent parking area. Alternative 4 does not provide an increase in parking since some parking displaced by the easement through the alley to Court Street would have to be replaced.

Alternative 4 creates two additional bus bays as part of the design to segregate buses from other vehicles.

The construction cost of this project is estimated at $1.1 million. The assessed value of the private parcels that would need to be acquired is $145,000. In addition, some easements would have to be purchased.

Preferred MAT Station Alternative

Following the public process on the assessment of alternatives for improving the Board of Directors chose Alternative 3 as the preferred alternative concept. As the with all of the alternatives, the improvements to the MAT station are eligible for the $1.2 million FTA earmark. Additional monies from the $9.5 million FTA earmark are likely necessary to cover property acquisition costs and grant appropriation ceiling limitations (actual appropriations of earmark funding tends to be about 90 percent of the earmark amount).

Since the preferred MAT station alternative was chosen, an urgent need for a garage for the MAT vehicles has arisen. The current location is leased and the lease is not expected to be renewed. MAT is currently considering options for constructing a bus maintenance and garage facility and may choose to use some funds from the transit-related earmarks for that purpose.

Other Transit Projects

The $9.5 million transit earmark is not dedicated to a specific type of project. The earmark states that it is for “transportation improvements” and the only restrictions is that since the earmark is administered through the Federal Transit Agency (FTA) the monies must be used for transportation projects that benefit transit.

As noted previously, a recommended use for some of this transit earmark is to create parking dedicated for transit users. With fewer long-term parking options available in the Melilli Lot existing transit users will be without a convenient parking option. Including transit parking in the proposed Arcade garage would guarantee the availability for MAT employees and for park-n-ride patrons of CT Transit and other inter-city services, as well as for day-trippers using LandJet buses.

Other possible uses for parts of this transit earmark include a possible supplement to the other transit earmark for MAT station improvements, or MAT’s plans for a bus garage and maintenance facility.

During the course of this study, the Parking Advisory Committee formed a Transit Subcommittee to further explore transit, bicycle, and pedestrian opportunities in downtown Middletown. A copy of their minutes and report is included in the appendix. The subcommittee identified two additional transportation projects to support transit in the downtown.

One potential project would be to create multi-modal links between bicycle paths and transit routes. Not all areas of the city are covered adequately by transit routes. Nor do all areas of the city have good bicycle connections to the downtown. The idea would be to explore options to create bicycle paths that connect to existing transit routes. This would make transit accessible to more areas of the city and thus those connections that improve transit accessibility could be considered for funding eligibility under the transit earmark.

The other project recommended by the transit subcommittee is to restore streetcar service along Main Street. The idea of streetcar service along Main Street was noted during the public process. As envisioned by the transit subcommittee, there would be a tracked, steel-wheeled streetcar operating on the inside travel lane of each side of Main Street. A streetcar service operating up and down Main Street would give people greater mobility and would link stores, restaurants, the MAT station, offices, the hospital, and parking areas.

Among the advantages cited for the streetcar service are the following:

- A streetcar would draw more people downtown
- It would link to the existing bus system
- People could park anywhere and use the streetcar to access their destination
- Cars circling the block would decrease
- Main Street would be a true destination more times of the week
- It would spark economic develop
- Provides a cohesiveness to the whole district

Many of the characteristics of streetcar service complement the development plans for the downtown. Streetcars are best suited for mixed-use neighborhoods where speed is not a factor and local circulation is the primary objective. Streetcar service has been found to expand the ridership market beyond those that are transit-dependent. In addition, streetcar service has been found to encourage or accelerate redevelopment efforts and create public/private partnership opportunities.

The Transit Subcommittee identified capital costs of $7.6 million per track mile and annual operating costs of $600,000 per year. Additional capital items include the purchase of two streetcars, constructing and outfitting a car barn for storage and maintenance, and providing the track connections between the car barn and downtown. Although the costs of re-establishing streetcar service in the downtown may be considerable, the idea cannot be dismissed out of hand. A first step in investigating the option further is to conduct a preliminary engineering study to better identify costs, as well as construction issues such as power supply, alignment and turnaround locations, stop location and design, and the impact on pedestrians, parking, and traffic.

9

Recommendations

This study has evaluated a broad range of transportation facilities and operations—including parking, traffic, transit, pedestrians, and bicycles—in downtown Middletown. It is clear that the ability to access Middletown's central business district through these various means of transportation provide the city an important edge in a regional competition for businesses, customers, and residents. Transportation advantages have always played a crucial role in the historic development of the city, and ensuring convenient and smooth travel to, from, and within the city remains just as important today. Only through continuing to improve access to downtown—through improved facilities and transportation operations—will the city be able to continue to succeed.

The following summarizes the transportation recommendations identified during the public process and, often times, refined and enhanced by the Parking Advisory Committee. The recommendations for projects to be constructed with the Federal earmark funding are discussed first. The earmark recommendations are followed by a series of operational, planning, and small-scale construction recommendations to address key findings in this study that are more effectively addressed by means other than large-scale earmark-eligible building projects.

Recommendations – Earmark Funding

Three Federal earmarks have been directed to transportation improvements in the downtown. An FHWA grant provides approximately $6.9 million for the construction of parking facilities. For this grant, the designated recipient is the City of Middletown and the project would be administered by ConnDOT. Matching funds equal to 25 percent of the Federal earmark funds are required, for a project total of $8.6 million.

The other two earmark grants are designated for Middletown Area Transit and administered by the Federal Transit Agency in Boston. One grant provides approximately $1.1 million for improvements to the MAT intermodal center. The other provides $8.5 million for unspecified transportation improvements that support transit. With required matches the project totals are approximately $1.4 million and $10.7 million, respectively.

Parking Facilities

This study has identified the challenge that Middletown faces due to the lack of adequate parking. This parking deficit threatens Middletown's ability to attract the highest and best uses to the central business district. This challenge will only grow in the future as the city continues to redevelop.

The solutions to the parking issue are varied. Some involve making better use of existing resources through operational enhancements and transportation demand management. Recommendations for these types of solutions are presented in the Transportation Operations Recommendations section of this chapter.

There are also several desirable options for increasing the parking supply. Parking needs in the north end of the downtown are best met by small projects that target parking supply imbalances without displacing large amounts of existing land uses. In the core of the downtown, where there is the largest shortfall of parking supply, there are several options. One is a garage on the Melilli block. Another is to replace the Arcade Deck which is in poor condition and requires extensive rehabilitation. There are also options to create small parking facilities at locations such as near the Library to address localized parking deficits.

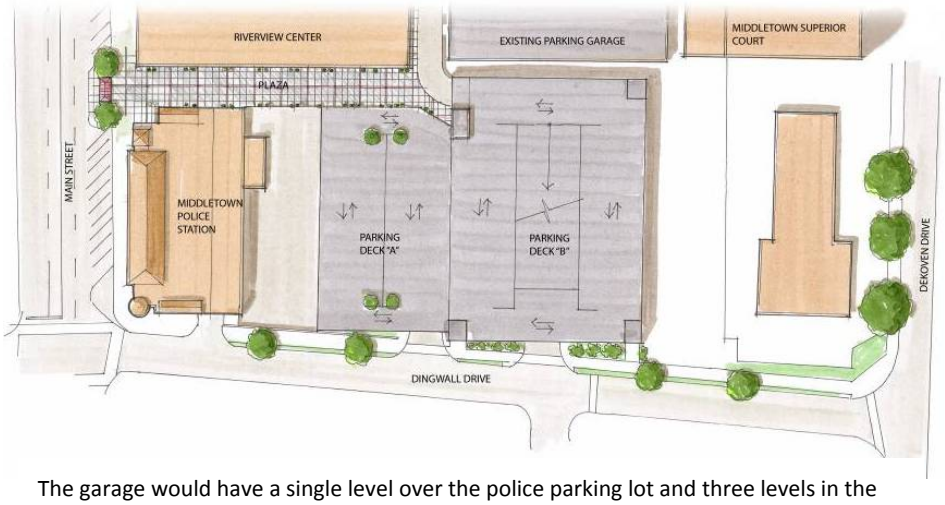
Middletown will likely need multiple capital parking improvements to provide adequate parking capacity as the city grows and redevelops. Unfortunately, not all desired parking facilities can be funded by the available monies.

For the purposes of making use of the Federal FHWA earmark it is recommended that a new parking garage be constructed on the site of the Arcade Deck. The Arcade Deck was built in 1963 and is near the end of its useful life. The loss of parking in that location, serving the core of the downtown, would have a severe impact on the viability of the area, now and in the future.

The proposed garage concept is a 486-space three-level garage with a single-level extension over part of the police station parking lot. The main section of the garage would be one level (approximately 12') higher than the Riverview Plaza. The footprint of the garage would be smaller than that of the existing Arcade Deck, which creates an opportunity for future economic development with the adjacent Car Tunes parcel. In order to retain City control of the land, only the cost for the garage should be included in the Federal earmark money. The cost of demolition of the Arcade Deck should be paid for by local funds (beyond the required match to the Federal earmarks).

One of the garage levels would be for use by transit patrons (shifting them from parking locations in the Melilli block). The estimated cost of the project is $16.0 million, as adjusted for 2010 dollars due to construction inflation. The project would be eligible for the entire FHWA "parking garage" earmark and the cost of the additional transit-related parking would be eligible for funding by the FTA "transportation infrastructure" earmark. The expected Federal earmark funding would total approximately $9.0 million.

The proposed garage concept will result in a net increase of 128 parking spaces in the core of downtown, which was identified as having the greatest parking demand. An analysis of future parking need in Chapter 5 (Table 5-2) showed that the central zone in the CBD study area required an increase of 125 to 365 parking spaces to accommodate current demand and future development. The additional parking spaces provided by the garage concept will leverage federal funds to help satisfy parking demand in the heart of downtown, enabling Middletown to continue to grow.



The garage would have a single level over the police parking lot and three levels in the main section. The footprint of the three-level section would be smaller than the existing Arcade Deck and would create land area for future economic development.

View of garage from Main Street. The three-level section of the garage would be one level (12') higher than the Riverview Plaza, and would be lower than the Courthouse parking garage.

The design of the parking structure should be such that user convenience is a priority in order to ensure the garage becomes a preferred parking location for a variety of users. One of the key

design considerations would be to have the second level of the garage at the same level as the Riverview Plaza. Currently, the Arcade Deck's second level is approximately 7' below the Riverview Plaza and the parking and the Plaza are connected by stairs and a long handicap-accessible ramp. If the second level of the proposed garage were at the same level as the Riverview Plaza then the parking deck over the police station lot would be an extension of that second level. Vehicles could easily flow from the garage to the deck over the police station lot, and pedestrians could easily travel between the parking and Riverview Plaza and Main Street. The effect of integrating the open-air parking over the police station lot into the Riverview Plaza would be to expand "surface parking" within a short distance of Main Street.

View of garage from Riverview Plaza. The open-air parking deck over the police station lot (to the right) would effectively function as a parking lot and would be more convenient for short-term parkers accessing Riverview Plaza and Main Street.

The successful improvement of downtown parking needs to take more into account than simply the physical construction of parking spaces. The construction project needs to be coordinated with other operational improvements that will help achieve the best utilization of other parking resources.

The Melilli Lot and the Arcade Deck are both located in the central core of the downtown where parking demand is highest. The Melilli Lot is the preferred location for short-term parkers and even though the proposed new garage will provide better short-term parking convenience than the old Arcade Deck, the Melilli Lot will continue to be the more important source of short-term parking. The Melilli Lot is often at capacity and efforts to increase the availability of short-term parking in the Melilli Lot should be incorporated into the planning of the new parking garage.

Additional short-term parking opportunities can be provided in the Melilli Lot through physical and operational means.

The Melilli Lot should be connected to the adjacent municipal employee parking lot (the old courthouse lot). At night and on weekends the Melilli Lot is at or near capacity yet the parking in the employee lot is unused. A connection between the two lots should be constructed by matching the grades between the two lots, resulting in one fully accessible unified lot. This will eliminate the need to drive to Dekoven to access the city lot.

Long-term parkers in the Melilli Lot significantly reduce the availability of short-term parking. Moving long-term parkers out of the Melilli Lot effectively creates new short-term parking since six or more short-term parkers can then use each parking space occupied by one long-term parker.

The new garage should be a primary location for long-term parkers. All monthly permit parkers in the Melilli Lot (38) and the employees in the city employee lot (87) should be relocated to the new parking garage. This would increase the number of parking spaces available for short-term parking in the Melilli Lot by 113 spaces.

In the new parking garage there would be 260 spaces used by public and employee monthly parkers during the day. This includes the existing monthly parkers currently parking in the Arcade Deck. Another 40 parking spaces would be reserved 24/7 for police employees. Approximately 180 spaces would be available during the day for transit users and short-term parkers. At night and on weekends, all but the police spaces would be available for public use.

Transit Projects

There are two transit-related transportation earmarks. One is specific to developing or enhancing an “intermodal center”. The other is for unspecified “transportation infrastructure improvements” that support transit.

The current MAT station building is in good condition, but lacks visibility and has inadequate pedestrian access and bus circulation/parking. Several alternatives have been identified which address these issues and promote increased use of transit. They generally involve the removal of the old Capitol Theater building to provide better circulation and parking, and a connection to Court Street to provide both improved vehicle circulation and pedestrian access. The improvements to the MAT station are eligible for the “intermodal center” FTA grant although additional monies from the other FTA grant are likely necessary to cover property acquisition costs.

Since the preferred MAT station alternative was chosen, an urgent need for a garage for the MAT vehicles has arisen. The current location is leased and the lease is not expected to be renewed. MAT is currently considering options for constructing a bus maintenance and garage facility and may choose to use some funds from the transit-related earmarks for that purpose. A preliminary estimate by MAT for the cost is in the $3 to $4 million range. MAT is currently investigating options for accessing the necessary funding through the two FTA earmarks and for extending the time allowed for spending the earmark funds.

As noted earlier, it is recommended that some (approximately $2.0 million) of the "transportation infrastructure" FTA transit earmark be used to provide parking for transit users in the proposed Arcade Garage project. With fewer long-term parking options available in the Melilli Lot, existing transit users will be without a convenient parking option. Including transit parking in the proposed Arcade garage would guarantee parking availability for MAT employees and for park-n-ride patrons of CT Transit and other inter-city services, as well as for day-trippers using LandJet buses.

After allocating funding to the parking garage and to the bus maintenance and garage facility, MAT would still have access to several millions of dollars in earmark monies. No specific projects for these remaining monies from the grant have been identified, but most improvements near the MAT station or at bus stops are eligible if they directly benefit transit users.

The MAT should consider the recommendation of the Transit Subcommittee to restore streetcar service along Main Street. The Transit Subcommittee proposal calls for a steel-wheeled streetcar operating on the inside travel lane of each side of Main Street. A streetcar service operating up and down Main Street would give people greater mobility and would link stores, restaurants, the MAT station, offices the hospital and parking areas. Many of the characteristics of streetcar service complement the development plans for the downtown. Streetcar service has been found to expand the ridership market beyond those that are transit-dependent. In addition, streetcar service has been found to encourage or accelerate redevelopment efforts and create public/private partnership opportunities. The unallocated earmark funds are not sufficient to fully implement streetcar service, but a first step in investigating the option further would be to conduct a preliminary engineering study to better identify costs and construction issues.

Transportation Operations Recommendations

While the construction of new parking facilities will be a major, multi-year endeavor, there are also a wide range of other improvements that the city can begin making to the transportation network immediately. Below a series of transportation management and small-scale infrastructure recommendations aimed at addressing the key findings of this study are presented. Acting on these recommendations will help reinforce the progress the downtown has made in recent years and encourage continued redevelopment through providing enhanced transportation access.

Short-Term Recommendations

- **Parking Management** - The most important immediate action item is to pursue the creation of an autonomous, financially self-sustaining Parking Department, which will provide consistency in parking strategies, enforcement, and facility maintenance. Any surplus revenue collected by the Parking Department should be directed to downtown parking infrastructure maintenance and improvement.

    - The Parking Department would be responsible for the costs of maintenance, purchase of meters, collections, enforcement, and staff as needed to operate the parking system. The Department would also be responsible for customer service, setting rates and time limits, location of long-term parking, and other policy issues.

- The Department would cover both on-street and off-street parking within a newly defined Downtown Parking District.
- The Department would report to the Mayor and work directly with the Economic Development Committee of the Common Council.
- There would be an advisory committee of five people who live, work, or own a business within the Downtown Parking District. The advisory committee members would be appointed by the Mayor and serve staggered three-year terms.
- The Parking Department director would be hired on a 3 to 5 year contractual basis. The director's qualifications would include designation as a Certified Administrator of Public Parking (CAPP) through the educational program provided by the International Parking Institute professional organization.
- City employees currently working as parking attendants and in clerical positions related to parking would work in the new department.
- A special parking revenue and expenditure account, similar to the Economic Development Fund or the Bulky Waste Fund, would be established. All parking income would be deposited in the special account and held for parking needs distinct from the General Fund. Funds in the special parking account would be used to reimburse the General Fund only for operating expenses and for downtown parking improvements.

> **Signage** – The Police Department should continue to work with the Department of Public Works and the Planning Department to immediately implement a complete overhaul of downtown signage (parking and wayfinding). The new downtown signage will help ensure design consistency and placement at all relevant decision-making points, such as intersections and destination entrances. The signage program would include:

- Signs one mile outside of the city, at the edge of downtown and at city destinations.
- Signs downtown to guide people to parking lots,
- Map kiosks to indicate the location of restaurants, shopping, and services.
- As an immediate action item, standard regulatory, directional, and fee signage should be updated and/or replaced immediately, in accordance with police recommendations. This would include parking signage at all lots and on-street directional signs to parking areas.
- More complex components of the signage program, such as ornamental, color-themed signs, can be reviewed and implemented by the Parking Department.

> **Parking meters** – The Police Department should continue their program of replacing mechanical parking meters with digital parking meters. Further, the Police Department should continue their evaluation of installing meters that provide 10-minute free parking and those that accept stored-value affinity cards (such as the Parcxmart system).

> **Monthly parking** – The issuance of assigned parking or monthly parking permits to new customers should be discontinued for most public parking areas. For the time being, the new monthly parking should only be provided in the city's allocation of parking in the

Middlesex Mutual Garage or in the Arcade Deck. The Parking Department should enact a formal permanent policy on monthly parking to ensure that monthly parkers do not use public parking spaces in locations where there is a high unmet demand for short-term parking.

> **Expansion of Melilli Lot Parking** – The Public Works Department should continue its preliminary work on connecting the Melilli Lot and the city employee lot. This unified lot should be constructed as soon as possible so that additional public parking becomes available to serve overflow parking in the Melilli Lot during evenings and weekends. Once options to relocate city employee parking and monthly parkers (in the Melilli Lot) are implemented, the amount of short-term parking available during the day in the Melilli Lot will almost double.

> **Bicycle Infrastructure** - Adopt a bicycle-friendly policy to include bicycle infrastructure as a component of future transportation projects.

- Incorporate a secure and covered bicycle parking area in the proposed new parking garage.
- Incorporate in any new transit center project a cycling center for long-term parking, showers, and bicycle route information.
- Enhance major bicycle corridors with signage, especially along High Street, Broad Street, Dekoven Drive, Court Street, and College Street.
- Install bicycle racks downtown in proximity to the identified major bike corridors
- Re-establish the inactive bicycle committee and conduct outreach/education programs with bicyclists and drivers regarding major bicycle corridors in addition to bicycle riding throughout the city.

Longer- term Recommendations

> **Parking Operational Changes** - Once the Parking Department is in place there can be consideration of detailed parking operational changes, such as:

- Implementation of a standardized three-tier parking pricing structure – on-street parking, off-street premium parking, and off-street remote parking.
- Reducing parking time limits for metered spaces on Main Street between Washington Street and Court Street to one hour in addition to introducing at least one 20-minute parking space on each Main Street block to encourage parking turnover in high demand locations.
- Implementation of a policy requiring parking validation from a downtown business in order to receive free two-hour parking at the Parking Arcade and Melilli Plaza. This policy will restrict courthouse patrons from using the City's public parking free of charge.
- Installation of parking meters in the Melilli Lot.
- Extension of on-street parking enforcement until 7:00 pm.
- Development of a policy to enhance access to public parking facilities for residential overnight parking.

- **Parking Monitoring and Reporting** – Future decisions regarding parking operational changes will rely on a good understanding of how the parking is currently used. A program of monitoring parking utilization, such as space-available counts, analysis of parking length of stay and revenue collection trends, should be implemented.

- **Melilli Lot Expansion** – Once ramps are constructed between the Melilli Lot and the employee parking lot (old courthouse lot), the city employees will need to be relocated to provide more convenient daytime public parking.

    - A first step would be to move some city employees and city cars to assigned parking on Dekoven Drive.
    - The City should meet with the administrative judge to discuss moving some Municipal Building employees into the Superior Court Garage.
    - Move any remaining monthly parkers and longer-term parkers to old Courthouse lot. Designate areas in the upper level of the expanded Melilli Lot as one hour parking.

- **Additional on-street parking** - Locations where additional on-street parking can be designated, such as along Dekoven Drive, should be identified.

- **Additional on-street parking meters** – Parking meters should be installed in select locations. Short-term parking meters should be installed immediately on Old Church Street and Union Street. Long-term parking meters should be installed where hospital employees park all day on city streets.

- **Additional parking opportunities**, -- Investigate and construct, if feasible, a common public parking lot combining the public library lot with adjacent private parking areas. This new parking area would require long-term leases or property acquisition and cooperation from currently landowners. Improving pedestrian connections from this parking area to Main Street is an important element of any design.

  Continue identifying opportunities to improve the parking supply in high-demand areas during redevelopment projects. The City has successfully replaced residential units with insufficient off-street parking with new residential developments with increased dedicated parking in the North End. Additionally, the City has entered public-private partnerships, such as the development on Liberty Street, to provide a combination of public and private parking spaces through redevelopment projects. These projects can help reduce parking demand through decreasing the intensity of land use or providing additional parking capacity.

- **Transit Planning** – Continue supporting MAT bus operations through funding and policies. The MAT bus system provides an important transportation option for residents and reduces the need for private vehicle use in Middletown. Beyond the existing support the City provides, there may be opportunities to increase transit service downtown, such as a special event shuttle.

- **Restoration of Streetcar Service on Main Street** – Conduct a preliminary engineering study of the costs and construction issues associated with establishing a steel-wheeled streetcar operated by electric power, on the inside travel lane of each side of Main Street.

- **Bicycle Planning** - Design and adopt a bicycle path plan with the goal of connecting 80 percent of homes in Middletown to the downtown via the bicycle system. Among the key features of bicycle planning would be:

    - Install a bike path from North Main Street to Newfield Street (at Wildermans Way) to connect two centers of population and access downtown from Newfield Street in one-third the distance compared to traveling by car.
    - Connect downtown to Cromwell. Create a vital, now missing, link to encourage regional bicycling to the north (from the North End along the rail line and Game Road, using an existing bridge under Route 9).

- **Pedestrian Crossings** – Enhance all downtown intersections to include bus stops (where appropriate), audible signals, pedestrian "count-down" signals, and tactile guidance strips to accessible curb ramps.

Appendix

- Meeting Minutes
- Parking Inventory
- Parking Utilization
- Roadway Infrastructure
- Traffic Signal Appurtenances
- Pedestrian Crossing Assessment
- Crash Experience
- Route 9/17 Improvement Project
- Traffic Volumes
- Response to Underground Parking Garage Concept at Melilli
- Parking Advisory Committee – Parking Authority Subcommittee Documentation
- Parking Advisory Committee – Transit Subcommittee Documentation

Meeting Minutes

Transportation
Land Development
Environmental
Services

Vanasse Hangen Brustlin, Inc.

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Middletown, Connecticut 06457
860 632-1500
FAX 860 632-7879

Meeting Notes

Attendees: Neil Patel, ConnDOT
Rick Keaney, City of Middletown
Phrances Szewczyk, City of Middletown
Bill Warner, City of Middletown
Joe Biuse, City of Middletown
Bob Santangalo, City of Middletown-EDC
Gerry Daley, City of Middletown-EDC
Jennifer Alexander, Downtown Business District
Nick Zullo, Chamber of Commerce
Izzi Greenberg, NEAT
Vincent Amato, Amatos
Mario Saraceno, Parking Authority
Shannon Brown
Michiel Wackers, Middletown Planning Dept.
Tom Nigosanti, Middletown Dept. of Public Works
Craig Elkin, Middletown Police Dept.
Scott Aresco, Middletown Police Dept.
Marie Kalita-Leary, Downtown Business District
David Giordano, Pauizio & Giordano
Harry Evert, Middlesex Hospital
William R. Pinch, Wesleyan University
Jennifer Saines Pinch
Marilyn, Mills
Patricia Elmore
John Elmore, Wesleyan University
Bill Cranshaw, VHB
Matt Blume, VHB
Ryan Malloy, VHB

Date/Time: March 13, 2007
7:00 PM

Project No.: VHB: 41290
State: 82-297

Place: Russell Library
Middletown, CT

Re: Kick Off Meeting

Notes taken by: MCB/RM

Bill Warner – Introduction

- Daily was nominated and approved as chair of commission.
- The project team will try to have meetings 2nd Monday of the month with the Economic Development Commission, and have additional meetings as necessary.

Bill Cranshaw – Introduction

- Project Team Introduction.
- Catalyst for this project is an $18 million earmark. It is important to invest wisely.
- The project goal is to effectively use the money to improve downtown.
- Federal process for project. Must establish purpose and need – existing & future.
- Three major public meetings:
    1. Ideas for transportation.
    2. Evaluation, screening, and ranking ideas.
    3. Alternatives – details of candidate alternatives. Feasibility of alternative.
- Committee Meetings:
    1. Need guidance from Committee.
    2. Ideas from downtown.
    3. Technical project guidance

John Elmore – Introduction

- Where is the City going to be over the next 20 years.
    - Density
    - Uses
    - Importance of rail
- There is no foreseeable future for rail he sees an increase in families with multiple cars, however there is a chance for light rail.
- More pedestrian walk ways downtown. The downtown is Middletown's City center, and the hope is to get back downtown shopping.
- There is a hope for no new high rises, but there will likely be some. Mostly infill development is seen in the near term future. Village shopping.
- Growth at University and development at south end of corridor and west on Route 66. Village center.
- In the future there will be no more signals on Route 9 with a widened Route 9. Divert traffic onto bridge without stopping.
- New (or additional) Connecticut River crossing is foreseen.

- The Waterfront and Main Street will be reconnected. Great restaurants, but becoming one-dimensional. Diversify economic uses. More residential and retail. "New Urbanism"
- Love to see waterfront reconnected. Not sure if we can do it in 20 years.
- Middletown is diverse.
    - Rail line could be an opportunity.
    - Bus line to Meriden rail station.
    - Bike commuter – need to be inter modal.
    - Need bike lanes/paths.
    - Better pedestrian access.
- Hope to have a strong sense of neighborhood downtown.
    - Central business district will have more essential shopping.
    - Make it easier to live downtown and conduct all business downtown.
    - More pedestrian access.
    - Not easy access for people to get to Hartford. Maybe some rail that could allow people to travel without cars.
- Communicating by ferry – Middletown to Hartford.
- Put Route 9 underground in tunnel. Old part downtown can be transformed into a village.
    - 90% of Middletown is typical suburban.
    - Middletown can be both kinds of places
- Classic downtown.
    - People who live in suburbs want that classic downtown.
    - Classic downtown is an attraction in city/region
- A median strip on Main Street would be positive, and Middletown's transit operation should intensify.
- Comment was heard that people are not bothered by Main Street traffic.
- Something should be done about the width of Main Street it is too wide and difficult to cross. The long pedestrian signal makes it difficult to drive. Would Bulb outs be appropriate? Perhaps soften the downtown with landscaping.
- Aging of Middletown will affect traffic. Fewer commuters. More weekend / off peak traffic.

- Transportation for seniors who can not drive.
- Middletown that welcomes, attracts, retains businesses is a goal for the future. Give commuters reason to stay. Middletown shouldn't be a one-dimensional restaurant district, and it should be a working downtown not just a tourist destination.
- Plan downtown for 16 hour day/multiple public.
- Every face in room is familiar, but size of crowd is impressive. The people in attendance are the ones commonly attending events such as this.
- Same group that is always weighing in. We need the others to weigh in before the project is done.
- Hospital representative indicated that the project should serve the entire county, and he has a concern about access. As an example, medical personnel can't get an ambulance across bridge if there is a problem. The hospital would like to see another river crossing in the future.
- There is a need for resources accessible by bikes and pedestrian for young/kids. With good connections to the "gems" in downtown.
- Connecting to river is key. Elongating downtown is important. Need DOT to settle on plan for Route 9 and move forward. Lots of money spent on studying, with no action.
- Connection of Route 66 and Route 9 is crucial. Connect west to downtown. Use streetscapes.
- Need employment and housing. People have to get out of their cars. Can't sustain traffic on Route 66 and Route 9.
- Work with Metro North to have transportation hub here, or have Middletown transit connect to other hubs.
- Need Wesleyan representative involved in the project.
- There is a need for downtown housing.
- Daily – The City is glad to see the hospital here. They are a Major employer. Hospital concerned with solving their parking. Is there a way to make it easier for people to live downtown. If hospital employees live downtown, it solves three problems at once.
- There is a need to change people's perceptions about what close parking is.
- A lot of things Middletown needs it doesn't get because it isn't pulling in "one" direction. Trouble deciding internally what Middletown wants. There is never a consensus.
- Wide Main Street serves more as barrier than as spine. Pedestrians don't like to cross the street. Church Street in Burlington Vermont is a good example. Downtown busy with pedestrians. Lots of interesting retail. More fun. Give up sidewalk and put something in middle.
- Middletown has several senior facilities.

Police:

- Police representative said that he sat in "the same meeting" 20 years ago. The police department cringes every time someone crosses street. People don't want to wait for pedestrian signal.

Main Street:

- North of Washington is a State Highway. Connection of Route 66 to bridge and Route 9 is a problem. Until ConnDOT does something about the east west crossing, there will be traffic problems.
- Don't want people passing through on Main Street ruining it for people who want to be downtown. Someone suggested that the width of the roadway isn't an issue.
- Angel parking was designed before SUV's. People cant' see past them.
- There is a need to get these ideas in the channel to have them happen.
- People would rather sit on bridge than in tunnel if there is congestion.
- Opening connection to river is good idea. This will make Main Street more attractive to pedestrians.
- What is the scope of services? Complete transportation plan – parking/transit/pedestrian. Make use of federal money.
- Main Street is a multi-use space.
- Middletown is lacking neighborhood centers in suburban neighborhoods.
- There is significant employment outside of downtown.
- Durham, Portland, East Hampton and Meriden need to be included in long term observations for growth.
- Invite development, but not concerned about parking. Increased density tied to parking.
- Need to respect all groups in Middletown. Need to be inter-modal. Can walk to river and hospital. Middletown is special

Most important:

- Parking up and down street is needed not just a few places.
- Middletown on verge of something – use money wisely. People moving downtown. This is a good opportunity to attract people to the heart of the city.
- Accessibility – beautification, dressing up and getting around.
- Mistake is to do things not Middletown scale. Scatter parking – not one big parking area.

- Realistic plan – 18 million funded – not unlimited. Split into two phases: first short-term parking followed by long term, retransformation of downtown.
- Old New England town: One street too wide, flanked by streets that are too narrow.
- How does someone get around town drive/walk?
- How do you change an old town?
- Stabilizing north end is a priority. Parking is essential, but need to enhance quality of live there.
- Moving people around, not parking. Big festivals attract thousands of extra people. No parking problem. Need to have people moved around to access shops.
- It is good that the downtown is bordered by medical and educational facilities
- Bring people through downtown, move people with out cars.
- ConnDOT oversees spending of federal funds. There will be coordination with the Route 9 study and construction.
- Downtown has come a long way. Important to plan for future. Suburban residents use downtown. Making it easy to park in safe well lit locations.
- Repopulating downtown is a priority. Need to recreate livable downtown. Monthly parkers spread out everywhere. Manage monthly parking in central locations. Create fact on the street. Take away close parking to force people to walk/spend money.
- Get middle class within walking distance of downtown.
- Cars won't go away unless it is a pain to use it.
- Things are going to change. May not want to do shopping downtown. Can shop on line. People purchase things downtown that are unique that you can't get else where.
- Need to work in this larger context. Need to focus on how we spend the money. Don't focus strictly on parking or transit improvements. These are inter-related.
- Need to focus on how we move people.
- Perceived need to address parking, traffic, and transit. Want Intermodal solution.
- Improve Middletown Area Transit (MAT) and tie in with other modes.
- Need parking to support new development.

cc: Attendees

Transportation
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Vanasse Hangen Brustlin, Inc.

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Meeting Notes

Attendees: Rick Kearns – City Planning Dept.
Michiel Wackers – City Planning Dept.
Janis Astor delValle - Green Street Arts Center
Izzy Greenburg - NEAT
Cookie Qunones - NEAT
Vin Amato – Local Retailer
Community Health - Invited
Salvation Army - Invited
Bill Cranshaw - VHB
Matt Blume - VHB
Ryan Malloy - VHB

Date/Time: April 18, 2007
9:00 AM

Project No.: VHB: 41290
State Project No: 82-297

Place: City Hall
245 deKoven Drive

Re: Middletown CBD Parking and Traffic Study – Stakeholder Meeting

Notes taken by: MCB / RM

A Stakeholder Meeting was held for the Middletown Parking and Traffic Study for the CBD on April 18, 2007 at 9:00 AM in Room 208 of the Middletown City Hall. The purpose of this meeting was to describe the project to the stakeholders, discuss current deficiencies and anticipated needs, and to brainstorm potential solutions.

The stakeholders at this meeting generally represent the area north of Washington Street. This area contains substantial low- and moderate-income housing, hosts several social services agencies, and is economically disadvantaged compared to other sections of the project study area.

The meeting began by each representative describing their organization.

Green Street Arts Center

The Green Street Arts Center is a project of Wesleyan University created in collaboration with the City of Middletown and the North End Action Team. It is affiliated with the National Guild of Community Schools of the Arts, a nationwide association of non-profit community schools of the arts founded in 1937.

Since opening in 2005, the Green Street Arts Center has been offering a broad spectrum of arts classes, workshops and programming for adults, teens, children and families. The Green Street Arts Center has served more than 8,500 people, including residents, community members, adults, children and families from the city of Middletown, surrounding towns and the greater Middletown region.

Serving as a place for community gathering and celebration, Green Street is an anchor for the revitalization efforts currently underway in Middletown's North End.

- The Green Street Art Center receives funding from Wesleyan University, CDBG, foundations, and small grants. They are also looking for state funding to supplement their $550,000 operating expenses.

- People come from over 26 towns including Danbury & Reading. Significant out of town demand requires significant parking supply.

- Parking is available in a city lot adjacent to the facility. In addition there is another lot across Green Street, however parking is limited in both locations. Parking on-street is sparse. Other local parking is utilized by the Community Health Center with reserved spaces.

- Operating hours for the facility are generally 9:00 am until 9:00 pm. There is a home school program for children being home schooled, there are also senior classes held throughout the day. Adult programming takes place on nights and weekends. There is also an after school program with children bused from the local schools. Sixty-one children arrive at 3:00 for after school program.

- Programming generally runs from 1 to 3 hours.

- Volunteers from Wesleyan and local high schools assist staff by helping kids with homework in the afternoon.

- Organizations rent space. Parking limits the facilities ability to reach out to other organizations, and is the biggest deterrent for someone looking at the facility. For example, due to the lack of parking, the CT Commission on Culture & Tourism is no longer conducting workshops. The lack of parking is hindering the Center's ability to be financially self-sustaining

- The space acts as the area's community space. The North End Action Team (NEAT) also holds their meetings at this location.

- Liberty Street is the furthest south that additional parking will assist this facility.

- There are architects looking into designing a streetscape signage/archway – entry way into Green Street. An architect from Wesleyan is working on this. Lighting is also being looked reviewed.

- A security guard has been hired to walk the area at peak times. The guard walks Green Street and parking lots, buildings – helps with perception. There is a good relationship with MPD and criminal activity is down from last summer.

North End Action Team (NEAT)

- The North End Action Team (NEAT) is a neighborhood organization that began in l997 to develop grassroots leadership in the North End. NEAT is made up of residents, business leaders, property owners, and stakeholder groups. NEAT's mission is to provide neighborhood-based participation and leadership, to identify concerns, define strategies, and develop resources to improve the quality of life in the North End.

- NEAT has historically been focused on deKoven Drive to Main Street and Washington Street to Ferry / Green Streets, but have expanded with their success.

- Focusing on Main Street retail, NEAT is conducting a parking count survey. They also make sure that area businesses are communicating and are cohesive.

General Discussion

- Transit:
  - The transit system has limited destinations in Hartford and does not go to elementary school.
  - People in this area generally use cabs.
  - A trolley connecting arts venue could attract many patrons to the area. An example is the "Bronx trolley", a rubber wheeled trolley connecting arts organizations. Another example is the CF Buttonwoods Trolley, and the Denver Trolley.
  - A large garage with downtown circulator was suggested. Hartford has the Star shuttle, there is one in New Haven as well.
  - Bike infrastructure is lacking – angle parking is a problem. Can not ride on sidewalks, unsafe on streets. A designated bike lane was suggested.
- Traffic:
  - Congestion is prevalent near the church
  - Grand Street backs up due to Main Street.
  - Traffic congestion begins after 3:00 pm due to access to Route 9.
  - People avoid left from Washington Street and utilize local roads including Grand Street and Spring Street. This has detracted from these neighborhoods as no one wants to live on Grand Street due to the traffic. The results are increased rental on Grand Street.
  - Congestion at Spring Street and Main Street.
  - Making Grand Street one-way was suggested, as a couple with Liberty Street.
  - Misalignment at Grand Street is a problem.

- Route 9 north and Portland connection is a problem.

- Parking

  - The Warfside housing development eliminated two public parking lots, totaling 60 spaces. This adversely impacted some businesses. It also eliminated off-street parking options for older housing units that do not have their own off-street parking.

  - Monthly parking in City lots was cited as a problem due to the displacement of short-term parking options. It was suggested to move monthly parkers to a central location with a circulator.

  - There are a large number of residents north of Washington Street who need overnight parking. There are a lot of transitional residents on the 2nd story of Main Street north of Washington.

  - Have a greenway along river deKoven Drive is underutilized. Currently biking is not encouraged.

  - Discussion of the Rail Property took place as a potential parking location, as was the rear of the Salvation Army Building.

  - Potentially putting meters on deKoven Drive was discussed.

- Pedestrian:

  - North east corner of the study area (on Main Street) is very vibrant. However, poor pedestrian connectivity exists to that area from off-street parking. There is no way to cross to Little Tibet.

  - There is a crossing guard at mid block north of Washington Street.

  - Additional access, and improved access, to Main Street from Green Street Arts Center was discussed.

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Meeting Notes

Attendees: Thomas Cheeseman, Middletown Transit
Lynn Baldoni, Chief, Middletown PD
Craig Elkin, Middletown PD-Traffic
Phil Caccila, Middletown ADA Coordinator
Michiel Wackers, Middletown Planning Dept.
Richard Kearney, Middletown Planning Dept.
Bill Warner, Middletown Planning Dept.
Mario Saraceno, Parking Authority
Bill Cranshaw, VHB
Ryan Malloy, VHB
Matt Blume, VHB

Date/ Time: April 19, 2007 3:30PM

Project No.: VHB: 41290
State Project No: 82-297

Place: Municipal Building Room 208
245 deKoven Drive
Middletown, CT 06457

Re: Middletown CBD Parking and Traffic Study – Stakeholder Meeting

Notes taken by: MCB/RM

A Stakeholder Meeting was held for the Middletown Parking and Traffic Study for the CBD on April 19, 2007 at 3:30 PM in Room 208 of the Middletown City Hall. The purpose of this meeting was to describe the project to the stakeholders, to discuss current deficiencies and anticipated needs, and to brainstorm potential solutions.

The stakeholders at this meeting generally represent public safety and transit, and included the Police Department, the Fire Department, and the transit operator.

Middletown Area Transit (MAT) – Tom Cheeseman

- The transit district began in 1968 by city referendum, but was dormant until 1980. The current facility was constructed in 1982. Mr. Cheeseman oversees bus operations and runs a transit station downtown. In addition to transit service, the MAT took over a lease of a garage approximately a half a mile away from the station.

- The Middletown Area Transit and the bus station provided transportation services as follows:
  - 300,000 trips per year to urban areas.
  - 23,000 rural trips per year.
  - 36,000 trips to the Meriden area.
  - 31,000 trips per year in evenings.

- 30,000 paratransit trips per year.
- Land Jet operates two trips to casinos per week
- Peter Pan – two trips per week Friday & Saturday
- Greyhound 1 trip per week

- The MAT buses operate on a flag stop basis, with no designated bus stops. The drivers pick up and drop off where they deem it to be safe. This came to be as no one wanted a bus stop in front of their establishment or residence. It would, however, save time if there were bus stops as it is common for people to be 20 feet apart requiring a second stop.

- The buses have a good safety record in the downtown area, with most reported incidents in private parking lots.

Police

- The Middletown Police Department (MPD) is responsible for traffic enforcement, and is the Legal Traffic Authority for the City. In addition the Police Chief is in charge of parking authority. The Parking Commission is under the Police Division.

ADA Coordinator – Phil Caccila

- The ADA Coordinator is the City's advocate for accessibility and in the past has worked a lot with MAT to increase ADA accessibility. In addition, the ADA Coordinator reviews curb cut compliance with State code and reviews signage.

- The City has been cracking down on illegal/invalid handicapped parking permits. This year alone 500 parking tickets were issued for ADA violations.

- The City is in the process of increasing fines associated with ADA violations.

- The City has been installing audible signals at pedestrian crossings. The goal is to have audible signals at all intersections.

General Discussion

- If anyone wanted to raise fines, the Middletown Police Department (MPD) would have to recommend the increased parking fines to the city council for their approval.

- The MPD and the ADA Coordinator like pedestrian count down signal heads and would eventually like the signals upgraded.

- There are a large number of senior citizens in the downtown area, more than the disabled population. The elderly need to be accommodated. People with young children also need to be accommodated (stroller set).

Safety concerns downtown

- Angle parking (backing out) causes many incidents downtown. SUV's make it difficult to back out safely as they block the drivers line of site. [a review after the meeting showed just under 2 crashes per month involving backing vehicles].

- 30 percent of all Middletown crashes (100 total accidents per month) occur in the downtown area. There are also many near misses resulting from the angle parking and left "U" turns into parking spaces. A new law (local) prohibits "U" turns into parking stalls. Back-in angle parking was discussed to reduce the sightline issues.

- Trucks take up spaces for delivery. There are many tractor trailers with no place to park while making deliveries.

Parking

- Businesses do not have employee parking, many park on Main Street.

- There is a perception that there is not enough parking in the downtown area, and many would like to see more parking in the downtown core. There is a need to increase supply for all parkers including: employee, visitors and residential.

- Fire apparatus maneuvers around parked cars needs to be considered.

- The existing Arcade Garage was discussed. It was suggested to concentrate parking in that garage. There is a perception that a majority of people parking there are for the court house.

- The Parking Authority is under the control of Police Department and is organized as follows:
  - Police Chief
    - Parking Authority
      - Parking Commission

- Crossing guards work for the Authority. They can also relieve attendants and enforce parking.

- Fines are $5.00 which is not a deterrent. Fines need to increase. Primarily for repeat offenders. The Authority is looking to create turnover. Meters and time restrictions not for revenue but for turnover.

- The Authority sells monthly spaces. $45.00 per month from 6:00AM – 6:00PM with no overnight parking. This fee will be raised to $55.00 shortly.

- It is believed that the Parking Authority can now cover its own costs.

- The reserved parking spaces in Middletown was discussed. The Parking Authority will provide the number of reserved monthly parking passes for each parking area to the Study Team. How would we be able to get monthly parkers into a garage? Will people next to the garage be the only ones to use it? Some sort of transit service would be required.

- If a trolley is used, once the novelty wears off will ridership?

- The property behind Corino Tile was discussed as a potential garage location.

- Overnight parking on Main Street is prohibited.

- The potential for a median in the center of Main Street was discussed, with parallel parking on both sides. Could trucks park in the median? Also, public works plow snow in the middle of Main Street, and there is a special removal machine that loads the snow into dump trucks.

- MAT offered Wesleyan a deal for unlimited access - $10.00 per semester, but the idea was eventually rejected.

- The Middlesex Garage causes significant AM delays due to the influx of traffic. They only use one of the entrances.

- The Salvation Army's adult daycare has closed, opening a child daycare.

- A potential deck behind Kid City was discussed, as was one in the lot next to the Middlesex Mutual garage, and one behind the police department. The police department lot is not a good area to deck due to security concerns, unless they can be addressed.

- The City has 50 spaces in the court house garage, can police employees be located in that garage?

- Is there a way to increase parking behind MAT? Is there potential to realign Melilli Plaza access drive and to reconfigure or deck the lot? Could the deck be built over the access road? Any relocation of the MAT would require the MAT board and the FTA administrator's approval.

- Monthly parking is at its capacity. Commitments are permanent for leased parking spaces, as long as the lease is active, and the reserved spaces are month to month.

- A deck over a city street was discussed from brooks over Metro Square.

- Could parking be combined with the transit station?

- Monthly parking is provided at the following locations:
  - Arcade
  - Mellilli
  - Eli Cannon's
  - Gilletts

- The Dialysis location has 25 spaces as part of their lease agreement, which is committed for length of lease. Dialysis may be moving to larger location, at which time the 25 spaces would free up. First & Last Restaurant also has committed spaces, for the length of their lease.

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Meeting Notes

Attendees: Gary Nagler, Inn at Middletown
Jennifer Alexander, Kid City
Frank Sumpter, YMCA
Rick Kearney, City Planning
A. Meyers, Russell Library
Harry Every, Middlesex Hospital
Vincent Amato, local retailer
Bill Cranshaw, VHB
Matt Blume, VHB

Date/ Time: April 23, 2007 10:00 AM

Project No.: VHB: 41290
State Proj. No: 82-297

Place: Municipal Building Room 208
245 deKoven Drive
Middletown, CT 06457

Re: Middletown CBD Parking and Traffic Study – Stakeholder Meeting

Notes taken by: MCB

A Stakeholder Meeting was held for the Middletown Parking and Traffic Study for the CBD on April 23, 2007 at 3:30 PM in Room 208 of the Middletown City Hall. The purpose of this meeting was to describe the project to the stakeholders, discuss current deficiencies and anticipated needs, and to brainstorm potential solutions.

The stakeholders at this meeting generally represent institutions in the southern project area as well as Kid City and Amato's in the center of the study area.

Inn at Middletown:

- Gary Nagler described the number one Guest Service issue is parking, which has come out through surveys of guests. They have capacity to valet park 15-20 cars behind property, but they direct people to park on-street.
- The facility can accommodate significantly more people than can be accommodated with the existing parking supply in the area. There is concern for groups over 80 or 90 people due to parking limitations.
- Additional parking within a block or two needed to remedy this.
- There is no overnight parking on-street and Inn visitors get ticketed when they park there.
- Majority of visitors do not want to use valet service and want to park themselves.
- Metro Square (private shopping plaza) can't be used.
- 25 spots in Middletown Mutual garage. Employees park there during peak times, but is too far away to be utilized by patrons.

Kid City Children's Museum:

- The vast majority of visitors to the museum are from out of town. Visitors at the museum are typically 5% from Middletown 95% from out of town, therefore most require parking.
- A concern that the museum has for the downtown in general is that the parking lots behind Kid City are 2 hour parking only. The average visit to Kid City is 1.5-2 hours so parents can't walk downtown without moving their car, and if parents go through the effort of putting their children in car seats they are just going to leave the area.
- Employees of other businesses downtown park behind the museum.
- Holiday shopping season the museum is very slow, which allows capacity for the shopping peak.

YMCA:

- The YMCA has recreational programs and serve approximately 400 people per day during the week. The peak hours of operation are from 4:00 – 6:00 PM when up to 200 people are using the facility. There is a severe lack of parking during that period. In addition, the YMCA has 62 units of men's residences which are full. One third of these men have cars. The YMCA also has a day care program with 45 children, which only require short term "drop off" parking. Primary turnover for day care and children's programming is 7:00 AM – 9:00 AM and 4:00 PM – 6:00 PM, and people double park during these times. The majority of the YMCA's membership is within a 12 minute drive from the facility.
- The YMCA has 250 employees, 75 of which can be expected in the building at any given time during the day.
- There currently is a drive through bank on the YMCA property which is planned for demolition (the project still requires P&Z approval). Approximately 35 parking spaces will be gained.

Russell Library:

- Russell Library is located at the intersection of Broad Street at Court Street and services approximately 1,000 people per day, with 30,000 to 45,000 registered users. Last year there were an average of 976 visitors to the library per day. The library functions with three general peaks, an early AM peak, a noon peak, and an after school peak. In recent years, the library has had to cut their operating hours back due to budget constraints, but continues to be open during the morning. Computer usage is high with a large computer center, and the library is undergoing renovations, the most recent is the children's center renovation which is just beginning.
- There are two buildings owned by the library, and parking is located across the street in a public lot. However, more public parking is needed. In addition, parking in the garage is validated from the library.
- The library does not get complaints about metered parking, and visits to the library are typically less than two hours. When the library runs programs, those are also less than two hours.
- Employee parking is currently a problem, with employees parking on-street on or around Pearl Street.
- There used to be a 15 minute parking space in the vicinity of the front door, however, the Middletown Police Department removed it citing vehicular safety concerns.

- Many people coming to the library have other interaction with the downtown and use the local restaurants, legal services, insurance companies, and others. Adults are likely to drop children off at the library and then go shopping downtown.

Middlesex Memorial Hospital:

- Middlesex Hospital is a major employer in the City with approximately 1,000 employees during the day. In addition they have a significant number of patients, visitors, and doctors.
- Parking is provided both on-site and off-site with on-site priority given to patients and visitors. Management and staff with over 10 years of employment at the hospital also can park on-site. Satisfaction surveys at the hospital indicate that parking is a concern for users.
- The hospital runs a private shuttle system that runs to and from the Middlesex Mutual garage as well as the Elks Club from 6:30 AM – 9:30 AM and 3:00 PM – 6:00 PM. All other times require a call for pickup, and a security guard provides the transfer. The hospital is currently negotiating for additional leased spaces at the Middlesex Mutual garage. In order to entice usage, the hospital used to give free lunches to those using the Middlesex mutual garage, which is no longer done as this is now considered prime parking.
- The hospital has a great need to consolidate parking into the future and is willing to invest if they can get employee parking. Up to 200 to 300 parking spaces could be filled if offered. The hospital has investigated on-site parking garages but due to site layout it is not feasible. Any addition to the existing garage would require army corps approval.
- The hospital is currently undergoing an expansion project which will increase parking by 69 spaces. In addition, a 20 space parking lot was recently constructed on Crescent Street.
- In the past the hospital approached the City to construct a parking facility at Hubbard Park but couldn't obtain development rights.

General Discussion

- If there was a garage in southern Middletown, who would it serve
  - Hospital
  - YMCA
  - The Inn
  - Regional employees
- The Air rights over Rivers Edge was discussed. The Air rights are just one module nearest to deKovan Drive. Relocating the air rights to adjacent to the Middletown Press was discussed. This could potentially provide 200 ground and 200 deck parking spaces. Pedestrian connection to downtown would be necessary.
- Could angle parking be added to Union Street due to its width?
- Main Street, Court Street and Broad Street are the usual spots for parking.
- Parking spaces near Amato's is busy.
- Could a deck be added between the library and Pedal Power?
- Is there potential for parking behind or in place of the Salvation Army?
- It was noted that the second floors North of Washington Street are busy.
- It was noted that Mellili Plaza is commonly filled. Also, due to the existing hours of operation, it is easy to wait until the agent leaves to get free parking.

- The lower level of the Arcarde Deck is in poor condition with detracts from its use.
- If a garage was to be constructed, the first level should be designed higher than the current layout to make it feel more comfortable.
- Pedestrian cross walks were recently revised to concurrent walks. This was repealed and exclusive walks were re-installed due to citizens complaints. It was noted that this could have been due to the lengthy crossing distance across Main Street.
- Individual facilities have excellent signage, the only problem is once the destination is located, it is very difficult to find a parking lot, especially for smaller businesses.
- Employees and long-term parkers should be encouraged to park off of Main Street.
- It was noted that there was an article in New York Times suggesting making on-street spaces more expensive to balances the use of off-street lots (based on an LA study).
- If employees were to park remotely there would have to be a reliable shuttle system in place. Employees don't want to wait for trolley, so there needs to be quickly accessible short headways.
- Should there be incentives for residents who live in very close proximity to the downtown and work here? "You are Home" program.
- ConnDOT's Route 9/17 project was discussed to determine its impacts to southern Middletown. It was suggested that deKovan Drive will get busy, as will Main Street and Cresant Street. This plan makes wayfinding more difficult and signage will be very important. The Bridge Street access/crossing of Route 9 should be reviewed as it is very dangerous.

Operations and Management:

- Enforcement needs to be consistent, including time restrictions (those parked in two hour spaces all day)
- If we are going to subsidize parking need to control it.
- Should the parking lots be managed privately?
- Should the Parking Authority be stand-alone? The parking authority was put in place by a state statute. Should fees and fines go to the general fund or to a parking fund for infrastructure construction and maintenance.
- It was suggested that if Metro Square was decked, it could be full all the time.
- What would the function of garage be? Employee, visitor and resident parking was discussed.
- How will the future expansion of Middletown impact parking needs?
    - New parking and future expansion should have synergy.
    - Anticipate riverfront development should be considered.
    - Metro Square, in its current management state is under-utilized.
    - Hospital may knock down 80/90 South Main Street to rebuild in long term future.
    - The hospital is also looking to move administrative functions to a remote location to decompress the hospital's core.
- Could the use of eminent domain to build a garage in the vicinity of the hospital solve the parking problems in southern portion of the study area?

- Security would be needed for any structure.
- Who is parking downtown early? Should the parking ban on-street be extended until 9:00 AM to force employees to park off-street?
- In place of the former Bob's location should retail in front and parking in the rear be considered?
- Connectivity between the museum lot with lot across from the library and with the downtown is poor.
- A deck over the library lot to the museum was suggested.

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Vanasse Hangen Brustlin, Inc.

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Meeting Notes

Attendees: Jack Piepei, Middletown, Planning & Zoning
James Fortuna, Middletown, Planning & Zoning
Carl Bolz, Middletown, Planning & Zoning
Barbara Plum, Chair Middletown Planning & Zoning
Vincent Amato, Downtown,
Mayor Giuliano, City of Middletown
Joe Bebis, Middletown,
Grady Faulkner, Common Council, Middletown
David Bauer, Middletown
Earle Roberts, Middletown Councilman
Gerry Daley, Middletown Common Council
Bob Santangelo, Middletown Common Council
Bill Warner, Middletown Planning Dept.
Richard Kearney, Middletown Planning Dept.
Neil Patel, Department of Transportation
John Mullin, Mullin Associates
Les Adams, Middletown, Planning & Zoning
Bill Cranshaw, VHB
Matt Blume, VHB
Ryan Malloy, VHB

Date/ Time: April 23, 2007 6:00 PM

Project No.: VHB: 41290
State: 82-297

Place: Municipal Building Room 208
245 deKoven Drive
Middletown, CT 06457

Re: Mayor and Common Council Stakeholder Meeting

Notes taken by: MCB/RM

A Stakeholder Meeting was held for the Middletown Parking and Traffic Study for the CBD on April 23, 2007 at 6:00 PM in the Common Council Chambers of the Middletown City Hall. The purpose of this meeting was to describe the project to the stakeholders, discuss current deficiencies and anticipated needs, and to brainstorm potential solutions. The stakeholders at this meeting represented City Commissions and included the Planning and Zoning Commission and Common Council.

VHB opened the meeting by described the project, project area, and federal funding available to construct improvements from three separate and distinct pools of money. Mullen Associates then described the first Economic Development meeting as a dream meeting to get people to think about Middletown macroscopically, and the upcoming public process will be utilized to narrow ideas. Tonight's meeting is to think about the "art of the possible" thinking about things through a 20 year timeframe. The following highlights the discussion that took place:

- Bulbouts would benefit both pedestrians and vehicular traffic but could they be installed at grade? "Traffic calming" is currently not well received in the City.
- Will Middletown need additional transit in the future with the current gas price trends? Will transit demand increase with gas >$4.00 a gallon, will there be more of a need for park-and-ride system. It was suggested that the downtown can't handle any more traffic.
- Bicycle accommodations in the downtown area were discussed. There currently are no bike racks in the downtown area. It is also very difficult to ride on-street with the angle parking, and it is illegal to ride on the sidewalk. It was also noted that bikes can't be ridden 12 months a year, so mass transit needs to be attractive in downtown.
- There needs to be a long-term emphasis on Mass-transit/multimodal transportation. Need to be better at moving people. Good inventory of downtown parking.
- There are impressions within the City that there is too much talking and planning, with no action. The short term action plan which will result from this study was described, and the attendees were reminded that there is funding associated with this study to implement changes.
- It is perceived that the two multi-level garages are underutilized. If they are underutilized, why are they? Some are hesitant about multi-level facilities due to the current experience. Some like the idea of smaller pocket parking on the surface combined with trolley/circulators. It was suggested to obtain MAT ridership information. Is there anything that can be done to boost ridership? Is a circulator feasible?
- Workers parking in prime downtown spots. Would there be a willingness to increase parking fines to discourage all-day parking?
- Employers need to encourage employees to park elsewhere. Four hour limit parking may not work.
- Kid City Museum and Odd Fellows are located on a busy side street. Safety in that area needs to be looked at.
- How do we deal with zoning for new businesses downtown? What ordinances need to be enacted or revised?
- It was suggested that Middletown has one of the nicest downtowns in the state. Need to tell people where to park. It was suggested that the State should improve Route 9 and Route 66. Need to keep promoting downtown and improve way finding.
- More parking is needed close to Main Street. The Arcade is under utilized, should it be rebuilt? Satellite parking throughout downtown needs to be promoted better. Small-scale pocket parking was suggested to add 20 to 30 spaces "here and there".
- The Parking Authority has lost its power and the Police have taken it over. When the parking authority was stand alone it helped to promote aggressive fining. There is also no capital improvement plan.
- Prices for parking should be based on the cost to run the parking infrastructure and should not be subsidized.
- The bank lots in the downtown core are utilized in evening by others. The banks are fine with this. This is the type of parking people want, and it benefits the downtown to have shared parking. People do not feel safe at Arcade lower level.
- Some believe that it is important to have a line of site to where one is going from where they park.

- It was suggested that a "traffic cop" is needed at Route 66 and Main Street to control signal. There used to be three police officers to direct traffic on Main Street, and now there are none.
- The waterfront needs to be considered – given the redevelopment potential.
- It was suggested that bump outs need to be tried as well as pocket parking. Satellite parking also needs to be looked at.
- The courthouse garage should be better utilized. Judges, attorneys and court personnel are the only ones to use the courthouse garage. Without Arcade garage, where would court people park? Why can't the police department park there?
- It was again suggested that pocket parking is the way to go. A trolley during peak hours would be important to get employees to utilize remote lots. If public lots are metered, they should be able to use a credit card or other technology. Fine people who park all day. It was suggested that employees and merchants don't pay their parking fines. Should boots be considered for these offenders?
- The discussion was recapped and the following highlighted the discussion:
    - Small lots;
    - Safety issues;
    - Trolley loop;
    - Parking Authority;
    - Pricing;
    - Different users-multiple public;
    - Waterfront connections.

Mayor Giuliano:

- It is not an option to charge people for coming downtown.
- People don't use arcade because there is nothing around it. People need to use ramps or staircases to get to your destination. When you park, you're alone. At Mellili Plaza, there are lots of people around. Business owners abuse on-street parking and then complain about lack of parking. Could use an "EZ Pass" and automatically charge fines. Need parking close to destinations. Need to easily move people around.
- Business owners neglect time restrictions for on-street meters that "whack" people for parking longer than restrictions allow.
- Best way to get here needs to be highlighted, it needs to be easy to park car, and easy to go where you need to go. We need to move people around the downtown more easily.
- An inventory of parking assets in Middletown needs to be done and the existing parking needs to be managed better. What does public like about coming here? Why is parking different in central business district than at a shopping mall?
- John Mullin spoke on Angle Parking:
    - There is no consistent voice in Middletown either for or against.
    - If goal is to maximize parking - angle parking is best.
    - Because a fewer people can park in a parallel park situation, businesses won't like it. People no longer drive defensively which is why there are problems. The

Commission disagrees with the idea that there are a lot of crashes due to the angle parking.

- The hospital, police and fire are located along Main Street. Emergency vehicles need to be considered.
- The hospital should be forced to build their own parking system. Hospital refuses to build a garage. They don't want to lose surface lot. What can hospital do for the City? The Hospital is willing to pay for the use of garage space, and a garage on the hospital campus is not feasible.
- Employees should be moved to central lot. Employees won't want to lose time by parking far away. Employers may need to provide incentives to get employees to park in one centralized lot.
- Are large employers eligible for clean air credits? If businesses are eligible, can that be given to employees as an incentive?
- There is no parking for apartments on Main Street. An alternative needs to be found for these people.
- North End – many houses don't have off street parking, as they predate the automobile. The residents and their guests park illegally. There is no enforcement of parking in that area.
- Pedestrian count-down signal heads are a good idea and should be considered.

The Focus of the Public Meeting was discussed:

- What can the funds available be used for?
- An inventory of available parking in B-1 district should be completed for the meeting. Good inventory of public and private. There is parking that people don't effectively use. Need to encourage residential investment. Shared/coordinate parking.
- What are the realistic expectations and parameters for the project.
- What is the best for all the people involved? Reverse from that.
- Need to promote events well. Share statistics.
- There is fear of talking about pricing information which may change perspectives.
- Action plan to enhance downtown with a budget for both residential and retail areas.
- Propose plan of action to enhance Main Street and Residential.
- What projects can be completed quickly? Tell people where parking is available and mark parking areas.
- Enhance knowledge of existing parking.

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Meeting Notes

Attendees: Vincent Amato, Amatos,
Jennifer Alexander, Kid City Museum
Gary Nagler, Inn at Middletown
Peter Harding, Harding Dev. Group
Gregory Sneed, Middletown Police Dept.
Bill Warner, Middletown Planning Dept.
Marc Romanow, Middletown Press
Bill Russo, Middletown Police Dept.
Michiel Wacker, Middletown Planning
Welles Guilimarten, Middletown Parking Authority
Richard Kearney, Middletown Planning Dept.
Marie Kalita-Leary, Downtown Business District
Tom Fonel, Middlefield Corporation
Bill Cranshaw, VHB
Matt Blume, VHB
Ryan Malloy, VHB

Date/ Time: April 25, 2007 8:30 AM

Project No.: VHB: 41290
State: 82-297

Place: 505 Main Street
Middletown, CT 06457

Re: Downtown Business District Stateholder Meeting

Notes taken by: MCB/RM

A Stakeholder Meeting was held for the Downtown Business District (DBD) on April 25, 2007 at 8:30 AM at 505 Main Street. The purpose of this meeting was to describe the project to the stakeholders, discuss current deficiencies and anticipated needs, and to brainstorm potential solutions. The stakeholders at this meeting represent the downtown businesses, public safety and the parking authority. The following highlights the key points discussed:

The DBD voted to table all DBD items and talk about parking for the duration of this meeting. The meeting began by the Downtown Business District describing their organization.

- The DBD is a Special services taxing district that raises funds to promote businesses and do own projects. The primary membership is from 505 Main Street (one building south of Salivation Army) at its northern limit south to the Inn at Middletown. There is scattered participation in north. There are 232 members and they have been in operation for 6 or 7 years. The DBD has a budget of $130,000 per year which is used to hire guides, plant flowers, give directions, clean up garbage, fund the cruise night. They work with the police department on issues. They also implemented a program where guides would put a nickel into parking meters and leave a small informational card with the automobile.

- VHB described the federal earmark which is in three separate pools of money. There is about $8 million from Federal Highway Authority (FHWA) for parking listed to replace a garage. There is about 1.25 million from Federal Transportation Authority (FTA) for an Intermodal station or improvements. The third pool is approximately 9.5 million from FTA for transportation related improvements.
- VHB discussed the Local/City Share of the financing:
  - The federal money is 80% of share.
  - Local share is 20% - could be State funds. Local does not have to be cash based on Federal legislation.
  - The hospital willing to participate with cash and can create a revenue stream to the parking authority.
  - It was noted that the value of Arcade garage is over one million dollars.
- It will likely take three years to get something under construction. The environmental process is thorough and therefore requires significant effort.

The members of the DBD were then asked about their perspectives of parking in the downtown:

Midfield:

- Parking in the center core is a problem. Main Street market, and other properties have vacancies because of lack of parking. The downtown is competing as a suburban environment that has city problems. Tenants of buildings want easily accessible parking and are wiling to pay. It is important to note that free parking is available in the suburbs, which is the downtowns competition.
- There are parking needs across the City (north, central, and south).
- Many buy their own parking by knocking down buildings to pave a surface lot.
- Is there potential to realign streets to add parking.

Parking Authority:

- Central area is the worst. Parking stall dimensions should be reviewed. Wells believes the stalls are inefficiently striped.

Middletown Press:

- Both the YMCA and the Inn at Middletown use their lot, and they don't want to throw people out, however, the situation has got worse over last ten years. It is to the point where there is concern for Middletown press' evening shift employees as they are unable to park near the building. It was noted that having a parking problem is a good scenario as it shows that the downtown is being utilized.
- Parking is need in all three areas (north, central, and southern). This parking should be as close to Main Street as possible, and most people are in favor of pocket parking through out the city.

Inn at Middletown:

- Customers of the Inn at Middletown typically want to park on site. In customer surveys, the biggest complaint is always parking. The Inn is leasing 25 spaces from the Middlesex Mutual Garage but the customers don't want to walk that distance. The Inn has problems accommodating daytime meetings.

Riverview:

- Believes that the parking can be rectified, but the solution may require removal of building lots. Parking must be close to, on, or just behind Main Street. The Center Core of Downtown Middletown is very important. Many small lots are needed. The Midfield Garage is only 99 steps away from the downtown and is underutilized.

Amatos:

- A major problem is that the parking authority has lost its power and no longer has control. It is important to rebuild the Parking Authority and have money go to a parking fund and not the general fund. Middletown government has caused the problem by giving away 1,000 parking spaces in the 1980s. Scattered employee parking is required as employees won't walk a significant distance.

Liberty Bank:

- Liberty Bank has a daily shortage for on-site parking for customers, so employees park in the Midfield garage. There is a need for a common place for business employees to park (Central employee parking). It would be nice if the meters could be paid with a card.
- Parking should be behind buildings and walkways should be provided.
- Destination shopping is growing, and scattered parking for customers should be provided.
- There needs to be something to encourage people to walk the corridor.

Main Street Market:

- Action with regard to parking needs to take place as soon as possible, and the problems here can't wait for the construction of this project. If people leave due to parking, they won't come back. Short-term recommendations are important.
- It is a benefit for economic vitality to have employees of the large employers walking in the downtown. It would be convenient if employees could be parked in a single lot. Would like to have employees "walk", but a dedicated transportation for employees may be needed.
- If you get a ticket while shopping it should be set up so businesses can "validate" the ticket.
- Parking for the evening peak is tight, and there is a lack of signage.
- Need to look to future for meters.

Parking Authority:

- We should use Middletown's topography to our advantage. Deck on Kid City Museum or Middletown Press seems like good places.
- SNET building parking lot is downhill and use hill as advantage for deck design.
- Park over Middletown Press or over a roadway such as Rapallo, or others.

Parking Ideas:

- Hubbard park is a good location for the hospital and YMCA to park.
- Air rights exist over the Rivers Edge lot to deKovan Drive currently exist. If the air rights could be relocated to the western portion of the lot there is an opportunity to include Middletown Press, YMCA, Inn, hospital and shoppers.
- Is there an opportunity to deck over SNET lot. It would encourage walking through the Historical Society property.
- It is rare to see retail customers at the current garage.
- If a parking garage is constructed, it needs to have an open feeling with high ceilings.
- Customers won't park in Middlesex Mutual, and it is anticipated that the Middlesex Mutual building will be at capacity in 1 to 2 years.
- There is a need for businesses along pedestrian walkways to and from parking garages. Street and landscaping on pedestrian walk ways will be an important design aspect.
- Need businesses to face Arcade garage. Is it possible to expand over the police department lot? Is there any benefit to turning that property into a surface lot?
- Behind Middletown Area Transit (MAT), is there an opportunity to take out the theater and improve bus circulation.
- Is there an opportunity to deck the library lot to Kid City Museum?
- Mellili Plaza, is there an opportunity for a multi-level deck which will allow the city lot to be returned for development. Millili Plaza should be straight and further from Main Street. No retail on Mass Mutual side which causes a barrier. Do we get rid of small lots and build retail?
- Can transit money be spent on circulation improvements? Can the Capital Theater be removed for parking and bus circulation? Can the Capital lobby be used as a walkway?
- Kid City Museum block. Landscape Holy Trinity driveways even if it were just cobble stone with removable bollards for church "events" the library lot area is also a good place for improvements.
- Liberty Street development will add parking.
- North end parking needs are residential and employee based.
- Can parking be added on deKovan Drive?
- Pearl Street or South Green Street are un-metered (500 spaces) could generate more revenue – even if the meters were long-term.
- The Salvation Army can be a good location for additional parking
- The Wharfside project will contain about 130 spaces and should be self contained for parking needs.
- There are a lack of spaces on the eastern block between Route 66 and Ferry Street. Many residences were constructed without driveways.
- Metro Square can a deck be built at Main Street level, with parking below?

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Vanasse Hangen Brustlin, Inc.

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Meeting Notes

Attendees: See Attached

Date/ Time: May 5, 2007
9:00 AM - Noon

Project No.: VHB: 41290
State: 82-297

Place: Inn at Middletown

Re: Public Workshop #1

Notes taken by: MCB/RM / JM

This was the first of three public workshops for the study. The purpose of the workshops is to solicit public input and involvement with the Traffic and Parking Study for the Central Business District.

This workshop was led by John Mullin. The meeting focused on the existing strengths and weaknesses of the downtown parking and transportation system. The following is a summary of the citizen's comments. They are unranked.

A. The Strengths of Middletown's Downtown Parking/Traffic Flow are:
- Scattered parking lots throughout downtown
- Available supply within 2 blocks
- Activities slow traffic to a comfortable level
- Middletown is a hub for the Region
- Direct access to Route 9
- Downtown is "walkable"
- Downtown is "bikeable"
- The mix of residential/shopping/and office users
- Two hours of free parking

B. The Weaknesses of Middletown's Downtown Parking/Traffic Flow are:
- Linkages to parking are unclear: Way-finding is weak
- The bus system is ineffective for commuters
- Large businesses are not involved in parking solutions
- There is no recognition of the needs of tourists and visitors
- Workers take prime parking spaces
- There are no connections between blocks
- Police/Fire department inputs are lacking
- Parking is unattractive
- The width of Main Street equals two regular streets
- Surface parking is poorly located
- Parking spaces behind buildings are underutilized
- Mass Transit is underutilized and hidden
- There is insufficient residential parking in the downtown core

- There is a perceived lack of parking in the north end
- There is no plan for bicycle movement through downtown
- There is ineffective enforcement of parking regulations
- There is no professional parking authority

C. The most critical issues facing Middletown in terms of Parking/Traffic Flow are (no ranking):

- Efficient flow of traffic and adequate parking
- Recognizing the needs of multiple publics
- Ensuring the north end is adequately served
- Recognizing the need for aesthetically pleasing parking
- Making sure that bicycle users' needs are met
- Reducing the congestion at Main and Washington Streets
- Creating a trolley system that connects all of downtown
- Consider the creation of a shuttle bus system
- Whatever is built must respect Middletown's values
- Reducing the number of cars entering downtown Middletown
- Eliminating the differences between the north and south ends
- Create more parking spaces
- Ensure the signage (way-finding) is appropriate
- Create a long term management plan

The next public workshop will be held on June 7, 2007 from 6;00 to 9:00 PM at the Green Street Arts Center, 51 Green Street. At this meeting a range of alternatives concepts will be presented for review and comment.

Vanasse Hangen Brustlin, Inc.
Middletown, CT

Middletown CBD Parking and Traffic Study

Public Workshop 1

Location: Inn at Middletown
Middletown, CT

Date: May 5, 2007
Time: 9:00 AM

LIST OF ATTENDEES

Name	Company	Email / Contact Information
Matt Blume	VHB	Mblume@VHB.com
Bill Cranshaw	VHB	BCranshaw@VHB.com
Steve O'Neill	VHB	SONeill@VHB.com
Ryan Malloy	VHB	rmalloy@VHB.com
Lois Santiago	RESIDENT	Lois_Santiago@DOJ.SENATE.GOV
Rosa D. Perichi	RESIDENT	860-344-3277
Edna Gomez	RESIDENT	860-344-4167
Michael Wuchert	City	
Bob Santangelo	Council	
W. LEE OSBORNE	RESIDENT	860-347-8445
Stephanie Nadler	Resident/Central CT Regional planning	stephnadler@yahoo.com
Barbara Blum	Resident + P+Z	—
Michael Oliveras	Business Owner	MICHAEL@WEBSIGNCENTER.com
Nick Zullo	State Farm - CBB CHAIR	nick.zullo.ngfl@statefarm.com
Welles Gulickson	Parking Authority	—
Peter Lesser	Cedarcrest Towers	
VIRGINIA ROLLERSON	ROCKFALL FOUNDATION / RESIDENT	VRR@rockfallfoundation.org
SHAWN HILL	RESIDENT	TETSHILL@WESLEYAN.EDU
JENNIFER SAINES		jennifersaines@sbcglobal.net
Anne-Marie Cannata	Resident - Anne-Marie's LLC	annemariecandoit@yahoo.com

Middletown CBD Parking and Traffic Study

Public Workshop 1

Location: Inn at Middletown
Middletown, CT

Date: May 5, 2007
Time: 9:00 AM

LIST OF ATTENDEES

Name	Company	Email / Contact Information
VINCENT AMATO	AMATOS	
Jennifer Alexander		
Luke T Hansen	NEAT	lukehansen08@comcast
Connie Piacenta	NEAT/Property Owner	piacenta@sbcglobal.net
Izzi Greenberg	NEAT	izzi.greenberg@neat middletown.org
Janis Astor del Valle	Green St. AAS Gr.	jastora@wesleyan.edu

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Vanasse Hangen Brustlin, Inc.

Meeting Notes

Attendees:	Tom Nigosanti, Dept. Public Works Rick Kearney, City Planning Dept. Jen Alexander, Dwtn Business Development Jim Hite, Middlesex Hospital Izzi Greenberg, NEAT Beth Emery, Village District Bob Santangelo, Common Council Nick Zullo, State Farm – CBB Chair Gerry Daley, Common Council Michiel Wackers – City Planning Dept Bill Cranshaw, VHB Ryan Malloy, VHB	Date/Time:	May 23, 2007 – 6:00PM
		Project No.:	VHB: 41290 State Project No: 82-297
Place:	Russell Library Middletown, Connecticut	Re:	Middletown CBD Parking and Traffic Study — Parking Advisory Committee Meeting
		Notes taken by:	RM

Bill Cranshaw of VHB gave a PowerPoint presentation discussing the referenced project.

Short-term action items (implementable within 90 days):

- Hours of meters – adjust for proximate use.
- Make signage consistent with high target value.
- Update parking meter technology.
- Increase on-street parking.

South:

- Public off-street parking.
- Hospital is at capacity.
- Route 9/17 project will affect the south
- Potential solutions:
  - ✓ Provide Gateway treatment on Main Street
  - ✓ Garage on YMCA block

- ✓ Deck behind Middletown Press building

Central:

- High observed parking use rates
- This area is the most problematic.
- Transit
  - ✓ Should be centrally located
  - ✓ Currently lacks presence on Main Street
- Potential solutions:
  - ✓ Middletown Area Transit (MAT) Station
    - Improve circulation and pedestrian access by removing buildings
    - Move to Melilli lot with garage
    - Move to Arcade Deck with parking on top
- Parking
    - Police – in court house or deck over existing surface lot
    - Make Arcade Deck a surface lot
    - Make Arcade Deck a garage
    - Many central parking opportunities

North:

- ✓ High parking utilization
- ✓ There is available capacity in private lots
- Potentially solutions:
  - ✓ Change street direction orientation:
    - Change Grand Avenue to one way away from Main Street
    - Change Liberty Street to one way toward Main Street
    - Increase parking on Grand Street
  - ✓ Curb extensions (treatment for entire corridor)
    - Pedestrian safety and walkability
    - Greatly improves traffic operations
- No good locations in North for added off-street parking
- Next Step
  - ✓ Future land use
  - ✓ Identify remote lot
  - ✓ Find North End alternative
  - ✓ Identify alternatives

- ✓ Continue meeting with the public

Comments / *VHB Responses*

1. **Two bus systems: MAT & Connecticut Transit**
   Cannot duplicate service on Main Street

2. **Delivery trucks park on Main Street**
   Need to look at alternatives

3. **On-street parking**
   Can we pick up more parking on Main Street?
   There is an existing inventory
   VHB will look for additional spots

   Curb extension
   10 years ago Main Street Committee looked at them
   Complaints about plowing and emergency vehicles
   Curb extensions can be installed to allow for plowing and emergency vehicles. ConnDOT is beginning to install on State roads.

   Trolley
   Not mentioned in presentation
   Still being considered

   What about Middletown Press Building and Trolley Barn
   Why weren't these sites included?

4. **Liberty Street and Grand Street one-way**
   Liberty has always been one-way west bound
   Many people use Grand Avenue as a cut through

   Gateway
   What are the transportation or parking benefits?
   Pedestrian safety, transit visibility, and circulation benefits

   Transit Station
   Prefers relocation to Arcade site
   Main Street space is valuable
   Removing buses from Melilli creates parking opportunities

5. **Melilli Plaza**
   Can the orientation be changed to make it more efficient/less awkward?
   Difficult to reconfigure
   Do we need the Melilli Plaza Street to cut all the way through

6. **Grand Street traffic flow revisions**
   Seems painful to change, but the residential neighborhoods would benefit
   Makes the neighborhood a more desirable place to live

7. **One way Streets**
   Opportunity to create bike lanes and bike signage
   Bicycles not included in presentation
   Bicycles will be accommodated in alternatives

8. **Signal timing**
   Has the timing of Main Street lights been analyzed?
   Have to stop at all lights during AM commute.
   Washington Street signals coordinated with Route 66 and Main Street, however signal coordination is affected by exclusive pedestrian walk phase

9. **Main Street Traffic**
   Want people traveling slowly on Main Street
   Need a middle ground between free flow operations and congestion.

10. **Kid City Museum**
    Parking is greatest during Winter months
    Demand drops during 3rd week in April
    Are employees parking in lots on Kid City block?

11. **Route 9**
    If we don't know what the final plan is, how do we plan for that?
    It makes planning more complex, but preliminary design plans are available.

12. **Can't wait for final Route 9 plan**
    Need to assume future conditions
    State does not have funding for construction

13. **Southern 9 interchange**
    High regional priority
    Need to take into account

14. **9 South interchange**
    Would totally change traffic on Southern end on Main Street

15. **Bridge**
    Bridge issues affect the entire transportation system
    Has VHB looked at anything to help convince State to do something on bridge?
    How does bridge affect traffic on Main Street?
    The bridge is not the focus of this project

16. When will southern interchange be built?
    It is in design phase. No construction date set.

17. (ConnDOT) Can't comment because there are funding issues.
This project does have funding. Should be coordinated with the Route 9/17 study.

18. It is news to Middletown residents that the Route 9/17 moved to next stage.

19. (ConnDOT) Project is not designed. There will be a public process.

LIST OF ATTENDEES

Name	Company	Email / Contact Information
Ryan Malloy	VHB	rmalloy@vhb.com
Bill Cranshaw	VHB	wcranshaw@vhb.com
Tim Nigosanti	Public Works	
Rick Kearney	City Planning	Richard.kearney@cityofmiddletown.com
Jen Alexander	D.B.D	
Jim Hite	Middlesex Hospital	Jim.hite@midhosp.org
Izzi Greenberg	NEAT	Izzi.greenberg@neatmiddletown.org
Beth Emery	Village District	eemery@wesleyan.edu
Bob Santangelo	Common Council	rpsgh@comcast.net
Nick Zullo	State Far – CBB Chair	Nick.zullo.ngfl@statefarm.com
Gerry Daley	Common Council	gedaley@snet.net
Michiel Wackers	City Planning	Michiel.wackers@cityofmiddletown.com

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Vanasse Hangen Brustlin, Inc.

Meeting Notes

Attendees: See Attached List

Date/Time: June 7, 2007

Project No.: 41290

Place: City Hall

Re: Central Business District Bureau

Notes taken by: R. Malloy

Nancy Stamler, Lady Catherine Cruises – Consider parking problem at river front. Parking at the harbor will be a challenge.

Dan Litwin, Young's Printing – Does study deal with the meters? Accelerated parking meters.

VHB – In addition to addressing parking structures, other issues, such as meters and management, will also be addressed.

Typhoon – gets multiple tickets. Deliveries, catering parks out front for business related reasons. Should allow businesses to park for longer. The view of the river should be considered in the development of multi-level garage.

Stewart Shlier, Shlier's Furniture – Are you projecting future parking demand?

VHB – Yes. It is being considered.

Shlier – People don't like to walk and want good lighting. Need rear entrances to buildings from parking.

Phil Caccioti, Middletown – Will parking be managed publicly or privately?

VHB – Could be public-private partnership, but would likely be managed publicly which is required by grant money.

People would rather walk within line of sight from car to destination. People don't like parking garages. Were arcade and Melilli looked at for parking/development?

Jennifer Alexander, Kid City Museum – Is there actually a short fall? Is a downtown shuttle still being considered?

VHB – there is a shortfall. We will be looking at construction options tonight. The shuttle is still in consideration.

Mayor – Melilli will be full even when Arcade is empty. People want their car to be visible. No one is in the Arcade unless they are parking. People like activity.

John Mullin, Mullin Associates – There are multiple publics using parking over 16-hour day. People need to feel safe at all times.

Larry McHue, Chamber – Want to leverage funding to bring development downtown. In favor of scattered parking. Makes sense to combine lot behind chamber. Need Class A office space. Don't want a garage, unless there is good office space over it.

Frank Sumpter, YMCA – is this conversation being combined with location needs of community center?

Lee Osborne, Sinth, Osborne Architects – Separate workforce from other places. Good example in South Norwalk. Middlesex Plaza – Grade Change; Good option for deck; shoppers on top and employees on bottom there are several locations like this around CBD. Metro Square has potential for deck as well.

Bill Warner, City of Middletown – Using federal money makes it difficult to combine project with private owners and private development.

Chief Ouellette, Middletown PD – Does liberty project have sufficient parking? Business owners/employees want to park close. Arcade safety issues are a result of its design.

Ron Krom, St. Vincent De Paul Place – We should decrease need for parking by increasing bicycle amenities.

Vince Puliano, Russell Library – How many locations can be considered? Can needs of all three areas be met? One or two sites can't meet everyone's needs.

VHB – Money came down in three pots: one pot is highway money and two pots are bus money. Transit station is where it should be.

Chief Ouellette – Police often disagree with new development but projects go ahead anyway. Need to consider parking needs when allowing new development.

Ms. Alexander – Any streetscape / parking changes being considered? Any information on Route 9?

VHB – there is no support for changing angle parking. Streetscape examples will be presented tonight. Route 9 project is required to be part of study by ConnDOT.

Need plan to address parking signage. Provide good examples.

Mr. Warner – There are 300 monthly passes. Do you know of towns that have taken monthly parkers and put them in a centralized garage?

Mr. Mullin – Port Smith New Hampshire is an example. Need discipline of business owners and employees.

Have you thought about going down instead of up for a multi-level parking facility?

VHB – It is much more expensive to go underground.

The Middlesex County Chamber of Commerce offers the opportunity at the CBB meetings to keep communication open between businesses and city officials. The following members took advantage of this benefit and attended the CBB meeting on June 7, 2007, hosted by *State Farm Insurance / Nick Zullo:*

Nick Zullo……State Farm Insurance
Larry McHugh……Chamber
Cathy Duncan……Chamber
Seb Giuliano……Middletown Mayor
Marie Kalita-Leary……Downtown Business District
Lynn Baldoni……Middletown Police Chief
Guy Russo……Middletown Water & Sewer Dept / Director
Anne-Marie Cannata……Anne-Marie's Luncheonette
Jane Carroll……MARC: Community Resources
Mary Ann Lentz……Liberty Bank
Vince Juliano……Russell Library
Susan Owens……Fragrant Oils & More
Donna Baron……Middlesex County Historical Society
Bill Warner……City Planner
Gary Nagler……Inn at Middletown
Zenia Kowal……Mullin Associates
Rick Kearney……Middletown Planning / Ec. Dev. Specialist
Dan Litwin……Young's Printing
John Mullin……Mullin Associates
Lydia Brewster……North End Action Team
Nancy Stamler……Lady Katharine Cruises
Gary Holt……Holt Home Improvement
Ryan Malloy……Vanasse Hangen Brustlin, Inc.
Vincent Amato……Amato's Toy & Hobby
Al Santostefano……Middletown Fire Dept / Deputy Fire Marshal
Phil Cacciola……Middletown Consumer Protection
Roger Beliveau……Middletown Parking Authority
John Clark……CNX Internet Radio
Earl Brown……Liberty Bank
Gretchen Haller……Comprehensive Family Foot Center / The Right Shoe
Frank Sumpter……Northern Middlesex YMCA
Frank Kuan……Wesleyan University / Community Relations
Peter Spinner……Church of the Holy Trinity
Susan Ladny……Middletown Adult Education
Stuart Shlien……Shlien's Furniture
Terry Mink……Mink Money-Path Group / CFP
Michael DiPiro……Guilmartin, DiPiro & Sokolowski
Hal Kaplan……Middletown Mentor Program
Tom Cheeseman……Middletown Area Transit / Director
Sarinee Trisub……Typhoon Restaurant
Erin Watson……Planning & Zoning / Intern
Bill Cranshaw……Vanasse Hangen Brustlin, Inc.
Bob Spencer……Northern Middlesex YMCA
Ron Krom……St. Vincent DePaul Place
Peter Harding……Harding Development Corp.
W. Lee Osborne……Smith Osborne Architects
Nilesh Patel……CT Dept. of Transportation
Jennifer Alexander……Kidcity Children's Museum
Sal Nesci……Middletown Health Dept / Chief Sanitarian
Gary Ouellette……Middletown Fire Dept / Chief
Bill Russo……Middletown Public Works / Director
Lynn Baldoni……Middletown Police Dept / Chief
Sandra Steele……Raegan's

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Vanasse Hangen Brustlin, Inc.

Meeting Notes

Attendees: See Attached

Date/Time: June 7, 2007

Project No.: VHB: 41290
State Project No: 82-297

Place: Green Street Arts Center
51 Green Street
6:00 PM – 9:00 PM
Middletown, Connecticut

Re: Middletown CBD Parking and Traffic Study – Public Workshop #2

Notes taken by: ZK (Mullen Associates)

VHB presented and discussed a dozen alternative parking and transit alternatives ranging from streetscape to 4-deck parking garage locations. Participants were encouraged that alternatives to one big parking structure were being assessed. The necessity to explore alternative management and operational programs such as strict enforcement, sticker parking and flexible parking arrangements were articulated often by participants.

In addition to aesthetically pleasing, people friendly, effective and convenient parking options, the group discussed need for operational and directional signage as well as parking options integrated into current neighborhoods (specifically the North End).

Concern over loosing business (steamboat, cruise ship, restaurant proposal) due to parking constraints in the Harbor area were expressed.

Suggestion to create one hour free parking zones in downtown to make businesses competitive were voiced. More effective use of current facilities and alternative solutions such as trolleys and non-motorized travel opportunities and amenities such as bicycle paths and walkways should be discussed.

Above all, the shared sentiment favored multiple parking options (as opposed to a single large parking structure), aesthetically pleasing designs which could include retail stores at street level, and involving the private sector in supporting and financing parking options as deemed necessary.

Middletown CBD Parking and Traffic Study

Public Workshop 2

Location: Green Street Arts Center
Middletown, CT

Date: June 7, 2007
Time: 6:00 PM

LIST OF ATTENDEES

Name	Company	Email / Contact Information
CHR. SQUIRES	BICYCLE ADVOCATE	CHRISTOPHSQUIRES@SBCGLOBAL.NET
Peter Lesser	Gatekeepers Team	
Ken Cosgrove	Gatekeepers Team	
Bob Santangelo	Community Council	
Carol Bell	P+Z	
Lex Leitheit	Green Street Arts Center	lleitheit@wesleyan.edu
SHAWN HILL	TRANSPORTATION ALTERNATIVES	MIDDLETOWN TETSHILL2@GMAIL
BETH EMERY	" "	" eemery@WESLEYAN.EDU
EDNA Gomez	Ferry STREET	N/A
Lois Santiago	FERRY STREET	N/A
ROSA B. PERICHI	FERRY STREET	N/A
Caroline J Cruz	Ferry Street	cweetj@gmail.com
Kdriel	MAI	
Izzi Greenberg	NEAT	izzi.greenberg@neatmiddletown.org
Ryan Malloy	VHB	
Trevor Davis	T.D. Commercial Real Estate	TDAVIS@TREVORDAVIS.BIZ
Ron Krom	ST VINCENT DE PAUL	ron.krom@sbcglobal.net
James Astor del Valle	Green St.	jastor@wesleyan.edu
Michiel Wickes	P+Z	

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Vanasse Hangen Brustlin, Inc.

Meeting Notes

Attendees:	See Attached	Date/Time:	June 11, 2007 – 6:30 PM
		Project No.:	VHB: 41290 State Project No: 82-297
Place:	Town Hall Room 208 Middletown, Connecticut	Re:	Middletown CBD Parking and Traffic Study – PAC Meeting
		Notes taken by:	MCB/RM

A meeting was held on June 11, 2007 at 6:30 pm in Room 208 of the City of Middletown Town Hall. The objectives of this meeting were to discuss the potential infrastructure improvement concepts and to narrow down the preliminary concepts to five (5) candidate parking alternatives and one (1) transit candidate alternative. Additional assessment will be conducted on the candidate alternatives to determine costs and impacts. The following summarizes the meeting:

John Mullen (Mullen Assoc.) – Introduced the conceptual parking alternatives that have been developed to date. Dr. Mullen noted that many parking spaces will become available in the north end through management.

Bill Warner (City Planner) – Block with Melilli Plaza has greatest parking demand.

Mullen – Library lot project seems best suited for a public-private partnership.

Warner – Care must be taken in putting federal money into property. Federal money invested in a property could end up tying it up, precluding it from redevelopment. Should we approach private owners to look into partnerships?

Izzi Greenberg (NEAT) – Is it possible to issue an RFP to get private developers to develop street fronts?

VHB – 1) The funding can build parking next to development; 2) A developer can pay for a level of parking; 3) Permanent easements are necessary for any "shared" use.

Warner – Developers generally uninterested in working on land with Federal money.

Kid City Museum – Why not deck over the police parking for the police department?

There are security concerns with a garage near the police department that needs to be resolved. Can the police department deck their lot?

VHB – Could move police to courthouse, which is lower cost. If garage goes back on Arcade, it needs to take into account pedestrian access, and future river connectivity.

The committee requests VHB look into decking over police parking.

Warner – City is acquiring 22 units on Green Street and Ferry Street and putting back 10 to 12 units. All with off-street parking. This reduces demand in the area. Adding seven (7) on street parking spaces on Liberty Street and Main Street. Most Liberty spaces are not available for residents during the day.

Can a lot behind Ferry Street be constructed with access through Ferry Street? The deck would span private lots.

Who owns the Melilli property?

Can the existing Route 9 pedestrian tunnel be fixed or upgraded?

Kid City – Should look at Middlesex Plaza and Metro Square for a deck.

Warner – City retained air rights to River's Edge.

VHB – Curb extensions can improve pedestrian access and traffic operations, as well as safety.

Gerry Daley (EDC) – What about moving transit station?

VHB – Three possible options exist however, transit "wants" to be in the vicinity of where it is today. Relocation would require showing it was in the best interest of the Transit District.

Warner – ConnDOT has decided not to administer the transit money. The money will go directly through FTA and Transit District.

Bob Santangelo (EDC) – What are we giving to get improved parking? Question not answered yet.

VHB – Moving on from here, ConnDOT will review all options outlined tonight. We will narrow down options to five (5) tonight. A public workshop was scheduled for June 26th however, it has been postponed.

The next public meeting will outline the five (5) preferred candidate alternatives in depth.

Waterfront – There is a parking problem on water front.

Harbor Improvement: Dock is not compatible with tie off for boats and not ADA accessible.

Mullen – There is a need to link to the harbor, maybe through shuttles.

VHB – three of the alternatives are close to linkages to river.

Warner – Harbor development is saying that docks are not sufficient. Could intermodal money be used to make docks accessible?

Parking Authority – What are our parking demands now and in the future? Which of the alternatives gets us to meet those needs?

Mullen – The parking demand in the north end can be managed.

Vincent Amato (Amatos) – 600 spaces does not seem adequate. Lost 1,000 spaces in the 80's. Middlesex Mutual is under contract to build a second building.

Main Street Market – will the four-story garage be used for employees?

Mullen – Need strong parking authority. Need to use management to alter behavior.

The discussion turned to narrow the alternatives:

Kid City – We want to start eliminating options. We don't want a blank face on street. (parking up to the sidewalk) Should eliminate the Williams Street concept. Green Street is not worth the effort. Put north end employees in big lot else where. Salivation Army is not worth the resources.

Process of elimination. No blank parking to the street. Broad Street and Williams out.

Is Green Street worth it? What about the Salvation Army?

Remove Washington Street and Broad Street.

Keep Union Street, try liner Street:

Riverview – Deck options

Melilli – transit

Library Deck – Broad Street

Greet Street/Ferry Street/Salvation Army/ Management.

Michiel – Want scattered parking, but it does not give big gains in terms of numbers. Management and small gains will help.

Santangelo – Need to consider aesthetics. Main Street acts as a wall.

Consensus to get rid of William Street.

New Speaker – There should be no parking allowed within 80 feet of the street. Deck Middlesex Plaza, Metro Square, and parking behind Ferry Street. There should be vehicle access on the pedestrian way at Riverside Plaza.

Kid City – Union Garage could have liner buildings.

Go forward on Arcade Garage.

Go forward on Melilli and MAT Station.

Go forward with Liberty lot as deck.

Go forward with Salvation Army.

Management in north end.

Meeting concluded with attendees voicing what they think is the most important issue facing downtown. The issues included:

1. Find additional parking
2. Spaces for employees
3. Get parking off street
4. The PCA wants more information before we go to State
5. Something should happen quickly
6. Aesthetics are important
7. Parking will be used and has connections
8. Need meeting before Start
9. Don't destroy walkability
10. Involve developers
11. Deal with monthly parkers
12. Need parking people will use
13. Use every dime in an effective way

cc: Bill Warner, City of Middletown

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Vanasse Hangen Brustlin, Inc.

54 Tuttle Place
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860 632-1500
FAX 860 632-7879

Meeting Notes

Attendees: Ryan Malloy
Steve O'Neill
Jeff Miller
Shawn Hill
Jennifer Saines Pinch
Julie Perkins
Rom Krom
Beth Emery
John Elmore

Date/Time: 8:00 AM, June 13, 2007

Project No.: 41290.00

Place: Zilkha Gallery, Wesleyan University

Re: Middletown CBD Parking and Transportation Study

Notes taken by: Ryan Malloy

- VHB meet with Transportation Alternatives Middletown (TAM) to identify opportunities for improving nonmotorized transportation options as part of the study
- Transportation Alternatives Middletown (TAM) identified two general corridors—one running north-south and the other east-west—as potential bike routes
    - East-west – College Street and Court Street (streets are one way in opposite directions)
    - North-south – Broad Street and deKoven Drive
- TAM would like to see these corridors designated as bike routes with corresponding signage and amenities
- TAM identified several key locations for bike racks and/or bike lockers
    - MAT station (lockers)
    - YMCA
    - Hospital
    - Russell Library
    - Intersections of Main Street and College Street, and Main Street and Court Street (supports identified bike corridors)

- TAM supports the construction of bulb outs at key intersections—especially where Main would intersect the two east-west bike corridors on College and Court, which are also envisioned as pedestrian corridors—to improve pedestrian safety in crossing Main Street
- TAM would like to see a trolley with low headways (approximately every 5-10 minutes) operating on Main Street, running from the hospital to the North End

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Meeting Notes

Attendees: Ryan Malloy
Tom Cheeseman

Date/Time: 11:30 AM, June 26, 2007

Project No.: 41290.00

Place: MAT Station

Re: Middletown CBD Parking and Transportation Study

Notes taken by: Ryan Malloy

- MAT Operations Overview
  - MAT Urban Routes (pulse system)
    - Route D and Route C enter block via Washington St.
    - Route A and Route B enter block via Court St. from deKoven
  - Other MAT Routes
    - Meriden Route enters block via Court St. from deKoven
    - Portland-East Hampton Route
    - Durham Route
- Other Transit Operators
  - Land Jet
    - 2 buses operate everyday to the two casinos (one serving each)
      - 8:50 and 9:00 a.m. morning trip
      - Second trip to one of the two casinos on Tuesday, Wednesday, Thursday, Friday, and Saturday at 3:00 p.m.
  - Peter Pan/Greyhound
    - Three southbound trips weekly to NYC
      - Fridays at 2:20 and 4:40 p.m. and Sunday at 4:40 p.m.
  - CT Transit
    - Based on a State statute, MAT cannot duplicate CT Transit service
      - But it is acceptable for both to operate along Main St. in Middletown
    - MAT provides some service along CT Transit routes when CT Transit is not in operation

        - CT Transit union has to approve any funding grants received by MAT
            - MAT is not organized and the union will not authorized any service that will jeopardize union jobs

- MAT Bus Parking/Loading Area
    - Based on timing issues, MAT station requires space for up to 8 buses at one time
        - Most frequently 4 buses need parking space for hourly timed transfer
    - Although parking area is adequate and functions at a practical level, there is room for improvement
        - All 4 buses won't fit in the designated bays if a passenger in a wheelchair needs to board or alight
        - Deploying bus ramps is not possible if buses are parked next to one another
    - Circulation of the parking area also functions, but is not ideal
        - Buses are required to back up and turn around
        - An improved circulation plan would make operations easier
        - Something along the lines of the Russo plan would work well and be aesthetically pleasing
    - Concerned with the theater cum liquor store next door
        - Building is deteriorating
        - Clientele create a social problem for the transit station
- Safety issues
    - No identified safety issues
    - Just upgraded security system from 2 surveillance cameras to 9
- Station location
    - Imperative that the MAT station remains in its current location
    - Transit presence in middle of CBD provides economic benefit
        - Transit enables residents to spend money (shopping, medical appointments, etc.) throughout the town
- Service expansion
    - No immediate plans to expand service
    - Recently began offering evening service (7 to 11 p.m.) and service to Meriden through Jobs Access grant
    - Would eventually like to offer Sunday service
    - Would like to offer service between Wesleyan and West Farms Mall
        - Lacks political support
    - Would like to work out a fare-free deal for Wesleyan staff and students with the University

- Recent and planned station improvements
    - Redoing front access path between station and Main Street
    - Recently remodeled interior office space
    - Increased security facilities (7 additional surveillance cameras)
    - Improving passenger waiting area
    - Has funding to put fence along north border of property to isolate station from liquor store
    - No identified need for station improvements
        - Could benefit from better bus circulation and parking
- Capital improvement needs
    - Only identified capital improvement need is a garage facility
    - Inherited current garage space from a contractor (157 Mill St.)
    - Looking at property on N. Main bounded by Stack and Pease
        - Estimated cost of 2.5 million
- Station parking
    - MAT uninterested in increasing dedicated parking for transit users
    - Current parking (6 spaces) is frequently illegally parked
    - Prefers having patrons pay to use city parking
- Main St stops
    - In favor of placing dedicated bus stops on Main St
    - Would benefit drivers and riders by providing a predictable and reliable schedule
    - Dedicated stops would streamline service
        - Flag-stop method adds approximately 10 minutes to each run
    - Bus shelters can be done in an aesthetically pleasing way and fears about misuse are largely unfounded
    - Federal and State guidelines regarding distance between bus stops and location on block
        - Generally, bus stops should be located every quarter mile, but in areas with high senior populations, they can be closer
- Downtown circulator/trolley
    - MAT would be interested in operating/participating in a downtown trolley service
    - Learned several lessons from the last time a trolley was operated
    - A new service would need
        - Support from the business community
        - Appropriate vehicle

- Function beyond novelty
- Eligibility for State/Federal funding

- Larger communities with more attractions have had trouble making circulators viable

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Meeting Notes

Attendees: See Attached Attendees List

Date/Time: 08/20/07 - 5:30 PM

Project No.: VHB: 41290
State Project No: 82-297

Place: City Hall, Middletown, CT

Re: Middletown CBD Parking and Traffic Study – Parking Advisory Committee Meeting

Notes taken by: R. Malloy/MCB

Bill Cranshaw presented parking/transit/infrastructure improvements.

1. Mayor – forget bump outs: 1) You don't mess with Main St., and 2) It would be a nightmare for public works.

2. Amato – promises were made when Melilli was initially bonded. You might face litigation if anything is done on this side.

3. Does Arcade have to come down before other alternatives move forward.
   VHB – not necessarily, but money has to be put into Arcade.

4. Mayor – Arcade site – there should be retail space along pedestrian walk way or the garage should be turned on its side to reduce walk between two large parking garages.

5. Amato – City had plan 20 years ago to put 350 car garage on old theater site.
   VHB – doesn't seem possible to gain that much extra parking on that site.

6. Mayor – MAT should move to Arcade site.
   VHB – that would lose parking and development site.

7. Amato – transit riders take parking.

8. Couldn't we use transit money to buy parking garage at Arcade if a transit station were there.
   VHB – No, only parking that supports transit ridership.

9. Is it necessary to take buildings on Court Street?
   VHB – Looked at MAT equipment and space requirements and it requires taking buildings to improve circulation.

10. Two obstacles to moving transit.

    a. Transit board doesn't want to move.

b. FTA has recently put money into station

11. Can transit money take down theater?
VHB - yes

12. Instead of a walkway replacing old theater, it should be a business fronting Main Street.

13. We shouldn't be talking about taking a theater down for parking.

14. Mayor – theater is not salvageable, we should build a new theater somewhere else.

15. We have finite resources and should focus on less controversial options that we can do.

16. Prefer putting garage with maximum frontage on Washington Street on Melilli site.

17. That option would make Washington Street more pedestrian friendly.

18. City would have to own and manage retail on Melilli garage, instead they should leave a strip that can be sold and developed.

19. Not a demand for retail, demand for restaurants, it would be bad for downtown to have empty retail. Bad to flood market that is already shaky.

20. Need to think five years out when retail market might be stronger.
VHB – you would lose parking by putting in retail.

21. You could depress the center of the Melilli block with one or two layers and you could have three garages with retail on the edges and in the center.

22. Why not put parking in south?
VHB – not where greatest demand and best use of public money would go because it would serve site-specific and institutional users.

23. What happens if there is extra revenue from garage operation?
VHB according to federal rules, garages cannot make money, money has to be put back into site.

24. The way things are progressing downtown, hotel will lose the parking it currently uses: on street / press building.

25. Hotel can pay for parking or work something out with parking in south end. There are lots of alternatives.

26. Where do we go from here? We need a consensus to make sure we don't squander opportunity.

27. What are the options that we could do?
VHB – First two alternatives are transit money the rest is parking money.

28. If we used first two pots of money effectively, would we be able to get other money re-programmed?
VHB – chance you could get congress to shift the money if there was a demonstrated need.

29. If we want to sell Arcade transit site we would call it's connection to river/train intermodal?
    VHB – go through alternatives and prioritize.

30. Transit alternative is only alternative eligible for middle pot.

31. Why does transit circulation need to be fixed?

32. Transit circulation area is inefficient.

33. Why take buildings on Court Street that are architecturally interesting.

34. This is the only option that encourages mass transit.

35. We should start with biggest pool of money first.

36. Take just Valentino's as an exit (revisit alternative).

37. Not pursuing bumpouts.

38. Middletown Press has too many unknowns.

39. Not a priority.

40. Melilli is a priority.

41. Second alternative is preferred.

42. Surface in back of building is preferred.

43. Easier to take back surface lot fronting Washington Street.

44. Priority decisions between around Arcade and Melilli.

45. Salvation Army is wish list.

46. Better for private development.

47. 50 spots for $2 million a lot of money.
    VHB – there are acquisition issues

48. If we spend $9 million at Arcade or Melilli, library would have to come from re-programmed money.

49. Library is higher on wish list than Salvation Army, third choice.

50. *VHB – encumbering surface lot at Arcade may not be a good decision. May need to be explored turning deck.*

51. Mayor – did you check use of Arcade?
    VHB – yes, it is fairly well used, especially when court is in session, but also at other times.

52. You're going to reorient garage or Arcade site? MAT site – look at minimizing building impacts. Need further discussion on preferred plan for Melilli.
    Will meet on September 10th at 6:30 PM to revisit remaining issues – Room 208, Municipal Building.

53. Need to start working with Senator Lieberman.

54. Look at scaled back Arcade and Library lot.

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Meeting Notes

Attendees:	Mike Stone, Main St. Mrket David Bauer, EDC Member Trevor Davis, TD Comm. Real Estate Phrances Szewezylce, Common Council A. Meyers, Russell Library Phil Cacciola, City Mario Saraceno, Common Council T. Cheesman, MAT Chief Lynn Baldoni, MPD Craig Elkin, MPD Rick Kearney, City Planning Nilesh Patel, ConnDOT Gerry Daley, Common Council Joe Belrse, Common Council Jen Alexander, Dwtn Business Devel. Izzi Greenberg, NEAT Bob Santangelo, Common Council Bill Cranshaw, VHB Ryan Malloy, VHB Matt Blume, VHB	Date/ Time:	September 10, 2007 6:30 PM – PAC Meeting
		Project No.:	VHB: 41290 State Project No: 82-297
Place:	Russell Library Middletown, Connecticut	Re:	Middletown CBD Parking and Traffic Study – Parking Advisory Committee Meeting
		Notes taken by:	RM

Bill Cranshaw of VHB began the PAC meeting discussion regarding the referenced project.

Arcade discussion:

1. Lot of money for number of spaces.
2. Egress still on Court Street? VHB – exit and entrance on Dingwall & Court.
3. Very aggressive with green space. Could double surface parking.
4. Could put building on site of surface parking.
5. Could the police lot still be decked? VHB - YES, the garage will be built so it can be added.
6. What is the useful life of the deck? VHB - It is at the end of its useful live.

7. Redeveloping Arcade as a deck, would lose economic development potential.

8. Prefer to not do anything on Arcade and save it for development.

MAT Discussion:

1. Theater lobby should not come down. Does not need to come down, but could be reused.

2. MAT:
    a. Would recommend Alt. 3 to board
    b. Alt. 2 would be second. Improvement to separate cars and buses. Need to consider trucks coming into ION.
    c. Likes flow in Alt. 3.

3. How many buildings would go in the two alternatives? Two in Alt. 3 and one in Alt 1.

4. Alt. 2 looks safer because of more separation of cars and buses.

5. Are loss of taxes in buildings coming down quantified in cost? VHB – no, City – Court Street property provides 3-4,000.

6. Why not Alt 4 over Alt 2?

7. Would it be better to separate the two driveways? Possibility for Alt 3.

8. MPD – Prefer Alt 3 because it separates cars and buses

9. From a DBD perspective, concerned about taking down a building and adding curb cut.

10. What is cost difference between Alt 2 and Alt 3? Alt 2 is cheaper because it has less land cost?

11. Motion to recommend Alt 2.

12. Best alternative from bus driver's perspective is Alt 3, (not MAT or transit driver comment)

13. Alt 2 or Alt 3 seem about the same in terms of safety, but prefers Alt 2 because fewer buildings come down.

14. Six in favor of recommending Alt 2, five against. Second choice is Alt 3.

15. Design cut into backyard water tower and garbage area of Main Street Market. VHB - Not final design, that can be accommodated.

16. Need to make sure that the sight line is not taken in Alt 3 and Alt 4. VHB - Can be addressed in Final Design.

Melilli discussion:

1. Melilli is priority. Do something on library if money is left over. Try to reprogram other money for Arcade.

2. Present this in order:
    a. Melilli
    b. Transit
    c. Library or Arcade

3. Need something about multimodal presented.

4. MAT:
    a. Almost all buses have bike racks – steady growth
    b. No one wants bus shelter in front of business or home
    c. Potential for advertising on shelter to cover costs
    d. Shelters/stops could save bus operation time.

5. Bike racks, trolley, signs, meter technologies still need to be discussed.

6. MAT – many projects fail because there is not a state match.

7. Last public workshop – need full presentation at public workshop. Could add operational recommendations. Need to demonstrate that the public has been listened to.

8. Include other things that came out: Short-term, Mid-term and Long-term.

9. Operational recs are really important to downtown.

10. Police parking in courthouse garage is not a good option, but City employees can.

11. Need summary presentation (30 minutes)
    a. Where we are going
    b. Public input.

Transportation
Land Development
Environmental
Services

Vanasse Hangen Brustlin, Inc.

54 Tuttle Place
Middletown, Connecticut 06457
860 632-1500
FAX 860 632-7879

Meeting Notes

Attendees: See attached list.

Date/Time: September 13, 2007

Project No.: 41290.00

Place: Middletown Municipal Building, Council Chambers

Re: Middletown CBD Parking and Traffic Study

Notes taken by: Z.K. (Mullen Associates)

The third community wide workshop was held at the City of Middletown's Council Chambers located at 245 deKoven Dr., Middletown, at 5:30pm on September 13th, 2007.

Public comment was solicited after the presentation of preferred alternatives for both Federal monies and other parking improvement strategies that may be undertaken by the city outside of earmarked project money.

The general feeling was that the city must make the added improvements to circulation and parking parallel to the transit and garage projects. Smaller options such as increasing parking on smaller lots such as the Salvation Army site, trolley service and resident/employee parking permit to alleviate some of the parking issues in the North End should be encouraged.

Participants highlighted both the Melilli Lot as well as the Arcade as the most needed and plausible sites to construct a parking structure. The Library lot also had support.

There was also discussion on the need and workings of a parking authority and streamlining parking management while making it self-sufficient.

Other comments focused on:

- The viability of retail space in combination with a federally funded garage and the limitations that might bring to leasing or renting.
- Building orientation toward the street
- Benefit of creating a developable site through consolidating parking in a garage at the Arcade parking deck site
- Seeing the bigger picture of connecting the Downtown to the Waterfront.

Perhaps most often stated was, to make this aesthetically pleasing and in character with the community. The stress on "good design" was a constant theme.

Middletown CBD Parking and Traffic Study

Public Workshop 3

Location: Municipal Building
Middletown, CT

Date: September 13, 2007
Time: 5:30 PM

LIST OF ATTENDEES

Name	Company	Email / Contact Information
DAN CRANSHAW	VHB	
RYAN MALLOY	VHB	
LOIS SANTIAGO	RESIDENT / NEAT	GOMETS69@AOL.NET
Caroline J Cruz	Resident	cweety@gmail.com
Frank Sumpter	YMCA	f.sumpter@midymca.org
Anne-Marie Cannata	Resident/NEAT/Business owner	annemariecandate@yahoo.com
BETH EMERY	RESIDENT / V. DISTRICT	eemery@wesleyan.edu

Vanasse Hangen Brustlin, Inc.
Middletown, CT

Middletown CBD Parking and Traffic Study

Public Workshop 3

Location: Municipal Building
Middletown, CT

Date: September 13, 2007
Time: 5:30 PM

LIST OF ATTENDEES

Name	Company	Email / Contact Information
Michael Walker	Middletown - Planning	
Ron Klattenberg	Common Council	
Vin Loffredo	" "	
Lynn Brewster	NEAT	lwbrewster@aol.com

DRAFT

City of Middletown, CT

Economic Development Committee

Parking Advisory Committee

Draft Minutes from the meeting of October 24, 2007

Present	Absent	Also Present
G. Daley, Chair	D. Bauer	R. Kearney
R. Santangelo	P. Szewczyk	T. Nigosanti
J. Bibisi	I. Greenberg	
	T. Cheeseman	
	C. Elkin	
	M. Saraceno	
Jennifer Alexander, Nilesh Patel, Patrick McMahon, Marie Kalita-Leary, Arthur Meyers, Trevor Davis, Nick Zullo, Vincent Amato, Jeff Pugliese, Harry Evert		

Minutes

A Call to Order: Bibisi called the meeting to order at 5:40 PM

B Organization

C Minutes

D Communications

E Old Business

1) VHB presentation: none

F New Business: Alexander presented notes from the 10/17/07 Parking Advisory Sub Committee meeting and discussed parking issues including: the immediate need for parking signs and a group to implement the study. Alexander noted the sub committee recommended an independent parking authority (PA) be established. Bibisi stated the PA was independent but moved to the Police Department (PD) and now there is a big, positive difference in finances. Santangelo stated the PA was mismanaged. Santangelo stated too many studies have been made and never implemented noting 5 studies on the North End. General discussion of North End ensued. Bibisi noted the PD has not mismanagement parking. Alexander noted the lack of attendance at this meeting and hoped the next meeting would be better attended. Bibisi stated the PD managed under the Chief of Police with traffic and enforcement divisions is the perfect marriage. Amato noted the PD wanted out of managing

parking. Bibisi noted the PA director was bad. Santangelo stated the need for some group to enforce and some group to carry out the management. Alexander stated the sub committee noted the need to manage the existing parking well and spend the federal funds wisely relative to other needs, terms, pricing, management of monthly parking and the need for muscle and good judgments. Santangelo questioned what the consultant's view is on an independent PA. McMahon stated the structure of the PA is the Chief of Police, Supervisor, enforcement and questioned whether an independent PA would be more effective. Bibisi stated the PD is able to cite and enforce. Alexander asked how the enforcement was done before. Santangelo noted too many studies have not been implemented and noted someone needs to push this study forward. Daley noted the issues are not mutually exclusive. The PA financial and management problems and whether an independent PA would have the muscle and be meaningful. Bibisi noted the parking management is more than before and more aggressive. Amato noted the PA did not lose money and the funds were kept separate from the city funds. Alexander stated there is a surplus of parking revenue, which should go to parking improvements rather than the PD budget. McMahon stated the PD is looking into new technology meters. Amato stated the PD did not want to manage parking in 1954. McMahon stated favoring whatever works best for the city. Bibisi stated the Chief is looking at new meters. Davis stated control of parking by an independent would increase revenues. Daley stated what went wrong with the self-sufficient PA was that it went in the opposite direction resulting in a financial mess so the city put the PA under the PD to save it. The PA had poor management. Daley asked that the consultants report what other towns do and their opinion on a self sufficient PA. Daley noted the PD is doing a good job at administering the collection of funds. Daley noted the city wants the report to address both the long-term brick and mortar and the short-term recommendations along with better management practices. Kalita-Leary asked who do you bring parking related issues to now stating how difficult getting sign requests approved noting how the PD and Public Works both approved signs that were subsequently denied. Bibisi agreed the PD and Public Works have this authority. McMahon stated the approval was wrong since the signs were wrong. Kalita-Leary stated it is not easy to work on getting approvals and noted that many people had to be contacted to get signs approved. McMahon stated he could not tell the committee who handles issues other than enforcement. Kalita-Leary questioned what are the monthly parking rules and how are they applied to new applicants and lots. Davis stated the system doesn't work and the PA needs to be connected to the business community since decisions take too long. McMahon asked whether the charter would have to be changed to create a PA. Daley & Bibisi stated the change could be through ordinance. Bibisi noted the signs are governed by State of Connecticut statute. Santangelo stated the PA was abolished by ordinance. Daley asked staff to research the issue of how the PA was abolished. Bibisi asked that staff and the consultants review how other towns establish PA. Daley requested that the consultants prepare and distribute in advance of the next meeting a draft report for the committee.

Brewster questioned establishing a temporary parking lot at the bottom of Green Street. Alexander suggested having the developer do this. Daley asked the consultant to look at creating a parking lot there. Bibisi noted the city owns the land-a former playground. Alexander discussed creating a lot across from the library to the back of Main Street buildings. Daley asked when the draft would be ready. Kearney stated the consultant would prepare the draft for the next meeting on a date TBD. Daley noted the city is faced with two issues: 1) creating a plan for the federal earmark funds, 2) creating a paring plan to support the downtown. The report will need a committee to take charge of the recommendations.

Santangelo made a motion seconded by Alexander to accept the sub committee report and submit to the consultant. And in addition, to ask the consultant to include in the report research on PA of comparable cities to include: West Hartford, Bristol and Manchester. Meyers asked if this is included in the scope. McMahon stated the Chief traffic authority funds to the PA commit executive director to mayor and council. Daley noted the need for a long-range business minded organization to manage the PA. The committee voted unanimously to approve the motion.

Daley asked that the consultant address of the sense of the need for scattered parking sites and to readdress the North End parking needs and the idea of below ground parking at Melilli Plaza. Amato noted the merchants had contributed to the creation the Melilli Plaza lot and he could produce letters from the city to the merchants regarding this. Daley noted the issue should be pursued. McMahon asked if the city had considered selling air rights on top of new garages. Daley related the YMCA redevelopment plan. Brewster asked if the Tine site and the railroad land abutting Rapallo were under consideration. Alexander questioned whether the playground site would have an ownership to the neighborhood and asked about the back of the Schlien's building.

Daley asked that a draft report be distributed prior to the next meeting and that no final report be issued prior to committee review and approval.

G Other

H **Adjournment:** Daley adjourned the meeting at 6:50 PM

DRAFT

City of Middletown, CT

Economic Development Committee

Parking Advisory Committee

Draft Minutes from the meeting of April 14, 2008

Economic Development Committee: G. Daley, R. Santangelo, H. Kasper, J. Bibisi, D. Bauer

Parking Advisory Committee: J. Alexander, L. Baldoni, N Zullo

Also Present: Mayor Sebastian N. Giuliano, W. Warner, R. Kearney, M Stone, T. Davis, W. Cranshaw, C. Johnson, J Pugliese, T. Nigosanti, T. Hibbard

Minutes

A Call to Order: Daley called the meeting to order at 7:36 PM

B Minutes: none

C Communications: none

D Old Business: none

E New Business

1) Presentation of report:

Discussion of when the committee members are available to present the report to the Common Council. Alexander stated a street car study should be the first step to establishing a street car on Main Street. Alexander noted that MAT needs to begin construction of a $3M maintenance garage. The garage funding would come from the earmarks and MAT would apply for additional funding and reimburse the city for using the earmark funds.

Warner presented a PowerPoint presentation of the study. The committee made suggestions on revisions of the presentation. Alexander discussed the fact that creation of a Parking Department would remove $500,000 from the General Fund. Daley stated the earliest a new department would be created in July 2009. The City Charter requires public meetings and the department and needs 2 votes should go through the budget process. Alexander suggested the parking management be initially placed in the Police Department. General discussion of the bus facility. Discussion of whether a motion was made to decide on rebuilding the Arcade Garage. General discussion of the Route 9 reconstruction project and the proposed pedestrian bridge at the arcade. Daley requested the State DOT convene a meeting of the Route 9 Corridor Advisory Committee since on was not held last year. Warner noted MAT and FTA met and agreed that the city consider starting a study on street cars feasibility and engineering. Alexander noted the idea of Pratt & Whitney creating a fuel cell street car to avoid stringing electric wires along Main Street. Daley questioned the process of securing the earmark funding. Warner stated the 2006 funds were in jeopardy and the next appropriation bill would

extend the funds by one year giving time to commit the funds after approval by the Common Council. Daley stated the need to get back with MAT to incorporate the maintenance garage into the plans and asked Alexander, Greenberg and Warner to tighten up the presentation so that it would demonstrate the proposed projects' annual financial obligations to the city. Further suggesting the May committee meeting would be to complete the presentation and to coordinate the presentation and decide which members make which parts of the presentation. Discussion of trimming the parking management presentation. Warner stated the bike paths could be a contingency part of the plan. Bauer stated concern about the funds and the need to give a timeline of city funds needed for the projects. Daley stated the need for a sources and uses of funds and the need for time sensitivity for not losing the $19M. Members were requested to talk about the study and plans to build a consensus about the viable use of the funds.

F **Other:** Hibbard, representing the Harbor Improvement Agency, stated the agency does not like the tunnel. Warner stated CT DOT is planning a wide pedestrian bridge from the Arcade Garage to Harbor Park. Hibbard questioned why the committee was not considering building a parking deck at Melilli Plaza since the public voted for a garage there. Daley stated a plan for Melilli was considered but ranked lower than the Arcade site. Hibbard stated decks can be built at more sites than one large garage. Discussion ensued over plans to connect the Melilli lot with the old court house lot and using a large garage to house monthly long term parking to free up Melilli for short term use.

G **Adjournment:** The committee adjourned at 8:40 PM.

DRAFT

City of Middletown, CT

Economic Development Committee

Parking Advisory Committee

Draft Minutes from the meeting of June 9, 2008

Economic Development Committee: G. Daley, R. Santangelo, H. Kasper, J. Bibisi,

Parking Advisory Committee: V. Amato, J. Alexander, L. Baldoni, I. Greenberg,

Absent: D. Bauer, T. Cheeseman, M. Saraceno, N. Zullo

Also Present: W. Warner, R. Kearney, T. Davis, S. O'Neil, C. Johnson, J Pugliese, T. Nigosanti, T. Hibbard, M. Kalita-Leary

A Call to Order: Daley called the meeting to order at 7:12 PM

B Minutes

C Communications

D Old Business

1) **Presentation of report:** Warner discussed Analysis and Conclusion and Recommendations memo on how to move forward with the federal earmark parking funds along with a cost analysis and conceptual renderings and site plans for the Arcade Garage, Melilli Plaza & City Hall Employee Parking lots. Warner discussed plans to create more cohesive parking lots on the west side of Main Street. The Melilli lot would be regraded to connect with the city employee lot adding 81 unreserved spaces in the evenings and weekends. The arcade garage would be rebuilt to a 3 story garage (390 spaces) and the second floor would be extended with parking over a portion of the Police Department parking lot (80 spaces). The second floor would be raised 7 feet to the level of the Riverview Plaza with access via a new ramp to be constructed over airspace from Court Street. A better Main Street connection would be made by connecting the Plaza with the new garage and 2nd floor parking. The raising of the 2nd floor would create a more inviting openness to the 1st floor which currently has a low ceiling. The rebuilt garage would leave empty land on the east side which would be used as surface parking and a future development site. Davis recommended leaving enough space between the Court and new garage to accommodate a pedestrian walkway over Route 9 to the river.

   Baldoni commented that the consultant will need to work with the Police Department to ensure movement of specialty police vehicles. Baldoni noted security issues with the sally port and window security and asked the consultant to work with the PD on these issues. Baldoni suggested checking with the Superior Court House to find out what the distance requirements are for constructing a new garage near the court. General discussion ensued regarding the Dialysis Center access and parking. General discussion ensued regarding moving parking permits holders to the garage to free up surface lots for short term parking.

Amato questioned whether the Parking Authority could be reinstituted. Daley stated the PA was eliminated as a department and kept as a commission. Amato noted the parking district created the Melilli parking lot. General discussion ensued about a new Parking Department. Daley stated the move for a new department should be in tandem with the recommendations for parking improvements. General discussion ensued regarding funding the $4M in matching funds. Daley noted the committee should present (1) the recommendations and report to a special meeting of the Common Council in July and (2) the bond referendum request to the Common Council in August. Warner stated the city needs to show its sources of funds before the project can move forward. General obligation bonds are the lower cost than revenue bonds.

Amato made a motion seconded by Kasper to move forward with the Arcade Parking Garage conceptual plans and make a presentation to a special meeting of the Common Council in July. The committee voted unanimously to approve the motion.

Amato made a motion seconded by Santangelo to authorize Warner and Nigosanti to look into the design and costs of merging the Melilli and City Hall Employee parking lots. The committee voted unanimously to approve the motion.

E New Business

1) **Update on extension requests:** Warner stated the lobbyist is trying to get the congressional delegation to extend the 2006 transit funds earmark which has a 3 year life

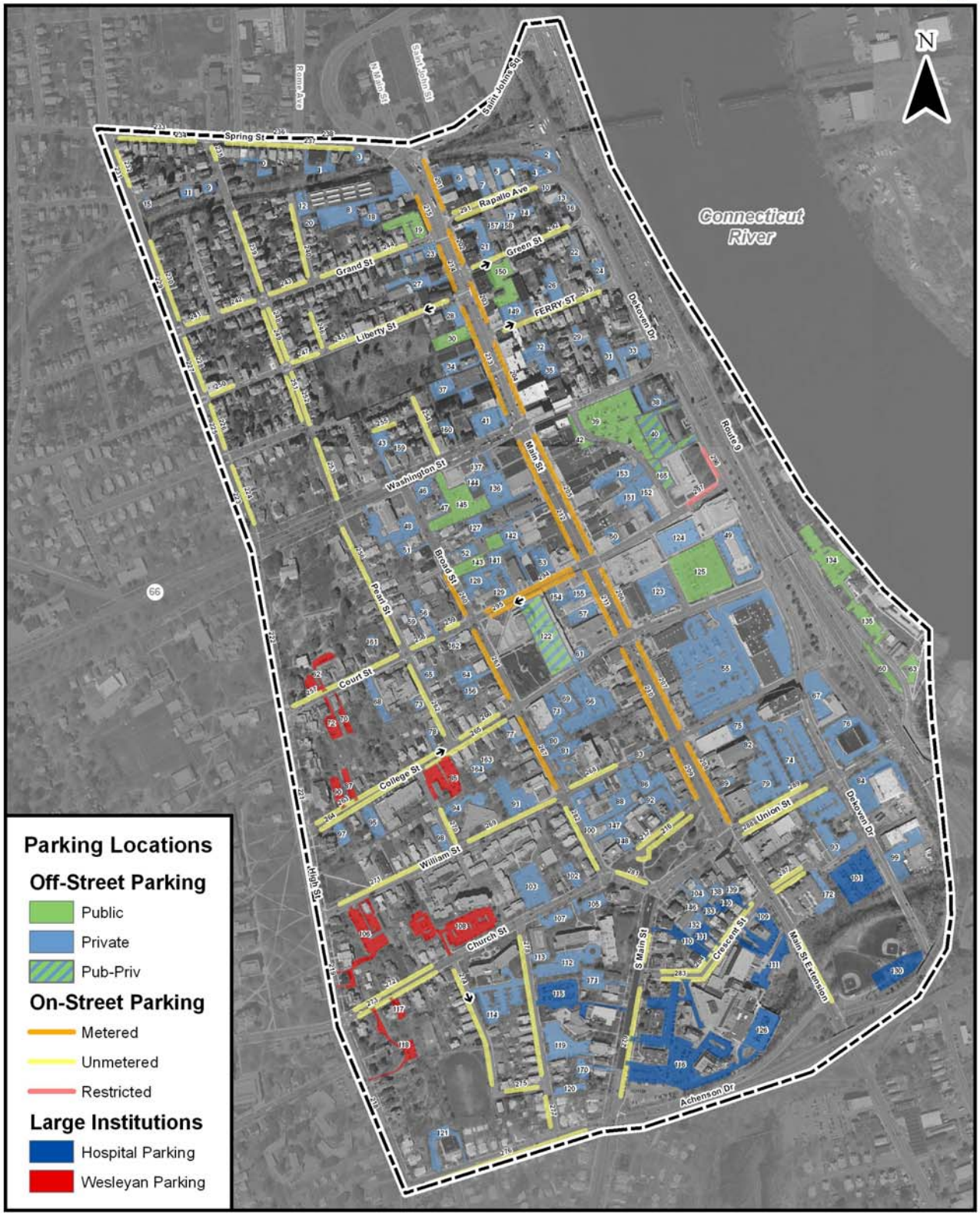
2) **Lobbying: Washington, DC visit:** The committee recommended the Mayor travel to Washington, DC to lobby for the extension of the earmark funds.

F Other

G Adjournment: Santangelo made a motion seconded by Kasper to adjourn at 8:19 PM. The committee voted unanimously to approve the motion.

Parking Inventory

Middletown CBD Parking Supply



Vanasse Hangen Brustlin, Inc.

0 250 500 1,000 Feet

Off-Street Parking Capacity

ID	Description	Type	General	Meter	Reserve	Handicap	Total
0	51 Spring St.	Private	10	0	0	0	10
1	27 Spring St.	Private	14	0	0	0	14
2	W. Rapallo Ave	Private	0	0	0	0	0
3	Spring St.	Private	10	0	0	0	10
4	10 Rapallo Ave.	Private	8	0	0	0	8
5	36 Rapallo Ave.	Private	10	0	0	0	10
6	710 Main Street- Church Rear	Private	26	0	0	1	27
7	46 Rapallo Ave.	Private	7	0	0	0	7
8	Kings Ave.	Private	36	0	0	0	36
9	4 Erin. St (East)	Private	8	0	0	0	8
10	399 DeKoven Dr.	Private	4	0	0	0	4
11	4 Erin. St (West)	Private	12	0	0	0	12
12	Kings Ave. (West)	Private	12	0	0	0	12
13	Green St./ DeKoven Dr.	Private	5	0	0	0	5
14	11 Rapallo Dr.	Private	8	0	0	0	8
15	Erin St. (West)	Private	5	0	0	0	5
16	Green St./ DeKoven Dr.	Private	7	0	0	0	7
17	35 Rapallo Dr.	Private	14	0	0	0	14
18	3 Kings Ave.	Private	20	0	0	0	20
19	Eli Cannon's	Public	12	12	28	3	55
20	20 Clinton Ave.	Private	6	0	0	0	6
21	Artist Coop- Rear	Private	23	0	15	1	39
22	25 Green St.	Private	9	0	0	0	9
23	645 Main St.	Private	12	0	0	0	12
24	28-30 Ferry St.	Private	0	0	0	0	0
26	56 Ferry St	Private	0	0	0	0	0
27	CHC Parking	Private	14	0	12	1	27
28	591 Main St.	Private	14	0	0	0	14
29	14 Alsop Ave.	Private	5	0	0	0	5
30	Roller Rink Parking	Public	0	14	16	2	32
31	Diana Salon	Private	31	0	0	2	33
32	La Boca Rear	Private	43	0	7	0	50
33	National Paint	Private	23	0	5	0	28
34	533 Main St.	Private	12	0	0	0	12
35	Middletown Framing	Private	6	0	0	0	6
37	5Salvation Army Rear	Private	47	0	0	0	47
38	DeKoven House	Private	5	0	16	1	22
39	Melilli Plaza	Public	170	0	0	4	174
40	City Hall- Employees	Pub-Priv	87	0	0	0	87
41	4Luce Parking	Private	48	0	0	1	49
42	Loading behind Melilli Plaza	Public	0	0	0	0	0
43	138 Washington Street	Private	23	0	7	0	30
46	129 Washington Street	Private	15	0	0	0	15
47	158 Broad St.	Private	10	0	0	0	10
48	San Sebastian	Private	58	0	6	6	70
49	TV Retail Building	Private	52	0	0	1	53
50	124 Court Street	Private	12	0	0	0	12
51	151 Broad St.	Private	15	0	0	0	15
52	138 Broad St.	Private	15	0	0	0	15
53	315 Main Street-	Private	23	0	0	2	25
55	Metro Square	Private	336	0	0	14	350
56	Library Admin Building	Private	18	0	0	0	18
57	Bank of America	Private	25	0	0	2	27
59	238 Court St.	Private	5	0	0	0	5
60	Harbor Park Drive Lot	Public	0	0	0	0	0
61	Citizens Bank- Rear	Private	10	0	0	1	11
62	300 High St.	Wesleyan	37	0	0	0	37
63	Harbor Park- South	Public	14	0	0	1	15
64	93 Broad St.	Private	16	0	0	0	16
65	Pearl St.	Private	12	0	0	0	12
66	Middlesex Plaza	Private	96	0	10	5	111
67	Beautiful Bath	Private	31	0	0	2	33

ID	Description	Type	General	Meter	Reserve	Handicap	Total
68	Pearl St.	Private	27	0	0	0	27
69	SNET Building Lower Lot	Private	30	0	0	0	30
70	279 Court St.	Wesleyan	17	0	0	0	17
71	SNET Building Upper Lot	Private	31	0	0	2	33
72	285 Court St.	Wesleyan	18	0	0	0	18
73	21 Pearl St.	Private	8	0	0	0	8
74	Rivers Edge	Private	28	0	114	1	143
75	Brooks- MLK	Private	14	0	0	0	14
	Brooks- Rear	Private	16	0	0	1	17
76	Middletown Plate & Glass	Private	19	0	0	1	20
77	151 College St.	Private	13	0	0	0	13
78	180 College St.	Private	9	0	0	2	11
79	Middletown Press- Rear	Private	105	0	0	0	105
80	Sbona Tower	Private	9	0	10	0	19
81	Sbona Tower	Private	23	0	0	2	25
82	Inn at Middletown- Rear	Private	13	0	0	2	15
83	College Street	Private	7	0	0	2	9
84	Personal Auto	Private	30	0	0	2	32
85	56 Hamlin Street- Parking lot	Wesleyan	58	0	0	0	58
86	Law Offices/Baptist Church	Private	57	0	4	2	63
87	220 College St.	Wesleyan	19	0	0	0	19
88	Page Warner Auto	Private	38	0	0	0	38
89	William Reavis Rear	Private	18	0	0	0	18
90	262 High St.	Wesleyan	19	0	0	0	19
91	Broad Street Books	Private	53	0	0	1	54
92	14 Church Street- Funeral Home	Private	17	0	0	1	18
93	55 DeKoven Drive- YMCA	Private	98	0	4	3	105
94	William Street- CRT Rear	Private	26	0	0	2	28
95	201 College St.	Private	30	0	0	2	32
97	225 College St.	Private	24	0	0	0	24
98	William St.	Private	14	0	0	0	14
99	Rental Center	Private	26	0	0	1	27
100	Braod Street	Private	4	0	0	0	4
101	1 James Moses- YMCA	Hospital	131	0	5	0	136
102	62 Church St.	Private	6	0	0	0	6
103	Church Street	Private	62	0	0	3	65
104	21 Pleasant Street- Rear	Private	12	0	8	0	20
105	Church Street Medical Office	Private	20	0	0	1	21
106	275 William St.	Wesleyan	67	0	0	0	67
107	Church Street Medical Office	Private	27	0	0	2	29
108	Wesleyan Hi/Low-Rise (Church)	Wesleyan	124	0	0	0	124
109	Middlesex Hospital (60 Crescent)	Hospital	36	0	0	0	36
110	22 South Main- Funeral Home	Hospital	39	0	0	0	39
111	Middlesex Hospital (50 Crescent)	Hospital	11	0	0	0	11
112	65 Church St.	Private	61	0	10	3	74
113	85 Church St.	Private	10	0	0	0	10
114	111 Church St.	Private	89	0	0	3	92
115	Hubbard St.	Private	47	0	1	5	53
116	Hospital General Parking	Hospital	346	0	0	0	346
117	157 Church St.	Wesleyan	12	0	0	0	12
118	156 High St.	Wesleyan	29	0	0	0	29
119	32 Hubbard St.	Private	54	0	0	3	57
120	Hubbard St.	Private	21	0	0	0	21
121	61 Loveland St.	Private	46	0	0	0	46
122	Middlesex Mutual Parking Garage	Pub-Priv	374	0	700	0	1074
123	Police Station-Rear	Private	57	0	0	2	59
124	Court House- Employees	Private	365	0	0	0	365
125	Arcade- Upstairs	Public	169	0	1	7	177
	Arcade- Downstairs	Pub-Priv	99	0	77	5	181
126	28 Crescent- Hospital Garage	Hospital	298	0	0	0	298
127	Holy Trinity/St. Lukes	Private	15	0	9	2	26
128	210 Court Street	Private	17	0	9	0	26
129	Marilyn Mills Rear	Private	3	0	14	1	18
130	Hubbart Field Lot	Hospital	30	0	0	2	32

ID	Description	Type	General	Meter	Reserve	Handicap	Total
131	41/45 Crescent Street Rear	Hospital	18	0	0	0	18
132	Masonic Building	Private	17	0	0	2	19
133	49 Crescent Street Rear	Hospital	16	0	0	0	16
134	Harbor Park- North	Public	79	0	0	2	81
135	Harbor Park- Middle	Public	37	0	0	1	38
136	Amato's	Private	19	0	0	0	19
137	Wachovia	Private	12	0	0	1	13
138	15 Pleasant Street	Private	17	0	0	2	19
139	77 Crescent Street	Private	7	0	0	0	7
140	55 Crescent Street Rear	Private	20	0	0	0	20
141	First Church	Private	8	0	12	2	22
142	Pedal Power	Private	15	0	0	0	15
143	Library Public	Public	0	26	6	2	34
144	Kid City Employee Lot	Private	3	0	0	0	3
145	KidCity Rear	Public	22	73	6	4	105
146	Sterling Rear	Private	13	0	0	0	13
147	Broad Street	Private	18	0	1	1	20
148	22 Church- FUMC	Private	20	0	1	1	22
149	68 Ferry St.	Private	7	0	0	0	7
150	Green Street Arts Center	Public	22	0	2	2	26
151	MAT Bus Station	Private	6	0	0	0	6
152	Sons of Italy	Private	24	0	4	0	28
153	Main Street Market	Private	16	0	16	0	32
154	Liberty Bank - Rear	Private	16	0	0	0	16
155	Bank of America	Private	11	0	0	0	11
156	89-91 Broad St.	Private	9	0	0	0	9
157	Vacant Lot	Private	20	0	0	0	20
158	39 Rapallo Ave.	Private	5	0	0	0	5
159	134 Washington	Private	7	0	0	0	7
160	116 Washington	Private	9	0	0	0	9
161	258 court St.	Private	5	0	0	0	5
162	Court St.	Private	10	0	0	0	10
163	163 College St.	Private	8	0	0	0	8
164	171 College St.	Private	10	0	0	0	10
165	City Hall- Visitors	Pub-Priv	19	0	1	2	22
170	101 South Main St.	Private	16	0	0	0	16
171	51/57 South Main St.	Private	22	0	0	0	22
172	Assisted Living	Private	18	0	0	2	20

On-Street Parking Capacity

ID	Street	Location	Side	Type	General	Handicap	Total
1	Main St.	Saint Johns-Rapallo	E	2-hour meter	11	0	11
2	Main St.	Rapallo-Green	E	2-hour meter	10	1	11
3	Main St.	Green-Ferry	E	2-hour meter	15	1	16
4	Main St.	Ferry-Washington	E	2-hour meter	23	2	25
5	Main St.	Washington-Court	E	2-hour meter	41	2	43
6	Main St.	Court-Dingwall	E	2-hour meter	16	2	18
7	Main St.	Dingwall-Dr MLK	E	2-hour meter	29	1	30
8	Main St.	Dr MLK-Union	E	2-hour meter	9	1	10
9	Main St.	William-Union	W	2-hour meter	15	2	17
10	Main St.	College-William	W	2-hour meter	27	3	30
11	Main St.	Court-College	W	2-hour meter	7	2	9
12	Main St.	Washington-Court	W	2-hour meter	37	1	38
13	Main St.	Liberty-Washington	W	2-hour meter	21	1	22
14	Main St.	Grand-Liberty	W	2-hour meter	11	0	11
15	Main St.	Spring-Grand	W	2-hour meter	12	0	12
16	Old Church St.	Main-Dead End	S	No posted	18	0	18
17	Old Church St.	Main-Dead End	N	No posted	9	0	9
18	High St.	Church-Loveland	W	No posted	14	0	14
19	High St.	William-Church	W	No posted	16	0	16
20	High St.	College-William	W	No posted	15	0	15
21	High St.	Court-College	W	No posted	13	0	13
22	High St.	Washington-Court	W	No posted	23	0	23
23	High St.	Lincoln-Washington	W	No posted	17	0	17
24	High St.	Lincoln-Washington	E	No posted	11	0	11
25	High St.	Liberty-Lincoln	W	No posted	7	0	7
26	High St.	Liberty-Lincoln	E	No posted	5	0	5
27	High St.	Grand-Liberty	W	No posted	11	0	11
28	High St.	Grand-Liberty	E	No posted	8	0	8
29	High St.	Erin-Grand	W	No posted	14	0	14
30	High St.	Erin-Grand	E	No posted	13	0	13
31	High St.	Spring-Erin	W	No posted	8	0	8
32	High St.	Spring-Erin	E	No posted	7	0	7
33	Spring St.	Pearl-High	N	No posted	20	0	20
34	Spring St.	Pearl-High	S	No posted	11	0	11
35	Pearl St.	Spring-Erin	E	No posted	4	0	4
36	Spring St.	Rome-Pearl	N	No posted	7	0	7
37	Spring St.	Main-Pearl	S	No posted	20	0	20
38	Spring St.	Main-Rome	N	No posted	4	0	4
39	Pearl St.	Erin-Grand	E	No posted	15	0	15
40	Clinton Ave.	Grand-Dead End	E	No posted	9	0	9
41	Grand St.	Bacon-High	N	No posted	6	0	6
42	Grand St.	Pearl-Bacon	N	No posted	5	0	5
43	Grand St.	Clinton-Pearl	N	No posted	7	0	7
44	Grand St.	Main-Clinton	N	No posted	11	0	11
45	Liberty St.	Main-Frazier	N	No posted	20	0	20
46	Frazier Ave.	Liberty-Dead End	E	No posted	6	0	6
47	Liberty St.	Frazier-Pearl	N	No posted	9	0	9
48	Pearl St.	Grand-Liberty	E	No posted	7	0	7
49	Pearl St.	Grand-Liberty	W	No posted	8	0	8
50	Liberty St.	Windward-High	N	No posted	4	0	4
51	Pearl St.	Liberty-Lincoln	W	No posted	7	0	7
52	Pearl St.	Liberty-Lincoln	E	No posted	8	0	8
53	Pearl St.	Lincoln-Washington	E	No posted	12	0	12
54	Wetmore Pl.	Washington-Dead End	E	No posted	8	0	8
55	Longworth Ave.	Wetmore-Dead End	S	No posted	6	0	6
56	Pearl St.	Washington-Court	W	No posted	21	0	21
57	Court St.	Pearl-High	N	No posted	22	0	22
58	Court St.	Broad-Pearl	N	No posted	6	0	6
59	Court St.	Broad-Pearl	N	15-minute	3	0	3
60	Broad St.	Washington-Court	W	2-hour meter	8	0	8
61	Broad St.	Court-College	W	2-hour meter	10	0	10
62	Pearl St.	Court-College	W	2-hour meter	16	0	16

ID	Street	Location	Side	Type	General	Handicap	Total
63	College St.	Pearl-High	N	No posted	14	0	14
64	College St.	Hamlin-High	S	No posted	17	0	17
65	College St.	Broad-Hamlin	S	No posted	12	0	12
66	College St.	Broad-Pearl	N	No posted	8	0	8
67	Broad St.	College-William	W	2-hour meter	12	0	12
68	William St.	Main-Broad	N	No posted	11	0	11
69	William St.	Broad-Hamlin	N	No posted	15	0	15
70	Hamlin St.	College-William	E	No posted	9	0	9
71	William St.	Hamlin-High	N	No posted	21	0	21
72	Church St.	Broad-High	N	No posted	14	0	14
73	Church St.	Hotchkiss-High	S	No posted	20	0	20
74	Hotchkiss St.	Church-Goodyear	W	No posted	22	0	22
75	Goodyear Ave.	Hubbard-Hotchkiss	S	No posted	6	0	6
76	Loveland St.	Hubbard-Oak	S	No posted	21	0	21
77	Hubbard St.	Goodyear-Loveland	W	No posted	5	0	5
78	Hubbard St.	Church-Loveland	W	No posted	24	0	24
79	S. Main St.	Crescent-Achenson	E	No posted	23	0	23
80	S. Main St.	Church-Crescent	E	No posted	13	0	13
81	Church St.	Broad-S. Main	E	No posted	5	0	5
82	Broad St.	William-Church	W	No posted	7	0	7
83	Crescent St.	S. Main-Main	S	No posted	5	0	5
84	Crescent St.	S. Main-Main	N	No posted	22	0	22
85	Main St. Extension	Macdonough-Achenson	E	No posted	19	0	19
86	Macdonough Pl.	Main Extension-Dead End	S	No posted	5	0	5
87	Macdonough Pl.	Main Extension-Dead End	N	No posted	5	0	5
88	Union St.	deKoven-Main	S	Varies	18	0	18
89	Union St.	deKoven-Main	N	No posted	20	0	20
90	Rapallo Ave.	deKoven-Main	N	No posted	8	0	8
91	Rapallo Ave.	deKoven-Main	S	No posted	14	0	14
92	Green St.	deKoven-Main	N	No posted	17	0	17
93	Ferry St.	deKoven-Main	S	No posted	18	0	18
94	Court St.	Main-Broad	N	2-hour meter	15	0	15
95	Court St.	Main-Broad	S	2-hour meter	10	0	10
96	deKoven Dr.	Washington-Court	W	City Vehicles	10	0	10
97	Court St.	deKoven-Main	N	City Vehicles	6	0	6

Parking Utilization

Middletown CBD Parking Inventory

Vanasse Hangen Brustlin, Inc.

0 250 500 1,000 Feet

City of Middletown
Parking and Traffic Study
State Projects 082-297

Off-Street Parking Utilization

Lot ID	Location	Space Type	Capacity	Peak Parking Utilization Observations			
				Weekday[1]	Weeknight[2]	Weekend Day[3]	Weekend Night[4]
0	51 Spring St.	General	10	3	5	6	0
0	51 Spring St.	Meter	0	0	0	0	0
0	51 Spring St.	Reserved	0	0	0	0	0
0	51 Spring St.	Handicap	0	0	0	0	0
0	51 Spring St.	Total	10	3	5	6	0
1	27 Spring St.	General	14	6	10	9	8
1	27 Spring St.	Meter	0	0	0	0	0
1	27 Spring St.	Reserved	0	0	0	0	0
1	27 Spring St.	Handicap	0	0	0	0	0
1	27 Spring St.	Total	14	6	10	9	8
2	W. Rapallo Ave	General	0	2	0	0	0
2	W. Rapallo Ave	Meter	0	0	0	0	0
2	W. Rapallo Ave	Reserved	0	0	0	0	0
2	W. Rapallo Ave	Handicap	0	0	0	0	0
2	W. Rapallo Ave	Total	0	2	0	0	0
3	Spring St.	General	10	1	6	1	1
3	Spring St.	Meter	0	0	0	0	0
3	Spring St.	Reserved	0	0	0	0	0
3	Spring St.	Handicap	0	0	0	0	0
3	Spring St.	Total	10	1	6	1	1
4	10 Rapallo Ave.	General	8	9	4	4	4
4	10 Rapallo Ave.	Meter	0	0	0	0	0
4	10 Rapallo Ave.	Reserved	0	0	0	0	0
4	10 Rapallo Ave.	Handicap	0	0	0	0	0
4	10 Rapallo Ave.	Total	8	9	4	4	4
5	36 Rapallo Ave.	General	10	0	3	0	3
5	36 Rapallo Ave.	Meter	0	0	0	0	0
5	36 Rapallo Ave.	Reserved	0	0	0	0	0
5	36 Rapallo Ave.	Handicap	0	0	0	0	0
5	36 Rapallo Ave.	Total	10	0	3	0	3
6	710 Main Street- Church Rear	General	26	0	0	18	11
6	710 Main Street- Church Rear	Meter	0	0	0	0	0
6	710 Main Street- Church Rear	Reserved	0	0	0	0	0
6	710 Main Street- Church Rear	Handicap	1	0	0	0	0
6	710 Main Street- Church Rear	Total	27	0	0	18	11
7	46 Rapallo Ave.	General	7	2	0	3	0
7	46 Rapallo Ave.	Meter	0	0	0	0	0
7	46 Rapallo Ave.	Reserved	0	0	0	0	0
7	46 Rapallo Ave.	Handicap	0	0	0	0	0
7	46 Rapallo Ave.	Total	7	2	0	3	0
8	Kings Ave.	General	36	17	9	11	2
8	Kings Ave.	Meter	0	0	0	0	0
8	Kings Ave.	Reserved	0	0	0	0	0
8	Kings Ave.	Handicap	0	0	0	0	0
8	Kings Ave.	Total	36	17	9	11	2
9	4 Erin. St (East)	General	8	1	4	2	4
9	4 Erin. St	Meter	0	0	0	0	0
9	4 Erin. St	Reserved	0	0	0	0	0
9	4 Erin. St	Handicap	0	0	0	0	0
9	4 Erin. St	Total	8	1	4	2	4
10	399 DeKoven Dr.	General	0	0	0	1	2
10	399 DeKoven Dr.	Meter	4	0	0	0	0
10	399 DeKoven Dr.	Reserved	0	0	0	0	0
10	399 DeKoven Dr.	Handicap	0	0	0	0	0
10	399 DeKoven Dr.	Total	4	0	0	1	2
11	4 Erin. St (West)	General	12	5	4	6	4
11	4 Erin. St (West)	Meter	0	0	0	0	0
11	4 Erin. St (West)	Reserved	0	0	0	0	0
11	4 Erin. St (West)	Handicap	0	0	0	0	0
11	4 Erin. St (West)	Total	12	5	4	6	4
12	Kings Ave. (West)	General	12	0	0	0	0
12	Kings Ave. (West)	Meter	0	0	0	0	0
12	Kings Ave. (West)	Reserved	0	0	0	0	0
12	Kings Ave. (West)	Handicap	0	0	0	0	0
12	Kings Ave. (West)	Total	12	0	0	0	0
13	Green St./ DeKoven Dr.	General	5	0	4	1	2
13	Green St./ DeKoven Dr.	Meter	0	0	0	0	0
13	Green St./ DeKoven Dr.	Reserved	0	0	0	0	0
13	Green St./ DeKoven Dr.	Handicap	0	0	0	0	0
13	Green St./ DeKoven Dr.	Total	5	0	4	1	2
14	11 Rapallo Dr.	General	8	2	0	1	1
14	11 Rapallo Dr.	Meter	0	0	0	0	0
14	11 Rapallo Dr.	Reserved	0	0	0	0	0
14	11 Rapallo Dr.	Handicap	0	0	0	0	0
14	11 Rapallo Dr.	Total	8	2	0	1	1

1. 10am-2pm
2. 5pm-8pm
3. 11am-3pm
4. 5pm-8pm

City of Middletown
Parking and Traffic Study
State Projects 082-297

Off-Street Parking Utilization

Lot ID	Location	Space Type	Capacity	Peak Parking Utilization Observations			
				Weekday[1]	Weeknight[2]	Weekend Day[3]	Weekend Night[4]
15	Erin St. (West)	General	5	0	1	2	2
15	Erin St. (West)	Meter	0	0	0	0	0
15	Erin St. (West)	Reserved	0	0	0	0	0
15	Erin St. (West)	Handicap	0	0	0	0	0
15	Erin St. (West)	Total	5	0	1	2	2
16	Green St./ DeKoven Dr.	General	7	3	4	4	5
16	Green St./ DeKoven Dr.	Meter	0	0	0	0	0
16	Green St./ DeKoven Dr.	Reserved	0	0	0	0	0
16	Green St./ DeKoven Dr.	Handicap	0	0	0	0	0
16	Green St./ DeKoven Dr.	Total	7	3	4	4	5
17	35 Rapallo Dr.	General	14	2	3	1	3
17	35 Rapallo Dr.	Meter	0	0	0	0	0
17	35 Rapallo Dr.	Reserved	0	0	0	0	0
17	35 Rapallo Dr.	Handicap	0	0	0	0	0
17	35 Rapallo Dr.	Total	14	2	3	1	3
18	3 Kings Ave.	General	20	18	18	18	17
18	3 Kings Ave.	Meter	0	0	0	0	0
18	3 Kings Ave.	Reserved	0	0	0	0	0
18	3 Kings Ave.	Handicap	0	0	0	0	0
18	3 Kings Ave.	Total	20	18	18	18	17
19	675 Main Street- Eli Cannon's Parking	General	12	11	10	3	12
19	675 Main Street- Eli Cannon's Parking	Meter	12	5	12	2	12
19	675 Main Street- Eli Cannon's Parking	Reserved	28	20	18	6	28
19	675 Main Street- Eli Cannon's Parking	Handicap	3	0	1	0	1
19	675 Main Street- Eli Cannon's Parking	Total	55	36	41	11	53
20	20 Clinton Ave.	General	6	3	0	1	2
20	20 Clinton Ave.	Meter	0	0	0	0	0
20	20 Clinton Ave.	Reserved	0	0	0	0	0
20	20 Clinton Ave.	Handicap	0	0	0	0	0
20	20 Clinton Ave.	Total	6	3	0	1	2
21	60 Green Street- Artist Coop- Rear	General	23	23	6	1	17
21	60 Green Street- Artist Coop- Rear	Meter	0	0	0	0	0
21	60 Green Street- Artist Coop- Rear	Reserved	15	15	12	12	9
21	60 Green Street- Artist Coop- Rear	Handicap	1	0	0	0	0
21	60 Green Street- Artist Coop- Rear	Total	39	38	18	13	26
22	25 Green St.	General	9	0	0	6	3
22	25 Green St.	Meter	0	0	0	0	0
22	25 Green St.	Reserved	0	0	0	0	0
22	25 Green St.	Handicap	0	0	0	0	0
22	25 Green St.	Total	9	0	0	6	3
23	645 Main St.	General	12	4	2	3	5
23	645 Main St.	Meter	0	0	0	0	0
23	645 Main St.	Reserved	0	0	0	0	0
23	645 Main St.	Handicap	0	0	0	0	0
23	645 Main St.	Total	12	4	2	3	5
24	28-30 Ferry St.	General	0	0	0	0	0
24	28-30 Ferry St.	Meter	0	0	0	0	0
24	28-30 Ferry St.	Reserved	0	0	0	0	0
24	28-30 Ferry St.	Handicap	0	0	0	0	0
24	28-30 Ferry St.	Total	0	0	0	0	0
26	56 Ferry St	General	0	0	0	0	0
26	56 Ferry St	Meter	0	0	0	0	0
26	56 Ferry St	Reserved	0	0	0	0	0
26	56 Ferry St	Handicap	0	0	0	0	0
26	56 Ferry St	Total	0	0	0	0	0
27	631 Main Street- CHC Parking	General	14	16	5	6	3
27	631 Main Street- CHC Parking	Meter	0	0	0	0	0
27	631 Main Street- CHC Parking	Reserved	12	12	2	0	6
27	631 Main Street- CHC Parking	Handicap	1	1	0	0	0
27	631 Main Street- CHC Parking	Total	27	29	7	6	9
28	591 Main St.	General	14	4	5	2	4
28	591 Main St.	Meter	0	0	0	0	0
28	591 Main St.	Reserved	0	0	0	0	0
28	591 Main St.	Handicap	0	0	0	0	0
28	591 Main St.	Total	14	4	5	2	4
29	14 Alsop Ave.	General	5	3	3	3	2
29	14 Alsop Ave.	Meter	0	0	0	0	0
29	14 Alsop Ave.	Reserved	0	0	0	0	0
29	14 Alsop Ave.	Handicap	0	0	0	0	0
29	14 Alsop Ave.	Total	5	3	3	3	2
30	567 Main Street-Roller Rink Parking	General	0	0	0	0	0
30	567 Main Street-Roller Rink Parking	Meter	14	4	2	7	5
30	567 Main Street-Roller Rink Parking	Reserved	16	10	3	7	8
30	567 Main Street-Roller Rink Parking	Handicap	2	0	0	1	2
30	567 Main Street-Roller Rink Parking	Total	32	14	5	15	15

1. 10am-2pm
2. 5pm-8pm
3. 11am-3pm
4. 5pm-8pm

City of Middletown
Parking and Traffic Study
State Projects 082-297

Off-Street Parking Utilization

Lot ID	Location	Space Type	Capacity	Peak Parking Utilization Observations			
				Weekday[1]	Weeknight[2]	Weekend Day[3]	Weekend Night[4]
31	44 Washington Street- Diana Salon	General	31	4	0	5	2
31	44 Washington Street- Diana Salon	Meter	0	0	0	0	0
31	44 Washington Street- Diana Salon	Reserved	0	0	0	0	0
31	44 Washington Street- Diana Salon	Handicap	2	0	0	0	0
31	44 Washington Street- Diana Salon	Total	33	4	0	5	2
32	512 Main Street- La Boca Rear	General	43	38	20	11	36
32	512 Main Street- La Boca Rear	Meter	0	0	0	0	0
32	512 Main Street- La Boca Rear	Reserved	7	6	5	5	3
32	512 Main Street- La Boca Rear	Handicap	0	0	0	0	0
32	512 Main Street- La Boca Rear	Total	50	44	25	16	39
33	36 Washington Street- National Paint	General	23	16	33	15	13
33	36 Washington Street- National Paint	Meter	0	0	0	0	0
33	36 Washington Street- National Paint	Reserved	5	2	0	0	0
33	36 Washington Street- National Paint	Handicap	0	4	5	5	0
33	36 Washington Street- National Paint	Total	28	22	38	20	13
34	533 Main St.	General	12	14	7	7	10
34	533 Main St.	Meter	0	0	0	0	0
34	533 Main St.	Reserved	0	0	0	0	0
34	533 Main St.	Handicap	0	0	0	0	0
34	533 Main St.	Total	12	14	7	7	10
35	Main Street- Middletown Framing	General	6	0	2	2	1
35	Main Street- Middletown Framing	Meter	0	0	0	0	0
35	Main Street- Middletown Framing	Reserved	0	0	0	0	0
35	Main Street- Middletown Framing	Handicap	0	0	0	0	0
35	Main Street- Middletown Framing	Total	6	0	2	2	1
37	515 Main Street- Salvation Army Rear/505 M	General	47	11	3	6	7
37	515 Main Street- Salvation Army Rear/505 M	Meter	0	0	0	0	0
37	515 Main Street- Salvation Army Rear/505 M	Reserved	0	0	0	0	0
37	515 Main Street- Salvation Army Rear/505 M	Handicap	0	0	0	0	0
37	515 Main Street- Salvation Army Rear/505 M	Total	47	11	3	6	7
38	27 Washington Street- DeKoven House	General	5	2	4	2	0
38	27 Washington Street- DeKoven House	Meter	0	0	0	0	0
38	27 Washington Street- DeKoven House	Reserved	16	4	16	1	5
38	27 Washington Street- DeKoven House	Handicap	1	0	1	1	0
38	27 Washington Street- DeKoven House	Total	22	6	21	4	5
39	Washington Street- Milleli Plaza	General	170	165	134	106	165
39	Washington Street- Milleli Plaza	Meter	0	0	0	0	0
39	Washington Street- Milleli Plaza	Reserved	0	0	0	0	0
39	Washington Street- Milleli Plaza	Handicap	4	4	3	3	4
39	Washington Street- Milleli Plaza	Total	174	169	137	109	169
40	245 Dekoven Drive- City Hall- Employees	General	87	76	7	1	1
40	245 Dekoven Drive- City Hall- Employees	Meter	0	0	0	0	0
40	245 Dekoven Drive- City Hall- Employees	Reserved	0	0	0	0	0
40	245 Dekoven Drive- City Hall- Employees	Handicap	0	0	0	0	0
40	245 Dekoven Drive- City Hall- Employees	Total	87	76	7	1	1
41	465 Main Street- Luce Parking	General	48	26	33	13	45
41	465 Main Street- Luce Parking	Meter	0	0	0	0	0
41	465 Main Street- Luce Parking	Reserved	0	0	0	0	0
41	465 Main Street- Luce Parking	Handicap	1	0	1	0	1
41	465 Main Street- Luce Parking	Total	49	26	34	13	46
42	Loading/short-term behind mellili Plaza	General	0	0	0	0	0
42	Loading/short-term behind mellili Plaza	Meter	0	0	0	0	0
42	Loading/short-term behind mellili Plaza	Reserved	0	0	0	0	0
42	Loading/short-term behind mellili Plaza	Handicap	0	0	0	0	0
42	Loading/short-term behind mellili Plaza	Total	0	0	0	0	0
43	138 Washington Street- Rear	General	23	11	0	7	10
43	138 Washington Street- Rear	Meter	0	0	0	0	0
43	138 Washington Street- Rear	Reserved	7	0	0	0	0
43	138 Washington Street- Rear	Handicap	0	0	0	1	0
43	138 Washington Street- Rear	Total	30	11	0	8	10
46	129 Washington Street- Broad/Washington	General	15	15	15	1	13
46	129 Washington Street- Broad/Washington	Meter	0	0	0	0	0
46	129 Washington Street- Broad/Washington	Reserved	0	0	0	0	0
46	129 Washington Street- Broad/Washington	Handicap	0	0	0	0	0
46	129 Washington Street- Broad/Washington	Total	15	15	15	1	13
47	158 Broad St.	General	10	13	7	4	3
47	158 Broad St.	Meter	0	0	0	0	0
47	158 Broad St.	Reserved	0	0	0	0	0
47	158 Broad St.	Handicap	0	0	0	0	0
47	158 Broad St.	Total	10	13	7	4	3
48	155 Washington Street- San Sebastian	General	58	2	42	15	2
48	155 Washington Street- San Sebastian	Meter	0	0	0	0	0
48	155 Washington Street- San Sebastian	Reserved	6	2	1	1	1
48	155 Washington Street- San Sebastian	Handicap	6	0	3	1	0
48	155 Washington Street- San Sebastian	Total	70	4	46	17	3

1. 10am-2pm
2. 5pm-8pm
3. 11am-3pm
4. 5pm-8pm

City of Middletown
Parking and Traffic Study
State Projects 082-297

Off-Street Parking Utilization

Lot ID	Location	Space Type	Capacity	Peak Parking Utilization Observations			
				Weekday[1]	Weeknight[2]	Weekend Day[3]	Weekend Night[4]
49	195 DeKoven Drive- TV Retail Building	General	52	46	26	25	10
49	195 DeKoven Drive- TV Retail Building	Meter	0	0	0	0	0
49	195 DeKoven Drive- TV Retail Building	Reserved	0	0	0	0	0
49	195 DeKoven Drive- TV Retail Building	Handicap	1	1	0	1	0
49	195 DeKoven Drive- TV Retail Building	Total	53	47	26	26	10
50	124 Court Street	General	12	10	1	4	1
50	124 Court Street	Meter	0	0	0	0	0
50	124 Court Street	Reserved	0	0	0	0	0
50	124 Court Street	Handicap	0	0	0	0	0
50	124 Court Street	Total	12	10	1	4	1
51	151 Broad St.	General	15	4	0	1	0
51	151 Broad St.	Meter	0	0	0	0	0
51	151 Broad St.	Reserved	0	0	0	0	0
51	151 Broad St.	Handicap	0	0	0	0	0
51	151 Broad St.	Total	15	4	0	1	0
52	138 Broad St.	General	15	7	2	1	1
52	138 Broad St.	Meter	0	0	0	0	0
52	138 Broad St.	Reserved	0	0	0	0	0
52	138 Broad St.	Handicap	0	0	0	0	0
52	138 Broad St.	Total	15	7	2	1	1
53	315 Main Street- Liberty(N)- Rear	General	23	4	17	20	18
53	315 Main Street- Liberty(N)- Rear	Meter	0	0	0	0	0
53	315 Main Street- Liberty(N)- Rear	Reserved	0	0	0	0	0
53	315 Main Street- Liberty(N)- Rear	Handicap	2	0	2	2	1
53	315 Main Street- Liberty(N)- Rear	Total	25	4	19	22	19
55	130 Main Street- Metro Square	General	336	116	122	127	319
55	130 Main Street- Metro Square	Meter	0	0	0	0	0
55	130 Main Street- Metro Square	Reserved	0	0	0	0	0
55	130 Main Street- Metro Square	Handicap	14	2	2	3	10
55	130 Main Street- Metro Square	Total	350	118	124	130	329
56	234 Court Street- Library Admin Building	General	18	12	0	6	4
56	234 Court Street- Library Admin Building	Meter	0	0	0	0	0
56	234 Court Street- Library Admin Building	Reserved	0	0	0	0	0
56	234 Court Street- Library Admin Building	Handicap	0	0	0	0	0
56	234 Court Street- Library Admin Building	Total	18	12	0	6	4
57	255 Main Street- Citizens/Bank of America	General	25	18	14	12	24
57	255 Main Street- Citizens/Bank of America	Meter	0	0	0	0	0
57	255 Main Street- Citizens/Bank of America	Reserved	0	0	0	0	0
57	255 Main Street- Citizens/Bank of America	Handicap	2	2	2	2	2
57	255 Main Street- Citizens/Bank of America	Total	27	20	16	14	26
59	238 Court St.	General	5	1	2	1	2
59	238 Court St.	Meter	0	0	0	0	0
59	238 Court St.	Reserved	0	0	0	0	0
59	238 Court St.	Handicap	0	0	0	0	0
59	238 Court St.	Total	5	1	2	1	2
60	Harbor Park Drive Lot	General	0	0	0	0	0
60	Harbor Park Drive Lot	Meter	0	0	0	0	0
60	Harbor Park Drive Lot	Reserved	0	0	0	0	0
60	Harbor Park Drive Lot	Handicap	0	0	0	0	0
60	Harbor Park Drive Lot	Total	0	0	0	0	0
61	225 Main Street- Citizens- Rear	General	10	3	6	3	5
61	225 Main Street- Citizens- Rear	Meter	0	0	0	0	0
61	225 Main Street- Citizens- Rear	Reserved	0	0	0	0	0
61	225 Main Street- Citizens- Rear	Handicap	1	0	0	0	0
61	225 Main Street- Citizens- Rear	Total	11	3	6	3	5
62	300 High St.	General	37	0	0	0	0
62	300 High St.	Meter	0	0	0	0	0
62	300 High St.	Reserved	0	0	0	0	0
62	300 High St.	Handicap	0	0	0	0	0
62	300 High St.	Total	37	0	0	0	0
63	Harbor Park- South	General	14	4	0	1	0
63	Harbor Park- South	Meter	0	0	0	0	0
63	Harbor Park- South	Reserved	0	0	0	0	0
63	Harbor Park- South	Handicap	1	0	0	0	0
63	Harbor Park- South	Total	15	4	0	1	0
64	93 Broad St.	General	16	18	0	11	10
64	93 Broad St.	Meter	0	0	0	0	0
64	93 Broad St.	Reserved	0	0	0	0	0
64	93 Broad St.	Handicap	0	0	0	0	0
64	93 Broad St.	Total	16	18	0	11	10
65	Pearl St.	General	12	0	0	0	0
65	Pearl St.	Meter	0	0	0	0	0
65	Pearl St.	Reserved	0	0	0	0	0
65	Pearl St.	Handicap	0	0	0	0	0
65	Pearl St.	Total	12	0	0	0	0

1. 10am-2pm
2. 5pm-8pm
3. 11am-3pm
4. 5pm-8pm

City of Middletown
Parking and Traffic Study
State Projects 082-297

Off-Street Parking Utilization

Lot ID	Location	Space Type	Capacity	Peak Parking Utilization Observations			
				Weekday[1]	Weeknight[2]	Weekend Day[3]	Weekend Night[4]
66	College Street- Middlesex Plaza	General	96	62	55	36	67
66	College Street- Middlesex Plaza	Meter	0	0	0	0	0
66	College Street- Middlesex Plaza	Reserved	10	6	5	5	9
66	College Street- Middlesex Plaza	Handicap	5	4	0	1	3
66	College Street- Middlesex Plaza	Total	111	72	60	42	79
67	100 DeKoven Drive- Beautiful Bath	General	31	14	0	10	1
67	100 DeKoven Drive- Beautiful Bath	Meter	0	0	0	0	0
67	100 DeKoven Drive- Beautiful Bath	Reserved	0	0	0	0	0
67	100 DeKoven Drive- Beautiful Bath	Handicap	2	0	0	0	0
67	100 DeKoven Drive- Beautiful Bath	Total	33	14	0	10	1
68	Pearl St.	General	27	7	19	14	19
68	Pearl St.	Meter	0	0	0	0	0
68	Pearl St.	Reserved	0	0	0	0	0
68	Pearl St.	Handicap	0	0	0	2	0
68	Pearl St.	Total	27	7	19	16	19
69	70 Broad Street- SNET Building Lower Lot	General	30	4	1	1	2
69	70 Broad Street- SNET Building Lower Lot	Meter	0	0	0	0	0
69	70 Broad Street- SNET Building Lower Lot	Reserved	0	0	0	0	0
69	70 Broad Street- SNET Building Lower Lot	Handicap	0	0	0	0	0
69	70 Broad Street- SNET Building Lower Lot	Total	30	4	1	1	2
70	279 Court St.	General	17	0	0	0	0
70	279 Court St.	Meter	0	0	0	0	0
70	279 Court St.	Reserved	0	0	0	0	0
70	279 Court St.	Handicap	0	0	0	0	0
70	279 Court St.	Total	17	0	0	0	0
71	70 Broad Street- SNET Building Upper Lot	General	31	12	9	8	9
71	70 Broad Street- SNET Building Upper Lot	Meter	0	0	0	0	0
71	70 Broad Street- SNET Building Upper Lot	Reserved	0	0	0	0	0
71	70 Broad Street- SNET Building Upper Lot	Handicap	2	0	0	0	0
71	70 Broad Street- SNET Building Upper Lot	Total	33	12	9	8	9
72	285 Court St.	General	18	0	0	0	0
72	285 Court St.	Meter	0	0	0	0	0
72	285 Court St.	Reserved	0	0	0	0	0
72	285 Court St.	Handicap	0	0	0	0	0
72	285 Court St.	Total	18	0	0	0	0
73	21 Pearl St.	General	8	4	7	7	7
73	21 Pearl St.	Meter	0	0	0	0	0
73	21 Pearl St.	Reserved	0	0	0	0	0
73	21 Pearl St.	Handicap	0	0	0	0	0
73	21 Pearl St.	Total	8	4	7	7	7
74	111 DeKoven Drive- Rivers Edge	General	28	13	19	13	11
74	111 DeKoven Drive- Rivers Edge	Meter	0	43	62	63	0
74	111 DeKoven Drive- Rivers Edge	Reserved	114	0	0	0	61
74	111 DeKoven Drive- Rivers Edge	Handicap	1	1	1	1	1
74	111 DeKoven Drive- Rivers Edge	Total	143	57	82	77	73
75	100 Main Street- Brooks- MLK	General	14	15	9	11	15
75	100 Main Street- Brooks- MLK	Meter	0	0	0	0	0
75	100 Main Street- Brooks- MLK	Reserved	0	0	0	0	0
75	100 Main Street- Brooks- MLK	Handicap	0	0	0	0	1
75	100 Main Street- Brooks- MLK	Total	14	15	9	11	16
75	100 Main Street- Brooks- Rear	General	16	16	13	11	7
75	100 Main Street- Brooks- Rear	Meter	0	0	0	0	0
75	100 Main Street- Brooks- Rear	Reserved	0	0	0	0	0
75	100 Main Street- Brooks- Rear	Handicap	1	1	1	0	0
75	100 Main Street- Brooks- Rear	Total	17	17	14	11	7
76	40 Union Street- Middletown Plate & Glass	General	19	23	0	12	6
76	40 Union Street- Middletown Plate & Glass	Meter	0	0	0	0	0
76	40 Union Street- Middletown Plate & Glass	Reserved	0	0	0	0	0
76	40 Union Street- Middletown Plate & Glass	Handicap	1	1	0	1	0
76	40 Union Street- Middletown Plate & Glass	Total	20	24	0	13	6
77	151 College St.	General	13	7	4	0	3
77	151 College St.	Meter	0	0	0	0	0
77	151 College St.	Reserved	0	0	0	0	0
77	151 College St.	Handicap	0	0	0	0	0
77	151 College St.	Total	13	7	4	0	3
78	180 College St.	General	9	4	6	7	5
78	180 College St.	Meter	0	0	0	0	0
78	180 College St.	Reserved	0	0	0	0	0
78	180 College St.	Handicap	2	0	0	0	0
78	180 College St.	Total	11	4	6	7	5
79	20 Main Street- Middletown Press- Rear	General	105	73	44	34	52
79	20 Main Street- Middletown Press- Rear	Meter	0	0	0	0	0
79	20 Main Street- Middletown Press- Rear	Reserved	0	0	0	0	0
79	20 Main Street- Middletown Press- Rear	Handicap	0	0	0	0	0
79	20 Main Street- Middletown Press- Rear	Total	105	73	44	34	52

1. 10am-2pm
2. 5pm-8pm
3. 11am-3pm
4. 5pm-8pm

City of Middletown
Parking and Traffic Study
State Projects 082-297

Off-Street Parking Utilization

Lot ID	Location	Space Type	Capacity	Peak Parking Utilization Observations			
				Weekday[1]	Weeknight[2]	Weekend Day[3]	Weekend Night[4]
80	Broad Street- Sbona Tower	General	9	5	9	7	7
80	Broad Street- Sbona Tower	Meter	0	0	0	0	0
80	Broad Street- Sbona Tower	Reserved	10	9	2	3	2
80	Broad Street- Sbona Tower	Handicap	0	0	0	0	0
80	Broad Street- Sbona Tower	Total	19	14	11	10	9
81	Broad Street- Sbona Tower	General	23	23	25	22	22
81	Broad Street- Sbona Tower	Meter	0	0	0	0	0
81	Broad Street- Sbona Tower	Reserved	0	0	0	0	0
81	Broad Street- Sbona Tower	Handicap	2	0	1	2	2
81	Broad Street- Sbona Tower	Total	25	23	26	24	24
82	70 Main Street- Inn at Middletown- Rear	General	13	5	5	10	16
82	70 Main Street- Inn at Middletown- Rear	Meter	0	0	0	0	0
82	70 Main Street- Inn at Middletown- Rear	Reserved	0	0	0	0	0
82	70 Main Street- Inn at Middletown- Rear	Handicap	2	0	0	0	2
82	70 Main Street- Inn at Middletown- Rear	Total	15	5	5	10	18
83	College Street	General	7	4	1	0	2
83	College Street	Meter	0	0	0	0	0
83	College Street	Reserved	0	0	0	0	0
83	College Street	Handicap	2	2	0	0	0
83	College Street	Total	9	6	1	0	2
84	60 DeKoven Drive- Personal Auto	General	30	32	18	13	9
84	60 DeKoven Drive- Personal Auto	Meter	0	0	0	0	0
84	60 DeKoven Drive- Personal Auto	Reserved	0	0	0	0	0
84	60 DeKoven Drive- Personal Auto	Handicap	2	0	0	0	0
84	60 DeKoven Drive- Personal Auto	Total	32	32	18	13	9
85	56 Hamlin Street- Parking lot	General	58	0	0	0	0
85	56 Hamlin Street- Parking lot	Meter	0	0	0	0	0
85	56 Hamlin Street- Parking lot	Reserved	0	0	0	0	0
85	56 Hamlin Street- Parking lot	Handicap	0	0	0	0	0
85	56 Hamlin Street- Parking lot	Total	58	0	0	0	0
86	Law Offices-Rear/Baptist Church- Side/Bapt	General	57	31	1	5	7
86	Law Offices-Rear/Baptist Church- Side/Bapt	Meter	0	0	0	0	0
86	Law Offices-Rear/Baptist Church- Side/Bapt	Reserved	4	0	0	1	0
86	Law Offices-Rear/Baptist Church- Side/Bapt	Handicap	2	0	0	1	0
86	Law Offices-Rear/Baptist Church- Side/Bapt	Total	63	31	1	7	7
87	220 College St.	General	19	0	0	0	0
87	220 College St.	Meter	0	0	0	0	0
87	220 College St.	Reserved	0	0	0	0	0
87	220 College St.	Handicap	0	0	0	0	0
87	220 College St.	Total	19	0	0	0	0
88	18/24/28 Broad- Page Warner Auto Body/18	General	38	15	8	9	23
88	18/24/28 Broad- Page Warner Auto Body/18	Meter	0	0	0	0	0
88	18/24/28 Broad- Page Warner Auto Body/18	Reserved	0	0	0	0	0
88	18/24/28 Broad- Page Warner Auto Body/18	Handicap	0	0	0	0	0
88	18/24/28 Broad- Page Warner Auto Body/18	Total	38	15	8	9	23
89	48 Main Street- William Reavis Rear	General	18	18	5	6	8
89	48 Main Street- William Reavis Rear	Meter	0	0	0	0	0
89	48 Main Street- William Reavis Rear	Reserved	0	0	0	0	0
89	48 Main Street- William Reavis Rear	Handicap	0	0	0	0	0
89	48 Main Street- William Reavis Rear	Total	18	18	5	6	8
90	262 High St.	General	19	0	0	0	0
90	262 High St.	Meter	0	0	0	0	0
90	262 High St.	Reserved	0	0	0	0	0
90	262 High St.	Handicap	0	0	0	0	0
90	262 High St.	Total	19	0	0	0	0
91	45 Broad Street- Broad Street Books	General	53	27	27	23	31
91	45 Broad Street- Broad Street Books	Meter	0	0	0	0	0
91	45 Broad Street- Broad Street Books	Reserved	0	0	0	0	0
91	45 Broad Street- Broad Street Books	Handicap	1	0	0	0	0
91	45 Broad Street- Broad Street Books	Total	54	27	27	23	31
92	14 Church Street- Doolittle Funeral Home R	General	17	4	0	0	0
92	14 Church Street- Doolittle Funeral Home R	Meter	0	0	0	0	0
92	14 Church Street- Doolittle Funeral Home R	Reserved	0	0	0	0	0
92	14 Church Street- Doolittle Funeral Home R	Handicap	1	0	0	0	0
92	14 Church Street- Doolittle Funeral Home R	Total	18	4	0	0	0
93	55 DeKoven Drive- YMCA	General	98	59	73	65	62
93	55 DeKoven Drive- YMCA	Meter	0	0	0	0	0
93	55 DeKoven Drive- YMCA	Reserved	4	2	2	2	3
93	55 DeKoven Drive- YMCA	Handicap	3	2	1	1	2
93	55 DeKoven Drive- YMCA	Total	105	63	76	68	67
94	William Street- CRT Rear	General	26	31	3	3	6
94	William Street- CRT Rear	Meter	0	0	0	0	0
94	William Street- CRT Rear	Reserved	0	0	0	0	0
94	William Street- CRT Rear	Handicap	2	2	0	0	0
94	William Street- CRT Rear	Total	28	33	3	3	6

1. 10am-2pm
2. 5pm-8pm
3. 11am-3pm
4. 5pm-8pm

City of Middletown
Parking and Traffic Study
State Projects 082-297

Off-Street Parking Utilization

Lot ID	Location	Space Type	Capacity	Peak Parking Utilization Observations			
				Weekday[1]	Weeknight[2]	Weekend Day[3]	Weekend Night[4]
95	201 College St.	General	30	5	9	12	10
95	201 College St.	Meter	0	0	0	0	0
95	201 College St.	Reserved	0	0	0	0	0
95	201 College St.	Handicap	2	0	0	0	0
95	201 College St.	Total	32	5	9	12	10
97	225 College St.	General	24	10	7	4	6
97	225 College St.	Meter	0	0	0	0	0
97	225 College St.	Reserved	0	0	0	0	0
97	225 College St.	Handicap	0	0	0	0	0
97	225 College St.	Total	24	10	7	4	6
98	William St.	General	14	3	5	4	4
98	William St.	Meter	0	0	0	0	0
98	William St.	Reserved	0	0	0	0	0
98	William St.	Handicap	0	0	0	0	0
98	William St.	Total	14	3	5	4	4
99	30 Dekoven Drive- Rental Center	General	26	14	1	8	8
99	30 Dekoven Drive- Rental Center	Meter	0	0	0	0	0
99	30 Dekoven Drive- Rental Center	Reserved	0	0	0	0	0
99	30 Dekoven Drive- Rental Center	Handicap	1	0	0	0	0
99	30 Dekoven Drive- Rental Center	Total	27	14	1	8	8
100	Braod Street	General	4	4	0	14	0
100	Braod Street	Meter	0	0	0	0	0
100	Braod Street	Reserved	0	0	0	0	0
100	Braod Street	Handicap	0	0	0	0	0
100	Braod Street	Total	4	4	0	14	0
101	1 James Moses- YMCA- E2	General	131	0	0	0	0
101	1 James Moses- YMCA- E2	Meter	0	0	0	0	0
101	1 James Moses- YMCA- E2	Reserved	5	0	0	0	0
101	1 James Moses- YMCA- E2	Handicap	0	0	0	0	0
101	1 James Moses- YMCA- E2	Total	136	0	0	0	0
102	62 Church St.	General	6	4	0	3	0
102	62 Church St.	Meter	0	0	0	0	0
102	62 Church St.	Reserved	0	0	0	0	0
102	62 Church St.	Handicap	0	0	0	0	0
102	62 Church St.	Total	6	4	0	3	0
103	Church Street	General	62	22	31	27	22
103	Church Street	Meter	0	0	0	0	0
103	Church Street	Reserved	0	0	0	0	0
103	Church Street	Handicap	3	1	2	1	2
103	Church Street	Total	65	23	33	28	24
104	21 Pleasant Street- Rear	General	12	0	0	0	0
104	21 Pleasant Street- Rear	Meter	0	0	0	0	0
104	21 Pleasant Street- Rear	Reserved	8	0	0	0	0
104	21 Pleasant Street- Rear	Handicap	0	0	0	0	0
104	21 Pleasant Street- Rear	Total	20	0	0	0	0
105	Church Street Medical Office	General	20	8	0	3	3
105	Church Street Medical Office	Meter	0	0	0	0	0
105	Church Street Medical Office	Reserved	0	0	0	0	0
105	Church Street Medical Office	Handicap	1	0	0	0	0
105	Church Street Medical Office	Total	21	8	0	3	3
106	275 William St.	General	67	0	0	0	0
106	275 William St.	Meter	0	0	0	0	0
106	275 William St.	Reserved	0	0	0	0	0
106	275 William St.	Handicap	0	0	0	0	0
106	275 William St.	Total	67	0	0	0	0
107	Church Street Medical Office	General	27	19	0	0	3
107	Church Street Medical Office	Meter	0	0	0	0	0
107	Church Street Medical Office	Reserved	0	0	0	0	0
107	Church Street Medical Office	Handicap	2	2	0	0	0
107	Church Street Medical Office	Total	29	21	0	0	3
108	Wesleyan Hi/Low-Rise (Church)	General	124	0	0	0	0
108	Wesleyan Hi/Low-Rise (Church)	Meter	0	0	0	0	0
108	Wesleyan Hi/Low-Rise (Church)	Reserved	0	0	0	0	0
108	Wesleyan Hi/Low-Rise (Church)	Handicap	0	0	0	0	0
108	Wesleyan Hi/Low-Rise (Church)	Total	124	0	0	0	0
109	Middlesex Hospital (60 Crescent)	General	36	0	0	0	0
109	Middlesex Hospital (60 Crescent)	Meter	0	0	0	0	0
109	Middlesex Hospital (60 Crescent)	Reserved	0	0	0	0	0
109	Middlesex Hospital (60 Crescent)	Handicap	0	0	0	0	0
109	Middlesex Hospital (60 Crescent)	Total	36	0	0	0	0
110	22 South Main- D'Angelo Funeral Home Re	General	39	0	0	0	0
110	22 South Main- D'Angelo Funeral Home Re	Meter	0	0	0	0	0
110	22 South Main- D'Angelo Funeral Home Re	Reserved	0	0	0	0	0
110	22 South Main- D'Angelo Funeral Home Re	Handicap	0	0	0	0	0
110	22 South Main- D'Angelo Funeral Home Re	Total	39	0	0	0	0

1. 10am-2pm
2. 5pm-8pm
3. 11am-3pm
4. 5pm-8pm

City of Middletown
Parking and Traffic Study
State Projects 082-297

Off-Street Parking Utilization

Lot ID	Location	Space Type	Capacity	Peak Parking Utilization Observations			
				Weekday[1]	Weeknight[2]	Weekend Day[3]	Weekend Night[4]
111	Middlesex Hospital (50 Crescent)	General	11	8	0	0	0
111	Middlesex Hospital (50 Crescent)	Meter	0	0	0	0	0
111	Middlesex Hospital (50 Crescent)	Reserved	0	0	0	0	0
111	Middlesex Hospital (50 Crescent)	Handicap	0	0	0	0	0
111	Middlesex Hospital (50 Crescent)	Total	11	8	0	0	0
112	65 Church St.	General	61	29	43	37	43
112	65 Church St.	Meter	0	0	0	0	0
112	65 Church St.	Reserved	10	10	0	3	0
112	65 Church St.	Handicap	3	3	3	2	0
112	65 Church St.	Total	74	42	46	42	43
113	85 Church St.	General	10	8	0	0	1
113	85 Church St.	Meter	0	0	0	0	0
113	85 Church St.	Reserved	0	0	0	0	0
113	85 Church St.	Handicap	0	0	0	0	0
113	85 Church St.	Total	10	8	0	0	1
114	111 Church St.	General	89	68	27	67	30
114	111 Church St.	Meter	0	0	0	0	0
114	111 Church St.	Reserved	0	0	0	2	0
114	111 Church St.	Handicap	3	2	0	2	0
114	111 Church St.	Total	92	70	27	71	30
115	Hubbard St.	General	47	54	18	0	7
115	Hubbard St.	Meter	0	0	0	0	0
115	Hubbard St.	Reserved	1	0	1	0	0
115	Hubbard St.	Handicap	5	0	1	0	0
115	Hubbard St.	Total	53	54	20	0	7
116	80 South Main- Parking Lot / 28 Crescent- H	General	346	0	0	0	0
116	80 South Main- Parking Lot / 28 Crescent- H	Meter	0	0	0	0	0
116	80 South Main- Parking Lot / 28 Crescent- H	Reserved	0	0	0	0	0
116	80 South Main- Parking Lot / 28 Crescent- H	Handicap	0	0	0	0	0
116	80 South Main- Parking Lot / 28 Crescent- H	Total	346	0	0	0	0
117	157 Church St.	General	12	8	0	0	0
117	157 Church St.	Meter	0	0	0	0	0
117	157 Church St.	Reserved	0	0	0	0	0
117	157 Church St.	Handicap	0	0	0	0	0
117	157 Church St.	Total	12	8	0	0	0
118	156 High St.	General	29	0	0	0	0
118	156 High St.	Meter	0	0	0	0	0
118	156 High St.	Reserved	0	0	0	0	0
118	156 High St.	Handicap	0	0	0	0	0
118	156 High St.	Total	29	0	0	0	0
119	32 Hubbard St.	General	54	22	20	0	7
119	32 Hubbard St.	Meter	0	0	0	0	0
119	32 Hubbard St.	Reserved	0	0	0	0	0
119	32 Hubbard St.	Handicap	3	0	1	0	0
119	32 Hubbard St.	Total	57	22	21	0	7
120	Hubbard St.	General	21	21	3	3	1
120	Hubbard St.	Meter	0	0	0	0	0
120	Hubbard St.	Reserved	0	0	0	0	0
120	Hubbard St.	Handicap	0	0	0	0	0
120	Hubbard St.	Total	21	21	3	3	1
121	61 Loveland St.	General	46	8	18	13	12
121	61 Loveland St.	Meter	0	0	0	0	0
121	61 Loveland St.	Reserved	0	0	0	0	0
121	61 Loveland St.	Handicap	0	0	0	0	0
121	61 Loveland St.	Total	46	8	18	13	12
122	118 Court Street- Middlesex Mutual Parking	General	374	660	73	48	125
122	118 Court Street- Middlesex Mutual Parking	Meter	0	0	0	0	0
122	118 Court Street- Middlesex Mutual Parking	Reserved	700	0	0	0	0
122	118 Court Street- Middlesex Mutual Parking	Handicap	0	8	0	0	0
122	118 Court Street- Middlesex Mutual Parking	Total	1074	668	73	48	125
123	222 Main Street- Police Station-Rear	General	57	36	44	38	0
123	222 Main Street- Police Station-Rear	Meter	0	0	0	0	0
123	222 Main Street- Police Station-Rear	Reserved	0	0	0	0	0
123	222 Main Street- Police Station-Rear	Handicap	2	1	0	0	0
123	222 Main Street- Police Station-Rear	Total	59	37	44	38	0
124	1 Court Street- Court House- Employees	General	365	0	0	0	0
124	1 Court Street- Court House- Employees	Meter	0	0	0	0	0
124	1 Court Street- Court House- Employees	Reserved	0	0	0	0	0
124	1 Court Street- Court House- Employees	Handicap	0	0	0	0	0
124	1 Court Street- Court House- Employees	Total	365	0	0	0	0
125	Court Street- Arcade- Upstairs	General	169	147	36	31	73
125	Court Street- Arcade- Upstairs	Meter	0	0	0	0	0
125	Court Street- Arcade- Upstairs	Reserved	1	1	1	1	1
125	Court Street- Arcade- Upstairs	Handicap	7	7	1	1	1
125	Court Street- Arcade- Upstairs	Total	177	155	38	33	75

1. 10am-2pm
2. 5pm-8pm
3. 11am-3pm
4. 5pm-8pm

City of Middletown
Parking and Traffic Study
State Projects 082-297

Off-Street Parking Utilization

Lot ID	Location	Space Type	Capacity	Peak Parking Utilization Observations			
				Weekday[1]	Weeknight[2]	Weekend Day[3]	Weekend Night[4]
125	Court Street- Arcade- Downstairs	General	99	72	19	25	47
125	Court Street- Arcade- Downstairs	Meter	0	0	0	0	0
125	Court Street- Arcade- Downstairs	Reserved	77	60	39	32	29
125	Court Street- Arcade- Downstairs	Handicap	5	0	0	0	1
125	Court Street- Arcade- Downstairs	Total	181	132	58	57	77
126	28 Crescent- Hospital Garage	General	298	0	0	0	0
126	28 Crescent- Hospital Garage	Meter	0	0	0	0	0
126	28 Crescent- Hospital Garage	Reserved	0	0	0	0	0
126	28 Crescent- Hospital Garage	Handicap	0	0	0	0	0
126	28 Crescent- Hospital Garage	Total	298	0	0	0	0
127	144 Broad Street Holy Trinity/St. Lukes	General	15	8	6	2	2
127	144 Broad Street Holy Trinity/St. Lukes	Meter	0	0	0	0	0
127	144 Broad Street Holy Trinity/St. Lukes	Reserved	9	7	7	5	9
127	144 Broad Street Holy Trinity/St. Lukes	Handicap	2	1	1	1	1
127	144 Broad Street Holy Trinity/St. Lukes	Total	26	16	14	8	12
128	210 Court Street- Corner Court/Broad	General	17	17	6	15	3
128	210 Court Street- Corner Court/Broad	Meter	0	0	0	0	0
128	210 Court Street- Corner Court/Broad	Reserved	9	8	4	6	3
128	210 Court Street- Corner Court/Broad	Handicap	0	0	0	0	0
128	210 Court Street- Corner Court/Broad	Total	26	25	10	21	6
129	138 Broad Street- Marilyn Mills Rear	General	3	3	3	2	2
129	138 Broad Street- Marilyn Mills Rear	Meter	0	0	0	0	0
129	138 Broad Street- Marilyn Mills Rear	Reserved	14	13	6	5	3
129	138 Broad Street- Marilyn Mills Rear	Handicap	1	0	0	1	0
129	138 Broad Street- Marilyn Mills Rear	Total	18	16	9	8	5
130	Hubbart Field Lot (DeKoven Dr.)	General	30	0	0	0	0
130	Hubbart Field Lot (DeKoven Dr.)	Meter	0	0	0	0	0
130	Hubbart Field Lot (DeKoven Dr.)	Reserved	0	0	0	0	0
130	Hubbart Field Lot (DeKoven Dr.)	Handicap	2	0	0	0	0
130	Hubbart Field Lot (DeKoven Dr.)	Total	32	0	0	0	0
131	41/45 Crescent Street Rear	General	18	0	0	0	0
131	41/45 Crescent Street Rear	Meter	0	0	0	0	0
131	41/45 Crescent Street Rear	Reserved	0	0	0	0	0
131	41/45 Crescent Street Rear	Handicap	0	0	0	0	0
131	41/45 Crescent Street Rear	Total	18	0	0	0	0
132	33 Pleasant Street- Masonic Building Rear	General	17	0	0	0	0
132	33 Pleasant Street- Masonic Building Rear	Meter	0	0	0	0	0
132	33 Pleasant Street- Masonic Building Rear	Reserved	0	0	0	0	0
132	33 Pleasant Street- Masonic Building Rear	Handicap	2	0	0	0	0
132	33 Pleasant Street- Masonic Building Rear	Total	19	0	0	0	0
133	49 Crescent Street Rear	General	16	0	0	0	0
133	49 Crescent Street Rear	Meter	0	0	0	0	0
133	49 Crescent Street Rear	Reserved	0	0	0	0	0
133	49 Crescent Street Rear	Handicap	0	0	0	0	0
133	49 Crescent Street Rear	Total	16	0	0	0	0
134	Harbor Park- North	General	79	15	37	16	17
134	Harbor Park- North	Meter	0	0	0	0	0
134	Harbor Park- North	Reserved	0	0	0	0	0
134	Harbor Park- North	Handicap	2	0	0	0	0
134	Harbor Park- North	Total	81	15	37	16	17
135	Harbor Park- Middle	General	37	5	25	2	9
135	Harbor Park- Middle	Meter	0	0	0	0	0
135	Harbor Park- Middle	Reserved	0	0	0	0	0
135	Harbor Park- Middle	Handicap	1	0	0	0	0
135	Harbor Park- Middle	Total	38	5	25	2	9
136	395 Main Street- Amato's Rear	General	19	16	12	10	9
136	395 Main Street- Amato's Rear	Meter	0	0	0	0	0
136	395 Main Street- Amato's Rear	Reserved	0	0	0	0	0
136	395 Main Street- Amato's Rear	Handicap	0	0	0	0	0
136	395 Main Street- Amato's Rear	Total	19	16	12	10	9
137	111 Washington Street- Wachovia Parking	General	12	9	1	11	3
137	111 Washington Street- Wachovia Parking	Meter	0	0	0	0	0
137	111 Washington Street- Wachovia Parking	Reserved	0	0	0	0	0
137	111 Washington Street- Wachovia Parking	Handicap	1	0	0	0	1
137	111 Washington Street- Wachovia Parking	Total	13	9	1	11	4
138	15 Pleasant Street- Board House Rear	General	17	0	0	0	0
138	15 Pleasant Street- Board House Rear	Meter	0	0	0	0	0
138	15 Pleasant Street- Board House Rear	Reserved	0	0	0	0	0
138	15 Pleasant Street- Board House Rear	Handicap	2	0	0	0	0
138	15 Pleasant Street- Board House Rear	Total	19	0	0	0	0
139	77 Crescent Street- Rear (Main St Ext side)	General	7	0	0	0	0
139	77 Crescent Street- Rear (Main St Ext side)	Meter	0	0	0	0	0
139	77 Crescent Street- Rear (Main St Ext side)	Reserved	0	0	0	0	0
139	77 Crescent Street- Rear (Main St Ext side)	Handicap	0	0	0	0	0
139	77 Crescent Street- Rear (Main St Ext side)	Total	7	0	0	0	0

1. 10am-2pm
2. 5pm-8pm
3. 11am-3pm
4. 5pm-8pm

City of Middletown
Parking and Traffic Study
State Projects 082-297

Off-Street Parking Utilization

Lot ID	Location	Space Type	Capacity	Peak Parking Utilization Observations			
				Weekday[1]	Weeknight[2]	Weekend Day[3]	Weekend Night[4]
140	55 Crescent Street Rear	General	20	0	0	0	0
140	55 Crescent Street Rear	Meter	0	0	0	0	0
140	55 Crescent Street Rear	Reserved	0	0	0	0	0
140	55 Crescent Street Rear	Handicap	0	0	0	0	0
140	55 Crescent Street Rear	Total	20	0	0	0	0
141	190 Court Street- First Church	General	8	8	8	8	7
141	190 Court Street- First Church	Meter	0	0	0	0	0
141	190 Court Street- First Church	Reserved	12	11	3	10	7
141	190 Court Street- First Church	Handicap	2	0	2	2	1
141	190 Court Street- First Church	Total	22	19	13	20	15
142	363 Main Street- Library/Pedal Power	General	15	9	14	15	11
142	363 Main Street- Library/Pedal Power	Meter	0	0	0	0	0
142	363 Main Street- Library/Pedal Power	Reserved	0	0	0	0	0
142	363 Main Street- Library/Pedal Power	Handicap	0	0	0	0	0
142	363 Main Street- Library/Pedal Power	Total	15	9	14	15	11
143	Library Public	General	0	0	0	0	0
143	Library Public	Meter	26	19	26	26	17
143	Library Public	Reserved	6	5	6	6	3
143	Library Public	Handicap	2	2	2	1	0
143	Library Public	Total	34	26	34	33	20
144	Kid City Lot	General	3	3	3	3	0
144	Kid City Lot	Meter	0	0	0	0	0
144	Kid City Lot	Reserved	0	0	0	0	0
144	Kid City Lot	Handicap	0	0	0	0	0
144	Kid City Lot	Total	3	3	3	3	0
145	119 Washington Street- KidCity Rear	General	22	22	12	22	9
145	119 Washington Street- KidCity Rear	Meter	73	52	22	29	29
145	119 Washington Street- KidCity Rear	Reserved	6	5	2	0	0
145	119 Washington Street- KidCity Rear	Handicap	4	3	3	2	2
145	119 Washington Street- KidCity Rear	Total	105	82	39	53	40
146	27 Pleasant Street- Sterling Rear	General	13	0	0	0	0
146	27 Pleasant Street- Sterling Rear	Meter	0	0	0	0	0
146	27 Pleasant Street- Sterling Rear	Reserved	0	0	0	0	0
146	27 Pleasant Street- Sterling Rear	Handicap	0	0	0	0	0
146	27 Pleasant Street- Sterling Rear	Total	13	0	0	0	0
147	Broad Street	General	18	2	13	1	10
147	Broad Street	Meter	0	0	0	0	0
147	Broad Street	Reserved	1	0	1	0	1
147	Broad Street	Handicap	1	0	0	0	1
147	Broad Street	Total	20	2	14	1	12
148	22 Church- FUMC	General	20	8	8	2	6
148	22 Church- FUMC	Meter	0	0	0	0	0
148	22 Church- FUMC	Reserved	1	0	0	0	0
148	22 Church- FUMC	Handicap	1	0	0	0	0
148	22 Church- FUMC	Total	22	8	8	2	6
149	68 Ferry St.	General	7	0	0	0	5
149	68 Ferry St.	Meter	0	0	0	0	0
149	68 Ferry St.	Reserved	0	0	0	0	0
149	68 Ferry St.	Handicap	0	0	0	0	0
149	68 Ferry St.	Total	7	0	0	0	5
150	51 Main Street- Green Street Arts Center / 5	General	22	23	20	13	25
150	51 Main Street- Green Street Arts Center / 5	Meter	0	0	0	0	0
150	51 Main Street- Green Street Arts Center / 5	Reserved	2	1	2	1	0
150	51 Main Street- Green Street Arts Center / 5	Handicap	2	0	0	0	0
150	51 Main Street- Green Street Arts Center / 5	Total	26	24	22	14	25
151	340 Main Street- MTA Bus Station	General	6	4	1	2	1
151	340 Main Street- MTA Bus Station	Meter	0	0	0	0	0
151	340 Main Street- MTA Bus Station	Reserved	0	0	0	0	0
151	340 Main Street- MTA Bus Station	Handicap	0	0	0	0	0
151	340 Main Street- MTA Bus Station	Total	6	4	1	2	1
152	74 Court Street- Sons of Italy	General	24	18	18	5	16
152	74 Court Street- Sons of Italy	Meter	0	0	0	0	0
152	74 Court Street- Sons of Italy	Reserved	4	4	2	3	2
152	74 Court Street- Sons of Italy	Handicap	0	0	0	0	0
152	74 Court Street- Sons of Italy	Total	28	22	20	8	18
153	366 Main Street- Main Street Market	General	16	14	11	12	8
153	366 Main Street- Main Street Market	Meter	0	0	0	0	0
153	366 Main Street- Main Street Market	Reserved	16	14	6	9	7
153	366 Main Street- Main Street Market	Handicap	0	0	0	0	0
153	366 Main Street- Main Street Market	Total	32	28	17	21	15
154	291 Main Street- Liberty(S)- Rear	General	16	13	14	8	16
154	291 Main Street- Liberty(S)- Rear	Meter	0	0	0	0	0
154	291 Main Street- Liberty(S)- Rear	Reserved	0	0	0	0	0
154	291 Main Street- Liberty(S)- Rear	Handicap	0	0	0	0	0
154	291 Main Street- Liberty(S)- Rear	Total	16	13	14	8	16

1. 10am-2pm
2. 5pm-8pm
3. 11am-3pm
4. 5pm-8pm

City of Middletown
Parking and Traffic Study
State Projects 082-297

Off-Street Parking Utilization

Lot ID	Location	Space Type	Capacity	Peak Parking Utilization Observations			
				Weekday[1]	Weeknight[2]	Weekend Day[3]	Weekend Night[4]
155	271 Main Street- Bank of America/Liberty	General	11	8	10	1	1
155	271 Main Street- Bank of America/Liberty	Meter	0	0	0	0	0
155	271 Main Street- Bank of America/Liberty	Reserved	0	0	0	0	0
155	271 Main Street- Bank of America/Liberty	Handicap	0	0	0	0	0
155	271 Main Street- Bank of America/Liberty	Total	11	8	10	1	1
156	89-91 Broad St.	General	9	1	0	0	3
156	89-91 Broad St.	Meter	0	0	0	0	0
156	89-91 Broad St.	Reserved	0	0	0	0	0
156	89-91 Broad St.	Handicap	0	0	0	0	0
156	89-91 Broad St.	Total	9	1	0	0	3
157	47 Rapallo Avenue- Vacant Lot	General	20	0	0	3	0
157	47 Rapallo Avenue- Vacant Lot	Meter	0	0	0	0	0
157	47 Rapallo Avenue- Vacant Lot	Reserved	0	0	0	0	0
157	47 Rapallo Avenue- Vacant Lot	Handicap	0	0	0	0	0
157	47 Rapallo Avenue- Vacant Lot	Total	20	0	0	3	0
158	39 Rapallo Ave.	General	5	1	0	3	3
158	39 Rapallo Ave.	Meter	0	0	0	0	0
158	39 Rapallo Ave.	Reserved	0	0	0	0	0
158	39 Rapallo Ave.	Handicap	0	0	0	0	0
158	39 Rapallo Ave.	Total	5	1	0	3	3
159	134 Washington	General	7	3	1	0	1
159	134 Washington	Meter	0	0	0	0	0
159	134 Washington	Reserved	0	0	0	0	0
159	134 Washington	Handicap	0	0	0	0	0
159	134 Washington	Total	7	3	1	0	1
160	116 Washington	General	9	4	0	0	1
160	116 Washington	Meter	0	0	0	0	0
160	116 Washington	Reserved	0	0	0	0	0
160	116 Washington	Handicap	0	0	0	0	0
160	116 Washington	Total	9	4	0	0	1
161	258 court St.	General	5	3	0	2	3
161	258 court St.	Meter	0	0	2	0	0
161	258 court St.	Reserved	0	0	0	0	0
161	258 court St.	Handicap	0	0	0	0	0
161	258 court St.	Total	5	3	2	2	3
162	Court St.	General	10	10	1	0	2
162	Court St.	Meter	0	0	0	0	0
162	Court St.	Reserved	0	0	0	0	0
162	Court St.	Handicap	0	0	0	0	0
162	Court St.	Total	10	10	1	0	2
163	163 College St.	General	8	0	0	0	0
163	163 College St.	Meter	0	0	0	0	0
163	163 College St.	Reserved	0	0	0	0	0
163	163 College St.	Handicap	0	0	0	0	0
163	163 College St.	Total	8	0	0	0	0
164	171 college St.	General	10	3	4	3	4
164	171 college St.	Meter	0	0	0	0	0
164	171 college St.	Reserved	0	0	0	0	0
164	171 college St.	Handicap	0	0	0	0	0
164	171 college St.	Total	10	3	4	3	4
165	245 DeKoven Drive- City Hall- Rear	General	19	14	17	3	3
165	245 DeKoven Drive- City Hall- Rear	Meter	0	0	0	0	0
165	245 DeKoven Drive- City Hall- Rear	Reserved	1	0	0	0	0
165	245 DeKoven Drive- City Hall- Rear	Handicap	2	1	2	1	1
165	245 DeKoven Drive- City Hall- Rear	Total	22	15	19	4	4

Off-Street Overnight		Capacity	Overnight Max Observed*
19	675 Main Street- Eli Cannon's Parking	55	10
20	60 Green Street- Artist Coop- Rear	39	22
30	567 Main Street-Roller Rink Parking	30	3
39	Washington Street- Melilli Plaza	176	7
41	465 Main Street- Luce Parking	49	3
55	130 Main Street- Metro Square	350	14
66	College Street- Middlesex Plaza	111	2
74	111 DeKoven Drive- Rivers Edge	143	101
80 / 81	Broad Street- Sbona Tower	19	40
82	70 Main Street- Inn at Middletown- Rear	15	15
103	Church Street	65	32
125	Court Street- Arcade- Upstairs	177	1
125	Court Street- Arcade- Downstairs	181	34
143	Library Public	34	0
145	119 Washington Street- KidCity Rear	105	0
150	51 Main Street- Green Street Arts Center / 594 Main Street- MasterSupply- Rear	26	17

* Data collected by VHB, Inc. May 1, 2007; 4:00 am

1. 10am-2pm
2. 5pm-8pm
3. 11am-3pm
4. 5pm-8pm

City of Middletown
Parking and Traffic Study
State Projects 082-297

On-Street Parking Utilization

ID	Street	Location	Side	Type	Capacity	Peak Parking Utilizaiton Observations*				
						Weekday[1]	Weeknight[2]	Weekend Day[3]	Weekend Night[4]	Overnight[5]
1	Main St.	Saint Johns-Rapallo	E	2-hour meter	11	2	11	9	10	0
2	Main St.	Rapallo-Green	E	2-hour meter	10	6	6	3	10	0
3	Main St.	Green-Ferry	E	2-hour meter	15	13	16	9	15	6
4	Main St.	Ferry-Washington	E	2-hour meter	23	24	24	23	23	8
5	Main St.	Washington-Court	E	2-hour meter	41	40	40	40	41	3
6	Main St.	Court-Dingwall	E	2-hour meter	16	16	18	15	16	0
7	Main St.	Dingwall-Dr MLK	E	2-hour meter	29	27	29	28	30	0
8	Main St.	Dr MLK-Union	E	2-hour meter	9	8	7	9	9	2
9	Main St.	William-Union	W	2-hour meter	15	7	17	7	15	8
10	Main St.	College-William	W	2-hour meter	27	22	29	20	27	0
11	Main St.	Court-College	W	2-hour meter	7	7	7	7	7	0
12	Main St.	Washington-Court	W	2-hour meter	37	34	37	35	37	0
13	Main St.	Liberty-Washington	W	2-hour meter	21	12	20	13	21	2
14	Main St.	Grand-Liberty	W	2-hour meter	11	10	10	7	12	0
15	Main St.	Spring-Grand	W	2-hour meter	12	8	12	2	12	0
16	Old Church St.	Main-Dead End	S	No posted	18	17	6	9	10	2
17	Old Church St.	Main-Dead End	N	No posted	9	9	4	1	17	0
18	High St.	Church-Loveland	W	No posted	14	15	14	12	10	14
19	High St.	William-Church	W	No posted	16	15	12	13	10	12
20	High St.	College-William	W	No posted	15	12	5	15	5	2
21	High St.	Court-College	W	No posted	13	8	5	11	4	8
22	High St.	Washington-Court	W	No posted	23	15	0	4	3	0
23	High St.	Lincoln-Washington	W	No posted	17	0	3	1	0	0
24	High St.	Lincoln-Washington	E	No posted	11	2	7	4	6	5
25	High St.	Liberty-Lincoln	W	No posted	7	2	2	1	1	3
26	High St.	Liberty-Lincoln	E	No posted	5	1	5	4	2	1
27	High St.	Grand-Liberty	W	No posted	11	4	9	4	5	6
28	High St.	Grand-Liberty	E	No posted	8	5	6	5	6	3
29	High St.	Erin-Grand	W	No posted	14	3	2	3	4	3
30	High St.	Erin-Grand	E	No posted	13	2	4	5	5	4
31	High St.	Spring-Erin	W	No posted	8	0	2	2	1	1
32	High St.	Spring-Erin	E	No posted	7	1	1	3	2	2
33	Spring St.	Pearl-High	N	No posted	20	5	5	5	6	4
34	Spring St.	Pearl-High	S	No posted	11	5	5	8	7	4
35	Pearl St.	Spring-Erin	E	No posted	4	5	5	2	3	3
36	Spring St.	Rome-Pearl	N	No posted	7	4	13	4	7	6
37	Spring St.	Main-Pearl	S	No posted	20	7	7	9	11	13
38	Spring St.	Main-Rome	N	No posted	4	1	9	3	2	0
39	Pearl St.	Erin-Grand	E	No posted	15	6	11	9	10	15
40	Clinton Ave.	Grand-Dead End	E	No posted	9	7	7	5	9	6
41	Grand St.	Bacon-High	N	No posted	6	1	1	3	2	3
42	Grand St.	Pearl-Bacon	N	No posted	5	2	5	3	3	3
43	Grand St.	Clinton-Pearl	N	No posted	7	1	3	2	5	5
44	Grand St.	Main-Clinton	N	No posted	11	7	8	8	11	5
45	Liberty St.	Main-Frazier	N	No posted	20	12	10	9	12	10
46	Frazier Ave.	Liberty-Dead End	E	No posted	6	5	8	11	7	6
47	Liberty St.	Frazier-Pearl	N	No posted	9	1	14	6	3	2
48	Pearl St.	Grand-Liberty	E	No posted	7	5	4	3	3	3
49	Pearl St.	Grand-Liberty	W	No posted	8	3	3	4	3	4
50	Liberty St.	Windward-High	N	No posted	4	0	9	7	4	4
51	Pearl St.	Liberty-Lincoln	W	No posted	7	1	4	7	4	3
52	Pearl St.	Liberty-Lincoln	E	No posted	8	3	3	6	5	4
53	Pearl St.	Lincoln-Washington	E	No posted	12	10	8	9	8	12
54	Wetmore Pl.	Washington-Dead End	E	No posted	8	8	11	8	10	6
55	Longworth Ave.	Wetmore-Dead End	S	No posted	6	5	5	4	9	1
56	Pearl St.	Washington-Court	W	No posted	21	18	11	15	11	14
57	Court St.	Pearl-High	N	No posted	22	18	14	3	6	5
58	Court St.	Broad-Pearl	N	No posted	6	4	7	6	5	3
59	Court St.	Broad-Pearl	N	15-minute	3	3	3	4	0	0
60	Broad St.	Washington-Court	W	2-hour meter	8	10	12	11	7	0
61	Broad St.	Court-College	W	2-hour meter	10	5	5	4	5	0
62	Pearl St.	Court-College	W	2-hour meter	16	11	5	5	3	6
63	College St.	Pearl-High	N	No posted	14	11	5	6	6	6
64	College St.	Hamlin-High	S	No posted	17	16	10	13	11	15
65	College St.	Broad-Hamlin	S	No posted	12	9	9	3	4	3
66	College St.	Broad-Pearl	N	No posted	8	6	7	4	3	6
67	Broad St.	College-William	W	2-hour meter	12	5	4	3	3	1
68	William St.	Main-Broad	N	No posted	11	8	5	6	8	0
69	William St.	Broad-Hamlin	N	No posted	15	2	11	10	7	9
70	Hamlin St.	College-William	E	No posted	9	9	4	5	4	8
71	William St.	Hamlin-High	N	No posted	21	20	11	9	9	8
72	Church St.	Broad-High	N	No posted	14	7	6	8	9	9
73	Church St.	Hotchkiss-High	S	No posted	20	13	14	12	8	12
74	Hotchkiss St.	Church-Goodyear	W	No posted	22	8	9	14	13	8
75	Goodyear Ave.	Hubbard-Hotchkiss	S	No posted	6	5	3	4	1	3
76	Loveland St.	Hubbard-Oak	S	No posted	21	2	8	7	7	5
77	Hubbard St.	Goodyear-Loveland	W	No posted	5	4	2	3	3	1
78	Hubbard St.	Church-Loveland	W	No posted	24	24	7	3	5	3
79	S. Main St.	Crescent-Achenson	E	No posted	23	9	0	0	0	0
80	S. Main St.	Church-Crescent	E	No posted	13	4	0	0	0	0
81	Church St.	Broad-S. Main	E	No posted	5	4	0	0	1	0
82	Broad St.	William-Church	W	No posted	7	0	0	1	1	0
83	Crescent St.	S. Main-Main	S	No posted	5	4	2	7	1	0
84	Crescent St.	S. Main-Main	N	No posted	22	17	3	6	11	8
85	Main St. Extension	Macdonough-Achenson	E	No posted	19	22	14	5	2	0
86	Macdonough Pl.	Main Extension-Dead End	S	No posted	5	2	0	3	1	2
87	Macdonough Pl.	Main Extension-Dead End	N	No posted	5	1	2	0	0	0
88	Union St.	deKoven-Main	S	Varies	18	26	24	24	9	2
89	Union St.	deKoven-Main	N	No posted	20	13	12	10	15	9
90	Rapallo Ave.	deKoven-Main	N	No posted	8	4	3	6	6	5
91	Rapallo Ave.	deKoven-Main	S	No posted	14	3	0	7	6	5
92	Green St.	deKoven-Main	N	No posted	17	15	4	6	7	7
93	Ferry St.	deKoven-Main	S	No posted	18	20	7	6	12	13
94	Court St.	Main-Broad	N	2-hour meter	15	11	14	4	12	0
95	Court St.	Main-Broad	S	2-hour meter	10	8	7	3	13	0

* Parking utilization based on maximum observed occupancy data collected April 22, 26, 28 and May 1, 4, 2007.

1. 10am-2pm
2. 5pm-8pm
3. 11am-3pm
4. 5pm-8pm
5. 4am-7am

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Roadway Infrastructure

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Intersections

Main Street at Hartford Avenue

Main Street at Hartford Avenue southbound

The intersection of Main Street at the Hartford Avenue is a "T" type signalized intersection. Main Street is a four-lane roadway that is the major north/south roadway in downtown Middletown. Main Street south of this intersection has angle parking on both sides of the street. The Main Street northbound approach has two through lanes and a right turn lane. The southbound approach is Route 17 and Route 66. This approach has two-left turn lanes and two through lanes. The Hartford Avenue, Route 17, approach has a left turn lane and a right turn lane. This signalized intersection is an isolated fully actuated state owned traffic signal. Video detection installed on the mast arms is used to call and extend the three vehicle phases. Field observation confirmed that the traffic signal was running isolated with varying cycle lengths. The traffic signal has four phases. There is southbound through and left turn phase with a right turn overlap out of Hartford Avenue. The second phase has southbound and northbound through traffic moving simultaneously. The third phase is an exclusive walk phase. The fourth phase has Hartford Avenue left turning and right turning traffic moving.

Main Street at Rapallo Avenue and Grand Street

Main Street at Rapallo Ave & Grand Street

The intersection of Main Street at the Rapallo Avenue and Grand Street is an offset four-legged signalized intersection. Main Street is a four-lane roadway that is the major north/south roadway in downtown with angle parking on both sides of the street. The Main Street southbound approach has a left turn lane, a through lane and a shared through right turn lane. The northbound approach provides a shared through and left turn lane and a shared through right turn lane. Grand Street intersects Main Street from the west slightly offset from Rapallo Avenue that intersects Main Street from the east approximately 80 feet to the north of Grand Street. The Grand Street and Rapallo Avenue approaches have a shared left turn-through-right turn lane in each direction. The town owned traffic signal has an exclusive pedestrian phase to cross both side streets and Main Street's southern leg of the intersection. This signalized intersection is within the coordinated signal system along Main Street and Main Street Extension. Main Street is equipped with optical fire pre-emption equipment. This intersection operates on different system cycle lengths based on the time of day and day of the week. The cycle lengths vary between 80 second and 100 seconds with an emergency 120-second cycle. Field observations indicated the traffic signal was running uncoordinated with a 30 second artery green and varying cycle lengths. The traffic signal has an artery phase where northbound a southbound traffic on Main Street move simultaneously, the pedestrian phase and the third phase where both side streets move simultaneously even though the side streets are offset.

Main Street at Liberty Street

Main Street at Liberty Street northbound

The intersection of Main Street at the Liberty Street is a "T" type signalized intersection. Main Street is a four-lane roadway that is the major north/south roadway in downtown Middletown. It has two lanes in each direction with angle parking on both sides of the street. The Main Street southbound approach has a through lane and a shared through right turn lane. The Main Street northbound has a shared left turn through lane and a through lane. Liberty Street is a one-way westbound street that intersects the west side of Main Street. This signalized intersection is within the coordinated signal system along Main Street and Main Street Extension. Main Street is equipped with optical fire pre-emption equipment. This intersection operates on different system cycle lengths based on the time of day and day of the week. The cycle lengths vary between 80 second and 100 seconds with an emergency 120-second cycle. Field observations indicated the traffic signal was running uncoordinated with a 47 second artery green and varying cycle lengths. The traffic signal has two phases. There is an Artery phase for Main Street traffic to move in both directions simultaneously and to provide a concurrent pedestrian phase to cross Liberty Street. The second phase is an exclusive pedestrian phase to cross Main Street. As a result of the fact the Liberty Street in one way away from Main Street there is no side street phase.

Main Street at Washington Street

Main Street at Washington Street southbound

The intersection of Main Street at the Washington Street is a four-legged signalized intersection. Main Street is a four-lane roadway that is the major north/south roadway in downtown Middletown. It has two lanes in each direction with angle parking on both sides of the street. The Main Street southbound and northbound approach provide a shared through and left turn lane and a shared through right turn lane. Washington Street, Route 66, west of Main Street is an east/west four-lane roadway with two lanes in each direction. The Eastbound Washington Street approach has a left turn lane, a through lane and a right turn lane. The Washington Street westbound approach has a shared left turn through lane and a shared through right turn lane. The town owned traffic signal has an exclusive pedestrian phase to cross all four legs of the intersection. This signalized intersection is within the coordinated signal system along Main Street and Main Street Extension. Main Street is equipped with optical fire pre-emption equipment. This intersection operates on different system cycle lengths based on the time of day and day of the week. The cycle lengths vary between 80 second and 100 seconds with an emergency 120-second cycle. The traffic signal has an advance green in the northbound direction before the artery phase where both directions on Main Street move simultaneously. There is a side street advance green phase in the eastbound direction before the side street phase where both directions on Washington Street move simultaneously.

Main Street at Holy Trinity Church Pedestrian Crossing

Main Street at Holy Trinity Church

There is a pedestrian crossing traffic signal on Main Street at the Holy Trinity Church. Main Street is a four-lane roadway that is the major north/south roadway in downtown Middletown. It has two lanes in each direction with angle parking on both sides of the street. The town owned traffic signal stops traffic on Main Street to allow pedestrian to cross Main Street mid block. The pedestrian push buttons have audible pedestrian push buttons. This signalized intersection is within the coordinated signal system along Main Street and Main Street Extension. This intersection operates on different system cycle lengths based on the time of day and day of the week. The cycle lengths vary between 80 second and 100 seconds with an emergency 120-second cycle. Field observations indicated the traffic signal was running uncoordinated with varying cycle lengths. The traffic signal is a two-phase traffic signal with an artery green phase and an exclusive pedestrian phase.

Main Street at Court Street

Main Street at Court Street southbound

The intersection of Main Street at the Court Street is a four-legged signalized intersection. Main Street is a four-lane roadway that is the major north/south roadway in downtown Middletown. It has two lanes in each direction with angle parking on both sides of the street. The Main Street southbound and northbound approach provide a shared through and left turn lane and a shared through right turn lane. Court Street is one way westbound west of Main Street. The two-way section of Court Street east of Main Street has two lanes westbound and one lane eastbound. The Court Street westbound approach to the traffic signal has a left turn lane and a shared through right turn lane. The town owed traffic signal has an exclusive pedestrian phase to cross all four legs of the intersection. The pedestrian push buttons on the west side of Main Street have audible pedestrian push buttons. This signalized intersection is within the coordinated signal system along Main Street and Main Street Extension. Main Street is equipped with optical fire pre-emption equipment. This intersection operates on different system cycle lengths based on the time of day and day of the week. The cycle lengths vary between 80 second and 100 seconds with an emergency 120-second cycle. Field observations indicated the traffic signal was running uncoordinated with a 32 second artery green and varying cycle lengths. The traffic signal has an advance green in the northbound direction before the artery phase where both directions on Main Street move simultaneously. Then westbound moves on the side street phase.

Main Street at College Street

The intersection of Main Street at the Williams Street is a four-legged signalized intersection. Main Street is a four-lane roadway that is the major north/south roadway in downtown Middletown. It has two lanes in each direction with angle parking on both sides of the street. The Main Street southbound and northbound approach provide a shared through and left turn lane and a shared through right turn lane. College Street is an east/west two-lane roadway with one lane in each direction. The College Street approaches have a shared left turn-through-right turn lane in each direction. The town owned traffic signal has an exclusive pedestrian phase to cross all four legs of the intersection. This signalized intersection is within the coordinated signal system along Main Street and Main Street Extension. Main Street is equipped with optical fire pre-emption equipment. This intersection operates on different system cycle lengths based on the time of day and day of the week. The cycle lengths vary between 80 second and 100 seconds with an emergency 120-second cycle. Field observations indicated the traffic signal was running uncoordinated with a 25 second artery green and varying cycle lengths. The traffic signal has an advance green in the northbound direction before the artery phase where both directions on Main Street move simultaneously. There is a side street phase where both directions on College Street move simultaneously.

Main Street at William Street

Main Street at William Street northbound

The intersection of Main Street at the William Street is a four-legged signalized intersection. Main Street is a four-lane roadway that is the major north/south roadway in downtown Middletown. It has two lanes in each direction with angle parking on both sides of the street. The Main Street southbound and northbound approach provide a shared through and left turn lane and a shared through right turn lane. William Street is an east/west two-lane roadway with one lane in each direction. The William Street approaches have a shared left turn-through-right turn lane in each direction. The town owed traffic signal has an exclusive pedestrian phase to cross all four legs of the intersection. This signalized intersection is within the coordinated signal system along Main Street and Main Street Extension. Main Street is equipped with optical fire pre-emption equipment. This intersection operates on different system cycle lengths based on the time of day and day of the week. The cycle lengths vary between 80 second and 100 seconds with an emergency 120-second cycle. Field observations indicated the traffic signal was running uncoordinated with a 39 second artery green and varying cycle lengths. The traffic signal has an advance green in the northbound direction before the artery phase where both directions on Main Street move simultaneously. There is a side street phase where both directions on Williams Street move simultaneously.

Main Street at Union Street and Pleasant Street

Main Street at Union Street southbound

The intersection of Main Street at the Union Street and Pleasant Street is a four-legged signalized intersection. Main Street is a four-lane roadway that is the major north/south roadway in downtown Middletown. It has three lanes southbound and two lanes northbound with angle parking on both sides of the street on the northern leg of the intersection. There is no parking on the southern leg of the intersection. The Main Street northbound approach provides a left turn lane and a shared through right turn lane. The Main Street southbound approach provides a left turn lane, a through lane and a right turn lane. The Pleasant Street eastbound approach has a left turn lane, a through lane and a right turn lane. Union Street westbound approach has a left turn lane and a shared through right turn lane. The town owned traffic signal has dual quad protected permitted left turn phasing for Main Street, an exclusive pedestrian phase to cross all four legs of the intersection, an advance green eastbound phase for Pleasant Street and a side street phase where both directions on Union Street and Pleasant Street move simultaneously. This signalized intersection is within the coordinated signal system along Main Street and Main Street Extension. Main Street is equipped with optical fire pre-emption equipment. This intersection operates on different system cycle lengths based on the time of day and day of the week. The cycle lengths vary between 80 second and 100 seconds with an emergency 120-second cycle. Field observations indicated the traffic signal was running uncoordinated with a 20 second artery green and varying cycle lengths.

Main Street at Crescent Street and MacDonough Place

Main Street Extension at Crescent Street

The intersection of Main Street Extension at the Crescent Street and MacDonough Place is a four-legged signalized intersection. Main Street Extension has two lanes northbound and one lane southbound and it is the major north/south roadway in downtown Middletown. There is no parking allowed on Main Street Extension. The Main Street Extension southbound approach has a shared left turn, through and right turn lane. The Main Street northbound approach provide a shared through and left turn lane and a shared through right turn lane. The town owned traffic signal has an exclusive pedestrian phase to cross all four legs of the intersection. This signalized intersection is within the coordinated signal system along Main Street and Main Street Extension. Main Street is equipped with optical fire pre-emption equipment. This intersection operates on different system cycle lengths based on the time of day and day of the week. The cycle lengths vary between 80 second and 100 seconds with an emergency 120-second cycle. Field observations indicated the traffic signal was running at fixed 120 seconds cycle lengths. The traffic signal has an artery green phase, an exclusive pedestrian phase and a side street phase. Crescent Street is a one-way street eastbound with parallel parking on the north side of the street. MacDonough Street is a short dead end street.

Traffic Signal Appurtenances

Traffic Control Review

As part of the review of existing conditions, a qualitative review of the traffic control along Main Street was conducted. As depicted in Table 1, the review indicated that all of the signalized intersections within the study area are owned by the City with the exception of Main Street at St. John Square, which is state owned. The existing equipment, in general, is in good working order, with no location in need of immediate replacement or rehabilitation. The signal heads and pedestrian indications are a mix of newer LED technology and older incandescent bulbs, which are not energy efficient, and do not have the visual intensity of the LED indications. Pedestrian push buttons, to activate the pedestrian phase are provided at all intersection corners, and all but the southwest corner of Main Street at St. John Square are ADA compliant. Although the remaining pedestrian equipment is ADA compliant, the corridor has an inconsistent mix of equipment with some locations providing audible indications, call confirming buttons, etc.

All of the signalized intersections provide painted crosswalks to cross all approaches. All the cross walk markings are bar-type, with white painted bars ranging from 7 to 10 feet long, and 1.5 feet to 2 feet wide. In total, there are eight combinations of length and width noted in the corridor.

Table 1. Traffic Signal Condition Summary

	Intersection of Main Street at:									
	St. John Square	Grand/Rapallo Street	Liberty Street	Washington Street	Holy Trinity Church	Court Street	College Street	William Street	Pleasant / Union Street	Crescent Street
Signal Type	Fully Actuated	Semi Actuated	Semi Actuated	Semi Actuated	Semi Actuated	Semi Actuated	Semi Actuated	Semi Actuated	Semi Actuated	Semi Actuated
Ownership	State	City	City	City	City	City	City	City	City	City
Layout	Note 1	Note 1	Note 1	Note 1	Note 1	Note 1	Note 1	Note 1	Note 1	Note 1
Mast Arms										
Condition	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good
Signal Heads										
Type	LED	Note 4	Note 5	Note 4	LED	Note 4	Note 4	Note 4,6	Note 4	Note 4
Condition	Fair	Fair	Fair	Fair	Fair	Fair	Fair	Fair	Fair	Fair
Pedestrian Heads										
Type	Note 2	Incan	Incan	Incan	Incan	Note 3	Incan	Incan	Incan	Incan
Condition	Fair	Fair	Fair	Fair	Fair	Fair	Fair	Fair	Fair	Fair
ADA Pedestrian Buttons	Note 7	Compliant	Note 8,10	Compliant	Note 8,10	Note 8,10	Note 9	Note 9	Note 9, 10	Compliant
Pedestrian Ramps	Provided	Provided	Provided	Provided	Provided	Provided	Provided	Provided	Provided	Provided
Convenient	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Tactile Strips	None	None	None	None	None	None	None	None	None	None
Crosswalk Type	Type F	Type C,A	Type C	Type C	Type G	Type E, H	Type C, A	Type D, B	Type D, B	Type B

Notes:

Incan = Incandescent

1. Traffic signal appearances as shown on record plan.
2. Incandescent except LED at southwest corner.
3. Incandescent except LED at northeast corner.
4. Incandescent Green and Yellow, LED Red.
5. Northbound Incandescent Green and Yellow, LED Red; Southbound all LED
6. Green LED indication for westbound left turn indication
7. Southwest corner not ADA compliant.
8. ADA Compliant with audible indication
9. ADA Compliant with audible for west intersection leg
10. Pedestrian call confirmation indication

Crosswalk Types

Type A. 7 foot long bars, 1.5′ wide.
Type B. 7 foot long bars, 2′ wide
Type C. 8 foot long bars, 1.5′ wide
Type D. 8 foot long bars, 2′ wide
Type E. 8.5 foot long bars, 1.5′ wide
Type F. 9 foot long bars, 2′ wide.
Type G. 9.5 foot long bars, 2′ wide
Type H. 10 foot long bars, 1.5′ wide

Conditions

Excellent = Like new
Good = Some wear and tear
Fair = Paint Faded, equipment wear (functional)
Poor = Repair or replacement recommended

Pedestrian Crossings

Unsignalized Pedestrian Crossings

In addition to signalized pedestrian crossings there are two marked unsignalized pedestrian crossings along Main Street within the study area. The first unsignalized marked crossing of Main Street is at the Old Church Street intersection, which provides bar-type marking 6.5 foot long by two foot wide with pedestrian ramps to cross the northern Main Street approach, and bar-type markings six foot long by two foot wide marking on the Old Church Street approach. The second location is in the vicinity of 510 Main Street, between Washington Street and Ferry Street. This location provides bar-type markings nine foot long by 1.5 foot wide painted markings with pedestrian ramps without tactile warning strips

As part of the existing condition analysis, the three most recent years of available traffic accident data at the study roadways and intersections were compiled and reviewed. For this effort, the accident reports were obtained from the Connecticut Department of Transportation Bureau of Planning and Research for the most recent three-year period from January 2003 through December 2005. In addition, January through September data for 2006 is presented. The ConnDOT Bureau of Planning and Research compiles records of accident data reported by investigating police authorities. It should be noted that only accidents that result in death, injury, or property damage in excess of $1,000 are required to be reported. The results of the analysis are summarized in Table 2 and discussed in the following paragraphs.

ConnDOT maintains a Traffic Accident Surveillance Report database that compiles statewide accident data on a three-year basis. The database calculates actual accident rates for every roadway link and intersection on state numbered roadways. It then calculates a critical accident rate for each location based upon the type of roadway or intersection, the traffic volume, and the vehicle miles of travel on the roadway. The ratio of the actual accident rate to the critical accident rate is then calculated. If this ratio is higher than one, then the rate of accident occurrence at that location is said to be "higher than expected". When a location has a rate "higher than expected" and more than 15 accidents have occurred at the location, the location meets the criteria to be placed on ConnDOT's SLOSSS. Locations on the SLOSSS are given priority for funding of future safety improvement projects.

Based on the most recent "2003-2006 Traffic Accident Surveillance Report (TASR)" published by ConnDOT, no intersections or roadways within the study area are listed on the SLOSSS list. A review of data in Table XX indicates that there are no high crash locations with Washington Street at High Street, and Main Street at St. John Square experiencing the greatest number of crashes with a total of fifteen at each intersection. In both cases, the most prevalent crash type is rear-end, and involve property damage only. Based on the data, there have been two fatal incidents on the state owned portion of Route 66. The first occurred in June 2003 and was a pedalcycle vs. automobile incident. It was found that the pedalcycle was traveling on the wrong side of the road, and the automobile operator was under the influence, which was found to be the contributing factor in the incident. The second and only other reported fatal incident occurred in January 2005 between an automobile and a pedestrian crossing midblock. The contributing factor in this incident was determined to be the unsafe use of the highway by the pedestrian.

One location along this section of roadway that has a limited number of incidents, only 4 between January 2003 and September 2006, has been highlighted as a safety concern is the intersection of Main Street at Grand Street and Rapallo Avenue. This intersection is operated with two vehicle phases, an arterial phase and a side street phase, plus an exclusive pedestrian phase. The side streets, operating with one phase are offset approximately 80 feet, which results in driver confusion as it is unclear as to which movements have the right of way.

For the section of Main Street south of Washington Street which is locally owned roadway, crash records are not maintained by the Connecticut Department of

Transportation. To access the crash experience along this section of Main Street, a representative from the City of Middletown's Police Department was contacted. Through this conversation, it was determined that there is no significant accident experience along Main Street, however, the majority of incidents in along Main Street south of Washington Street primarily consist of turning, backing, and rear end types. The turning incidents are associated with intersection movements, rear ends typically result from distracted drivers, and backing is associated with the angle parking. Upon further review, it was found that 30 crashes occurred between January 2006 to April 2007 involved maneuvering of vehicles associated with the angle parking on Main Street.

Other concerns expressed by the Traffic Bureau of the Police Department include a high concentration of elderly pedestrians at the intersection of Main Street at William and Martin Luther King Drive. The midblocok crossing of pedestrians is also a highly ranked safety concern.

Other concerns along the corridor include delivery truck parking, and particularly tractor trailers double parked in the right lane of northbound Main Street (blocking cars in). There are no delivery restrictions in Middletown, and there are typically 5-10 tractor trailers a day. In addition, box trucks make deliveries and block stalls or park in the no-parking zones.

It is also common for pedestrian equipment to get knocked down due to articulating trucks. The most common locations for this type of incident include:

- Main Street at Washington
  - Northwest corner
- Main Street at Court
  - Northeast corner
- Main at College
  - Northwest corner

Crash Analysis - Vehicle Accident Summary (January 2003 through September 2006)

	Route 66 (Washington Street and Main Street)								
	At High Street	Between High Street and Pearl Street	At Pearl Street	Between Pearl Street and Broad Street	At Broad Street	Between Broad Street and Main Street	At Washington Street and Main Street	Between Main Street and Ferry Street	At Ferry Street
Year									
2003	5	2	4	0	1	2	1	0	1
2004	5	1	4	0	1	2	4	2	1
2005	5	0	3	0	1	5	2	1	0
2006 (January – September)	0	0	1	0	2	0	1	0	1
Total	15	3	12	0	5	9	8	3	3
Type									
Turning--Opposite Direction	2	0	3	0	1	1	1	0	0
Turning--Intersecting Paths	3	0	2	0	1	2	0	0	1
Sideswipe--Same Direction	0	0	0	0	0	0	0	2	0
Angle	3	0	2	0	0	0	2	0	0
Rear-End	7	2	5	0	2	3	3	0	1
Backing	0	0	0	0	0	0	0	0	1
Pedestrian	0	1	0	0	1	2	1	1	0
Fixed Object	0	0	0	0	0	1	0	0	0
Head-On	0	0	0	0	0	0	1	0	0
Total	15	3	12	0	5	9	8	3	3
Severity									
Property Damage Only	3	0	1	0	0	1	1	0	0
Personal Injury	12	3	11	0	5	7	6	3	3
Fatality	0	0	0	0	0	1	1	0	0
Total	15	3	12	0	5	9	8	3	3
Pavement Conditions									
Dry	9	2	6	0	2	3	7	2	3
Wet	3	0	6	0	2	5	1	1	0
Ice/Snow	2	1	0	0	1	1	0	0	0
Sand/Mud/Dirt/Oil	0	0	0	0	0	0	0	0	0
Unknown	1	0	0	0	0	0	0	0	0
Total	15	3	12	0	5	9	8	3	3
Time									
7:00 To 9:00 AM	2	0	0	0	0	0	1	1	0
4:00 To 6:00 PM	0	0	3	0	0	1	1	0	0
Other	13	3	9	0	5	8	6	2	3
Total	15	3	12	0	5	9	8	3	3
Day of Week									
Monday-Friday	9	1	9	0	4	5	4	3	1
Saturday-Sunday	6	2	3	0	1	4	4	0	2
Total	15	3	12	0	5	9	8	3	3
SLOSSS*	No	No	No	No	No	No	No	No	No

Source: State of Connecticut Traffic Accident Viewing System (TAVS), Connecticut Department of Transportation.
2003-2006 Traffic Accident Surveillance Report (TASR), Connecticut Department of Transportation.

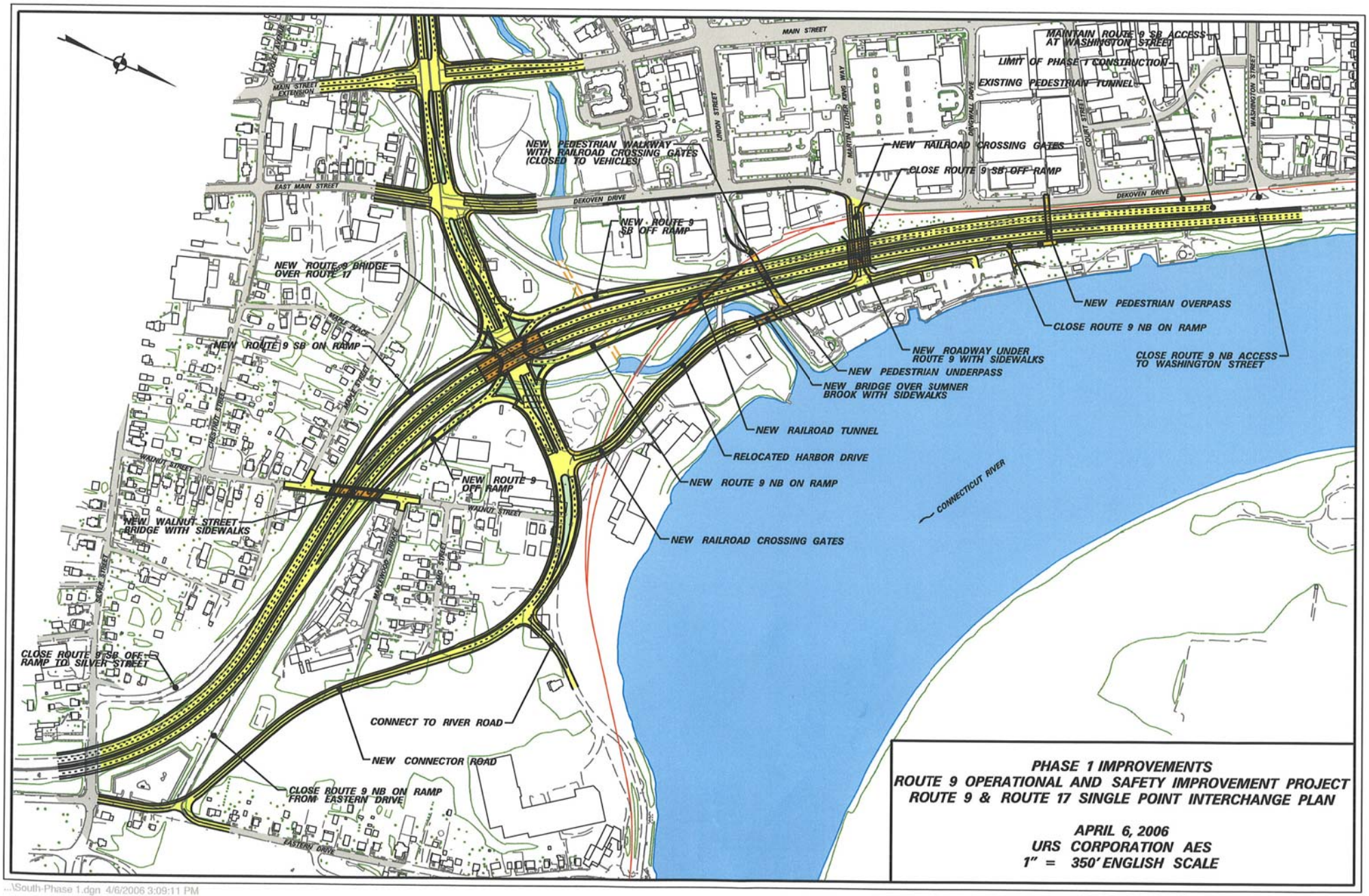
* Suggested List of Surveillance Study Sites. (SLOSSS)

Table XX, Contd.
Crash Analysis - Vehicle Accident Summary (January 2003 through September 2006)

	Route 66 (Washington Street and Main Street)						
	Between Ferry Street and Liberty Street	At Liberty Street	At Green Street	Between Green Street and Grand Street	At Grand Street	Between Grand Street and Spring Street	At Spring Street (St. John Square)
Year							
2003	0	1	1	1	0	0	5
2004	0	2	0	0	2	0	2
2005	0	0	1	0	1	2	5
2006 (January – September)	0	1	0	0	1	0	3
Total	0	4	2	1	4	2	15
Type							
Turning--Opposite Direction	0	0	0	0	2	0	3
Turning--Intersecting Paths	0	0	0	1	0	0	0
Sideswipe--Same Direction	0	0	0	0	0	0	1
Angle	0	0	0	0	1	0	0
Rear-End	0	0	2	0	1	1	6
Backing	0	0	0	0	0	0	0
Pedestrian	0	4	0	0	0	1	0
Fixed Object	0	0	0	0	0	0	5
Head-On	0	0	0	0	0	0	0
Total	0	4	2	1	4	2	15
Severity							
Property Damage Only	0	0	0	0	0	0	0
Personal Injury	0	4	2	1	4	2	15
Fatality	0	0	0	0	0	0	0
Total	0	4	2	1	4	2	15
Pavement Conditions							
Dry	0	4	2	1	3	2	10
Wet	0	0	0	0	1	0	3
Ice/Snow	0	0	0	0	0	0	1
Sand/Mud/Dirt/Oil	0	0	0	0	0	0	1
Unknown	0	0	0	0	0	0	0
Total	0	4	2	1	4	2	15
Time							
7:00 To 9:00 AM	0	0	0	0	0	0	0
4:00 To 6:00 PM	0	1	1	1	0	1	1
Other	0	3	1	0	4	1	14
Total	0	4	2	1	4	2	15
Day of Week							
Monday-Friday	0	2	2	1	4	2	9
Saturday-Sunday	0	2	0	0	0	0	6
Total	0	4	2	1	4	2	15
SLOSSS*	No	No	No	No	No	No	No

Source: State of Connecticut Traffic Accident Viewing System (TAVS), Connecticut Department of Transportation.
2003-2006 Traffic Accident Surveillance Report (TASR), Connecticut Department of Transportation.

* Suggested List of Surveillance Study Sites. (SLOSSS)



PHASE 1 IMPROVEMENTS
ROUTE 9 OPERATIONAL AND SAFETY IMPROVEMENT PROJECT
ROUTE 9 & ROUTE 17 SINGLE POINT INTERCHANGE PLAN

APRIL 6, 2006
URS CORPORATION AES
1" = 350' ENGLISH SCALE

...\South-Phase 1.dgn 4/6/2006 3:09:11 PM

Traffic Volumes

Existing Capacity Analysis

Level of service (LOS) is the term used to describe the different operating conditions that occur on a given roadway segment or intersection under various traffic volume loads. It is a qualitative measure of the effect of a number of factors including roadway geometry, speed, travel delay, freedom to maneuver, and safety. Six levels of service are defined for each type of facility. Levels of service are given letter designations from A to F, with LOS A representing the best operating conditions and LOS F representing the worst.

The existing condition traffic operations for 9 intersections on Main Street in Downtown Middletown were analyzed using Synchro 6 for the weekday morning, evening and Saturday midday peak hours. The mid-block pedestrian crossing at Holy Trinity Church was added to the list of intersections to be analyzed in order to include all the signalized intersections along Main Street between Saint John Square and Pleasant/Union Street. The 9 intersections analyzed are as follows:

1. Main Street (Route 66) at Saint John Square
2. Main Street (Route 66) at Grand Street
3. Main Street (Route 66) at Liberty Street
4. Main Street (Route 66) at Washington Street (Route 66)
5. Main Street at Pedestrian Crossing at Holy Trinity Church
6. Main Street at Court Street
7. Main Street at College Street
8. Main Street at William Street
9. Main Street at Pleasant/Union Street

The signal plans show that except the Main Street and Saint John Square intersection, all other 8 intersections run in a coordinated signal system with different system cycle lengths based on the time of day and day of the week. The cycle lengths vary between 80 seconds and 100 seconds with an emergency 120-second cycle. However, our field observations indicated that all these traffic signals were running uncoordinated. Therefore, all these intersections have been modeled as running free in Synchro with minimum green time, walk time, max time and yellow and red clearance intervals as shown in signal plans. An exclusive walk phase was added after the artery phase in all the intersections. Synchro analyses were performed considering this area as a Central Business District.

During our field observation we also noticed that there were considerable number of pedestrians along this roadway and the walk phase was never skipped at some of these intersections. Since pedestrian counts for the weekday morning and evening peak hours were not available, pedestrian volume during Saturday midday has been used for the weekday peak analyses to depict the field conditions better.

Since all of the traffic signals are operating without coordination and are of different cycle lengths, vehicles cannot pass through the intersections efficiently and may make several stops and have significant delay. The modeled level of service for each intersection may be higher than what actually occurs in the field.

A summary of Synchro analysis showing intersection/approach/lane level of service, delay and 95th percentile queue lengths for the weekday morning and evening peak hours and Saturday midday peak is presented in Tables 1, 2 and 3 respectively.

Table 1: Synchro Analysis Summary for Weekday Morning Peak

Approach	Approach Level of Service (LOS)	Approach Delay (secs)	95th percentile queue length (feet)
1. Main St. at Saint John Square: Intersection LOS = E; Intersection Delay = 58.5 secs			
Main St. Northbound	C	24.3	
Through	C	31.5	284
Right	A	6.5	64
Main St. Southbound	F	86.8	
Left	F	136.0	244
Through	A	8.9	887*
Hartford Ave.	B	18.4	
Left	D	53.0	277*
Right	A	3.4	63
2. Main St. at Grand St.: Intersection LOS = D; Intersection Delay = 44.1 secs			
Main St. Northbound Left/Through & Through/Right	C	27.3	211
Main St. Southbound	C	33.7	
Left	D	40.4	183*
Through/Right	C	32.5	348
Grand St. Left/Through/Right	F	105.6	460*
Rapallo Ave. Left/Through/Right	D	36.7	127
3. Main St. at Liberty St.: Intersection LOS = A; Intersection Delay = 4.5 secs			
Main St. Northbound Left/Through	A	4.3	90
Main St. Southbound Through/Right	A	4.7	123
4. Main St. at Washington St.: Intersection LOS = F; Intersection Delay = 81.1 secs			
Main St. Northbound Left/Through & Through/Right	D	35.5	166
Main St. Southbound Left/Through & Through/Right	F	152.8	457*
Washington St. Eastbound	E	56.7	
Left	F	99.2	307*
Through	D	45.3	346
Right	C	22.4	131
Washington St. Westbound Left/Through & Through/Right	D	45.9	172
5. Main St. at Ped. Crossing (H. Trinity Church): Intersection LOS = A; Intersection Delay = 4.0 secs			
Main St. Northbound Through	A	4.0	69
Main St. Southbound Through	A	4.0	85

Note: * 95th percentile volume exceeds capacity, queue may be longer.

Table 1 Cont'd: Synchro Analysis Summary for Weekday Morning Peak

Approach	Approach Level of Service (LOS)	Approach Delay (secs)	95th percentile queue length (feet)
6. Main St. at Court St.: Intersection LOS = C; Intersection Delay = 28.2 secs			
Main St. Northbound Left/Through & Through/Right	B	18.8	161
Main St. Southbound Left/Through & Through/Right	C	32.0	258
Court St. Westbound Left Through/Right	D D D	46.5 39.3 48.7	 46 120
7. Main St. at College St.: Intersection LOS = C; Intersection Delay = 31.4 secs			
Main St. Northbound Left/Through & Through/Right	C	22.2	188
Main St. Southbound Left/Through & Through/Right	C	30.6	207
College St. Eastbound Left/Through/Right	E	55.8	164
College St. Westbound Left/Through/Right	D	44.9	147
8. Main St. at William St.: Intersection LOS = C; Intersection Delay = 29.7 secs			
Main St. Northbound Left/Through & Through/Right	B	19.6	165
Main St. Southbound Left/Through & Through/Right	C	29.7	201
William St. Eastbound Left/Through/Right	D	45.3	110
William St. Westbound Left/Through/Right	D	50.9	177
9. Main St. at Pleasant/Union St.: Intersection LOS = D; Intersection Delay = 36.3 secs			
Main St. Northbound Left Through/Right	D C D	39.2 32.4 42.7	 135 348*
Main St. Southbound Left Through Right	C C D B	26.0 26.2 35.6 14.7	 62 206 82
Pleasant St. Left Through Right	D D C C	40.1 51.9 32.6 27.9	 201* 186 57
Union St. Left Through/Right	D D D	44.1 40.0 45.2	 57 172

Note: * 95th percentile volume exceeds capacity, queue may be longer.

Table 2: Synchro Analysis Summary for Weekday Evening Peak

Approach	Approach Level of Service (LOS)	Approach Delay (secs)	95th percentile queue length (feet)
1. Main St. at Saint John Square: Intersection LOS = D; Intersection Delay = 52.1 secs			
Main St. Northbound	F	86.9	
Through	F	106.7	718*
Right	B	11.0	131
Main St. Southbound	C	26.4	
Left	D	42.0	383*
Through	A	9.4	183
Hartford Ave.	D	38.4	
Left	D	41.1	186
Right	D	37.9	945*
2. Main St. at Grand St.: Intersection LOS = F; Intersection Delay = 172.1 secs			
Main St. Northbound Left/Through & Through/Right	C	32.6	324
Main St. Southbound	D	37.3	
Left	F	84.7	228*
Through/Right	C	26.9	237
Grand St. Left/Through/Right	F	695.2	770*
Rapallo Ave. Left/Through/Right	D	43.2	253
3. Main St. at Liberty St.: Intersection LOS = A; Intersection Delay = 4.6 secs			
Main St. Northbound Left/Through	A	4.9	144
Main St. Southbound Through/Right	A	4.2	100
4. Main St. at Washington St.: Intersection LOS = F; Intersection Delay =131.6 secs			
Main St. Northbound Left/Through & Through/Right	F	97.4	373*
Main St. Southbound Left/Through & Through/Right	F	90.1	364*
Washington St. Eastbound	F	139.8	
Left	F	362.5	433*
Through	E	59.3	514*
Right	C	24.6	179
Washington St. Westbound Left/Through & Through/Right	F	197.8	408
5. Main St. at Ped. Crossing (H. Trinity Church): Intersection LOS = A; Intersection Delay = 4.3 secs			
Main St. Northbound Through	A	4.4	116
Main St. Southbound Through	A	4.2	100

Note: * 95th percentile volume exceeds capacity, queue may be longer.

Table 2 Cont'd: Synchro Analysis Summary for Weekday Evening Peak

Approach	Approach Level of Service (LOS)	Approach Delay (secs)	95th percentile queue length (feet)
6. Main St. at Court St.: Intersection LOS = C; Intersection Delay = 34.1 secs			
Main St. Northbound Left/Through & Through/Right	C	27.0	263
Main St. Southbound Left/Through & Through/Right	D	37.7	285
Court St. Westbound	D	48.3	
Left	D	40.2	77
Through/Right	D	51.8	159
7. Main St. at College St.: Intersection LOS = E; Intersection Delay = 55.8 secs			
Main St. Northbound Left/Through & Through/Right	C	25.2	208
Main St. Southbound Left/Through & Through/Right	D	38.8	261
College St. Eastbound Left/Through/Right	F	157.2	432*
College St. Westbound Left/Through/Right	D	47.1	204
8. Main St. at William St.: Intersection LOS = D; Intersection Delay = 37.4 secs			
Main St. Northbound Left/Through & Through/Right	C	24.4	217
Main St. Southbound Left/Through & Through/Right	D	37.5	257
William St. Eastbound Left/Through/Right	D	48.2	164
William St. Westbound Left/Through/Right	E	67.5	273*
9. Main St. at Pleasant/Union St.: Intersection LOS = D; Intersection Delay = 49.5 secs			
Main St. Northbound	D	54.9	
Left	E	55.2	250*
Through/Right	D	54.8	505*
Main St. Southbound	C	31.6	
Left	C	30.1	62
Through	D	42.8	316*
Right	B	18.4	134
Pleasant St.	E	63.6	
Left	F	108.9	329*
Through	C	31.5	169
Right	C	30.4	134
Union St.	D	46.8	
Left	D	39.3	57
Through/Right	D	48.3	202

Note: * 95th percentile volume exceeds capacity, queue may be longer.

Table 3: Synchro Analysis Summary for Saturday Midday Peak

Approach	Approach Level of Service (LOS)	Approach Delay (secs)	95th percentile queue length (feet)
1. Main St. at Saint John Square: Intersection LOS = C; Intersection Delay = 23.0 secs			
Main St. Northbound	C	26.0	
Through	C	33.7	323
Right	A	6.6	68
Main St. Southbound	C	24.6	
Left	D	35.8	434*
Through	A	7.9	141
Hartford Ave.	B	18.1	
Left	D	48.4	200
Right	A	9.7	331
2. Main St. at Grand St.: Intersection LOS = D; Intersection Delay = 42.9 secs			
Main St. Northbound Left/Through & Through/Right	C	27.8	222
Main St. Southbound	C	27.0	
Left	C	28.8	61
Through/Right	C	26.8	225
Grand St. Left/Through/Right	F	109.2	324*
Rapallo Ave. Left/Through/Right	D	37.5	120
3. Main St. at Liberty St.: Intersection LOS = A; Intersection Delay = 4.3 secs			
Main St. Northbound Left/Through	A	4.5	105
Main St. Southbound Through/Right	A	4.1	84
4. Main St. at Washington St.: Intersection LOS = E; Intersection Delay = 74.7 secs			
Main St. Northbound Left/Through & Through/Right	E	55.0	231*
Main St. Southbound Left/Through & Through/Right	E	58.8	272*
Washington St. Eastbound	F		
Left	F	248.7	449*
Through	D	38.4	289
Right	C	24.0	152
Washington St. Westbound Left/Through & Through/Right	D	54.3	207
5. Main St. at Ped. Crossing (H. Trinity Church): Intersection LOS = A; Intersection Delay = 4.0 secs			
Main St. Northbound Through	A	4.0	77
Main St. Southbound Through	A	3.9	71

Note: * 95th percentile volume exceeds capacity, queue may be longer.

Table 3 Cont'd: Synchro Analysis Summary for Saturday Midday Peak

Approach	Approach Level of Service (LOS)	Approach Delay (secs)	95th percentile queue length (feet)
6. Main St. at Court St.: Intersection LOS = C; Intersection Delay = 26.2 secs			
Main St. Northbound Left/Through & Through/Right	B	18.5	171
Main St. Southbound Left/Through & Through/Right	C	30.1	232
Court St. Westbound Left Through/Right	D D D	45.7 39.8 47.6	 40 60
7. Main St. at College St.: Intersection LOS = C; Intersection Delay = 32.9 secs			
Main St. Northbound Left/Through & Through/Right	C	21.7	153
Main St. Southbound Left/Through & Through/Right	C	33.2	204
College St. Eastbound Left/Through/Right	E	56.4	130
College St. Westbound Left/Through/Right	D	41.3	83
8. Main St. at William St.: Intersection LOS = C; Intersection Delay = 30.7 secs			
Main St. Northbound Left/Through & Through/Right	C	20.2	170
Main St. Southbound Left/Through & Through/Right	C	29.4	183
William St. Eastbound Left/Through/Right	D	52.0	117
William St. Westbound Left/Through/Right	D	52.1	176
9. Main St. at Pleasant/Union St.: Intersection LOS = D; Intersection Delay = 40.6 secs			
Main St. Northbound Left Through/Right	D C D	38.2 33.7 41.0	 156* 326*
Main St. Southbound Left Through Right	C C D B	27.2 27.0 36.6 14.8	 52 205 72
Pleasant St. Left Through Right	D E C C	52.0 79.0 30.2 29.6	 244* 103 94
Union St. Left Through/Right	D D D	46.3 38.6 47.9	 25 153

Note: * 95th percentile volume exceeds capacity, queue may be longer.

■

Future No-Build Intersection Capacity Analysis

Future traffic operations for 9 intersections on Main Street in Downtown Middletown were analyzed using Synchro 6 for 2030 weekday morning, evening and Saturday midday peak hours. The mid-block pedestrian crossing at Holy Trinity Church was added to the list of intersections to be analyzed in order to include all the signalized intersections along Main Street between Saint John Square and Pleasant/Union Street. The 9 intersections analyzed are as follows:

1. Main Street (Route 66) at Saint John Square
2. Main Street (Route 66) at Grand Street
3. Main Street (Route 66) at Liberty Street
4. Main Street (Route 66) at Washington Street (Route 66)
5. Main Street at Pedestrian Crossing at Holy Trinity Church
6. Main Street at Court Street
7. Main Street at College Street
8. Main Street at William Street
9. Main Street at Pleasant/Union Street

Volume for 2025 weekday morning and evening peak hours with the Route 9/Route 17 interchange improvement in place was provided by VHB. Since the analysis year is 2030, a multiplying factor of 1.02 was used to forecast 2030 volumes from the 2025 volumes. Similarly, 2030 Saturday midday volume was forecasted from the existing 2007 Saturday midday volume by using a multiplying factor of 1.28 and redistributing the traffic making left turns into Washington Street from Route 9 to reflect the Route 9/Route 17 interchange improvement. Please see attached computation sheets for details on calculation of these factors.

Synchro analyses were performed considering this area as a Central Business District. The minimum green time, walk time and yellow and red clearance intervals used are as shown in existing signal plans An exclusive walk phase has been included after the artery phase in all the intersections. Pedestrian volume recorded during 2007 Saturday midday counts has been used for 2030 weekday peaks and Saturday midday analyses. Our analyses for 2030 showed that pedestrian phase comes in almost all the time at all these intersections with 2007 pedestrian volume. Therefore, capacity analysis will not be affected much even if the pedestrian volume in 2030 were to be higher than what we have used.

We used the Optimize Network Cycle Length option in Synchro to come up with an efficient cycle length for the whole network and also to check if these signals should be coordinated or not. The coordinablity factors between all these intersections were very high suggesting that these signals should be coordinated. Optimization of the network cycle length chose cycle lengths as long as 140 seconds. However, the 95th percentile queue lengths were longer with longer cycle lengths. Therefore, after

analyzing the level of service and 95th percentile queue lengths for different cycle lengths for 2030 weekday morning, weekday evening and Saturday midday volumes, network cycle length of 125 seconds was chosen.

Summary of Synchro analysis showing intersection/approach/lane level of service, delay and 95th percentile queue lengths for 2030 weekday morning and evening peak hours and Saturday midday peak are presented in Tables 1, 2 and 3 respectively.

Table 1: Synchro Analysis Summary for 2030 Weekday Morning Peak

Approach	Approach Level of Service (LOS)	Approach Delay (secs)	95th percentile queue length (feet)
1. Main St. at Saint John Square: Intersection LOS = F; Intersection Delay = 137.1 secs			
Main St. Northbound	F	110.6	
Through	F	149.3	m480*
Right	B	14.3	m117
Main St. Southbound	F	200.6	
Left	F	318.7	1055*
Through	C	21.5	346
Hartford Ave.	B	19.1	
Left	D	43.4	648*
Right	A	5.3	223
2. Main St. at Grand St.: Intersection LOS = D; Intersection Delay = 42.7 secs			
Main St. Northbound Left/Through & Through/Right	C	30.2	282
Main St. Southbound	D	35.3	
Left	C	34.1	m189*
Through/Right	D	35.5	649*
Grand St. Left/Through/Right	F	97.9	458*
Rapallo Ave. Left/Through/Right	D	38.5	154
3. Main St. at Liberty St.: Intersection LOS = A; Intersection Delay = 2.4 secs			
Main St. Northbound Left/Through	A	5.1	m63
Main St. Southbound Through/Right	A	0.6	m0
4. Main St. at Washington St.: Intersection LOS = F; Intersection Delay = 114.5 secs			
Main St. Northbound Left/Through & Through/Right	D	37.0	173*
Main St. Southbound Left/Through & Through/Right	F	119.0	603*
Washington St. Eastbound	F	140.4	
Left	F	207.6	458*
Through	F	144.8	687*
Right	D	37.1	222
Washington St. Westbound Left/Through & Through/Right	F	193.3	247*
5. Main St. at Ped. Crossing (H. Trinity Church): Intersection LOS = A; Intersection Delay = 4.0 secs			
Main St. Northbound Through	A	4.8	85
Main St. Southbound Through	A	3.2	m38

Note: * 95th percentile volume exceeds capacity, queue may be longer.
m – Volume for the 95th percentile queue is metered by upstream signal.

Table 1 Cont'd: Synchro Analysis Summary for 2030 Weekday Morning Peak

Approach	Approach Level of Service (LOS)	Approach Delay (secs)	95th percentile queue length (feet)
6. Main St. at Court St.: Intersection LOS = C; Intersection Delay = 21.1 secs			
Main St. Northbound Left/Through & Through/Right	A	9.4	m87
Main St. Southbound Left/Through & Through/Right	C	22.0	317
Court St. Westbound	E	67.8	
Left	D	51.0	70
Through/Right	E	72.9	187*
7. Main St. at College St.: Intersection LOS = D; Intersection Delay = 41.2 secs			
Main St. Northbound Left/Through & Through/Right	D	39.3	m341*
Main St. Southbound Left/Through & Through/Right	C	27.1	352*
College St. Eastbound Left/Through/Right	F	86.3	293*
College St. Westbound Left/Through/Right	D	51.6	214
8. Main St. at William St.: Intersection LOS = C; Intersection Delay = 29.7 secs			
Main St. Northbound Left/Through & Through/Right	B	15.9	m215
Main St. Southbound Left/Through & Through/Right	B	19.8	m401*
William St. Eastbound Left/Through/Right	F	80.6	334*
William St. Westbound Left/Through/Right	E	62.3	251*
9. Main St. at Pleasant/Union St.: Intersection LOS = D; Intersection Delay = 53.6 secs			
Main St. Northbound	D	41.0	
Left	D	36.9	248*
Through/Right	D	42.7	787*
Main St. Southbound	C	20.2	
Left	C	20.4	m4
Through	C	28.5	m168
Right	B	10.0	m77
Pleasant St.	E	78.1	
Left	F	117.1	366*
Through	D	42.4	212
Right	D	37.0	92
Union St.	F	119.6	
Left	E	69.5	89
Through/Right	F	133.5	332*

Note: * 95th percentile volume exceeds capacity, queue may be longer.
m – Volume for the 95th percentile queue is metered by upstream signal.

Table 2: Synchro Analysis Summary for 2030 Weekday Evening Peak

Approach	Approach Level of Service (LOS)	Approach Delay (secs)	95th percentile queue length (feet)
1. Main St. at Saint John Square: Intersection LOS = F; Intersection Delay = 162.5 secs			
Main St. Northbound	F	260.8	
Through	F	325.4	m416
Right	B	18.9	m57
Main St. Southbound	F	95.9	
Left	F	171.1	568*
Through	B	16.6	234
Hartford Ave.	F	118.3	
Left	D	46.1	569*
Right	F	137.8	1494*
2. Main St. at Grand St.: Intersection LOS = F; Intersection Delay = 290.6 secs			
Main St. Northbound Left/Through & Through/Right	F	274.3	744*
Main St. Southbound	F	89.9	
Left	F	238.2	m188*
Through/Right	E	78.4	636*
Grand St. Left/Through/Right	F	705.2	1144*
Rapallo Ave. Left/Through/Right	F	116.6	311
3. Main St. at Liberty St.: Intersection LOS = A; Intersection Delay = 1.5 secs			
Main St. Northbound Left/Through	A	0.6	m3
Main St. Southbound Through/Right	A	2.5	m50
4. Main St. at Washington St.: Intersection LOS = F; Intersection Delay =232.9 secs			
Main St. Northbound Left/Through & Through/Right	F	264.1	712*
Main St. Southbound Left/Through & Through/Right	F	222.8	556*
Washington St. Eastbound	F	178.5	
Left	F	354.8	592*
Through	F	144.2	813*
Right	C	31.3	269
Washington St. Westbound Left/Through & Through/Right	F	323.1	423*
5. Main St. at Ped. Crossing (H. Trinity Church): Intersection LOS = A; Intersection Delay = 6.1 secs			
Main St. Northbound Through	A	1.6	m39
Main St. Southbound Through	B	11.5	m175

Note: * 95th percentile volume exceeds capacity, queue may be longer.
m – Volume for the 95th percentile queue is metered by upstream signal.

Table 2 Cont'd: Synchro Analysis Summary for 2030 Weekday Evening Peak

Approach	Approach Level of Service (LOS)	Approach Delay (secs)	95th percentile queue length (feet)
6. Main St. at Court St.: Intersection LOS = C; Intersection Delay = 25.1 secs			
Main St. Northbound Left/Through & Through/Right	A	8.9	m100
Main St. Southbound Left/Through & Through/Right	C	26.2	475*
Court St. Westbound	F	83.4	
Left	E	55.4	121
Through/Right	F	95.9	310*
7. Main St. at College St.: Intersection LOS = F; Intersection Delay = 107.0 secs			
Main St. Northbound Left/Through & Through/Right	F	100.2	m408*
Main St. Southbound Left/Through & Through/Right	F	101.9	m437*
College St. Eastbound Left/Through/Right	F	175.5	590*
College St. Westbound Left/Through/Right	D	47.4	286
8. Main St. at William St.: Intersection LOS = E; Intersection Delay = 69.1 secs			
Main St. Northbound Left/Through & Through/Right	C	33.3	m301
Main St. Southbound Left/Through & Through/Right	E	73.9	m53*
William St. Eastbound Left/Through/Right	E	72.1	399*
William St. Westbound Left/Through/Right	F	177.3	494*
9. Main St. at Pleasant/Union St.: Intersection LOS = F; Intersection Delay = 82.2 secs			
Main St. Northbound	E	71.7	
Left	F	81.3	397*
Through/Right	E	67.6	976*
Main St. Southbound	B	13.6	
Left	A	6.4	m2
Through	B	18.2	m183
Right	A	8.2	m94
Pleasant St.	F	137.9	
Left	F	239.3	503*
Through	D	41.1	168
Right	D	44.2	216
Union St.	F	167.0	
Left	E	67.5	88
Through/Right	F	190.4	399*

Note: * 95th percentile volume exceeds capacity, queue may be longer.
m – Volume for the 95th percentile queue is metered by upstream signal.

Table 3: Synchro Analysis Summary for Saturday 2030 Midday Peak

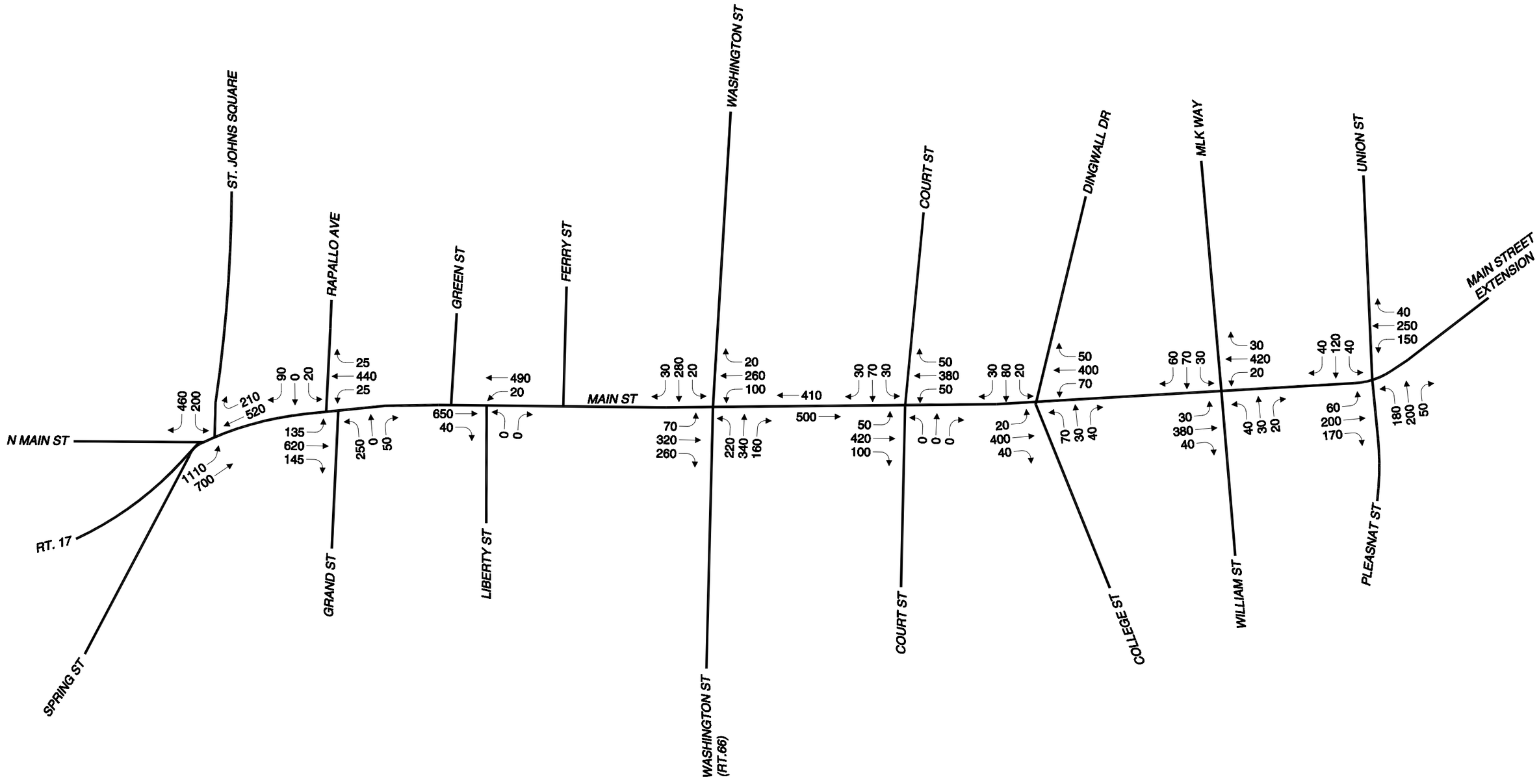
Approach	Approach Level of Service (LOS)	Approach Delay (secs)	95th percentile queue length (feet)
1. Main St. at Saint John Square: Intersection LOS = D; Intersection Delay = 42.2 secs			
Main St. Northbound	D	50.8	
Through	E	67.7	m414*
Right	A	7.8	m31
Main St. Southbound	D	51.3	
Left	E	76.1	538*
Through	B	14.0	164
Hartford Ave.	C	21.9	
Left	D	41.6	328*
Right	B	16.4	764*
2. Main St. at Grand St.: Intersection LOS = E; Intersection Delay = 56.0 secs			
Main St. Northbound Left/Through & Through/Right	E	57.7	442*
Main St. Southbound	D	36.8	
Left	E	56.2	110*
Through/Right	C	34.6	378
Grand St. Left/Through/Right	F	107.5	401*
Rapallo Ave. Left/Through/Right	C	33.6	143
3. Main St. at Liberty St.: Intersection LOS = A; Intersection Delay = 0.6 secs			
Main St. Northbound Left/Through	A	0.3	m3
Main St. Southbound Through/Right	A	0.8	m14
4. Main St. at Washington St.: Intersection LOS = F; Intersection Delay = 130.3 secs			
Main St. Northbound Left/Through & Through/Right	F	158.3	673*
Main St. Southbound Left/Through & Through/Right	F	124.1	424*
Washington St. Eastbound	F	108.7	
Left	F	185.5	494*
Through	F	95.9	546*
Right	C	29.6	219
Washington St. Westbound Left/Through & Through/Right	E	58.8	50*
5. Main St. at Ped. Crossing (H. Trinity Church): Intersection LOS = A; Intersection Delay = 2.2 secs			
Main St. Northbound Through	A	0.6	0
Main St. Southbound Through	A	5.2	m56

Note: * 95th percentile volume exceeds capacity, queue may be longer.
m – Volume for the 95th percentile queue is metered by upstream signal.

Table 3 Cont'd: Synchro Analysis Summary for 2030 Saturday Midday Peak

Approach	Approach Level of Service (LOS)	Approach Delay (secs)	95th percentile queue length (feet)
6. Main St. at Court St.: Intersection LOS = B; Intersection Delay = 19.7 secs			
Main St. Northbound Left/Through & Through/Right	A	5.3	m59
Main St. Southbound Left/Through & Through/Right	C	32.1	373
Court St. Westbound	E	76.0	
Left	E	56.2	60
Through/Right	F	82.6	93
7. Main St. at College St.: Intersection LOS = D; Intersection Delay = 37.9 secs			
Main St. Northbound Left/Through & Through/Right	C	25.9	266
Main St. Southbound Left/Through & Through/Right	D	36.7	354*
College St. Eastbound Left/Through/Right	F	89.0	189
College St. Westbound Left/Through/Right	D	49.3	115
8. Main St. at William St.: Intersection LOS = C; Intersection Delay = 26.1 secs			
Main St. Northbound Left/Through & Through/Right	B	12.5	m160
Main St. Southbound Left/Through & Through/Right	B	15.8	m116
William St. Eastbound Left/Through/Right	F	86.2	190*
William St. Westbound Left/Through/Right	F	83.0	313*
9. Main St. at Pleasant/Union St.: Intersection LOS = F; Intersection Delay = 106.1 secs			
Main St. Northbound	F	101.8	
Left	C	25.8	180
Through/Right	F	123.2	1108*
Main St. Southbound	D	38.5	
Left	E	70.9	m67*
Through	D	44.8	m209
Right	B	16.0	m118
Pleasant St.	F	144.3	
Left	F	265.6	420*
Through	D	45.7	165
Right	D	43.7	148
Union St.	F	168.7	
Left	E	63.3	39
Through/Right	F	190.3	314*

Note: * 95th percentile volume exceeds capacity, queue may be longer.
m – Volume for the 95th percentile queue

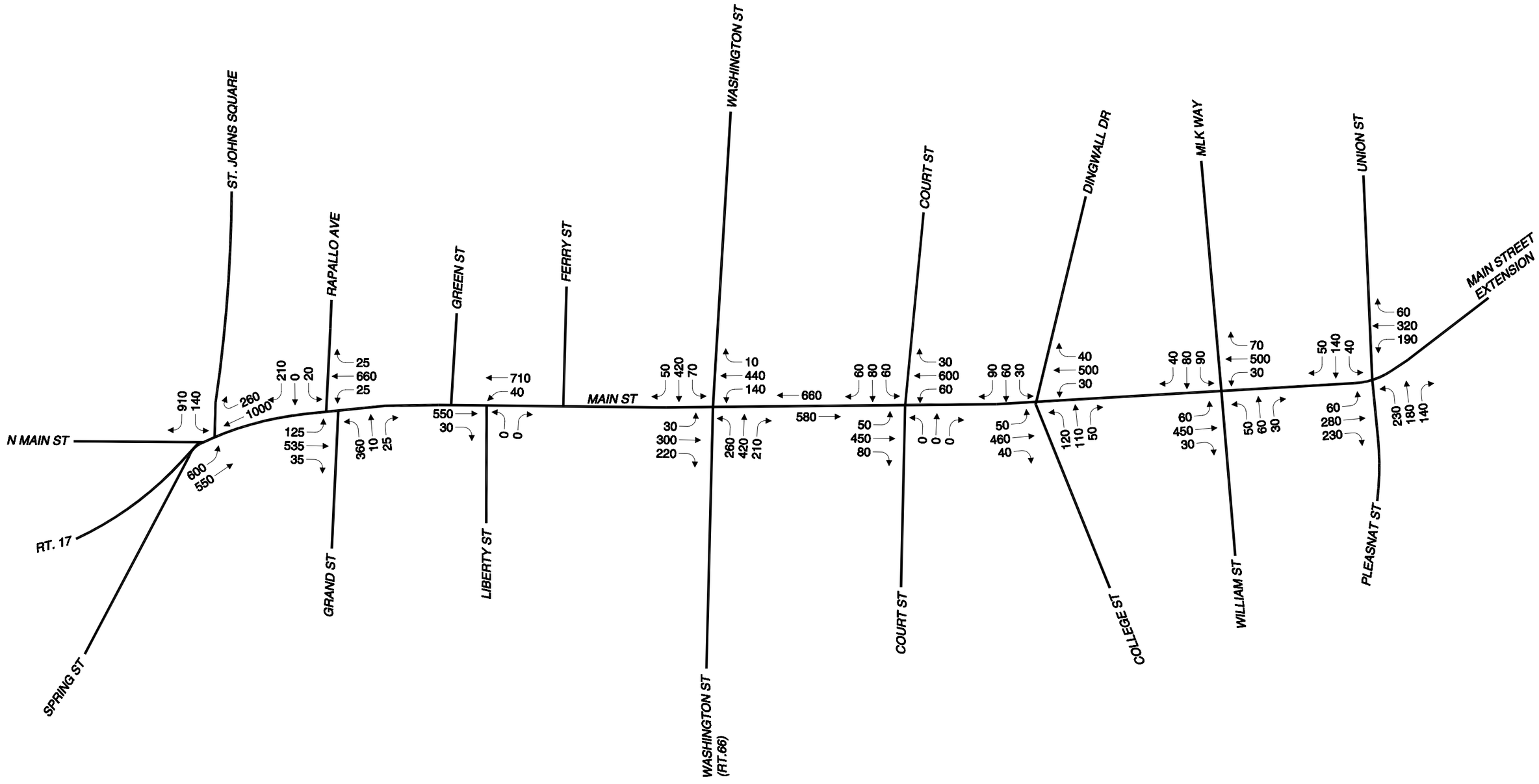


Not to Scale

Vanasse Hangen Brustlin, Inc.

2007 Existing Weekday Morning
Peak Hour Traffic Volumes
Middletown, Connecticut

Figure 1
November 5, 2007

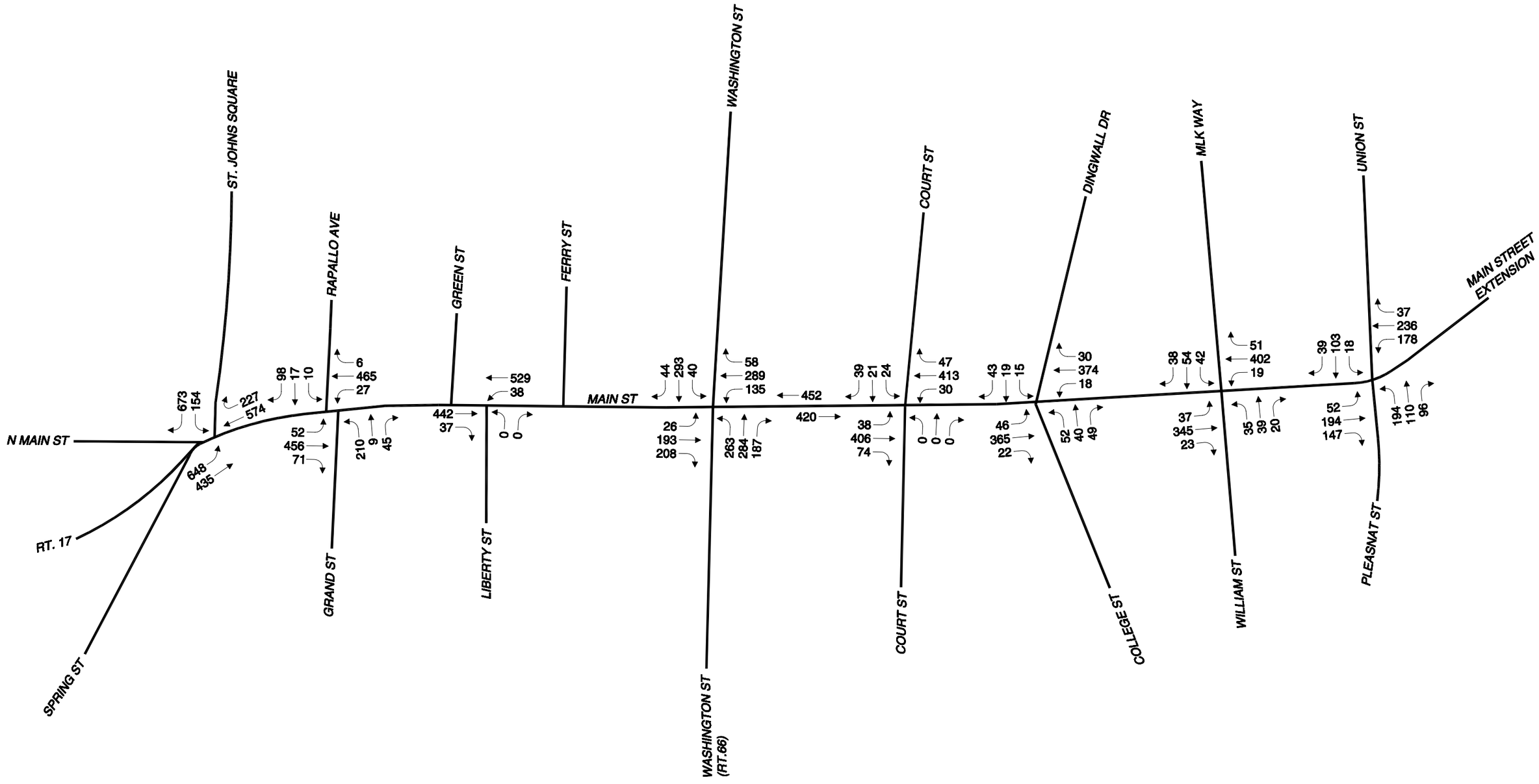


Not to Scale

Vanasse Hangen Brustlin, Inc.

2007 Existing Weekday Evening
Peak Hour Traffic Volumes
Middletown, Connecticut

Figure 2
November 5, 2007

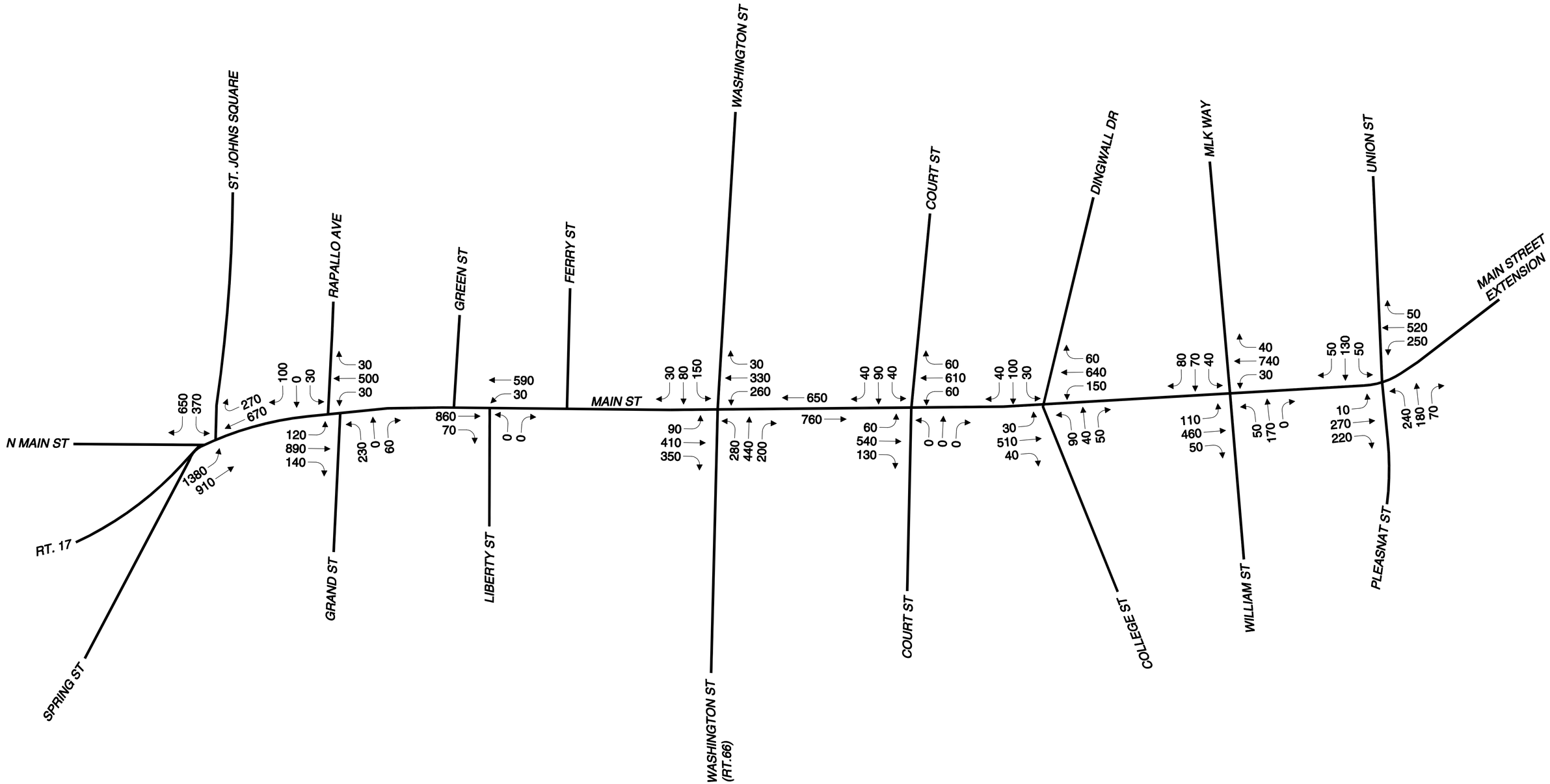


Not to Scale

Vanasse Hangen Brustlin, Inc.

2007 Existing Saturday Midday
Peak Hour Traffic Volumes
Middletown, Connecticut

Figure 3
November 5, 2007

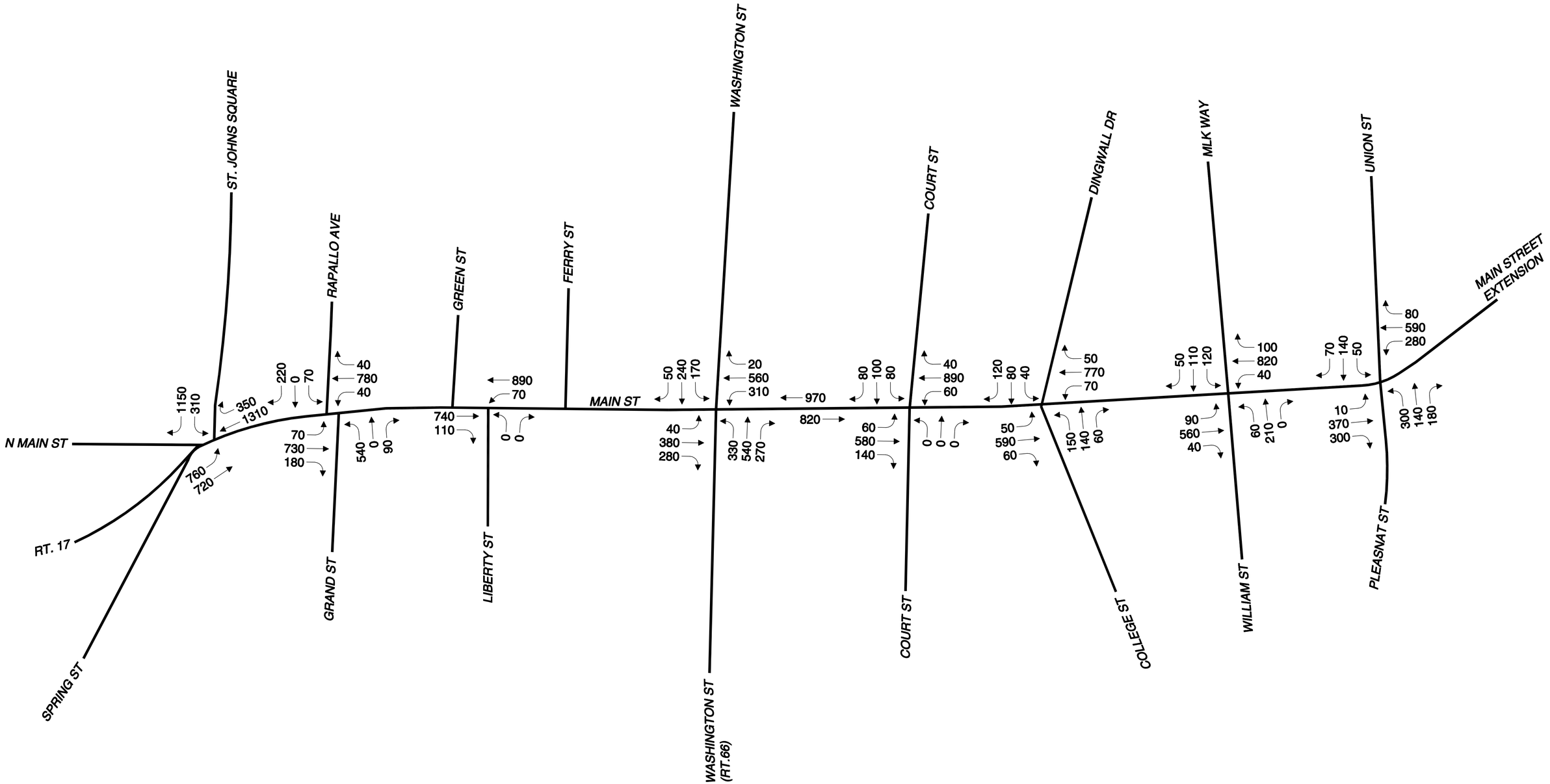


Not to Scale

Vanasse Hangen Brustlin, Inc.

2030 Weekday Morning
Peak Hour Traffic Volumes
Middletown, Connecticut

Figure 4
November 5, 2007

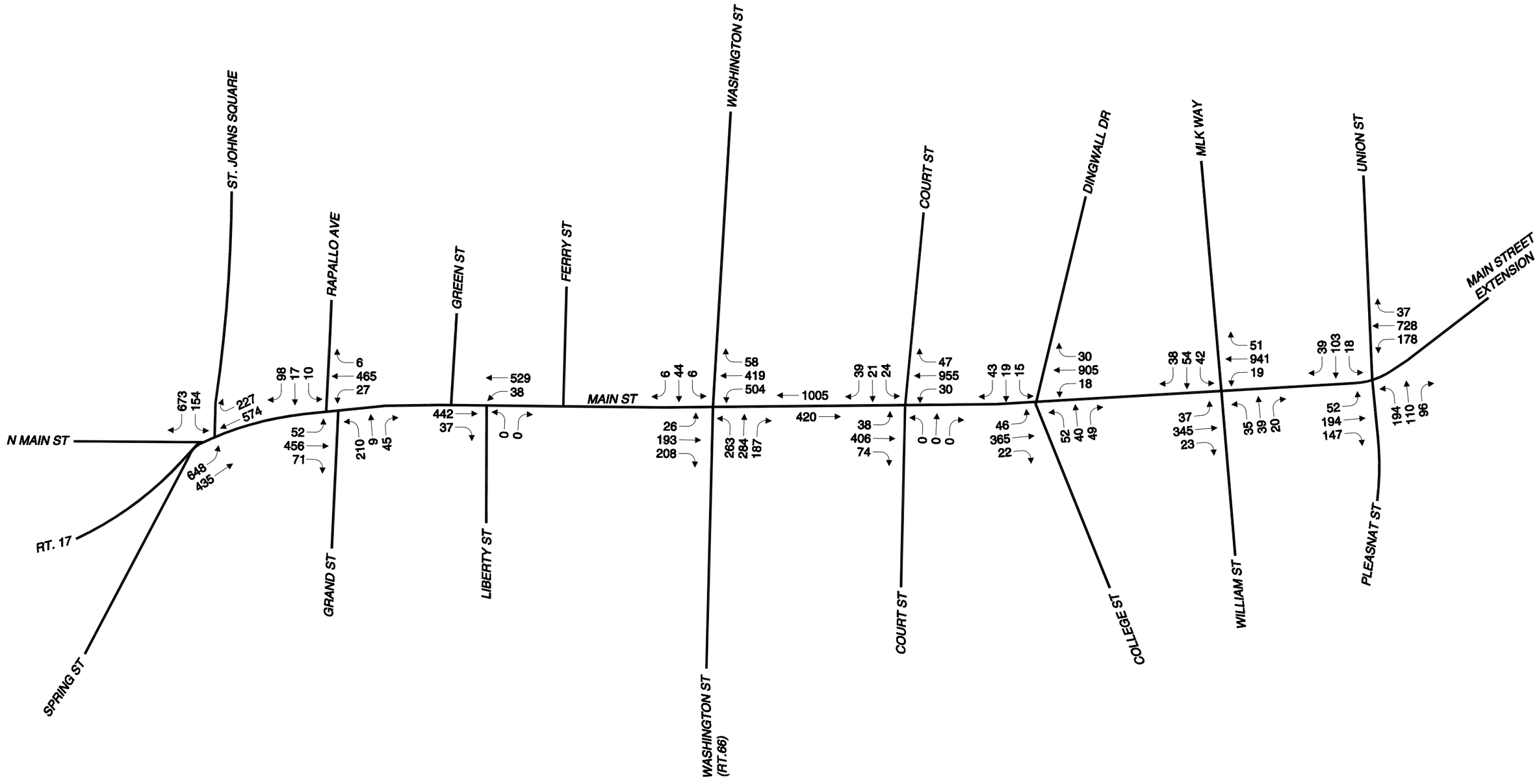


Not to Scale

Vanasse Hangen Brustlin, Inc.

2030 Weekday Evening
Peak Hour Traffic Volumes
Middletown, Connecticut

Figure 5
November 5, 2007



Not to Scale

Vanasse Hangen Brustlin, Inc.

2030 Saturday Midday
Peak Hour Traffic Volumes
Middletown, Connecticut

Figure 6
November 5, 2007

Response to Underground Melilli Parking Concept

Transportation
Land Development
Environmental
Services

Vanasse Hangen Brustlin, Inc.

54 Tuttle Place
Middletown, Connecticut 06457
860 632-1500
FAX 860 632-7879

Memorandum

To: Mr. Bill Warner
City of Middletown

Date: September 10, 2007

Project No.: 41290.00

From: Matthew C. Blume, P.E., PTOE

Re: Parking and Traffic Study
453 Parking Space Concept
Melilli Plaza

VHB received a concept plan from the City of Middletown on August 21, 2007, which depicts 452 parking spaces, including an underground parking structure, in the vicinity of Melilli Plaza. Per your request, we have compared the underground parking concept to two previously developed concepts in the vicinity of Melilli Plaza. As directed, our comparison assumes that the parking concept accommodates a 100 foot deep building footprint facing the riverfront.

Table 1 summarizes the costs and parking capacity provided for each of the alternatives.

Table 1: Summary of Parking Alternatives in the Vicinity of Melilli Plaza

	Existing	Melilli 1	Melilli 2	Underground
Total Spaces Provided	261	497	500	349
Costs ($ Million)	0	$9,950,000	$10,100,000	$12,200,000*

* Does not include costs of the proposed commercial building or significant additional structural reinforcement to support the building.

The proposed underground parking structure has unique challenges and opportunities associated with it, including:

- Opportunities
  - Surface parking reconfigured for easier use.
  - Better alignment of Melilli Plaza and Alsop Avenue.
  - Less displacement of public parking during construction
  - Riverfront development opportunities.
  - Opportunities for private/public partnership.
- Challenges
  - Fewer proposed parking spaces than other concepts.
  - Higher construction costs and maintenance costs.
  - Perceived safety will be a deterrent for the parking garage's potential users. There will be no visual connection between the underground parking garage and destinations.
  - The proposed garage is loaded from the furthest point away from the demand.
  - The "delivery" zone as shown does not allow for large vehicle maneuvers at the rear of the Main Street buildings. The parking as shown will likely need to be reduced to accommodate deliveries and fire apparatus.
  - The building design would have to be known before the garage design could be finalized.

Parking Advisory Committee – Parking Authority Subcommittee Documentation

DRAFT

City of Middletown, CT

Economic Development Committee

Parking Study Parking Authority Sub Committee

Draft Minutes from the February 14, 2008 meeting

Members Present: J. Alexander, D. Bauer V. Amato, H. Kasper, L. Baldoni, S. Aresco

Also Present: W. Warner, R. Kearney

A Call to Order: The meeting was called to order at 9:00 AM.

B Public Session: none

C Minutes: none

D Communications: none

E New Business: Discussion of the ordinance process. Discussion of the State of Connecticut statute to create parking authorities questioning whether the city could pick and choose from the statute for which Warner will get the City Attorney's opinion.

Discussion of the old Parking Authority with a request to staff to find documentation.

Baldoni presented a spreadsheet of the financial operations of the Parking Authority.

Discussion of other agencies in the city that might provide a model for how they were formed and what their duties and how they are funded.

The committee agreed to research the issues and discuss at the next meeting.

F Other

G Adjournment: The meeting adjourned at 10:00 AM.

DRAFT

City of Middletown, CT

Economic Development Committee

Parking Study Parking Authority Sub Committee

Draft Minutes of the February 21, 2008 meeting

Members Present: J. Alexander, D. Bauer, V. Amato, L. Baldoni, S. Aresco

Absent: H. Kasper

Also Present: R. Kearney

A **Call to Order:** The meeting was called to order at 9:00 AM.

B **Public Session:** none

C **Minutes:** none

D **Communications**: none

E **Old Business:** Alexander presented an outline of Tasks for the Parking Authority Sub Committee. The committee asked staff for a copy of the City Attorney's interpretation of the State of Connecticut statute on creation of parking authorities.

General discussion of how other city agencies structure and funding.

Aresco noted the West Hartford parking as an example to study and contact.

Discussion of the need to access the DMV computer along with outside collection agency.

The committee asked staff to contact the City Attorney regarding how fines are collected.

Discussion of Operating Functions handout with additions to the list.

Alexander agreed to meet with Finance Director to get an understanding of how revenues are administered along with interdepartmental billing for services.

F **New Business**

G **Other**

H **Adjournment:** The meeting adjourned at 11:00 AM.

DRAFT

City of Middletown, CT

Economic Development Committee

Parking Study Parking Authority Sub Committee

Draft Minutes from the February 28, 2008 meeting

Members Present: J. Alexander, V. Amato, H. Kasper, L. Baldoni, S. Aresco

Absent: D. Bauer

Also Present: G. Russo, R. Kearney, C. Duncan

A Call to Order: The meeting was called to order at 10:03 AM.

B Public Session: none

C Minutes: none

D Communications: none

E Old Business: Discussion of City Attorney's interpretation of State of Connecticut statute on establishing a Parking Authority. Alexander reviewed the structure of West Hartford parking management which is run like a business with 4 meter attendants and part time employees at $8.50/hr. The parking division is part of the Public Works Dept. Discussion of City of Middletown Water & Sewer department structure. Amato noted Manchester Special Services district manages Manchester parking. Russo noted Middletown Water budget includes project revenue, expenditures, revenue balance. Kasper noted current parking employees are union members-in effect a closed shop.

Russo described the Water & Sewer department organization. The Water Pollution Control Authority WPCA acts as a body for both water & sewer with 2 separate responsibilities per state statute. Water (the old Water Board) is advisory to the Common Council. Sewer is sent to the Common Council as advisory. WPCA sets rates. Both are special revenue funds. There is no city subsidy. The tax collector receives the revenues. Russo noted the department reimburses the city for services.

Alexander noted the needs to separate revenue for parking uses. West Hartford does not have the power of eminent domain. Russo noted parking management needs the funds to be insular. Amato state the Melilli Plaza lot was paid for ½ by the city and ½ by the merchants. The payments were small over a 20 year period. Baldoni questioned if there was a special tax. Amato said the property owners voted for the expenditure in a referendum. Baldoni noted the idea of a special taxing district of 3 mils to fund a special revenue line item for future development. Amato noted the referendum was voted on 4 times. Alexander noted an approval must be both a majority of property owners and individual owners. Alexander noted West Hartford has $3M in revenues. Russo noted the authority sets rates which are reviewed by the Common Council.

Alexander noted the 4 options: 1.) Independent Parking Authority by State of Connecticut Statute; 2) Creation by Ordinance in the Charter; 3.) Self funding department managed in a city dept. with special revenue account; 4.) or just leave it alone.

Kearney distributed a summary of other city's parking authorities compiled by CCM.

Alexander noted the forward thinking of the West Hartford parking management ticketing policy which gives out and educates people on the protest form and a business card along with the option of a warning ticket. Baldoni noted the difference between a parking manager with priorities and management experience v/s a politically appointed person. Baldoni noted the need for a special revenue lien along with a plan and vision along with the ability to revise. Alexander questioned whether an advisory board would be part of the recommendation. Amato noted the Parking Authority in the 80's was independent. Amato noted the importance of improving property values. Baldoni noted professional input from the business community would be good and the city does not have enough parking spaces. Alexander noted the need for professional management. Baldoni noted the need to find solutions. Duncan stated the need for shuttle parking. Amato said it was tried 20 years ago.

Russo noted the Long Hill Estate Authority as another example of an independent agency. Although a separate authority, employees of the WPCA are city employees with city benefits and are union members.

Alexander suggested creating a draft of options be given to the City Attorney for review. Kearney will email a list of members so the draft can be discussed via email.

Discussion of how a parking authority would have access to the NCIC database, enforcement and collection.

Alexander suggested a draft of recommendations be reviewed by email in preparation for the full committee meeting on 3/10/08

F New Business

G Other

H Adjournment: The meeting adjourned at 11:00 AM.

DRAFT

City of Middletown, CT

Economic Development Committee

Parking Study Parking Authority Sub Committee

Draft Minutes from the March 6, 2008 meeting

Members Present: J. Alexander, V. Amato, L. Baldoni, D. Bauer H. Kasper

Also Present: R. Kearney

A Call to Order: The meeting was called to order at 9:30 AM.

B Public Session: none

C Minutes: none

D **Communications**: none

E **Old Business:** General discussion of the Parking Authority. Amato noted the City Attorney's opinion that a Parking Authority would have to include all the requirements in the State of Connecticut Statute including eminent domain which is not acceptable to the city. Bauer cautioned that accountability and corruption are difficult problems in Parking Authorities. Baldoni noted the need to address financial procedures.

Alexander presented the Proposal to Create a Parking Department. The department would be managed by a certified parking professional. Kasper stated ordinances would be needed to take parking out of the Police Department and create a Parking Department and a special revenue account. General discussion of contract employment issues ensued. Alexander stated the idea of hiring the parking manager under a contract was to hold the manager accountable. General discussion ensued regarding issues of moving employees to a new department.

Baldoni stated Planning needs to incorporate police comments into development projects to address parking issues in the planning stage.

Kasper made a motion seconded by Baldoni to approve the Proposal to Create a Parking Department with revisions. Alexander will send a revised copy of the Proposal to the committee members. The committee voted unanimously to approve the motion. Bauer was not present for the vote.

F New Business

G Other

H Adjournment: The meeting adjourned at 10:15 AM.

City of Middletown, CT

Economic Development Committee

Parking Advisory Committee

Draft Minutes from the meeting of March 10, 2008

Economic Development Committee: G. Daley, R. Santangelo, H. Kasper, J. Bibisi, D. Bauer

Parking Advisory Committee: M. Saraceno, I. Greenberg, T. Cheeseman, J. Alexander, V. Amato, L. Baldoni, N Zullo

Also Present: N. Patel, W. Warner, R. Kearney, M. Kalita-Leary, J. Phillips, M Stone, T. Davis, B. Cranshaw, C. Johnson, M. Levine

Minutes

A Call to Order: Daley called the meeting to order at 7:00 PM

B Minutes: none

C Communications: none

D Old Business

1) **Review of draft report**

2) **Earmark funds action items**

3) **Report recommendations:** Warner reviewed the list of short, mid and long term recommendations. Stone questioned why the proposed parking garage was not being planned for where the highest demand is at Melilli Plaza. Cranshaw stated the garage does not have to be on the busiest site as long as it was nearby. Discussion of where the garage would be built. Amato asked if the funds could be reprogrammed from transit to parking to create more parking spaces. Patel stated it would be very difficult to do. Cheeseman noted recent information from the federal government states it is very tough to reprogram funds. Alexander asked what projects are eligible for federal funding. Discussion of putting bike lockers in the transit station. Daley stated the conclusions and recommendations of the report need to be presented to FTA. Daley stated the next meeting April 14 would be a dress rehearsal of the presentation to the Common Council workshop in June. Daley asked Patel what the DOT opinion of the study is. Patel stated DOT looks for progress and he sees many good ideas in the recommendations. Warner noted the need to request an extension of the first year of funding.

E New Business

1) **Parking Authority Sub Committee Report:** Johnson presented the Parking Department Proposal. Daley questioned the contracting of a director and asked if the position could be housed at the DBD. Alexander noted Manchester Special Services District manages Manchester parking. Daley noted the need for accountability and that a tax district could handle revenue and assure that the revenue is used only for parking. Amato stated the former PA did not have all the items mentioned in the State of Connecticut statute

and that the big expenditure decisions were left to the Common Council. Warner stated the Economic Development Fund is an example of fund management and the current PA has $500,000 in revenues. Daley questioned the reason for a contracted director. Alexander stated a contracted director could be held responsible in case operations went in the wrong direction. Bauer noted the Russell Library is a straight forward operation. Saraceno noted the current PA has a line item within the Police Department which has the teeth for enforcement of fines and questioned whether a new department would cost more. Warner noted how West Hartford has a professional parking manager. Daley noted that parking is not the primary focus of the PD. Baldoni stated an independent department would let them do what they are charged to do allowing for funding rather than funds going into the general fund. Warner noted the Economic Development Fund hold balances and the Common Council decides on expenditures. Levine stated the merchants are looking for the city to act quickly on parking management.

2) **Transit Sub Committee Report:** Greenberg presented the Transit Proposal. Cheeseman discussed the proposal to return streetcars on track on Main Street. He stated the project is doable and would allow passengers to hop on and off. Many cities have seen significant economic impact with the addition of streetcars. The operating cost of $500-600,000 would be supported by DOT 67%, 20% city and fares. The project would not show a profit but the economic benefit would be significant. 80% of the cost is labor & fringe benefits. The project would include 2 cars powered by electricity one of which would be a backup. The streetcar could turn around or reversed on a turntable or have a double engine to go in either direction. Baldoni questioned if the service would begin and end at parking lots. Cheeseman stated the streetcar would have a 10-15 minute headway (wait). Cheeseman is looking into acquiring a replica trolley which would be replaced in time by the streetcar. Alexander noted the transit funds would assist in a parking solution and encourage developers by the permanent tracks along with encouraging tourism. Alexander noted the track could be extended over time to the South Cove development area.

Greenberg discussed the bicycle proposal which would make the city a bike friendly community. The sub committee prioritized the city plan for bike paths and recommended connecting the Westlake bike paths to downtown which would connect a large population with downtown and decrease the demand on parking spaces. Cheeseman noted the potential for a transit link to the bike path system. Additional recommendations include bike racks and other bike amenities. Kalita-Leary discussed improvements to downtown signs, way finding, lot signs and kiosks with maps. Parking lots need enhanced connections to Main Street and need improved appearance. Bike parking needs both long and short term racks along with a bike center with covered bike lockers and showers.

F Other

G Adjournment: The committee adjourned at 8:55 PM.

Parking Advisory Committee – Transit Subcommittee Documentation

DRAFT

City of Middletown, CT

Economic Development Committee

Parking Study Transit Sub Committee

Draft Minutes from the February 15, 2008 meeting

Members Present: I. Greenberg, D. Bauer, J. Alexander, M. Kalita-Leary,

Also Present: C. Johnson, B Emory, J. Saines, W. Warner, R. Kearney

A **Call to Order:** The meeting was called to order at 1:00 PM.

B **Public Session:** none

C **Minutes:** none

D **Communications**: none

E **New Business**: Discussion of the federal earmark funds and the cost of the match by the City of Middletown. Discussion of the MAT improvements. Discussion of bike paths and racks.

The committee members agreed to research the issues to be discussed at the next meeting.

F **Other:** none

G **Adjournment:** The meeting adjourned at 2:00 PM.

DRAFT

City of Middletown, CT

Economic Development Committee

Parking Study Transit Sub Committee

Draft Minutes from the February 25, 2008 meeting

Members Present: I. Greenberg, D. Bauer, J. Alexander, T. Cheeseman, M. Kalita-Leary

Also Present: J. Saines, B. Emory T. Hibbard, T. Chase, C. Johnson, J. Elmore, R. Kearney, C. Duncan

A Call to Order: The meeting was called to order at 10:30 AM.

B Public Session: none

C Minutes: none

D **Communications**: none

E **Old Business:**

F New Business:

Kalita-Leary discussed research on bike racks.

Cheeseman discussed the Hartford Star Shuttle a 2.5 mile loop 25 minutes per loop with a 10-15 min wait headway. The shuttle receives $500,000 is funding from DOT and operates to 7 pm weekdays, 3-11 pm Sat. Regular ridership: 200-225 people per day while Event ridership: 1000 people per day.

MAT is due to turn his fleet over in 2010 an buy new buses with a trolley design replica bus. Cheeseman began at MAT in 1988. The 1988 trolley shuttle ran for 9 months and the fare was 50 cents which was too short of a time, there was no needs assessment. The authentic style trolley had wood slat seats and no air-conditioning. Ridership dropped off and MAT used the trolley for special events until private companies complained that the trolley was taking away business. MAT asked for $15,000 from the Common Council at that point and didn't get it.

Cheeseman stated New Haven has 4 electric trolleys which had a planned life of 12 years but the batteries only lasted 7 years. One trolley battery cost $77,000 and a trolley uses 7 batteries. Cheeseman noted the high cost and maintenance issues of hybrid bus technology along with a shortage of technicians at $32-34/hour

Discussion of the effects on gasoline at $4/gal.

Bike routes: Cheeseman stated there were 653 uses of bike carriers on the MAT buses in 2007. Discussion of rack design and placement. Discussion of bike path infrastructure.

MAT receives a 67% State of Connecticut subsidy, 13% fares & 20% City of Middletown subsidy. Hartford and other large cities receive a 100% state subsidy. MAT had offered Wesleyan students a $10 pass for unlimited usage.

Discussion of multi modal planning and making the city a place to live and work to reduce dependence on cars.

Cheeseman stated transit competes with money for mental health and nursing homes and other transit priorities. When AARP has joined in some initiatives the co-sponsors rose from 13 to 63. They have to latch onto a legislator who will champion this. Their slogan is: “6 years is too long to wait for a ride”

Johnson presented a plan to put rail on Washington Street suggesting the city take back the Main Street portion of Route 66 like in Mass where signs say “State highway ends/begins.

Discussion of remote and employee parking lots with shuttle.

Cheeseman noted that the usage of federal funds must comply with federal rules and cannot favor just one group.

Discussion of bike access downtown. Warner presented a map showing population density and proposed bike paths.

Greenberg noted parking is an employer issue of where their employees park.

The committee agreed to concentrate research on the following: shuttle, bike infrastructure.

Discussion by Harbor Improvement regarding development of boat mooring at the North Cove with access through the park tunnel.

Discussion of bike racks, bike lanes and paths to other parts of the city for recreation and commuting.

Bauer discussed what it would take to stimulate the process to result in rail tracks in the street. Smart growth and promoting the city as a destination, classic and mature. Cheeseman noted the trolley could be trackless in the near term. Cheeseman noted the federal funds are for capital costs not free transit.

Bauer asked that Warner construct a bike path build out projection. Discussion of bike racks, signs, new logo and swipe technology. Discussion about bikes as a way to bypass traffic to get downtown in an easier and cheaper way.

G Other

H Adjournment: The meeting adjourned at 2:20 PM.

DRAFT

City of Middletown, CT

Economic Development Committee

Parking Study Transit Sub Committee

Draft Minutes from the February 29, 2008 meeting

Members Present: I. Greenberg, D. Bauer, J. Alexander, T. Cheeseman, M. Kalita-Leary

Also Present: J. Elmore, J. Saines, B. Emory, N. Zullo, C. Johnson, T. Hibbard T. Nigosanti, R. Kearney, C. Duncan

A Call to Order: The meeting was called to order at 1:00 PM.

B Public Session: none

C Minutes: none

D Communications: none

Old Business: Greenberg recapped assignments from last meeting. Kalita-Leary questioned whether federal funds could be used to purchase parking meters, and whether the funds are a grant. Cheeseman responded the funds are federal earmark funds and can be used for capital improvements-not operations. Federal grants require a 20% state match and the state currently has $124M in projects but the state can't fund them because they don't have the 20% match. Bauer asked if the city can provide the match. Cheeseman, Chair of CPTC, stated if the state declines to make the match the city can make the match. 10F Capital Projects to go from TIP to STIP to prioritize things. Need political clout. Fairfield County getting all the attention regarding mass transit funding

New Haven Parking Authority said (Mike Piscatelli) uses TIFF to finance as an Economic development tool. Streetcars will not compete with existing bus system. They are trying to figure out operating costs. 87$ of operating bus annually is labor cost (little difference in price for operating streetcar)

New Haven has 4 electric buses, but batteries go @ 7 years ($77,000 each)
There aren't enough mechanics in the business for hybrid vehicle repair.
Cheeseman noted New Haven is holding a streetcar seminar on 3/4/08. General discussion of streetcars ensued. Johnson noted the cost of $10M/mi. Alexander discussed the cost of track v/s bus along with maintenance costs. Cheeseman noted 80% of costs are labor and fringe benefits. The Army doesn't use hybrid vehicles so when people are trained they aren't funneling into the trade afterward like they do with the conventional vehicles. Hybrid

vehicles battery costs are $77,000 per bus there is a shortage of technicians. Many of the hybrid projects are in large cities due to the experimental nature and changing technology of hybrids. Saines questioned how many vehicles would be needed for a shuttle service. Cheeseman stated 2 since 1 vehicle would be a maintenance backup vehicle. Cost of $286,000 each in service in 2010. General discussion of costs to design transit lane, signs, etc. Cheeseman noted corners are good spots for pickup/drop off due to the extra space and striping at a corner.

Discussion about streetcars

Bauer stated: Create a livable downtown. Do what's best for Middletown. Put it there, and then everything will want to be there. We need a car to operate in each direction (up, and down Main St). We can extend our reach: Use the bus first as a pilot program, then when streetcar system installed, use the rubber tire trolley on Washington St, and then build that streetcar system.

Discussion about bike paths and bike routes

Goal for presentation March 10: We don't have to write the dollar amount in the story. We just have to write the story.

PRICE of gas is getting more serious every day.
50% of all trips are less than 3.5 miles
Enhancing commercial downtown. Growing the grand list.

Nigosanti presented information on the bike paths. Bauer requested further overlays of retail, employment, places of worship, educational facilities and residential areas to show the concentrations of activity in planning bike paths. Bauer asked for a complete build out plan of a bike path system that would connect with neighboring towns. The bike path maps must distinguish between Paths and Lanes. Note: bike paths are mostly capital costs. Once established, maintenance is minimal. Cost List: Easements aren't included in rough estimate.

Cheeseman stated he would research how the federal funds could be used for bus purchases. Nigosanti stated he would research the bike path build out costs.

The committee discussed their preferences for the federal funds. Greenberg stated she would compile the list and distribute to the committee.

Discussion on where best to spend the money

Alexander noted the need to make better connections to Main Street. Install awning or glass canopy on ramp (ROW) from 7 story Middlesex Corporate Center parking garage to Main Street (adjacent to Citizens Bank annex building).

Bike paths to downtown are the priority.
Downtown residents can bike to work on RT 372.
Showers downtown, and covered bike parking at each end.
Possibly put showers in parking garage.
Start bike amenities downtown.

Cheeseman stated bike paths are closed during the winter. We have to start spending money continuously.

Elmore stated we have top start thinking in brave new ways. Bike paths are the priority. Impacts the bottom line

Kalita-Leary stated people don't know where parking is, either as visitors nor those who work here and stated the priorities are signage, bike racks, and streetcar.

Greenberg stated that we have parking lots but there's a perception problem. The lots need to be cleaner, more pleasant. Greenberg prefers the "flexibility" of a rubber tire trolley (bus) or supplement streetcar with rubber tire trolley. Start with downtown bike routes, signs, racks, etc.

Saines stated we must accommodate both streetcars and bikes on Main Street. Saines suggested to buy the vacant Court Street building (next to Order on Court restaurant) and use as the new multi-modal station bus lobby.

Johnson stated changing the sidewalks is an option for streetcar by reducing the street by 24" each side. Bikes and pedestrians can share sidewalk if bikes stay to outside of sidewalk. When it gets crowded, people naturally get off and walk their bikes.

Emory stated Lance Armstrong is buying a building in downtown Austin to create a bicycling center, with shoes and lockers and bike parking. Work on downtown first: 1 square mile. A Broad Street cycling route would allow bikers to park behind buildings within blocks to avoid Main Street sidewalk conflicts.

Zullo stated the need for visibility and accessibility to parking areas. A bike path Newfield to Washington St is most important.

Bauer stated we spend $5 million annually to upkeep our city streets (214 miles). We have this revenue stream here already. We could maintain a streetcar once it's in place.

E New Business

F Other

G Adjournment: The meeting adjourned at 2:20 PM.

DRAFT

City of Middletown, CT

Economic Development Committee

Parking Study Transit Sub Committee

Draft Minutes from the March 7, 2008 meeting

Members Present: I. Greenberg, D. Bauer, J. Alexander, T. Cheeseman, M. Kalita-Leary

Also Present: J. Elmore, J. Saines, B. Emory, C. Johnson, R. Kearney, C. Duncan, Adrian

A Call to Order: The meeting was called to order at 1:00 PM.

B Public Session: none

C Minutes: none

D Communications: none

Old Business: Discussion of handout "Options for Transit Spending". Alexander discussed the need for way finding signs in addition to city signs. Elmore noted the signs need to be distinctive and iconic and referred back to previous plans for signs. Alexander stated the need for a canopy from the Middlesex Corporate garage to Main Street and a pedestrian walkway from Holy Trinity Church driveway.

Discussion of bike paths. Saines noted the decline in students biking to school and the potential to increase ridership to school. Discussion of nomenclature of bike paths, trails and lanesJohnson discussed the population density map. Discussion of which paths have top priority: Downtown Cromwell to North Main Street, North End to Newfield/High School. Discussion of bike amenities and placement.

Cheeseman stated one wire would be needed for electric streetcar. The wire could be placed along the trees with 1 or 2 bump outs for access. Streetcar costs $600,000 including electricity and operating costs. Additional funds could be made from name rights, sales tax, grants and a champion (sponsor) and fares. The line would not be profitable. Discussion of Kenosha and Tampa transit.
Bauer noted the city is facing significant bonding projects including the Community Center and upgrading of city parks and questioned how high of a priority transit has relative to other projects. The mission is to create a report and not lose the federal earmark funds.

E New Business

F Other

G Adjournment: The meeting adjourned at 2:30 PM.