

CARYTOWN STRATEGY OPTIONS

INITIATIVE	PROS	CONS
Standardize marking of parking and no parking areas on-street	<ul style="list-style-type: none"> Reduces unsafe practices Makes the area more welcoming to outside visitors Regulations are already in place 	<ul style="list-style-type: none"> Significant cost May displace some existing parkers Will still require enforcement
Install pedestrian amenities to promote walking (e.g. bumpouts, Belgian bumps, etc.)	<ul style="list-style-type: none"> Will make it easier to cross major roadways Potential traffic calming effects 	<ul style="list-style-type: none"> Cost and time intensive to implement Could reduce parking/traffic capacity
Evaluate potential delivery & TNC pickup/drop-off areas on or just off Cary Street	<ul style="list-style-type: none"> Reduce traffic backups from double parking Could reduce customer/visitor parking demand Limit these activities to certain blocks 	<ul style="list-style-type: none"> Reduced number of spaces available for public parking Will require enforcement if implemented Could create conflict between businesses for use of delivery areas
Evaluate time limit assignments	<ul style="list-style-type: none"> Proper time limits can improve turnover and boost activity Can be adjusted to reflect current conditions Opportunity to get community agreement before enacting 	<ul style="list-style-type: none"> Merchants may be opposed to shorter time limits May create initial confusion with long-time residents/visitors Will still require enforcement
Adopt on-street ADA policies for commercial districts	<ul style="list-style-type: none"> Improves accessibility Expands the supply of ADA spaces 	<ul style="list-style-type: none"> Could reduce curbside capacity May not be needed on every block
Promote shared parking agreements between parties to create 'public' parking	<ul style="list-style-type: none"> Makes the most use out of existing assets Creates resources, pedestrian traffic Low or no cost way to expand capacity Could help mitigate operating costs 	<ul style="list-style-type: none"> Would require amendment to local code May require significant physical improvements Still requires a third-party to broker Does require participation from both parties
Create on-street Parking Permit Program	<ul style="list-style-type: none"> Creates a mechanism for employee & resident parking Relatively low cost 	<ul style="list-style-type: none"> Will require enforcement if implemented Could increase traffic through neighborhoods
Create a parking benefit district	<ul style="list-style-type: none"> Provides a mechanism for paying for local improvements Ensures funds stay in the neighborhood 	<ul style="list-style-type: none"> Not all revenues can automatically go into the district Dependent on mechanisms to collect funds
Introducing 'in lieu' payment option to Zoning Ordinance	<ul style="list-style-type: none"> Creates funds for parking/traffic improvements Allows for waivers without putting onus on the public Allows developers to maximize footprint 	<ul style="list-style-type: none"> Places onus on City to build more parking assets Would require additional zoning revisions Can be a barrier to development
Institute "Fee for Use" Pilot for on-street parking	<ul style="list-style-type: none"> Will increase turnover Provides incentive to use off-street parking Creates a revenue stream to fund other options Creates incentive for alternative transportation 	<ul style="list-style-type: none"> Can create a barrier to patronage Would require enforcement if implemented Would require identification of off-street options Cost and time intensive to implement