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June 17, 2019

Mr. Lee Jernigan, P.E.
City Traffic Engineer
City of Fayetteville
339 Alexander Street
Fayetteville, NC 28301

Re: City of Fayetteville Downtown Parking Study
Parking Consulting / Planning Services
Walker Project No. 19-1141.00

Dear Lee:

Walker is pleased to submit the following parking study report for the City of Fayetteville.

This report incorporates the feedback received on the previous draft version with a revised date of January 3rd. This report includes Section 05 Event Parking Operations as well as additional financial analysis for implementing paid parking in the Core Area.

We appreciate the opportunity to be of service to you on this project. If you have any questions or comments, please do not hesitate to call.

Sincerely,

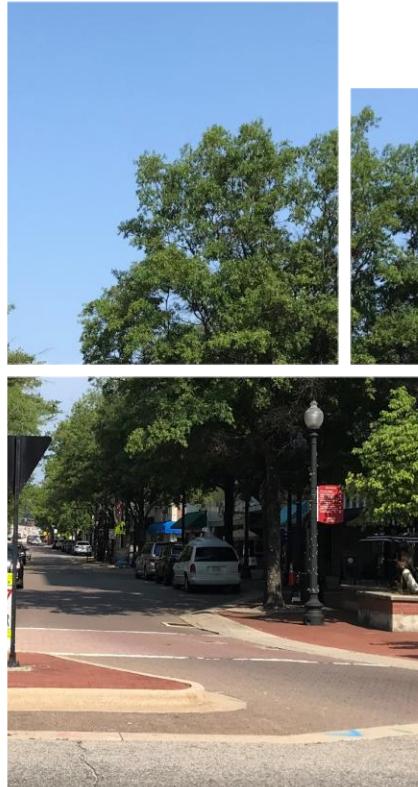
WALKER CONSULTANTS

A handwritten signature in black ink, appearing to read "Jon R. Martens".

Jon R. Martens, AICP, CAPP
Project Manager

A handwritten signature in black ink, appearing to read "John W. Gettings".

John W. Gettings
Analyst



Parking Consulting / Planning Services

City of Fayetteville Parking Study

Fayetteville, North Carolina

January 28, 2019

Prepared for:
City of Fayetteville



**WALKER
CONSULTANTS**

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EXECUTIVE SUMMARY

Downtown Fayetteville is undergoing transformation, with a new minor league baseball stadium opening in April 2019 along with a new hotel, condos, office, and restaurants. As these developments take shape, the City of Fayetteville (the City) recognizes the need to understand how parking will be impacted. To this end, The City retained Walker Consultants (Walker) to better understand current and future parking conditions and develop a parking master plan to serve as a guide in meeting future parking challenges and address the following questions:

- What is the demand for parking in the downtown?
- Is additional parking required?
- Can parking management practices be improved to allow the system to function more efficiently?
- What strategies, including the use of technology and marketing, can be utilized to enhance the downtown and generate positive parking and transportation experiences?
- If necessary, what locations are feasible for a potential future parking facility?

Our analysis indicates the current parking supply within the downtown market area is adequate to meet current needs and future demand during normal activity. The public parking supply will be stretched during special events. Sellout baseball games will require the use of a portion of the available private parking supply within a reasonable walking distance to the stadium to meet the demand. During large events with 10,000 attendees, all available parking within downtown is needed, combined with proactive management, improved wayfinding, shuttle service to remote parking, pricing strategies, and technology improvements to improve the parking experience and fully utilize the available parking assets.

CURRENT CONDITIONS

Total parking within the downtown study area includes 4,360 spaces, including on-street, public off-street, private off-street, and government parking. The vast majority of downtown parking is in off-street facilities. ***The overall peak parking demand observed was only 45%, which occurred during a weekday at around 1:00 pm.*** During this peak parking demand period, all parking types had significant surplus in supply. For comparison, ***weekend observations peaked during the noon hour with 31% parking occupancy,*** which included the Vegan Festival special event in downtown. Table 1 provides a breakdown of peak observation and calculated adequacy by type of parking during the peak observation.

Table 1: Inventory, Occupancy, and Adequacy (Peak Demand Observed on a Weekday)

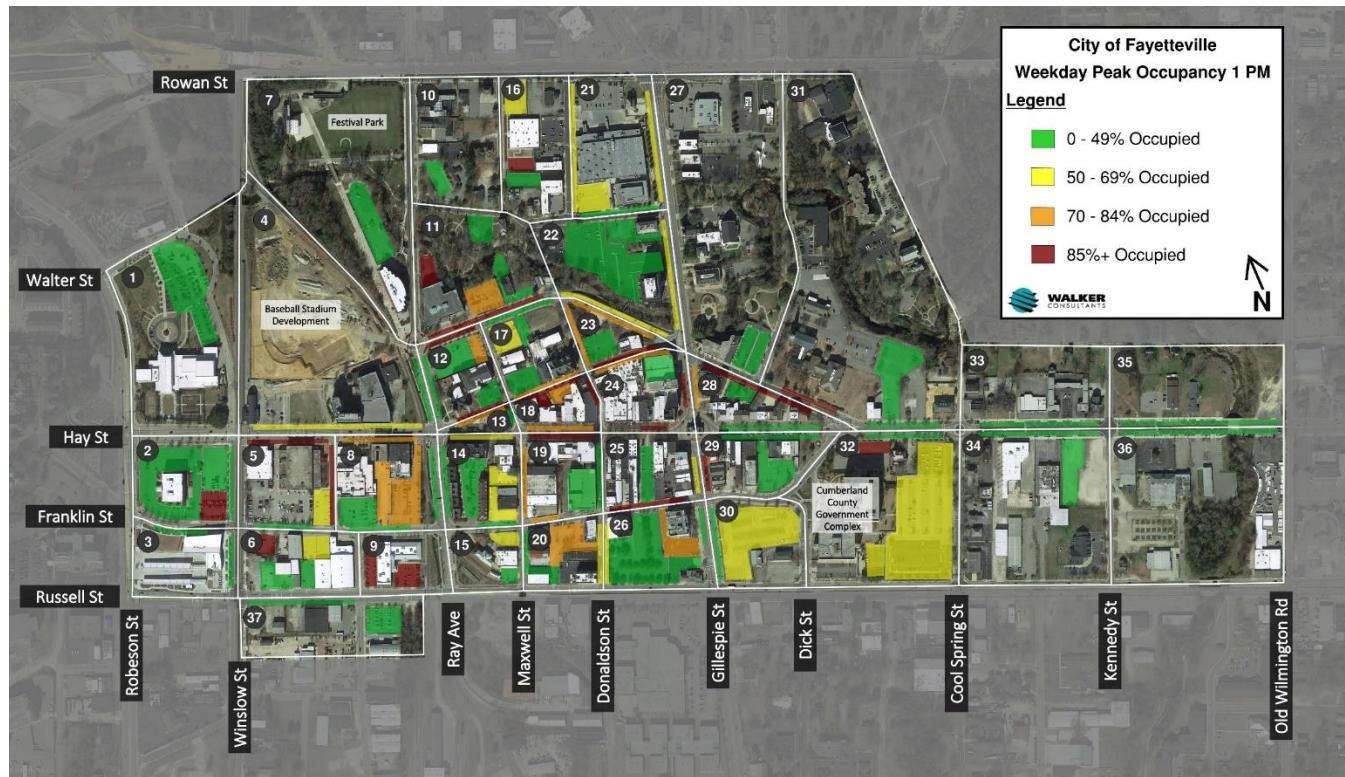
Parking Type	1:00 PM Occupancy	Actual Supply	% Occ.	Effective Supply	Adequacy
On-Street Public	312	615	51%	521	209
Off-Street Public	542	1,407	39%	1,268	726
Off-Street Private	529	1,194	44%	1,136	607
Off-Street Government	598	1,144	52%	1,031	433
Total	1,981	4,360	45%	3,956	1,975

Source: Walker Consultants



Observed peak occupancy is detailed in the following heat map. Areas in red indicate occupancy levels that exceeded 85%, which indicate where spaces were difficult to find. While there are some high occupancy levels, there was always available parking in very close proximity.

Figure 1: Peak Occupancy Heat Map





New parking supply is planned in addition to the new land uses to accommodate the new parking demand. This includes a new parking garage with $486\pm$ spaces adjacent the new stadium and related projects, $100\pm$ space addition to the Festival Park Office surface parking lot, which will serve the office space as well as be available for event parking, and the addition of an $80\pm$ space lot at Russell and Winslow.

Considering the new developments, including the added parking, a deficit of $41\pm$ spaces is projected within the developments associated with the new stadium and a surplus of $99\pm$ spaces are projected for the Festival Park Office. The projected deficit of parking is small enough to be accommodated within the surrounding blocks which have surplus parking. It is important to note that peak demand calculated is during a weekday daytime period. Evening demand is much lower due to the office demand decrease in the evenings and weekends.

Event Parking Impact

The three event scenarios provide insight to both baseball games and large events which may or may not include a baseball game. Insights from the survey regarding respondents indicating they plan to attend a game include:

- 77% willing to walk between five and ten minutes to stadium
- 60% plan combining activities before and after the game

Considering only the parking within a reasonable walking distance (in-line with the public survey and Walker's own walking distance research), there are sufficient spaces in the area to meet all but large events of 10,000 patrons (Scenario 3). A summary of the adequacy is provided in the following table.

Table 2: Event Scenario Parking Adequacy within Walking Distance

Parking Surplus/(Deficit)					Calculation:
Event Description	Weekday	Weekday	Saturday	Saturday	
	Daytime	Evening	Day	Evening	(+) Future Available Supply (-) Observed Demand (-) Event Demand (=) Surplus/(Deficit)
Scenario 1 Average Ballgame	380	1,302	887	1,283	
Scenario 2 Sell Out Ballgame	-	572	157	553	
Scenario 3 Concert or Multiple	-	(1,314)	(1,729)	(1,333)	

Source: Walker Consultants

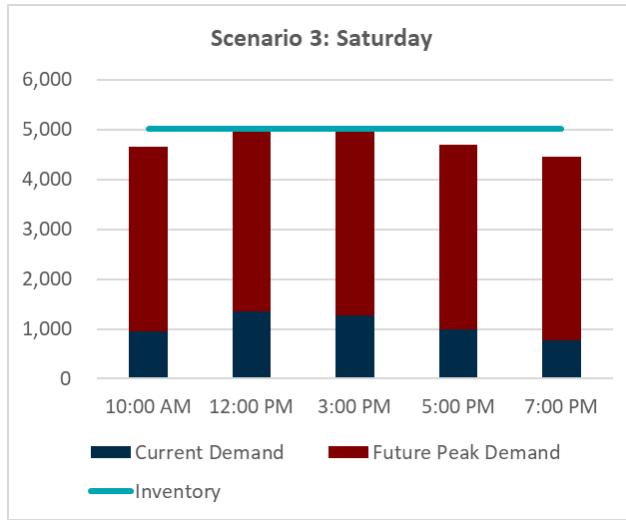
The calculations shown above assumes all currently available parking within a reasonable walking distance is used during events. To meet this objective a portion of the private lots and government lots will need to allow parking during events. This often occurs naturally within an open market. An owner realizes the need for parking and begins selling empty or unused spaces to increase revenue. However, to ease this transition, Walker recommends the City engage with private owners of larger lots to ensure the parking is made available and make a portion of their own assets available during these events. Options for offering parking in private lots can be accomplished by selling parking directly at the lot as well as in advance through on-line reservations.

To meet the projected deficits of parking for large events of 10,000 attendees (Scenario 3), parking outside the recommended walking distance will need to be considered by offering a shuttle before and after the event to activate remote parking areas. To gain an understanding of the impact of a large event of 10,000 attendees arriving for an event with a specific start time, such as a concert, we looked at adding the event demand to the observed demand and comparing to the overall future parking supply in the area. While the total demand is slightly under the future supply, it is clear that remote parking outside the area would be needed unless additional parking is added.



The impact of a large event is shown in the following figure. The only way to meet this type of extreme case is to provide alternative parking options outside the area and to expand parking options.

Figure 2: Large Event – Scenario 3 (Total Parking System)



While the overall supply is at or greater than the projected demand of a large event, not all parking will be made available, as it is private. Strategies to meet this demand include adding event parking, providing shuttles to remote parking areas, and maximizing the use of the existing Transit Center.

Source: Walker Consultants

FINANCIAL REVIEW

Throughout this report it is stated that there is no such thing as free parking. A review of the previous five years of financial data bears this out, with collected revenue falling short of expenses in each of the last five years, requiring a contribution from the General Fund ranging from about \$80,000 to \$112,000 each year. While it is not uncommon for municipal parking systems to require transfers from other sources to cover a portion of the cost of providing parking, it is also possible for parking systems to become a funding source for providing improvements to the area served. The following table and graph show the annual income and expenses over the last five years. This data shows the cost to providing public parking in Fayetteville.

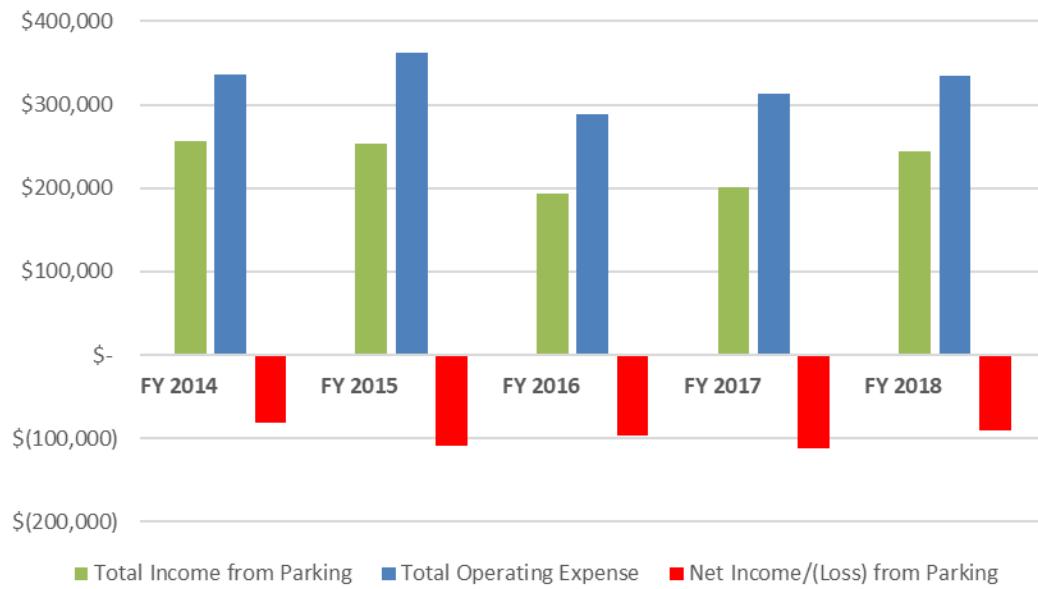
Table 3: Five Year Historical Parking Financial Review

Source	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
Revenue from Parking	\$ 122,621	\$ 131,336	\$ 97,852	\$ 91,939	\$ 124,670
Revenue from Violations	\$ 133,466	\$ 121,816	\$ 95,259	\$ 108,924	\$ 119,025
Total Income from Parking	\$ 256,087	\$ 253,152	\$ 193,111	\$ 200,863	\$ 243,695
Operating Expense	\$ 407,540	\$ 402,549	\$ 331,048	\$ 354,511	\$ 374,128
PWC Portion	\$ (70,886)	\$ (40,859)	\$ (41,751)	\$ (41,393)	\$ (39,386)
Total Operating Expense	\$ 336,654	\$ 361,690	\$ 289,298	\$ 313,118	\$ 334,742
Net Income/(Loss) from Parking	\$ (80,567)	\$ (108,538)	\$ (96,186)	\$ (112,255)	\$ (91,046)

Source: Data from City of Fayetteville



Figure 3: Parking Fund Summary



Source: Walker Consultants

From a financial health perspective, the City of Fayetteville has consistently required a contribution from the General Fund to cover operating costs. The addition of the new parking garage and baseball stadium is reflected in the FY 2019 budget, indicating growth in parking revenues and a positive cash flow to the parking fund.

RECOMMENDATIONS

Based on Walkers analysis of the current conditions, anticipated future changes, and a review of the City's parking financial history, the following recommendations have been created. These are listed individually in the body of the report as each section addresses the separate issues.

Ref #	Action	Impact	Opinion of Cost for Budgeting
1	Balance Parking Fund	Eliminate need for General Fund contribution through increased user fees	N/A
2	Track Key Performance Indicators and include on annual parking fund report	Evaluate year to year progress and effectiveness of programs	\$1,000 - \$2,000
3	Hire Dedicated Parking Director	Driving force to implement and manage parking system	\$60,000-\$70,000 (Annual)
4	Issue competitive RFP for parking operator contract	Competitive process may reduce costs	\$10,000 - \$15,000*
5	Move to paid parking within Downtown core and complete financial analysis to estimate revenue impact	Eliminate vehicles re-parking to stay within time limit; pass cost of parking to users	\$190,000 - \$280,000*
6	Allow first hour free parking in Franklin Street Deck in conjunction with adding paid parking in Core Area	Increase use Franklin Street Deck and provide short-term alternative	No upfront cost with rate structure change*
7	Enforce parking time limits for Saturdays from 10 AM to 8 PM	Manage demand during peak periods	\$20,000 - \$40,000*
8	Include a 30-day window where first time violators receive a warning citation in conjunctions with parking changes	Public relations effort when changes are implemented (payment/enforcement)	\$1,000 - \$5,000*
10	Review and improve pedestrian walkways and access beyond Hay and Person Street	Encourage walkability throughout downtown, specifically from parking areas to attractions	\$10,000 - \$20,000+*
11	Provide dedicated loading zone for Amtrak to allow pickup and drop-off - eliminate current on-street Amtrak	Allow for pickup and drop-off of Amtrak patrons/ eliminate luggage hauling	\$500 - \$1,000
12	Pursue shared parking agreements between City and privately owned or County owned facilities	Maximize use of private parking for event parking when it would otherwise not be used	\$1,000 - \$2,500 each*
13	Update www.ParkFayetteville.com website	Information is dated; potential for providing great source of information	\$2,000 - \$8,000
14	Add mobile app for payment	Positive Service	Negligible

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Ref #	Action	Impact	Opinion of Cost for Budgeting
15	Explore branding ideas for Downtown Fayetteville Parking	Unify and parking message and create recognition of this important community asset	\$2,000 - \$5,000+
16	Integrate mobile LPR for enforcement of time limits and potentially pay-by-plate with new kiosks	Increase enforcement efficiency	\$55,000-\$80,000*
17	Budget to replace existing off-street payment kiosks	On-going maintenance; potential to change proof of payment	\$10,000 per kiosk
18	Replace Parking Equipment (PARCS) at Franklin Street Garage; Integrate with new Hay Street Garage	Include validation options; integrating will reduce costs and improve efficiency	\$250,000-\$280,000*
19	Include a validation system with the new parking equipment	Improve options for local merchants	\$0 - \$10,000*
20	Include basic count system with new parking equipment at both parking garages (APGS)	Include available parking at key roadway locations	\$5,000 - \$8,000 per sign
21	Audit and improve existing lighting on surface lots	Improve existing conditions and patron perception of safety	\$5,000 - \$15,000
22	Add parking wayfinding signage along roadways at key decision points (Static Signage)	Guide patrons to public parking	\$500 - \$1,500 per sign*
23	Replace existing time-limit signage to clarify regulations	Clarify confusion to better the user experience	\$5,000 - \$8,000
24	Eliminate or reduce on-street parking permits and include expiration date	Reduce or eliminate abuse	Minimal, depending on how many time new permits issued
25	Adjust parking fees for events to allow for \$5.00 to \$10.00 parking fee, depending on event	Encourage users to walk and spread out the demand to a larger area	N/A
26	Add event parking reservation system for baseball games	Encourage patrons to plan their parking in advance	\$5,000 - \$10,000*

*Upfront cost, but is anticipated to generate revenue or cost savings there after.



01 EXISTING CONDITIONS



EXISTING CONDITIONS

INTRODUCTION

The City of Fayetteville, (the City), retained Walker Consultants (Walker) to perform a downtown parking needs assessment and develop an operations and management plan identifying the cost and timeframe for implementing key operational, financial, and capital recommendations. Currently, the parking system in downtown Fayetteville is a patchwork of facilities, developed in response to a specific need at a specific time, and operating under varying levels of control and maintenance. The City recognizes that parking demand will change with the anticipated minor league baseball team set to open their new stadium in April of 2019 along with new developments in the downtown. A new management strategy is needed to better serve the community at large and address the impact of the developments.

The City, through our analysis, is seeking answers to the following questions:

- **What is the demand for parking in the downtown?**
- **Is additional parking required?**
- **Can parking management practices be improved to allow the system to function more efficiently?**
- **What strategies, including the use of technology and marketing, can be utilized to enhance the downtown and generate positive parking and transportation experiences?**
- **If necessary, what locations are feasible for a potential future parking facility?**

The purpose of the study is to provide a quantitative evaluation of the existing parking adequacy that clearly identifies the parking inventory, utilization, and availability in downtown Fayetteville, while also providing insight on how the existing parking supply may be used more efficiently. Through this analysis, Fayetteville hopes to build a roadmap to guide them through the next ten years of growth in its downtown.

DEFINITION OF TERMS

Several terms or jargon are used in this report that have unique meanings when used in the parking industry. To help clarify these terms and enhance understanding by the reader, the following definitions are presented.

- **Adequacy** - The difference between the effective parking supply and parking space demand.
- **Design Day** - The day that represents the level of parking demand that the parking system is designed to accommodate. In most of the thousands of parking studies that we have conducted, this level of activity is typically equal to the 85th to 95th percentile of absolute peak activity. Although we will occasionally design to a higher-than-typical design standard, such as one exceeded less than one day per month or even the absolute peak level of demand, we do not typically design to these extreme conditions because the result is an abundance of spaces that remain unused most of the time.
- **Effective Supply** - The total supply of parking spaces, adjusted to reflect the cushion needed to provide for vehicles moving in and out of spaces, spaces unavailable due to maintenance, and to reduce the time necessary for parking patrons to find the last few available spaces. The effective supply varies as to the user group and type of parking, but typically the effective supply is 85 percent to 95 percent of the total number of spaces. The adjustment factor is known as the Effective Supply Factor.

- **Inventory** - The total number of marked parking spaces within the study area.
- **Parking Demand** - The number of spaces required by various user groups in the downtown area. Parking demand representing design day conditions is compared with effective supply to determine the adequacy of a parking system.
- **Parking Generation** - The peak accumulation of parked vehicles generated by the land uses present under any given set of conditions.
- **Patron or User** - Any individual parking in a study area.
- **Peak Hour** - The peak hour represents the busiest hour of the day for parking demand.
- **Survey Day** - The day that occupancy counts within a study area are recorded. This day should represent a typical busy day.

STUDY AREA

The overall area of interest includes the area within the Martin Luther King Freeway to the west around to the north and south to the Cape Fear River to the east. Within this larger area, the focus area of our analysis is defined as the geographical area generally bound by Rowan/Grove Street to the north; B Street/Old Wilmington Road to the east; Russell Street to the south; and Robeson Street to the west. The study area represents two market components, one from which the majority of existing and potential parking patrons will be drawn, and another in which the primary parking infrastructure are located. This purposeful configuration encompasses the wide variety of land uses and captures the unique parking characteristics within downtown Fayetteville.

The study area is further divided into blocks for further evaluation and analysis. The boundaries of the defined study area surveyed by Walker with assigned block numbers, is presented in the following figure.



Figure 4: Study Area



Source: Walker Consultants

METHODOLOGY

The findings of the supply and demand element of the project are the foundation of an effective parking action plan. Before we can identify opportunities to develop or improve parking or recommend changes to existing parking policies, we must first have a solid understanding of existing conditions within the study area. Our understanding of existing conditions begins with stakeholder interviews and community outreach to determine the parking habits and preferences of typical users, as well as identifying obstacles, opportunities for improvement, and perceptions of the current system. These qualitative findings are combined with the parking supply and demand data collected during our field survey, to develop a comprehensive picture of parking conditions in the downtown.

Walker attended stakeholder meetings focused on both government stakeholders and community members. The government stakeholder meeting included invited representatives from City and County departments to establish an understanding of the operating policies and practices governing the transportation system. The community stakeholders invited restaurant and retail business owners, property owners, and residents to gather different perspectives on parking within downtown Fayetteville. Following the separate stakeholder meetings, Walker met with Ebony McNeill, the Parking Manager for McLaurin Parking, which provides parking management services to the City of Fayetteville. This gave Walker a behind-the-scenes perspective on the management of the City's parking facilities. Lastly, Walker performed an "open-house" style public forum based on the sidewalk of the 100 block of Hay Street during the Fourth Friday event. This included two, three-hour sessions where we asked passerby's what their thoughts were on parking within downtown. They were encouraged to mark on a map provided problem areas and locations where parking is working well. During all

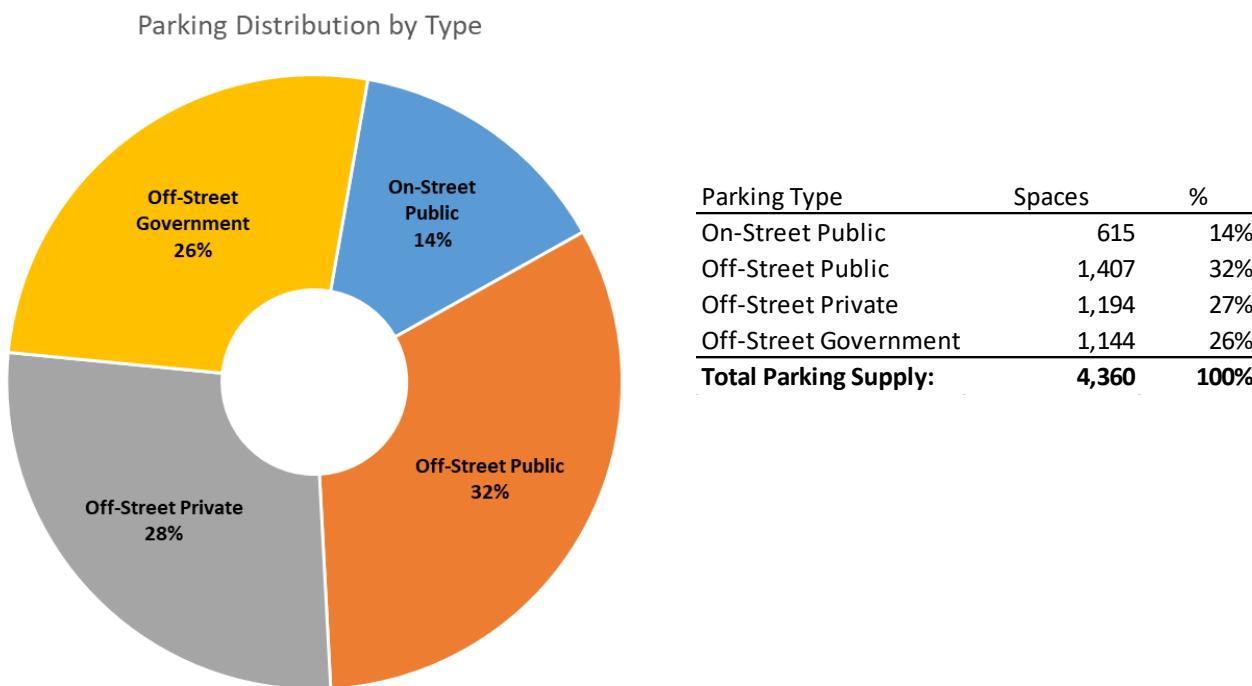


meetings and public forums, participants were informed of an online survey and were encouraged to share the link with friends and family. The outreach engagements provided Walker with a better understanding of parking priorities in the downtown area, why individuals come downtown most often, how long they visit, what issues relative to parking are most important to them, and their willingness to adopt new parking technologies.

Using the data collected between June 19th and June 23rd, 2018, Walker established baseline parking conditions for the study area. Parking demand was compared to the available supply to determine occupancy rates, as well as parking adequacy on a block-by-block basis. Data from different time periods throughout the day were studied. The findings of all these methodologies are listed herein.

PARKING INVENTORY

Parking in the study area is available in several forms which include on-street, public off-street, private off-street, and government parking. The vast majority of downtown parking is located in off-street facilities. A total of 4,360 spaces were inventoried within the study area, broken down as follows:



Off-street parking is available downtown in one publicly-owned parking structure, the Franklin Street Parking Deck, located in Block 19, as well as several surface lots. The publicly-managed surface lots include the Bow Common Lot (Block 28), Library Lot (Block 12), R.C. Williams Lot 1 (Block 20), Donaldson Pay Lot (Block 26), and Anderson Lot (Block 23). Please note, this list excludes both City and Cumberland County-owned government parking for both employees and visitors. This study is comprehensive and includes the government parking spaces in the analysis. However, these spaces are not categorized as public parking due to the signage and restrictions on users.



Table 4: Parking Supply Detail by Block

Block	On-Street	Off-Street Public	Off-Street Private	Off-Street Government	Total
1	0	169	0	0	169
2	13	0	165	114	292
3	19	0	0	0	19
4	25	0	0	0	25
5	26	0	45	0	71
6	0	0	129	0	129
7	0	0	98	0	98
8	29	0	86	50	165
9	0	0	0	63	63
10	0	0	28	0	28
11	11	60	98	0	169
12	19	65	38	0	122
13	10	0	0	0	10
14	19	12	69	0	100
15	0	14	13	0	27
16	0	0	85	0	85
17	22	45	42	0	109
18	21	23	0	0	44
19	51	295	0	0	346
20	12	48	20	0	80
21	25	42	0	0	67
22	35	198	42	0	275
23	30	48	0	0	78
24	17	0	132	0	149
25	20	49	0	0	69
26	13	188	65	0	266
27	0	30	39	0	69
28	54	23	0	0	77
29	44	77	0	0	121
30	27	0	0	177	204
31	11	0	0	164	175
32	15	21	0	463	499
33	12	0	0	0	12
34	12	0	0	63	75
35	12	0	0	0	12
36	6	0	0	0	6
37	5	0	0	50	55
Total	615	1,407	1,194	1,144	4,360

Source: Walker Consultants

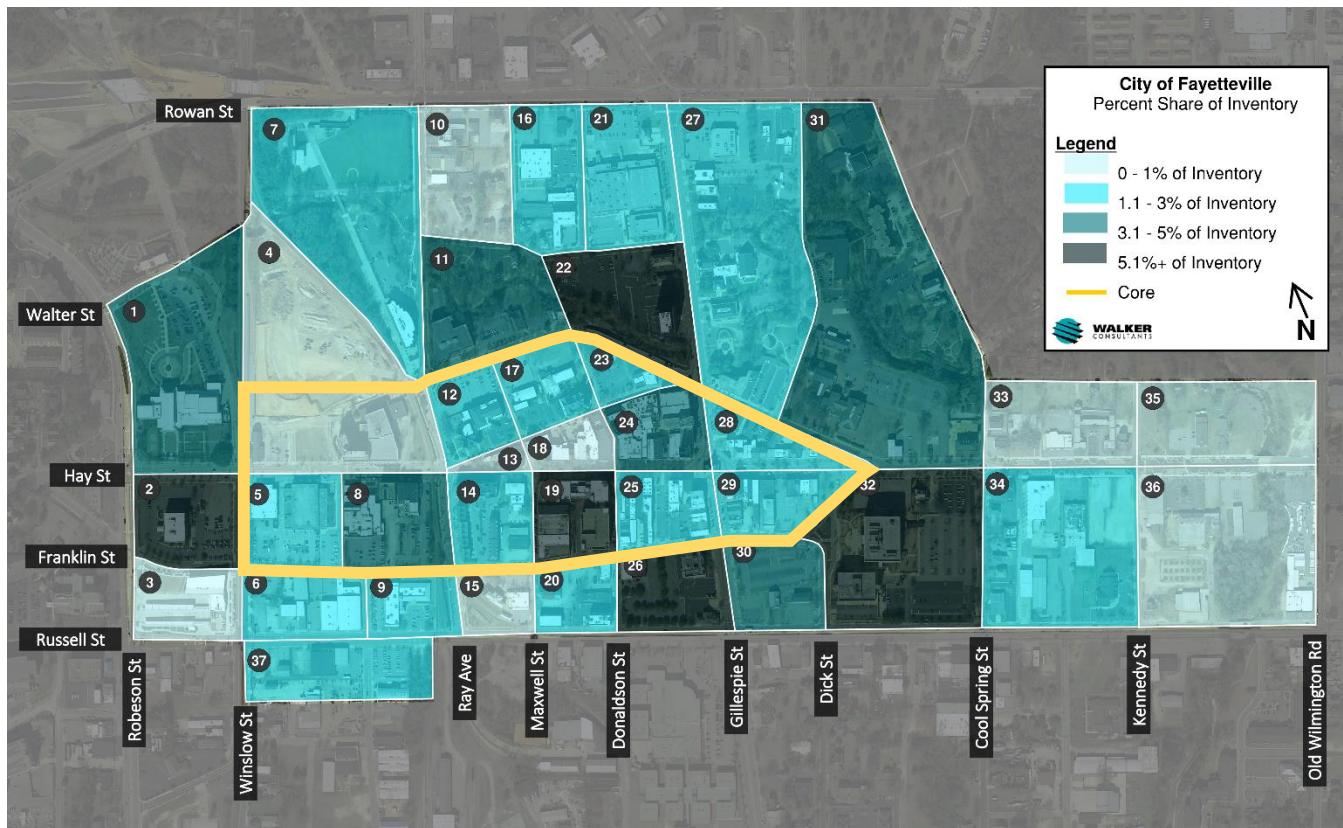


CORE AREA

Within the overall study area Walker defined a Core Area, representing the highest overall activity. This Core area includes areas with high parking demand and turnover.

The figure below details the share of inventory by block as well as the area defined by Walker as the Core. This allows for understanding of how geographically diverse the parking is allocated in the downtown.

Figure 5: Core Area



Source: Walker Consultants

The largest share of the parking supply (11.4%) is located in Block 32. The heart of the downtown is located within Blocks 4, 5, 8, 12-14, 17-19, 23-25, 28, and 29 (within yellow highlighted area). These blocks account for the majority of restaurants and businesses located in downtown Fayetteville but only account for approximately 34 percent of the total supply of parking spaces. The remaining 66± percent of spaces are located in the surrounding blocks. This displays how important it is to market the availability of parking spaces in slightly less desirable locations located on the peripheries.

EFFECTIVE PARKING SUPPLY

To analyze the adequacy of the parking system in the study area, the supplies' practical capacity, a.k.a., effective supply, is determined. That is to say that the inventory of parking within the study area is adjusted to allow for a cushion necessary for vehicles moving in and out of spaces, and to reduce the time necessary to find the last few remaining spaces when the parking supply is nearly full. Walker derived the effective supply by deducting this



cushion from the total parking capacity. The cushion also allows for vacancies created by restricting parking spaces to certain users (reserved spaces), misparked vehicles, minor construction, and debris removal. A parking supply operates at peak efficiency when parking occupancy, including both transient and monthly parking patrons, is approximately 85 percent to 95 percent of the supply. When occupancy exceeds this level, patrons may experience delays and frustration while searching for a space. Therefore, the parking supply may be perceived as inadequate even though there are some spaces available in the parking system.

The effective supply is compared to the parking occupancy to quantify the existence of a parking surplus or deficit. A surplus exists when the effective supply exceeds the number of parked vehicles; a deficit exists when the effective supply is inadequate to meet the number of parked vehicles. The following are some factors that affect the efficiency of the parking system:

- **Capacity** – Large, scattered surface lots operate less efficiently than a more compact facility, such as a parking structure, which offers consolidated parking in which traffic generally, passes more available parking spaces in a more compact area. Moreover, it is more difficult to find the available spaces in a widespread parking area than a centralized parking facility.
- **Type of users** – Monthly or regular parking patrons can find the available spaces more efficiently than infrequent visitors because they are familiar with the layout of the parking facility and typically know where the spaces will be available when they are parking.
- **On-street vs. off-street** – On-street parking spaces are less efficient than off-street spaces due to the time it takes patrons to find the last few vacant spaces. In addition, patrons are sometimes limited to one side of the street at a time and often must parallel park in traffic to use the space.

The size of the cushion is dependent on the type of user and facility. On-Street parking is adjusted by an 85 percent effective supply factor (ESF) because of the relative difficulty of finding an open space while negotiating traffic. Public off-street parking is adjusted by a 90 percent ESF to account for user unfamiliarity and the challenges of safely navigating the area while searching for a space. Privately-owned but publicly available off-street parking is adjusted by a 95 percent ESF because employees or repeat users are familiar with the area and generally park in the same location each day. Walker has identified the government off-street facilities as similar to public off-street facilities, utilizing a 90 percent ESF. The study area contains a total of $4,360 \pm$ spaces before any adjustments are made to account for an effective supply. After the effective supply factor is applied to the overall supply numbers, the study area's effective supply is $3,956 \pm$ spaces, as shown in the following table.



Table 5: Effective Parking Supply Detail by Block

ESF	85%	90%	95%	90%	
Block	On-Street	Off-Street Public	Off-Street Private	Off-Street Government	Total
1	0	152	0	0	152
2	11	0	157	103	271
3	16	0	0	0	16
4	21	0	0	0	21
5	22	0	43	0	65
6	0	0	123	0	123
7	0	0	93	0	93
8	25	0	82	45	152
9	0	0	0	57	57
10	0	0	27	0	27
11	9	54	93	0	156
12	16	59	36	0	111
13	9	0	0	0	9
14	16	11	66	0	93
15	0	13	12	0	25
16	0	0	81	0	81
17	19	41	40	0	100
18	18	21	0	0	39
19	43	266	0	0	309
20	10	43	19	0	72
21	21	38	0	0	59
22	30	178	40	0	248
23	26	43	0	0	69
24	14	0	125	0	139
25	17	44	0	0	61
26	11	169	62	0	242
27	0	27	37	0	64
28	46	21	0	0	67
29	37	69	0	0	106
30	23	0	0	159	182
31	9	0	0	148	157
32	13	19	0	417	449
33	10	0	0	0	10
34	10	0	0	57	67
35	10	0	0	0	10
36	5	0	0	0	5
37	4	0	0	45	49
Total	521	1,268	1,136	1,031	3,956

Source: Walker Consultants



PARKING OCCUPANCY

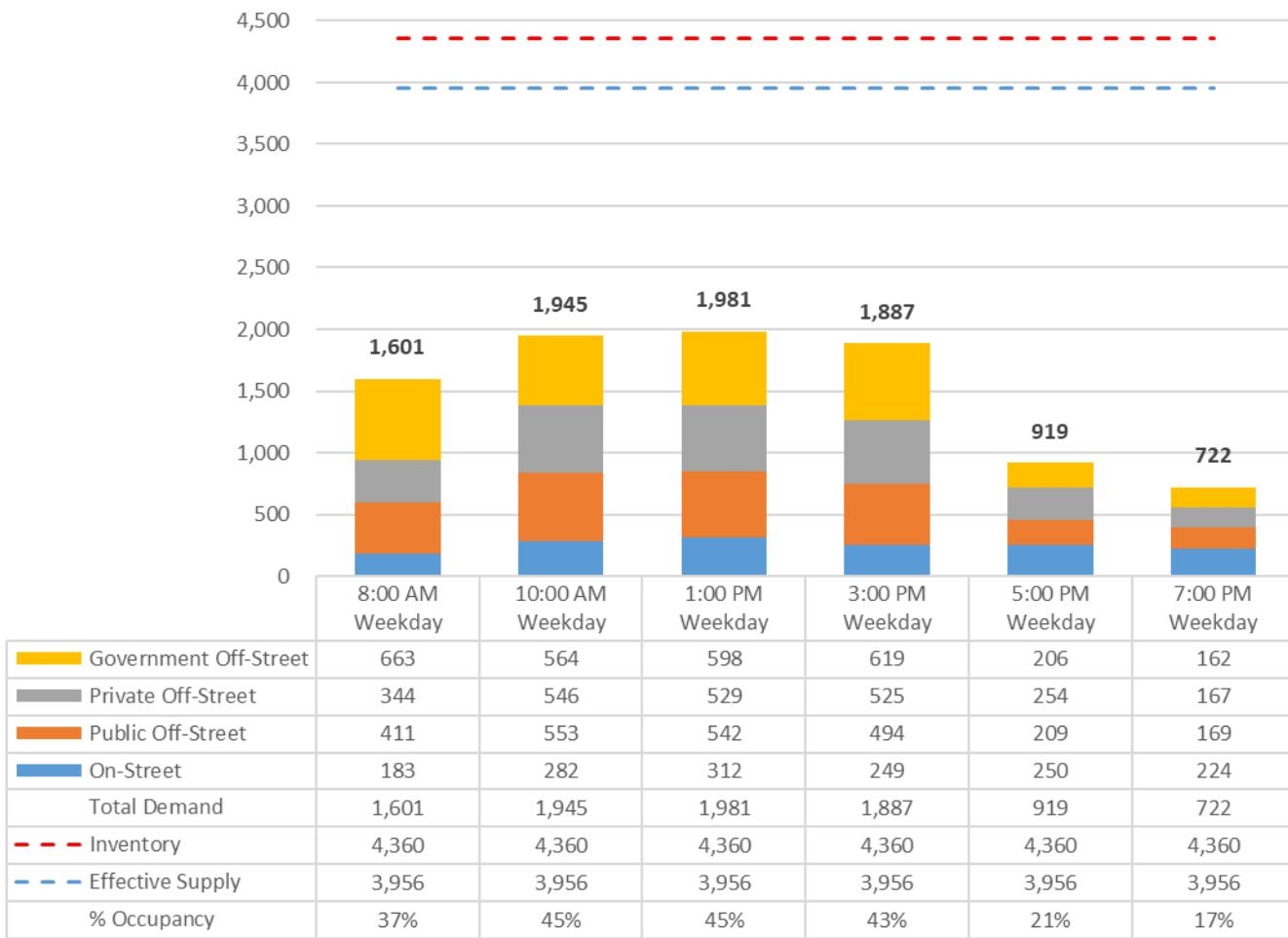
Public and private on- and off-street parking facilities located in the study area were surveyed during a weekday, Wednesday June 20th, and a weekend, Saturday June 23rd, 2018 to understand local parking utilization patterns and market characteristics. Weekday conditions were documented at six intervals; morning (8:00 AM – 9:00 AM), late morning (10:00 AM – 11:00 AM), afternoon (1:00 PM – 2:00 PM), late afternoon (3:00 PM – 4:00 PM), evening (5:00 PM – 6:00 PM) and late evening (7:00 PM – 8:00 PM). This day was a day agreed upon by the City that is estimated to represent an average day in the downtown. However, it was noted in the stakeholder meetings that Mondays and Fridays are likely the busiest times of the week for the court system in Fayetteville.

The weekend observations occurred on Saturday June 23rd for a total of five counts; late morning (10:00 AM – 11:00 AM), midday (12:00 PM – 1:00 PM), late afternoon (3:00 PM – 4:00 PM), evening (5:00 PM – 6:00 PM) and late evening (7:00 PM – 8:00 PM). The observation period captures parking conditions during a Vegan Festival that occurred from 11:00 AM until 6:00 PM.

The data collected during the survey is tabulated by block to develop a localized understanding of the parking system's performance during the survey days. Through our observations, we intend to understand where people are parking, which will assist to recommend appropriate parking policy changes to maximize the existing parking resources. The following pages summarize the observed occupancy rates graphically and in tabular form. The maps summarize the peak hour rates for a weekday and a Saturday.



Figure 6: Weekday Parking Occupancy Summary

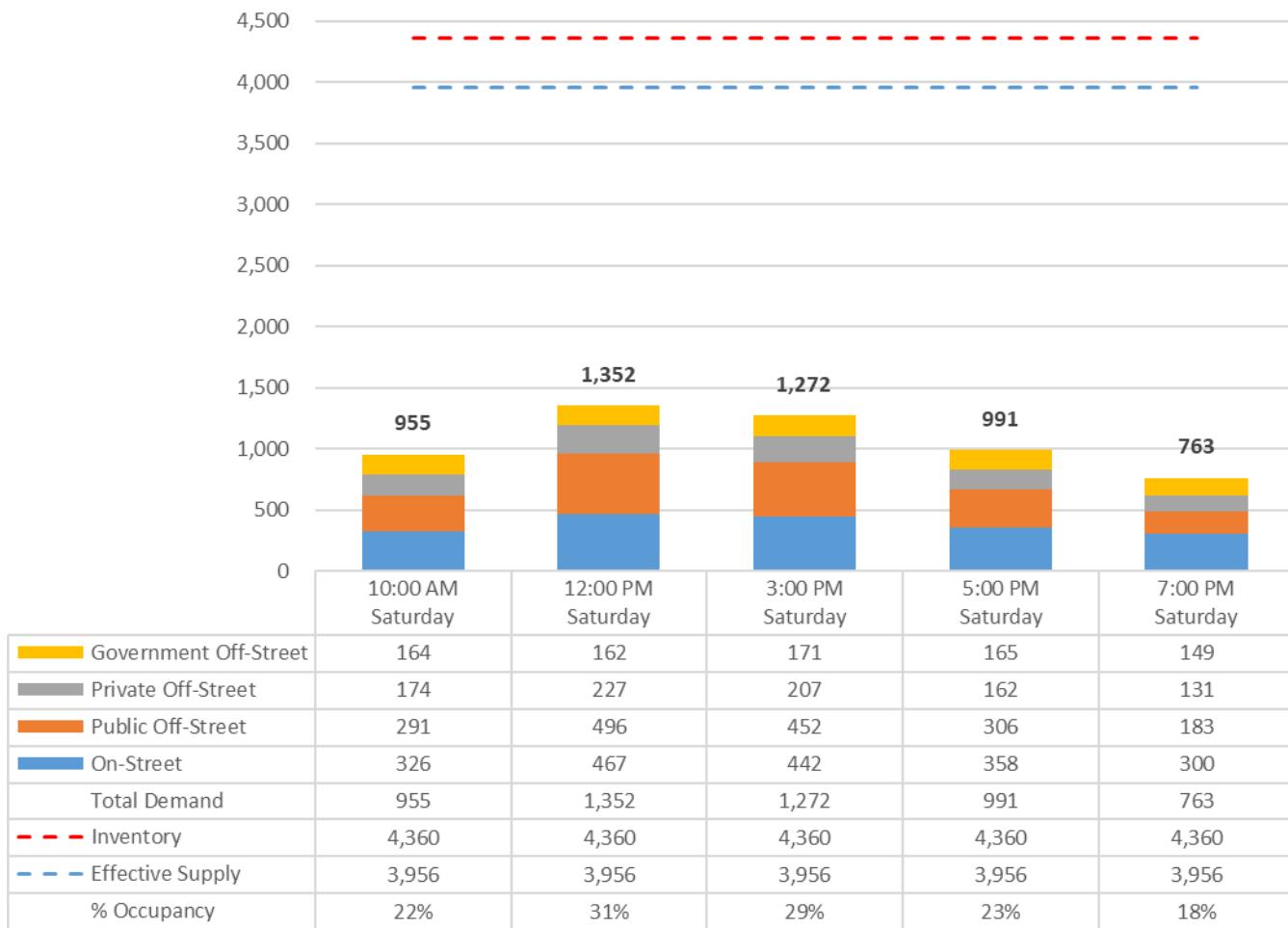


Source: Walker Consultants

Weekday parking demand peaked during the 1:00 PM observation, with 1,981 parked vehicles. Overall, parking occupancy reached 45% of the available observed parking supply at both 10:00 AM and 1:00 PM. Parking is typically considered adequate until it reaches 85% - 90%, depending on the use.



Figure 7: Saturday Parking Occupancy Summary



Source: Walker Consultants

The observations of the weekday and Saturday show an important element of usage. During the weekday when parking time limits are enforced, *on-street* parking use is much lower than during the Saturday observations when time limits are not enforced even though the entire system peaks on the weekdays. Another clear change is in the use of *government* and *private off-street* parking, which as expected, is highly used during the weekday while Saturdays experience significantly lower use.

Peak parking during the Saturday observation was around 12:00 PM, with approximately $1,351 \pm$ occupied spaces (31% of the overall supply).

Overall, parking occupancy rates as a whole do not indicate a shortage of parking. Peak parking demand reached 45% during the weekday during the hours of 10:00 am and 1:00 pm. There are localized areas that experience high utilization, which vary during a weekday and weekend. Occupancy by block for each period is shown on the following table. Blocks with occupancy of 85% or higher are highlighted to indicate where parking was at or near capacity making it difficult to locate a space. In a few cases all the spaces were occupied with more vehicles than marked spaces.

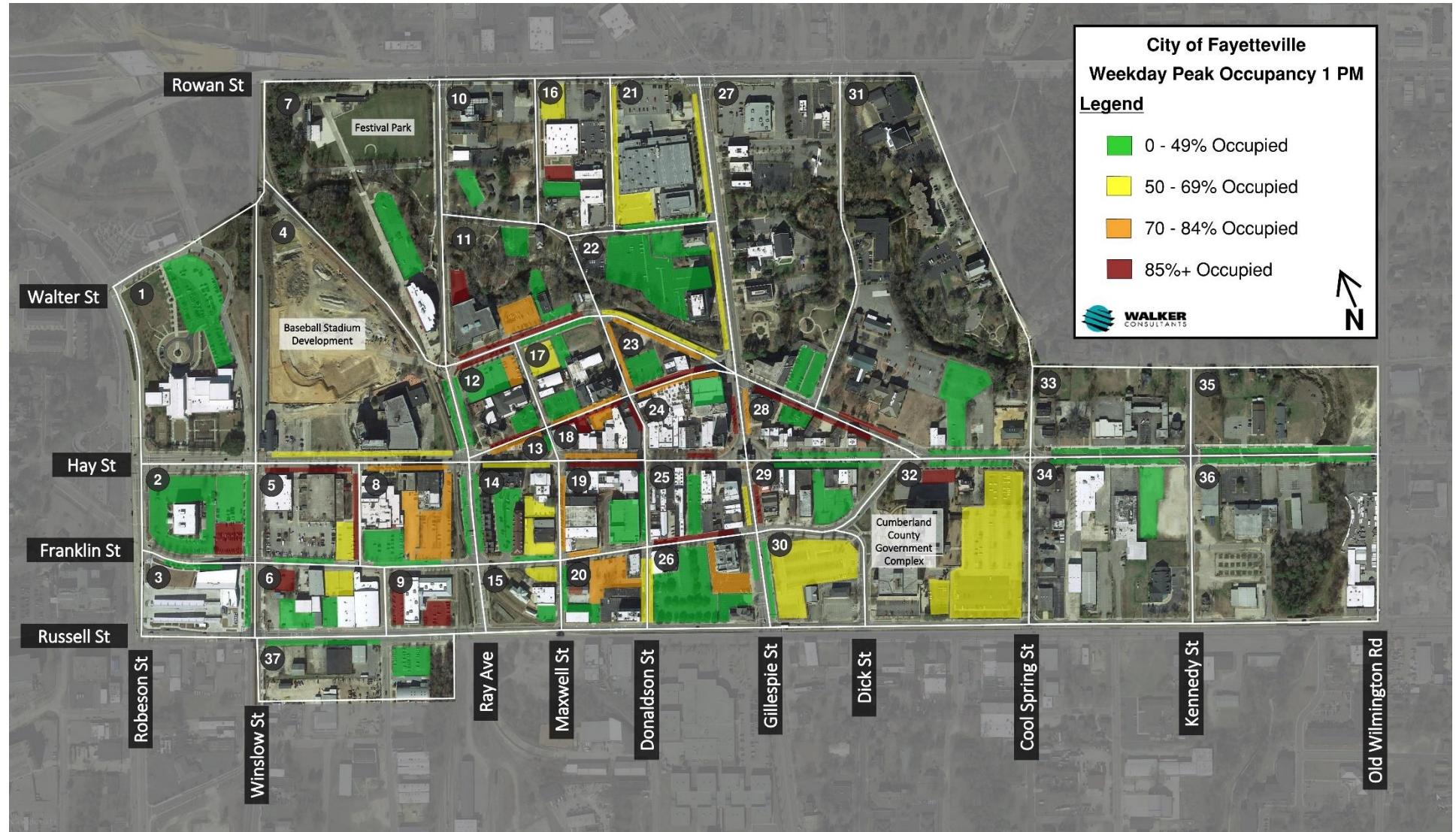
**Table 6: Parking Occupancy Percentages by Block**

Block	8:00 AM Weekday	10:00 AM Weekday	1:00 PM Weekday	3:00 PM Weekday	5:00 PM Weekday	7:00 PM Weekday	10:00 AM Saturday	12:00 PM Saturday	3:00 PM Saturday	5:00 PM Saturday	7:00 PM Saturday
1	20%	37%	36%	39%	19%	18%	37%	50%	56%	37%	23%
2	34%	43%	49%	51%	20%	6%	10%	9%	8%	5%	3%
3	16%	37%	26%	26%	37%	11%	32%	42%	26%	37%	32%
4	4%	8%	48%	8%	24%	12%	4%	80%	84%	84%	36%
5	38%	72%	65%	77%	52%	34%	28%	42%	31%	35%	30%
6	32%	60%	61%	57%	36%	40%	12%	12%	19%	19%	19%
7	22%	54%	46%	49%	37%	4%	7%	5%	5%	4%	5%
8	38%	58%	61%	66%	48%	41%	26%	50%	55%	40%	41%
9	73%	94%	94%	89%	56%	46%	49%	54%	52%	54%	49%
10	0%	4%	7%	4%	7%	0%	0%	0%	7%	25%	0%
11	31%	42%	56%	38%	23%	7%	34%	50%	22%	15%	4%
12	35%	46%	45%	38%	30%	16%	28%	57%	41%	34%	15%
13	10%	80%	70%	70%	90%	70%	100%	100%	90%	120%	80%
14	26%	46%	47%	53%	34%	45%	54%	68%	59%	43%	42%
15	7%	41%	44%	44%	22%	22%	30%	52%	48%	15%	7%
16	59%	87%	54%	47%	4%	0%	36%	33%	8%	0%	0%
17	25%	33%	35%	24%	8%	27%	21%	31%	35%	16%	14%
18	70%	84%	80%	77%	64%	59%	64%	68%	68%	57%	50%
19	27%	37%	40%	38%	27%	23%	29%	45%	52%	44%	34%
20	50%	64%	68%	53%	23%	14%	31%	73%	53%	26%	18%
21	64%	75%	49%	42%	15%	15%	18%	18%	16%	13%	12%
22	39%	53%	43%	44%	14%	7%	16%	18%	16%	15%	10%
23	36%	49%	54%	36%	26%	17%	35%	33%	35%	32%	15%
24	12%	13%	13%	11%	11%	12%	18%	15%	17%	25%	21%
25	32%	41%	51%	32%	26%	42%	70%	88%	75%	59%	38%
26	28%	30%	28%	27%	5%	5%	3%	12%	15%	6%	7%
27	29%	41%	32%	35%	9%	7%	29%	52%	42%	35%	14%
28	31%	36%	43%	35%	47%	39%	64%	101%	91%	57%	52%
29	16%	36%	33%	25%	19%	21%	34%	53%	44%	32%	31%
30	56%	6%	50%	54%	16%	9%	10%	21%	29%	15%	13%
31	7%	15%	11%	11%	3%	2%	6%	6%	6%	1%	0%
32	79%	73%	65%	67%	13%	13%	8%	9%	8%	8%	8%
33	17%	25%	8%	8%	8%	0%	0%	0%	8%	0%	0%
34	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%
35	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
36	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
37	36%	55%	67%	56%	31%	18%	27%	29%	42%	58%	56%
Total	37%	45%	45%	43%	21%	17%	22%	31%	29%	23%	18%

Source: Walker Consultants

Details of parking occupancy by location during the peak periods on a Weekday and Saturday are provided in the following maps using color to represent parking occupancy levels.

Figure 8: Weekday Peak Parking Occupancy Map by Block - Afternoon



Source: Walker Consultants



Figure 9: Saturday Peak Parking Occupancy Map by Block - Midday



Source: Walker Consultants

PARKING ADEQUACY

Parking adequacy is the ability of the parking supply to accommodate the parking demand. The survey day peak parking occupancy is subtracted from the effective parking supply to determine the adequacy for the study area. Because the effective supply is being utilized, not the actual supply, it is possible for a block to be inadequate and not have every space fully utilized. However, as described in the effective parking supply section, this allows for a more user-friendly parking system. The current parking adequacy of the study area is summarized in the following tables, with the peak occupancy by day highlighted in gray.

Table 7: Weekday Parking Adequacy

Parking Type	8:00 AM Occupancy	Actual Supply	% Occ.	Effective Supply	Adequacy
On-Street Public	183	615	30%	521	338
Off-Street Public	411	1,407	29%	1,268	857
Off-Street Private	344	1,194	29%	1,136	792
Off-Street Government	663	1,144	58%	1,031	368
Total	1,601	4,360	37%	3,956	2,355
Parking Type	10:00 AM Occupancy	Actual Supply	% Occ.	Effective Supply	Adequacy
On-Street Public	282	615	46%	521	239
Off-Street Public	553	1,407	39%	1,268	715
Off-Street Private	546	1,194	46%	1,136	590
Off-Street Government	564	1,144	49%	1,031	467
Total	1,945	4,360	45%	3,956	2,011
Parking Type	1:00 PM Occupancy	Actual Supply	% Occ.	Effective Supply	Adequacy
On-Street Public	312	615	51%	521	209
Off-Street Public	542	1,407	39%	1,268	726
Off-Street Private	529	1,194	44%	1,136	607
Off-Street Government	598	1,144	52%	1,031	433
Total	1,981	4,360	45%	3,956	1,975
Parking Type	3:00 PM Occupancy	Actual Supply	% Occ.	Effective Supply	Adequacy
On-Street Public	249	615	40%	521	272
Off-Street Public	494	1,407	35%	1,268	774
Off-Street Private	525	1,194	44%	1,136	611
Off-Street Government	619	1,144	54%	1,031	412
Total	1,887	4,360	43%	3,956	2,069
Parking Type	5:00 PM Occupancy	Actual Supply	% Occ.	Effective Supply	Adequacy
On-Street Public	250	615	41%	521	271
Off-Street Public	209	1,407	15%	1,268	1,059
Off-Street Private	254	1,194	21%	1,136	882
Off-Street Government	206	1,144	18%	1,031	825
Total	919	4,360	21%	3,956	3,037
Parking Type	7:00 PM Occupancy	Actual Supply	% Occ.	Effective Supply	Adequacy
On-Street Public	224	615	36%	521	297
Off-Street Public	169	1,407	12%	1,268	1,099
Off-Street Private	167	1,194	14%	1,136	969
Off-Street Government	162	1,144	14%	1,031	869
Total	722	4,360	17%	3,956	3,234

Source: Walker Consultants

**Table 8: Saturday Parking Adequacy**

Parking Type	10:00 AM Saturday Occupancy	Actual Supply	% Occ.	Effective Supply	Adequacy
On-Street Public	326	615	53%	521	195
Off-Street Public	291	1,407	21%	1,268	977
Off-Street Private	174	1,194	15%	1,136	962
Off-Street Government	164	1,144	14%	1,031	867
Total	955	4,360	22%	3,956	3,001
Parking Type	12:00 PM Saturday Occupancy	Actual Supply	% Occ.	Effective Supply	Adequacy
On-Street Public	467	615	76%	521	54
Off-Street Public	496	1,407	35%	1,268	772
Off-Street Private	227	1,194	19%	1,136	909
Off-Street Government	162	1,144	14%	1,031	869
Total	1,352	4,360	31%	3,956	2,604
Parking Type	3:00 PM Saturday Occupancy	Actual Supply	% Occ.	Effective Supply	Adequacy
On-Street Public	442	615	72%	521	79
Off-Street Public	452	1,407	32%	1,268	816
Off-Street Private	207	1,194	17%	1,136	929
Off-Street Government	171	1,144	15%	1,031	860
Total	1,272	4,360	29%	3,956	2,684
Parking Type	5:00 PM Saturday Occupancy	Actual Supply	% Occ.	Effective Supply	Adequacy
On-Street Public	358	615	58%	521	163
Off-Street Public	306	1,407	22%	1,268	962
Off-Street Private	162	1,194	14%	1,136	974
Off-Street Government	165	1,144	14%	1,031	866
Total	991	4,360	23%	3,956	2,965
Parking Type	7:00 PM Saturday Occupancy	Actual Supply	% Occ.	Effective Supply	Adequacy
On-Street Public	300	615	49%	521	221
Off-Street Public	183	1,407	13%	1,268	1,085
Off-Street Private	131	1,194	11%	1,136	1,005
Off-Street Government	149	1,144	13%	1,031	882
Total	763	4,360	18%	3,956	3,193

Source: Walker Consultants

Overall, the current parking system has a parking surplus occurring both during peak weekday and Saturday conditions, showing a significant parking surplus. Analyzing the parking adequacy by block allows for a better understanding of specific challenges, or “hot spots”, within the parking system and also areas that can be better utilized. There are a few areas where “hot-spots” occur in the study area. During the weekday, Block 9 houses the Cumberland County Community Corrections Center Probation Department with self-contained parking for employees and visitors. There is a slight inadequacy of two spaces occurring during the peak count for this block. However, these spaces are primarily utilized by police vehicles who frequent the site. Additionally, the occupied vehicles do not spill into the outlying land uses. Walker does not recommend any action taken for this inadequacy and is the only inadequacy occurring during the weekday counts.



During the Saturday counts, Blocks 13 and 28 both had times where the number of spaces were inadequate. Block 13 is comprised of only on-street parking with approximately ten spaces, nine of which are located on Old Street and one on Burgess Street. Block 28 is comprised of approximately 54 on-street spaces, located on all three sides of the block, and 23 off-street spaces, located in Bow Commons. Due to the lack of enforcement on weekends and the occurrence of the Vegan Festival, visitors and potentially employees were utilizing the on-street spaces more heavily than during the weekdays. This inadequacy could be alleviated by including Saturday enforcement. The inadequacy on Block 13 will likely still occur during busy times because Old Street was observed as being a highly utilized on-street parking destination. Additionally, Block 28 does not raise too many red flags because during the peak Saturday count, when there was an inadequacy, Blocks 29 (just south of Block 28) and 24 (just west of Block 28) both have a large surplus of spaces, 42± and 116±, respectively.

With the aforementioned block details and the understanding of the overall system, data indicates there are no pressing parking issues now or in the immediate future. Marketing, managing, and communicating the locations of available parking are key ways to alleviating any future concerns with inadequacies.

CORE AREA ADEQUACY

Considering the Core of Downtown (see map on page 7), parking is adequate for all periods and types except on-street parking during the peak demand periods. At noon on Saturday on-street parking within the Core area of downtown reached a deficit of 30 spaces, with 93% of the spaces occupied. During this period there were ample spaces available in off-street parking areas. The following table shows the Core Area parking adequacy during the peak Weekday and Saturday periods.

Table 9: Core Area Parking Adequacy

Parking Type	1:00 PM Weekday Occupancy	Actual Supply	% Occ.	Effective Supply	Adequacy
On-Street Public	234	387	60%	329	95
Off-Street Public	235	637	37%	575	340
Off-Street Private	160	412	39%	392	232
Off-Street Government	20	50	n/a	45	25
Total	649	1,486	44%	1,341	692

Parking Type	12:00 PM Saturday Occupancy	Actual Supply	% Occ.	Effective Supply	Adequacy
On-Street Public	359	387	93%	329	(30)
Off-Street Public	257	637	40%	575	318
Off-Street Private	117	412	28%	392	275
Off-Street Government	0	50	n/a	45	45
Total	733	1,486	49%	1,341	608

Source: Walker Consultants



LENGTH OF STAY AND TURNOVER ANALYSIS

The study included a length of stay and turnover analysis of on-street parking on Fayetteville's main downtown streets and time-restricted surface lots. This analysis utilized LPR (License Plate Recognition) technology, which records and tracks individual license plates, GPS coordinates, and time stamp information.

The data was collected on Thursday, May 31st, beginning at 9:00 AM and ending at 5:00 PM to match the hours of enforcement. The following Exhibit shows the average length of stay and number of violators the system identified followed by exemptions and citations noted.

Table 10: Summary of Length of Stay by Time Restriction

Time Limit	Average Length of Stay	Parked Vehicles	Parked Hours	# Violators	# Permits	# ADA	# Citation Visible	# without Citation
30-Minute	0.99 Hours	15	14.9	6	5	1	-	-
2-Hour	1.39 Hours	793	1,100	72	34	17	10	11
3-Hour	1.36 Hours	430	583	14	2	4	0	8
No Limit	1.86 Hours	269	501	-	-	-	-	-

Source: Walker Consultants

The average length of stay within each time-limit was generally about 1.4 hours. Spaces without time-limits or restrictions averaged just under 2 hours. Factors that impacted the average stay includes parking permits and ADA parking, both of which effectively allow users to park without moving their vehicle. This was the case for the small number of 30-minute parking spaces having an average length of stay well beyond 30-minutes and no citations. While six vehicles exceeded the posted time limit, five had permits and one had an ADA placard.

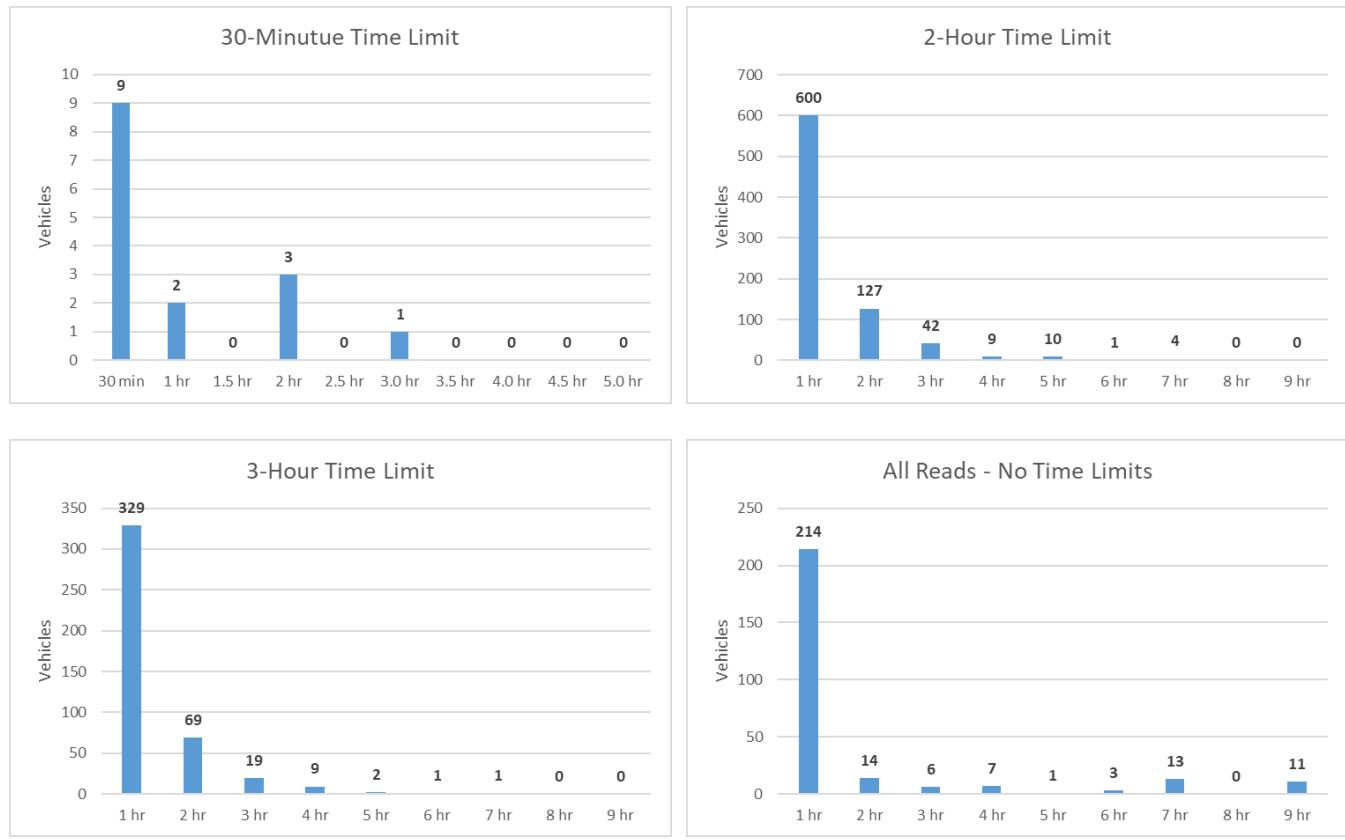
For vehicles that did not have a valid reason to be parked beyond the posted time limit, a visual check was made to see if a citation had been issued. Those without a citation were noted and tabulated. It is important to note that using mobile LPR to track length of stay is much more efficient than walking and manually entering the license plate. Mobile LPR is typically five to seven times as efficient as an enforcement officer on-foot. It is likely that a portion of the vehicles we noted without a citation were issued a citation later in the day.

The following graphs provide addition information on the length of stay for each type of time limit within the area.





Figure 10: Vehicles Parked by Time



Source: Walker Consultants



FINANCIAL REVIEW

The City has an established parking enterprise fund to track all parking related income and expenses within the City budget. Walker reviewed the previous five years of data to understand how the fund is performing. The financial data indicates collected revenue falls short of expenses in each of previous five years, requiring a contribution from the General Fund ranging from about \$80,000 to \$112,000 each year.

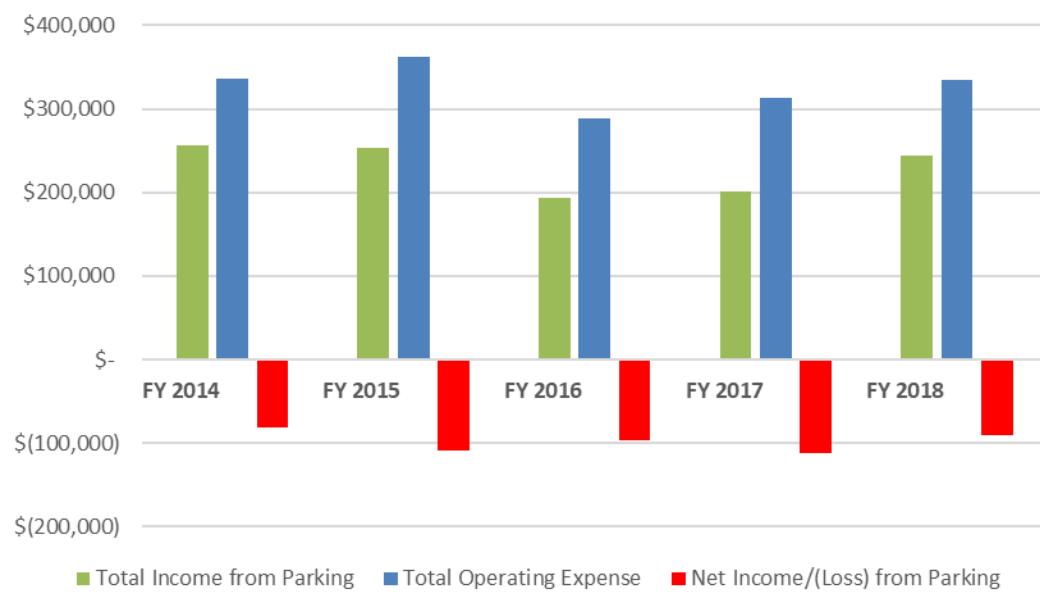
Revenue includes both parking fees and revenue from paid violations. Expenses include the parking operator contract, general maintenance, and a contribution from PWC for their share of expenses. The net result is the difference between revenue and expense. The following table and graph show the annual income and expenses over the last five years. This data clearly shows the cost to providing public parking in Fayetteville.

Table 11: Five Year Historical Parking Financial Review

Source	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
Revenue from Parking	\$ 122,621	\$ 131,336	\$ 97,852	\$ 91,939	\$ 124,670
Revenue from Violations	\$ 133,466	\$ 121,816	\$ 95,259	\$ 108,924	\$ 119,025
Total Income from Parking	\$ 256,087	\$ 253,152	\$ 193,111	\$ 200,863	\$ 243,695
Operating Expense	\$ 407,540	\$ 402,549	\$ 331,048	\$ 354,511	\$ 374,128
PWC Portion	\$ (70,886)	\$ (40,859)	\$ (41,751)	\$ (41,393)	\$ (39,386)
Total Operating Expense	\$ 336,654	\$ 361,690	\$ 289,298	\$ 313,118	\$ 334,742
Net Income/(Loss) from Parking	\$ (80,567)	\$ (108,538)	\$ (96,186)	\$ (112,255)	\$ (91,046)

Source: Data from City of Fayetteville and Walker Consultants

Figure 11: Parking Fund Summary

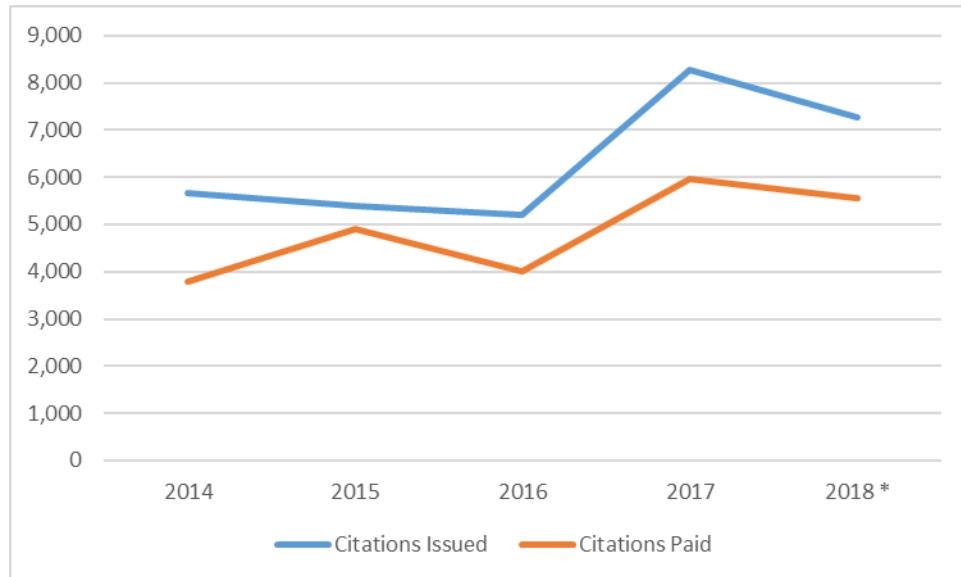


Source: Data from City of Fayetteville and Walker Consultants



Citation issue and collection data was provided for review and summarized below. The data provided is based on calendar year and not Financial Year. This data suggests improvements may be gained in terms of citations issued and collected, which vary from 67% to 91%. Data for 2018 was annualized based on the year to date data provided.

Figure 12: Annual Citation Data



	2014	2015	2016	2017	2018 *
Citations Issued	5,665	5,392	5,211	8,273	7,273
Citations Paid	3,784	4,904	4,004	5,953	5,560
Paid Rate	67%	91%	77%	72%	76%
Citation Collections	\$ 75,083	\$ 101,874	\$ 82,383	\$ 115,279	\$ 108,759
Average Citation	\$ 13.25	\$ 18.89	\$ 15.81	\$ 13.93	\$ 14.95

*Annualized 2018 data through 9/21/18

Source: Data from City of Fayetteville and Walker Consultants

From a financial stability perspective, the City of Fayetteville has consistently required a contribution from the general fund to cover operating costs. The addition of the new parking garage and baseball stadium will have a positive impact on parking revenues, although expenses will also increase. A review of the most current budget (FY 2019) shows a substantial increase in revenue is anticipated, resulting in a positive net revenue projection.

Recommendations:

1. Overriding goal of the parking fund should be to operate at a net positive or neutral position, with the users covering the cost of the parking. Parking fees should be balanced with the intention of managing a limited asset to benefit most users.
2. Track key performance indicators and include in annual parking fund report. These may include revenue per space; expense per space; percent of citations collected; percent of citations appealed.

PEER CITY COMPARISON

Benchmarking was performed to evaluate how Fayetteville is keeping pace with pre-selected peers. Note that with any benchmarking survey, mimicking peers is not always the goal. The sample sizes in most benchmarking studies are small and during Walker's work, we have repeatedly seen instances where the peer group as a whole are missing out on opportunities to implement best practices. Therefore, we recommend that the results of benchmarking surveys be interpreted with this in mind and used cautiously. The goal is to not copy practices that might be misinformed or outdated, but to seek out opportunities to make Fayetteville a leader amongst its peers.

The following North Carolina cities were identified by the City of Fayetteville staff to be surveyed for comparison purposes: Raleigh, Durham, Winston-Salem, Greensboro, Asheville, Charlotte, Boone, and Wilmington. These data points reflect the most current information available. These cities were selected because of their proximity and characteristics similar to Fayetteville, such as population, walkable downtown, or having their own minor league baseball teams.

Table 12: Peer City Population, Proximity, and Enforcement Survey

City	Population	Miles from Fayetteville	Hours of Enforcement
Raleigh	458,880	64	8:00 AM-5:00 PM, Monday-Friday
Durham	263,016	89	8:00 AM-7:00 PM, Monday-Friday
Winston-Salem	242,203	120	7:00 AM-5:00 PM, Monday -Friday
Greensboro	287,027	94	8:00 AM-6:00 PM, Monday-Saturday
Asheville	89,121	263	8:00 AM-6:00 PM, Monday-Saturday
Charlotte	842,051	132	8:00 AM-5:00 PM, Monday-Friday
Boone	18,834	204	8:00 AM-5:00 PM, Monday-Saturday
Wilmington	117,525	89	9:00 AM-6:30 PM, Monday-Saturday
Average	289,832	132	8:00 AM-5:41 PM, Monday-Friday/Saturday
Fayetteville	204,759		9:00 AM- 5:00 PM, Monday-Friday

Source: Walker Consultants

Of all the cities surveyed, parking enforcement begins between 7:00 AM and 9:00 AM and ends between 5:00 PM and 7:00 PM. All of the surveyed cities enforce Monday through Friday with half of the cities also including Saturday as an enforcement day.



Table 13: Peer City Rates and Violations Survey

City	On-Street Hourly	Rates				Meter Violations
		Daily High	Daily Low	Monthly High	Monthly Low	
Raleigh	\$1.00	\$12.00	\$8.00	\$173.00	\$45.00	\$20.00
Durham	\$1.50	\$13.75	\$11.00	\$110.00	\$70.00	\$20.00
Winston-Salem	\$0.50	\$9.00	\$3.00	\$95.00	\$42.00	\$15.00
Greensboro	\$1.00	\$7.00	\$7.00	\$65.00	\$45.00	\$15.00
Asheville	\$1.50	\$10.00	\$10.00	\$120.00	\$60.00	\$10.00
Charlotte	\$1.00	n/a	n/a	n/a	n/a	\$25.00
Boone	\$1.00	\$8.00	\$8.00	n/a	n/a	\$12.00
Wilmington	\$1.25	\$13.00	\$8.00	\$130.00	\$30.00	\$15.00
Average	\$1.09	\$10.39	\$7.86	\$115.50	\$48.67	\$16.50
Fayetteville	free	\$4.00	\$4.00	\$50.00	\$50.00	\$15.00

Source: Walker Consultants

There are currently no on-street paid areas within Fayetteville. The publicly-owned off-street rate has a daily maximum of \$4 and a monthly rate of \$50. Fayetteville has an unpaid/ expired payment violation of \$15. Comparing these rates and fees to peers', Fayetteville is below average in all categories with the exception of the off-street monthly lowest rate. This information suggests there is room for Fayetteville to increase rates and violation fees. The impacts of these potential rate increase should be considered heavily as users are often driven by their wallets. This is discussed in more detail with the other recommendations.

Table 14: City Staff and Size Comparison

City	Dedicated City Staff	FY17-18 Budget	Transfer from other Funds	Garage	Lot	Department	Notes
Durham	4	\$ 5,976,938	\$ 882,707	4	3	Transportation	Taking in-house Jan-2019
Raleigh	39	\$ 16,712,153	n/a	8	5	Transportation	
Winston-Salem	15.5 FTE	\$ 2,123,580	\$ 495,150	2	5	Transportation	
Asheville	25.5 FTE	\$ 5,797,769	n/a	4	4	Transportation	
Greensboro	13.75 FTE	\$ 2,924,768	n/a	4	6	Transportation	
Wilmington	2	\$ 3,883,179	\$ 66,588	3	6	City Manager	
Fayetteville	0	\$ 361,480	\$ 128,861	1	11	Traffic Services	No dedicated City Staff

Source: Walker Consultants

Public parking in Fayetteville is overseen by two staff members from the Traffic Services Division within the Public Services Department. The City does not have any dedicated staff responsible for public parking. This is not true for any of the comparable cities, which have dedicated staff ranging from 2 to 39. The larger staffs include city personnel that provide the day-to-day parking operations instead of using a parking operator to provide this service. Note, the City of Durham staff will be increasing substantially as they will be taking over the day-to-day operations from their parking operator starting in January 2019.



City staff dedicated to overseeing parking varies based on the size and complexity of the operation. As an example, the City of Greensboro has four parking garages and six surface lots with on-street paid parking, totaling 4,850± spaces. Parking falls under the Transportation Department with a dedicated Parking Operations and Enforcement Manager overseeing roughly 25 employees that provide daily parking management.

The Town of Chapel Hill operates three garages, about eight surface lots, and has paid on-street parking. Parking falls under the Police Department as a shared responsibility by the Community Safety Planner, who has a dedicated parking staff of 21, which includes three enforcement officers, cashiers, maintenance, and supervisors.

The City of Boone has paid on-street parking and limited off-street surface lot parking. Parking is overseen by the Downtown Boone Development Association using McLaurin Parking to manage the day-to-day parking activities, similar to Fayetteville.

PARKING MANAGEMENT MODEL

Within the six peer cities compared, half provide staffing and direct parking management of the parking while the other half out-sources the parking to a professional parking operator under a management agreement. Fayetteville has done the later, using McLaurin Parking as their parking operator for over 15 years under several updated contracts, with the latest contract signed in October 2016, and most recently amended in June 2018. McLaurin provides staffing, enforcement of the time zones, revenue collections, and services for all the City parking in downtown. Walker recommends regularly issuing a competitive operator RFP to ensure competitive pricing and to bring new services to the marketplace. The RFP should include quantifiable questions to allow a side-by-side comparison of offerings for consideration.

Recommendations:

3. The City should consider hiring a dedicated parking specialist to oversee the public parking operation, including the parking operator contract. This parking specialist should have a Certified Administer of Public Parking (CAPP) credential from the International Parking and Mobility Institute or a Certified Parking Professional (CPP) from the National Parking Association.
4. Issue a competitive Operator RFP every three years, including required responses to allow side-by-side comparison, short-listing, interviews, and evaluation scoring. This ensures a fair price and allows for innovation enhancements.



02 FUTURE CONDITIONS



FUTURE CONDITIONS

For the future analysis, Walker applied known, or anticipated, developments to project future parking demand using land use assumptions. Known land uses are primarily in association with the new stadium and include the redeveloped Prince Charles Hotel into apartments, a new hotel, restaurant space, and office space. Other projects considered include the Catalyst 1, which is a potential development site located within the overall study area, just to the northwest of Festival Park. This site includes over 13 acres of land ready for development that would provide a link between the campus of Fayetteville State University and the downtown. Given the size and location of this parcel, any new parking demand generated by new land uses would be satisfied by a parking lot or structure within the site and not directly impact parking within the downtown.

Alongside the new developments increasing parking demand in the study area, the new stadium will add a significant number of events to the area. Three event scenarios are analyzed to show the impact on the parking system. **Scenario 1** assumes an average attendance at the proposed baseball stadium; **Scenario 2** assumes a complete sellout at the baseball stadium; and **Scenario 3** assumes one large influx of patrons to downtown through multiple events or a large concert.

PROJECTED PARKING DEMAND

Parking demand refers to the amount of parking that is estimated to be used at a particular time, place, and price. It is affected by vehicle ownership, trip rates, transportation mode split, length of stay, geographic location, type of trip (work, shopping, special event), the quality of public transportation, and fuel and parking costs. The methodology employed by Walker to project future demand combines the baseline demand, observed occupancy data, and the estimated developments or growth in demand resulting from proposed new land uses entering the study area. The baseline and incremental increase in demand are added together and then compared to the existing effective parking supply to determine the overall parking adequacy.

The more detailed growth assumptions utilized in the shared parking analysis include the following:

Restaurant - 12,500 square feet

Hotel - 120 rooms

Office - 90,000 square feet

Festival Park Plaza Office - 15,000 square feet

Apartments - 62 units

There are two primary variables applied to the calculation of peak parking accumulation for new developments: 1) the gross leasable area (GLA) or gross floor area (GFA), number of hotel rooms, seating capacity, etc. for each type of proposed land use (i.e., office, retail, restaurant, etc.), and 2) the appropriate parking demand ratio. The following section provides a discussion on the use of shared parking methodology when calculating the appropriate demand ratio to use for each type of land use in this analysis.



SHARED PARKING DEMAND

Shared parking is defined as parking spaces that can be used to serve two or more individual land uses without conflict or encroachment. One of the fundamental principles of downtown planning from the earliest days of the automobile has always been to share parking resources rather than to have each use or building have its own parking. The resurgence of many central cities resulting from the addition of vibrant residential, retail, restaurant and entertainment developments continues to rely heavily on shared parking for economic viability. In addition, mixed-use projects in many different settings have benefited from shared parking. There are numerous benefits of shared parking to a community at large, not the least of which is the environmental benefit of significantly reducing the square feet of parking provided to serve commercial development.

The interplay of land uses in a mixed-use environment produces a reduction in overall parking demand. For example, a substantial percentage of patrons at one business (restaurant) may be employees of another downtown business (office). This is referred to as the “effects of the captive market.” These patrons are already parking and contribute only once to the number of peak hour parkers. In other words, the parking demand ratio for individual land uses should be factored downward in proportion to the captive market support received from neighboring land uses.

Adjustments are also made to account for the number of patrons who arrive at the subject property by means other than a personal vehicle. Based on data collected by the U.S. Census Bureau and the respondents from the Walker-provided survey, a drive ratio, or modal split factor, was applied to each land use. Per current census data, approximately 92% of employees arrive via a personal vehicle in Fayetteville, North Carolina, depending on proximity to public transit and their type of occupation. The remaining 8% utilize another means of transportation such as mass transit, bicycle, or walking.

The base parking demand ratio for each land use is adjusted to represent the projected market. These adjustments are calculated by multiplying the base ratio by the drive ratio (modal split), non-captive ratio (one minus the percent captive) and an hourly and seasonal adjustments.

Note the project ratios derived for each land use may vary from demand ratios for current land uses in the downtown area. Walker based the future projections on ULI recommendations, not the parking generation rates exhibited by existing land uses.

Both the base demand ratio and time of day adjustment factors change for the various land uses projected, sometimes significantly affecting the project ratio. The tables on the following page display the increase in parking demand, which Walker anticipates to occur on a weekday and weekend.



Table 15: Shared Parking Estimated Additional Weekday Parking Demand

Type of Use	Quantity	Base Ratio	Unit	Driving Ratio	Non-Captive Ratio	Monthly Adjustment	Hourly Adjustment	Weekday Peak
Restaurant	12,500	GLA	15.25	/ksf GLA	92%	x	80%	x
Employee	12,500	GLA	2.75	/ksf GLA	92%	x	99%	x
Hotel	120	Rooms	1.00	/room	70%	x	100%	x
Employee	120	Rooms	0.25	/room	92%	x	99%	x
Office	90,000	GFA	0.25	/ksf GFA	92%	x	100%	x
Employee	90,000	GFA	3.15	/ksf GFA	92%	x	100%	x
Festival Park Plaza	15,000	GFA	0.25	/ksf GFA	92%	x	100%	x
Employee	15,000	GFA	3.15	/ksf GFA	92%	x	100%	x
Apartment	62	Units	0.10	/unit	92%	x	99%	x
Resident	62	Units	1.50	/unit	100%	x	100%	x
								Total 586

Source: Walker Consultants

A similar model is used to project the impact of the new land uses during a weekend, non-event period. Demand from the office land uses drops off while restaurant, hotel and residential demand increase.

Table 16: Shared Parking Estimated Additional Weekend Parking Demand

Type of Use	Quantity	Base Ratio	Unit	Driving Ratio	Non-Captive Ratio	Monthly Adjustment	Hourly Adjustment	Weekend Peak
Restaurant	12,500	GLA	17.00	/ksf GLA	92%	x	80%	x
Employee	12,500	GLA	3.00	/ksf GLA	92%	x	99%	x
Hotel	120	Rooms	0.90	/room	70%	x	100%	x
Employee	120	Rooms	0.18	/room	92%	x	99%	x
Office	90,000	GFA	0.03	/ksf GFA	92%	x	100%	x
Employee	90,000	GFA	0.32	/ksf GFA	92%	x	100%	x
Festival Park Plaza	15,000	GFA	0.03	/ksf GFA	92%	x	100%	x
Employee	15,000	GFA	0.32	/ksf GFA	92%	x	100%	x
Apartment	62	Units	0.15	/unit	92%	x	99%	x
Resident	62	Units	1.50	/unit	100%	x	100%	x
								Total 350

Source: Walker Consultants

ADDED PARKING SUPPLY

At least three new parking facilities are being planned within the study area as part of the new development projects. These include a 486 space parking structure in Block 4 as part of the stadium project, an expansion of 100± surface spaces to the existing Festival Park Plaza office building lot in Block 7, and a new 80± space surface lot at Russell and Winslow in Block 37. These additions will be used to meet new demand associated with the added developments as well as provide improved access to the surrounding area. The new parking, or a portion of the new parking, can be used for event parking when not used by the new land uses.



IMPACTS OF POTENTIAL DEVELOPMENTS

Utilizing the shared parking estimates in the previous tables, we add the future projected demand to the current peak demand to understand the anticipated adequacy of the system better, and blocks affected. The tables below display this anticipated demand.

Table 17: Impact of New Developments on Parking

Development	Impacted Block	Existing Parking	Added Parking	Displaced Parking	New Parking Supply	Effective Supply ⁽¹⁾	Existing Demand	New Demand	Projected Surplus/ (Deficit)
Stadium Development ⁽²⁾	4	25	486	0	511	460	12	540	(41)
Festival Park Office ⁽³⁾	7	98	100	0	198	178	53	46	99
Russell & Winslow Lots	37	-	80	-	80	72	-	0	80

Notes:

(1) Represents 90% of the actual parking supply

(2) Includes Prince Hotel, Residential, Office, Restaurant space

(3) Leasing an additional office floor

Source: Walker Consultants

Based on the added land uses and new parking, a deficit of 41 spaces is projected within the developments associated with the new Stadium, a surplus of 99 spaces are projected for the Festival Park Office, and a surplus of 80 spaces is projected for the Russell & Winslow lots, since these lots are not associated with additional demand above current conditions. The projected deficit of parking is small enough to be accommodated within the surrounding blocks which have surplus parking. It is important to note that peak demand calculated is during a weekday daytime period. Evening demand is much lower due to the office demand decrease in the evenings and weekends.

AVAILABLE PARKING SUPPLY

The parking supply available to be used for events must be within a reasonable walking distance. To aid in estimating the appropriate walking distance, Walker developed a Level of Service ("LOS") rating system for evaluating appropriate walking distances based on specific criteria. LOS "A" is considered the best or ideal, LOS "B" is good, LOS "C" is average and LOS "D" is below average but minimally acceptable. A breakdown of the LOS conditions for each type of walking environment is provided in the table below. Walker has assumed an uncovered outdoor environment as one would walk through downtown Fayetteville.



Table 18: Level of Service Conditions

Level of Service Conditions	A	B	C	D
Climate Controlled	1,000 ft	2,400 ft	3,800 ft	5,200 ft
Outdoor/Covered	500	1,000	1,500	2,000
Outdoor/Uncovered	400	800	1,200	1,600
Through a Surface Lot	350	700	1,050	1,400
Inside a Parking Facility	300	600	900	1,200

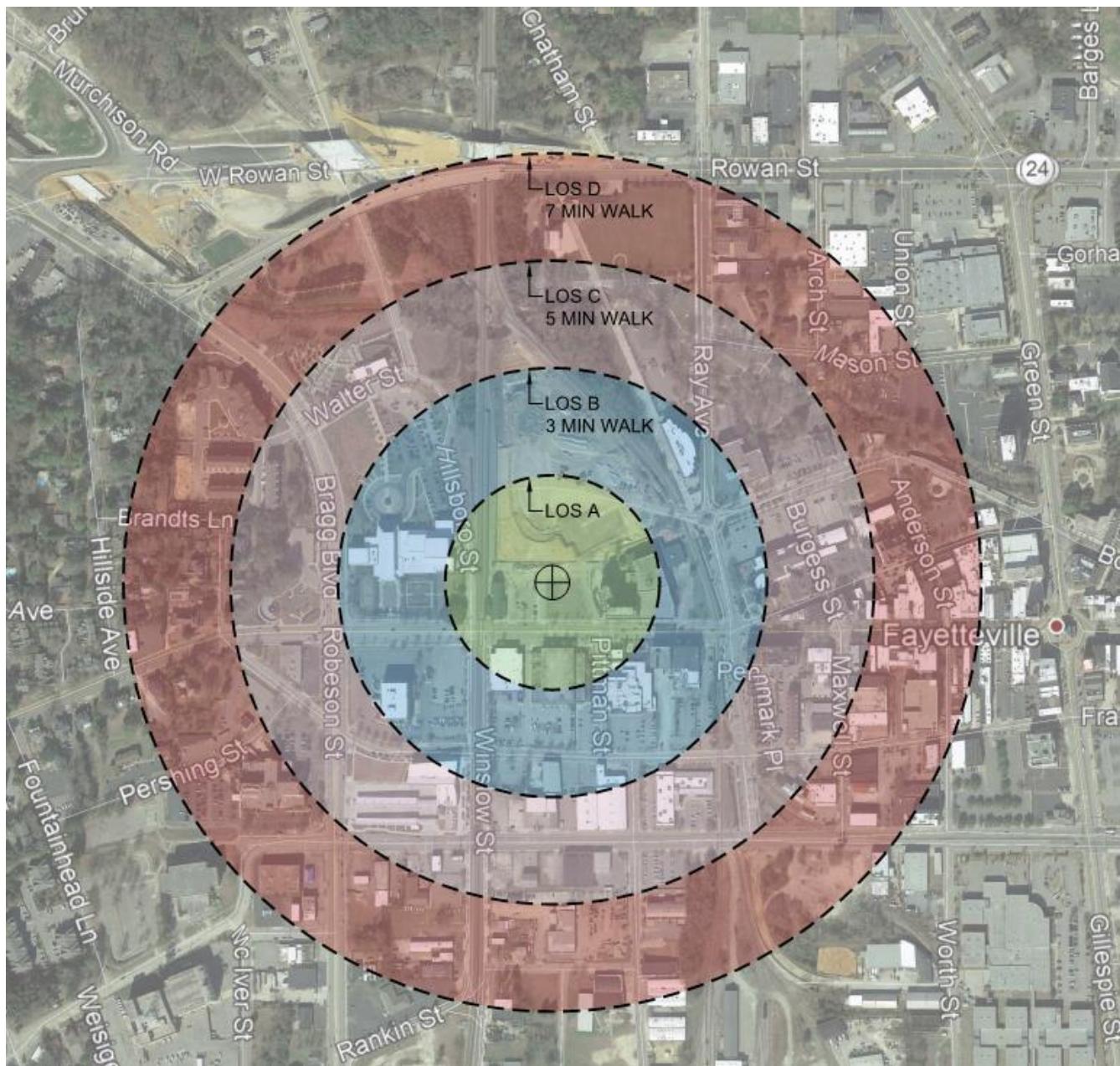
Source: "How Far Should Parkers Have to Walk?", by Mary S. Smith and Thomas A. Butcher, *Parking*, May, 2008

In addition to the LOS provided, users' willingness to walk has been accounted for in this analysis. The public survey polled users of the downtown relating to how far they would be willing to walk when attending an event at the proposed baseball stadium. Of those indicating they plan on attending a game, 77 percent indicated they were "willing to walk between five and ten minutes" while another 21% indicated they would be willing to walk less than five minutes. An average five-minute walk covers approximately 1,300 feet, or LOS C, while a seven-minute walk covers approximately 1,600 feet, or LOS D.

The map on the following page details the intervals of the walking distance corresponding to the established industry standards recognized level of service ratings centered on the main entrance of the new stadium. The "acceptable" walking distance varies depending on the specific user group, such as a first-time visitor vs. a long-term employee. As a whole, the parking supply may be sufficient, but if the available parking supply is located too far from the destination it may be frustrating for the patrons and results in complaints concerning the parking.



Figure 13: Walking Distance Map

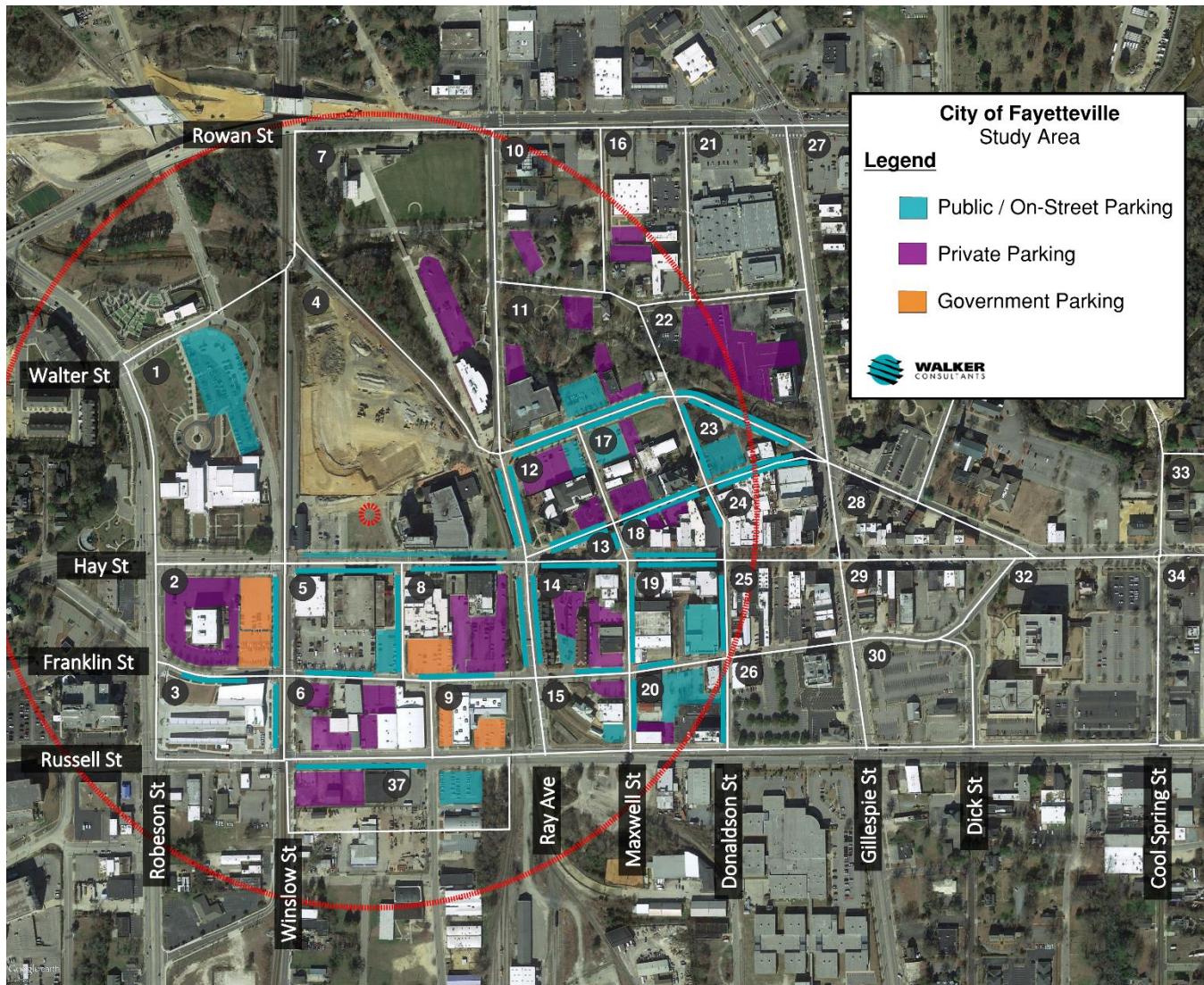


Source: Walker Consultants

The following map displays the parking facilities located within the LOS areas outlined above. The inventory of these facilities totals nearly 2,500 spaces and exceeds 3,000 spaces after the two new parking additions are added (Festival Park lot expansion and new Stadium Garage).



Figure 14: Facilities Within Five-Minute Walking Distance



Source: Walker Consultants

While all the parking areas are shown on the map, it is important to note that not all parking areas are currently available to the public. There are also other areas just outside the designated walking distance area with sizable parking inventory, including public parking lots in Block 26 and 27 that are currently available as paid parking. Other parking assets that could be available include the County Lot in Block 30 and the private SYTEL deck in Block 24.

EVENT PARKING SCENARIOS

While everyday parking demand is found to be more than adequate, large events are projected to have an impact on the area. This section of the report outlines our analysis and findings, beginning with how a typical



baseball game will impact the downtown, a sellout, and finally, a larger event or two events occurring simultaneously.

The new baseball stadium has a seating capacity for 4,762 with an estimated 70-home games plus the potential for additional events, such as outdoor concerts and use by local sports teams. Three different event scenarios are considered within our analysis:

Scenario 1 – Average attendance for a baseball game (2,732 attendees) during a weekday

Scenario 2 – Sellout crowd at the baseball stadium (4,762 attendees - full capacity) during a Saturday

Scenario 3 – Large event or simultaneous events (10,000 attendees) during a Saturday

Parking demand is projected based on the attendance adjusted to reflect the number of patrons arriving in a private automobile that requires parking, divided by the number of persons per vehicle. Patrons may arrive at the stadium using the nearby transit center, walk, transportation network companies (TNC, i.e., Uber or Lyft), or by carpooling. We assume 90% of the demand will arrive via automobile and not use an alternative transit mode. Average occupancy per vehicle is 2.50 persons, based on industry research on Major League Baseball stadiums, conducted by Walker. The table on the following page provides the resulting parking demand by scenario.

Table 19: Parking Demand by Event Scenario

Scenario	Event Description	Attendance	Percent Using Auto	Avg Vehicle Occupancy	Parking Demand
Scenario 1	Average Ballgame	2,732	x 90%	÷ 2.50	= 984
Scenario 2	Sell Out Ballgame	4,762	x 90%	÷ 2.50	= 1,714
Scenario 3	Concert or Multiple	10,000	x 90%	÷ 2.50	= 3,600

Source: Walker Consultants

EVENT PARKING SCENARIO ANALYSIS

The following section provides an analysis of the three event scenarios. Depending on the scenario, up to four time periods are considered; weekday daytime; weekday evening; Saturday daytime, and Saturday evening. The parking supply considered includes the existing and planned additions, less the observed demand during each of the event periods.

SCENARIO 1 – AVERAGE ATTENDANCE BASEBALL GAME

Scenario 1 assumes an average attendance for a baseball game. Based on information obtained from the Minor League Baseball Feasibility Study, average attendance is 2,732 attendees. Our analysis indicates a baseball game with average attendance generates demand for 984 spaces. This demand can be met with the existing and planned public parking supply located within the depicted walking distance circle during a weekday and Saturday.



Table 20: Parking Adequacy - Average Ballgame Attendance

Event Description	Parking Surplus/(Deficit)			
	Weekday	Weekday	Saturday	Saturday
	Daytime	Evening	Day	Evening
Scenario 1 Average Ballgame	380	1,302	887	1,283

Source: Walker Consultants

SCENARIO 2 – SELLOUT BASEBALL GAME

Scenario 2 assumes a sellout crowd at the baseball stadium, which amounts to 4,762 attendees. This is most likely to occur during an evening or Saturday game. Our analysis indicates a sellout crowd generates demand for roughly 1,714 spaces. Given the available parking within depicted walking distance LOS D, parking is projected to be adequate, with the smallest surplus occurring during a Saturday Day game with a surplus of 157 spaces. This type of event will require a portion of the private and government parking lots to allow parking during events for a parking fee.

Table 21: Parking Adequacy - Sellout Ballgame

Event Description	Parking Surplus/(Deficit)			
	Weekday	Weekday	Saturday	Saturday
	Daytime	Evening	Day	Evening
Scenario 2 Sell Out Ballgame	-	572	157	553

Source: Walker Consultants

SCENARIO 3 – LARGE EVENT – 10,000 ATTENDEES

Scenario 3 is provided to show the impact of a large event, such as a concert, or simultaneous events with a total of 10,000 attendees. This type of impact is assumed to most likely occur in the evening or on a Saturday. Large deficits are projected during all three periods, ranging from about 1,300 to 1,700 spaces depending on the period. It should be noted that our data on existing demand for Saturday included the first annual Vegan Festival, which reported attendance of roughly 2,000. This influx of visitors had an impact on our observations and may represent a higher demand than a typical non-event Saturday.

This deficit may be addressed by increasing the assumed acceptable walking distance and by offering a shuttle before and after the event to activate remote parking areas. Unused parking inventory just beyond the walking distance illustrated on the map that could potentially be available for event parking includes the paid lot in Block 26 with 188 spaces as well as the private lots in this block with 65 additional spaces. Another option is the paid lot in Block 25 with 49 spaces or the private garage in Block 24 with 134 spaces.

**Table 22: Parking Adequacy Large Event - 10,000 Attendees**

		Parking Surplus/(Deficit)				<i>Only considering parking located within 7-minute walk (LOS D); Additional parking available beyond this walking distance will be used.</i>
		Weekday	Weekday	Saturday	Saturday	
Event Description		Daytime	Evening	Day	Evening	
Scenario 3	Concert or Multiple	-	(1,314)	(1,729)	(1,333)	

Source: Walker Consultants

It is also worth noting that if the simultaneous events are spread out geographically, the potential available parking spaces within reasonable walking distance increases as well, which decreases the projected deficit depending on where the events occur. There is considerable public parking available beyond the 7-minutue walk (LOS-D) from the baseball stadium. During large events this parking supply will be used by the public, thus, while not within a LOS-D walking distance, there is parking supply available. This analysis focused on parking within a reasonable walking distance from the stadium and not within the entire downtown.

EVENT SCENARIO SUMMARY

Considering the three event scenarios and potential impact is summarized in the following table. The biggest need for adding parking or providing shuttle service is for large events, which would likely come in the form of simultaneous events or a large concert. These events are most likely to occur during an evening or Saturday. Planning for these events should include maximizing existing parking assets, such as the County Parking Lots and providing a shuttle if the events are outside the reasonable walking distance.

Table 23: Summary of Parking Adequacy by Event Scenario

		Parking Surplus/(Deficit)				<i>Projected deficit satisfied by parking located further from event.</i>
		Weekday	Weekday	Saturday	Saturday	
Event Description		Daytime	Evening	Day	Evening	
Scenario 1	Average Ballgame	380	1,302	887	1,283	
Scenario 2	Sell Out Ballgame	-	572	157	553	
Scenario 3	Concert or Multiple	-	(1,314)	(1,729)	(1,333)	

Source: Walker Consultants

Appendix B of this report provides similar walking distance maps for multiple locations, including the Catalyst Site, Festival Park, Transit Center, intersection of Person and Kennedy Streets, and Veterans Park. These may be useful when considering what parking could be available for event parking when events occur at multiple sites.



03 COMMUNITY ENGAGEMENT



COMMUNITY ENGAGEMENT

One of the objectives for the City of Fayetteville Downtown Parking Study is to ensure that any parking policy recommendations reflect the values and characteristics of the community rather than trying to apply a “one size fits all” approach. To this end, Walker has incorporated public participation and feedback into our study effort. This process included the following elements:

- **Provided public presentation of key findings and recommendations at public meeting in conjunction with downtown planning sessions (October 25, 2018)**
- **Participated in work session with City officials to present overview of the findings and plan, address questions and provide feedback (October 1, 2018)**
- **A public online “Parking Feedback” survey, which was advertised on several news outlets, the Fayetteville Observer, discussed in stakeholder meetings, and distributed via email from the chamber of commerce and City staff (June 14 - July 12 2018)**
- **In-person meeting with the Fayetteville Parking Service director to discuss enforcement and management practices, observed user behavior, and potential areas for improvement (June 22, 2018)**
- **Public feedback workshop, where a booth was set up to encourage citizen input, held during the Fourth Friday event downtown (June 22, 2018)**
- **Two stakeholder meetings (one with business owners/ organization leaders and the other with city and county officials) that discussed future development impacts, event parking impacts, recommendations for parking locations and management, and perceptions on the current parking system (June 21, 2018)**
- **Informal interviews of employees and patrons of the downtown that gave insight into everyday practices (May - October 2018)**
- **Field observations of user behavior, management and enforcement presence, signage and wayfinding, and ease of use of the parking system (May – October 2018)**

PARKING & COMMUTING SURVEY RESULTS

Using SurveyMonkey, an online survey tool, Walker completed quantitative research on topics surrounding transportation and parking services. The survey, in its entirety, can be found in Appendix C. The survey was designed to take five minutes to fill out, though there was an opportunity for open-ended comments, which had the potential to make the survey take longer to complete.

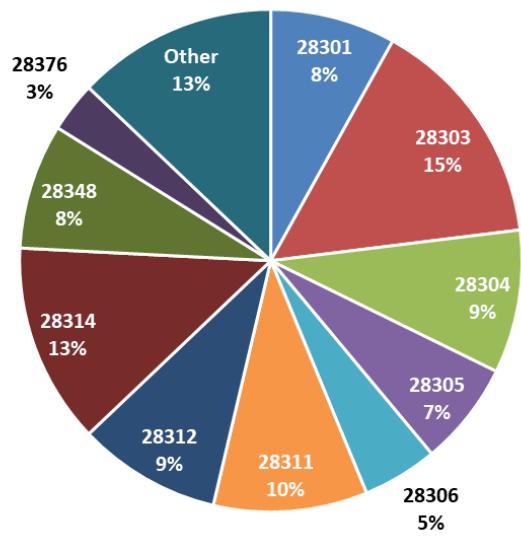
The responses to all survey questions can be found in Appendix D. These include the entire text of all open-ended responses. All comments are unedited, uncensored, and uncorrected. The pages that follow detail some of the key findings from the survey, which feed into the overall findings and recommendations found later in this document.

The survey was open from June 12, 2018, through July 12, 2018 and promoted by several groups in attendance at the stakeholder meetings as well as the media, including a video on the Fayetteville website. Response to the

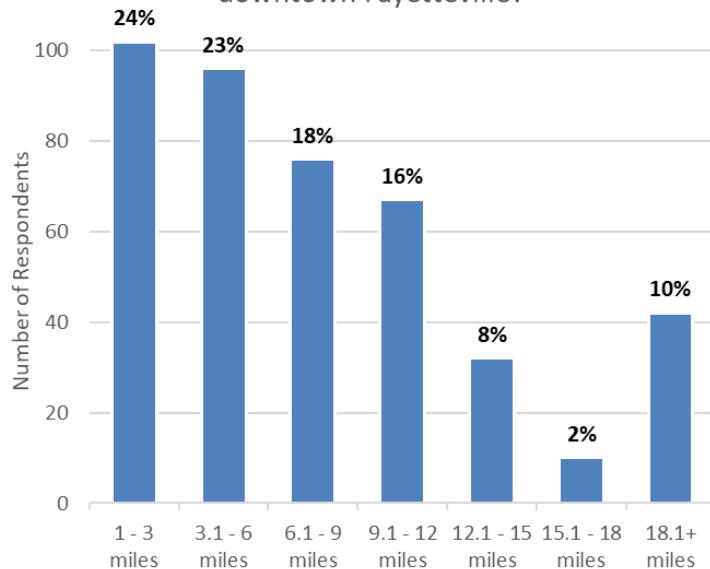


survey was positive, with nearly 500 responses from a variety of locations. The graphs below display the zip code and commute distance of these respondents.

From What ZIP code do you commute?



How far is your one-way commute to downtown Fayetteville?



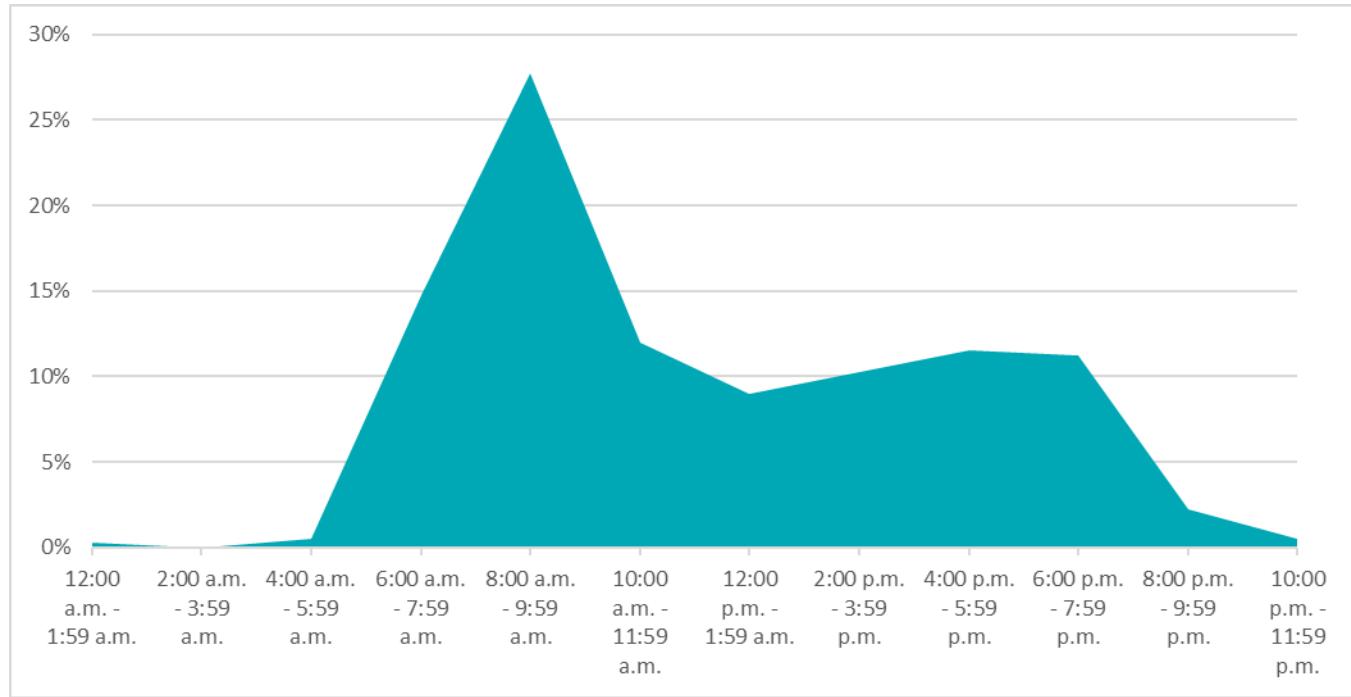
Of those who responded to this survey, there is a concentration of individuals commuting six miles or less (47 percent).

Commuting Time of Day

Respondents were asked to indicate the times they typically arrive to the downtown, and depart from the downtown. Arrival time responses were unsurprising, where respondents indicated they are most likely to arrive downtown between 8:00 AM and 9:59 AM. The departure times were most interesting. Nearly half of all respondents indicated their estimated departure time to occur at 6:00 PM or later. This suggests that individuals are staying downtown in the evening hours.

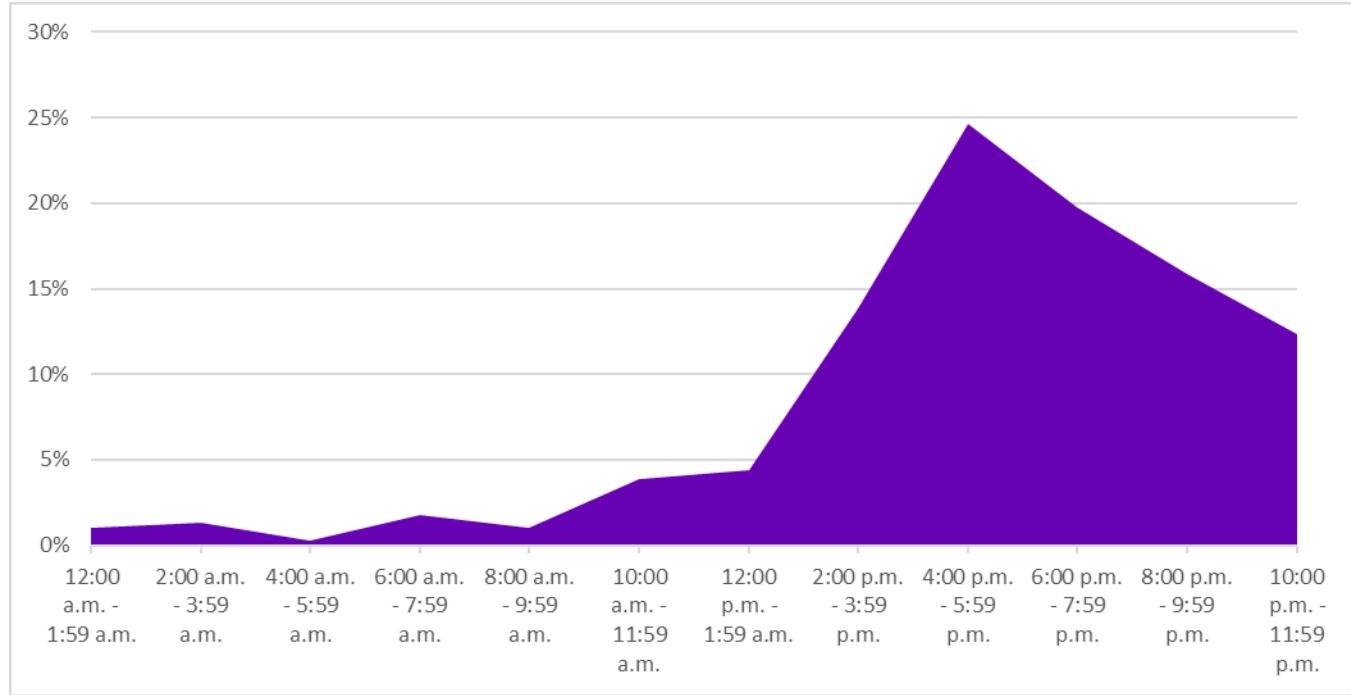


Figure 15: Arrival Time Downtown Fayetteville



Source: Walker Consultants

Figure 16: Departure Time Downtown Fayetteville



Source: Walker Consultants

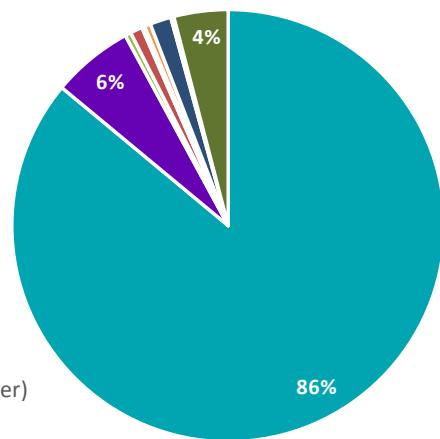


Typical Commute Modes

Figure 14 presents the typical commute modes reported by the survey respondents. As expected, the most common mode was reported to be driving alone. When summing the commuting modes that generate parking demand, driving alone and carpool, the total represents 92 percent of the respondent answers.

Figure 17: Commuting Modes

- Driving alone
- Carpool
- Getting dropped off
- Motorcycle / scooter
- Bus
- Bicycle
- Walking
- Ride-sharing app (e.g., Lyft or Uber)
- Other (please specify)



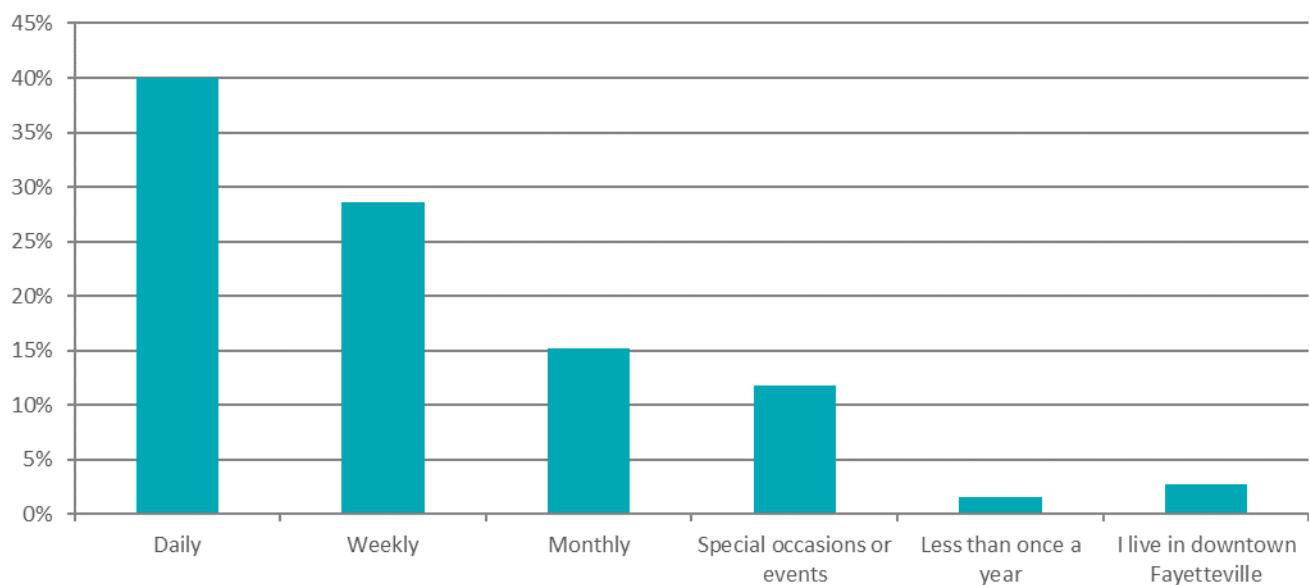
Source: Walker Consultants

Frequency of Visiting Downtown

In order to better understand the background of the respondents and to anticipate a community familiarity of parking in Fayetteville, respondents were asked how frequently they visit the downtown. The vast majority of respondents (over 71 percent) stated that they either live downtown or visit weekly at a minimum. This means that a small percentage (approximately 28 percent) of respondents are frequenting the downtown once a month or less.

Figure 18: Frequency of Visiting Downtown

How often do you visit downtown Fayetteville?



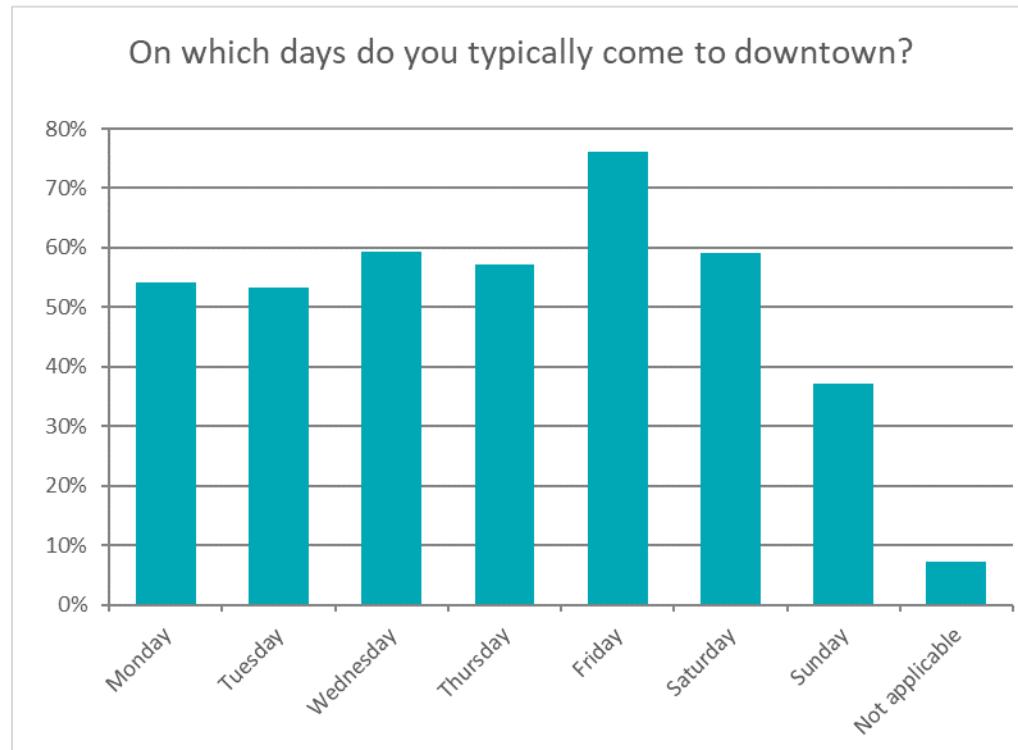
Source: Walker Consultants



Days of the Week Downtown

Respondents were asked the days in which they are typically present downtown Fayetteville. Figure 15 below displays these frequencies. Friday is the busiest day downtown (76.15 percent), followed by Wednesday (59.4 percent) and Saturday (59.17 percent). Surprisingly, respondents have indicated that Saturday is a more likely day for them to be present downtown than a Monday (54.13 percent), Tuesday (53.21 percent), Thursday (57.11 percent), or Sunday (37.16 percent).

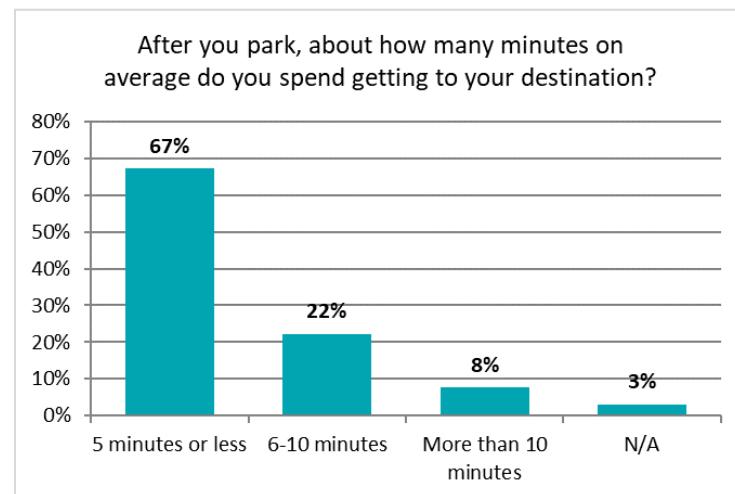
Figure 19: Days Present Downtown



Source: Walker Consultants

Time Spent Walking To/From Car

As a question for the respondents who answered that they commute using an automobile, the respondents were asked how long they typically spend getting to their destination after they park. This was answered by over 87 percent of the participants. The graph to the right displays that the vast majority of respondents take less than five minutes to walk between their parked car and their destination.





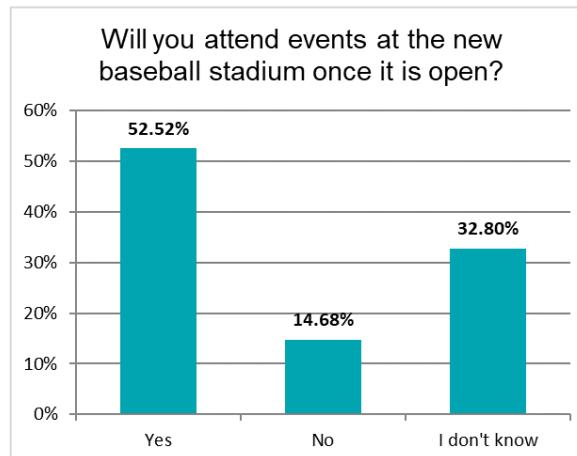
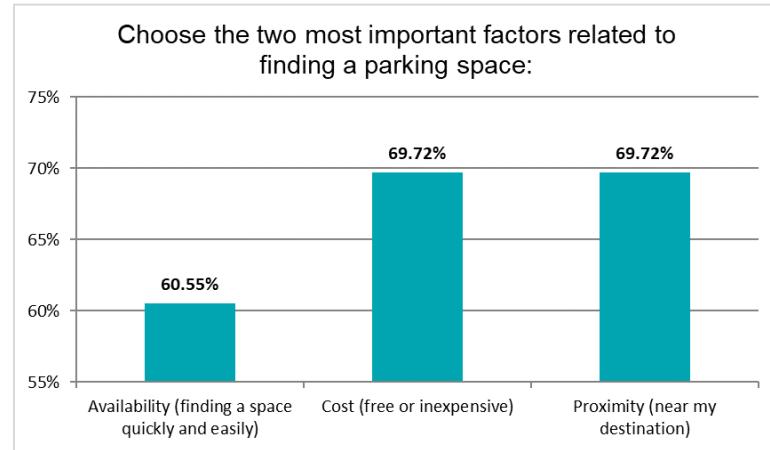
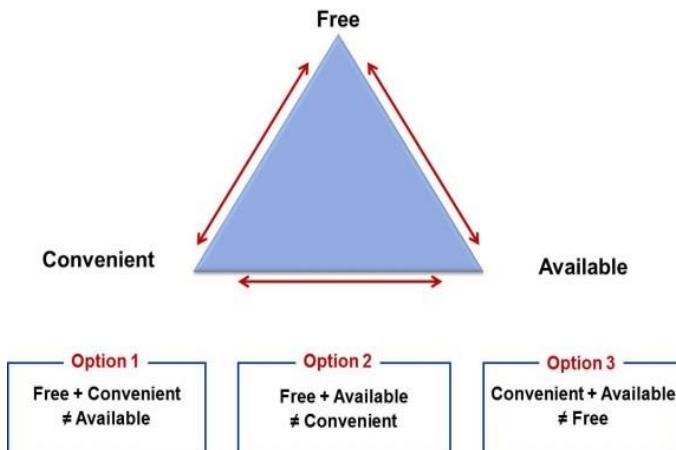
Most important factors in parking

In parking, there are generally three principles that can be met: the parking can be free (or less expensive), parking can be convenient (near destination), or parking can be available (or unoccupied). In a successful and bustling system, not all three of these are able to be met. One ideology must be sacrificed. The three have a cause and effect relationship — if parking is free and convenient, it will likely be heavily occupied and unavailable. If parking is free and readily available, it is likely because the location is not convenient. And lastly, if parking is convenient and a space is frequently available, then it is likely not free.

Every community can decide how they want their system to operate, based upon these principles. To understand a general view of the people of Fayetteville, respondents were asked to pick corners of the triangle, knowing the third would not occur. The results were not tremendously lopsided. Respondents chose free and available parking as their top choices, both represented as 69.72 percent. Available parking was selected by 60.55 percent of respondents.

Attendance at New Baseball Stadium

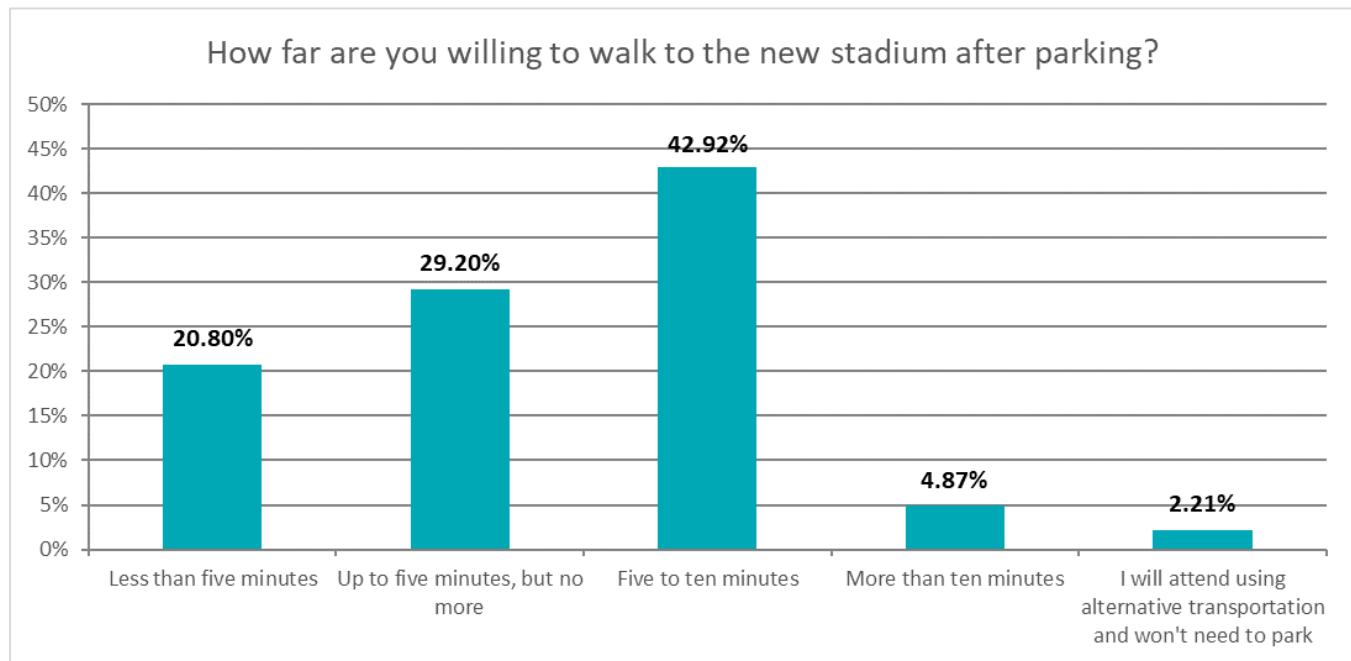
Respondents were asked about their likelihood to attend an event at the anticipated baseball stadium. Over half of all respondents said they will be attending events at that venue, while 14.68 percent said they would not. Nearly 33 percent are still unsure if they will attend events at the baseball stadium.





Willingness to Walk

The respondents who said they will be attending events at the new baseball stadium were asked how far they would be willing to walk from their parked vehicle to the event. The largest share of responses (42.92 percent) stated they would be willing to walk between five and ten minutes. Less than five percent of respondents stated they would be willing to walk more than ten minutes. Nearly 77 percent of respondents stated they would be willing to walk up to five minutes. A five-minute walk for the average person equates to approximately a quarter of a mile, or three city blocks in downtown Fayetteville.



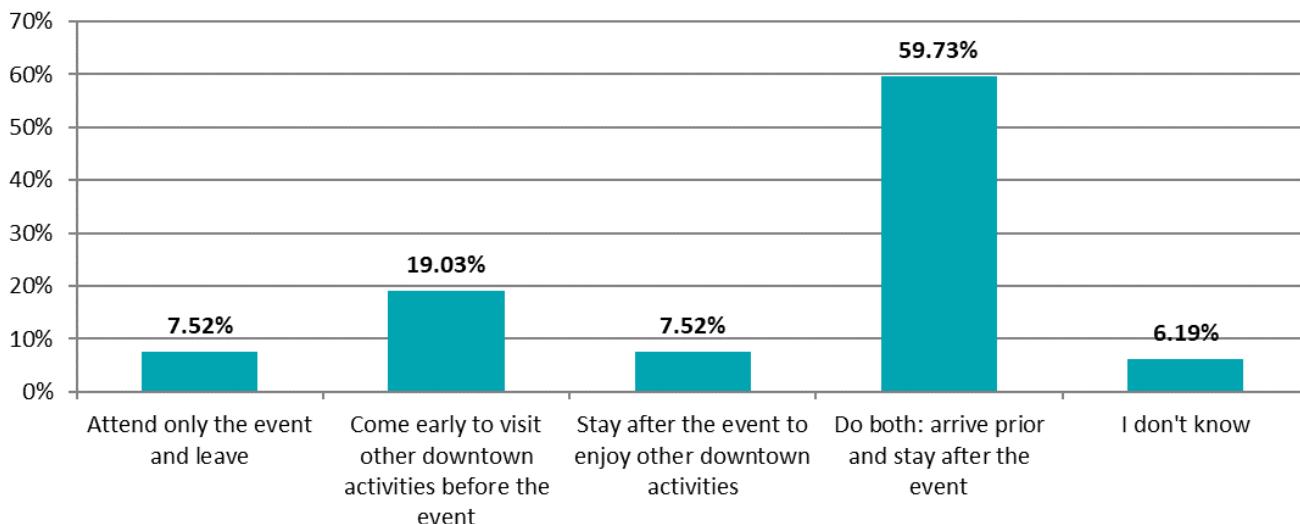
Trip-Chain Likelihood

When attempting to understand the impacts of a potential new development, it is important to recognize the captive forces of a land use. For example, if one were to plan a trip to an event at the proposed baseball stadium and decide to get dinner or drinks before or after the event at a dining establishment outside of the stadium, this person does not create parking demand for both establishments. The individual would be captive to the stadium, parking just once, and visit the restaurant because of its vicinity to the baseball stadium. Trips such as this increase the time parked, but only create demand for a single vehicle.

Respondents who said they anticipate attending events at the proposed baseball stadium were asked, when attending an event if they would be likely to visit other establishments during their trip. The options were to only attend the event at the baseball stadium, to arrive early to visit another establishment prior to the baseball game, stay after to visit another establishment, to arrive early and stay late, or unsure. The vast majority of respondents (59.73 percent) stated they would arrive prior to *and* stay after the event.



When attending an event will you likely:



STAKEHOLDER INPUT

During the stakeholder meetings, individual meetings, informal interviews, and public outreach sessions, several themes emerged. These are listed below, in no particular order. Comments and suggestions are not attributed to individuals or groups but are disaggregated for anonymity. Most comments during these meetings were echoed and validated widely through quantitative survey data and open-ended survey comments. However, not *all* of the sentiments shared act as a general consensus nor are all the comments an accurate depiction of the current system.

- Parking enforcement PR has improved – used to be poor. Enforcement changed to an “Ambassador” approach and is reasonable and will work with you if a misunderstanding has occurred.
- Future developments that may have an impact on future parking management and supply/ demand include:
 - Developments south of Russell Street
 - Transit Center is perusing parking south of Russell
 - Other developments may follow as land is available in the area
 - City employee parking – estimated to build 45 spaces
 - Event parking demand:
 - 72 baseball games
 - 2 days of folk festival
 - 3 days of Dogwood
 - Festival Park is an outdoor venue for concerts and has several events each year
 - 80-100 spaces adjacent to Festival Park Plaza parking lot is anticipated
- County Court parking lot is not enforced; has potential to be paid
- Busy days for County are Friday's and Mondays for court days.
- Subway restaurant in Amtrak platform building is frustrated with the loss of parking
- Amtrak users now need to haul luggage some distances
- 175 city employees had to relocate due to baseball stadium project.



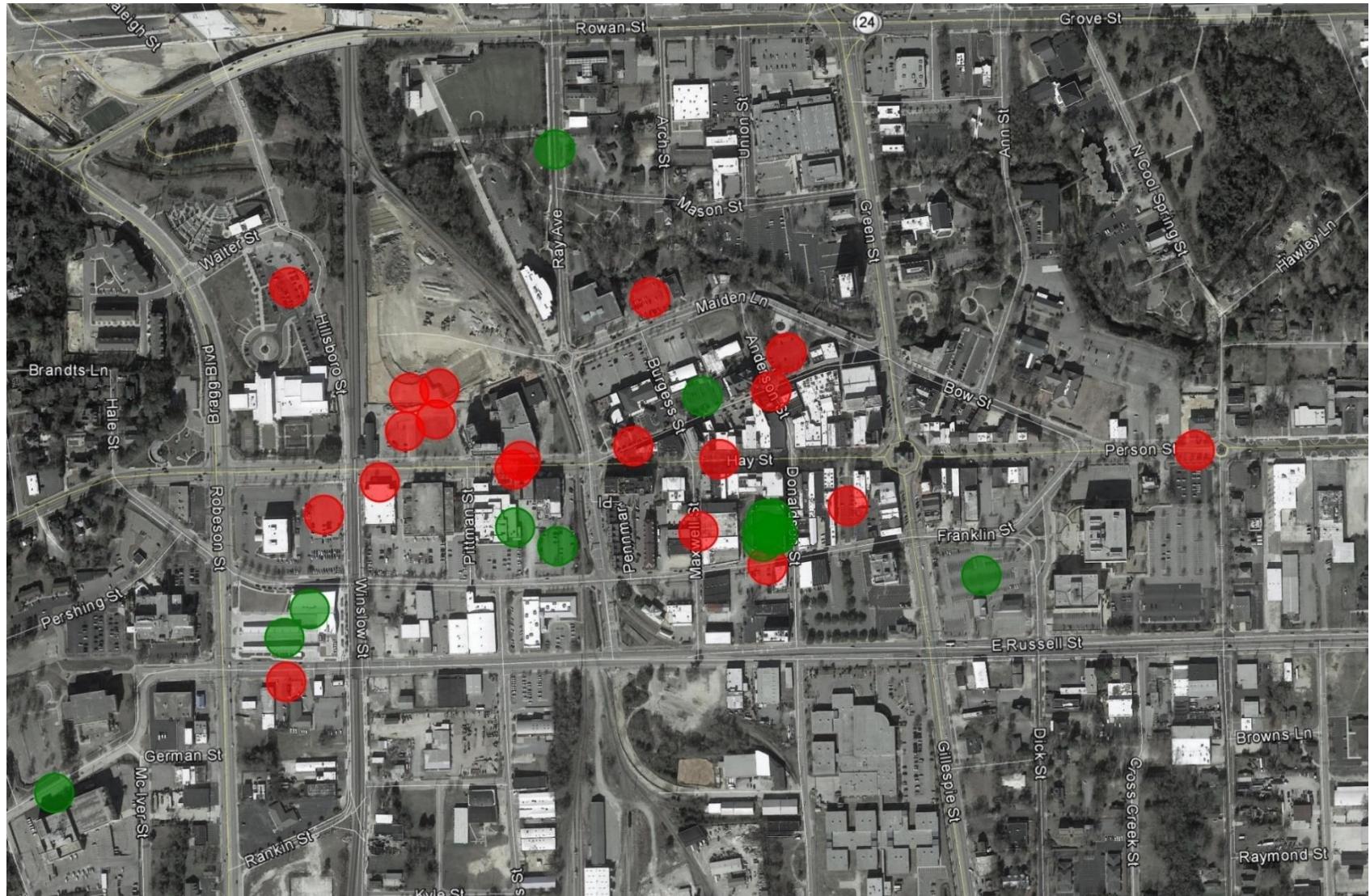
- Gravel lot at health complex will go away when baseball construction is over ~75 spaces
- 494 spaces in the new parking deck for mixed use project associated with baseball stadium. Of these about 50-100 may be available for public. For baseball, these could be for ADA parking.
- 30 spaces will be reserved in the new garage
- There is interest in understanding how the parking will be used by the hotel, office, retail, etc.
- County Court parking is free and has potential to be paid
- Difficulty looking for space for loading – not enough loading zones in the downtown
- Employee parking difficulties
 - Cost of garage is too high for lower-waged employees to afford and not worth the costs for business owners to pay for it. If a business has two employees in the morning and two employees in the evening, they must buy four total monthly passes for the garage because the logistics of handing over the pass is unrealistic. This is the case even if the employees do not overlap but for five or ten minutes.
 - Would like to see group costs or discounts for businesses
- Parking validation options are desired. Current practice is to give customers \$.50 to cover parking if it is an issue. This feels awkward and cheap. [We were informed by Ebony at the Parking Service, after this stakeholder meeting, that validation options *are* available, but it would be for an entire day of parking and paid in advance]
- School pickup/ drop-off options should be reevaluated – parking is difficult. Approximately 400 kids get picked up and dropped off every day during the school year.
- Business owners, employees, and patrons are often considered when evaluating parking but residents need to be considered in the mix of users as well.
- New developments – balancing act for redevelopments:
 - City encourages redevelopment by loosening parking requirements, especially for buildings in downtown built prior to the advent of the automobile; or
 - City is concerned with the increasing demand for parking and requires parking be built for all developments. Is this a hurdle for redevelopments?
- Enforcement needs to be more consistent and a better understanding of the rules/laws needs to be portrayed.
- Difficulty locating off-street parking – better wayfinding and signage.
- What are best practices? What are peer cities doing well?
- Should embrace automated parking guidance systems, technologies, and apps. This will help in marketing and knowledge of available parking in the downtown.
- Concern about baseball stadium and events
- Paid parking for regulars during events
- Encouraging a shuttle between Fort Bragg and the new baseball stadium
- Use Ray Street from Rowan Street to access the baseball stadium for shuttles
- Amtrak parking is a problem that must be addressed
- Enforcement of parking areas after hours should be done
- Time limits are confusing
- Did not know about parking in the deck
- Some areas are not pedestrian friendly
- Wayfinding is lacking
- Build more parking – near Amtrak, transit center, baseball stadium
- Add a garage on the east end of downtown by the old Greyhound Station to encourage people to park and walk into town
- Avoid paid parking



- Maintain free parking
- Tax sales, not parking
- Improve lighting for walkability throughout the downtown
- Park and ride options should be available for events, such as the Dogwood Festival
- Parking app for paid lots would be convenient and allow for credit card use
- A trolley system is recommended (varying locations were discussed by several individuals)
- Create residential parking program
- Create employee parking program
- The wayfinding and signage for drivers should be easier to read with larger font. Currently only have wayfinding and signage for pedestrians
- Create more ADA accessible parking
- Crosswalks should encourage pedestrian movement

During the public outreach sessions, maps of the downtown were available for individuals to write or draw on. Additionally, green and red stickers were provided to locate areas where parking is successful or problematic, respectively. Participants placed these on the map. These maps from both sessions have been combined and digitized and are shown on the following page.

Figure 20: Public Outreach Opinions of Successful and Problematic Locations of Parking



Source: Walker Public Outreach Input, June 2018



04 ALTERNATIVES & RECOMMENDATIONS



PARKING ALTERNATIVES & RECOMMENDATIONS

PARKING SYSTEM BASICS

There are several potential parking issues municipalities may face. These include not enough parking, too much parking, a poor use of existing capacity, demand for parking occurs only during a few times, parking demands create spillover problems, or parking is managed poorly. As the previous sections of this report have displayed, the current and future projected conditions are adequate at supporting the parking demand during normal and small events; however, parking is projected to be a challenge during larger events, such as sell out baseball games, large concerts, or large simultaneous events. This type of activity is similar to the current Dogwood Festival in downtown, which brings large crowds, all whom need a place to park.

There are aspects of the downtown Fayetteville parking system that could be utilized more efficiently. The quantitative data, in the form of inventory and occupancy counts, show there is enough parking. However, the qualitative data, in the form of stakeholder meetings and interviews with the public, has expressed frustrations and concerns with the limited amount of parking available. The perceptions of an inadequate parking system are often the case in a thriving downtown, such as Fayetteville, where parking on street is “free” and the majority of parking off street is paid. In order to better understand the available changes that Walker is recommending, a description of how a successful parking scheme has been described, which includes some elements fully or partially implemented in Fayetteville. This will allow the reader to visualize framework and rationale for the recommendations being made.

A successful municipal parking system has a diverse mixture of on-street and off-street spaces. On-street parking spaces do many positive things for a downtown such as calm automobile traffic, generate more business and foot traffic, and allow for parking at the front door of shops and restaurants. However, these spaces frequently only represent a small percentage of the total parking inventory, while at the same time are the most desirable and visible spaces to all users. For the success and vibrancy of the downtown, to ensure there is not a perception of a lack of available parking, and to generate turnover allowing for many users to visit, there are two schools of thought. The first is the implementation of time limits. Time limits, along with successful signage and enforcement can singlehandedly generate the turnover necessary to meet the aforementioned goals. The time limits for the on-street spaces should be more stringent than those off street. Additionally, the length of the time limits can be utilized to encourage the use of underutilized facilities. Time limits are often a gateway, or a first step, into paid parking. Paid parking is the second school of thought for meeting the goals of a municipal system.

Communities decide to adopt, increase, or maintain parking rates to induce human behavior using economics and to allow the system to be financially sustainable. Users of the parking system will quickly modify their parking behaviors if they incur costs in the form of user fees. For instance, if rates are charged for on-street parking, employees will be motivated to find long-term parking areas that are either less expensive or free, keeping prime on-street spaces available for business patrons. Paid parking does not allow users to simply move their car to a new area to avoid a fee. Most users will see the convenience of nearby on-street parking and opt to pay the rates, while a small percentage might not be willing to pay and will go out of the way to find free or less expensive parking farther away. This balances parking utilization to address the supply and demand challenges.



The second reason a city chooses to adopt rates, is to create a self-sustaining parking enforcement program. The intention is not to create a profit center from parking revenues, but to pool revenues into a self-sustaining parking auxiliary fund. This fund should include the parking debt service and maintenance requirements of all existing public parking facilities, both on- and off-street. While Fayetteville has enforcement and some off-street paid parking, revenues have historically been short of expenses by about \$100,000 per year.

On-street parking fees and off-street garage and lot parking fees all comprise potential parking revenue sources. The revenues of one source alone are insufficient to cover total parking system costs. One strategy Walker has seen employed in numerous public parking programs across the country is for revenues to be pooled together from multiple parking assets in the public parking portfolio, e.g., on-street revenue, off-street surface lot and parking structure monthly lease and transient revenue, and parking citations revenue.

A paid parking system, also known as “user pay”, is not the only way of maintaining a financially-sustainable parking system. The alternative is paid through taxes on businesses and property owners and is incorporated into a city’s general fund. This has the benefit of the appearance of “free” parking. This type of system means everyone is paying a share to park in the downtown, not just those who visit. The drawbacks to a parking system that is paid through taxes include that it is less transparent than a user pay system, it can act as a subsidy for driving a car as opposed to utilizing an alternative mode or carpooling, and it may not actually be sustainable if not done correctly.

It is important to note that ***there is no such thing as free parking***. There are many hidden costs to maintaining and enforcing parking, such as payroll, utilities, insurance, supplies, and debt service.

How does this pertain to Fayetteville?

There are areas of downtown Fayetteville that temporarily experience higher levels of demand that appear to strain the local parking supply, while nearby areas continually experience a substantial parking surplus. Even though available supply may exist within one area, these localized challenges may form perceptions that parking is inadequate.

This is especially true upon review of the on-street data. On-street parking is the most highly visible and convenient parking within downtown, and because of this, it becomes more occupied first. When visitors drive down Hay Street looking for parking within the vicinity of their destination they may see no available spaces and find parking difficult to find. When in actuality, a substantial number of spaces are available just one block away along Franklin, Donaldson, or Maxwell. This is a common problem associated with municipal environments.

Based upon the below ordinance, the City is able, if desired, to convert most of the downtown on-street parking from time restricted to user paid parking.

Sec. 16-315 in the code of ordinances states:

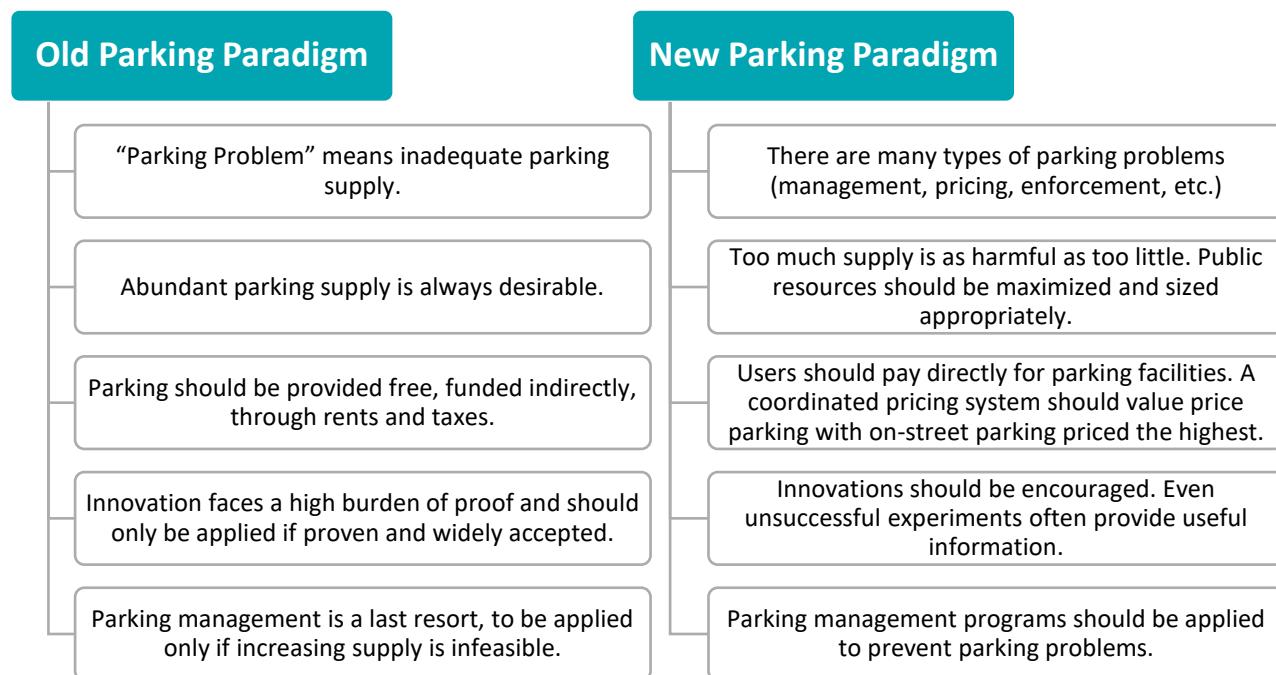
On-street parking may be converted from limited time parking to pay parking once the occupancy for on-street spaces has consistently reached the 85 percent threshold as determined by the traffic engineer and approved by the city manager.



Our analysis found on-street parking reached 96% occupancy during the Saturday observation and 61% during the weekday. Due to the high level of occupancy, Fayetteville should consider implementing paid parking as a tool to manage the demand.

Many communities are rethinking how best to address the challenges of parking and are pursuing management solutions as opposed to committing to long-term capital investments to increase supply. This course of action has proven to promote positive perceptions and to increase access to available supply.

The following provides an overview of how communities are starting to think about parking planning.



Walker’s recommendations fall in line with the new parking paradigm column listed above. These recommendations help to guide appropriate management principles and the right sizing of parking within the downtown.

OPERATIONAL RECOMMENDATIONS

To begin achieving the desired effects of a public parking system, the City must first implement operational changes in downtown Fayetteville. Walker recommends the City continue to review and reevaluate current practices. The proposed changes are intended to help improve the overall delivery of parking services. These recommendations are based on input from stakeholders directly impacted by public parking policy and practices. In addition, the recommendations reflect Walker’s analysis of current and future parking conditions and assessment of current operations.



ON-STREET PAID PARKING IN CORE AREA

Walker recommends the City consider moving to paid parking within the Core Area of downtown and eliminate the time-limits within this area. Paid parking puts the cost of parking on the user and eliminates the frustration of getting a citation if the time is exceeded (assuming payment is made and time limits are removed). These spaces are the most convenient to use yet the cost to monitor and enforce exceeds the citation revenue generation, thus a portion of the cost is passed along to every tax payer.

Moving to a paid system for these spaces is recommended to be done utilizing multi-space payment kiosks, with payment by coin, credit card, and parking app. The suggested area is shown below with the number of regular spaces identified by block-face. The area includes 400 regular spaces that would move to paid parking. Existing Loading Zone spaces would remain and are not included in the paid spaces.

Figure 21: Core Area for Paid Parking



Source: Walker Consultants

In addition to moving to on-street user fees within the Core Area, the time limits should be adjusted to reflect the changing demand patterns. Weekday enforcement and payment from 9:00 AM – 8:00 PM would capture demand from increased evening activity and adding Saturdays would capture event demand. We estimate 59 payment kiosks would be needed to allow 1 to 2 kiosks per block-face. Preliminary revenue projections are based on the average daily occupancy with adjustments for non-compliance, and permits that allow free parking. The following page provides three average occupancy scenarios detailing revenue and expense assumptions. Scenarios show impact of average occupancy of 30%, 35%, and 40% within the identified area.



Table 24: Preliminary Financial Model

PRELIMINARY ON-STREET PAID PARKING REVENUE MODEL	1	2	3
	Average Occupancy	Average Occupancy	Average Occupancy
	30%	35%	40%
Potential Average Daily Revenue per Public Space	\$3.15	\$3.68	\$4.20
Potential Annual Revenue per Parking Space (unadjusted)	\$939	\$1,095	\$1,252
Annual per Space Non-Compliance Adjustment	(\$94)	(\$110)	(\$125)
Annual per Space Permit Free Parking Adjustment	(\$47)	(\$55)	(\$63)
Potential Annual per Space Revenue	\$798	\$931	\$1,064
Potential Annual Revenue from Public Parking (M-S)	\$319,200	\$372,400	\$425,500
PRELIMINARY EXPENSES			
Annual Costs			
Capital Costs (Annual over 4 years at 5%)	\$166,400	\$166,400	\$166,400
Annual Operating Costs	\$56,640	\$56,640	\$56,640
Additional Labor (extended hours from current)	\$33,500	\$33,500	\$33,500
Total Expense	\$256,540	\$256,540	\$256,540
Preliminary Potential Net Income/(Loss)	\$62,660	\$115,860	\$168,960

Key Assumptions:

Total Paid Public Spaces:	400
Hours of Operation: 9:00 AM - 8:00 PM Monday-Friday	11 Hours/Day
10:00 AM - 8:00 PM Saturday	10 Hours/Day
Days of Operation: Monday - Saturday; less 14 free days per year	298 Days/Year
Hourly Parking Rate:	\$ 1.00
Percent non-compliance:	10%
Permit Parking Impact:	5%
Estimated cost per multi-space kiosk, installed:	\$10,000
Monthly Mgmt./Comm fees per kiosk, per month:	\$60
Block faces	39
Multi-Space Kiosks	59
Financing	5% over 4 yrs
Multi-Space Kiosk Operating costs (per month with comm costs)	\$80
Rounded to nearest hundredth	

Source: Walker Consultants

Each scenario indicates an annual net income of roughly \$62,000 - \$169,000 during each of the first four years. Beyond this period the capital cost would be eliminated and net income would increase by over \$166,000 per year.



Recommendations:

5. **Maximize Use of Convenient Spaces** – Implement paid on-street parking within the Core Area. Establish rate at \$1.00 per hour and remove the time limit in paid areas. As additional development makes its way to downtown Fayetteville, the City should continue to review demand with the potential to expand. Initial area includes all or portions of area outlined by Maiden Lane, Bow Street, Franklin Street, and Winslow Street.
6. **Provide Free Parking Alternative** – In conjunction with paid on-street parking in the Core Area, implement first hour free parking in Franklin Street Deck.
7. **Modify Days of Enforcement** — Walker recommends that the City continue to enforce across typical daytime hours starting at 9:00 AM but extend to 8:00 PM to capture evening demand and expand to include Saturdays. This will assist in generating turnover of the on-street spaces and to coincide with demand.
8. **Public Relations/Marketing** — Conduct a public relations campaign explaining the benefit of implementing the parking changes. Consider a 30-day warning period for users once the changes are implemented that include issuing warning citations to first time violators. Enlist the help of organizations like the Chamber of Commerce and Cool Springs Downtown Development District to help educate parking users.
9. **Promote Long-Term Parking Areas** — Promoting long-term parking areas that can accommodate employee parking, which we define as parking greater than 2-hours, which can allow for on-street spaces to maintain availability for visitors. Additionally, this can allow service workers to have a lower cost option for parking in the downtown.
10. **Promote Greater Walkability** — Downtown Fayetteville is a relatively compact and walkable area. Several pedestrian arterial corridors through the downtown, which include Hay Street, Person Street, the Market Square, Anderson Street, Old Street, Maxwell Street, Franklin Street, and portions of Gillespie and Donaldson Streets, are excellent examples of walkable streets. However, there are roads that are less friendly to pedestrians. Downtown, there is a parking facility within 2-3 blocks of most major landmarks. Encouraging more walking will help support retail store-fronts and businesses by creating more foot traffic.
11. **Reduce Frustration for Travelers** – Remove long-term Amtrak spaces along Hay Street but add a pick-up/drop-off area to allow travelers with luggage a place to load and unload.
12. **Shared Parking** — Pursue shared parking opportunities with privately-owned (or County-owned) parking facilities. To more effectively utilize the existing parking supply, consider shared parking agreements that make regulated parking spaces available for public use during certain days of the week and certain hours of the day when they are not needed for private use. An example is using the County parking assets during evenings, weekends, and events for public parking. While this is currently occurring, it is done informally and only for users that know it is an option.



COMMUNICATIONS AND PUBLIC RELATIONS

The Fayetteville Parking Service website, ParkFayetteville.com as shown on the right, contains information regarding parking locations and guidelines; however, there is no link to/from the City of Fayetteville website that demonstrates a coordinated management approach — there is a link titled “City of Fayetteville Website” that is hyperlinked to the Cool Spring Downtown District website (VisitDowntownFayetteville.com). Ideally there would be links *from* the City of Fayetteville website *to* the Parking Service website. A good location would be under the transportation section, as shown below:



108 HAY STREET
SUITE 215
FAYETTEVILLE, NC 28301
(910) 222-0302
FAX (910) 222-0303

Fayetteville
Parking Service
North Carolina

[Home](#)
[Citation Payments](#)
[Monthly Lease Payments](#)
[Parking Map](#)
[Parking Guide](#)
[Appeals](#)
[Parking News](#)
[City of Fayetteville Website](#)
[Email Us](#)

Welcome to Fayetteville Parking Service's online home. We hope that this site will help to inform you of the parking ordinances, the different parking options available downtown, and allow you to settle any parking citations that you may have received in the most convenient way possible.

Parking Citations that are less than 30 days old may be paid online. If your citation is more than 30 days old, you can call [910-222-0302](#) during business hours and pay your citations by phone. Please keep in mind, citations that are older than 30 days may be assessed a \$25.00 late fee. If you wish to dispute your citation's validity, and if there were extenuating circumstances that you wish to present, you may file an appeal within 30 days from the issue date. An appeal form can be downloaded on this site. Click on Appeals link for list of commonly rejected appeals.

It is understood that you did not come downtown for the purpose of parking, but rather to visit all that our beautiful downtown has to offer. Parking management and enforcement helps to create a safe and orderly parking environment while preventing parking stagnation from long term parkers taking up the closest spaces. To keep your parking experience as simple as possible please utilize the information on this site and enjoy Fayetteville's exciting downtown.

*New rate changes take effect July 1, 2013- See Parking News.

Fayetteville's parking system public relations and communications program should meet the following criteria:

- Continue to maintain a comprehensive downtown parking website.
- Respond to questions and requests from the general public for locations of parking facilities, pricing, and availability.
- Maintain the integrity of downtown parking promotional materials, and provide parking maps, business development packets, and fact sheets.
- Market all publicly-available parking in downtown Fayetteville, regardless of public or private ownership.
- Provide day-to-day media relations, and generate press releases as needed.
- Provide public relations assistance to other downtown events as needed.

This information should be distributed through the following:

- The comprehensive downtown parking website.
- A quarterly newsletter for the downtown parking community with news of potential economic/developmental impacts on parking, development and construction projects, upcoming downtown events and profiles of downtown newsmakers.
- Newspaper items or articles and media releases.
- Brochures and maps both distributed and posted.



- **Direct mailings / email when appropriate.**
- **Downtown meetings and presentations about downtown parking to City business and civic groups upon request.**
- **Radio announcements advertising upcoming events and lower-cost long-term parking.**

Local businesses are often willing to provide parking information and links to additional parking resources from their website's home page. This can be very helpful in providing specific location data to their customers, while also providing a free portal to market parking services to potential patrons. If patrons are armed with parking availability and location information prior to arriving at their destination, their overall downtown experience can be greatly improved.

Examples of municipal and organizational parking web pages:

- <http://www.parkdurham.org/>
- <http://www.godowntownraleigh.com/get-around/parking>
- <http://www.ashevillenc.gov/departments/parking/default.htm>
- <https://www.greensboro-nc.gov/departments/transportation/gdot-divisions/business-parking/parking>
- <http://www.cityofws.org/Departments/Transportation/Parking>
- <https://www.wilmingtonnc.gov/departments/city-manager/parking>

Recommendation

13. Update the Fayetteville parking website and provide links from the City website to the parking website as well as other websites that relate parking information.



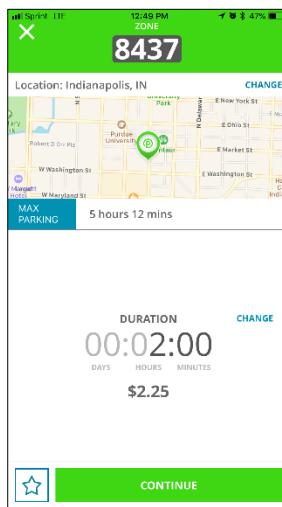
SMARTPHONE PARKING APP

A smartphone application could be utilized to quickly update payment types accepted, either for use in current off-street locations or if paid on-street parking were decided as a viable option. Several smartphone application companies such as Passport (used in Asheville, Raleigh and Durham) or ParkMobile (used in Charlotte, and Chapel Hill, provide smartphone users with access to information regarding parking, duration, cost, and the ability to extend a paid parking session. The smartphone parking application has the ability to provide information for on- and off-street parking. The mobile app link would be explained on the Parking Services and the City of Fayetteville website along with a link to download to smartphones.

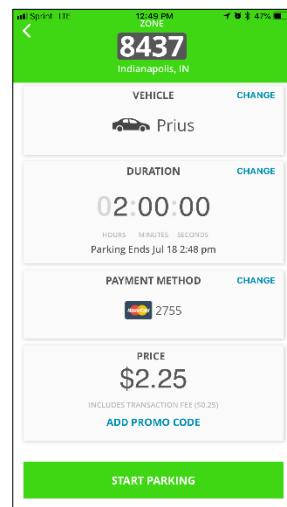
Parking apps allow users to establish an account and link a credit card and vehicle license plate number to the account. Once parked, the user selects their location (typically determined via GPS), their vehicle, and parking period. There is a fee to use the service of about \$0.35-\$0.45, passed on to the user. A benefit of using this convenient service is that a warning is texted to the user when their parking time is about to expire. An option is provided to extend the parking period. The parking vendors provide the signage and help to promote the use of the app. Below are samples of signage and screen shots from a typical parking experience.



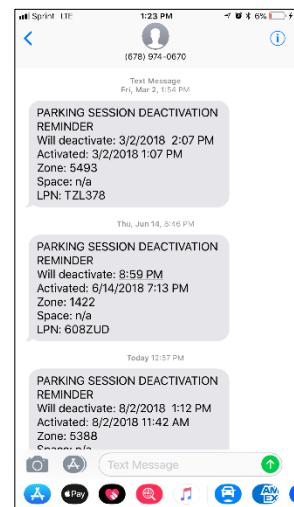
Informational signage



1 Select zone and time



2 Select vehicle and pay



3 Deactivation warning

Recommendation

14. Add Payment Options – Add flexibility by allowing payment by parking app for all paid parking locations. Issue an RFP to solicit vendors that provide this service and add a provider that already provides service to surrounding cities to encourage use by existing customers that already use an app.



BRANDING AND MARKETING

According to *Entrepreneur Online*, branding is one of the most important aspects of any business. In recent years, branding has become an important aspect of municipal parking departments. Branding can be a way of focusing on and marketing positive messages, such as parking availability. Ultimately, people would associate 'the brand' with finding parking – a positive experience – even for paid parking with all publicly-available parking.

Many municipalities try to attract businesses, residents, and tourists by touting all of the good things they have to offer. This is happening in parking as well. Many cities are coming up with catchy names and logos to brand their parking programs so that motorists can easily find parking facilities or parking-related signs.

Websites are also being upgraded, and some cities are making promotional videos to help educate motorists and gain a more modern and progressive image. For example, the City of Seattle produced a video to promote their dynamic pricing program (aka, Value Parking) in 2011. The video used a pirate theme to add a colorful and humorous touch to what used to be considered a public service announcement about parking¹.

One of the keys to successful branding is create a logo for brand awareness. Walker recommends sponsoring (or asking a commercial entity to sponsor) a marketing campaign to create a new logo, slogan, and/or video. Marketing options include the following:

- **Logo finalists could be shown on local TV, online and in the newspaper. The public could vote on the winner, generating publicity and gaining buy-in from the public.**
- **Ask a local college/university for student participation. There are usually relevant programs such as art, film/video, marketing, music or theater. This is a great way to get outside support for the program – as well as a young person's perspective on how to market the program.**
- **This will not only provide a new logo, slogan or video but will also provide interest/buzz/consciousness-raising. The contest should also generate media attention.**

Parking branding in nearby cities include: Park It (Charlotte); ParkLink (Raleigh); Park Durham (Durham); and LOTS MORE (Wilmington).

Recommendation

15. Consider developing a parking logo and name for Fayetteville parking. While not critical, it may be helpful to unify public parking and provide a common identity.

¹ <https://www.youtube.com/watch?v=1HVgKENpHZs>



MARKETING SPACE AVAILABILITY

Walker recommends heavily marketing all publicly-available parking in downtown Fayetteville. Walker developed some recommendations to market space availability downtown.

- **Post a comprehensive inventory of publicly-available downtown parking online and make the inventory searchable and easy to use. Post monthly and transient rates, and update the website once per quarter to ensure the accuracy of the postings, so patrons continue to use the website. Along with rates, post the company and contact information for all monthly facilities, so patrons can use the website to request access directly with the operator. The City of Cincinnati posts an inventory of downtown parking facilities and rates (regardless of ownership), along with car and bike rentals, public transit information, and information on taxi cabs.²**
- **Additionally, the website could include an updated parking space occupancy study that would be updated annually. Such a study would allow patrons to see areas of parking space availability, and areas that are heavily utilized, to avoid. The City of Cincinnati's report of monthly parking facilities also includes availability, and is updated once per quarter³. Partnering with Cumberland County and other parking operators would allow Fayetteville to record and report on monthly space availability.**
- **Using the branding recommendations discussed above, post signage of a consistent theme across downtown, indicating any publicly available parking downtown. Patrons will soon recognize the branded logo and become more familiar with all parking facilities available to them.**

AUTOMATED PARKING GUIDANCE SYSTEMS

An automated parking guidance system (APGS) is an automated information network that provides parking availability and directional guidance to motorists. APGS utilizes dynamic signage to display occupancy information and/or directional arrows at key decision points so that motorists know what to expect and where to find parking as they drive to or through a facility.

There are three basic levels of parking guidance for a facility:

1. Facility-Status
2. Space-Availability-by-Floor-Level
3. Single-Space-Monitoring

Facility status is used to communicate the total number of spaces available to motorists before they enter a facility. This is a best practice being recommended for the City of Fayetteville. It can also be used at major intersections to allow motorists to make the decision to park off street, in the Franklin Street Parking Deck, early in their downtown arrival process.

Space-availability-by-floor-level allows users to see how many available spaces are on each floor of a garage. Single-space-monitoring displays the exact location of available spaces within a parking deck through the use of

² <https://www.downtowncincinnati.com/exploring-downtown/downtown-cincinnati-parking>

³ https://www.downtowncincinnati.com/docs/default-source/stakeholder-docs/may-2018-parking-for-website_final.pdf



an overhead red or green light. These options are available and becoming more popular with municipalities that have parking structures with flat floors or circulation that does not take the user past every space. Given the design of the Franklin Street Deck and the new Hay Street Deck, a count of the total available spaces (Facility-Status) is sufficient and useful information.

Facility-Status

Facility-Status is used to communicate parking availability to motorists before they enter a facility. Count modules, (loops, cameras, magnetic sensors, or ultrasonic sensors) monitor the number of vehicles that enter and exit the facility to maintain an overall count of vehicles in the facility. The parking equipment installed in the facility can keep a count of monthly parkers, transit parkers that pull a ticket, and outstanding reservations to display only the available public parking spaces using already installed loops. This count data can be sent to a dynamic sign through either a hard wired communication line or by using cellular data communications. Facility counts tend to lose accuracy, so it is important to check the count displayed against the number of spaces occupied in the garage. Adjustments may be required daily or at least weekly to ensure a proper display.



Dynamic signage (typically LED) displays the number of available spaces and/or color-coded messages such as "Full" in red, or "Open" in green. Fayetteville currently has dynamic signage indicating if the Franklin Street Deck is "Full" or "Open". This type of signage can be installed on roadways so that motorists can determine where they will park as they travel to the facility. Including a dynamic sign such as this, or one that states the number of available spaces, at a gateway to the downtown could help encourage utilization of the off-street parking. This could occur on Hay Street near the intersection of Winslow Street. In addition, mobile apps enable motorists to view space availability remotely, allowing them to plan where to park in advance of arrival. This could also be displayed online.



Sample photos of facility counts: *Miami Design District (left), Liberty Center, Ohio (middle), Lincoln, Nebraska (right)*.



Costs and Maintenance

Costs can vary widely. We recommend specifying the count requirement with the new parking equipment and using the provided parking control system to obtain the count data. Since the data is already available, the added cost will be for dynamic signs and infrastructure to send the data to the sign along with power. As previously mentioned, maintenance includes daily or weekly calibration of the count to ensure the data is accurate.

Assuming a standalone sign (pole, cabinet, and one dynamic insert), our opinion of cost is \$5,000 - \$6,000 per sign location plus on-going costs to sending data to remote signs using either cellular data or a Wi-Fi enabled device and installation. We assume a minimum of four signs be included to cover the main corridors entering downtown.

Dynamic Sign	\$	5,000	to	\$	6,000
Installation	\$	4,000	to	\$	4,800
Total Each	\$	9,000	to	\$	10,800
Four Signs	\$	36,000	to	\$	43,200

Additional dynamic display areas can be added to the sign, albeit at an increase in cost. This can allow variable messages to be displayed to advertise upcoming events.

ON-STREET PAID PARKING CONSIDERATIONS

Paid parking is an effective means of managing parking behavior to encourage turnover and maximize the parking supply. Long-term parkers, mainly employees, benefit by parking in less visible off-street parking lots, thereby leaving visitors access to the most convenient on-street spaces. In addition to the benefits of managing parking behavior, revenue from on-street payments and citations can be used to fund additional parking assets. As previously described, this is not the only solution to generating turnover and potentially creating a more financially sustainable system.

The current system of enforcing time restrictions appears to be effective at creating turnover. However, there are drawbacks to this system, as users may find ways to cheat the system and move their cars throughout the day. Additionally, the costs associated with off-street parking discourage users to park there. Ideally, this would be the opposite, where parking on-street is charged and off-street parking is either free, offered at a discount, or allowing for a free period of parking, such as the first hour free. However, change must be well thought out and agreed upon.



RECOMMENDED SYSTEM ENHANCEMENTS

A number of system enhancements are available and recommended for the on-street parking system. The key for each of these enhancements is to specify in advance to ensure each component is provided as an integrated system. If the enhancements are procured separately they may not work together and the costs to integrate after the fact will be higher. This is true, regardless of the implementation of paid parking or simply maintaining the enforcement of time limits.

Enforcement of Time Limits

Based on discussions with Parking Services and through observations, the posted time limits are enforced through on-foot attendants using hand-held computers to enter each parked vehicles license plate. This method is a major upgrade from physically chalking tires to track length of stay. However, it is tedious and labor intensive to enter every license plate manually. The latest technology for tracking length of stay is with a vehicle mounted License Plate Recognition (LPR) system.

AIMS, Genetec, NuPark, and Tannery Creek Systems are a few examples of firms that offer a vehicle mounted LPR system that includes special vehicle mounted cameras to capture the plate, vehicle location, and wheel stem location as the enforcement vehicle drives past parked vehicles. A computer mounted inside the vehicle records the data, GPS position, and checks the data to determine the length of stay based on the previous data inputs.

The cost for one LPR camera equipped vehicle is approximately \$35,000 - \$45,000, plus the cost of the vehicle. In addition to the initial cost, there are on-going fees for cloud based services and on-going support.

Other options for obtaining license plate data of parked vehicles includes handheld LPR devices that scan the plate and enter the data to verify, bicycle mounted and Segway mounted LPR systems. Walker used a vehicle mounted LPR system to capture parked vehicle information to determine average length of stay and evaluate the enforcement. As an example, Walker was able to cover the entire downtown in less than an hour with one vehicle using a mobile LPR kit to track length of stay and identify vehicles that exceeded the time limit. The photo on the right is a screen shot of a vehicle identified as a violator.



Parking enforcement vehicle with cameras highlighted



Recommendation

16. Integrate mobile LPR enforcement if payment kiosks use pay-by-plate or if time-limits remain the primary tool for managing parking.



FACILITY IMPROVEMENTS



The public City lots in downtown Fayetteville utilize “Luke” (brand name) payment kiosks, such as on the Anderson Lot, shown in the photo to the left. The kiosks are capable of accepting payment by credit card, coins, or bills. Note, while the kiosk can accept bills for payment, they do not give change, so if a patron pays with a \$10.00 bill, no change will be provided.

The parking rate is \$0.50 per hour, \$4.00 maximum, Monday-Friday 9 am – 5 pm.

The typical expected life cycle for a multi-space payment kiosk is 8-10 years. We recommend the kiosks be budgeted for replacement. Payment with coins or credit card, combined with the recommended parking app for payment is recommended. Payment with bills is not recommended.

Issues noted with the equipment during our observation included the Anderson Lot kiosk that could not accept payment with coin or bills, only credit card.

The Franklin Street parking deck parking control equipment is no longer being produced and has limited support options for updating software and complying with Payment Card Industry (PCI) standards for data security. The replacement of this equipment should be taken into consideration when choosing the equipment for the new Hay Street parking deck. A single system can be used to reduce software and server costs as well as simplifying operational reporting and monitoring.

Lighting in the Anderson Street lot was observed to be limited during our evening site review. Demand from evening baseball games will result in more use of this lot in the evening; however, patrons may not feel safe if the lighting is poor.

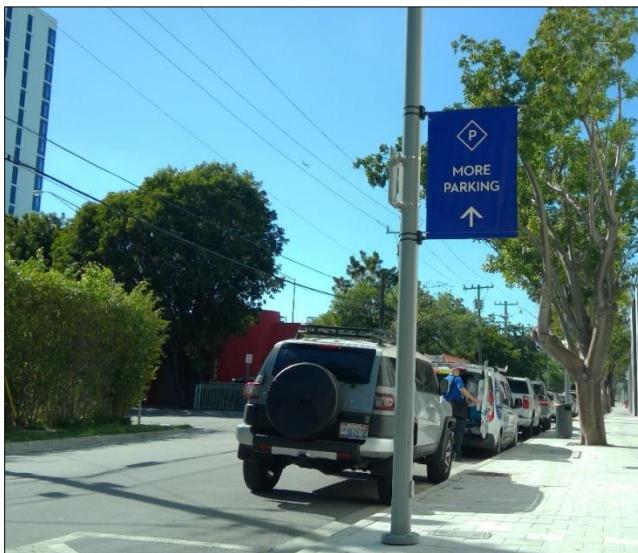
Recommendation

17. Budget to replace the existing off-street parking kiosks. New kiosks should accept coin and credit card payments only (no bills) as this increases the cost and maintenance. This addition should coincide and integrate with the mobile payment app and potential enforcement upgrade.
18. Replace the existing parking equipment in the Franklin Street Parking Deck and utilize the same equipment vendor at the New Hay Street Deck. Utilizing the same system will allow consistent reporting, allow sharing of software, and reduce costs.
19. Include a validation system with replacement parking equipment to allow merchants to provide discounted or free parking to patrons.
20. Include a facility count system with new parking equipment and send space availability information via dynamic signage and parking apps.
21. Improve lighting, pedestrian, and streetscape to make people feel safer accessing underutilized facilities. Lighting was observed to be limited in some areas, including the Anderson Lot. While there was some light, there were dark areas that may be perceived as less welcoming to evening parkers.



SIGNAGE AND WAYFINDING

One comment that was frequently stated at all meetings and public outreach engagements was that individuals did not know where the public parking garage was located or that there even was one. The signage of off street parking goes hand-in-hand with the branding and marketing of a system. This allows user, regardless of familiarity, to know all of the parking options quickly and easily upon arrival to the downtown.



The above photos are examples of what Walker recommends the City of Fayetteville invest in for the downtown. This type of signage can be used to direct users to the Franklin Street Garage, or other surface-level parking facilities, if desired. They are a less expensive alternative to the aforementioned dynamic space availability signage. Note, with each a consistent parking wayfinding message is critical. Both examples include a large "P" with blue background, with one using a diamond and the other a simple circle. An arrow is another critical element to provide directions.

Adding custom banners to light posts, as seen in the image on the left, to guide parkers is a low cost solution. We recommend a budget of \$250-\$400 per banner. Metal signage as shown on the right may be produced in-house by the sign department. The City of Indianapolis is making parking signs available to public parking lots by repurposing large round Rail Road crossing signs with a custom Parking Logo to help motorists locate parking. The cost of these signs is roughly \$100 each without installation.

Another comment that was frequent, and one that Walker experienced firsthand, is the lack of clarity of on-street parking signage. The on-street parking enforcement is staunch enough to encourage turnover, as shown in the turnover and duration section of the report, and allow for the availability of parking during peak times, as shown in the parking performance section. The time-limits and enforcement of those limits are commendable. However, the signage does not convey what the rules are stating. There is certainly room for improvement in the transmittal of the parking restrictions. It is Walkers understanding that the on-street time limits are enforced on a zonal, or block-face, basis.



Recommendation

22. Improve Parking Directional Wayfinding and Signage – Locating public parking can often be the most challenging task for motorists, especially for short-term users and visitors. By creating and installing uniform signage and a logo that is easily identifiable, intuitively understood and properly located, the City can help direct users to public parking areas and distribute demand across the downtown.

REGULATORY SIGNAGE

The Parking Services website describes the time restrictions as the following:

Time begins upon first arrival, and runs continuous throughout the day for each block. If you leave and return, please keep in mind that your time is calculated beginning the first time you parked on each block.⁴

Based upon the signage, the restrictions could be understood in a number of different ways. Below are two examples of the on-street parking restrictions posted. When the time limit is enforced is not identified and it is not clear that is by block by day.



⁴ <http://www.parkfayetteville.com/Home.htm>



To clarify the meaning of the parking restrictions, Walker recommends utilizing signage similar to the examples displayed below. The current signs only communicate that there is a time limit and a restriction upon where to park on street. The recommended signs impart the understanding that there are varying zones within the downtown, that permit holders are exempt from the time restrictions, and that the time limits do not allow for moving a vehicle and returning later in the day. The example signs could be combined and edited to fit Fayetteville's use. For example, the sign could read, "no same day return" with the appropriate times of enforcement. The signs could also read, "no restrictions Sunday" or something of the like, if desired.



Recommendation

23. Replace existing on-street time-limit signage to clarify regulations.

PROMOTE LONG-TERM PARKING OFF STREET

Updating and clarifying the on-street signage, increasing the wayfinding of signage of the off-street facilities, and maintaining the enforcement of the on-street can help to drive users to the off-street facilities. As stated in the parking system basics section of the report, on-street parking is intended for high traffic and heavy turnover users. This includes patrons going into a shop for approximately an hour, someone buying a coffee, running into the bank, or grabbing a quick lunch. Short-term parking is not intended for a visitor having a long dinner with shopping before, employees of any kind, or residents who will be parked for more than two hours.

During our observations we noted several vehicles with permits allowing for on-street parking. Some of these permits appeared dated and likely no longer intended to provide free on-street parking.

Recommendation

24. Eliminate or reduce on-street parking permits and include an expiration date and require re-issue if absolutely required.



TRANSPORTATION DEMAND MANAGEMENT STRATEGIES

As the downtown continues to experience redevelopment projects, it will continue to grow in popularity and become more and more of a destination and neighborhood for employees and residents in the surrounding community. Fayetteville is currently in the process of completing a Master Plan for the downtown, which will help identify opportunities for projects that will increase demand and further necessitate the addition of new parking.

This chapter introduces the concept of transportation demand management (TDM), identifies how TDM is successful, outlines the benefits of TDM, and recommends TDM strategies for the various development scenarios of the downtown. The TDM recommendations aim to accommodate the changes occurring within the City, minimize the demand for on-site parking, and enhance the transportation experience of all users.

What is TDM?

TDM is a collection of complimentary strategies and behavioral incentives that emphasize the movement of people and goods rather than the motor vehicle. It focuses on assisting people to make transportation decisions that include transit, ridesharing, shuttles, walking, biking, and other solutions or improvements and to reduce SOV trips and the parking infrastructure required to accommodate those trips. TDM's focus is on the people that will be accessing the site and the alternative ways in which they could do so. Often, substantial subsidies, in the form of free/available parking and Federal and local investments in roadways, allow driving to be the most convenient option. TDM strategies propose a range of possible transportation incentives for downtown Fayetteville that could optimize several different modes and counterbalance subsidies. This methodology is intended to create a more balanced transportation system that provides the best access and mobility for all users.

Simply providing options within the transportation system is the start of the TDM process; developing a desire by travelers to use the services is the logical next step to managing traffic. TDM is a much more cost-effective strategy than trying to build a system to meet peak travel or parking demands, and it creates significantly fewer community and environmental impacts. TDM strategies often require some tradeoffs between personal travel freedom and greater network efficiency or utilization.





What Benefits Does TDM Provide?

There are many important, interrelated benefits of reducing the number of cars on the roadway and the number of miles driven. There are transportation system benefits, social benefits, environmental benefits, health and safety benefits, and financial benefits.

Transportation System Benefits

- **Reduced congestion and resultant time savings**
- **Multiple options for getting around**

Social Benefits

- **Enhanced quality of life in walkable, bikeable communities with many transportation options**
- **Reduced community fragmentation caused by wide, high-speed roads**

Environmental Benefits

- **Allow for and promote the revitalization and redevelopment of historical buildings**
- **Improved air quality**
- **Reduced greenhouse gas emissions**
- **Improved water quality**
- **Reduced polluting emissions and fluid leaks**
- **Reduced need for paved surfaces**

Health and Safety Benefits

- **Fitness benefits of active transportation (biking and walking)**
- **Health benefits of improved air quality**
- **Stress reduction**

Financial Benefits

- **Reduced costs of car ownership and maintenance**
- **Reduced cost of parking for both developers and tenants**

TDM provides a multitude of options for users to access a site and promotes a mode shift away from the single-occupancy vehicles (SOV). In providing these options, roadways can be used more efficiently, and impacts to these networks can be lessened. TDM strategies that offer transportation choices are often considered a site amenity by users and visitors. Walkability, proximity to transit, bicycle facilities, and bikeshare/ carshare enhance convenience and provide several transportation options to those that don't have to drive.

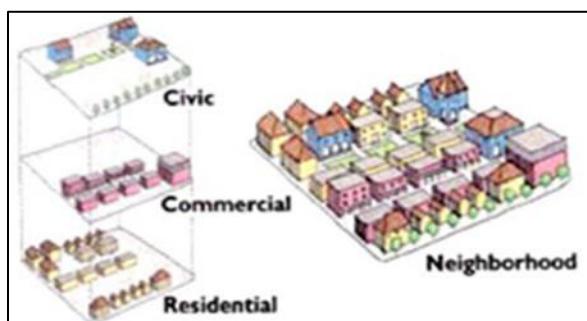


How Does TDM Work?

TDM is most effective when supported and implemented by both the public and private sector through a coordinated effort to reduce vehicle trips to a specific area such as downtown Fayetteville. A shift from automobile trips to other transportation modes may result in the reduction of vehicle miles traveled by employees, visitors, and residents. TDM is also most effective when multiple strategies are implemented together as part of a package of transportation options for end users.

Ongoing monitoring is also a key element in the success of a TDM plan. The TDM Plan can be focused to encourage lower VMT, reduce greenhouse gas emissions (GHG), lower rates of SOVs, and reduce parking demand depending upon the goals of the project.

TDM strategies are often classified into six different categories:



Land Use/Location - sites located in urban environments with higher densities and a mix of uses (see examples on the left), with grid roadway systems, in proximity to local attractions, and with access to transit are more successful when implementing TDM programs.

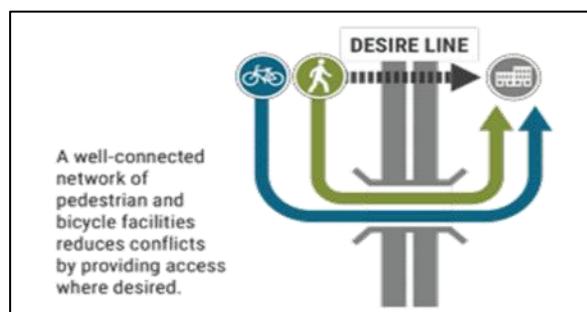
Neighborhood Site Enhancements – physical and/or programmatic improvements can enhance pedestrian, bicyclist, and carshare experiences.

Parking Pricing – use of management strategies that correlate parking supply and cost.

Transit System – improvements can increase accessibility of transit: expansion, frequency, and proximity.

Commute Trips – incentives offered by employers may reduce SOV commute trips: transit fare subsidies, alternative work schedules, employer-sponsored vanpools/shuttles, and ride-share programs.

Marketing/Promotions – education provides real-time information regarding transportation options



Depending on the project, a TDM plan can incorporate

elements from one, several, or all of these categories. Most of the strategies are considered incentives rather than disincentives, and the responsibility for implementation is often a collaboration between the private and public sectors.

How Do We Know TDM Works?

TDM has been proven to reduce the impacts on the physical transportation infrastructure, air quality, energy use, and travel costs, while still preserving mobility. There is extensive peer-reviewed research related to TDM strategies. The California Air Pollution Control Officers Association (CAPCOA) Quantifying Greenhouse Gas Mitigation Measures report provides a comprehensive overview of most of the available literature and identifies TDM strategies and their effectiveness in vehicle miles travelled (VMT) reduction.



Based on years of research, some of the most effective TDM strategies are related to Parking Pricing/ Policy, Commute Trips, and Land Use/Location. Limiting the parking supply typically results in a 5% to 12.5% reduction in VMT; unbundling parking results in a 3% to 13% reduction in VMT. Mandatory commute-trip reductions can result in a VMT reduction of 21%, and pricing workplace parking can reduce VMT by 20%. When a site provides a mix of land uses, good transit accessibility, and increased density, VMT reductions can reach 30%.

In addition, several cities and large projects in the United States have implemented successful TDM programs with measurable success.



Aspen, Colorado – Aspen implemented transit as a TDM strategy in the 1970s and launched a more formal program with paid parking in the mid-1990s. Traffic volumes across the Cripple Creek Bridge into town have remained below 1998 volumes, largely due to the city's TDM program. This is true even during the multiple events throughout the year that draw hundreds of out-of-town visitors. New development projects in Aspen are required to implement TDM strategies that result in zero net new vehicle trips.

Barclays Center, Brooklyn, New York – In 2012, the Barclays Center, both an active year-round event center and home to the Brooklyn Nets, implemented a holistic TDM program. This program reduced overall auto mode share by 8% and resulted in a 20% reduction in peak hour auto trips. Initiatives included enhanced transit service on New York City Transit (NYCT) and the Long Island Rail Road (LIRR), preferred parking for carpools, parking supply limits, and targeted marketing programs.

Boulder, Colorado – The City of Boulder requires a TDM plan be completed and implemented for every development within the city. The City currently realizes approximately 20-percent fewer vehicle trips due to their TDM program and the multimodal transportation options available. Increases in the demand for transit and an increase in transit service create a positive-feedback loop.



CenturyLink Field, Seattle, Washington – Home to the Seattle Seahawks, the CenturyLink Field complex also serves as a concert and multipurpose event venue. In 2002, the complex implemented a Transportation Management Program (TMP) that ultimately reduced auto mode share from over 80% to 57%. Interventions included hiring a transportation manager to implement TMP strategies, a shuttle program to park-and-ride lots, and improvements to pedestrian and bicycle amenities.

Prudential Center, Newark, New Jersey – The Prudential Center in Newark hosts about 200 events per year and is also home to the New Jersey Devils. After years of car-centric transportation planning, the Center implemented a TDM program in 2010 which doubled transit ridership. Interventions included dedicated transit ambassadors, special discounts and passes for event attendees and signage and wayfinding to park-and-ride locations.



Why Is TDM Important for Downtown Fayetteville?

During the community engagement process, TDM was identified as an important component of the parking and transportation management plan. Furthermore, key stakeholders and members of the community continued to identify prioritization of means other than single occupancy vehicles to travel downtown. Finally, during stakeholder meetings with the public and government representatives, there was some concern for providing on-site parking for the baseball stadium during larger events. While our analysis addresses the adequacy of parking, the new transit center in downtown provides an excellent opportunity to bring visitors and employees downtown, especially for larger events.

TDM is not a strategy that will solve all parking and transportation problems in all scenarios. TDM *is* a tool that can be used to diminish the number of SOV and associated congestion and parking demand. TDM, along with marketing strategies, a park once philosophy, improvements in walkability, sharing of parking spaces, and appropriately managing the current inventory can encourage future developments to take place and enable them to thrive in the downtown.

In summary, the aforementioned strategies can help manage demand on the transportation network, and be designed to make it easier for new residents, tenants, employees, and visitors to get around by sustainable travel modes such as public transit, walking, and biking, by implementing and supporting TDM strategies. Without TDM strategies, mobility options would be limited, a less efficient transportation system would be realized, and the demand for parking in specific nodes within the downtown might not be accommodated.

Some key points to maintain as TDM takeaways for downtown Fayetteville are listed below:

- An investment in TDM programs and policies is an effective way to leverage the Fayetteville Area System of Transit (FAST), bike and pedestrian improvements throughout the downtown, and other local and regional multi-modal systems
- TDM policies are proven to be generally effective in encouraging multi-modal transportation choices in other cities across the country.
- The cost to implement moderate TDM policies is much lower than the cost to develop and operate a comparable amount of on-site parking and access infrastructure.
- TDM programs encourage a range of transportation options, many of which are well positioned to respond to changes in demand as the transportation industry evolves. Major industry disruptors such as the impact of TNCs (e.g., Uber and Lyft) and possible future changes due the autonomous vehicles are two possible evolutionary factors to consider.
- Though not an option for all patrons, multi-modal options are likely appealing to some percentage of residents and visitors. Creating and encouraging alternative modes of transportation was a key takeaway from the community outreach.



PARK ONCE PHILOSOPHY

Part of promoting greater walkability is realigning user expectations. Parking at the front-door in the downtown cannot always be provided. To generate higher density mixed-use districts, a “park once” model is necessary with expectations that parking resources will be shared and that users will walk throughout the downtown. This proposed operational philosophy helps to alleviate concerns of high demand after future developments are completed. The park once philosophy also encourages a walkable, higher density, mixed use downtown.

Downtown Fayetteville is incredibly walkable, especially in the main core of the downtown. The public right-of-way has already been prioritized to pedestrians where sidewalks account for approximately two thirds of the ROW from building to building. Additionally, there is a mature tree canopy, beautiful brick work as the road and sidewalk and curb bump-outs that allow for shorter walking distances when crossing the street. Maintaining and expanding this walkable environment outside of the downtown core will further encourage the park once philosophy.

A park-once philosophy allows for users who are working, visiting, or those who live in the downtown to park in one location and walk between destinations.

Walker promotes a “park once” model for the Fayetteville downtown which necessitates greater walkability. The Franklin Street Parking Garage may appear to be far from the baseball stadium; however it is only three blocks from the main entrance. It is more of an education issue to inform patrons that the parking is available.

FUTURE SITE ALTERNATIVES

With the baseball development occurring, several citizens voiced concern for future parking demand changes. The Future Conditions section within this report has detailed Walker’s analysis of the projected demand for the baseball field and its ancillary land uses. This has concluded there will be sufficient parking within the downtown for most events, although additional parking or strategies for managing the demand for large events is needed. To this end, Walker has studied Downtown Fayetteville for potential future parking facilities. Our analysis indicates parking will be challenged only during large events. One option to reduce the expense of adding parking while meeting the parking needs of the primarily and most likely event venues (Festival Park and the new stadium) is to add parking north of Rowan Street. On a conceptual level, approximately 980 spaces could be added within two surface lots assuming the properties could be consolidated. The location of the parking would be ideal for event parking and could assist with bringing a portion of the traffic north of the main downtown.

A drawing of this concept is provided on the following page.



Figure 22: Conceptual Additional Parking Site for Event Parking



Source: Walker Consultants

This site could be assembled and built in phases, with paid parking used to help finance the site. Based on construction costs of \$4,500 - \$5,000 per space, our opinion of cost for the smaller lot is \$720,000 to \$800,000 while the larger lot ranges from \$3.7 to \$4.1M. This does not include soft costs (15-20%) or land costs.

As new developments are proposed in downtown, adding structured parking within the core area could become an option. We do not however, recommend building a garage to meet large event parking demand due to the high cost of structured parking.

TNC/AV IMPACTS

Transportation network companies (TNCs), ride-hailing companies like Uber and Lyft, are changing transportation habits and having a material impact on parking demand across communities throughout the country. Sports stadiums and event venues have recently begun planning their ground operations for TNC access and control. Uber and Lyft have formed exclusive agreements with professional sports franchises. At Levi's Stadium, home of the San Francisco 49ers, an exclusive Uber Zone was created to enhance the fan experience for the 2016 season. Other agreements include official partnerships with MetLife Stadium (Meadowlands, NJ), Gillette Stadium (Foxborough, MA), Hard Rock Stadium (Miami, FL) as well as many other professional sports and entertainment partnerships across the country. In 2014, Lyft became the "official ride of Major League Baseball."

While this could be considered for Fayetteville, based on the current size and demographics, it is likely not an option now, but could be in the future and is worth monitoring.



PRICING AND MARKETING EVENT PARKING

Pricing parking should be based on demand and proximity to the destination. Demand based parking supports higher pricing for larger events compared to smaller events. Conversely, the closer to the destination the higher the price. In addition to these strategies, offering parking in advance through a web-based portal, offers the ability to collect the fee in advance and provide patrons confidence in knowing where they are going to find a spot in advance. Pricing can be offered at a lower amount than during the event, as it allows pre-planning. Users select their event, pay with credit card, and are given a parking pass with a unique barcode for the event. Parking staff scans the unique bar code which provides proof of payment.

As an example, downtown Lincoln, Nebraska through its *Park & Go* program, offers users multiple locations to select parking for game days. Prices vary based on the location and limits the number of spaces available at each location. Any unsold inventory is sold at higher prices on game day. This allows users to know where to park before coming the game. A screen shot of one event is provided below.

EVENT PARKING

Reserve Parking

Event Name: Minnesota
Venue: Husker Football
Event Date: 10/20/2018
Comment: Individual game day passes are only valid for one entry and one exit, No In/Out Privileges

Select a Garage					
Spaces	Garage Name	Address Click for Map	Spaces Left	Spaces Taken	Rate
Add	Blue 3 Garage	535 P Street	364	36	25.00
Full	Canopy Lot	601 Q Street	0	25	25.00
Add	Carriage Garage	1128 L St	143	57	20.00
Add	Center Park Garage	11th & O - N Streets	146	254	20.00
Full	Co/Ci Parking Garage	10th & K St	0	100	15.00
Add	Co/Ci South Lot	701 S 10th Street	33	17	15.00
Add	Co/Ci West Lot	519 S. 9th Street	16	19	15.00
Add	Cornhusker Sq. Garage	1220 L St	103	47	20.00
Add	Green 2 Garage	530 P Street	227	73	25.00
Add	Holdrege - Big X Lot	17th & Holdrege St	14	11	15.00
Add	Holdrege - Big X Lot RV	17th & Holdrege St	5	0	50.00
Add	Lumberworks Garage	700 N Street	189	36	25.00
Add	N Street Gravel Lot RV	500 N Street	3	12	70.00
Add	North Bottoms Lot	1343 New Hampshire St	6	34	15.00
Add	North Bottoms Lot RV	1343 New Hampshire St	17	3	50.00
Full	Red 1 Garage	555 R Street	0	300	25.00
Add	SunValley/Charleston	SunValley/Charleston	46	4	10.00
Add	SunValley/Charleston RV	SunValley/Charleston	45	5	45.00
Add	University Square Garage	14th & P	38	137	25.00
Full	West Depot Lot	676 " O "Street	0	75	25.00
Total:		1395	1245		

Pricing for events should consider the walking distance to the venue. As an example, in most larger cities where event parking is charged, the highest priced parking is always the most convenient with the price dropping the further from the event. For a city the size of Fayetteville, rates could easily range from \$10 to \$5 for a typical baseball game depending on the location of the parking. In some cases, parking rates outside the typical walking distance could be priced below market in an effort to generate revenue where it would otherwise not generate revenue, such as the County Lots, east of Gillespie Street. It is also possible to consider the rate based on the game being on a weekday or weekend or during the day or evening. It is important to keep the pricing simple and not fluctuate to the point of frustrating the patrons. Fees for parking will be needed to maintain the properties and to manage the demand.



Recommendation

25. Adjust parking fees for events as listed in City Budgeting documents to allow event parking at both \$5.00 and \$10.00 (currently only listed at \$10.00).
26. Add parking reservations for baseball game parking.

ORDER OF MAGNITUDE COSTS

Walker finds that often a general overview of parking is first needed to establish a context for decision-making regarding the parking system. This portion of the report is intended to build that foundation while tying the previous report and analysis into these recommendations. Fundamentally, there is no such thing as a free parking space. ***At the end of the day, someone is paying both, directly and indirectly, the true costs of "free" parking. If parkers are not paying directly then who is?***

- The community pays through taxes levied for the delivery of services including downtown parking.
- Developers pay for parking when they are required to meet off-street parking zoning requirements which raises project costs, which are passed along to end consumers of their product.
- Employers pay through higher office rents.
- Consumers pay in the sales price of goods and services; retailers pass along costs to consumers.

The reality of the above-listed truth should be transparent to the citizens of Fayetteville. In providing parking to the downtown community, the City is administering a scarce resource that has intrinsic value and associated costs. Thus, parking should be viewed as an asset that requires continual stewardship to serve the goals of the downtown community.

SUMMARY OF RECOMMENDATIONS

A summary of the recommendations is provided on the following page, which includes the impact of implementing the change as well as our opinion of cost to implement, which may include an action or financial gain. Since parking facilities represent a significant community investment and costs, Walker has displayed a rough order of magnitude costs for the recommendations. These costs are generalizations and subject to further refinement.

Table 25: Summary of Recommendations

Ref #	Action	Impact	Opinion of Cost for Budgeting
1	Balance Parking Fund	Eliminate need for General Fund contribution through increased user fees	N/A
2	Track Key Performance Indicators and include on annual parking fund report	Evaluate year to year progress and effectiveness of programs	\$1,000 - \$2,000
3	Hire Dedicated Parking Director	Driving force to implement and manage parking system	\$60,000-\$70,000 (Annual)
4	Issue competitive RFP for parking operator contract	Competitive process may reduce costs	\$10,000 - \$15,000*
5	Move to paid parking within Downtown core and complete financial analysis to estimate revenue impact	Eliminate vehicles re-parking to stay within time limit; pass cost of parking to users	\$190,000 - \$280,000*
6	Allow first hour free parking in Franklin Street Deck in conjunction with adding paid parking in Core Area	Increase use Franklin Street Deck and provide short-term alternative	No upfront cost with rate structure change*
7	Enforce parking time limits for Saturdays from 10 AM to 8 PM	Manage demand during peak periods	\$20,000 - \$40,000*
8	Include a 30-day window where first time violators receive a warning citation in conjunctions with parking changes	Public relations effort when changes are implemented (payment/enforcement)	\$1,000 - \$5,000*
10	Review and improve pedestrian walkways and access beyond Hay and Person Street	Encourage walkability throughout downtown, specifically from parking areas to attractions	\$10,000 - \$20,000+*
11	Provide dedicated loading zone for Amtrak to allow pickup and drop-off - eliminate current on-street Amtrak	Allow for pickup and drop-off of Amtrak patrons/ eliminate luggage hauling	\$500 - \$1,000
12	Pursue shared parking agreements between City and privately owned or County owned facilities	Maximize use of private parking for event parking when it would otherwise not be used	\$1,000 - \$2,500 each*
13	Update www.ParkFayetteville.com website	Information is dated; potential for providing great source of information	\$2,000 - \$8,000
14	Add mobile app for payment	Positive Service	Negligible

Continued next page

Ref #	Action	Impact	Opinion of Cost for Budgeting
15	Explore branding ideas for Downtown Fayetteville Parking	Unify and parking message and create recognition of this important community asset	\$2,000 - \$5,000+
16	Integrate mobile LPR for enforcement of time limits and potentially pay-by-plate with new kiosks	Increase enforcement efficiency	\$55,000-\$80,000*
17	Budget to replace existing off-street payment kiosks	On-going maintenance; potential to change proof of payment	\$10,000 per kiosk
18	Replace Parking Equipment (PARCS) at Franklin Street Garage; Integrate with new Hay Street Garage	Include validation options; integrating will reduce costs and improve efficiency	\$250,000-\$280,000*
19	Include a validation system with the new parking equipment	Improve options for local merchants	\$0 - \$10,000*
20	Include basic count system with new parking equipment at both parking garages (APGS)	Include available parking at key roadway locations	\$5,000 - \$8,000 per sign
21	Audit and improve existing lighting on surface lots	Improve existing conditions and patron perception of safety	\$5,000 - \$15,000
22	Add parking wayfinding signage along roadways at key decision points (Static Signage)	Guide patrons to public parking	\$500 - \$1,500 per sign*
23	Replace existing time-limit signage to clarify regulations	Clarify confusion to better the user experience	\$5,000 - \$8,000
24	Eliminate or reduce on-street parking permits and include expiration date	Reduce or eliminate abuse	Minimal, depending on how many time new permits issued
25	Adjust parking fees for events to allow for \$5.00 to \$10.00 parking fee, depending on event	Encourage users to walk and spread out the demand to a larger area	N/A
26	Add event parking reservation system for baseball games	Encourage patrons to plan their parking in advance	\$5,000 - \$10,000*

*Upfront cost, but is anticipated to generate revenue or cost savings there after.



New Facility Costs

Parking costs include land, construction, and operations and maintenance costs and can vary depending upon the local market. For above-grade structured parking with modest architectural features and that is built on a site that allows for favorable parking geometry, Walker estimates construction costs to be \$18,000 to \$20,000 per space in downtown Fayetteville. Assuming soft costs to be 20 percent of construction costs, total project costs per space would total nearly \$23,000, or roughly \$7 million for a 300 space structure, not including the land.

Once the structure is built, on-going operational costs should be considered. This includes the costs for revenue collection, accounting, management, cleaning, utilities, general facility maintenance, insurance, and administration. For Fayetteville, Walker recommends using \$500 per space to cover normal operating costs. This does not include long-term maintenance costs which should be budgeted separately. Using these conceptual figures for analysis, the monthly revenue per space needed is roughly \$164. This assumes 4.0% fixed rate for 25-years. The following breakeven table highlights this analysis as well as other scenarios for consideration.

Table 26: Breakeven Table

Project Cost Per Space	Annual Operating Cost Per Space					
	\$300	\$350	\$400	\$450	\$500	\$550
\$ 18,000	\$121	\$125	\$129	\$134	\$138	\$142
\$ 19,000	\$126	\$131	\$135	\$139	\$143	\$147
\$ 20,000	\$132	\$136	\$140	\$144	\$148	\$153
\$ 21,000	\$137	\$141	\$145	\$150	\$154	\$158
\$ 22,000	\$142	\$147	\$151	\$155	\$159	\$163
\$ 23,000	\$148	\$152	\$156	\$160	\$164	\$169
\$ 24,000	\$153	\$157	\$161	\$166	\$170	\$174
\$ 25,000	\$158	\$163	\$167	\$171	\$175	\$179

Rate: 4.00% Amortized Period: 25 Years

Monthly Revenue Per Space Needed

Source: Walker Consultants



SUMMARY OF THE RECOMMENDATIONS

The following provides a quick summary of the key findings and recommendations:

- The overall the parking supply is sufficient and conveniently located for current conditions and is generally sufficient for all but large events in the near-future. During large events, patrons will need to park further away from their desired location.
- The City should play a more active role in communicating where public parking is available, especially during events. This can be addressed through wayfinding, maps, and websites.
- Existing regulatory signage should be adjusted to effectively communicate the time-limit regulations.
- Financially speaking, the parking system has required contributions from the other sources and can do better. To address this short-fall, additional paid parking is recommended as well as charging for events at multiple locations with pricing based on demand and convenience of the location. This moves the cost of parking to the user instead of the general fund.
- The existing parking equipment at the Franklin Street Garage should be replaced and integrated with the parking equipment that will be installed at the new Hay Street Garage. The equipment installed at the Franklin Street Garage is no longer supported or being upgraded by the manufacturer. Since a new parking equipment system will be purchased with the new Hay Street Garage there is a benefit to having both garages on the same system to allow a single source of control and reporting.
- Validation options should be added to the new parking equipment system to allow businesses to easily provide free or discounted parking to patrons.
- A parking app for smartphones should be added to allow patrons to pay and even reserve parking via their smartphone without having to stop at a kiosk. This added convenience is available at minimal to no cost to the City.
- The City has no dedicated staff to oversee the parking operation. Given the increased activity and growing responsibilities, the City should hire a dedicated parking director.

The Executive Summary, full report, and Appendix provide additional recommendations, details, findings, and analysis used in preparing this report.



05 EVENT PARKING OPERATIONS



HAY STREET GARAGE OPERATING PLAN

The new City owned Hay Street 486± space parking structure, located within the baseball stadium block, is being built to serve a mix of users in downtown Fayetteville. Intended user allocations and description of each:

- Prince Charles Residents (90 spaces) with access using a proximity card or potentially low energy Bluetooth using a smartphone.
- Baseball Team/Staff (30 spaces) with access via proximity card or potentially low energy Bluetooth using a smartphone. Parking is intended for coaches and players, so use will be highest during any practices and home games.
- Hotel (120 spaces) for use by guests and limited hotel staff. Ideally, hotel guests will use their room key, including electronic key (via hotel app using smartphone) to gain access. Given the industries move to electronic room keys, a low energy Bluetooth device may be required to provide access. Guest parking is assumed to be limited and paid, with payment for parking collected by the hotel for overnight parking. Another option to grant hotel guests access is to issue a validation ticket at the time of check-in.
- Amtrak (5 spaces) assumed to be used by Amtrak staff, with access the garage using a proximity card or potentially low energy Bluetooth using a smartphone if above grade; short-term signed parking if at grade in ungated area.
- Retail/Office (300 spaces) with access via proximity card or potentially low energy Bluetooth using a smartphone. Ideally the parking access will only be permitted during typical office hours Monday – Friday and during non-events. Events occurring during non-office hours would require payment to use the facility, at which time the facility will be in pre-pay operation. This will limit the use of the parking by office tenants during evening and weekend events.

Parking is controlled using a gated parking system with credentials to grant access and track usage to the allocated users listed above and a ticket system to provide public (transient) parking. Availability of public parking spaces will vary by time of day and season. An ungated parking area for 30 spaces (27 regular 3 ADA designated spaces) is available at grade with access along the west end of the structure. This parking is assumed to be reserved parking, controlled through signage and monitoring. This area should be considered as premium reserved parking with rates reflecting the convenience of the spaces with a 20-30 percent increase over non-reserved parking. For convenience, we recommend the five Amtrak spaces be assigned to this area for short-term pick-up and drop-off. The remaining may be best used for players and coaches during the baseball season.

Projected Shared Parking Demand

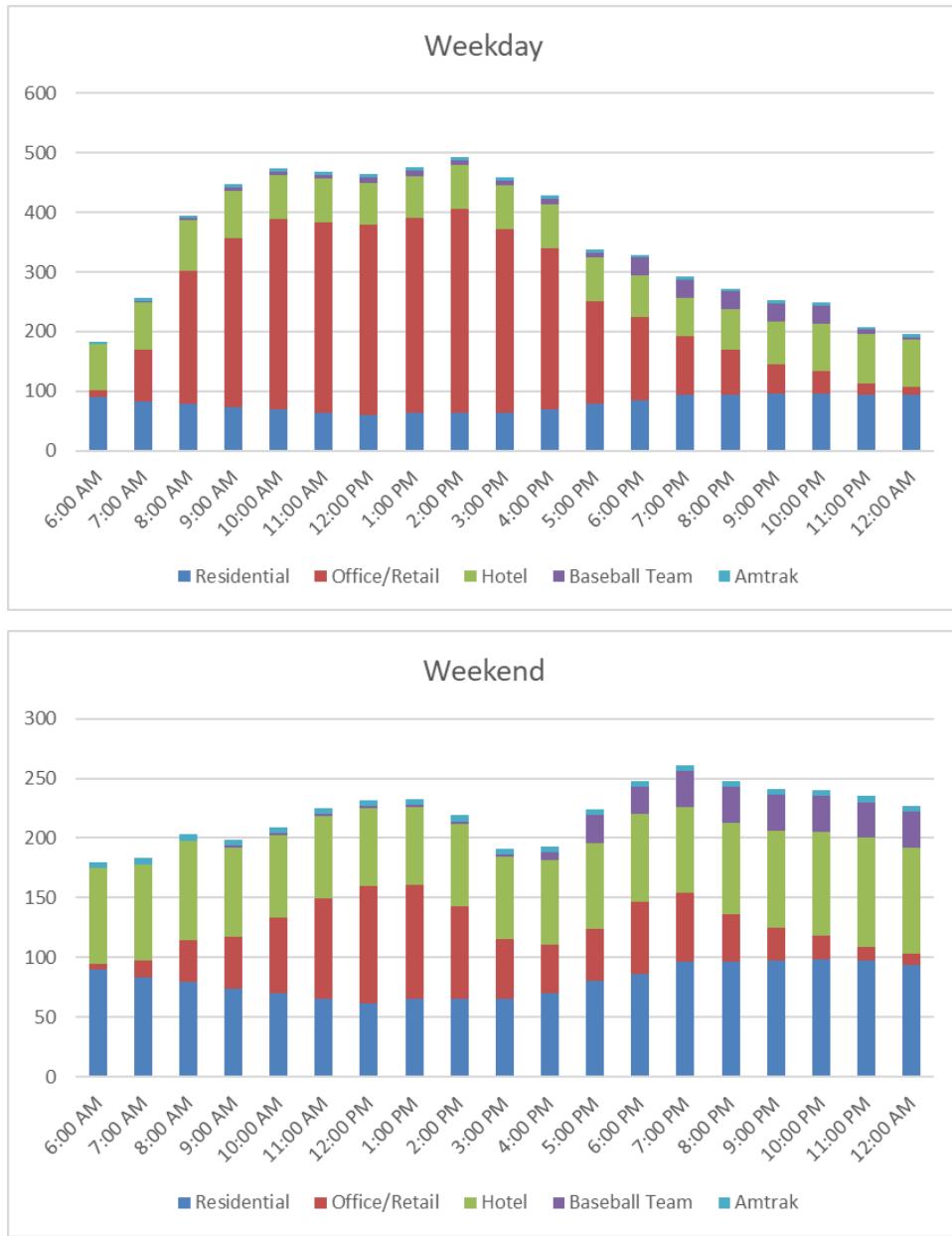
Parking demand within the garage will vary based on time of day, day of week, and season. Each of the land uses experience different peak activity. Used shared parking principles, overall demand was considered for a weekday and weekend. During non-events, peak demand is projected to occur during a weekday around 2:00 pm and 7:00 pm during a weekend considering the land uses detailed above.

Based on Walker's shared parking model, once all the land uses are fully occupied, public parking during a weekday will be somewhat limited until late afternoon and evening. During weekends demand is projected to be much lower, as the office generates very little demand, resulting in a much greater potential public parking supply.

The following graphs illustrate how demand is projected to occur by land use.



Figure 23: Projected Shared Parking Demand



Source: Walker Consultants



RECOMMENDED PARKING CONTROL SYSTEM FEATURES

The gated parking with controlled access from Hay Street includes one entry and one exit lane area using a pay-on-foot operation, equipped as follows:

Entry Lane (1):

- Entry Station equipped with:
 - Ticket Dispenser
 - Intercom
 - Barcode Reader
 - Proximity Reader
 - Chip Card reader (credit card reader) to allow payment on entry during events
 - Optional: Low Frequency Bluetooth Reader
- Traffic Gate, with Breakaway Arm
- Vehicle Detector and Loops (2)
- Optional License Plate Recognition Cameras

Exit Lane (1)

- Exit Station equipped with:
 - Ticket Verifier
 - Chip Card reader (credit card reader)
 - Intercom
 - Barcode Reader
 - Proximity Card Reader
 - Optional: Low Frequency Bluetooth Reader
- Traffic Gate, with Breakaway Arm
- Vehicle Detector and Loops (2)
- Optional License Plate Recognition Cameras

Integrated Parking Signage, controlled through Parking System

- Variable Message Sign (LED Typical)
 - Recommend an “OPEN”/“FULL”/“FULL - MONTHLY PARKERS ONLY” (selectable message or blank)
 - Optional – Full Dynamic Message LED matrix sign to allow variable messages to be displayed, such as “Event Parking \$10”, “Welcome”, etc. Sized to fit text on three lines.
- Optional Visitor Parking Signage with static text and Dynamic Insert
 - “Visitor Spaces” “#####”, where #'s change to show available visitor spaces or “FULL”

Pay-on-Foot Stations (2) locate in main elevator lobby area

- Full Service Cash and Credit Card unit (1); Credit Card Only unit (1), each equipped with:
 - Intercom
 - EMV Credit card reader (chip card)
 - Receipt printer
 - Barcode reader



Office, Network Equipment, Features, and Options

- Provide pricing for one complete workstation and printer with minimum requirements
- Provide pricing for all required servers and switches with minimum requirements
- Provide all required software
- Provide suite of validation features, including web-based and mass validation creation
- Voice over IP intercom with optional pinhole camera
- Web-based system monitoring/control capability
- Ability to operate in event mode using pre-pay operations at entry
- Capable of expanding to operate multiple locations (Franklin Street Deck)
- Count system to track available public parking and monthly patrons by user group
- Full reporting functionality
- Dynamic LED signage to indicate available public parking spaces or when full
- System alarms for a minimum of the following: alert of low tickets, out of tickets, vehicle on loop without taking action – programmable wait time, open pay-on-foot units, broken gate, gate up, back-out ticket, count status, wrong way in lane, expired credential, and low receipts.
- Payments
 - Point to Point credit card encryption
 - EMV credit card readers
 - Cash and credit card pay-on-foot station (1)
 - Credit card only pay-on-foot station (1)
 - Pre-paid validations with 2D/QR Barcode reader
 - Hotel integration to allow use of room key or virtual key to access parking
 - Accounts Receivable Package as an Option
- Monthly Parking
 - Proximity card with a minimum 3 inch read after installation within Entry/Exit Stations
 - Optional Low Energy Bluetooth Integration
 - Passback logic to limit credential use to one in/one out
 - User group functions to set user permissions and use based on time of day, day of week, and tracking use within the facility
- Expandable to multiple locations (initially the Franklin Street Garage)
 - Shared Control/Reporting System
 - Centralized Servers
 - Common intercom system
 - Breakaway parking gates with padded gate arms
 - Validation options, including web-based, mass validation creation, on-line validation accounts
- Optional Features
 - License Plate Recognition to monitor vehicles and provide frictionless parking
 - Reservation system
 - UPS power backup
 - Integrate with mobile payment app
- Non-Parking Equipment
 - IP based video cameras with live monitoring and recording of key areas, including entry and exit lanes, elevator and stairwells, and any payment devices
 - Provide/locate equipment protection bollards



Stock Items and Spare Parts

- Provide pricing for 600 proximity cards
- Provide 2 spare gate arms with 4 sets of breakaway mounting bolts per gate to be used as spares
- Provide six-month supply of tickets
- Provide six-month supply of receipts

Recommended Minimum Requirements of Manufacturer/Vendor:

- Manufacturer with a minimum of five years proven experience providing parking systems
- Installer/Service Provider with a minimum of five years installing and servicing parking systems
- Provide a minimum of three references for similar projects
- Initial one-year manufacturer's warranty and service following system acceptance
- Provide on-going service and support (annual pricing for 5-years following initial warranty)
- Vendor to provide system training before system goes live and follow-up as requested within six-months

PARKING RATES

We recommend and assume the following parking rates upon opening of the structure:

- Non-Events \$1.00 per hour;
 - \$10 daily maximum;*
 - \$12.00 - \$15.00 overnight parking*
 - 30-minute grace period (free)*
- Events \$10.00 flat rate on entry

**Grace period is only allowed if staying at or under the programmed period. Once paid parking is added to the on-street Core Area, it may be re-evaluated and increased to one-hour in conjunction with the recommended change to the Franklin Street Garage.*

**Rates require ordinance change*



EVENT PARKING HAY STREET GARAGE/NEW PARKING SYSTEM

On event days the garage should change from payment on exit to prepay operations. Given the proximity to the baseball stadium and Festival Park, we recommend the switch be made a minimum of four hours prior to the event or to monitor and charge the flat rate all day. This should be monitored to determine the best time to change from pay on exit to pre-pay and will likely vary depending on the event and start-time.

The recommended system design features of the parking system previously listed includes the ability to change to an event mode. When switching to an event mode, the parking operator will change the settings within the parking system to change to a flat rate on entry (configurable, but assumed to be \$10.00) and issue a ticket that allows exiting with that ticket after payment by either a credit card or cash to a live cashier.

When the system is changed to a flat event rate on entry, monthly patrons and hotel guests can still enter and exit with their valid credential (proximity card, low power Bluetooth device, validation). The cashier stationed at the entrance will assist patrons by accepting payment by cash and issuing a pre-paid ticket by using a proximity card with a delineating value or assisting the patron use a credit card at the entry station to pay the fee and have a ticket issued.

After the event, there is typically a mass exiting period when the parking exit gate should be raised to avoid backups or long delays. During this period staffing should assist with traffic control and ensuring pedestrian safety. As vehicles exit, the issued pre-paid ticket may be collected, but it is not required, as they are programmed to expire within a programmable period. Once the mass exit is over, the exit gate can be lowered. To exit, users insert or scan their pre-paid ticket to activate the gate. Once the pre-paid ticket is expired, additional parking fees will accumulate as normal and a payment will be requested at the exit.

Summary of Event Actions at Garage

- Station cashier and post pre-paid event signage at facility entry with the following duties
 - Cashier is issued appropriate uniform, including recommended safety items, such as reflective vest/clothing, change apron, etc.
 - Cashier issued a change bank for processing cash transactions
 - Cashier issued a pre-loaded proximity card that deducts the parking charge for each use
 - Cashier posts “Event Parking” rate sign at entrance
- Parking Manager switches parking system to event mode
 - Event mode requires flat rate payment on entry
 - Issues ticket that activates the exit gate during event (programmable expiration)
 - If patron exits after the programmable expiration time, additional fees will be due and payable before exiting
- End of Event/Mass-exiting
 - Manager/Cashier raise exit gate
 - Traffic control assists with moving vehicles and pedestrian conflicts
 - Tickets may be collected in the island as vehicles exit (not required)
 - Once the exiting rush is over the exiting gate can be lowered with patrons using pre-paid ticket to activate gate
 - System is put back into normal operations (take ticket and pay before exiting)



Event Parking Sign Example



Adjustments to Event Parking Plan for Existing System (Franklin Street Garage)

Until the equipment is replaced at the Franklin Street Garage, pre-paid parking is recommended; however, the system would need to operate in a less automated capacity. Operations would consist of similar staffing and signage, with the gates left in the up position. A cashier stationed at the entrance would collect cash payments and hand a paid parking ticket to display on the patron's dashboard indicating parking was paid. Credit card payments are possible with a handheld credit card reader.

Event tickets are typically separate from the ticket stock used by the existing parking equipment. These handheld tickets are numbered sequentially and come in a variety of colors for easy identification. For auditing, unused tickets should be inventoried and secured. As they tickets are issued to the cashier for use, the ticket numbers are recorded. At the end of the shift the returned tickets are recorded and the total number of sold tickets are calculated. This times the rate should be equal. Unsold tickets are returned to the event ticket inventory. Additional auditing measures include recording the vehicle entry loop count before and after the shift to compare against the total tickets sold.

This manual method of selling event parking at the Franklin Street Garage and City surface lots is recommended until a new system is installed that allows an event operations mode.

ANNUAL EVENT SCHEDULE ASSUMPTIONS

Working in concert with the City of Fayetteville and the Downtown Parking Operations group, consisting of representatives of the City of Fayetteville, Cool Spring District, McLaurin Parking, and the Fayetteville Woodpeckers, a list of major events impacting parking was assembled for 2019. Assumptions for each event regarding attendance, day of week, time, and overlapping were considered. There are some events that occur during important service times at the local churches, which include some parking areas that may otherwise be used for public parking during events. Traditionally, during the important church events, church members have parked in other areas, which will now be used for paid event parking. A full list of events by day is provided in the Appendix.

In total, the calendar includes 109 different events identified to trigger event parking management, including home baseball games, concerts, festivals, and other events. While in the past most events occurred on separate days, several events are planned to occur on the same day, further adding the parking demand.

Summary of Events

- 70 Home Baseball Games
- 19 Concert Days
- 12 Festival Days
- 8 Other Event Days, including the Big South Tournament and the annual Zombie Walk

109 Events Impacting Parking Planned



Identified Conflicts with Local Churches

Consideration of how event parking impacts the local area is important to the City. Downtown churches have traditionally not had to compete for public parking during major religious holidays. In the past, when the churches experienced high parking demand attendees could park on-street or within public lots at no charge. With the addition of the baseball stadium, that is no longer the case. Based on input from downtown churches, there are at least four dates in April where potential conflict occurs. This includes the following list with approximate game times and church times:

Table 27: Event Conflict Periods with Special Church Services

Event	Date	Period	Comment
Baseball	4/18/2019	Weekday	Game 7 pm/Church 6:30 pm
Baseball	4/19/2019	Weekend	Game 7 pm/Church 9:00 am - 1 pm
Hop in the Park	4/19/2019	Weekend	All Day/Evening Activities
Baseball	4/20/2019	Weekend	Game 5 pm/Church 9 am - 1 pm
Baseball	4/21/2019	Weekend	Game 2 pm/Church 6:30 am

Source: City of Fayetteville, Cool Springs District, Fayetteville Woodpeckers, and Walker Consultants

We recommend continual coordination be made to identify potential conflicts throughout the year. The starting time of each event should be taken into consideration. When the events begin at widely different times, the conflict is reduced or a non-issue. Examples of this can be seen above on the 20th and 21st of April, when the church event starts and ends at least four hours before the baseball game starts. While there may be some church attendees that lengthen their stay for the game, it will likely be limited and allow time for each parked event to vacate the public parking areas to make room for the next event. When events overlap, it is important to communicate that a paid parking event is occurring on the same day to the church so all parties can plan and react in advance. Ideally, the church will inform members of the potential issue for limited parking and encourage car-pooling or remote parking so guests are not surprised. During these times it may be mutually beneficial to offer remote parking with shuttle to elevate the parking issue.

ACCESSIBLE PARKING CONSIDERATIONS DURING EVENTS

Each parking facility, be it garage or lot, is required by code to provide a minimum number of accessible parking spaces, including a portion as van accessible. These spaces are located within each facility based on what each facility is serving, with convenience and accessible routes being the priority. Unfortunately, the location of each lot may not be as convenient to the event location, which may be the baseball stadium, Festival Park, or other area within downtown. For planning purposes, it is required that each event be considered and include a plan for providing convenient Accessible Parking that provides an accessible route to the venue.

For baseball games, which include 70-home games annually, we suggest directing vehicles with valid ADA placards or plates to the new Hay Street Garage or the City owned Library Lot for events starting after 5:30 pm Monday-Friday or on the weekends. These spaces are the closest to the stadium for convenience with minimal travel distance. In addition, whenever remote parking with shuttles are provided, a wheel chair capable bus should be deployed with a convenient pick-up and drop-off location marked for the event.



REQUIRED WOODPECKER PARKING

The City is required to provide up to 100 spaces for use by the Woodpeckers team during events. The requirement varies based on three user groups as follows:

30 spaces	Players and Coaches	On or adjacent premises (required anytime)
20 spaces	Full-time Employees	Within $\frac{1}{4}$ mile of premises (required anytime)
50 spaces	Game Day Employees	Within $\frac{1}{4}$ mile of premises (required on event days)

Prior to the Hay Street Garage opening, the recommended parking location for Players and Coaches (30 spaces) is at the adjacent ASOM Lot with additional parking (if needed) in the Freedom Memorial Park Lot, across Bragg Boulevard. Once the Hay Street Garage opens, these spaces should re-locate to the Hay Street Garage.

Full-time employees (20 spaces) are recommended to be provided parking along Winslow Street and Freedom Park using hang-tags for control. Game Day Employees (50 spaces) are recommended to park in any open on-street space with the Donaldson Street Lot as a back-up location, which has been discussed with the team.

Hang-tag permits are recommended for display by each user group for identification until the Hay Street Garage opens. Game Day Employee permits should clearly indicate the temporary nature of the pass given access is limited to only game days. Permits could be further controlled by using unique colors for each type of user and providing a new pass each month during the season to reduce potential misuse of the permits.

POTENTIAL FOR REMOTE PARKING

During large events, we recommend having a contingency plan for deploying remote parking with shuttle to transport patrons. Providing a temporary shuttle during high demand events is an option many cities consider to meet demand during limited periods. Having remote parking with shuttles as a back-up plan allows for flexibility and potential deployment as needed.

The impact of each event should be considered individually as to whether or not to consider deploying a temporary remote shuttle. Considerations include:

- Location of event
- How much existing parking is made unavailable due to the event
- Size of the event
- Time of the event

When deploying temporary shuttle, service should begin a minimum of two-hours prior to the event start time and operate continually through the start of the event. Once the event starts demand will slow and it will be possible to reduce the service until needed for return trips. Return trips will generally pickup before the event ends. Variables include score, opponent, and weather. Pedestrian safety is a concern, especially near the venue and traffic control measures are strongly recommended, such as installing temporary lane closures and clearly identifying the pick-up and drop-off stops for the shuttle buses.



Sourcing for shuttle bus service may include local shuttle companies, parking operators, or potentially the school corporation. Typical costs to operate a temporary shuttle is estimated at \$75-\$100 per hour per bus. This covers fuel, payroll, insurance, etc. Given the short distances and travel time, one bus should be sufficient, although initially, two buses are suggested to ensure a smooth operation.

The recommended operating plan is to begin shuttling operations 2-hours before the event start time through 1-hour after the event. Each event will require planning on when to start and end operations. As an example, for single sellout baseball game, the shuttle would have a specific start and end time, with a duration based on the length of the game. Generally an average minor league baseball game is 2 hours 45 minutes, or roughly 3-hours. Thus, the total time required for shuttle service would be 6-hours. Simultaneous events will increase shuttle times, as the overall event time will be extended. As an example, many festivals are all-day events that include a baseball game at some point during the festival. While some patrons may experience both events, thereby only parking once, the parking demand requiring remote parking will be extended. In these cases it is important to advertise the hours of operation and if possible provide alternatives to avoid leaving remote parkers stranded without a ride back to their parking.

BUS PARKING

There will be times that accommodations will be needed for bus parking, including visiting baseball teams or groups attending events. We recommend coordination be made in advance, to include providing the following to the event coordinator bringing the buses:

- Preferred route to the venue and drop-off location
- Preferred route parking area, parking passes, and phone numbers for assistance.

Whenever possible, the buses should drop-off passengers at the venue and park in remote areas until pick-up is required. Potential bus parking locations include the east side of the County Courthouse parking lots or the County parking lot at McGilvary Street and Fountainhead Lane. These lots are near, but not as convenient for patron parking. It is also possible to allow bus parking in designated on-street spaces closer to the venue if remote parking is not a viable option.

Temporary On-Street/Off-street Parking Requests

From time to time requests will be made to vacate a roadway or lot that includes public parking. This includes both non-event periods and during events. Fees for utilizing public parking is recommended to be charged back to the requestor via a temporary permit fee. We recommend permit fees be charged for use based on the number of spaces blocked off and reserved during the permit period. We recommend as starting point both on-street and off-street parking lots charge a daily fee of the current daily maximum charge of \$4.00 per space per day or in accordance with the maximum daily fee, with approval by the City required in advance. This cost helps cover the cost for posting temporary closed signs and potential clean-up after use. City sponsored events may petition for fees to be waived. Requests during events should be limited and only granted if used it is determined the space will be used to augment the event and not for parking.



Loading Zones

Loading zones are limited in the downtown area and typically posted with a 20-minutue parking limit. In many cases the spaces are regular car stalls, designated for loading and unloading. Most of these spaces are not sufficient for larger trucks making deliveries. We recommend each block be reviewed with loading zone spaces clearly marked and located at the end of each block with the length sufficient for a larger delivery truck to enter, unload, and exit in a safe manner. Business owners should be informed of any proposed changes and have an opportunity to discuss their concerns. During our observations, most loading spaces were utilized by private passenger vehicles making a quick stop or actively unloading. The spaces were generally too small for a large delivery truck. There are currently no requirements in the Downtown Area for businesses to provide loading zone parking.

TNC (Transportation Network Companies) / Uber and Lyft

Designated pick-up and drop-off areas may become a recommendation as TNC type companies increase use, which adds to traffic concerns. At this time pick-ups and drop-offs are permitted anywhere in the downtown area, but as ridership increases, it is important to monitor. At some point in the future, it may be helpful to provide specific areas for pick-up and drop-off, although at this time the impact appears to be limited.

PRE-EVENT ACTIVITIES

Prior planning for each event is recommended within the current downtown parking operations group. This includes disseminating and continually updating the event schedule, and reviewing lessons learned. As each major event approaches, a plan that includes both parking and traffic is recommended, as traffic will be impacted and most likely road closures and pedestrian safety will be a concern. For this reason, we recommend including a representative from the local police within the meeting invite.

From a parking perspective, each event should identify locations where parking will be charged and when the staffing is required. For typical events, being set-up and ready to charge for parking on entry two-hours prior to the start time is sufficient. This will require having staff arrive prior to that to fully equip and move parking supplies to the field.

Event parking should be marketed in advance, including:

- Producing maps with public parking locations identified, including preferred accessible parking areas, and rates
- Options for reserving parking prior to the event
- Local merchants that provide a discount/validation for patronizing their establishment with proof of paid parking
- Payment options, such as cash only, cash or credit card, parking app, etc.

This information should be available as a physical handout as well as on-line with links on the City, Cool Springs District, Fayetteville Woodpeckers, and Festival Park websites. Other marketing opportunities include Facebook, local media, and providing handouts for use at the visitor center and area hotels.



Basic supplies needed for an effective event parking program will vary and depend on the amount of technology being implemented with the system. Assuming a manual system to start, we recommend the following minimum parking supplies for each facility charging for parking:

- WindMaster type portable sign or equivalent to post the parking rate at each entrance of the lot
- Inserts to inform patrons when the lot is full (insert is easily held in place by WindMaster type sign)
- Orange traffic cones to aid in blocking the lot when full
- Traffic safety vests are recommended for staff
- Change apron – typical cloth nail apron from hardware store is sufficient to hold tickets, change, etc.
- Plastic security drop bags for making cash deposits
- Ink pen to record drops and take notes
- Orange flags/coned flashlights to assist with directing traffic
- Communication device, such as cell phone or radio
- Rain gear/hat as needed
- Small supply of area maps to hand out to visitors requesting assistance
- Water for hot days or ability for supervisor to bring water to staff
- Sequentially numbered tickets, recorded when issued

Parking supervisors should review the event procedures with each cashier prior to posting on the lot. An inventory of vehicles already parked on the lot should be made, including the time, license plate, make and model of the vehicle. An inventory of available spaces should also be noted for the lot.

As the event proceeds activity will increase and typically peak in the last half hour before the event begins if there is a set start time. All day events tend to progress throughout the day and likely include some turnover to allow reselling of parking throughout the event. Supervisors should visit each paid location throughout the event to ensure cashiers have sufficient change and tickets and to securely deposit cash from cashiers using tamper-evident plastic security drop envelopes.

Initial Event Parking Supplies

The initial capital investment for conducting event parking operations as described for the City and County facilities is estimated at roughly \$30,000. This includes providing supplies for 14 City and 9 County facilities, including:

- WindMaster Event Sign frame (minimum of one per lot)
- Signage Inserts for WindMaster Sign Frames (assumes 4 per sign using both sides)
- Handheld ticket supply
- Security bags for drops
- Uniform expense (typically a polo shirt with logo and hat)
- Traffic cones/Flags/Flashlights

This investment assumes an all manual operation to start, which can be augmented with handheld devices to accept credit cards and scan pre-paid reservations, which can increase proficiency, customer service, options, and monitoring, but come with a higher investment and on-going operational costs.



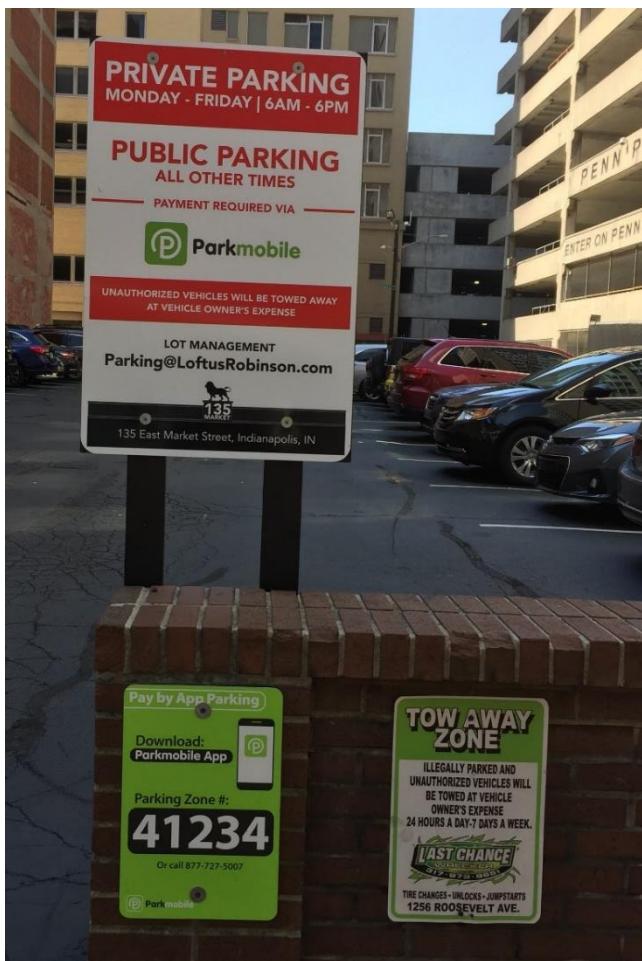
UPGRADED PARKING CONTROLS

We strongly recommend the City consider taking advantage of today's technology for event parking to allow for payment by parking app as well as a cashier using handheld devices to accept credit card payments, validations, hang-tag verification, and cash tracking with handheld devices.

The following provides additional details of adding payment by parking app and integrating a handheld event parking solution for increasing customer service, management, and payment options.

Integrating Parking App for Event Parking

For high demand event parking surface lots static signage at the lot could clearly indicate payment is required using the parking app. If the lot is only available during certain times, such as the City owned Library Lot at Maiden Lane and Ray Avenue, payment for public parking would only be acceptable Monday-Friday after 5:30 pm, weekends and holidays. Signage would clearly indicate how to pay. The payment for the lot would be programmed for a \$10 flat rate for up to a programmable period. The convenient location of this lot to the stadium may be tempting for earlier arrivers to park before parking staff arrives. By installing the signage, anyone parked on the can be checked for payment with enforcement of any early parkers.



Example of private parking during the weekday and paid public parking after hours via Parkmobile parking app.

Parkmobile allows payment using their app or by calling the posted number. Payments require a credit card for payment.



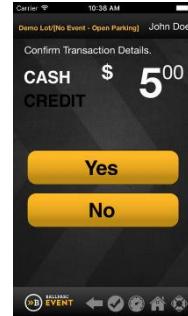
Handheld Event Parking Systems

We recommend staffing the most convenient locations with cashiers equipped with battery operated handheld revenue collection devices with Bluetooth connected printers. These devices utilize cellular data to accept credit card transactions, track pre-paid parking reservations, and provide real-time occupancy data. These may be special ruggedized battery operated handheld units or standard cell phones.

BallParc is an app based program that allows tracking of each transaction at the point of sale. The starting parking supply deducts spaces and they are sold or waiting arrival for pre-reserved parking. This data is reported and consolidated for real-time tracking of activity by location. In addition to tracking sold parking during the event, the app can be used to scan hang-tags to verify use as well as validations. With pre-sold parking inventory checked at the entrance, the app automatically calculates the available parking on the lot, taking into account how many pre-paid customers have not yet arrived. This adds convenience to the customer and helps plan parking activity in advance of the event.

BallParc reports their system is used at multiple MILB stadium locations, including the Chattanooga Lookouts, Nashville Sounds, and Corpus Christi Hooks. BallParc recommends using iPhones for the operating platform augmented with a Bluetooth printer and special chip based credit card reader. Cashiers connect the event parking app to sign into the pre-programmed lot and print a unique ticket to each customer. Payments are recorded as cash or credit as well as scanning capability to track pre-sold parkers.

Fees for implementing the BallParc system include the following:



- \$159 monthly fee per handheld unit (discounts for multiple units)
- \$400 one-time fee for Zebra Bluetooth portable printer (requires one per handheld)
- Optional 3-year warranty on printer - \$100
- \$250 one-time fee for credit card chip reader for iPhone
- Cell Phone Fees (separate contract – must run on IOS (iPhone)
- Credit card fees per transaction from credit card companies



We recommend implementing a few units and to offer payment by credit card and live tracking on the busiest and most convenient \$10 lots as well as offering limited pre-paid parking on-line, with tracking and enforcement integrated with the unit. Based on the preference for credit card payments and pre-paid parking, this system could be expanded and used for all event parking in downtown. If there are no events, the service could be suspended during that month.



REVENUE POTENTIAL

Revenue potential is estimated by considering each of events identified, assumed attendance level, and accounting for multiple events on the same day to avoid double counting demand. Using the estimated parking demand for events in Section 2 – Future Conditions, three categories of event size are considered:

- Average (estimated demand of 984 spaces for average baseball game)
- Sellout Baseball Game (estimated demand of 1,714 spaces)
- Large / Multiple Events (estimated demand of 3,600 spaces)

Of the 109 events identified by the City, Fayetteville Woodpeckers, and Cool Springs District, 14 events will occur on the same day as other events. Of these, all occur in conjunction with home baseball games, including events on July 12th, which include both a home baseball game, concert, and African Work Peace Festival. Adding to parking challenges during some of the events are planned road closures which block some parking areas to allow for pedestrian access to the events.

Table 28: Simultaneous Event Days (2019)

Event	Date	Period
Hop in the Park	4/19/2019	Weekend
Dogwood	4/24/2019	Weekday
Dogwood	4/25/2019	Weekday
Concert	6/1/2019	Weekend
Downtown Summer Nights	6/27/2019	Weekday
Concert	7/1/2019	Weekday
Downtown Summer Nights	7/11/2019	Weekday
Concert	7/12/2019	Weekend
African World Peace Fest	7/12/2019	Weekend
African World Peace Fest	7/13/2019	Weekend
African World Peace Fest	7/14/2019	Weekend
Downtown Summer Nights	7/25/2019	Weekday
Downtown Summer Nights	8/8/2019	Weekday
Downtown Summer Nights	8/15/2019	Weekday

These events are scheduled to occur during baseball games.

On July 12th, the African World Peace Festival is scheduled along with a concert and home baseball game.

Source: City of Fayetteville, Cool Springs District, Fayetteville Woodpeckers, and Walker Consultants

While a total of 109 events have been identified, event parking is required on 95 days as there are 14 events occurring on the same day. This only accounts for the events used in our assumptions. This list does not include smaller events, which are assumed to not require event parking staff to manage the demand.

The table on the following page provides a summary of the events, taking into account simultaneous events.



Table 29: Summary of Events by Type

Event/Size	Quantity	Simultaneous
Baseball	70	13
Concert	10	1
International Festival	2	
Dogwood	6	x
Zombie Walk	1	
Big South Tournament	7	
Downtown Summer Nights	9	x
African World Peace Festival	3	x
Hop in the Park	1	x
Totals	109	14

Total "Event" days impacting parking is the total events (109) less the simultaneous events (14).

Thus, the total days where event parking is projected to impact Downtown Fayetteville is 95. This does not include smaller event that occur, but not to the extent of these larger events.

Event Days = 95

Source: City of Fayetteville, Cool Springs District, Fayetteville Woodpeckers, and Walker Consultants

The table below presents the number of events estimated by size category for 2019, accounting for simultaneous events to avoid double counting.

Table 30: 2019 Events Estimated by Size

Event/Size Est. Parking Demand	Average 984	Sellout 1,714	Large 3,600
Baseball	40	17	0
Concert	7	0	3
International Festival	1	0	1
Dogwood	0	2	4
Zombie Walk	0	0	1
Big South Tournament	7	0	0
Downtown Summer Nights	4	5	0
African World Peace Festival	0	0	2
Hop in the Park	0	0	1
Totals	59	24	12

An additional 13 baseball games and 1 concert will occur during other events.

Total Event Parking Days = 95

Source: City of Fayetteville, Cool Springs District, Fayetteville Woodpeckers, and Walker Consultants

For projecting financial potential, Walker assumed that city, county, and private lots included in the following table and map would capture about 80 percent of demand as paid parking, and it was assumed for a few facilities that less than 80 percent of the facility would be occupied with event demand. This accounts for potential use of the spaces prior to staffing by parking staff and does not include potential on-street parking revenue. It is also notable that the ASOM Lot includes 30 spaces for baseball players and staff, and as such, these 30 spaces are not included in the event demand. Additional on-street parking outside the Core Area is also available and likely used during events.

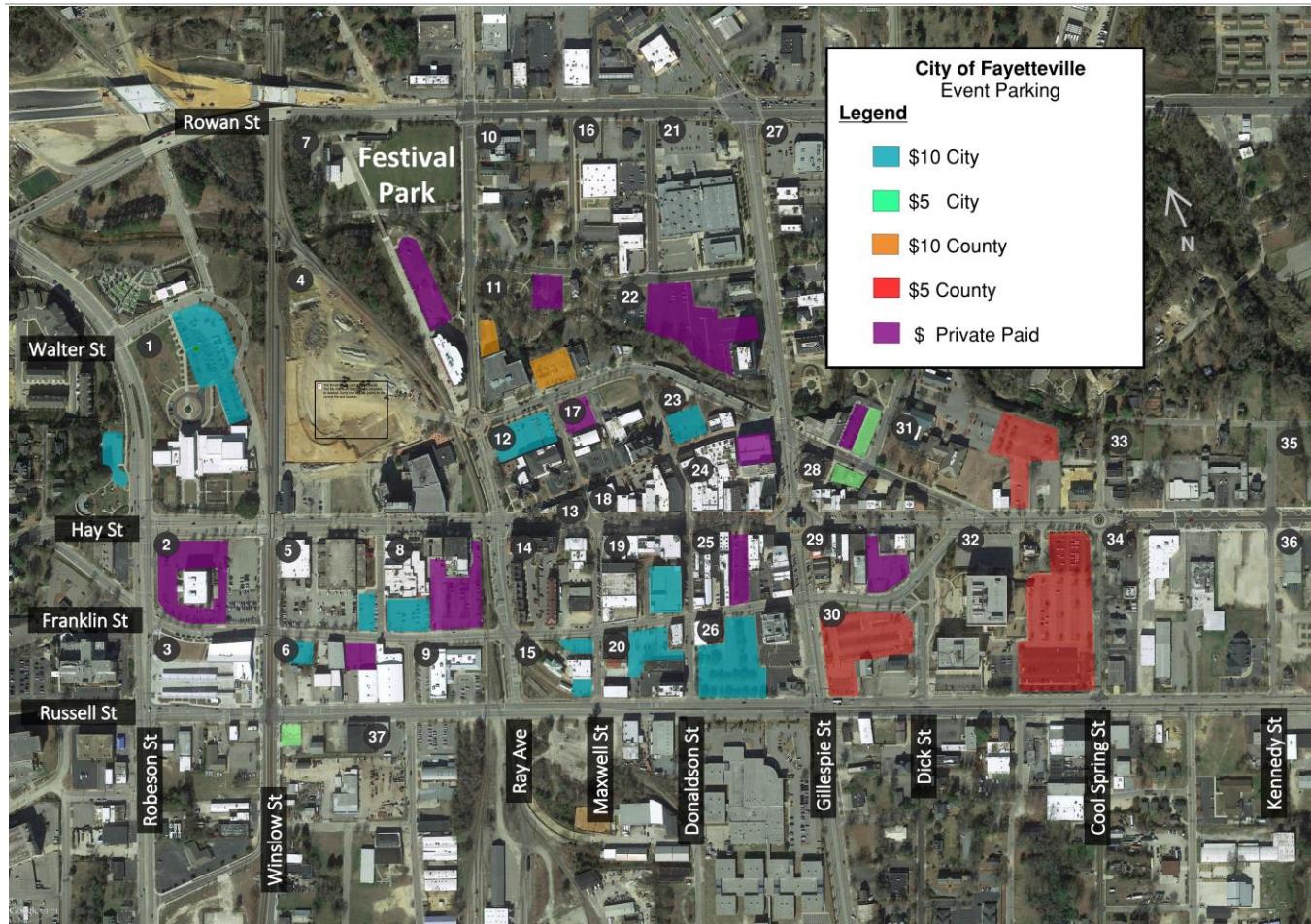


Table 31: Event Parking Summary

Facility Type	Potential Spaces	Assumed Potential Paid Spaces	Percentage Paid Spaces
City \$10 Spaces	993	723	46%
City \$5 Spaces	53	18	1%
County \$10 Spaces	83	66	4%
County \$5 Spaces	341	137	9%
Private \$ TBD Spaces	1,007	642	40%
On-Street - Core	387	0	0%
Private Parking Supply	666	0	0%
Total	3,530	1,586	100%

Source: Walker Consultants

Figure 24: Event Parking Map



Source: City of Fayetteville, Cool Springs District, and Walker Consultants



Since the average attendance demand (approximately 984 spaces) is well below the inventory of spaces in the area, Walker assumed that demand for parking facilities would be approximately evenly distributed in the area based on the percentage of potential paid spaces. Demand for sellout games (1,714 spaces) is based on 90% of the total potential sold parking and large events (3,600 spaces) is calculated using the assumed potential paid spaces for each category.

These assumptions resulted in approximate per-event revenues for City and County lots, assuming the rates listed in the previous table. Not included are Private lots, which a portion are assumed to be selling parking to manage who parks within their facility. The per event revenue assumption is multiplied by the annual number of events to calculate the total annual revenue for each group.

Table 32: Estimated Per-Event and Annual Revenue

Event Type	Revenue Per Event	Annual Events / Est. Revenue
Average Attendance:	984	59
Income		
City Lots	\$ 4,542	\$ 267,951
County Lots	\$ 834	\$ 49,234
Sellout Attendance:	1,714	24
Income		
City Lots	\$ 7,120	\$ 170,873
County Lots	\$ 1,308	\$ 31,397
Large Attendance:	3,600	12
Income		
City Lots	\$ 7,320	\$ 87,840
County Lots	\$ 1,345	\$ 16,140
Total Estimated Annual Revenue Before Expenses		
City	\$	\$ 526,663
County	\$	\$ 96,771
Total	\$	\$ 623,434

Assumptions:

Usage for Average and Sellout events spread by % of Sold Spaces

Usage for Large events based on potential sold spaces

Source: Walker Consultants

OPERATING EXPENSES

Operating expenses are calculated on a per event basis, assuming all City and County locations are staffed with one to two attendants at each location and three supervisors to oversee the parking operation. Staff would set-up for paid parking 2.0 to 2.5 hours prior to the event, with a reduced staff staying through the event and one hour after the event is completed to round up temporary signs, cones, and police trash. We assume the average hours per event by staff members to be 6.5 with the average length for supervisors at 8.0 hours.



In a typical event scenario, once the lot is full it is closed with cones and the WindMaster sign is posted displaying "Full". Staff may stay on the lot to monitor anyone trying to enter the lot once it is full, but once the event starts the demand typically dwindles and direct on-site monitoring is not always necessary, thus a portion of the staff may be checked out to reduce payroll.

Other costs associated with event parking include expendable supplies, such as trash bags, lot brooms, deposit bags, and tickets; insurance; and management fee.

Based on our assumptions, we estimate the annual cost to operate one typical event on the City and County parking assets to be roughly \$4,000. Potential additional costs for adding a shuttle if determined necessary should be budgeted at the rate of \$100 per hour, or \$600 per shuttle per event when implemented. We assume one to two shuttles for large events when implemented. Details of the expenses are shown in the following table.

Table 33: Event Operating Expense per Event

Facility	Locations	Staff	Avg Hrs per Event	Hourly + Benefits	Cost per Event
City Facilities	15	17	6.5	\$ 18.00	\$ 1,989
County Facilities	5	4	6.5	\$ 18.00	\$ 468
Supervisors	-	3	8	\$ 25.00	\$ 600
Total Labor per event:	20	24		\$	3,057
Supplies and Insurance:				\$	500
Management Fee:				\$	460
Total per Event:				\$	4,017
				Rounded:	\$ 4,000

Assumptions:

Line Staff rate of \$14.00 per hour plus 30% taxes and benefits, rounded

Supervisor rate of \$19.00 per hour plus 30% taxes and benefits

Management Fee is based on a per event fee of roughly 15% labor per event

Supplies and Insurance cover expendable supplies and insurance - \$25 per lot

Source: Walker Consultants

Event operating costs are further split between the City and County by considering shared costs based on the percentage of spaces within each group. The recommended split, (rounded) not including shuttle costs is:

- City - \$3,200
- County - \$ 800
- Total: \$4,000

**NET INCOME FROM EVENT PARKING**

Projected revenue is adjusted by subtracting assumed operating costs of \$4,000 per event day to provide a preliminary projection of net income for the City and County parking assets. Our analysis indicates a combined annual net income of \$243,180 for the City and County parking facilities. This does not include private lots that are expected to benefit from event parking in downtown. A summary of the projections are provided below.

Table 34: Net Operating Income from Events

Event Type	Revenue Per Event	Annual Events / Est. Revenue
Average Attendance:	984	59
Income		
City Lots	\$ 4,540	\$ 267,860
County Lots	\$ 830	\$ 48,970
Total Income	\$ 5,370	\$ 316,830
Expense		
City operating costs	\$ 3,200	\$ 188,800
County operating costs	\$ 800	\$ 47,200
Total Expense	\$ 4,000	\$ 236,000
Net Income	\$ 1,370	\$ 80,830
Sellout Attendance:	1,714	24
Income		
City Lots	\$ 7,120	\$ 170,870
County Lots	\$ 1,310	\$ 31,440
Total Income	\$ 8,430	\$ 202,310
Expense		
City operating costs	\$ 3,200	\$ 76,800
County operating costs	\$ 800	\$ 19,200
Total Expense	\$ 4,000	\$ 96,000
Net Income	\$ 4,430	\$ 106,310
Large Attendance:	3,600	12
Income		
City Lots	\$ 7,320	\$ 87,840
County Lots	\$ 1,350	\$ 16,200
Total Income	\$ 8,670	\$ 104,040
Expense		
City operating costs	\$ 3,200	\$ 38,400
County operating costs	\$ 800	\$ 9,600
Total Expense	\$ 4,000	\$ 48,000
Net Income	\$ 4,670	\$ 56,040
Total Net Income City	\$	222,570
Total Net Income County	\$	20,610
Total Net Income	\$	243,180

Source: Walker Consultants



Additional Income Opportunities

This analysis does not include revenue from on-street parking or any new parking that is added after the stadium opens. As recommended in the main report, adding paid on-street parking to the Core Area has the potential to add over 300 spaces to the paid inventory. This could be done through kiosks and parking apps that allow event rates to be programmed in advance. This would not require additional staffing to collect the revenue, only for enforcement.

Labor costs could be reduced by installing new kiosks in surface lots that allow event rates to be programmed as well. Again, this has the potential to reduce labor costs by eliminating the need to staff the lot to collect revenue, only enforcement.

Other cost saving measures include adding a parking app with signage to require payment using the app on surface lots that do not have a payment kiosk. This can generate revenue during non-events and for earlier arrivals to the lots before the event. It requires limited investment and enforcement.

SUMMARY

Walker recommends the City and County work together, along with Private property owners manage event parking demand and provide parking options to the public. The analysis of the data indicates paid parking is viable and provides an income source that can be used to off-set the cost of providing public parking with any surplus funds used benefit downtown. It is imperative that the all parties work together to mitigate potential parking issues in downtown as the number of events multiplies with the opening of the stadium.

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A Appendix

OCCUPANCY BY BLOCK



Block	8:00 AM	10:00 AM	1:00 PM	3:00 PM	5:00 PM	7:00 PM	10:00 AM Saturday	12:00 PM Saturday	3:00 PM Saturday	5:00 PM Saturday	7:00 PM Saturday
1	34	62	61	66	32	30	62	85	95	63	39
2	99	127	144	149	58	18	30	26	23	16	9
3	3	7	5	5	7	2	6	8	5	7	6
4	1	2	12	2	6	3	1	20	21	21	9
5	27	51	46	55	37	24	20	30	22	25	21
6	41	77	79	73	47	51	16	16	24	24	25
7	22	53	45	48	36	4	7	5	5	4	5
8	63	95	100	109	79	68	43	82	90	66	67
9	46	59	59	56	35	29	31	34	33	34	31
10	0	1	2	1	2	0	0	0	2	7	0
11	53	71	94	65	39	12	58	85	38	26	6
12	43	56	55	46	37	20	34	69	50	42	18
13	1	8	7	7	9	7	10	10	9	12	8
14	26	46	47	53	34	45	54	68	59	43	42
15	2	11	12	12	6	6	8	14	13	4	2
16	50	74	46	40	3	0	31	28	7	0	0
17	27	36	38	26	9	29	23	34	38	17	15
18	31	37	35	34	28	26	28	30	30	25	22
19	94	127	140	133	94	80	101	157	180	153	118
20	40	51	54	42	18	11	25	58	42	21	14
21	43	50	33	28	10	10	12	12	11	9	8
22	106	145	119	121	38	20	45	49	44	42	27
23	28	38	42	28	20	13	27	26	27	25	12
24	18	20	19	17	17	18	27	23	26	37	32
25	22	28	35	22	18	29	48	61	52	41	26
26	75	80	74	71	13	13	8	32	39	15	18
27	20	28	22	24	6	5	20	36	29	24	10
28	24	28	33	27	36	30	49	78	70	44	40
29	19	43	40	30	23	25	41	64	53	39	37
30	115	13	103	111	33	18	20	43	59	30	26
31	13	26	19	19	5	3	10	10	10	2	0
32	393	362	323	335	66	63	41	43	42	41	39
33	2	3	1	1	0	0	0	0	1	0	0
34	0	0	0	0	0	0	4	0	0	0	0
35	0	0	0	0	0	0	0	0	0	0	0
36	0	0	0	0	0	0	0	0	0	0	0
37	20	30	37	31	17	10	15	16	23	32	31
Total	1,601	1,945	1,981	1,887	919	722	955	1,352	1,272	991	763

Source: Walker Consultants



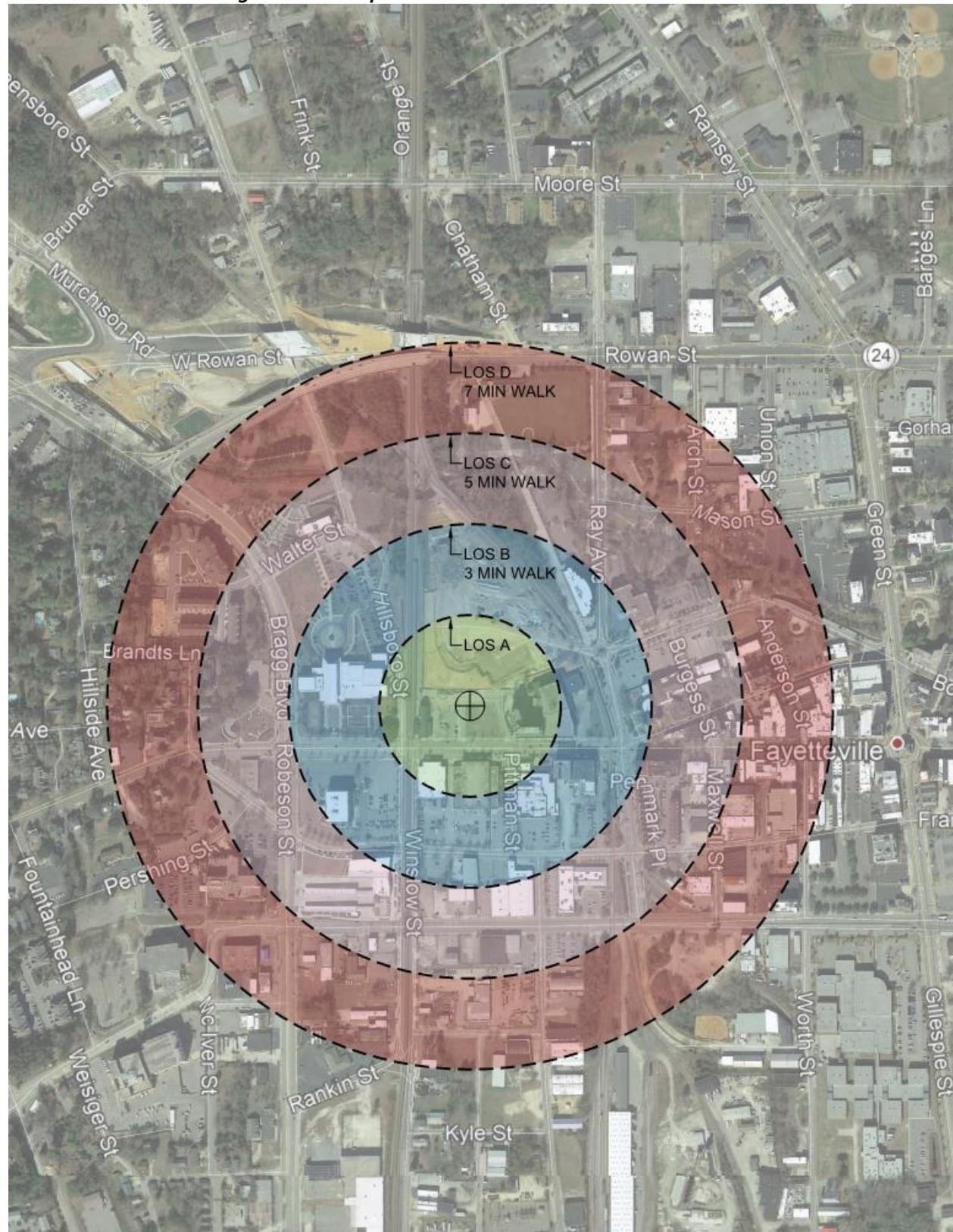
B

Appendix

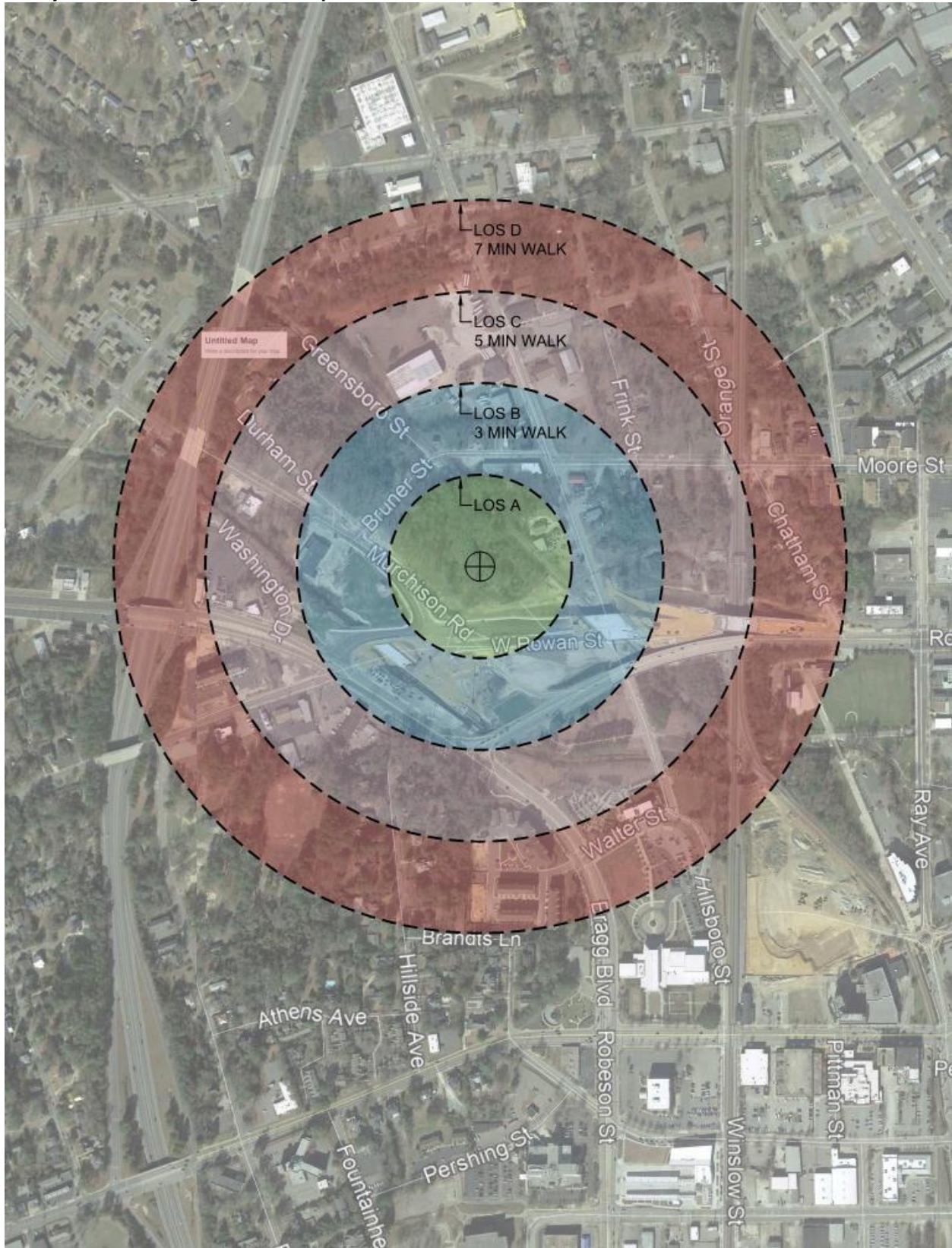
WALKING DISTANCE MAPS



Baseball Stadium Walking Distance Map

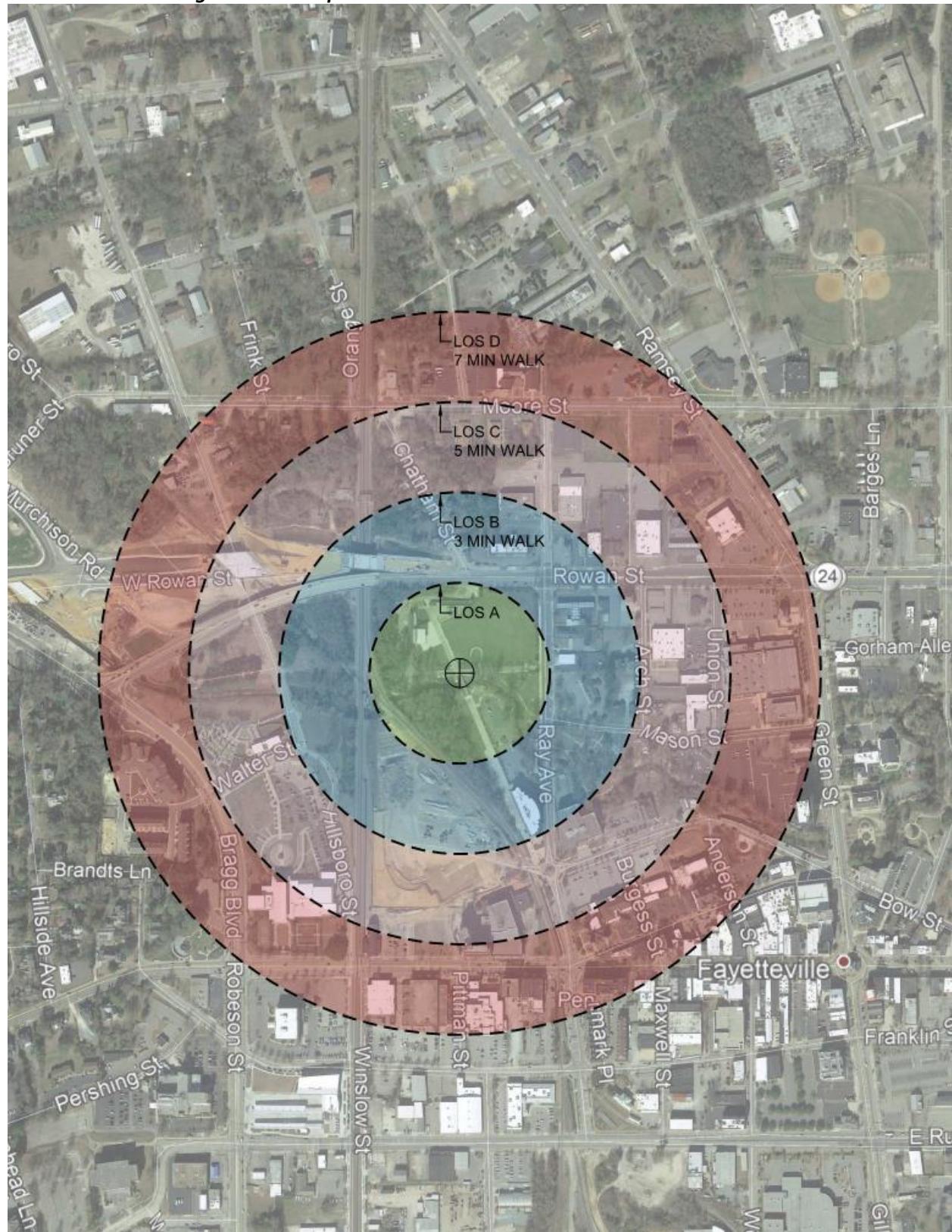


Catalyst Site Walking Distance Map



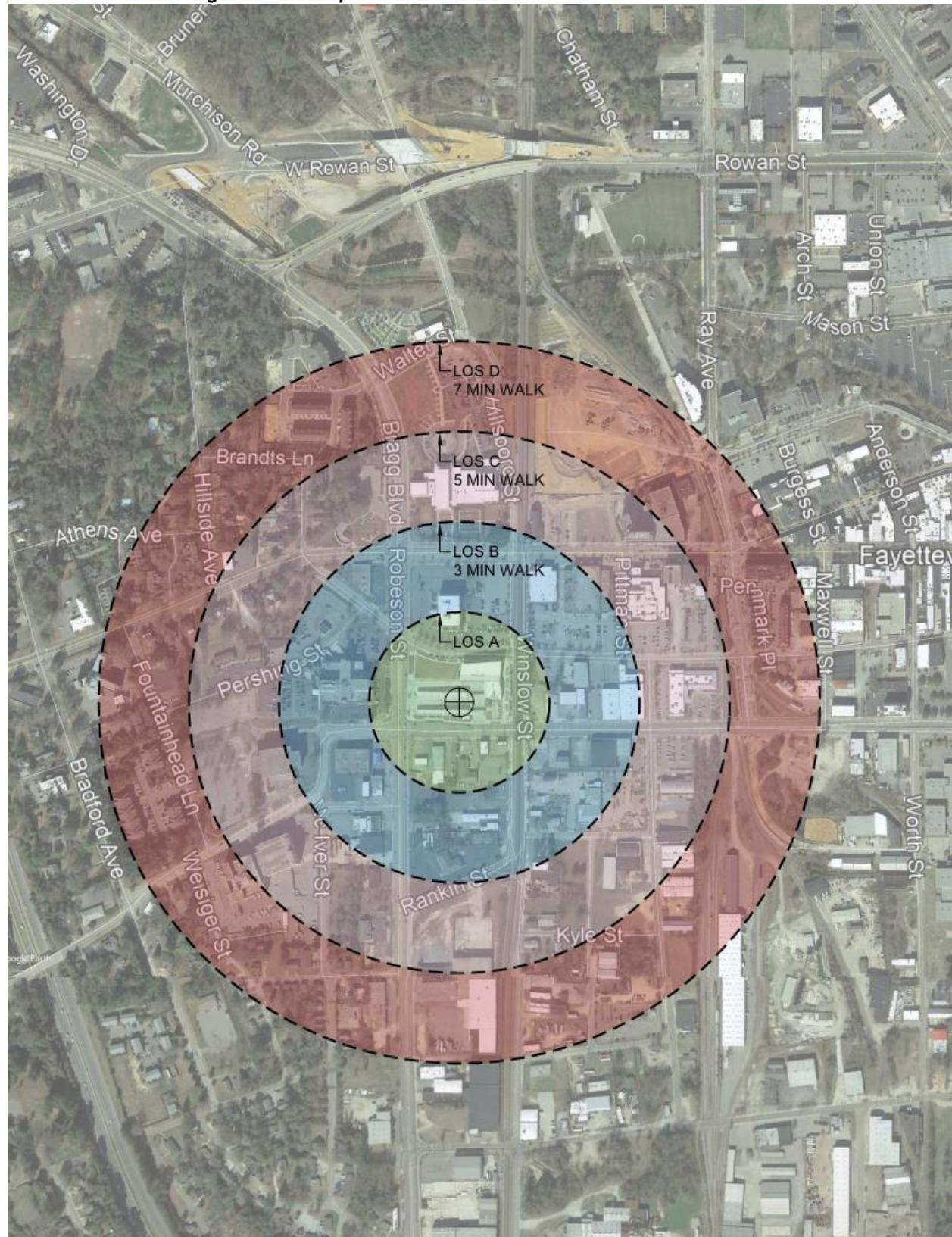


Festival Park Walking Distance Map



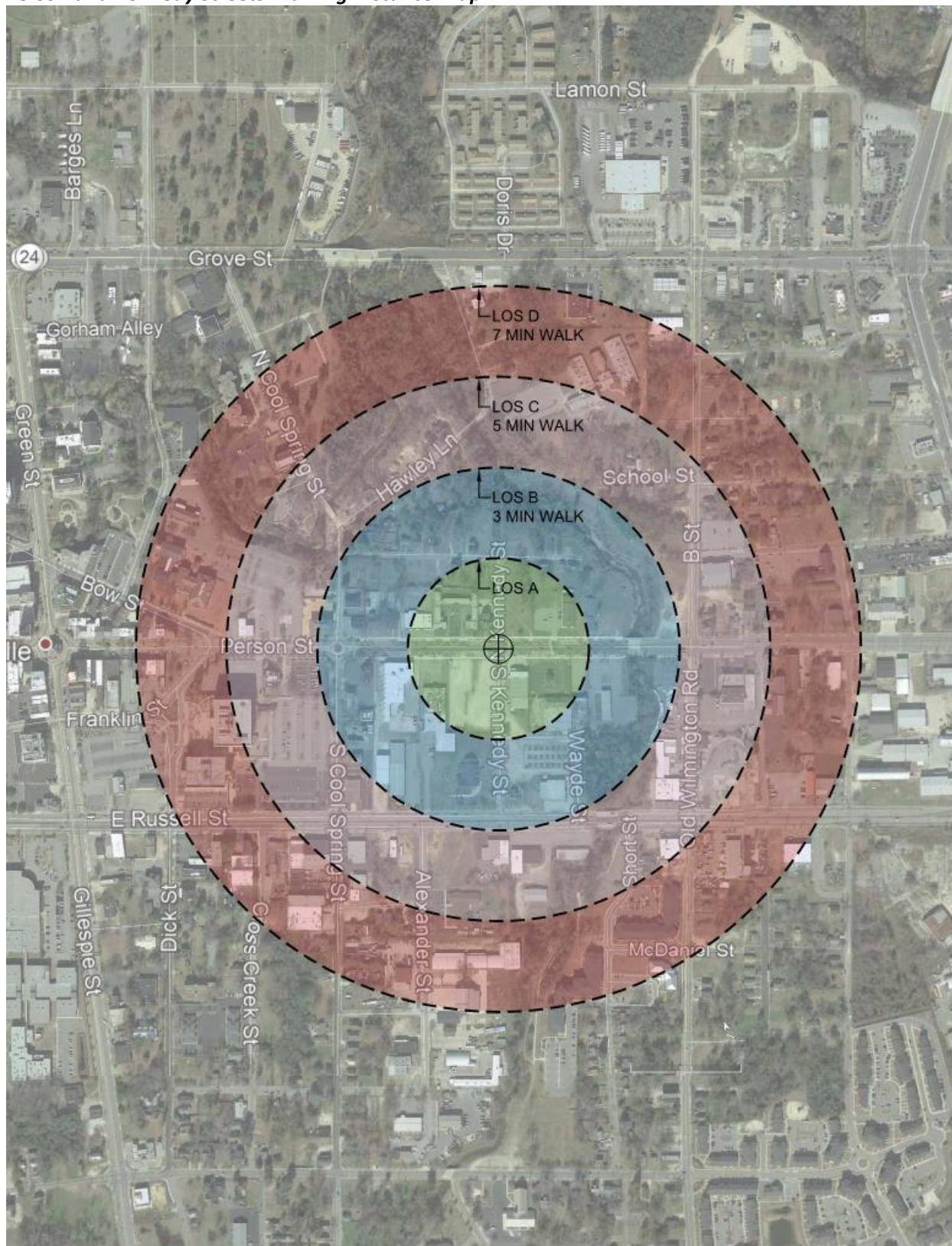


Transit Center Walking Distance Map



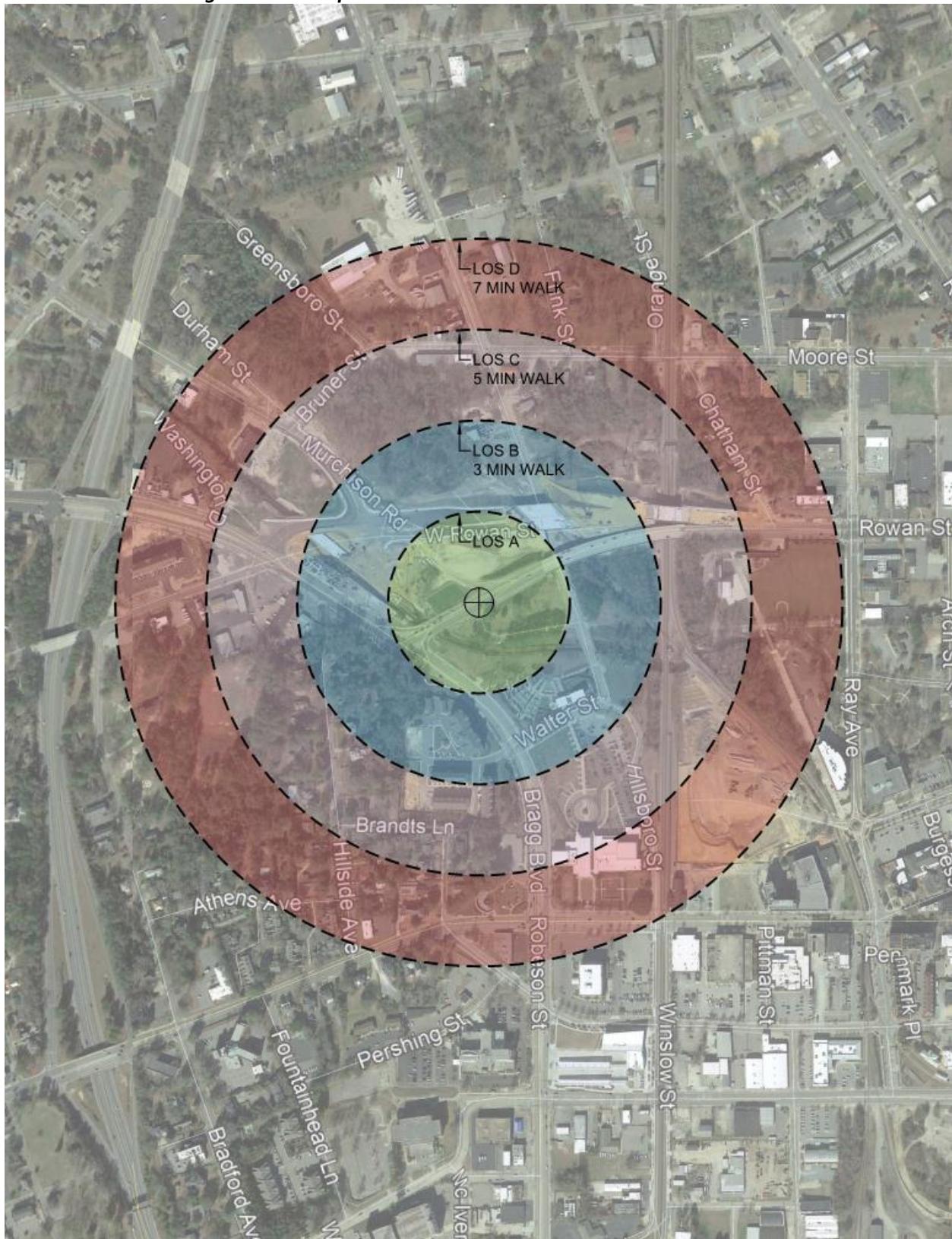


Person and Kennedy Streets Walking Distance Map



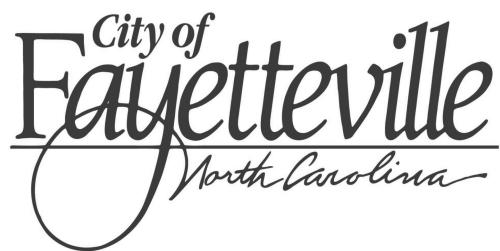


Veterans Park Walking Distance Map





C Appendix PARKING SURVEY

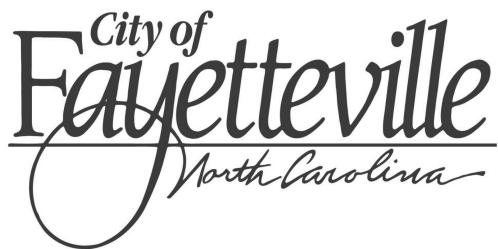


City of Fayetteville, North Carolina - Downtown Parking Plan Survey

The City of Fayetteville has engaged Walker Consultants ("Walker") to assist in the development of a Parking Management Plan to improve downtown parking availability and access. As part of this process, we want to learn more about the parking and travel patterns of current citizens, business owners, staff, and visitors, and gauge attitudes toward parking- and transportation-related issues. To determine these characteristics, we need your help.

Although we realize that travel may change from day to day, please tell us about your typical travel and/or parking experiences in downtown. The total time to complete the survey is approximately five minutes.

Thank you for your time and feedback.



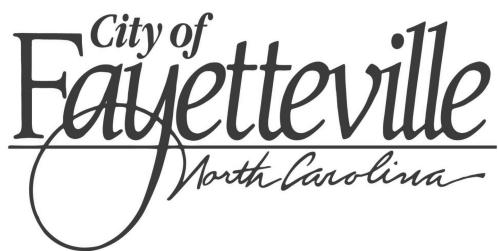
City of Fayetteville, North Carolina - Downtown Parking Plan Survey

* 1. Your primary reason for coming to downtown Fayetteville is:

- Customer/ Visitor
- Employee
- Resident
- Business Owner
- Commercial Property Owner

* 2. How far do you travel to come Downtown:

- Less than 1 mile from Downtown
- 1 to 2 miles from Downtown
- More than 3 miles from Downtown



City of Fayetteville, North Carolina - Downtown Parking Plan Survey

3. How far--rounded to the nearest mile--is your one-way commute to downtown Fayetteville? (please enter a whole number)

4. From what ZIP code do you commute?

* 5. What is your most primary mode of transportation to downtown? (Please select just one.)

- Driving alone
- Carpool
- Getting dropped off
- Motorcycle / scooter
- Bus
- Bicycle
- Walking
- Ride-sharing app (e.g., Lyft or Uber)
- Other (please specify)

6. What other modes do you use to travel to Downtown? (Please choose all that apply.)

- Driving alone
- Carpool
- Getting dropped off
- Motorcycle / scooter
- Bus
- Bicycle
- Walking
- Ride-sharing app (e.g., Lyft or Uber)
- Other (please specify)

7. How often do you use other modes of transportation to come to Downtown?

- Daily
- Weekly
- Monthly
- Less than monthly

8. On which days do you typically come to downtown Fayetteville?

- Monday
- Tuesday
- Wednesday
- Thursday
- Friday
- Saturday
- Sunday
- Not applicable

9. How often do you visit downtown Fayetteville?

- Daily
- Weekly
- Monthly
- Special occasions or events
- Less than once a year
- I live in downtown Fayetteville

10. What time do you typically arrive downtown Fayetteville?

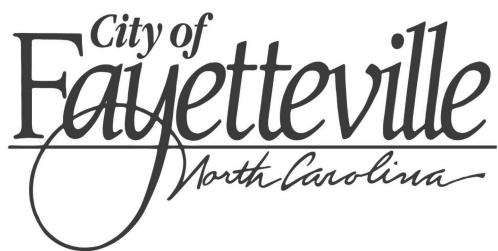
Time

hh	mm	-	◆
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11. What time do you typically depart downtown Fayetteville?

Time

hh	mm	-	◆
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City of Fayetteville, North Carolina - Downtown Parking Plan Survey

* 12. After you park, about how many minutes on average do you spend getting to your destination?

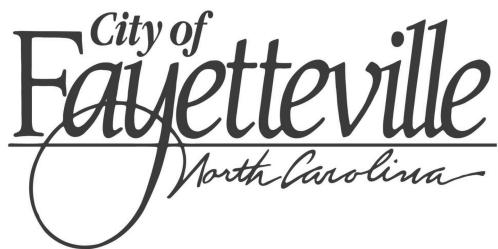
- 5 minutes or less
- 6-10 minutes
- More than 10 minutes
- N/A

* 13. Choose the two most important factors related to finding a parking space:

- Availability (finding a space quickly and easily)
- Cost (free or inexpensive)
- Proximity (near my destination)

* 14. Will you attend events at the new baseball stadium once it is open?

- Yes
- No
- I don't know



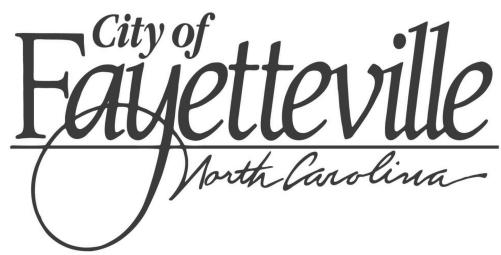
City of Fayetteville, North Carolina - Downtown Parking Plan Survey

15. How far are you willing to walk to the new stadium after parking?

- Less than five minutes
- Up to five minutes, but no more
- Five to ten minutes
- More than ten minutes
- I will attend using alternative transportation and won't need to park

16. When attending an event will you likely:

- Attend only the event and leave
- Come early to enjoy other downtown activities before the event
- Stay after the event to enjoy other downtown activities
- Do both: arrive prior and stay after the event
- I don't know



City of Fayetteville, North Carolina - Downtown Parking Plan Survey

17. Do you have any suggestions regarding parking or transportation options in downtown Fayetteville?

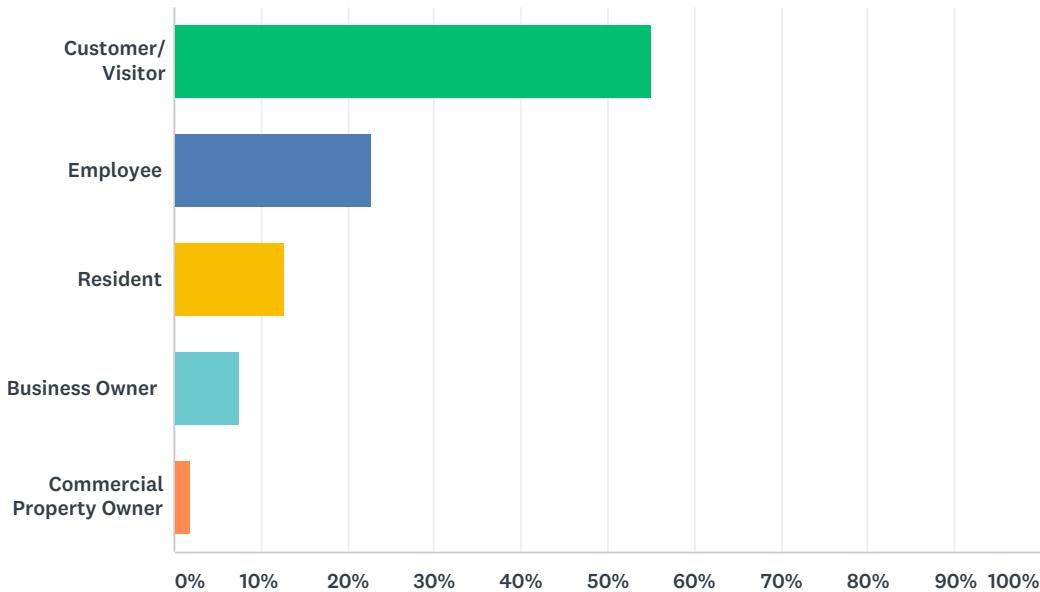
A large, empty rectangular box for writing responses to the survey question.



D Appendix SURVEY RESPONSES

Q1 Your primary reason for coming to downtown Fayetteville is:

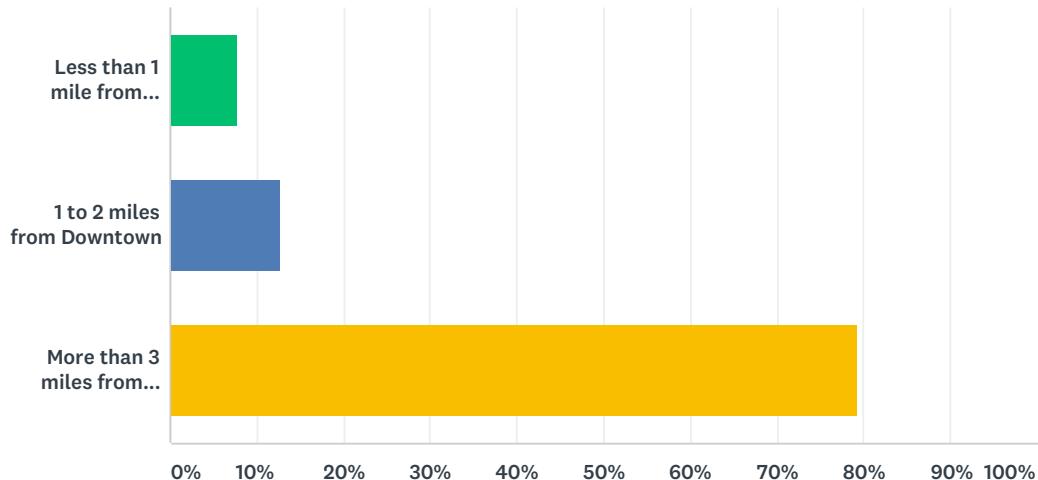
Answered: 498 Skipped: 0



ANSWER CHOICES	RESPONSES
Customer/ Visitor	55.02%
Employee	22.89%
Resident	12.85%
Business Owner	7.43%
Commercial Property Owner	1.81%
TOTAL	498

Q2 How far do you travel to come Downtown:

Answered: 498 Skipped: 0



ANSWER CHOICES	RESPONSES	
Less than 1 mile from Downtown	7.83%	39
1 to 2 miles from Downtown	12.85%	64
More than 3 miles from Downtown	79.32%	395
TOTAL		498

Q3 How far--rounded to the nearest mile--is your one-way commute to downtown Fayetteville? (please enter a whole number)

Answered: 435 Skipped: 63

#	RESPONSES	DATE
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2	6	7/11/2018 10:27 AM
3	1	7/11/2018 5:52 AM
4	20	7/10/2018 11:49 PM
5	5	7/10/2018 9:08 PM
6	2	7/10/2018 8:04 PM
7	1	7/10/2018 5:26 PM
8	5	7/10/2018 3:21 PM
9	3	7/10/2018 7:30 AM
10	2	7/10/2018 4:36 AM
11	8	7/9/2018 11:43 PM
12	15	7/9/2018 10:52 PM
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32	5	7/9/2018 5:09 PM
33	10	7/9/2018 5:03 PM
34	18	7/9/2018 4:58 PM

City of Fayetteville, North Carolina - Downtown Parking Plan Survey

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City of Fayetteville, North Carolina - Downtown Parking Plan Survey

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City of Fayetteville, North Carolina - Downtown Parking Plan Survey

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City of Fayetteville, North Carolina - Downtown Parking Plan Survey

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City of Fayetteville, North Carolina - Downtown Parking Plan Survey

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City of Fayetteville, North Carolina - Downtown Parking Plan Survey

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City of Fayetteville, North Carolina - Downtown Parking Plan Survey

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City of Fayetteville, North Carolina - Downtown Parking Plan Survey

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City of Fayetteville, North Carolina - Downtown Parking Plan Survey

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370	1	6/21/2018 11:35 AM
371	3	6/21/2018 11:35 AM
372	2	6/21/2018 11:32 AM
373	6	6/21/2018 11:28 AM
374	1	6/21/2018 11:22 AM
375	1	6/21/2018 11:15 AM
376	6	6/21/2018 11:05 AM
377	9	6/21/2018 11:02 AM
378	2	6/21/2018 11:01 AM
379	7	6/21/2018 10:53 AM
380	7	6/21/2018 10:44 AM
381	5	6/21/2018 10:21 AM
382	10	6/21/2018 10:14 AM
383	5	6/21/2018 10:12 AM
384	2	6/21/2018 10:10 AM
385	8	6/21/2018 10:07 AM
386	9	6/21/2018 10:05 AM
387	30	6/21/2018 10:01 AM
388	28	6/21/2018 9:59 AM
389	60	6/21/2018 9:41 AM
390	6	6/21/2018 9:37 AM
391	10	6/21/2018 9:25 AM
392	1	6/21/2018 9:24 AM
393	5	6/21/2018 9:24 AM
394	1	6/21/2018 9:22 AM
395	5	6/21/2018 9:22 AM
396	9	6/21/2018 9:19 AM
397	8	6/21/2018 9:16 AM
398	10	6/21/2018 9:14 AM
399	3	6/21/2018 9:13 AM
400	4	6/21/2018 9:03 AM
401	4	6/21/2018 9:02 AM
402	12	6/21/2018 9:01 AM
403	7	6/21/2018 8:57 AM

City of Fayetteville, North Carolina - Downtown Parking Plan Survey

404	5	6/21/2018 8:54 AM
405	6	6/21/2018 8:50 AM
406	6	6/21/2018 8:49 AM
407	2	6/21/2018 8:45 AM
408	15	6/21/2018 8:44 AM
409	7	6/21/2018 8:43 AM
410	15	6/21/2018 8:18 AM
411	3	6/21/2018 8:12 AM
412	6	6/21/2018 8:04 AM
413	10	6/21/2018 8:04 AM
414	10	6/21/2018 8:03 AM
415	10	6/21/2018 7:53 AM
416	5	6/21/2018 7:18 AM
417	2	6/21/2018 6:43 AM
418	1	6/21/2018 6:15 AM
419	1	6/21/2018 4:36 AM
420	6	6/21/2018 4:16 AM
421	7	6/20/2018 10:39 PM
422	3	6/20/2018 10:01 PM
423	11	6/20/2018 9:50 PM
424	3	6/20/2018 9:33 PM
425	6	6/20/2018 9:31 PM
426	7	6/20/2018 9:28 PM
427	7	6/20/2018 8:43 PM
428	16	6/20/2018 8:12 PM
429	5	6/20/2018 7:46 PM
430	1	6/20/2018 7:14 PM
431	10	6/20/2018 7:07 PM
432	7	6/20/2018 6:49 PM
433	12	6/20/2018 6:06 PM
434	4	6/20/2018 6:06 PM
435	8	6/20/2018 5:50 PM

Q4 From what ZIP code do you commute?

Answered: 434 Skipped: 64

#	RESPONSES	DATE
1	28304	7/11/2018 11:27 AM
2	28303	7/11/2018 10:27 AM
3	28304	7/11/2018 5:52 AM
4	28395	7/10/2018 11:49 PM
5	28303	7/10/2018 9:08 PM
6	28303	7/10/2018 8:04 PM
7	28305	7/10/2018 5:26 PM
8	28303	7/10/2018 3:21 PM
9	28303	7/10/2018 7:30 AM
10	28304	7/10/2018 4:36 AM
11	28304	7/9/2018 11:43 PM
12	28348	7/9/2018 10:52 PM
13	28376	7/9/2018 9:40 PM
14	28312	7/9/2018 8:50 PM
15	28304	7/9/2018 8:28 PM
16	28314	7/9/2018 8:04 PM
17	28303	7/9/2018 7:48 PM
18	28377	7/9/2018 7:46 PM
19	28311	7/9/2018 7:16 PM
20	28312	7/9/2018 7:00 PM
21	28303	7/9/2018 6:56 PM
22	28348	7/9/2018 6:45 PM
23	28348	7/9/2018 5:59 PM
24	28303	7/9/2018 5:56 PM
25	28303	7/9/2018 5:48 PM
26	28348	7/9/2018 5:35 PM
27	28348	7/9/2018 5:34 PM
28	28314	7/9/2018 5:34 PM
29	28306	7/9/2018 5:24 PM
30	28305	7/9/2018 5:21 PM
31	28311	7/9/2018 5:17 PM
32	28376	7/9/2018 5:11 PM
33	28303	7/9/2018 5:09 PM
34	28314	7/9/2018 5:03 PM
35	28376	7/9/2018 4:58 PM

City of Fayetteville, North Carolina - Downtown Parking Plan Survey

36	28377	7/9/2018 4:56 PM
37	28314	7/9/2018 4:55 PM
38	28306	7/9/2018 4:49 PM
39	28391	7/9/2018 4:43 PM
40	28304	7/9/2018 4:40 PM
41	28376	7/9/2018 4:38 PM
42	28306	7/9/2018 12:53 PM
43	27332	7/8/2018 11:25 AM
44	28314	7/7/2018 11:28 AM
45	28318	7/7/2018 5:30 AM
46	28311	7/6/2018 12:09 PM
47	28348	7/5/2018 11:50 PM
48	28312	7/5/2018 9:20 PM
49	28301	7/4/2018 10:12 AM
50	28357	7/3/2018 1:03 PM
51	28304	7/3/2018 11:38 AM
52	28348	7/3/2018 11:27 AM
53	28311	7/3/2018 9:37 AM
54	28303	7/3/2018 1:02 AM
55	28301	7/2/2018 10:22 PM
56	23811	7/2/2018 9:35 PM
57	28340	7/2/2018 8:44 PM
58	28314	7/2/2018 4:25 PM
59	28310	7/2/2018 3:38 PM
60	28339	7/2/2018 2:56 PM
61	28301	7/2/2018 12:25 PM
62	28303	7/2/2018 11:56 AM
63	28358	7/2/2018 9:39 AM
64	28311	7/2/2018 9:20 AM
65	28314	7/2/2018 8:51 AM
66	28301	7/2/2018 7:20 AM
67	28314	7/2/2018 6:36 AM
68	28304	7/2/2018 4:22 AM
69	28348	7/1/2018 6:25 PM
70	28311	7/1/2018 2:33 PM
71	27332	7/1/2018 2:24 PM
72	28348	7/1/2018 1:42 PM
73	28348	7/1/2018 9:47 AM
74	28348	7/1/2018 5:26 AM
75	28314	6/30/2018 9:27 PM
76	28303	6/30/2018 2:24 PM

City of Fayetteville, North Carolina - Downtown Parking Plan Survey

77	28303	6/30/2018 8:35 AM
78	28303	6/29/2018 7:56 PM
79	28311	6/29/2018 4:55 PM
80	28305	6/29/2018 11:10 AM
81	28312	6/29/2018 10:15 AM
82	28301	6/29/2018 9:00 AM
83	28371	6/28/2018 9:34 PM
84	28312	6/28/2018 7:03 PM
85	28348	6/28/2018 7:00 PM
86	28306	6/28/2018 6:42 PM
87	28304	6/27/2018 5:49 PM
88	28311	6/27/2018 12:42 PM
89	28303	6/27/2018 12:16 PM
90	28314	6/27/2018 11:23 AM
91	28305	6/27/2018 10:37 AM
92	28312	6/27/2018 10:06 AM
93	28305	6/27/2018 9:10 AM
94	28311	6/27/2018 3:45 AM
95	28311	6/27/2018 12:35 AM
96	28305	6/26/2018 10:36 PM
97	28312	6/26/2018 10:14 PM
98	28348	6/26/2018 8:49 PM
99	28306	6/26/2018 6:33 PM
100	28312	6/26/2018 5:01 PM
101	28382	6/26/2018 3:43 PM
102	28344	6/26/2018 3:34 PM
103	28304	6/26/2018 3:21 PM
104	28312	6/26/2018 3:04 PM
105	28314	6/26/2018 3:03 PM
106	28328	6/26/2018 2:50 PM
107	28311	6/26/2018 2:35 PM
108	28312	6/26/2018 1:58 PM
109	28376	6/26/2018 1:46 PM
110	28301	6/26/2018 1:36 PM
111	28306	6/26/2018 1:23 PM
112	28314	6/26/2018 1:20 PM
113	28311	6/26/2018 1:15 PM
114	28303	6/26/2018 1:09 PM
115	28390	6/26/2018 1:07 PM
116	28314	6/26/2018 1:05 PM
117	28311	6/26/2018 1:04 PM

City of Fayetteville, North Carolina - Downtown Parking Plan Survey

118	28311	6/26/2018 12:59 PM
119	78311	6/26/2018 12:59 PM
120	28314	6/26/2018 12:04 PM
121	28304	6/26/2018 10:35 AM
122	28314	6/26/2018 10:12 AM
123	28303	6/26/2018 10:02 AM
124	28357	6/26/2018 8:27 AM
125	28314	6/26/2018 12:13 AM
126	28304	6/25/2018 8:54 PM
127	28303	6/25/2018 8:34 PM
128	28395	6/25/2018 7:44 PM
129	28348	6/25/2018 7:32 PM
130	28303	6/25/2018 6:40 PM
131	28312	6/25/2018 5:58 PM
132	28301	6/25/2018 4:08 PM
133	28312	6/25/2018 3:45 PM
134	28305	6/25/2018 3:24 PM
135	28348	6/25/2018 3:11 PM
136	28305	6/25/2018 3:02 PM
137	29314	6/25/2018 2:53 PM
138	28304	6/25/2018 2:34 PM
139	28314	6/25/2018 2:32 PM
140	28348	6/25/2018 2:10 PM
141	28312	6/25/2018 1:55 PM
142	28376	6/25/2018 1:44 PM
143	28303	6/25/2018 1:41 PM
144	28311	6/25/2018 1:32 PM
145	28391	6/25/2018 1:19 PM
146	28304	6/25/2018 1:03 PM
147	28312	6/25/2018 12:47 PM
148	28303	6/25/2018 12:38 PM
149	28376	6/25/2018 12:21 PM
150	28305	6/25/2018 11:59 AM
151	27517	6/25/2018 11:31 AM
152	28318	6/25/2018 11:11 AM
153	28312	6/25/2018 10:52 AM
154	28376	6/25/2018 10:10 AM
155	28306	6/25/2018 9:46 AM
156	28314	6/25/2018 8:44 AM
157	28304	6/24/2018 10:43 PM
158	28304	6/24/2018 10:08 PM

City of Fayetteville, North Carolina - Downtown Parking Plan Survey

159	28304	6/24/2018 10:01 PM
160	28303	6/24/2018 7:54 PM
161	28305	6/24/2018 7:21 PM
162	28311	6/24/2018 5:45 PM
163	28311	6/24/2018 5:39 PM
164	28314	6/24/2018 5:15 PM
165	28304	6/24/2018 3:58 PM
166	28314	6/24/2018 2:17 PM
167	28306	6/24/2018 1:52 PM
168	28326	6/24/2018 12:57 PM
169	28303	6/24/2018 11:47 AM
170	28312	6/24/2018 11:00 AM
171	28311	6/24/2018 10:36 AM
172	28311	6/24/2018 9:08 AM
173	28371	6/24/2018 9:05 AM
174	28314	6/24/2018 8:40 AM
175	28303	6/24/2018 7:44 AM
176	28306	6/24/2018 7:44 AM
177	28348	6/24/2018 7:28 AM
178	28314	6/24/2018 12:44 AM
179	28303	6/23/2018 11:11 PM
180	28314	6/23/2018 10:08 PM
181	28305	6/23/2018 5:53 PM
182	28301	6/23/2018 4:17 PM
183	28326	6/23/2018 2:47 PM
184	28304	6/23/2018 1:42 PM
185	27348	6/23/2018 1:14 PM
186	28306	6/23/2018 12:25 PM
187	28371	6/23/2018 11:28 AM
188	28304	6/23/2018 10:42 AM
189	27511	6/23/2018 10:30 AM
190	28305	6/23/2018 10:06 AM
191	28304	6/23/2018 9:08 AM
192	28312	6/23/2018 8:52 AM
193	28303	6/23/2018 8:51 AM
194	28304	6/23/2018 8:49 AM
195	28303	6/23/2018 8:47 AM
196	28301	6/23/2018 8:47 AM
197	28304	6/23/2018 8:46 AM
198	28304	6/23/2018 8:45 AM
199	28376	6/23/2018 8:41 AM

City of Fayetteville, North Carolina - Downtown Parking Plan Survey

200	28303	6/23/2018 8:30 AM
201	28314	6/23/2018 8:21 AM
202	28303	6/23/2018 8:11 AM
203	28374	6/23/2018 7:56 AM
204	28311	6/23/2018 7:47 AM
205	28311	6/23/2018 7:45 AM
206	28301	6/23/2018 7:38 AM
207	28314	6/23/2018 7:38 AM
208	28314	6/23/2018 7:32 AM
209	28303	6/23/2018 7:03 AM
210	28312	6/23/2018 6:51 AM
211	28334	6/23/2018 2:55 AM
212	28301	6/23/2018 2:36 AM
213	28306	6/23/2018 2:16 AM
214	28303	6/23/2018 1:16 AM
215	28312	6/23/2018 1:10 AM
216	28301	6/23/2018 12:42 AM
217	28312	6/23/2018 12:37 AM
218	28312	6/23/2018 12:35 AM
219	28348	6/22/2018 11:49 PM
220	28301	6/22/2018 11:12 PM
221	28399	6/22/2018 10:58 PM
222	27513	6/22/2018 10:40 PM
223	28314	6/22/2018 10:18 PM
224	28371	6/22/2018 10:15 PM
225	28303	6/22/2018 10:07 PM
226	28303	6/22/2018 10:03 PM
227	28311	6/22/2018 9:46 PM
228	28306	6/22/2018 9:30 PM
229	28303	6/22/2018 9:14 PM
230	28348	6/22/2018 8:53 PM
231	28303	6/22/2018 8:42 PM
232	28314	6/22/2018 8:25 PM
233	28301	6/22/2018 8:22 PM
234	28314	6/22/2018 7:44 PM
235	28304	6/22/2018 7:28 PM
236	28304	6/22/2018 7:22 PM
237	28306	6/22/2018 7:19 PM
238	28312	6/22/2018 7:09 PM
239	28303	6/22/2018 7:05 PM
240	28348	6/22/2018 7:03 PM

City of Fayetteville, North Carolina - Downtown Parking Plan Survey

241	28348	6/22/2018 6:43 PM
242	28303	6/22/2018 6:41 PM
243	20303	6/22/2018 6:01 PM
244	28312	6/22/2018 5:57 PM
245	28312	6/22/2018 5:51 PM
246	28304	6/22/2018 4:54 PM
247	28312	6/22/2018 4:39 PM
248	28312	6/22/2018 4:24 PM
249	28311	6/22/2018 4:18 PM
250	28311	6/22/2018 4:15 PM
251	28306	6/22/2018 4:14 PM
252	28326	6/22/2018 4:04 PM
253	28376	6/22/2018 4:03 PM
254	28303	6/22/2018 4:01 PM
255	28305	6/22/2018 3:59 PM
256	28303	6/22/2018 3:59 PM
257	28348	6/22/2018 3:58 PM
258	28311	6/22/2018 3:56 PM
259	27546	6/22/2018 3:56 PM
260	28304	6/22/2018 3:55 PM
261	28318	6/22/2018 3:55 PM
262	28306	6/22/2018 3:55 PM
263	28314	6/22/2018 3:46 PM
264	28314	6/22/2018 3:43 PM
265	28314	6/22/2018 3:39 PM
266	28314	6/22/2018 3:38 PM
267	28385	6/22/2018 3:29 PM
268	28334	6/22/2018 3:10 PM
269	28348	6/22/2018 2:44 PM
270	28357	6/22/2018 2:24 PM
271	28306	6/22/2018 2:18 PM
272	28314	6/22/2018 2:11 PM
273	28348	6/22/2018 2:09 PM
274	28303	6/22/2018 2:07 PM
275	28348	6/22/2018 1:42 PM
276	28314	6/22/2018 1:40 PM
277	28314	6/22/2018 1:09 PM
278	28305	6/22/2018 1:06 PM
279	28307	6/22/2018 12:56 PM
280	28348	6/22/2018 12:28 PM
281	28303	6/22/2018 12:20 PM

City of Fayetteville, North Carolina - Downtown Parking Plan Survey

282	28301	6/22/2018 11:51 AM
283	28301	6/22/2018 11:46 AM
284	28376	6/22/2018 11:45 AM
285	28348	6/22/2018 11:44 AM
286	28314	6/22/2018 11:37 AM
287	28318	6/22/2018 11:30 AM
288	28348	6/22/2018 11:27 AM
289	28301	6/22/2018 11:27 AM
290	2831w	6/22/2018 11:13 AM
291	28305	6/22/2018 10:06 AM
292	28305	6/22/2018 9:55 AM
293	28305	6/22/2018 9:37 AM
294	28301	6/22/2018 9:23 AM
295	28301	6/22/2018 9:10 AM
296	28301	6/22/2018 9:06 AM
297	28314	6/22/2018 8:19 AM
298	28304	6/22/2018 8:14 AM
299	28303	6/22/2018 7:53 AM
300	28301	6/22/2018 7:37 AM
301	28301	6/22/2018 7:28 AM
302	28312	6/22/2018 1:41 AM
303	28305	6/21/2018 10:54 PM
304	28306	6/21/2018 10:51 PM
305	28305	6/21/2018 10:51 PM
306	28301	6/21/2018 10:19 PM
307	28314	6/21/2018 10:14 PM
308	28314	6/21/2018 10:12 PM
309	28305	6/21/2018 9:32 PM
310	28306	6/21/2018 9:28 PM
311	28304	6/21/2018 9:21 PM
312	28376	6/21/2018 9:13 PM
313	28356	6/21/2018 9:11 PM
314	28303	6/21/2018 8:58 PM
315	28312	6/21/2018 8:37 PM
316	28304	6/21/2018 8:37 PM
317	28305	6/21/2018 8:22 PM
318	28314	6/21/2018 7:55 PM
319	28311	6/21/2018 7:40 PM
320	28312	6/21/2018 6:52 PM
321	28301	6/21/2018 6:50 PM
322	28314	6/21/2018 6:31 PM

City of Fayetteville, North Carolina - Downtown Parking Plan Survey

323	28312	6/21/2018 6:11 PM
324	28303	6/21/2018 6:04 PM
325	28314	6/21/2018 5:41 PM
326	28311	6/21/2018 5:31 PM
327	28311	6/21/2018 5:22 PM
328	27705	6/21/2018 4:59 PM
329	28348	6/21/2018 4:29 PM
330	28301	6/21/2018 4:17 PM
331	28312	6/21/2018 4:09 PM
332	28348	6/21/2018 4:08 PM
333	28303	6/21/2018 4:06 PM
334	28301	6/21/2018 4:00 PM
335	28303	6/21/2018 3:58 PM
336	28314	6/21/2018 3:45 PM
337	28314	6/21/2018 3:45 PM
338	28303	6/21/2018 3:40 PM
339	28348	6/21/2018 3:37 PM
340	28348	6/21/2018 3:35 PM
341	28312	6/21/2018 3:31 PM
342	28301	6/21/2018 3:30 PM
343	28348	6/21/2018 3:27 PM
344	28303	6/21/2018 3:24 PM
345	29314	6/21/2018 3:23 PM
346	28311	6/21/2018 2:53 PM
347	28311	6/21/2018 2:50 PM
348	28301	6/21/2018 2:47 PM
349	28301	6/21/2018 2:43 PM
350	28311	6/21/2018 2:35 PM
351	28304	6/21/2018 2:04 PM
352	28356	6/21/2018 1:56 PM
353	28306	6/21/2018 1:54 PM
354	28301	6/21/2018 1:52 PM
355	28311	6/21/2018 1:50 PM
356	28305	6/21/2018 1:43 PM
357	28314	6/21/2018 1:34 PM
358	28315	6/21/2018 1:21 PM
359	28311	6/21/2018 1:19 PM
360	28314	6/21/2018 1:19 PM
361	28301	6/21/2018 1:15 PM
362	28301	6/21/2018 1:03 PM
363	28305	6/21/2018 12:56 PM

City of Fayetteville, North Carolina - Downtown Parking Plan Survey

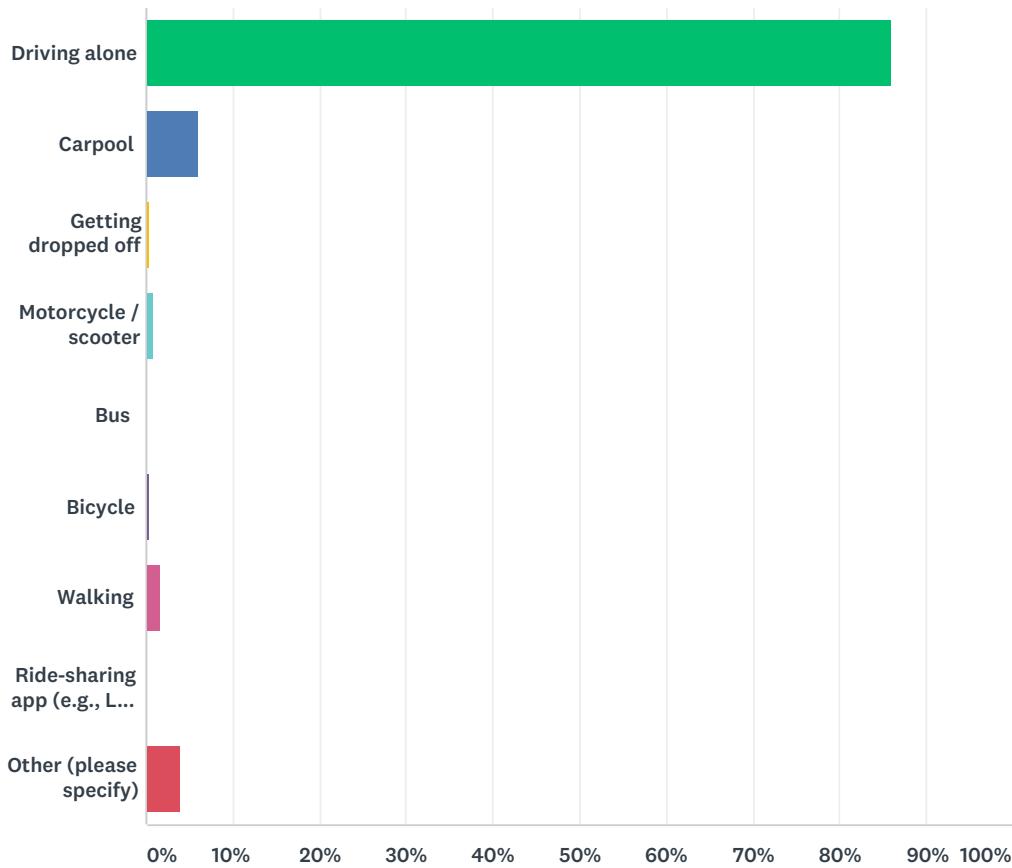
364	28301	6/21/2018 12:12 PM
365	28303	6/21/2018 12:01 PM
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367	28303	6/21/2018 11:54 AM
368	28303	6/21/2018 11:49 AM
369	28314	6/21/2018 11:41 AM
370	28376	6/21/2018 11:40 AM
371	28303	6/21/2018 11:35 AM
372	28304	6/21/2018 11:32 AM
373	28311	6/21/2018 11:28 AM
374	28303	6/21/2018 11:22 AM
375	28303	6/21/2018 11:05 AM
376	28304	6/21/2018 11:02 AM
377	38314	6/21/2018 11:01 AM
378	28311	6/21/2018 10:53 AM
379	28312	6/21/2018 10:44 AM
380	28311	6/21/2018 10:21 AM
381	28311	6/21/2018 10:14 AM
382	28348	6/21/2018 10:12 AM
383	28305	6/21/2018 10:10 AM
384	28304	6/21/2018 10:07 AM
385	28312	6/21/2018 10:05 AM
386	28334	6/21/2018 10:01 AM
387	28376	6/21/2018 9:59 AM
388	28364	6/21/2018 9:41 AM
389	28314	6/21/2018 9:37 AM
390	28304	6/21/2018 9:25 AM
391	28305	6/21/2018 9:24 AM
392	28312	6/21/2018 9:24 AM
393	28305	6/21/2018 9:22 AM
394	28311	6/21/2018 9:22 AM
395	28311	6/21/2018 9:19 AM
396	28303	6/21/2018 9:16 AM
397	28314	6/21/2018 9:14 AM
398	28314	6/21/2018 9:13 AM
399	28303	6/21/2018 9:03 AM
400	28303	6/21/2018 9:02 AM
401	28314	6/21/2018 9:01 AM
402	28311	6/21/2018 8:57 AM
403	28311	6/21/2018 8:54 AM
404	28303	6/21/2018 8:50 AM

City of Fayetteville, North Carolina - Downtown Parking Plan Survey

405	28312	6/21/2018 8:49 AM
406	28305	6/21/2018 8:45 AM
407	28348	6/21/2018 8:44 AM
408	28311	6/21/2018 8:43 AM
409	28395	6/21/2018 8:18 AM
410	28312	6/21/2018 8:12 AM
411	28314	6/21/2018 8:04 AM
412	28303	6/21/2018 8:04 AM
413	28324	6/21/2018 8:03 AM
414	28312	6/21/2018 7:53 AM
415	28312	6/21/2018 7:18 AM
416	28305	6/21/2018 6:43 AM
417	28301	6/21/2018 6:15 AM
418	28305	6/21/2018 4:36 AM
419	28304	6/21/2018 4:16 AM
420	28304	6/20/2018 10:39 PM
421	28303	6/20/2018 10:01 PM
422	28391	6/20/2018 9:50 PM
423	28304	6/20/2018 9:33 PM
424	28312	6/20/2018 9:31 PM
425	28311	6/20/2018 9:28 PM
426	28304	6/20/2018 8:43 PM
427	28306	6/20/2018 8:12 PM
428	28303	6/20/2018 7:46 PM
429	28301	6/20/2018 7:14 PM
430	28314	6/20/2018 7:07 PM
431	28314	6/20/2018 6:49 PM
432	28306	6/20/2018 6:06 PM
433	28303	6/20/2018 6:06 PM
434	28303	6/20/2018 5:50 PM

Q5 What is your most primary mode of transportation to downtown? (Please select just one.)

Answered: 444 Skipped: 54



ANSWER CHOICES	RESPONSES
Driving alone	86.04%
Carpool	6.08%
Getting dropped off	0.45%
Motorcycle / scooter	0.90%
Bus	0.23%
Bicycle	0.45%
Walking	1.58%
Ride-sharing app (e.g., Lyft or Uber)	0.23%
Other (please specify)	4.05%
TOTAL	444

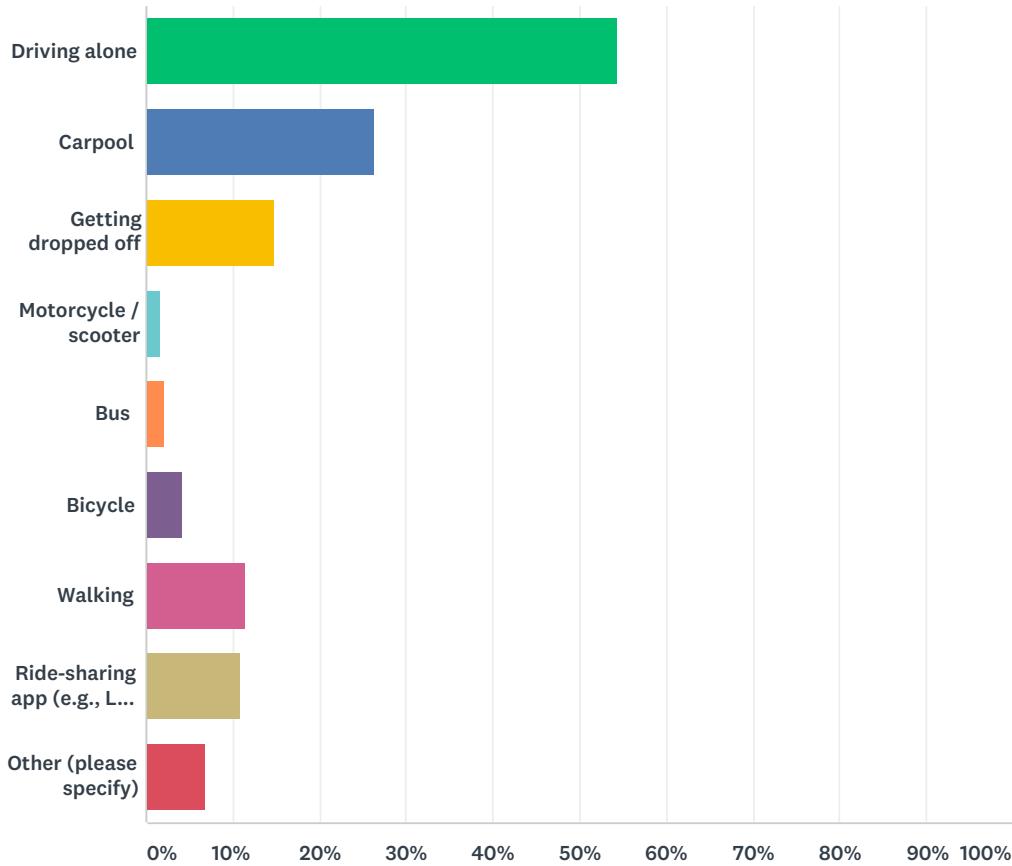
#	OTHER (PLEASE SPECIFY)	DATE
1	drive and park, watch your time so no ticket	7/11/2018 5:52 AM

City of Fayetteville, North Carolina - Downtown Parking Plan Survey

2	Driving with family	7/3/2018 9:37 AM
3	self and wife	7/2/2018 8:51 AM
4	PARKING AFTER 5 IN PARKING GARAGE	6/29/2018 9:00 AM
5	Driving kids to school	6/26/2018 3:21 PM
6	Car to take and pick my son up from school	6/26/2018 10:12 AM
7	driving with family	6/24/2018 7:54 PM
8	.	6/23/2018 10:30 AM
9	Driving with family member	6/22/2018 10:07 PM
10	Cut threw to look at everything down town	6/22/2018 7:09 PM
11	Driving - husband & wife	6/22/2018 4:15 PM
12	Festival Park	6/22/2018 3:55 PM
13	Driving with my partner	6/22/2018 9:55 AM
14	driving with others	6/21/2018 2:50 PM
15	Driving with Spouse in private automobile	6/21/2018 2:35 PM
16	POV	6/21/2018 1:21 PM
17	Walking and driving	6/21/2018 12:12 PM
18	Walk weather permitting or drive otherwise	6/21/2018 11:15 AM

Q6 What other modes do you use to travel to Downtown? (Please choose all that apply.)

Answered: 379 Skipped: 119



ANSWER CHOICES	RESPONSES
Driving alone	54.35%
Carpool	26.39%
Getting dropped off	14.78%
Motorcycle / scooter	1.58%
Bus	2.11%
Bicycle	4.22%
Walking	11.61%
Ride-sharing app (e.g., Lyft or Uber)	10.82%
Other (please specify)	6.86%
Total Respondents: 379	

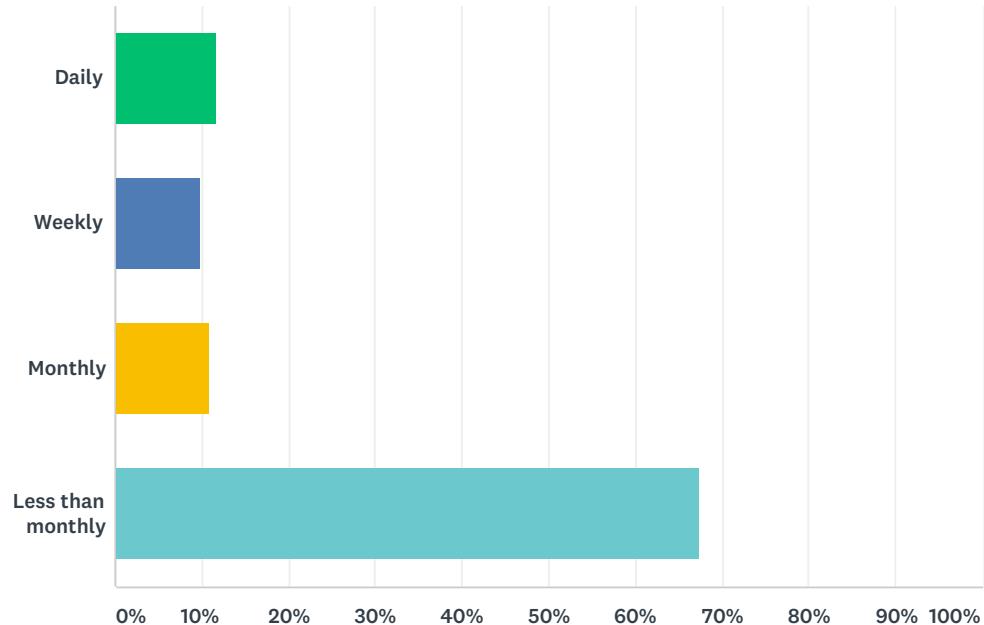
#	OTHER (PLEASE SPECIFY)	DATE
1	noe	7/11/2018 11:27 AM

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2	Pickup	7/9/2018 7:00 PM
3	None	7/9/2018 5:35 PM
4	None	7/9/2018 5:34 PM
5	none, only driving	7/9/2018 4:43 PM
6	Driving with family	7/3/2018 9:37 AM
7	I'm a downtown resident and live 3 miles from my work.	7/2/2018 10:22 PM
8	none	7/2/2018 8:51 AM
9	WALKING AROUND DOWNTOWN - EVENTS AND EXERCISE	6/29/2018 9:00 AM
10	Ride share with other friends or family members	6/27/2018 12:16 PM
11	None	6/26/2018 6:33 PM
12	None	6/26/2018 10:12 AM
13	None	6/25/2018 5:58 PM
14	None	6/25/2018 1:03 PM
15	.	6/23/2018 10:30 AM
16	Family Riding Together	6/22/2018 8:53 PM
17	Checker Cab	6/22/2018 4:54 PM
18	N/a	6/22/2018 3:56 PM
19	none	6/22/2018 11:46 AM
20	driving only	6/21/2018 10:19 PM
21	None	6/21/2018 3:27 PM
22	Family	6/21/2018 1:21 PM
23	none	6/21/2018 1:19 PM
24	Car ride w friend	6/21/2018 11:41 AM
25	None	6/21/2018 8:04 AM
26	None	6/20/2018 6:06 PM

Q7 How often do you use other modes of transportation to come to Downtown?

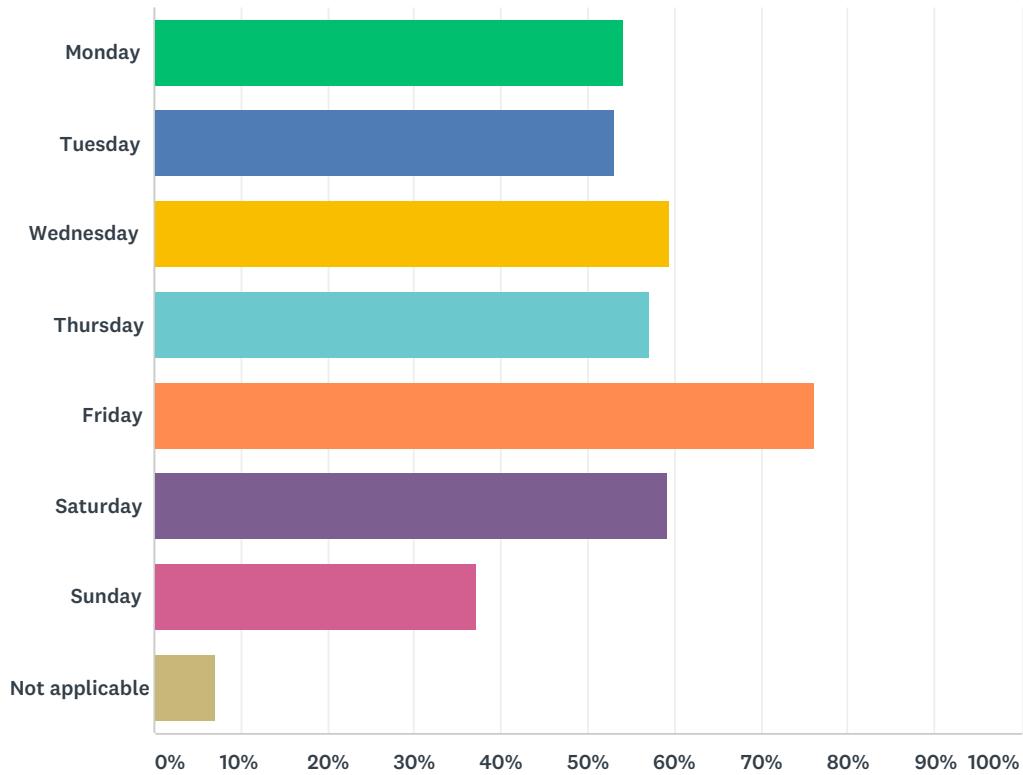
Answered: 393 Skipped: 105



ANSWER CHOICES	RESPONSES
Daily	11.70%
Weekly	9.92%
Monthly	10.94%
Less than monthly	67.43%
TOTAL	393

Q8 On which days do you typically come to downtown Fayetteville?

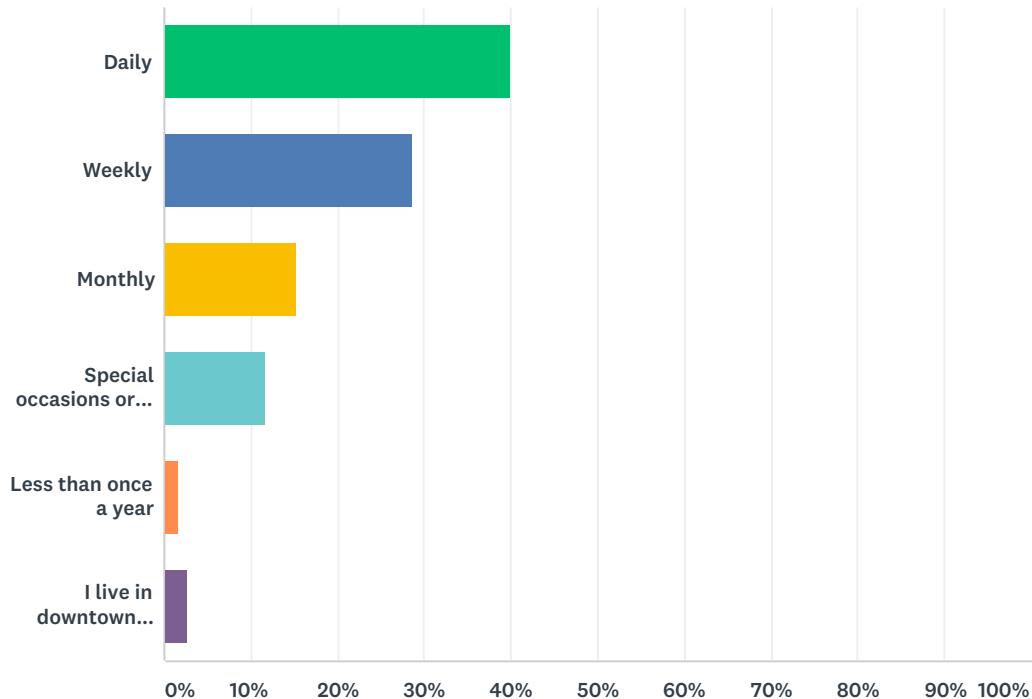
Answered: 436 Skipped: 62



ANSWER CHOICES	RESPONSES	
Monday	54.13%	236
Tuesday	53.21%	232
Wednesday	59.40%	259
Thursday	57.11%	249
Friday	76.15%	332
Saturday	59.17%	258
Sunday	37.16%	162
Not applicable	7.11%	31
Total Respondents: 436		

Q9 How often do you visit downtown Fayetteville?

Answered: 440 Skipped: 58



ANSWER CHOICES	RESPONSES
Daily	40.00% 176
Weekly	28.64% 126
Monthly	15.23% 67
Special occasions or events	11.82% 52
Less than once a year	1.59% 7
I live in downtown Fayetteville	2.73% 12
TOTAL	440

Q10 What time do you typically arrive downtown Fayetteville?

Answered: 401 Skipped: 97

ANSWER CHOICES		RESPONSES	
Time		100.00%	401
#	TIME		DATE
1	7:00 AM		7/11/2018 11:27 AM
2	4:00 PM		7/11/2018 10:27 AM
3	9:00 AM		7/11/2018 5:52 AM
4	6:00 PM		7/10/2018 11:49 PM
5	7:55 AM		7/10/2018 9:08 PM
6	8:00 AM		7/10/2018 8:04 PM
7	5:30 PM		7/10/2018 5:26 PM
8	5:00 PM		7/10/2018 3:21 PM
9	9:00 AM		7/10/2018 7:30 AM
10	8:00 AM		7/10/2018 4:36 AM
11	1:00 PM		7/9/2018 11:43 PM
12	2:00 PM		7/9/2018 10:52 PM
13	05:00 PM		7/9/2018 9:40 PM
14	6:00 PM		7/9/2018 8:50 PM
15	1:00 PM		7/9/2018 8:28 PM
16	6:00 PM		7/9/2018 8:04 PM
17	4:00 PM		7/9/2018 7:46 PM
18	7:00 PM		7/9/2018 7:16 PM
19	6:00 PM		7/9/2018 7:00 PM
20	9:00 AM		7/9/2018 6:56 PM
21	5:30 PM		7/9/2018 6:45 PM
22	2:00 PM		7/9/2018 5:59 PM
23	8:00 PM		7/9/2018 5:56 PM
24	6:00 PM		7/9/2018 5:48 PM
25	7:30 AM		7/9/2018 5:35 PM
26	9:30 AM		7/9/2018 5:34 PM
27	11:00 AM		7/9/2018 5:34 PM
28	06:00 PM		7/9/2018 5:24 PM
29	6:00 PM		7/9/2018 5:21 PM
30	6:15 AM		7/9/2018 5:11 PM
31	6:00 PM		7/9/2018 5:09 PM
32	6:0 PM		7/9/2018 5:03 PM
33	3:08 PM		7/9/2018 4:58 PM

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34	10:00 AM	7/9/2018 4:56 PM
35	5:00 PM	7/9/2018 4:55 PM
36	12:00 PM	7/9/2018 4:49 PM
37	2:00 PM	7/9/2018 4:43 PM
38	6:01 PM	7/9/2018 4:40 PM
39	08:31 AM	7/9/2018 4:38 PM
40	12:00 PM	7/8/2018 11:25 AM
41	9:00 AM	7/7/2018 11:28 AM
42	06:45 AM	7/7/2018 5:30 AM
43	8:00 AM	7/6/2018 12:09 PM
44	8:00 AM	7/5/2018 11:50 PM
45	9:00 AM	7/5/2018 9:20 PM
46	5:00 PM	7/4/2018 10:12 AM
47	06:30 PM	7/3/2018 1:03 PM
48	8:45 AM	7/3/2018 11:38 AM
49	4:30 PM	7/3/2018 11:27 AM
50	2:00 PM	7/3/2018 9:37 AM
51	7:00 AM	7/2/2018 9:35 PM
52	5:00 PM	7/2/2018 8:44 PM
53	1:00 PM	7/2/2018 4:25 PM
54	4:00 PM	7/2/2018 3:38 PM
55	11:00 AM	7/2/2018 2:56 PM
56	08:00 PM	7/2/2018 12:25 PM
57	12:15 PM	7/2/2018 11:56 AM
58	12:00 PM	7/2/2018 9:39 AM
59	5:00 PM	7/2/2018 9:20 AM
60	9:30 AM	7/2/2018 8:51 AM
61	12:00 AM	7/2/2018 7:20 AM
62	07:30 AM	7/2/2018 6:36 AM
63	11:00 AM	7/2/2018 4:22 AM
64	09:00 AM	7/1/2018 6:25 PM
65	12:00 PM	7/1/2018 2:33 PM
66	06:35 AM	7/1/2018 2:24 PM
67	6:00 PM	7/1/2018 1:42 PM
68	8:00 AM	7/1/2018 9:47 AM
69	9:50 AM	6/30/2018 9:27 PM
70	11:00 AM	6/30/2018 2:24 PM
71	12:00 PM	6/30/2018 8:35 AM
72	06:00 PM	6/29/2018 7:56 PM
73	5:00 PM	6/29/2018 4:55 PM
74	9:00 AM	6/29/2018 11:10 AM

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75	8:30 AM	6/29/2018 10:15 AM
76	5:20 PM	6/29/2018 9:00 AM
77	3:00 PM	6/28/2018 9:34 PM
78	9:00 AM	6/28/2018 7:03 PM
79	11:00 AM	6/28/2018 7:00 PM
80	10:00 AM	6/28/2018 6:42 PM
81	1:00 PM	6/27/2018 5:49 PM
82	1:00 PM	6/27/2018 12:42 PM
83	10:30 AM	6/27/2018 12:16 PM
84	4:00 PM	6/27/2018 11:23 AM
85	09:00 PM	6/27/2018 10:37 AM
86	10:00 AM	6/27/2018 10:06 AM
87	8:15 AM	6/27/2018 9:10 AM
88	2:00 PM	6/27/2018 3:45 AM
89	12:00 PM	6/27/2018 12:35 AM
90	7:30 AM	6/26/2018 10:36 PM
91	10:30 AM	6/26/2018 10:14 PM
92	07:30 AM	6/26/2018 8:49 PM
93	07:40 AM	6/26/2018 6:33 PM
94	12:00 PM	6/26/2018 5:01 PM
95	12:00 PM	6/26/2018 3:43 PM
96	3:00 PM	6/26/2018 3:34 PM
97	07:30 AM	6/26/2018 3:21 PM
98	10:00 AM	6/26/2018 3:04 PM
99	6:30 AM	6/26/2018 3:03 PM
100	8:30 AM	6/26/2018 2:50 PM
101	2:00 PM	6/26/2018 2:35 PM
102	5:00 PM	6/26/2018 1:58 PM
103	5:30 AM	6/26/2018 1:46 PM
104	7:00 AM	6/26/2018 1:36 PM
105	7:30 AM	6/26/2018 1:23 PM
106	18:00 PM	6/26/2018 1:20 PM
107	4:25 PM	6/26/2018 1:15 PM
108	7:30 AM	6/26/2018 1:09 PM
109	7:30 AM	6/26/2018 1:07 PM
110	2:30 PM	6/26/2018 1:04 PM
111	3:30 PM	6/26/2018 12:59 PM
112	7:30 AM	6/26/2018 12:59 PM
113	8:20 AM	6/26/2018 12:04 PM
114	3:00 PM	6/26/2018 10:35 AM
115	07:40 AM	6/26/2018 10:12 AM

City of Fayetteville, North Carolina - Downtown Parking Plan Survey

116	11:15 AM	6/26/2018 10:02 AM
117	07:00 AM	6/26/2018 8:27 AM
118	3:00 PM	6/26/2018 12:13 AM
119	07:45 AM	6/25/2018 8:54 PM
120	10:00 AM	6/25/2018 7:44 PM
121	9:00 AM	6/25/2018 6:40 PM
122	08:00 AM	6/25/2018 4:08 PM
123	08:00 AM	6/25/2018 3:45 PM
124	5:00 PM	6/25/2018 3:24 PM
125	8:00 AM	6/25/2018 3:11 PM
126	7:45 AM	6/25/2018 3:02 PM
127	09:00 AM	6/25/2018 2:53 PM
128	07:30 AM	6/25/2018 2:34 PM
129	7:30 AM	6/25/2018 2:10 PM
130	3:00 PM	6/25/2018 1:55 PM
131	3:00 PM	6/25/2018 1:44 PM
132	7:00 AM	6/25/2018 1:41 PM
133	12:00 PM	6/25/2018 1:19 PM
134	4:00 PM	6/25/2018 1:03 PM
135	10:00 AM	6/25/2018 12:47 PM
136	9:00 AM	6/25/2018 12:38 PM
137	11:00 AM	6/25/2018 12:21 PM
138	7:00 AM	6/25/2018 11:59 AM
139	7:30 AM	6/25/2018 11:31 AM
140	8:15 AM	6/25/2018 11:11 AM
141	7:30 AM	6/25/2018 10:52 AM
142	7:30 AM	6/25/2018 10:10 AM
143	12:00 PM	6/25/2018 9:46 AM
144	6:00 PM	6/25/2018 8:44 AM
145	2:50 PM	6/24/2018 10:43 PM
146	7:00 PM	6/24/2018 10:08 PM
147	6:00 PM	6/24/2018 10:01 PM
148	12:00 PM	6/24/2018 7:54 PM
149	8:00 AM	6/24/2018 7:21 PM
150	7:55 AM	6/24/2018 5:45 PM
151	2:00 PM	6/24/2018 5:39 PM
152	09:00 AM	6/24/2018 5:15 PM
153	5:30 PM	6/24/2018 2:17 PM
154	5:30 PM	6/24/2018 1:52 PM
155	1:00 PM	6/24/2018 12:57 PM
156	09:30 AM	6/24/2018 11:50 AM

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157	8:00 AM	6/24/2018 11:47 AM
158	09:00 AM	6/24/2018 11:00 AM
159	3:00 PM	6/24/2018 10:36 AM
160	6:00 PM	6/24/2018 9:08 AM
161	4:30 PM	6/24/2018 9:05 AM
162	7:30 AM	6/24/2018 8:40 AM
163	5:30 PM	6/24/2018 7:44 AM
164	08:30 AM	6/24/2018 7:44 AM
165	9:00 PM	6/24/2018 7:28 AM
166	09:00 AM	6/24/2018 12:44 AM
167	5:30 PM	6/23/2018 11:11 PM
168	9:30 AM	6/23/2018 10:08 PM
169	04:00 PM	6/23/2018 5:53 PM
170	7:00 AM	6/23/2018 4:17 PM
171	08:00 AM	6/23/2018 2:47 PM
172	8:30 AM	6/23/2018 1:42 PM
173	12:00 PM	6/23/2018 1:14 PM
174	4:00 PM	6/23/2018 12:25 PM
175	5:30 PM	6/23/2018 11:28 AM
176	8:00 AM	6/23/2018 10:55 AM
177	11:00 AM	6/23/2018 10:42 AM
178	10:00 AM	6/23/2018 10:30 AM
179	5:00 PM	6/23/2018 10:06 AM
180	8:45 AM	6/23/2018 9:08 AM
181	8:00 AM	6/23/2018 8:52 AM
182	09:00 AM	6/23/2018 8:51 AM
183	4:00 PM	6/23/2018 8:49 AM
184	8:00 AM	6/23/2018 8:47 AM
185	10:00 AM	6/23/2018 8:46 AM
186	8:00 AM	6/23/2018 8:45 AM
187	12:00 PM	6/23/2018 8:41 AM
188	10:00 AM	6/23/2018 8:30 AM
189	2:00 PM	6/23/2018 8:21 AM
190	07:00 PM	6/23/2018 8:11 AM
191	9:00 AM	6/23/2018 7:56 AM
192	6:30 PM	6/23/2018 7:47 AM
193	10:00 AM	6/23/2018 7:45 AM
194	2:00 PM	6/23/2018 7:38 AM
195	12:00 PM	6/23/2018 7:38 AM
196	8:00 AM	6/23/2018 7:32 AM
197	2:00 PM	6/23/2018 7:03 AM

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198	9:00 AM	6/23/2018 2:55 AM
199	8:00 AM	6/23/2018 2:16 AM
200	11:30 AM	6/23/2018 1:16 AM
201	6:00 PM	6/23/2018 1:10 AM
202	5:00 PM	6/23/2018 12:35 AM
203	3:00 PM	6/22/2018 11:49 PM
204	6:00 PM	6/22/2018 11:12 PM
205	8:00 AM	6/22/2018 10:58 PM
206	12:00 PM	6/22/2018 10:40 PM
207	12:00 PM	6/22/2018 10:18 PM
208	06:00 PM	6/22/2018 10:07 PM
209	06:00 PM	6/22/2018 10:03 PM
210	8:00 AM	6/22/2018 9:46 PM
211	7:00 PM	6/22/2018 9:30 PM
212	09:00 AM	6/22/2018 8:53 PM
213	8:00 AM	6/22/2018 8:42 PM
214	7:30 AM	6/22/2018 8:25 PM
215	06:00 AM	6/22/2018 8:22 PM
216	2:00 PM	6/22/2018 7:44 PM
217	07:00 AM	6/22/2018 7:28 PM
218	6:00 PM	6/22/2018 7:22 PM
219	10:00 AM	6/22/2018 7:09 PM
220	8:00 AM	6/22/2018 7:05 PM
221	4:30 PM	6/22/2018 7:03 PM
222	1:00 PM	6/22/2018 6:43 PM
223	6:00 PM	6/22/2018 6:41 PM
224	5:00 PM	6/22/2018 6:01 PM
225	7:00 PM	6/22/2018 5:57 PM
226	10:00 AM	6/22/2018 5:51 PM
227	11:00 PM	6/22/2018 4:54 PM
228	8:00 AM	6/22/2018 4:39 PM
229	9:00 AM	6/22/2018 4:18 PM
230	2:00 PM	6/22/2018 4:15 PM
231	11:00 AM	6/22/2018 4:14 PM
232	1:00 PM	6/22/2018 4:04 PM
233	8:00 AM	6/22/2018 4:03 PM
234	10:00 AM	6/22/2018 4:01 PM
235	10:00 AM	6/22/2018 3:59 PM
236	09:00 AM	6/22/2018 3:59 PM
237	2:00 PM	6/22/2018 3:58 PM
238	9:00 AM	6/22/2018 3:56 PM

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239	9:00 AM	6/22/2018 3:56 PM
240	8:45 AM	6/22/2018 3:55 PM
241	8:00 PM	6/22/2018 3:55 PM
242	6:00 PM	6/22/2018 3:55 PM
243	6:00 PM	6/22/2018 3:47 PM
244	3:00 PM	6/22/2018 3:46 PM
245	10:00 AM	6/22/2018 3:43 PM
246	09:30 AM	6/22/2018 3:39 PM
247	6:00 PM	6/22/2018 3:38 PM
248	09:00 AM	6/22/2018 3:29 PM
249	7:30 PM	6/22/2018 2:44 PM
250	10:00 PM	6/22/2018 2:24 PM
251	9:00 AM	6/22/2018 2:18 PM
252	09:00 AM	6/22/2018 2:11 PM
253	6:00 PM	6/22/2018 2:09 PM
254	9:00 AM	6/22/2018 2:07 PM
255	9:00 AM	6/22/2018 1:42 PM
256	8:00 AM	6/22/2018 1:40 PM
257	8:00 AM	6/22/2018 1:09 PM
258	08:45 AM	6/22/2018 1:06 PM
259	11:00 AM	6/22/2018 12:56 PM
260	8:30 AM	6/22/2018 12:28 PM
261	09:30 AM	6/22/2018 12:20 PM
262	8:00 AM	6/22/2018 11:46 AM
263	12:00 PM	6/22/2018 11:45 AM
264	7:30 AM	6/22/2018 11:44 AM
265	4:00 PM	6/22/2018 11:37 AM
266	08:00 AM	6/22/2018 11:27 AM
267	9:00 AM	6/22/2018 11:13 AM
268	10:00 AM	6/22/2018 10:06 AM
269	8:30 AM	6/22/2018 9:55 AM
270	6:00 PM	6/22/2018 9:37 AM
271	9:30 AM	6/22/2018 9:23 AM
272	06:30 AM	6/22/2018 8:19 AM
273	11:30 AM	6/22/2018 8:14 AM
274	7:15 AM	6/22/2018 7:53 AM
275	7:00 AM	6/22/2018 7:28 AM
276	7:45 AM	6/22/2018 1:41 AM
277	7:30 AM	6/21/2018 10:54 PM
278	10:00 AM	6/21/2018 10:51 PM
279	9:00 AM	6/21/2018 10:51 PM

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280	2:00 PM	6/21/2018 10:19 PM
281	11:30 AM	6/21/2018 10:14 PM
282	7:30 AM	6/21/2018 10:12 PM
283	6:00 PM	6/21/2018 9:32 PM
284	07:30 AM	6/21/2018 9:28 PM
285	1:00 PM	6/21/2018 9:21 PM
286	9:00 AM	6/21/2018 9:13 PM
287	10:30 AM	6/21/2018 9:11 PM
288	11:00 AM	6/21/2018 8:37 PM
289	11:00 AM	6/21/2018 8:37 PM
290	9:00 AM	6/21/2018 8:22 PM
291	08:00 AM	6/21/2018 7:55 PM
292	9:00 AM	6/21/2018 7:40 PM
293	8:00 AM	6/21/2018 6:52 PM
294	09:00 AM	6/21/2018 6:50 PM
295	7:30 AM	6/21/2018 6:31 PM
296	9:00 AM	6/21/2018 6:11 PM
297	11:00 AM	6/21/2018 6:04 PM
298	8:00 AM	6/21/2018 5:31 PM
299	12:00 PM	6/21/2018 5:22 PM
300	09:00 AM	6/21/2018 4:59 PM
301	7:30 AM	6/21/2018 4:29 PM
302	5:00 PM	6/21/2018 4:17 PM
303	09:00 AM	6/21/2018 4:09 PM
304	8:00 AM	6/21/2018 4:08 PM
305	8:30 AM	6/21/2018 4:06 PM
306	8:00 AM	6/21/2018 4:00 PM
307	2:00 PM	6/21/2018 3:58 PM
308	7:45 AM	6/21/2018 3:45 PM
309	7:00 AM	6/21/2018 3:45 PM
310	2:00 PM	6/21/2018 3:40 PM
311	9:00 AM	6/21/2018 3:37 PM
312	08:00 AM	6/21/2018 3:35 PM
313	7:55 AM	6/21/2018 3:31 PM
314	9:30 AM	6/21/2018 3:30 PM
315	9:00 AM	6/21/2018 3:27 PM
316	7:30 AM	6/21/2018 3:24 PM
317	06:00 PM	6/21/2018 3:23 PM
318	5:00 PM	6/21/2018 2:53 PM
319	6:00 PM	6/21/2018 2:50 PM
320	09:00 AM	6/21/2018 2:47 PM

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321	10:00 AM	6/21/2018 2:43 PM
322	11:00 AM	6/21/2018 2:35 PM
323	4:00 PM	6/21/2018 2:04 PM
324	10:00 AM	6/21/2018 1:56 PM
325	10:00 AM	6/21/2018 1:54 PM
326	11:00 AM	6/21/2018 1:52 PM
327	12:35 PM	6/21/2018 1:50 PM
328	9:30 AM	6/21/2018 1:43 PM
329	5:00 PM	6/21/2018 1:34 PM
330	3:00 PM	6/21/2018 1:21 PM
331	6:00 PM	6/21/2018 1:19 PM
332	8:15 AM	6/21/2018 1:19 PM
333	8:00 AM	6/21/2018 1:15 PM
334	9:30 AM	6/21/2018 1:03 PM
335	6:00 PM	6/21/2018 12:56 PM
336	7:40 AM	6/21/2018 12:12 PM
337	8:20 AM	6/21/2018 12:01 PM
338	3:00 PM	6/21/2018 11:56 AM
339	3:30 PM	6/21/2018 11:54 AM
340	1:00 PM	6/21/2018 11:49 AM
341	2:00 PM	6/21/2018 11:41 AM
342	6:00 PM	6/21/2018 11:40 AM
343	5:00 PM	6/21/2018 11:35 AM
344	8:00 PM	6/21/2018 11:35 AM
345	3:00 PM	6/21/2018 11:32 AM
346	11:00 AM	6/21/2018 11:28 AM
347	08:30 AM	6/21/2018 11:22 AM
348	9:00 AM	6/21/2018 11:15 AM
349	07:45 AM	6/21/2018 11:05 AM
350	5:00 PM	6/21/2018 11:02 AM
351	7:30 AM	6/21/2018 11:01 AM
352	5:00 PM	6/21/2018 10:53 AM
353	5:30 PM	6/21/2018 10:44 AM
354	12:00 PM	6/21/2018 10:21 AM
355	7:00 PM	6/21/2018 10:12 AM
356	8:00 AM	6/21/2018 10:10 AM
357	10:00 AM	6/21/2018 10:07 AM
358	7:45 AM	6/21/2018 10:05 AM
359	7:30 AM	6/21/2018 10:01 AM
360	7:30 AM	6/21/2018 9:59 AM
361	7:30 AM	6/21/2018 9:41 AM

City of Fayetteville, North Carolina - Downtown Parking Plan Survey

362	06:00 PM	6/21/2018 9:37 AM
363	5:00 PM	6/21/2018 9:25 AM
364	8:00 PM	6/21/2018 9:24 AM
365	06:00 PM	6/21/2018 9:24 AM
366	6:00 PM	6/21/2018 9:22 AM
367	9:00 AM	6/21/2018 9:22 AM
368	3:00 PM	6/21/2018 9:16 AM
369	2:00 PM	6/21/2018 9:14 AM
370	10:00 AM	6/21/2018 9:13 AM
371	5:00 PM	6/21/2018 9:03 AM
372	9:00 AM	6/21/2018 9:02 AM
373	08:15 AM	6/21/2018 9:01 AM
374	12:00 PM	6/21/2018 8:57 AM
375	1:00 PM	6/21/2018 8:54 AM
376	08:30 AM	6/21/2018 8:50 AM
377	5:00 PM	6/21/2018 8:49 AM
378	5:30 AM	6/21/2018 8:45 AM
379	12:01 PM	6/21/2018 8:43 AM
380	4:00 PM	6/21/2018 8:18 AM
381	11:00 AM	6/21/2018 8:12 AM
382	6:55 AM	6/21/2018 8:04 AM
383	8:00 AM	6/21/2018 8:04 AM
384	6:30 AM	6/21/2018 8:03 AM
385	07:30 AM	6/21/2018 7:53 AM
386	3:00 PM	6/21/2018 7:18 AM
387	10:00 AM	6/21/2018 4:36 AM
388	7:00 PM	6/21/2018 4:16 AM
389	1:00 PM	6/20/2018 10:39 PM
390	8:00 PM	6/20/2018 9:50 PM
391	3:00 PM	6/20/2018 9:33 PM
392	2:00 PM	6/20/2018 9:31 PM
393	08:00 PM	6/20/2018 9:28 PM
394	2:00 PM	6/20/2018 8:43 PM
395	12:00 PM	6/20/2018 7:46 PM
396	10:30 AM	6/20/2018 7:14 PM
397	10:00 AM	6/20/2018 7:07 PM
398	02:30 PM	6/20/2018 6:49 PM
399	8:30 AM	6/20/2018 6:06 PM
400	4:00 PM	6/20/2018 6:06 PM
401	8:45 AM	6/20/2018 5:50 PM

Q11 What time do you typically depart downtown Fayetteville?

Answered: 395 Skipped: 103

ANSWER CHOICES		RESPONSES	
Time		100.00%	395
#	TIME		DATE
1	7:00 PM		7/11/2018 11:27 AM
2	5:00 PM		7/11/2018 10:27 AM
3	10:00 AM		7/11/2018 5:52 AM
4	9:00 PM		7/10/2018 11:49 PM
5	5:00 PM		7/10/2018 9:08 PM
6	4:30 PM		7/10/2018 8:04 PM
7	9:00 PM		7/10/2018 5:26 PM
8	9:00 PM		7/10/2018 3:21 PM
9	6:00 PM		7/10/2018 7:30 AM
10	6:00 PM		7/10/2018 4:36 AM
11	6:00 PM		7/9/2018 11:43 PM
12	5:00 PM		7/9/2018 10:52 PM
13	11:00 PM		7/9/2018 9:40 PM
14	8:00 PM		7/9/2018 8:50 PM
15	6:00 PM		7/9/2018 8:28 PM
16	9:00 PM		7/9/2018 8:04 PM
17	11:00 PM		7/9/2018 7:46 PM
18	10:00 PM		7/9/2018 7:16 PM
19	10:30 PM		7/9/2018 7:00 PM
20	7:00 PM		7/9/2018 6:56 PM
21	10:00 PM		7/9/2018 6:45 PM
22	8:00 PM		7/9/2018 5:59 PM
23	9:30 PM		7/9/2018 5:56 PM
24	8:00 PM		7/9/2018 5:48 PM
25	4:30 PM		7/9/2018 5:35 PM
26	10:00 AM		7/9/2018 5:34 PM
27	1:00 PM		7/9/2018 5:34 PM
28	09:00 PM		7/9/2018 5:24 PM
29	10:00 PM		7/9/2018 5:21 PM
30	5:30 PM		7/9/2018 5:11 PM
31	10:00 PM		7/9/2018 5:09 PM
32	10:0 PM		7/9/2018 5:03 PM
33	11:00 PM		7/9/2018 4:58 PM

City of Fayetteville, North Carolina - Downtown Parking Plan Survey

34	10:00 PM	7/9/2018 4:56 PM
35	11:00 PM	7/9/2018 4:55 PM
36	11:00 PM	7/9/2018 4:49 PM
37	3:30 PM	7/9/2018 4:43 PM
38	12:01 PM	7/9/2018 4:40 PM
39	06:30 PM	7/9/2018 4:38 PM
40	3:00 PM	7/8/2018 11:25 AM
41	5:00 PM	7/7/2018 11:28 AM
42	07:00 AM	7/7/2018 5:30 AM
43	5:00 PM	7/6/2018 12:09 PM
44	6:00 PM	7/5/2018 11:50 PM
45	8:00 PM	7/5/2018 9:20 PM
46	9:00 PM	7/4/2018 10:12 AM
47	09:30 PM	7/3/2018 1:03 PM
48	6:00 PM	7/3/2018 11:38 AM
49	10:00 PM	7/3/2018 11:27 AM
50	5:00 PM	7/3/2018 9:37 AM
51	8:00 AM	7/2/2018 9:35 PM
52	2:00 AM	7/2/2018 8:44 PM
53	7:00 PM	7/2/2018 4:25 PM
54	7:00 PM	7/2/2018 3:38 PM
55	6:00 PM	7/2/2018 2:56 PM
56	04:30 AM	7/2/2018 12:25 PM
57	2:15 PM	7/2/2018 11:56 AM
58	6:00 PM	7/2/2018 9:39 AM
59	9:30 PM	7/2/2018 9:20 AM
60	10:00 AM	7/2/2018 8:51 AM
61	11:59 PM	7/2/2018 7:20 AM
62	05:00 PM	7/2/2018 6:36 AM
63	2:00 PM	7/2/2018 4:22 AM
64	03:00 PM	7/1/2018 6:25 PM
65	5:00 PM	7/1/2018 2:33 PM
66	07:30 PM	7/1/2018 2:24 PM
67	9:00 PM	7/1/2018 1:42 PM
68	10:00 AM	7/1/2018 9:47 AM
69	4:35 PM	6/30/2018 9:27 PM
70	1:30 PM	6/30/2018 2:24 PM
71	8:00 PM	6/30/2018 8:35 AM
72	08:00 PM	6/29/2018 7:56 PM
73	1:00 PM	6/29/2018 11:10 AM
74	6:00 PM	6/29/2018 10:15 AM

City of Fayetteville, North Carolina - Downtown Parking Plan Survey

75	7:40 AM	6/29/2018 9:00 AM
76	5:00 PM	6/28/2018 9:34 PM
77	6:30 PM	6/28/2018 7:03 PM
78	4:00 PM	6/28/2018 7:00 PM
79	3:00 PM	6/28/2018 6:42 PM
80	7:00 PM	6/27/2018 5:49 PM
81	4:00 PM	6/27/2018 12:42 PM
82	8:00 PM	6/27/2018 12:16 PM
83	8:00 PM	6/27/2018 11:23 AM
84	10:00 AM	6/27/2018 10:37 AM
85	2:00 PM	6/27/2018 10:06 AM
86	6:30 PM	6/27/2018 9:10 AM
87	5:00 PM	6/27/2018 3:45 AM
88	3:00 PM	6/27/2018 12:35 AM
89	8:00 AM	6/26/2018 10:36 PM
90	1:00 PM	6/26/2018 10:14 PM
91	03:00 PM	6/26/2018 8:49 PM
92	07:50 AM	6/26/2018 6:33 PM
93	3:00 PM	6/26/2018 5:01 PM
94	4:00 PM	6/26/2018 3:43 PM
95	3:10 PM	6/26/2018 3:34 PM
96	3:06 PM	6/26/2018 3:21 PM
97	6:00 PM	6/26/2018 3:04 PM
98	3:30 PM	6/26/2018 3:03 PM
99	5:30 PM	6/26/2018 2:50 PM
100	5:00 PM	6/26/2018 2:35 PM
101	8:00 PM	6/26/2018 1:58 PM
102	4:00 PM	6/26/2018 1:46 PM
103	11:00 AM	6/26/2018 1:36 PM
104	3:00 PM	6/26/2018 1:23 PM
105	20:00 PM	6/26/2018 1:20 PM
106	6:10 PM	6/26/2018 1:15 PM
107	3:15 PM	6/26/2018 1:09 PM
108	3:30 PM	6/26/2018 1:07 PM
109	3:15 PM	6/26/2018 1:04 PM
110	4:30 PM	6/26/2018 12:59 PM
111	3:30 PM	6/26/2018 12:59 PM
112	5:30 PM	6/26/2018 12:04 PM
113	03:30 PM	6/26/2018 10:35 AM
114	04:30 PM	6/26/2018 10:12 AM
115	5:00 PM	6/26/2018 10:02 AM

City of Fayetteville, North Carolina - Downtown Parking Plan Survey

116	06:00 PM	6/26/2018 8:27 AM
117	6:00 PM	6/26/2018 12:13 AM
118	03:15 PM	6/25/2018 8:54 PM
119	5:00 PM	6/25/2018 7:44 PM
120	10:00 AM	6/25/2018 6:40 PM
121	10:00 PM	6/25/2018 4:08 PM
122	06:00 PM	6/25/2018 3:45 PM
123	9:00 PM	6/25/2018 3:24 PM
124	5:00 PM	6/25/2018 3:11 PM
125	5:00 PM	6/25/2018 3:02 PM
126	10:00 AM	6/25/2018 2:53 PM
127	07:35 AM	6/25/2018 2:34 PM
128	5:30 PM	6/25/2018 2:10 PM
129	5:00 PM	6/25/2018 1:55 PM
130	8:00 PM	6/25/2018 1:44 PM
131	5:30 PM	6/25/2018 1:41 PM
132	2:00 PM	6/25/2018 1:19 PM
133	10:00 PM	6/25/2018 1:03 PM
134	6:00 PM	6/25/2018 12:47 PM
135	10:00 PM	6/25/2018 12:38 PM
136	4:00 PM	6/25/2018 12:21 PM
137	6:00 PM	6/25/2018 11:59 AM
138	6:00 PM	6/25/2018 11:31 AM
139	5:00 PM	6/25/2018 11:11 AM
140	7:45 AM	6/25/2018 10:52 AM
141	5:00 PM	6/25/2018 10:10 AM
142	11:00 PM	6/25/2018 9:46 AM
143	8:00 PM	6/25/2018 8:44 AM
144	3:00 PM	6/24/2018 10:43 PM
145	11:00 PM	6/24/2018 10:01 PM
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149	2:00 PM	6/24/2018 5:39 PM
150	4:00 PM	6/24/2018 5:15 PM
151	9:30 PM	6/24/2018 2:17 PM
152	10:00 PM	6/24/2018 1:52 PM
153	3:00 PM	6/24/2018 12:57 PM
154	12:00 PM	6/24/2018 11:50 AM
155	3:00 PM	6/24/2018 11:47 AM
156	10:00 PM	6/24/2018 11:00 AM

City of Fayetteville, North Carolina - Downtown Parking Plan Survey

157	8:00 PM	6/24/2018 10:36 AM
158	10:00 PM	6/24/2018 9:08 AM
159	7:00 PM	6/24/2018 9:05 AM
160	5:00 PM	6/24/2018 8:40 AM
161	11:00 PM	6/24/2018 7:44 AM
162	06:30 PM	6/24/2018 7:44 AM
163	2:00 AM	6/24/2018 7:28 AM
164	06:30 PM	6/24/2018 12:44 AM
165	10:30 PM	6/23/2018 11:11 PM
166	5:00 PM	6/23/2018 10:08 PM
167	07:00 PM	6/23/2018 5:53 PM
168	5:15 PM	6/23/2018 4:17 PM
169	5:00 PM	6/23/2018 2:47 PM
170	6:00 PM	6/23/2018 1:42 PM
171	7:30 PM	6/23/2018 1:14 PM
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174	5:30 PM	6/23/2018 10:55 AM
175	3:00 PM	6/23/2018 10:42 AM
176	2:00 PM	6/23/2018 10:30 AM
177	10:00 PM	6/23/2018 10:06 AM
178	7:00 PM	6/23/2018 9:08 AM
179	5:30 PM	6/23/2018 8:52 AM
180	11:00 AM	6/23/2018 8:51 AM
181	6:30 PM	6/23/2018 8:49 AM
182	9:00 AM	6/23/2018 8:47 AM
183	2:00 PM	6/23/2018 8:46 AM
184	6:30 PM	6/23/2018 8:45 AM
185	6:00 PM	6/23/2018 8:41 AM
186	13:00 PM	6/23/2018 8:30 AM
187	5:00 PM	6/23/2018 8:21 AM
188	09:00 PM	6/23/2018 8:11 AM
189	7:30 PM	6/23/2018 7:56 AM
190	8:30 PM	6/23/2018 7:47 AM
191	10:30 AM	6/23/2018 7:45 AM
192	4:00 PM	6/23/2018 7:38 AM
193	5:00 PM	6/23/2018 7:38 AM
194	1:00 PM	6/23/2018 7:32 AM
195	6:00 PM	6/23/2018 7:03 AM
196	4:30 PM	6/23/2018 2:55 AM
197	3:00 PM	6/23/2018 2:16 AM

City of Fayetteville, North Carolina - Downtown Parking Plan Survey

198	2:00 PM	6/23/2018 1:16 AM
199	9:00 PM	6/23/2018 1:10 AM
200	9:00 PM	6/23/2018 12:35 AM
201	5:00 PM	6/22/2018 11:49 PM
202	1:00 AM	6/22/2018 11:12 PM
203	7:00 PM	6/22/2018 10:58 PM
204	5:00 PM	6/22/2018 10:40 PM
205	1:30 PM	6/22/2018 10:18 PM
206	08:00 PM	6/22/2018 10:07 PM
207	08:00 PM	6/22/2018 10:03 PM
208	5:00 PM	6/22/2018 9:46 PM
209	1:00 AM	6/22/2018 9:30 PM
210	04:00 PM	6/22/2018 8:53 PM
211	5:00 PM	6/22/2018 8:42 PM
212	5:00 PM	6/22/2018 8:25 PM
213	03:00 PM	6/22/2018 8:22 PM
214	8:00 PM	6/22/2018 7:44 PM
215	2:00 PM	6/22/2018 7:28 PM
216	8:30 PM	6/22/2018 7:22 PM
217	5:00 PM	6/22/2018 7:05 PM
218	9:00 PM	6/22/2018 7:03 PM
219	2:00 PM	6/22/2018 6:43 PM
220	9:00 PM	6/22/2018 6:41 PM
221	9:00 PM	6/22/2018 6:01 PM
222	10:00 PM	6/22/2018 5:57 PM
223	12:00 PM	6/22/2018 5:51 PM
224	5:00 PM	6/22/2018 4:54 PM
225	6:00 PM	6/22/2018 4:18 PM
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232	06:00 PM	6/22/2018 3:59 PM
233	2:00 AM	6/22/2018 3:58 PM
234	10:00 AM	6/22/2018 3:56 PM
235	5:30 PM	6/22/2018 3:56 PM
236	6:00 PM	6/22/2018 3:55 PM
237	12:00 AM	6/22/2018 3:55 PM
238	10:00 PM	6/22/2018 3:55 PM

City of Fayetteville, North Carolina - Downtown Parking Plan Survey

239	9:00 PM	6/22/2018 3:47 PM
240	06:00 PM	6/22/2018 3:46 PM
241	06:00 PM	6/22/2018 3:43 PM
242	14:00 PM	6/22/2018 3:39 PM
243	11:30 PM	6/22/2018 3:38 PM
244	10:00 AM	6/22/2018 3:29 PM
245	11:30 PM	6/22/2018 2:44 PM
246	04:30 PM	6/22/2018 2:24 PM
247	5:00 PM	6/22/2018 2:18 PM
248	03:00 PM	6/22/2018 2:11 PM
249	10:00 PM	6/22/2018 2:09 PM
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252	5:00 PM	6/22/2018 1:40 PM
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259	14:00 PM	6/22/2018 11:45 AM
260	3:30 PM	6/22/2018 11:44 AM
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262	05:00 PM	6/22/2018 11:27 AM
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266	7:30 PM	6/22/2018 9:37 AM
267	11:00 PM	6/22/2018 9:23 AM
268	04:00 PM	6/22/2018 8:19 AM
269	3:00 PM	6/22/2018 8:14 AM
270	5:15 PM	6/22/2018 7:53 AM
271	7:00 PM	6/22/2018 7:28 AM
272	11:00 AM	6/22/2018 1:41 AM
273	6:00 PM	6/21/2018 10:54 PM
274	8:00 PM	6/21/2018 10:51 PM
275	7:00 PM	6/21/2018 10:51 PM
276	4:00 PM	6/21/2018 10:19 PM
277	14:00 PM	6/21/2018 10:14 PM
278	5:00 PM	6/21/2018 10:12 PM
279	10:00 PM	6/21/2018 9:32 PM

City of Fayetteville, North Carolina - Downtown Parking Plan Survey

280	05:45 PM	6/21/2018 9:28 PM
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282	9:00 PM	6/21/2018 9:13 PM
283	7:00 PM	6/21/2018 9:11 PM
284	10:30 PM	6/21/2018 8:37 PM
285	1:00 PM	6/21/2018 8:37 PM
286	5:30 PM	6/21/2018 8:22 PM
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291	3:00 PM	6/21/2018 6:31 PM
292	7:00 PM	6/21/2018 6:11 PM
293	6:00 PM	6/21/2018 6:04 PM
294	6:30 PM	6/21/2018 5:31 PM
295	3:00 PM	6/21/2018 5:22 PM
296	04:00 PM	6/21/2018 4:59 PM
297	5:30 PM	6/21/2018 4:29 PM
298	8:30 PM	6/21/2018 4:17 PM
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301	5:15 PM	6/21/2018 4:06 PM
302	12:00 AM	6/21/2018 4:00 PM
303	5:00 PM	6/21/2018 3:58 PM
304	5:00 PM	6/21/2018 3:45 PM
305	10:00 PM	6/21/2018 3:45 PM
306	12:00 AM	6/21/2018 3:40 PM
307	4:30 PM	6/21/2018 3:37 PM
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311	8:00 PM	6/21/2018 3:27 PM
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314	8:30 PM	6/21/2018 2:53 PM
315	10:00 PM	6/21/2018 2:50 PM
316	06:00 PM	6/21/2018 2:47 PM
317	11:00 PM	6/21/2018 2:43 PM
318	3:00 PM	6/21/2018 2:35 PM
319	10:00 PM	6/21/2018 2:04 PM
320	8:00 PM	6/21/2018 1:56 PM

City of Fayetteville, North Carolina - Downtown Parking Plan Survey

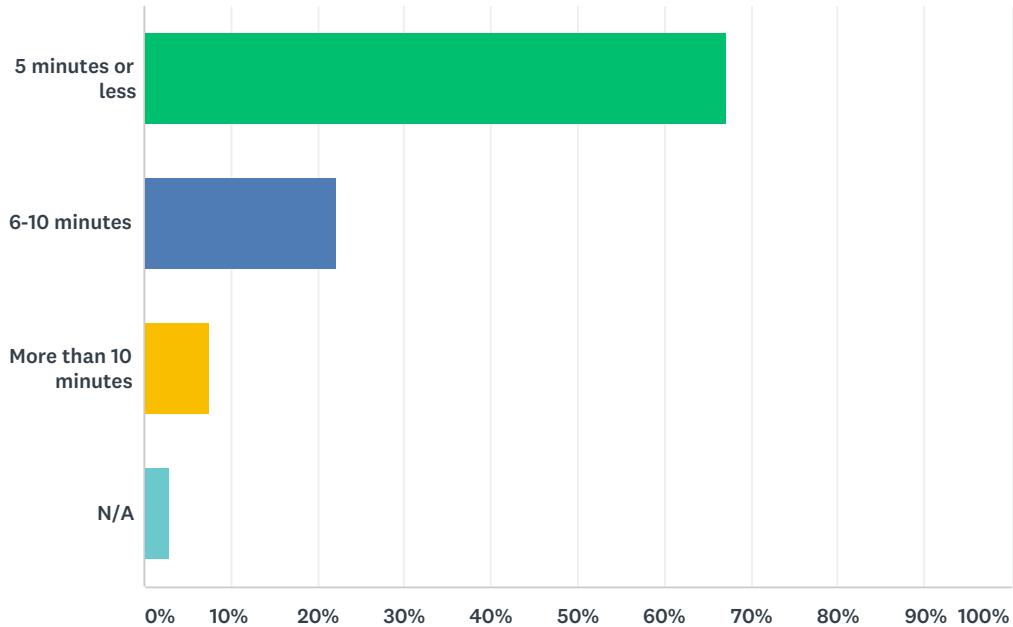
321	08:00 PM	6/21/2018 1:54 PM
322	2:00 PM	6/21/2018 1:52 PM
323	4:00 PM	6/21/2018 1:50 PM
324	6:30 PM	6/21/2018 1:43 PM
325	9:30 PM	6/21/2018 1:34 PM
326	6:00 PM	6/21/2018 1:21 PM
327	10:30 PM	6/21/2018 1:19 PM
328	10:00 AM	6/21/2018 1:19 PM
329	10:30 PM	6/21/2018 1:03 PM
330	10:00 PM	6/21/2018 12:56 PM
331	4:00 PM	6/21/2018 12:12 PM
332	9:20 AM	6/21/2018 12:01 PM
333	8:00 PM	6/21/2018 11:56 AM
334	5:00 PM	6/21/2018 11:54 AM
335	3:00 PM	6/21/2018 11:49 AM
336	7:00 PM	6/21/2018 11:41 AM
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342	05:30 PM	6/21/2018 11:22 AM
343	11:00 AM	6/21/2018 11:15 AM
344	05:15 PM	6/21/2018 11:05 AM
345	9:00 PM	6/21/2018 11:02 AM
346	6:30 PM	6/21/2018 11:01 AM
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350	10:00 PM	6/21/2018 10:12 AM
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356	5:00 PM	6/21/2018 9:41 AM
357	08:30 PM	6/21/2018 9:37 AM
358	6:00 PM	6/21/2018 9:25 AM
359	2:00 AM	6/21/2018 9:24 AM
360	09:00 PM	6/21/2018 9:24 AM
361	9:00 PM	6/21/2018 9:22 AM

City of Fayetteville, North Carolina - Downtown Parking Plan Survey

362	5:00 PM	6/21/2018 9:22 AM
363	8:00 PM	6/21/2018 9:16 AM
364	8:30 PM	6/21/2018 9:14 AM
365	1:00 PM	6/21/2018 9:13 AM
366	2:00 PM	6/21/2018 9:02 AM
367	04:45 PM	6/21/2018 9:01 AM
368	15:00 PM	6/21/2018 8:57 AM
369	2:30 PM	6/21/2018 8:54 AM
370	04:30 PM	6/21/2018 8:50 AM
371	7:00 PM	6/21/2018 8:49 AM
372	6:30 AM	6/21/2018 8:45 AM
373	2:00 PM	6/21/2018 8:43 AM
374	7:30 PM	6/21/2018 8:18 AM
375	1:00 PM	6/21/2018 8:12 AM
376	7:05 PM	6/21/2018 8:04 AM
377	5:00 PM	6/21/2018 8:04 AM
378	3:30 PM	6/21/2018 8:03 AM
379	05:00 PM	6/21/2018 7:53 AM
380	5:30 PM	6/21/2018 7:18 AM
381	12:30 PM	6/21/2018 4:36 AM
382	10:00 PM	6/21/2018 4:16 AM
383	5:00 PM	6/20/2018 10:39 PM
384	5:00 PM	6/20/2018 9:50 PM
385	8:00 PM	6/20/2018 9:33 PM
386	5:00 PM	6/20/2018 9:31 PM
387	3:00 AM	6/20/2018 9:28 PM
388	6:00 PM	6/20/2018 8:43 PM
389	2:00 PM	6/20/2018 7:46 PM
390	1:00 PM	6/20/2018 7:14 PM
391	2:00 PM	6/20/2018 7:07 PM
392	12:00 AM	6/20/2018 6:49 PM
393	6:15 PM	6/20/2018 6:06 PM
394	9:00 PM	6/20/2018 6:06 PM
395	6:00 PM	6/20/2018 5:50 PM

Q12 After you park, about how many minutes on average do you spend getting to your destination?

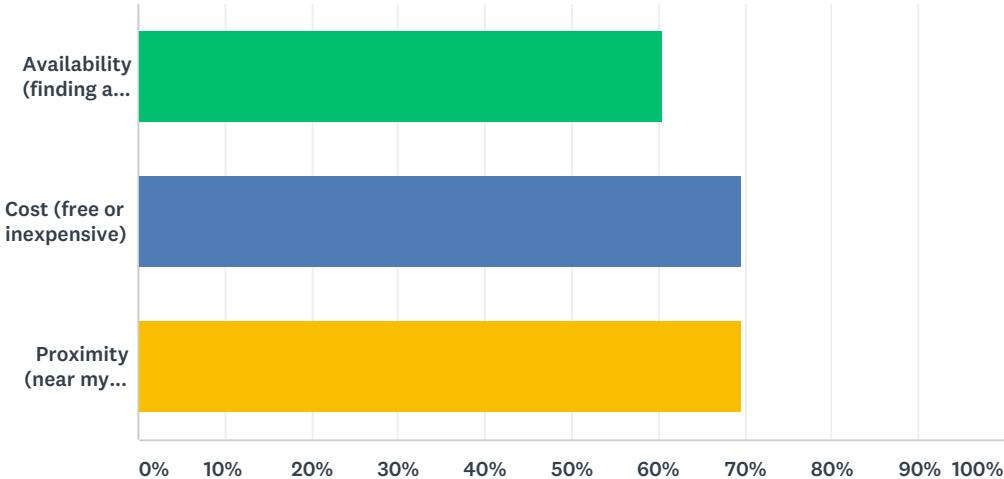
Answered: 436 Skipped: 62



ANSWER CHOICES	RESPONSES
5 minutes or less	67.20%
6-10 minutes	22.25%
More than 10 minutes	7.57%
N/A	2.98%
TOTAL	436

Q13 Choose the two most important factors related to finding a parking space:

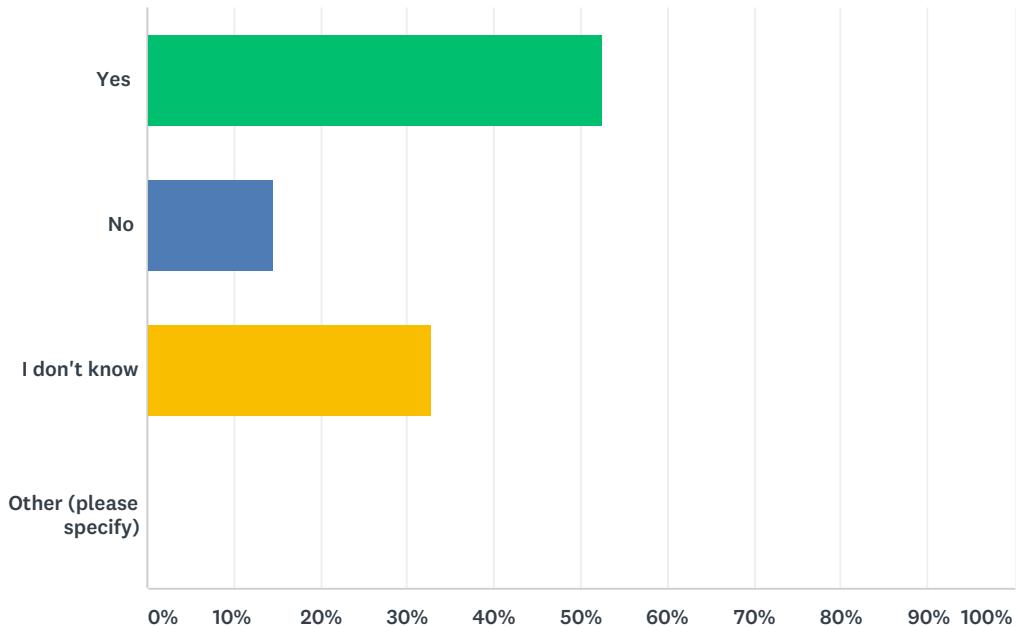
Answered: 436 Skipped: 62



ANSWER CHOICES	RESPONSES
Availability (finding a space quickly and easily)	60.55%
Cost (free or inexpensive)	69.72%
Proximity (near my destination)	69.72%
Total Respondents: 436	

Q14 Will you attend events at the new baseball stadium once it is open?

Answered: 436 Skipped: 62

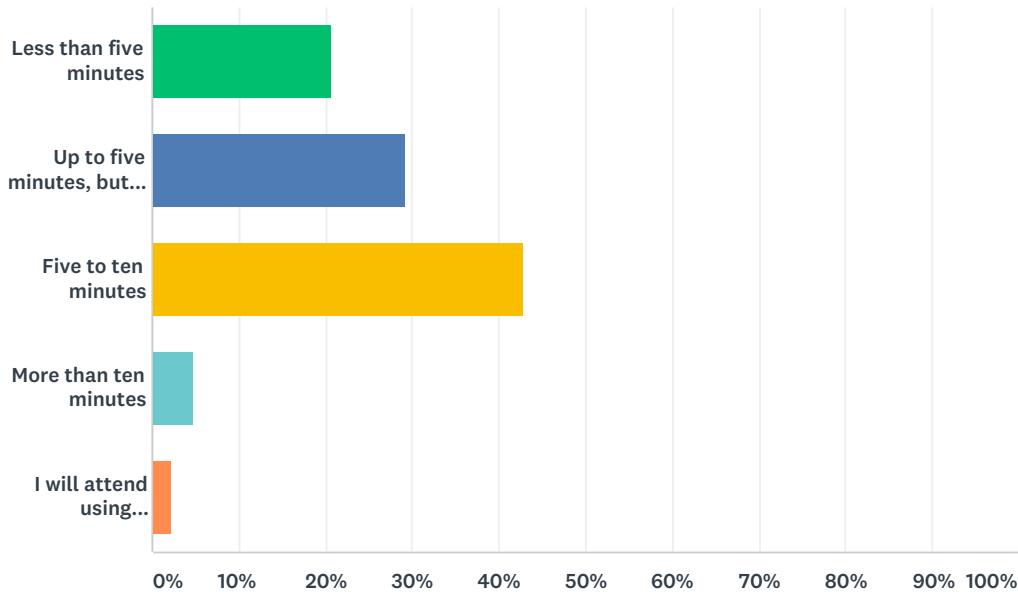


ANSWER CHOICES	RESPONSES
Yes	52.52%
No	14.68%
I don't know	32.80%
Other (please specify)	0.00%
TOTAL	436

#	OTHER (PLEASE SPECIFY)	DATE
There are no responses.		

Q15 How far are you willing to walk to the new stadium after parking?

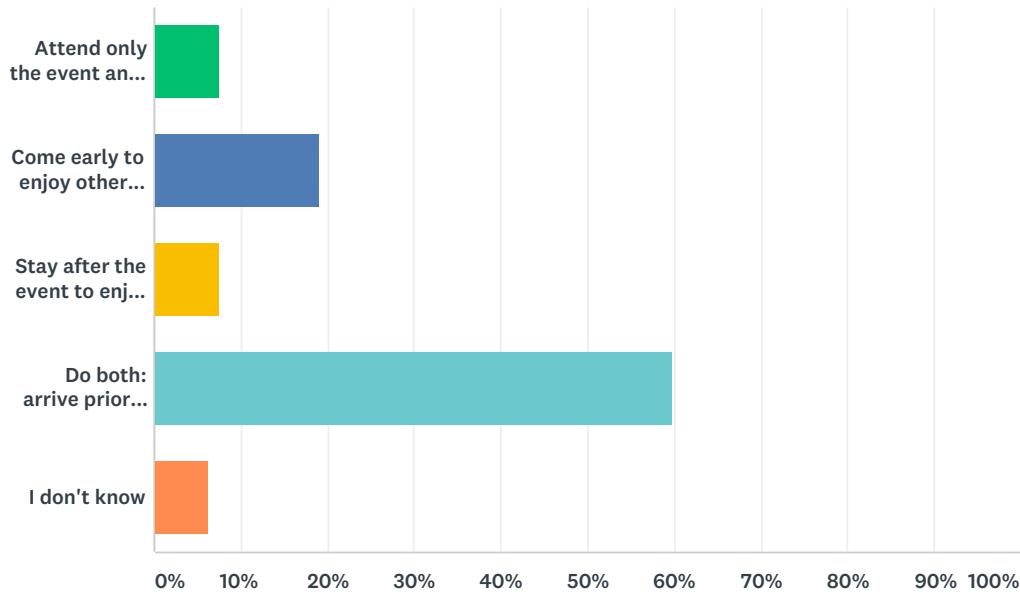
Answered: 226 Skipped: 272



ANSWER CHOICES	RESPONSES	
Less than five minutes	20.80%	47
Up to five minutes, but no more	29.20%	66
Five to ten minutes	42.92%	97
More than ten minutes	4.87%	11
I will attend using alternative transportation and won't need to park	2.21%	5
TOTAL		226

Q16 When attending an event will you likely:

Answered: 226 Skipped: 272



ANSWER CHOICES	RESPONSES	
Attend only the event and leave	7.52%	17
Come early to enjoy other downtown activities before the event	19.03%	43
Stay after the event to enjoy other downtown activities	7.52%	17
Do both: arrive prior and stay after the event	59.73%	135
I don't know	6.19%	14
TOTAL		226

Q17 Do you have any suggestions regarding parking or transportation options in downtown Fayetteville?

Answered: 318 Skipped: 180

#	RESPONSES	DATE
1	Make it easier for city employees to have parking available. Remove parking spaces specifically for city attorney and let her walk like other employees have to.	7/11/2018 11:29 AM
2	Parking fee shouldn't be more than \$5.	7/11/2018 10:29 AM
3	without additional parking for the current building owners there will be a lag in envelopment. You'll have a beautiful ballpark with vacant buildings that are difficult to renovate or sell due to parking issues.	7/11/2018 5:54 AM
4	Taxes paying residents should not have to pay to park	7/10/2018 8:06 PM
5	A partnership should be made between the parking services and the merchant/restaurant owners so that downtown employees can pay a reduced rate to park in the under utilized parking garage and free up street parking for customers.	7/10/2018 7:32 AM
6	Stop charging for parking. I am avoiding downtown now.	7/9/2018 8:51 PM
7	Free parking	7/9/2018 8:30 PM
8	Train station parking please.	7/9/2018 7:49 PM
9	We could use some more parking decks. Maybe some ride share buses from fast. I would really like to see a well regulated and highly policed trolley to run the existing tracks that the Transportation Museum was formerly a station for. The line goes east to Stedman and north to Fort Bragg. Two Trolleys Running Back and Forth hourly or maybe every half hour one in each direction.	7/9/2018 6:51 PM
10	I believe with the new baseball stadium we need more parking options.	7/9/2018 5:57 PM
11	I gave a handicapped placard and can never find a space downtown. I cannot walk far from the car to the venue all of the time. Parking issues usually keep me from enjoying downtown events to	7/9/2018 5:37 PM
12	More open parking than covered, decks can be scary places especially in the current downtown. If more people were present or if there was fulltime staff I would say build a deck.	7/9/2018 5:36 PM
13	Fayetteville should offer several paid parking decks; street parking should be free.	7/9/2018 5:25 PM
14	It would be great if we had a good free Haymount-Downtown shuttle loop.	7/9/2018 5:22 PM
15	Why aren't there more signs with information for new residents or anyone who is unfamiliar with the area? Also, with the train station parking lot being under construction, where are people supposed to park or have their ride come to?	7/9/2018 5:19 PM
16	Make more free parking	7/9/2018 5:12 PM
17	A lot of people will not come down if it's all pay parking event prices are going to be high enough	7/9/2018 5:12 PM
18	More parking decks, free on weekends and after hours, except for special events.	7/9/2018 4:57 PM
19	One parking deck isn't enough. Especially with the new baseball stadium being built. There already isn't enough parking downtown during normal events (dogwood festival, 4th fridays) and most you have to pay because they belong to another business and they up the price.	7/9/2018 4:51 PM
20	I would imagine that parking garages would be beneficial, since I do not see many areas available to create more free parking or lot parking areas. There have been times when I simply drove away after driving around and around looking for a place to park, and not have to walk so many blocks away.	7/9/2018 4:47 PM
21	I will never vote for any city councilmen that votes for parking fees. You at the city need to live within your means and stop gouging the people with your brilliant ideas of how to make us pay more money for taxes and fees! As a resident I am tired of starting to get ahead only to see you at the city raise rates, fees and taxes.....	7/9/2018 4:42 PM

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22	more and closer to the ball park.	7/9/2018 4:39 PM
23	More bike friendly paths and roads would be helpful	7/7/2018 11:31 AM
24	MAKING MORE SPACES FOR PARKING...POSS TAKING VACANT LOTS AND USING THEM AS PARKING.	7/7/2018 5:31 AM
25	The back doors of City Hall are now closed to the general public. Several employees are leasing parking spaces from private parties. The parking spaces behind City Hall could be leased to employees. While there are other lots for employees with spaces available (i.e. Donaldson, etc) the distance to City Hall brings safety concerns for an individual to walk from/to and inconvenience to weather, security, etc.	7/6/2018 12:09 AM
26	The churches never have anyone in their lots, yet so not let anyone park there. Employees of downtown do not mind paying for parking near their employment. However, when the churches enforce towing, it deters new customers and people from visiting downtown. Meanwhile, their lots are completely empty!	7/5/2018 9:22 PM
27	-Please make sure to take into account electric cars through out downtown and the new stadium.maybe include charging stations in veterans park, air born museum or the new hotel. -I have seen in other cities "Uber" drop off and pick up points. -A short circular bus route between haymount and all of downtown. -Or better ;) a trolley retro style to go from downtown up and down the hill from haymount connecting both areas in a way people would like to use.	7/4/2018 10:26 AM
28	Do not charge special parking fees during events in garages that would be free after hours. I will not come to an after hours event such as Dogwood Festival and have to pay to park in an area that would normally be free.	7/3/2018 11:40 AM
29	Yeah have it ready before any new development is ready. Have entrance\exit plans for Ballgames before the season next year and communicate them outside of Fayetteville\ Hope Mills\Spring Lake and Fort Bragg areas	7/3/2018 11:30 AM
30	I think the parking deck that's being built near the baseball stadium should be opened up for stadium attendees so that they aren't taking up all of downtown parking during ball games. Also, a special shuttle service from Cross Creek Mall to the stadium on game days might help alleviate parking congestion downtown.	7/3/2018 9:56 AM
31	Keep it free, available, and close. And run a new survey asking the right questions in the right way.	7/3/2018 1:07 AM
32	more parking decks	7/2/2018 9:37 PM
33	Closer Handicap spaces to destinations downtown, more spaces may be needed.	7/2/2018 4:28 PM
34	no	7/2/2018 2:57 PM
35	As a resident, I pay \$100/year for a parking pass. However, the agency that collects it is in a weird space; difficult to catch them during open hours. Also, last year they did not have any expiration date stickers and I still have not received it. Recommend: 1 or 2 free parking passes for residents, with option to buy additional passes through city hall or police station.	7/2/2018 12:28 PM
36	Not much of a survey; not sure what you will be able to do with responses to these limited questions. Rarely go to Festival Park activities because parking is limited/too far to walk. Will only be made worse by new stadium.	7/2/2018 12:00 PM
37	Keep parking free after 5pm and on weekends.	7/2/2018 9:21 AM
38	suggest some sort of transportation for the disabled and elderly with luggage to get to the train station without trying to cross Hay Street. Need a Trolley or tractor with cars to transport folks to the station or the ball game. Being you are going to make folks pay to park, use the money to transport people.	7/2/2018 9:00 AM
39	Parking is not a problem Downtown. It's a perceived problem but the Courthouse has hundreds of spots that will be available during baseball games.	7/2/2018 7:24 AM
40	My suggestion is focusing on the ballpark and the fun atmosphere more than the parking and driving.	7/1/2018 2:35 PM
41	Communications and other members of the police department should not have to pay or be ticketed. We work early, late and holiday hours and parking should never have to be a concern for us. We need a designated and SAFE parking area.	7/1/2018 2:26 PM

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42	You took away the handicapped parking at Amtrak. I use the train usually twice a month. It is impossible for a handicapped person to park at the Airborne Museum and walk to the train station when they have a walker and carrying luggage. Then when that stadium goes up you will be charging for parking. How much money do you think a senior person has to spend on parking when it was free at the train station. You are so inconsiderate to the handicapped people in the area that it isn't even funny. Someone had stated that the parking in the museum was about 750 to 900 feet from the station how about you like walking it with a walker, luggage, and bad legs and back. You should return the parking back at Amtrak for the convenience of all the people who use the train service. You were very inconsiderate to remove the parking from there in the first place making it impossible to park and/or drop off and pick up people who use the train on a daily basis.	7/1/2018 9:55 AM
43	More so getting into and out of downtown	6/30/2018 9:28 PM
44	3-month parking passes should be able for purchase for ALL downtown employees & business owners so they can park close to their business. Church parking lots downtown SHOULD be open for ALL parking daily (except Sundays), they are TAX free and as such: providing parking should be the least what they should do.	6/30/2018 2:28 PM
45	Please continue to rejuvenate downtown!	6/30/2018 8:36 AM
46	Nicer parking spaces encourage people with nice cars to park a little further away so that they do not have people hit their car. Also don't make so many compact car parking spaces. Don't make people pay too much for lot parking. There should be designated parking for the baseball field.	6/29/2018 7:59 PM
47	I see a total lack of good planning on selecting the current baseball site. Conflicts with events held at Festival Park which usually lacks adequate parking. I am not sure if the Minor league games will be well attended. However, I see conflict with other events held downtown and shortage of parking spaces. The city has been trying to entice people to come downtown and by supporting local businesses to bring back the downtown area. Again, if you are going out to dine or to a movie at the Cameo theater, you do not want rush eating to keep feeding a quarter into a parking meter. Then you have the shortage of handicap spaces in a community of many war veterans and elderly. Generally I can find a space for a movie after regular business hours and on Sunday afternoon, however maybe not with an evening game being played. Another idea I expressed to the contractor at their booth on 4th Friday, June 22,2018 was maybe coordinating bus service to transport military personnel to downtown from Ft. Bragg and back for baseball games. This would maybe reduce chances of being arrested for DWI consuming beer at the ball park or alcoholic beverages at restaurants or bars.	6/29/2018 5:12 PM
48	I believe the residents should not be charged to park in the parking garage after 5 and on the weekends DURING SPECIAL EVENTS (residents could be given resident vehicle stickers for identification purposes only). Even though, as a resident, we can pay for a yearly pass etc., I only park after 5 and on the weekends - for this reason, I will not pay for a pass. The other reason we don't purchase a parking pass is we are told we would be assigned even further away in another parking area - safety concerns. The first weekend you started charging came out of nowhere - my husband and I had no idea this was going to happen and we've lived there almost 3 years. FOR SAFETY REASONS IS WHY I CHOOSE TO ALWAYS PARK INTHE GARAGE (cameras make me feel safer) UNLESS I CAN FIND A SPACE OUT FRONT OF MY APT. ALMOST EVERY MORNING I'M APPROACHED BY THE HOMELESS ASKING FOR MONEY - some get very agitated when you say no. I DO NOT FEEL SAFE OR COMFORTABLE PARKING ANYWHERE EXCEPT THE GARAGE OR ON THE STREET CLOSE TO MY APT.	6/29/2018 9:10 AM
49	Allow motorists to park within the same block instead of having to park within a different block after 2 or 3 hours.	6/28/2018 7:06 PM
50	Business owners should have free or discounted parking available.	6/28/2018 7:02 PM
51	I enjoy not having to worry paying parking tolls while downtown. In those cases where I have to worry about a parking meter, I would shorten my trip so the meter doesn't run out. Downtown Fayetteville has so many little shops that it's nice to leisurely walk into rather than rushing.	6/28/2018 6:44 PM
52	In my opinion, there is not a parking problem downtown. There is a walking problem. I think that if all parking was metered or if there was no parking on Hay/Person, the structure would become much more popular.	6/27/2018 12:45 PM
53	Make provisions for downtown workers. When the Festival parking costs were raised no thought was given to the effect on people that work downtown. It can already be difficult to find a space that female workers feel safe walking to late night alone after work alone, so if they have to pay \$30 for 3 days of parking in the deck, because it feels safer, it's a burden to a low wage worker.	6/27/2018 12:19 PM

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54	Maybe a parking deck for the lot off Maxwell St	6/27/2018 11:23 AM
55	on this topic I suggest that Fayetteville NOT follow trends...on street parking has been free...I understand decks have to be paid for...that's a given but as is first come first serve for two hours Monday through Friday til 5:00 PM then weekends open... We don't have to be like Raleigh, Charlotte or other cities keep the feel we have..or had up to dogwood festival..... There were some greedy people down town it was embarrassing	6/27/2018 10:44 AM
56	Do we really have to charge \$10.00?	6/27/2018 10:13 AM
57	Need more parking options near the courthouse! Please don't make Hay Street diagonal parking. Meters work for me.	6/27/2018 9:11 AM
58	Get rid of the old buildings and turn them into parking spaces	6/27/2018 3:46 AM
59	the rules are not enforced regularly. Parking enforcement does but Fay PD over looks a lot of issues and it causes problems. This is not a blanket complaint just what I observe while walking the area in some cases	6/26/2018 5:03 PM
60	We need more parking and not at a big cost to park.	6/26/2018 3:51 PM
61	Moticycle parking. There's none. Hard to park Three or four can park in the same place as a car.	6/26/2018 3:46 PM
62	Please mark the zones more clearly....or add parking meters. It is very unclear as to where each zone begins and ends and since parking is only for 2 hours per zone, it is very hard to determine where you may move your car without receiving a ticket if you need to be downtown for longer than 2 hours.	6/26/2018 3:36 PM
63	Parking should be free in the paid parking lots for parents picking up their kids from the Capitol encore academy.	6/26/2018 3:22 PM
64	I recommend making each side street (ie Old, etc a one way street and add additional parking spots on the one way streets.	6/26/2018 3:06 PM
65	In order to maximize the number of visitors to downtown I believe proximity to their destination and ease of access will be key. People don't mind paying for parking, so long as they are close to where they want to go. Parking for baseball will need to be near the baseball stadium.	6/26/2018 2:53 PM
66	Don't limit street parking to 2 hours. Instead provide residents a permit pass and location to park.	6/26/2018 2:40 PM
67	Keep some free options, or at least keep free options available during the week for parents.	6/26/2018 1:47 PM
68	Resident parking is a must.	6/26/2018 1:38 PM
69	I park and walk to pick up kids from Capitol Encore. I walk because I don't like the drive-through jam. I often come early and shop. If all parking downtown is pay all the time, I and all the other walkers will join the traffic jam out back.	6/26/2018 1:36 PM
70	I find parking downtown to be super easy, especially compared to other urban areas in the US. Rather than focusing on parking, I wish the City would focus on making things more bicycle and pedestrian friendly.	6/26/2018 1:22 PM
71	more free parking and not 2 hour limits	6/26/2018 1:16 PM
72	Parking is important as my child attends school in downtown Fayetteville.	6/26/2018 1:11 PM
73	Keep maps updated for online access that tell people where they can park.	6/26/2018 12:05 PM
74	Establish free shuttles or trolleys that do a loop around the downtown area.	6/26/2018 10:37 AM
75	My son goes to The Capitol Encore Academy school downtown. I have to be able to park close to the school to drop him off and pick him up, volunteer and attend school events. I do not and should not have to pay for parking. Thank you	6/26/2018 10:26 AM
76	Free mini buses because some people have knee/hip/back issues & can not park near their destinations (shops/antique/library). Free parking - used to be behind Sears (now to be ball park). Parking decks aren't near destinations. At one time, Fayetteville had two rickshaw bikes transporting individuals from M&O Chevrolet Co to restaurants downtown. Removing parking was great for the young but older people park near where they shop. Even at the mall, their destination decides which wing they park their cars. (Sears, Belks, ect.) Therefore not a lot of walking.	6/26/2018 10:13 AM

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77	Their is other parking in the downtown area without having to walk a mile. The Systel Building parking lot is never advertised as parking for downtown. It is only a block away from downtown , library, and festival park, also only 2-3 block from new baseball field. This parking lot is a paid parking lot, but I imagine that the parking at the new ball field will be paid as well, and I dont think the new baseball field lot will be able to handle all the traffic downtown for games and events.	6/26/2018 8:35 AM
78	I'm concerned that the new baseball stadium will make downtown, as well as Robeson St, insanely congested. Though I'm sure the influx of people will patronize businesses, the lack of parking will become a pain very quickly as the free spots will fill up for baseball attendants (sure they have time limits, but not enforcing it won't make a difference) and leave downtown customers having to pay for parking when they're only spending an hour or two patronizing the stores.	6/26/2018 12:17 AM
79	My main concern will be availability and ease of getting to drop off and pick up at Capitol Encore Academy and the availability to park my work truck downtown while working in local businesses as a contractor. Hauling tool boxes all over downtown is a lot more difficult than just strolling to shop.	6/25/2018 8:58 PM
80	Spend less time and money issuing parking tickets	6/25/2018 8:35 PM
81	Please maintain free hourly parking and work with businesses along Russell Street and Grove Street to provide free Satellite parking and shuttles for baseball stadium. Also provide surrounding neighborhoods with bike sharing services like Lime Bikes and extra police patrols for pedestrians and cyclists after dark.	6/25/2018 7:46 PM
82	Meters will be just fineif they are inexpensive	6/25/2018 6:42 PM
83	Parking is necessary beyond the stadium parking going up. It is nearly impossible going to an event aka First Friday, unless you get there hours in advance.	6/25/2018 6:01 PM
84	Street parking should still be free - in fact parking should be free during the day for everyone. I understand charging during special events but as a small business owner located downtown I am extremely worried about retaining clients and remaining open if all parking will be paid parking. I have been open for almost 6 years and will be very sad if my hard work gets flushed down the toilet because the City wants paid parking.	6/25/2018 5:12 PM
85	Paid parking with phone app for monitoring and adding minutes.	6/25/2018 4:10 PM
86	Parking needs to be convenient and affordable in Downtown Fayetteville. Thought should be given to use FAST Shuttles from larger parking lots to the new baseball stadium venue. They should be available before and after the scheduled games or any special event hosted at the stadium.' Plenty of handicapped parking spaces should be made available (more than the 1-2 planned)	6/25/2018 3:51 PM
87	Add on-street parking on Bow Street, near Person Street. Add on-street on Ann Street, near Bow Street. Add on-street parking on Green Street, between Bow Street and Grove Street. Reduce travel lanes on Hay Street near City Hall as parked vehicles stick out into the travel lanes. Add on-street parking on Otis Jones Parkway. Delivery trucks on Hay Street always block part of the travel lane and impede traffic flow. Charge for parking at high occupancy rate locations. Eliminate free parking all day parking spots. Maybe implement a bike share program.	6/25/2018 3:19 PM
88	Perhaps more parking (a deck at Festival Park, for example)	6/25/2018 2:54 PM
89	We have our kids at The Capitol Encore Academy, which is the primary reason we come downtown each day (drop-off and pick-up). Please consider the 400+ TCEA families who come in and out of downtown each day for their students during the school year and summer camps.	6/25/2018 2:37 PM
90	Please keep in mind that we are a growing community. Although we have seen a significant expansion and refurbishment, we are still improving and expanding everyday with a long way to go. Paying for parking (metered parking) excluding the parking deck would discourage a lot of patrons including myself to visiting the downtown area. Downtown is one of the places I can take a liesurely stroll, and shop around for a few hours.	6/25/2018 1:47 PM
91	Compared to other metros. Fees are comparable.	6/25/2018 1:43 PM
92	Tax sales.... not parking!	6/25/2018 1:04 PM
93	We need a lot more! And most should be free!	6/25/2018 12:48 PM
94	More parking and the ability to park on the same street in one/same day	6/25/2018 12:23 PM
95	More handicapped and/or purple heart parking spaces adjacent to the baseball stadium. Possibly the AIT lot facing Huske can be converted into handicapped/purple heart spaces.	6/25/2018 11:13 AM
96	Need more free parking hours and spaces downtown during the week.	6/25/2018 10:54 AM

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97	Consideration needs to be given to the fact that the need for parking for everyday downtown employees, business owners, and customers will intersect with the need for parking for special events. If parking for special events displaces available parking for these regular daily downtown visitors, it will potentially hurt businesses by deterring their regular customers and puts employees in an unfair position of not having access to ample parking to go to work.	6/25/2018 10:22 AM
98	The lack of available parking has a negative effect on business downtown. Adding additional parking regardless of paid or free will enhance consumer spending in the downtown.	6/25/2018 10:11 AM
99	I believe the city is just trying to find new ways to charge people money. I have lived here all my life and I have NEVER had a struggle with lack of parking downtown. Downtown Fayetteville is simply not that large of an area, for parking to have such an issue of scarcity. The greatest need in terms of transportation, is to make it easier to ride bicycles on dedicated paths without sharing space with motor traffic (which is an issue throughout the city).	6/25/2018 8:51 AM
100	The price to park in these tiny parking lots is way to high. Even the people who live in the downtown area sometimes have to pay for parking because there's no space near their building. The parking lot next to the Train Station could've stayed and that stadium could've been built somewhere else. What will we do for parking once it opens tear something else down to make space? Is the hotel next?	6/24/2018 10:46 PM
101	Better enforcement of parking conducted in non-parking zones. Free parking (prefered) or affordable, easily paid parking.	6/24/2018 10:03 PM
102	Fayetteville is not used to walking a short distance to visit an event. Please make it clear that public parking is available and there is a cost. Other cities charge for parking. As a resident since 1963 I am excited to see what is happening to downtown Fayetteville.	6/24/2018 8:11 PM
103	I try not to go downtown. There is nowhere to park. I am disabled and cannot walk from one of those lots. The lots seem dangerous to me. There is not much to go to downtown anymore except overly expensive shops and restaurants. Then, nowhere to park. Plus having to pay. Why should I even want to go? I resent the city or whoever it was taking away the AMTRAK parking lot. That is despicable. Also, I understand that there will be none to little parking for that ball park. I do hope that none of my taxes ever go to the ball park, Prine Zcharles, or any parking decks. None of all that helps those who are handicapped and of modest means.	6/24/2018 5:46 PM
104	I have a concern about the handicap parking. I have disabled family and I don't want them having to walk far to events or have to pay a lot of money to park for handicap.	6/24/2018 5:17 PM
105	I think that paying for parking should really only be applicable when there are special events happening Downtown such as Festivals, baseball games, concerts, etc. During the week, people shouldn't have to pay for the parking because that will cause some of them not to visit downtown at all with costly prices.	6/24/2018 4:01 PM
106	Free parking is part of the draw to attend events downtown and shop at businesses downtown. I park in the lot for free after 5 p.m. and walk to shops and events. If I have to pay to park, I simply won't be a downtown patron - there are plenty of other shops and restaurants in Fayetteville to enjoy without the added expense of parking. Perhaps, five or ten years down the road, if there are many more shops and restaurants and activities in the downtown area, then pay parking might be reasonable. Now, there simply isn't enough going on downtown to make it worth the added expense.	6/24/2018 2:22 PM
107	Parking should be free and 1st come 1st served. People will rarely stay longer than two hours. Those working downtown or business owners should have a paid parking area convenient within 10 minutes walking distance.	6/24/2018 2:03 PM
108	Downtown residents Who live in free standing buildings should be allowed to park without time limit close to the residence, having a permit parking of some kind. Loft apartments generate income and keep downtown alive and safe at night, and this group is being grossly overlooked.	6/24/2018 11:56 AM
109	the parking downtown is an absolute mess! and the ones that suffer are the downtown businesses and the city does not seem to care. you took away Ray st (by the church) and made it "Leased parking" (to whom, nobody knows, probably the baseball field) you sold the library parking lot to the baseball field. it seems as though, the city cares more about the baseball field then it does the heart of this city and the hard working business owners!!	6/24/2018 11:07 AM
110	Parking is terrible and the homeless/criminal types are everywhere	6/24/2018 10:37 AM

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111	You should sell parking disc that can be used to display the time you arrived to help with the two hour parking limit. Make it mandatory to use them. The signs will be posted saying so. We used them in Germany and they are cheap. Less than 3\$. The local shops can sell them. Also I would rather uber, but from hope mills side of town it cost too much. There is no public transportation over here. So maybe work on ride share discounts if possible. Lastly have signs posted where parking is available. If it's around back have large signs stating so, if your not familiar with the area this will help free up parking around hay street at least. I am new to the area but I like the downtown area, it has a lot of potential	6/24/2018 9:13 AM
112	Develop a parking garage.	6/24/2018 9:09 AM
113	The City should charge for city parking lots/garage during workdays and special events (ie festivals, parades, games, concerts) ~ all other parking is either free or for rent by building tenants The City should offer a shuttle service, at a fee, within the Haymount and downtown districts ~ available to all but in consideration of the elderly, the handicapped and their families.	6/24/2018 7:55 AM
114	Parking deck at Franklin should be free nightsxand weekends. Extend street parking times to three hours. Do not require moving to a totally different street, but allow to move to another block in the same street.	6/24/2018 7:48 AM
115	Just build a few parking decks like 5 stories. You have you create more space	6/24/2018 7:30 AM
116	We need more near festival park, the library, and the train station. I am on that side of downtown everyday and there is not enough parking for employees, customers, and events.	6/24/2018 12:46 AM
117	Please keep the Franklin Street Parking Deck free after 5pm and on weekends.	6/23/2018 11:13 PM
118	I appreciate the city being willing to work with Hay Street UMC regarding the leasing of parking spaces for our church. With the loss of the city lot behind the church, which is now being used by Festival Park Plaza, our church has a severe shortage of parking, especially for special events during the week (funerals, etc). I appreciate the fact that a parking services representative was willing to come to one of our church meetings and offer possible solutions. I hope that the citizens of Fayetteville will expand their horizons and be willing to walk a few minutes to support the downtown area.	6/23/2018 5:57 PM
119	Personally in my opinion the big picture is a nightmare, rather then a field of dreams for Fayetteville, NC	6/23/2018 4:20 PM
120	There definitely needs to be more parking for city employees. I'm a police officer and have to find parking for my POV while I work my shift. There is rarely available parking, and I've been cited several times just so I could go to work. You have civilian city employees that leave their job several times a day to go move their vehicles around the police department to avoid being charged. This is unacceptable and a waste of city time.	6/23/2018 2:50 PM
121	For people who are unfamiliar with the area, it can be difficult to find the parking decks and areas. Also, for larger events, consider the "park and ride" alternative. It's worked before.	6/23/2018 1:44 PM
122	Make a parking deck, affordable but not free, specifically for the baseball stadium. Making patrons park 10+ minutes out, in hopes of getting attendance at other down town locations is going to hurt the stadium. This is a general consensus. Listen to the people who you expect to show up.	6/23/2018 12:28 PM
123	Parking is NEEDED!! Dogwood festivals are awful every year when it comes to finding parking. There isn't enough parking available now to accommodate the ball field. We need another parking garage!!	6/23/2018 11:30 AM
124	Work to ensure that there is free parking available for city and county employees during the work week.	6/23/2018 10:56 AM
125	Park house,when Stadium is finish provide a shuttle to and from stadium.Poor planning from the start of stadium, where are u to park when finished. How many seats has ballpark= parking.Not going to fly.??	6/23/2018 10:50 AM
126	More parking! If you want people to visit downtown Fayetteville provide adequate low cost parking. Improve the night lighting ! Have more police presence!	6/23/2018 10:33 AM
127	Avoid paid parking. The lot across the street from the Library has been paid parking for many years and people don't use it. It sits empty while people park at the library lot to avoid paying. Also the pay only before 5 pm bit is confusing. I regularly see people paying in that lot (the few who are forced to park there during an event) paying for their spot despite the fact that they don't have to pay on evenings and weekends. If this was still I public lot I would recommend better signage.	6/23/2018 9:12 AM

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128	I am a long time property owner of two restored Loft apartments in Downtown Fayetteville. I now rent them both out to long term residential tenants. Having a resident parking sticker (for stand alone Loft apartments not attached to a parking lot) is of major importance to keep people living in our downtown. These are the local small business owners who have restored these buildings and now rely on the rental income to keep our downtown alive and we are the same property tax payers who have brought our downtown to this tipping point, there are aprox 60 of these apartments throughout our downtown. These residents need a way to park without moving the car every 2/3/4 hours or to have to pay for parking hourly/daily. This topic needs serious thought as these are the people who started the downtown revitalization movement and these are the same people who will be severely hurt by a pay for parking method if Downtown residents are not considered in some form or fashion.	6/23/2018 9:07 AM
129	I use the Amtrak station frequently. The Stadium should not have been built downtown. Traffic was terrible before the stadium was considered. You have crammed too much into this small space for the benefit of a few people. Too late now. Another crappy decision out of city management and council. You could tear down the Prince Charles, but you won't. Walking across the tracks from ASOM is BS. Too far for elderly and train passengers. Very unsafe. Reminds me of the events around the county jail. Build it, then ask taxpayers to pick up the cost for additional staff. Besides, we can't afford to put a bathroom in visiting dugout-I wouldn't bring my team to Fayetteville	6/23/2018 9:01 AM
130	Need a FREE trolley from parking towers to travel the whole tourist business district If the trolley is free then paid parking towers won't be such an insult And tourists love tour trolleys and 17 blocks is a bit much walking for tourists from a paid parking tower	6/23/2018 8:50 AM
131	Free parking for employees of downtown Fayetteville. When I worked down there, parking was always the biggest hassle.	6/23/2018 8:42 AM
132	In addition to the 2 and 3-hour spaces on the street, there should be street parking with no time limit for downtown workers and residents. The ultimate success of downtown's revitalization is establishing a large residential cohort.	6/23/2018 8:33 AM
133	do not charge for parking during events	6/23/2018 8:22 AM
134	make sure people that come to downtown for eating or baseball games or special events have adequate parking spaces. I realize you have to balance this ie you can't have 4000 parking spaces and only use half except for special events	6/23/2018 8:13 AM
135	We need at least two trolley-looking buses or Trams that are free, subsidized by the MSD tax dollars and the City Fast system. They need to carry people around the Downtown to destinations from existing and future remote lots. With those "trolleys" Fayetteville's parking problems will go away. We also need less garbage sign pollution and better way-finding signage(with larger legible fonts), showing parking locations and off Hay Street businesses/ shops.	6/23/2018 8:08 AM
136	build a parking deck for the use of stadium patrons not far from the venue	6/23/2018 7:50 AM
137	Yes, quit charging people an astronomical amount to park down there. A Maximum of \$10, say you have to go to court in the federal building, and you only end up being there maybe three hours. That's insanity.	6/23/2018 7:48 AM
138	Valet parking should be offered at new stadium or by local businesses. Offer shuttle to/from more remote city parking lots. Another high-rise parking structure is needed. Half of the current structure is restricted access. Also, current high-rise structure is not managed well. Machine that dispenses tickets may be broken or just out of tickets and management cannot resolve this type of issue remotely or does not physically service fast enough.	6/23/2018 7:45 AM
139	Shuttle service on the weekend from central locations run every 30 mins	6/23/2018 7:39 AM
140	I've been here for 8 years and have never had a problem or gotten a ticket. Parking is always available; there just might be a bit of walk to get to the intended destination.	6/23/2018 7:34 AM
141	Make it free	6/23/2018 7:05 AM
142	Diagonal parking in front of Husky Hardware on Hay Street and on lower Person Street is a hazard when trucks/suv park in those spots, as the parking spots are too small and the trucks/suv take up part of the street. Ban trucks, large SUVs from those spaces.	6/23/2018 6:56 AM

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143	I am not sure if you noticed that the new city transportation (Fast Bus, etc.) has added to the parking issues, to pick someone and you may have to wait, there are only a hand full of parking spots. Most of the the closer parking states that you must have a parking permit. Vehicles can be towed at their expense for parking in other business parking areas. The events that are held in the Festival Park, streets are being closed off. The baseball field will add to the congestion and frustrations of deciding whether to go to the events or not. What about using the buildings that have been wasting space, contact owners if not local. Tear them down, use them because of "all" of the work being done to improvements to the downtown areas are for nothing if you still have eye-sores along the way. Dogwood Festival's parking, for example, how was the parking to accommodate the many goers and how many more could have attended if there were more parking. Other example, that takes place downtown is buildings that rent venue spaces such as weddings, etc.	6/23/2018 3:16 AM
144	More Handicap accessible & friendly parking. Current parking takes extremely long travel times due to lack of these being available near places that we visit. Sometimes have to park down towards the Market House then travel up towards the other end of Hay St to get to my destination. Takes to long with my disabilities to get from parking to where I need to go on time. I usually end up late due to this problem.	6/23/2018 3:01 AM
145	Take away the time limits, there is more than enough free parking available if you don't have to worry about getting a ticket every 2 hours	6/23/2018 1:17 AM
146	It would be great if Fayetteville constructed a city train network. It would make downtown more accessible and lessen congestion.	6/23/2018 1:13 AM
147	Increase Free parking Spaces & lots. Add more parking lots, by replacing abandon buildings. Do not increase parking Fees, do not add or increase paid parking. Include more bus routes & stops. Use part of the vendor fee & funds generated from concession to help pay for the parking lots instead of charging the citizens. Let the parking decisions, changes & fees be decided by the City Council members after they have heard from the citizens. Design & build a new parking lot for the new transit center.	6/23/2018 12:53 AM
148	possibly add meters for short term parking.	6/23/2018 12:36 AM
149	More cost free parking would be really nice??	6/22/2018 11:51 PM
150	Need more places to park. Not enough parking spaces.	6/22/2018 11:13 PM
151	Need somewhere to park for work as I work in a restaurant downtown. We must move cars during shifts to keep from getting a ticket.	6/22/2018 11:00 PM
152	There needs to be more parking, and actual parking lots. the parallel parking on the side of the street is not safe for small children to safely unload; I would love to spend more time and money downtown but parking is such a hassle. I have given up on attending any downtown events or the Saturday farmers market because parking is and has been such a headache. The baseball stadium is going to turn that situation into a nightmare. I am fine with a short, safe walk to my destinations downtown, I would like to see light enforced crosswalks from the proposed parking leading to main destinations	6/22/2018 10:21 PM
153	Either open it up to more free parking or make a legit and safe parking lot for all.	6/22/2018 10:17 PM
154	Additional parking deck behind AIT building or on land where old Rowan Street bridge was would be great since new parking deck will not be very many spaces for ballpark	6/22/2018 10:13 PM
155	If parking to attend the new stadium, a parking fee of \$5.00 dollars per parking space. The closer you are to the stadium, the more money you should pay, like may be \$8.00. If you want almost curb side stadium parking then \$10.00 per parking space.	6/22/2018 9:35 PM
156	I'm not an employee, but I have noticed that the employees at city hall have very limited parking that they have to pay for just to go to work. If they dont pay to park in that underspaced area, they must move their vehicles every 2 hours or face fines. The only other option is to park a considerable distance away. That's messed up. It's a safety concern especially for women arriving alone in the early morning or evening darkness. If it is inclimate weather and they get wet, then they must sit at work in those clothes. Employees need a close place they can park that is safe and a safe walking distance to city hall. How can anyone in city government claim to care about the citizen of they cant even show they care about their employees.	6/22/2018 9:22 PM
157	Yes a big help would be get more parking for the courthouse daily busy business.	6/22/2018 8:56 PM

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158	The time limit should 4 hours, not 2. My place of employee employment does not offer a lot of parking, so therefore some people have to park in 2 house limits and try to remember what time they parked to prevent getting a ticket.	6/22/2018 8:27 PM
159	None	6/22/2018 8:22 PM
160	Yes, people should quit their bitching and realize that in real cities like Boston, people spend hours looking for parking spaces after work and more often than not have to keep returning to their vehicles every 2 hours to move so they avoid getting towed and receiving a \$150 ticket. And all of this occurs after shoveling 8ft of snow every other fucking week due to blizzards. Also beer here is wicked cheap and people can afford a ticket once in a while. Please don't hesitate to tell the whiners to fuck off. This is only an issue here because of the rampant Type-Sweet Tea diabetes and laziness caused by overwhelming humidity.	6/22/2018 7:49 PM
161	Build free parking deck	6/22/2018 7:29 PM
162	Plan for parking before building things like the new baseball stadium. Because of the festivals held downtown and now the baseball stadium I believe there should not be anything else built around the Festival Park, Hay Street area until the parking can be improved. There are other empty land spaces as close as a street or two over or a block or two away. Everything happens at Festival Park or on Hay Street so most of the businesses want to be there but it seems they don't stay long or the ones that do cater to a certain part of the population. I've heard it's very expensive to have a business on Hay Street and because it is the popular place to be downtown it creates a bottleneck affect I think. One street over it is a ghost town with decaying buildings for sale. Also I have often wondered why and who in their right mind would put a school there. I'm glad Fayetteville has Capital Encore but it's location makes no sense to me and it does not help the parking or traffic problem it just ends up causing more traffic problems on other streets.	6/22/2018 7:22 PM
163	I really like the parking garage downtown because it is the only place to find parking anymore. However, if I am downtown during the day I have to pay to park which may take away from what I spend. Also, the court house has a MASSIVE parking problem with free accessible parking that isn't limited to a short amount of time. No one enjoys arriving extremely early to find a parking spot to avoid a ticket. I would say in general downtown is an amazing place, however, due to the growth, parking has become much harder to find.	6/22/2018 7:08 PM
164	Need to make more parking spots make free or inexpensive.	6/22/2018 6:45 PM
165	Maybe consider a shuttle service for far away parking to accommodate people who may not want or able to walk a far distance from parking spot to stadium.	6/22/2018 6:45 PM
166	A cool park and ride would be nice. trolley maybe. Valet service needs to be an option for us lazy folks! All Spots on Downtown streets (hay, person- franklin) should be 15 min pick up spots only for the shops to have spaces open for paying customers. Even today we have people that park half on the sidewalk to "run in" to places since the street spots are 2hrs and always full. I wouldn't mind parking far away from the stadium if the shops and restaurants were open after games. Or food trucks were allowed in city spots... especially if the restaurants are closed. I usually use the lot near sky view but 5/day v 10/day may make me think twice. It's less I can spend that day. Either way it's going to be fun!	6/22/2018 6:10 PM
167	Have more free parking near festival park	6/22/2018 5:58 PM
168	Restore FREE parking immediately adjacent (within 10 - 20 feet) of the Amtrak station for drop-offs and pick-ups for 10-20 cars & taxi's. It is NOT safe when traveling the Amtrak Silver Meteor in the middle of the night 12:30 am or 1:30 am. Even the police station (a half block away & across the street from Amtrak) had their entrance door smashed in recently. Parking for our wonderful Festival Park has been eliminated for visitors, festival vendors and volunteers. Why ruin one of the greatest venues in the city to build a stupid eyesore like the baseball stadium and adjacent multistory building (offices, apartments, & tiny parking garage) which will cause more flooding in downtown and which is actually in the historic downtown Fayetteville district.	6/22/2018 4:56 PM
169	Consider the area that has been cleared to the opposite side of Rowan Street, that area may be suitable for an additional parking deck in the future. It would be convenient for all locations downtown Festival Park the baseball stadium the Airborne Museum comma Etc	6/22/2018 4:40 PM

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170	We know we will more than likely have to pay for parking in the future, seems to be the direction we're heading....and we can adjust and deal with that. However, there are going to be a lot of people who will not be able to afford parking (\$10 a hit) and also pay for whatever event they might want to attend (such as a ballgame), so probably they will just not participate. We think there should be some free parking available for such situations. The one area we are unhappy about is what it looks like the parking situation will be with Amtrak parking. We do use Amtrak for New York trips and have enjoyed the convenience of parking in their lot for free. We understand that will end once the parking garage is finished and that there will be some spaces in the garage for Amtrak customers, however, there will be a charge. Guess that will be one of our adjustments. We do hope there will be some good resolutions for parking because we are certainly looking forward to our ball stadium and the Astros coming to Fayetteville next year.	6/22/2018 4:34 PM
171	Might need to focus on more park and ride options with local transit	6/22/2018 4:19 PM
172	1 - You need to stop encouraging people to visit downtown only to make them pay to park or burn them with tickets!	6/22/2018 4:17 PM
173	As much as possible, I avoid doing anything in Fayetteville because of the parking situation. I only go to meet friends for special occasions. I will not even consider shopping there because I do not understand the parking.	6/22/2018 4:07 PM
174	street parking should be free after 5 pm, if you move your car after two hours to another spot your two hours should refresh, invest in affordable parking decks/parking pass packages for residents. There isn't enough parking for the living quarters that are being put in. This is a military community, and generally younger adults live and utilize downtown, which means bigger crowds and in turn more vehicles to be parked. This needs put into consideration as these new developments are being put in.	6/22/2018 4:06 PM
175	I cant believe they took away the amtrak lot. I don't like your question in survey. the pick two question I want all 3. I want free parking that is easily available to my destination and close by. I do not expect to have to pay for it. don't like walking a long way and have to carry my stuff. The crime rate makes me uneasy. I want to be close to my destination. I don't want to have to drive around and around in freakin circles to be able to park my truck. I want to park my truck, go eat dinner, shop, go to the office, and not worry about running to my truck after 2 hours. If you have to, build a giant parking lot nearby and run a free shuttle service or trolley. Jump on jump off. You need more handicap parking. you need to get this parking issued solved or it will ruin your city. I saw this happen in Pensacola Florida. The nitwits that run the downtown improve board screwed up the parking so badly, the shop owners, and restaurants and coffee shops are all crying due to lack of business. they built up the area too fast. built too many condos, hotels, apartments and office space and the infrastructure cannot handle it. the locals got frustrated with the crazy parking situation, parking tickets and just started going over the line to Alabama where parking is plentiful, no stress and free.	6/22/2018 4:06 PM
176	Stop with nickle and diming and create simple parking that doesn't cost anything. If i didn't work downtown i would never EVER go there. You want to attract me and friends like me back downtown, make it more appealing to come and enjoy it vs hating it.	6/22/2018 4:04 PM
177	The parking situation is getting ridiculous with the new stadium. Fayetteville is not a big enough city to warrant paying for parking. It's not Raleigh or Charlotte and that is a good thing. Lack of parking at the Amtrak station discourages use of public transportation options and creates an unsafe situation for anyone who has to park far away and walk, since that train arrives in the middle of the night. It's also a big problem for disabled people--like our many veterans who may suffer disabilities.	6/22/2018 4:03 PM
178	Employees downtown shouldn't have to leave work to move cars threw out the day or walk all the way across town to the parking deck with cash from deposits and such.	6/22/2018 4:01 PM
179	Build another parking deck!	6/22/2018 3:57 PM
180	Being able to park for free at the Amtrak station again would be nice.	6/22/2018 3:56 PM
181	N/a	6/22/2018 3:56 PM
182	Because I am from a larger area, I have a great appreciation for parking that is convenient and inexpensive. I also believe that safety is of the utmost importance as well.	6/22/2018 3:49 PM
183	More space and free	6/22/2018 3:45 PM
184	Setting up a park & ride service.	6/22/2018 3:41 PM

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185	I believe that if one wants to park close to an event they should pay. Free parking should require a sacrifice of walking to the event. In every big city you have to pay for parking. Fayetteville is trying to move to the next phase so paying to park downtown is part of it.	6/22/2018 3:40 PM
186	All parking free, including parking decks.	6/22/2018 3:30 PM
187	You NEED parking for Amtrak. To make disabled people have to cross the tracks and go to the museums parking lot is very poor planning. When the train arrives in the afternoon, there should be enough parking for everyone getting off the train to be able to access a vehicle without walking over a half mile. It IS a wonder that no disabled groups have had the nerve to sue for violating the disabilities act.	6/22/2018 2:27 PM
188	A multi level parking garage would be useful.	6/22/2018 2:19 PM
189	I do not like the idea of charging for "special event parking" on popular downtown festival/event dates in those parking spaces that would not normally cost anything during those hours.	6/22/2018 2:19 PM
190	Parking downtown is already a nightmare at times when I'm trying to go to a restaurant or bar, go shopping, or go to my hair salon. The stadium is, I imagine, only going to make things worse overall. It's imperative that parking for existing businesses doesn't become a deterrent to going downtown.	6/22/2018 2:13 PM
191	Allow room for those who work downtown and who visit libraries and museums. Many things downtown are free or inexpensive and are popular for those reasons. High cost parking will deter attendance to these places. I know the reports said otherwise, but I talked to a lot of people who did not attend the Dogwood Festival this past spring because of parking, myself included.	6/22/2018 1:45 PM
192	Need more free parking during the day or better signs showing where you can not park	6/22/2018 1:43 PM
193	SIGNAGE: The CVB installed signs several years ago directing visitors to available parking. These do more harm than good for several reasons: 1) they point to every conceivable parking spot-- which are usually not available--rather than directing visitor flow towards the parking deck and surface lots--which usually sit empty; 2) the signs are a non-standard design, which doesn't clearly convey 'PARKING THIS WAY' to motorists; 3) the sign at the parking deck indicates 'CARD HOLDERS' which drives away public customers. Recommend use standard 2009 MUTCD green parking directional signage (Fig 2-D 10) to create a 'breadcrumb trail' from the entryways through the Downtown District towards the parking deck. EMPLOYEE PARKING: Current City policy offers resident parking at reduced rates, but employees must pay full public rates and compete with customers for parking. As many employees are lower-wage entertainment, dining, and hospitality workers, this compounds the difficulty of attracting and retaining these employees in the city-designated arts + entertainment district.	6/22/2018 1:17 PM
194	Have more free parking for employees who work downtown. It's not a safe place for me to walk from the parking deck to Ra avenue.	6/22/2018 1:10 PM
195	Better signage on in the lot across from the library that some are permit parking (in the lot and not just as you drive in). I park in the library spots almost everyday and it was two months before I realized what used to be paid parking is now permit parking. I even asked a few other library staff what they knew about it and none of them did, until a patron got a ticket and we were all made aware and I started noticing the sign.	6/22/2018 1:09 PM
196	more parking options	6/22/2018 12:57 PM
197	Parking for business owners Parking meters	6/22/2018 12:29 PM
198	It is vital that downtown residents be further considered within the parking plan. There are many downtown residents who live in the original lofts above store fronts, which makes our downtown so beautiful and unique, but we have no alternate methods of parking. Some of us, like me, have very small children and work from home. Moving my car every few hours to another block or walking several blocks with a baby and groceries etc. is not feasible. Especially if we look to a pay parking structure downtown, an actual resident permit that we pay for (not that gives an extra hour - what point does that even serve - we don't need extra time to eat or shop, we actually LIVE here) that would allow us full time access to a space on our block seems perfectly reasonable. There are no more than a couple of residents per block of 20+ spaces and most of us are not home the majority of the time. This would not be a loss of revenue for the city as the downtown residents are truly the cornerstone of the district who shop, work, dine and are very involved in bringing new folks downtown as well. A solution to this limited problem would go a long way in keeping my family downtown for the years to come.	6/22/2018 11:57 AM

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199	There currently is NOT a parking problem, but an unwillingness to walk. Unless there is a major event, there is always an abundance of parking in the Hay St Methodist/Library lot, the lot behind the old Capital, and the Courthouse lot(after 5). Also, the City needs to give owners and businesses passes for free parking in those outer lots. Save the spaces on Hay St and old street for shoppers visitors. One cannot expect a waiter making 2.50 an hour plus tips in the current conditions downtown to pay for parking..therefore they simply move their cars every 2-3 hours from spot to spot adjacent to the shops living no spaces for the customers. Also the employees of the PWC building need to be banned from parking in front of it on Hay St. In the near term, the city needs to consider public/private partnerships with businesses near downtown to use their lots for Park n Shuttle during major events.	6/22/2018 11:55 AM
200	Keep the parking free or cheap. Fayetteville is not a big city, so no need for big city parking prices. Plus keep the parking close to the stadium. You've cleaned up the downtown area....somewhat but it's still a crap whole and parents don't want to walk far from the stadium at night with their kids through the crap parts.	6/22/2018 11:48 AM
201	Converting to "fee parking" on currently free spaces will greatly impact how often I visit and shop downtown - as well as the amount of money I spend at businesses when I am there.	6/22/2018 11:46 AM
202	Yeah: GET RID OF PAID PARKING!!! It was really underhanded to sell off that city parking lot on Maiden Lane (in front of the library) with little to no public notice. It was also pretty dirty pool to sell off ALL the parking spaces at the train station. Now that was a real customer-friendly move. Was this a backdoor way to get Amtrak to move to the Bus Palace - oh, excuse me, the MULTI-MODAL TRANSPORTATION CENTER, AKA the new homeless hangout? Did the almost-empty parking deck on Franklin Street not teach you anything? There's very little in downtown that's worth paying parking for. I don't think the ball field is going to change that too much. Gotta love Fayetteville city government - you all never miss a chance to blow an opportunity.	6/22/2018 11:33 AM
203	Being a buisness owner i think it is ashame that i have to park so far away and walk to get to my buisness. Homeless people and runaways are everywhere and when i leave my buisness in the evening hours i do not always feel safe there isnt always great lighting on some parking areas. I also think its ashame my clients have to walk a country mile to get to me. I also think that strret parking should be more then 2 to 3 hours or have more parking areas or garages. I think its awful that the buisness owners are trying to build up downtown and we have tickets on our cars everyday! I don't think that people that are renovating or doing construction should not be able to park on the street with all their work vehicles.They should have special areas for parking for people doing contruction, renovating, pwc, electrical, cable, roofers, baseball field workers etc.	6/22/2018 11:25 AM
204	I believe it is critical to the continued success of downtown businesses who own and lease loft apartments to be able to offer their tenants residential parking permits. Before it ever became popular, those who pioneered the revitalization of our historic downtown built loft apartments to encourage urban living. There were no parking lots available to the loft apartments fronting Hay and Old Streets. One of the perks of renting our loft apartment is that we provide a year's paid parking as an incentive to live downtown. Please do not discontinue that program for those of us who have invested in the growth and vitality of Historic Downtown Fayetteville for more than 20 years.	6/22/2018 10:08 AM
205	have no problem with paying for parking. with the new projects underway downtown it should be anticipated by the general public	6/22/2018 9:39 AM
206	Parking needs to be free in parking lots (private owned lots are ridiculous) and charge fees for the garage and we need it to be more accessible to businesses. Downtown is not thriving because we don't allow easy access for visitors.	6/22/2018 9:26 AM
207	Please help Fayetteville become more like other cities of our size (e.g., almost 250,000 population). Lets have parking/wayfinding/management similar to other major cities--and ideally, lets use technology to be on the forefront of "smart" city growth/development!	6/22/2018 9:13 AM
208	I hope you don't force everyone into multilevel parking garages. I hate those and would come downtown less if we had to use them. I like the parking we have now on side streets because you can get pretty close to where you want to go but still get in a good walk. I wouldn't mind some large parking lots like the one at the courthouse in a couple of different locations. But if you charge, make prices reasonable. I'm not going to spend an extra \$10 to come downtown for lunch and do a little shopping. You're competing with a lot of other places in Fayetteville and need to give people a reason to come, not go elsewhere.	6/22/2018 8:27 AM

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209	Provide free, convenient parking for employees that work downtown. A parking deck for employees only perhaps. If parking is more than a 3-5 min walk, provide shuttles. If employees were provided these options, it would open all other parking in city for visitors & shopping patrons. If the baseball stadium plans were drawn up correctly, it will have its own sufficient parking.	6/22/2018 8:25 AM
210	Need a free shuttle for events - before & after to link to stadium area to parking and restaurants throughout downtown. Provide free parking in more remote areas and encourage private paid parking to close in areas.	6/22/2018 7:59 AM
211	Eliminate the "whack a mole" approach we use to manage parking where we spend all our time and resources encouraging people to move their cars to the next free space every few hours. Manage parking like every other downtown of any size and change hourly rates for parking. Use the technology that is available to improve the experience for the consumer. Perhaps have less expensive parking options the further away you park from downtown.	6/22/2018 7:40 AM
212	I think the time is coming for some sort of paid parking in downtown Fayetteville. In considering that, please do not forget there are 60+ residents that live above existing storefronts and do not have dedicated parking. Some of the newer properties have dedicated parking and garages, but the pioneering & anchoring residents of our downtown do not. Please insure that a economical residential permit program is available. Downtown residents, pay the additional MSD tax on their personal property which includes automobiles, so technically they are already paying for parking.	6/22/2018 7:34 AM
213	If Fayetteville is going to start charging for special events or for parking in general, then Fayetteville should invest in additional parking decks in convenient locales. They never charged for parking (in public parking lots) for events before. Now that Fayetteville is charging fees to park, I will be limiting my participation. I did not attend the Dogwood Festival this year because of the parking fees. The fee is too much. \$5 is a more appropriate parking fee. However, if Fayetteville had more parking decks, then I could see the \$10 fee. Otherwise, lower the parking fees. These events I thought were supposed to be free. If you have to pay to park, they are no longer free.	6/22/2018 1:49 AM
214	As a employee of a company that leases 30 spaces, I would like to see the City offer a discount for 10 spaces or more. It has never been clear, as to whether City Staff pays for parking. A recent conversation with a city employee indicted he paid for parking in the Deck and it was less than we pay! Most incentives for anyone to come into downtown gets an offer of "x" number of spaces at no charge. Those that have remained downtown, pay a premium.	6/21/2018 11:00 PM
215	Current parking policy is not posted anywhere so people don't understand how it works. Which I think is be design to generate fines. Kind of dirty pool if you ask me. I think meter kiosks would be a better and more understandable way of dealing with parking.	6/21/2018 10:55 PM
216	Eliminate the ordinance about not being able to park in the same block twice in same day. Now if you park in a 2 th zone stay 5 min and get recorded then come back 3 hrs later you will get a ticket.	6/21/2018 10:55 PM
217	No, only that it's very inconvenient -- especially now at the train station which will be even worse with the ball park	6/21/2018 10:20 PM
218	Need some type of dedicated space at AMTRAK station. Are more parking garages possible in various areas? Downtown is not parking friendly to elderly or disabled persons.	6/21/2018 10:16 PM
219	Tear down useless buildings and make lots. Also more parking garages in available areas. Maybe move city hall that's prime real estate.	6/21/2018 10:16 PM
220	More free parking availability.	6/21/2018 9:29 PM
221	I dont bring my handicapped mother to events like the Dogwood Festival because she cant walk very far and finding a parking place closeby has been impossible. Even all the handicapped spots were full. It is a shame for her, as a Fayetteville resident, to be unable to attend any major downtown events because there is no place for me to park where she can walk.	6/21/2018 9:25 PM
222	The no parking on the same block after intial parking is cumberson. If I come to my place of business and run in for ten minutes in the morning, I shouldn't be prevented from parking there any in the afternoon	6/21/2018 9:17 PM

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223	Please do not install parking meters!!!! Parking Meters are just another expense for Downtown business owners. We pay rent, or Real Estate Taxes, business sales taxes and business property taxes. The people that park using the street parking are typically business owners and employees of downtown businesses. Patrons do not seem to mind parking in lots or garages because they are centralized to all the businesses. We that work downtown carry equipment, expendables, etc from our vehicles to our business multiple times per day; more than any customer would. There are so few parking spaces in front of businesses, It would cost most of us roughly \$120 per month at \$4 per day like the lots. That is just another bill for us. The parking garage seems to be out of order quite often. I'm not sure why it is frequently closed or out of order with no way in. I thought it was a 24/7 parking lot. I suspect we would benefit from having someone there to stop people from urinating in the elevator or at least to clean it up. The car and truck clubs that meet there are annoying as well. Every Friday and Saturday there is a car club and a pickup truck club that meet in the parking garage. They take turns revving their engines and peeling out. This lasts for a couple of hours every weekend. They each have their own peel out while exiting the garage and speeding to Gillespie street. Every day I witness dozens of teens walk, sit, and even skateboard on the top ledge of the parking garage. Not the false ledge, the actual ledge. They film themselves running down the edge of the garage. I personally have been spit at by kids hanging off the ledge. Nothing personal, they just do it to people as they walk by below.	6/21/2018 9:01 PM
224	More parking availability without cost. Lots are either designated for private parking or you have to run back to refeed meter while in a meeting or eating. Asheville, NC offers first hour free in parking decks, then charge is expected. Until Downtown has more businesses, availability & high costs should be addressed. You need a feeling of comfortability and relaxation when considering going downtown. Not worrying about receiving a parking ticket. Are we conveying the message of welcome to our city or we want your money.? I very rarely go downtown for this reason. Take Fayetteville back to the charm it had when Fleishman's Big Store & The Capitol existed. Attract businesses that appeal to all ages, not just the young adults. My husband loves downtown Asheville. Wish you would study what they have done.	6/21/2018 8:49 PM
225	Have parking available for churches at times when needed such as free on Sunday with a placard etc. Especially for those that are landlocked.	6/21/2018 8:26 PM
226	Build more parking decks now, to accommodate future build up downtown	6/21/2018 7:57 PM
227	Very frustrating to park in a 2 hour space, stay for 5 minutes in the same space, leave and come back later and get a ticket no matter how long I stay in the space during the 2nd visit.	6/21/2018 7:44 PM
228	Safer, well lit long term parking solutions for employees and business owners in a central location so street parking is free for customers of businesses and games, with paid hourly parking that accepts debit cards/smart pay	6/21/2018 6:56 PM
229	The building of the parking deck beneath the hotel is great, but I assume it will only be for hotel guests and could not be used for Amtrak travelers or City Employees. I'd suggest building a deck for City Employees or making one level of the deck under the hotel for City Employees. Many City Employees work overnight and to assume they will be safe walking more than three blocks from available parking at night is unreasonable. Well lit parking close to City Hall, HRD and the police department is a necessity.	6/21/2018 6:55 PM
230	The slanted parking in front of Huske Hardware need to go! They are hard to get out of when it's busy and trucks don't fit all the way in, causing cars to have to swerve out to avoid hitting them and going into the next lane.	6/21/2018 6:33 PM
231	We need other modes of transport such as bicycle taxis, horse carriages, mini bus. There are times when I need to bring someone handicapped to a game and they are unable to walk to the stadium. If I drop them off and then have to go find a park and walk back myself they could be standing there for 30 minutes or more and will probably not be able to stand that long by themselves.	6/21/2018 6:14 PM
232	Parking should be free for business owners.	6/21/2018 6:05 PM
233	We have plenty of parking options in DT Fayetteville for those able and willing to walk a few blocks. DT Fayetteville is walker friendly. For large events (Annual festivals & the opening of the Multi-Functional Baseball Stadium) private entrepreneurs with the appropriate credentials/liability insurance should run shuttle services from the Cumberland County Court House parking lots (front & back) to the new baseball stadium/festival park area.	6/21/2018 6:00 PM
234	Signage, safety, well light streets	6/21/2018 5:00 PM
235	Please check in to park & rides, shuttle, trolley, golf carts etc...	6/21/2018 4:30 PM

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236	For a 3000-seat, multimillion dollar stadium, there needs to be a three or four-story parking garage built along with it in order to attract a large number of people who opt to drive to family-oriented events like baseball games, concerts, etc.. If people are frustrated with the perceived lack of parking, they will opt to go to alternate venues.	6/21/2018 4:28 PM
237	Bikeshare! I also would love a parking pass option for downtown employees. Instead of paying per hour or having spaces for only 2 hours.	6/21/2018 4:15 PM
238	As a business owner, I pay monthly for 2 parking spots, during dogwood festival, I had to pay an additional \$10.00 per spot each day! Absolutely ridiculous!! And now you are putting a baseball stadium in the middle of downtown, where there is no parking! My business has already dropped about 10% and I have customers that tell me, they won't come back downtown because of the parking !	6/21/2018 4:14 PM
239	Maybe setting a valet parking form the parking garage to the front of the stadium. Invest in Bicycles or electric bikes to travel around downtown that you can rent and drop off at different locations within downtown.	6/21/2018 4:11 PM
240	The city needs to have adequate, FREE or low cost parking, especially for public events events. If I did not own a business I would RARELY come downtown if I had to pay to park. It's outrageous and not worth it.	6/21/2018 3:42 PM
241	Employees need a designated parking area near their business. It's too hard to find somewhere to park, and when you do you have to worry about moving your vehicle before the time limit is up and get a ticket. And paying to park down here every single day is too expensive. If employees could pay a yearly parking pass that would be much more efficient and price reasonable.	6/21/2018 3:40 PM
242	Downtown needs to have some sort of employee parking. It's not good for women, as well as men, to have to walk more than a block down the Street to get to their vehicle. Especially after hours. I feel The parking situation deters a lot of people from the downtown area! It is a situation that definitely needs to be addressed.	6/21/2018 3:37 PM
243	In other cities there are bike rentals where you pay and bike from one location to another. They also have pedi-cabs and those are a super solution to having to park far from a destination, especially for those with mobility issues.	6/21/2018 3:33 PM
244	More options for employees of businesses. During events I have to walk my staff back to their cars for safety and they sometimes have to park 15 mins away just to get a spot and then walk all the way back after they close late at night.	6/21/2018 3:32 PM
245	If you make parking paid you will run off customers that the small downtown business owners depend on. They have kept your downtown alive for you to be able to build this ball field. Please don't take away what they kept strong through the tough years. If you make parking paid for small business owners and their employees they will lose revenue and employees that are both hard to come by to begin with. You will see businesses close.	6/21/2018 3:30 PM
246	If there is 2hr free street parking and then 3hr free lot parking on the same block, and they are both considered the same lot (even though the signage is styled differently) it should be made apparently clear that you must move OFF that block in order to avoid getting a ticket. Also, it should be communicated via public signage that if you leave and come back hours later you have given up your free hours. I have never lived in a city with such complicated parking rules. It deters the military community from leaving the base to go downtown when they feel they need to read a brochure or scan the parking website to understand how and where to park. Or, all of this could be avoided with meters that can partner with a smartphone to alert the driver when their time is almost up and give them an option to extend their parking for the normal hourly rate.	6/21/2018 3:30 PM
247	The Transit(FAST) Parking NEEDS TO BE ADDRESSED. It is unfair as a City Employee that these customers are utilizing the SMALL SPACE that we as employees should have for only our use. I shouldn't be forced to PAY to come to work, NOR, should I have to walk more than 2 blocks to get to my building due to safety and security. IT IS IMPERATIVE that changes be made, parking lots can be used wherever in the city if you have an EMPLOYEE PASS, and specific lots should be delegated for EMPLOYEE ONLY parking and NOT MIXED LOTS.	6/21/2018 3:27 PM

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248	Railroad Depot/Tracks are a PIA for mass traffic, add Bus Transit/Depot. A Parking Garage that's closer to the Jail than Festival Park plus most folks are a bit afraid of using the Parking Garage, especially at night and now the city wants to charge to park in an Unhandy and questionable safe PG. Then scrunch in, beside those Railroad Tracks, another Parking Garage, Baseball Complex, Hotel, Townhouses and Businesses in the Prince Charles Renovation.....if the city can find enough folks to fill the Baseball Complex, can they all park NEAR it? If the folks drink a few beers at the game, the Police Dept is across the street do Fayetteville becomes DUI City. Only the merchants downtown will benefit from all the TAX Money going into these I'll planned projects. I love going downtown to see all the changes, would really like to try stiff the new Restaurants as we Est out everyday but we drive thru, look for Parking that we can find close enough to where we want to go, since I walk with a brace. Yes there are issues with downtown Parking already. An afterthought maybe when the old bridge is cleared perhaps an Open Parking Deck could be built on that site with Smaller Buses Continously Trolleying Folks back and forth to Hay Street Area with Stop's at a couple major sites.	6/21/2018 3:00 PM
249	A bit late to be concerned about parking, isn't it? Should have been done before breaking ground on a high occupancy attraction, with little existing parking and worse highway access. Rearranging deck chairs on a sinking ship comes to mind.	6/21/2018 2:56 PM
250	I would recommend improved wayfinding signage that guides you to available lots. Especially if its available after work hours. There are signs everywhere telling you what you can't do but not many guiding you to parking. You have to kina know where to go to find it which is unfriendly. I would like to see paystations on Hay street so there might be available parking for visitors, the spaces on the street seem to always be occupied by business owners or employees.	6/21/2018 2:56 PM
251	I work at the Headquarters Library off of Maiden Lane. The library is open 7 days a week. I work on Wednesday evenings till 8:00 pm. I need convenient, safe parking near the library. I am a Library Technician so I'm not paid very much. I need free parking if at all possible. The library has a few spaces across the street designated for employees. This is very helpful and I hope they will continue to have these spaces for employees.	6/21/2018 2:55 PM
252	More than 2-3hr parking/ paid meters	6/21/2018 2:45 PM
253	Convenient free parking should have been thought of before the growth downtown. Swampdogs baseball has free parking and cheap family fun! Bye!	6/21/2018 2:06 PM
254	Do not charge an event rate for people who work downtown. It is punitive. I will. It pay \$10 a day for my employees to work downtown in addition to salary. I forgot the city contracts with any businesses and gives them parking at a reduced rate or allows them to park for free, then all business should receive the same treatment.	6/21/2018 2:01 PM
255	Yes, for the old transportation BUS hub on Person Street, to become a public parking facility. This will create more foot traffic on Person Street, something that the businesses in that area has been struggling with, will help to claim that area from the homeless community as more business and visitors activity increases and it will be a good stroll through local businesses in Hay St and adjacent streets on their way to the Ball Park. If people park near the stadium they will park, watch the game and leave, minimizing the opportunity to shop and eat at local businesses.	6/21/2018 2:01 PM
256	None.	6/21/2018 1:51 PM
257	Parking should be no more than \$5.	6/21/2018 1:38 PM
258	Safe parking areas are needed in downtown. Some of the downtown population can harass pedestrians walking to and from parking areas. They may ask for money or something of that nature. Not only is additional parking needed, the safety of the parking areas should be taken into consideration as well. This should include pedestrian safety or additional crosswalks to aid in safely walking to and from parking areas.	6/21/2018 1:36 PM
259	I will pay to park. I thank everyone should ride the FAST BUS. Fast bus should run 7 days a week on downtown events and support its citizens to destination.	6/21/2018 1:36 PM
260	Do not make the parking decks paid parking after 5PM	6/21/2018 1:21 PM
261	no	6/21/2018 1:20 PM
262	Dena and I live at Parkview so we will walk to the stadium. One of the biggest problems in downtown parking is the front parking area of the Post Office. Folks who come to Federal Court park there and often stay beyond 2 hours.	6/21/2018 1:18 PM
263	A trolley to the surrounding neighborhoods would be amazing.	6/21/2018 1:18 PM

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264	I don't know how or where but we need more, especially with the new stadium and businesses surrounding the stadium. — safety is very much a concern! The farther you have to walk, the higher the concern! I have turned around and gone home because I wasn't comfortable where I had to park, I am sure I am not alone.	6/21/2018 12:59 PM
265	There should definitely be more parking downtown - with security to ensure those cars and the people who are returning to them are safe. Perhaps there is a fee involved with those lots that employ security guards or cameras. Cost should be as minimal as possible in order to get people to come downtown more. The big bus terminal may seem a little far from the downtown shopping and restaurants. Perhaps a bus that will drop them off at Hay and where Huske Hardware meet will get people to come downtown more as well.	6/21/2018 12:14 PM
266	most parking places on Hay street are taken by business employees frustrating when trying to run in and shop quickly or to pick an item up I dont mind paying if i am having a long dinner or shopping day but otherwise its a hassle	6/21/2018 12:00 PM
267	People are not going to walk to get to the baseball stadium.	6/21/2018 11:50 AM
268	Make sure there are plenty of handicapped parking spaces close to major venues (new stadium and Festival Park) AND keep parking lots/decks free of charge on weekends and after weekday business hours—regardless of special events happening at those times.	6/21/2018 11:46 AM
269	Downtown needs more free parking and parking in general! There's not much space to park unless it's the parking deck which isn't free during the week.	6/21/2018 11:44 AM
270	Park and ride somewhere close to an eating establishment off 401 or McPherson Ch Rd.	6/21/2018 11:43 AM
271	I do not plan to stay in downtown that long to park	6/21/2018 11:37 AM
272	Have parking just for residents. Finding parking near my apartment at 5pm is almost impossible. I am moving out of downtown because when the new stadium is built, I will not be fighting for a parking spot just to go home.	6/21/2018 11:36 AM
273	For the majority I come to town to work but since then have enjoyed the downtown area but once I am here to work I do not feel that we should have to move our vehicles every 2 to 3 hours and play a game of musical parks just to come to work especially when there are multiple parking available in the parking area right out our back door which is not off the main road that would be an inconvenience to the public or people we serve. Our entire office has this discussion daily and for us to be entertaining this survey explains that just our department is not the only one with the issue. I feel like as long as you have a permit for parking as an employee we should not have to stop working to look for a park or drive and walk for nearly 10 minutes just to get back to work. The parking issue not seems to be unorganized but a huge hindrance to our productivity. Please accept this survey to help correct this issue as soon as possible. thank you.	6/21/2018 11:32 AM
274	There needs to be another parking garage added, or some other form of free parking that will allow the multitudes of baseball-goers to park without monopolizing every current space in the downtown area.	6/21/2018 11:30 AM
275	Do not take away free on street parking. Businesses depend on it. If free parking is taken away, I would consider moving business.	6/21/2018 11:25 AM
276	Do away with parking tickets for curbside parking.	6/21/2018 11:17 AM
277	Build satellite lots for downtown with a frequently running shuttles and lot security and turn existing parking areas located directly in downtown into greenspaces instead.	6/21/2018 11:11 AM
278	Keep some parking free. We are nowhere near the point when we can take support for downtown for granted. Let's not drive that support away.	6/21/2018 11:09 AM
279	Charging to much to access parking. People that work at city Hall to include communications should be allowed to park behind building as well as side of building no charge to them as long as they have city stickers. The personnel that work at police dept have no spaces to park on franklin st corner and barely having space across from new bus station. Parking along side curb by franklin street police dept should not be allowed. It is a safety hazard because you cant see traffic coming from museum area because of vehicles parked there are blocking view for police vehicles and other vehicles exiting the gate from PAB area.	6/21/2018 11:09 AM
280	I rarely have trouble finding parking downtown. If I am unable to find street parking, I utilize the new deck. I do like that it is free most of the time. I would suggest a separate parkng area for baseball fans.	6/21/2018 10:55 AM

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281	There is plenty of space available downtown to be utilized for parking, but the areas are undeveloped. Despite the need to park, there needs to be an effort to keep downtown from turning into one continuous slab of concrete, which would take away from any beautification projects that had occurred during the last few years. The stadium is a chance to showcase downtown to non-locals, but it seems the end result has not been completely thought through. How will non-locals know to park 3-8 blocks down the road? Couldn't a parking lot with tram service be put in play as well?	6/21/2018 10:49 AM
282	Stop building stuff.	6/21/2018 10:21 AM
283	I have lived in bigger cities and truly enjoy downtown experiences. I'm truly excited for the new baseball stadium and will attend several events once it open. I just hope that there is plenty of affordable parking so that every one can enjoy the events!!!	6/21/2018 10:15 AM
284	Need more parking spaces	6/21/2018 10:12 AM
285	Not at this Time	6/21/2018 9:43 AM
286	My focus is parking spaces for downtown workers when an employer does not provide parking spaces for his or her employees especially when they are only hiring part time employees or have only one person in their office or business establishment only paying for his or her own personal parking space. Most employers are not willing to pay an additional fee for employee(s) parking even when only paying part time, minimum wages or barely above minimum wages. There are many empty lots with only a few cars but all are paid spaces no one can afford to use. Public transportation takes up a big part of our day adding additional travel time that could be used to spend more time with family exploring some of the opportunities the community offers.	6/21/2018 9:39 AM
287	N/A	6/21/2018 9:28 AM
288	You need to offer close and convenient and CLEARLY designated parking for departing and arriving at Fsyetteville Amtrak station.	6/21/2018 9:27 AM
289	Parking for the train is discussing, no places to park once you get there. Disabled people don't have a chance. Will the train station ever have another parking lot. The struggle of my husband and myself. Have ing to park far away because of no parking spaces. He couldn't help because he just had surgery. I am totally disappointed.	6/21/2018 9:27 AM
290	I hope that the new baseball stadium does not create a parking problem for those of us who visit downtown for other things. I also hope that it doesn't change the ambiance of our wonderful downtown area.	6/21/2018 9:26 AM
291	Yes. Enforce the rules. Stop allowing people to park in spaces clearly marked as loading or no parking zones. Fix the parking lot across from the library - that's ridiculous. Our company wanted to hold an event at the AIT space on a weekday between 8 and 5. We were unable to book the space because the parking charges were absurd. We would have brought 50-60 people downtown for a full day, they would have patronized the restaurants downtown and shopped in the local shops during our lunch break, but the city would not work with AIT to reduce the parking charge to something reasonable for our group.	6/21/2018 9:26 AM
292	Fayetteville is not a high income city and with the cost of admission/participation to local events, many families may not have funds to pay for parking. Adding the cost of parking to an already increasing cost of recreation may not be in the best interest of our city at this time. This is not to say that at a future date paid parking may be necessary, but this may not be the right time.	6/21/2018 9:19 AM
293	If this concerns parking related to the stadium, the developers should focus on stadium parking. I love the availability and "free" weekend parking in downtown. Please do not change this!	6/21/2018 9:17 AM
294	No	6/21/2018 9:06 AM
295	For the ballpark, a park and ride system would be really good .	6/21/2018 9:04 AM
296	None	6/21/2018 8:58 AM
297	should have built stadium somewhere other than downtown so there could be adequate parking.	6/21/2018 8:51 AM
298	Create more free parking that is available to the community	6/21/2018 8:51 AM
299	I have never spent money to park downtown. There have been times where I could not find a free space close to my destination and went somewhere else other than downtown. I would not want to pay for parking to pay to see a baseball game.	6/21/2018 8:48 AM
300	easy parking that is free somewhere. i dont mind walking	6/21/2018 8:44 AM

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301	More parking needed near Festival Park off Ray Avenue and across Rowan. The park is booked for 50+ events a year and there is "0" public parking available to the park. The lot at 225 Ray is now private as is the Masonic Lodge lot and the old Bank of America Lot. The nearest public lot is over a 1/4 mile away which for 86.9% of the people is not a huge issue. The huge issue is the for the 13.1%* of NC residents that have a disability. Those 13% will not likely endure the long trek to "downtown events" when they are faced with a 1/4 mile+ hike to the entrance of the event. *Cornell University Disability Status Report	6/21/2018 8:26 AM
302	Options for employees to park in a safe location close to their destination is minimal. Most employees, even those of the City of Fayetteville must move their vehicles every 2-3 hours to different spaces throughout the downtown footprint. This results in loss of employee productivity and focus as well as loss of parking spaces for the general public and consumers. I believe lack of accessibility is one of the major reasons that consumers do not visit the downtown area and that businesses fail.	6/21/2018 7:59 AM
303	Get more parking downtown	6/21/2018 7:20 AM
304	The parking ramp is my go-to parking spot lately. It seems underutilized. There's always spots. The price is super affordable.	6/21/2018 6:45 AM
305	Walking much more attractive option but crossing Robeson St. is dangerous. A walkway over it would be useful	6/21/2018 6:18 AM
306	"If you build it, they will come". Let's plan for the future that includes the notion that Fayetteville will become a near metropolitan area.	6/21/2018 4:20 AM
307	Keep free parking. I will not pay to park downtown.	6/20/2018 10:40 PM
308	Free: Just because others charge does not mean that we have to. If we want to emulate other communities let's be more like Cary and copy their UDOs	6/20/2018 10:05 PM
309	Very concerned about the lack of handicapped parking at the train station. My disabled relative is no longer able to travel to Fayetteville to visit.	6/20/2018 9:51 PM
310	I think \$10 for an event without charge is fair but it should be \$5 for ballgames since you already have to buy a ticket. If not I will ride my bike to the baseball park	6/20/2018 9:35 PM
311	The parking spaces along "main st" downtown are very short. When people have larger vehicles it is difficult to maneuver around them in order to travel in the right lane. They are also at a very sharp angle. Where the new parking spaces were put in downtown a few years ago, by the old bus station, they are just collection points for garbage and water. They look unsightly and collect garbage and waste.	6/20/2018 9:34 PM
312	more parking spots	6/20/2018 9:29 PM
313	Well lit parking areas would be nice. Downtown isn't exactly inviting after dark when you have to walk a distance to get anywhere. Clearly marked lots so people know where they can park without worrying about being towed.	6/20/2018 8:44 PM
314	All free parking.	6/20/2018 8:14 PM
315	Watch illegal parking.	6/20/2018 7:49 PM
316	There's plenty of parking, and Cumberland county and Fayetteville city employees need to begin paying for parking; The paved lots can be built upon for more businesses, offices, etc., to build upon. Increase the downtown worker population, for the economic benefit of the city of which the county is a part of and has a vested interest in. Paved free space can be sold, resulting in increased businesses resulting in increased tax base. Also the multiple paved lots around the courthouse reflect the county's lack of partnership and vision of foreseeing their vested interest in a "live" downtown. The sparse, spread out downtown is in need of a vision to fill in spaces and make it more compact. Downtown is more like a suburban area with its spread out nature.	6/20/2018 7:24 PM
317	The railroads haven't been mentioned at all. At 7pm the other day three trains blocked Hay St. Another railroad overpass is badly needed in the downtown area.	6/20/2018 6:09 PM
318	There will be a need for additional signage directing you to public parking lots.	6/20/2018 6:08 PM



E Appendix EVENT PARKING

The following provides some event parking marketing material and photos of event parking signage.

Indianapolis Downtown™

BEST BARGAINS PARKING

ON CONSECO FIELDHOUSE EVENT DAYS



Whether you're visiting Downtown's Wholesale District for work or play, you'll always find plenty of parking. And right now through the end of the Pacers' season, be sure to look for BEST BARGAINS PARKING whenever events are taking place at the Fieldhouse. Visit www.indydt.com for more information.

- FREE** • All parking meters after 6 p.m. Monday through Friday and all day on weekends
- \$1⁵⁰** • Circle Centre Garages
 - 48 W. Maryland St.
 - 49 W. Washington St.
 - 26 W. Georgia St.
 - 100 S. Illinois St.
 **Up to 3 hours
- \$3** • Anthem/Contractor's Lot - 201 S. Delaware St.
 - Express Park Garage - 20 N. Pennsylvania St.
 - Huntington Plaza Garage - 35 N. Pennsylvania St.
 - Lilly Lot - Southeast corner of Delaware and South streets
- \$5** • Meridian & South St. Lot - 365 S. Meridian St.
 - Express Lot #500 - 500 S. Meridian St.
 - Express Lot #405 - 405 S. Pennsylvania St.
 - Express Lot #301 - 301 E. Washington St.
 - 449 Penn. Lot - 449 S. Pennsylvania St.
 - Circle Block Garage - 25 N. Illinois St.
 - LaRosa Lot - 101 S. Alabama St.
 - 15 E. Washington St.
- \$6** • Virginia Avenue Garage
 - 155 S. Delaware St.
 - * Top Floor only

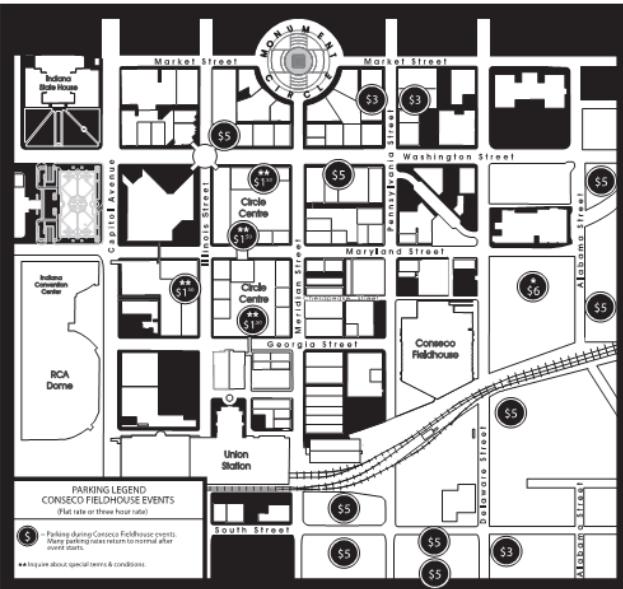


As of October 2009

LOOKING FOR BARGAIN PARKING?



IT'S ALL MAPPED OUT FOR YOU. ↴ ↵



Source: Indianapolis Downtown, Inc. based on information provided by individual parking operators.

© 2009 Indianapolis Downtown, Inc.

BEST BARGAINS PARKING ON CONSECO FIELDHOUSE EVENT DAYS

All parking meters are **FREE** after 6 p.m.
Monday through Friday and all day on weekends.



Used to market arena events in downtown Indianapolis prior to new arena opening.



TITANS PARKING PACKAGE

Great parking deal for **TENNESSEE TITANS** season ticket holders! Register today to park for \$10 per game at the Public Square Parking Garage --- a five minute walk across the Woodland Street Bridge to L.P. Field.

- Complete the form below and mail it with your check today to GUARANTEE your convenient parking space for the ENTIRE season. First come, first served basis --- as long as spaces are available!
- You will receive directions to the garage and an activated parking access card within 7 to 10 business days. This access card will be programmed for all home game dates included in your season ticket package.
- Questions? Call 244-2330 or e-mail ifischer@parking.com

Name: _____

Address: _____

City, State, Zip: _____

Phone: _____ Email: _____

FULL SEASON – parking package (\$95**) 9 GAMES***

PARTIAL SEASON – dependent on the number of games you are requesting (\$10 per game, plus \$5 fee for access card)

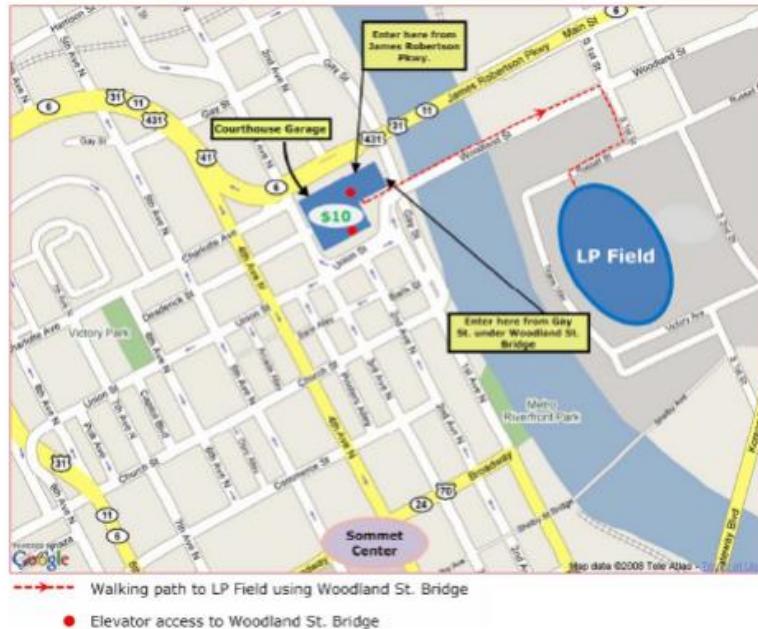
Mail this form with your check payable to:

NASHVILLE DOWNTOWN PARTNERSHIP
ATTN: TITANS PARKING
151 6th Avenue North
Nashville, TN 37203

Your check will be returned promptly if demand exceeds availability of parking spaces.

**Includes \$5 for re-usable access card, handling and postage. Card can be used in future seasons.

***Packages are not pro-rated and fees are non-refundable. Replacement access card fee of \$10 for lost access cards.



Game day season parking for Tennessee Titans promotion for specific locations.

CURB SIGNAGE FOR EVENT PARKING

Professionally constructed and portable Windmaster Signs for use along sidewalks and within the facilities are easy to use and very flexible. These signs are commonly used in the parking industry and allow multiple messages to be inserted into the sign using spring clips around the edge of each sign. The following shows some detail of how each sign works and the specifications:



Insert Size = 24" x 36"
 Visual Area = 22.36" x 35.25"
 Outside Dimension = 25.88" x 51.02"
 Insert Thickness (max) = .060"

- Aluminum construction
- Smooth, rounded edges – no corner points
- Tool-free assembly
- Built-in wheels roll for easy moving

Windmaster Curb Signs



F Appendix ON-STREET ACCESSIBLE PARKING

ACCESSIBLE ON-STREET PARKING OVERVIEW

The ADA provides rights-of-way accessibility guidelines only regarding on-street parking, found within the *Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way*, publication, dated July 26, 2011. While these guidelines have not been amended into law, municipalities are strongly encouraged to follow them to the best of their ability. The guidelines indicate required accessible on-street parking spaces be provided whenever parking is marked; therefore, within a majority of Downtown Fayetteville, the ADA guidelines should be followed. The following table is adapted from the referenced document showing the number of spaces per block to be provided.

Required Accessible On-Street Parking

Total Number of Marked or Metered Parking Spaces on Block Perimeter	Minimum Required Number of Accessible Parking Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 and over	4% of total

Source: Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way, Table R216

The full document can be found using the following link:

<https://www.access-board.gov/guidelines-and-standards/streets-sidewalks/public-rights-of-way>

The guidelines further state that accessible spaces are best located where the street has the least crown and grade and close to key destinations and any adjacent sidewalk space should be free of obstructions to permit deployment of a van side-lift.

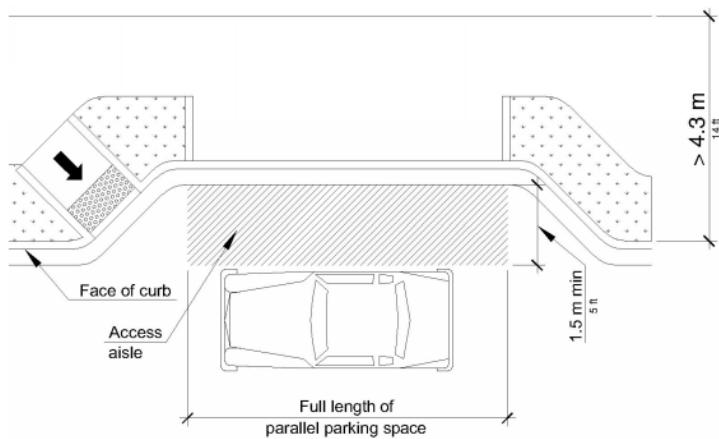
ACCESSIBLE DESIGN RECOMMENDATIONS

The guidelines provide specific design recommendations for parallel and perpendicular or angled parking spaces. These standards include providing access aisles to allow wheelchair access to and from the space safely.

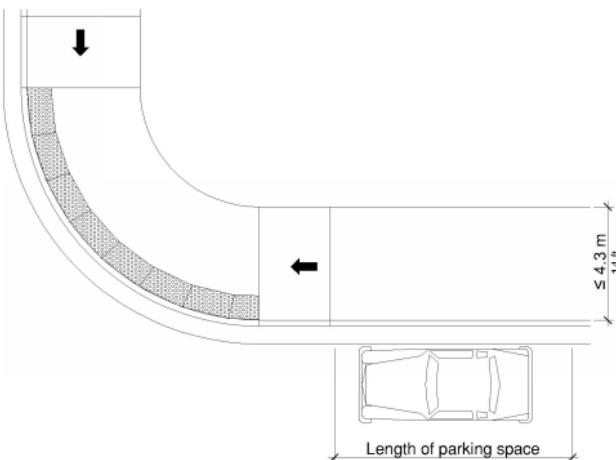


PARALLEL PARKING SPACES

Parallel parking spaces located adjacent to a walkway that exceeds 14 feet in width are required to provide an access aisle at least 5 feet wide at street level the full length of the parking space. Access aisles are not required where the width of the adjacent walkway is less than or equal to 14 feet. When an access aisle is not provided, the parking space is to be located at either end of the block face to allow access to the sidewalk. The following illustrates an accessible space with the access aisle for both a wide sidewalk and narrow sidewalk.



Source: Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way, Figure R309.2.1 Wide Sidewalks



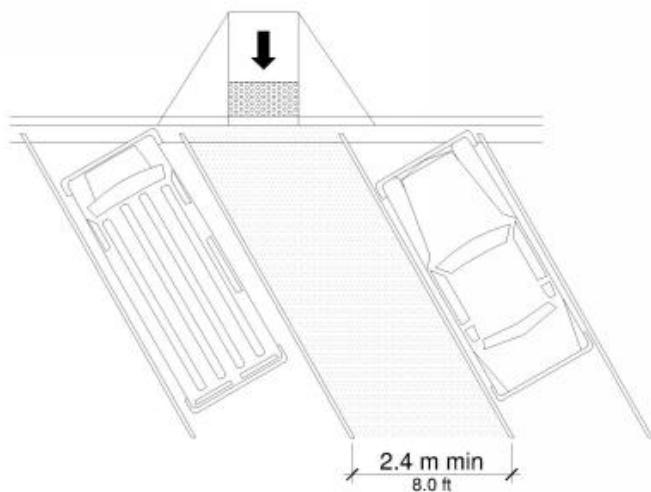
Source: Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way, Figure R309.2.2 Narrow Sidewalks



PERPENDICULAR OR ANGLED PARKING SPACES

Perpendicular or angled on-street parking is required to provide a minimum 8.0 foot wide access aisle at street level the full length of the parking space. The access aisles are to connect to a pedestrian access route serving the space and are to be marked so as to discourage parking in them.

The following drawing shows an example of proper accessible angled parking with the access aisle including the pedestrian rout from the access aisle to the sidewalk.



Source: Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way, Figure R309.3 Perpendicular or Angled Parking Spaces



G Appendix LIST OF EVENTS



Event	Date	Period	Time	Attendance	Multiple	Church Conflict	Comment
Baseball	4/18/2019	Weekday	Evening	Sellout		Yes	Game 7 pm/Church 6:30 pm
Baseball	4/19/2019	Weekend	Evening			Yes	Game 7 pm/Church 9:00 am - 1 pm
Hop in the Park	4/19/2019	Weekend		Large	X	Yes	All Day/Evening Activities
Baseball	4/20/2019	Weekend	Early Evening	Average		Yes	Game 5 pm/Church 9 am - 1 pm
Baseball	4/21/2019	Weekend	Mid-Day	Average		Yes	Game 2 pm/Church 6:30 am
Baseball	4/23/2019	Weekday	Evening	Average			Game starts 7 pm
Baseball	4/24/2019	Weekday	Evening				Game starts 7 pm
Dogwood	4/24/2019	Weekday		Sellout	X		1st day of Dogwood
Baseball	4/25/2019	Weekday	Evening				Game starts 7 pm
Dogwood	4/25/2019	Weekday		Sellout	X		Game same day
Dogwood	4/26/2019	Weekend	All Day	Large			All Day
Dogwood	4/27/2019	Weekend	All Day	Large			All Day
Dogwood	4/28/2019	Weekend	All Day	Large			All Day
Baseball	4/29/2019	Weekday	Evening	Average			Game starts 7 pm
Baseball	4/30/2019	Weekday	Evening	Average			Game starts 7 pm
Baseball	5/1/2019	Weekday	Evening	Average			Game starts 7 pm
Baseball	5/2/2019	Weekday	Evening	Average			Game starts 7 pm
Baseball	5/3/2019	Weekday	Evening	Average			Game starts 7 pm
Baseball	5/4/2019	Weekend	Early Evening	Sellout			Game starts 5 pm
Baseball	5/5/2019	Weekend	Mid-Day	Sellout			Game starts 2 pm
Baseball	5/13/2019	Weekday	Evening	Average			Game starts 7 pm
Baseball	5/14/2019	Weekday	Evening	Average			Game starts 7 pm
Baseball	5/15/2019	Weekday	Evening	Average			Game starts 7 pm
Baseball	5/16/2019	Weekday	Evening	Average			Game starts 7 pm
Baseball	5/17/2019	Weekend	Evening	Sellout			Game starts 7 pm
Baseball	5/18/2019	Weekend	Early Evening	Sellout			Game starts 5 pm
Baseball	5/19/2019	Weekend	Mid-Day	Sellout			Game starts 2 pm
Big South Tournament	5/20/2019	Weekday	All Day	Average			All Day
Big South Tournament	5/21/2019	Weekday	All Day	Average			All Day
Big South Tournament	5/22/2019	Weekday	All Day	Average			All Day
Big South Tournament	5/23/2019	Weekday	All Day	Average			All Day
Big South Tournament	5/24/2019	Weekend	All Day	Average			All Day
Big South Tournament	5/25/2019	Weekend	All Day	Average			All Day
Big South Tournament	5/26/2019	Weekend	All Day	Average			All Day
Baseball	5/29/2019	Weekday	Evening	Average			Game starts 7 pm
Baseball	5/30/2019	Weekend	Evening	Average			Game starts 7 pm
Baseball	5/31/2019	Weekend	Evening	Average			Game starts 7 pm
Baseball	6/1/2019	Weekend	Early Evening				Game starts 5 pm
Concert	6/1/2019	Weekend		Large	X		Blues and Brews
Baseball	6/2/2019	Weekend	Mid-Day	Sellout			Game starts 2 pm
Baseball	6/3/2019	Weekday	Evening	Average			Game starts 7 pm
Baseball	6/4/2019	Weekday	Evening	Average			Game starts 7 pm
Concert	6/8/2019	Weekend		Average			Summer Concert Series
Baseball	6/10/2019	Weekday	Evening	Average			Game starts 7 pm
Baseball	6/11/2019	Weekday	Evening	Average			Game starts 7 pm
Baseball	6/12/2019	Weekday	Evening	Average			Game starts 7 pm
Baseball	6/13/2019	Weekday	Evening	Average			Game starts 7 pm
Baseball	6/14/2019	Weekend	Evening	Sellout			Game starts 7 pm
Baseball	6/15/2019	Weekend	Early Evening	Average			Game starts 6 pm
Baseball	6/16/2019	Weekend	Early Evening	Average			Game starts 6 pm
Downtown Summer Nights	6/20/2019	Weekday	Evening	Average			
Concert	6/22/2019	Weekend		Average			Summer Concert Series
Baseball	6/27/2019	Weekday	Evening				Game starts 7 pm
Downtown Summer Nights	6/27/2019	Weekday	Evening	Sellout	X		
Baseball	6/28/2019	Weekend	Evening	Average			Game starts 7 pm
Baseball	6/29/2019	Weekend	Early Evening	Sellout			Game starts 6 pm
Baseball	6/30/2019	Weekend	Early Evening	Sellout			Game starts 6 pm
Baseball	7/1/2019	Weekday	Evening				Game starts 7 pm
Concert	7/1/2019	Weekday		Large	X		Independence Day
Baseball	7/2/2019	Weekday	Evening	Average			Game starts 7 pm
Baseball	7/3/2019	Weekday	Evening	Average			Game starts 7 pm
Concert	7/6/2019	Weekend		Average			



Event	Date	Period	Time	Attendance	Multiple	Church Conflict	Comment
Baseball	7/10/2019	Weekday	Evening	Average			Game starts 7 pm
Baseball	7/11/2019	Weekday	Evening				Game starts 7 pm
Downtown Summer Nights	7/11/2019	Weekday	Evening	Sellout	X		
Baseball	7/12/2019	Weekend	Evening				Game starts 7 pm
Concert	7/12/2019	Weekend		Large	X		Fay After Five
African World Peace Festival	7/12/2019	Weekend	Evening		X		
Baseball	7/13/2019	Weekend	Early Evening				Game starts 6 pm
African World Peace Festival	7/13/2019	Weekend	Evening	Large	X		
Baseball	7/14/2019	Weekend	Early Evening				Game starts 6 pm
African World Peace Festival	7/14/2019	Weekend	Evening	Large	X		
Baseball	7/15/2019	Weekday	Evening	Average			Game starts 7 pm
Downtown Summer Nights	7/18/2019	Weekday	Evening	Average			
Concert	7/20/2019	Weekend		Average			Summer Concert Series
Baseball	7/23/2019	Weekday	Evening	Average			Game starts 7 pm
Baseball	7/24/2019	Weekday	Evening	Average			Game starts 7 pm
Baseball	7/25/2019	Weekday	Evening				Game starts 7 pm
Downtown Summer Nights	7/25/2019	Weekday	Evening	Sellout	X		
Baseball	7/26/2019	Weekend	Evening	Sellout			Game starts 7 pm
Baseball	7/27/2019	Weekend	Early Evening	Average			Game starts 6 pm
Baseball	7/28/2019	Weekend	Early Evening	Average			Game starts 6 pm
Downtown Summer Nights	8/1/2019	Weekday	Evening	Average			
Baseball	8/2/2019	Weekend	Evening	Sellout			Game starts 7 pm
Baseball	8/3/2019	Weekend	Early Evening	Sellout			Game starts 6 pm
Baseball	8/4/2019	Weekend	Early Evening	Sellout			Game starts 6 pm
Baseball	8/6/2019	Weekday	Evening	Average			Game starts 7 pm
Baseball	8/7/2019	Weekday	Evening	Average			Game starts 7 pm
Baseball	8/8/2019	Weekday	Evening				Game starts 7 pm
Downtown Summer Nights	8/8/2019	Weekday	Evening	Sellout	X		
Concert	8/10/2019	Weekend		Average			Summer Concert Series
Baseball	8/13/2019	Weekday	Evening	Average			Game starts 7 pm
Baseball	8/14/2019	Weekday	Evening	Average			Game starts 7 pm
Baseball	8/15/2019	Weekday	Evening				Game starts 7 pm
Downtown Summer Nights	8/15/2019	Weekday	Evening	Sellout	X		
Concert	8/17/2019	Weekend		Average			Summer Concert Series
Concert	8/18/2019	Weekend		Average			Summer Concert Series
Downtown Summer Nights	8/22/2019	Weekday	Evening	Average			
Baseball	8/23/2019	Weekend	Evening	Average			Game starts 7 pm
Baseball	8/24/2019	Weekend	Early Evening	Average			Game starts 6 pm
Baseball	8/25/2019	Weekend	Early Evening	Average			Game starts 6 pm
Baseball	8/30/2019	Weekend	Evening	Sellout			Game starts 7 pm
Baseball	8/31/2019	Weekend	Early Evening	Sellout			Game starts 6 pm
Baseball	9/1/2019	Weekend	Early Evening	Sellout			Game starts 6 pm
Baseball	9/2/2019	Weekday	Evening	Average			Game starts 7 pm
International Festival	9/28/2019	Weekend		Average			All Day
International Festival	9/29/2019	Weekend		Large			All Day
Dogwood	10/19/2019	Weekend		Large			All Day
Zombie Walk	10/25/2019	Weekend	Early Evening	Large			4th Friday

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