



LIFE AFTER THE PARKING DECK.2

Beginning a community conversation to guide decision making

AGENDA

- Quick review of existing parking deck issues
- Review first meeting input
- US 41/Shelden Avenue challenges
- Review of financial challenges
- Brief Q & A
- Development Framework Concept
- Complete comment cards and post notes on maps

THE BIG PARKING DECK AT A GLANCE

- Completed and dedicated in 1978 at a cost of \$1,642,768.
- Part of a larger EDA-funded project that included Huron Street covers and creation of Lake Avenue
- Funding included a city bond and formula-based special assessment on all property downtown
- Number of parking spaces:
 - Upper East 130 (30 are currently closed due to parapet wall deterioration)
 - Upper West 59
 - Lower East 112
 - Lower West 25 (+ 22 dedicated to DMG in exchange for land)
 - Total 326
- The deck design would be considered inefficient by today's standards

WHAT IS WRONG WITH THE BIG DECK

- A Comprehensive Parking System Analysis was completed by Carl Walker Parking Consultants and UPEA in 1999 that identified potential issues with the deck due to chloride (road salt) penetration.
- The deck surface was tested for chloride penetration and was found to have infiltrated the concrete as much as 2-3 inches.
- Installing waterproofing protection will limit continued infiltration, however, chlorides in the slab will continue to diffuse through the slab to the reinforcing steel below.
- In 1985, the Post-Tensioning Institute revised its standard specifications for un-bonded systems in corrosive environments
- The use of salt in Houghton has increased significantly since 1979...even if salt isn't used on the deck, vehicles carry contaminated snow and ice onto the deck

WHAT HAS THE CITY DONE ABOUT THIS PROBLEM?

- Following the 1999 study, the decks received some basic maintenance while the City set aside funding.
- In 2011, another analysis was commissioned to document condition and recommend detailed maintenance work to extend the deck lifespan a bit longer.
- Projects were done in 2012-2015 to repair some of the post-tensioning, resurface the concrete, coat the new concrete and repair some of the parapet walls.
- That work cost about \$1.3 million and was referred to as the “10 year” fix.

HOW MUCH PARKING WILL BE LOST?

- Currently there are 159 usable spaces on top of the east and west decks
- Some of the parking can be recovered at grade by reconfiguring the layout of the spaces
- Lower level parking will be open to the elements
- 63% of spaces on or below the decks are rental permit parking (not customers).
- Replacing the deck with a more efficient compact design will result in a smaller footprint leaving space for development

WHERE DOES THE DECK MAINTENANCE MONEY COME FROM

- The City's general fund has subsidized the parking system for years, taking funds away from other needs such as street reconstruction, parks and recreation, etc.
- From 2006 to 2020, \$1,424,638.79 from the General Fund was spent on parking and most of that has been since 2012.
- The Parking Fund itself generates about \$200,000 per year. About \$160,000 of that comes from parking permits.
- The Parking Fund spends about \$45,000 per year on city-wide enforcement
- The Parking Fund spends in excess of \$100,000 annually on snow removal; primarily on the decks

WHAT ABOUT DDA MONEY?

- The Downtown Development Authority was formed to leverage the GROWTH in the tax base over time, using the funds to support further growth.
- The DDA has not grown appreciably since its formation and thus has not generated significant funds for reinvestment projects or downtown development – including being able to help with parking deck maintenance in a meaningful way.
- The DDA takes in less net income now than it did in the early 2000's and today just under 20% more than it did in 1993, mostly due to changes in the enabling legislation and conversion of tax-generating property to public or non-profit.
- The DDA was able to contribute between \$10,000 and \$60,000 over the past few years to assist with the cost of parking maintenance – averaging about \$29,000 annually.
- The DDA cannot afford to subsidize parking.

Table 2: Off-Street Parking Occupancy

Parking Facility			Inventory	Occupancy Counts					
Block #	Facility ID	Facility Name	Total Spaces	10:00 AM	Occ. %	4:00 PM	Occ. %	6:00 PM	Occ. %
1	A	Franklin Square Permit Lot	44	38	86%	31	70%	12	27%
1	B	Franklin Square Transient Lot	29	24	83%	16	55%	3	10%
2	A	Magnuson Lot	50	23	46%	19	38%	33	66%
2	B	Lakeshore Center Parking	93	64	69%	38	41%	13	14%
2	C	Subway Deck	49	30	61%	26	53%	7	14%
2	D	Subway Lot	10	3	30%	4	40%	0	0%
3	A	Vault Deck	35	12	34%	8	23%	4	11%
3	B	UP Engineering Deck	74	58	78%	42	57%	27	36%
4	A	Lakeshore Center Lot	13	13	100%	7	54%	6	46%
4	B	Gazette Apartments Lot	17	13	76%	9	53%	14	82%
5	A	Grace United Church Lot	70	21	30%	6	9%	1	1%
8	A	Waterfront Surface Lot (Area #2)	57	35	61%	25	44%	24	42%
11	A	Big Deck	380	182	48%	150	39%	141	37%
14	A	Quality Inn Lot	17	7	41%	16	94%	17	100%
16	A	Ambassador Deck	41	5	12%	6	15%	8	20%
16	B	Veteran's Park Lot	9	0	0%	0	0%	0	0%
17	A	Bridge Lot	10	0	0%	0	0%	2	20%
17	B	Under Bridge Lot	31	1	3%	2	6%	3	10%
18	A	Memorial Drive Private Lot	17	13	76%	13	76%	0	0%
18	B	Roy's Bakery Lot	50	35	70%	17	34%	8	16%
18	C	MDOT Park and Ride Lot	35	15	43%	10	29%	10	29%
18	D	Kestner Park Lot	102	0	0%	2	2%	3	3%
Total			1,233	592	48%	447	36%	336	27%

Source: Walker Consultants, 2020

INFORMAL DECK PARKING SURVEY, AUGUST
2021
METHODOLOGY

Lakeshore Drive Parking Deck Summer Counts

Took separate counts on deck and at grade. West is ramp side. East is large deck behind Swift's. Suomi is lot N. of Suomi

This was an informal survey by Police Officers who counted cars 3x daily over 5 days at what could arguably be called peak season. Some times are missing data due to inability to get there to count/data.

There are several ways the numbers could be averaged, or the dataset extended to more daily counts

These informal numbers are intended to supplement other data

East Deck capacity includes the 30 spaces which are currently blocked off

Lower West count includes Mining Gazette reserved spots and Gazette parking use

East Deck (behind Swift's)	Parking Capacity (All Spots)		
	Upper	Lower	Suomi
	130	112	21

West Deck (Behind Joey's)	Parking Capacity	
	Upper	Lower
	69	47

Date	Day	Time	Upper	% used	Lower	% used	Suomi	% used	Top	% used	Bottom	% used
8/16/21	Monday	9A	31	24%	33	29%			18	26%	17	36%
		12P	31	24%	45	40%	16	76%	34	49%	20	43%
		5P	34	26%	26	23%	10	48%	28	41%	18	38%
8/18/21	Weds	9A	26	20%	11	10%	14	67%	17	25%	10	21%
		12P	34	26%	38	34%	13	62%	34	49%	20	43%
		5P	48	37%	26	23%	9	43%	30	43%	21	45%
8/20/21	Friday	9A	30	23%	20	18%	18	86%	14	20%	14	30%
		12P	40	31%	44	39%	16	76%	35	51%	22	47%
		5P										
8/23/21	Monday	9A										
		12P	37	28%	48	43%	15	71%	35	51%	23	49%
		5P										
8/25/21	Weds	9A	22	17%	12	11%	4	19%	19	28%	11	23%
		12P	31	24%	30	27%	17	81%	39	57%	17	36%
		5P	58	45%	26	23%	10	48%	32	46%	24	51%
		Avg.:		27%		27%		61%		40%		38%