

-
- Reexamine one-way streets in relation to overall circulation & safety
 - One-ways are not well marked and confusing for visitors
 - Setbacks from corners (sightlines) could be used more creatively i.e. planters
 - Convenient parking is needed for visitors
 - Business owners and employees are taking up valuable on street parking spots that should be available for customers and visitors
 - Consider round about or traffic circle at Spring Street and Bullard to honor tradition of “cruising” or “paseo” on the street where there community as families, couples and individuals walks or drive to see and be seen. This intersection became the official turn around spot in 1936. (2011 will mark the 75th anniversary of the city fathers actions designation)
 - Visitor Centers Parking is a good close-in parking area but the pedestrian connection to Bullard needs improvement:
 - Pedestrian bridge has issues; Poor lighting, homeless folks congregate there and signage is very poor
 - Post Office should have better connections to downtown and pedestrian bridge
 - Public transit should stop at the parking lots
 - Employee parking is an issue they take up customer spots. Also block driveways. Some spill over in residential area. No actual parking permits
 - Angled parking needed for Broadway both sides!
 - Public and Private signage not coordinated - causes confusion
 - Noise from motorcycles and boom boxes on Bullard is a problem. Noise ordinance is very weak and not enforceable
 - Curb heights relate to flooding and drainage (storm water management)
 - Thursday represents an Average business day
 - Saturday AM is represents High business day
 - Need for public parking in district
 - Consider structured parking but please wrap with retail
 - Bicycles;
 - Lack of Paths (but don't designate Bike Paths – they are dangerous)
 - Lack of Racks
 - Bike lane is used as turn lane – dangerous. Why not “Mark” it?
 - Interview Bike Shop owners before doing bike paths or network
 - Opportunities for Parking:
 - Vacant and underutilized lots at the north end of Bullard; they are now used for important community events such as dances and Arts Market
 - Sign Heights are wrong; look at ordinance
 - Intersection of Pope & College and dog leg to Bullard is an important gateway to district but very difficult to navigate. Look up accident records at that intersection
 - Many people are afraid to attempt parallel parking
 - There is a lack of striping for parallel parking (and no meters to keep parking orderly)

-
- Street Sweeper at 3:00 am is not effective and wakes up hotel guests (replace with smaller “motorcycle “vehicle” that uses a vacuum)
 - Proposal (this has been in the mix for 20 years):
 - Public parking east of the Big Ditch with more pedestrian bridges across to Bullard;
 - Turn Bullard into one-way street to make way for wider pedestrian environment and more on street parking and make Texas one-way the other way
 - Land Use Issues:
 - Create an outdoor public “gathering or seating” area next to the co-op and provide shade structure like a pergola. May have to deal with issue between smokers and non-smokers (envious of smokers because they have a reason to go outside and chat with others)
 - Why don’t locals come downtown? Lack of everyday uses
 - Poor customer service: locals don’t feel welcome or respected
 - Big boxes on the outskirts of town; we need business we lost to “Box” back in downtown
 - Need low cost space for not-for –profit arts
 - Buffalo Bar is threatening to walk past at night; the whole block feels deserted
 - Put housing on second floor- check zoning
 - Put housing above Vickies

LAND USES/ZONING/PUBLIC AMENITIES STATION

- Trash containers overflow constantly. Better solution, easier to collect, liners
- Women should be more involved in keeping things clean. They do it better
- Gateway idea: Nice on northwest frontage of Hudson
- Map has properties 1/2 in & 1/2 out of Action Plan. O.K.?
- 7th & Hudson (100 year old building)
- Bicycle friendly
- Public toilets
- ATV’s (legal in AZ) are ticketed
- Not continuous and fully accessible sidewalks. Difficult & dangerous on Arizona but everywhere.
- Damage to cars during construction on road
- Get building – Bullard @ College. Get them painted to look better.
- Talk to land owners on Bullard – Make them fix up buildings.
- More “living over the store” mixed use!
- More people living downtown
- Fix zoning to allow this? (Not adopted yet. Adopt it!)

-
- Fill up existing buildings before we build new ones.
 - Empty buildings are discouraging. Use second stories.
 - Market & Cooper, one way east not west.
 - Consistent and thought-out one way street system.
 - Signage inconsistent
 - Market was original road in from Clifton/Cliff
 - Working artisans (zoning?)
 - Live-work space (zoning?)
 - Old buildings destroyed in Chihuahua Hill and Brewer Hill.
 - Crosswalks at every corner
 - Auto –free zone on Bullard?
 - C.P.T.E.D. – Things that reduce crime and vandalism
 - Better lighting
 - Communicate with brewery (brewery?) owners. Info. & input.
 - More bike racks
 - More connectivity by bike
 - Better signage – wayfinding
 - Bad sign at Hudson & Broadway. 1950’s postcard style “hard to read.”
 - Hudson west frontage S of Broadway looks awful.
 - San Vicente Creek better access & signage. Next to downtown.
 - Cooper was the gateway from the south
 - Mixed-use residential over commercial.
 - Allow residential in commercial (Interchange cable uses only in downtown) Biggest zoning problem (may be being addressed).
 - Don’t restrict B&B’s
 - Encourage businesses that preserve historic zones.
 - Power clean sidewalks downtown.
 - Recognize San Vicente Creek as the amenity it is! Riparian environment needs to be respected. (Not “Big Ditch”)
 - Blue trash containers are out of character/not appropriate.
 - Need more appropriate outdoor spaces that encourage civic interaction. (Right next to co-op, take another parking space). Good quality “urban” outdoor spaces.

-
- Wi-Fi Plazas, e.g. in front of Javalinas, Yankee St. Coffee.
 - Retainer wall on Big Ditch is deteriorated. (Who is responsible?) (Army Corp of Engineers)
 - Too much noise pollution. Too much loud music in vehicles. Better enforcement
 - Don't lose our Silver City character.
 - Use San Vicente as a learning center, "Arroyo Park."
 - Respect "dark sky" lighting requirements
 - Sustainability

Silver City Downtown Action Plan

The Town of Silver City, Silver City MainStreet and
Silver City Arts and Cultural District
invite you to the

Community Workshop on Revitalizing Downtown Silver City

Food!

What's your vision for downtown?

Music!

As a special feature for those who attend on Saturday, there will be a ground floor tour of the Murray Hotel at 4 pm!

Friday, March 26th

from 6pm to 8pm

at the
Sixth Street Elementary School
405 W 6th St.

6 pm to 8 pm Community Discussion
on Downtown

Saturday, March 27th

from 9am to 7pm

at the
Silco Theater
311 N Bullard St.

9 am to 11:30 am Presentation of
Ideas for Revitalization

11:30 am to 4 pm Community creates
their vision of downtown

12 Noon Lunch and Music Perfor-
mance by the Silver High School Jazz
Band followed by Brandon Perrault

4 pm Workshop participants tour of
the Murray Hotel ballroom

7 pm Presentation on Downtown Silver
City Plan



See our website at www.downtownsilvercity.com

Questions or special needs? Contact Peter Russell, Silver City Community Development, at 575-534-6392 or
Charlie Deans at charlie@communitybydesign.biz



Welcome to the Community Workshop on the Silver City Metropolitan Redevelopment Area Plan

Friday, March 26 6 pm to 8 pm at the 6th Street Elementary School

Saturday, March 27 9 am to 7:30 pm at the Silco Theater

WORKSHOP SCHEDULE

Friday- 6th Street Elementary School

6 – 8 pm Community discussion on downtown

Presentations by planning team members on what we've learned about the downtown and feedback from community if we have it right, what is needed and what are your issues.

- What's a "Downtown Action Plan?"
- Plan boundaries/historic districts/zoning/land use
- Demographics and existing economics highlights
- Transportation/traffic existing conditions/parking
- Opportunity sites (city property, empty buildings, vacant land)

Saturday- Silco Theater

9:00 am Welcome back

9:30- 11:30 Silver City Downtown Vision: What Makes Great Downtowns/Arts and Cultural Districts

Presentation and discussion on inspirational designs of downtowns in other communities.

- *Streets/Public Places/Gateways/Greenways/Traffic calming/Wayfinding*
- *Arts and Cultural Districts/Heritage Tourism/Business Retention*
- *Historic Preservation/Adaptive Reuse of buildings*

11:30-2:00 pm Community Planning Groups with Planning Team/Committee members as facilitators.

Topics each group may want to consider in the downtown include:

- Attracting new businesses and keeping existing ones
- Facades/Building styles/preservation and restoration
- Adaptive reuse of buildings for civic/retail/office/residential uses
- Gateways and entries
- Squares, Plazas and public spaces
- Pedestrian-friendly streets, pathways and connections
- Arts, entertainment, heritage tourism
- Streets and parking
- Landscaping and Greenways

Lunch and entertainment is on-going during this time.

2:00 4:00 pm Community Planning Groups present their plans/ideas/projects- each group selects their best ideas to present to the community, concluding with a synthesis/agreement session on common ideas/priorities.

4:00-7:00 pm Planning Team closes the room to public and prepares community presentation.

7:00 pm Planning Team Presentation on "The Best Ideas for Silver City Downtown" – Planning Team presents concepts and designs based on community's ideas

7:30 pm Community input and closing

Follow the Plan development on www.downtownsilvercity.com.

COMMUNITY WORKSHOP IDEAS AND CONCEPTS

DOWNTOWN ACTION IDEAS COMMUNITY WORKSHOP 5/27/2010

** Build on all previous planning and citizen efforts

CAPITAL IMPROVEMENTS IDEAS

Amenities

- Public restrooms throughout downtown
- Trash cans
- Bike racks
- More public art
- Multi-cultural heritage interpretation
- Better signage and wayfinding – to downtown and visitor center and within downtown

“Greening”

- Big Ditch enhancements
- Street trees
- Planters
- Wind / Solar
- Public gardens on vacant lots

Transportation

- Biking lanes / paths
- Build bridge across Big Ditch at Main
- Walking / hiking trails – connect downtown / Big Ditch to parks outside of downtown – geocaching
- Pedicabs / trolley – for events
- Ability to close Bullard Street temporarily for events – decorative gates
- More angled parking / new public parking lots
- More use of visitor center parking lot
- Pope Street improvements
- Improve all “stub streets” based on unique existing conditions and cross-section
- Gateways at Bullard & College and Broadway & Hudson
- Rotary at Pope/College/Bullard

PROGRAMMATIC IDEAS

Public Safety (esp. in Big Ditch)

- Bike patrol
- Pedestrian crosswalks
- Drug / crime prevention
- Police substation
- Surveillance

Uses / Re-Uses

- Art museum / gallery
- Performance venue – indoor and outdoor
- 3 viable theaters with multi-cultural attractions
- Movie theater
- Dance hall / studio
- Library
- Civic Campus north of confluence
- Convention / conference facility
- Temporary art or artist studios in vacant storefronts
- Restaurants – outdoor seating
- Full-service hotel
- Grocery store
- Hardware store
- Pharmacy
- Tailor
- Youth / recreation center – music / dance / foosball / pool / affordable food
- Downtown housing – second floors
- Historic preservation and development
- Building / permitting / ordinance resource center – “One-stop shop” and handbook -ombudsperson
- Incentivize building owners to maintain property
- Awards program for outstanding preservation project
- Incentivize property owners to face Big Ditch
- Expanded, better publicized and marked architectural walking tours

Organization / Financing

- Youth activities and projects
- Negotiate extended evening business hours
- Events and festivals
- BID - Business assessments for infrastructure improvements / maintenance
- Tax credit workshops

TEAM ALPHA

Attractions/Activities

- Theaters (min 2)
- Ditch
- Outdoors
- Museums
- Arts
- History
- Music/Festivals

Parking - Bikes/Autos - scattered

Sense of Security

- lighting
- activity
- patrols
- corners
- police sub-station

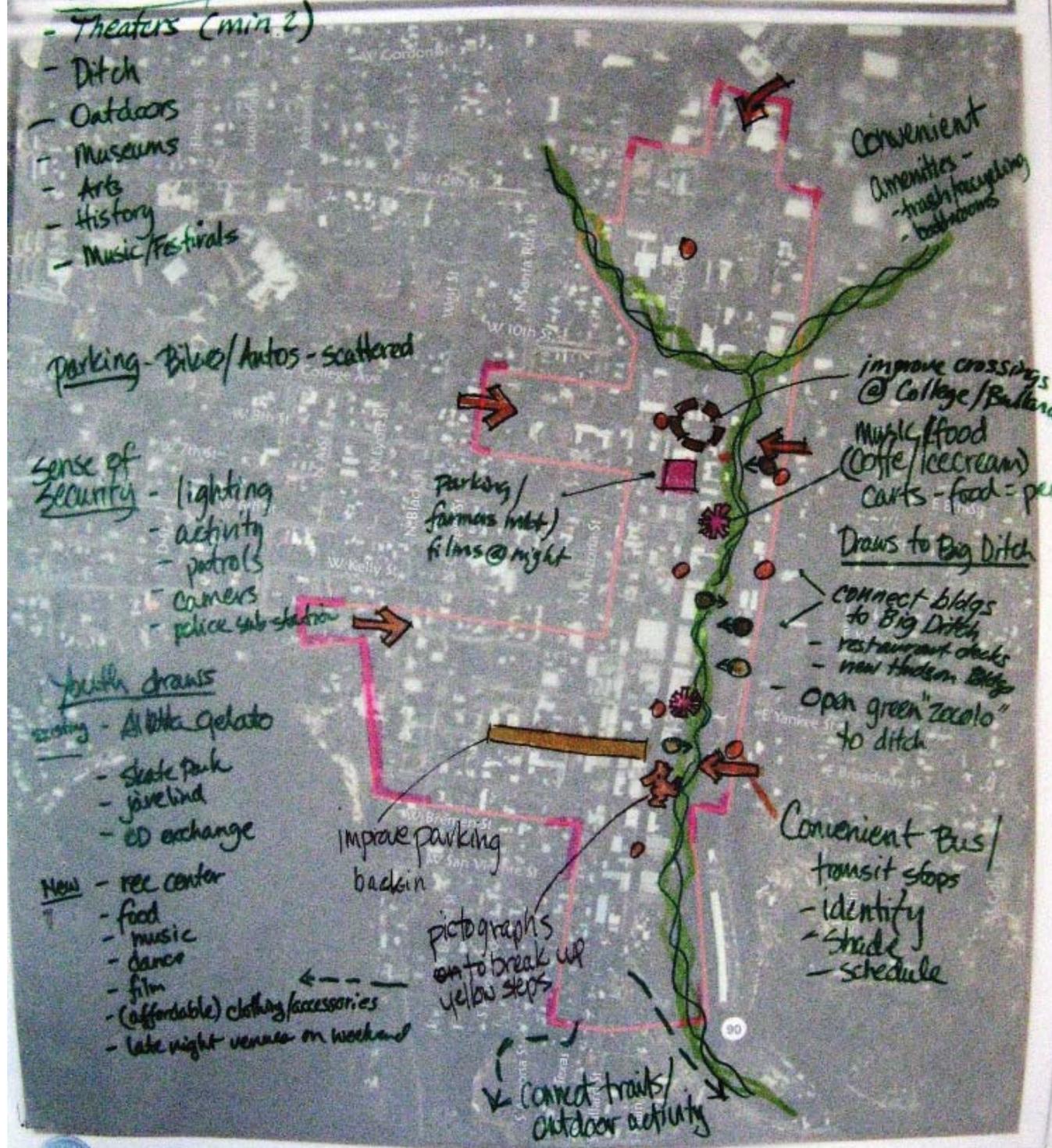
Youth draws

- Skate Park
- javelin
- ED exchange

New

- rec center
- food
- music
- dance
- film
- (affordable) clothing/accessories
- late night venue on weekend

Silver City Downtown Action Plan



Convenient Amenities - trash/recycling - bathrooms

improve crossings @ College/Bullard

Music/food (coffee/icecream) carts - food = people

Draws to Big Ditch

- connect blbgs to Big Ditch
- restaurant checks
- new Hudson Bridge
- open green "zocolo" to ditch

Convenient Bus/transit stops

- identify
- shade
- schedule

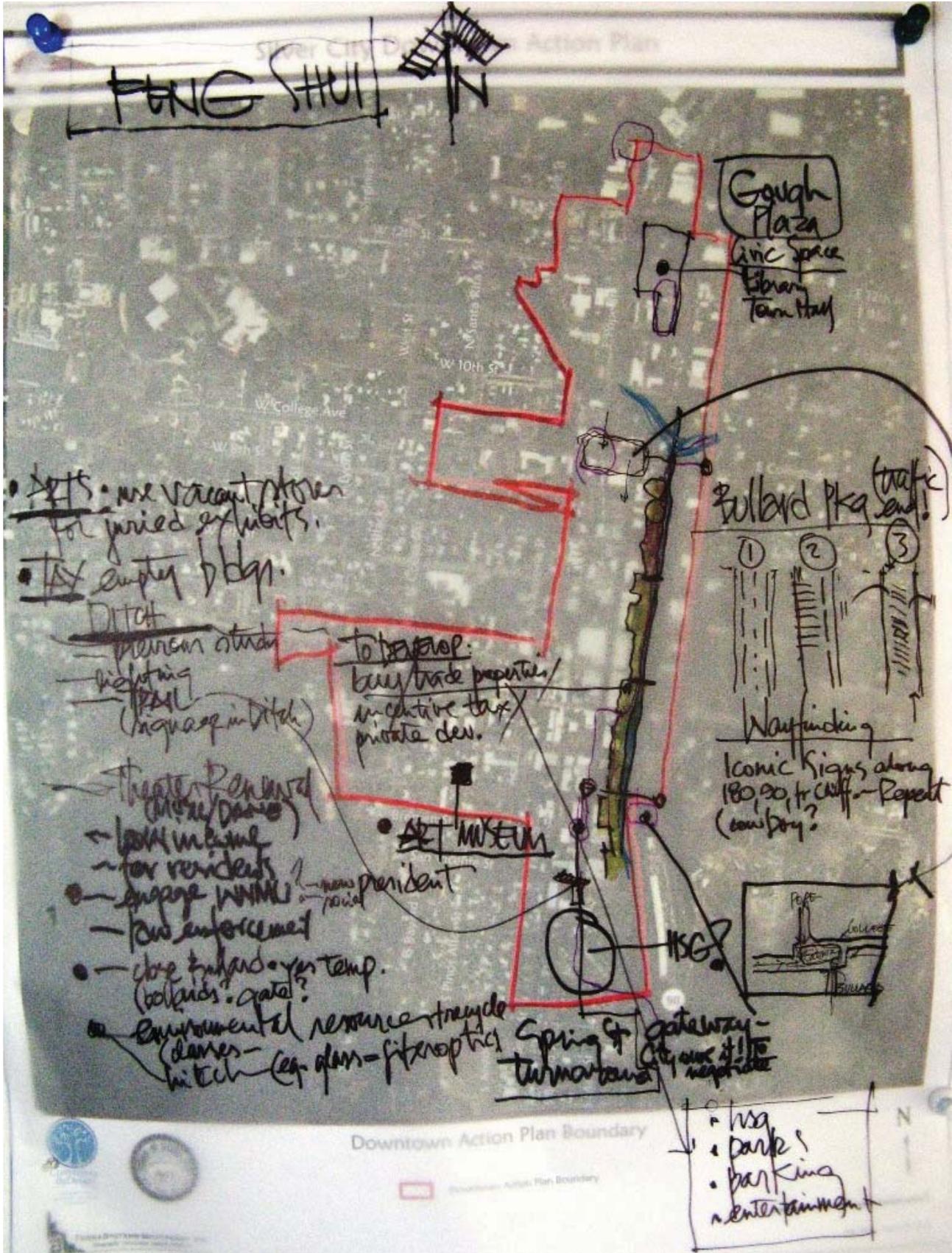
Parking/farmers (mkt) films @ night

improve parking backin

Pictographs on to break up yellow steps

connect trails/outdoor activity

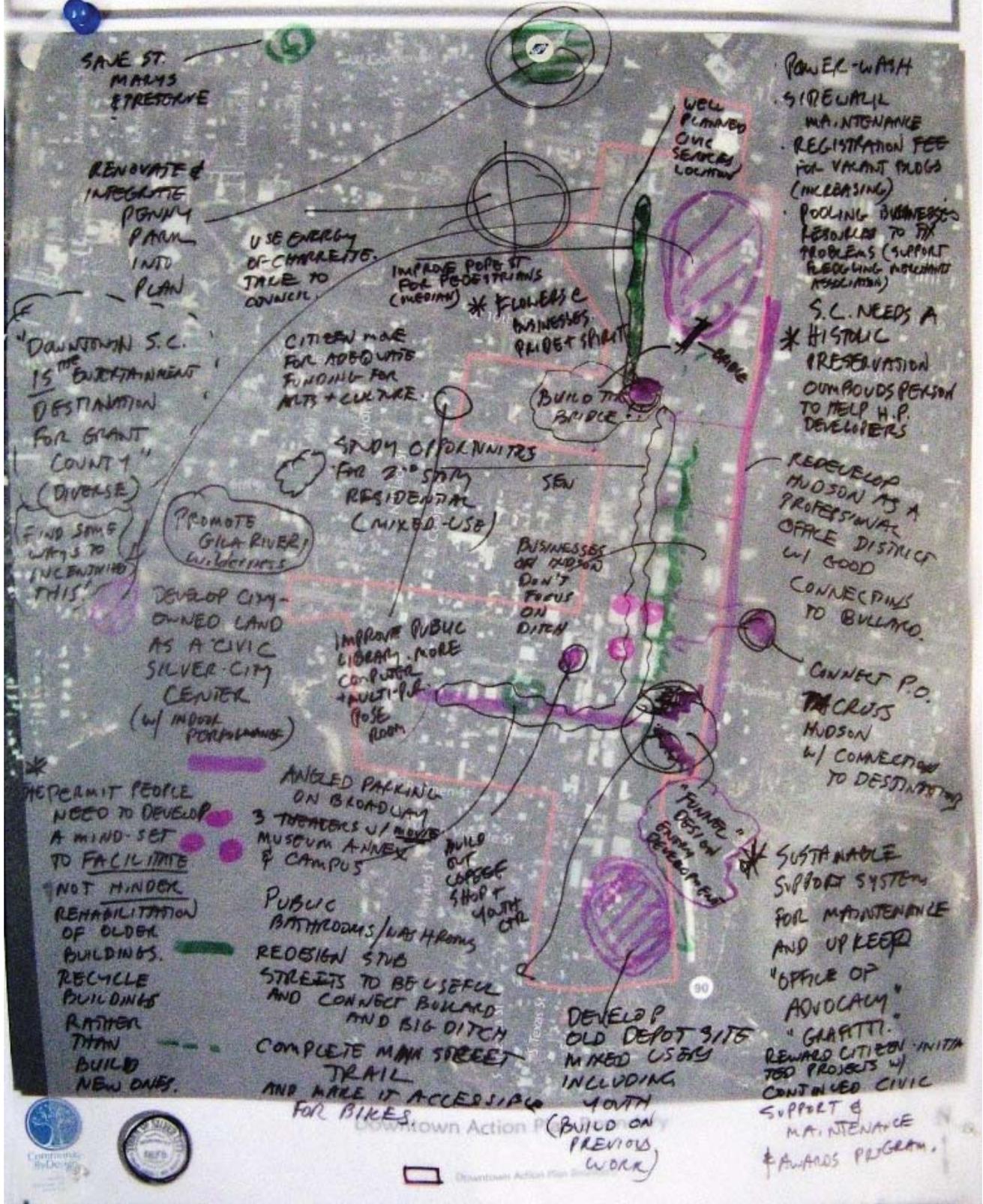
Downtown Action Plan Boundary



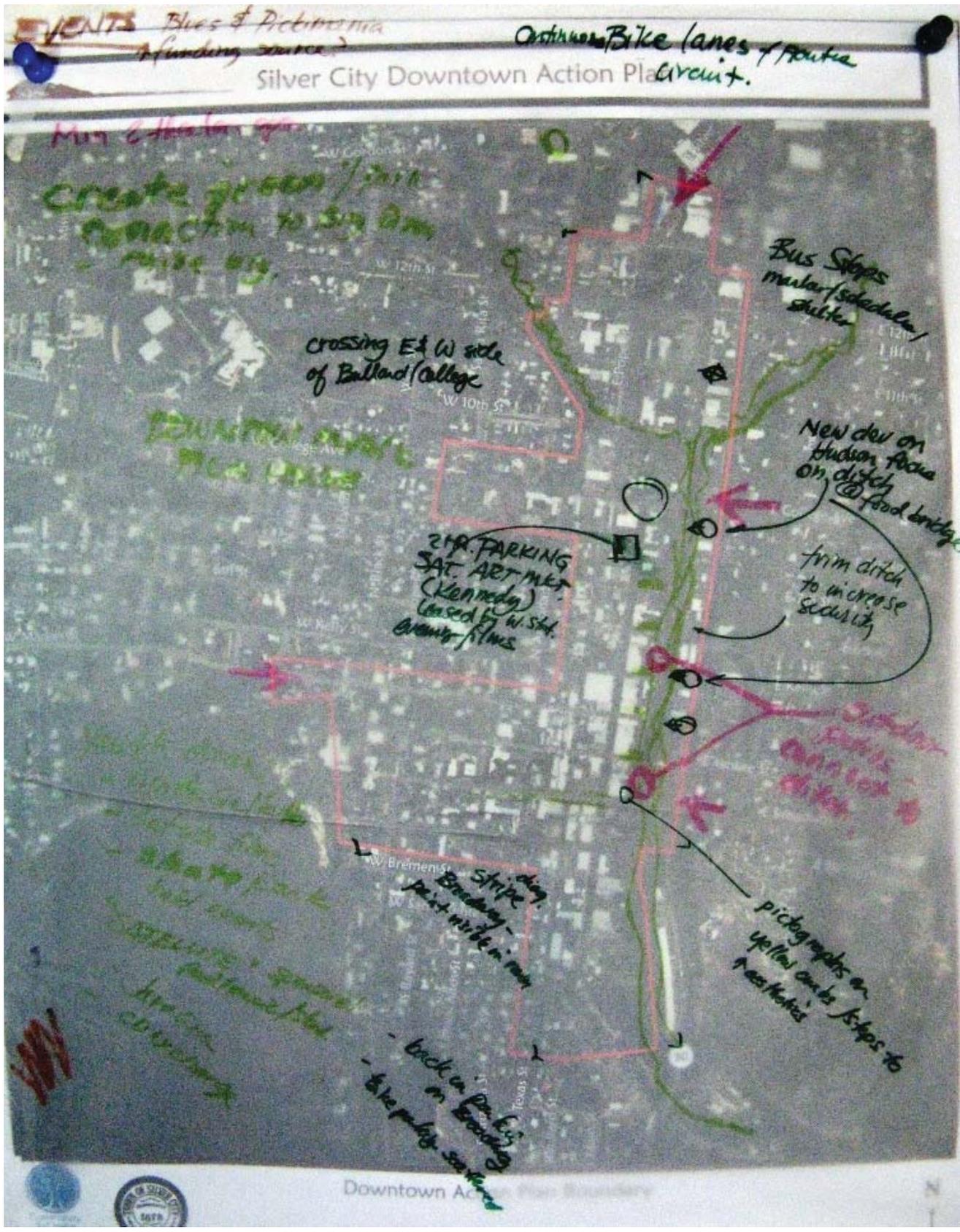
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APOLGIES TO
ARETHA
FRANKLIN

Silver City Downtown Action Plan







COMMUNITY OPEN HOUSE 8/31/2010

The Town of Silver City, Silver City MainStreet and Silver City Arts and Cultural District invite you to come review the draft of the

Silver City Downtown Action Plan!

Community Open House

at the
Silco Theater
311 N Bullard St.

Refreshments!

Tuesday, August 31, 2010

Come by anytime between 4:00-7:00pm
Short Presentation at 6pm!



See our website at www.downtownsilvercity.com



Questions or special needs? Contact Peter Russell, Silver City Community Development, at 575-534-6392 or Charlie Deans at charlie@communitybydesign.biz

FEEDBACK - COMMUNITY OPEN HOUSE 8/31/10

Market/Retail Recommendations

1. Yes, all good ideas.
2. Need a more functional business mix.
3. All of Bullard should be zoned mixed-use and have affordable housing/market housing on 2nd/3rd stories.
4. Stop aggressive ticketing that scares off locals.
5. I agree, ticketing visitors BAD idea.
6. I totally agree (*about aggressive ticketing*)
7. Yes – home based business support is practical for S.C. Good insight into the community.
8. Rehabilitate the old Waterworks into a museum/nature center.
9. Enhancing our green and open space will bring more visitors.
10. Solicit Elderhostel (Road Scholar).
11. Green Chamber is working on a “buy local” program.
12. Partner w/ existing groups that are already working on similar/like projects – don’t duplicate.
13. Coordinate community marketing!

Community Workshop Conceptual Plan Recommendations

KEY IDEA 1 – Pope Street “Boulevard” - Rework Pope Street as a “Boulevard”, incorporating a median, narrower travel lanes and landscaping to slow traffic and create a green, more inviting and walkable entry from the north.

1. Much needed!
2. Yes! Good idea.
3. Good idea, consider one thru travel lane.
4. Beautiful but expensive. May take a few years to fund.
5. Who will maintain? Trees/landscaping that can handle the heat.
6. Yes! The Boulevard is big – lets spruce it up.
7. I think eliminating the center turn lane could be dangerous, but I like the trees.
8. Recommendation #3. Narrow streets contribute to character and narrow travel lanes are traffic calming.
9. ♥
10. Most likely to work! Least opposed.
11. Make sure can see around trees/shrubs. Don’t block left turn access to business.
12. I think this might draw people away from Historic downtown.
13. I like B! Choking up the traffic is not good for downtown.
14. Developing a greenbelt along Pope will take people and resources AWAY from Downtown. BAD timing to have it part of this plan.
15. More attention to non-motorized transportation rather than cars downtown – it will help not hinder business.
16. Please include bicycle lanes and walking paths in all aspects of the Plan. “Complete Streets” is the way to go.
17. Complete Streets concept always a good idea.
18. I’m in favor of multimodal transportation in SC
19. Regarding the Mainstreet Action Plan, please have multimodal transportation corridors connecting downtown with the county population.
20. Close off half or ALL of Bullard to become a pedestrian mall with a bike lane.

KEY IDEA 2 – Circulation Feasibility Study for Pope-College-Bullard - Study the feasibility of improvements to the Pope-College-Bullard intersection to make it more pedestrian and bicycle friendly, improving traffic flow and reducing confusion at this complex intersection.

1. People will be confused at first, but I still think that it is a good idea.
2. I like it – improves pedestrian safety.
3. Roundabouts do not work in the East. They're busy taking them out.
4. Good idea if there is enough room.
5. No! Looks even more confusing!
6. Limited space already – might encroach too much on existing space. Not in favor of roundabouts.
7. Might be o.k.
8. Public education – Better than it is.
9. I love roundabouts!
10. Pedestrian walkways look good. Hopefully wil make for safer intersections.
11. Trouble*
12. Be conventional. No RoundABOUTS!
13. Roundabouts are trouble, especially 2 so close.
14. Rotaries are confusing/intimidating for tourists, difficult for trucks and larger vehicles and dangerous for pedestrians & bicycles.
15. Yes – the roundabouts are needed.
16. People around here can't even drive on normal streets.
17. Roundabouts work well, but two so close together looks like trouble. What happens when it's very busy?
18. Roundabouts could work!

KEY IDEA 3 – Downtown Gateways - Develop key gateways into the Historic Downtown. Concepts such as specialty paving, sculpture, monumentation, signage and ornamental vegetation can invite people Downtown. Implementation of these gateways should be a part of wayfinding strategies.

1. Yes, many confused tourists the first time.
2. If your not from Silver City its hard to find downtown.
3. Yes, need better signage at north end.
4. The new gateway is almost invisible. More and recognizable are good.
5. Yes – Attractive photovoltaic night lighting w/o glare & protecting night skies.
6. The sign and the landscaping are good.
7. Wayfinding needs to happen here.
8. Have a consistant sign design, interp. kiosk, archway, wayfinding
9. Landscaping is good! Signs not bad.
10. Yes – but have logo & color theme for all signage to ID to Silver City at a glance.
11. Wayfinding is/should be #1 priority.
12. Important and could be done bit by bit if needed.

KEY IDEA 4 – Wayfinding and Signage -Create a comprehensive system of wayfinding and signage.

1. Yes
2. Yes!
3. Signage doesn't mesh with Land Use Code - ?
4. Good idea. Do not overdo color – be sure they can be seen but blend into downtown design.

-
5. So many people miss downtown...wayfinding is very important. Signs look nice.
 6. #4 priority.
 7. Signage in Deming?
 8. Why Yankee Street? (*commenting on conceptual directional sign*)
 9. Why not Texas too? (*commenting on conceptual directional sign*)
 10. Consistent color scheme. Does SC have a logo?
 11. Very Cool!
 12. Tie all signs together with consistent designs.
 13. Yes!
 14. Need signage, covered indoor/outdoor structure and town-financial support for farmers market.

KEY IDEA 5 – Public Art - Create unique public art focal points at key locations.

1. We need more
2. Not at the expense of other projects
3. Yes
4. Absolutely
5. Yes – I was just in Paris and art was everywhere – it felt so enlivening.
6. Represent ALL artists, not just the usual suspects
7. Nice – Can they be changed periodically
8. Cool!
9. Love the idea of public art.
10. Great!
11. Absolutely
12. Good Idea – photovoltaic night lighting – protect the dark skies.

KEY IDEA 6 – Green Spine - Utilize the green “spine” of vegetated creeks to tie together the Town’s resources. Extend pedestrian facilities and add bridges at strategic locations.

1. Yes!
2. Yes, great idea – trail/bikeway/equestrian path to tie Scott Park to old Waterworks on Silva Creek & High School on PA Creek.
3. Make sure trails are accessible to bikes/strollers/wheel chairs – everyone!
4. Incorporate bike paths.
5. Yes! Some of these areas feel unsafe, how to address?
6. I agree, they do feel unsafe at times.
7. Yes, with bike paths.
8. SC Riverwalk a great idea: enhance walking/bikes, health, beauty, good for tourism.
9. Yes! Silva and Pinos Altos creekside would be ideal ped and bikeways!
10. Bike Paths! Yes.
11. Great idea!
12. #3 priority.
13. Absolutely – agree w/ suggestions to add bike paths.
14. Lots of under-used potential here, for feet and pedals.
15. Absolutely! Silva Creek and Pinos Altos Creek too.
16. Pedestrian transportation options throughout downtown and connecting neighborhood is a great idea.

KEY IDEA 7 – Link Main Street to the Big Ditch - Connect the Big Ditch with the remnant of the original Main Street to the north. Include interpretive display about the creation of the Ditch.

1. Yes.
2. Good idea
3. Yes, more improved public access to natural areas. esp. with bike paths.
4. Yes – Wide bridges/picnic area tied together (walking paths).
5. Yes! More pedestrian and bike bridges.
6. Great idea. Photovoltaic night lighting.
7. Great addition. Should be easy to write a grant for.
8. We already have 2 + Broadway & College.
9. Good idea!
10. ?Where is this place? 100-yr floodplain concerns.
11. Like the bridge and kiosk idea.
12. Yes – like interpretive kiosk.

KEY IDEA 8 – Connect Downtown and the Big Ditch -Enhance Downtown’s connection with the Big Ditch and expand gathering opportunities. Create a series of east-west green fingers to increase gathering space and bring the park into downtown and the community into the park.

1. Really good ideas
2. Nice.
3. Love it!
4. #2 priority.
5. Excellent attractive (perhaps photovoltaic) night lighting (protecting dark skies).
6. Elevated Yankee great idea.
7. Enhancing stub streets to bring Big Ditch into picture + + + +
8. Love the elevated Yankee St idea.
9. Too much emphasis (cost) just for Yankee St.
10. I like the elevated Yankee plaza.
11. More tree along the streets will enhance the walking experience of downtown.
12. Good idea. Use “Main St” easement as walkway.
13. Would love to see Texas become something other than an alley.
14. I like!
15. Complete Streets always a good concept.

KEY IDEA 9 – Broadway Parking - Improve parking along Broadway.

1. Learning curve for old drivers (& some new). Seems good for safety.
2. NO. Parking in reverse too weird.
3. Ugh! Fender benders waiting to happen.
4. I’ve done this in Tucson – it works! I almost had a fender bender on Broadway yesterday. This is a GOOD IDEA – REDUCES fender benders!
5. Difficult for elders to enter.
6. Depicted diagonal parking is backwards to traffic flow – Keep it consistent from one block to the next.
7. A lot of older people in Silver. They don’t back-in very easily. That means the elders have to park elsewhere and walk further.

-
8. We need more parking downtown.
 9. What makes downtown great is NOT cars, so why are we giving them so much attention? Must be the \$\$\$.
 10. Why increase # of parking spaces (for example adding back-in parking) when parking utilization is only 47% at its peak?
 11. I like the safety improvements. Let's try it!
 12. We need more parking, but this is not the answer.

KEY IDEA 10 –Bullard/Spring Intersection - Enhance Bullard and Spring Street intersection in response to local use.

1. Yes. They “Round About” anyway!
2. Very good.
3. This intersection currently floods.
4. Cruising is happening – so lets support it.
5. How does Jalisco feel about this?
6. Great *
7. Yes! Would make it safer.
8. Is there really that much traffic to justify a roundabout – need more bike friendly access.
9. Yes!
10. Put one at Alabama & 13th Street, TOO!
11. Great idea & not expensive.
12. Another roundabout!
13. Absolutely! The crusiers need this!
14. Excellent idea.
15. Roundabout appropriate.

KEY IDEA 11 – Depot Plaza/San Vicente Heritage District - Infill the vacant lands at the south end of Bullard.

1. Needs Infill!
2. Rebuild the historic depot! Chinese Gardens!
3. Good idea – Yes to develop this area!
4. Unused potential real estate. Also please include trail connection between San Vicente Creek and Bullard.
5. Add nature studies space to complement outdoor classroom.
6. What is meant by “infill”? I like the proposed uses.
7. What does the blue/red lines mean?
8. This area needs attention. Good ideas.
9. Connect this to San Vicente Creek trail.
10. Unsued potential.
11. Final Phase – Do the other projects 1st.

KEY IDEA 12 – Hudson-Broadway Gateway - Utilize the key opportunity site at Hudson and Broadway to create special features announcing arrival at a “special place.”

1. Developing gateway important to downtown.
2. Like the gateway. Paving would be nice.
3. Decrease the turning radius on the northwest corner of Hudson and Broadway.
4. Yes! Yes! Yes!
5. These would support the arch – good!
6. Good idea but not too visible
7. #1 priority. Inviting.
8. Good idea – more signage on Hwy 90 BEFORE gateways – Don’t overdo entrance & protect dark skies (no glare, etc.).
9. Wonderful idea. Need another at College.
10. But once they are here, where do they go? Down Broadway?
11. I am not sure this is necessary. Looks expensive.
12. Need more free parking.
13. Absolutely.
14. Good ideas. The letters on the arch need to be BRIGHTENED. Paint them Silver?

KEY IDEA 16 – Theater District - Create a Theater District centered on the three Bullard Street theaters of the Silco, Gila and El Sol as performing arts/film venues and cultural center hub. All three theaters should be restored and preserved. The synergy of three historic performing/cultural outlets in close proximity would be unmatched in New Mexico.

1. It would be great if there was actually a theater.
2. A community with a movie theater is where people want to live.
3. Re-open theaters.
4. Love the theaters – something needs to be done.
5. Would be nice if Gila would become a “brew & view.”
6. Silco – Live performance; Gila – English Films; El Sol – (respect “Hispanic Language” history) International Films
7. Bring back a movie theater.
8. Venues needed for performing arts + films.
9. Great idea but do we have the population/clientele for 3 theaters.
10. Something needs to happen!
11. We really need to use these theaters!!
12. Rehabbing these structures will turn them into valuable community assets.
13. Tourists take pictures of this one (*El Sol*), but it’s really out of character (or not – Silver City is pretty eclectic).
14. Sell them! Fix them up! Beautify them! Then use them!
15. Ditto (*to the comment above*)
16. We need this to make downtown an authentic entertainment destination for the community and visitors.

General Comments, Ideas, Concerns, Solutions

1. Complete Streets idea for downtown will enhance it with: Beauty; Increased walking activity; increase tourism.
2. Roundtrip riverwalk - multi-modal (bike/walk) a great idea.
3. Mention restoration of historic Waterworks building in "extended downtown." Tied in with trail system.
4. Off-street pedestrian and bicycle trails connecting downtown to neighborhoods north of U.S. 180.
5. Don't decrease parking.
6. Look into Rural Development Funding through USDA.
7. Coordinate with diverse organizations to support programs that are already in process – Don't duplicate efforts (we need a clearinghouse to assess "what's being done" and "what needs to be done." Secure funding to meet a well designed budget.
8. Involve WNMU in downtown development – "Satellite campus" or stand alone building = increase community involvement.
9. We need to bring this information to the community since the turnout tonight was largely "the choir."
10. The first few times I visited Silver City I was impressed by the parking lot at the visitor center, the walking bridge across the Big Ditch, the walk along the Big Ditch, and the pleasant walkability of downtown Silver. Then I moved here. Lets's keep the momentum of these earlier successes by expanding trails along the arroyos and ditches, until much of the town can be accessed on foot.
11. The town needs an overall "tree management" plan that includes replacing, care, additions.
12. More trees.
13. More bike lanes.
14. Wayfinding.
15. Please add the Public Library to the "Cultural Spine."
16. Make building owners responsible for up keep on empty buildings. TOO MANY empty buildings.
17. Downtown has good sidewalks, but surrounding parks have poor sidewalks.
18. Main priority connected walk/byways to take advantage of green belt.
19. Enforcement of the 18" from curb parking reg, with huge fines is onerous. Allow flexibility downtown, especially where curbs are high!
20. Yes – stripe the parking spaces with allowances for above (see p.62).
21. Loading zones are a good idea.
22. Yes to Plan Goal: "Develop a campus of civic offices in the vicinity of Gough Park that incorporates existing Town assets."
23. Yes to Plan Goal: "Promote and accommodate residential use in the downtown historic area."
24. Support Energy Efficient Design.
25. Photovoltaics
26. Recycling containers for downtown pedestrians.

DOWNTOWN PARKING STUDY

Silver City Downtown Action Plan

Parking Study

1.0 INTRODUCTION

A parking study was conducted for the Silver City Downtown Action Plan in March and April, 2010. The study included an inventory of the study area, and two utilization surveys. The study area was defined as the area generally bounded by College Blvd to the north, the Big Ditch to the east, Sonora St to the south and Cooper St to the west. Figure 1 contains a map of the area studied.

Two utilization studies were conducted, one on Thursday April 15, 2010 to represent an average weekday and one on a Saturday to represent the weekend parking demand. The Saturday count was conducted on April 17, 2010, and it corresponded with the Celebration of Spring Festival in Big Ditch Park. The data were collected by parking area and summarized by blocks and streets.

The purpose of the study was to quantify the existing parking, and determine how much of the available parking is being utilized. In addition, recommendations were prepared to maximize parking in central Silver City. The data described and summarized herein yield valuable information concerning parking characteristics within the Silver City downtown core.

2.0 PARKING INVENTORY

A block by block parking inventory was conducted to identify all existing parking spaces within the study area corridor. The inventory included all parking spaces contiguous with each block, including all on-street and private parking lots. On-street parking was collected only on one side of the street for each block, except for the perimeter of the study area where both sides of the street were counted. All public and private off-street parking was internal to each of the 31 blocks. The majority of public parking was located between the businesses facing Bullard St and the Big Ditch, dirt/ gravel surfaces without formally developed spaces. The inventory also included the Silver City Visitor Center parking lot adjacent to downtown.

Some properties were excluded from the inventory data collection. Single family residential parcels were not counted as they were difficult to define and would not be considered part of the City's parking supply. Similarly, small open areas at commercial properties were not counted unless there was specific designation as site parking or vehicles were parked during the utilization study.



Figure 1. Parking Study Area

Silver City Downtown Action Plan

Parking Study

In addition to determining the number of parking spaces, the roadway widths were measured. These widths were used to determine if each roadway was wide enough to permit parking along each side. Roadways narrower than 30' may restrict emergency vehicle access which requires 14' for passage and fire truck setup if vehicles can park within 8.0' of the curb. Many street sections within downtown Silver City have curbs higher than 9", resulting in vehicles parked up to 4' from the curb. The high curbs can lead to severe restriction of the roadway width for emergency vehicle access when vehicles are parked along these sections.

The inventory considered a number of data collection parameters. For on-street parking, the number of spaces was identified as parallel, angle, and 90° parking spaces. On-street spaces were estimated where parking prohibition was neither signed nor had yellow painted curb. Time limits, signed in some sections of Bullard St and Yankie St, were noted for the number of spaces that they applied to. On-street spaces designated for the physically challenged were also quantified by each block, as well as in parking lots.

Private parking areas were also identified and counted. Some parking lots were paved with designated spaces, some paved without formal spaces identified, and some lots were unpaved with earth or gravel surfaces and no specific definition. For each lot without formal spaces, the number of spaces was estimated. In addition, a number of vacant lots within the study area were identified, and these areas were frequently utilized for off-street parking without formal space designation. Each vacant parcel was identified, and the number of spaces estimated as if they would be developed as formal parking lots. The spaces were estimated by dividing the vacant parcel area in square feet (SF) by 325¹ SF to conservatively determine the potential parking yield for each lot.

The 31 block inventory yielded the following general results.

Total Parking Spaces	1254	100%
On-Street Parking Spaces	785	62%
Parallel	758	96%
Angle	13	2%
90°	14	2%
Off-Street Parking Spaces	469	38%
Off-Street Public Spaces	175	14%
Total Handicap Spaces	31	2%
On-Street Handicap Spaces	25	2%
2-Hour Time Limited Spaces	67	5%

The inventory data indicate that the majority of parking within the downtown area is on-street parking, and 96% is parallel parking. Angle parking is restricted to Broadway St between Texas St and Arizona St, and 6th St east of Bullard St. The small percentage of time limited parking indicates that the restrictions should minimally impact parking in central Silver City.

A block-by-block summary was compiled and the results are contained in Table 1. This table indicates the concentration of parking block-by-block downtown. It should be noted that the where parking was allowed on both sides of a perimeter street (such as Arizona St), both sides were included in the inventory. For all other blocks, one the side of the street adjacent to the block was counted. Block 40 is the Visitor Center parking lot along Hudson St.

¹ ITE *Traffic Engineering Handbook*, 4th Edition, 1992, page 212, range of 310 SF to 330 SF per vehicle.

Silver City Downtown Action Plan

Parking Study

Table 1
Parking Inventory – Study Area by Block

Block	On-Street	Off-Street	HDCP	Block	On-Street	Off-Street	HDCP
1	53	24	0	2	30	68	1
3	16	60	1	4	30	20	3
5	26	0	0	6	11	8	2
7	33	0	0	8	25	5	0
9	27	0	1	10	26	33	0
11	20	0	1	12	14	7	1
13	26	0	1	14	25	4	0
15	12	13	0	16	26	0	1
17	26	15	3	18	22	22	1
19	27	0	3	20	22	5	2
21	13	8	2	22	35	0	1
23	31	0	0	24	33	20	0
25	38	0	1	26	22	0	2
27	8	11	1	28	44	31	0
29	15	28	1	30	24	8	0
40	0	73	2				

The highlighted cells in Table 1 represent the densest development in downtown Silver City along Bullard St and Broadway St. These 10 blocks contain 195 on-street parking spaces, 48 off-street spaces and 13 handicap spaces. These blocks represent 30% of the study area with 20% of the parking supply, indicating latent parking demand in this area.

The inventory data was also summarized along each study area roadway. Table 2 contains the number of available on-street spaces by roadway, and a summary of the off-street private and public parking spaces.

Table 2
Parking Inventory by Location within Study Area

Street	Spaces	Street	Spaces
Bullard St	147	6 th St	41
Texas St	147	Kelly St	33
Arizona St	91	Market St	30
Pinos Altos St	27	Yankie St	49
Bayard St	30	Broadway St	73
Cooper St	16	Spring St	64
College Ave	12	San Vicente St	5
7 th St	26	Sonora St	2
Private Off-Street	286	Public Off-Street	175

Silver City Downtown Action Plan

Parking Study

3.0 PARKING UTILIZATION

Two parking utilization studies were conducted within the study area, on Thursday, April 15, 2010 and Saturday April 17, 2010. Each parked vehicle was counted each loop through the study area at both on-street and off-street locations. The weekday count was conducted from 8:00 am through 6:00 pm (10 trips), with each loop starting at the top of each hour. The weekend count was conducted from 9:00 am through 3:00 pm (6 trips), also starting each loop at the top of the hour. Each loop required approximately 40 minutes to complete. Each area inventoried was included in the parking count. A summary of all data collected is contained in Appendix B.

The weekend count was likely not a typical weekend as the Celebration of Spring Festival was occurring between the hours of 10:00 am and 1:00 pm. It is anticipated that the parking demand may have been slightly higher than normal on that day. There was also a flea market utilizing the Visitor Center parking lot until noon on Saturday, likely increasing vehicle volumes at that location.

In addition to counting the spaces, three types of vehicles were noted. The primary type was a passenger vehicle, assumed to be 18' or less in length. These vehicles should fit into a standard 22' long parking space. The second classification was a large vehicle, and full-size, dual cab pickup trucks or larger fit in this category. The final category was a motorcycle.

Tables have been prepared to summarize the parking utilization. The tables were created separately for the weekday and weekend parking utilization, and the values represent all vehicle types. The data in Tables 3 and 4 were summarized by block, and also include a total for all blocks within the study area.

Table 3
Weekday Parking Utilization – Study Area by Block

Block	Spaces	Ave Filled	Percent Filled	Block	Spaces	Ave Filled	Percent Filled
1	77	13	16%	2	99	30	30%
3	77	25	32%	4	53	12	23%
5	26	15	59%	6	21	7	33%
7	33	4	12%	8	30	18	60%
9	28	19	66%	10	59	10	17%
11	21	16	74%	12	22	11	50%
13	27	13	47%	14	29	14	47%
15	25	8	33%	16	27	10	37%
17	44	16	37%	18	45	15	33%
19	30	16	53%	20	29	17	59%
21	23	8	34%	22	36	8	22%
23	31	7	22%	24	53	22	41%
25	39	17	44%	26	24	15	62%
27	20	17	83%	28	75	16	22%
29	44	19	44%	30	32	7	21%
40	75	12	16%	ALL	1254	436	35%

Silver City Downtown Action Plan

Parking Study

Table 4
Weekend Parking Utilization – Study Area by Block

Block	Spaces	Ave Filled	Percent Filled	Block	Spaces	Ave Filled	Percent Filled
1	77	15	19%	2	99	36	37%
3	77	30	39%	4	53	18	33%
5	26	20	75%	6	21	14	67%
7	33	12	36%	8	30	21	71%
9	28	20	73%	10	59	19	32%
11	21	20	94%	12	22	8	37%
13	27	18	67%	14	29	23	78%
15	25	11	45%	16	27	7	24%
17	44	2	4%	18	45	9	21%
19	30	17	56%	20	29	20	70%
21	23	10	45%	22	36	6	18%
23	31	7	23%	24	53	23	44%
25	39	17	44%	26	24	17	71%
27	20	6	28%	28	75	19	25%
29	44	17	39%	30	32	8	26%
40	75	28	37%	ALL	1254	499	40%

The results from the downtown core were highlighted in Tables 3 and 4. Summarizing the data, the downtown core experienced 54% average utilization on a weekday and 49% on a weekend. The remaining study area experienced average utilization of 30% on a weekday and 38% on a weekend. It is interesting to note that the weekend count had a higher average utilization than the weekday, 40% as compared to 35%. This information is shown graphically on the following page.

Utilization fluctuated throughout the day. The minimum and maximum hourly counts are summarized in Table 5.

Table 5
Parking Utilization – Minimum/Maximum Hourly Summary

Block	Time	Total Spaces	Filled Spaces	Percent Filled
Weekday				
Maximum	12:00 – 1:00	1254	521	42%
Minimum	8:00 – 9:00	1254	251	20%
Weekend				
Maximum	12:00 – 1:00	1254	584	47%
Minimum	9:00 – 10:00	1254	361	29%

The weekend experienced a higher peak hour than the weekday. This may have resulted from the special event that was focused east of Bullard St between Yankie St and Kelly St. It should

Silver City Downtown Action Plan

Parking Study

be noted that the highest utilization both on the weekday and weekend occurred over the noon hour. The lowest utilization occurred during the first hour of data collection each day.

The following graphics were prepared to show the average utilization percentages during the weekday and weekend counts. These data are found in Tables 3 and 4.) The weekday count showed the highest utilization near 6th St and along Broadway St. The weekend count found maximum utilization in the Bullard St corridor.



Figure 2/3. Parking Utilization by Block

An alternate examination of utilization was conducted for parking along each roadway corridor. Table 6 contains the utilization results for on-street parking along each roadway, and summaries for off-street locations. The table reports the maximum [Max Filled] and average [Ave Filled] parking utilization for the on-street spaces along each road for the weekday and weekend counts. The percentage of spaces filled for the maximum [Max% Filled] and average [Ave% Filled] hourly period is also reported.

Silver City Downtown Action Plan

Parking Study

**Table 6
Parking Utilization by Corridor**

Street	Total Spaces	Weekday				Weekend			
		Max Filled	Max % Filled	Ave Filled	Ave % Filled	Max Filled	Max % Filled	Ave Filled	Ave % Filled
Bullard St	147	101	69%	78	53%	123	84%	108	74%
Texas St	147	58	39%	42	29%	79	54%	60	41%
Arizona St	91	21	23%	15	16%	21	23%	16	17%
Pinos Altos St	27	4	15%	2	8%	4	15%	2	7%
Bayard St	30	14	47%	8	28%	7	23%	5	16%
Cooper St	16	6	38%	3	20%	5	31%	3	21%
College Ave	12	10	83%	5	45%	10	83%	6	51%
7 th St	26	14	54%	8	30%	12	46%	10	37%
6 th St	41	32	78%	25	61%	37	90%	33	79%
Kelly St	33	17	52%	14	41%	23	70%	20	60%
Market St	30	25	83%	17	56%	24	80%	21	69%
Yankie St	49	24	49%	18	36%	31	63%	25	51%
Broadway St	73	46	63%	39	53%	39	53%	34	47%
Spring St	64	21	33%	16	25%	17	27%	12	18%
San Vicente St	5	1	20%	0	4%	2	40%	1	17%
Sonora St	2	4	200%	4	180%	4	200%	4	192%
Private Off-Street	286	121	42%	85	30%	93	33%	68	24%
Public Off-Street	175	76	43%	56	32%	89	51%	74	42%

Table 6 confirms that the parking is aggregated along the primary commercial corridors. Bullard St, 6th St, Market St and Broadway St each average better than 50% utilization during weekdays. The weekend found Bullard St, College Ave, 6th St, Kelly St, Market St and Yankie St averaging more than 50% utilization. The 6th St corridor averaged the highest utilization both weekdays and weekends, and experienced the highest hourly utilization, 90%. (There is one anomaly in the data, Sonora St, which had utilization near twice the capacity. This result was from residential vehicles parked partially in the street where no parking should be permitted.)

The block by block on-street segments indicated that Bullard St was the primary destination. Review of the hourly data revealed that each segment of Bullard St between 7th St and Spring St had at least one hour where there were no parking spaces available, two segments where one additional vehicle was parked over the established capacity, and one segment where two vehicles were parked over capacity. No other roadway (except Sonora St – as described above) met or exceeded capacity throughout the study period. Bullard St, between 7th St and Spring St should be considered capacity constrained, i.e., there is more demand for parking than there is capacity along Bullard St.

The vehicle types were also summarized for the two study periods. Large vehicles accounted for 3.9% of the weekday parked vehicles and 3.8% on the weekend on average. Motorcycles

Silver City Downtown Action Plan

Parking Study

constituted 0.9% of the weekday vehicles and 0.6% of the weekend count. All remaining vehicles counted were standard size passenger vehicles.

4.0 ON-STREET PARKING TYPES

On-street parking provides destination parking for access to the businesses and residences within the Silver City downtown. The on-street parking supply is either parallel or angle parking, and angle parking can be any angle between 30° and 90°. The parking inventory indicated that 96% of all on-street parking in Silver City is parallel parking. The remaining spaces are angle parking, about half are 90° and half are less than 90°. None of the angle parking is designated with striping.

Parallel parking should remain as the primary form of on-street parking in downtown Silver City. Given the block lengths in Silver City, it will be more efficient to provide parallel parking along two sides of a street (at least 30' wide) unless the street is wide enough to allow two rows of angle parking. Angle parking will increase the parking supply by up to 70% (at a 45° angle) along one side of a street, but a 100% increase would be required to make it as efficient as parallel parking. If the angle is increased to 60°, angle parking would be as efficient as parallel parking, however, it would require the travel lane to be 1 to 2 feet wider in each direction to accommodate vehicle turning radii. Two rows of 45° angle parking require a minimum effective width of 58', while two rows of 60° angle parking would require 62'. The widest street in downtown Silver City, Broadway St, has a maximum effective width of 59'.

Angle parking can be designed as head-in or back-in parking. Currently, Broadway St has head in angle parking along the south side between Texas St and Arizona St. The parking is uncontrolled in that it has no space demarcation to designate each space. This can lead to multiple angles for the vehicles parked along the street, as well as varying angles on a daily basis. If too flat of an angle is parked by the initial vehicle, the number of spaces available may be reduced. Similarly, if a steep angle is first selected, the parking supply may be increased, however, it may compromise safety for vehicles exiting a space encroaching into the travel lanes. Many communities across the United States have converted head-in angle parking to back-in angle parking. Each requires the same amount of parking area, however, back-in angle parking has proven to have a better safety record. Head-in angle parking is simpler for the parking maneuver, but more difficult to safely exit a space as sight distance can be very limited. Back-in angle parking is similar to parallel parking, using the same movements, but much easier and safer to exit than head-in parking. The safety benefits of back-in angle parking include:

1. It is safer to reenter the roadway. Head-in angle parking requires a driver to back into the travel way, frequently without the benefit of sight distance to oncoming traffic. In addition, the time for a driver who has parked in a head-in angle space to back into traffic and then reverse direction into the proper travel direction ranges from 15 to 20 seconds. This reduces capacity along the street for that amount of time for each parking maneuver. Back-in angle parking provides much better sight distance, and requires the time to make a standard right-turn, typically less than 5 seconds.
2. It is safer to load and unload a vehicle. When someone places items in a car trunk with head-in angle parking, they must do so behind the vehicle, potentially in conflict with

Silver City Downtown Action Plan

Parking Study

passing traffic. With back-in angle parking, all loading and unloading is performed on the curb side of the street.

3. It is safer for the elderly to enter the street. With back-in angle parking, the driver is facing the direction they wish to go, not entering the travel stream by backing into traffic. This safety benefit applies to all, but most benefits the elderly who may have slower reactions or reduced mobility.
4. It is safer for young children. Passenger vehicles typically have the door open out, and this directs the person exiting toward the back of the vehicle. Front-in angle parking directs exiting passengers toward the street while back-in angle parking directs passengers toward the curb.
5. Back-in angle parking is safer for cyclists because there is better visibility along the road when exiting a space.

The principal negative effect of back-in angle parking is that vehicle emissions are directed toward the sidewalk. For most vehicles this is not an issue unless a driver idles for an extended period of time. The emissions condition is essentially the same as for parallel parking.

5.0 ON-STREET PARKING STANDARDS

Parking standards provide uniform guidance in the design of parking facilities within a community. These guideline apply to types of on-street parking (parallel, angle), as well as lane widths and offsets from intersections and obstructions. Standards and guidelines for on-street parking are provided in current editions of many documents including the National Committee on Uniform Traffic Laws and Ordinances *Uniform Vehicle Code*, the Institute of Transportation Engineers (ITE) *Traffic Engineering Handbook*, the FHWA *Manual on Uniform Traffic Control Devices*, and the American Association of State Highway and Transportation Officials (AASHTO) *A Policy on Geometric Design of Highways and Streets* and in the *New Mexico Driver Manual*.

On-street parking in downtown Silver City has three primary concerns – parking prohibition near intersections and at fire hydrants, and the width of parking spaces. National standards are applicable in most locations within Silver City; however, there are unique features within the downtown area that require consideration of basic design principals to create standards that fit the Silver City environment. The unique features in central Silver City include:

1. Small intersection return radii.
The intersection radius allows a vehicle to flow around an intersection return without encroaching into the opposite direction lane or the pedestrian zone. When there is no return radius, or a very small radius (less than 10'), a driver may have to maneuver their vehicle outside the travel lane they wish to enter to complete a turn. The presence of

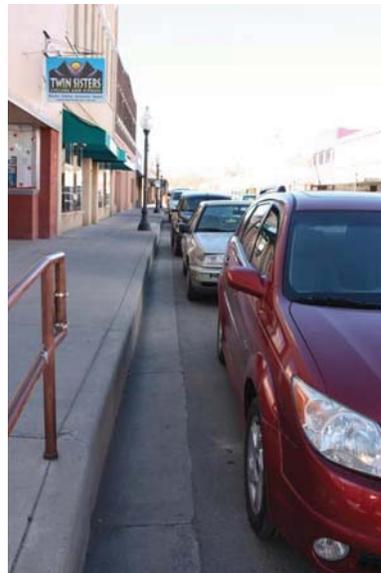


Silver City Downtown Action Plan

Parking Study

parallel parking aisles along each side of most downtown streets provides the required turning radius for passenger vehicles, though the turn may unsafely encroach into pedestrian space. This is especially the case for the returns that have no radius.

2. Raised sidewalks (high curbs) greater than 9 inches above the roadway. Silver City has numerous sidewalk sections greater than 9 inches high in the downtown area. These curb heights/raised sidewalks are primarily to accommodate stormwater runoff within the streets. The high curbs however, prevent passengers from opening a door and exiting a vehicle on the curb side when parked within 12” to 18” of the curb. This leads to many vehicles parking 3 to 4 feet from the curb where elevated conditions exist, reducing the roadway width for through vehicles. The picture at the right shows that as the curb reduces to a standard height, vehicles are parked closer to the curb.



3. Building offsets from face of curb less than six (6) feet. Many buildings on corners along Bullard St, Texas St and Arizona St in central Silver City have the structure constructed right on the property line. This typically corresponds to the back of sidewalk along these streets. As a result, the building is frequently constructed in the desired ‘sight triangle’ for motorists approaching the intersection. These structures restrict intersection sight distance.

4. Frequent one-way streets. The one-way streets benefit on-street parking within the downtown by permitting parking along two sides of the street. If two-way traffic were permitted, parking may have to be eliminated along some streets or restricted to one side of the street, effectively halving the parking supply along those roads.



5. Short city blocks (typically less than 220’). The short city blocks reduce the parking supply because of required intersection offset parking prohibition.

A comparison table of standards was assembled to demonstrate a range of design guidelines and on-street parking information.

Silver City Downtown Action Plan

Parking Study

Table 7
Comparison of On-Street Parking Guidelines

Criteria	NM Driver Manual	AASHTO/MUTCD
Parking Lane Width	-	7' – 8'
Offset from Curb	18"	12"
Offset from Uncontrolled Intersection or Driveway	20' ¹	20'
Offset from Stop Controlled Intersection ²	25'	20'
Offset from Signal Controlled Intersection ²	30'	30'
Offset from Fire Hydrant	50'	15'

1. Offset referenced specifically from a Fire Station driveway.
2. Offset measured from the crosswalk (or extended sidewalk if no crosswalk is striped).

Table 7 indicates that there are differing standards for various on-street parking criteria. These criteria are based upon standard roadside clearance and intersection sight distance. Because of the unique conditions in the Silver City downtown, these criteria may not be applicable to all locations.

Basic geometric design principals should be considered for parking design in downtown Silver City. The primary design consideration is safety for pedestrians and the motoring public. Sight distance must be provided for pedestrians to clearly see past parked vehicles, and drivers must be able to clearly see approaching vehicles along intersecting streets and driveways. Sight distance is the primary design consideration of the intersection and driveway offsets listed in Table 7.

Many streets in downtown have restricted sight distance because buildings are constructed with no setback from the property line. This creates an efficient pedestrian network, but reduces safety with respect to motor vehicles. A positive aspect of the sight restrictions is that it creates an environment where drivers must be more vigilant and drive more slowly, thus the low (15 to 20 mph) posted speeds in downtown have generally good compliance. The slow travel speeds create a safer environment for pedestrians and bicyclists.

Intersections between two-way streets should comply with the AASHTO/MUTCD standards identified in Table 7. Parking should be prohibited for 20' or more along each intersecting roadway to ensure that adequate sight lines are maintained for vehicles from the cross street. Each intersection should be independently evaluated before determining the extent of parking prohibition. Should there be a desire to reduce the restriction distance, construction of curb extensions (bulb outs) could be considered to relocate the stop bar and pedestrian crossing location, and maintain pedestrian safety. (Drainage must be considered during the determination of curb extension applicability.)

Intersections between a two-way street and a one-way street, or between two one-way streets, may be able to reduce the parking offset distance below the values shown in Table 7 where there is a structure with no property line offset located at a corner. Structures, such as buildings, with zero setback restrict the sight lines, therefore, vehicles parked closer to the intersection would not limit sight distance. For example, the picture below shows the southeast

Silver City Downtown Action Plan

Parking Study

quadrant of the Market St-Arizona St intersection. Arizona St is stop controlled and Market St is uncontrolled (no stop sign). Market St is one-way westbound and Arizona St one-way northbound. Market St has the high curb (in the picture) and has parking restricted for 38' from the intersection return. Arizona St has parking restricted for 35' along the east side of the street from the intersection return.



To achieve adequate sight triangle, Market St should have the parking restricted for at least 25', 5' for the sidewalk (an assumed crosswalk width) and 20' for the minimum sight triangle. This could increase the parking potential by 13' or half a vehicle space. Along the east side Arizona St,

parking could safely commence at the stop sign, however, it is recommended that a minimum buffer of 8.0' be maintained between the stop sign and the beginning of on-street parking. This minimum buffer corresponds to the design distance that a driver sits behind the front of the car. Assuming that the front of a car stops in line with the stop sign, no vehicle would be parked within the drivers view



toward the cross street. The picture to the right shows the inter-section approach along Arizona St.

Intersection control is a critical component of parking design. Uncontrolled intersection approaches, those that do not have stop or signal control, require greater parking restrictions than uncontrolled approaches. The sight distance at these approaches must permit a vehicle from a stop controlled approach to clearly see an approaching vehicle, thus greater corner clearance is required. If an intersection approach is stop controlled, the sight distance required along that leg must ensure that a driver's vision from the stop line is not impeded. If the traffic control changes in the future, parking restrictions must be reevaluated to ensure that appropriate

Silver City Downtown Action Plan

Parking Study

sight distance remains. This reevaluation also applies to the modification of one-way streets to two-way streets, or vice versa.

Table 8 provides guidelines for on-street parking within downtown Silver City. There are eight criteria for which guidelines are proposed. The ‘Parking Lane Width’ is the proposed width of a parking lane. Areas with high curbs may require an additional 2’ of width, and narrow streets could consider lanes as narrow as 7’ (if delivery vehicles are not anticipated). The ‘Parallel Parking Space Length’ is the length of parking spaces at each terminus of the parking area and the length of the spaces between the terminals. These lengths are used to assess the parking capacity along each block, and to delineate spaces if desired. ‘Angle Parking Space Length/Width’ refers to the proposed baseline dimensions for angle parking spaces. The actual dimensions vary based upon the skew angle, though the values in Table 8 represent the 90° angle values. ‘Offset from Driveway Cut’ refers to the clearance offset that should be provided from a driveway cut along a street. A driveway cut differs from a driveway intersection with return radii which should be treated as an intersection. ‘Offset from an Uncontrolled Intersection Approach’ indicates the offset along a street from an intersection approach which has no traffic control (stop or yield sign). Where a one-way street is the intersecting street, the near (approach) side of the one-way street should maintain the standard sight distance. The far (departure) side of the street may reduce the parking prohibition area because there will be no entering vehicles from the opposite direction. ‘Offset Along a Stop Controlled Intersection Approach’ refers to the required offset from the stop controlled leg(s) of an intersection. Given that a traveling vehicle must stop, it should have adequate clearance of 8.0’ from the stop line (corresponding to the driver’s eye position) to see along the intersecting street. ‘Offset from a Signalized Intersection’ and ‘Offset from a Fire Hydrant’ are the recommended offset values from AASHTO.

**Table 8
Proposed Minimum On-Street Parking Guidelines**

Criteria	Two-Way Street Intersection	One-Way/Two-Way Intersection	One-Way Street Intersection
Parking Lane Width	8’	8’	8’
Parallel Parking Space Length	20’/22’	20’/22’	20’/22’
Angle Parking Space Length/Width	18’/9.5’	18’/9.5’	18’/9.5’
Offset from Driveway Cut	5’	5’	5’
Offset Along an Uncontrolled Intersection Approach	20’	20’/10’	20’/10’
Offset Along a Stop Controlled Intersection Approach	20’	12’	12’
Offset from a Signal Controlled Intersection	30’	30’	30’
Offset from Fire Hydrant	15’	15’	15’

Parking space lengths are listed as end space/intermediate space.

Offsets are measured from the crosswalk (or extended sidewalk if no crosswalk is striped).

20’/8’ - Offset references with two options apply to the cross street approach/departure sides of the one-way street.

Each of these criteria should be field reviewed for each intersection quadrant before applying these guidelines. A critical consideration is the location of buildings at the intersection, and the

Silver City Downtown Action Plan

Parking Study

degree to which they restrict sight distance. Where a building restricts sight distance, parking should be allowed to within 2' of the sight obstruction line, provided it is no closer than 8' from a stop sign.

The final consideration of parking standards is signing and marking. Currently, the on-street system does not include pavement markings except for curb painted prohibition. Pavement marking can be used to delineate individual spaces and areas where parking is not permitted. The space markings can be longitudinal to the roadway or transverse; and can be included with either parallel or angle parking. Where parking is to be prohibited, yellow paint should be used, and where it is permitted, white paint should be used. Parking for the physically impaired should be blue, and include blue symbol markings within the delineated space.

All angle parking spaces, whether 90° or 45°, should have each lane clearly delineated with 4" wide painted lines. This will clearly identify where a vehicle should be parked. Where angle parking is installed, the terminal clear zone areas at each intersection should be clearly marked with 4" yellow striping. If 4" striping is used, chevron striping should be included to emphasize the no parking area. An alternative to the 4" striping would be to use 8" striping without the chevron striping. This striping should be either paint with retroreflective beads or thermoplastic with adequate retroreflective characteristics.

The Manual of Uniform Traffic Control Devices (MUTCD) provides guidance on the striping of on-street parallel parking in Figure 3B-21 which may be found in Appendix B. They provide three layouts to delineate all spaces along the street, each of which will require moderate periodic maintenance. One option not presented is to delineate only the parking limits within a block, with a 4" white transverse line painted to delineate each end of the parking area. This line would be painted in conjunction with the termination of the parking prohibition areas at each intersection; it would extend the desired width of the parking area; and would provide additional guidance to drivers where the parking terminals are located. An alternative would be to provide the end lines, and a longitudinal 4" white line to define the parking area width. This longitudinal line would be helpful where there are high curbs. The parking area could be widened in those blocks to accommodate the needed extra width, and would indicate to motorists what parking distance from the curb is acceptable. It would also provide guidance for motorists traveling along the street to define the edge of the travelway. Finally, the longitudinal line could be used for enforcement should a vehicle park too far from the curb.

The community has discussed the need to delineate parallel parking spaces along Bullard St. Based upon the utilization study, it is felt that delineating the spaces will reduce the parallel parking capacity of Bullard St. The weekend counts found nearly 100% utilization between 7th St and Spring St along Bullard St, and two of the blocks experienced utilization of greater than 100% during multiple hours. Implementing the guidelines in Table 8 will likely reduce parking capacity along Bullard St below the estimated level because there are some intersection offsets less than the desired length, and insufficient hydrant offsets. While parking organization would benefit from physical delineation of each space, the resultant capacity would be lower than as it currently exists.

Silver City Downtown Action Plan

Parking Study

6.0 RECOMMENDATIONS

The recommendations of this report are as follows.

1. Silver City should adopt a series of guidelines for the design of on-street parking facilities in the downtown area. These guidelines should include intersection prohibition offsets, parking space dimensions, and striping and signing considerations. A sample set of guidelines are included in Table 8.
2. Bullard St should delineate the parking areas with 4" white terminal stripes and 4" wide longitudinal stripes the length of the parking area. Individual parking spaces should not be striped to maximize capacity. The width of the parking area should vary from 8' to 10' depending upon the curb heights within each block.
3. Parking prohibition should be considered along one side of the street in the following road segments in the downtown study area. These streets do not currently have adequate width (30') to maintain two parking lanes and a 14' wide travelway.
 - a. Yankie St between Bullard St and Arizona St
 - b. Market St between Texas St and Arizona St
 - c. Kelly St between Bullard St and Texas St
 - d. Texas St between Sonora St and San Vicente St
 - e. Texas St between Spring St and Broadway St
 - f. Texas St between Yankie St and 7th St
 - g. Arizona St between Spring St and Broadway St
 - h. Arizona St between Market St and 6th St
 - i. Pinos Altos St between Spring St and Broadway St
 - j. Sonora St

This could result in up to 86 lost parking spaces. An estimated 91 spaces could be developed off-street within currently vacant property along the downtown streets, with the primary development areas along Spring St, Pinos Altos St, and east of the Bullard St development.

4. Formalize parking in the Mainstreet Plaza area north of 7th St and east of Bullard St. The area is currently unpaved, and if it remains unpaved, wheelstops should be considered to provide positive guidance for parking. Because the Plaza is used for a weekend market, additional accommodation may be required to minimize the pedestrian tripping hazard associated with wheelstops. Low-profile wheelstops with sloping faces may be considered to mitigate this concern, with a greater ability to delineate spaces than provide a barrier to a parked vehicle. Alternative signing and markings should also be reviewed prior to formalizing parking within the Mainstreet Plaza area.
5. Back-in angle parking should be considered along Broadway St between Texas St and Pinos Altos St. The angle parking may be implemented along each side of Broadway St between Texas St and Arizona St, and along the north side of the street between Arizona St and Pinos Altos St. Each of the angle parking spaces should be striped, and as appropriate, some could be designated as small car spaces to optimize capacity. Initially, this should be considered a demonstration project for the community and all

Silver City Downtown Action Plan

Parking Study

striping should be temporary striping. See Appendix A for a schematic of the proposed parking scheme.

The back-in angle parking will be new to Silver City, and as such, there will be a learning curve for the local citizens. A public information campaign should be conducted to instruct drivers how to negotiate entry into a space. The movement is initially the same as parallel parking, and signing has been developed by numerous jurisdictions to instruct unfamiliar drivers. Installation of such signing should be considered.

6. Construction of curb extensions (bulb outs) should be considered in conjunction with installation of back-in angle parking. These extensions should initially be striped and supplemented with raised pavement markers. If the back-in angle parking is to become permanent, then permanent curb extensions should be installed. The curb extensions will minimize and define the parking prohibition area, and will greatly enhance pedestrian safety by reducing the crossing distance of Broadway St by as much as 50%. The curb extensions should be designed by a registered engineer, with special consideration given to drainage design. Curb extensions may be landscaped and include street furniture.
7. Loading zones should be established east of Bullard St on 7th St, Kelly St, Yankie St, and Spring St to accommodate large vehicle deliveries. Currently, delivery vehicles are parking in travel lanes on two-lane streets which is a safety concern. Established loading zones should be properly signed and marked.



A loading zone should also be considered along Texas St between Yankie St and

Broadway St, along the west side of the road. Each loading zone in downtown should be at least 65' in length to accommodate large delivery vehicles.

8. On-street handicap spaces should be uniform in size. Existing handicap spaces vary in length from 25' to almost 40'. A length of 25' should be adequate for handicap parking, and the spaces should be fully delineated on the pavement.
9. Expand and enhance bicycle parking within the downtown. Formal public bicycle parking is located at three intersections: Bullard St at Broadway St, Bullard St at 6th St and Yankie St at Texas St. Safety is a concern at the Bullard St at Broadway St and Yankie St at Texas St locations because the parking areas are located within the roadway prism. Bicycle parking should be located behind raised curbing, not at street level. If curb extensions are considered at downtown intersections, a component of the improvements should include incorporation of bicycle parking accommodations within

Silver City Downtown Action Plan

Parking Study

the extensions. This would yield more frequent parking locations and provide greater safety for the cyclist. If curb extensions are not considered, parking should be focused along the east side of Bullard St, with barrier protected areas established along the short roadway segments between Bullard St and Big Ditch Park. A bicycle parking area could also be established within the parking lot at the corner of Yankie St and Arizona St.

10. Reorient parking signing to face traffic parking along the streets. All street signing should be oriented to face approaching traffic, not turned 90° so that the sign face is parallel with the street edge. Refer to the Manual on Uniform Traffic Control Devices – Section 2A.20.
11. Verify and adjust the mounting heights of all signing within the downtown area. Numerous signs are mounted such that average height pedestrians may hit the signs while walking along the sidewalk. Refer to the Manual on Uniform Traffic Control Devices – Section 2A.18.

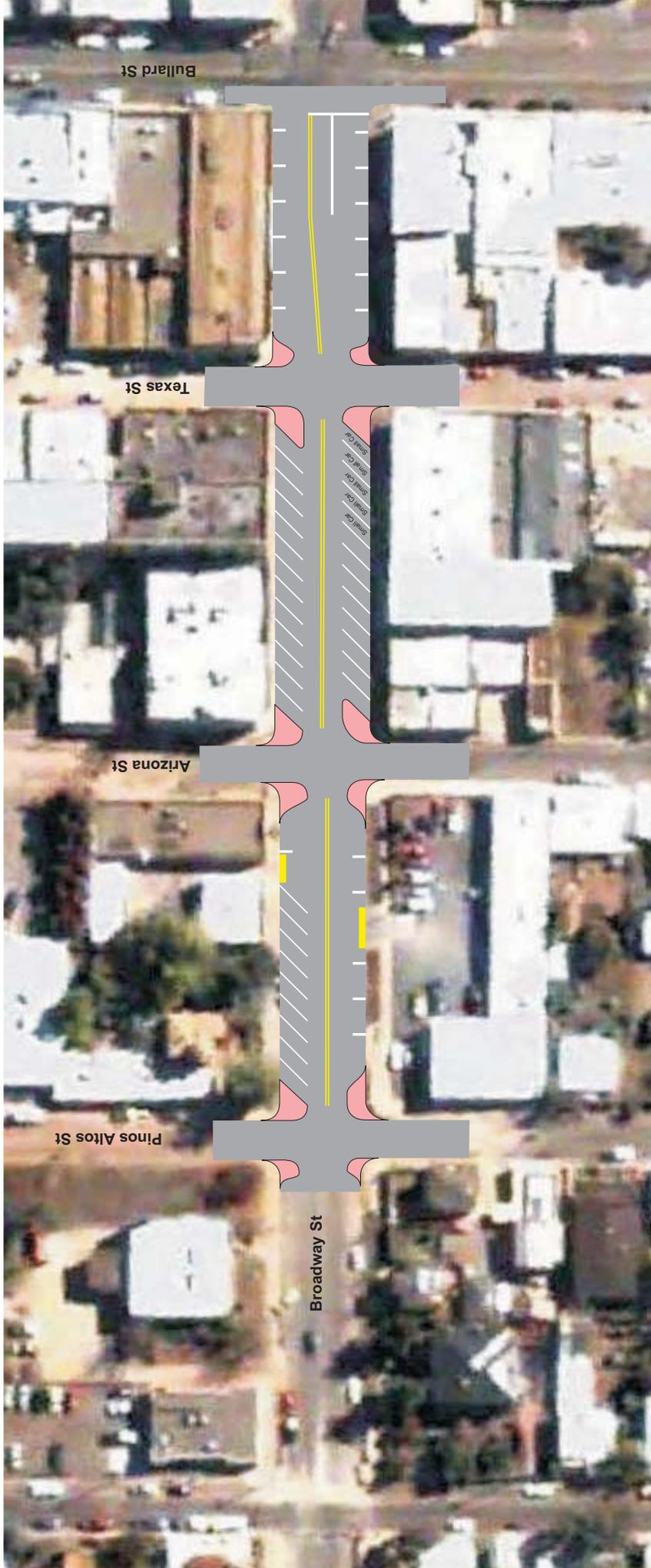
Appendix A

Drawings

Back-in Angle Parking - Broadway St



Not to Scale



Pinos Altos to Arizona:

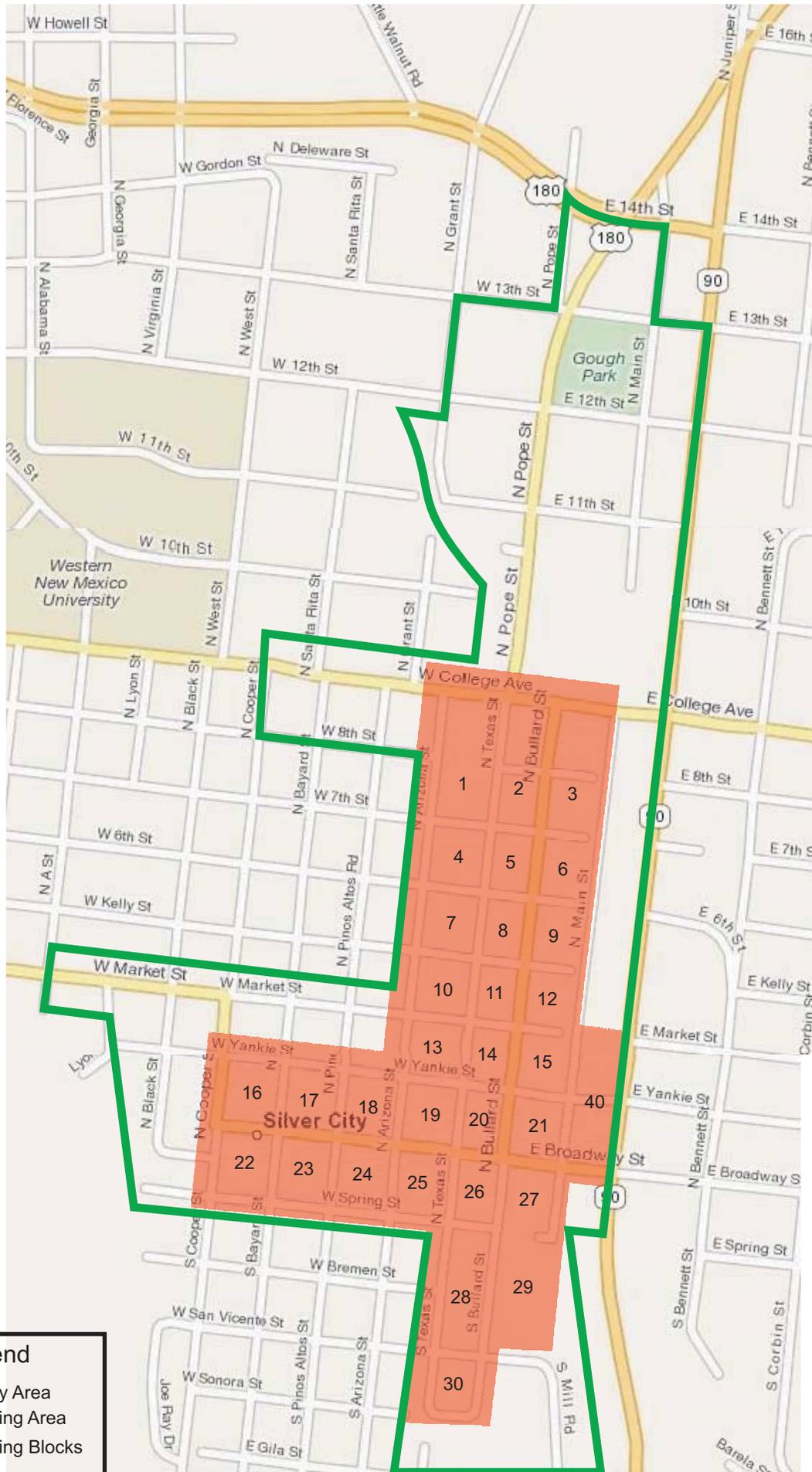
- 9 Back-in spaces north side @ 45° ,
- 1 Parallel space north side,
- 5 Parallel spaces south side.

Arizona to Texas:

- 13 Back-in spaces north side @ 45° ,
- 13 Back-in spaces south side @ 45°
- with 5 small car spaces designated.

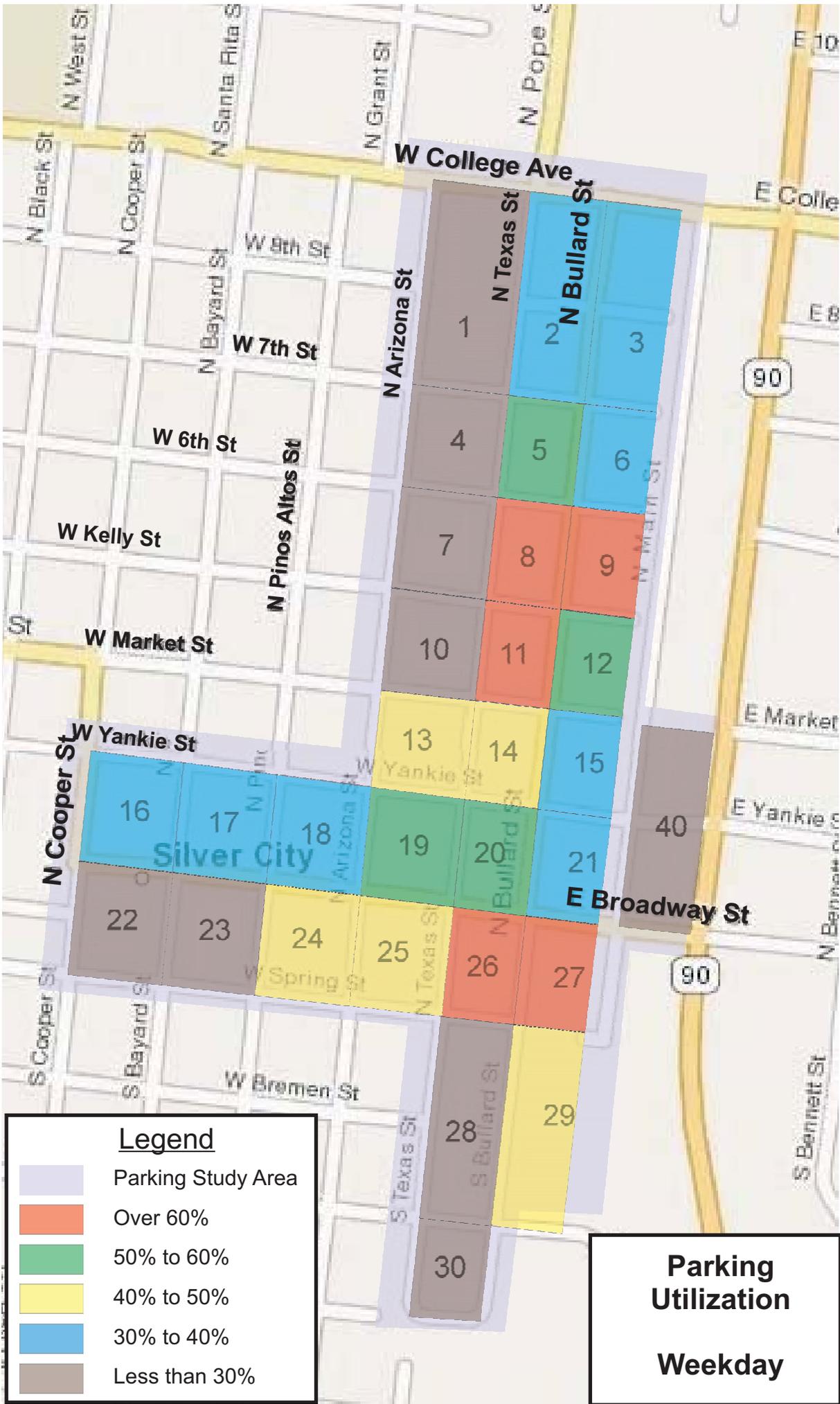
-  No Parking - Driveway
-  Curb Extension

This drawing is conceptual, based upon estimated distances. The number of spaces are based upon 20' and 22' parallel parking space lengths and baseline diagonal parking space dimensions of 9.5' wide and 18.0' long. The 30" low curb between Arizona St and Texas St will permit back-in diagonal parking along each side of the street, leaving an approximate 25' driving aisle. The narrower roadway width and raised sidewalk at Pinos Altos St will not permit diagonal parking along each side of the road. Curb extensions are shown to reduce the pedestrian crossing distances and to improve the sight distance for vehicles on the cross streets. Striping may be used in lieu of curb extensions.



Legend

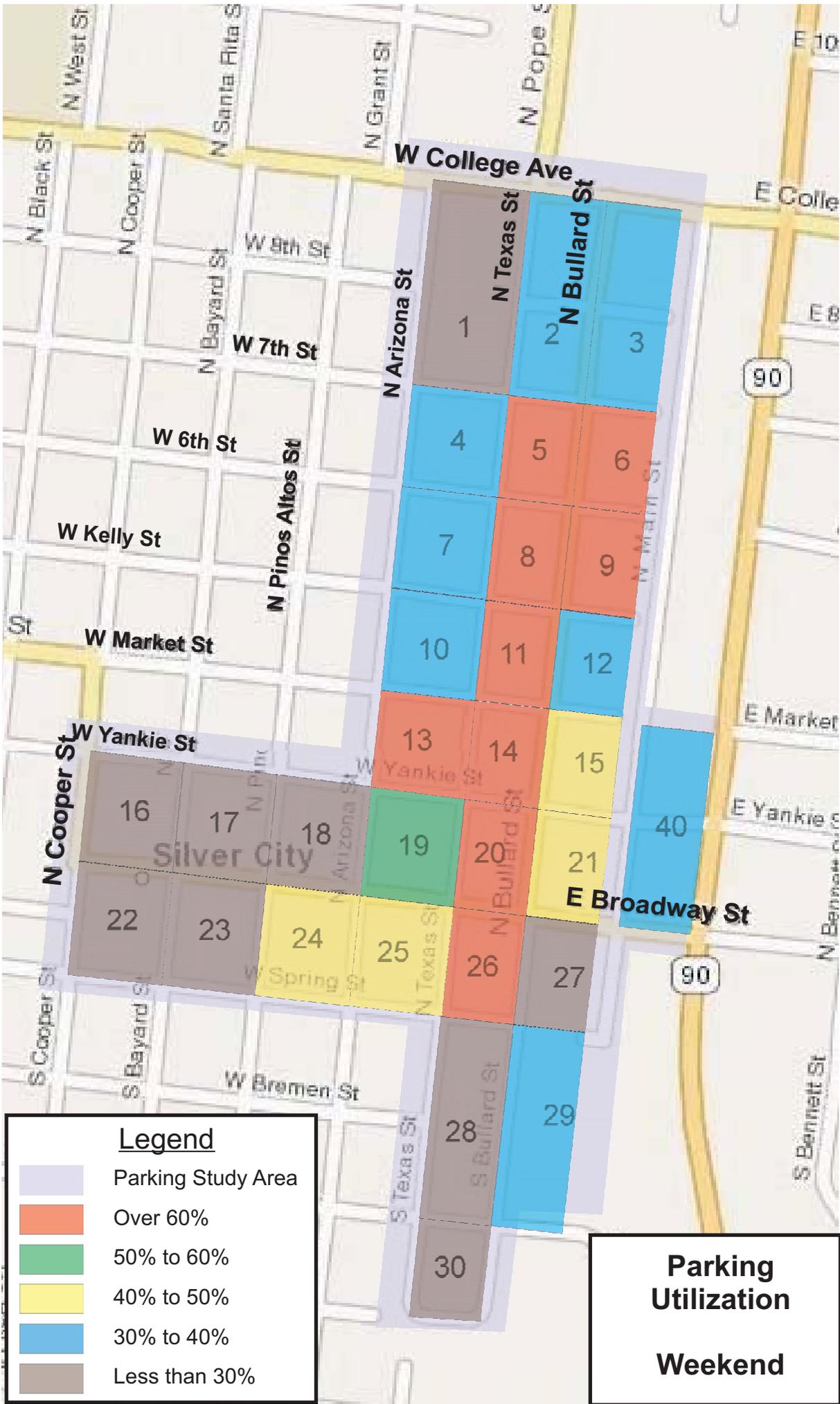
- Study Area
- Parking Area
- 17 Parking Blocks



Legend

- Parking Study Area
- Over 60%
- 50% to 60%
- 40% to 50%
- 30% to 40%
- Less than 30%

Parking Utilization Weekday

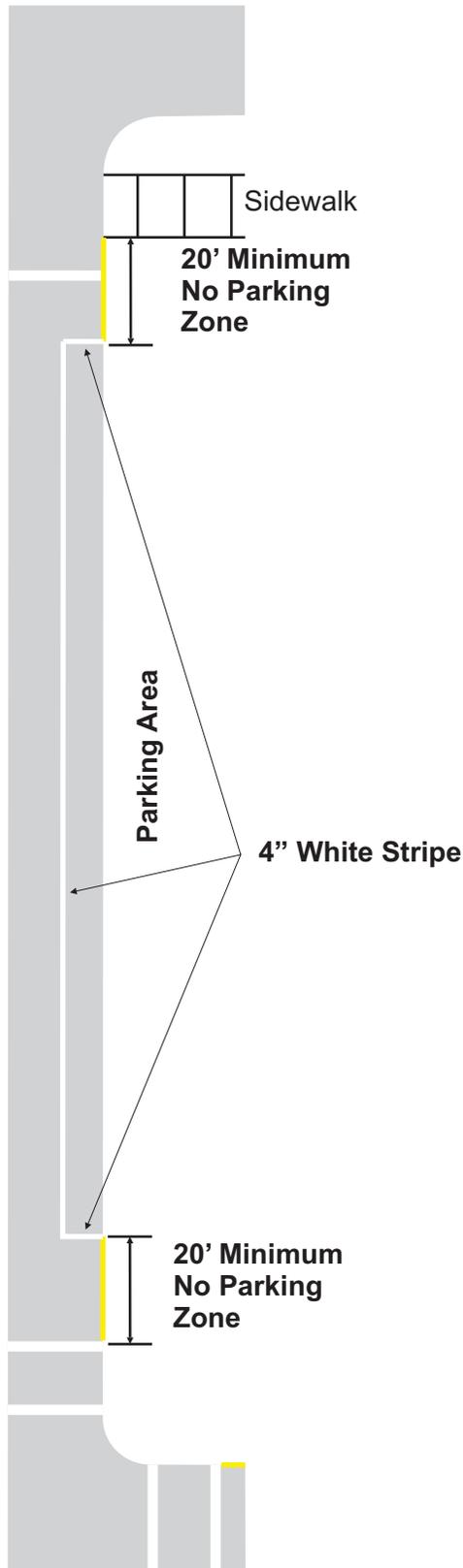


Legend

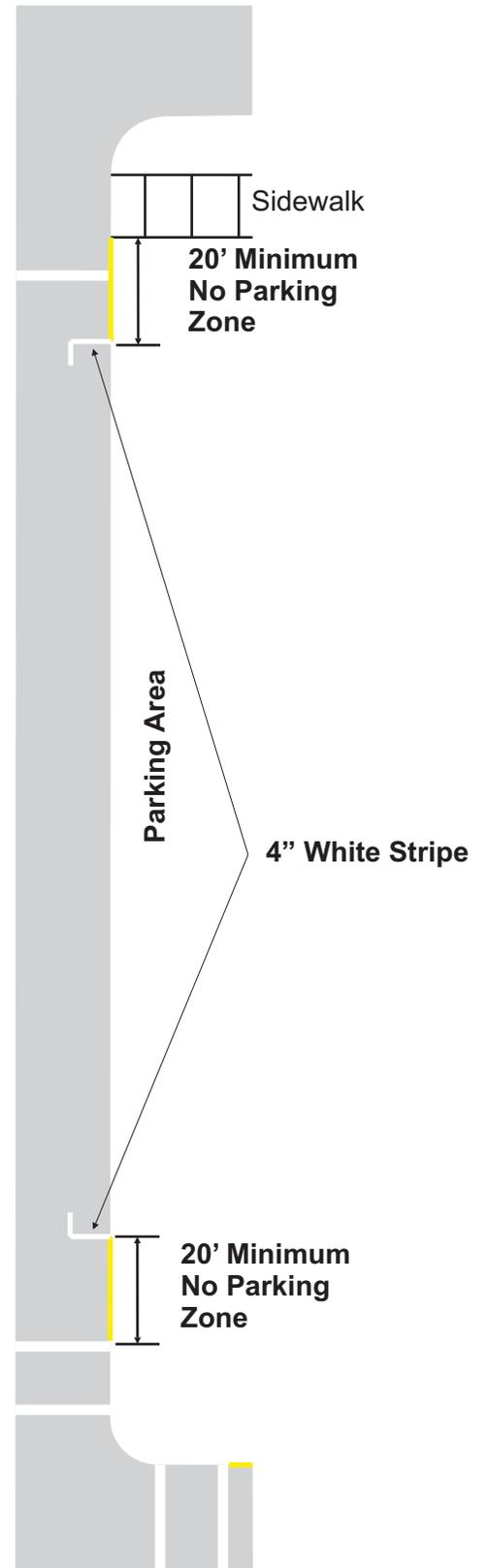
- Parking Study Area
- Over 60%
- 50% to 60%
- 40% to 50%
- 30% to 40%
- Less than 30%

Parking Utilization Weekend

**Additional Examples of Parking Space Markings
(No Individual Spaces Marked)**



**Terminal Delineator Stripes
with Longitudinal Stripe**



Terminal Delineator Stripes

Intersection Parking Prohibition Layouts

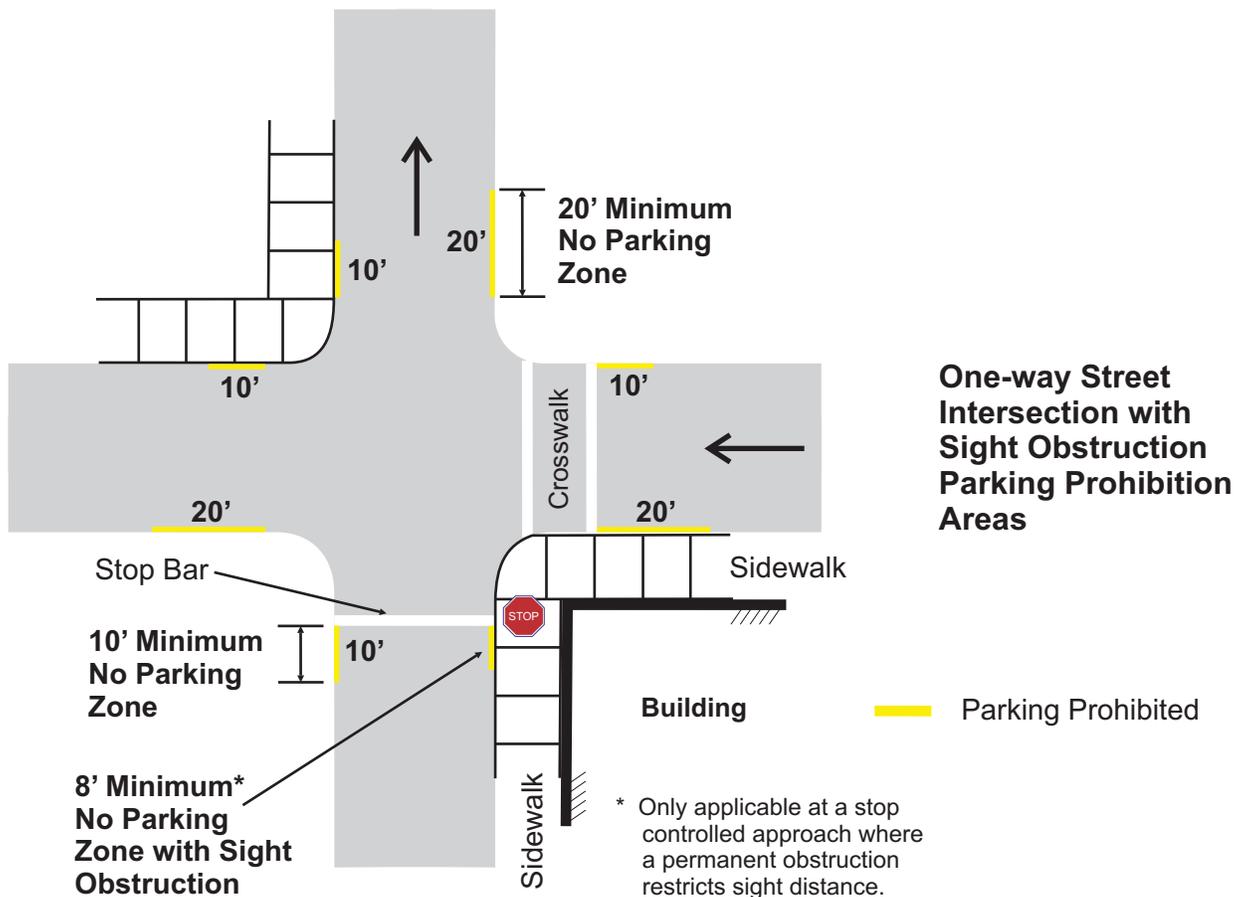
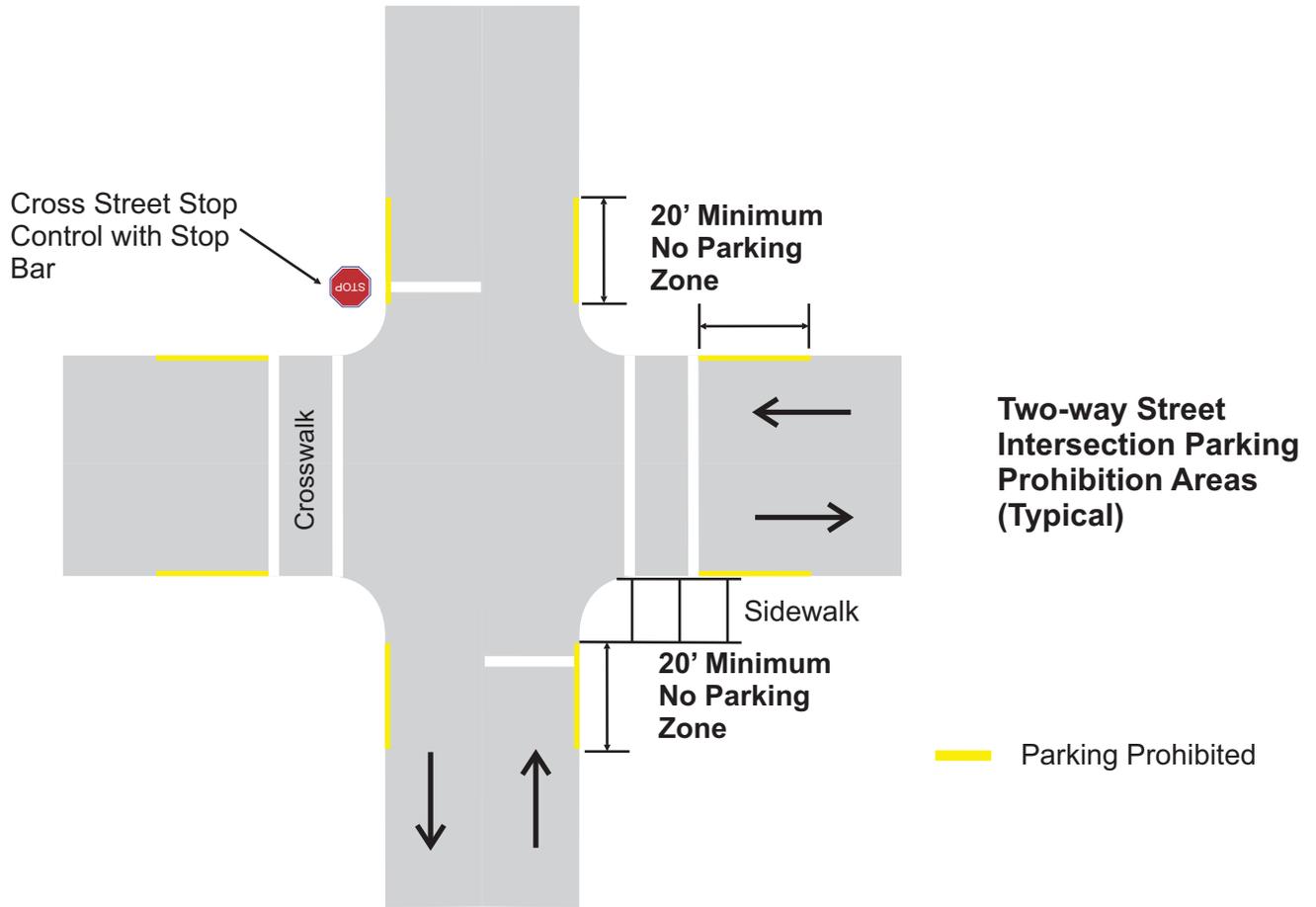
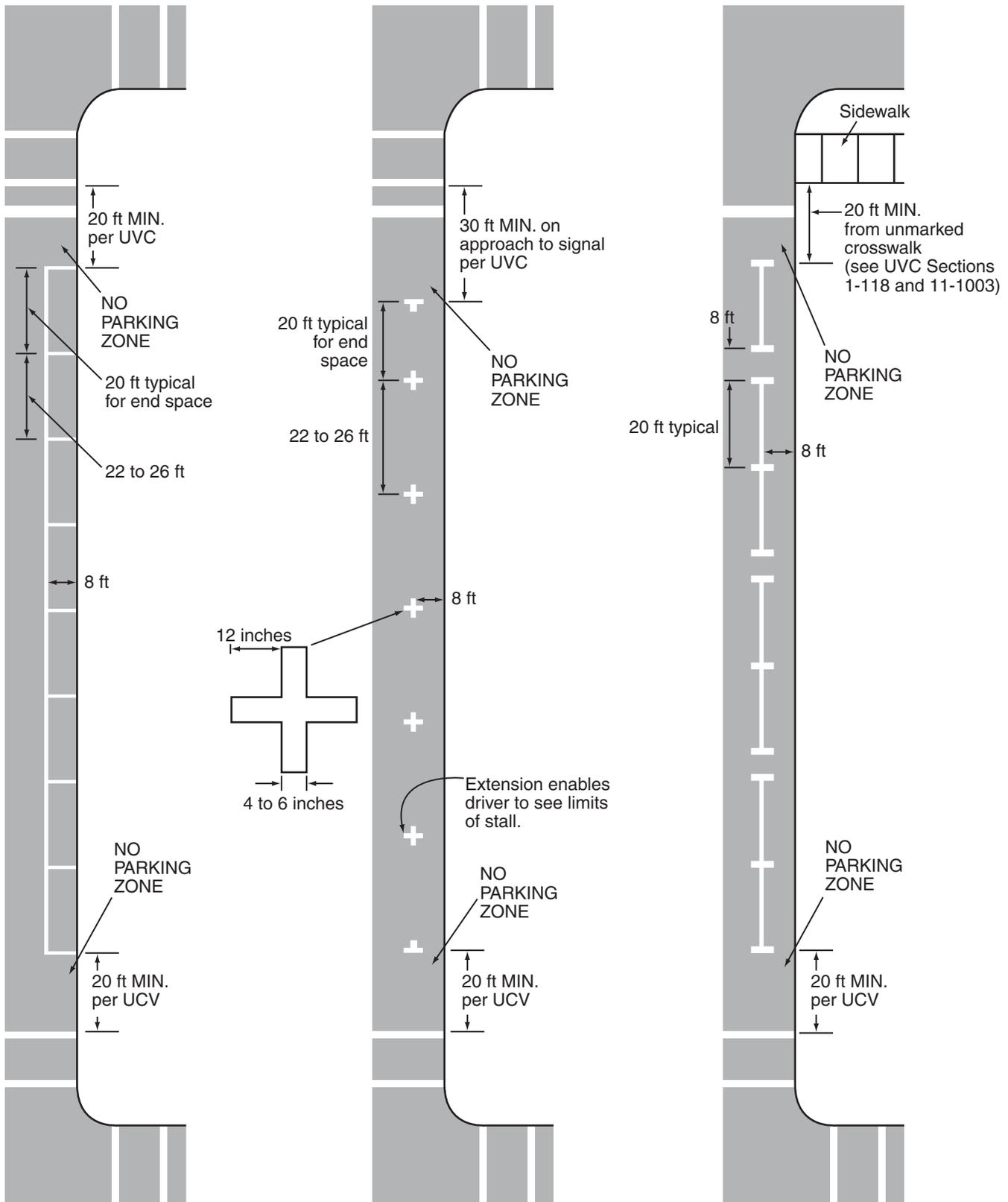


Figure 3B-21. Examples of Parking Space Markings



Appendix B

Parking Utilization Data

Level of Service Analyses	Pages
Inventory and Utilization	4
Utilization	5
Large Pickups/Trucks	5
Motorcycles	5
Corridor Parking Utilization Summaries	2

Silver City Parking - Inventory and Utilization

Block	Subarea	Onstreet			Limit (min)	Private	HDCP	Total	Weekday										Saturday					
		Parallel	Angle	90 d					8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	9:00	10:00	11:00	12:00	13:00	14:00
	Summation	733	34	94		362	31	1254	251	350	422	494	520	513	519	466	442	372	361	424	544	584	566	513
1		53	0	0		24	0	77	7	5	7	12	22	19	12	11	15	16	8	11	14	19	17	20
2		30	0	0		68	1	99	0	6	26	33	49	42	40	36	35	31	12	22	40	50	47	46
3		16	0	0		60	1	77	4	11	19	27	35	39	33	25	27	25	14	17	32	38	44	36
4		30	0	0		20	3	53	11	11	11	13	18	18	12	12	9	14	14	19	23	19	12	18
5		26	0	0		0	0	26	9	14	16	19	20	17	21	15	12	11	12	17	22	24	24	18
6		11	0	0		8	2	21	1	4	8	8	10	11	9	9	6	8	10	13	16	14	18	14
7		33	0	0		0	0	33	6	3	5	6	4	4	6	3	1	3	7	7	16	14	18	10