

Short Term Recommendations

- Ø Signage - The police department should continue to conduct their evaluation of the recommended overhaul of downtown signage (parking and way finding). The signage improvements are to ensure design consistency and placement at all relevant decision-making points, such as intersections and destination entrances.
 - 1.) Install signs 1 mile outside of city, at edge of downtown and at city destinations.
 - 2.) Install signs downtown to guide people to parking lots.
 - 3.) Install maps to indicate restaurants, shopping and services (like mall)
- Ø Instruct public works to install new parking signage at all lots and directional signs to lots, in accordance with police recommendations.
- Ø More complex components of the signage program, such as ornamental, color-themed signs, can be reviewed and implemented by the parking department. More standard regulatory, directional and fee signage should be updated and/or replaced immediately.
- Ø Parking Meters – The police department should continue their program of replacing mechanical parking meters with digital parking meters. Further, the police department should continue their evaluation of installing meters that provide 10-minute free parking, and those that accept stored-value affinity cards (such as the Parcsmart system).
- Ø Develop policy on monthly parking and locations for monthly parkers.
- Ø Move monthly parkers into public spaces at MMA garage.

Parking Management Sub-Committee

- Hire a director for the department: a parking professional with CAPP* certification on a 3-5 year contractual basis.
- City employees currently working as parking attendants and clerical will work in the new department.
- Create a special revenue and expenditure account, similar to Economic Development Fund or the Bulky Waste Fund, where all parking income would be deposited and held for parking needs distinct from the General Fund. Funds in this account could only be used to reimburse the general fund for operating expenses and for downtown parking improvements.
- Define the parking areas, both on and off-street, contained in a new Downtown Parking District.
- The new department would report to the Mayor and work directly with the Economic Development Committee of the Common Council.

- Set up an advisory commission of 5 people who live, work or own a business within the district, with 3-year staggered terms, appointed by the Mayor.
- Hold the Parking Department responsible for the costs of maintenance, purchase of meters, collections, enforcement and operational staff as needed to operate parking within the district. Also, for customer service, setting rates and time limits, location of long-term parking, and other policy issues.

Mid-Term Recommendations

- Ø Once the parking department is in place there should be consideration of parking operational changes, such as:
 1. Implement a standardized three-tier parking pricing structure – on-street parking, off-street premium parking, and off-street remote parking.
 2. Reduce parking time limits for metered spaces on Main Street between Washington Street and Court Street to one hour in addition to introducing at least one 20-minute parking space on each Main Street block to encourage parking turnover in high demand locations.
 3. Implement a policy requiring parking validation from a downtown business in order to receive free two-hour parking at the Parking Arcade and Melilli Plaza. This policy will restrict courthouse patrons from using the city's public parking free of charge.
 4. Install parking meters in the Melilli Lot.
 5. Extend on-street parking enforcement until 7:00 pm.
 6. Move monthly permit parking away from locations that are in high-demand for short-term parking. For example, rather than having monthly parkers use the Melilli Lot, they should be parking in the Arcade Deck or the MCC Garage.
 7. Develop policy to enhance access to public parking facilities for residential overnight parking.
- Ø Parking Monitoring and Reporting – Future decisions regarding parking operational changes will rely on a good understanding of how the parking is currently used. A program of monitoring parking utilization, such as space-available counts, analysis of parking length of stay, and revenue collection trends, should be implemented.
- Ø Public Works - design & construct a ramp from Mililli down to old courthouse lot. Connecting the 2 lots will increase usage on nights and weekends.
- Ø Move some city employees and city cars to assigned parking on Dekoven Dr.
- Ø Courthouse Garage – The City should meet with the administrative judge to discuss moving some City hall employees into the Superior Court Garage. If some of the employees can be moved to the Superior Court Garage, the part of the Old Courthouse Lot (City Employee Lot) can be used for public parking, including monthly parkers.

- Ø Move any remaining monthly parkers and longer-term parkers from Melilli down to old Courthouse lot. Designate front of Melilli 1 hour parking.
- Ø Additional On-Street Parking – Locations where additional on-street parking can be designated, such as along deKoven Drive, should be identified.
- Ø Additional On-Street Parking Meters – Parking meters should be installed in select locations. Short-term parking meters should be installed on Old Church Street and Union Street, immediately. Long-term parking meters should be installed where hospital employees park all day on City streets.
- Ø Adopt bike friendly policy including bike paths into city and bike infrastructure as a part of all future projects. Design and adopt bike path plan with goal of connecting 80% of homes in Middletown to downtown bike system.
- Ø Enhance major bike corridors in downtown with signage and bike lanes where necessary, especially along High Street, Broad Street, deKoven Drive, Court Street, and College Street.
- Ø Install bicycling amenities downtown in proximity to the identified major bike corridors and a cycling center near the new transit center for long term parking, showers and bike route information.
- Ø Re-establish the inactive bike committee and conduct outreach/education programs with bicyclists and drivers regarding major bike corridors in addition to bike riding throughout the city.
- Ø Pedestrian Crossings – Enhance all downtown intersections to include bus stops ,where appropriate, audible signals, textured cross walks, pedestrian “count-down” signals, and tactile guidance strips to accessible curb ramps.
- Ø Additional Parking Opportunities - Investigate and construct, if feasible, a common public parking lot combining the public library lot with adjacent private parking areas. This new parking area would require long-term leases or property acquisition and cooperation from current landowners. Improving pedestrian connections from this parking area to Main Street is an important element of any design.

Long-Term Recommendations

- Ø For the purposes of making use of the Federal FHWA earmark it is recommended that a new five-level parking garage be constructed on the site of the Arcade Deck. One of the levels would be for use by transit patrons (shifting from parking locations in the Melilli block). The estimated cost of the project is \$12.7 million in current dollars. The project would be eligible for the entire \$7.2 million FHWA grant and approximately 20% of the project could be funded from the \$8.5 million FTA grant. A

portion of the land should be kept free from federal encumbrances in order to support future economic development.

- Ø The current MAT station building is in good condition, but lacks visibility and has inadequate pedestrian access and bus circulation/parking. Several alternatives have been identified which address these issues and promote increased use of transit. They generally involve the removal of the old Capital Theater building to provide better circulation and parking, and a connection to Court Street to provide both improved vehicle circulation and pedestrian access.

Transit Alternatives Sub Committee

- Ø Install a Street Car on Main Street

- 1.) Install steel wheeled street car operated by electric power, on the inside travel lane of each side of Main Street.
- 2.) Capital costs paid by transit fund; operating funds paid by MAT and parking revenue.

- Ø Connect downtown to Newfield St. for Bicyclist

- 1.) Install a bike path from North Main Street to Newfield Street (at Wildermans Way) to connect 2 centers of population and access downtown from Newfield Street in 1/3 the distance (than reached by car).

- Ø Connect Downtown to Cromwell for Bicyclists

Create a vital, now missing link to encourage regional bicycling to the north (from North End along the rail line and game road, using an existing bridge under route 9.)