



Parking Yield Analysis: Adding Angled Parking to Elizabeth Street in Front of Saugatuck Public Schools

Purpose

This analysis estimates the potential to add angled parking spaces along Elizabeth Street in front of the Saugatuck Public Schools campus, which includes the Middle School and High School. The segment currently supports remote parking for the Interurban shuttle. Adding parking in this location could strengthen that shuttle-supported remote parking option for downtown visitors while making more efficient use of available frontage near the school campus.

Key Assumptions and Available Curb Frontage

This segment of Elizabeth Street measures more than 530 feet in length. The school's main entrance occupies approximately 75 feet of that frontage, and additional setbacks would be required at the Elizabeth and Francis Street intersection, the Elizabeth and Main Street intersection, nearby driveways, and other circulation points. An existing landscaped island with off-street parking lies to the east and includes three mature trees. Two trees appear to have setbacks that exceed the 18- to 20-foot depth typically required for 60-degree angled parking, while one may fall within the potential parking envelope and require additional field verification. After accounting for the entrance, intersection and driveway setbacks, and preservation of the existing mature trees to the extent practical, approximately 225 feet of frontage appears available for 60-degree angled parking.

Proposed Parking Yield

Using approximately 225 feet of available frontage, the concept could yield roughly 20 60-degree angled parking spaces in the green space abutting Elizabeth Street. This preliminary estimate assumes a typical angled-stall layout with sufficient depth, maneuvering space, and setbacks confirmed through a subsequent field layout.

Implementation Considerations

Before advancing, the concept should be confirmed through field measurement, site layout, and traffic review, with specific attention to circulation, pedestrian visibility, emergency access, loading, driveway access, wayfinding, curbside operations, and compatibility with school arrival and dismissal activity. The review should also confirm whether tree preservation, drainage, utility, pavement, or right-of-way constraints would affect the final number of spaces that can be constructed. School district, City, and public safety officials should also be consulted before the option advances beyond planning-level review.

Conclusion

Based on the preliminary frontage review, Elizabeth Street appears to provide an opportunity to add approximately 20 angled parking spaces while preserving key site constraints, including intersection setbacks, driveway access, the school entrance, and existing mature trees to the extent practical. The concept should be treated as a planning-level estimate until confirmed through field measurements, detailed layout review, and coordination with the school district, City, and applicable transportation or public safety stakeholders. If feasible, the improvement could provide a modest but meaningful increase in remote parking capacity to support the Interurban shuttle and downtown parking management strategy.