

Parking Yield Analysis: Converting Lucy Street from Two-Way to One-Way Traffic

Purpose

This analysis estimates the potential parking impact of converting Lucy Street in downtown Saugatuck from two-way traffic with north-side parallel parking to one-way traffic with 60-degree angled parking along the same curb frontage. The evaluated segment extends more than 800 feet from Water Street to Holland Street.

Key Assumptions and Available Curb Frontage

For this planning-level analysis, Lucy Street is assumed to be approximately 30 feet wide, with parallel parking on the north side and two-way traffic operating as one eastbound lane and one westbound lane. One-way operation is assumed to allow the north-side parking area to be restriped for 60-degree angled parking. All estimates are rounded down to the nearest whole stall.

The existing conditions inventory identifies 20 parallel parking spaces, 11 driveways, one intersecting street, fire hydrants, and other curbside constraints. The curb-frontage segments identified as potentially available for conversion total 440 feet, consisting of segments measuring 66 feet, 66 feet, 22 feet, 66 feet, 22 feet, 22 feet, 44 feet, 22 feet, 88 feet, and 22 feet.

Existing and Proposed Parking Yield

The proposed yield was calculated by evaluating each available curb-frontage segment separately and rounding each result down before summing the totals. At approximately 7 angled spaces per 100 feet, the available segments yield 4 spaces, 4 spaces, 1 space, 4 spaces, 1 space, 1 space, 3 spaces, 1 space, 6 spaces, and 1 space, respectively, for a total of 26 angled spaces. Compared with the 20-space baseline, the conversion would add approximately 6 net spaces. A detailed design effort may identify opportunities to capture additional spaces beyond this conservative estimate.

Implementation Considerations

Before advancing, the concept should be confirmed through field measurement and traffic review, with specific attention to circulation, pedestrian visibility, emergency access, loading, driveway access, wayfinding, and curbside operations.

Conclusion

The segment-by-segment estimate indicates that converting Lucy Street to one-way operation with angled parking could add approximately 6 net parking spaces. Final yield should be confirmed through field measurement and detailed design.