

Are These the Issues That Need to be Solved?



- . As lay leaders and good stewards, part of our role is to build community around what is most important. –
- What are the issues around traffic and parking?
  - In the minds of our parishioners, which are priorities for resolution?
  - Which will parishioners pay to have resolved -- given the various other needs in our parish, and its ministries, ? .

Let’s first reach consensus around defining the issues and their priorities, before investing time, energy and engineering into solving the wrong problems, or resolving issues that are not important to parishioners

Issue No	Title of Issue	Need Statement	Goal, Desired Outcomes	Benefits Sought	Details of Issue
#1	Handicap Parking	The current HC stalls (15) are often fully utilized during large masses, funerals & special events. An assumption is that there are more people needing HC parking than there are stalls available. Parish population is ageing, which increases future need.	Increase number of handicap-size vehicle slots, preferably near worship areas (near east Narthex entrance is preferable)	Provide hospitality and safety for a larger number of mobility-impaired worshipers	<ul style="list-style-type: none"><li>• Assure vehicle slots are deep enough to accommodate loading and unloading motorized wheelchairs</li><li>• Assure some of the slots are wide enough to accommodate side ramp vans</li><li>• Assure route between parking slot and worship area does not cross traffic</li><li>• Assure additional spaces are at Narthex level.</li><li>• No proposed number of needed space determined, at this point (we currently exceed code minimums)</li><li>• Avoid parking design that would require backing out into on-coming traffic-flow</li></ul>
#2	Exit gridlock	<p>1) A noticeable number of parishioners leave mass services prior to the end of mass, particularly at larger masses. This number may be increasing; however this has not been studied. This view is supported by observations of increasing numbers of cars parked in undesignated spaces ear the exit lanes, which allow for a speedy exit.</p> <p>Fr. Ed would like to reduce the number of early departures.</p> <p>2) After Mass, the time it takes to leave our campus is “excessive,” compared to other churches in the area. This is a subjective statement and no study has been done to validate comparative exit times.</p>	<p>Change current vehicle exit from campus to</p> <ul style="list-style-type: none"><li>• speed-up flow of traffic after Mass, and</li><li>• increase safety for both vehicles and pedestrians</li></ul>	<ul style="list-style-type: none"><li>• Reduce parishioner aggravation due to current gridlock</li><li>• Reduce temptation to leave Mass after communion in attempt to avoid gridlock</li><li>• Happier parishioners</li><li>• More effective Christians (whatever message is learned during Mass is partially negated by aggravation after Mass)</li><li>• Increase parish’s appeal to new-comers (by removing a negative) – thus grow parish</li></ul>	<ul style="list-style-type: none"><li>• Congestion area – 20 foot wide driving route from SE corner of main building, north to 192<sup>nd</sup></li><li>• Congestion causes<ul style="list-style-type: none"><li>○ After Mass as many as 300 vehicles attempt to leave campus</li><li>○ At SE corner of main building multiple lines of traffic converge into one or two at</li><li>○ Changing lanes (westbound traffic attempts to be in left lane, eastbound attempt to be in east lane</li><li>○ Pavement not striped to form lanes</li><li>○ Pedestrians crossing traffic lanes (no crosswalks to channel foot traffic)</li><li>○ Vehicles attempting to enter 192<sup>nd</sup> eastbound, their vision of on-coming vehicles is blocked by vehicles in left lane attempting to go west, causing cascading back-up</li><li>○ vehicles backing out of six handicapped slots north of Narthex</li></ul></li><li>• We are the largest parish in the Archdiocese with one-way traffic flow on their campus. The only other ones are a small fraction our size</li></ul>
#3	Entrance Traffic Congestion	<p>Often one or more cars traveling west on 192<sup>nd</sup> that must stop behind anyone turning left into the SSTM entrance drive, creating a backup. When multiple cars are waiting to turn into the entrance, the backup can become quite long.</p> <p>Entrance traffic impacts the entrance and exit traffic to the Boulevard Lane development on the north side of 192<sup>nd</sup>.</p> <p>This is a traffic safety issue.</p>	<p>Make it easier, safer and more inviting to get on to our campus</p>	<ul style="list-style-type: none"><li>• Reduce back-ups on westbound 192<sup>nd</sup> as vehicles attempt to enter campus</li><li>• Reduce likelihood of rear end collisions on 192nd</li><li>• Reduce likelihood of sideswipes at our entry point</li><li>• Being good neighbors, reduce blockage of 129<sup>th</sup> SE (traffic attempting to leave Boulevard Lane subdivision)</li><li>• Second entry point to campus would enhance parish visibility to drivers on 192<sup>nd</sup> (grow parish?)</li></ul>	<ul style="list-style-type: none"><li>• Congestion areas<ul style="list-style-type: none"><li>○ Single entry point to campus, imperfectly aligned with 129<sup>th</sup> SE (entrance/exit to Boulevard Lane)</li><li>○ Northern 100 feet of our entry driveway</li></ul></li><li>• Congestion causes<ul style="list-style-type: none"><li>○ Single entry point to campus as worshipers arriving for Mass. The larger the Mass the greater this issue</li><li>○ Current width of our single entry point is 20 feet wide (both for driveway to parking lot and distance between gate posts)</li><li>○ too narrow for drivers to feel safe entering when another vehicle is there</li><li>○ No striping on driveway encouraging two lanes of traffic</li></ul></li></ul>

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#4	<b><i>Pedestrian safety in Exit Gridlock area</i></b>	Currently everyone leaving Mass on the east and south sides of the main building(except for some HC stall users), must cross moving exiting vehicles , exposing pedestrians traffic. There are no designated pedestrian crossings into the parking lots	Increase pedestrian safety, without worsening gridlock	<ul style="list-style-type: none"><li>• avoid bodily injury</li><li>• minimize disruption of exit traffic flow</li><li>• minimize opportunity for conflict between pedestrians and drivers</li></ul>	Congestion time <ul style="list-style-type: none"><li>• After Masses</li></ul> Congestion causes (mix of pedestrians and vehicles) <ul style="list-style-type: none"><li>• Worshipers leaving<ul style="list-style-type: none"><li>○ East Narthex exit</li><li>○ Two worshiper-area doors on east side of Main Building</li><li>○ Choir-room door</li></ul></li></ul> Handicap parking area --care providers loading/unloading equipment in rear of vehicles
#5a	<i>(one version of #5)</i>  <b><i>Relocate regular parking spaces</i></b>	<ol style="list-style-type: none"><li>1) Encourage greater percentage of worshipers to enter Mass after passing through our Narthex and passed the Font. In terms of community building, the Narthex is a gathering space. Theologically, the Font is a transitional spot, psychologically preparing worshipers for a robust encounter with the God.</li><li>2) Increase parking for Outreach Annex (or a building that replaces it</li><li>3) Ecological action, good stewards of our environment</li></ol>	Create 30+ parking spaces to the east of the Narthex entrance.  <u>Remove an equal number of parking spaces</u> elsewhere on campus <ul style="list-style-type: none"><li>• Eliminating less desirable, infrequently used spaces (far from entrances)</li><li>• Creates space for future surface water management facilities</li></ul>	<ul style="list-style-type: none"><li>• Convenience for worshipers, encouraging more to enter and exit Masses through the Narthex, rather than side doors</li><li>• Dual use – (daytime Monday-Friday) serve users of the Outreach Annex building (or another structure built in that area)</li><li>• Environmental<ul style="list-style-type: none"><li>○ Could make possible economically viable storm water and pollution control project</li><li>○ Positive response to Pope Francis’ call to better protect the environment (lessen our negative impact on Soos Creek drainage basin</li></ul></li></ul>	<ul style="list-style-type: none"><li>• This parking area could utilize pervious surfaces, thus minimizing or eliminating surface water management impacts</li><li>• Likely this would be in current grass area used for overflow parking).<ul style="list-style-type: none"><li>○ Note, net effect (after removal of more remote paved parking spaces) would be a net reduction of parking capacity</li></ul></li></ul>
#5b	<i>(the other version of #5)</i>  <b><i>Increase number of regular parking spaces</i></b>	<ul style="list-style-type: none"><li>• # 1 &amp; 2 (above)</li><li>• Provide more paved parking for holiday Masses (Christmas, Easter, Ash Wednesday)</li><li>• Given recent 11am Mass attendance, parking can be accommodated with current number of spaces.</li></ul>	Same as above, but without removal of any existing parking spaces	<ul style="list-style-type: none"><li>• Add the 30+ parking capacity for our Christmas, Easter and other overflow times</li><li>• Same “convenience” and “dual-use” benefits as above</li></ul>	NOTES: <ol style="list-style-type: none"><li>1) some additional parking spaces (20 to 30) can be marked on current pavement. Typically, most of these are being used by improvising drivers.</li><li>2) In some areas marked spaces utilize old standards (deeper and wider). Recalculation and restriping could allow for 20? Additional spaces and wider drive lanes, primarily in south parking lot .</li></ol>

**Allowing “out of the box” thinking to resolve issues**

Once the issues are defined and prioritized, yet before resolution options are created, we need to gather a consensus on what is “off limits?” What existing elements of our current physical layout MUST be maintained? We seek current thinking in light of current issues.

<i>Constraint (title)</i>	<i>How Constraint Currently Works</i>	<i>What would lifting ‘Constrain’ do in terms of providing options for resolving the defined ‘Issues’ (above)?</i>
One-Way Traffic-flow	<ul style="list-style-type: none"><li>• Requires counter-clock-wise traffic flow within the campus</li><li>• Provides only one entry point</li></ul>	Issue resolution potentially aided-- #2 – reduce number of vehicles going through that choke-point after Mass (west bound will tend to go out driveway to the west (the current entry drive) #2 – speeds exit after Mass by facilitating parking in the lot located in the direction they came from (e.g. parishioners living to west of church will tend to park in west lot, and those living to the east will tend to park in south lot (or any new lot to the east – issues 5a & 5b) #3 – spread vehicles entering campus by providing at least two entry points #4 -- given reduced number of vehicles forced through a single point at which pedestrians are trying to cross, danger to pedestrians may be reduced
Outreach Building location	<ul style="list-style-type: none"><li>• Traffic flow is funneled between main building and Outreach Annex on the east side of our campus</li></ul>	Allows shifting traffic flow toward the east boundary of our campus. Implication for Issue resolution-- #1 & 5 – regarding new parking spaces, traffic flow would not be between new spaces and church entrances #2 --allows creation of new entry point to 192 <sup>nd</sup> Street, perhaps providing better line-of-sight #4 – removes flow of traffic from between, to beyond pedestrian route from worship-to-their-car ( <b>note:</b> lifting this constraint means potentially approving the demolition of either the Outreach Annex building, its garage, or both, AND constructing replacement facilities.

