



HARRIGAN CENTENNIAL HALL (HCH)

TRAFFIC & STAGING PLAN SUMMER 2022

STAFF ANALYSIS & RECOMMENDATIONS

PRESENTED TO THE PLANNING COMMISSION FOR THE SHORT-TERM TOURISM PLAN

11/17/2021

OVERVIEW & CONTEXT

- HCH identified as critical to downtown traffic and passenger dispersion
- Meetings:
 - 10/6 Planning Commission
 - 10/13 Ports & Harbors
 - 11/10 Ports & Harbors
- Staff review: HCH, Planning, PW, Harbors

AREA DIAGRAM



Area Label	Description
Area A	Harrigan Loop
Area B	Harbor Loop
Area C	HCH/Library Internal Parking 1
Area D	HCH/Library Internal Parking 2
Area E	Intermediary Plaza
Area F	Covered Area/Sidewalk
Area G	Tendering Area
Area H	Boat Launch & Rear Plaza
Area I	Crescent Parking Lot
Area J	Harbor Drive Curb Parking

GUIDING PRINCIPLES

1. Safety

Safety is our number one priority. With the mass of people, and mix of vehicles (personal cars, taxis, tour vans and buses, etc.), we wanted any plan to minimize vehicle and pedestrian interaction.

2. Space Optimization

While space is limited, it can be optimized by having proper staging and line formation. Therefore, our recommendations are based largely on making efficient use of space and identifying both vehicle space and corresponding queuing space. Heavy emphasis was placed on optimization of available public parking.

3. Simplicity/Clarity

While some level of confusion is unavoidable with this number of visitors, emphasis was placed on solutions that made directions and staging both simple and clear.

4. Alleviating Parking Pressure

The HCH/Crescent Harbor parking lot is a high demand parking area given its proximity to the harbor and the downtown area. In our planning process, efforts have been made to maximize available parking in this lot.

ENABLING FACTORS

- Permitting
- Off-site staging
- Vehicle Restrictions

AREA A

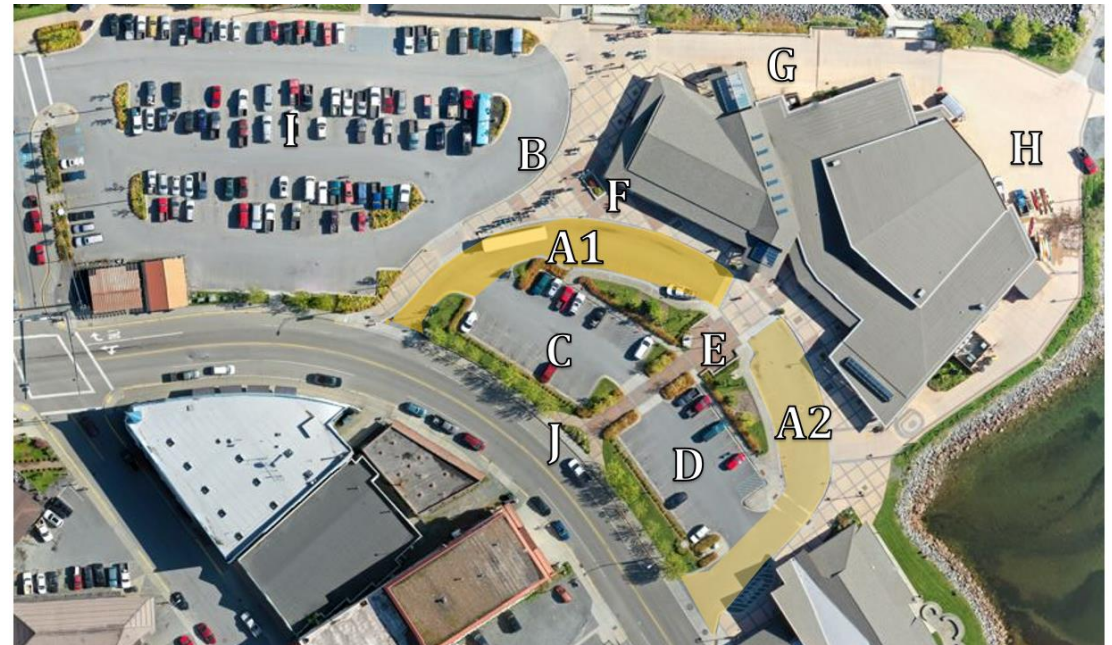
Option 1: Dedicated Shuttle Use

- Concept: Loop dedicated to large shuttles. Outer loop space utilized for queuing.
- Pro's: Maximizes space for high volume operation, prevents domino effects of bottlenecks/delays.
- Con's: Pushes all other bus traffic to area B, and lulls in shuttling demand underutilizes space.



Option 2: Shuttle & Large Bus Use

- Concept: A1 dedicated to large shuttles. A2 dedicated to large tour buses until late afternoon on moderate and large ship days.
- Pro's: Fully utilizes space throughout the day. Decongests Area B and Area I.
- Con's: Midday will have overlapping peaks in demand for shuttling and tour drop-offs or transfers, may become severely congested.



AREA B



Tour Bus Loop

- Concept: Loop is dedicated to smaller buses and vans. Passengers will be greeted by sale reps in Area F and queued in the plaza space between B and F. Temporary shelter options are being researched.
- Pro's: Decongests Area A and provides adequate space. Loading from sidewalk safer as opposed to outer loop of A. Many are turning right for SMC attractions; avoids intersection, roundabout, and SMC Road Project area.
- Con's: Will require active management to avoid long idle times. Depending on bus size utilizing loop, 3-4 parking spaces near intersection may need to be blocked on ship days.

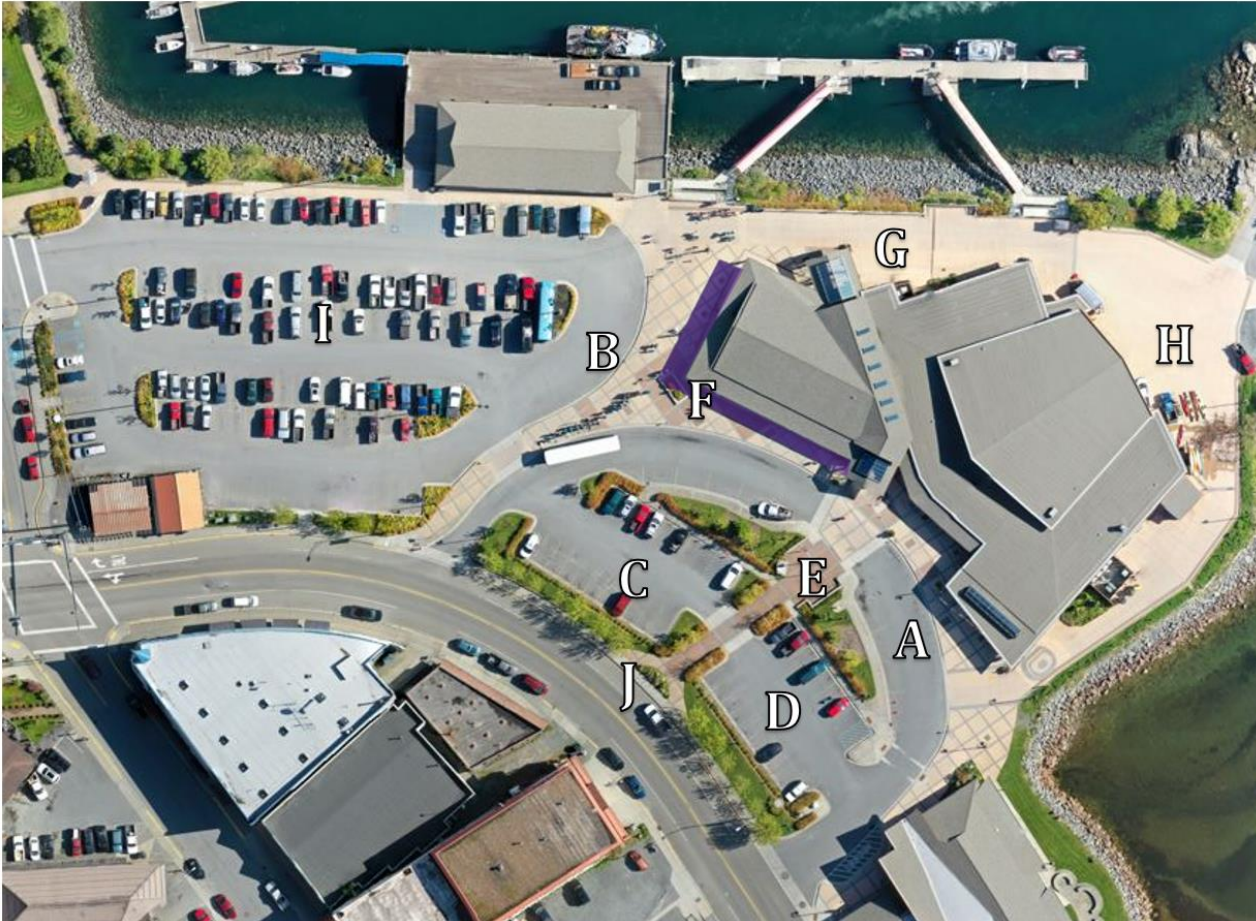
AREAS C, D, & E



Parking Lots & Outfitting Overflow

- Concept: Largely unchanged for current parking lot use. Area C may be used for outfitter overflow depending on demand for Area H. Area E will be kept clear to aid in safe pedestrian crossing and queuing.
- Pro's: Preserves parking for HCH, Library, and downtown area. Removes outfitting from Area I.
- Con's: Some intermingling of vehicles and pedestrians. Adds traffic to the inlet and outlet of Area A.

AREA F



Tour Advertising & Vending Area

- Concept: Largely unchanged from current use as tour advertising and vending space. In late afternoon, may be needed for shuttle queuing. Available space for youth vending may be pressured – tbd.
- Pro's: Provides weather protected space for people & signs. Halfway point between Area A2 and B (if Option 2 for Area A selected).
- Con's: Can get congested when shuttles offload.

AREA G



Tendering Area

- Concept
 - 44 days during season with tendering
 - 31 one ship tendering days
 - 11 two ship tendering days
 - 2 three ship tendering days
 - With exception of 3 ship days, route all tendering to Crescent Harbor.
 - Allen Marine to utilize O'Connell Bridge Dock for transfer tours
 - On no-tendering or one-ship tendering days, one ramp available for smaller marine-based outfitters
 - On two or three-ship tendering days, smaller marine-based outfitters to use northern float
- Pro's: Dovetail security requirements and pedestrianization of Area H. Leaves O'Connell available for staging. Efficiency in Harbor Dept. support of tendering.
- Con's: Restricts vehicular access to rear of building and launch ramp

AREA H



Outfitting & Plaza Space

- Concept: Station as many outfitters in this area as possible, minimize visual impact for auditorium/conference rooms. Open space use as part of Seawalk. Bollards will be up on ship days to restrict vehicle access.
- Pro's: Reduces vehicle/pedestrian conflict in area with blind corners. Removes outfitters from Parking Area I. Launch can be utilized for kayaks, paddle boards, etc.
- Con's: Restricts vehicular access to rear of building and launch ramp.

AREA I



Parking Lot

- Concept: Maximize available public parking. Look for opportunities to expand vendor space. Look for opportunities to expand parking space.
- Pro's: Parking already pressured – will be exacerbated next season.
- Con's: Longer walk to dock

AREA J



Taxi Bank

- Concept: Work w/ADOT to dedicate curbside space for taxi bank. Include high visibility signage.
- Pro's: Taxi's require more advertising/idle time - this creates dedicated space for those activities.
- Con's: Will need to ensure visibility to direct potential customers. Permission from ADOT required as not a CBS ROW.