



## Legislation Details (With Text)

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**Attachments:** 1. Communication to DDA from Taxicab Board Re Commercial Loading Zones 0516.pdf, 2. Taxi Bd Recommendation for Loading Zones - 20160526.pdf

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6/6/2016	1	City Council	Received and Filed	

Taxi Use of Loading Zones After 6pm

At its March 21, 2016 meeting, City Council approved: **“Resolution Requesting the DDA to Reconsider Permitted Uses in Commercial Loading/Taxi Stand Zones.”** This resolution stated the following:

1. The DDA, after consultation with the Taxicab Board, remove the taxicab stands that are established in conjunction with commercial loading zones;
2. The DDA and Taxicab Board (or a designated Taxicab Board citizen representative) reconsider, after taking into account traffic safety and operations and citizen feedback, how to best utilize the approx. 20 commercial loading zones without them being partially designated as taxicab stands.;
3. The DDA obtain Council feedback and inform Council of the revised plan prior to implementation.

To respond to the City Council resolution, DDA staff met with and received input from:

The City/DDA parking enforcement/operations committee (this group meets monthly, and includes representatives of Community Standards, Police, Treasurer's office, and Transportation departments, plus DDA staff and Republic Parking staff)

DDA Operations Committee (this is a subgroup of the larger DDA board that is responsible for overseeing the parking system, including on-street parking spaces)

The City Taxi Board

From these meetings it appears that there is a consensus response to this resolution:

1. Modify the signs, and instead of “taxi stands”, make these into 15-minute “Passenger Drop Off/Pick Up” zones after 6pm.  
Public frustration/confusion about not seeing taxis using spots will be lessened. But curb space would remain available in key locations, particularly later in the evening, for active pick up /drop off out of a lane of traffic. FYI, there are Passenger Drop Off/Pick Up” zones throughout downtown, for instance in front of hotels and key destinations, so there should not be confusion about their purpose.
2. Reduce the number of loading zones reused after 6pm.  
After review, the Taxicab Board identified 14 of the 24 dual-use zones that they suggested should remain dual-use commercial loading/passenger pick-up zones. In addition, the Taxi Board identified two additional loading zones (North University at East University) that they requested the DDA consider adding two new dual commercial loading/passenger pick-up zones, for a total of 16.

Of the remaining 10 loading zones not requested by the Taxi Board from the original 24, the DDA would like to utilize some of these locations to pilot a idea put forward by a citizen who requested that some loading zones be utilized after 6pm as free on-street “motorcycle only” parking areas. The can be done seasonally during warm weather months, or all year round. Motorcycles are vulnerable to nuisance behavior, and motorcyclists like to keep their bikes in view. Some of the loading zones being released as taxi stands could be used to pilot this option to provide free motorcycle-only parking after 6pm. An early estimate is that two to four of these locations may be used to pilot this “motorcycle only” idea.

Any remaining loading zones could be released for public parking after 6pm as before.

The DDA welcomes City Council feedback on this proposed plan.  
Susan Pollay, Executive Director