



**Ann Arbor Public Parking System  
October 2016**

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- Tonight's Agenda**
- 1. Parking System Overview**
  - 2. Repairs & Upgrades**
  - 3. Downtown Trends / Impact on Parking**
  - 4. 2015 Parking Study & Recommendations**
  - 5. Questions**



**1. Parking System**



### DDA Parking System

Structure spaces	5,050
Cashiered or permit lot spaces	630
Meters & metered lot spaces	<u>2,200</u>
	7,880

FY 16 Parking system revenues	\$21,200,000
Parking operations/debt	\$16,700,000
Capital improvements & repairs	\$ 2,500,000

Fund Balance	<u>FY 16</u>	<u>FY 17 (budget)</u>
Parking	\$5,722,270	\$5,290,081
Parking Maintenance	<u>\$2,663,396</u>	<u>\$2,942,707</u>
Total	\$8,385,666	\$8,232,788

**After debt is paid, structures generate net annual income**

Structures: positive net annual income (operations only, no capital costs)  
 Maynard \$783K; 4<sup>th</sup> & Wm \$371K; Lib Sq \$900K; Ann Ashley \$750K

Structures: negative net annual income (operations only, no capital costs)  
 4<sup>th</sup> & Wash \$182K; 1<sup>st</sup> & Wash \$171K; Lib Lane \$1.2 M

Upcoming debt service completions:

- FY17: 4<sup>th</sup> & Washington
- FY20: Refunding Maynard, Forest & 4<sup>th</sup> & Washington
- FY22: 4<sup>th</sup> & William

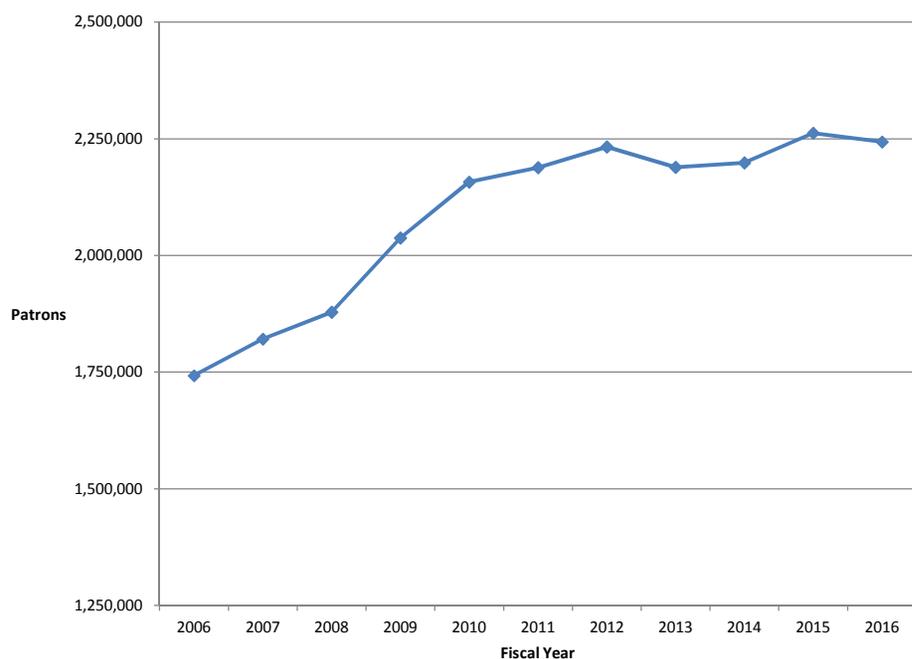


**Monthly permits: 4,564      Permit Wait List:**

Ann Ashley	1 <sup>st</sup> /WA	Lib Sq	4 <sup>th</sup> /Wm	Maynard	Lib Lane	Forest	1 <sup>st</sup> /Wm	All
509	196	563	0	439	272	180	127	2286

## Parking demand remains constant

There were 500,881 more hourly patrons in FY16 than in FY06



### Hourly Demand: FY16 vs FY15

Structures	+99K hrly users	+\$1,423,000 revs
Lots	-35K hrly users	- \$31,400 revs
Meters		+ \$120,000 revs
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	<b>+2.89%</b>	<b>+7.52%</b>



## Downtown Activities & Meter Bags

FY 2016 Fee Waivers: \$177,740

Includes:

Art Fair	\$67,540
City of Ann Arbor:	\$37,420
A2 Summer Festival:	\$25,180

Other users included:

Hands on Museum (school buses), Bank of Ann Arbor (Sonic Lunch), Main Street Area Association (Taste of A2, Rolling Sculpture, Treat Parade, Ice Sculpture, etc.), CVB (UA Block Party), Homegrown Festival, Community Leaning Post (African American Festival), Kerytown District Association (Nashbash, Kindlefest, etc.) Fool Moon, Dexter/Ann Arbor Run, Washtenaw County blood drive, and others



## 17% Parking System Revenues Transferred to the City:

**FY 2012: \$2,797,862**

**FY 2013: \$3,153,101**

**FY 2014: \$3,248,057**

**FY 2015: \$3,507,341**

**FY 2016: \$3,549,067**

**FY 2017: \$3,610,561**



## DDA Parking/Transportation Philosophies

**Parking is not the end in itself.** It's a means to an end: vibrancy & prosperity

**Parking is part of a transportation system**

**Menu of options**

**Demand Management approach**



Photo Credit: AACVB/visitAnnArbor.org

## Guiding Principles

**Support all modes:** pedestrian, bicycle, transit, vehicles. The pedestrian is most important.

**Provide options for different purposes:** visitors, customers/clients, residents, employees/employers, etc.

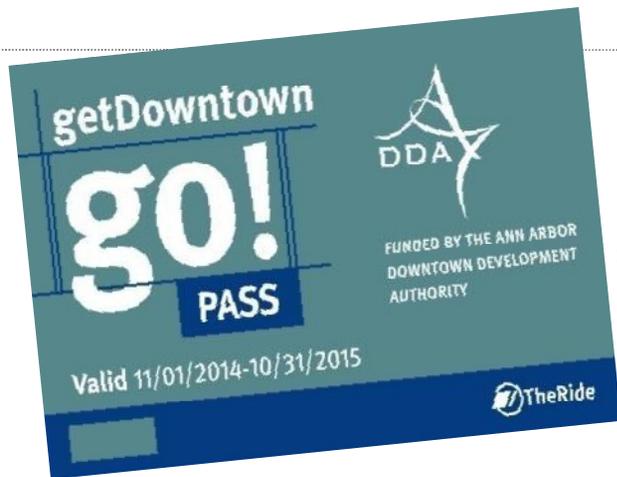
**Provide options that enable people to choose:** price versus convenience



## Menu of Options = Choices

- Hourly parking:** on-street, lots, structures, ½ price 10-hour meters
- Permit parking:** structures, lots, overnight/off peak, premium
- Flat rate parking:** discounted evening/flat rate & special event flat rates
- Transit:** go!pass, express bus, Nightride, supplemental service
- Non-motorized:** bike parking/Bike Houses, in-street racks, sidewalk bike racks, walking
- More:** ZipCars/Maven, motorcycle, car pool, AirRide, Greyhound, EV charging units
- Education:** getDowntown program





= **DDA-sponsored transit pass for downtown employees**

2016: 6,800 passes distributed to 484 organizations

DDA co-founder of getDowntown program in 1999

DDA has been the go!Pass sponsor since 2001

### go!Pass unique users

1,500 3X week

1,000 4X week

600 5X week

= a downtown parking structure  
we didn't have to construct





## A 1,000-Space Bicycle Parking System

Bike hoop installations    2 bike houses  
City/DDA abandoned bike removals





**2. Parking System Repairs & Upgrades**

## 4<sup>th</sup> & William Structure Stair/Elevator Project



Phase I: New glass-enclosed stair tower

Phase 2: Demo & installation new high speed elevator

Phase 3: Demo & installation of 2nd new high speed elevator

\$5M

Completion: Winter 2017

## Structure repairs late summer 2015

\$671K

Forest deck coating & exterior waterproofing  
4th & Washington coating & waterproofing  
Ann Ashley concrete repairs  
Maynard lighting



## Structure repairs summer 2016

\$850K

Liberty Square coating & waterproofing  
Ann Ashley concrete repairs  
Library Lane caulking



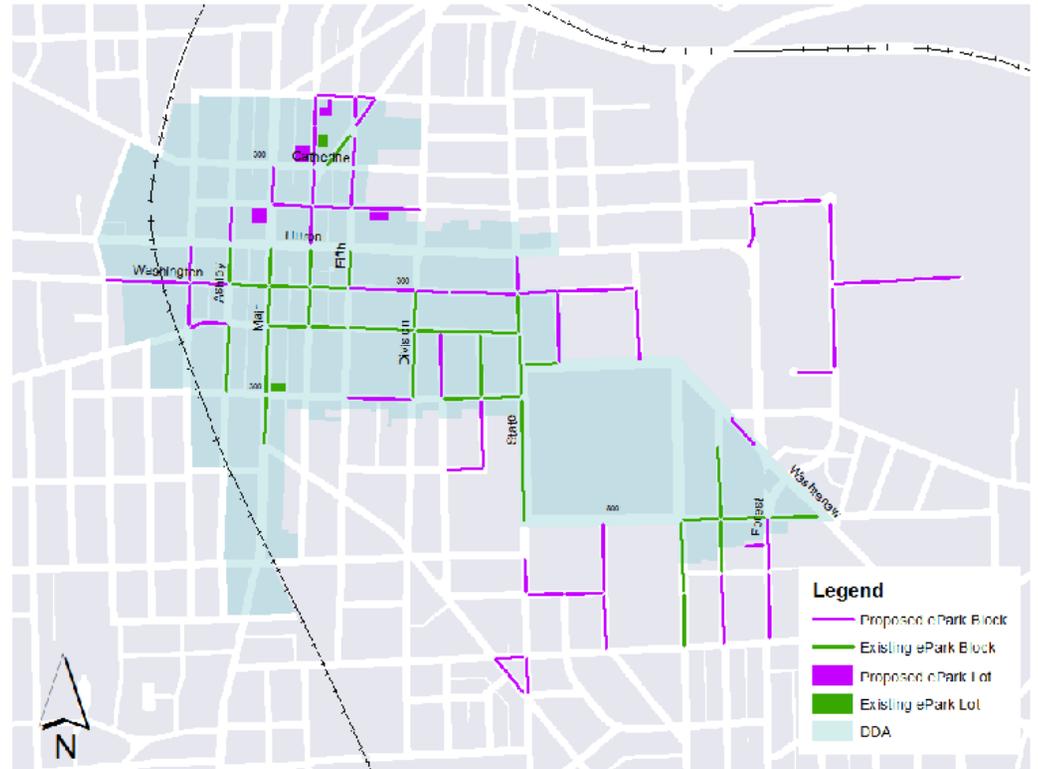
## ePark multi-space machine purchase

\$1M

110 pay stations

76% of the total on-street

Installation in November/December



## Operational Review

Assessment of current policies/procedures to elicit best practice recommendations

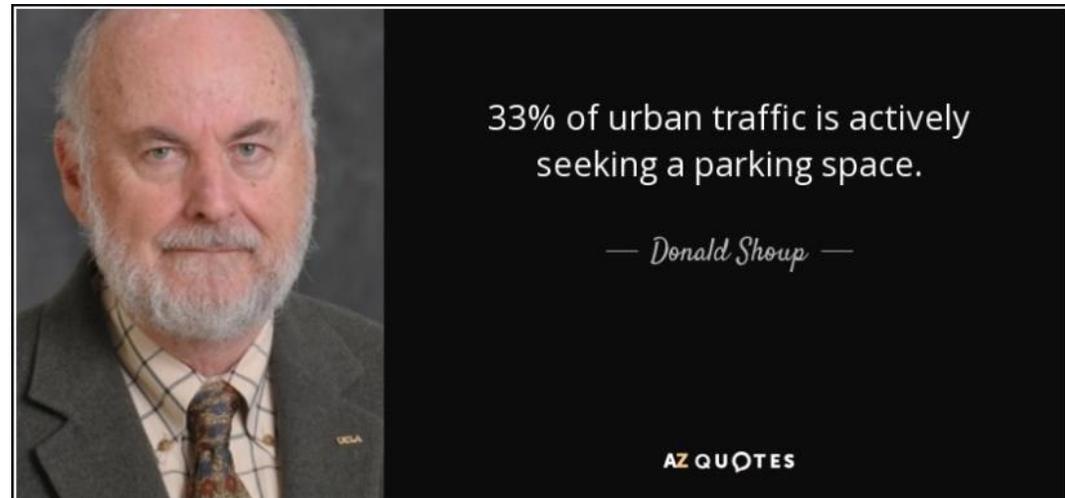
Parking operator contract will be bid in 2017



## Parking Software Study

Goal is an integrated technology solution to improve our ability to collect, analyze, and utilize parking data

- Better data analytics to support policy decisions
- Increased ability to communicate open spaces
  - Better back office processes
- More and easier online processes for customers





### 3. Downtown Changes: Impact on Parking

- **Jobs**

14,500 DDA District jobs (+14,500 U/M jobs = 29,000 jobs in DDA)

**1,260 new jobs added between 2012-2016**

By 2021: **3,000-3,500 add'l jobs** (1,500-2,000 office workers

.9% downtown workers also live in the DDA

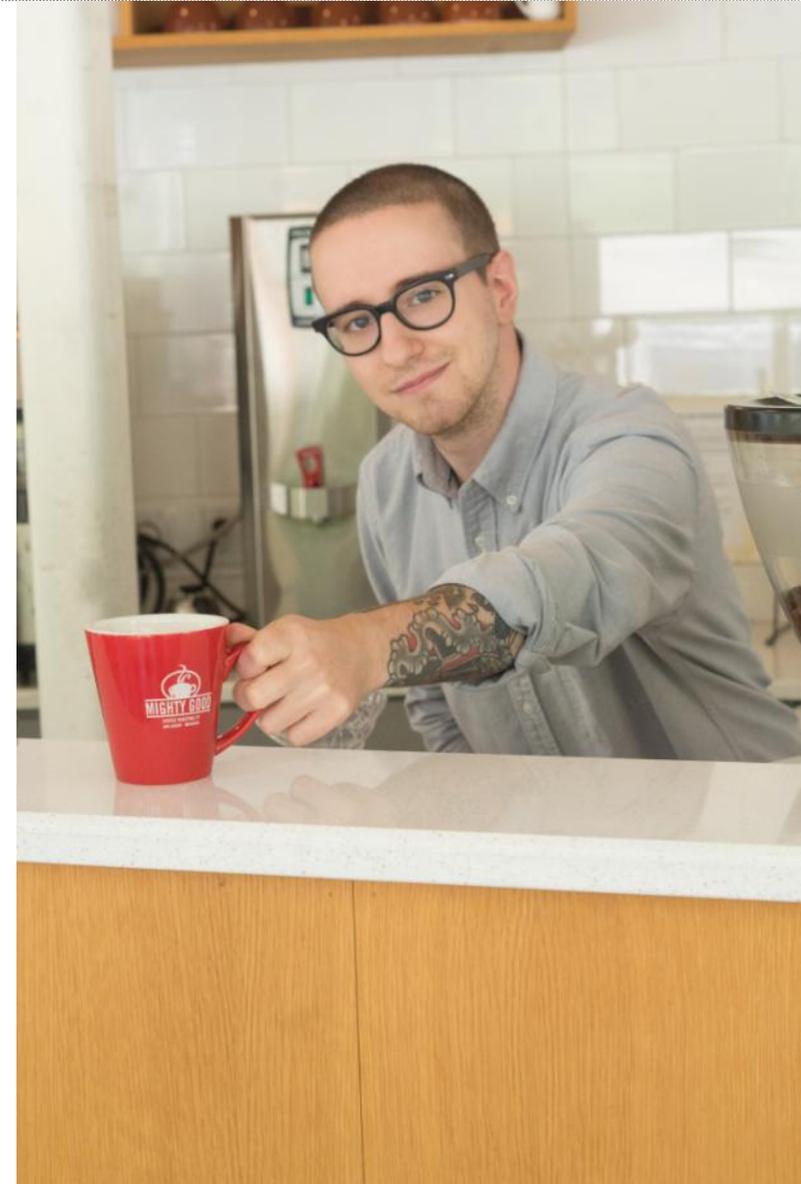
- **Retail & Restaurant**

**29% of all businesses in DDA = retail, food, drink**

**Nighttime economy is booming** Open 10pm+ includes theaters, night clubs, and restaurants, and also coffee shops, ice cream shops, and retailers

By 2021: **demand for 113,400SF new supportable retail space** (e.g., health/personal care, home furnishings, books)

2000-2015 approx 3 million SF of residential & non residential space was developed downtown



### • Residential

5,500 downtown residents

**Since 2010: 1,168 new housing units adding 2,470 new residents = 8.2%/year** (vs 1.6% /year growth within city of A2)

492 units in the pipeline (under construction /approved not built)

Median age is 24. Median HH size 1.9.

81% are renter-occupied

73% downtown households earn <\$35,000

Asking rents +12% in past 2 years (\$1,540 in 2014 to \$1,720 in 2016). Not affordable to HH earning <\$40K

By 2021, **anticipated 680-740 add'l new residents**

By 2021, population change people **65-74 = 6% increase**

By 2021, demand for 1,340-2,520 new apartment units

Overnight occupancy study: reduced car dependency by downtown residents  
2am: 1,000 cars parked vs. 5,500 residents



**Diversity of Activities and Users**

68 permitted events (parades, Art Fair, Sonic Lunch, etc.)

7 home U/M football games + other stadium events

Iron Workers, Electricians, UA Plumbers/Pipefitters trainings

10,000+ theater / performance seats

200+ restaurants

100+ retail

280+ service businesses

17 fitness facilities

6 churches

5,500 residents

14,000 workers

40,000 U/M students + visitors



**Managing 7,000+ spaces to serve all these users**



**4. 2015 Parking Study Recommendations**

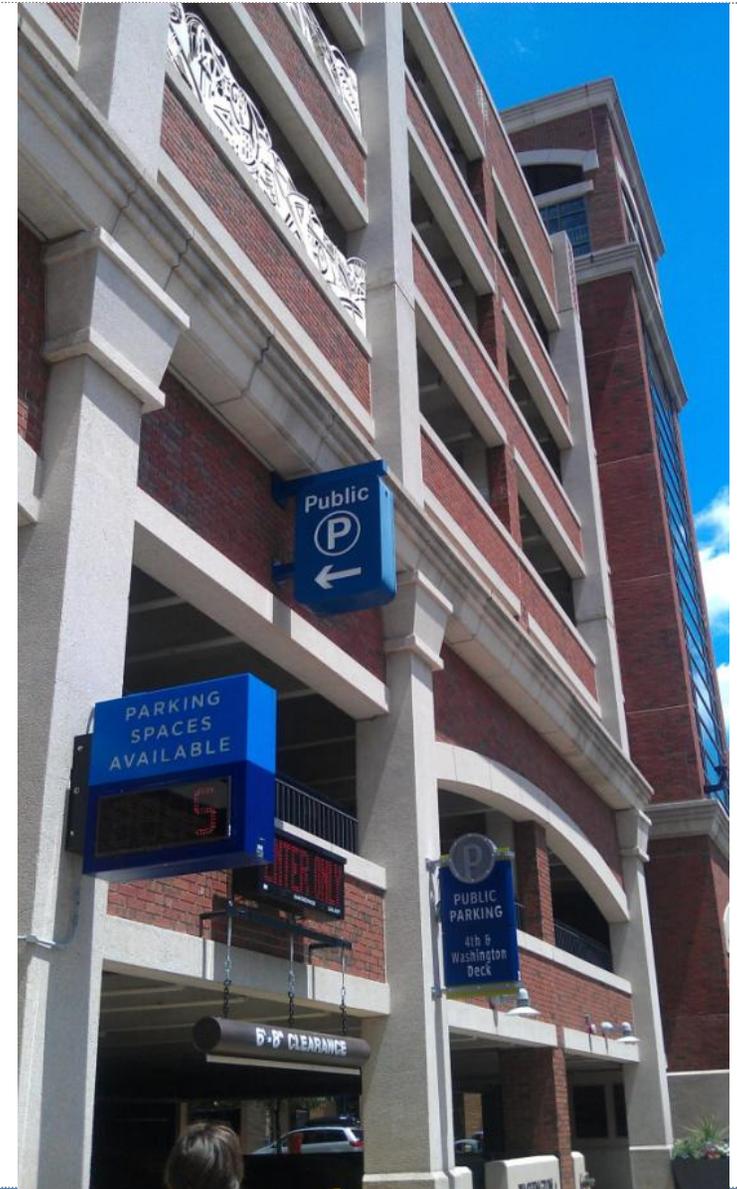
2015 Nelson/Nygaard study



Does downtown have a parking problem?

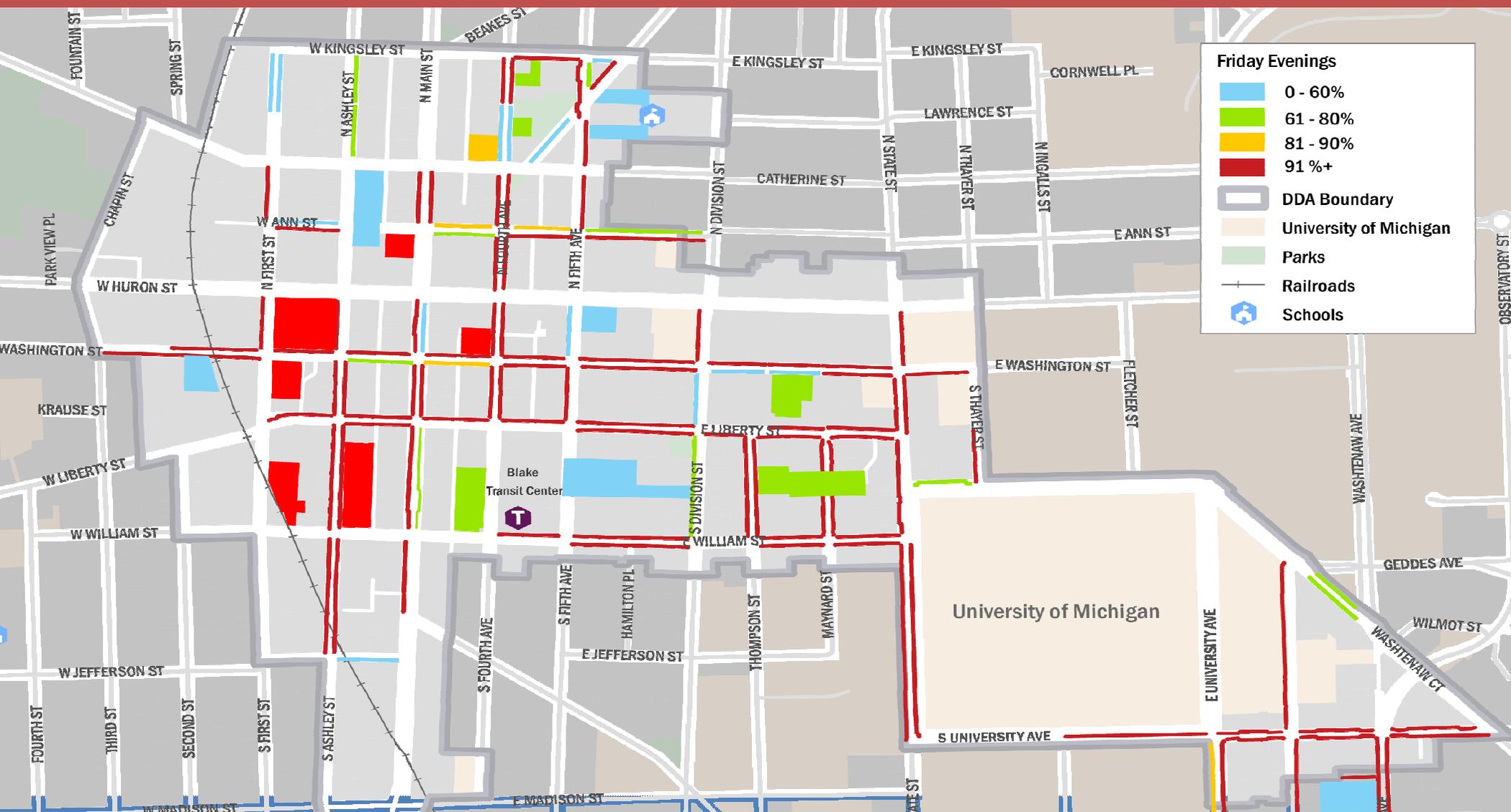
“A qualified Yes. More accurately, downtown has a few parking problems”

- **Constrained midday** , particularly at the structures and along most commercial streets
- **Epark meters** are particularly constrained, relative to conventional meters while pricing is in effect
- **On-street availability is extremely low** during evenings, particularly but not limited to Friday & Saturday nights
- Data and stakeholder input speak to **chronic lack of access to monthly parking permits**



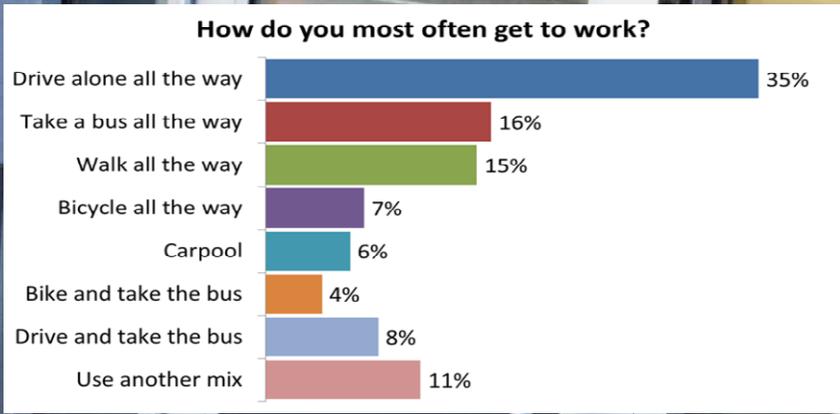


# 2015 STUDY QUESTIONS



Does Downtown Have a Parking Problem?

# 2015 STUDY QUESTIONS



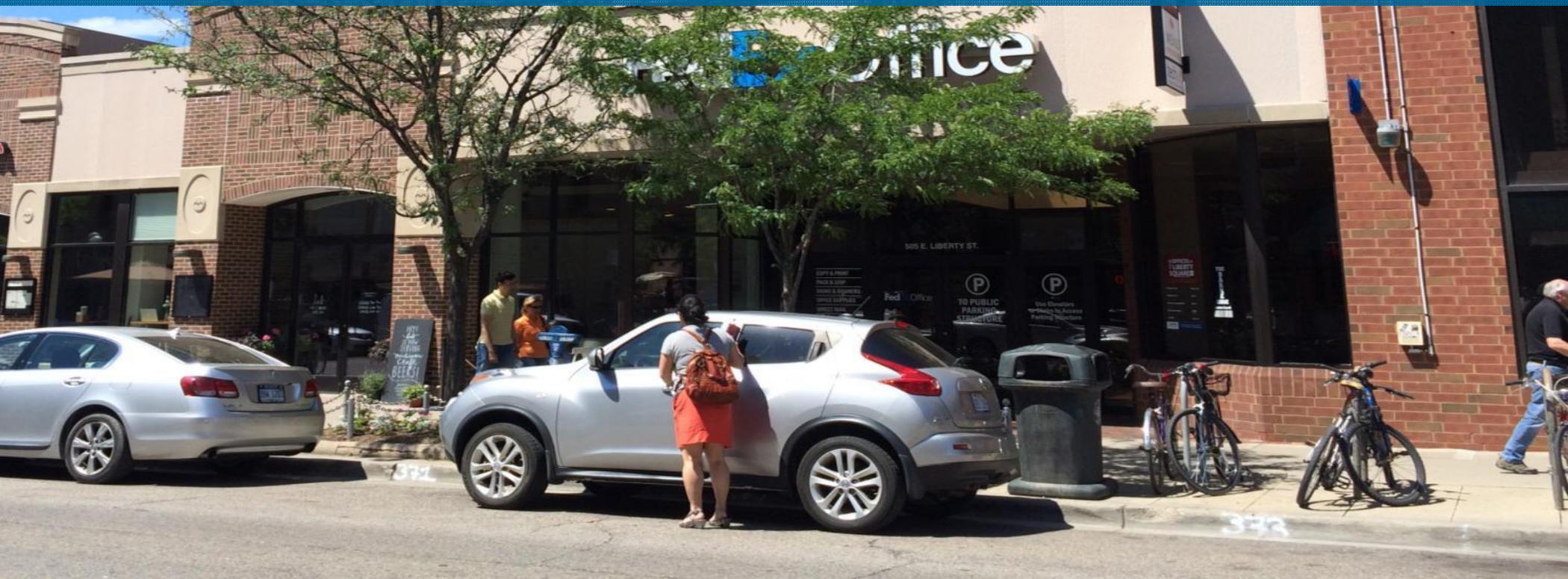
Can TDM Achievements be Furthered?

# MANAGEMENT PLAN PRIORITIES

**1** Improve Short-Term Access

**2** Improve Farmers Market Access

**3** Expand Commuter Options





## IMPROVE THE SHORT-TERM PARKING EXPERIENCE

### Goal: Consistent Availability Among Short Term Spaces (goal 85% max)

- Create a 3rd parking rate tier: Premium, Base, and Reduced-Rate
- Adjust rates to attain/maintain availability
- Begin to eliminate time limits (begin with evenings)
- Signage & communications so drivers know their options
- More epark machines to replace parking meters

### Goal: Performance-Focused Enforcement

- Re-align enforcement schedules with demand peaks
  - Start later / end later (e.g. 9am-8pm)
- Enforcement that is more strategically-aligned, performance-focused
  - First-Time Forgiveness, incremental fines, prioritize areas/times for focus
  - Work to encourage compliance (eg fines & parking rates in alignment)





# FARMERS MARKET ACCESS



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## Goal: Improve parking and access for Farmers Market

- Convert commercial loading zones to customer pick up/drop off zones on Market days
- Dedicate new vendor parking locations to free up customer spaces (e.g., loading zone on Kingsley, Community High side lot, Ann Ashley)
- Enforcement
- Expand bike parking
- More/better quick pick up loading zones adjacent to the Market





EXPAND COMMUTER OPTIONS

## COMMUTER OPTIONS

### Goal: Increase permit availability, expand options/awareness

- Increase monthly rates for standard and reserved permits by 20%
- Introduce TDM-based permit discounts for getDowntown/ go!pass participation
- Continue to develop Pay as You Go permit options: EZ park
- Provide “rainy day” and “off season” options for bike/transit commuters
  - Add “Occasional Parking” benefit to go!pass program
  - Facilitate “freezing” of permits





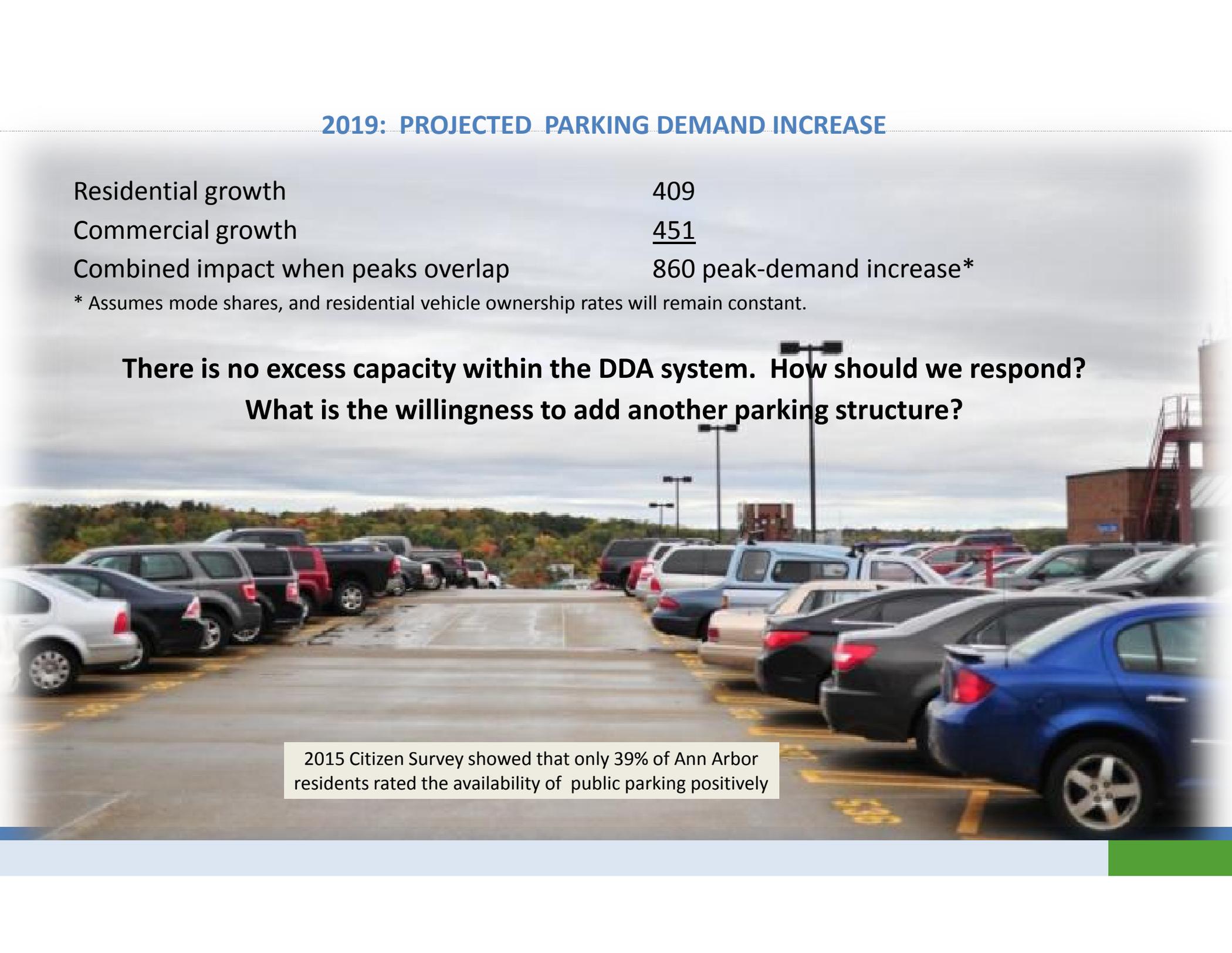
**5. Questions for City Council**

## 2019: PROJECTED PARKING DEMAND INCREASE

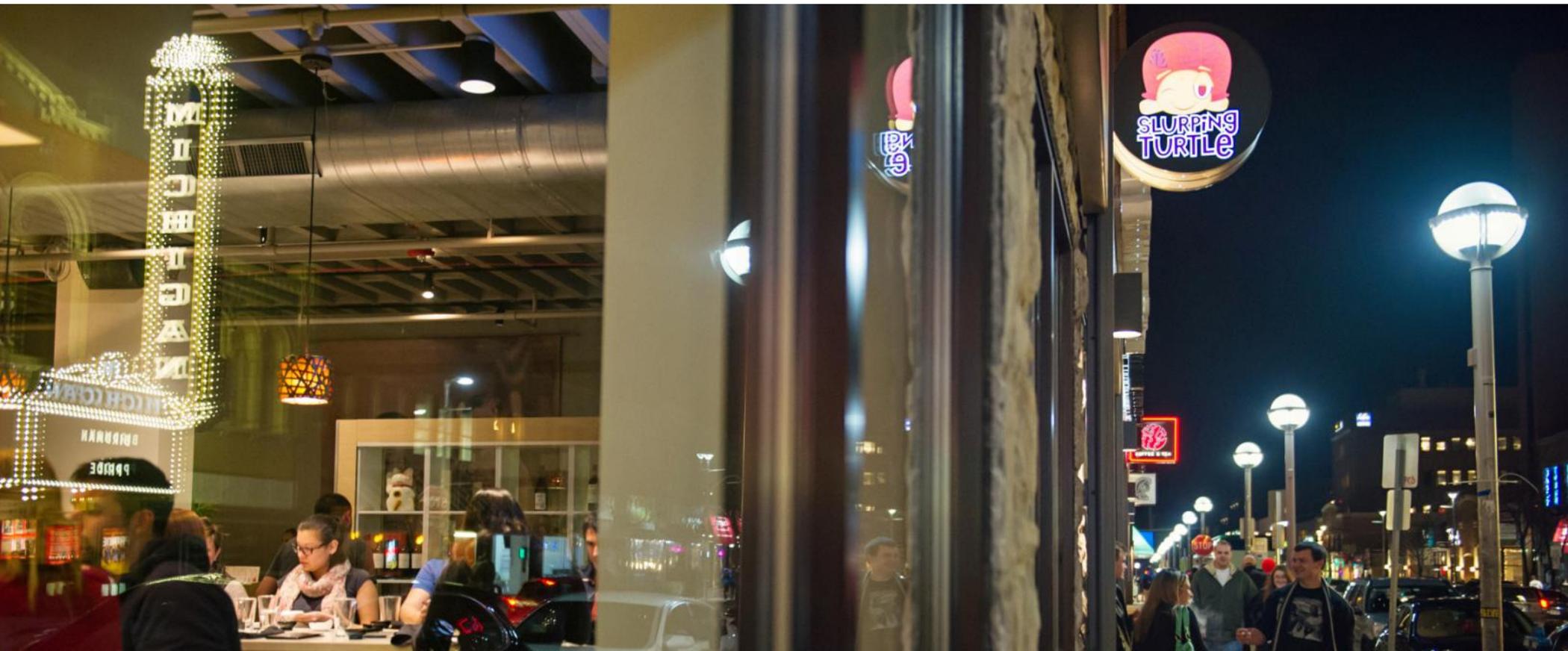
Residential growth	409
Commercial growth	<u>451</u>
Combined impact when peaks overlap	860 peak-demand increase*

\* Assumes mode shares, and residential vehicle ownership rates will remain constant.

**There is no excess capacity within the DDA system. How should we respond?  
What is the willingness to add another parking structure?**



2015 Citizen Survey showed that only 39% of Ann Arbor residents rated the availability of public parking positively



Meter enforcement ends at 6pm

**Free parking with no time limits = no turnover for customers at the most convenient locations**

What's the best way to manage valuable curb space?

Equity daytime workers vs. nighttime workers?

Our population is aging: how do we make it easier to park at the curb?

## Goals & Recommended Changes

**E.g., goal 1-2 spaces available on a block throughout the day including the evening**

Tier on-street parking rates? Different rates at different times of day?

**E.g., Discourage SOV/incentivize alternative modes, while also reducing the permit wait list**

Increase monthly permit rates with discounts for getDowntown participation?

**E.g. Parking enforcement coordinated with parking management**

Escalating parking fines, starting with first time forgiveness?

Goal is greater compliance, even if fine revenues decrease?

Eliminating time limits after 5pm?



City Sustainability Framework:

“ Choosing alternative transportation modes, like riding the bus, are healthier, cheaper, reduce congestion, and reduce our community greenhouse gas emissions”

**Can parking minimums be eliminated from downtown zoning?**

Why require parking in locations where we want to encourage the use of transit and which are very pedestrian-friendly?



Any questions for us?





Thank you!

