



Request for City Council Committee Action From the Department of Public Works

Date: July 13, 2004
To: Honorable Sandra Colvin Roy, Chair Transportation & Public Works Committee

Subject: Parking Meter Management Plan Update

Recommendations:

Receive and File

Previous Directives:

- On 12/13/02 City Council approved the Parking Meter Management Plan which included changes to improve the on-street parking system, and specifically modified the regulations for disability permit holders.
- On 4/22/03 City Council approved an update to the Parking Meter Management Plan that included staff returning after 1 year of operation with a Cost/Benefit Analysis.

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Approved by:

Klara A. Fabry, P. E., City Engineer, Director of Public Works

Presenters: Michael W. Sachi, Parking and Skyway Systems Engineer

Financial Impact (Check those that apply)

- No financial impact - or - Action is within current department budget.
(If checked, go directly to Background/Supporting Information)
- Action requires an appropriation increase to the Capital Budget
- Action requires an appropriation increase to the Operating Budget
- Action provides increased revenue
- Action requires use of contingency or reserves
- Other financial impact (Explain):
- Request provided to the Budget Office when provided to the Committee Coordinator

Background/Supporting Information:

Update to cost/benefit analysis

On December 13, 2002, the Minneapolis City Council passed the Parking Meter Management Plan as proposed by Public Works and Regulatory Services. These two departments developed plans and procedures implemented on July 7, 2003. The resulting modifications included eliminating all day free parking for disability permit holders at 1, 2 and 4 hour time limit meters; offering discounts for monthly parking at off-street facilities for disability permit holders, and stepping up enforcement of time limits at all short term parking meters. Council requested an update after one year of operation with a cost benefit analysis.

The table below is a summary comparison of the yearly cost and revenue estimates along with the actual figures to date (See Attachment A for detailed analysis).

	<u>Estimated</u>	<u>Actual</u>	<u>Difference</u>
Total Revenue Increase	\$360,000 to \$430,000	\$286,657**	(\$73,343)
Total Expenses Incurred	\$ 77,300	\$ 60,309	\$ 16,991
Total Lost Ramp Revenue (annual)	\$ 49,520	\$ 4,800	\$ 44,700
Total Net Variance from Estimates			(\$11,652)

** Pro-rated based on actual August 2002 – May 2003 compared to August 2003 – May 2004 revenues.

The following analysis is based on 11 months of information. The level of general parking meter enforcement was increased when the new regulations went into effect and was maintained by balancing personnel levels with the enforcement required. The abilities of the new ticket writers was expanded to improve the efficiency of enforcement techniques. In the past year, 115,254 tickets were written for all meter-related violations. 2139 of those tickets were for refeeding the meters.

To increase enforcement targeted at abuse of disability privileges by ineligible individuals, the State of Minnesota Criminal Justice Information System (CJIS) was utilized to verify data on disability permit holders. As a result 22 tickets have been written for fraudulent use of disability certificates.

Because of a lack of volunteers, the disability community did not establish a Disability Volunteers Assistance Program. The program was recommended in the Parking Management Plan to help monitor areas of known disability permit abuse and provide notification to appropriate enforcement personnel.

The previous practice of all day free parking at meters by operators of vehicles with disability license plates or certificates was eliminated. We continue to allow free use of one, two and four hour limit meters by eligible individuals with appropriate disability designations, subject to a maximum limit of four hours. As a result of this change, 408 tickets have been written for violation of the four hour maximum by vehicles displaying disability permits.

Surveys done in January and August of 2002 showed the percentage of vehicles with disability permits or licenses parked at metered spaces to be 38.7% and 40.4% respectively of all metered downtown area spaces. A survey done in June of 2004 shows that meters occupied by cars with disability permits or licenses have been reduced to 15.6%.

A program was set up to allow eligible disabled persons to utilize the designated disability parking spaces in Municipal Parking lots and ramps, on a monthly basis, for equal to 50% of the actual monthly contract rate. Fifty-five disability permit holders took advantage of the discounted monthly parking in city ramps. Five of those parkers already had a contract with a city owned ramp and were previously paying full price. Seven disability permit holders took advantage of discounted monthly parking in non-city ramps. To this date, there has not been anyone who has applied for the oversized vehicle on-street exception permit.

Notices and emails discouraging the free use of parking meters by emergency service vehicles (unless responding to an actual incidents) and city vehicles have been distributed.

Additional Meter System Modifications

Public Works will be reviewing all metered areas in the city and will bring forth various changes to the metered system. These changes will include adjustments to rates, hours and days of enforcement, time limits, and locations for additional meters.

Public Works has identified four initial areas to be changed. Public Works is recommending the following metered areas of the City be modified to address current parking conditions, and to be consistent with the Parking Services business plan and workout plan initiatives. These modifications will be implemented in line with past practice of seeking support from the surrounding communities and the affected Ward Council Member.

Warehouse District (see Attachment B)

Area proposed bounded by: Washington, 9th Street, 2nd Avenue North, and Hennepin Avenue
Plan: To increase enforcement from 8am – 6pm Mon – Fri to 8am – 10pm Daily

The Warehouse District currently has long-term unenforced parking on nights (6pm-10pm) and weekends. The proposed plan would add night and weekend enforcement to the Warehouse District. Currently we are experiencing a glut of long term on-street parkers in this area. The proposed plan would encourage short-term parking to better facilitate businesses in the Warehouse District. The plan would direct the long-term night and weekend parkers into off-street lots and ramps leaving space available for the short-term parker. The plan may reduce traffic circulating from people searching for a free parking spot. The expected annual revenue increase would be approximately \$216,300 per year.

Dinkytown (see Attachment C)

Area proposed bounded by: 12th – 15th Avenue SE, 6th Street SE to University
Plan: To increase rates to \$1.25/hr from \$.75/hr

Other meters in the area owned by the University of Minnesota and the Minneapolis Park Board are currently charging \$1.25/hr.

Off-street ramps and lots at the U charge:

\$2.50 1st Hour
\$5.00 1-2 hours
\$7.00 2-3 hours

The daily lots cost \$3.25 for the day (no short-term rates).

Increasing our rates from \$.75 to \$1.25 will reflect current market rates in the area and is expected to continue creating turnover. The expected annual revenue increase would be approximately \$166,800 based on current daytime usage.

Stadium Village (see Attachment D)

Area proposed bounded by: Harvard, Huron, University to East River Road
Plan: To increase rates from \$0.50/hr and \$0.75/hr to \$1.25/hr

Other meters in the area owned by the University of Minnesota and the Minneapolis Park Board are currently charging \$1.25/hr.

Off-street ramps and lots at the U charge:

\$2.50 1st Hour
\$5.00 1-2 hours
\$7.00 2-3 hours

The daily lots cost \$3.25 for the day (no short-term rates).

Increasing our rates to \$1.25 per hour will reflect current market rates in the area and is expected to continue creating turnover. The expected annual revenue increase would be approximately \$156,000 based on current daytime usage.

St. Anthony Area (see Attachment E)

Area proposed bounded by: Main Street, 1st Avenue NE to Central
Plan: To increase enforcement from 8am– 6pm Mon – Fri to all 8am – 10pm M - Sat

This plan would promote evening turnover in the St. Anthony area by enforcing meters at night (6p – 10p). The area is experiencing some revitalization and short-term parking will aid customers in finding available on-street parking opportunities. The expected annual revenue increase would be approximately \$76,700.

- Attachment A: Benefit/Cost Analysis
- Attachment B: Warehouse District Meter Map
- Attachment C: Dinkytown Meter Map
- Attachment D: Stadium Village Meter Map
- Attachment E: St. Anthony Meter Map