

## **Parking Subcommittee**

### **Zoom Meeting**

Thursday, September 3,  
2020

**11:00 a.m.**

The Parking Subcommittee  
will not be held at the  
Governmental Center.



The Parking Subcommittee  
will be conducted remotely  
via Zoom webinar. Quick  
highlights for viewing and  
participating (Finer Details  
Below)



**Dial: 312-626-6799**  
**Meeting ID: 892 2381 8687**  
**Participant ID: # (yes just  
#)**

Posted and Published:  
August 27, 2020

The DDA recognizes the importance of not bringing people together unnecessarily in an effort to stop the spread of COVID-19. The Governmental Center has been closed to walk-in traffic and will be closed for Parking Subcommittee meetings for the foreseeable future. Members of the Subcommittee will not be present in the Governmental Center for official Subcommittee meetings.

The DDA has determined that all subcommittee meetings may be conducted remotely to assist in stopping the spread of COVID-19. Individuals with disabilities may participate in the meeting by calling-in to the number as though they were going to be giving public comments as outlined below or by calling the TDD#. Individual members of the subcommittee may be contacted via email through presiding staff member Nicole VanNess, [nicole@downtowntc.com](mailto:nicole@downtowntc.com).

For members of the subcommittee and key staff, their name will appear on screen when they are speaking. For individuals who may wish to give public comment, the method for providing public comment during these remote-participation meetings is to call: 312-626-6799 and enter the Meeting and Participant ID.

Callers wishing to give public comment may call in before the meeting starts and wait in a "virtual waiting room." Going forward, these instructions will be included in every published agenda of the Parking Subcommittee. Those calling in will be able to hear the audio of the Parking Subcommittee meeting, yet their microphone will be muted.

When the Subcommittee accepts public comment, in the order calls were received, the meeting facilitator will identify the caller by the last four digits of their telephone number and ask them if they would like to make a comment.

The DDA CEO has been designated to coordinate compliance with the non-discrimination requirements contained in Section 35.107 of the Department of Justice regulations. Information concerning the provisions of the Americans with Disabilities Act, and the rights provided thereunder, are available from the DDA Office.

The City of Traverse City and Downtown Development Authority are committed to a dialog that is constructive, respectful and civil. We ask that all individuals interacting verbally or in writing with board members honor these values.

Downtown Development Authority:  
c/o Nicole VanNess, Transportation Mobility Director  
(231) 922-0241  
Web: [www.dda.downtowntc.com](http://www.dda.downtowntc.com)  
303 East State Street  
Traverse City, MI 49684

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# Welcome to the Parking Subcommittee meeting!

## Agenda

	Page
<b>1. CALL TO ORDER</b>	
<b>2. ROLL CALL</b>	
<b>3. CONSIDERATION OF MINUTES</b>	
A. Consideration of approving the minutes of the February 6, 2020 meeting (approval recommended) <a href="#">Parking Subcommittee - 06 Feb 2020 - Minutes - Pdf</a>	5 - 11
<b>4. NEW BUSINESS</b>	
A. Managed Parking Systems Approach (TDM) <a href="#">Managed Parking Systems Approach - Memo</a> <a href="#">Attachment A: Parking Rate and Policy Changes Timeline - PDF</a> <a href="#">Attachment B: Proposed Rate Maximums - PDF</a> <a href="#">Managed Parking System Approach Presentation - PDF</a>	13 - 29
<b>5. TRAFFIC COMMITTEE UPDATE</b>	
A. Randolph Street Meters <a href="#">Randolph Street Meters - Memo</a>	31 - 32
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A. COVID Update <a href="#">COVID Update - PDF</a>	33 - 34
B. Clinch Park Marina Parking 2020 <a href="#">Marking Parking 2020 - PDF</a>	35
C. Adopted TDM Guiding Principles <a href="#">Adopted Guiding Principles - Memo</a>	37
D. Article: Self-driving Shuttle Pilot in Grand Rapids <a href="#">Self-driving shuttles in downtown Grand Rapids make updates as demand increases - PDF</a>	39 - 40
E. Articles on Accessibility - Provided by Brown <a href="#">New concrete can make roads, sidewalks safer by melting ice and snow - PDF</a>	41 - 50

[The Floor Tiles that Use Foot Power to Light Up Cities - PDF](#)  
[The Sidewalk of the Future is Not So Concrete - PDF](#)

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**7. PUBLIC COMMENT**

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**8. ADJOURNMENT**



**Minutes of the  
Parking Subcommittee for the Downtown Development Authority  
Regular Meeting  
Thursday, February 6, 2020**

A regular meeting of the Traverse City Parking Subcommittee of the City of Traverse City was called to order at the 2nd Floor Committee Room, Governmental Center, 400 Boardman Avenue, Traverse City, Michigan, at 11 a.m.

The following Members were in attendance: Board Treasurer Scott Hardy, Commissioner Rick Brown, Board Member Debbie Hershey, Board Secretary Stephen Constantin, Board Member T. Michael Jackson, and Committee Member Todd Knaus

The following Members were absent: Board Member Jeff Joubran

Chairperson Hardy presided at the meeting.

(a) **CALL TO ORDER**

Hardy called the meeting to order at 11:02 AM.

(b) **ROLL CALL**

(c) **CONSIDERATION OF MINUTES**

- (1) Consideration of approving the minutes of the Parking Subcommittee Meeting of January 9, 2020. (Approval recommended)  
Consideration of approving the minutes of the Parking Subcommittee Meeting of January 9, 2020.

Moved by Rick Brown, Seconded by Debbie Hershey

**Yes:** Scott Hardy, Stephen Constantin, T. Michael Jackson, and Todd Knaus

**Absent:** Jeff Joubran

**CARRIED. 4-0-1 on a recorded vote**

(d) **OLD BUSINESS**

- (1) TDM Rate Study: Introduction Follow-up

- Hershey and Brown expressed interest in including a walking component.
- Constantin suggested adding a fourth principle to advocate for other modes.
- Discussion on whether or not to include suggested principle number two.
- Principle two modified FROM Respect and apply zoning ordinances TO Respect local ordinances and plans.
- Principle four ADDED Serve as an advocate for safe multi-modal access.

The Parking Subcommittee adopt the goal and guiding principles as amended for the parking rate study.

Moved by Stephen Constantin, Seconded by Debbie Hershey

**Yes:** Scott Hardy, Rick Brown, T. Michael Jackson, and Todd Knaus

**Absent:** Jeff Joubran

**CARRIED. 4-0-1 on a recorded vote**

(e) **TRANSPORTATION DEMAND MANAGEMENT**

**(1)** TDM Rate Study: Permits

- Discussion on occupancy related to selling permits and current permit practices.
- Clarification on the term waitlist. Meters would no longer be used for permit parking. Individuals who wanted to purchase permits would be added to a waitlist. Once space is available, the individual would be contacted with the option to purchase the permit.
- Discussion on impact permits have on hourly parking at both meters and in the garages.
- Discussion on alternatives for permit parking.

[Attach A Permit Rate History](#)

[Attach B Permit Parking Spaces](#)

(f) **INTRODUCTION TO AGENDA**

**(1)** TDM Rate Study: Metered Parking Introduction

- VanNess gave an introduction overview of metered parking that will be discussed at the March meeting.

(g) **RECEIVE AND FILE**

**(1)** Parking Subcommittee 2020 Meeting Dates

(h) **PUBLIC COMMENT**

(i) **ADJOURNMENT**

The meeting officially adjourned at 12:07 PM.

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Benjamin Marentette, City Clerk

Draft



### Attachment A: Parking Permit - Rate History

#### Rate Calculations

	Days	FT Hrs	PT Hrs
Month	22	176	88
Quarterly	65	520	260
Annual	261	2088	1044

#### Permit Purchase Price

		2006	2010	2011	2014	2015	2018
Surface	Month	\$35.00	\$35.00	\$40.00	\$45.00	\$44.00	\$36.00
	Quarter	\$85.00	\$85.00	\$90.00	\$95.00	\$113.75	\$108
	Annual	\$290.00	\$290.00	\$320.00	\$345.00	\$390.00	\$432.00
Garage	Month	\$45.00	\$50.00	\$60.00	\$65.00	\$55.00	\$48.00
	Quarter	\$100.00	\$105.00	\$120.00	\$130.00	\$146.25	\$144.00
	Annual	\$360.00	\$370.00	\$405.00	\$425.00	\$520.00	\$576.00

#### Permit Fee Breakdown by Day, FT Hourly, and PT Hourly

Surface		2006			2018				
		Daily	FT	PT	Daily	FT	PT		
Surface	Month	\$35.00	\$1.59	\$0.20	\$0.40	\$36.00	\$1.64	\$0.20	\$0.41
	Quarter	\$85.00	\$1.31	\$0.16	\$0.33	\$108	\$1.66	\$0.21	\$0.42
	Annual	\$290.00	\$1.11	\$0.14	\$0.28	\$432.00	\$1.66	\$0.21	\$0.41
Garage	Month	\$45.00	\$2.05	\$0.26	\$0.51	\$48.00	\$2.18	\$0.27	\$0.55
	Quarter	\$100.00	\$1.54	\$0.19	\$0.38	\$144.00	\$2.22	\$0.28	\$0.55
	Annual	\$360.00	\$1.38	\$0.17	\$0.34	\$576.00	\$2.21	\$0.28	\$0.55

#### Daily Rate

Surface		2006		2018		Rate Change
		Daily		Daily		
Surface	Month	\$35.00	\$1.59	\$36.00	\$1.64	\$0.05
	Quarter	\$85.00	\$1.31	\$108	\$1.66	\$0.35
	Annual	\$290.00	\$1.11	\$432.00	\$1.66	\$0.55
Garage	Month	\$45.00	\$2.05	\$48.00	\$2.18	\$0.13
	Quarter	\$100.00	\$1.54	\$144.00	\$2.22	\$0.68
	Annual	\$360.00	\$1.38	\$576.00	\$2.21	\$0.83

Attachment A: Permit Rate Study

Page 2

**Full-time Hourly Rate**

		2006		2018		
Surface			FT		FT	Rate Change
	Month	\$35.00	\$0.20	\$36.00	\$0.20	\$0.00
	Quarter	\$85.00	\$0.16	\$108	\$0.21	\$0.05
	Annual	\$290.00	\$0.14	\$432.00	\$0.21	\$0.07
Garage						
	Month	\$45.00	\$0.26	\$48.00	\$0.27	\$0.01
	Quarter	\$100.00	\$0.19	\$144.00	\$0.28	\$0.09
	Annual	\$360.00	\$0.17	\$576.00	\$0.28	\$0.11

**Part-time Hourly Rate**

		2006		2018		
Surface			PT		PT	Rate Change
	Month	\$35.00	\$0.40	\$36.00	\$0.41	\$0.01
	Quarter	\$85.00	\$0.33	\$108	\$0.42	\$0.09
	Annual	\$290.00	\$0.28	\$432.00	\$0.41	\$0.13
Garage						
	Month	\$45.00	\$0.51	\$48.00	\$0.55	\$0.04
	Quarter	\$100.00	\$0.38	\$144.00	\$0.55	\$0.17
	Annual	\$360.00	\$0.34	\$576.00	\$0.55	\$0.21

**Attachment B: Permit Parking Spaces**

	2010	2020
Lot A	0	0
Lot B	0	0
Lot C	0	0
Lot D	0	0
Lot E	0	0
Lot F	0	0
Lot G	0	0
Lot H	0	0
Lot I	0	0
Lot J	0	0
Lot K	0	0
Lot L	0	0
Lot M	0	0
Lot N	0	0
Lot O	0	0
Lot P	36	54
Lot Q	0	0
Lot R	0	0
Lot S	84	0
Lot T	143	143
Lot V	18	102
Lot W	35	0
Lot X	0	0
Lot Z	72	0
Total	388	299
Difference		-89





## Memorandum

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To: Parking Subcommittee  
From: Nicole VanNess, Transportation Mobility Director  
Date: July 13, 2020  
Re: Managed Parking Systems Approach

During the budget process in March through the approval in June, the City Commission had inquired on our progress of the Parking Rate Study. We provided an update on the progress the Parking Subcommittee made prior to COVID. We were making progress and had planned to have a draft recommendation by the end of the summer. Due to being unable to meet this timeline was no longer attainable.

We determined that we have enough information to proceed, so last month, we presented to the DDA Board a high-level overview of a managed solution approach. We know that implementing the TDM is not solely based on rate increases. The TDM blends parking rates and multimodal initiatives to balance the use of the spaces. A managing solution will be a more comprehensive approach that will take into account optimizing usage by leveraging other modes of transportation to relieve pressure on the overall system. Along with parking rates, we will implement the best management practices for offering pedestrian, bicycle and transit options as an alternative to parking. This will not be an easy or painless task. This is a complete shift from how “we have always done parking” to managing parking as a systems approach.

In order to address the concerns and implement change, we need to have the flexibility to effectively manage the Parking System. This is not an approach that we have taken or been provided the opportunity to perform to the fullest extent. Past practice has always been to address one issue at a time and make accommodations where needed. This practice can no longer continue as parking is comprised of interdependent areas and each contribute to the performance of the other in the integrated system. The multimodal shift is the incentive to change parking habits to better utilize high demand parking spaces more efficiently and encourage the use of the less convenient spaces to ensure the spaces are used for all economic activities that are serviced in the downtown district. This can be achieved by having a dynamic pricing structure that will increase rates to increase turnover while decreasing rates to encourage use of underutilized spaces. Additionally, we will need to fund alternative modes of transportation which will reduce traffic and congestion.

A managed solution approach provides for the flexibility to implement change based the ebbs and flows of a dynamic system. Rates will be increased at an incremental level and based on the

overall plan. The plan will not have a definitive timeframe, and will regularly evolve and change. There will be many challenges that accompany implementing new practices, changing past processes and increasing rates. For example, in order to change the current permit process, we will need to: 1) implement a waitlist, 2) suspend selling new permits, 3) raise permit rates based on new permit locations, 4) monitor occupancy, 5) reduce/remove overflow locations, and 6) increment permit pricing until occupancy thresholds are met. Please reference Attachment A: Parking Rate and Policy Changes Timeline as we have identified policy and ordinance changes that will be implemented through the end of 2020 as we move towards rate increases that would become effective January 1, 2021.

This is a paradigm shift from how we have managed parking in the past. The rate structure we are recommending is for the approval for rate maximums. (Reference Attachment B: Proposed Rate Maximums) Many of our objectives are interdependent of one another, (i.e. on-street meters and garage hourly rates; hourly rates and violations) and will have a cause and effect outcome. In order to plan and communicate changes, we need to have the ability to form a rate increase plan that we can manage without having to seek one off rate increases. As the plan is implemented, we will monitor and progress through our plan as identified by process changes or performance markers. The solutions approach is not a one-year plan or a five-year plan, it is a new way of managing the overall parking system.

We will present to the City Commission at their September 14, 2020 Study Session followed by a recommendation to the DDA Board on September 18, 2020.

## Attachment A: Parking Rate and Policy Changes Timeline

Timeline is based on:

- September 14<sup>th</sup> – City Commission Study Session
- September 17<sup>th</sup> – DDA Board Approval
- October 5<sup>th</sup> – City Commission Approval

Timeline:

- October 1, 2020 – Permits by location (Phase 1) Policy Change
- October 5, 2020 – City Commission approval of Rate Maximums
- October 19, 2020 – City Commission Introduction of ordinance change – Electric Vehicles
- October 19, 2020 – City Commission Introduction of ordinance change – Remove Same Day Meter Violation Discount
- November 2, 2020 – City Commission Enactment of ordinance change – Electric Vehicles
- November 2, 2020 – City Commission Enactment of ordinance change – Same day meter violation discount
- November 2, 2020 – Handicap Placard Policy Change
- January 1, 2021 – Implement 1/1/21 Rate Increases

### **October 1, 2020 – Permits by location (Phase 1) Policy Change**

Current policy – Garage permit holders are able to use their garage permits to park in surface parking lots.

New policy - Effective October 1, 2020 permits will be required to park in the location of their purchase. Those who purchased a surface permit will be required to park in surface and those who purchased a garage permit will be required to park in either of the two parking garages.

Purpose of policy change – This is a process that has been followed since the first parking garage was built and garage permits were made available for sale. Allowing individuals to park in the surface lots with a garage permit reduces the number of available spaces for surface permit holders. When this occurs, we increase surface permit lot spaces by allowing permits at meters which reduces metered parking. In order to understand utilization and occupancy of permits sold, we need to ensure permits are being used by location.

Challenges – We will need to create a waitlist and add a waitlist policy. By requiring permit holders to park in their designated locations, we may see occupancy increase and no longer be able to sell permits for surface, garage or both. Additionally, garage capacity may be filled by permits only and not allow for transient use. When this occurs, we will need to determine the permit sale threshold if we would like to offer transient parking.

### **October 5, 2020 – City Commission approval of Rate Maximums**

Rate Maximum table is adopted and 2021 Rate Increases are published.

\*Rates may not be decreased if utilization indicates the spaces are not turning over.

	1/1/2021		5/1/2021		*11/1/2021	
	Base	Premium	Base	Premium	Base	Premium
<b>Metered Parking</b>						
DDA District	\$1.00	\$1.25	\$1.00	\$1.50	\$1.00	\$1.25
Outside DDA District	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00

<b>Parking Garage</b>	Non-Peak	Peak	Non-Peak	Peak	Non-Peak	Peak
Hardy	\$1.00	\$1.50	\$1.50	\$2.00	\$1.25	\$1.50
Old Town	\$1.00	\$1.25	\$1.25	\$1.75	\$1.00	\$1.25
Daily Max		\$15.00		\$20.00		\$15.00
Lost		\$15.00		\$15.00		\$15.00
Peak is 10 AM-2 PM						

<b>Permit Parking</b>	Monthly
Surface Permit	\$38.00
Garage Permit**	\$50.00
**Proximity Card	\$6.00 each

<b>Violations</b>	Base / 1st Esc / 2nd Esc
Expired Meter	10 20 30
Past Limit on Sign	15/30/45
Without Permit/Failure to Display	15/30/45

<b>Event Parking</b>	Per Day or Per Entry
Meters	\$20.00
Garage	\$20.00

#### **October 19, 2020 – Introduction of ordinance change – Electric Vehicles**

Current ordinance – 484.04(a) has an exception that fully electric vehicles are not required to activate parking meters.

Rescinded ordinance - Rescind the exception that fully-electric vehicles do not need to activate the parking meter which would eliminate free parking for fully electric cars in chapter 484.04(a)

Purpose of ordinance change – The amendment to the ordinance was made in May of 2007 as a way to promote electric vehicles as they were fairly new at the time. Each space that we operate have a value and associated costs to operate. There are many more electric vehicles now than existed in 2007, and there should be a cost to park for each space regardless of who is using it.

Challenges – Dissatisfaction of those who have been parking for free at meters.

#### **October 19, 2020 - Introduction of ordinance change to remove same day meter violation discount**

Current ordinance – Provides a same day discount of ½ (\$5) the meter violation amount (\$10) when paid in person or online and prior to escalation.

Rescinded ordinance - Rescind the same day discount.

Purpose of ordinance change – The rates will gradually increase to determine the base and premium amounts; the parking violations will not be adjusted until there is additional information available.

Challenges – Dissatisfaction of those who have taken advantage of the discount.

**November 2, 2020 – Enactment of ordinance change – Electric Vehicles and Handicap Placard Policy Change**

**November 2, 2020 – Enactment of ordinance change – Remove same day meter violation discount**

**November 2, 2020 – Handicap Placard Policy Change**

Current policy – Anyone displaying a state issued handicap placard does not have to pay the meter, but must abide by the posted time limit.

New policy - Effective November 3, 2020 those displaying a handicap placard will be required to activate the meter with the exception of those issued a state free parking sticker.

Purpose of policy change – This policy has been in effect for an unknown amount of time. A revised approach was implemented in May of 2015 to limit placard use to the posted time limits. Each space that we operate have a value and associated costs to operate, and there should be a cost to park for each space regardless of who is using it. The State of Michigan does offer an application process for free parking, and we should adhere to state guidelines.

Challenges – Dissatisfaction of those who have been parking for free at meters.



## Attachment B: Proposed Rate Maximums

	Current Rate	Rate Maximum
<b>Metered Parking</b>		
2-4 hour	\$1.00/Hr	\$2.50/Hr
10 hour	\$0.60/Hr	\$2.50/Hr
<b>Parking Garage</b>		
*Transient	\$1.00/Hr	\$2.50/Hr
*Transient Daily Max	\$10.00/Day	\$25.00/Day
Lost Ticket	\$10.00/Flat	Up to \$25.00 Flat
*New day starts at 7 AM		
<b>Permit Parking</b>		
Surface Permit	\$36.00/Mo, \$432.00/Yr	\$75.00/Mo, \$900.00/Yr
Garage Permit**	\$48.00/Mo, \$576.00/Yr	\$100.00/Mo, \$1,200/Yr
**Proximity Card	\$6.00/card	\$10.00/card
<b>Violations</b>		
Expired Meter	\$10.00 Base/\$30.00 Max	\$75.00 Max
Overnight Parking	\$15.00 Base/\$45.00 Max	\$90.00 Max
Past Time Limit	\$10.00 Base/\$30.00 Max	\$90.00 Max
Without Permit/Failure to Display	\$10.00 Base/\$30.00 Max	\$75.00 Max
Improper Parking/Where Prohibited	\$15.00 Base/\$45.00 Max	\$75.00 Max
Handicap	\$100.00 Base/\$200.00 Max	\$300.00 Max
<b>Event Parking</b>		
Meters	Up to \$15.00/Day	Up to \$25.00/Day
Parking Garage	Up to \$15.00/Entry	Up to \$25.00/Entry
High/Low Impact For Profit (City Permit)	Up to \$7.50/Day	Up to \$12.50/Day
High/Low Impact Events Non-Profit (City Permit)	Up to \$3.25/Day	Up to \$6.25/Day
<b>Commuter</b>		
Bike Locker	\$10.00/Mo, \$100.00/Yr	\$25.00/Mo, \$300.00/Yr
Destination Downtown Program Fees	\$25.00-\$100.00/Yr	
Destination Downtown Pass	\$5.00/pass	\$10.00/pass
<b>Services</b>		
Meter Bag w/ROW	\$12.00/Day	\$24.00/Day
Meter Bag w/o ROW	\$15.00/Day	\$30.00/Day
Construction Project Parking	Rate based on actual block revenues	
Cones	\$2.50/Day	
Barricades	\$25.00/Day	
Platform Café	\$10.00/Day	
Validations	Free printing, billed on actual use	
<b>Residential</b>		
Resident Parking Permit	\$0.00/Permit	
Construction ROW/Land Use - Day (City Permit)	\$5.00/Day	
Construction ROW/Land Use - Month (City Permit)	\$40.00/Month	
Incochee Woods - Access Device	\$32.50/device	
Incochee Woods - Activation Fee	\$35.00/one-time fee	





# A MANAGED APPROACH TO THE DOWNTOWN TRAVERSE CITY PARKING SYSTEM



## WHAT IS THE PROBLEM?



- Following outdated processes
- Components are interdependent, rather than fluid
- Current practice does not allow for strategic planning
- Parking rates have not been increased since 2015



# CAUSE & EFFECT

We must address the needs of the employee **AND** the customer, within a comprehensive and dynamic system, while planning for the future.

IF parking is managed to address the needs of customers to conveniently park THEN encourage turn over to ensure available space AND

IF parking is managed to address the needs for the employee THEN we must provide convenient parking for customers.





# CURRENT SYSTEM VS MANAGED SYSTEM

## CURRENT

Apply one-size fits all changes

Adjust the system to meet incremental changes without considering the big picture

Little time reserved for evaluation and reflection

React to system changes

## USERS

Provide solutions that meet the needs of businesses for their customers and employees, as well as, residents

## MANAGED

Identify needs and establish zone based changes

Adjust processes to continually meet system needs

Plan and prepare for system changes

Continually evaluate for effectiveness



# SOLUTIONS



- Multimodal Initiatives
- Phased Policy Changes
- Proposed Fee Range
- Future – Develop 5 year structure



# MANAGED SOLUTION PROCESS

A managed solution will be a mix of policy changes and evaluation periods. Future decisions and policies will be based on performance indicators.

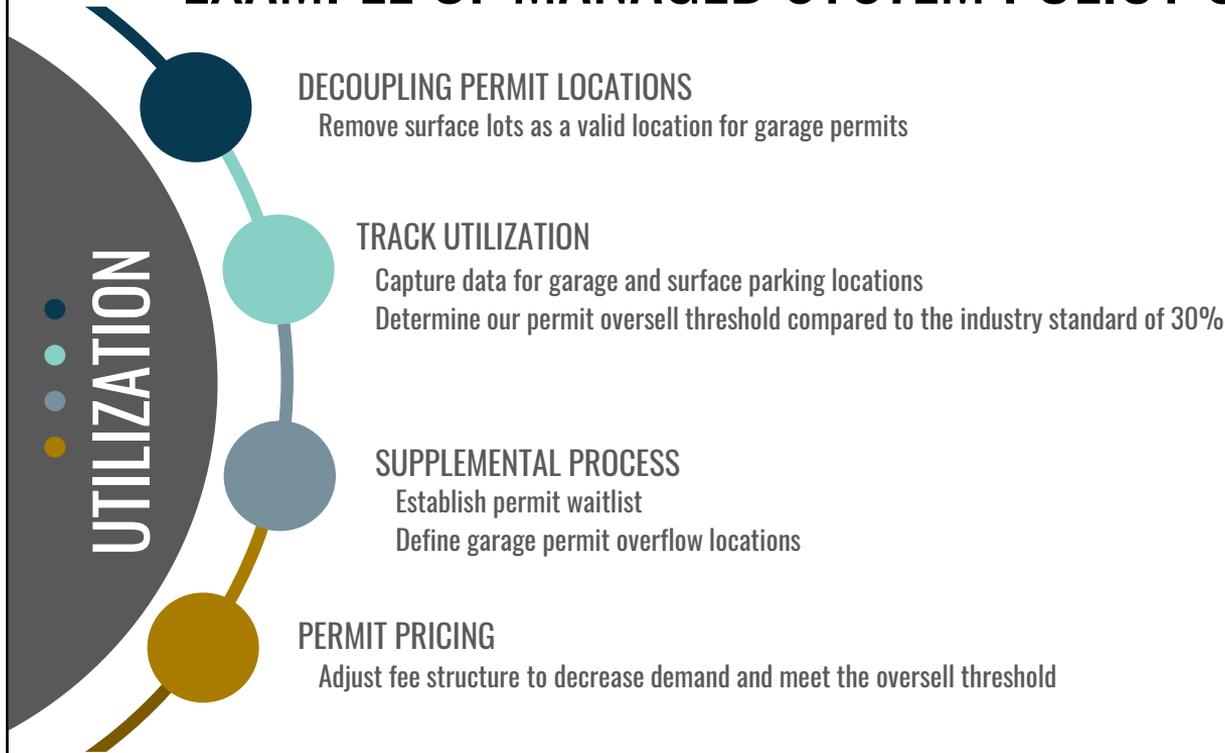
These indicators will determine how we operate going forward.

## PROCESS





# EXAMPLE OF MANAGED SYSTEM POLICY CHANGE

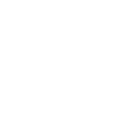




# FEEDBACK & NEXT STEPS



- Managed Solution Approach
- City Commission Study Session
- Recommendation to DDA Board





**THANK YOU**



**QUESTIONS**





## Memorandum

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To: Parking Subcommittee  
From: Nicole VanNess, Transportation Mobility Director  
Date: August 27, 2020  
Re: Traffic Committee Update: Change Order for New Meter District on Randolph Street

Randolph Street between Division and Bay is currently under construction. The project includes street reconstruction, water main, sanitary sewer, storm sewer and sidewalk repair as necessary from utility service replacements. Trees will be added by the Parks Department along with a public bike rack.

This location has seen new development in recent years with the Socks Development between Bay Bread and Tilley's Party Store and now the condominium development on the north side of Maple Street. The construction and developments have also attributed to requests made to the Traffic Committee from businesses to regulate parking. The Traffic Committee has previously taken action to post time limit restrictions, defined loading zone areas and allow for modified overnight regulations. Adding a meter district to this area had been discussed, but at the time was not recommended. Last year, the Parking Subcommittee considered adding a metered district to Bay Street between Oak and Division, but did not move forward as meter expansion was not budgeted as capital improvement project.

A business owner inquired about adding metered parking in order to deter area residents and their guests from parking on the street in order to preserve spaces for customer parking. The new condominium project has sixteen units, and fifteen parking spaces. It is unknown at this time what the parking demand will be in this area once the project is completed, but the Traffic Committee has recommended adding the metered district as part of the overall street reconstruction.

The Engineering Department has developed plans and obtained a change order from Elmer's. The plans for the meter district identify 36 metered spaces, 1 metered handicap space and 3 loading zone spaces. There are funds available in the Auto Parking Fund as budgeted in CIP-1132 Meter Expansion.

The following recommendation was approved at the DDA Board meeting on August 21, 2020, and will be on the City Commission consent calendar at their September 8, 2020 meeting: that the DDA Board recommends the City Commission approve a change order with Elmer's for the

Randolph Street project in an amount more or less of \$11,500 with funds available in the Auto Parking System.



## Memorandum

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To: Parking Subcommittee  
From: Nicole VanNess, Transportation Mobility Director  
Date: August 27, 2020  
Re: COVID Update

Parking Services moved quickly to implement operational and staffing changes at the start of COVID, and continue to modify and adapt operations as needed. Below is a high-level overview of the actions we have taken since the start of COVID.

### Parking Operations:

- Meter Enforcement –
  - March 14, 2020, we suspended all meter enforcement. The goal was to support Downtown businesses and create quick access to stores and restaurants for patrons.
  - May 22, 2020, we resumed enforcement of meter violations. All meter violations were issued as a courtesy warning. The purpose of the courtesy warning is to remind parkers to be neighborly and mindful of the on-street use.
  - May 22, 2020, resumed enforcement of all non-meter violations which include: loading zones, curbside meter bag time limits, handicap, improper parking and where prohibited by sign violations.
- Curbside Pick-up Meter Bags –
  - March 16, 2020, we bagged meters throughout downtown to designate as pick-up locations for merchants and restaurant to-go orders.
  - March 24<sup>th</sup>, we redistributed the bags to restaurants that are remaining open for curbside pick-up in an effort to make these businesses more visible to the public.
  - June 22<sup>nd</sup>, we redistributed the bags to side streets along the Front Street Opening.
  - September 14<sup>th</sup>, the curbside spaces will no longer be available.
- Parking Violations –
  - March 24, 2020, we implemented an escalation fine amnesty program. All fine amounts are currently frozen at their rate as of March 24<sup>th</sup>, fines will not escalate

or increase. The goal is to collect the current fines and reduce the number of collection notices that will be sent in the coming weeks.

- Parking Garages –
  - March 14, 2020, we raised all gates at both parking garages. We encouraged employees to use the garages in order to keep on-street spaces open for curbside pick-up.
  - March 30<sup>th</sup>, damage to ADA doors occurred at Hardy garage.
  - April 1, 2020, the garages were closed and are only available to permit holders.
  - May 7, 2020, the garages reopened to transient and permit use based on reduced hours of operation.

**Staffing Operations:**

- Field Operations
  - March/April - Staff is working on an on-call basis to respond to equipment failures.
  - May – All staff called back to work
- Maintenance Operations
  - March/April – Essential staff performed daily maintenance checks of the facilities and performed repairs for any damage that has occurred.
  - May – All staff called back to work
  - Ongoing - Staff is wiping down all handrails and door handles on public facilities.
- Office Operations
  - March/April - Staff converted to work from home and responded to all inquiries via email.
  - March/April - Essential staff performing finance functions continued to report into work and rotated responsibilities to complete these basic functions.
  - May/June – Staff called back to work

**Parking Garage Hours**

Permit parking available 24 hours a day, seven days a week

Sunday-Saturday

Entries permitted 5 AM-10 PM

Exits 24 hours a day via automated pay-in-lane\*

\*Payment required for hourly parking

**Parking Office Hours**

Sunday 10 AM-6 PM

Monday-Thursday 7 AM-8 PM

Friday 7 AM-12 AM

Saturday 8 AM-12 AM

We will continue to monitor and adjust our operations as necessary.



## Memorandum

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To: Parking Subcommittee  
From: Nicole VanNess, Parking Director  
CC: Jean Derenzy, DDA CEO  
Frank Dituri, Director of Public Services  
Re: March 2, 2020  
Date: Marina Parking 2020

Historically, Marina permit holders would receive up to 2 permits based on their boat slip rental. Permits were used in the Marina lot with overflow into the City lot. Last year, changes to the available locations by Marina permits were implemented. This change resulted in the removal of all meters on Marina Drive along the Boathouse and on the west side of the Marina Lot. The spaces were converted to “Parking by Marina Permit Only May 15-October 15” spaces which coincided with the dates of the Marina season.

Last summer, it was noted that July had 100% utilization by Marina permit holders while the other months resulted in unused spaces. The exact utilization statistics were not captured regularly enough to show exact usage, but enough to know the spaces were underutilized.

Over the past month, we met with Public Services to discuss changes for this coming season. There has been no change to the number of permits boat slip holders will receive with their rental nor a rate reduction for uncoupling parking from boat slip fees. Part of our TDM objectives is to effectively manage all spaces efficiently in the system. Reserving spaces and eliminating public use is not an efficient use of the spaces as they could otherwise be used by Clinch Pad, Bijou, or splash pad patrons.

We have collectively decided to reduce the reserved time frame for boat slip holders to June 1-Labor Day. This will ensure the underutilized spaces are available for the public outside of the peak use by boat slip holders. We are working to modify signage and will work on communicating this change.





## Memorandum

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To: Parking Subcommittee  
From: Nicole VanNess, Parking Director  
CC: Jean Derenzy, DDA CEO  
Re: March 2, 2020  
Date: TDM – Rate Study: Guiding Principles

The following guiding principles were adopted by the Parking Subcommittee at their February 6, 2020 meeting.

Goal: Develop and improve parking to enhance the experience and vibrancy of the city center.

1. Use incentives, as well as, disincentives.
2. Respect local ordinances and plans.
3. Encourage public/private partnerships.
4. Serve as an advocate for safe multi-modal access.



<https://www.wzzm13.com/article/money/cars/self-driving-shuttles-progress/69-40c381b1-186a-4dfd-b686-b3b82767830a>

## Self-driving shuttles in downtown Grand Rapids make updates as demand increases

The AVGR adds new disability-accessible vehicles and route updates. It anticipates to hit 50,000 riders in six months.

Author: Alana Holland (WZZM13)  
Published: 6:54 PM EST January 28, 2020  
Updated: 7:06 PM EST January 28, 2020

GRAND RAPIDS, Mich. — Grand Rapids' autonomous shuttles are six months into their year-long pilot program with the city. With current ridership, the service will reach 50,000 passengers by Wednesday morning.

"We see ridership growing month over month," said Josh Naramore, the Mobile GR and parking director for Grand Rapids. "We are seeing about 400 people a day ride the vehicle. It only seats six people at a time. With only a few vehicles in service a day, that's a tremendous response we've seen from the community."

The Autonomous Vehicle Grand Rapids (AVGR) shuttles are made by Ann Arbor company [May Mobility](#). There a few moving around downtown Monday through Friday. It is free for anyone to ride and follows the existing [DASH West Route](#).

Inside the shuttle is an attendant to take over if something needs modifications, or if the weather makes it difficult to run in auto mode.

A fleet attendant for the AVGR shuttles said May Mobility has made changes to the route in the past six months, responding to the environment and passengers.

"Our route has improved," said Paul Holloman, a fleet technician. "May Mobility pays attention to our input and the rider input. They had some issues

where the vehicle would stop a little too early or too late. So, they made that smoother. They've slowed down the speeds on Ottawa too, to make it safe."

New this month, the company added a new on-demand shuttle with wheelchair accessibility. This makes the transportation service comply with the Americans with Disabilities Act.

As far as safety goes, Naramore says overall the shuttles have not caused any major issues on the roads.

"There have been a couple of little crashes along the way, but no injuries," said Naramore. "We get specific reports, and the one I'm aware of, it was in manual mode and it was like a fender bender."

Riders on the shuttle say it can often get them where they need to go faster, because of the smaller vehicle.

"I live downtown, so it takes me home," said Remy Lee, a passenger on the shuttle. "It runs every eight minutes or so, so it's really convenient."

Other drivers were shocked to see the self-driving technology in person.

"I didn't know that until I heard the guy say, 'yeah, sometimes I'm not driving,'" said Dominic Verhoeven, also a passenger. "It was the car driving."

Holloman said it's incredible being on the ground floor of this technology.

"It feels like a ghost is driving," said Holloman. "The steering wheel moves, the brakes will apply, the turn signal will come on, and you can feel it turn on its own. I was watching things like this on the Jetsons as a kid. It's kind of interesting to see it happen right in front of me."

<https://www.bdcnetwork.com/new-concrete-can-make-roads-sidewalks-safer-melting-ice-and-snow>

## **New concrete can make roads, sidewalks safer by melting ice and snow**

The de-icing concrete uses an electrical current to generate heat to keep roads safer during winter storms.

**CONCRETE TECHNOLOGY** |

JANUARY 27, 2016 |

DAVID MALONE, ASSOCIATE EDITOR



*Photo: Scott Schrage, University Communications/University of Nebraska*

Anyone who has driven for any considerable length in bad winter weather has had that moment of panic when one second you feel completely in control of the automobile and the next you feel like a bull rider just trying to hang on for dear life.

Hitting a patch of black ice is scary enough when the outcome is nothing more than a brief moment of wheel spin or slight fishtailing. But the end result to a slippery, snow-covered road can be far worse. From fender benders to fatal accidents, driving in bad winter weather is downright dangerous.

Enter Dr. Chris Tuan, a professor of civil engineering at the University of Nebraska. Tuan has designed a new type of concrete that has the ability to carry a small electric current in order to generate enough heat to melt snow and ice from its own surface, reports the [Huffington Post](#). The concrete mixture is made up of about 20% steel shavings and carbon particles. This 20% is what allows the concrete to conduct electricity, thus giving it its superpower.

All that needs to be done is to connect the de-icing concrete slabs to a power source and watch them do their job. The electrical resistance in the concrete generates the heat, which in turn melts the snow and ice on its surface.



*Photo: Chris Tuan and Lim Nguyen*

The de-icing concrete doesn't come without its extra costs, however. While regular concrete costs about \$120 per cubic yard, Tuan's concrete is more than double that, at about \$300 per cubic yard. So, at least for the time being, the cost of the concrete means it will be used sparingly and just in the areas that need it most.

"De-icing concrete is intended for icy bridges, street intersections, interstate exit ramps, and where accidents are prone to take place," said Tuan in an interview with [UNL](#). "It's not cost-effective to build entire roadways using conductive concrete, but you can use it at certain locations where you always get ice."

Other possible areas of use would be parking lots and airports. Who hasn't been walking to their car in the morning, after successfully dragging yourself out of bed, only to take that first step into the parking lot just to have your foot slip right out from under your body? That morning walk to the car in the sub-freezing temperatures would be made at least a little bit better if you didn't have to do it looking like a fawn learning to walk for the first time.

While airports wouldn't use the new concrete for their runways, it could still help prevent delays during bad weather.

"What they need is the tarmac around the gated areas cleared, because they have so many carts to unload—luggage service, food service, trash service, fuel service—that all need to get into those areas," Tuan said. "They said that if we can heat that kind of tarmac, then there would be (far fewer) weather-related delays."

This concrete technology is already in use in a 150-foot bridge near Lincoln, Neb. In 2002, the bridge was inlaid with 52 slabs of the de-icing concrete and has been very successful in melting snow and ice.

While it has the potential to save lives, this de-icing technology has practical, convenient uses, as well. "I have a patio in my backyard that is made of conductive concrete. So I'm practicing what I preach," Tuan said.

While snowplows and shovels haven't been rendered useless yet, this new technology has plenty of benefits to help keep people safe during bad winter weather.



<https://www.theguardian.com/technology/2015/jan/11/floor-tile-generates-power-from-footsteps-energy-electricity-startup>

## The floor tiles that use foot power to light up cities

Never mind solar energy. This clever startup product converts the kinetic force from a footstep into electricity

ix years ago, Laurence Kemball-Cook had a brainwave. A graduate of Loughborough university, he was doing a placement year at the energy company Eon, where he was given the job of finding a way to power street lighting with solar energy and wind. It didn't work, he says, in part because there's a lot of shade in cities. This got him thinking about other potential sources of power in busy urban spaces. The answer, he realised, was underneath his feet.

“My idea was a floor tile that would convert the kinetic energy from a footstep into electricity,” he says. “Every time someone steps on the tile, they generate seven watts of power. The energy is stored within batteries, and then used to power lighting when it's needed. It's an off-grid power source for cities.” We are talking in the headquarters of [Pavegen](#) in King's Cross. He set up the company in 2009 but it took several years to develop the technology and convince people to take it on. His first installation was unorthodox, to say the least. “Investors wouldn't invest without tiles in the ground, so I broke into a building site on the south bank of the Thames at 2am, installed the product illegally, took photos and put them on our website saying: ‘Celebrating our latest installation.’ I closed a deal with Westfield pretty soon after that.”

Since then, Pavegen has worked with brands such as Coca-Cola and Siemens. The company has tiles at Heathrow terminal three and are planning an installation outside the White House. During last year's World Cup, it went into a favela in Rio and laid a whole football pitch with tiles, hooking them up to spotlights so that play could continue after dark.

Light isn't the only thing it generates. When Kemball-Cook and I have a go on the demo tiles in the Pavegen office, our jumping around causes a radio to turn on. And there's another, potentially more powerful application. “When you stand on a tile, it sends out wireless data. This is useful for crowdfow modelling – seeing how people move through cities. You can use it to control lighting more efficiently. It's also a really key way for retailers to know how many people are visiting their shops. We imagine Google will cover streets with this in the future and use the data in interesting ways.”

Pavegen's product, which looks like a regular floor tile until you lift the rubber (or Astroturf) surface and see the hub of circuitry within, is manufactured in eastern Europe. "We didn't find the Far East was viable for us," says Kemball-Cook. He cites concerns over IP violation, shipping times and travel costs as reasons for choosing a manufacturing hub closer to home. In eastern Europe: "There's a really strong industrial base and a we-can-fix-it attitude," he says.

The company has now has 30 employees and a second office in Los Angeles. But Kemball-Cook acknowledges there's still a long way to go. One major obstacle is price – it costs around £1,250 to cover one square metre of ground with Pavegen tiles. "The holy grail for us is to make our product the same cost as normal flooring," he says.

"It takes a lot of time and investment to get there," he adds. "Solar took 58 years to get to the point it's at now. I reckon we've done about the first 20 years with our technology. Our investors know it's not an overnight play. We are establishing a whole industry that never existed before."

## **We've got an announcement...**

... on our progress as an organisation. In service of the escalating climate emergency, we have made an important decision – **to renounce fossil fuel advertising**, becoming the first major global news organisation to institute an outright ban on taking money from companies that extract fossil fuels.

In October we outlined our pledge: that the Guardian will give global heating, wildlife extinction and pollution the urgent attention and prominence they demand. This resonated with so many readers around the world. We promise to update you on the steps we take to hold ourselves accountable at this defining point in our lifetimes. With climate misinformation rife, and never more dangerous than now, the Guardian's accurate, authoritative reporting is vital – and we will not stay quiet.

We chose a different approach: to keep Guardian journalism open for all. We don't have a paywall because we believe everyone deserves access to factual information, regardless of where they live or what they can afford to pay.

Our editorial independence means we are free to investigate and challenge inaction by those in power. We will inform our readers about threats to the environment based on scientific facts, not driven by commercial or political interests. And we have made several important changes to our style guide to ensure the language we use accurately reflects the environmental emergency.

The Guardian believes that the problems we face on the climate crisis are systemic and that fundamental societal change is needed. We will keep reporting on the efforts of individuals and communities around the world who are fearlessly taking a stand for future generations and the preservation of human life on earth. We want their stories to inspire hope.



<https://www.citylab.com/life/2014/05/the-sidewalk-of-the-future-is-not-so-concrete/371377/>

The Sidewalk of the Future Is Not So Concrete NATE BERG MAY 22, 2014 Cities are experimenting with different materials — from heated panels to flexible rubber — but the best replacement has yet to emerge. Concrete has long been the go-to material for sidewalks because it's strong and cheap. The typical stretch of walkway can last decades; New Jersey sidewalks have an estimated lifespan of 75 years. But concrete has its drawbacks, too, especially for cities intent on improving walkability. Tree roots can crack concrete, creating hazards for pedestrians (especially wheelchair users and parents pushing strollers), and the more a tree grows the more its surrounding sidewalk swells. Frequent replacement can get costly — about \$35 per square foot in Los Angeles — and self-healing concrete exists more in theory than in practice. Some cities have started to rethink the traditional sidewalk as a result. Local governments and technology companies all over the world are considering new ways of building pedestrian pathways that go beyond the common mix of cement and aggregate we know as concrete. These materials have broadened not only how cities construct sidewalks but also the very notion of what a sidewalk can be. They can now enhance walkability, generate renewable energy, and improve public safety, even as they withstand all those tree roots that have been breaking concrete slabs for decades.

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<https://www.citylab.com/life/2014/05/the-sidewalk-of-the-future-is-not-so-concrete/371377/> 4/7

Snowy cities from New York to Minneapolis have begun experimenting with heated sidewalks. Though typically poured with traditional concrete, these sidewalks are embedded with a vascular system of tubing that carries heated water, warming the surface just enough to melt snow and ice. The systems are expensive; costs can climb over \$100,000 for a stretch of heated sidewalk in front of an apartment or at a train stop. But as both doormen in New York and local officials in Minneapolis can attest, the melted snow greatly reduces the need for shoveling as well as the hazards of slipping.

SERIES The Future of Transportation On the higher end of the technology spectrum is a growing interest in using sidewalks — and the people who walk on them — as energy generators. A U.K. company called Pavegen has created a recycled rubber paving tile that converts the pressure of pedestrian footsteps into kinetic electricity. The tiles have been installed in train stations, playgrounds, and offices throughout the U.K. and France, and are used as an off-grid power source for street lamps, harvesting the energy of thousands of footsteps.

GO 2/28/2020 The Sidewalk of the Future Is Not So Concrete - CityLab  
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Sidewalks can be a source of passive energy, too. Last fall, George Washington University's Virginia Science and Technology Campus, in Ashburn, unveiled "Solar Walk," a 100-square foot section of walkable solar panels. At peak production, the small solar installation can generate enough energy to power 450 LED lights in the pathway — not exactly a power plant, but a scalable idea that takes advantage of huge amounts of power-creating potential on the ground. Another sidewalk company, Pro-Teq Surfacing, has gone even more passive by creating a spray-on substance that can make walkways glow in the dark. The material absorbs and stores UV light during the day and releases it at night, creating a spacey blueish glow. The company has started to test its spray on a small section of walkway in a park in Cambridge, England. Pavegen panels at the Saint-Omer train station, in Northern France. Via Pavegen

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<https://www.citylab.com/life/2014/05/the-sidewalk-of-the-future-is-not-so-concrete/371377/> 6/7

But the most common new sidewalk technology is the flexible rubberized sidewalk. Often composites of old tires and recycled plastics, these rubber-based materials aim to counteract the destruction tree roots cause to concrete slabs. The city of Santa Monica, California, has been a leader in adopting rubberized

sidewalks since 2000, and many other U.S. cities have followed. The rubberized panels, manufactured by Southern California-based Terrecon Inc., are secured to each other as well as the ground, offering a smoother walking surface with fewer gaps between panels for people to trip on. There's an estimated 20,000 square feet of rubberized sidewalk throughout the city today. In Santa Monica, these lile groups of off-gray rubber sidewalk panels are typically found next to the trunks of Ficus trees. Though they look almost like concrete, one step reveals a slightly softer surface. They have a lile give, though not so much that pedestrians sink in or bounce off. You can easily walk — or bike or wheelchair — over them, though some are lumpier than others. The tree roots may not be breaking through the surface, but they're still growing and, in some cases, turning the flexible ground into a wavy terrain. It can feel like walking on a funhouse mirror. These results are less than ideal. After years of experiments with different materials and iterations of rubberized sidewalks, the city's not sure the idea will work. "It has not panned out from a maintenance standpoint as we expected," says Sylvester Mabry Jr., manager of Street and Fleet Services for the city of Santa Monica. He says the original impetus for investing in rubberized panels was their estimated 7-to-10 year lifespan, which would have calculated out to be cheaper in the long run than the regularly required tear-outs and re-pours of concrete sidewalks. Mabry says many of the rubberized panels lasted just two years, and the city has stopped installing more until they can achieve the desired lifespan. The most common new sidewalk technology isthe flexible rubberized sidewalk. Butthe resultsin Santa Monica have been lessthan ideal. 2/28/2020 The Sidewalk of the Future Is Not So Concrete - CityLab <https://www.citylab.com/life/2014/05/the-sidewalk-of-the-future-is-not-so-concrete/371377/> 7/7 The early stumbles are a warning sign for other cities that may be reconsidering their own sidewalk materials. (Washington, D.C., is testing out a porous pavement alternative that wraps snugly around trees.) In Los Angeles, which shares with Santa Monica a penchant for concrete-busting Ficus trees, much aention has been focused on the city's ailing sidewalks in recent months. Officials are considering a 15-year half-cent sales tax increase, part of which would go towards sidewalk repairs and improvements. In February, City Council member Bob Blumenfield introduced a motion calling on the city's Bureau of Street Services to launch a pilot program for testing alternative sidewalk materials, like the rubber used in Santa Monica. He says the tree root issue is "a catalyst to make some serious change," but also that the city should consider materials like porous pavement that can help address the city's water scarcity issues. Blumenfield expects the pilot project to hit the ground within a few months. "The rubber is just one of many different ideas, and I'm agnostic as to which technology or which new type of sidewalk we use," says Blumenfield. "If we can find a material that is cost effective and that allows for water recharge, I'd want to see it everywhere." This article is part of 'The Future of Transportation,' a CityLab series made possible with support from The Rockefeller Foundation