

Mobility & Parking Advisory Board

Wednesday, February
7, 2024

11:00 a.m.

2nd Floor Training
Room, Governmental
Center

400 Boardman Avenue
Traverse City,
Michigan 49684



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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.parking.downtowntc.com
303 East State Street
Traverse City, MI 49684

Welcome to the Parking Advisory Board meeting

Agenda

	Page
1. CALL TO ORDER	
2. ROLL CALL	
3. CONSIDERATION OF MINUTES	
A. Consideration of approving the minutes of the December 6, 2023 meeting (approval recommended). Mobility & Parking Advisory Board - 06 Dec 2023 - Minutes - Pdf	5 - 6
4. OLD BUSINESS	
A. Circulator & Trolley (DDA Board Study Session) Circulator & Trolley Study Session Comments - Memo DDA Study Session 2/4/24: BATA MDOT & Circulator Update Presentation - Memo DDA Study Session 2/2/24: BATA - Circulator - Dunham Memo DDA Study Session 2/4/24: BATA - Grandview Parkway Construction & Circulator Presentation Adopted 12/2022: TDM 2022 Appendices Circulator	7 - 36
5. NEW BUSINESS	
A. Nominate Vice-chair & Board Member Terms Nominate Vice-chair & Board Member Terms - Revised Memo	37
B. Parking Structure Repairs and Parking Rates Discussion (Discussion recommended by DDA Board) Structure Repairs and Parking Rate Discussion - Memo Finance Committee 1/4/24: Parking Structure Maintenance and Operational Revenue Projections - Memo Finance Committee 1/4/24: Auto Parking Fund Fiscal 2017-2024 - PDF Finance Committee 1/4/24: Current Parking Rates - PDF	39 - 48
6. UPDATES	
A. Status Updates Status Updates - Revised Memo	49

7. PUBLIC COMMENT

8. ADJOURNMENT



**Minutes of the
Mobility & Parking Advisory Board for the Downtown Development Authority
Regular Meeting
Wednesday, December 6, 2023**

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 Vice Chair Scott Hardy, Committee Member Todd Knaus, Commissioner Doug Hickman, Board Member Katy Bertodatto, and William Clark

The following Members were absent: None

Chairperson Bertodatto presided at the meeting.

(a) **CALL TO ORDER**

Bertodatto called the meeting to order at 12:00 PM.

(b) **ROLL CALL**

(c) **CONSIDERATION OF MINUTES**

- (1) Consideration of Approving the November 1, 2023 Meeting Minutes (approval recommended)

(d) **TRANSPORTATION DEMAND MANAGEMENT**

- (1) Loading Zones

The committee reviewed the information provided in the TDM related to timed loading zones. Discussion included narrowing down the time limit of signs to 2-4 signs. The committee was informed that the Traffic Committee will review this item before it is brought back for future discussion.

(e) **PUBLIC COMMENT**

No public comment.

(f) **ADJOURNMENT**

Bertodatto adjourned the meeting at 12:34 PM.

Katy Bertodatto, Chairperson

Draft



Memorandum

To: Mobility & Parking Advisory Board
From: Nicole VanNess, Transportation Mobility Director
Date: February 6, 2024
Re: Circulator & Trolley – DDA Board Study Session Comments

This item was referred to the Finance Committee, and the Finance Committee referred to the DDA Board for a study session with Bay Area Transportation Authority (BATA). The DDA Board Study Session was held on Friday, February 2, 2024. The Board did not have a quorum so no deliberations amongst board members took place. However, BATA did present on their efforts to assist with downtown connectivity and accessibility during the MDOT Grandview Parkway reconstruction, along with pricing for Trolley vehicles, costs for circulator and next steps for a community needs assessment. I have not received comments or questions from DDA Board members following the presentation. Chairperson Bertodatto has requested that this item be placed on the agenda. The presentation and documentation from the February, 2, 2024 DDA Board Study session packet are included for reference.

The Finance Committee has received costs to purchase trolley vehicles and the costs to have a dedicated downtown circulator route. The Finance Committee approved and recommended the purchase of bus wraps for use on Bayline route buses to the DDA Board, and this recommendation was approved. The wraps are being designed with assistance from Greenlight Marketing and will debut on the Bayline route during the MDOT construction. The Finance Committee did not approve the purchase of trolley vehicles and trolley vehicle leasing options are not available so this item did not go to the DDA Board for consideration.

The cost considerations provided by Ms. Dunham in her October 6, 2023 memo were based on the guidelines from the Advisory Committee following their September 6, 2023 in-field bus trip to experience the existing BATA routes. The guidelines identified priority for users: 1) Employees, 2) Local residents (regional residents), and 3) Guests/Visitors. The service was to provide 7 days a week service from 8:00 AM-10:00 PM with 5-minute frequencies.

Circulator Lead Follow-ups

I have attached the Transportation Demand Management (TDM) appendices related to circulator information identified in the revised TDM for reference. Additionally, we follow-up each time information related to a circulator or trolley is mentioned. As a reminder, we have communicated with the following inquiries:

Crystal Lake Express – Started as a free circulator in downtown Frankfort during Covid. The bus was purchased with grant funds. Operations were weekends only. The bus is currently fee-based and operated within the current Benzie Bus fleet as part of the dial-a-ride service.

The Breeze – The trolley is owned and operated by The Lowcountry Regional Transportation Authority. The trolley services Hilton Head Island free for weekend seasonal service from April through Labor Day. Service is supported by tourism.

Charleston – The trolley is operated by CARTA (Charleston Area Regional Transportation Authority). The trolley connects 3 sections of Charleston to downtown for free. The service is supported by the tourism fees/taxes from cruise ships.

Petoskey – The DDA was gifted a trolley bus that was purchased by Stafford's hotel. The bus is operated seasonally during specific times connecting the seasonal visitors in the Petoskey and State Park area.

Oxford Township – In partnership with Lake Orion Township, they operate an express trolley between the two townships. This effort is sponsored by their DDAs. Operation is only on specified days during specified times.



Memorandum

To: Jean Derenzy, DDA CEO
From: Nicole VanNess, Transportation Mobility Director
Date: January 29, 2024
Re: BATA Grandview Parkway Construction & Circulator Update

The Bay Area Transportation Authority team of Kelly Dunham, Eric Linguar and Bill Clark will present an overview of their plans to modify their transit routes to continue service during the Grandview Parkway construction project. Their plans include work with Greenlight Marketing to revamp ads that will incorporate access to downtown throughout the project.

Lastly, their presentation will include an update on the downtown circulator and trolley which has been discussed at the Mobility & Parking Advisory Board and the Finance Committee. The memo from Ms. Dunham related to projected costs and exploring feasibility is included for reference.



October 6, 2023

Traverse City Parking and Mobility Advisory Board
c/o Nicole VanNess, Mobility Director, Traverse City Parking Services
VIA Email: nicole@downtowntc.com

Re: Downtown Traverse City Circulator

Attached is a cost proposal of a circulator that meets the guidelines requested by the Traverse City Parking and Mobility Advisory Board. The proposal reflects the following:

- Serves Front Street, Pine Street, State Street, the Government Center, 8th Street, the Hardy Parking Deck, the Old Town Parking Deck, and the proposed west side parking deck.
- Five-minute frequency.
- Runs daily from 9:00am to 10:00pm.
- Projected annual operational cost of \$1,476,384 (18,928 service hours, requiring 10-12 drivers which is a significant increase in BATA's current service level).
- The cost of vehicles needed to supply the service is listed separately. If the service were to be provided with trolleys, the vehicle acquisition cost would be approximately \$1,520,000.

In order to further explore the feasibility of the circulator concept, BATA would need the following:

- A comprehensive community needs assessment that defines the problem at hand, the target audience and an inclusive process to build the solution.
- Assurance of a sustainable funding source.

The above points are critical to the success of a circulator. Both the Traverse City Parking Services and BATA have recent studies (the TDM study and the Transit Master Plan, respectively) that have indicated a lack of success in circulators across the country. Therefore, we must go above and beyond in outreach and engagement to provide a compelling justification to implement a new service that is outside our master plan. Perhaps a task force could be created to review examples of similar systems that show successful ridership, economic feasibility, and a community input process that shows public interest and support could be utilized.

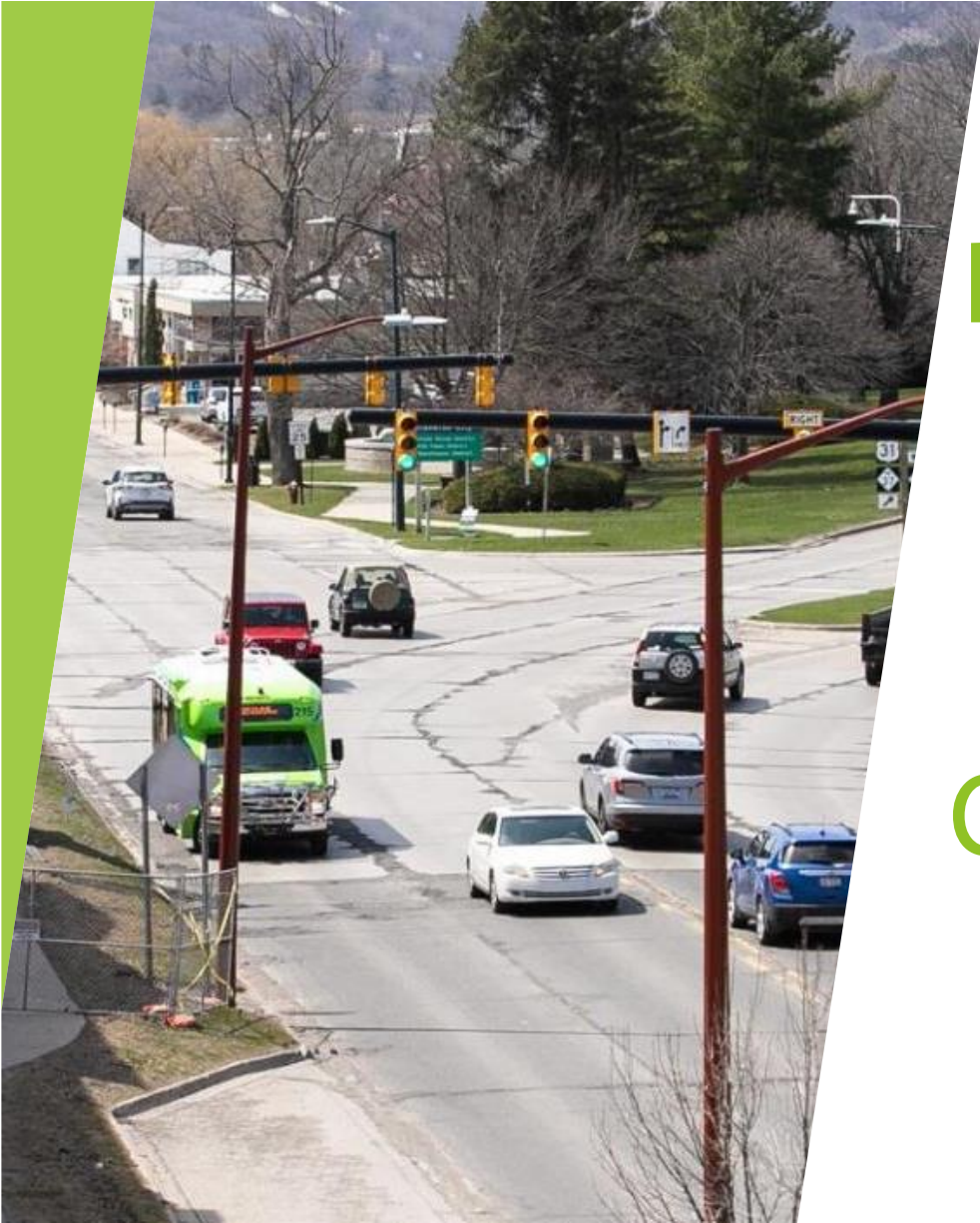
As an alternative to a circulator concept, BATA can readily support:

- Enhancing its existing services according to its Master Plan (such as increasing Bayline Frequency and/or adding a north/south high frequency route).
- Exploring the potential of utilizing trolleys on BATA's Bayline (connecting tourists with downtown).
- Reininvigorate Destination Downtown through a targeted marketing campaign.

Respectfully,

Kelly Dunham
Executive Director

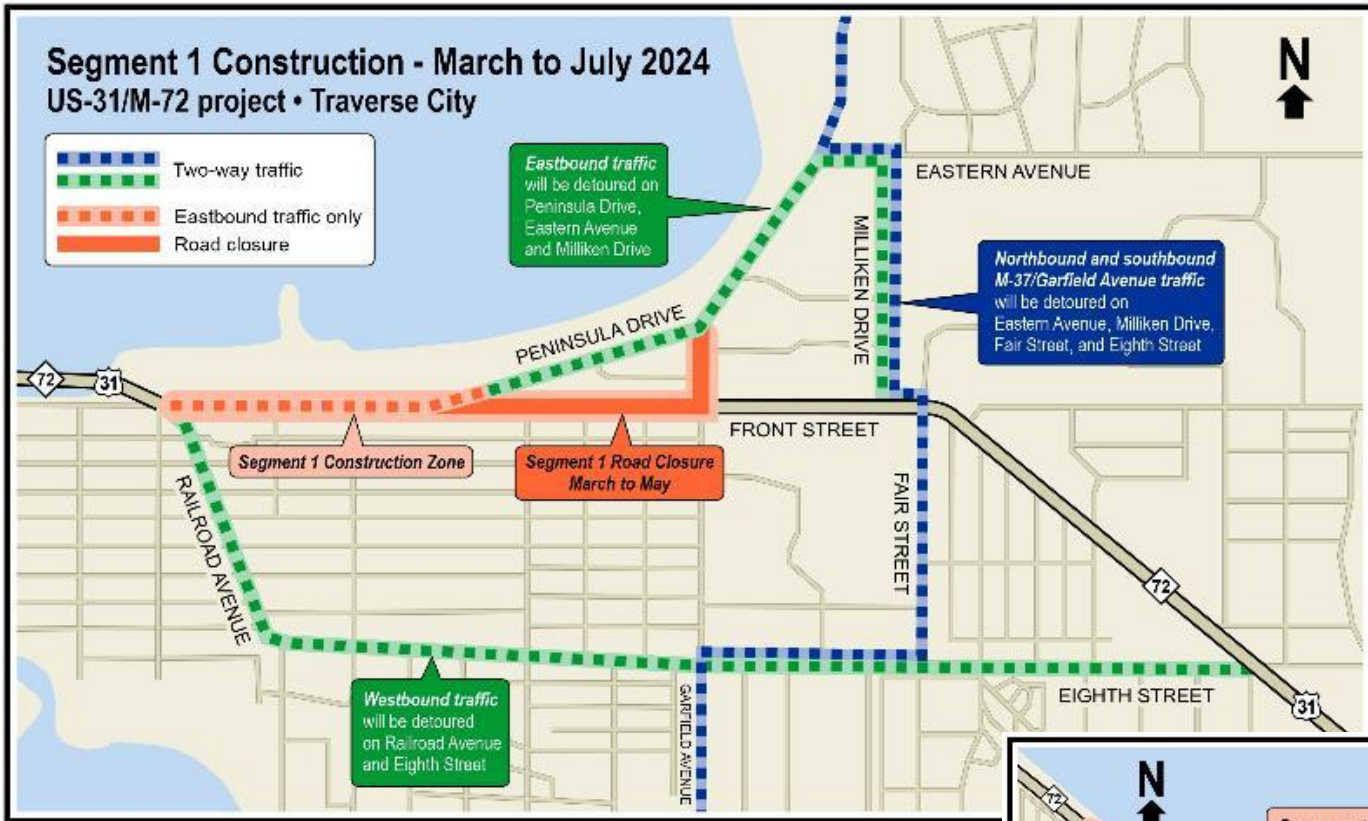
BAY AREA TRANSPORTATION AUTHORITY
3233 Cass Rd. Traverse City, MI 49684
231-941-2324 / bata.net



Destination Downtown - 2024 Grandview Parkway Construction & Circulator Update

BATA

Bay Area Transportation Authority

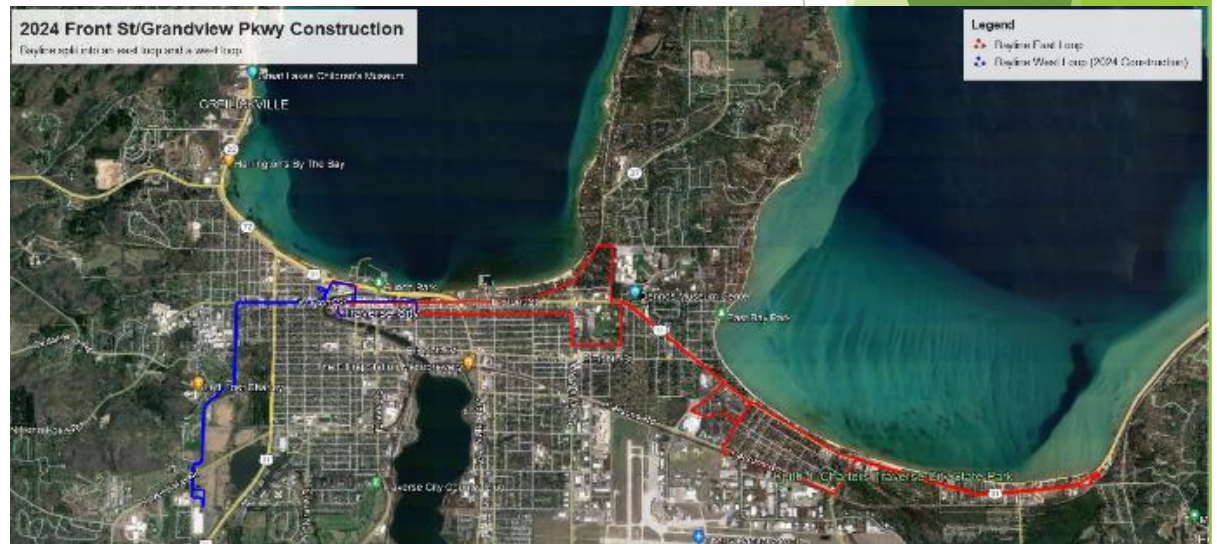
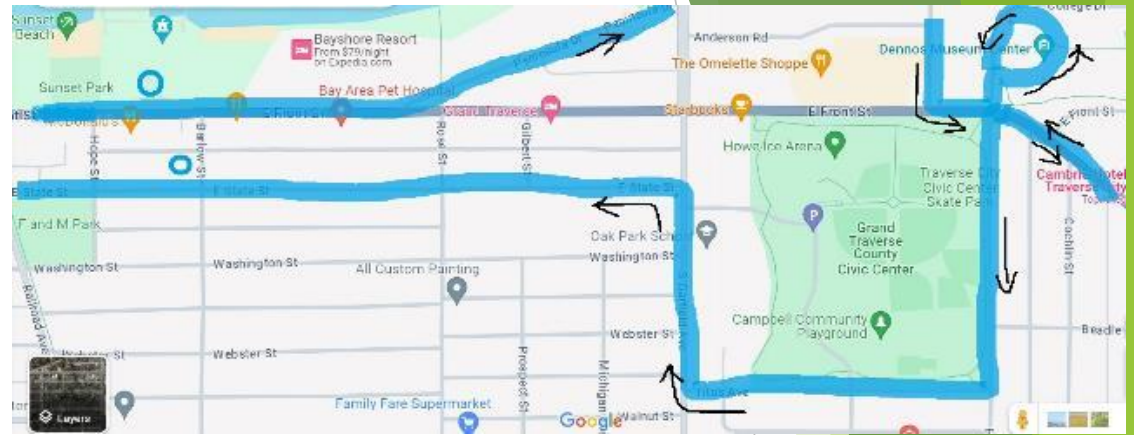


Bayline - the free and easy way to get downtown and navigate the construction



Bayline Modifications (March - July 2024)

- ▶ Separating the Bayline into 2 loops to keep buses flowing
 - ▶ Bayline West: Between Meijer and BATA's Hall Street Transfer Station (buses every 20 minutes)
 - ▶ Bayline East: Between Woodland Creek Park and Ride and BATA's Hall Street Transfer Station (buses every 20 minutes)
 - ▶ Towards East Bay buses will follow the designated detour route
 - ▶ Towards downtown the route will incorporate an NMC/Dennos loop then follow Fair to Titus to Garfield to State into downtown with a new temporary stop at State and Barlow



Bayline Modifications (March - July 2024)

- ▶ Park and Ride lots at Meijer on US-31 and Woodland Creek Furniture in East Bay Township (still trying to secure additional lots)
- ▶ Increased frequency with buses looping downtown from Hall Street to Boardman (directly connecting the Hardy Parking Deck with stops at both State and Park and Front and Park)
- ▶ Real-time live bus tracking with www.batabustracker.com and the Transit app

parkonride



Destination Downtown - Downtown is open and BATA is connecting people to downtown



Note: Mockups - finished product will look slightly different.

Additional Improvements to help alleviate construction traffic

- ▶ Village Loop Route 14 - Acme / Williamsburg (Meijer MDOT Park and Ride)
- ▶ Starting May 2024
 - ▶ BATA LaFranier Transfer Station and Park and Ride Lot Open
 - ▶ 40+ free daily parking spots
 - ▶ Increased frequency on City Loop Route 2 (buses every 15 minutes) providing high frequency north/south connections between downtown and the park and ride lot
 - ▶ Express Runs for commuters and increased frequency on Village Loop Route 13 - Kingsley
 - ▶ Increased frequency on Village Loop Route 12 - Interlochen with earlier and later runs increasing commuter options



Downtown Circulator Discussion Status

NOTE: BATA's recent Transit Master Plan and the DDA's TDM study do not support the creation of a circulator service.

Spring / Summer 2023: After getting an initial quote from a third-party vendor, the Parking Advisory Committee requested DDA staff and BATA to explore the creation of a downtown circulator route.

April 5, 2023: Parking Advisory Committee discussed the potential route path and service details at a high level.

July 17, 2023: BATA drafted circulator concept and presented to the Parking Advisory Committee at the cost of \$410,000 annually for operational costs. Additional scope modifications to increase frequency, hours of operation and target audience resulted in revisions needed.

August 18, 2023: DDA Board directed DDA staff to continue exploring options with BATA. BATA stressed that more data and a sustainable funding source are needed before moving forward.

Downtown Circulator Discussion Status

September 6, 2023: BATA hosted PAC members and rode buses to showcase how existing services might be a possible circulator solution or pilot. PAC members felt that BATA's existing services didn't meet the intended need and decided not to conduct an initial pilot at that time.

October 2023: Presented revised plan and pricing to PAC with requested service expansion changes at the operating cost of \$1,476,384 annually plus vehicle purchase costs. BATA shared concerns that a comprehensive community needs assessment had not yet been completed to inform the need for the service. Direction from the PAC was to explore trolley pricing options and branding the Bayline in preparation for Grandview Parkway construction.

November 29, 2023: Trolley pricing provided at \$241,789.50 each. BATA could not find any trolley leasing options. The DDA Finance Committee decided that the cost was too high at this time and to focus on bus wrap branding for existing Bayline buses.

Downtown Circulator Discussion - Next Steps

- ▶ If supported by the DDA Board, conduct a comprehensive community needs assessment that defines the problem at hand, the target audience and an inclusive process to build the solution.
- ▶ Assurance of a sustainable funding source and service level.





This memo provides supplementary information, analysis, and research findings to expand upon key updated TDM Study recommendations. The memo is organized into the following sections.

Appendices

	Page
Downtown Circulators.....	1
Monitoring for Performance-Based Management.....	14
Flex Use Loading zones.....	16
Mobility Hubs	17
Publicly Owned SHared Mobility	19
Pedestrian Safety Best practices.....	21
Revising Parking Requirements	22
Meeting Parking Requirements via Mobility Improvements.....	24

DOWNTOWN CIRCULATORS

Concept Overview

Transit circulators can be defined as specialized fixed transit routes, often served by trolley-style or otherwise-notable vehicle types, that facilitate movement throughout a downtown or business district, and often reduce parking demand (or shift it to peripheral locations) by facilitating “park once” access. Business groups and elected officials often support these services for their potential to support and signal downtown revitalization and economic development.

A recent TCRP report provides one of the most comprehensive studies of existing urban circulators, documenting the motivations for and outcomes of such services.¹ It surveyed 42 transit agencies and provided case studies of seven circulators in Baltimore, Hartford, Los Angeles, Louisville, Philadelphia, Washington D.C., and Austin. Key findings help define challenges and opportunities for establishing successful circulator services in other cities.

- **Funding and fares.** Due to the target audience (e.g. employees who do not typically rely on transit or tourists who are new to the area), free fares help attract a broader ridership. It eliminates the barrier of figuring out how to pay. Further, due to the absence of fare revenue, other stable funding

¹ TCRP Synthesis 87: Practices in the Development and Deployment of Downtown Circulators (201). Available online at <http://www.trb.org/Publications/Blurbs/165166.aspx>.

sources are necessary. Voluntary contributions have not succeeded in sustaining circulators in the past.

- **Branding.** A distinctive, strong brand will increase the visibility of the service, which likely targets a population that otherwise does not consider transit a viable alternative.
- **Service characteristics.** The findings emphasize frequency and simplicity over coverage. The simpler the route, the better. And, it is ok to reduce coverage (e.g. by limiting stops or deviations) to increase frequency.
- **Partnerships.** The most successful circulators have collaborative relationships with local elected officials, business representatives, and other community stakeholders, which provide important feedback on critical destinations for the route and mitigate duplicative services provided by private partners. Further, a collaborative relationship with the local transit agency supports success.
- **Access and target market.** Key to the success of circulators is the walkability of the area served—and the willingness of the local population to walk. In Dublin, wintertime may pose a barrier to people's desire or ability to access the service, however given the frequency of the service, it may provide an opportunity to foster economic development *despite* of the winter chill.

Conventional Operating Models

Grand Rapids, MI: DASH

Grand Rapids' Downtown Area Shuttle, known as DASH, is a free shuttle service that connects residents and visitors to the city's downtown core. The DASH routes originally started as parking shuttles, connecting peripheral parking lots with the downtown core. The service is marketed to drivers who park in these lots, and information is housed on the City's Mobile GR/Parking Services website. All DASH buses are branded with the DASH logo. Schedules and live buses are available online via the RapidConnect website or app. In 2016, Mobile GR/Parking Services began exploring options for providing a more traditional circulator route, serving visitors as a Park Once service that can both make remote parking options more viable, and reduce visitor tendencies to drive between downtown locations.

Figure 1

Operating Characteristics	
Service Design	Shuttle
Running Time (Round Trip)	DASH West: 28 minutes DASH North: 20 minutes
Number of Stops (Round Trip)	DASH West: 20 DASH North: 16
Fare (One-way)	Free
Service Span (weekdays)	6:30 AM – 10 PM
Service Span (weekends)	None
Frequency (weekdays)	15 minutes
Peak	15 minutes
Frequency (weekends)	N/A
Start-up Capital Costs	N/A
Annual Operating Costs	\$1M +
Annual Ridership	660,000
Operating Cost/Passenger	\$1.52

2022 Status

This service has been expanded in the last few years, as follows:

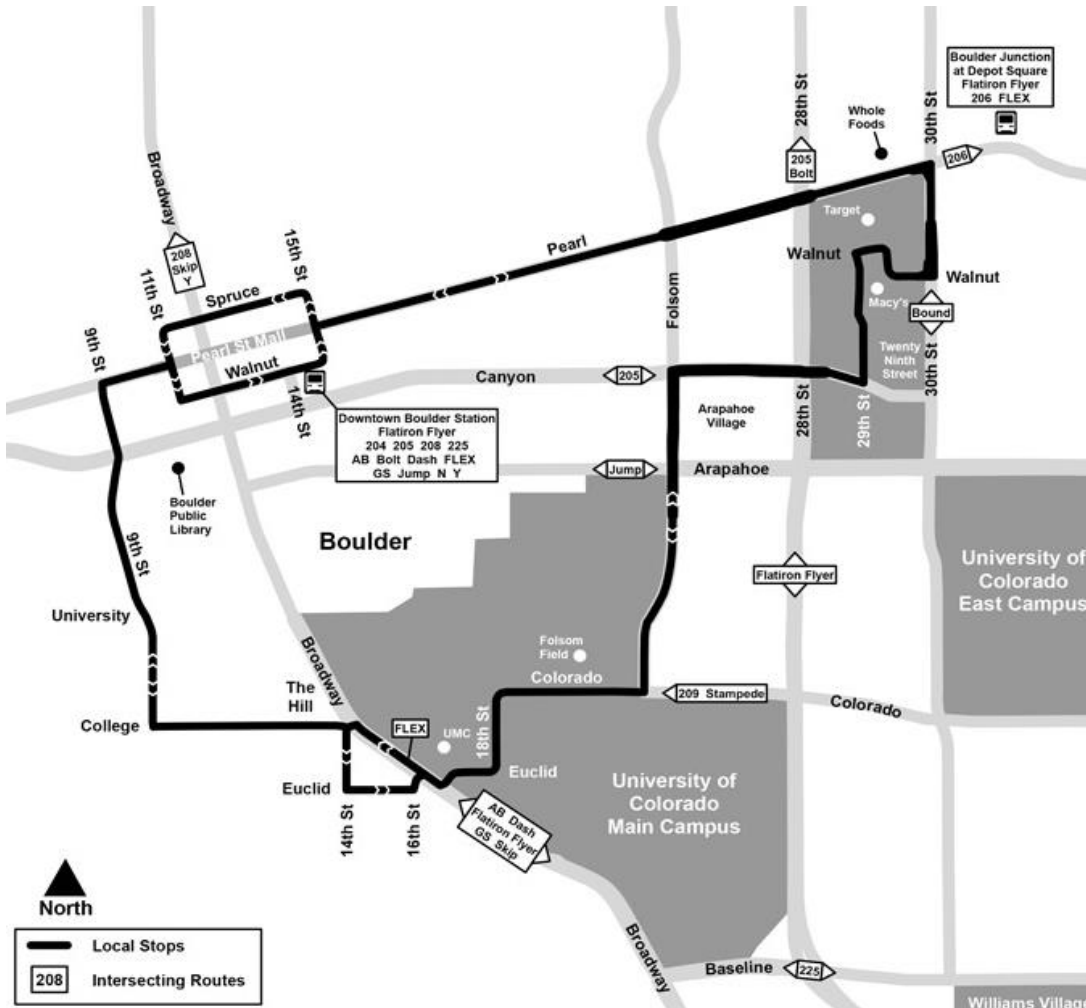
- Now operates on Saturdays, 10-10
- 6:30 - 10 weekdays, 10 to 10 weekends
- DASH North expanded to 31 stops

Boulder, CO: The Hop

The Hop has been operating as a free, high-frequency circulator since 1994. It was implemented to encourage the use of transit between several activity centers within central Boulder. The route helps to ease parking demand in key areas, makes it easier to get around these areas without a car. It is currently one of a set of nine branded local transit routes (also Skip, Jump, Bound, Dash, Stampede, Buff, Climb and Bolt)

The service operates as a loop with headways every 7 to 10 minutes. It runs Monday through Friday from 7 AM to 10 PM, Saturday from 9 AM to 10 PM and Sundays/holidays from 10 AM to 6 PM, and serves major bus stops including Downtown Boulder, 29th Street Retail District, University Hill, University of Colorado, and Boulder Junction.

Figure 2 The Hop Route



Ridership has been slowly decreasing since 2003, despite the high demand of travel between student housing and University of Colorado and increased investment in service. The Hop offers the highest frequency of any Regional Transit District bus, but is only the fourth-most productive route (where productivity is ridership relative to hours of service provided, or cost to operate). The City attributes this to the majority of the ridership only occurring between the short segment between the 29th Street Mall and CU. For many people, The Hop route only competes time-wise against walking, cycling, or driving on the straight segments, but not around the full loop.

Furthermore, the Hop is not being used, as had been expected, for last- or first-mile connections to intercity transit routes. Only 9% of Hop riders report transferring to or from another transit route in 2016. Additionally, there is a mismatch between the city's development trends and the shape of the loop since the route was created in 1994. Boulder workers and students live further away from the center of the city than they used to, so the loop does not serve as high a population as it could. The Hop additionally does not

connect to the main downtown commercial area very well. The CU's Late Night Black route, along with RTD's Dash and Skip routes, more directly serves the route between CU and downtown.

Figure 3 Operating, Performance, and Funding Characteristics of Hop in Boulder, CO

Operating Characteristics	
Service Design	Circulator
Running Time (Round Trip)	35 minutes.
Number of Stops (Round Trip)	Inbound: 22 Outbound: 15
Fare (One-way)	Free
Service Span (weekdays)	7 AM – 10 PM
Service Span (weekends)	Saturday: 9 AM – 10 PM Sunday / holidays: 10 AM – 6 PM
Frequency (weekdays)	10 minutes
Peak	7 minutes
Frequency (weekends)	18 – 30 minutes
Start-up Capital Costs	N/A
Annual Operating Costs	\$2.5 million
Annual Ridership	800,000
Operating Cost/Passenger	\$6.88

2022 Status

This service has been expanded in the last few years now making 31 inbound stops and 25 outbound stops. It also has transitioned to a fare-based service, at a rate of \$3 per ride.

Duluth, MN: Port Town Trolley

The Port Town Trolley provides service between destinations of Canal Park, Bayfront, the HART District and downtown Duluth during the summer months, from June 1st to Labor Day. It operates seven days a week, every 20 minutes from 11:30 AM to 7:00 PM, and every 30 minutes from 7 PM to 11 PM. On Sundays and Labor Day, it only operates until 10:30 PM. The trolley is a bi-directional loop with just under 30 stops.

Figure 4 Port Town Trolley Route



The Port Town Trolley was put into place as an option to expedite movement between downtown Duluth and the Canal area with aims to reduce congestion. It is primarily targeted towards tourists as a way to avoid driving in the downtown area during the summer season. In Duluth Transit's 2008-2009 Vision Update, the route was recommended as a way to expand on the already-existing trolley to include the hospital area and more of Downtown Duluth. The route has been crucial in that it relieves traffic and parking shortages near the waterfront during the heavy-tourist months.

The main users of the Port Town Trolley are summer tourists looking for rides along the waterfront, downtown, and through the Canal Park area. Because of this, DTA has learned that on-time performance is a critical aspect to making sure tourists who are not familiar with the transit system are able to ride easily. Duluth ridership has been decreasing since 2013, as shown in Figure 5.

Figure 5 Annual Duluth Ridership 2010-2016

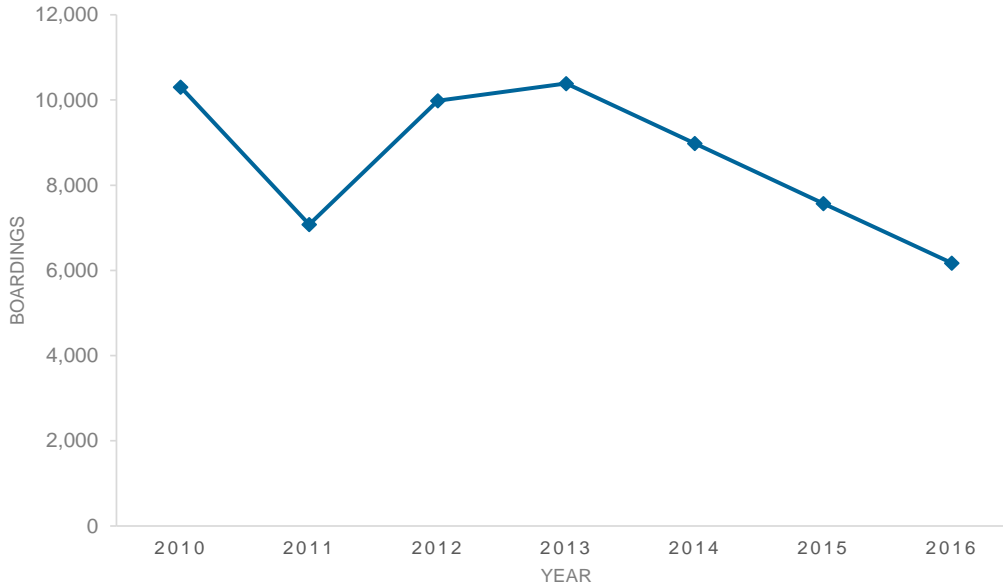


Figure 6 Operating, Performance, and Funding Characteristics of Hop in Boulder, CO

Operating Characteristics	
Service Design	Shuttle/Circulator
Running Time (Round Trip)	40 minutes
Number of Stops (Round Trip)	25-28
Fare (One-way)	Free
Service Span (weekdays)	11:30 AM – 11 PM
Service Span (weekends)	Saturday: 11:30 AM – 11 PM Sunday: 11:30 AM – 10:30 PM
Frequency	30 Minutes
Start-up Capital Costs	\$600,000
Annual Operating Costs	\$160,000
Annual Ridership	6,172
Operating Cost/Passenger	\$25.29

2022 Status

The \$0.50 fee for the trolley was eliminated for a time but then brought back, along with a \$4 day-pass option.

On-Demand Circulators

Pickup | Austin, Texas

In June 2017, Via launched a new service—branded Pickup—in partnership with Capital Metro in Austin. The agency wished to rethink its existing public dial-a-ride service in a mixed-use area of the city. By removing the current two-hour advance booking requirement, Capital Metro hoped Via’s platform could help increase ridership and rider satisfaction. Through Via’s customized rider app, customers can request a ride from and to anywhere within a predetermined five square-mile zone. Capital Metro provides the vehicles—Pickup-branded cutaways—and drivers, while Via provides the technology platform, including the rider and driver apps, an operations control center, and training for Capital Metro staff.

Figure 7 Pickup by Capital Metro (Austin, TX)



Source: Capital Metro

2022 Service Metrics

- \$1.25/ride, daily/weekly/monthly passes also work
- 11 service areas in Austin and suburbs, 5 with Saturday service
- Weekday services hours: 7-7
- Saturday service hours: 10-6
- Service aims for pickup within 15 minutes

The RideScout Route | Austin, Texas²

In June 2015, RideScout, a mobile trip planning app company, launched the “RideScout Route”—a free Downtown Austin circulator six-week pilot funded by RideScout. RideScout (now a part of Moovel) wanted to test the viability of a several different downtown circulator routes. It tested a fixed-route service with designated stops and fixed-route service with customer hailing; it tested open-air Electric Cab vehicles for four weeks and 20-passenger Ford Sprinter vans with R&R Limousine & Bus for the last two weeks. RideScout experimented with peak and off-peak operating models. The first week only 30 riders used on the electric shuttles; by the third week, as word spread, 350 riders took advantage of the service.

RideScout ended the six-week pilot with good information and data to provide public sector leaders. They found that ridership was higher on the electric vehicles than the Ford Sprinters, likely due to the fact that riders noticed the adapted golf cart vehicles more than the typical passenger vans, which blend in with the urban environment. Without fares, they also found that customers were confused about proper tipping behavior, and eventually added messaging to the vehicle specifying a tip was not expected.

The Austin Chamber of Commerce, together with Rocky Mountain Institute, used the findings to release an RFP to private vendors looking to serve downtown and the nearby Market District. Chariot was selected and operated the service using a similar fixed-route to the original RideScout Route.³

Figure 8 RideScout Route (Austin, TX)



Source: KXAN

2022 Service Metrics

- No longer operational

² <http://kxan.com/2015/06/25/ridescout-route-brings-back-downtown-transit-options/>,
<http://www.statesman.com/news/local/switching-partners-ridescout-teams-with-limo/gqaxQ1bs1tYxyHclXydnL/>,
<https://www.austinchronicle.com/news/2015-07-17/public-notice-dog-week-of-summer/>

³ Interview with RideScout’s former Executive Director of Mobility Solutions, Meg Merritt

- Downtown Austin Alliance initiated a Downtown Circulator Study, completed in 2021.
- The report showed that a circulator is viable in downtown Austin and proposed 2 alignments, one entirely downtown (A, 8 stops), and one connecting to the south side of Lady Bird Lake (B, 9 stops).
- Annual operating costs for route A is estimated at \$2.08 million, and route B at \$3.2 million.
- Startup costs are \$120,000 and \$135,000 for each respective route.
- The study recommended no fare for the service and 5-10 minute headways

The Downtowner | Manhattan Beach, CA⁴

The City of Manhattan Beach launched a free electric vehicle shuttle service pilot program in January 2017. In order to ride, users must download the “Downtowner” app and select the Manhattan Beach service area. Passengers can be picked up or dropped off anywhere within the designated three-square-mile service area. The Downtowner operates six vehicles daily between 11 a.m. and 11 p.m. Each vehicle seats up to six passengers and is equipped with iPads playing informational videos about the city, announcements, and local advertisements. The Downtowner is free to customers and sponsored by local businesses and the Chamber of Commerce. Advertisements are displayed inside and outside of the shuttles. Drivers also receive tips.

The service is intended for locals and visitors in downtown Manhattan Beach. Proximity to the beach and other tourist attractions generate more activity than current parking supplies can handle. The Downtowner is a response to growing parking and traffic congestion concerns in the downtown area.

During the first five months of the pilot program, more than 28,000 riders used the service and the self-reported wait time was 12 minutes. In July 2017, the service was officially extended for an additional 12 months. City staff will begin researching grant funding that could help offset city costs.

⁴ <http://www.dailybreeze.com/general-news/20170719/free-downtowner-shuttle-service-extended-in-manhattan-beach>

Figure 9 The Downtowner (Manhattan Beach, CA)



Six-seat Downtowner vehicle (Source: Daniella Segura, TBR News)

2022 Service Metrics

- No longer operating
- Pilot ended after 10 months

FRED | San Diego, CA⁵

Free Ride Everywhere Downtown (FRED) is an electric-powered shuttle that serves a 2.5-mile service area around downtown San Diego. The effort is led by Civic San Diego and the Downtown San Diego Partnership.⁶ Users can request a ride by downloading The Free Ride smartphone application and inputting their current location and desired destination. Alternatively, users can flag down a shuttle along the route without the smartphone application. FRED shuttles operate seven days per week:

- 7 a.m. to 9 p.m., Monday through Thursday
- 7 a.m. to midnight, Friday
- 8 a.m. to midnight, Saturday

⁵ <https://www.sandiego.gov/mayor/news/releases/mayor-announces-launch-of-downtown-circulator-program>,
<http://sandiegodowntownnews.com/gaslamp-quarter-premieres-new-parking-options/>,
<http://www.sandiegouniontribune.com/business/sdut-downtown-shuttle-free-2016aug08-htlmstory.html>,
<http://www.businessinsider.com/hamptons-free-ride-shuttle-service-2017-7>

⁶ Civic San Diego is a nonprofit corporation created by the City of San Diego to replace the redevelopment agency. The Downtown San Diego Partnership is a nonprofit organization serving as the leading advocate for the revitalization and economic health of Downtown San Diego.

- 9 a.m. to 9 p.m., Sunday

During the initial launch, FRED operated 15 five-passenger vehicles, with the expectation that the fleet would grow to 20 vehicles within the first year. Drivers receive benefits and \$14.66 an hour, not including tips. The average wait time for a ride is about seven minutes.

FRED serves downtown San Diego residents, locals, and tourists. It aims to fill the transportation gap for short, free rides that traditional public transit and ride-hailing companies cannot fill. In Downtown San Diego, the service allows people to travel to and within the parking-constrained commercial district without a car.

Initial funding comes from \$500,000 in downtown parking meter revenues. Revenue is also generated from private sponsorships in the form of advertisements, both inside and on the outside of the vehicle. Eventually, the city hopes to support the service solely through ad revenue. Up to \$2 million over five years has been earmarked with more funds available, if needed.

Within the first six weeks of the program, over 20,000 people signed up for the app. Each week yielded an average of approximately 4,000 rides.

Figure 10 Free Ride Everywhere Downtown (FRED), San Diego, CA



Sources: The Coast News; OOPM Creative

2022 Service Metrics

- Program funded through at least April 2023
- \$1.2 million annual operating cost

- M-Th 7-9, F 7-10, Sat 8-10, Su 9-9
- downtown service area
- rides can be ordered through an app or flagging down a vehicle on the street
- 20 vehicle fleet, each vehicle fits 6 passengers
- 2019 ridership was 275,000, 136,000 in 2020, 182,000 in 2021.

Public-Private Partnerships

DC Circulator| Washington, DC



The DC Circulator is a fixed route, frequent all-day system that operates 6 standing routes and 1 seasonal route. Originally established in 2005, the Circulator has always operated as a public-private partnership, initially between the Washington Areas Metropolitan Transit Authority (WMATA) and First Transit from 2005 to 2018, when RATP Dev took over as the private operator, and the District of Columbia Department of Transportation (DDOT)

took over the public oversight role.

The Circulator operates with 10-minute headways and a fixed fare of \$1 per ride, although there have been several very popular fare-free pilots, and popular support remains high to reinstate fare-free rides. The system has a fleet of 81 clean diesel, hybrid, and fully electric 40-foot buses. Passenger capacity on the buses ranges from 71 to 80.

DDOT and RATP Dev have a strong working relationship, holding regular weekly meeting to discuss system operations, and frequent coordination to address customer complaints.

Top reasons why downtown circulators/shuttles fail

- **It's faster to walk.** In a small city, the "remote" parking garage is only 3 or 4 blocks from the heart of downtown. Even if the wait for the circulator is only 5-10 minutes, most people can walk to their destination in that time.
- **It's too expensive to do it "right."** In order to attract riders, the circulator must be "ultra-frequent," such as every 5 minutes. This requires multiple buses and drivers.
- **It's even more expensive than that.** In order to attract riders you need a separate circulator for each garage. Otherwise, you take riders on a tour of multiple parking garages that is much slower than walking. So you need the multiple buses and drivers on multiple routes.

- **It runs empty.** The “ultra-frequent” service needed to attract riders will carry only a few riders on each trip, only in the heavier direction (like toward downtown in the morning,) and only during the busiest hours. In the lighter direction, and in the lighter hours, it could run almost completely empty.
- **It looks empty.** It looks like more of a failure than it actually is.

Keys to increasing the potential success of a downtown circulator

- **Serve more than downtown.** It should serve more than just parking and downtown. It should connect attractions just a bit too far to walk from downtown. Like, in Traverse City, consider Old Town, the Warehouse District and, perhaps further). Note: this is still costly, but it’s less likely to run empty.
- **Serve more than DDA garages.** Encourage use by people who use other parking throughout the service area; #8 and #9 combined create a “park once” option for people with multiple reasons to be in the service area.
- **Integrate with BATA routes.** It may be possible to reconfigure BATA’s routes so multiple routes connect each garage to downtown. Then, the circulator can be used to beef up the frequency of BATA routes, and riders can take the first vehicle that arrives (BATA or circulator). The combined service is likely less costly than using the circulator alone.

MONITORING FOR PERFORMANCE-BASED MANAGEMENT

Concept Overview

Performance-based curb management is reliant upon effective performance monitoring – a regular series of data collections to track availability and utilization conditions, to in turn inform pricing and. Benefits of this approach include:

- More convenient and reliable parking experience for visitors, which can help improve public perception of a district
- Demonstrates “good government” stewardship of public assets, promoting efficiency, and improved user satisfaction with better information, parking availability, and ease of payment
- Improves access by other modes: Better parking availability reduces parking search times and traffic enhancing transit speed and reliability, and safety for people walking and cycling
- Decreases greenhouse gas emissions: Less circling means fewer emissions
- Improves neighborhood commercial vitality and access: People can more reliably access commercial, retail areas

Performance-based parking does require significant and regular data collection so that rate-setting and performance metrics are accurate and reflective of current on-the-ground conditions. These metrics may include, but are not limited to:

- Hourly occupancy by block



Memorandum

To: Mobility & Parking Advisory Board
 From: Nicole VanNess, Transportation Mobility Director
 Date: February 6, 2023
 Re: Nominate Vice-chair & Board Member Terms

In March 2023, table below identified the current members and their term end date based on a two-year term. Pam Marsh resigned from the DDA Board in November and her vice-chair position will need to be filled. Additionally, there are two at-large members whose terms expired in December 2023. I reached out to see if they are interested in continuing to serve. Hickman would like to continue serving, and Knauss would like to step down. I greatly appreciate Knauss's time with the Advisory Board as an inaugural member.

Current Board Members	Term End	
Bertodatto, Katy - Chair	09/2026	DDA Board
Clark, William (Bill)	12/2024	At-Large Transportation Authority
Hardy, Scott	09/2024	DDA Board
Hickman, Doug	12/2023	At-Large Property & Business Owner
Open		At-Large
Open		DDA Board
Open		At-Large



Memorandum

To: Mobility & Parking Advisory Board
From: Nicole VanNess, Transportation Mobility Director
Date: February 2, 2024
Re: Parking Structure Repairs and Parking Rates Discussion

The City of Traverse City issued a request for proposal (RFP) for the five-year restoration and repairs for both the Hardy and Old Town Parking Structures. The RFPs are due Thursday, February 8, 2024. Information from the DDA Board Finance Committee January 4, 2024 packet is included for your reference. The estimated repairs over the next five years are \$2.4M with an additional \$608K over the next three years to repay the DDA interfund loan for property purchase.

We are currently entering the 2024/2025 budget cycle where we will need to project revenues and projected increases to cover the expenses. Through discussions with the new City Treasurer/Finance Director, Ms. Scheppe and City Auditor Mr. Postma, revenue projections will include revenue increase through parking rate increases.

There have been no rate increases since January 1, 2021. At that time all rates; hourly on-street meter, parking violation, and hourly parking structure fees were increased in an effort to keep employee parking fees low by way of charging visitors or hourly parkers. These rate increases did fulfill the intent while we have been navigating the post-pandemic parking demand. The parking general revenues (meters, violation and surface permits) are covering the parking structure expenses.

Prior to 2019/2020, overall use of the parking system included year-round demand. Since then, there has been a shift back to seasonal demand with the majority of parking revenues being captured between the months of June-October. Below is an overview of how the budget has been adjusted since the pandemic. Now that we are four years post-pandemic, we have enough demand use information to see that usage is remaining consistent with no signs indicating increased use.

2019/2020 – Pandemic

2020/2021 – Budget the use of surplus funds with Managed Parking Systems Approach rate increases, remove budgeted repairs

2021/2022 – Budget the use of surplus funds, remove budgeted repairs

2022/2023 – Budget revenues based on prior year, no planned repairs

Parking Structure Repairs and Parking Rates Discussion Page 2

2023/2024 – Budget revenues based on prior year, no planned repairs

2024/2025 – Budget based on demand patterns, budget to include repair expenses

2024/25 budget will include budgeted revenue increases for parking permits. The table below outlines the rates and permit offerings since 2006. The Managed Parking Systems Approach rate schedules were intended to map annual rate increases over a five-year period mirroring the Ann Arbor, Michigan model.

		2006	2010	2011	2014	2015	2018	2021	2023
Surface	Month	\$35	\$35	\$40	\$45	\$44	\$36	\$38	\$38
	Quarter	\$85	\$85	\$90	\$95	\$114	\$108		
	Annual	\$290	\$290	\$320	\$345	\$390	\$432	\$456	\$456
Structures Hardy, Old Town, & Surface	Month	\$45	\$50	\$60	\$65	\$55	\$48		
	Quarter	\$100	\$105	\$120	\$130	\$146	\$144		
	Annual	\$360	\$370	\$405	\$425	\$425	\$520		
Structures Hardy & Old Town	Month							\$50	\$50
	Annual							\$600	\$600
Structure Old Town	Month								
	Annual								

Parking Permits Sold

- 2020/2021 structure permits include Hagerty employee permits
- Surface spaces as of 2/1/2023 – 197
- Surface waitlist terminated as of 2/1/2023
- Old Town only permit available as of 4/2023

	2020/21	2021/22	2022/23	2023/24
Surface	537	511	506	410
Structures Hardy & Old Town	1,117	615	659	225
Structures Old Town				212

There is no action from the committee. Discussion from the committee will be shared with the DDA Finance Committee and with City Administration during budget meetings.



Memorandum

To: DDA Finance Committee
CC: Jean Derenzy, DDA CEO
From: Nicole VanNess, Transportation Mobility Director
Date: January 2, 2024
Re: Parking Structure Maintenance Repairs

The Auto Parking System has always taken a conservative approach to budgeting. This is reflected in the past budget cycles. We have not moved forward with planned projects unless we have the right resources and information to do so; and we perform as much maintenance as we can in-house before contracting out work. In the prior three budget cycles, the use of surplus funds was identified in order to complete projects and navigate system-wide revenue losses due to user changes caused by the pandemic. Pre-pandemic parking revenues were near \$3.5 M and increasing year-over-year, and during the pandemic revenues decreased to \$2.5 M. The 2023/2024 budget was the first cycle where expenses were reduced in order to eliminate the use of surplus funds. The budget also reflected new user patterns that have been consistent throughout the pandemic, and are likely continue as office environments have shifted to hybrid options.

There are four revenue sources for the enterprise fund: 1) parking permit revenue, 2) hourly meter revenue, 3) hourly parking structure revenue, and 4) parking citations. The pandemic provided an opportunity to make system-wide changes that were completed in 2021 through the Managed Parking Systems Approach approved by the City Commission. See Current Rates Attachment. These changes allow for future revenue increases and offer more flexibility to create future rate increase schedules. The following changes were implemented:

- 1) Eliminate “buy in bulk” annual parking permits – Parking permits use to discount those who purchased 12 months by giving 4 months of parking free. This was a benefit to those who could afford the expense up front (mostly salaried employees) and not to those who could not afford it.
- 2) Establish monthly parking rates for month-to-month purchase – Monthly permits use to be the highest parking rate. When we eliminated the annual permits, we reduced the monthly permit rates.
- 3) Establish parking permits by location and eliminate overflow locations – Garage permits use to give access to all parking permit locations in the system. By establishing locations, we were able to track where permits are being used and eliminate the need to use metered parking for permit overflow by requiring permits to be used for where they are purchased.

- 4) Eliminate permit overflow locations – By removing permit overflow locations, metered parking is available for customers and those who need parking closer to their destination.
- 5) Meter and parking structure rate increase by zone – Rates were increased by location with the core business district having a higher hourly rate compared to the non-core.

In reviewing the projections and not being able to put funds into surplus, we moved forward with the request to reduce the City Fee from 10% to 5% to align with other enterprise funds. The current budget accounts for revenue projections to remain the same with 1) surface permit sales reduced due to the sale of 145 W Front and 103 Pine, 2) reduced metered spaces in Lots J south of the Boardman River and Lot K north of the Boardman River for FishPass construction, 3) consistent seasonal transient use.

We recently completed the 5-year conditions assessment on both parking structures. Both are aging and their repair expenses will continue to increase each repair cycle. In addition to needed repairs, we asked the consultant to include long term repair in order to identify and plan for future expenses. The City Engineer’s Office is posting the Request for Proposals for work identified in years 1-3. The request to approve the repair expenses are due to go before the DDA Board at their March meeting with City Commission approval in April.

The probable repair costs and expenses to the parking fund over the next three years:

	Short-term 1-3 years	Long-term 4-5 years
Hardy Parking Structure	\$815,250	\$677,250
Old Town Parking Structure	\$364,600	\$581,550
DDA Interfund Loan	\$608,000	

The Parking Structure Funds have generally been covering their annual operating costs and not generating enough revenue to put funds aside for major repairs. Unless revenue increases across all funds, the probable expenses identified would mean utilizing available cash fund balance which is currently \$1,364,000. The projected revenue vs expenditure for next three years will remain stagnant which would reduce fund balance to \$184,000 for the parking structure repairs. The parking fund have an interfund loan of \$608,000 still due for the property purchase from February 2023.

Based on the upcoming expenses and projections, there needs to be consideration to create a 3-year plan to increase rates to cover expenditures and consideration to have a separate maintenance reserve fund that is used for purpose of major expenditures. As stated above there are only 4 revenue sources for the enterprise fund: 1) parking permit revenue, 2) hourly meter revenue, 3) hourly parking structure revenue, and 4) parking citations. Meter revenue and hourly revenue have been increased in the past 3 years. Consideration will need to be given to increase parking permits and diversifying the types of parking permits (resident, employee, commercial, storage, short-term rental, etc.).

Auto Parking Fund

		2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2023-24
		ACTIVITY	ACTIVITY	ACTIVITY	ACTIVITY	ACTIVITY	ACTIVITY	ACTIVITY	ORIGINAL
GL NUMBER	DESCRIPTION							THRU 06/30/24	BUDGET
Fund 585 - AUTO PARKING SYSTEM FUND									
REVENUES									
585-000-652.000	PARKING FEES-COIN	1,611,060	1,655,450	1,280,470	1,249,530	2,002,030	2,022,900	1,065,030	1,800,000
585-000-653.000	PERMITS-SURFACE LOTS	243,420	204,060	236,740	200,690	242,020	229,850	47,350	200,000
585-000-653.007	PERMITS - NEIGHBORHOOD		1,020	1,040	1,690	670	2,250	1,030	2,200
585-000-653.010	DESTINATION DOWNTOWN		350	410		80	30	160	
585-000-656.010	PARKING FINES	478,410	336,470	253,870	209,890	285,200	331,520	130,380	225,000
TOTAL REVENUES		2,363,210	2,324,830	1,883,160	1,742,880	1,805,030	2,534,550	1,270,820	2,300,900
APPROPRIATIONS									
585-585-727.000	OFFICE SUPPLIES	4,640	3,320	3,970	2,970	3,800	5,880	2,410	6,000
585-585-740.000	OPERATION SUPPLIES	28,110	56,500	46,780	30,560	29,740	55,340	13,120	37,000
585-585-801.000	PROFESSIONAL AND CONTRACTUAL	858,830	958,700	1,155,730	892,890	1,198,090	933,880	267,590	968,000
585-585-802.000	INFORMATION TECHNOLOGY SERVICES						87,340	73,380	175,200
585-585-850.000	COMMUNICATIONS	16,530	19,190	18,900	18,610	24,220	16,130	8,210	20,800
585-585-854.000	CITY FEE	330,890	342,250	296,540	247,630	329,530	336,280		141,700
585-585-900.000	PRINTING AND PUBLISHING	4,100	8,200	5,080	5,600	2,480	2,970	100	14,000
585-585-910.000	INSURANCE AND BONDS	11,790	12,630	12,730	13,770	11,970	13,080	1,610	13,900
585-585-920.000	PUBLIC UTILITIES	39,140	13,400	11,260	9,030	8,600	14,720	8,330	15,000
585-585-930.000	REPAIRS AND MAINTENANCE	31,340	28,100	17,460	73,230	30,500	49,190	66,780	157,100
585-585-940.000	RENTAL EXPENSE	137,030	146,740	115,270	116,020	100,750	55,340	17,740	48,800
585-585-956.000	MISCELLANEOUS	3,640	6,060	6,540	3,730	3,480	13,860	27,490	40,000
585-585-959.000	DEPRECIATION EXPENSE	134,370	150,450	103,400	70,080	77,720	87,830		135,000
585-585-964.000	TRANSFERS OUT	66,680							
585-585-977.000	EQUIPMENT	49,030	4,320	17,590	2,010	2,170		66,890	125,000
585-585-977.000-22-78	EQUIPMENT						300		
TOTAL APPROPRIATIONS		1,754,500	1,791,810	1,855,030	1,508,850	1,840,880	1,695,000	557,850	1,935,900
NET OF REVENUES/APPROPRIATIONS - 585 - AUTO PARKING S		608,710	533,020	28,130	234,030	(35,850)	839,550	712,970	365,000

Auto Parking Fund

Dept 586 - HARDY DECK									
REVENUES									
585-586-651.000	PARKING DECK PROCEEDS	368,000	358,070	263,660	166,490	305,430	343,270	189,270	250,000
585-586-653.005	PERMITS-PARKING DECK	250,800	259,870	261,740	184,240	217,750	216,850	56,280	150,000
585-586-668.000	RENTS AND ROYALTIES	26,060	26,290	26,580	19,630	7,340			30,000
TOTAL REVENUES		644,860	644,420	552,300	370,380	530,520	560,720	245,550	430,000
APPROPRIATIONS									
585-586-727.000	OFFICE SUPPLIES	830	690	10			100	2,960	1,000
585-586-740.000	OPERATION SUPPLIES	2,270	6,310	14,940	10,930	6,320	8,060	20,580	9,000
585-586-801.000	PROFESSIONAL AND CONTRACTUAL	167,920	98,920	54,610	179,590	13,170	177,450	100,180	111,900
585-586-802.000	INFORMATION TECHNOLOGY SERVICES							8,640	8,800
585-586-850.000	COMMUNICATIONS	2,980	3,640	3,260	3,070	3,070	3,260	2,060	3,300
585-586-910.000	INSURANCE AND BONDS	6,790	7,400	7,420	8,140	7,270	7,570	570	8,000
585-586-920.000	PUBLIC UTILITIES	23,980	52,260	55,580	33,320	52,780	70,550	10,010	55,000
585-586-930.000	REPAIRS AND MAINTENANCE	27,110	48,580	162,290	79,220	87,310	64,880	49,130	285,600
585-586-940.000	RENTAL EXPENSE				7,200	16,180	15,330	290	22,400
585-586-956.000	MISCELLANEOUS	7,680	8,130	8,200	8,270	8,360	7,920		10,000
585-586-959.000	DEPRECIATION EXPENSE	211,710	198,920	205,960	207,250	207,250	207,250		220,000
585-586-977.000	EQUIPMENT	5,270	6,120					4,760	5,000
TOTAL APPROPRIATIONS		456,540	430,970	512,270	536,990	401,710	562,370	199,180	740,000
NET OF REVENUES/APPROPRIATIONS - 586 - HARDY DECK		188,320	213,450	40,030	(166,610)	128,810	(1,650)	46,370	(310,000)
Dept 587 - OLD TOWN DECK									
REVENUES									
585-587-651.000	PARKING DECK PROCEEDS	66,140	66,920	52,900	58,240	79,510	95,160	49,950	70,000
585-587-653.005	PERMITS-PARKING DECK	221,220	435,040	473,890	292,150	131,350	106,920	32,950	100,000
TOTAL REVENUES		287,360	501,960	526,870	351,060	211,210	203,330	82,900	170,000
APPROPRIATIONS									

Auto Parking Fund

585-587-727.000	OFFICE SUPPLIES	480	130				130	1,810	
585-587-740.000	OPERATION SUPPLIES	3,760	8,710	15,070	2,920	10,580	6,980	17,870	8,000
585-587-801.000	PROFESSIONAL AND CONTRACTUAL	78,970	30,620	43,220	46,160	22,750	34,140	77,000	87,700
585-587-802.000	INFORMATION TECHNOLOGY SERVICES						2,180	7,760	9,000
585-587-850.000	COMMUNICATIONS	5,180	5,230	4,990	4,850	4,740	5,030	2,350	5,100
585-587-910.000	INSURANCE AND BONDS	6,060	6,600	6,620	7,260	6,490	6,740	510	7,000
585-587-920.000	PUBLIC UTILITIES	43,670	41,360	27,810	29,310	29,480	30,160	7,110	50,000
585-587-930.000	REPAIRS AND MAINTENANCE	26,320	33,910	61,280	34,340	69,760	27,300	45,150	164,900
585-587-940.000	RENTAL EXPENSE				6,070	14,030	13,380	290	14,300
585-587-959.000	DEPRECIATION EXPENSE	170,550	174,720	181,010	183,140	183,140	190,060		183,100
585-587-977.000	EQUIPMENT			410				280	
TOTAL APPROPRIATIONS		334,990	301,280	340,410	314,050	340,970	316,100	160,130	529,100
NET OF REVENUES/APPROPRIATIONS - 587 - OLD TOWN DECK		(47,630)	200,680	186,460	37,010	(129,760)	(112,770)	(77,230)	(359,100)
COMBINED REVENUES		3,295,430	3,471,210	2,962,330	2,464,320	2,546,760	3,298,600	1,599,270	2,900,900
COMBINED APPROPRIATIONS		2,546,030	2,524,060	2,707,710	2,359,890	2,583,560	2,573,470	917,160	3,205,000
COMBINED NET OF REVENUES/APPROPRIATIONS		749,400	947,150	254,620	104,430	(36,800)	725,130	682,110	(304,100)



PROPOSED ANNUAL PARKING RATE SCHEDULE

Please Note that DDA District goes into "Zone" rates. See map below for outlined zones.

RATE CEILINGS

These are rate maximums approved by the DDA Board and City Commission.

	CURRENT	May 1 <i>(Tentative/Based on Usage)</i>	November 1 <i>(Tentative/Based on Usage)</i>	CITY COMMISSION <i>(AS OF 10/5/20)</i>	DDA BOARD <i>(AS OF 10/6/20)</i>
METERED PARKING					
Premium Zone (see map)	\$ 1.25	\$ 1.50	\$ 1.25	\$ 2.50	\$ 1.50
Non-premium Zone (see map)	\$ 1.00	\$ 1.25	\$ 1.00	\$ 2.50	\$ 1.25
PARKING GARAGE					
	Non-Peak Times	Peak Times (M-F, 10am - 2pm)	Non-Peak Times	Peak Times (M-F, 10am - 2pm)	Non-Peak Times
Hardy Parking Garage	\$ 1.00	\$ 1.00	\$ 1.50	\$ 2.00	\$ 1.00 \$ 1.50
Old Town Parking Garage	\$ 1.00	\$ 1.00	\$ 1.25	\$ 1.75	\$ 1.00 \$ 1.25
PERMIT PARKING					
Surface Permit	\$ 38.00	\$ 38.00	\$ 38.00	\$ 75.00	\$ 38.00
Garage Permit	\$ 50.00	\$ 50.00	\$ 50.00	\$ 100.00	\$ 50.00
VIOLATIONS					
Violations are set by the City Commission and housed within the City					
EVENT PARKING & SERVICES					
Meters (Per Day Maximum)	\$ 20.00	\$ 20.00	\$ 20.00	\$ 25.00	\$ 20.00
Garage (Per Entry)	\$ 20.00	\$ 20.00	\$ 20.00	\$ 25.00	\$ 20.00
High/Low Impact for Profit (Per Parking Space)	\$ 7.50	\$ 7.50	\$ 7.50	\$ 12.50	-
High/Low Impact for Non-Profit (Per Parking Space)	\$ 3.25	\$ 3.25	\$ 3.25	\$ 6.25	-
COMMUTER					

Bike Locker (Monthly)	\$ 10.00	\$ 10.00	\$ 10.00	\$ 25.00	\$ -
Destination Downtown Program Fees (To be paid by employer)	\$25 - 100	\$25 - 100	\$25 - 100	\$25 - 100	\$ -
Destination Downtown Pass	\$ 5.00	\$ 5.00	\$ 5.00	\$ 10.00	\$ -
SERVICES					
Validations (Setup Fee)	\$ 5.00	\$ 5.00	\$ 5.00	\$ 5.00	\$ 5.00
Meter Bag w/ Right of Way Permit	\$ 12.00	\$ 12.00	\$ 12.00	\$ 24.00	\$ -
Meter Bag w/o Right of Way Permit	\$ 15.00	\$ 15.00	\$ 15.00	\$ 30.00	\$ -
Construction Project Parking	Rate based on actual	Rate based on actual	Rate based on actual	\$ -	\$ -
Cones (Daily Cost)	\$ 2.50	\$ 2.50	\$ 2.50	\$ 2.50	\$ -
Barricades (Daily Cost)	\$ 25.00	\$ 25.00	\$ 25.00	\$ 25.00	\$ -
Platform Café (Daily Cost)	\$ 10.00	\$ 10.00	\$ 10.00	\$ 10.00	\$ -
SERVICES					
Resident Parking Permit	\$ -	\$ -	\$ -	\$ -	
Construction Right of Way/Land Use Permit (Daily)	\$ 5.00	\$ 5.00	\$ 5.00	\$ 5.00	\$ -
Construction Right of Way/Land Use Permit (Website)	\$ 40.00	\$ 40.00	\$ 40.00	\$ 40.00	\$ -
Incochee Woods - Access Device (Per Device)	\$ 32.50	\$ 32.50	\$ 32.50	\$ 32.50	\$ -
Incochee Woods - Activation Fee (One Time Fee)	\$ 35.00	\$ 35.00	\$ 35.00	\$ 35.00	\$ -



Memorandum

To: Mobility & Parking Advisory Board
From: Nicole VanNess, Transportation Mobility Director
Date: February 6, 2023
Re: Status Updates

This memo was been revised from the version published in the packet on Sunday, February 4, 2024.

Fifth Street Residential Parking Surveys

The Traffic Committee meets Thursday, February 8, 2024. A recommendation has been sent to add 2-hour parking signs with residential permits exempt in the 500 blk of Fifth St. Residents responded 78% in favor of implementing signage and permits.

Cromwell Drive & Timed Loading Zones

Traffic Committee was suspended until the new City Manager started and re-instated the committee. Chet Janik has been assigned to chair the committee. The committees first meeting will be on Thursday, February 8, 2024. There are no updates on this item at this time.