

Joint Subcommittee of the Urban Transportation Commission and Downtown Commission

Report and Recommendation on Extended Parking Hours

Commissioners: Dustin Lanier (UTC), Richard MacKinnon (Chair / UTC), Michael McGill (DC), Eileen Schaubert (UTC), Chris Schorre (DC)

Transportation Department Staff: Steve Grassfield, Leah Fillion

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1. Executive Summary

The Joint Subcommittee generally agrees with the goals of the Staff recommendation on extending parking hours; however, it strongly recommends several modifications to the area of effect; time limits; start/stop-times; and revenue allocation in order to better accommodate public concerns regarding alternative free and paid parking options, expenditure of related revenues; insufficient support for alternate modes of transportation; pedestrian security and safety; insufficient coordination of valet stands, taxi stands, pedicab stands, and commercial zones; and a review of valet operations.

Further, due to the breadth, complexity, and importance of the issues involved in managing the public parking resource, the Joint Subcommittee recommends the creation of a standing committee specifically tasked with the ongoing oversight of related parking revenues and expenditures, working with staff and stakeholders on the creation and administration of public policy with regard to downtown parking as well as other areas in the city requiring increased attention as a result of congestion and demand for on-street parking. The complete recommendation, discussion, and rationale is provided in Section 11.

List of Recommendations:

- Implement Staff proposal for extending meter hours and days of operation as described below:

Monday – Saturday from 8AM to 6PM citywide, in areas outside downtown
Monday – Saturday from 8AM to 12AM in core areas of downtown

► A garage Wayfinding system must be coupled with the extension of hours and days of operation. The Joint Subcommittee does not recommend adopting the Staff proposal unless it is coupled with at least an interim wayfinding system

► **Boundary Option 1:** Setting the northern boundary for extended hours at 7th Street with the existing 3-hour time limit

--or--

► **Boundary Option 2:** Setting the northern boundary at 10th Street but making all meters between 7th and 10th Street with 5-hour maximum time limits after 6PM.

► Increase availability of city-owned garages by requiring interdepartmental coordination of parking resources, and strategically setting the pricing to encourage utilization

► Prohibition against new surface lots in the Central Business District.

► Inclusion of the Rainey Street District

► Sidewalk and lighting improvements for security and safety in Rainey Street District

► Review and revise ordinances and procedures regulating the valet industry

► Creation of a standing parking policy oversight committee

► 100% of net proceeds placed under oversight of standing committee

► Built-in annual policy review

Finally, the Joint Subcommittee decided to meet again to further discuss and possibly propose specific recommendations regarding wayfinding, valet operations, and other related issues authorized by the Council resolution.

2. Overview

The Joint Subcommittee was formed by City Council Resolution to work with Transportation Department staff to review and develop public policy regarding the extension of parking meter hours and the expenditure of related meter revenues on parking operations, wayfinding, and parking benefit district projects; and increasing capacity of available garage parking.

3. Authority – See attached City Council Resolution

4. Proposed Staff Recommendation under Review – see attached

5. Staff Research on-street, surface lot, and parking garage utilization – see attached

6. Staff Research on public attitude towards downtown parking – see attached survey results
7. Methodology: Public meetings, stakeholder meetings, additional research, full UTC and DC commission feedback – see attached meeting schedule and minutes

The Joint Subcommittee held 7 public meetings to discuss policy topics with stakeholders such as parking garage and surface lot operators, valet operators, DAA, at-large downtown businesses and members of the public. Additionally, it developed and administered a non-scientific survey to gather public feedback on the proposed staff recommendation as well as serve as an educational tool to better inform the public regarding the challenges of and solutions for managing the perceived parking problem. The Joint Subcommittee also sought feedback from the full memberships of UTC and DC. Finally, it maintained an open and cooperative relationship with the media to foster as much concurrent public information and understanding of the issues, process, and possible outcomes.

Deliverables and outcomes from deliberation include

- a) better understanding of downtown garage and surface lot placement, capacity, utilization, and pricing resulting in a color-coded map to be shared with the public via the ATD website and other means;
- b) modifications to Staff recommendation developed to refine and enhance the overall Staff goal of increasing turn-over of on-street parking and increasing garage utilization while accommodating different downtown areas where parking garages and surface lots are not as readily available. A full discussion of the modifications can be found in Section 11.
- c) participation of Austin Convention Center garages at a price point bridging short-term meter pricing and existing prevailing private garage long-term rates.
- d) the ability to purchase next-day meter parking to accommodate overnight parking for motorists who opt not to drive home.
- e) forgiveness of morning parking tickets for motorists who can produce proof of a taxi ride home the night before.
- f) relationship building among stakeholders including the Downtown Austin Alliance, UT, garage and surface lot operators, valet operators, city staff, and commissioners.
- g) public support for Staff recommendation including written letters of support from the University of Texas at Austin, the Downtown Austin Alliance, and the Alliance for Public Transportation.
- h) broad media coverage of the Joint Subcommittee's work-in-progress
- i) some diffusion of public criticism through education and participation in a highly visible process and public forum.
- j) recommendation to City Council.

8. Subcommittee Research on public attitude towards proposed staff recommendation – see attached survey

The Joint Subcommittee found Staff's stakeholder survey helpful and informative and decided to develop an additional survey to provide deeper understanding of attitudes regarding cost versus convenience; potential impact on downtown patronage; price sensitivity; tolerable walking distances for free parking; attitudes towards valet operations; preferences regarding on-street parking versus garage parking versus surface lots; demographic mix of downtown

workers, downtown residents, and entertainment seekers and their respective attitudes. 8,500 survey responses were received online as well as 260,000 words of free form comment. The survey results are included as an attachment. Key findings include:

- 72% of workers who arrive after 5PM park on the street, compared to 23% of workers who arrive before 5:00PM
- 10% of workers who arrive for work after 5PM have parking provided to them, or paid for by, their employer. This compares to 65% for workers who arrive before 5PM.
- 41% of people who work downtown and arrive before 5:30PM park in a garage. Only 6% of people who work downtown and arrive after 5:30PM park in a garage.
- 56% of people who come downtown between 5:30PM and 9PM for pleasure stay 3+ hours.
- 64% of survey respondents indicated that it was “somewhat important” or “very important” to add more public parking garages downtown.

Generally, the survey uncovered broad dissatisfaction with on-street parking availability as well as broad opposition to extended meters hours as a method for addressing the problem. The Joint Subcommittee believes the public's irreconcilable positions come as a result of current economic conditions, fear of change/protection of status quo, and a lack of information with regard to managing public parking as a limited public resource. The Joint Subcommittee methodology was established to address the lack of information by using the public meetings as a stakeholders' forum for discussion, education, and policy creation resulting from informed deliberation.

9. Subcommittee Research on parking garage and surface lot utilization – see attached map

Discussions with Staff and parking garage and surface lot operators revealed that there was more available capacity in parking garages than there were total downtown on-street spaces under management by the parking meter program. Unfortunately, the availability of these spaces, the location of the participating garages, and their parking fees are not generally known to the public.

The Joint Subcommittee worked with Staff to develop a comprehensive color-coded map to identify the participating garages and surface lots, their available capacity, and their respective parking fees. This map will be shared with the public on the ATD website. It also served to inform many aspects of our final recommendation.

10. Subcommittee Topics of Discussion

The Joint Subcommittee methodology included public education arising from several topics of discussion addressed during the several public meetings. The topics include:

- a) Pay Station capabilities
- b) Varying impacts on retail, residents, and employees
- c) Developing an additional survey

- d) Use of Dynamic Message Signs
- e) Midnight stop time and Saturday 8am start time
- f) Valet operations and commercial zones
- g) Wayfinding system
- h) Revenue allocation
- i) Enforcement – staff, logistics, etc
- j) Parking Garage and Surface lot economics
- k) Off-street parking capacity
- l) Alternative modes of transportation: bus, rail, car share, bike, TMA
- m) Remote parking

The resulting discussion enabled the Joint Subcommittee to organize its policy analysis of Staff recommendation into four “moving parts”:

1. Study Area or Area of Effect – Any changes in the proposed area of effect. Several Joint Subcommittee members felt that the lack of parking garages and surface lots in the northwest and northeast sections of the study area might warrant adjusting southward the northern boundary. Additionally, some commissioners believed that the Rainey Street District should be included by moving the southern boundary from Caesar Chavez to Lady Bird Lake.
2. Time of Effect – Any changes to the 3-hour time limit. Some commissioners believed that the lack of parking garages and surface lots in the northwest and northeast sections of the study area might warrant longer time limits in those sections. Additionally, the Joint Subcommittee survey showed that about half of the downtown visitors stayed longer than 3 hours.
3. Start-/Stop-Time – Changes to the downtown Monday-Saturday 8am-Midnight start and stop times. Some commissioners questioned the need to go past 10pm, the impact on Saturday daytime retail shopping, and the possible side-effect of encouraging drunk driving by ticketing cars left overnight past 8am.
4. Revenue Allocation – Survey responses and media questions suggested public skepticism over the actual purpose of the proposed Staff recommendation, such as filling a general fund budget deficit. Several commissioners believed it was important to regain the public trust by providing transparency and oversight of the expenditures to ensure allocation to priorities identified by staff, public, commissioners, and stakeholders.

Subcommittee members also identified several “new” ideas that were considered for inclusion into the recommendation such as

- a) Encouraging the development of employee pools for contract garage parking for downtown service workers who currently occupy after-hours meter parking for the duration of their shifts.
- b) Ensuring that wayfinding initiatives address the different needs of motorists, pedestrians, and bicyclists. Clarifying whether wayfinding means finding participating garages with available space or specific destinations of interest or both.
- c) Responding to the public concern that staff recommendation is not coupled with

solutions to address the insufficient existing alternatives to driving downtown. Possibilities include providing a parking shuttle to/from remote lots or contract with Cap Metro (or other provider) to provide additional express bus service to downtown from existing Park and Ride lots. More and better bicycle parking facilities are needed to encourage cycling.

- d) Encourage Austin Convention Center garages to become more available to the public with consistent pricing that bridges \$1/hour at meters, \$7 at valet stands, and \$5-\$15 per entry in privately operated garages. Currently, the ACVB garages charge \$3-11 per entry.
- e) Valet operations improvements such as adjusting the permit fee to match the market value of the on-street parking spaces, requiring garage parking for storage of vehicles, consolidation of valet stands to one zone per block face, and coordination of valet stands, with taxi stands, pedicab stands, and commercial zones.
- f) Publicly labeling expenditures from related meter revenues to build public confidence in spending on projects that are most important to them such as alternate modes of transportation and increased enforcement of valet regulations.
- g) Responding to public concern that longer walks at night from free, un-metered parking and garage parking poses safety concerns for some citizens.
- h) The creation of a standing committee specifically tasked with the ongoing oversight of related parking revenues, expenditures, working with staff and stakeholders on the creation and administration of public policy with regard to downtown parking as well as other areas in the city requiring increased attention as a result of congestion and demand for on-street parking.
- i) Creation of a "transit surcharge" applied to parking fees collected by garages and valets to be collected and applied towards funding alternative transit such as Urban Rail.
- j) Prohibiting the creation of new surface lots in the Central Business District.
- k) A built-in 1-year "post-mortem" after the new policy goes into effect that re-measures on-street, parking garage and surface lot utilization, and public attitudes.

While all of these ideas were valued by commissioners, some of them were not incorporated in the final recommendation because there was not enough time to develop support by a majority. It is hoped that these ideas are considered by any body that subsequently undertakes these issues.

11. Subcommittee Recommendation – Discussion and Rationale

The Joint Subcommittee has broken down its recommendation, discussion and rationale into several sections.

Continued, Ongoing Oversight

► **Recommendation:** Creation of a standing parking public policy oversight committee

Due to the breadth, complexity, and importance of the issues involved in managing the public parking resource, the Joint Subcommittee recommends the creation of a standing

committee specifically tasked with the ongoing oversight of related parking revenues, expenditures, working with staff and stakeholders on the creation and administration of public policy with regard to downtown parking as well as other areas in the city requiring increased attention as a result of congestion and demand for on-street parking.

Area of Effect, Hours of Effect, Time Limits

Staff has proposed that the boundary area subject to extended meter hours extend from I-35 on the east, Lamar on the west, Cesar Chavez on the south and 10th Street on the north.

The Subcommittee agrees with the Staff proposal that I-35 and Lamar Avenue should be the eastern and western boundaries subject to extended meter hours; however, there was considerable discussion among the Joint Subcommittee members about the proposed northern and southern boundaries. The Subcommittee concerns centered on two issues:

- Availability of off-street (garages and surface lots) in certain areas of downtown that would be available for longer term parkers, especially workers.
- Rainey Street

There are certain areas of downtown that lack adequate evening off street parking options. These include the area north of 7th Street and west of Guadalupe, and the area north of 7th Street and east of San Jacinto. The subcommittee was concerned that the lack of long term options in these areas could pose a challenge for employees working at bars and restaurants in these general areas. In addition, there is not a strong need to promote turnover of on-street parking north of 7th Street and therefore meters with a 3-hour maximum are not needed nearly as much as they are south of 7th Street. Therefore, the Joint Subcommittee recommends that council consider the following options:

► **Recommendation Boundary Option 1:** Setting the northern boundary for extended hours at 7th Street with the existing 3-hour time limit

--or--

► **Recommendation Boundary Option 2:** Setting the northern boundary at 10th Street but making all meters between 7th and 10th Street with 5-hour maximum time limits after 6PM.

The subcommittee believes that maintaining a boundary at 7th Street, either as the northern limit of the extended hours meter zone or the line at which 5-hour meters start, is an easy demarcation for the public to understand.

Rainey Street: Staff has proposed setting the southern boundary at Cesar Chavez Street.

► **Recommendation: Inclusion of the Rainey Street District**

► **Recommendation: Sidewalk and lighting improvements for security and safety in Rainey Street District**

The Joint Subcommittee recommends the inclusion of the Rainey Street District (the only major area of the CBD without meters) in the area of affect, effectively moving the southern bounday to Lady Bird Lake. The Joint Subcommittee additionally recommends prioritizing sidewalk and lighting improvements along Rainey Street, funded in part from parking meter revenue.

City-owned garages:

► **Recommendation: Increase availability of city-owned garages by requiring the interdepartmental coordination of parking resources, and strategically setting the pricing to encourage utilization**

The Joint Subcommittee recommends that two City-owned convention center parking structures (2nd/Brazos and 5th/Red River) be made available at rates bridging the gap between \$1/hour meters and \$5-\$15/entrance at parking garages and surface lots, (e.g., \$3/entrance) after 6PM. Staff utilization studies show that the 2nd/Brazos garage has 1,000 spaces and is only 10% occupied at peak Saturday evenings. Often, more than 90% of the spaces in this garage are empty at peak weekend times. Strategic pricing of parking in these two garages will encourage much higher utilization and provide an affordable off-street alternative for employees working within walking distance.

Hours/days of operation:

► **Recommendation: Implement Staff proposal for extending meter hours and days of operation as described below**

The Joint Subcommittee agrees with the Staff proposal and recommends extending meter hours and days of operation as follows:

Monday – Saturday from 8AM to 6PM citywide, in areas outside downtown

Monday – Saturday from 8AM to 12AM in core areas of downtown

According to a November 2008 parking study commissioned by Staff, on-street meters are at 84% (Wednesday to 99% (Saturday) utilization around midnight. Therefore, ending meter times earlier would not be wise because about 3 out of every 4 evening visitors to downtown arrive before 9PM. Given this fact, if meters ended at 10PM, for example, there would be little incentive for visitors and workers arriving after 7PM to seek parking in garages and surface lots because they would only need to pay for 3 hours after which parking would be free. Therefore, the combination of the 3-hour limit (south of 7th street) and the midnight ending time acts as an effective incentive to encourage long term (3+ hours) parkers to seek off-street parking options in areas where turnover is most needed.

Availability of off-street parking: According to information provided by Staff, there is approximately 5 times as much off-street parking (12,500) as there is on-street parking (2,300). A Staff utilization study found the following:

	Friday/Saturday evening occupancy	Maximum Occupancy	Spaces empty and available on typical Friday/Saturday evening
On-street	96%	2,400	Less than 100
Garage	57%	7,637	3,284
Surface lot	82%	4,895	811

These numbers vary widely in certain areas of downtown, with downtown entertainment hotspots seeing higher occupancy rates. This table shows that on a typical Friday or Saturday night there are about 4,100 garage and surface lot spaces unused.

The need for wayfinding: The general perception is that there is not enough parking downtown. There are two things that contribute to this perception:

- On street parking is typically 87-99% full in the evening.
- Wayfinding signage is poor and therefore people do not realize there is parking available in garages or smaller surface lots.

The Joint Subcommittee agrees with Staff that one of the biggest obstacles to getting long term parkers (3+ hours) into garages is an inadequate wayfinding system. Much of the existing capacity is in office building garages. During the daytime, most are not actively seeking or allowing public parking. In the evening, most buildings lease their parking capacity to private parking companies to manage the rental of parking spaces. These private operators typically place "sandwich boards" near garage entrances. These street-level sandwich boards are difficult for drivers to see. Combined with a wide range in prices (\$5-\$15), drivers are unable to get a complete picture of their parking options. This leads to "circling" behavior while drivers hunt for an optimal option. The Joint Subcommittee agrees with Staff that this experience combined with near-capacity on-street parking is the primary reason for the perception that there is no available parking downtown.

► **Recommendation: A garage Wayfinding system must be coupled with the extension of hours and days of operation. The Joint Subcommittee does not recommend adopting the Staff proposal unless it is coupled with at least an interim wayfinding system**

The Joint Subcommittee recommends that a wayfinding system include digital signs showing real-time parking availability in participating. These should be placed at key entry points to downtown. If possible, inexpensive interim solutions should be considered while a permanent solution is developed. The Joint Subcommittee does not recommend adopting the Staff proposal unless it is coupled with at least an interim wayfinding system.

Revenue Allocation

Staff proposes allocating 40% of gross revenues to the Parking Benefit District which can in turn allocate funds to their priorities such as a Transportation Management Association and wayfinding.

Survey responses and media questions suggested public skepticism over the actual purpose of the proposed Staff recommendation, such as filling a general fund budget deficit. Several commissioners believe it is important to regain the public trust by providing transparency and oversight of the expenditures to ensure allocation to priorities identified by staff, public, commissioners, and stakeholders.

► Recommendation: 100% of net proceeds placed under oversight of standing committee

Because the Joint Subcommittee has determined that extended parking hours must be coupled with garage wayfinding, it recommends that 100% of net proceeds (after Parking Enterprise administrative overhead) are placed under the management of the standing oversight committee. This committee will ensure that sufficient funds are allocated to the initiation and ongoing operation of the wayfinding system as well as other public priorities such as the TMA, alternative modes of transportation, security and safety, in addition to the earmark for “Great Streets” treatment.

Valet Operations

The Joint Subcommittee identified a mismatch between the broad public criticism of valet operations and the critical role that valet operators play in parking a large number of vehicles in off-street garages. Discussions with valet operators revealed that 3 valet spaces in front of a business can park 50-100 vehicles in a night. This is a very effective use of on-street parking. Unfortunately, the public perception is that the valets are cannibalizing available on-street parking. A majority of respondents to the survey felt that valet operators used too much on-street parking for their operations.

► Recommendation: Review and revise ordinances and procedures regulating the valet industry

The Joint Subcommittee recommends a review of the ordinances and procedures regulating the valet industry. Such a review should include increasing the valet permit fee to match the market value of the on-street parking spaces, requiring garage parking for storage of vehicles, consolidation of valet stands to one zone per block face, and coordination of valet stands, with taxi stands, pedicab stands, and commercial zones.

Built-In Policy Review

The Joint Subcommittee recognizes the need to manage public parking as a shared resource that impacts the vibrancy and livability of Austin. On-going evaluation is critical to ensure policy produces the stated goals and desired outcomes. As part of a

transparent process in a public forum, adjustments should be made in response to actual outcomes.

► **Recommendation: Built-in annual policy review**

The Joint Subcommittee recommends an annual review beginning one year from the implementation date to gauge the success of the program using both qualitative and quantitative measures. Using benchmark data prior to implementation such as utilization of on-street and off-street parking; sales tax records of affected districts to measure possible economic impact; ridership numbers for relevant CapMetro routes, any available data from car-sharing, bike-sharing, and van pool programs to measure mode-shifting; crime statistics related to personal safety, property damage; traffic violations; and number of employers subsidizing parking. Public attitudes should be measured by re-administering the Joint Subcommittee's survey and with questions added to the Downtown Austin Alliance downtown satisfaction survey.

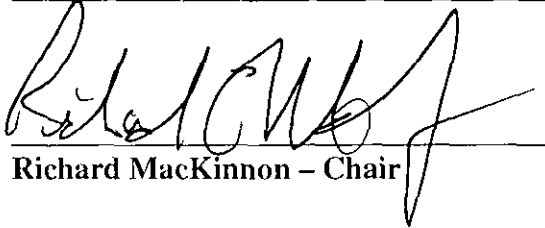
12. Conclusion

It was an honor for the members of this committee to undertake this task on behalf of the public. We endeavored to ascertain the public sentiment and craft a set of recommendations based on informed deliberation that improves upon the Staff recommendation and enhances its chances for success in *attaining the goal of best serving the public interest.*

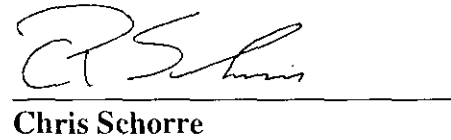


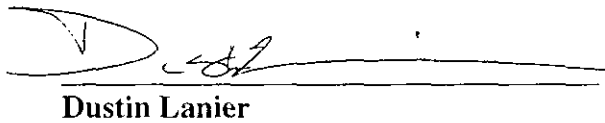
Members of the Joint Subcommittee of the
Urban Transportation Commission and Downtown Commission

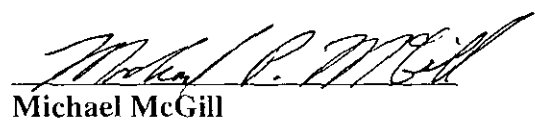
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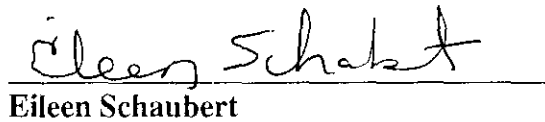

Richard MacKinnon – Chair

Downtown Commission


Chris Schorre


Dustin Lanier


Michael McGill


Eileen Schaubert

RESOLUTION NO. 20101118-056

WHEREAS, the 2008 "On-Street Parking Study" found that on-street parking within Austin's Central Business District (CBD) during mid-week evenings and weekend days reached 87% utilization, where 85% is considered full capacity; and

WHEREAS, the same study found that on-street parking within the CBD during weekend evenings reached 99% utilization; and

WHEREAS, many of the downtown parking garages close during the evenings for a variety of reasons, including cleaning, security, and liability; and

WHEREAS, the Downtown Austin Comprehensive Parking Study, initiated in 1999, analyzed the current and future parking supply and needs in Central Austin and recommended a parking management program for implementation by the City and other agencies; and

WHEREAS, since January of 2010, city staff has been working with a number of stakeholders on solutions to address downtown parking issues, including extended meter hours, valet parking, parking wayfinding, and a variety of partnership options ranging from keeping parking garages open at night to parking benefit districts; and

WHEREAS, staff's efforts to date would be enhanced by a joint subcommittee of the Urban Transportation Commission and the Downtown Commission that would work with staff on a collective effort that seeks innovation and measurable results; **NOW, THEREFORE,**

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

A Joint Subcommittee of the Urban Transportation Commission and Downtown Commission is hereby created to work with staff on:

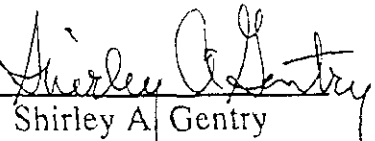
- Making recommendations regarding the extension of parking hours in downtown;
- Developing a program to implement a wayfinding system which would include communicating, branding, and creating a marketing campaign for public and private downtown garages; and
- Identifying areas in downtown that could benefit from additional parking capacity and recommending options for implementation.

BE IT FURTHER RESOLVED:

The Joint Subcommittee hereby created should report back to Council by March, 2011.

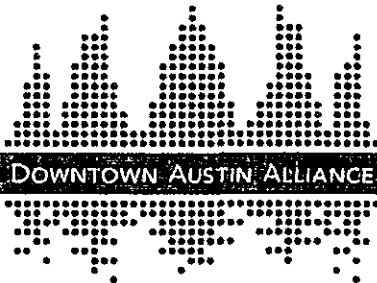
ADOPTED: November 18, 2010

ATTEST:


Shirley A. Gentry
City Clerk

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February 16, 2011

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Stacy & Associates
Mark Tester
Austin Convention Center
Charles Betts
Executive Director

Rob Spillar, Director
Department of Transportation
City of Austin
PO Box 1088
Austin, TX 78701

Mr. Spillar,

On February 9, the Downtown Austin Alliance board of directors voted to support the City of Austin Transportation Department's proposal to extend parking meters' hours of operation.

Every two years the Alliance surveys downtown property and business owners, employees, and residents of nearby neighborhoods. Since 1995, when the first survey was conducted, respondents have included a lack of parking as an issue of concern. The Alliance and City staff, working independently of each other, have confirmed that there is adequate parking in garages and surface lots. The common misperception that there is a shortage of parking in downtown stems from the fact that on-street parking is often full, or nearly so, and there is little turnover of on-street parking spaces. By extending parking meter hours and limiting the amount of time a vehicle can occupy a parking spot, the transportation department will encourage drivers who need to park their vehicles for several hours to use parking garages, leaving more spaces open for people coming downtown for shorter visits. The addition of parking enforcement officers will also allow the City to address other parking issues such as violations of the parking valet ordinance and vehicles parking in restricted areas.

Furthermore, the transportation department proposal will apply 40% of new parking meter revenue to initiatives that will help improve downtown transportation. Additions to Downtown such as a comprehensive wayfinding system for motorists, cyclists, and pedestrians will help visitors to reach destinations quickly and efficiently, while programs such as the Downtown Transportation Management Association will promote alternative transportation and help ease the demand for parking.

The Downtown Austin Alliance applauds this effort to manage a limited resource — on-street parking — in order to maximize its usefulness and value to the entire community.

Sincerely,

Joel Sher
Chair

CC: Mayor Lee Leffingwell
Austin City Council Members
Urban Transportation Commission/Downtown Commission Joint Parking Committee



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TO: City Council, Downtown Commission, Urban Transportation Commission, Joint Subcommittee

Re: Support for Parking Hours Extension

Dear Mayor, Mayor Pro-Tem, Councilmembers, and Commissioners,

The Alliance for Public Transportation is led by a variety of leaders in business, government, education and nonprofits in Central Texas who support a high quality of life that includes access to high quality public transportation in the region.

The Alliance supports the proposal to extend the hours for on street parking not only because we know it will help alleviate some of the perceived parking issues downtown, but because it will also help the economics of making transit competitive. We would support the extension of parking hours to weekday evenings as well as weekend.

Besides helping making transit more competitive, though, the proposed recipients of the funding that is generated by the extension of on-street parking hours are going to help make travel to downtown easier for everyone, not just transit riders. The Transportation Management Association that's been spearheaded by the DAA would likely help downtown visitors and commuters get better information about when to travel, how to get there, and where to park. Also, the wayfinding to parking that is proposed by the Department of Transportation is a great way to show people where the parking actually is, because as you've shown, a lot of it is there if people just knew where to find it.

We'd suggest some specifics for the proposal.

- 1) Regarding informing the public of alternatives to on-street parking: We would suggest that staff focus on effectively getting information to the public creatively and at low budget even before these funds come in as a crucial public relations effort – e.g. maps, signs, placards, banners – before during and after this extension
- 2) We would suggest that the funding allocation percentage towards downtown specific initiatives be considered to be increased. Although the suggested uses towards safety, sidewalks and TMA are excellent, we feel compelled to say that it would help the merchants have confidence if there were a program that rigorously applied the funds towards programs that analyzed the real reasons that people do or do not come downtown, and applied funds towards the most cost effective programs to achieve outcomes such as economic expenditures on downtown merchants and higher number of total visits downtown.
- 3) Of that increase funding, a portion of parking proceeds should go towards a dedicated 'transit use.

Thank you for your leadership. If you have any doubts regarding your support of this proposal, we would respectfully request a meeting, before action, to understand your concerns.

Sincerely,

Celia Israel, Chair

From: Grassfield, Steve
Sent: Thursday, January 20, 2011 12:07 PM
To: Fillion, Leah
Subject: FW: Staff Recommendations on Downtown Parking Issues

From: Stone, Bobby J [mailto:bjstone@austin.utexas.edu]
Sent: Tuesday, January 18, 2011 2:55 PM
To: Grassfield, Steve
Subject: FW: Staff Recommendations on Downtown Parking Issues

Rob,

I have reviewed the City of Austin Memorandum regarding downtown parking issues dated December 14, 2010. Parking and Transportation Services at the University of Texas at Austin believes this document is based on sound research and makes sense. We have no objections to premises presented in this document including the operations of meters around the University until 6 pm, Monday-Saturday.

We look forward to continuing to work in a cooperative manner with the city of Austin to help improve the quality of life for the residence of our fair city.

Bobby Stone
Director
Parking and Transportation Services
The University of Texas at Austin



MEMORANDUM

TO: Mayor and Council Members

CC: Marc A. Ott, City Manager
Robert Goode, Assistant City Manager

FROM: Robert Spillar, P.E., Director
Austin Transportation Department

A handwritten signature in black ink, appearing to read "Robert Spillar P.E.", written over the "FROM:" line.

DATE: December 13, 2010

SUBJECT: Staff recommendations on downtown parking issues

Executive Summary of Staff Recommendation

The lack of on-street parking during the evening hours and Saturdays in downtown Austin has been a complaint by businesses, their patrons and visitors to Austin for years. Several professional surveys have confirmed what downtown parkers experience – downtown on-street parking after hours and on Saturdays is at or above capacity.

Daytime parking space turnover is managed by charging to park by the hour. This encourages turnover of spaces for more patrons and visitors versus use by long-term parkers. After hours there currently is no parking management to create a turnover in parking spaces.

The City of Austin Transportation Department, after meeting with numerous downtown stakeholders, has developed recommendations to improve evening and Saturday parking operations in Austin and especially the downtown area.

Staff recommends extending parking meter hours to include Saturdays across the city, and extending hours to 12 midnight in the downtown area. The key benefits from active parking management include:

- **Increase parking space turnover** of on-street short-term parking in central Austin during active use times.
- **Improve management and enforcement** of on-street parking, by funding additional parking officers
- **Revenue capture** for downtown reinvestment, transportation initiatives and general fund
- **Reduce carbon emissions** - with more open spaces drivers "cruise" less to find a parking spot
- **Increase market viability** for off-street public parking

Next Steps

ATD will present recommendations to the Urban Transportation Commission and Downtown Commission December 14 and 15, and will continue discussion with UTC/DC subcommittee through January 2011. A briefing to Comprehensive Planning and Transportation Council

Committee is scheduled for January 10, 2011. A final recommendation for Council from UTC and the DC is tentatively scheduled February 17, 2011.

Current Parking Operations:

Currently, the City charges for on-street parking between 8:30 a.m. and 5:30 p.m., Monday through Friday. On-street parking after 5:30 p.m. in the downtown area is heavily utilized and is largely unavailable for both customers and visitors due to long-term parkers such as evening employees, valet operations, and entertainers. As a result, customers and visitors have limited on-street parking available. Therefore they often "cruise" for spaces, creating added carbon emissions and traffic congestion. As on-street parking is often difficult to find quickly and/or near their destination, customer and visitors maintain a perception that there is insufficient parking.

In the downtown area there are 2,300 on-street parking spaces and 14,000 surface lot and parking garage spaces. A study by Parking Planners in November 2008 conducted for the City indicated on-street parking was typically 87 percent utilized on Wednesday evenings after 5:30 p.m. and 96 percent utilized Saturday nights. Parking experts consider 85 percent utilization to be at capacity. Although there is significant capacity in commercial parking garages downtown, many of these garages are closed after hours because on-street parking is available for free.

Staff Recommendations on Parking Hours

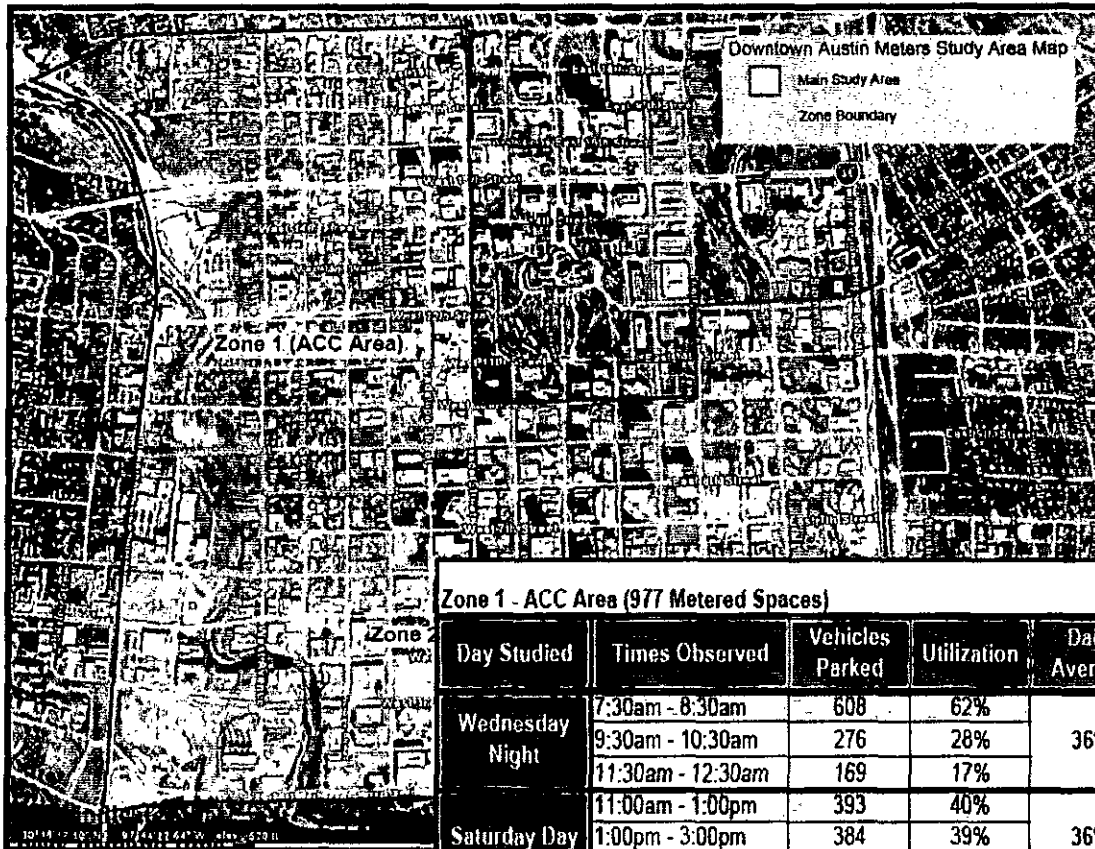
Staff recommends changing parking hours Citywide to between 8 a.m. and 6 p.m., Monday through Saturday. City parking meters previously operated between these hours from 1955 to 1988. An 8 a.m. to 6 p.m. ordinance would be more in line with current State parking meter hours, which operate 7 a.m. to 6 p.m., Monday to Friday. Additionally, staff recommends extending parking hours in the downtown area (identified as I-35 to Lamar Boulevard and Cesar Chavez to 10th streets) to 12 midnight with a three hour time limit generally established.

Expected Outcomes of Extended Hours

- On-street parking spaces would be more available to the priority users, customers and visitors, thereby creating a positive parking experience
- Additional revenue will enable the Parking Enterprise to provide parking enforcement in the evenings, increased valet enforcement, and improved management of the parking system
- A portion (40%) of new downtown revenue generated could provide for downtown initiative projects like Way Finding, beautification, improved asset management, and a Transportation Management Association
- A portion of the remaining downtown meter revenue may be used for improved transit operations and transportation demand management initiatives, as well as other transportation projects city-wide
- An expected revenue stream to the General Fund through ticket citation monies
- Reduction in traffic circulation, congestion, and carbon emissions
- Perception of parking shortage significantly reduced, encourages more business downtown
- Encourages travelers to use alternate transportation modes when possible
- Surface lots and garages will see increased demand for long-term parkers
- Increased official presence during evening hours ("additional eyes on the street")

*Delivering a safe, reliable, and sustainable transportation system
that enhances the environment and economic strength of the region.*

Downtown Utilization Map: Parking Planner's study (November 2008)

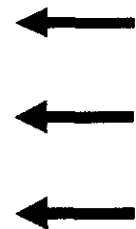


85 percent utilization is considered full capacity

* Parking meter/pay station hours and rates vary by location. Times/rates listed above are typical for downtown.

Zone 1 - ACC Area (977 Metered Spaces)				
Day Studied	Times Observed	Vehicles Parked	Utilization	Daily Average
Wednesday Night	7:30am - 8:30am	608	62%	36%
	9:30am - 10:30am	276	28%	
	11:30am - 12:30am	169	17%	
Saturday Day	11:00am - 1:00pm	393	40%	36%
	1:00pm - 3:00pm	384	39%	
	3:00pm - 5:00pm	292	30%	
Saturday Night	7:00pm - 9:00pm	289	30%	35%
	9:00pm - 11:00pm	358	37%	
	11:00pm - 1:00am	391	40%	

Zone Two - Metropolitan Area (2,435 Metered Spaces)				
Day Studied	Times Observed	Vehicles Parked	Utilization	Daily Average
Wednesday Night	6:30pm - 8:30pm	2146	88%	87%
	8:30pm - 10:30pm	2129	87%	
	10:30pm - 12:30pm	2052	84%	
Saturday Day	11:00am - 1:00pm	2016	83%	85%
	1:00pm - 3:00pm	2104	86%	
	3:00pm - 5:00pm	2096	86%	
Saturday Night	7:00pm - 9:00pm	2225	91%	96%
	9:00pm - 11:00pm	2366	97%	
	11:00pm - 1:00am	2419	99%	



Community Outreach Process

The Austin Transportation Department (ATD) and Communications and Public Information Office (CPIO) recently completed a multi-month series of individual meetings and open forums with downtown stakeholders to elicit comments about current parking and valet practices in the downtown area. Prior to the meetings, staff conducted an online survey on parking issues in the downtown area and received over 600 responses from stakeholders and citizen representatives of various organizations. In addition, staff has evaluated parking data from previous commissioned reports, and parking management organizations and other cities.

Independent from the ATD efforts, the Downtown Commission passed a resolution May 19, 2010, calling for extended hours on both weekdays and Saturdays. Both the Urban Transportation Commission and The Downtown Austin Alliance Board of Directors have also endorsed policies to increase turnover in high density areas similar to those of the Downtown Commission. (see "Stakeholder" contacts in appendix)

Community Concerns

Three key issues that have been voiced by the community include:

- a perceived lack of available downtown parking, and need for way finding
- insufficient employee/ resident parking, and
- need for valet ordinance changes and improved enforcement

1) Staff believes parking management and enforcement during evening hours is an effective tool to increase parking space turnover of on-street short-term parking. Revenue generated from extended hours can help pay for Way Finding - which can direct drivers to available parking spaces and garages, among other things.

2) To help accommodate evening employees currently receiving free on-street parking, as well as daytime employees, the Parking Enterprise is working with Downtown Austin Alliance, downtown employers, and parking garage owners, to arrange options for off-street parking at a reasonable rate and centralized location.

Residential Parking Permits (RPP), which limit who can park on streets in neighborhoods near high traffic areas, will be considered upon request for single-family residential areas near downtown.

3) The Austin Transportation Department Staff are currently working with valet operators to survey their needs and business practices. Additional stakeholder meetings will be conducted, along with review of best practices from other cities before a recommended change to current policies will be put forth to improve valet operations.

Financial Considerations of Proposal:

Currently the Parking Enterprise receives roughly \$600,000 annually in City General Fund support, and is expected to continue receiving funds through FY 2012. Should parking meter hours be approved by Council, the Parking Enterprise anticipates the ability to become financially self-sufficient while continuing to generate revenue to the general fund.

Downtown Revenue Enhancement with Extended Hours and Saturdays

Revenue Increase from Meters (first 12 months)

➤ Extended M-F to 6 p.m.	\$ 200,000
➤ Extended Sat. 8 a.m. to 6 p.m.	\$ 800,000
➤ Extended DT M-S 6 p.m. to Midnight	<u>\$2,100,000</u>
Subtotal	\$3,100,000

Additional Operating Costs

➤ Credit card charges, tickets, envelopes	\$ 190,000
➤ Administrative Costs (shared services)	\$ 300,000
➤ Payroll Expenses	<u>\$ 540,000</u>
Subtotal	\$ 1,030,000

Net Revenue to Parking Fund (first 12 months) \$2,070,000

Proposed Funding (Investments)

Downtown Reinvestment (40% of gross revenue) \$1,200,000

- Way finding system
- Capital Projects (sidewalk replacement, street Reconstruction, streetscape, etc.
- Increased downtown maintenance (sidewalks, streetscape)
- Transportation Management Association creation in partnership with DAA, Travis County and CMTA
- Transit operations and transportation demand management initiatives
- First year implementation costs

Parking Enterprise \$ 680,000

- On-going parking equipment upgrades \$ 200,000
- Build and maintain 8% reserve fund \$ 480,000

Transportation Initiatives \$ 190,000

- Circulation/mobility/signal timing

Total Proposed Funding \$2,070,000

Estimated Increase in General Fund Revenue

Estimated Revenue increase to General Fund (first 12 months) from parking citations

➤ Extended to Sat. 8 a.m. to 6 p.m.	\$ 290,000
➤ Extended DT meters 6 p.m. – Midnight	<u>\$ 890,000</u>
Subtotal	\$1,180,000

Added Court Operating Cost (estimate) \$ 180,000

Net General Fund Revenue Increase (first 12 months) \$ 1,000,000

APPENDIX A:

Community Involvement – Stakeholders Contacted

Stakeholders Involved

- 6th Street Austin, Executive Director
- 2nd Street, Executive Director
- Original Austin Neighborhood Association, Board Member
- Austin Race and Event Directors Association, Representative
- Texas Bar and Nightclub Alliance, Director
- Hotel/Motel Association, President
- Greater Austin Chamber, Senior VP of Governmental Relations
- Downtown Austin Neighborhood Association, both President and Board Member
- Downtown Austin Alliance, Director of Streetscapes and Transportation
- Old West Austin Neighborhood Association, President
- West Austin Alliance, President
- CB Richard Ellis/AMPCO, Office Managers/Parking Providers
- T. Stacy & Associates, Office Managers/Parking Providers
- University of Texas at Austin, Alternate Transportation Manager
- Area churches, Business Administrator of St. Mary Cathedral, Representative of Downtown Churches on Street Closure Taskforce
- Austin Restaurant Association, President

In addition to the meetings, staff conducted an online survey on parking issues in the downtown area and received over 600 responses from stakeholders and citizen representatives of various organizations

State and UT Discussions on Extended Hours

The University of Texas at Austin has asked the City to extend parking meter hours to include Saturdays. Discussion to extend hours to Saturday in State operated metered spaces is currently underway.

APPENDIX B:

U.S. Cities: Parking Hours Comparison of Other Cities

City	Hours	Hours	Hours
ANN ARBOR*	8AM - 6PM	8AM - 6PM	FREE
ARLINGTON, VA	8AM - 6PM	8AM - 6PM	FREE
ALBUQUERQUE	8AM - 6PM	8AM - 6PM	FREE
ATLANTA*	24 HOURS	24 HOURS	FREE
AUSTIN	8:30AM - 5:30PM	FREE	FREE
BALTIMORE	8AM-5PM	8AM-5PM	FREE
BERKELEY*	9AM - 6PM	9AM - 6PM	FREE
BETHESDA*	9AM - 10PM	9AM - 10PM	FREE
BOSTON*	8AM - 8PM	8AM - 8PM	FREE
BOULDER*	9AM - 7PM	9AM - 7PM	FREE
CAMBRIDGE, MA*	8AM - 6PM	8AM - 6PM	FREE
CHARLOTTE*	7AM - 6PM	FREE	FREE
CHARLESTON, SC	8AM - 6PM	8AM - 6PM	FREE
CHICAGO, IL*	24 HOURS	24 HOURS	24 HOURS
DALLAS, TX	M 6:30AM-6:30PM, T-TH 6:30-12mid F 6:30AM-2AM	8AM-2AM	8AM-5PM
DENVER, CO*	8AM - 10PM	8AM - 10PM	FREE
FORT WORTH, TX*	8AM - 6PM	FREE	FREE
HOUSTON, TX*	7AM - 6PM	7AM - 6PM	FREE
INDIANAPOLIS*	8AM - 6PM	FREE	FREE
JACKSONVILLE	8AM? - 6PM	FREE	FREE
LAS VEGAS	8AM? - 6PM	10PM???	FREE
LOS ANGELES	8AM - 8PM	8AM - 8PM	11AM - 8PM
MIAMI BEACH	9AM - 6PM or 12AM	9AM - 6PM or 12AM	9AM - 6PM or 12AM
MINNEAPOLIS*	8AM - 10PM	8AM - 10PM	8AM - 10PM
NASHVILLE*	8AM - 6PM	8AM - 6PM	FREE
NEWARK	8AM - 1AM	8AM - 1AM	1PM - 1AM
NORFOLK*	9AM - 6PM	9AM - 6PM	FREE
NEW ORLEANS*	8AM - 6PM	8AM - 6PM	FREE
OAKLAND*	8AM - 6PM	8AM - 6PM	FREE
OKLAHOMA CITY*	8AM - 6PM	8AM - 6PM	FREE
ORLANDO*	8AM - 6PM	8AM - 6PM	FREE
PHOENIX*	8AM - 8PM	8AM - 8PM	FREE
PORTLAND*	8AM - 7PM	8AM - 7PM	1PM - 7PM
RALEIGH*	8AM - 5PM	FREE	FREE
SAN ANTONIO*	8AM - 6PM	8AM - 6PM	FREE
SAN DIEGO*	8AM - 6PM	8AM - 6PM	FREE
SAN FRANCISCO*	7AM or 9AM - 6PM	9AM - 6PM	FREE (mostly)
SAN JOSE	9AM - 6PM	9AM - 6PM	FREE
ST. PAUL, MN*	8AM - 4:30PM	8AM - 4:30PM	FREE
SEATTLE*	8AM - 6PM	8AM - 6PM	FREE
ST. LOUIS*	7AM - 10PM	7AM - 10PM	FREE
TAMPA	8AM - 12AM	8AM-8PM	1PM-8PM
VANCOUVER	9AM-10PM	9AM-10PM	9AM-10PM
WASHINGTON DC*	7AM - 10PM	7AM - 10PM	FREE?

APPENDIX C:

Assumptions for Parking Revenue

Municipal Court Operating cost estimate based on 32,000 drop in average tickets due to pay stations and an estimated 52,000 ticket increase from extended time (resulting in a net increase of only 20,000 additional tickets. Also assumes conversion to photo evidence of ticket violation by enforcement officers and increased automated or electronic payment of tickets.

NOTES:

51 Saturday parking days

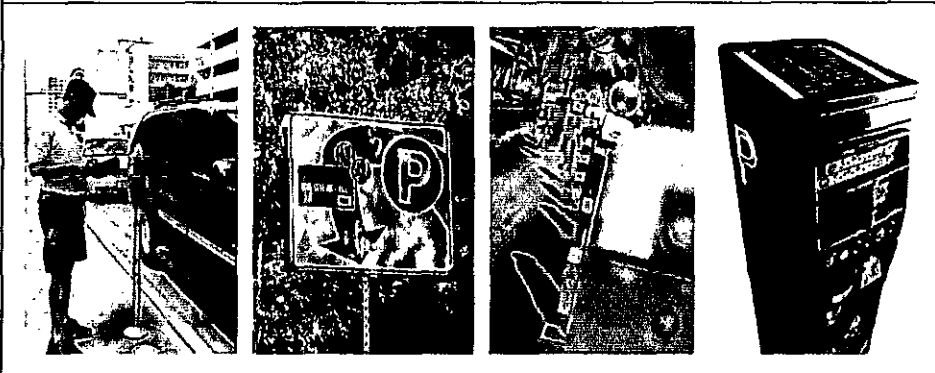
257 Monday - Friday parking days

308 Monday - Saturday parking days

Additional revenue assumes a daily 33% utilization rate

Additional revenue assumes an evening 50% utilization rate

Extended Parking Hours City of Austin Policy Proposal



What's the problem?

- The lack of on-street parking during the evening hours and Saturdays in downtown Austin has been a complaint by businesses, their patrons, and visitors to Austin for years.



Stakeholder Outreach: on extended parking management



- 6th St Austin Ex. Dir
- 2nd St District Ex. Dir
- Original Austin Neighborhood Association, Board Members
- Austin Race and Event Directors Association representatives
- Texas Bar and Nightclub Alliance Director
- Hotel/Motel Association, President
- Greater Austin Chamber
- Downtown Austin Neighborhood Association President and board members
- Old West Austin Neighborhood Association, President
- West Austin Alliance, President
- CB Richard Ellis/AMPCO parking companies
- T. Stacy and Associates
- University of Texas
- Area Churches
- Austin Restaurant Association President
- Music Commission

3

Policy Proposal

- **Adjust paid parking hours 8 a.m. to 6 p.m.**
(currently 8:30 to 5:30)
- **Extend on-street parking hours to Saturdays**
- **Extend on-street parking hours downtown to 12 midnight, including Saturdays**
 - IH-35 to Lamar Blvd. & Cesar Chavez to 10th Street
 - No change in rate – still \$1 per hour
- **Expand enforcement & security capabilities to manage larger parking issues**

4

Expected Benefits



- More available on-street parking
- Reinvest into downtown & transportation projects with portion of revenue
- Improve safety for visitors
- Improve valet & parking management

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Statement of Support

Downtown Austin Alliance

“The Downtown Austin Alliance applauds this effort to manage a limited resource – on-street parking – in order to maximize its usefulness and value to the entire community.”

- Joel Sher, Chair of the Downtown Austin Alliance

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Statement of Support

University of Texas at Austin

"I have reviewed the City of Austin Memorandum regarding downtown parking issues ... (and believe) this document is based on sound research and makes sense. We have no objections to premises presented in this document including the operations of meters around the University until 6 pm, Monday-Saturday."

- Bobby Stone, Director of Parking and Transportation Services

7

Statement of Support

Alliance for Public Transportation

"The Alliance supports the proposal to extend the hours for on-street parking not only because it will help alleviate some of the perceived parking issues downtown, but because it will also help the economics of making transit competitive."

- Celia Israel, Chair of Alliance for Public Transportation

8

Recommendation

Joint Subcommittee of UTC and DC

“The Joint Subcommittee generally agrees with the goals of the Staff recommendation on extending parking hours; however, it strongly recommends several modifications” including:

- Boundaries/time-limits: Existing boundaries with 5-hour time-limit from 7th to 10th St. OR north boundary at 7th St. with existing 3-hour time limit
- Additional policy considerations

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Estimated Revenue Increase

- **Revenue increase from meters***

– Extended M-F to 6pm	\$ 200,000
– Extended Sat. 8am to 6pm	\$ 800,000
– Extended DT M-Sat. 6pm to 12 mid.	<u>\$2,137,000</u>

Total: \$3,137,000

* Revenue reflects estimates from the first 12 months

10

Estimated Revenue Allocation

- **Downtown Reinvestment (40% of gross revenue)** **Total: \$1,050,000**
 - Way finding system
 - Capital Projects (sidewalk replacement, street reconstruction, streetscape, etc.
 - Increased downtown maintenance (sidewalks, streetscape)
 - Transportation Management Association creation
 - in partnership with DAA, Travis County and CMTA
 - Transit operations and transportation demand mgmt. initiatives

- **Transportation Initiatives** **Total: \$400,000**
 - Circulation/mobility/signal timing

- **Parking Enterprise Operations** **Total: \$1,687,000**
 - Additional parking enforcement, equipment upgrades, and maintenance

* Revenue reflects estimates from the first 12 months

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Estimated General Fund Revenue

- **Estimated revenue increase to General Fund from citations***
 - Extended to Sat. 8am-6pm: \$ 295,000
 - Extended DT meters 6pm-Midnight: \$ 890,000
 - Total: \$1,185,000**

- **Additional Municipal Court expenses** \$ 50,000

Net total to general fund: \$1,135,000

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What have we heard so far?

- **7 Subcommittee meetings and a Public Hearing** were facilitated by ATD staff between December and February. From these meetings, ATD has heard and responded to the following comments:
 - Concerns of increased drinking and driving related to Saturday hours
 - Parking options for downtown employees, musicians
 - Availability of downtown off-street parking facilities
 - Need for additional community input

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Joint Subcommittee Efforts

- As a result of these meetings, ATD staff has worked to develop and provide the following:
 - **Map of off-street parking**
 - **Current off-street parking utilization percentages**
 - **Community website**
 - **City website survey support**
 - **Media release**
- The Joint Subcommittee is slated to provide the City Council with a recommendation late in February.

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Policy Considerations

Employees

To help **accommodate evening employees**, ATD worked to arrange options for **safe off-street parking at a reasonable rate** and centralized location.

Music Venue Time Limits

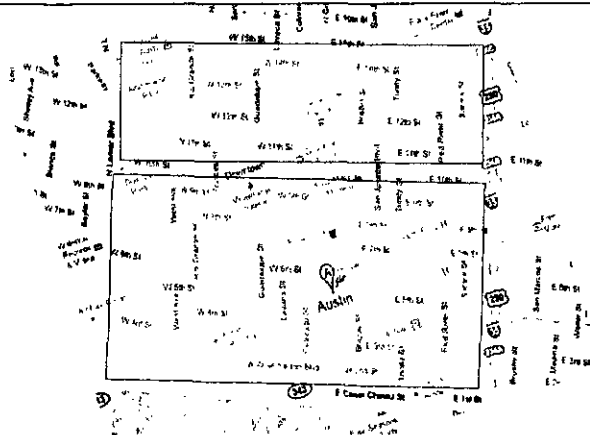
ATD working to **create viable parking options for performers**, and *will continue to work with the Music Commission on this issue.*

Discouraging Impaired Drivers

Those who **leave their vehicle overnight** may **purchase up to 3 hours into the next morning**. For those who did not purchase additional hours, the enterprise will **dismiss citations** for vehicles left overnight **with proof of receipt** for use of alternate modes of transportation.

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• **1,387 free parking spaces available between 10th and 15th streets**



• **78% of the average 10,700 cars parked downtown Friday and Saturday currently pay for parking**

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What Other Cities Experienced

City of Atlanta: Entertainment District

"Complaints went down because motorists were accommodated," Allen Ross, Duncan Solutions 7 a.m. - 10 p.m. M-Sat, Before - 8 a.m. - 6 p.m. M-Fri. (overnight restricted)

City of Denver

Receives moderate complaints about parking; area did not experience reduced economic activity. 8 a.m. - 10 p.m. M-Sat., Before: 8 a.m. - 6 p.m. M-Sat.

Minneapolis: Warehouse District (99% occupancy rate)

"At first some businesses complained, but...people still visited, a high occupancy still occurred, and businesses did not suffer," Tim Drew, Director of Traffic, Parking Services 6 a.m. - 10 p.m. M-Sun, Before - 9 a.m. - 6 p.m. M-F

City of St. Louis: Theatre District

"Parking demand was not sufficient enough to extend meter hours," Andres Boussard, Assistant Treasurer. 8 a.m. - 7 p.m. M-Sat., Before-8 a.m.-10 p.m. M-Sat.

17

Next Steps

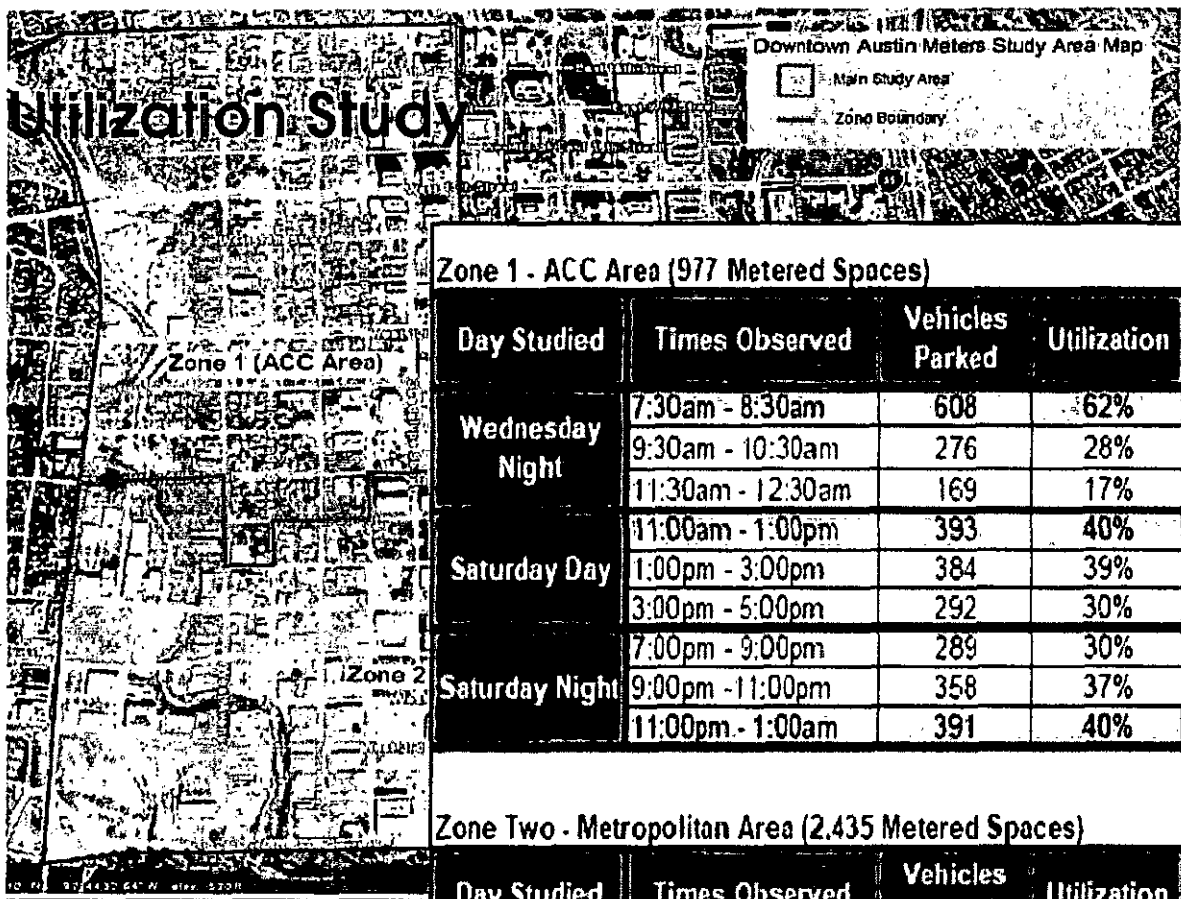
If approved by Council, ATD would implement the new hours in August. In the meantime, staff would continue working to:

- Conduct community outreach/education
- Install temporary wayfinding
- Reevaluate valet and commercial/customer zones
- Hire/train additional parking officers
- Change parking signage on-street and pay stations
- Reconfigure pay station software

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Powers, Gilda

From: Grassfield, Steve
Sent: Monday, February 28, 2011 9:40 AM
To: Powers, Gilda
Subject: Utilization map
Attachments: image001.emz; image003.png



Zone 1 - ACC Area (977 Metered Spaces)

Day Studied	Times Observed	Vehicles Parked	Utilization	Daily Average
Wednesday Night	7:30am - 8:30am	608	62%	36%
	9:30am - 10:30am	276	28%	
	11:30am - 12:30am	169	17%	
Saturday Day	11:00am - 1:00pm	393	40%	36%
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Zone Two - Metropolitan Area (2,435 Metered Spaces)

Day Studied	Times Observed	Vehicles Parked	Utilization	Daily Average
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	3:00pm - 5:00pm	2096	86%	
Saturday Night	7:00pm - 9:00pm	2225	91%	96%
	9:00pm - 11:00pm	2366	97%	
	11:00pm - 1:00am	2419	99%	

1. Gray indicates the peak demand time
2. 85% utilization is considered full capacity

Survey Overview:

We surveyed residents, business owners, and employees in downtown Austin in order to *facilitate conversation on parking*. We listened, and here's what they said...

Q: Is there enough on-street parking for employees and customers?

A: 82 percent say NO

Q: Is there sufficient resident off-street parking for you and guests in the morning and evening ?

A: In the morning: 43.5 percent say not enough

In the evening: 52 percent say not enough

Q: Rate-on street parking both in the morning and evening.

A: In the evening: 91 percent say poor to fair

In the morning: 77 percent say poor to fair

Q: Does valet use too many on-street parking spaces ?

A: 78 percent say YES

Comments:

Permits: Employees and residents downtown should qualify for parking permits to be able to park on street.

Valet: Enforcement of valet's use of street spaces is important

Garages: Ticket validation for garage parking could help. Additional shuttles from centralized garages to destinations or places of employment (bars, UT, etc.) could help.

Perception: *There is no parking available downtown.*

vs.

Reality: There is ample parking available in private garages and lots, separate from on-street parking.

Wayfinding: Wayfinding, signage, and other ways of improving parking awareness would all be worthwhile.

Extended Hours: It's worth considering extending parking hours past 5:30 p.m. on weeknights and weekends...at least on some pay stations.

Revenue: Additional revenue should help downtown--mobility, Great Streets, etc.

2/28/2011

Parking Survey Results

49 Other
547 Work 1
369 Entertainment
349 Dining
286 Special Events

Is downtown parking a problem?

AM 391 Yes, 216 no

PM 483 Yes, 124 no

Rate on-street parking capacity

AM 203 Poor, 270 Fair, 124 Good, 10 Superior

PM 319 Poor, 230 Fair, 51 Good, 7 superior

New meters easier or harder to park?

Yes 82

Neither 460

No 64

New stations increase turnover?

133 Yes

474 No

Near place of employment, how do you typically park

Valet: **595** 0-25%, 8 26-50%, 4 51-75%, 1 76-100%

Garage: 107 0-25%, 53 26-50%, 63 51-75%, **385** 76-100%

Surface Lot: **475** 0-25%, 71 26-50%, 32 51-75%, 31 76-100%

Meter: **432** 0-25%, 96 26-50%, 43 51-75%, 37 76-100%

Bus/taxi/bike walk: **512** 0-25%, 42 26-50%, 20 51-75%, 34 76-100%

How often on-street parking?

1-5 times a week: 189

1-5 times a month: 194

1-5 times a year: 180

Never: 44

Reasonable walking distance:

Yes 453

No 154

Primary motivator for choice of parking:

Cost 181

Security 66

Convenience 271

Other 92

Why not on-street parking?

Too many spaces filled 309

Inconvenient 75

Security 31

Other 200

Downtown after 5p:

On street 220

Garage 238

Valet 27

Surface 67

Don't park 14

Other 45

Is available on-street parking problem after 5p?

Yes 515

No 92

Valet after 5p?

Yes 105

No 502

Rate valet experience (1-5, 5 is best)

1 30

2 25

3 76

4 50

5 11

Does Valet use too many on-street spaces

471 Yes

136 No

Sidewalks quality (1-5)

1 52

2 97

3 224

4 200

5 34

Does downtown street system meet expectations?

1 46

2 125

3 249

4 152
 5 18
 Other 26

Reliable on-street parking for 5
 Yes 383
 No 224

Employees: consider other ways to get to work besides own car?
 Not likely 136
 Not very likely 95
 Neutral 95
 Somewhat 142
 Very 140

Resident access off-street parking for you and guests
 AM Yes 30, No 9, Not enough 30
 PM Yes 21, No 12, Not enough 36

Employers: enough on-street parking for employees and customers
 Yes 23
 No 105

Customers/employees parking problems after 5p or weekends
 Yes 49
 No 33
 Sometimes 50

How long to find a space (excluding valet)
 Weeknights and weekends:
 0-5 minutes 24
 6-10 minutes 37
 11-15 minutes 29
 >15 minutes 39

Weekdays 8:30a-5:30p
 0-5 minutes 29
 6-10 minutes 45
 11-15 minutes 36
 >15 minutes 26

How far to park in street blocks
 0-1 25
 2-3 63
 4-5 37
 >5 7

How long do people park

Weekdays 8:30a-5:30p:

- 30 minutes 8
- 30 minutes-1 hr 21
- 1-3 hrs 54
- 3-6 hrs 45

Weeknights and weekends:

>30 minutes 22

30 min-1 hr 14

1-3 hrs 43

3-6 hrs 40

Overnight 1

Off-street parking for employees?

Yes 82

No 45

Where do employees park

Self-park 25

Private garage 93

Dedicated surface lot 9

Bike/bus/walk 2

Travel incentives (bus passes)?

Yes 7

No 118

Downtown identities:

495 Employees

34 Residents

61 Visitors

18 Owner/operators

Part of downtown most used:

NW 51

SW 321

NE 112

SE 79

Other 45

Affiliations:

Race directors 5

BOMA 8

Chamber 39

DAA 69
 DANA 32
 Parking Lot/Garage Operator 11
 Churches 16
 Hotel/Motel 5
 OWANA 5
 Original Austin NA 2
 Restaurarnt 9
 UT 32
 West Austin Alliance 3
 2nd St 56
 6th St 29

“Other 385”:

- COA
- Resident
- Hyde park neighborhood
- City of Austin
- Tour Company
- Alliance for Public Transportation
- COA employees
- State employees
- State agency
- Texas Division of Housing and Community Affairs
- Musician and Entertainment Alliance
- ACC
- Chestnut Area NA
- Ballet Austin/Arts
- Red River Rockers
- BON?
- RECA
- Business Owner
- SOS
- Congress for New Urbanism
- League of Bicycling Voters
- ADAPT
- Travis County

EXTRA COMMENTS

1. ddd 2. Austin is a very good city but it cannot start down the path to becoming a world class city until it addresses basic functions. For downtown, the most glaring problem is sidewalks and pedestrian accessibility. Parking is generally abundant and affordable, but walking safely and efficiently is a problem. Redevelopment on 2nd shows the possibilities for acceptable pedestrian connections. This must be expanded to all other roads in the downtown core (e.g. 4th and Colorado) to show that being in downtown is being amongst vitality. 3. The downtown parking situation is atrocious. There are never enough spots available, and everyone cites "studies" that conclude there are more than enough downtown parking spaces. Where are these studies??? Downtown lanes should NOT be used up for a downtown urban rail. How will this prevent people from coming downtown? They're still going to drive downtown, and there will be less lanes!!! There need to be surface parking lots available in the convention center overlay district! Parking is a nightmare on Rainey St! 4. Property owners who tear down improvements on their land to create more surface parking create urban blight, but what is there to discourage them from doing so? They get parking income and can still cover their property taxes. Please find a mechanism to discourage this trend. 5. stop taking away free night time space and add more please. 6. Need more parking garages in lieu of surface lots. 7. On-street should be at market rates 24/7 and the resulting revenue should be used for capital projects that are very popular (or very difficult to oppose) with the groups most likely to veto the initiative. e.g. providing accessibility upgrades at key sidewalks (faccessibility community), better signal light timing at 5th/6th street interchange, etc. 8. The homeless shelter being downtown leads to persons selling open meters at night. Very uncomfortable parking downtown at night. 9. Parking for state employees stinks. A parking sticker for the Rusk Garage is merely a hunting permit. the alleys and sidewalks are filthy - blood, human excrement, dead birds, etc. These things stay in the alley behind the State Insurance Annex until they ROT! Homeless people roam the alley and hassle you as you are walking to the parking garages. 10. It sure would be nice to finally get the updated electronic meters around the Capitol Complex. 11. What a waste of good parking space at the State lot across from the Governor's mansion!!!! Two or three vehicles part there every day. How can the State eliminate 100 parking spaces every day for the next two or three years? Why is the City of Austin putting up with this? Doesn't anyone care that when the Legislature is in Session, those of us who work for the State have major problems finding parking? Please request that the State parking lot at Colorado and 11th street be released to State employees as it should be. 12. I wish downtown Austin had the Dillos back. That was perfect for lunch time for employees. If it was the cost, maybe a fee of .25 per ride. I also think downtown could be nicer if it was cleaner. I think Austin is beautiful but the downtown area is sort of run down. I think it could use some polishing up. More parks would be nice too. 13. The developers and City officials have encouraged living downtown, but have not adequately provided the infrastructure for residing downtown, i.e., parking is ridiculous, the dog feces littering our sidewalks and limited green space downtown is abominable. The dog owners that do not pick up after their dogs

should be fined a minimum of \$50-\$100 per occasion. I believe that would be more effective than installing a big statute of dog poop on Lady Bird Lake. It would also generate revenue for the city rather than cost the city money for a useless program. In addition, giving deference to all downtown development by closing off streets and intersections at all hours of the day is inconvenient to all employees working downtown and should be limited to nights and weekends. The inbound/outbound traffic into downtown is atrocious and the stop lights need to be adjusted for traffic flow. There are many days when I sit at the traffic light at 2nd and San Jacinto and there are no cars coming from the east. I think it is an environmental nightmare. I have been a resident of Austin for 30 years and would like to see the city grow in the downtown area, but it needs to concentrate on the infrastructure in order to have a livable downtown area rather than just keeping Austin "weird." In addition, there are many nights we would like to dine downtown, but do not come because of the lack of parking and the homeless people holding you up to park in a parking space. The homeless issue and the dog issue definitely need to be addressed by either the police or city officials. 14. The two lots that are close to my state building fill up by 7:30. That means that employees who work 8-5 park on the street and end up paying the city untold tickets if late to move car due to work. Is there any leeway that could be given to employees that have the state sticker on the back of their vehicles? Meter parking is difficult. 15. There is not enough on-street disabled parking. 16. Parking sucks downtown! 17. Please address the cleanliness of the streets and panhandling, this scene has caused Austin to NOT be selected as a convention destination, and we lose business to other cities. 18. I try to avoid coming downtown due to traffic congestion and unavailability of affordable parking that isn't a garage (I will not park in a garage unless absolutely necessary). As a native and mostly lifelong resident of Austin, it pains me to see how the downtown development has robbed the citizens who live outside the defined DT boundaries of the pleasure of enjoying dining, cultural and entertainment activities because of congestion and cost to come downtown. I used to enjoy the downtown area, but I don't anymore, especially 6th St. east of Congress and around the Convention Center, and I'm sorry for my loss. This city isn't, and shouldn't be, all about the downtown urbanistas and the visitors who are locked into the downtown area for meetings & conventions. 19. useless survey, by forcing answers to all questions I gave bogus answers, not because I wanted to but because the survey requires it. Makes all answers suspect and the results questionable. The only objective - validate the money the city wants to spend on upgrading downtown sidewalks and streets without enhancing quality of life or improving the areas for users like myself. Best option - get rid of the outsourced parking systems, give management of garages over to local facility managers and let them determine best use and operating hours. 20. I do not like the proposed plan to put parking meters in West Campus. This is a bad idea.

2. 21. Need more free parking. What happened to the FREE Parking Garage by Republic Sq. Park? Businesses with parking lots that tow afterhours are doing a serious injustice to our Downtown economy. The concrete is there, why let it go to waste. Lack of Free Parking has led to "flaggers" aka crackheads waving down

drivers to a meter space after 5pm and insinuating that they helped the driver find a free parking space and are therefore entitled to a tip. - I drive away from this situation every time and get upset, because now the free parking space that actually did open up is taxed again. Moreover, this situation is one of the only times I feel vulnerable....random dude standing right outside my window, as I am trying to safely leave my vehicle. Not only does it create an unsafe feeling/situation, bad enough for a local, but it leaves a visitor with a bad impression of our downtown experience. 22. This survey does not adequately address the difference between free weekend parking (wonderful, easy in the day, impossible at night) and weekday business parking (difficult in high-traffic areas). I ride Metro Park and Ride 983/987 on weekdays, and drive on the weekends to take advantage of the free, all-day parking. As a UT student and employee, it is essential to retain this free daytime parking on weekends to access libraries and cultural resources, but I would not object to paid parking after 6 pm Saturdays, as this could also serve to protect the roads from drunk drivers, if a driver must move a car after 3 or 5 hours unless in an all-night lot. 23. Need more sufficient parking for handicap between 11th and Brazos...also downtown streets need to be repaved if construction is done...makes it a hazard for safety walking in cross walks and the pavement is not level for handicap... 24. study Fort Worth downtown use and law enforcement for the Sundance Square area. 25. Our downtown is a mess. Except for working downtown, I find no reason to come. It's unattractive, dirty, dangerous after hours -- and most of the new growth is not in the central core (between 5th and the Capitol. 26. Reliable on street parking for five dollars? That's a bit much unless it is all day parking. More on street parking and more public parking garages would always be welcome, but a five dollar flat fee is too much for on street parking, it needs more price granularity. 27. We need less parking and more of a pedestrian experience downtown (better, clean sidewalks, use the great streets program like 2nd street) We should have free downtown bus fair like is offered in Portland OR. No more surface parking should be created or allowed. 28. The problems parking downtown continue to grow increasingly frustrating at ALL hours of day and evening. Spaces that were once free have become metered spaces; spaces that were previously metered have become private (valet, NO PARKING, etc.). While I appreciate that residents and wealthy folks visiting downtown have no problem paying \$5-12 for parking spaces, other folks are having an extremely difficult time affording to park downtown. Without the Metro Rail (which is a solution we DESPERATELY need to FIX!!!!!! Sooner the better), the City of Austin has removed travel options for many of us. The result is an increasingly gentrified country club downtown that only the wealthy and privileged can afford to visit. 29. Law enforcement needs to work with us a little better after the bars close. Too often we are not allowed to access the back alleys to load out after bars close until after the 3am sweep. 30. Above question makes no sense. 31. The area around 10th & Colorado is especially bad since the fire bombing of the Gov.'s Mansion. State workers in the EO Thompson bldg. had very little parking to begin with. Now, it's nearly impossible. I was happy with the new meters at first, until more city meters were taken away for private use. That & the fact that city workers have been using state employee parking lots when

- they come around for meetings is pretty frustrating. 32. None 33. Allowing less parking to be built than was/is needed was/is a stupid idea. No one will sacrifice the efficiency of a private automobile to ride a frickin' bus and only a fool would attend an event downtown if the same event could be had outside the congested, inconvenient and confusing downtown area with its one-way streets, homeless people, stoplights on every corner, sardine-can retailers trying to make ends meet in an area where rents are too high to make business feasible, etc., etc., etc. 34. I work downtown for a state agency and parking is a nightmare. Loss of the parking lot adjacent to the Governor's Mansion made a bad situation worse, forcing many state employees to have to find street parking. Our agency's ability to interact with the public constituents we serve is also severely impaired as on-street parking options are extremely limited. I've tried public transportation, but that was not a viable option. I (not my employer) now pay an expensive monthly fee so I can assure the ability to park in a garage and do my job. I hate the expense, but I believe it is better in terms of my overall well-being and good health. The parking situation downtown is simply too stressful to be worth it. I park in my garage for events that take place after 5:00 too. Otherwise, my husband and I would never come downtown for entertainment purposes. Parking downtown in the evenings is unsafe, difficult to find and expensive. I think the only people that can truly enjoy being downtown are those wealthy enough to live in a downtown high rise so they don't have to deal with parking. 35. why not try incentivising (sp?) the garage owners to allow parking at a discounted rate (\$3) to be used to maintain a safe and clean environment. Security guards in golf carts, street sweepers etc... instead of installing new parking meters that encourage overspending for parking. Shameful. That money could've and should've been spent to create jobs here in Austin. 36. There is an increasing lack of public parking in the Rainey Street District. This will get worse as Waller Creek Develops. 37. Austin needs additional parking garages in the entire downtown area from Barton Springs to MLK, and as many additional on street parking spaces as possible. Instead, on street parking spaces have been disappearing at an alarming rate and no substitute, satisfactory or otherwise, replaces those lost. Nueces has the most on street parking available in a convenient area, and this appears to be threatened. On street parking, for an unknown reason, has disappeared from a large section of 9th street and Congress. 38. REMOVE the no-parking garage overlay near the convention center!!!! more parking makes more conventioners happy which meets more conventions and more visits to austin. 39. I bus to work and that works very well for my job. However, the bus doesn't work well when I go out to eat or go downtown for fun because the buses run less frequently and I don't want to stand on the dark street corner. I usually carpool for entertainment activities downtown and budget funds to park in a garage. I think there is plenty of parking downtown, but not enough public transit. 40. I think that there is plenty of parking in downtown but to many the perception is that there is not parking, only because they want to park free everywhere all the time. Better parking signage is needed.
3. 41. The new pay meters are confusing for out-of-towners and poorly marked. The stickers often leave goo on the windshield and it seems like a waste of paper. If it's too expensive to improve the pay meters themselves, can we at least get better

stickers? 42. What makes me the most mad about street parking for my guests is that it is already tight and already my guests have a hard time finding street parking near my building after 5pm. And then to add to it now those Car 2 Go cars have taken many spots. I'm fine with it as long as they park in their designated spots but all the time now I'm seeing those little cars take regular spots. If we can't park in their spots then they should not be allowed to park in our spots! Why do they get designated spots that take parking out of the general pool if they are not even using them?! 43. Install sidewalks on every street where they do not yet exist. 44. There really are not enough lots for state employees. Since we lost the lot across from the Governor's mansion and all the pay parking garages are full it is very hard to find a spot and afford to work downtown. 45. Question structure: #27 Where do your employees park? Self-Park Private Garage Dedicated Surface Lot No Parking (Bike/bus/walk) Actual answer is all of the above, but it only allows me to select one. Also, combining Weeknights after 5:30pm and all day weekends is misleading. Unless there is an event (i.e., marathon, festival) downtown parking during weekend days is not too difficult. However, everyday after 5 pm it can be challenging, so you may be getting mixed answers there. The question about the valet is unclear. I've had multiple valet experiences and don't understand the question rating that experience. It seems out of place and irrelevant. 46. We need metered parking 24/7 around entertainment districts. Profits should be used to improve sidewalks and streetscapes. 47. I live and work downtown 48. It is frustrating that the city is losing so much street parking to valet services, car2go, etc. There are times I skip going downtown at all after 5pm because parking is difficult or expensive. In addition, if the city chooses to designate a street to "bikes only" it will increase this problem. 49. QUESTIONS 4 AND 5 DO NOT APPLY TO ME, BUT I WERE "REQUIRED" FIELDS WITH NO OPTION FOR "DOES NOT APPLY." I CAN'T BELIEVE YOU LEFT A MAJOR DOWNTOWN EMPLOYER, THE STATE, OFF YOUR LIST FOR ITEM 31. HOW CAN YOU PROPERLY PLAN W/O ACKNOWLEDGING THIS HUGE EMPLOYER? 50. The pay systems are much more convenient and user friendly than the meters. Nighttime is a big problem because of safety concerns walking to and from your car, as well as vehicle break ins. 51. I think the new meter system is an improvement as one can use credit cards and they are less unsightly. Don't like the panhandlers and street people who hang out but that seems to have lessened lately. I generally don't travel to downtown for activities other than work because of the parking situation. As a mobility challenged person, I can't walk very far so parking a few blocks from my destination is not an option, consequently, I just avoid downtown altogether. I am very, very grateful that one can park for free with a handicapped designation on one's car. When weather allows, I ride my moto to work and park in the garage under my place of employment. Thank you for being concerned about the residents of Austin. 52. it would be nice to keep pet owners from allowing their animals to crap on or near the sidewalks. It smells bad and people are tracking it all over because they step in it. 53. You need to survey traffic issues - bicycle traffic is problematic. What volume of fines has the city levied bicyclists for their obvious disregard of traffic rules and signage during the past year? 54. We are a

- state agency. All employees are provided with on-site parking or parking in a state-owned garage one block away. Some employees, because they drive larger vehicles or for other reasons, choose to park on the street instead. 20% of our employees ride the bus to work and one may ride the train when it begins operation. 55. I have been a patron of downtown Austin in the evenings for at least 10 years. In the last few, the problem of valet parking has become worse. On-street parking has become a scarcity because of the increase of valet parking. Valets should have their own parking garage and let the residents/taxpayers have access to on-street parking. Enough is enough. 56. As a life long Austin Resident, I only tolerate working in downtown Austin. The parking, safety concerns and lack of cleanliness of sidewalks keep me from returning to the area in the evening and weekends. I only venture downtown for special events. I also think that the city did not and does not consider the impact of people living downtown. In addition those who walk pets do not pick up the animal droppings which are sometimes left on the sidewalk. I prefer to keep myself and my money in North Austin. 57. Extend the time meters are valid until 8PM to encourage parking turnover and start charging on Saturdays like nearly every other larger city in the USA. 58. Question #20 is a bad question. I have access to off-street parking for me but not our guests. Question #29 is a bad question. I live and work downtown. 59. Parking is mainly an issue when needing to do a quick run in to a store or restaurant to pick something up. There is not parking near the destination. That said, I would prefer more and more convenient garages (replace surface lots with garages) and eliminate most street parking. This would enable better and wider sidewalks, dedicated bus and bike lanes. 60. I think on-street parking is sufficiently plentiful. It's hard to find at night, but that's understandable and I would not want to expand the supply of on-street parking just to meet that need. That need should be met through valet and garage parking. The greatest improvements we could make for Downtown parking would be: (1) increase the availability of private parking garages to the public, especially during non-work hours; (2) improve the signage system so that garages are easier to find and provide "real time" information on availability of spaces in garages.
4. This is a bad survey because it forces you to answer questions that don't apply to you! If you leave the blue boxes blank, it makes you fill them in! Please insert a "none of the above" or equivalent. Also, not enough room to discuss the option of cycling! Thanks for listening. 62. More daytime public parking is needed and more after hours short term parking for our patrons who typically only stay at our business for 1 to 2 hours. It's hard to pay \$7 or \$10 dollars for an hour. 63. Parking downtown is no problem - IF you pay for a garage or pay to valet. Street parking is usually filled during the day, but there is usually a better chance of finding a spot on the curb at night. There are streets and large sections of downtown that are too risky to park on, or walk on, after-hours. You hear about auto break ins, and read about assaults in the paper and it makes that pay garage or valet seem the smarter choice. It's gotten worse, so I come downtown at night less often now. 64. 1) I know this survey is about parking, but many parking and TRAFFIC issues could be resolved if we had light rail where people living outside of downtown could commute in/out. I would easily give up driving down

Mopac to get to work if I could take a train from MoPac/2222 close to where I live. Although I have a 6 mile drive to work which takes me 10-15 minutes with minimal traffic, taking the bus that same distance with all its transfers would take close to 90 minutes. That's pretty crazy when a train would be much faster and take at least my car off the roadway. 2) I think the COA should also do a survey on PARKS & create a DOG PARK downtown for all the new urbanites. I love dogs and see so many of them being walked downtown for bathroom breaks and its sad that people only have patches of grass for them to use by sidewalks. There's no way people could cross Chavez with their dog to get to a green space at "Town Lake" with all the crazy/speeding/impatient drivers bursting from light to light. Soooo, why not convert that eyesore of a pay surface lot at 4th/3rd-Guad/San Antonio next to Republic Square as a dog park or a green space for dogs? That lot could be a 4 story underground parking garage with the ground level being a green space for dogs/people. It would be better than building yet another museum in Austin or some fake ridiculous Dallas-business transplant that isn't even "Austin." Downtown dogs need help too and people could socialize with their pets in a real dog friendly space that could also double as an underground parking garage and liven the urban living-thing that the COA is pushing so well. Otherwise, Austin will look like downtown Dallas. Dogs have no place to "go" downtown, other than sidewalk grass and to dodge all the crazy/speeding drivers who blow lights/corners getting from one block to the next. 65. Valet parking takes up an unnecessary amount of on-street spaces. I see valet as the most problematic element of downtown parking because the spaces should be public, but are being bought by private businesses. Patrons of businesses who do not use valet parking are forced to look for parking anywhere they can find it. It is fine to provide valet parking; I understand its appeal on the business side of things, but it also takes up too much on-street parking for people who do not want to pay to park. Businesses should not own the street. 66. I hate paying for parking, but will pay to park in areas in which I do not feel confidently safe (e.g., close to Red River and anything). 90% of the time, I will park at my office building at 3rd & Guadalupe and walk to my destination, rather than drive in search of a free (\$) and available spot. It's faster than searching for a spot, does not cost me anything, and I feel safer. 67. build more parking garages please! 68. Have to walk a block from parking garage to building every day. MANY downtown condo and apt. residents allow their dogs to relieve themselves on the sidewalks and grass by the sidewalks and don't bother to pick it up. It's a smelly, nasty trip around and over the piles and puddles just to get to work every day. 69. Any changes should have the least monetary effect on everyone due to the poor economy. I also feel that Colorado Street between 10th and 11th Streets should remain open contrary to the wishes of Governor Perry. Also, the parking lot east of the Governor's Mansion should remain open to employees and visitors after hours. 70. I feel that there should NOT be any valet parking. The valet employees do not obey parking laws and are dangerous when moving vehicles. I also feel that the pay surface lots should be improved by building CITY OWNED parking garages. This would bring in additional revenue for the city from monthly/yearly parking permits and daily parking fees. With the increase of overpriced housing in

the downtown area the need for parking has risen but the space for parking has stayed the same. There also needs to be more parking enforcement during the evening hours to increase revenue. Parking enforcement management and municipal court officers need to be tougher on parking violators to make sure they are not repeat offenders. Too many people get out of parking tickets because they can call up the parking enforcement office, speak to a supervisor and complain about the ticket. If parking enforcement was able to do their job without management tying their hands, then more people would receive violations and the results would be a better parking situation in Downtown. 71. Keep plugging at more and better parking. 72. The survey had several questions for which the answer might well be, It depends. I also think you ought to have asked an age range for the respondents; I would have answered differently in my 20s or 40s than I do now at 60. 73. Reduce valet parking operations. They take up too many spaces paid for by my tax dollars. 74. No shortage of parking but infrequent visitors to downtown are intimidated by parking uncertainty - i.e. what downtown garages are open for public parking and what is cost going to be. Need uniform system with recognizable logo for parking open to public so people know that they can park there and that a standard rate will be charged. 75. Many of these questions completely miss the point. Most of them assume that the solution to our problems is to better accommodate automobiles, whereas the only sustainable solution is to improve the quality of alternate means of transportation (such as bus, rail, and bike). 76. On-street parking should not be free at night. There should be long-term pay parking on streets at night that is more in-line with garage parking. Revenue raised should go to street and sidewalk improvements, or possibly larger transportation projects (streetcar, light rail, etc). 77. This may just be the worst designed survey I've ever taken. Answering some of these questions correctly misses the intent because of the poor way it was asked or options for answers. Trying to draw conclusions from this would be a waste of time at best and erroneous at worst. Lastly - this could not have been a more circuitous way of finding out that the survey existed at all...and had an extremely short deadline. This is extremely disappointing. 78. poorly constructed survey. Some questions were required even though they were inapplicable. 79. 1 - The "15 Minute Parking At Any Time" spaces should either be removed completely or converted to specific hours (i.e. 7 a.m. - 7 p.m., Monday - Friday). I'm not sure why we need 15 minute parking at 2 a.m. 2 - On-street parking is vitally important for both Downtown businesses, Austin residents, and visitors from out of town. The availability of on-street parking signifies to people that Downtown is accessible. Any proposals to modify the availability of on-street parking should include an assessment of how many spaces may be removed or added as a result of the proposal. 80. the city is obviously trying to make as much money as possible with the parking situation while trying to appease businesses - just more nickel and diming

5. Parking problems seem to be increasing in the Rainey St neighborhood since the opening of the Lustre Pearl and Clive Bars. 82. Some of the questions are very biased 83. You should charge for on street parking in the evenings. As it is, it is first come, first served, and there is no turnover. The lost revenues are huge, and

should be collected and used for downtown amenities, and to address downtown problems such as cleanliness. 84. the addition of parking garages like the city garage by the convention center would be great. However the ground floor must be retail/mix use. 85. The #1 problem I have with the streets in downtown Austin is the constant half-ass construction. It seems they are always tearing up roads just to fill them in again, to keep all the workers busy. Downtown road maintenance projects seem to always leave the road in worse condition than before. The recent work around the Driskill hotel, for example... the road is all bumpy and crappy now. This is actually dangerous for motorcyclists. Somebody please teach these work crews how to pave/patch a road smoothly. 86. The traffic in the area of Red River and Davis and Rainey street is a nightmare. The patrons to the new bars in area do not realize that Red River dead ends. Traffic routinely winds up trying turn around or park in the driveway of the Villas of Town Lake and the Shores shared entrance. This is another another nightmare. We're just waiting for a serious accident. We need more traffic control and signage. No sidewalks or lighting on Davis and Rainey make that an obstacle course for pedestrians. 87. I would like to see the city lift its restriction on building public parking garages in the Convention Center overlay district. 88. You should have had the rail up and running 5 years ago.....we need other options in Austin, i35 has been outgrown 10 years ago and its only going to get worse.....make a reliable accessible rail system even if it has to be underground!!! Do something! 89. - define 'parking turnover'; didn't know how to answer that question. - some questions were not relevant based on responses to previous questions - answered poorly to many questions because i work downtown and park in a free state garage provided by my employer. we can park there free off-hours as well. 90. With regard to side walk cleanliness, it would be really nice if something could be done about the sidewalks at Guadalupe and 3rd Street, the residents in the condos/apartments across the street use the side walks, grass and shoulders to allow their dogs to poop. Most days there is poop on the side walks for state employees and others to step in. In the little bit of grass to the shoulder of the sidewalk it is literally full of dog poop, no scooping the poop, just piles of it all along the grass and side walks. It's very unpleasant and a health hazard. 91. I come downtown, work, and leave. If the parking were better or the main library was closer to my work, I would use the main library. 92. I miss the parking meters!! ;-) I've noticed that valet spaces are taking up much more, it seems to me, of the free spaces along the street. I do appreciate the "free" parking after hours in the 2 TDI garages ... only a few times per year that it's not available, such as ACL. thanks :-)

93. More should be done regarding lighting, used of parking garages/conversion of surface lots to garage lots with the added benefit of solar panels for the roof tops and sides of the garage. Greater emphasis on security 94. Most of my parking needs are between Guadalupe and I-35 by the Capital and 10th to Lady Bird Lake. Its a real zoo even when Legislature is out. For evening events there is a small window after working hours and before 6:30 you can find a spot or two on Congress. I think its disgusting to charge after working hours. Thats some incentive to support the downtown area 95. Austin sidewalks are dirty and uneven compared to Dallas and Houston downtown and university areas.

When walking near the vicinity of Republic Park, one can see and sometimes smell animal feces on the ground - pretty disgusting. 96. You should provide a response choice of not applicable for those questions that may not be applicable to everyone. I generally use a parking garage because I have a reserved parking space. I usually walk to the eating establishments or use a drive through because parking is a problem. I have not used the new parking meters, so I have no way of knowing if they impact anything. 97. On street parking during the evening should be metered just as it is during the day with a longer time allowed. 98. I think that the parking is overall good however security concerns with panhandlers and pushy activists makes for an uncomfortable downtown experience. Also problems with overnight/ loading trucks blocking people in. 99. If my bus expense was subsidized, I would ride the bus to work every day. 100. Street resurfacing is needed because of all the construction around 3rd & Guadalupe. The increase in residents and dogs around 3rd & Guad., there is an increase of poop on the sidewalks because of laziness on the part of dog owners. Owners use the grass around the parking lot on northwest corner of Guadalupe.

6. The 2nd street renovation is excellent but is marred by the downtown residences that allow their pets to defecate in the little grassy areas or even sadly on the sidewalk. More needs to be done about this problem. I feel for the people who park around the block of Guadalupe/San Antonio/4th/3rd streets at night because of the landmines left by irresponsible pet owners. For out-of-towners, this does not bode well for the cleanliness of our town. 102. The closure of the governors mansion lot was a huge impact to our parking. This lot remains closed and unused. It seems absurd that employees should have to spend 15 minutes walking from garages far away when the lot is not even being used for the reconstruction of the building. Often times there is a trailer and no more than 5 cars in the entire lot. 103. The closest parking garage to my work is 4 blocks away. Generally on a nice day and with no traffic problems, parking that far away isn't an issue. But sometimes you get here late or you have an appointment or for other reasons you need to park on the street. It is hard to find parking, finding change for the meter is difficult and the time limit doesn't allow for long hours. 104. Need more accessible parking for wheelchair lift vehicles and fix sidewalks in the area--there are gaps and holes and dead-ends without curb ramps. 105. I avoid being in downtown Austin after I leave work. I have no interest in any of the activities in downtown Austin. If I could work from home ever day I would not go into Austin at all. I moved out of Austin after 6 months of watching the city council's activities. With the addition of the condos near my employment the walk to and from the garage stinks due to the dog owners who are not responsible and do not clean up after their animals. To say the walk reeks is to put it mildly. 106. This is a useful survey. I hope that the responsibility to power wash sidewalks is assumed by business owners/residents or the city. This is particularly true of the sidewalks on Fourth and Sixth between Guadalupe and I-35; they are filthy. 107. For the most part, I don't think parking here is a problem. During the day, I park in a surface lot at my place of work, and if I need to visit other parts of downtown, I never have trouble finding metered parking; at night, I tuck it into a garage and never have to walk more than a few blocks. I appreciate that parking in Austin is

- reasonably priced (\$5-8 for a lot or a garage) so I don't mind paying when I use it on nights/weekends. I think residents who want ample and free parking have unrealistic expectations. If the city can continue to provide a good supply of parking and a variety of parking choices at reasonable prices, I think the system works. 108. Parking has always been a problem. It's really a great idea and must continue for the new buildings in downtown area to build garages below the buildings. 109. not a very good survey, confusing and unclear 110. Please repair the streets in downtown Austin. My neighborhood streets are paved with the rocks too often. Downtown streets are horrible. I have tripped numerous times because of uneven pavement or potholes. 111. Parking stations are confusing and hard to understand for out-of-towners. I received a ticket when I came to Austin to interview. There was NO explanation in my vicinity at Guadalupe and 4th. I had no idea what a parking station was and no signage that explained. BAD 112. Please place more bags around downtown for people with dogs. The sidewalks have become soiled with dog excrement. 113. put more trash cans and dog poop bag stations!!!!!!!!!!!!!!!!!!!!!! 114. with the new meters,the cars are not parked within the lines(if there are lines) Space is lost 115. too many handicap users parking all day long just to avoid parking in the garage. need to verify user is owner of tags... 116. The new meters are fine, but the spaces are not defined adequately so not as many cars can park. I think portions of Downtown should be converted to pedestrian only. 117. I think there needs to be more free downtown parking. 118. An area that is not on this survey but sorely needs to be addressed is how parking and traffic is controlled during either large events(ACL) or when multiple events are held at the same time...the last time I tried to attend an event at the convention center on a weekend, it tooks over 45 minutes to navigate 10 blocks.. by navigate I mean that I had to drive from starting at 2nd & lavaca - to north of the capital and then down the feeder road of I35.. this after being stuck in an endless "you can only turn left" loop downtown.... this was a weekend with multiple events going on... since that time I've done everything I could to avoid downtown like the plague. Like I said at the start.. this is an area that austin still needs to address... along with errant bicycles riders who rant about sharing the road but refuse to follow the traffic laws. nuf said. 119. I park free in State lot. 120. parking stations w/unmarked spaces promote damage to vehicles front and rear. Please mark the spaces to stop the damage.
7. 121. Your survey is very confusing. I have had to keep submitting the form because I missed something and it did not save my other answers. 122. As a nearly native Austinite since the mid-1970s, we've all seen our city grow into a vibrant metropolis but city planning has been atrocious to handle traffic expansion. *The downtown rail system should've been expanded in the mid-80s* (rather than tearing out the trolley tracks). A big improvement will be the MetroRail project - please don't delay it to expand the lines into downtown unless there are still safety concerns. Also, having outlying bus service to business near ABA would be a huge help (expecially to/from Met Center area) and for these hotels! I work here but can't ride the bus from North Austin (Pavillion) since it would take at least two hours to get to work and back home! In contrast, I can take the Express bus to downtown from Pavillion and get directly to my

destination (Hobby Building) in approximately 35-40 minutes! 123. Parking is getting better somewhat. Usually the problem is finding good inexpensive parking for the Farmer's Market. 124. Parking in Austin is a problem, if they want to make Austin more pedestrian friendly and make it more accessible Austin really, really needs to step up to the plate on its public transportation. Our public transportation is embarrassing. I would take public transportation if it was accessible to my home off of Mount Bonnell Road. There is no bus and I'm sure if there was one b/c it's run by capital metro it would not be time efficient to take the bus. It's the only thing about Austin I really am disappointed in. We should have already taken steps earlier to get public transportation going and that means getting people who could use the system used to the idea of using it. People in Austin are too loyal to their cars and driving, but that could be changed with proper education and starting to make public transportation more accessible and convenient and just out there. 125. I would use the parking more if we could purchase more parking time than the maximum of 3 hour durations. 126. Please eliminate all free street parking. Parking should cost much, much more. Please require no minimum parking for businesses. Please create much more bicycle parking. Please add dedicated bicycle lanes. Please eliminate all free downtown parking. Thank you very much! 127. Pay to Park is ridiculous. As a resident of the City of Austin, I expect there to be free parking downtown at all times if there is not an event going on. I know that many other residents feel the same way about these arrangements. Please remove some of the pay to park stations because most of them are unnecessary. 128. Question 31- is not clear. Why are you asking the respondent to chose a group affiliation

Estimated Parking Occupancy in Evening

	Spaces	Wednesday*	Friday/Saturday*
Surface Lots	4,895	1,566 (32%)	4,014 (82%)
Garages	<u>7,636</u>	<u>1,800 (24%)</u>	<u>4,380 (57%)</u>
Total spaces	12,531	3,366 (27%)	8,394 (67%)

Note: Numbers based on highest usage on the days *.

Estimated Off-Street Parking Spaces Available

Wednesday evenings	9,165
Friday/Saturday evenings	4,137



APPROVED

Regular Meeting Joint Subcommittee of the Urban Transportation Commission and the Downtown Commission

Meeting Minutes

20 December 2010

The Joint Subcommittee of the Urban Transportation Commission and the Downtown Commission convened in a regular meeting on 20, December, 2010 at the One Texas Center Building, located at 505 Barton Spring Road, Suite 800, Austin, Texas.

Joint Subcommittee Members in Attendance:

Richard MacKinnon
Dustin Lanier
Eileen Schaubert
Chris Schorre
Michael McGill

Sub-Committee Members Absent:

None

Staff in Attendance:

Gordon Derr
Steve Grassfield
Leah Fillion

1. CALL TO ORDER

Commissioner MacKinnon, called the meeting to order at 10:15 a.m.

2. CITIZENS COMMUNICATIONS - GENERAL

None

3. NEW BUSINESS

a. Subcommittee Objective and schedule – Discussion and Action

The subcommittee members and staff present discussed the objectives stated in Council Resolution 20101118-056, course of action, and schedule of future meetings. No Action Taken.

b. Review back ground information – Discussion

Staff provided all the back ground information that has been collected up to date. No Action Taken.

4. STAFF AND COMMISSIONERS REPORTS

None

5. FUTURE AGENDA ITEMS

- Pay Station Capabilities

- Parking Survey
- Continue working with objectives and other issues identified by Subcommittee

6. ADJOURNMENT

Commissioner MacKinnon adjourned the meeting at 11:50 a.m. without objection.

Richard MacKinnon, Chair
Joint Subcommittee of the
UTC and Downtown Commission

The City of Austin is committed to compliance with the American with Disabilities Act. Reasonable modifications and equal access to communications will be provided upon request. Meeting locations are planned with wheelchair access. If requiring Sign Language Interpreters or alternative formats, please give notice at least 4 days before the meeting date. Please call Gilda Powers at Austin Transportation Department, at 974-7092, for additional information; TTY users route through Relay Texas at 711.



APPROVED

**Regular Meeting
Joint Subcommittee of the
Urban Transportation Commission and the Downtown Commission**

Meeting Minutes

29 December 2010

The Joint Subcommittee of the Urban Transportation Commission and the Downtown Commission convened in a regular meeting on 29, December, 2010 at the One Texas Center Building, located at 505 Barton Spring Road, Suite 800, Austin, Texas.

Joint Subcommittee Members in Attendance:

Richard MacKinnon
Dustin Lanier
Eileen Schaubert

Sub-Committee Members Absent:

Chris Schorre – Conference Call
Michael McGill –Conference Call

Staff in Attendance:

Gordon Derr
Steve Grassfield
Leah Fillion

1. CALL TO ORDER

Commissioner MacKinnon, called the meeting to order at 10:10 a.m.

2. CITIZENS COMMUNICATIONS - GENERAL

None

3. NEW BUSINESS

a. Pay Station Capabilities - Discussion

The subcommittee heard from staff about the capabilities of the Pay Stations. No Action Taken.

b. Parking Survey – Discussion

The subcommittee discussed the possibility of preparing a survey to obtain additional feedback from the public to expand on the previous survey conducted by ATD staff. No Action Taken.

c. Continue working with objectives and other issues identified by Subcommittee

No Action Taken.

4. STAFF AND COMMISSIONERS REPORTS

None

5. FUTURE AGENDA ITEMS

- Parking garage and surface lot utilization

- Valet Parking
- Continue working with objectives and other issues identified by Subcommittee

6. ADJOURNMENT

Commissioner MacKinnon adjourned the meeting at 11:45 a.m. without objection.

Richard MacKinnon, Chair
Joint Subcommittee of the
UTC and Downtown Commission

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APPROVED

Regular Meeting Joint Subcommittee of the Urban Transportation Commission and the Downtown Commission

Meeting Minutes

04 January 2011

The Joint Subcommittee of the Urban Transportation Commission and the Downtown Commission convened in a regular meeting on 04, January, 2011 at City Hall, Boards and Commissions Room, located at 303 West 2nd Street, Room 1101, Austin, Texas.

Joint Subcommittee Members in Attendance:

Richard MacKinnon
Dustin Lanier
Eileen Schaubert
Michael McGill

Sub-Committee Members Absent:

Chris Schorre – Conference Call

Staff in Attendance:

Gordon Derr
Steve Grassfield
Leah Fillion

1. CALL TO ORDER

Commissioner MacKinnon, called the meeting to order at 10:08 a.m.

2. APPROVAL OF MINUTES

The minutes will be presented at a future meeting.

3. CITIZENS COMMUNICATIONS - GENERAL

None

4. NEW BUSINESS

a. Parking garage and surface lot utilization - Discussion

Four citizens addressed the Subcommittee in favor of the proposed changes. A map was presented by staff with Extended Hours and other proposed changes. The Commissioners discussed the concerns expressed by the citizens and asked staff for input. No action taken.

b. Valet - Discussion

Two citizens addressed the Subcommittee in favor of the proposed changes. After discussion and staff's comments, the Commissioners decided to continue to work on this issue.

c. Continue working with objectives and other issues identified by Subcommittee

Commissioner Schorre submitted a parking survey. The Commissioners asked staff to post the survey online on the City's website to hear comments from citizens.

5. STAFF AND COMMISSIONERS REPORTS

None

6. FUTURE AGENDA ITEMS

- The Subcommittee will hold a Public Hearing on January 11, 2011. The public hearing will be held at City Hall in the Boards and Commissions Room, from 6:00 p.m. to 8:00 p.m. The meeting will take place instead of the regularly scheduled meeting of the Urban Transportation Commission. The object of the meeting is to hear comments about the City's Extended Parking Hours proposal and other parking related issues.

7. ADJOURNMENT

Commissioner MacKinnon adjourned the meeting at 8:10 p.m. without objection.

Richard MacKinnon, Chair
Joint Subcommittee of the
UTC and Downtown Commission

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APPROVED

Regular Meeting Joint Subcommittee of the Urban Transportation Commission and the Downtown Commission

Meeting Minutes

11 January 2011

The Joint Subcommittee of the Urban Transportation Commission and the Downtown Commission convened in a regular meeting on 11, January, 2011 at City Hall, Boards and Commissions Room, located at 303 West 2nd Street, Room 1101, Austin, Texas.

Joint Subcommittee Members in Attendance:

Richard MacKinnon
Dustin Lanier
Eileen Schaubert
Michael McGill
Chris Schorre

Sub-Committee Members Absent:

None

Staff in Attendance:

Gordon Derr
Steve Grassfield
Karla Villalon
Leah Fillion

1. CALL TO ORDER

Commissioner MacKinnon, called the meeting to order at 6:05 p.m.

2. OLD BUSINESS

a. Downtown Parking briefing

Mr. Derr gave a briefing about the Extended Parking Hours proposal and provided the Subcommittee members with detailed information about the policy changes and goals, stakeholder survey results, expected outcomes, and anticipated revenue.

3. CITIZENS COMMUNICATIONS – GENERAL

None

4. PUBLIC HEARING

a. Conduct a Public Hearing to receive public comments on the City's Extended Hours proposal and other Parking related issues.

Commissioner MacKinnon opened the Public Hearing at 6:20 p.m. A total of fourteen citizens signed up to speak. The Public Hearing was closed at 8:04 p.m.

5. STAFF AND COMMISSIONERS REPORTS

a. Parking garage and surface lot utilization – Discussion and Possible Action

Staff presented a map and was asked to revise it for next meeting. The discussion will be continued at the next meeting. No Action taken.

b. Valet Operations - Discussion and Possible Action

Two citizens addressed the subcommittee and asked that Valet operations be evaluated. This item will continue to be discussed at the next meeting. No Action taken.

c. Extended Hours Survey - Discussion and Possible Action

Commissioner Schorre presented the preliminary results of the online survey that was posted after the last meeting and asked staff and Commissioners to review the results contained in over two thousand responses. No Action taken.

d. Continue working with objectives and other issues identified by Subcommittee

The Commissioners discussed the future schedule and a decision was made to meet again on February 2nd to continue the discussion. Commissioner Schorre will brief the Downtown Commission at their next meeting on the items being discussed by the Joint Subcommittee. No Action taken.

e. Extended Hours – Discussion and Possible Action

Mr. Derr again explained the process and added that additional staff will be necessary to implement the Extended Hours and other programs. The discussion will continue at the next meeting in February. No Action taken.

6. ADJOURNMENT

Commissioner MacKinnon adjourned the meeting at 9:35 p.m. without objection.

Richard MacKinnon, Chair
Joint Subcommittee of the
UTC and Downtown Commission

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**Joint Subcommittee of the Urban Transportation Commission and
Downtown Commission Meetings**

- December 20, 2010 – 10:00 a.m.
 - One Texas Center, 505 Barton Springs Road, 8th Floor, Conference Room 8A

- December 29, 2010 – 10:00 a.m.
 - One Texas Center, 505 Barton Springs Road, 8th Floor , Conference Room 8A

- January 4, 2011 – 10:00 a.m.
 - City Hall - 301 West 2nd Street, Boards and Commissions - Room #1001

- January 11, 2011 – 6 p.m.
 - City Hall - 301 West 2nd Street, Boards and Commissions - Room #1001

- February 7, 2011 – 3 p.m.
 - One Texas Center- 505 Barton Springs Road, 8th Floor Large Conference Room- 8A

- February 22, 2011 – 5:30 p.m.
 - One Texas Center- 505 Barton Springs Road, 8th Floor Large Conference Room- 8A

- February 28, 2011 – 12 noon
 - City Hall- 301 W. 2nd Street, Austin, TX 78701 2nd Floor Room- 2016

Downtown Austin Parking Survey – January 2011

A survey of Austin residents and stakeholders about parking issues in downtown Austin.



In November 2010, the Austin City Council authorized the formation of a Joint Subcommittee comprised of members from the Downtown Commission and the Urban Transportation Commission (resolution 20101118-056).

The purpose of the Subcommittee is to gather input on issues related to parking in downtown Austin, specifically those related to a proposal from the City of Austin Transportation Department to:

- Extend parking meter hours of operation in parts of downtown
- Recommendations to start developing a wayfinding signage program.
- Identifying areas of downtown that could benefit from more capacity.

This survey was used to gather information about how parking is utilized by downtown visitors and frequent parkers, and the issues that are important to them. Survey results will be used to provide supporting information and guide recommendations made by the Subcommittee.

Survey period: January 5-18, 2011

Survey participants: 8,482

Survey conducted by:

*Austin Parking Subcommittee.
Members include:*

*Urban Transportation Commission:
Rich MacKinnon (Subcommittee Chair)
Dustin Lanier
Eileen Schaubert*

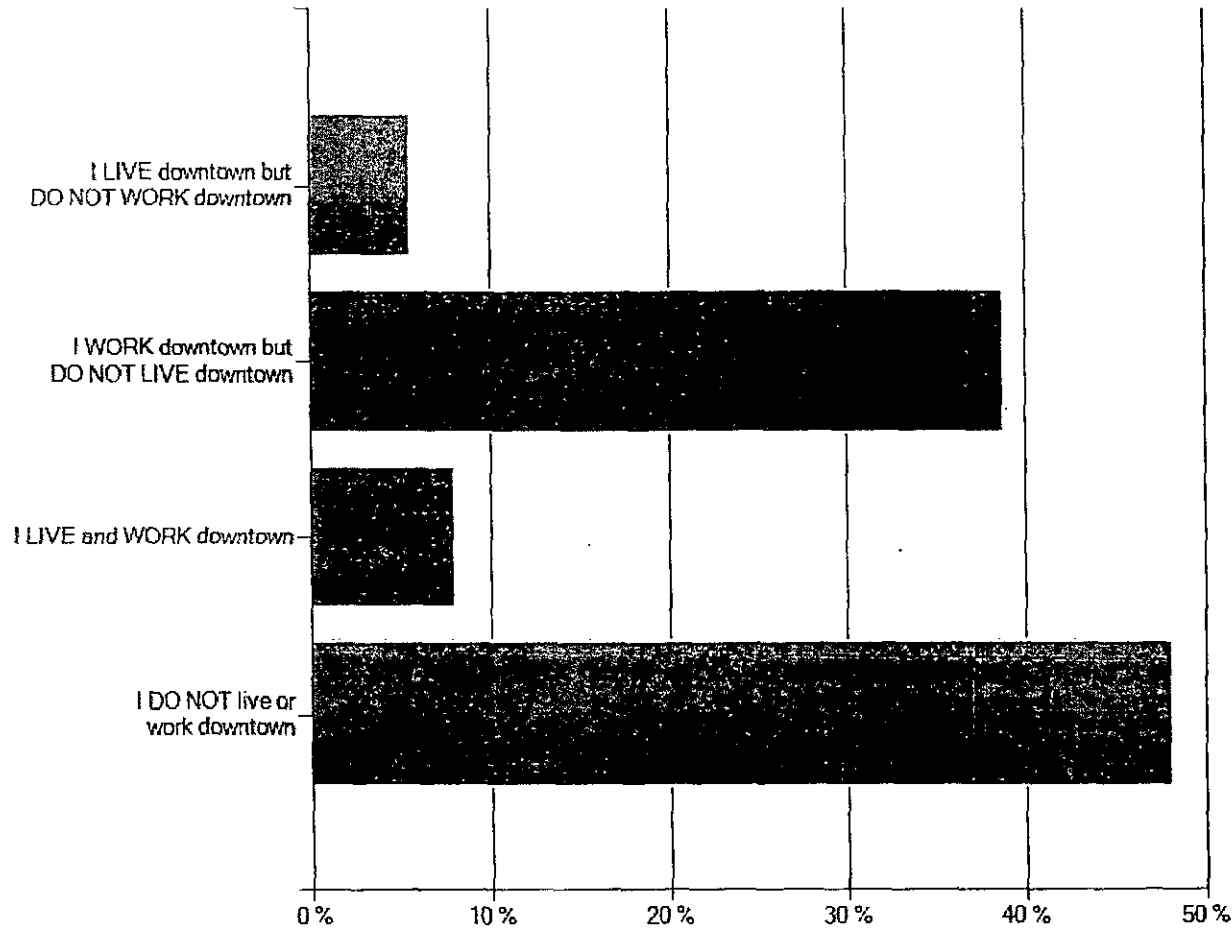
*Downtown Commission
Chris Schorre
Michael McGill*

Conducted in cooperation with:

*City of Austin
Transportation Department*

Downtown Austin Parking Survey – January 2011

Do you live or work in downtown Austin?



Overall:

**48% do not live
or work DT**

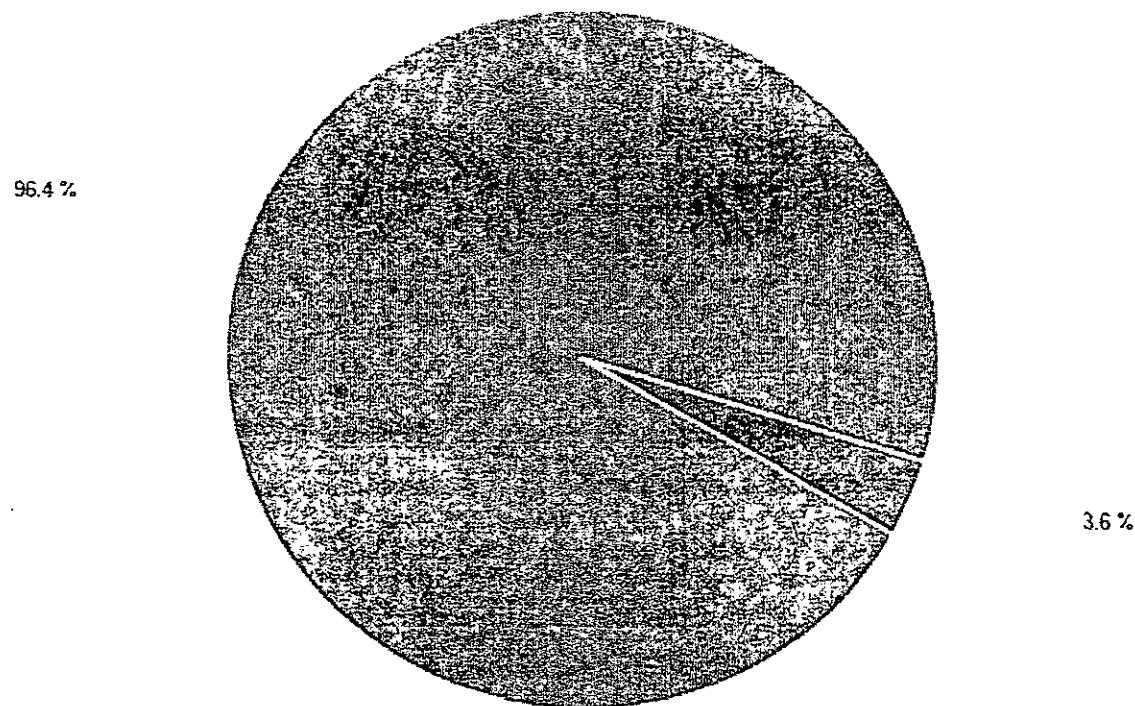
47% work DT

Responses: 8,482

Downtown Austin Parking Survey – January 2011



Have you driven and parked downtown in a private vehicle (excluding car share) during the last 2 months?



YES – 97%

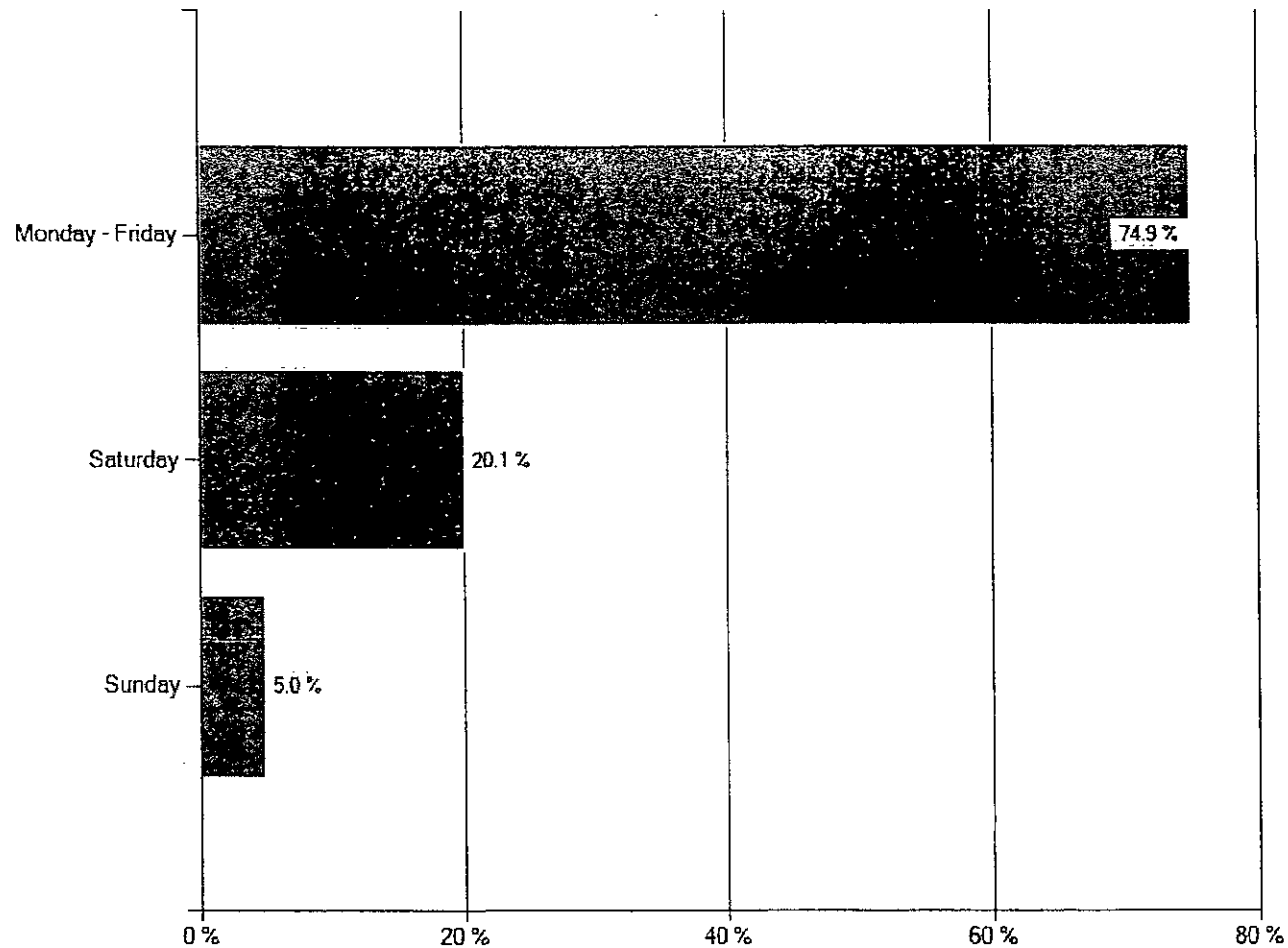
NO – 3%

Only those who answered Yes we asked the next several questions.

Responses: 8,420

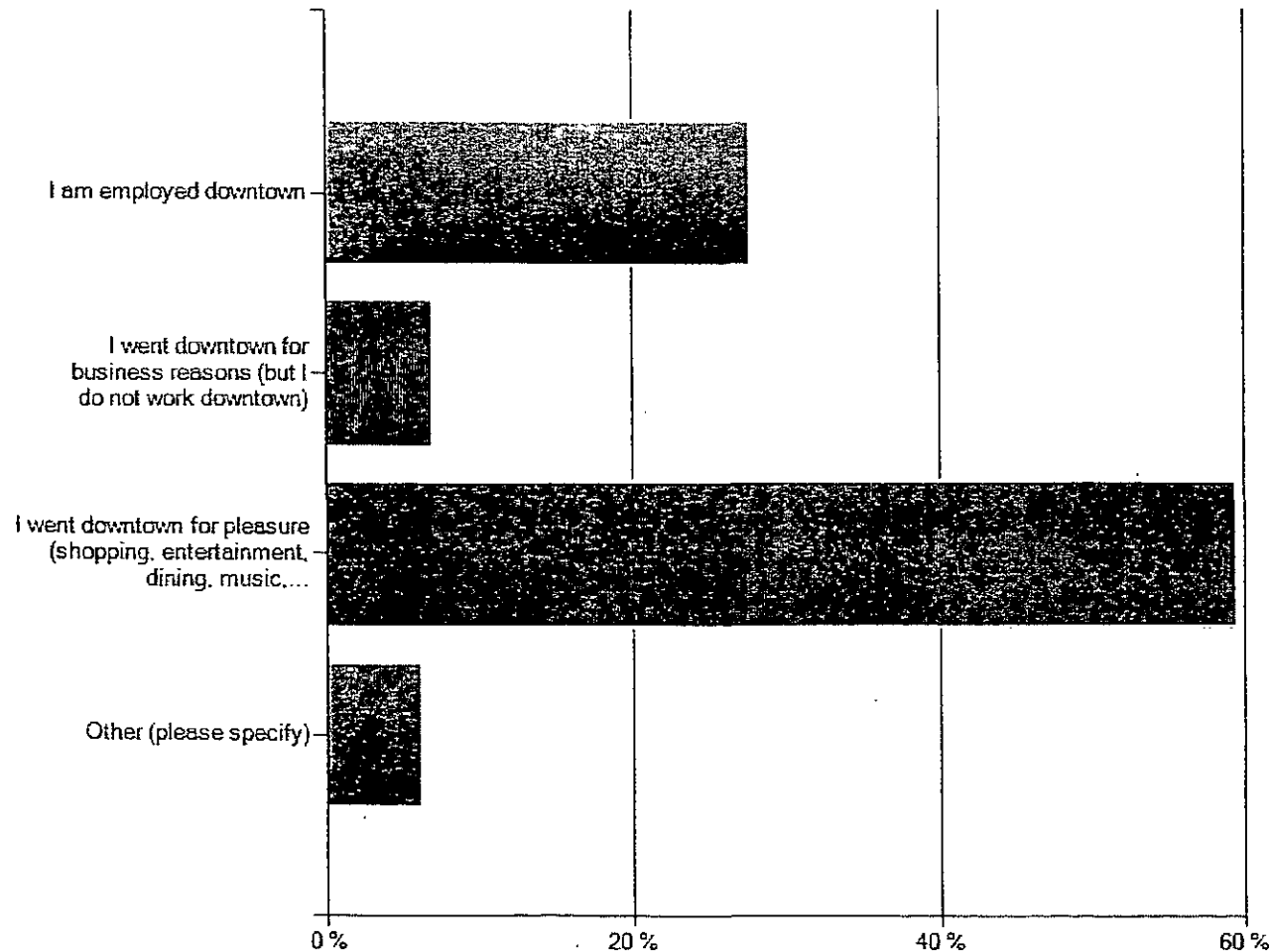
Downtown Austin Parking Survey – January 2011

What day of the week did you make your most recent trip downtown?



Downtown Austin Parking Survey – January 2011

What was the purpose of your most recent trip downtown?



Summary:

Work – 28%

Business – 7%

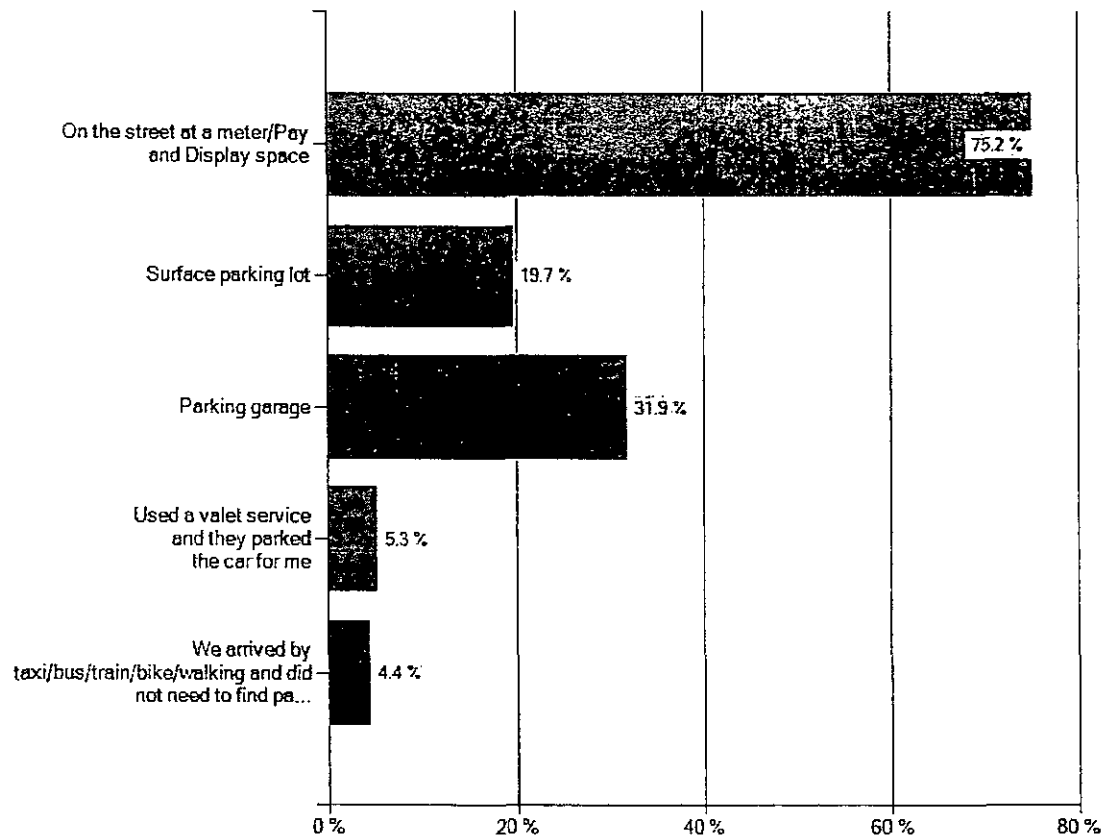
Pleasure – 59%

Other – 6%

Responses: 8,025

Downtown Austin Parking Survey – January 2011

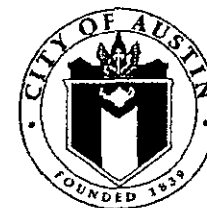
When you came downtown during your most recent trip, where did you or the person who was driving park?



Street – 75%
Surface lot – 20%
Garage – 32%
Valet – 5%
Taxi/bus/walk – 4%

Note: Adds up to more than 100% because approximately 20% of people indicated multiple parking options.

When you came downtown during your most recent trip, where did you or the person who was driving park?



PLEASURE (all)

People who went DT for pleasure and selected only one option for this question

Street – 59%

Garage – 7%

Surface lot - 6%

Valet – 1%

Taxi/bus/walk – 1%

Analysis showed that a significant percentage (25%) of people said they used multiple parking options. Some of these people likely misunderstood the question and chose multiple options for every parking option they have used during multiple trips DT.

PLEASURE (before 5:30)

People who went DT for pleasure and selected only one option for this question

Street – 69%

Garage – 8%

Surface lot - 5%

Valet – 1%

Taxi/bus/walk – 1%

Analysis showed that a significant percentage (18%) of people said they used multiple parking options. Some of these people likely misunderstood the question and chose multiple options for every parking option they have used during multiple trips DT.

PLEASURE (after 5:30)

People who went DT for pleasure and selected only one option for this question

Street – 60%

Garage – 8%

Surface lot - 7%

Valet – 2%

Taxi/bus/walk – 0%

Analysis showed that a significant percentage (23%) of people said they used multiple parking options. Some of these people likely misunderstood the question and chose multiple options for every parking option they have used during multiple trips DT.

When you came downtown during your most recent trip, where did you or the person who was driving park?



WORK (all)

People who work DT
and selected only one
option for this question

Street – 36%

Garage – 34%

Surface lot - 8%

Valet – 0%

Taxi/bus/walk – 1%

Analysis showed that a significant percentage (21%) of people said they used multiple parking options. Some of these people likely misunderstood the question and chose multiple options for every parking option they have used during multiple trips DT.

WORK (before 5:30)

People who work DT
and selected only one
option for this question

Street – 30%

Garage – 41%

Surface lot - 9%

Valet – 0%

Taxi/bus/walk – 0%

Analysis showed that a significant percentage (20%) of people said they used multiple parking options. Some of these people likely misunderstood the question and chose multiple options for every parking option they have used during multiple trips DT.

WORK (after 5:30)

People who work DT
and selected only one
option for this question

Street – 56%

Garage – 6%

Surface lot - 17%

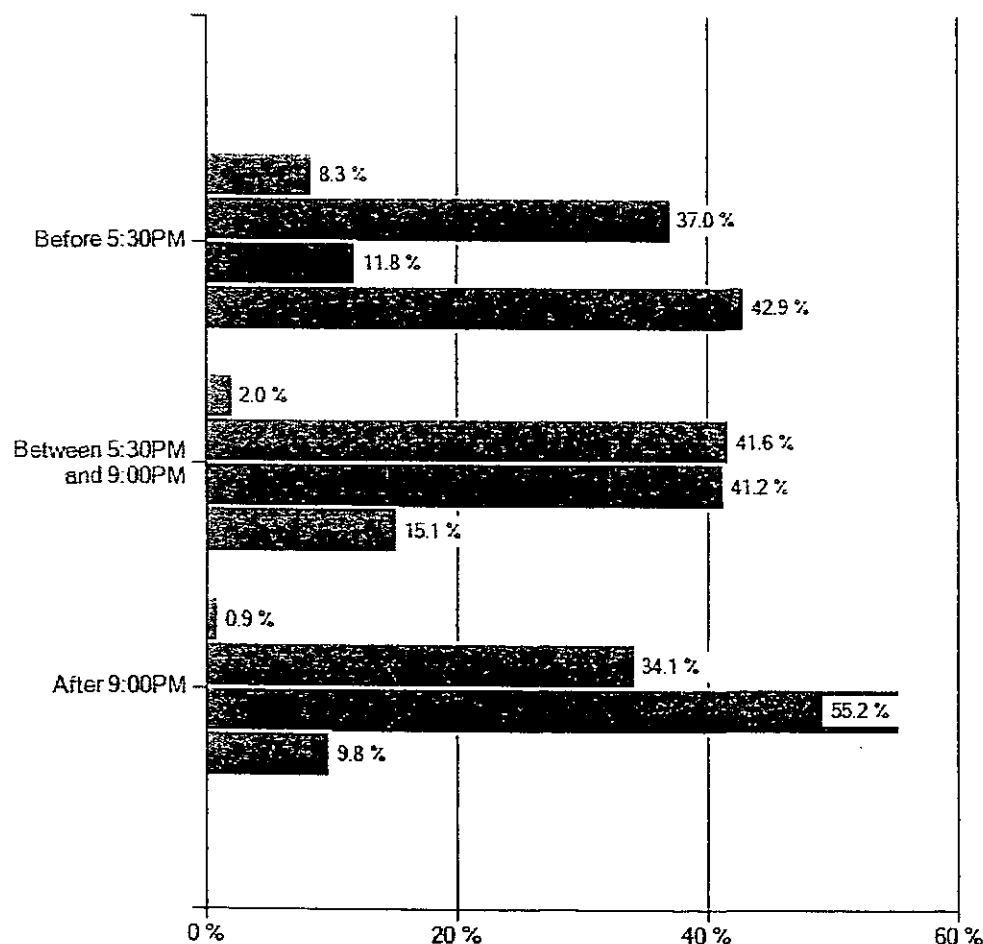
Valet – 1%

Taxi/bus/walk – 0%

Analysis showed that a significant percentage (19%) of people said they used multiple parking options. Some of these people likely misunderstood the question and chose multiple options for every parking option they have used during multiple trips DT.

Downtown Austin Parking Survey – January 2011

What time of day did you ARRIVE during your most recent trip downtown?



Time of arrival:

Before 5:30PM – 43%

5:30-9:00PM – 43%

After 9PM – 13%

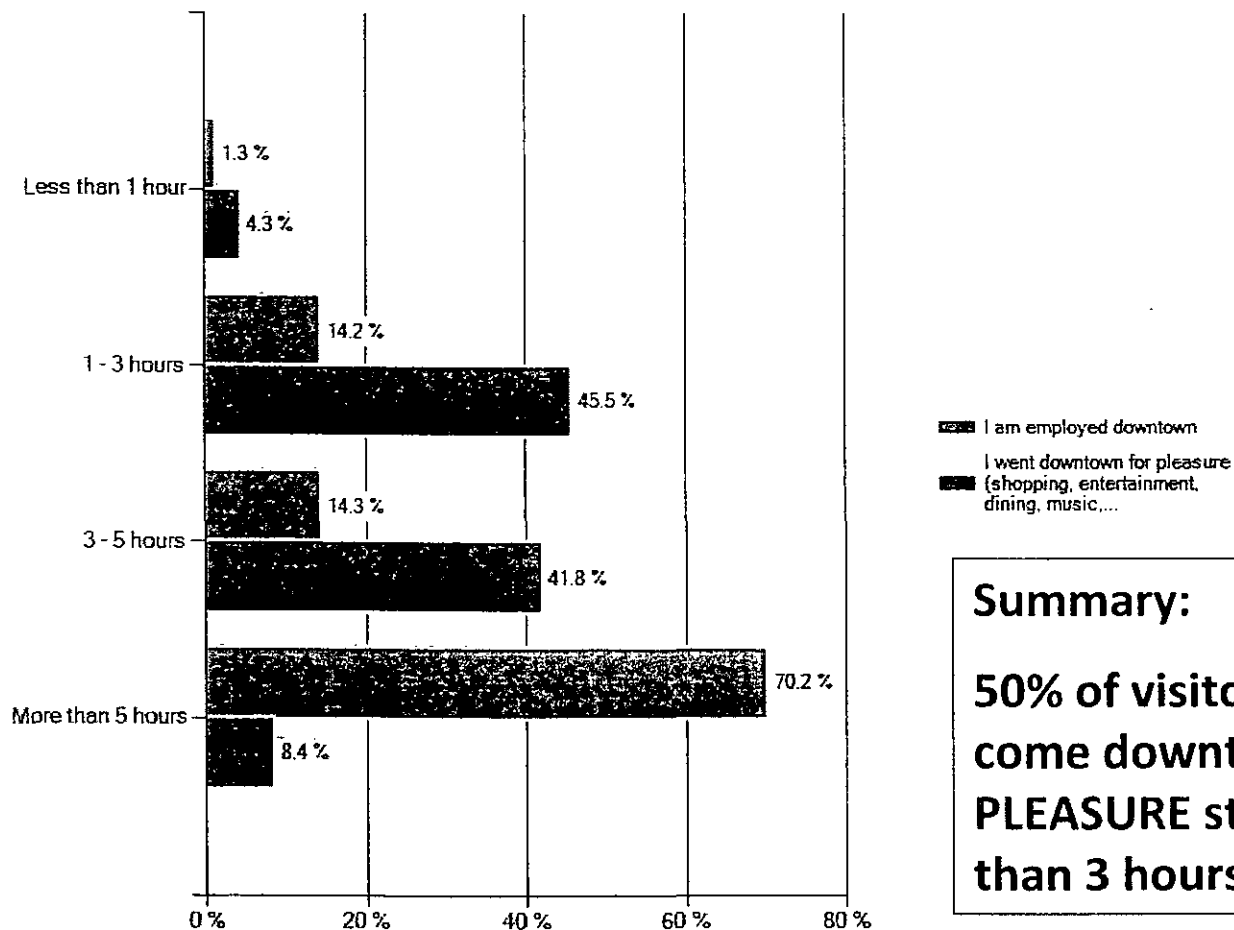
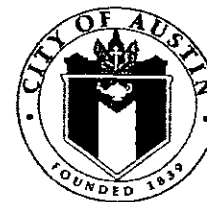
Less than 1 hour
1 - 3 hours
3 - 5 hours
More than 5 hours

**56% of visitors arriving
between 5:30PM-9PM
stay more than 3 hours.**

**65% of those arriving
after 9PM stay more
than 3 hours.**

Downtown Austin Parking Survey – January 2011

How long did you stay on your most recent trip downtown?



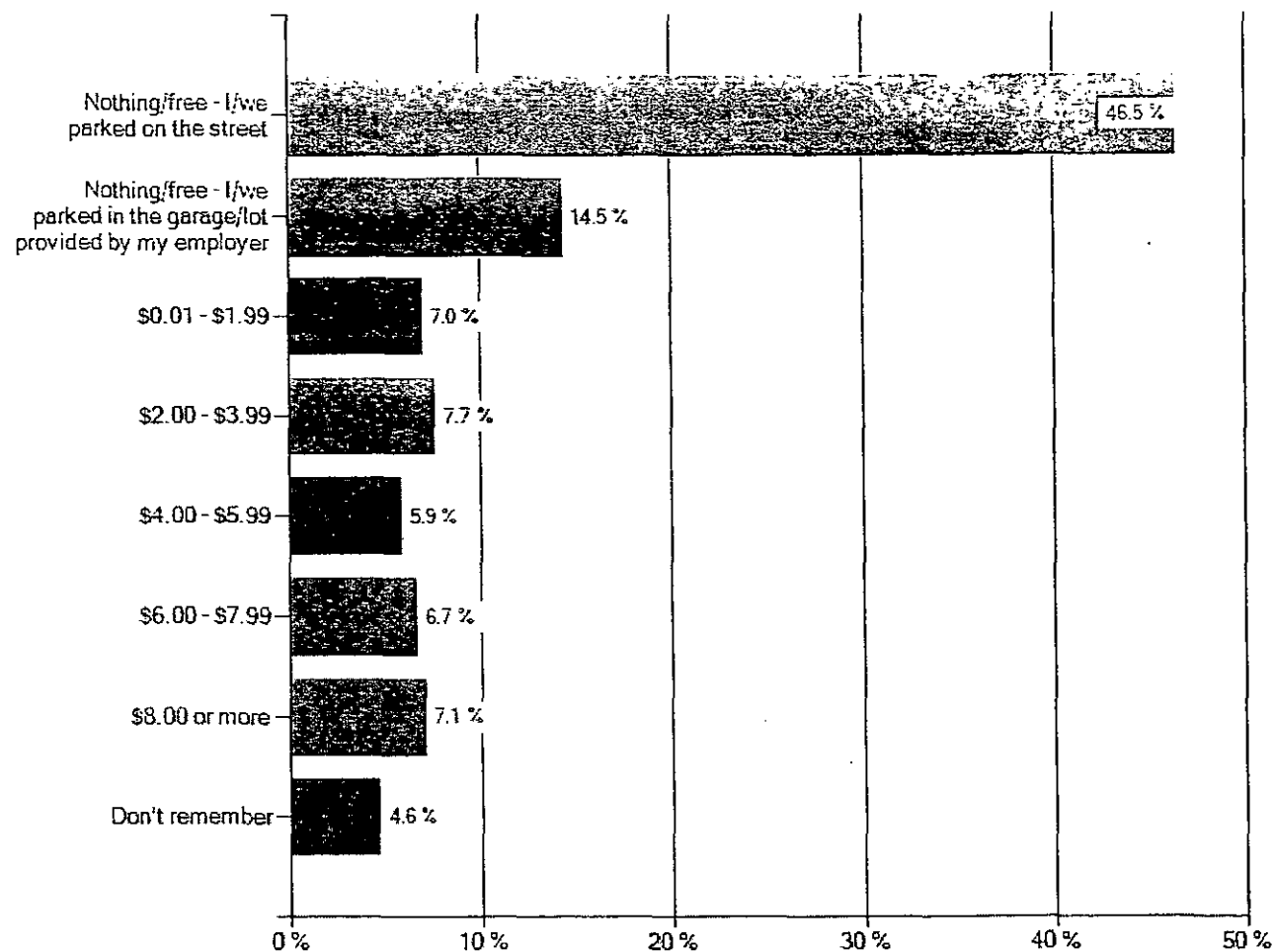
Summary:

50% of visitors who come downtown for PLEASURE stay more than 3 hours.

Downtown Austin Parking Survey – January 2011



How much did you pay to park?

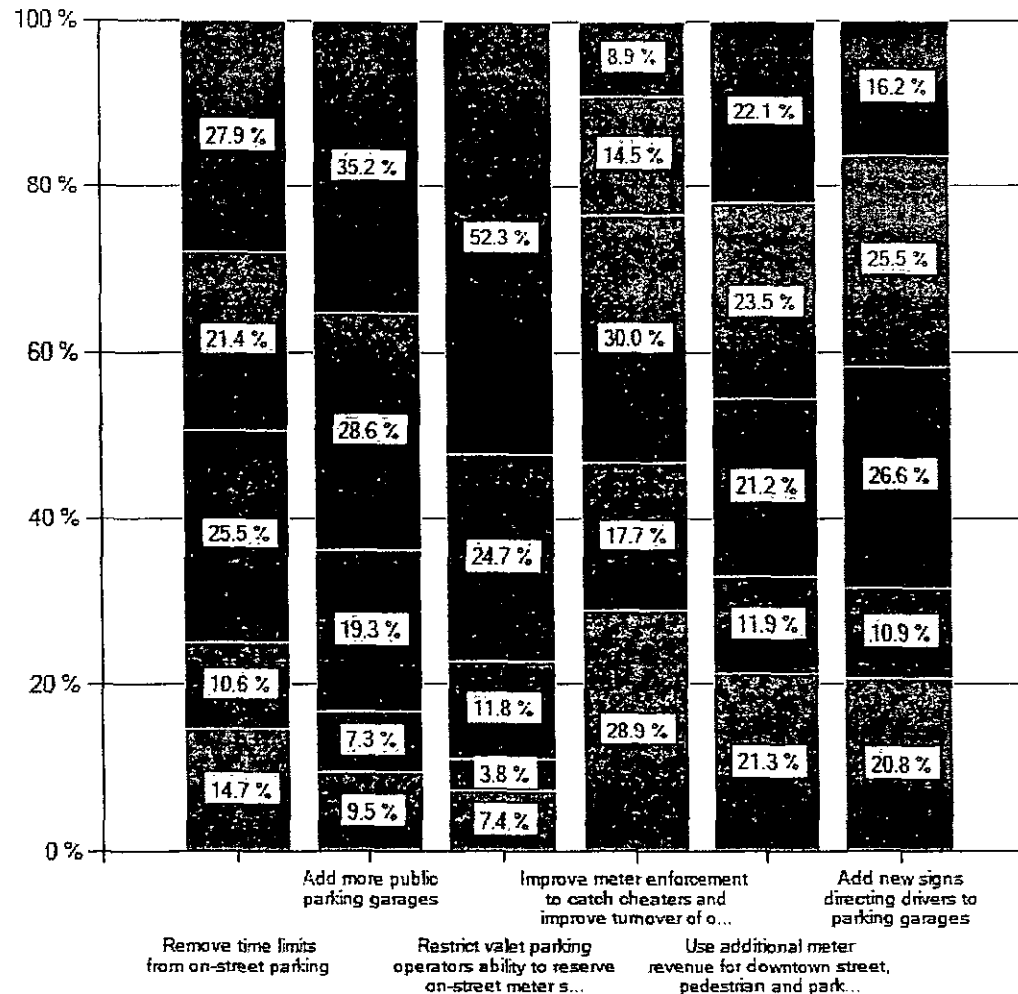


59% of the respondents did not pay any money to park

Responses: 7,516

Downtown Austin Parking Survey – January 2011

Please rate the following items in terms of their importance to you.



Issues rated “very” or “somewhat” important:

No time limits: 49%

More garages – 64%

Fewer valet spots – 77%

Meter enforcement: 23%

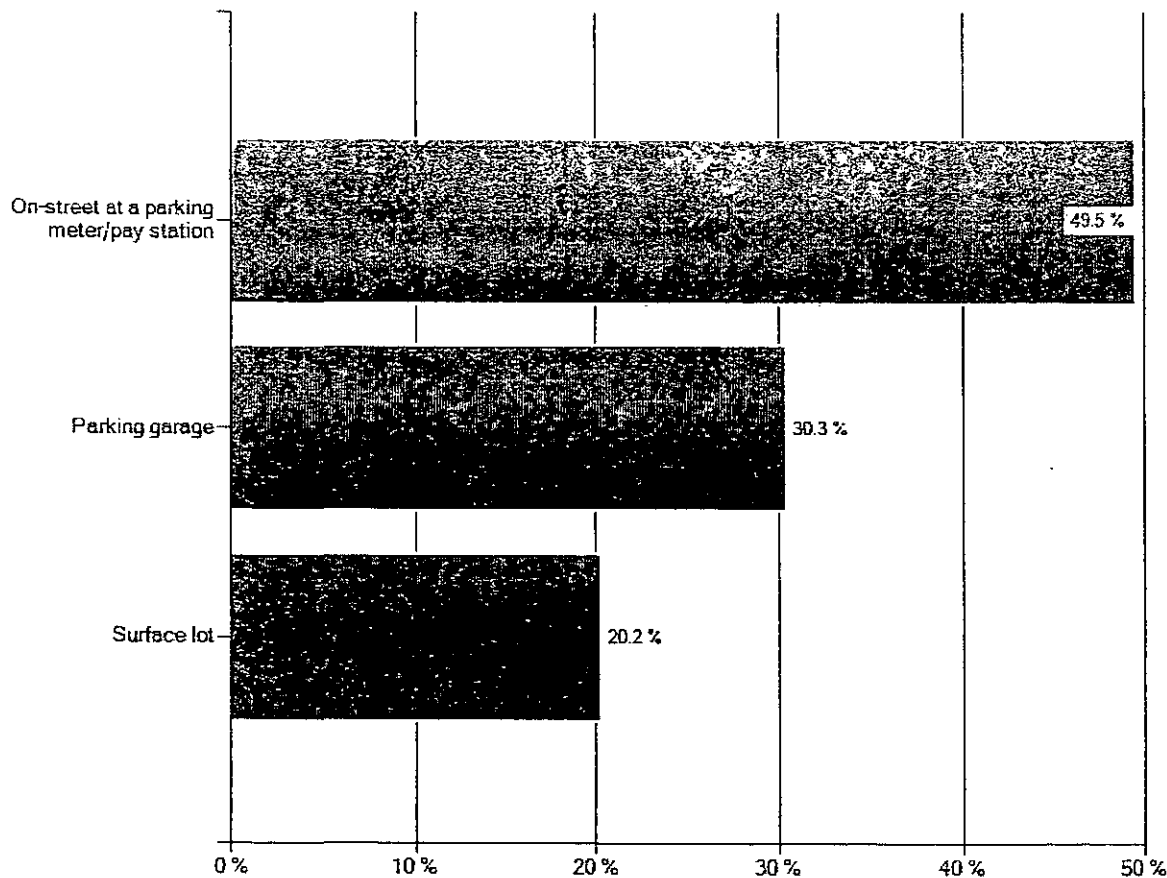
Meter revenue DT: 46%

More wayfinding: 32%

Responses: 7,894

Downtown Austin Parking Survey – January 2011

If the **COST** of the three parking options below were **EQUAL**, parking spaces were readily available, and all were the same distance from your final destination, which one would you choose?



Results:

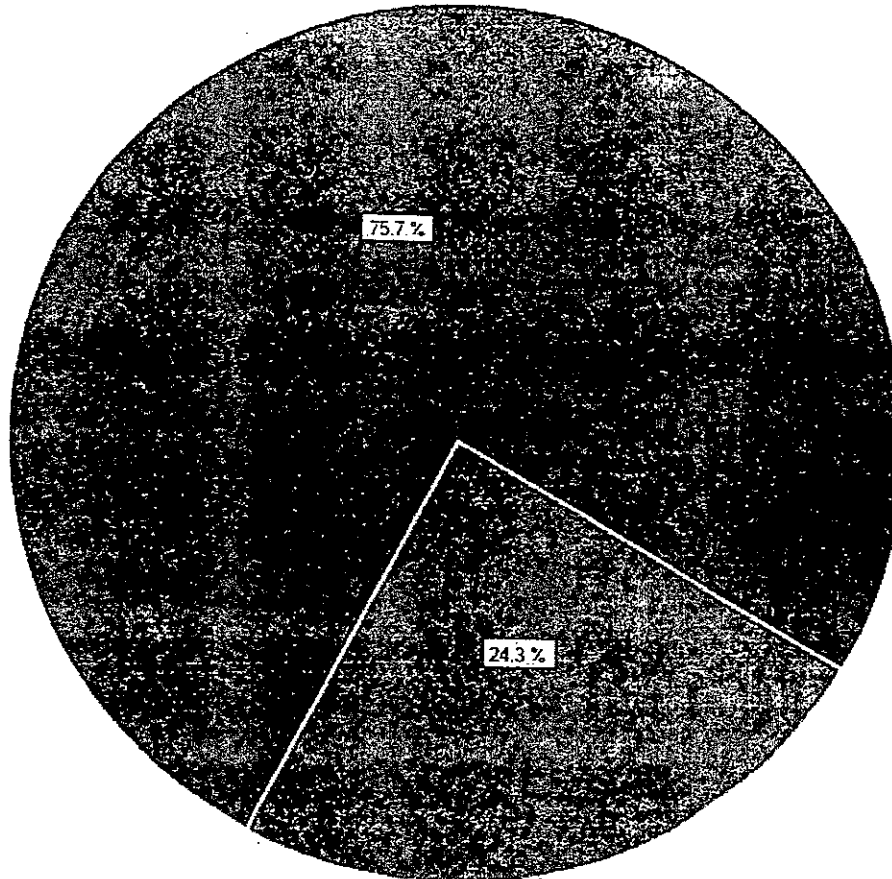
Street – 50%

Garage: 30%

Surface lot: 20%

Responses: 7,799

Which of the following statements do you agree with MOST?



CONVENIENT parking is more important to me than free parking – 24%

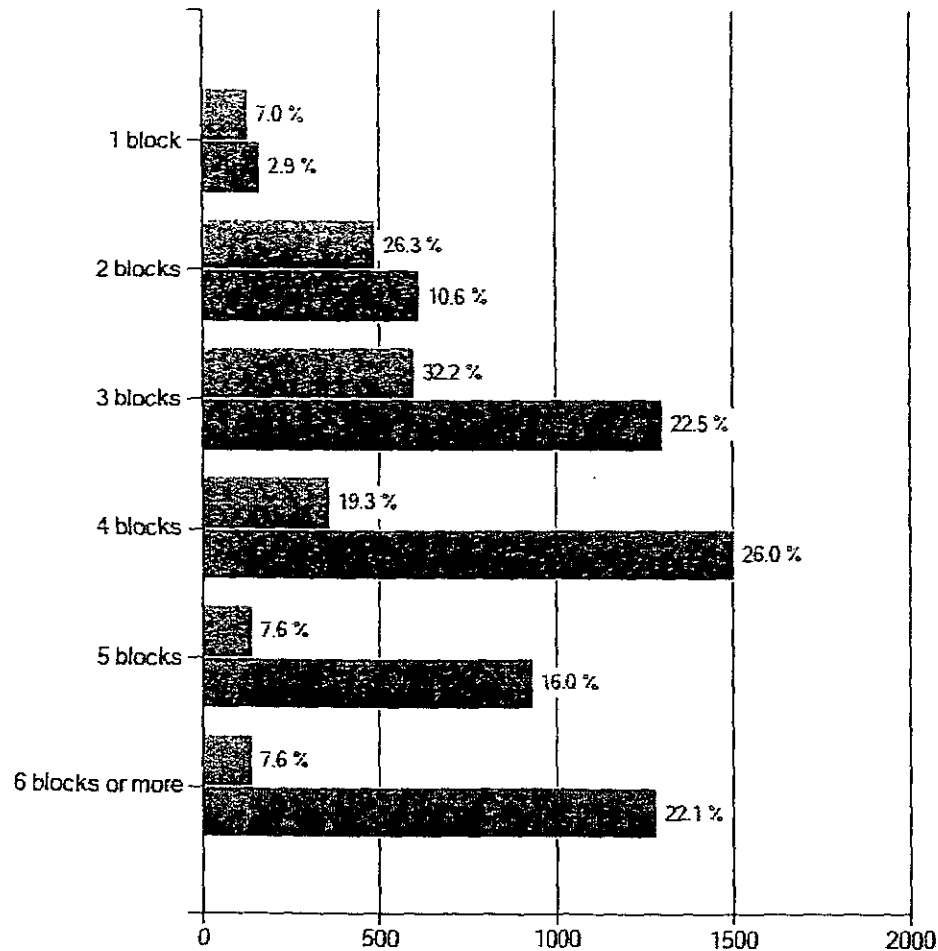
FREE parking is more important to me than convenient parking – 76%

Responses: 7,799

Downtown Austin Parking Survey – January 2011



In general, how many blocks are you willing to walk to your final destination after parking?



87% of people who said **FREE** parking is most important to them are willing to walk 3+ blocks to get free parking.

CONVENIENT parking is more important to me than free parking

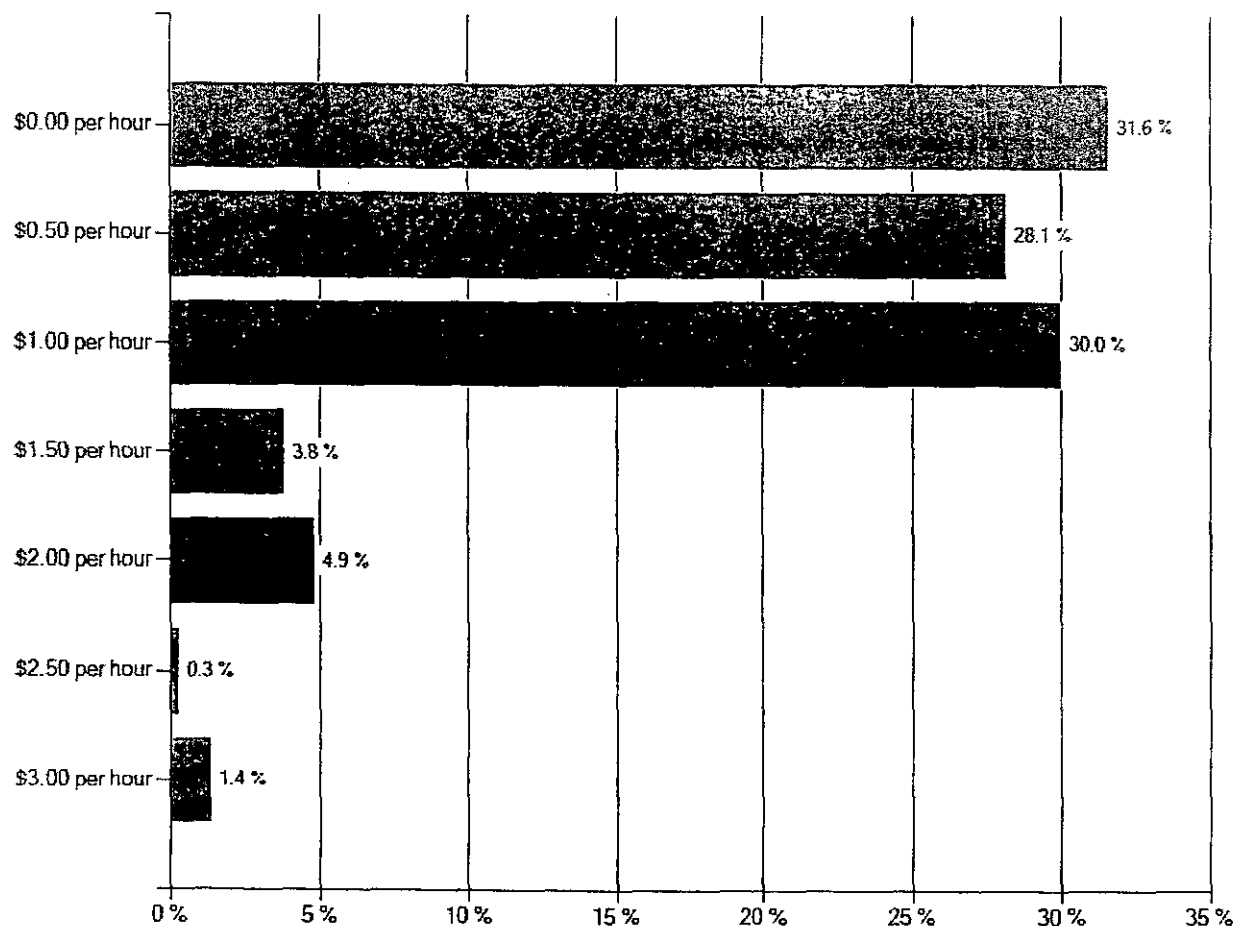
FREE parking is more important to me than convenient parking

38% of people who said **FREE** parking is most important to them are willing to walk 5+ blocks to get free parking.

Downtown Austin Parking Survey – January 2011



How much are you willing to pay for an on-street parking space that is one block or less from your final destination?



\$0.00/hour – 32%

\$0.50/hour – 28%

\$1.00/hour – 30%

**Only 10% of
respondents are
willing to pay
more than
\$1.00/hour**

Responses: 7,800



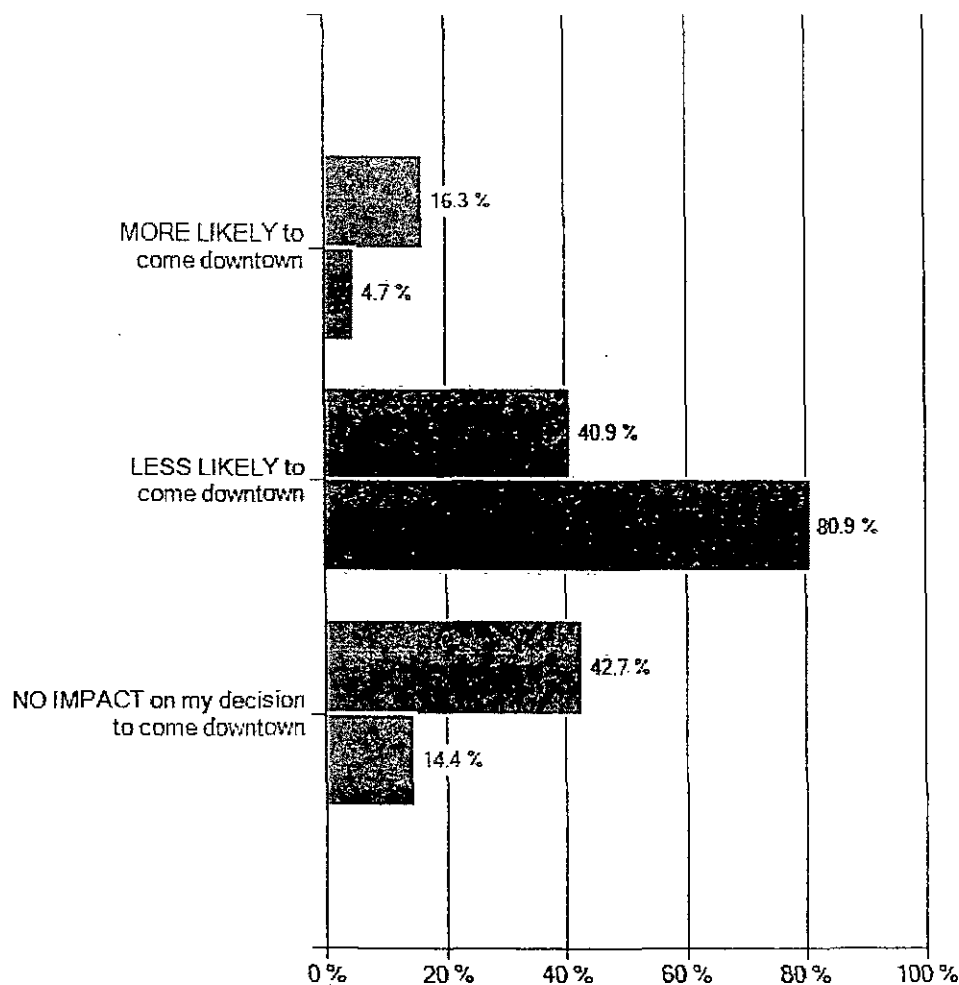
The City is proposing to extend downtown (south of 10th street) parking meter hours from 8AM until midnight, Monday - Saturday. This change is intended to:

- 1. Promote turnover of on-street parking spaces, making more open spaces available during the evening and on Saturday.**
- 2. Increase the number of privately owned parking garages that are open and available for use during the evening.**
- 3. Provide funding for downtown wayfinding signs which make finding garages easier and reduce traffic congestion caused by drivers circling looking for parking.**
- 4. Provide funding for downtown pedestrian oriented improvements such as public benches, better lighting, sidewalk improvements, etc.**
- 5. Enhance feeling of security with addition of parking enforcement personnel downtown in the evenings.**

If hours are extended, would you be more or less likely to come downtown for pleasure (shopping, entertainment, dining, museum, etc.) or would it have no impact? NEXT PAGE >



If hours are extended, would you be more or less likely to come downtown for pleasure or would it have no impact?



People who value FREE parking

More likely – 5%

Less likely – 81%

No impact – 14%

People who value CONVENIENT parking

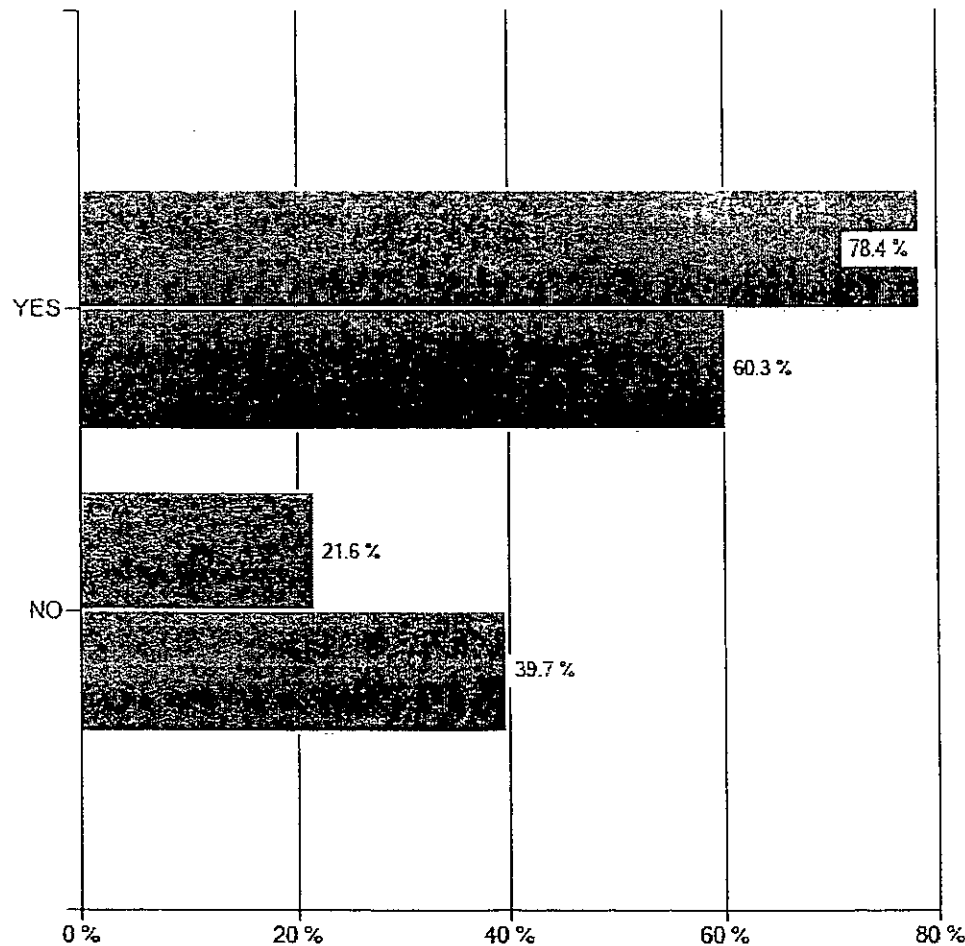
More likely – 16%

Less likely – 41%

No impact – 43%



**Do you agree with this statement? I would visit downtown
more often if parking were easier to find.**



Overall:

YES - 65%

NO - 35%

**People who value
FREE parking**

YES – 60%

NO – 40%

**People who value
CONVENIENT parking**

YES - 78%

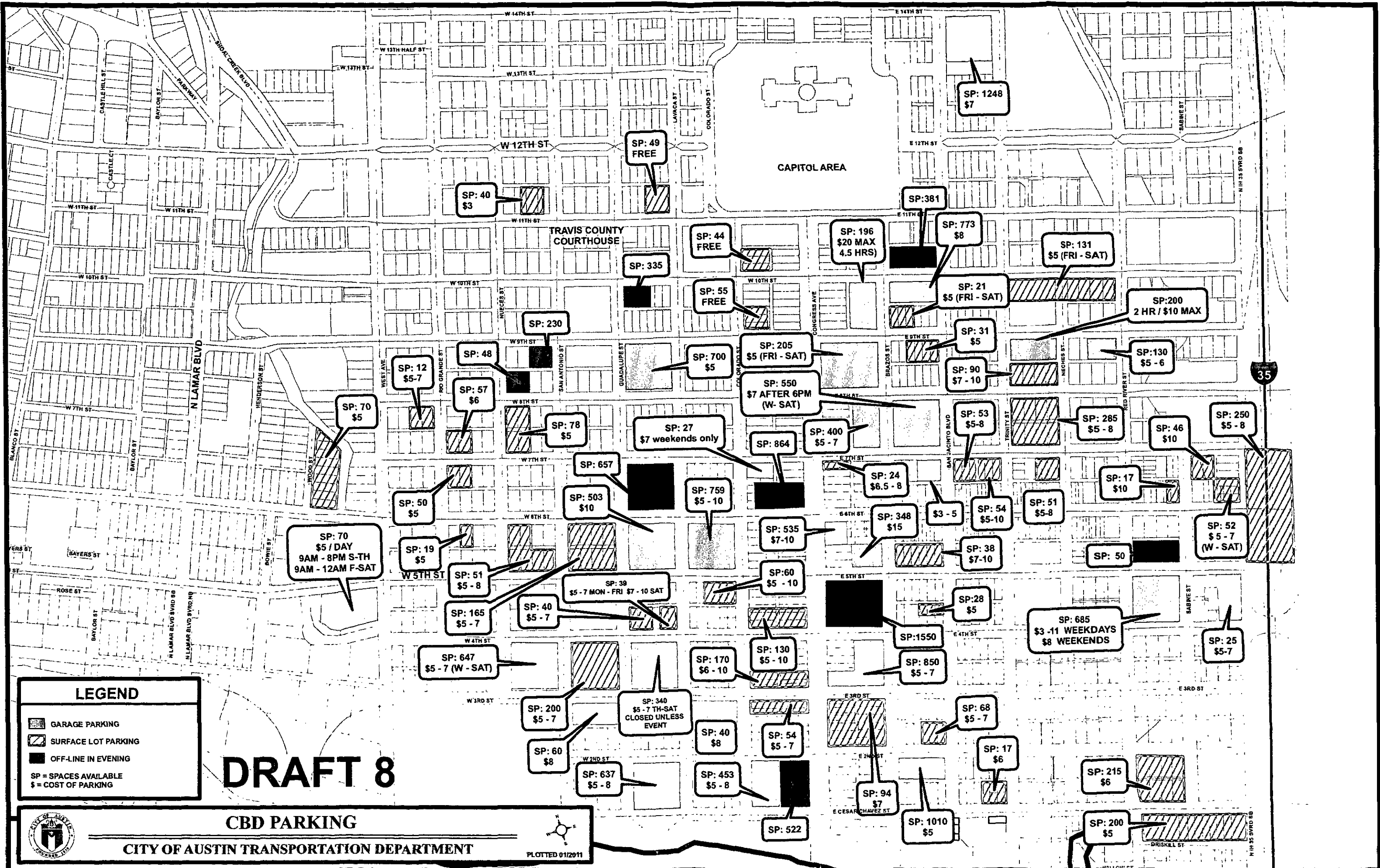
NO - 22%

Methodology



This survey was open from January 5 until noon on January 18. Nearly than 8,500 Austinites participated. It is important to note that this was an opt in survey and not scientifically conducted. It was open to anyone to participate via a web link and was widely publicized by the City, mainstream media, bloggers, downtown stakeholders and neighborhood associations. When interpreting this data, please keep in mind that open ended surveys (because they are not random samples of the population) naturally attract participation from people who are interested in, and affected by, the issue.

For more information on this survey, please contact the City of Austin Transportation Department.



LEGEND

- GARAGE PARKING
- SURFACE LOT PARKING
- OFF-LINE IN EVENING
- SP = SPACES AVAILABLE
- \$ = COST OF PARKING

DRAFT 8

CBD PARKING

CITY OF AUSTIN TRANSPORTATION DEPARTMENT

PLOTTED 01/2011