

## **Parking Sub-Committee Recommendations** **Council Briefing Session September 25, 2007**

### **Background**

On October 17, 2006 the Greensboro City Council approved a resolution supporting the Final Downtown Parking Study Recommendations. City staff made a recommendation to establish a “permanent” parking committee to review parking issues. The parking committee will be a subgroup of the Downtown Development Advisory Committee (DDAC). Representatives are Michael Cramer (Chairman), Captain George Holder (Police), Donna Gray (Community Relations), Adam Fischer (GDOT), Robin Davenport (Parking), Sherry Adams (DGI), Steve Branch (GMA), Gina Hensley (Lomax Properties), Simonne McClinton (McCoul’s Pub), and Quinne Miller (Miller Furniture).

Following the City Council action on October 17, 2006, the Parking Committee began discussions on the following issues:

- Towing / Boot of Vehicles
- Taxi Stands
- Valet Parking

### **On-Street Parking Abuses**

#### *Issue*

- Habitual Violators’ parking long term in short term spaces.
  - Through surveys conducted on parking habits, it is estimated that 25% of all on-street parking spaces are over utilized by owners, operators and employees of the businesses in downtown. If these businesses would utilize long term parking for their vehicles it would result in the availability of 25 % more on-street parking for visitor and patrons to the downtown business district.
- Low Parking Fines contribute to high abuse rates and low collection rates.
  - Visitor parking is a valuable commodity for downtown businesses. Habitual offenders’ over-utilize these spaces and contribute to the majority of all unpaid parking citations.

#### *Potential Solutions*

- Other communities use Towing or Booting Ordinances.
  - Other communities utilize enforcement officers to tow or boot vehicles with multiple unpaid citations. Utilization of this tool encourages habitual parking offenders to leave the on-street parking for visitors. This practice also aids in collecting unpaid citations.

### *Recommendation*

- The goal of the committee is to address parking issues without negatively impacting the sustained growth and prosperity of the downtown area. The best and most practical recommendation would be to enact a Towing and Booting Ordinance.

### *Benefits*

- Targeted Response = The addition of a Towing and Booting Ordinance
- An Ordinance would target only the habitual offenders; not the every day visitor. It is unlikely that the every-day visitor would accumulate 3 unpaid parking tickets within 90 days.
- Phased Approach – Review progress 6 to 9 months after implementation in order to evaluate the impact of the program, and determine if other measures are needed.

### *Implementation Details*

- *Process*
  - Enforcement Officer identifies a vehicle that has overstayed parking time limit and compares vehicle tag number to Collections Database. If match is made and vehicle has 3 outstanding citations within the past 90 days the officer will write a fourth citation and place boot on vehicle. The officer will also leave written instructions for the vehicle owner as to the process of removing the boot.
  - Violator is required to go the Police Records and / or Collections for citation and boot resolution. Before vehicle is released, all outstanding citations must be paid including last citation plus a \$50.00 administration fee.
  - Police Records staff will contact enforcement officer with a reference number to release boot from vehicle.
  - During Operating Hours – Collections will process payments.
  - After Operating Hours – Police Records will process payments.
  - Collection proceeds will help support implementation expenses.
    - Software Changes
    - Hardware Purchases
    - Boot Purchases
    - Enforcement Officers' Overtime

## **Taxi Stands / Valet Parking**

### *Issue*

- Traffic Congestion and Public Safety
  - Taxi Stands and Valet Parking are two areas that contribute to traffic flow congestion in and around the downtown area. Both of these concerns relate to how we manage the number of vehicles that circle downtown looking for close and convenient on-street parking.

### *Potential Solutions*

- Designate Taxi and Valet Parking staging areas
  - Designate two taxi loading zones that are strategically located around active downtown nighttime destinations.
- Develop policies and procedures for Valet Parking
  - Develop and enact an ordinance that defines the regulations related to Valet Parking. Raleigh and Charlotte currently have such an ordinance.

### *Recommendation*

- Convert two loading areas to Taxi Staging Areas to test the concept
  - One at Elm Street and McGee Street and One at Market Street and Greene Street
- Establish Valet Parking Ordinance that:
  - Define Valet Parking Services
  - Establish Simple Permitting Process
  - Establish Annual Use Fee comparable to other communities
  - Establish Enforcement Rules