



PRESENTATION

Kimley»Horn

Expect More. Experience Better.

Downtown

Parking
STRATEGIC PLAN



Intro & Agenda

- ▶ Draft Project Summary and Recommendations
 - 5th Street
 - Curb Lane Management
 - Bicycle Parking
 - Parking Analysis
 - Modeling, Future Demand, Parking Facilities, Dynamic Pricing
 - Parking Requirements
 - Asset Management
- ▶ Next Steps

Stakeholder Involvement

▶ 2 mini-charettes

- Focus group
- One-on-one dialogue

▶ Online survey (212 responses):

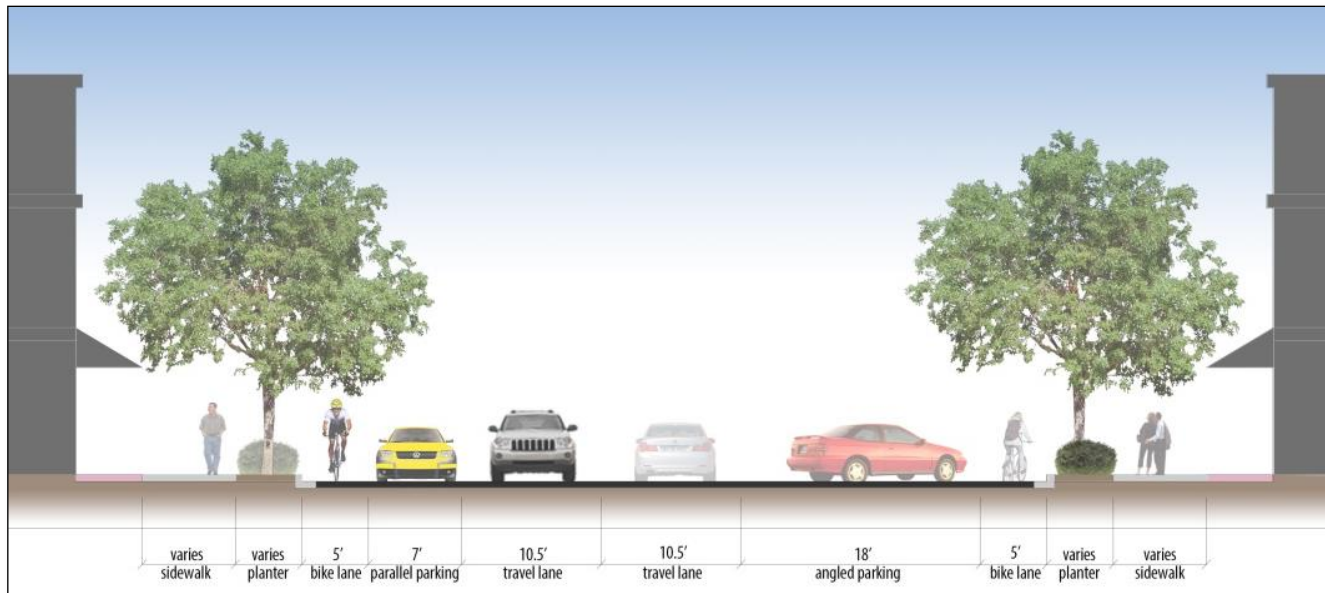
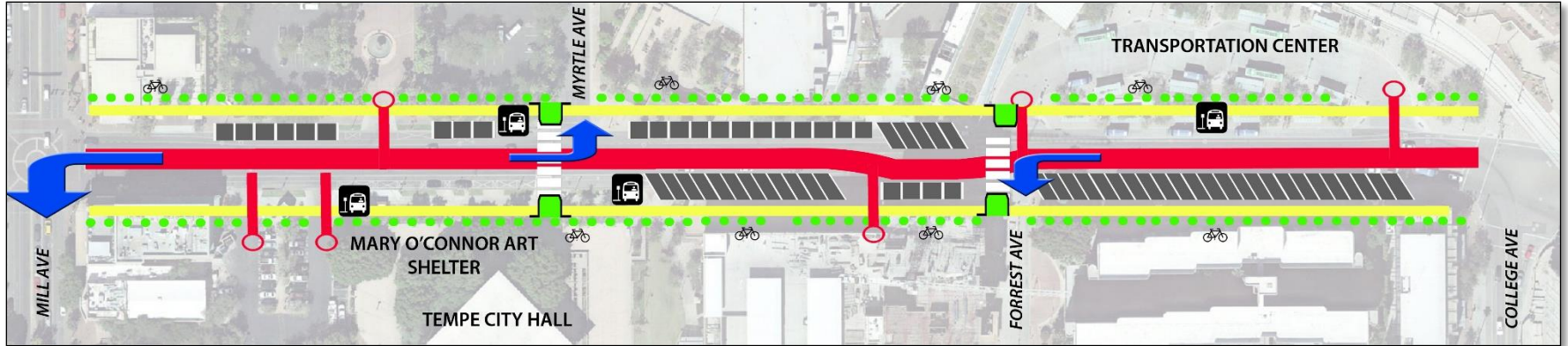
- Customers generally park on-street 1 – 2 blocks away or in a business parking lot
- Employees park off-street in their businesses' parking facility or in a private facility
- **Safety**, **availability**, and **proximity** are the most important aspects in parking downtown
- 77% of people find parking in under 10 minutes
- 50% of people stated building a new parking garage is most important

5TH STREET CROSS SECTION RECOMMENDATIONS

Task :

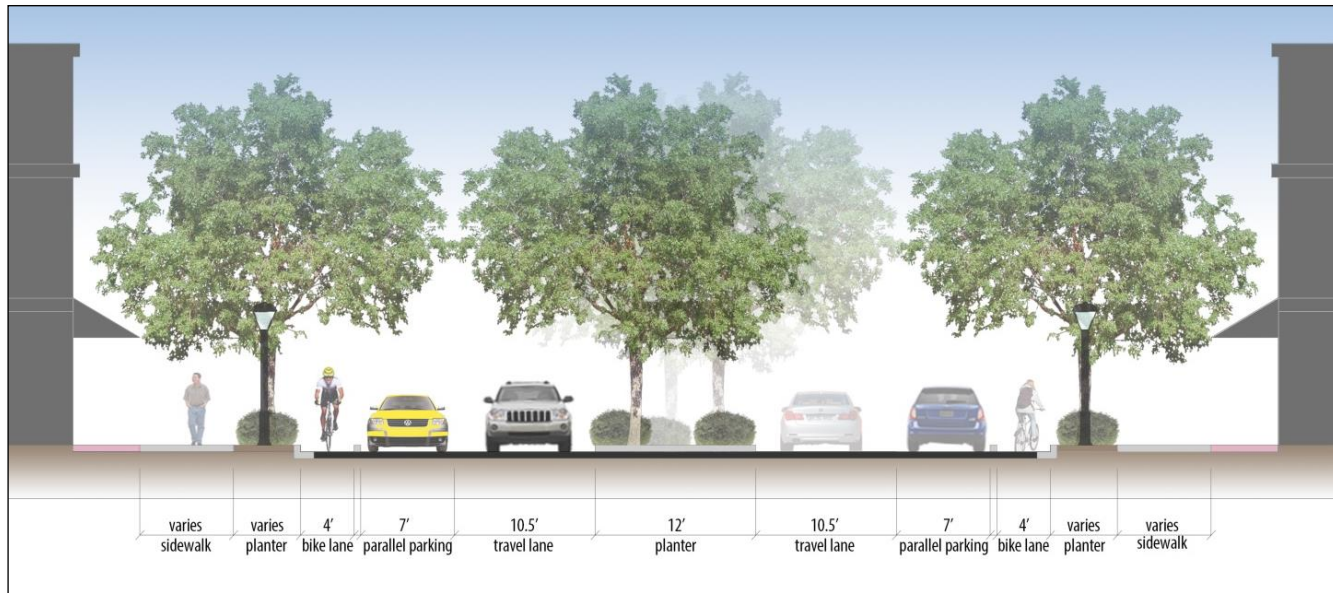
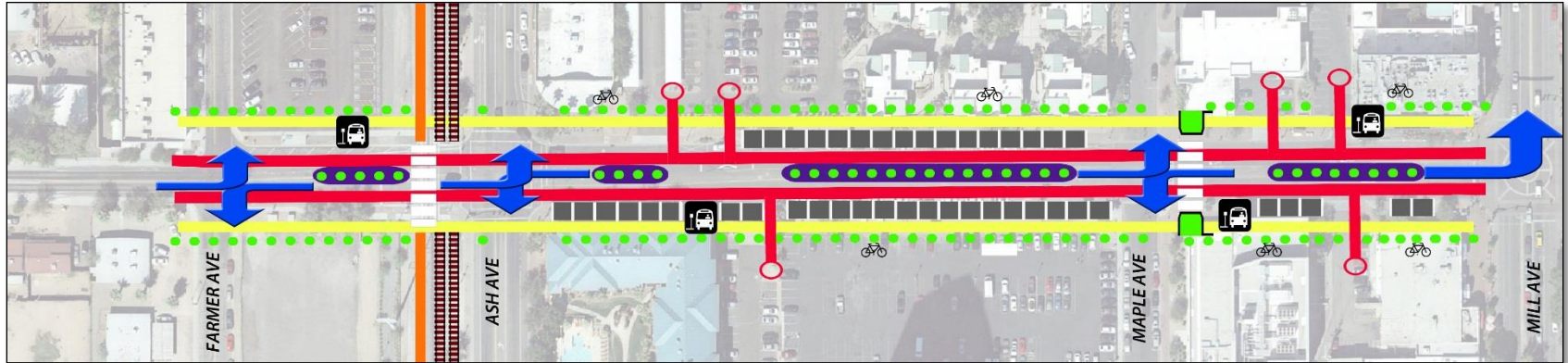
- *Create a more user-friendly street configuration*
- *Review land uses, traffic volumes, and development plans*
- *Conduct Complete Street academic review*
- *Create conceptual-level improvements to the roadway cross section*

5th Street East of Mill



- Through Lane
- On-Street Parking
- Buffered Bike Lane
- Landscaping
- Transit Stop
- Crosswalk
- Barbican
- Turn Pocket
- Landscaped Median
- Driveway
- Railroad
- Multi-Use Path
- Bicycle Parking

5th Street West of Mill



- █ Through Lane
- █ On Street Parking
- █ Buffered Bike Lane
- Landscaping
- Transit Stop
- Crosswalk
- Bulb-out
- Turn Pocket
- Landscape Median
- Driveway
- Railroad
- Multi-Use Path
- Bicycle Parking

Implementation Strategies

▶ Potential Cost

- \$2.5M - \$5M (complete)
- Up to \$150k (short term)

▶ Transitional Treatments

- Restripe additional parking spaces (approximately 69) and add new meters
- Buffered bike lanes
- Landscaped/painted curb
 - ▶ Beautify space
 - ▶ Narrow travel lanes

▶ Template for 6th and 7th while preserving character of each street

▶ Placeholder in CIP for grants



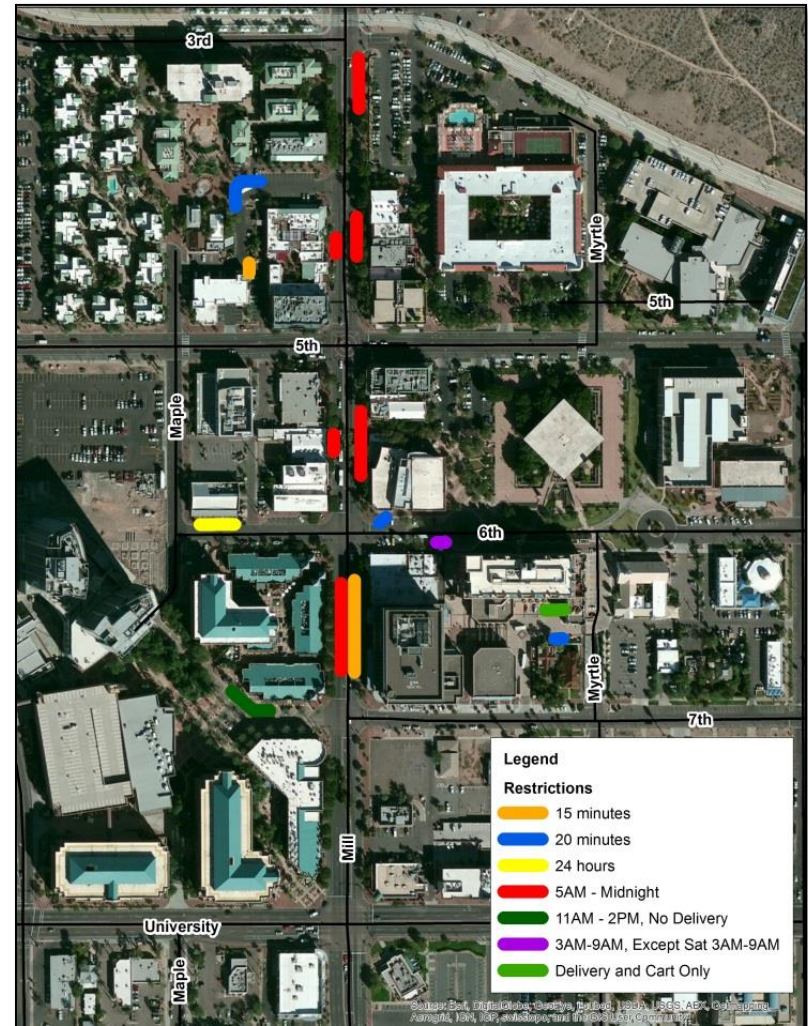
CURB LANE MANAGEMENT RECOMMENDATIONS

Task:

- *Evaluate existing curb lane structure*
- *Provide management strategies aimed at promoting a more efficient and effective curb lane experience for users*
 - *On-Street Parking*
 - *Commercial Loading*
 - *Taxi Stands*
 - *Motorcycle Parking*

Managing Commercial Loading

- ▶ Use Code to define commercial vehicles
- ▶ Option 1:
 - Restrict loading to between 5:00am to 10:00am only by code
- ▶ Option 2:
 - Tiered permit system
 - Allow flexibility through permitting
 - Open metered spaces to commercial vehicles



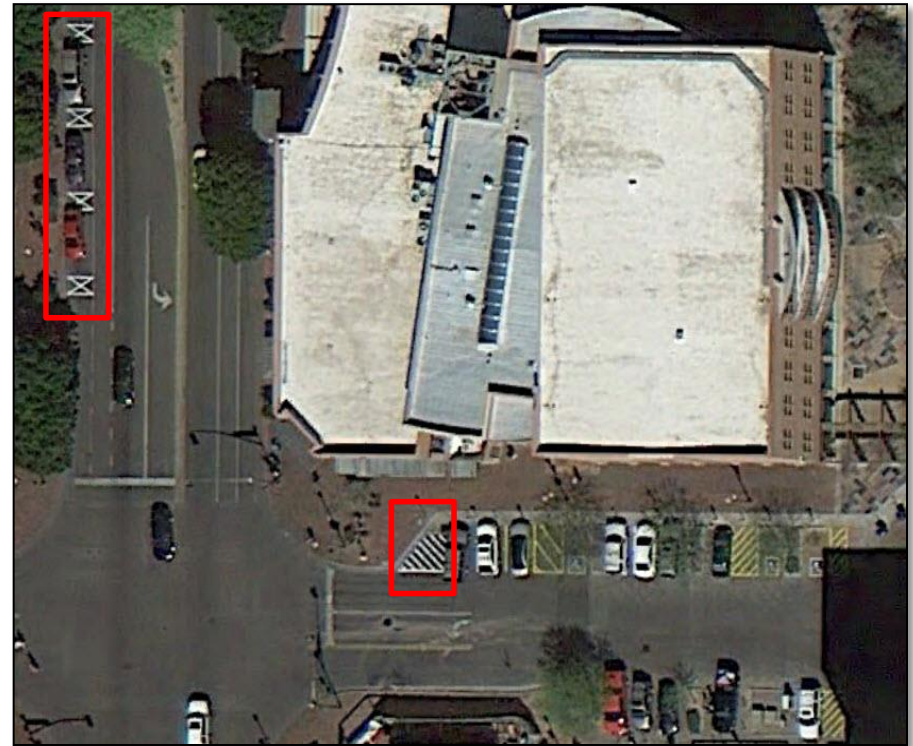
Taxi Loading

- ▶ Existing taxi loading
- ▶ Additional Taxi Stand on 7th
 - Convert to commercial loading during 8am to 10 am period
 - ~14 additional taxi loading spaces
- ▶ Meter Conversion at 6th Street
 - Requires additional enforcement to ensure turnover
 - Potential to remove meters at 6th Street for taxi loading
 - Property owner interested
 - ~19 additional taxi loading spaces



On-Street Parking Policies

- ▶ Motorcycle parking
 - Maximize space
 - Hatched or corner areas
 - Dual space coin meters
 - Paint no parking ADA hatches
 - Education/Communication
- ▶ Overnight parking
 - Pre-payment option
 - 10:00am pick-up
- ▶ Consolidated on-street parking spaces (remove hatches)
 - ~38 additional spaces



Parklet

- ▶ Eliminate a parking spot to:
 - Activate street
 - Create public space
 - Support business and pedestrian activity
- ▶ Best used with active businesses
 - *Restaurants/bars*
- ▶ Mill Ave, 6th or 7th St.
 - Higher demand
 - Better visibility
 - High foot traffic
- ▶ Pilot Test/Partner with local business



BICYCLE PARKING RECOMMENDATIONS

Task:

- *Research on and off-street bicycle parking*
- *Conduct peer city best practice reviews*
- *Review solutions to event bicycle parking demand*
- *Provide recommendations and best management practices related to on and off-street bicycle parking*

General Bike Parking Improvements

- ▶ Existing racks on Mill
 - ~430 spaces
- ▶ Minimize deviation code requirements
 - In lieu fee
- ▶ Secure and traditional rack parking requirements
- ▶ Support location and visibility through code
- ▶ Temporary racks in metered spaces for events
- ▶ Creative bicycle parking
 - Art in Private Development
 - Public art project

Tempe		
Use	Minimum	Secured/Racks (%)
Office	1 per 8,000sf	20/80
Restaurant	1 per 500sf	0/100
Retail	1 per 7,500sf	20/80
Residential	1 per unit	60/40



On-Street Bike Corral Pilot

- ▶ Bike Corral Pilot
- ▶ Maintenance Responsibility
- ▶ Measuring Success
 - Occupancy
 - User Experiences
 - Sales Tax
- ▶ Foster Community Support
 - Businesses
 - Breweries
 - Community Groups
- ▶ Coordinate with property owners
 - YAM



Event Bicycle Parking

► Issue

- Event bike parking demand straining existing supplies
- Illegally parked bikes

► Event permit

- Require large events to provide additional bike parking
 - Large events likely to have high bike parking demand
 - Bike valet or temporary infrastructure
- Define attendee threshold
 - What size events need additional bicycle parking?

► Permanent bike valet in Beach Park

- low impact on event space



PARKING ANALYSIS

Tasks:

- *Develop parking demand model*
- *Evaluate existing conditions and future scenarios*
- *Evaluate future parking facilities*
- *Review demand based pricing*

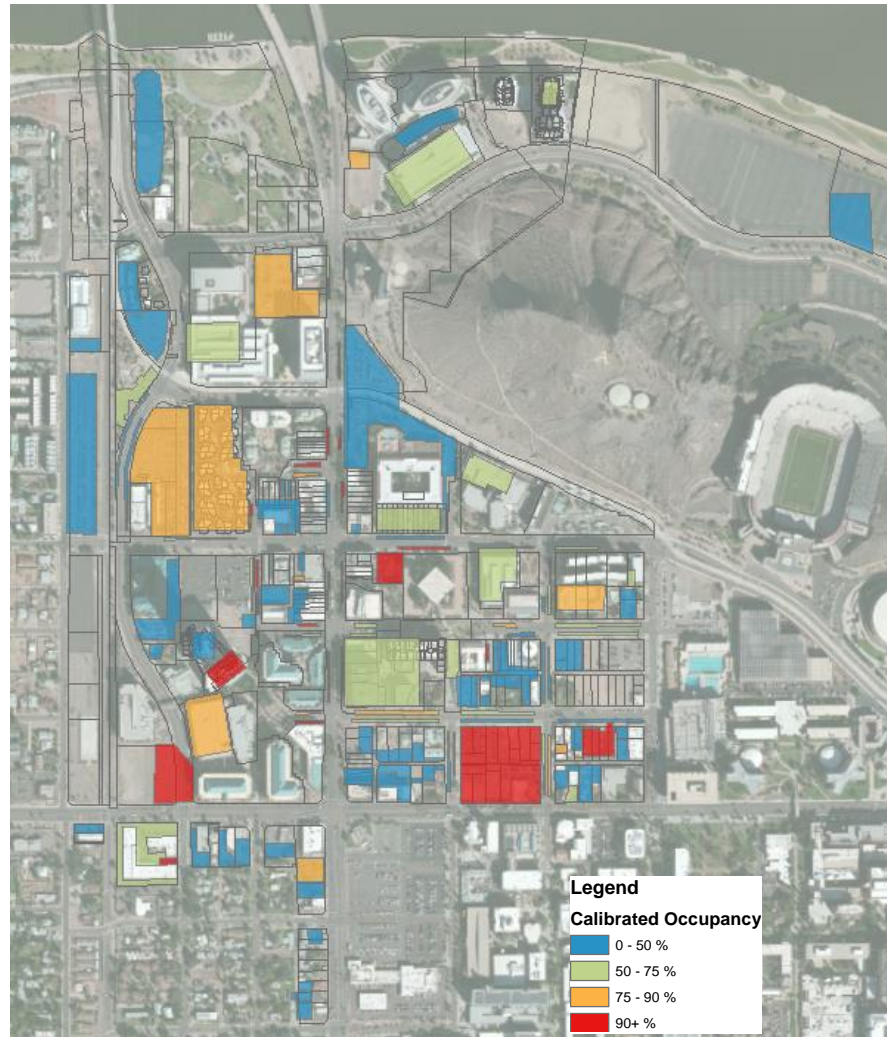
Existing Conditions



- ▶ Handful of facilities represent the total surplus
 - 5th and Farmer, US Air, West 6th, Hayden Ferry, Tempe Beach Park, etc.
- ▶ Removing those facilities minimizes the surplus to ~1,100 spaces
 - *Not including event demand or current construction*
- ▶ Use dynamic pricing (location/season/time of day)
- ▶ High-demand on-street parking priced higher than off-street parking

Current Projects

- ▶ Current projects include the construction of 9,300 parking spaces
 - These spaces represent 5,700 additional spaces of surplus
- ▶ When removing this surplus (and the previous fringe, underutilized facilities), the surplus is ~600 spaces
 - *Current surplus represents a 7% effective cushion*



Future Build-Out

- ▶ Full build-out increases demand by 3,000 spaces
 - New projects add 2,600 spaces (USA) and removal of 1,200 spaces
- ▶ Deficit for Publicly Available Spaces = -1,600
 - *New parking facilities should be evaluated in south and/or west areas of study area*
 - *Public-Private partnership with new development*



PARKING REQUIREMENTS

Tasks:

- *Present parking requirements reflective of an urban area based on:*
 - *Generation rates from the Park+ model*
 - *Peer city review*
 - *Existing projects and proposed standards*

Parking Requirements – Recommendations

	Tempe	Park+	Austin	Boulder	Seattle
Office (per ksf)	3.33	2.1	2.178	0	0
Retail (per ksf)	3.33	0.78	2.178	0	0
Restaurant (per ksf)	13.333	6.7	6 (<2,500sf) 7.58(>2,500sf)	0	0
Residential (per dwelling)	Studio: 1 4 bed: 3	1.1	1 bed: 0.9 1+bed: +0.3 for each additional	1.25 per 1 bedroom unit	0

- ▶ Reduced parking requirements for subsidized transit passes – Ex. Boulder
 - Business by business basis
 - Lease renewal with reduced parking requirements
- ▶ Reduce or remove parking minimums (consider tenant demand)
- ▶ Implement parking maximum
 - Reduce potential for overbuild
 - Utilize shared facilities to improve and balance demands in the downtown

ASSET MANAGEMENT

Tasks:

- *Review potential to create a new parking management entity that has the capacity to control and operate existing parking assets and finance new facilities*
- *Review local legislation and organizational strategies*
- *Evaluate parking management options, potential for public/private partnerships, and financing strategies*

Management Styles

	Consolidated and Vertically Integrated	Parking Authority	Contract or Business District	Parking District or Commission Model	Professional Services
Management	Department Director and City staff	Parking Board	Downtown BID	Downtown BID	Admin level parking services group and third party parking management firm
Advantages	City Controlled	Bonding capability	Community engagement and planning	Revenues reinvested into District	On-call services agreements
Disadvantages	Governed by City/General Fund Needs	Utilitarian	Portion of revenues into General Fund	Portion of revenues into General Fund	Staff turnover and Management Agreements

Parking Capital Fund

► Maintain Current Structure

- The current management style allows for efficient management of parking while promoting enhanced customer service
- Amend current agreement between City and DTC to define:
 - Preventative maintenance responsibilities, including repairs and restoration of existing facilities
 - Define a Special Parking Capital Fund – including minimum and maximum values
 - Accounting practices to govern the agreement

► Special Parking Capital Fund

- Parking Capital Projects – new build and maintenance
- Identify use, timeframe, and long range construction plans
- Excess revenue (above maximum account limit) into General Fund

SUMMARY

Near Term Opportunities

- ▶ Bike Corral Pilot
- ▶ Parklet Pilot
- ▶ Additional taxi loading zones
- ▶ Motorcycle parking improvements
- ▶ Overnight pre-paid parking
- ▶ Creative bicycle parking
- ▶ Courtesy notes for illegally parked bicycles
- ▶ Commercial parking policies
- ▶ Establish parking enterprise fund

Long Term Opportunities

- ▶ Full 5th Street improvements
- ▶ Consolidate curb lane practices and policies
- ▶ Modified bicycle parking requirements
- ▶ Modified parking requirements

Top 5 Recommendations

1. Begin initial improvements to 5th Street and identify funding for long term objectives
2. Implement improved commercial loading system and dynamic pricing
3. Create a parking special enterprise fund
4. Modify parking requirements to reflect the context of Downtown Tempe parking
5. Actively reach out to private developers for public-private, centralized, shared public parking

QUESTIONS
