

PARKING UPDATE

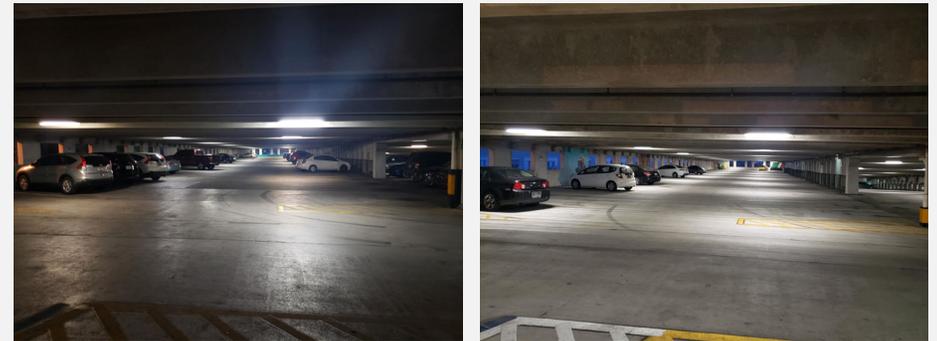
GENERAL POLICY COMMITTEE

October 27, 2022

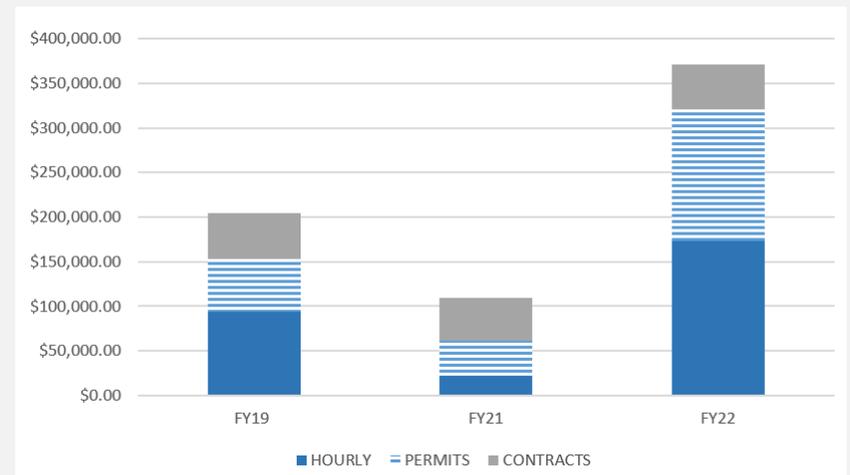
SW DOWNTOWN PARKING GARAGE

- Enhanced evening security and nightly closure at 10 PM reduced loitering and public disturbance
- Waterproofing is underway and completion is expected by 12/22
- Public restrooms are expected to reopen by 12/22
- LED lighting retrofit completed
- Security cameras added/upgraded
- Parking decks pressure washed
- Safety measures coupled with enhanced outreach contributed to a higher utilization of the facility

Lighting Upgrade (Before / After)



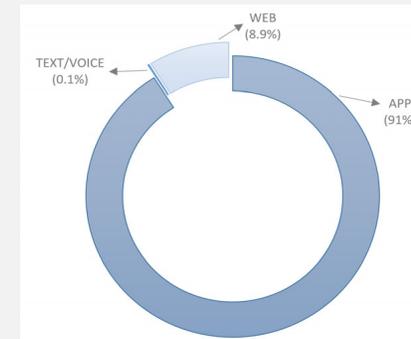
Garage Performance by Rate Type (FY19-FY22)



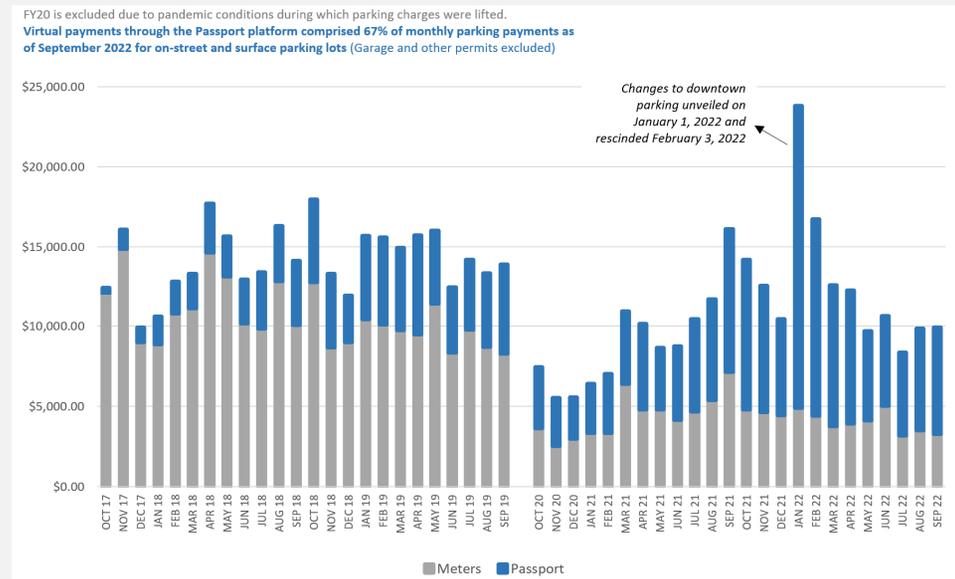
PARKING METERS & MOBILE PAY

- The parking meter system is obsolete and operating beyond its useful life
- Meters accept coins only
- Approximately 46% (195) of parking meters generate less than \$1.00 per day
- Mobile pay offers payment options via smartphone app, website, text messaging, or via a phone call through an interactive voice response
- In FY22 mobile pay transactions were conducted primarily through the smartphone app (91%) and website (8.9%) options
- Validation option available for local businesses

Mobile Pay by Payment Option (FY22)



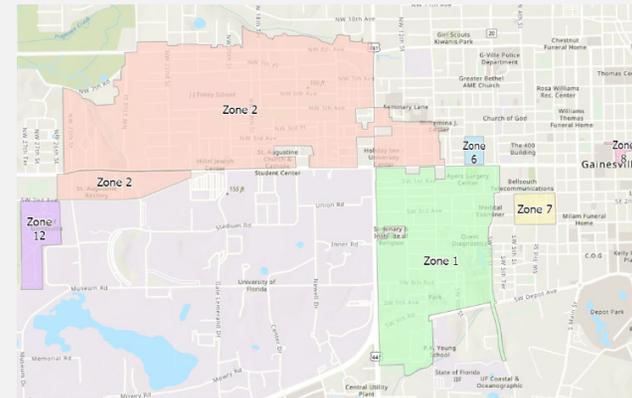
Meters & Mobile Pay Performance (FY17-FY22)



NEIGHBORHOOD PARKING PROGRAM

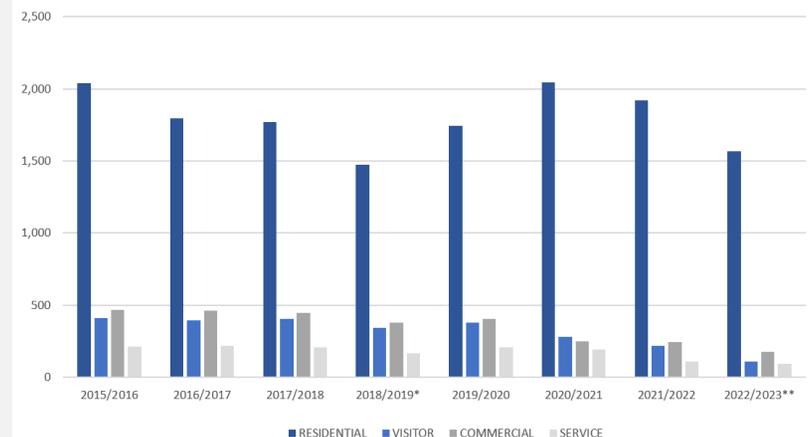
- Started in the early 90s to decrease congestion and protect residential areas from commuter traffic associated with UF
- Residential (virtual permit), Commercial, Service, and Visitor permits (hang-tabs)
- 6 zones and approx. 2,200 on-street spaces
- 1,950 permits issued (Jul 15/22 - Oct 4/22)
- Most recent changes include:
 - Reduction in the number of zones
 - Exclusion of properties with on-site parking
 - Early sale of permits (Jul 15 vs Aug 1)
 - Price increase in October 21
 - Charge for Visitor permits

Neighborhood Parking Program Zones



Permit Sales (FY16-FY23)

Historically permit sales for each program year start August 1; sales stated on July 15 this current year to facilitate the process. Residential permits transitioned to virtual / license plate based on August 1, 2020. Permit costs were raised in October 1, 2021, including a new charge for Visitor permits (previously free).



* COVID-19 affected issuance of permits given UF campus and city office closures around Spring 2019
 **2022/2023 reflects partial data until October 4, 2022.

PARKING ENFORCEMENT

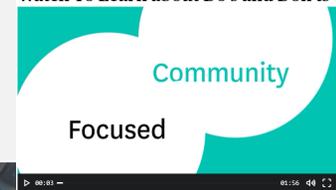
- The Transportation Department has 4 Parking Enforcement Officers (Parking Ambassadors)
- Focus on compliance and education / outreach
- 12,705 citations and 15,837 warnings issued (FY22)
- Parking enforcement is concentrated in the neighborhood parking zones and downtown
- Outside of these areas enforcement is conducted based on requests due to staffing and work load constraints; GPD also issues citations and tows

Enhanced Outreach

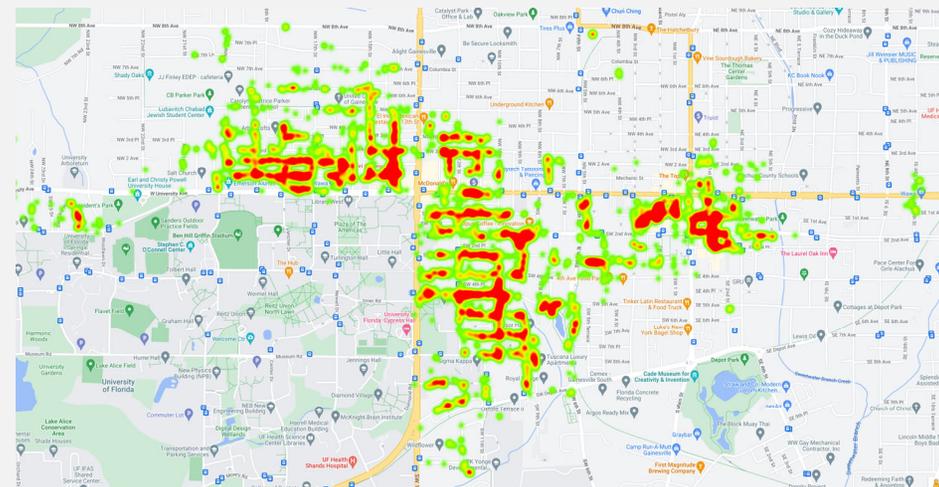
Gvilleparking.com



Watch To Learn about Do's and Don'ts



Citations Heatmap (FY22)



DOWNTOWN PARKING PLAN

PHASE I: most pressing needs (completed)

- 30-minute time-limited spaces along SE 1st St
- Extension of time limit in surface parking lots from 2 hr to 4 hr
- New ‘downtown employee’ permit at the garage at \$20/month; 26 permits purchased since May 2022
- Increase time limit for pick-up/drop-off parking bays from 5 minutes to 15 minutes

PHASE II: longer term evaluation of needs

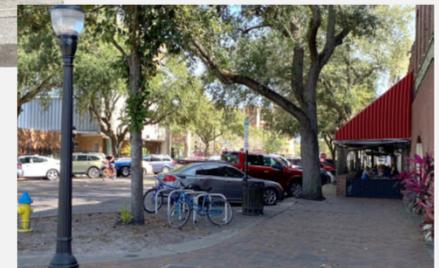
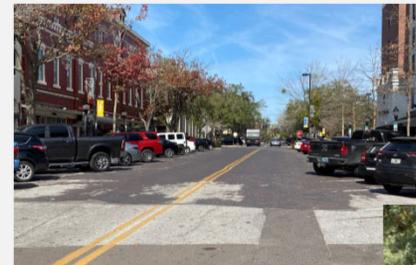
- Parking study to further analyze needs, identify opportunities, and determine feasibility and costs of implementation;
 - Evaluation of valet operation and id options to better manage the use of curb space.

Signage Enhancements



New signage implemented as part of parking changes in January 2022; clear messaging to improve the user experience

Downtown On-Street Parking



TOP: SE 1st St (100 blk);
RIGHT: SE 1st Ave (100 blk)

February 3, 2022

PARKING CODE AMENDMENT

Land Development Code revision proposes:

- Elimination of parking minimum requirement
- Implementation of parking maximum requirement, including provision of structured parking when maximum is exceeded in large commercial developments
- Allowance of mid-street parking for loading and unloading (similar to downtown)
- Flexibility in loading space requirements within Urban Transect Zones

Mid-Street Loading/Unloading Sample



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