

To: Steve Powers, City Administrator
Tom Crawford, Area Administrator, Chief Financial Officer

From: Susan Pollay, DDA Director

Date: January 3, 2014

Re: Taxi Stands

This fall at the annual City Council Work Session focusing on the public parking system, the DDA received a question from a City Council member who serves on the City's Taxi Cab Board, asking if it would be possible to reuse some of the downtown loading zones as taxi cab staging sites in the evening. The DDA referred this question to the joint City parking enforcement/DDA parking operations staff committee, which includes representatives from Police, Community Standards, DDA and Republic Parking. Over the past several months the group has discussed the idea, and sought the input of a City parking referee and transportation engineer. In general all agreed that the idea had merit and was worth exploring further.

The number of downtown restaurants, bars and evening entertainment has grown over the past few years, which has helped fuel the demand for taxis, particularly on weekend evenings. In its review, the Committee learned that this has sometimes led to traffic problems caused by taxis circling the block in hopes of being hailed, taxis parking past the last parking space, or double parking in the middle of the street to pick up or drop off passengers.

Creating new stand-alone taxi stands would be possible, but the Committee noted that prime locations are already claimed by parking meter spaces, and removing these metered spaces would negatively impact downtown's daytime businesses. Instead, designating loading zones as taxi stands after 6pm makes sense for two reasons. Many loading zones are located in close proximity to theaters, restaurants and bars, which would make them good locations to be used in the evening hours as taxi staging and passenger pick up/drop off locations. In addition, many loading zones serve their intended purpose only during daytime hours, thus reusing them at night for taxis would enable the DDA and City to support the downtown evening economy without damaging the daytime economy.

This fall the Committee reviewed the location and signage at all loading zones, including those that require commercial plates and those that are designated passenger loading and unloading. Phase I of their work produced a set of recommendations to remove all colored permit signage from loading zone locations, and where appropriate, to modify signage to improve consistency. As part of this work, they provided the four downtown area associations with an opportunity to review their recommended changes, and the associations in turn sought input from the delivery vehicle drivers who service their area businesses. After receiving feedback, the Committee has put forward a set of recommended changes to Public Services, with the goal of revised Traffic Control Orders (TCO's) in the coming weeks.

Phase II of their work was an examination of which loading zones might make sense to reuse in the evening hours. Staff members examined each location and ultimately came up with a suggested set of two dozen locations where they believe reuse by taxis in the evening would work well. As a next step, we would like to share this memo and accompanying map with the City's Taxi Cab Board members for their input. If desired by the Taxi Cab Board, I would be very happy to attend one of their next meetings to receive their feedback in person. The Committee will also be providing this map to the downtown area association representatives to share with their businesses for their input as well.

Regarding timing, the Committee recommends that where it is deemed appropriate, loading zones designated for reuse by taxis in the evening would have the following times set:

6am-6pm	Commercial plates required or Passenger loading and unloading
6pm-3am	Taxis only
3am-6am	No parking / street maintenance

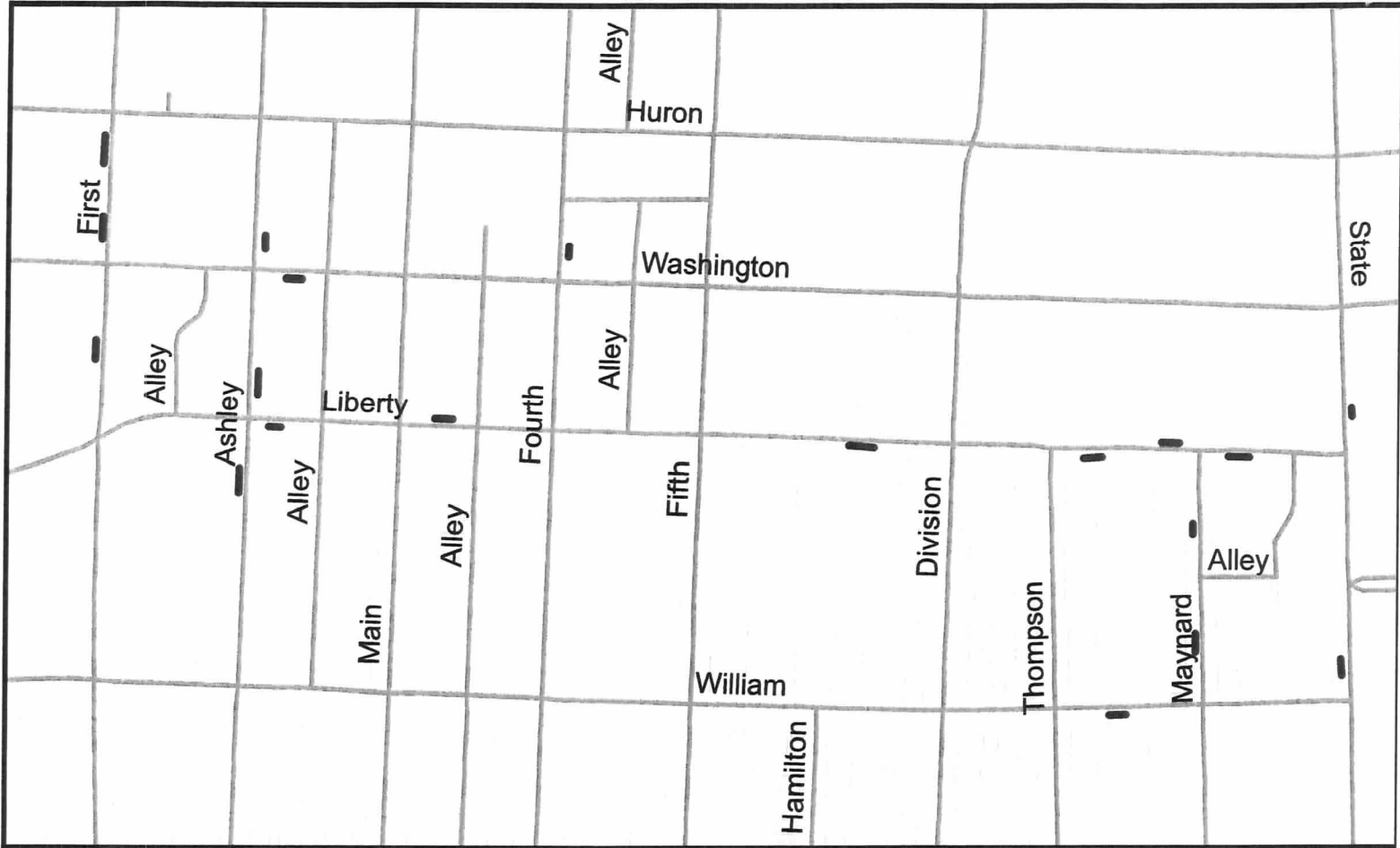
The Committee initially considered making a recommendation to merge all this information into a single sign. Ultimately, instead they will be recommending that standard City signs be used to convey the various times for loading, taxis, and street maintenance/no parking, as they felt that this would be less confusing.

Please let me know if there are any questions or concerns about this proposal, and I'll be sure to share them with the group.

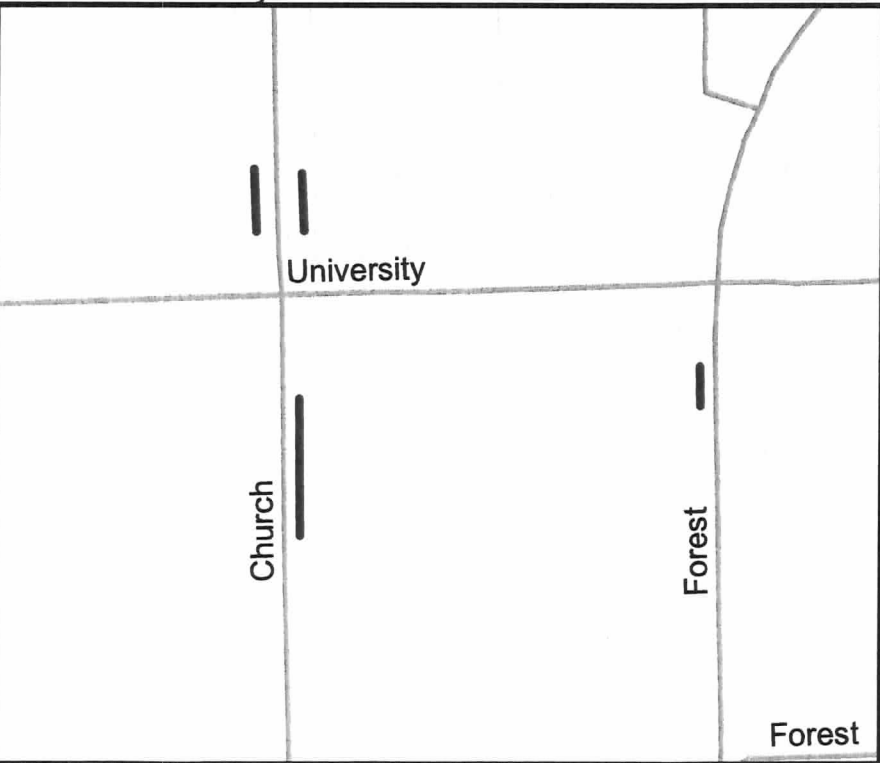
Downtown Ann Arbor Loading Zones Targeted for Taxi Stands

Block	Location	Near to	Time	Length	New Suggested Signage
100 S Fourth	East	The Arena	6a-6p M-Sa	25 ft	commercial plates required loading zone 15 min parking 6 am to 6 pm M- Sa
100 E Liberty	North	Cherry Republic	6a-6p M-F	40 ft	commercial plates required loading zone 15 min parking 6 am to 6 pm M- Sa
100 S Ashley	East	Grizzly Peak	6a-6p M-Sa	40 ft	commercial plates required loading zone 15 min parking 6 am to 6 pm M- Sa
100 S First	West	PJs	6a-midnight, M-Sa	40 ft	commercial plates required loading zone 15 min parking 6 am to 6 pm M- Sa
100 W Liberty	South	Corner of Ashley	6a-6p, M-F	20 ft	15 min parking 6 am to 6 pm M-Sa
100 W Washington	South	Sweetwaters	6a-6p M-Sa	40 ft	commercial plates required loading zone 15 min parking 6 am to 6 pm M- Sa
130 S First	West	Health Media Building	6a-6p M-Sa	42 ft	commercial plates required loading zone 15 min parking 6 am to 6 pm M- Sa
200 S Ashley	East	Old Town	6a-6p	40 ft	commercial plates required loading zone 15 min parking 6 am to 6 pm M- Sa
200 S First	West	Millennium Club		46 ft	commercial plates required loading zone 15 min parking 6 am to 6 pm M- Sa
200 S State	East	Urban Outfitters	6a-6p M-F	20 ft	commercial plates required loading zone 15 min parking 6 am to 6 pm M- Sa
300 East Liberty	South	MI Square	6a-6p	60 ft	commercial plates required loading zone 15 min parking 6 am to 6 pm M- Sa
300 Maynard	West	Scorekeepers	6a-6p M-F	20 ft	commercial plates required loading zone 15 min parking 6 am to 6 pm M- Sa
300 Maynard	West	Bike shop	8a-6p M-Sa	40 ft	commercial plates required loading zone 15 min parking 6 am to 6 pm M- Sa
300 S Ashley	West	Lucky Monkey/Fleetwood	6a-6p M-Sa	60 ft	commercial plates required loading zone 15 min parking 6 am to 6 pm M- Sa
300 S State	West	Ashleys	6a-6p M-F	43 ft	commercial plates required loading zone 15 min parking 6 am to 6 pm M- Sa
500 Church	East	Chinese Restaurant	6a-6p M-F	50 ft	commercial plates required loading zone 15 min parking 6 am to 6 pm M- Sa
500 Church	West	TCF Bank	8a-6p M-F	40 ft	commercial plates required loading zone 15 min parking 6 am to 6 pm M- Sa
500 E Liberty	North	Hommus	6a-6p	40 ft	5 min parking 6 am to 6 pm M-Sa
500 E Liberty	South	Aveda Institute	6a-6p	33 ft	commercial plates required loading zone 15 min parking 6 am to 6 pm M- Sa
500 E William	South	Cottage Inn	6a-6p M-F	40 ft	commercial plates required loading zone 15 min parking 6 am to 6 pm M- Sa
600 Church	East	Rick's	6a-6p M-F	100 ft	commercial plates required loading zone 15 min parking 6 am to 6 pm M- Sa
600 E Liberty	South	Old Border's	6a-6p M-F	30 ft	commercial plates required loading zone 15 min parking 6 am to 6 pm M- Sa
600 Forest	West	Saigon Garden	6a-6p M-F	40 ft	commercial plates required loading zone 15 min parking 6 am to 6 pm M- Sa
600 Packard	North	Campus Corner	6a-6p M-F	65 ft	commercial plates required loading zone 15 min parking 6 am to 6 pm M- Sa

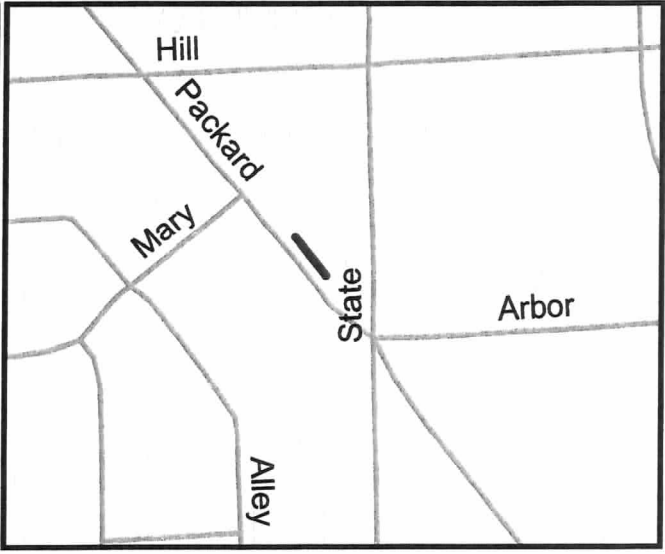
Main and State Street Areas



South University Area



Packard & State Area



Legend
— Loading Zones



Loading Zones Targeted for Evening Taxi Stand