

City of Columbia 2015 Parking Audit Results

I. Audit Time Period

Staff and volunteers measured parking capacity at the four time intervals, during the three days, shown below.

Days	Times
Thursday, August 27	8:00 am
Friday, August 28	12:00 pm
Saturday, August 29	3:30 pm
	8:00 pm

II. Focus of the Audit

Areas	Factors
Downtown on-street supply	Utilization*
Downtown off-street supply	Excess Capacity**
North Central Permit Pilot	Turnover***
Benton Stephens	
East Campus	

***Utilization:** The percentage of parking spaces utilized in any given area during the different times of the day/week

****Excess Capacity:** For on street parking, the number of empty spaces at any given time, minus the preferred number of empty spaces (about 15% of total supply for on-street). For off street parking, the number of empty spaces at any given time, minus the preferred number of empty spaces (about 10% of total supply for off-street).

*****Turnover,** in most areas one space per block was examined at each interval to see how long cars were staying. Staff and volunteers performed a specific downtown turnover study by chalking all of the cars parked on each block at each interval.

III. Downtown Audit Results

On Street Parking: Broadway from 8 th -Short & 9 th Street from Broadway to University			
	Thursday	Friday	Saturday
Utilization	55% utilization early morning, and between 70 & 80% rest of day	On Street 57% utilization early morning, and between 83 & 90% rest of day	31% utilization early morning, and between 78 & 86% rest of day
Excess Capacity	Excess capacity of +3 in morning, near -1 mid-day, near +1 late afternoon, and near -1 at night.	Excess capacity of 3 in morning, -.9 mid-day, -.3 late afternoon, and near -1.3 at night.	Excess capacity of 7 in morning, near -1 mid-day, near +.03 late afternoon, and near -.6 at night.
*Turnover	13 cars parked >than 3 hours; 3 cars parked more than 7 hours; 0 cars parked more than 12 hours	18 cars parked >than 3 hours; 7 cars parked more than 7 hours; 3 cars parked more than 12 hours**	17 cars parked >than 3 hours; 0 cars parked more than 7 hours; 1 cars parked more than 12 hours

*This turnover study focused on all the cars parked on both sides of Broadway from 8th to 10th street, and both sides of 9th street, from Broadway to Locust, a total of 110 spaces, (cars were chalked 4 times a day, based on the audit schedule times shown above).

**Parked overnight until Saturday morning

Off Street Parking: 8 th & Cherry, 10 th & Cherry, and 5 th & Walnut Garages			
Hourly			
	Thursday	Friday	Saturday
Utilization	41% in early morning, and between 64 & 73% rest of day	34% in early morning, and between 64 & 76% rest of day	57% in early morning, and between 68 & 75% rest of day
Excess Capacity	Excess capacity near 40 early morning, 14 at mid-day, 19 in late afternoon and 15 at night.	Excess capacity near 22 early morning, 12 at mid-day, 12 in late afternoon and 26 at night.	Excess capacity near 26 early morning, 18 at mid-day, 13 in late afternoon and 12 at night
*Permit			
	Thursday	Friday	Saturday
Utilization	66% early morning, 81% mid-day, 49% late afternoon	47% early morning, 30% mid-day, didn't collect late afternoon	
Excess Capacity	Excess capacity of 66 early morning, 45 at mid-day, 14 late afternoon, 10 at night	Excess capacity of 30 early morning, 32 at mid-day	

*Permit parking not enforced after 5:00 on weekdays or on Saturday or Sunday.

****Turnover:** There was not enough staff or volunteer capacity to chalk all of the cars in this study. Therefore, one space in each garage was tracked to measure turnover. Turnover did not appear to be a major issue in the garages: Out of the 3 spaces in the garages examined for turnover 12 times throughout the parking audit study in the hour intervals shown above, 1 car was parked more than 3 hours, 2 cars were parked more than 7 hours, and 6 cars were parked more than 12 hours.

IV. Meter Permit Pilot Area Parking Results

The former City of Columbia Parking Task Force (established July, 2011), a voluntary group of citizens commissioned by the mayor to analyze parking throughout downtown Columbia, studied occupancy rates at our on-street meters and found our 10-hour meters, which are primarily on the periphery of downtown, to be heavily under-utilized. The Task Force proposed offering 200 discounted permits to downtown business employees for parking at these 10-hour meters as a way of utilizing these spaces and, at the same time, freeing up prime parking spaces in the central core for customers.

Below are the audit results of a number of those spaces, from Walnut and Providence, to Walnut and 5th; Park Street from 10th to Orr; E. Ash from Orr to St. James; and St. James from E. Ash to Park.

Meter Permit Pilot Parking Area			
	Thursday	Friday	Saturday
Utilization	6-30%	15-36%	6-35%
Excess Capacity	*Positive	Positive	Positive

*There was plenty of excess capacity in the meter permit pilot parking area at all times.

**** Turnover:** There was not enough staff or volunteer capacity to chalk all of the cars in this study. Therefore, one space on each block in the meter permit pilot area was tracked to measure turnover. Turnover did not appear to be a major issue in this area: Out of the 8 spaces in the area examined for turnover 12 times throughout the parking audit study in the hour intervals shown above, 7 car was parked more than 3 hours, 6 cars were parked more than 7 hours, and no cars were parked more than 12 hours.

V. East Campus and Benton Stephens

East Campus: University, Rosemary & Anthony from College to S. Williams			
	Thursday	Friday	Saturday
Utilization	89- 139%*	120-141%	85-113%
Excess Capacity	**Negative	Negative	Negative

*The number of available spaces in E. Campus was estimated using the same parking space length that is used to create downtown parking spaces. A number of volunteers informed staff that cars in this area were parked tightly into spaces, and often ran over into yellow lines or residential driveways.

**There was negative excess parking capacity in this East Campus area at all times during the audit.

Benton Stephens: Windsor from College to Ripley & Ripley from Walnut to Richardson			
	Thursday	Friday	Saturday
Utilization	89-121%*	113-124%	113-135%
Excess Capacity	**Negative	Negative	Negative

*The number of available spaces in Benton Stephens was estimated using the same parking space length that is used to create downtown parking spaces. A number of volunteers informed staff that cars in this area were parked tightly into spaces, and often ran over into yellow lines or residential driveways.

**There was negative excess parking capacity in this Benton Stephens area at all times during the audit.

*****Turnover:** There was not enough staff or volunteer capacity to chalk all of the cars in this study. Therefore, one space on each block in East Campus and Benton Stephens was tracked to measure turnover. Cars in these areas were staying for long periods of time. Out of the 20 spaces in these areas examined for turnover 12 times throughout the parking audit study in the hour intervals shown above, all of the cars tracked were parked more than 3 hours, 8 of those cars were parked more than 7 hours and the majority (39 cars) were parked more than 12 hours.