

## MEMORANDUM

TO: Susan Pollay, DDA Executive Director

FROM: Jacqueline Beaudry, City Clerk

DATE: May 26, 2016

SUBJECT: Recommendation to DDA from Taxicab Board Regarding City Council Resolution Requesting the DDA Reconsider Permitted Uses in Commercial Loading Zones/Taxi Stands

On Thursday, May 26, the Taxicab Board met and reviewed your May 12 memorandum and request for recommendations regarding the DDA's proposed solutions to City Council's request to reconsider the current dual-use commercial loading zones.

The resolution stated:

1. The DDA, after consultation with the Taxicab Board, remove the taxicab stands that are established in conjunction with commercial loading zones;
2. The DDA and Taxicab Board (or a designated Taxicab Board citizen representative) re-consider, after taking into account traffic safety and operations and citizen feedback, how to best utilize the approx. 20 commercial loading zones without them being partially designated as taxicab stands.;
3. The DDA obtain Council feedback and inform Council of the revised plan prior to implementation.

The Taxicab Board provided the following comments and recommendations in response to your four questions/proposed response to Council's resolution:

1. ***Modify the signs, and instead of "taxi stands", make these into 15-minute "Passenger Drop Off/Pick Up" zones after 6pm. Public frustration/confusion about not seeing taxis using spots will be lessened. But curb space would remain available in key locations, particularly later in the evening, for active pick up /drop off out of a lane of traffic.***

***Respectfully, can you please ask the Taxi Board to affirm that this would be acceptable? And if not, please ask the Board members if they have an alternate suggestion.***

Taxicab Board Members spoke favorably of the need for passenger pick-up/drop-off zones in high traffic areas, such as near the Michigan Theatre. There was consensus among Board Members for change in the signage language, recognizing that the use of these types of zones would reduce traffic congestion, and acknowledging that other forms of transportation besides taxicabs are currently utilized for this purpose. A motion to formally support the DDA's proposed conversion to "15-minute Passenger Drop-Off/Pick-Up Zones" was unanimously adopted.

- 2. Reduce the number of loading zones used after 6pm for drop off/pick up. Attached is a map showing the location of the 24 loading zones used for this purpose, as well as the location of the permanent taxi stands.**

**Can you please ask the members of the Taxi Board to review this map, and give the DDA feedback on which loading zones they believe can be released, and which should be retained after 6pm for use picking up/dropping off passengers?**

Attached is a map highlighting the proposed changes that the Taxicab Board recommends making to the existing 24 dual loading zones. After review, the Taxicab Board identified 14 of the 24 dual use zones that they would suggest remain dual use commercial loading/passenger pick-up zones, and 10 that could be converted back to commercial loading zones only. In addition, the Board identified 2 new loading zones (North University at East University) that they respectfully request the DDA consider including as part of the dual commercial loading/passenger pick-up zones, for a total of 16 of the new dual loading zones. The map also includes a suggestion for a new bike stand location at Main and Liberty. A motion to approve the map and formally provide this recommendation to the DDA was approved by the Board unanimously.

- 3. FYI, another idea the DDA has been asked to consider, which doesn't directly answer City Council's directive:**

**A citizen has requested that some loading zones be utilized after 6pm as free on-street motorcycle parking areas. This can be done seasonally during warm weather months, or all year round. Motorcycles are vulnerable to nuisance behavior, and motorcyclists like to keep their bikes in view. Some of the loading zones being released as taxi stands could be used to pilot this option to provide motorcycle-only parking after 6pm.**

**Any remaining loading zones could be released for public parking after 6pm as before.**

The Taxicab Board discussed the concept of downtown motorcycle parking and was generally favorable to the idea of the DDA designating specific spaces for motorcycle use, particularly if designated spaces for motorcycles would free up other parking spaces that could be utilized by cars. There was some hesitation about the conversion of commercial loading zones for this use as a pilot, as a second type of use/restriction might create more confusion and frustration by the public. The Board did not formally adopt a motion regarding motorcycle parking.

- 4. An idea that was discussed, and is not being recommended:**

**Having a time gap between uses, e.g. after 6pm and before 11pm (or midnight), when public parking could be allowed. This was considered too difficult to enforce.**

The Taxicab Board did not discuss this idea.