

**OREGON DEPARTMENT OF ADMINISTRATIVE SERVICES
(DAS)**

**Update of Off-Street Parking Resources
Capitol Mall Area – Salem, Oregon
FINAL REPORT**

Prepared for:

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Salem Capitol Mall – Off-street Parking Occupancy Analysis

June 2008

I. BACKGROUND

The Oregon Department of Administrative Services (DAS) completed inventories and capacity studies in its off-street parking facilities in the Capitol Mall area in June 2006 and February 2007. In each of those analyses, data suggested that significant unused parking stalls were available in the peak hour, 940 stalls (2006) and 739 stalls (2007).¹ A recommendation emanating from both the 2006 and 2007 surveys was that DAS should pursue parking management strategies that would allow it to recapture underutilized parking supply to address growing demand for parking by State employees.

In an effort to remain updated on actual parking activity, the DAS commissioned a follow up inventory and occupancy study on June 4, 2008. The purpose of this survey was to assess the actual peak hour use of the parking supply and compare that data with the findings from June 2006 and February 2007. These updated findings can be used to accurately evaluate changes that have occurred within the supply over the course of the past two years. Information from this update can be used by DAS to examine efficiencies that could be captured within its parking supply.

II. METHODOLOGY

DAS personnel conducted the capacity/utilization inventory on Wednesday, June 4, 2008. The survey day was selected in consultation with DAS and was reflective of a “typical operating day.” The parking inventory was conducted between 7:00 a.m. and 6:00 p.m.

The methodological approach to gathering parking utilization/capacity data began with a physical inventory of all State owned/controlled off-street parking stalls within the Capitol Mall area. This inventory was conducted in advance of the survey day. Given that two years separated the first from the most recent study, time was taken to note and account for any changes in facility stalls totals. The total number of facilities (24) has remained unchanged, though the total number of stalls located at these facilities has decreased by 22 stalls, from 3,820 to 3,798. This is likely the result of re-striping and/or reallocation of some stalls to non-parking uses.

Also, while 24 lots were surveyed in 2006 and 2007, 22 lots comprised the 2008 inventory. Lots not surveyed included Lot #21 (1175 Court Street) and Lot #23 (324 Capitol). These lots comprised 34 and 20 stalls, respectively and were significantly underutilized in both the 2006 and 2007 updates. As such, a total of 3,744 parking stalls on 22 lots were surveyed every hour over an eleven-hour period. This represents a 98.5% sample of the 3,798 total stalls in the system.

Attachment A of this report contains a detailed listing and summary of parking utilization for each lot/facility, comparing 2006, 2007 and 2008 survey data.

¹ The difference between the 2006 and 2007 numbers was determined to be the difference in parking activity associated with the legislature being in session in February 2007 versus June 2006.

III. FINDINGS – OFF STREET SUPPLY

The June 2008 survey of off-street parking assets indicates that approximately 866 - 933 parking stalls are unused and available in the peak hour. The lower number is reflective of the total available stalls derived from adding up empty stalls at the peak hour of each *individual lot*. This total might be considered the conservative estimate of stall availability. The higher number is reflective of the “combined peak hour,” which is that point in the day at which the highest numbers of vehicles are parked within the *system*.

Table 1, below, provides a brief comparative summary of the three surveys.

As **Table 1** indicates, utilization numbers are virtually unchanged from the June 2006 inventory, which accounted for 875 and 940 empty and available stalls at the individual lot and combined peak hours, respectively. Combined peak hour occupancy remains at about 75%, though the hour of the peak has shifted to 11:00 a.m. to noon versus 10:00 a.m. to 11:00 a.m. (2006).

Even if one assumes that the February 2007 data is still reflective of “peak of the peak” parking occupancy during a legislative session, then, at minimum, there is a supply of 626 to 739 parking stalls available that could be utilized to address waiting list issues or planning for future increases in demand.

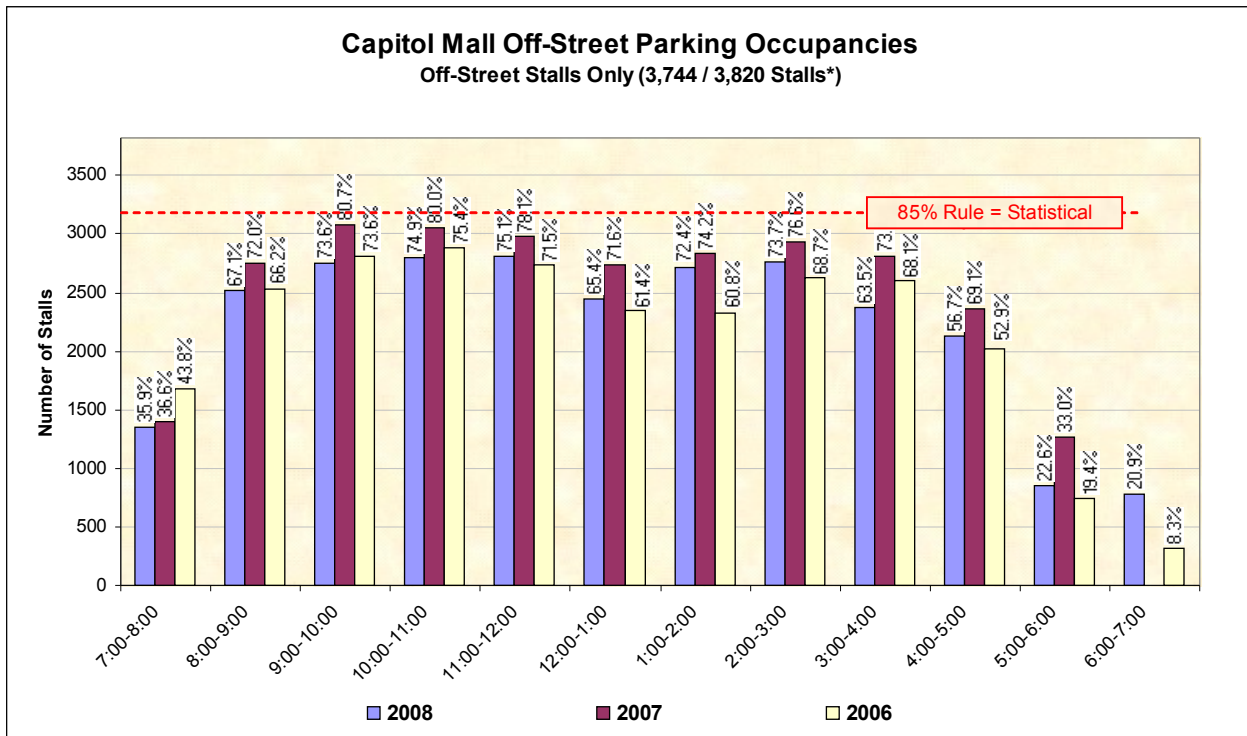
At the time of the June 2006 survey, DAS noted that over 1,000 employees were on waiting lists for parking in the 24 facility parking system. The ability for the State to accommodate this demand (if possible) in existing supply was seen as: (a) adding efficiency to the existing system; and (b) reducing future parking development costs for the State. The June 2008 count demonstrates the continued feasibility for providing additional parking opportunities within the existing off-street parking resources.

Table 1
Off-Street Parking Summary – Survey Comparison

DAS Off-street Parking Assets – Comparative Findings			
# of Stalls Surveyed	June 2008	February 2007	June 2006
# Stalls Surveyed	3,744	3,820	3,820
# of Lots Surveyed	22	24	24
Peak Hour	11:00 – Noon	9:00 – 10:00 AM	10:00 – 11:00 AM
Peak Occupancy	75.1%	80.7%	75.4%
Stalls Available (combined peak hour)	933	739	940
Stalls Available (individual lot peak hours)	866	626	875

Figure A, below illustrates comparative occupancies for each hour of the eleven-hour survey day, for June 2006, February 2007 and June 2008. As noted above, occupancies and available stalls remain virtually unchanged between June 2006 and June 2008.

Figure A



* Notes the difference in stalls surveyed in 2008 (3,744) versus 2006 & 2007 (3,820)

Table 2 provides a summary of the lots that appear to have the most abundant supply of available parking options. Of the 24 lots in the DAS system, seven maintain 686 stalls of the 866 stalls available at the individual lot peak hours (about 74% of available stalls). As with other data in this survey, this finding is consistent with stall availability (by location) from the June 2006 survey, with these same seven lots maintaining 71.2% of all available stalls. At the most conservative level, using February 2007 data, these seven lots maintain 452 available stalls at the individual lot peak hour (or 61.1% of all available stalls).

Table 2
Lots with Most Peak Hour Stall Availability

#	Lot Name	Total Stalls	Peak Hour	Available Stalls at Individual Lot Peaks	Peak Hour	Available Stalls at Individual Lot Peaks	Peak Hour	Available Stalls at Individual Lot Peaks
			2008	2008	2007	2007	2006	2006
1	Red Lot 400 Capitol St.	337	11:00- Noon 90.5%	32	10:00- 11:00 AM 84.9%	44	10:00- 11:00 AM 75.3%	72
2	PUC 555 Capitol St.	166	11:00- Noon 80.7%	32	3:00-4:00 PM 97.7%	4	10:00- 11:00 AM 81.7%	32
7	State Lands 775 Summer St.	108	10:00- 11:00 AM 73.1%	29	10:00- 11:00 AM 79.6%	22	11:00 – 12:00 PM 82.4%	20
11	Human Resources 500 Summer St.	191	1:00-2:00 PM 73.3%	51	2:00-3:00 PM 78.6%	42	9:00 – 10:00 AM 75.0%	52

#	Lot Name	Total Stalls	Peak Hour	Available Stalls at Individual Lot Peaks	Peak Hour	Available Stalls at Individual Lot Peaks	Peak Hour	Available Stalls at Individual Lot Peaks
15	Revenue 955 Center St.	194	9:00-10:00 AM 82.0%	32	10:00-11:00 AM 81.4%	38	9:00 – 10:00 AM 77.9%	45
18	CMPS 900 Chemeketa St.	1,221	11:00-Noon 61.5%	470	9:00-10:00 AM 78.7%	262	10:00 – 11:00 AM 66.6%	411
19	Executive Building 155 Cottage St.	178	11:00-Noon 77.5%	40	10:00-11:00 AM 77.8%	40	10:00 – 11:00 AM 78.9%	38
Total Availability at Individual Peak Hour				686		452		670
% of Total Stalls Available at Individual Peak Hour				73.5%		61.1%		71.2%

The following conclusions can be derived from the June 2008 survey of off-street facilities:

In June 2008, occupancies within the parking supply peak at 75.1% between 11:00 a.m. and noon. At this point in the day, 2811 of the 3,744 stalls surveyed are occupied, leaving 933 empty stalls.

If individual lot peak hours are calculated, a more conservative estimate of 866 stalls are empty and available during a typical operating day.

When compared to June 2006, little change in occupancy and/or available stalls has occurred, indicating a fairly constant availability of stalls for use to accommodate existing demand, future growth or redistribution of supply of those on waiting lists.

Holding February 2007 data constant, the most conservative estimate of stall availability would range between 626 and 739 stalls, a significant supply of parking if it can be captured and managed to serve additional parkers.

Available stalls are concentrated in seven facilities (Lots 1, 2, 7, 11, 15, 18 and 19). Based on the 2008 survey, 686 stalls are available at the most conservative peak hour (73.5% of all empty stalls). Using 2007 data, these same lots still maintain over 450 empty stalls by the most conservative estimate.

Given these findings, there continues to be an opportunity to more aggressively manage access into selected facilities to: (a) augment customer access through signage and/or metering; and/or (b) increasing the number of monthly passes assigned for specific facilities.

V. SUMMARY AND CONSIDERATIONS

Overall the 2008 data analysis of the DAS off-street parking inventory indicates that the system continues operating with significant parking availability, even when using the most conservative interpretation of data. The off-street system maintains between 866 and 933 stalls in the peak hour, which is nearly identical to data derived in 2006. Factoring for the impact of the legislative session (i.e., 2007 data), the availability of parking is at least 626 parking stalls. As stated in the 2006 and 2007 updates, the system continues to operate at less than peak capacity, particularly for a system that is primarily intended to provide monthly parking for State workers. Given that the supply is in State control/ownership, there is opportunity to maximize use of this parking resource.

To that end, the following strategies are resubmitted for consideration:

1. Reduce/eliminate reserved monthly parking stalls in State off-street parking facilities. Most of the stalls identified as “empty” in the survey are unused reserved stalls. Eliminating/reducing reserved stalls will allow DAS to recapture capacity within the system. This will result in: (a) a reduction in the number of employees on the waiting list; (b) increased revenue; and (c) reduction or postponement of construction for future parking facilities to address growing employee demand.
2. If strategy #1 above is implemented, DAS could begin selling general access monthly passes to fill up to 50% of the identified parking surplus. Using February 2007 data as a conservative baseline (i.e., 626 empty stalls), DAS could offer up to 323 “new” monthly passes within the system without jeopardizing access for any existing user. This would effectively increase occupancy in DAS facilities but also leave a buffer to ensure that any peaks or anomalies in the supply not captured in the parking survey could be handled. After six months, DAS could resurvey the facility, reestablish peak hour stall availability and determine if additional pass sales were warranted.
3. If additional short-term customer parking is desired, DAS could implement #1 above, balance the number of new pass sales offered to State employees, and install a limited number of short-term customer parking meters in selected facilities. This would allow DAS to: (a) address (to a lesser degree than strategy #2 above) monthly employee parking demand; (b) create additional customer access in currently underutilized facilities; and (c) increase revenues from customer parking.

ATTACHMENT A

CAPITOL MALL PARKING FACILITIES: PEAK HOUR OCCUPANCY (JUNE 2008, FEBRUARY 2007 and June 2006)

For purposes of understanding parking availability in the State's Capitol Mall off-street facilities, the table below provides a comparative breakout of occupancies in the State-owned facilities for June 2006, February 2007 and June 2008.

#	Lot Name	Total Stalls	Peak Hour	Available Stalls at Individual Lot Peaks	Peak Hour	Available Stalls at Individual Lot Peaks	Peak Hour	Available Stalls at Individual Lot Peaks
			2008	2008	2007	2007	2006	2006
1	Red Lot 400 Capitol St.	337*	11:00- Noon 90.5%	32	10:00- 11:00 AM 84.9%	44	10:00- 11:00 AM 75.3%	72
2	PUC 555 Capitol St.	166*	11:00- Noon 80.7%	32	3:00-4:00 PM 97.7%	4	10:00- 11:00 AM 81.7%	32
3	Agriculture 635 Capitol St.	28	3:00-4:00 PM 85.7%	4	3:00-4:00 PM 78.6%	6	2:00-3:00 PM 75.0%	8
4	Archives 800 Summer St.	42*	11:00- Noon 54.8%	19	10:00- 11:00 AM 81.8%	8	6:00 – 7:00 PM 100%	19
5	N. Mall Heritage 885 Summer St.	24	9:00- 10:00 AM 54.2%	11	3:00-4:00 PM 37.5%	15	10:00 – 11:00 AM 29.2%	17
6	NMOB 725 Summer St.	176	2:00-3:00 PM 84.1%	28	9:00- 10:00 AM 83.5%	29	11:00 – 12:00 PM 88.0%	41
7	State Lands 775 Summer St.	108	10:00- 11:00 AM 73.1%	29	10:00- 11:00 AM 79.6%	22	11:00 – 12:00 PM 82.4%	20
8	Employment 875 Union St.	46*	2:00-3:00 PM 69.6%	14	10:00- 11:00 AM 92.2%	4	9:00 – 10:00 AM 84.2%	14
9	Veteran's 700 Summer St.	78*	8:00- 10:00 AM 80.8%	15	10:00- 11:00 AM 82.3%	14	10:00 – 11:00 AM 87.4%	10
10	Orange Lot 667 Capitol St.	61*	11:00- Noon 80.3%	12	2:00-3:00 PM 82.8%	11	11:00 – 12:00 PM 82.8%	25
11	Human Resources 500 Summer St.	191*	1:00-2:00 PM 73.3%	51	2:00-3:00 PM 78.6%	42	9:00 – 10:00 AM 75.0%	52
12	605 Cottage St.	93	8:00- 10:00 AM 78.5%	20	11:00 AM - noon 89.2%	10	10:00 – 11:00 AM 87.1%	12
13	Green Lot 880 Union St.	389	10:00- 11:00 AM 94.1%	23	11:00 AM - noon 87.1%	50	10:00 – 11:00 AM 89.2%	42
14	Yellow Lot 860 Marion St.	312*	11:00- Noon	19	10:00 AM - noon	0	10:00 – 11:00 AM	20

			93.9%		100%		94.2%	
15	Revenue 955 Center St.	194*	9:00-10:00 AM 82.0%	32	10:00-11:00 AM 81.4%	38	9:00 – 10:00 AM 77.9%	45
16	L&I/Library Loop 350 Winter St.	17*	6:00-7:00 PM 88.2%	2	11:00 AM - noon 81.8%	4	9:00 – 10:00 AM 45.5%	12
17	ODOT/PSP Loop 255 Capitol St.	10*	6:00-7:00 PM 90.0%	1	5:00-6:00 PM 61.1%	7	8:00 – 9:00 AM 61.1%	7
18	CMPS 900 Chemeketa St.	1,221*	11:00-Noon 61.5%	470	9:00-10:00 AM 78.7%	262	10:00 – 11:00 AM 66.6%	411
19	Executive Building 155 Cottage St.	178*	11:00-Noon 77.5%	40	10:00-11:00 AM 77.8%	40	10:00 – 11:00 AM 78.9%	38
20	Justice/S. Court 1162 Court St.	42*	9:00-10:00 AM 78.6%	9	11:00 AM - noon 80.0%	3	3:00 – 4:00 p.m. 66.7%	5
21	1175 Court St.	34	N/A	N/A	1:00 – 4:00 PM 73.5%	9	9:00 – 10:00 AM 85.3%	5
22	1158/78 Chemeketa St.	24*	11:00-Noon 91.7%	2	9:00 AM – noon 96.2%	1	10:00 – 11:00 AM 69.2%	8
23	324 Capitol St.	20	N/A	N/A	10:00-11:00 AM 85.0%	3	9:00 – 11:00 AM 70%	6
24	1144 Center St.	7	9:00-Noon 85.7%	1		0	8:00 – 1:00 PM 100%	0
Total Availability at Individual Lot Peak Hour				866		626		875
Total Availability at Combined Peak Hour				933		739		940

* Represents a change in individual lots total parking capacities when compared to previous years. These changes resulted in the net loss of 22 parking stalls for the combined total capacity of lots surveyed in June 2008 (from 3,766 to 3,744).