

# **Salem Capitol Mall – Off-street Parking Occupancy Analysis: Legislative Session (February 2007)**

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## **I. BACKGROUND**

The Oregon Department of Administrative Services (DAS) completed an inventory and capacity analysis of its 24 off-street parking facilities in the Capitol Mall area in June 2006. At that time, only 75% of the State of Oregon's 3,820 parking stalls were occupied in the peak hour. This meant that on a typical day, between 875 and 940 parking stalls were unused at the peak hour. An initial recommendation of the 2006 survey was that DAS should pursue parking management strategies that would allow it to recapture this underutilized parking supply to address growing demand for parking by State employees.

However, at the time of the June inventory, the legislature was not in session. As a result, it was difficult to determine whether the State's off-street parking supply was significantly underutilized or if it was simply operating at a lower "peak," pending demand that would be generated during a typical day during the upcoming legislative session.

To answer this question, DAS conducted a second survey of its off-street assets in February 2007. The purpose of this survey was to assess the actual peak hour use of the parking supply during what is considered the peak usage of the supply, i.e., when the legislature is in session.

Data derived from this most recent analysis can then be compared to the June 2006 findings. Updated findings from the 2007 survey can be used to more accurately evaluate the capacity the State has to create efficiencies and maximize the use of its parking supply.

## **II. METHODOLOGY**

DAS personnel conducted the capacity/utilization inventory on Thursday, February 15, 2007. The survey day was selected in consultation with DAS and was reflective of a "typical operating day" during the State's biennial legislative session. 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 these facilities were the same as those surveyed in June 2006, time was taken to note and account for any changes in stall capacity that might have changed.

The February 15 survey involved an hourly tally of each occupied off-street parking stall in the study area. A total of 3,820 parking stalls were surveyed every hour over an eleven-hour period.

## **III. FINDINGS – OFF STREET SUPPLY**

The survey of off-street parking assets in June 2006 indicated that between 875 and 940 parking stalls (or 23% to 25% of the off-street supply) were unused in the peak hour. At the time of the June 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

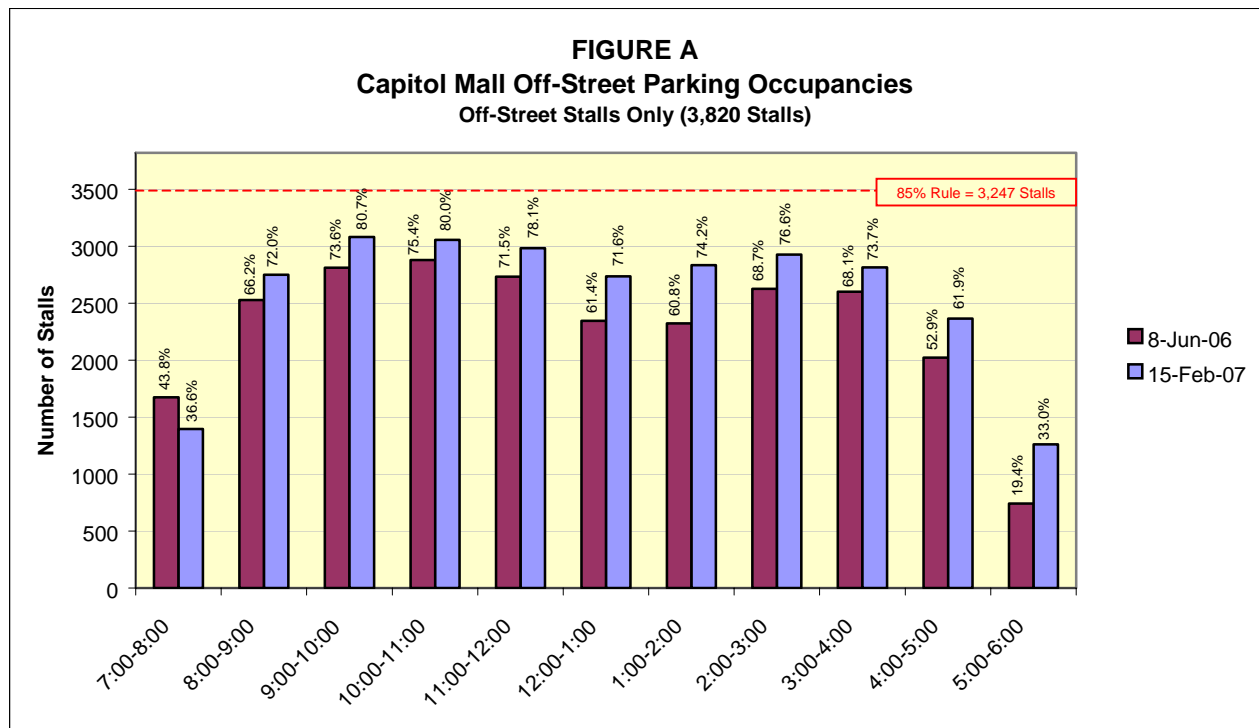
parking development costs for the State. The June count demonstrated the feasibility of providing additional parking opportunities within the existing off-street parking resources.

The February 2007 survey found that parking assets do become more constrained during the legislative session. The peak demand for off-street parking rose from 75.4% in June 2006 to 80.7% in 2007. The number of empty parking stalls dropped from a range of 875 – 940 (2006) to 626 – 739 (2007 legislative session). Nonetheless, a significant number of parking stalls remain unused, even during the “peak” of the legislative session. **Table 1**, below, provides a brief summary. **Attachment A** of this report contains a detailed listing and summary of parking utilization for each lot/facility, comparing 2006 survey data with the February 2007 survey results.

**Table 1**  
**Off-Street Parking Summary – Survey Comparison**

DAS Off-street Parking Assets – Comparative Findings				
# of Stalls Surveyed	Peak Hour Occupancy	Stalls Available <sup>1</sup>	Peak Hour Occupancy	Stalls Available
	June 2006	June 2006	February 2007	February 2007
3,820	75.4%	875 – 940	80.7%	626 - 739

**Figure A** illustrates comparative occupancies for each hour of the eleven-hour survey day, for June 2006 and February 2007. Even during the legislative session, peak parking occupancies are well below the standard established for parking facilities (the “85% Rule”).



<sup>1</sup> The range of stalls available reflects (on the high end) the occupancy of the combined system at the peak hour versus (on the lower end) the occupancy of each individual facility at its specific peak hour, unrelated to the combined system.

The following conclusions can be derived from the February 2007 survey of off-street facilities:

- During the “combined” 9:00 a.m. – 10:00 a.m. peak hour, 3,081 of 3,820 stalls are occupied leaving 739 empty stalls (or 19%) available within the off-street inventory. This is in contrast to 2,880 occupied and 940 empty stalls in the 2006 “off-peak” study.
- A more conservative estimate of available stalls considers peak parking for each facility. Using this approach, available stalls drop from 739 to 626 stalls – a still significant number. In the 2006 study, this more conservative analysis reduced available stalls from 940 to 875.
- Available stalls are concentrated in the CMPS facility (262 available). Five facilities have 40 or more available stalls and two facilities have in excess of 20 available stalls at the peak hour.
- 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 2007 data analysis of the DAS off-street parking inventory indicates that the system is operating with significant parking availability, even during the legislative session. The off-street system maintains between 626 and 739 stalls in the peak hour. As stated in the 2006 study, 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. According to DAS there is a waiting list of more than 1,000 employees seeking monthly parking on the Capitol Mall. 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. For example, even during the legislative session the CMPS facility has 262 empty stalls at the peak hour. DAS could offer up to 131 “new” monthly passes for this facility. This would effectively increase occupancy in the facility 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 2006 AND FEBRUARY 2007)

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 24 State-owned facilities for June 2006 and February 2007.

Lots/facilities that have strong potential for selling underutilized space are shaded in the "Lot #" column. These include lots 1, 6, 7, 11, 13, 15, 18 & 19.

#	Lot Name	Total Stalls	Peak Hour	Available Stalls at Individual Lot Peaks	Potential New Permit Sales @ 50% of peak availability	Peak Hour	Available Stalls at Individual Lot Peaks	Potential New Permit Sales @ 50% of peak availability
			2006	2006	2006	2007	2007	2007
1	Red Lot 400 Capitol St.	291	10:00-11:00 AM 75.3%	72	36	10:00-11:00 AM 84.9%	44	22
2	PUC 555 Capitol St.	175	10:00-11:00 AM 81.7%	32	16	3:00-4:00 PM 97.7%	4	2
3	Agriculture 635 Capitol St.	28	2:00-3:00 PM 75.0%	8	3	3:00-4:00 PM 78.6%	6	3
4	Archives 800 Summer St.	44	6:00 – 7:00 PM 100%	19	0	10:00-11:00 AM 81.8%	8	4
5	N. Mall Heritage 885 Summer St.	24	10:00 – 11:00 AM 29.2%	17	8	3:00-4:00 PM 37.5%	15	7
6	NMOB 725 Summer St.	176	11:00 – 12:00 PM 88.0%	41	19	9:00-10:00 AM 83.5%	29	14
7	State Lands 775 Summer St.	108	11:00 – 12:00 PM 82.4%	20	9	10:00-11:00 AM 79.6%	22	11
8	Employment 875 Union St.	51	9:00 – 10:00 AM 84.2%	14	4	10:00-11:00 AM 92.2%	4	2
9	Veteran's 700 Summer St.	79	10:00 – 11:00 AM 87.4%	10	5	10:00-11:00 AM 82.3%	14	7
10	Orange Lot 667 Capitol St.	64	11:00 – 12:00 PM 82.8%	25	5	2:00-3:00 PM 82.8%	11	5
11	Human Resources 500 Summer St.	196	9:00 – 10:00 AM 75.0%	52	24	2:00-3:00 PM 78.6%	42	21
12	605 Cottage St.	93	10:00 – 11:00 AM 87.1%	12	6	11:00 AM - noon 89.2%	10	5
13	Green Lot 880 Union St.	389	10:00 – 11:00 AM 89.2%	42	21	11:00 AM - noon 87.1%	50	25

14	<b>Yellow Lot</b> 860 Marion St.	344	10:00 – 11:00 AM 94.2%	20	10	10:00 AM – noon 100%	0	0
15	<b>Revenue</b> 955 Center St.	204	9:00 – 10:00 AM 77.9%	45	22	10:00- 11:00 AM 81.4%	38	19
16	<b>L&amp;I/Library Loop</b> 350 Winter St.	22	9:00 – 10:00 AM 45.5%	12	6	11:00 AM - noon 81.8%	4	2
17	<b>ODOT/PSP Loop</b> 255 Capitol St.	18	8:00 – 9:00 AM 61.1%	7	3	5:00-6:00 PM 61.1%	7	3
18	<b>CMPS</b> 900 Chemeketa St.	1,232	10:00 – 11:00 AM 66.6%	411	205	9:00- 10:00 AM 78.7%	262	131
19	<b>Executive Building</b> 155 Cottage St.	180	10:00 – 11:00 AM 78.9%	38	19	10:00- 11:00 AM 77.8%	40	20
20	<b>Justice/S. Court</b> 1162 Court St.	15	3:00 – 4:00 p.m. 66.7%	5	2	11:00 AM - noon 80.0%	3	1
21	1175 Court St.	34	9:00 – 10:00 AM 85.3%	5	2	1:00 – 4:00 PM 73.5%	9	4
22	1158/78 Chemeketa St.	26	10:00 – 11:00 AM 69.2%	8	4	9:00 AM – noon 96.2%	1	0
23	324 Capitol St.	20	9:00 – 11:00 AM 70%	6	3	10:00- 11:00 AM 85.0%	3	0
24	1144 Center St.	7	8:00 – 1:00 PM 100%	0	0		0	0
<b>Total Availability at Individual Lot Peak Hour</b>				<b>875</b>	<b>432</b>		<b>626</b>	<b>308</b>
<b>Total Availability at Combined Peak Hour</b>				<b>940</b>			<b>739</b>	