



## Department of Community Development

300 Sixth Street - Rapid City, South Dakota 57701-5035

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TO: Parking Advisory Board  
FROM: Anna Gilligan  
SUBJECT: Parking Changes  
DATE: 07/01/25

### **Lot A (Stockgrowers Lot)**

This lot is no longer in the City's possession. Permits have been relocated, signage has been removed and maintenance has stopped. The City will have no further involvement with this property.

### **Tap-to-pay**

As of the April 2024 Parking Advisory Board meeting, 322 of 660 meters had been upgraded to fix the tap-to-pay option on the meters. As of June 18, 439 of the meters have been upgraded. This is under warranty, so there is no cost associated. We're sending them back for the upgrade in conjunction with other routine repairs.

### **Block 5 Project**

The hotel and apartments are now operational in the Block 5 Project. At the start of the project, 33 meters were removed from the street for the construction period. Due to the addition of a sidewalk café on 6<sup>th</sup> Street and a loading zone on Saint Joseph Street, only 17 of those 33 parking spaces were retained. The 17 spaces are now operational.

### **Sensors**

After further review and continual adjustment of the parking meter sensors, only 38 of the 53 sensors were accurately reflecting occupancy during observation periods on April 24 and 25. More concerning, it was clear that past performance is not an indicator of accuracy in the sensors.

In February, I spoke with two other cities (Covington, KY, and Santa Monica, CA) who use the sensors and the reset-to-zero function. Both cities said they were satisfied with the sensors and have not had issues with erroneous citations being issued. This is contrary to the information parking staff is gathering from our sensors. As neither city spoke of an adjustment period at the beginning, I would assume the inaccuracies are simply going unnoticed by these municipalities. The industry standard in sensor accuracy is about 70 percent to 80 percent.

Due to these findings, I recommend we do not move forward with the sensors. If we do, the credibility of our parking system would suffer.

Our aim in using the sensors was to be able to apply progressive parking rates downtown (first three hours at fixed rate, additional hours substantially higher) with the aim of deterring long-term parkers without penalizing downtown visitors and to activate a reset-to-zero function on the meters (meter resets when vehicle leaves space). Staff have been working with the Parking Focus Group to brainstorm potential solutions. We are currently researching options at the direction of the group.