



Parking Technical Advisory Group General Meeting Minutes

Zoom Remote Meeting Hosted in Tacoma, WA 98402
Thursday May 4, 2023 - Occurs First Thursday, Monthly

Call to Order	The meeting was called to order at 4:18 p.m.
Members Present	Steph Farber Co-Chair, Joe Loran Co-Chair, Dorene Callier, David Schroedel, James Sinding, Stephanie Sarber, Robyn LaChance
Members Absent	Eric Huseby (Public Works)
City Staff Present	Rachel Barra (Public Works)
Guests Present	Eric McMillan (Republic Parking NW) Natalya German (Republic Parking NW) Lee MaClellan (Public Works) Mark Oakford (Public Participant)
Regular Business	<p>PTAG Update:</p> <ul style="list-style-type: none">• Welcome Robyn LaChance—newest member of PTAG. Her current role is the chief administration officer at Sound Credit Union. She oversees their facility and corporate real estate team and regularly makes decisions around parking needs for their members and employees. <p>Transportation Commission:</p> <ul style="list-style-type: none">• Presented the scoping assessment for the TMP update. Purpose of sharing this with commissioners is to identify issues/elements that need to be in alignment with the plan. If there gaps then the plan needs to be updated to realign. The scoping assessment was walked through, and commissioners kicked off providing early comments/feedback/reactions on items that are missing or needs to be updated. PTAG is listed as a decision and advisory body that will provide input with regular check ins on the plan update. Currently a TMP



presentation has not been hardwired into the PTAG workplan, but the we do have a few time slots reserved in the fall to schedule in when due.

City Updates:

- Rachel- The PTAG recruitment posting is underway. Co-Chairs approved the write up and posting plan for advertisement. This will be hosted on the CBC webpage, linked to the PTAG page and the advertisement will be pushed through the CBC distribution lists. Staff will update the group when the advertisement is live.
- Rachel- Two new PEOs were onboarded in the month of April—Nakia Blalock and Christopher Anderson. Both have a strong history in customer service and are welcomed additions to our team. They will be in training over the next couple of months. They will likely begin enforcing on their own by early summer 2023. The recent hires being the staffing of 6 to 1 supervisor. Pre-Covid staffing was 8 to 1 supervisor. Currently staff doesn't anticipate hiring any additional officers through the end of this budget cycle.
- Rachel- Bill Timmer is making progress and recently wrapped up some field work a few weeks ago and is now kicking off some stakeholder interviews. We are a little behind on this effort, but would anticipate having something to react to prior to this group going on their break (June).
- Rachel- The McKinley BD had good turnout for the townhall on April 19th. Staff are working on additional outreach for the community to understand perspectives and will be proposing a parking plan once the data collection is complete. Conversations regarding two-hour parking, additional enforcement, and loading zone provisions were well received and will likely be part of the proposed plan.

4:30 p.m.
Public Comment

No Comment



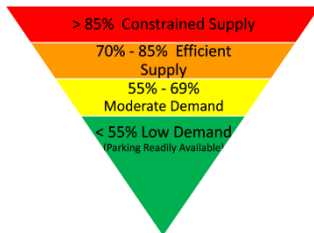
Agenda Items:

Recap – Overview of
2022 Downtown
Occupancy Data

David Schroedel, consultant to the PTAG working in affiliation with
Public Works, Parking Services

Key points in the conversation included:

- Kick start questions:
 - What do we do with this parking occupancy information?
 - Does this mean the system is working the way we want it to?
 - Should we be making adjustments in the system to make things work better for everybody?
- PTAG's focus is mostly on-street system but there is a relationship with the off-street. For example, if there is capacity in the off-street system then it can provide a relief to the congested on-street system.
- Occupancy thresholds used to guide decisions:
 - Anything above 85% is constrained (red).
 - 70-85% is the efficient (orange).
 - Anything below 55% isn't being used (green)
- Observations of key changes between 2019 to 2022.
 - The Dock street has always been in the green.
 - Brewery CBD used to be red and now it's yellow. Also its peak hour has changed. In 2019 it used to be 12pm-2pm, the lunch hour. Now it has shifted to 8-10am.
 - South CBD subzone and extended- used to be highly constrained and now it's dropped 20-30% in occupancy.
- Reactions and comments from PTAG members:
 - Stephanie Sarber- When asked about whether we feel like we are out of the pandemic—it feels like we have been out of the pandemic for a little while, but we kind of haven't. At least in my business area people have moved to hybrid and that feels like the new world. But there's also been more and more discussions where people are starting to lean towards people going back into the office for a very variety of reasons. So personally, I feel like we're maybe not far enough out away from the pandemic to know what the true impact is going to be. As in where we're really going to land in the parking world for occupancy. That's kind of my gut





feeling right now. I don't know when we will return to normal. I just hear rumblings.

- Dorene- Our work structure is still hybrid (the court). Some departments still only come in one day a week, others are three. It shifts but it's the same low level that we had two years ago. I don't hear a shift of going back to everyone being in the office. It's static.
- Robyn LaChance- We (Sound Credit Union) are hybrid and we've been hybrid for a little while. We just didn't have the space to bring everybody back into our office. We are expanding and bringing around 75 more people back into downtown within the next month. Our hybrid schedule is three days in and then two days out. Our required 'in' days are Tuesdays and Wednesdays. But we need to have some space dedicated for collaboration outside of just Tuesdays and Wednesdays. That would leave Thursdays and Fridays. So I anticipate our future work schedule will end up being more of a normal floor in the office on certain days once it's worked out.
- Steph Farber- I think things are flowing. There are more people parking than there was a few months ago, but I don't see like it was in 2019. Rather than looking into the past, this data gives us some opportunities to try things we haven't tried before. But I don't think moves like dropping the rates by 25 cents is what is going to bring people to come to downtown. Other things must drive people to downtown. We should be looking to different ideas that make it easier for restaurants, service industries or whoever needs it to increase access for their customers.
- James Sinding- I think we might be looking at what is the new normal. I have read articles where the downtown San Francisco looks like a ghost town and so do similar areas. I don't think we'll ever get back to where we used to be. I'd say it's too soon to make changes like we used to because our downtown is changing. A lot of residential units are coming downtown. My view is that if it's 85% or below there isn't much for us to react to as far as addressing constraint.
- Joe Loran- My area in the North CBD is changing. It's right across the street from Old City Hall and near



McMenamins. As you can see the daytime parking is right in the yellow. The parking is starting to fill up because of the night life. At some point this will need to be addressed, but not within the near future. In addition it seems like brick and mortar office spaces are being let go because of the pandemic -- due to less workers coming back. Those spaces are going to be used for other uses and then the increase of residents will need to be addressed. For example, Old City hall is due to be filled with mixed uses and with no on-site parking. We don't need to address these now, but it needs to be on our radar for all of the changes that will be coming up.

Anecdotally the counts comport with what I see.

- Steph Farber- Conventional wisdom before the pandemic would say that if you have more people then it's the residents who are going to drive the retail—such as it will be the residents who going to make a grocery store work. So then we get residents and then we attract more retail down there because that is how it works. When we met with Stadium we saw firsthand that there are people who live there and businesses that run there. The businesses need to get people to their businesses. But then there are residents who say, “Yeah there wasn't parking when I bought this place when I moved here, but there needs to be parking because my car is here.” This is where we are going to have conflict. And we are going to have to deal with the extent of either prioritizing customers, clients and visitors for the businesses or set aside long term parking for the residents--- the very people that businesses are there for, but they can't get enough people to the businesses to support them staying open.
- David- One of the pieces we are looking at is where do we have that relief valve for capacity? What kind of relief options do we have for people that need long term daytime parking and how do we make that accessible?
- Stephanie- Overall it seems like downtown lots at night are sitting empty. I am referring to the ones that are filled during the day with employees. Maybe we should be looking at more publicly accessible parking in the off hours. Is this an under-utilized asset?



- Decision: Continue conversation into June PTAG General meeting and formulate a recommendation for how the data will be used in guiding a workplan.

Review- '3 hour' bagged signs remaining along Fawcett Ave

David Schroedel, consultant to the PTAG working in affiliation with Public Works, Parking Services

Key points in the conversation included:

- Rachel- Topic introduction:
 - As a part of Recommendation 15 (Feb 2019) PTAG recommended instituting a 3-hour unpaid zone on the following streets:
 - Court D, Fawcett Avenue, Court E, and the east side of Tacoma Avenue from S 15th to S. 21st streets, excepting those stalls that are already regulated by short term parking controls. S. 15th Street, S 17th Street, and S. 21st Street from Market Street to Tacoma Avenue, excepting those stalls that are already regulated.
 - The recommendation directed City Staff to create an Interim Use Permit Pass to backfill under parked areas.
 - On the eve of unveiling the signs, PTAG heard extensive public comment with concerns on the stretch from 17th to 15th. One concern was from Sound Credit Union employees and residents who lived/worked in the area. Sound Credit Union employees utilized the on-street unregulated parking because their benefits package did not include off-street parking. On-street parking near their office was all metered. Other concerns came from residents who lived within the 17-15th St area and from surrounding high density residential buildings that bordered the area such as KOZ. Residents shared they lived a multimodal lifestyle but were still dependent on having a car. Taking away the long-term daytime parking would force them to park cars blocks away that may sit for days on end.



- PTAG members acknowledged the area from 15th to 17th had more residential land uses than the rest of the area. They saw value in holding additional discussions with residents to identify long-term solution to on-street all-day parking that balanced the needs better. PTAG also recognized the data used for the decision was almost 2 years old and new occupancy data was due to be collected at the end of 2019.
 - Based on the discussion of the issues, PTAG concurred with staff that the rollout of the 3-hour product would be phased. Phase 1- limited to 21st to 17th and implemented September 2019. Phase 2- would be dependent upon additional data collection, evaluation, and discussions with residents.
 - Phase 1 was successfully implemented on schedule. Phase 2 was identified as a PTAG work plan item that was scheduled to kick off mid-spring 2020. However the pandemic shifted the PTAG work plan and phase 2 fell to a lower priority. The signs remain bagged and confusion around the signs has begun to resurface as construction continues in the area. In addition, the PTAG work plan for Quarter 3 is expected to have considerable momentum with the introduction of new items. Closing out the conversation on Phase 2 has been elevated as a priority before the PTAG work plan shifts to more urgent items.
- Joe- Whats does the counts look like?
 - David- The area has been under construction so it's a little problematic. It's under construction and it was under construction during the data capture for the recent occupancy study.
 - Observations shared: Looking at the data in the surrounding area such as the 'UWT Extended' subzone the data shows that the streets are pretty blocked up. Which would tell us that there is demand and a regulation is needed to relieve that constraint.
 - Joe- recommends kicking this work item down the road until construction wraps up. A lot has changed the last few years that has to be factored in. Post construction would provide a better snapshot.
 - David- Construction may wrap up in September. By then the



group may not have the opportunity to dig into this for another year due to the higher prioritize work plan items.

- David- What is the intended use for the ground level units? Can staff find out if it will be commercial or residential? This insight may tell us who needs to be prioritized on the street. Proposes pushing this item to the June meeting so staff can research and provide additional insight.
- PTAG member agreed to discussing this further at the next meeting.

Adjournment

Joe ended meeting at 5:52 p.m.

Acronyms Used:

Common ones listed below:

- PTAG- Parking Technical Advisory Group
- TMP- Transportation Master Plan
- TC- Transportation Commission
- PEO- Parking Enforcement Officer
- TACID- Tacoma Area Coalitions of Individuals with Disabilities
- CBC- Committees, Boards and Commissions
- BD- Business District