



Parking Management Advisory Task Force

747 Market Street; Room 537

Meeting #55 – January 17, 2013, Notes

4:10 Meeting called to order by Co-Chairs

Rollie Herman, one of the co-chairs, called the meeting to order. Task force members and guests introduced themselves.

The meeting notes from January 3rd were accepted as written.

4:20 County-City Building Area Data Review

Rick Williams, a consultant to the City, reviewed the data and analysis his firm collected around the County-City Building. The area reviewed was bounded by Market Street from S. 9th to S. 15th, S. 15th from Market to Yakima, Yakima from S. 15th to S. 13th, S. 13th from Yakima to S. I, S. I from S. 13th to S. 8th, S. 8th from S. I to Tacoma, Tacoma from S. 8th to S. 9th, and S. 9th from Tacoma to Market.

[RW] collected data every hour on every block face between 8AM and 6PM. The data included which stalls were occupied, by which cars, and the presence of ADA placards. This allowed them to evaluate not only occupancy rates but also turnover, length of stay, and ADA compliance/usage.

Some key observations included:

- The double peak in occupancy, first from 9-11AM and then from 1-2PM, coinciding with key court times
- Occupancies are very high (over 72% from 9AM-2PM) for an area measured of this size (31 blocks and 1,139 stalls)
- The area empties out quickly after 3PM, coinciding with Bates Technical College finishing classes
- Average length of stay by current parkers across all stalls is 3hrs, meaning the current time limits of 1-2hrs do not meet customer needs
- The stalls turn over about 3.4 times per day – this is far below the 5 times per day needed to support retail
- Approximately half of the stalls are unregulated, no limit stalls – the other half are time limited to 2hrs or less

Based on his review of the data and observations of turnover, [RW] recommends maintaining the ratio of short to long term stalls (50/50), but adjusting the time limits to meet customer needs

and adding paystations. The location of short & long term stalls should be adjusted to match adjacent building needs and made generally consistent along a block face.

If the time limits alone were adjusted, it would something similar to a 3hr and 10hr stay. If this was done without paystations, the parking situation would look much like it does today only a little worse. Those who are parking today would continue to use the stalls as they are and others would find more reasons to extend their stay in the 3hr stalls than they currently do in the 1hr stalls.

Adjusting both time limits and adding paystations will start to shift behaviors while also putting the tools in place to make adjustments in the future.

There was a discussion of the usage of the Bates Technical College campus and the on-street parking system. Some highlights included:

- There are a total of 982 visitors to Bates each day in the form of students, staff and faculty
- 7AM-3PM are the typical class hours and students are there for the day
- 8AM-5PM are the typical administrative staff hours
- There are a total of 396 off-street stalls associated with the campus, including 40 reserved spaces that individuals can pay \$60/mo to lease. All other stalls are priced into tuition and are available on a first come basis.
- Bus passes are free to income qualified students

After some discussion, the task force generally agreed with the recommendation from [RW]. This entailed maintaining a 50/50 split of short and long term stalls. It also entailed moving to paystations. However, the task force also wanted to explore ways of reducing the total cost of a 10hr stay in a paid stall.

In preparing to discuss these decisions in more detail, [RW] suggested incorporating an on-street permit system with a limited number that could be sold to interested parties, like Bates students. This would allow for a smoother transition to the paystations, while potentially allowing for more management tools rather than just a lower paystation rate.

[RH] noted that the co-chairs would be meeting with the City Manager next week to apprise him of the task force's recommendations and discuss the implications of the data collected to date.

The meeting was adjourned at 6PM with the next meeting on February 7th.