



Parking Management Advisory Task Force

747 Market Street; Room 537

Meeting #56 – February 7, 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 17th were accepted as written.

The co-chairs gave an update on their meeting with the City Manager. Some key highlights:

- Agreement to continue moving forward on evaluation and implementation of the County-City Building area, including the development and implementation of a communications plan.
 - Should paystations be desired, City staff noted that from the time the request was made for additional paystations, it would be roughly 4 months until delivery and another few weeks to install and be made operational.
- While the demand for parking in the core is pushing the occupancy rates over the 85% threshold, the Pacific Avenue streetscape project and others are creating some unknowns in the core. Now does not seem the right time to consider rate increases in the core.

4:30 Scofflaw Discussion

PayLock, a parking services company, provided information on some of the services they provide. Some of these include:

- Booting (or immobilization) of vehicles with a minimum number or dollar value of outstanding fines. PayLock's system is unique in that it allows a driver to remove the boot (immobilization device) following a call to PayLock and payment of past due amounts. This allows the entire transaction to be completed in 5-10 minutes. The costs associated with booting can be either billed to the vehicle owner or the City.
- On-vehicle noticing to remind owners that they have outstanding fines. This method results in a 30%-50% pay rates without additional enforcement actions.
- License plate recognition (LPR) systems. All of the collection/enforcement activities are supported by a mobile LPR system provided by PayLock. [The PMATF previously recommended to the City Manager that the City move forward with an LPR system to create greater enforcement efficiencies.] This system allows a car to drive through an area recording and matching license plates.

These options were presented in the context of a field test conducted to determine validity of the program in Tacoma and the presence of vehicles with unpaid tickets. The City of Tacoma

provided a file of unpaid parking violations totaling 236,855 citations. PayLock determined this included 75,535 unique plates owing a total of \$42M. Notably, this included 10,910 vehicles owing more than \$1,000 each and 21,775 owing more than \$300 each.

The field test included just over an hour of LPR scanning. During the hour 2,073 unique license plates were recording including 114 owing unpaid parking tickets. This means 1.7 vehicles with unpaid tickets were located each minute. These 114 vehicles owed a total of \$32,540 in parking tickets, averaging \$285 per vehicle. 48 of the vehicles had three or more outstanding citations totaling \$24,373 in fines and penalties.

PayLock believes that a booting program would be valuable in Tacoma due to the large number of outstanding violations and the hit rates resulting from the field test. PayLock does recommend coupling this program with less aggressive collection actions like on-vehicle noticing. PayLock offered testimonials from customers who were booted, but praised the ease of resolving the issue with PayLock's customer service.

PayLock answered questions about safety, timeliness, persons with insufficient funds, abandoned vehicles, appropriate levels to begin collections, integration of stolen vehicle records, ability to issue tickets by mail with LPR, and others.

Ultimately, the task force felt there is a scofflaw problem and encouraged the City to continue moving forward with a booting and LPR program.

5:30 Public Comment

The task force moved to the public comment period with several people in the room.

A resident near the County-City Building shared some thoughts:

- Concerns regarding ease of communication with people managing the parking system since David Carr (prior Parking Services Manager) left the City.
- Concerns about increased enforcement in the buffer that started in 2010.
- It is challenging to identify off-street parking options since they are all independently owned/managed.
- The parking system is discouraging people from moving downtown.
- Some businesses don't like the paid parking system.
- The task force should consider the impacts to low income people of the booting system.
- The 1100 block of Court E should have time stays removed.

A staff member at UWT shared some thoughts:

- Paystations hours should run later into the evening along Pacific Ave near UWT, maybe Jefferson Ave too.
- Businesses support extended hours.
- Off-street capacity can handle long term parkers.

Another member of the public had a suggestion to make Court D above UWT parking on one side only to alleviate some congestion/parking/circulation problems.

The meeting was adjourned at 6PM with the next meeting on February 21st.