



Parking Management Advisory Task Force

747 Market Street; Room 537

Meeting #58 – March 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 City of Tacoma's new Parking Services Manager, Eric Huseby, was introduced to the group. He had previously worked for Republic Parking and is very familiar with the City's off-street facilities.

The meeting notes from February 21st were accepted as written.

4:20 County-City Building Area Time Stays

[RH] reviewed the data from the County-City Building Area and noted that the data indicates on-street parking could be better managed. However, there has been limited outreach to the area. With contacts in the area mostly focused on the County-City Building and Bates Technical College, there are a number of organizations that have not been contacted.

From the County-City Building perspective, the number one priority is preserving the parking for law enforcement vehicles only along Tacoma Avenue just south of South 9th Street. If changes or more discussion came forward, employees would be notified through the County Executive's Office in coordination with Facilities Management.

Bates shared that it recognizes the need to have a broader discussion on campus and has a parking task force to help guide the process on campus. Bates would be happy to provide space for discussion, meetings, or forums on the parking issue.

After some discussion, the task force agreed that additional outreach would be needed. They encouraged [EH], the new Parking Services Manager, to begin contacting organizations in the area. The City was also encouraged to cull addresses from property tax records and businesses from tax and license. In addition to the property owners and organizations in the area, the task force suggested asking for feedback by leafleting windshields in the area – a way to contact parking stakeholders directly.

When contacting stakeholders, the task force discussed what the message needed to be. Rather than stating paid parking is coming the task force encouraged the City to move forward with a more open message inviting suggestions. There was also the recognition that a meeting date & place were needed to direct interested parties that wanted to share feedback. The group suggested the City try and coordinate with Bates to hold a meeting in their rooms on Thursday, April 4th – the next task force meeting with a public comment period.

4:40 South Pacific Avenue (17th – 21st) and UWT Area

For several months, the task force has been discussing options near UWT. The task force recognizes that the area is broken and some changes need to happen. As one task force member put it, people love going to UWT and there is not enough parking on-street. The components of the problem are:

- Area over parked for most of the day.
- UWT students are parking, but not visiting the businesses.
 - When school is not in session, parking is not a problem.
- Parking enforcement is adequate – i.e. under enforcement is not the problem.
- Once time limits run out parking gets even worse.
 - Begins at 4PM since parkers can pay for the rest of the evening beginning with a two-hour purchase.
 - Employees of businesses on evening shifts and students are perceived as primary users, though they are not patronizing businesses.
- On Saturdays, parking gets full early with all day parkers taking advantage of the “Buy 2 hours, get 10” promotion.
- On Sunday, parking gets full early with all day parkers taking advantage of the unregulated parking.

Two suggestions were proposed as part of a Monday to Friday solution:

- Reduce the time limits to 90 minutes
 - Effectively increases turnover from a minimum of 5 times over 10 hours to 7 times per 10 hours.
 - Time limit is significantly shorter than typical class length of just over two hours.
 - Informal asking of businesses suggested typical stay is no more than 45 minutes.
- Extend the time of enforcement to 8PM
 - Precludes people from parking for entire evening.
 - Businesses in area, including on Jefferson support the change.
 - The City confirmed this was enforceable with some changes to the team’s work plan.
- It was confirmed that on-street price per hour changes were not currently on the table.

When considering the application of these changes, there needed to be a more exact discussion of the area included. When examining evening hours, the primary businesses needing the increased on-street capacity and associated turnover were primarily the restaurants and entertainment venues. This includes a number of businesses not directly on Pacific Avenue. After some debate, the group arrived at a consensus that the following block faces should be included:

- West side of Pacific Avenue between 17th and 21st.
- East and west side of Jefferson Avenue between 17th and 21st.

- North and south side of 17th Street between Jefferson and Pacific Avenue (though this area remains free with 2 hour limits because of the low number of stalls compared to the number of paystations needed to service it).
- North and south side of 19th Street between Market and Jefferson Avenue.

After additional discussion, the task force recommended extending the regulated parking hours in the South Pacific Avenue area from an end time of 6PM to an end time of 8PM.

When considering the 90 minute limit, there was some hesitancy within the task force to shortening the time stays without more discussion. It was pointed out that while this will increase turnover, it may mean fewer people combining multiple stops after parking once. The UWT offered to talk more with their business tenants before the next meeting. The task force did not make a recommendation on this issue at this time.

When considering the area's challenges on Saturdays, the recommendation was to end the "Buy 2 hours, get 10" promotion in the previously defined area. The sense was that the area did not need further enticement to encourage people to park in the area. The rest of downtown would still be available for extended stay parking. It was noted that this would preclude weekend visitors to the convention center from parking in the area all day – which was both a positive and a negative.

The task force recommended ending the "Buy 2 hours, get 10" promotion in the UWT Area, but noted that the City and UWT needed to work on highlighting affordable off-street options.

5:30 Public Comment

The task force moved to the public comment period with several people in the room. The stakeholders who had arrived for public comment were from the north end of Pacific Avenue, closer to South 8th Street.

The comments included:

- Do not extend time regulations to 8PM at their end of Pacific Avenue.
- Would like to see an option for people wanting to park all day as well as the 2-hour time limit
 - Saturday is the priority
 - Keep "Buy 2 hours, get 10" promotion at the north end of Pacific
- Not sure that paid parking is needed on Saturday due to the limited number of people downtown.
- Regulated parking should end at 6PM so that restaurants can continue to meet the needs of people arriving at 4PM and staying for the evening.
- Consider longer time stays (3 hours) at the north end of Pacific Avenue (from S. 11th Street north)
 - Evening or afternoon focus
 - Allows employees and customers to not return to their vehicles
- Enforcement is aggressive
- Extending to 8PM would discourage patrons from coming downtown
 - Parking system & enforcement may contribute to retail vacancies downtown

The meeting was adjourned at 6:10 with the next meeting on March 21st.