



Parking Management Advisory Task Force

747 Market Street; Room 537

Meeting #59 – March 21, 2013, Notes

4:10 Meeting called to order by Co-Chairs

Rollie Herman, one of the co-chairs, called the meeting to order.

The meeting notes from March 7th were accepted as written.

4:15 County-City Building Area Outreach

Per the last meeting's discussion, there needs to be additional outreach to the County-City Building Area prior to making any significant changes. Two dates were suggested: May 2nd and June 6th.

The task force decided to hold public meetings on these dates at Bates Technical College. The meeting on May 2nd would be at the task force's regular time: 4-6PM. The June 6th meeting would be held from 5-7PM. The focus of the meetings would be receiving public feedback.

4:20 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.

Some key issues brought up during the discussion of Pacific Avenue:

- During the week, the average parking stay is 1:46 with about half buying longer than 90mins and half buying less than 90mins. On Saturdays, the average stay is 2:01.
- Additional turnover is desired.
- While there are few venues that need 2-hours, shortening the time stay may result in less people making multiple stops during their parking stay.
- UWT classes are about 2hrs each.
- Additional signage is needed to help visitors locate parking appropriate for longer stays.

As previously discussed, three suggestions were put forward:

- Extend the time of enforcement to 8PM from 6PM
- Reduce the time limits to 90 minutes from 2 hours

- End Saturday's "Buy 2 hours, get 10" promotion

It was reiterated that these changes would apply only to the following area:

- 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.

At the prior meeting, the task force recommended extending the hours of enforcement to 8PM. This decision was confirmed unanimously.

There was a great deal of discussion about shortening time stays from 2 hours to 90 minutes. When a vote was taken on the issue, the group was sharply divided in favor of shortening the time stays to 90 minutes. Since the group was so divided that only one vote made the difference, the task force was asked to think about it further before the next meeting and come prepared to vote again.

The tentative vote of the task force was in favor of shortening the time stays to 90 minutes.

Consistent with the last meeting, the task force confirmed its unanimous recommendation to end Saturday's "Buy 2 hours, get 10" promotion provided additional off-street options were highlighted.

4:45 Restricted Parking Zones

Rick Williams, a consultant, went over some thoughts on restricted parking zones, particularly in residential areas. The goal of restricted parking zones in residential areas is to mitigate potential spillover parking impacts from nearby commercial or institutional uses. A key component of this is that it is dependent on the long-term desired use as articulated by the City's zoning code, which is not always consistent with the existing use.

[RW] went over a number of key approaches he is seeing in best practices in other cities. These often contrast with how Tacoma has approached the issue so far.

Practice Objective	Best Practice	Tacoma
Avoid residential parking zones in commercial areas	Area must have residential land use zoning	Any area with residential use may petition
To ensure desirability of permit zone	Require a resident petition with majority resident support of permit zone	Require a resident petition
Give residential users flexibility	Minimum residential zone size (20 block faces or 4,000 l.f.?)	One lot frontage is minimum
Give flexibility of use	Parking available to parkers without permit for limited duration (e.g. 2 hours)	No parking available for parkers without a permit
Give flexibility of use	Hours of restricted parking are associated with hours impacts	Permit only parking is 24-hours per day

Avoid "black market" for permits	Limit number of permits per residence	No limit to number of permits per residence
Avoid "black market" for permits	Permits are stickers affixed to vehicle	Permits are mirror hangers
Provide parking for residential guests	Either limited number or priced to preclude resale	Guests use mirror hanger
Avoid costly enforcement	Enforcement is by complaint and random patrols	Enforcement is by complaint
Reduce cost of system	Annualized permit pro-rated	On-demand perpetual permit
Cover costs of system	Charge annual fee (schedule varies)	One time fee for zone creation plus one time \$2 fee for perpetual permit

In addition to the recommendation to move toward a system consistent with the best practices for the industry, [RW] suggested some decisions the task force would need to consider:

1. Exact criteria for a successful petition to create a residential parking zone
 - a. Minimum area (20 block faces v. 24 block faces)
 - b. Minimum support (simply majority v. super-majority)
 - c. Eligibility to sign petition (resident v. owner)
2. Cost structure
 - a. Cost to create a residential parking zone
 - b. Annual cost of permits (& quantity limit?)
 - c. Guest permit cost (& quantity limit?)
3. Ensure violation fine is sufficient to discourage violators
4. Are residences with off-street parking allowed to purchase on-street permits?

Following the discussion of residential parking permits, there was a brief discussion of other on-street permit types. This also included the consideration of on-street permits in the commercial zones where block faces are under parked.

[RH] reminded the task force that the first meetings in May (5/2/13) and June (6/6/13) would be in the County-City Building area.

The meeting was adjourned at 6PM with the next meeting on April 4th.