



Parking Technical Advisory Group

747 Market Street; Room 537

Meeting #63 – May 16, 2013, Notes

4:10

Meeting called to order by Co-Chairs

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

4:20

City Update

Eric Huseby, Parking Manager for the City, gave an update on efforts in the South Pacific Avenue area around UWT. He shared information on the new "Don't Risk It...And Get A Ticket" information being distributed throughout the area. This information is designed to inform users of increased on-street enforcement as well as off-street alternatives that allow for longer time stays.

[EH] also shared some rough data collected early in the increased enforcement process. The data indicated that tentatively the increased enforcement was not dropping peak occupancies below 90% occupancy – the bright line trigger established by the task force. He planned to continue the increased enforcement and gather additional data. Anecdotal evidence from the area also indicated that while turnover was increasing, occupancies rates were still high.

4:45

Public Feedback Review

At the prior meeting, the task force heard from the public about on-street parking in the County-City Building Area. The City staff had typed up all the comments into one handout that the task force used to remind them of the comments. The task force then highlighted some of the comments that stood out to them:

- **Students wanted to park less than a block from Bates.**
- **There was little willingness to pay, though few convenient pay options were available.**
- Students would like to see reserved parking for them on Althemier Street adjacent to the campus – where many of them currently park.
- Bates College is rolling the costs of providing parking into a general student services fee rather than making it a separate charge reflecting market or cost.
- Bates used to have a van/bus/shuttle between campus locations that no longer exists increasing the need for students to provide their own car.
- Coming late to class due to parking challenges was not uncommon and appeared to be accepted.

- **Bates students will adapt to whatever the status quo. This means today's system gets figured out by students after the first term. Just don't make the system worse.**
- **Bates College is not familiar with all the non-driving options and/or is not educating students on their options.**
- Many students have unique challenges in getting to Bates.
- The only happy students were those arriving early in the morning before other employees.
- **Consider looking at loading and ADA zones as well as time stays to better accommodate student needs. Tacoma Avenue isn't feasible because it is too short of a stay. Yakima has lots of ADA stalls. Althemier needs a loading zone by the shop. Review/Rationalize on-street regulations.**
- Short time limits aren't enough for classes.

The group agreed to share the highlights of these comments (in **bold**) at the next public meeting. After that meeting, the task force expects to begin examining solutions including evaluating off-street options and on-street regulations. They also suggested that efforts be made to connect employees and students in the area to information on their transportation options. It was noted that one of Pierce Transit's three trunk lines, Route 3 is only one block from campus, though the schedule may not run late or early enough to accommodate student schedules.

The task force wrapped up with [RH] reminding the task force that the next meeting in June (6/6/13) would be at Bates Technical College from 5-7PM.

The meeting was adjourned at 6PM with the next meeting on June 6th at 5PM at the Bates Technical College Auditorium.