



## Parking Technical Advisory Group

747 Market Street; Room 537

Meeting #65 – June 20, 2013, Notes

4:10

### Meeting called to order by Co-Chairs

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

The technical advisory group reviewed notes from several of the past meetings. The review had been delayed due to the recent public forums at Bates. **The PTAG approved notes from 4/18, 5/2, 5/18, & 6/4.**

4:20

### UWT Area Data Review

[RH] brought the topic of the UWT area challenges back up to the group. At the meeting on April 4<sup>th</sup>, the PTAG voted to ask for a day of occupancy data on Pacific Avenue between S. 17<sup>th</sup> and S. 21<sup>st</sup>. Prior to this data being collected, the group the City had been asked to increase the patrols for time limits – those parkers who were exceeding the 2-hours allowed. The goal of this experiment was to see if parking occupancies could be reduced through greater time limit enforcement. If occupancies remained above 90%, then the PTAG would recommend reducing the time limit to 90-minutes.

Eric Huseby, Parking Manager for the City, had collected nearly two full days of data. For 60% of the regulated hours, the occupancies stayed over 90% in the area examined.

**Based on the data collected, the advisory group affirmed its recommendation to reduce time stays in the immediate UWT area.**

As agreed to at previous meetings, the three PTAG recommendations for this area are:

- 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 17<sup>th</sup> and 21<sup>st</sup>.
- East and west side of Jefferson Avenue between 17<sup>th</sup> and 21<sup>st</sup>.
- North and south side of 19<sup>th</sup> Street between Market and Jefferson Avenue.
- North and south side of 17<sup>th</sup> Street between Jefferson and Pacific Avenue.

The PTAG discussed the area on South 17<sup>th</sup> further because it is currently free for two hours. They agreed that it should be reduced to 90 minute limits. Further, the City staff suggested that this could be an appropriate place to try implementing single or double head meters since they are only a handful of in demand stalls.

**The PTAG recommended implementing paid 90 minute limits on the 4 stalls on S. 17<sup>th</sup>.**

#### **4:50 Public Feedback Review for County-City Building Area**

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 between this meeting, the prior public meeting on May 2<sup>nd</sup>, and general other input:

- 90 minute limits were not long enough around Tacoma Avenue and S. 13<sup>th</sup>.
- The Tacoma Public Library's lot at Tacoma Avenue and S. 12<sup>th</sup> was under used.
- Parkers see problems with the system, but acknowledged there are no easy solutions. (understood that longer time stays could make parking more challenging)
- South of S. 11<sup>th</sup>, users were unwilling/unable to pay for parking.
- Opportunities for the City, library, and Worksource to evaluate off-street parking options.
- Parking is not the largest barrier to people using the public library.
- Regular parking users adapt, so if changes are made, don't make the system worse.
- The library has patrons coming and going for quick drop offs and pick ups and could use a loading zone near the entrance.
- Jurors are using on-street stalls for all day parking with a pass issued by the County.
- Pierce County wants to retain law enforcement only stalls on Tacoma Avenue.
- Time limits are too short for Bates students.
- Evaluate and rationalize system with ADA/Loading/time stays.
- Inform people of transportation alternatives to driving alone.

After discussing the public input, the PTAG felt like it needed to get a better sense of the system's users. To feel this out, they looked at the users of the primary parking generators:

- Bates
  - Students, 7-3PM (7hrs within existing 8AM-6PM regulations)
  - Students, 1-9PM (5hrs within existing 8AM-6PM regulations)
  - Staff, 9-5PM
- Pierce County
  - Employees, 8-4:30
  - Court Visitors, 8:30-12 (3-4hrs)
  - Court Visitors, 1:30-4:30 (3hrs)
- Library
  - Employees, 10-6PM (though hours vary some)
  - Visitors, highly variable (15mins to all day)
- Worksource
  - Employees, 9-5PM
  - Clients, 9-5PM (2-4hrs typical, though some are all day)

After discussing these users, the PTAG expressed reservations about trying to accommodate all of the long term parkers on-street, particularly employees. They recognized that it is not possible to have sufficient parking for everyone and the longest term parkers are the ones that

can most easily use off-street facilities. Unfortunately, many of the long term parkers are the people who arrive earliest in the day and would have the first opportunity to take prime unregulated on-street spaces.

The PTAG discussed what would be needed to make recommendations on how to manage the system. A number of items were addressed including:

- Prioritizing users (including deciding if employees were part of this group)
- Understanding how the existing buffer zone would be impacted
- Having a map of the existing time stays
- Having occupancy data in hand
- Identifying existing off-street facilities
- Understanding what retail businesses exist and where

Similar to the discussion about off-street facilities, the PTAG wanted to understand if there was a vision for more retail activity in the area. There was also little interest in moving toward pay stations at this time. The focus of the group was on getting some consistency between time stays and customer needs while making the system less complicated for users. The general feeling was that pay stations could be evaluated in a later iteration.

To facilitate the conversation at the next meeting, the City was going to prepare some recommendations on time stays for the PTAG.

Also noted was the parking presentation to the City Council's Economic Development Committee on June 25<sup>th</sup> at 10AM.

**The meeting was adjourned at 6PM with the next meeting on July 18<sup>th</sup> to discuss potential recommendations to the County-City Building Area.**