



Parking Technical Advisory Group

747 Market Street; Room 148

Meeting #72 – October 17th, 2013, Notes

4:10 Meeting called to order by Co-Chairs

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

The PTAG approved the meeting notes from the prior meeting.

4:20 County-City Building Area

The group next returned to the discussion of the County-City Building Area [CCBA]. At previous meetings, the group had divided the CCBA into three areas to be reviewed, each of which had a different user group and set of needs. The three areas were generally defined as follows:

- Short Term CCBA: Primary users are visitors to the CCB, other government offices, attorney offices, the public library, and a smattering of retail businesses. The expected desired customer stay for this area is 90-120min.
 - North-south street faces included:
 - Yakima Ave: S. 9th St. to S. 11th St. – both sides of the street
 - Court F: S. 11th St. to Brazill St. – west side of the street only
 - Tacoma Ave: S. 9th to S. 14th St. – both sides of the street
 - Court E: S. 9th to S. 13th St. – both sides of the street
 - Fawcett Ave: S. 9th to S. 13th St. – both sides of the street
 - Court D: S. 9th to S. 13th St. – both sides of the street
 - Market St: S. 9th to S. 15th St. – both sides of the street
 - East-west street faces included:
 - S. 9th St: Yakima Ave to Market St. – south side of the street only
 - S. 11th St: Yakima Ave to Altheimer St. – north side of the street only
 - S. 11th St: Altheimer St. to Market St. – both sides of the street
 - Brazill St: Court F to Tacoma Ave. – north side of the street only
 - S. 13th St: Tacoma Ave to Market St. – both sides of the street
- Long Term CCBA/Bates: Primary users are students attending Bates Technical College and residents living along Altheimer. The expected desired customer stay for this area is more than 4hrs.
 - North-south street faces included:
 - Yakima Ave: S. 11th to Brazill St. – both sides of the street
 - Yakima Ave: Brazill St. to S. 13th St. – east side of the street only
 - Altheimer St: S. 11th St. to S. 13th St. – both sides of the street
 - East-west street faces included:

- S. 11th St: Yakima Ave. to Altheimer St. – south side of the street only
 - Brazill St: Altheimer St. to Court F – both sides of the street
 - Brazill St: Court F to Tacoma Ave. – south side of the street only
 - S. 13th St: Yakima Ave. to Tacoma Ave. – both sides of the street
- Long Term CCBA/SE Residential: Primary users are residents and clients of WorkSource. The expected desired customer stay for this area is more than 4hrs.
 - Street faces included:
 - Tacoma Ave – S. 14th St. to S. 15th St. – both sides of the street
 - Court E – S. 13th St. to S. 15th St. – currently “no parking” on both sides
 - Fawcett St. – S. 13th to S. 15th St. – both sides of the street
 - Court D – S. 13th to S. 15th St. – both sides of the street
 - S. 15th St. – Tacoma Ave. to Market St. – north side of the street only

At the prior meetings, the PTAG had put together the following initial recommendations:

- Short Term CCBA:
 - Time Limit: 2hrs
 - Hours of Operation: 8AM – 4PM
 - Application: All regular (non-exception) spaces within area
 - There are approximately 550 stalls in this area, all of which are currently regulated except for 59 stalls as follows:
 - 11 stalls on the west side of Yakima between S. 9th & S. 11th
 - 9 stalls on the east side of Court F between S. 11th & Brazill St.
 - 25 stalls on the east side of Court E between S. 11th and S. 13th
 - 7 stalls on the north side of S. 11th between Yakima Ave and Altheimer
 - 7 stalls on the north side of Brazill St. between Court F and Tacoma Ave.
- Long Term CCBA/Bates:
 - Time Limit: 2hrs
 - Hours of Operation: 8AM – 4PM
 - Application: Only regular (non-exception) spaces with existing time limits
 - There are approximately 160 stalls in this area, most of which are currently unregulated. The 31 stalls impacted by this change would include the following, though 16 of these are already 2hr limit until 6PM:
 - 10 stalls on the west side of Yakima between S. 11th & Brazill St.
 - 3 stalls on the east side of Yakima between S. 11th & Brazill St.
 - 5 stalls on the south side of Brazill St. between Court F & Tacoma Ave.
 - 13 stalls on the south side of S. 13th St. between Yakima Ave & Tacoma Ave.
- Long Term CCBA/SE Residential:
 - Time Limit: None – unregulated
 - Application: All regular (non-exception) spaces would become unregulated
 - There are approximately 140 stalls in this area, with about 35 being impacted by this change:
 - 6 stalls on the west side of Tacoma between S. 14th & S. 15th
 - 18 stalls on the east side of Tacoma between S. 14th & S. 15th
 - 11 stalls on the west side of Fawcett between S. 13th & S. 15th

- General Recommendations for CCBA:
 - To free additional stalls for customers, clients and visitors to the area:
 - Remove the large areas of on-street official vehicle parking
 - End the on-street jury permit program

The PTAG affirmed its prior recommendations (above) but wanted more discussion of the general recommendations surrounding on-street parking for official vehicles and jurors.

Juror Parking:

The PTAG recognized that on-street jury parking was limiting the availability of stalls for visitors while potentially providing a civic service. There was a discussion of existing off-street facilities for the County-City Building. There were four off-street facilities highlighted:

- Jail/Law Enforcement Lot [Shell Lot] (900 block of Tacoma Ave): ~47 stalls
- Primary Visitor Lot (600 block of S. 11th): ~170 stalls
- Secondary Lot (700 block of S. 10th): ~95 stalls
- Juror Garage (800 block of S. 10th): ~99 stalls

Data was presented from the jury garage gathered during the middle of the week. The garage was at capacity early on Tuesdays while jurors were still finding out if they were going to be selected for a trial. Typically, the remainder of the week there were sufficient stalls available for jurors in the garage. While there was no data available, the PTAG projected that the garage was also likely full on Mondays, the first day of the jury call.

The general sense of the PTAG was that jurors should not be parking on-street – however, if the permits were continued, they should be restricted to a Monday-Tuesday only permit to reduce potential abuse.

It was also noted that the group felt the design of the permit was not sufficient to deter potential abusers in any given month. The month-long jury parking permit remains identical each month with no permit numbers. The permit is filled in by the user on a simple text printout that is printed on different colored paper each month.

The PTAG affirmed its recommendation to end the on-street jury parking permit system.

Official Vehicle Zones

The PTAG was concerned that on-street parking areas designated only for official vehicles [OV] 24hrs a day were causing hardship on customer parking. This was most visible in both the on-street occupancies and the number of parking tickets given in the nearby private McDonalds lot. Most visible are the 16 stalls directly in front of the jail on Tacoma Ave. During two separate counts in the early afternoon (1:30-2:30PM) occupancies were at 50% and 94%. The adjacent Jail/Law Enforcement lot was 89% full.

The group talked about potential ways to integrate the official vehicle parking into one of the County-City Building's off-street facilities or reduce the impact of the stalls in that specific block face. Some of the recommended ideas included:

- Move the Jail/Law Enforcement lot to festival parking
- Limit hours that the on-street stalls are for official vehicles only (e.g. OV: 8AM-2PM)
- Reduce the number of OV stalls
- Redistribute the stalls so they are not all on one block face

The PTAG recommended the City work with the County-City Building administration to maximize the efficiency of the on-street & off-street system, including looking for alternatives to large blocks of on-street official vehicle parking.

Paystations at County-City Building

The issue of paystations near the County-City Building was revisited. There are several block faces that have appropriate turnover (as shown by average time stays of less than two hours) but are over 85 percent occupied for multiple hours of the day. Within the existing paystation area, these would be considered problem areas.

The advisory group is recommending longer time stays in this area to meet the customer needs. However, this will also likely mean an increase in demand and occupancy. The group discussed whether paystations are appropriate to help reduce this demand.

The group discussed what paystations would look like in the area. The stretch of Tacoma Avenue between S. 9th & S. 11th was recognized as the most over parked area and a natural fit should paystations be installed.

After some discussion, there was a sense that the paystations should likely be extended south along Tacoma Avenue to S. 13th St.

There was also significant discussion around whether paystations should go in at all yet. There were some advisory group members who expressed specific concerns about making too many changes at once without seeing the impacts of the proposed changes to time stays first. Despite this, the group felt it was appropriate to move forward with paystation recommendations noting some dissent.

The PTAG tentatively recommended paystations be installed along both sides of Tacoma Avenue between S. 9th and S. 13th Street.

6:00 Williams White Paper

[RH] introduced a draft white paper prepared by Rick Williams, a consultant to the City. He highlighted that the white paper was not a rule book by which Tacoma would make parking decisions, but rather a reference of best practices and current thoughts on the state of parking policies. The document includes practices for both on-street and off-street facilities.

[RH] encouraged PTAG members to take a look at the document as sections would be revisited as the PTAG began to look at new tools to implement as the parking system becomes more integrated.

The meeting was adjourned at 6:10PM with the next meeting on November 7th. The co-chairs planned to ask the City for a different room since Rm. 148 was difficult to hear discussions in.