



Parking Technical Advisory Group

728 St. Helens; Room 16

Meeting #73 – November 7, 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.

4:25 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. This meeting was to finalize draft recommendations prepared by the co-chairs. The key outstanding issues were:

- Jury Parking
- Official Vehicle Parking
- Paystations
- Market Street Edge

Regarding jury parking, the PTAG confirmed its recommendation to discontinue the practice of allowing jurors to park beyond posted time stays.

Regarding official vehicle parking, the PTAG confirmed its recommendation to more efficiently use the stalls currently reserved for only official vehicles, particularly those along the west side of Tacoma Avenue between S. 9th & S. 10th.

The group discussed paystations looking at the consistency of regulations along Tacoma Avenue. **After some discussion focused on making the system accommodating while freeing up stalls where there appeared to be appropriate enforcement, the group decided to extend the paystations from S. 9th to S. 14th along Tacoma Avenue.**

This would create a consistent stretch of paid parking through some of the most parked up spaces, including several fronting retail businesses. Since these stalls were already parked up with turnover appropriate for the time regulations (stays of less than 2 hours) the group felt paystations were a more appropriate response than shortening time stays further. The group also felt that there were a number of nearby stalls that were free and/or intended for long term users for those parkers looking at other options.

When Market Street was examined, the group recognized that this edge of the CCBA was shared with the existing paid area. While Market Street 7th-21st was initially included in the paid area in 2010, the section south of S. 11th was transitioned to the buffer (90min free) in 2011. The group wanted to be sure any changes would be consistent with the paid area, the CCBA proposal, and the needs of the organizations along this stretch. Some of the key issues raised:

- Cost to deploy paystations along Market: There are limited funds available for new paystations as the parking enterprise fund as a whole is financially constrained. Any new paystations need to make sure they are financially feasible.
- Occupancies are over 85% between S. 11th and S. 13th on Market: If this area were reviewed on it's own, it would indicate a potential move to paystations.
- 90 minute limits currently in place are too short for the YMCA between 11th & 13th Streets: A longer time stay would be appropriate, but would also likely result in higher parking occupancies.
- It is unclear if the transition of occupancies is at 13th or 15th Street: The superblock between 13th & 15th Streets is predominantly a mix of residential and event uses. This makes it more difficult to understand the best approach to this block.
- Definitely make no changes south of S. 15th Street.

After some discussion about integration and potential impacts of changes, the PTAG felt like there should not be any changes to Market Street at this time. This area could be reviewed once more comprehensive data was collected on Market Street and the paystation area.

5:40 Public Comment

Nobody was present to offer public comment. One letter from a citizen, Eric Bjornson, was shared with the PTAG. It supported the placement of paystations on both Tacoma Avenue and Yakima Avenue. The PTAG felt that based on the data collected, there was not an appropriate level of enforcement yet to determine if Yakima Avenue would be appropriate for paystations.

5:45 City Update

Eric Huseby, the City's Parking Services Manager, gave an update on several City items he has been working on. He covered the following items:

- UWT Area: An initial read of the occupancy data shows that the changes had the desired effect. This has also resulted in an increase in occupancy for those areas adjacent to the new 90-minute pay zone.
- Dock Street is set to move to a 5hr zone on November 12th.
- They are working with the paystation vendor to look at new color screens in December in the hopes of adding options and improving readability.
- Some taxi stalls were added near UWT.
- As State Farm has increased their employment, off-street parking occupancies have increased. The 923 Commerce Street Garage (Park Plaza North) has recently become more heavily occupied resulting in some concerns from non-State Farm monthly parkers about capacity. [EH] reiterated that there is sufficient capacity for all monthly parkers though transient parking can be constrained at times.

5:55 Williams White Paper

[RH] returned to the draft white paper prepared by Rick Williams, a consultant to the City, and presented to the PTAG at the prior meeting. He encouraged PTAG members to take a look at the section on rate setting and occupancies for the next meeting.

The meeting was adjourned at 6PM with the next meeting on November 21st.