



## **Parking Technical Advisory Group**

**728 St. Helens; Room 16**

**Meeting #75 – December 5, 2013, Notes**

### **4:15 Meeting called to order by Co-Chairs**

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

**The PTAG approved the 11/21/13 notes as written.**

### **4:20 City Update**

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

- [EH] noted that the City had been talking with The News Tribune about parking enforcement, including the license plate recognition proposal before City Council. He expected an article in the paper shortly. Beyond capturing scofflaws, he hoped to highlight the improved occupancy data for improved management
- The City's budget is brighter in part because the parking budget is brighter. With additional parking revenues, there is limited need for a general fund subsidy of the parking enterprise fund.
- The final round of additional State Farm employees will be arriving on Monday. This means additional shuffling in the parking garages, which some people may hear about. There are enough stalls for all parkers.

There were some public comments shared by Community & Economic Development Director Ricardo Noguera about an art studio/gallery near UWT. He noted that there was an email from the owner circulated expressing concerns about regulations now running until 8PM and this creating a hardship for employees and business owners.

[RH] had responded to the email with additional information for the owner on why enforcement was in place until 8PM including the high occupancies, the need to create stall space for customers, the goal to encourage employees to park in places other than in front of businesses, and the acknowledgement that improved signage/communication would be worthwhile.

[EH] noted that there were 20-25 citations issued each night from 6-8PM. The PTAG discussed the level of communication in the area and how to improve it, the impact of the early sunset, the role student parkers play in the evening, and other potential impacts. [RN] noted that he was not encouraging the removal of the regulations, but wanted to make sure the PTAG was aware of the issue and the potential need for better signage.

## **5:00 Discussion: On-Street Occupancies**

[EH] took the PTAG through the on-street occupancy data Rick Williams Consulting had prepared. After highlighting key observations in each area the advisory group discussed any potential changes.

### North Pacific Area:

- Peak occupancies area wide were 73% at 12PM
- Turnover was 5.6 cars per day from 8AM-6PM
- 19% of occupied regular stalls had handicapped placards displayed
- Stalls under construction were not included in the count, though it was noted that the area was difficult to access during this time, potentially driving occupancies down
- The City added stalls on Ct. A by opening the east side of the street to parking
- The high occupancy areas are sort of a checkerboard further confused by construction
- The PTAG did not feel any changes needed to be made at this time based on the occupancy data

### Central Zone:

- Peak occupancies area wide were 57% at 1PM
- Turnover was 5.1 cars per day from 8AM-6PM
- 23% of occupied regular stalls had handicapped placards displayed
- The area within this zone is very diverse from City Hall at the north end to the Convention Center at the south end
- Different parts of this area function very differently throughout the day
- While there were a handful of blocks over 85% occupancies these were scattered and mostly interspersed with adjacent block faces with available parking
- The PTAG did not feel any changes needed to be made at this time based on the occupancy data

### South Pacific Area:

- The area had recently undergone a change for most stalls from a 2hr limit to a 90min limit and the extension of time limits until 8PM
- Peak occupancies area wide were 65% at 5PM, down substantially from 80% at 5PM in 2012
- Turnover was 6 cars per day from 8AM-6PM
- 7% of occupied regular stalls had handicapped placards displayed
- Occupancies dropped as targeted in the over-occupied area on Pacific Avenue
- Occupancies increased as predicted in the slightly further away stalls that retained their 2hr limits and ended time limits at 6PM
- While the changes in the system were only a month old, they appeared to be having the desired impact of helping the system better regulate itself
- The PTAG did not feel any changes needed to be made at this time based on the occupancy data

## **5:50 On- & Off-Street Integration**

The PTAG had a short discussion on the integration of on-street and off-street facilities and specifically the integration and rationalization of the rates. The City was evaluating the financial impacts of tweaks to rates and discovered that a \$0.10 increase in the on-street rate would cover lost revenue if the first 3hrs in off-street facilities were free. The City was not proposing to make the first 3hrs free, but only used this as an example.

More importantly, could a nominal increase in the on-street rates offset a significant reduction in hourly rates at the off-street facilities? The PTAG discussed what that might look like both in implementation as well as communications.

**The meeting was adjourned at 6:10 with the next meeting on December 19<sup>th</sup> with a reminder to review chapter 13 of the white paper relating to on-street permit systems.**

DRAFT