



Parking Technical Advisory Group

728 St. Helens; Room 16

Meeting #76 – December 19, 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 12/5/13 notes as written.

4:20 Williams Chapter XIII Feedback/Discussion

The Williams white paper included a chapter on residential permits. The Parking Technical Advisory Group was asked for feedback on the chapter prior to heading for public meetings in January. This was designed as an opportunity for group members to express reservations over any of the sections before sharing the system ideas with the public. Some of the comments from the group included (in the order they came up):

1. Concerns over Section B – Neighborhood Permit Parking
2. Where the Chapter references only allowing permits in residential zones should be evaluated for its applicability to Tacoma
3. Keep the math simple on calculating the boundaries of a zone
4. Permits must have end dates/expiration
5. Need more discussion on a guest permit system
 - a. Unclear on pricing goals
 - b. Unclear on how available
 - c. Make the guest permits available online
6. Zones should be more than a block face
7. Consider "2hr limits or by permit" zones
8. Need to determine pricing method to reach goal and provide clarity of services provided for the price
 - a. Protection from non-residents is a service
 - b. Additional enforcement is a service, though need more discussion on how enforcement is/should be performed
9. It should be resident's choice to implement the system
10. Should enforcement be complaint based or proactive
11. Rate should cover costs of program, but how to divide and recoup those costs is unclear

5:00 Financial Review & On-Street Occupancies

The group came back to the discussion of how to structure the relationship between on and off street rates. The group affirmed its belief that based on the occupancy survey data the data did

not warrant significant changes in the on-street system. However, they still needed to discuss how the rates would be integrated.

In order to move the conversation forward, the existing rate structures were compared as follows:

Time Stay	Off-Street Rate	On-Street Rate (non-UWT area)
<1hr	\$2.50	\$0.75
1-2hr	\$5.00	\$1.50
2-3hr	\$7.50	N/A
3-4hr	\$10.00	N/A
>4hr	\$12.50	N/A
>5PM	\$5.00	\$0.75
>6PM	\$5.00	\$0.00

(Note that the UWT area of the on-street system has extended evening hours, but there are no City owned garages in the area.)

Two additional existing data points were mentioned:

- Typical monthly permit in a City garage is ~\$125/mo. This equates to a little over \$5 per day assuming a M-F usage. Therefore, the short term daily rate (either for 4+ hours or two 3-4hr stays) cannot go below \$6 without turning the system upside down.
- The average transaction in the garage is ~\$10. (These are gate transactions, not including monthlies.)

The group discussed some potential schemes to get a better feel for system options. Much of the discussion focused around how much lower the off-street rates would need to be than the on-street rates to make it a first choice option for parkers.

If the off-street rates hoped to be the first choice for short-term parkers, the general sense of the group was that it needed to be priced a \$1 less per hour than the off-street facilities. In the current rate environment (and until the on-street rates exceed \$1/hr) this means the off-street system would need to be free.

It was noted that there may be some legal issues with the City providing free off-street parking. The City staff were going to look into this issue.

Some of the ideas for short term parking are below:

- A. Price off-street \$0.25 less per hour than on-street for the first 3hrs

Time Stay	Off-Street Rate	On-Street Rate (non-UWT area)
<1hr	\$0.75	\$1.00
1-2hr	\$1.50	\$2.00
2-3hr	\$2.25	N/A

- B. Price off-street \$0.25 less per hour than on-street for the first 3hrs, but give away the first hour free

Time Stay	Off-Street Rate	On-Street Rate (non-UWT area)
<1hr	\$0.00	\$1.00
1-2hr	\$1.50	\$2.00
2-3hr	\$2.25	N/A

C. Price off-street parking at the same rate as on-street, but give the first hour away free

Time Stay	Off-Street Rate	On-Street Rate (non-UWT area)
<1hr	\$0.00	\$1.00
1-2hr	\$1.00	\$2.00
2-3hr	\$2.00	N/A

D. Price off-street rates at 67% of on-street rates for the first 3hrs so that 3hrs off-street costs the same as 2hrs on-street without giving away free off-street parking

Time Stay	Off-Street Rate	On-Street Rate (non-UWT area)
<1hr	\$0.70	\$1.05
1-2hr	\$1.40	\$2.10
2-3hr	\$2.10	N/A

While these pricing schemes have the potential to attract on-street parkers into the off-street system, there was also a sense in the group that the off-street system needed to be targeting a different market for parkers than the on-street system. Since the off-street system can provide parking for longer term stays maybe it should be focused on making the 2-4 hour stays more competitive.

While it was generally agreed that these stays needed to be more cost competitive with chain parking on-street there was also a general sense that the low hourly rate should start to rise in the third or fourth hour to discourage regular all-day parkers from dropping monthlies in favor of daily parking.

In addition, there were some concerns about some other issues impacting the discussion:

- Credit card fees, particularly on small purchases and whether the minimum payment on-street should be altered.
- Setting a specific on-street rate.
- How to fund capital improvements.

The meeting was adjourned at 6:10 with the next meeting on January 16th.