



Parking Technical Advisory Group

728 St. Helens; Room 16

Meeting #77 – January 16, 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 12/19/13 notes as written.

4:20

On-Street & Off-Street Rate Discussion

The discussion began with a refresher on the current rate structure:

Time Stay	Off-Street Rate	On-Street Rate (non-UWT area)
1hr	\$2.50	\$0.75
2hr	\$5.00	\$1.50
3hr	\$7.50	N/A
4hr	\$10.00	N/A
>4hr	\$12.50	N/A
>5PM	\$5.00	\$0.75
>6PM	\$5.00	\$0.00
Pass/dy	~\$5.75	N/A

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

At the prior meeting the group generally felt that for off-street rates to be the first choice for short-term parkers, off-street rates needed to be priced a \$1 less per hour than on-street. The group explored why they felt that there needed to be such a differential at this meeting. Generally, it needed to compensate short stay parkers more for the additional inconvenience.

For example, someone arriving for a one hour meeting who chooses to park in a garage rather than on-street in front of their destination may take an extra 15mins to find a garage, navigate it, pay, and walk to their meeting (and repeat on the way back). This is a much larger portion of their trip than the person staying for a 9hr work day.

Based on this discussion, the focus of target users was shifted to look at those users staying 1.5 to 3 hours. Currently, the 1.5hr stay is accommodated well on-street, but users may risk going overtime. Any 2 to 3 hour users do not have an on-street option without risking a citation.

The group wanted to be able to offer 3hrs off-street for the same price as 2hrs on-street. To simplify the math on the discussion, the group used a \$1/hr on-street rate. A few different options were discussed:

Time Stay	On-Street Rate	Off-Street Rate Options				
		Off-1	Off-2	Off-3	Off-4	Off-5
<1hr	\$1.00	\$2.00	FREE	\$0.75	\$2.00	\$1.00
1-2hr	\$2.00		\$1.00	\$1.50		\$2.00
2-3hr	N/A		\$2.00	\$2.25	FREE	FREE

At the prior meeting there were some concerns raised about the City giving away parking for free and the availability of that option. Since that meeting City staff had discussed the issue. The City can make part of its rate structure complimentary provided that it serves a legitimate public purpose. If the complimentary portion cannot be justified with a public purpose it is not allowed by law.

The group discussed the merits of the different rate structures. While there were some reservations about “free” time in the garage, most of the group felt that “free” was a valuable marketing tool.

There was also some discussion about parking stall availability in the garages. Currently, there are limited monthly permit options in the City garages since most of the stalls have been sold. However, based on daily usage there are typically some short-term stalls available. The discussion on garage targets with Rick Williams, a consultant to the City, suggested that the City should strive to always have transient parking available going so far as to set transient parker targets.

During this discussion it was also pointed out that there is generally not a shortage of on-street short-term parking. These points led the group to further emphasize the need to focus on the intermediate term parker, not the person making a 1hr stop.

This resulted in the tentative recommendation on rate relationship to set the 2hr off-street stay equal to two hours of paid on-street time, but with the 3rd off-street hour free.

In the hypothetical \$1/hr on-street scenario it would look like the following (with the desire to look at longer stays next time):

Time Stay	On-Street Rate	Off-Street Rate
<1hr	\$1.00	\$2.00
1-2hr	\$2.00	
2-3hr	N/A	FREE

5:30 Tacoma Link Light Rail Extension Discussion

[RH] brought up the issue of the extension of the Link Light Rail from the downtown core to the Stadium District to Martin Luther King Jr. Way and the Hilltop District. The Parking Technical Advisory Group was asked to weigh in on which route should be used to make these connections.

Judi Hyman, one of the co-chairs, gave her overview of the two groups she was involved with that were discussing the routes – the Transportation Commission and the Tacoma Link Extension

Stakeholder Group. Both of these groups were leaning towards routes A1 (along Stadium Way) and A2 (moving from Commerce to Broadway near the Spanish Steps). The Transportation Commission already narrowly voted to support A1 over A2.

The group discussed some of the concerns over the A2a and A3 routes that would move from Commerce to Broadway at the transit plaza adjacent to the Theater on the Square. They felt there were potential impacts to business access – something that dovetailed closely with the PTAG's mission.

[RH] presented a draft letter he prepared for the group to send to the City Manager.

The group moved and passed a motion to send the letter to the City Manager.

The meeting was adjourned at 6:00 with the next meeting on February 6th.