



Parking Technical Advisory Group

728 St. Helens; Room 16

Meeting #80 – March 6th, 2014, Notes

4:10 Meeting called to order by Co-Chairs

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

The PTAG reviewed and approved the 2/6/14 & 2/20/14 meeting notes.

Eric Huseby with the City of Tacoma gave an update on various initiatives the City of Tacoma was working on.

4:20 Decision: On- & Off-Street Rates

The discussion began with a refresher on the goals of rates in the off-street system. The PTAG wanted pricing shifts off-street to achieve the following:

1. Keep the on-street stalls available for customers
2. Give longer term (2-4hr) customers a competitively priced option for parking
3. Avoid undercutting monthly rates or transient rates for the full day
4. Encourage users to try out the garage who may be new to the off-street system

In addition, the on-street system pricing was being reviewed to ensure appropriate integration. In considering a rate increase on-street it was noted that:

1. Areas of the system do not have sufficient occupancy
2. The costs of running the parking system have risen
3. A garage price reduction will better accommodate parkers over 90mins

Based on the above discussion at the January 16th and February 6th meetings, the PTAG tentatively agreed to a series of on- and off-street pricing and policies. Before approving the package, the group discussed adjusting the off-street rates slightly to better avoid undercutting the monthly parker and continue to encourage all-day users to consider other options for parking or transportation. In this discussion, the group shifted the off-street rate structure for hours 4, 5, 6, & 7 to \$4/hr. This change in the rate table:

Time Stay	Current Off-Street Rate	Prior Proposal for Off-Street Rates	New Proposal for On-Street Rates
0-1hr	\$2.50	\$2.00	\$2.00
1-2hr	\$5.00		
2-3hr	\$7.50		
3-4hr	\$10.00	\$4.00	\$4.00
4-5hr	\$12.50	\$6.00	\$8.00
5-6hr	\$12.50	\$8.00	\$12.00
6-7hr	\$12.50	\$10.00	\$16.00
7+hr	\$12.50	\$12.00	\$16.00

It was highlighted that the only users of the off-street facilities who would actually be paying more under this new rate structure are those users parking for more than 6hrs – not a priority user for the off-street system.

The group decided to move forward with this recommendation as part of the package as follows:

On-street rate: \$1.00/hr (currently \$0.75/hr)

Minimum on-street purchase: \$0.25 (for 15mins) (currently \$0.25)

Off-street rate:

Time Stay	Current Off-Street Rate	Proposed Off-Street Rate
0-1hr	\$2.50	\$2.00
1-2hr	\$5.00	
2-3hr	\$7.50	FREE
3-4hr	\$10.00	\$4.00
4-5hr	\$12.50	\$8.00
5-6hr	\$12.50	\$12.00
6+hr	\$12.50	\$16.00

Evening rate time applicability: 5PM-3AM arrival time

Evening rate pricing: Regular rate structure with a cap of \$4. (Though there was some question to if this was possible with current equipment. If not possible, a flat rate of \$4.00 was proposed as an alternative.) (currently \$5.00 flat)

Early bird rate & time applicability: to be set by staff (currently \$8.00 flat)

Special event rate & applicability: to be set by staff (same as current)

The PTAG further recommended that all of the on- & off-street changes happen concurrently for the purposes of messaging and helping users understand all of their options.

4:50 Discussion: RPZs

At the prior meeting the PTAG had gone over the background of the current system and what the system revisiting would cover over the next few months.

Bill Timmer, a consultant to the City, walked through a presentation covering some key points in evaluating and creating a system. The goal for this meeting is to:

- Define Permit Program Scope & Objectives

- Identify Program Guiding Principals
- Determine Zone Eligibility

A review of the current system by Dana Brown reminded the PTAG that it looked like the following:

- Perpetual permit
- \$2 one time fee for permit
- Signs installed at ~\$75 each
- No limit on the number of permits per property (some have >80 permits)
- No “real” enforcement – only TPD by complaint as staff is available
- Exclusive permit for resident, no outsiders
 - Street becomes control of adjacent residents as opposed to the general public
- Requires 100% support of individual block face (or even smaller area)
- Permit zone is one block face (or smaller in some instances)

The City would like sunset this program with the implementation of a new program.

[BT] suggested a series of objectives and principals to guide the creation of the program. The PTAG discussed these in detail rolling through them to create a series of goals & objectives for the program. The draft of this language was as follows:

Scope/Goal of Program:

To create a parking system that gives available-space priority to residents and their guests in residential neighborhoods with limited parking availability while maximizing the use of the parking resource for all users.

Objectives/Principals:

1. Recognize stalls are a finite resource which should be managed to promote access and livability
2. Provide a consistent level of service
3. Establish annual user fees that cover the cost of parking program set-up, operations and maintenance
4. System should be easy to use and understand
5. Encourage voluntary compliance

A critical component of this discussion is determining what are “residential neighborhoods.” The PTAG felt that this definition would be critical to determining the appropriately applicable rules of the program. [BT] reassured the PTAG that this would be part of the discussion of zone eligibility at the next meeting.

[Note: There were no members of the public wishing to speak at the meeting, so there was no break taken for public comment.

The meeting was adjourned at 6:10 with the next meeting on March 20th.