



## **Parking Technical Advisory Group: Residential Parking Program Community Discussion**

**September 18<sup>th</sup>, 2014 Notes**

### **SHEET 1 (Overview):**

#### **Residential Parking Agenda**

Goal: Gain a better understanding of how parkers view the existing program and get feedback for future improvements.

4:30 - Welcome

What works, What doesn't

Residential Parking Toolbox

6:30 - Thank you

Next:

PTAG Review: 10/02 at 4:10 at St Helens, Rm 16

<http://www.surveymonkey.com/s/residentialparkingprogram>

Jan/Feb Recs to City Manager

### **SHEET 2-4 (Judi's Group, purple):**

#### **Multicare (& Group Health) Area:**

1. Employees not utilizing parking options
2. Regulation issues
3. Resident/ neighbor to Multicare
  - a. Positive: Patrolled
  - b. Alley speeding
4. Enforcement with current RPP is broken
5. Residential Permit Process
  - a. Labor intensive to go through
  - b. Consistency lacking
  - c. No tracking of disappearing permits
  - d. Multiple unit dwellings are disadvantaged
6. No daytime parking, evening parking is plentiful
7. Problem with Multicare employees parking in residential
8. Consistent enforcement is important
9. Signage is effective

Annie Wright Area:

1. Security is positive
2. Staff impedes on residents while residential parking zones sit empty
3. Parking permits issued to dwellings with garages or other parking options
4. School/Resident balance needed

6<sup>th</sup> Ave Area:

1. Plenty of daytime parking
2. Night time parking:
  - a. behavior poor
  - b. not enough spaces
  - c. employee problem
  - d. Also at Parkway (N. 4<sup>th</sup> & I) and Hanks (N. 6<sup>th</sup> & K)
3. 6<sup>th</sup> Ave parking study looked at parking only, not behavior

General Thoughts:

1. 24/7 permit requirement is a problem w/ flexibility in some areas
2. Permits for different uses/desires v. needs
3. Light rail:
  - a. Construction mitigation needed
  - b. Changing of behavior
4. Abandoned vehicles are a parking problem

SHEET 5-8 (Steph's group, blue):

Schools:

1. Parents of St Pat's students (N. 12<sup>th</sup> & G) blocking driveways & access for residents. No sidewalks, dangerous
2. St Pats teachers park on street, don't use parking available to them at St Pats church.
3. Annie Wright student parking is a problem
4. Stadium HS does not have enough student/short-term visitor parking
5. North Tacoma to 1<sup>st</sup> to Stadium Way has bike lane, making the herringbone parking dangerous
6. UPS students parking in front of residences is a problem

East Side:

1. Petition no parking above Dome
2. Drinking/ drugs (by Stanley & Seaforts)
3. Lack of enforcement
4. Parking permits?

General Thoughts:

1. Won't pay for parking. Need more free parking lots
2. Urban garages needed
3. ADA in neighborhoods needed
4. Multiple vehicles for one household- clogs up street, 50 feet of frontage with three vehicles
5. Residential parking permits have worked, for apartments by Wright Park

6. Commercial vehicles, RV's, & boats left on narrow residential streets for months at a time is a safety issue.
7. Commercial businesses run from homes with customers using residential parking is a problem
8. Proctor shouldn't be densified- no parking available

#### SHEETS 11-13 (Eric's group, black):

##### New Development:

1. Code issues with new development not requiring enough parking
2. Construction impacting supply and traffic control without mitigation provided for neighbors
3. Impacts of Proctor project will have spill over into neighborhoods, need residential parking options
4. City not listening to citizens- better planning for parking in development needed
5. Not enough parking required for new development
6. Parking requirements should take into account transportation infrastructure (if there are no busses, need to provide parking)
7. Interested in residential permit to protect against impacts of upcoming development rather than after the fact
8. Existing transportation infrastructure will not fulfill walkable goals of new development

##### Commercial Districts:

1. UWT area parking works
2. Paid parking in commercial districts may be good
3. Need some way to mitigate impacts to small business owners
4. Business owners taking up parking in front of residential houses

##### General Thoughts:

1. Above Washington State History Museum bus loading starts at 0600 but no busses- change hours
2. Permit parking works, 2 pass limit per household does not work
3. Administration of passes should be handled more carefully
4. Issues with event parking in neighborhoods (e.g. HS football games @ SHS)
5. UPS in position to assist in mitigation of parking impacts

#### SHEETS 14-20 (Parking Toolbox – top 10 bolded):

1. Community-Driven Program (votes)
  - a. Initiated by community (9)**
  - b. Pre-established levels of parking density & frequency (5)
  - c. Public input into zone boundaries & controls (7)
  - d. Residential agreement to final boundaries and controls (13)**
  - e. Resident status for permit (12)**
2. Row use optimization with resident priority
  - a. Control for high occupancy periods (9)**
  - b. Permits exempted from posted parking restrictions (4)
  - c. Accommodations for guests and service vehicles (6)
  - d. Incentives to moderate number of permits (8)

3. Supports & discourages abuse
  - a. **Clear signs (12)**
  - b. **Non-transferable permits (10)**
  - c. **Regular permit renewal (9)**
  - d. **Visible/ regular enforcement (14)**
4. Program Sustainability
  - a. Easy application/ renewal process (6)
  - b. Zones expandable with resident agreement (1)
  - c. Periodic re-assessment (3)
  - d. Balance between service and cost (6)
5. Other
  - a. **Do them all! (17)**
  - b. **Recognize needs of employers & service providers (9)**