



## **Parking Technical Advisory Group**

**728 St. Helens; Room 16**

**Meeting #94 – June 4, 2015, Notes**

### **4:10 Meeting called to order by Co-Chairs**

Judi Hyman, one of the co-chairs, called the meeting to order. [JH] began introductions around the room, including the new technical advisory group members.

### **4:25 PTAG Overview**

David Schroedel, a consultant to the group, gave an overview of how the PTAG was formed. This included the origins of paystations in Tacoma and the focus on public process.

[DS], [JH] and city staff also presented some of the recent decisions and how they came about, including the increase in on-street rates in the fall of 2014, altering time limits around the County-City Building, adding paystations along Tacoma Avenue, and beginning to address residential parking zones.

### **5:05 Next Steps with PTAG**

After sharing some of the history of the PTAG, Eric Huseby with the City of Tacoma gave an overview of the Integrated Parking Management Request for Proposals that had gone out earlier in the year. The RFP asked proposers to evaluate providing a number of services. Some of the highest visibility items included license plate recognition technology and scofflaw enforcement.

An overview of how LPR would work in Tacoma was provided as well as a recognition of a number of outstanding procedural and policy issues, especially regarding the collection, storage and destruction of data.

The scofflaw discussion highlighted the significant number of outstanding citations in Tacoma with no good tools currently in place to assist in compliance. One of the options evaluated in the RFP is vehicle immobilization. The PTAG briefly discussed this issue, recognizing concerns of fairness and efficiency.

Next, the City gave an overview of the current status of the Yareton hotel/condominium proposal adjacent to the Convention Center. This relates to the PTAG due to the fact that it involves selling a parking asset and the parking system operates as an enterprise fund – i.e. monies that come into the fund can only be spent on parking related items. This is particularly notable in that revenues from the parking lots under consideration for sale are part of the total revenues committed for some

bonds, including those committed for the construction of the Convention Center. It is notable that this does not require sale proceeds to return to the parking fund or retire the bonds as the entirety of the parking fund is securing the bonds, not an individual asset's revenues.

**The group also reviewed the data collection list from the last meeting and updated it as follows:**

- **8AM-10AM occupancy (especially around 700 Pacific, but throughout downtown)**
- **Pay until 8PM around UWT (also look at citations)**
- **Review County-City Building & impacts of changes**
  - **Suggestion to contact stakeholders previously engaged in the area for anecdotal feedback as well – like Bates**
- **Saturday occupancies**
- **Sunday occupancies were also discussed, but left undecided as it was unclear if action would be taken based on the findings**

Considered for future discussion but not included in this occupancy count would be the following items:

- Integration of LPR into data collection
- Evaluate parking along the path of light rail expansion
- Mixed use center reviews
  - Noted that Stadium & Hilltop MUCs were also along the light rail path

Finally the group briefly discussed some of the other issues that have come up in the past that may need further discussion including:

- Shared use spaces (like Uber)
- Transportation planning & its integration with parking
- Parking as it relates to economic development, growing retail businesses, and the entertainment sector

**The meeting was adjourned at 6:10PM with the next meeting on 8/6.**

[There were no members of the public for general public comment.]