



## **Parking Technical Advisory Group**

**728 St. Helens; Room 16**

### **Meeting #95 – August 6, 2015, Notes**

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

Judi Hyman, one of the co-chairs, called the meeting to order. [JH] shared that she had recently returned from Portland where she presented to the Portland Bureau of Transportation on how to structure community involvement as it relates to parking. They have a significant parking system that they want to have greater public involvement.

Dana Brown, with the City of Tacoma, gave an overview of the parking system changes underway to accommodate The Old Spaghetti Factory in the first floor of Pacific Plaza at 13<sup>th</sup> & Pacific. As part of the conversation, there was a recognition that [TOSF] had evening parking demand that coincided with plenty of supply in the garage. To best use this supply, the City created a parking pass system that charges a substantially reduced rate in the garage for evening users. This will be balanced with a more regular rate during the day to ensure that lunch-time users are continuing to market rate during the current peak usage time in the garage.

[DB] also gave an overview of the request for proposal status for the integrated parking management approach. The City had listed multiple elements as part of the RFP, any of which vendors could bid on. This has created a complex network of proposals which address some items but not others. In addition, the City is continuing to reach out to the Municipal Court to encourage their involvement in the RFP and selection process since a portion of the project includes potentially revamping the adjudication process.

#### **4:40 Decisions: Transportation Master Plan**

Jennifer Kammerzell, with the City of Tacoma, gave an overview of the Transportation Master Plan and the process to date. Of note, the process has been shepherded by the recently formed Transportation Commission working with City staff and consultants. Currently, the document is going before the Planning Commission for public comment. Comments can be made at a public hearing on August 19<sup>th</sup> @ 4PM at 747 Market Street, Room 100 or written comments can be submitted to the Planning Commission by August 29<sup>th</sup>.

The PTAG discussed a variety of issues in the Transportation Master Plan with a focus on those specifically impacting the parking system. The topics, concerns and conclusions are outlined below:

1. Residential Parking Zones: If we want to encourage people to leave their cars at home to commute and run errands we need to provide options for cars to stay at home. In addition, Tacomans prize their residential neighborhoods and their ability to park near their homes.

Action: Residential Parking Zones should be used in residential neighborhoods to prioritize residential users, without making them the exclusive users.

2. Priority Corridors: With transportation modes identifying priority corridors to help maximize public investments existing users and land uses must be taken into account rather than considering each corridor a blank slate. It was unclear how adjacent land uses were taken into consideration when looking along a length of corridor. In other words, a corridor that runs from downtown Tacoma to west Tacoma will run through multiple different types of areas from residential to business with varying needs along it. However, the corridor is only listed by a single typology.

This was particularly apparent in looking at the transit priority corridors – which only allow parking if it doesn't slow down transit. This is particularly problematic in the context of business districts or mixed use centers where local organizations depend on on-street parking to provide customer, client and visitor parking. Similarly, as nodes of activity, these centers should not be prioritizing throughput as much as opportunity to engage in the center – one way of which is through ending a transportation mode whether it is a bus, bike or car.

Action: Consider existing land uses and minimize impacts to existing facilities and uses when locating new facilities. If alternative locations for new facilities are necessary to achieve this, they must be considered.

3. Loss of On-Street Parking: The North Downtown SubArea Plan, a component of the Comprehensive Plan, looked intentionally at the potential impacts of competing right-of-way uses on parking capacity. The Stadium District, the most residentially dense neighborhood in the City and home to several long-standing businesses, seriously considered the impacts of new transit and bicycle facilities on its existing and future motorist users. As part of this a “no net loss of parking capacity” philosophy was adopted as part of the plan. A similar approach was taken when adding non-automobile capacity to Pacific Avenue as part of the Pacific Avenue redesign undertaken a couple of years ago. In neither of these scenarios were all existing stalls preserved, rather stalls were moved to areas that could accommodate additional parking.

These approaches were intended to balance the need to accommodate additional user types with the recognition that both current and future users will continue to need parking. While not adding capacity for parking cars despite increasing population, it also does not reduce existing capacity to serve a yet undetermined need or demand. This is particularly critical in business districts.

Action: Consider integrating a goal of no net loss of on-street parking to the Transportation Master Plan to recognize the incremental change associated with transportation mode changes as well as needs of current users.

**The PTAG asked the co-chairs and staff to draft a letter to the Planning Commission on their behalf encompassing the above points and any others consistent with the above.**

**The meeting was adjourned at 6:10PM with the next meeting on 9/3.**

[There were no members of the public for general public comment, though a letter was presented for discussion at the next meeting.]