



Parking Technical Advisory Group

728 St. Helens; Room 16

Meeting #97 – October 1, 2015, Notes

4:10 Meeting called to order by Co-Chairs

Judi Hyman, one of the co-chairs, called the meeting to order.

Eric Huseby from the City of Tacoma gave an overview of some of the things the City has been working on recently. The Park Plaza North garage has been experiencing some capacity issues meaning visitors are being turned away. It was noted that the goal of the garage was to first and foremost serve shorter term visitors. The recent increase in pricing, shortening longer term contracts, and moving some contracts to other facilities will help relieve some of this pressure.

The City has also been working on setting up the occupancy counts for downtown based on feedback from the PTAG earlier this year. The counts will tentatively be occurring on October 17th & 21st, with early data back about a month later.

[JH] explained the current process of moving the PTAG's comment letter through the Transportation and Planning Commissions. She noted that the Planning Commission generally agreed with the letter, but was also interested in hearing more from the Transportation Commission. The idea of characterizing the purpose of the public parking system was important, especially when considered independent of private parking.

The PTAG approved the 9/3/15 notes as written.

4:30 Decisions: Residential Parking Program Feedback

The PTAG took up the Residential Parking Program [RPP] feedback received from councilmembers serving on the Neighborhoods & Housing Committee. The PTAG had made some draft decisions at the August meeting.

Low-Income Residents

The PTAG had tentatively recommended that the RPP maintain the existing fee structure for low-income households, but waive the fee for the first car. This resulted in a pricing structure as follows:

Price per year	Regular	Low-Income
1st Vehicle	\$60	FREE
2nd Vehicle	\$60	\$60
3rd Vehicle	\$120	\$120
4th Vehicle	\$180	\$180

The PTAG affirmed this structure while asking the “low-income” qualification to be based on another City of Tacoma used standard. Households would have to requalify annually for the free pass.

In-Home Service Providers

At the prior meeting, the PTAG was considering allowing a resident to purchase a residential permit and transfer it to an in-home service provider. While this would allow a low-income elderly or disabled resident to use the free permit for a service provider while still requiring those residents with multiple cars to pay for the additional cars. There were several concerns about creating and managing a permit transfer program for the handful of people who may want to appropriately use it.

The PTAG noted that many homes within the anticipated RPP areas have some off-street parking available. Furthermore, many in-home service providers are on-site for less than the two-hours allowed without a permit. For those who are spending 2-4hrs, there was a sense that they could move their car. For occasional providers the guest pass seemed to provide a viable option at \$1/dy. For providers serving the disabled, the disabled hangcard would exempt them from time limits as well. Finally, the PTAG reasserted that the goal of the RPP system is to prioritize the on-street parking for residents, not employees who happen to work in the home.

With all of the other options readily available to service providers, there was a general sense that most would have other options available. Balanced with the risk of creating an incentive structure encouraging residents to sell permits to others, the few people helped with a permit transfer does not seem worth it at this point. The PTAG is recommending no changes at this time, but is open to updates should additional information be provided.

Appeals to Eligibility Determination

In August, the PTAG recommended sticking with the current appeals process, the appeal will go to the Director of Public Works. The PTAG stated that this process and timelines should be made clear as part of the application process.

While the PTAG affirmed this recommendation, they also encouraged staff and the Public Works Director to gather appropriate information based on the content of the appeal – noting that such feedback could include from the PTAG or other representatives of the area in question.

The PTAG also encouraged staff to make this appeal option clear to businesses, residents and other organizations in the immediate vicinity should any of them recognize an undue impact that might otherwise be overlooked.

5:30 Public Comment

The PTAG had received one comment regarding parking availability around 7th & Pacific and 7th & Commerce due to the fencing around Old City Hall. The City said that they were tracking the loss of revenue from the closed stalls, but was not sure about recouping those funds since it was the City that had closed the area due to safety.

In addition, one commenter from the 7th & Baker area sharing thoughts on parking enforcement and current curb-side regulations. Specifically, they wanted to find a better way to accommodate short-term parking for their clients while not running afoul of the regulations keeping the sidewalk clear. After further discussion, the commenter was going to work with staff to look at loading zone options.

The meeting was adjourned at 6:10PM with the next meeting on 11/5.