



## **Parking Technical Advisory Group**

**728 St. Helens; Room 16**

### **Meeting #98 – November 5, 2015, Notes**

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

Steph Farber, 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 occupancy data for on-street usage was collected last month and is being reviewed by Williams Consulting for presentation at December's meeting. This included a reminder that the current goal is that if changes are needed they will be targeted with an implementation in 2Q of 2016.

The City has been working on remodeling a space in Park Plaza North for new parking offices that would be shared with Republic Parking, the facility manager. This would allow for easier customer access and daily interactions with a significant parking asset.

As part of the enhancements in the Lincoln Business District, parking enforcement will be normalized. To date, there has been limited enforcement in the area. In addition, there will be additional enforcement in the South Tacoma Way Business District, another area of revitalization emphasis for the City.

**The PTAG approved the 10/1/15 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 draft decisions at the prior meetings. The November meeting was the opportunity to finalize recommendations before staff drafts them back to Council.

#### 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 qualification for WIC, TANF, Medicaid, or by request. Households would have to requalify annually for the free pass.

**PTAG’s recommendation was to offer the first residential permit free annually to households qualifying as low-income through established state or federal programs or by request.**

#### Home Service Providers

At prior meetings, the PTAG took up the issue was considering allowing various methods for home service providers to obtain residential permits. The outcome of in-depth discussion was a series of concerns about creating and managing a permit transfer program for the handful of people who would use it appropriately. Instead, the PTAG wanted to monitor the issue post-rollout to see if this became an issue.

**PTAG’s recommendation was to make no changes for home service providers.**

#### Appeals to Eligibility Determination

Previously, 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 to all parties impacted, including neighboring organizations/businesses.

**PTAG’s recommendation was to make no changes to the appeal process beyond adding clarity for users.**

#### **5:00 Integrated Parking Management Plan: Scofflaw Eligibility**

The PTAG discussed scofflaw eligibility as part of the integrated parking management plan. [EH] went over why scofflaws were being discussed and why resolving some of these issues are important. Currently over a roughly 10-year lookback period there are over 53,000 unique vehicles with over 92,000 citations more than 45-days past due. While most vehicles only have one outstanding citation, there are several vehicles with more than 100.

If we use conservative assumptions that most vehicles are only cited one out of four times they are in violation, it becomes quickly apparent that there are a number of parking stalls taken up by people who choose not to comply with current laws, likely in large part due to the limited level of enforcement mechanisms on the collections side. However, rather than penalize the occasional offender more severely, a scofflaw program would allow the City to focus on the most regular offenders.

Within the integrated parking management plan, this would likely be a vehicle immobilization or “booting” program. The details of such a program are under discussion. While the PTAG generally felt that some type of scofflaw program was necessary, there was extensive discussion on what type of threshold should be used.

The first discussion was around a total in monetary fines. While 97% of vehicles owed less than \$500, some citations unrelated to occupancy carry significant enough fines that \$500 could be 2 citations. While the PTAG generally agreed that vehicles should not be immobilized at a lower dollar threshold, they did not like the differing fine structure catching some people with only a couple of tickets.

When the discussion moved to the number of citations, the discussion looked heavily at the number of people impacted and the perception around what the public would consider a regular offender, or “somebody who should know better.” A few key thresholds were looked at in this consideration:

Number of Citations	Appx. Number of Vehicles	Percent of Outstanding Citations
2 or more	11,000 vehicles	54% of citations
3 or more	5,000 vehicles	41% of citations
4 or more	2,800 vehicles	35% of citations
5 or more	2,000 vehicles	29% of citations
13 or more	550 vehicles	20% of citations

After more discussion there was a recognition that at the time of rollout, there would be a great deal of backlog. The PTAG did not want to see thousands of vehicles booted, but did want to establish an expectation among users that if one ignores their parking tickets you are taking a risk. With this in mind, after the “clean-up/rollout period”, somewhere around 4 outstanding citation seemed about right.

**The meeting was adjourned at 6:10PM with the next meeting on 12/3.**