



Parking Technical Advisory Group

728 St. Helens; Room 16

Meeting #103 – April 7, 2016, Notes

4:10 Meeting called to order by Co-Chairs

Steph Farber, one of the co-chairs, called the meeting to order.

The PTAG approved the draft notes from the March meeting.

Eric Huseby from the City of Tacoma gave an overview of some of the things the City has been working on recently.

- A study of the parking in the Proctor Business District. Should have data to present in July.
- Presenting to City Council's Infrastructure, Planning & Sustainability Committee on April 13th at 4:30PM in Room 16; with a discussion LPR
- Parking services should be moving out of the basement of the municipal building to a space on Pacific Avenue later this year.

4:30 Integrated Parking Management Introduction

The City has identified a winning proposer in the RFP process to implement the IPM plan. It may take some time to get the firm completely on board, but the City hopes to have them present in the future. Some of the highlights of their system include:

- Cloud based near real time citation reference
- Improved warning system for first time violators
- System will allow handhelds to take a larger role than current system
- Will allow a future move to pay by license plate

The system will be collecting a large amount of data so who gets to access the data, how long the data is kept and similar questions will be important policy decisions for City Council. The PTAG discussed concerns about abuse of the data and noted that the City doesn't always have a great record of disclosing when it is collecting data. [EH] noted that it would be a Council decision, but he was encouraging the City to lean of the side of transparency and rapid disposal for non-citation data. In other words if there was no infraction, there is no reason to keep the data.

David Schroedel, a consultant, reminded the PTAG that they first started discussing the IPM several months ago when the RFP was initially being crafted. More recently, the PTAG discussed scofflaw enforcement last fall and what thresholds would be appropriate for enforcement.

To highlight the impact of regular offenders who are not paying their citations, some data from a 10-year lookback period was presented 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. 97% of vehicles owe less than \$500.

If we use conservative assumptions that most vehicles are only cited for a fraction of violations, 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 allows the City to focus on the most regular offenders. Within the integrated parking management plan, this would be a vehicle immobilization or “booting” program.

Citations on Vehicle	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

Previously, the group had decided to not focus on outstanding amount due, but rather number of citations. This is consistent with most other jurisdictions who will immobilize at 2 to 5 outstanding citations. This discussion brought up some important questions for the PTAG:

- If a car is immobilized and no payment is made, what happens?
 - Underdetermined. Could be impounded and/or auctioned. Need to understand where proceeds go and how much of a risk this is.
- What about payment plans for large amounts outstanding?
 - They are available and they would keep a vehicle off the scofflaw list
- What kind of “boot fee” would be added to the citations?
 - Other jurisdictions generally range from \$50-\$300. We would likely be looking to cover just hard costs of roughly \$150-\$175.
- Would there be different thresholds when the program is rolled out versus when it has been active for a while?
 - The program may be administered differently, but the hope is to not return to Council repeatedly to adjust the code. Rather, operationally, we’d likely start with the worst offenders. In addition, we are hoping to roll out an amnesty program with the booting to allow people to come into compliance.

After much discussion about potential impacts of such a program the group agreed that the number of outstanding citations at “maintenance levels” (i.e. not initial roll out) should be 3, 4 or 5; but leaning towards 3 or 4.

The group was asked to talk with others before the next meeting to gather feedback on perceptions of the immobilization program as a tool to:

- Allow the City to focus on more regular offenders
- Target people “who should know better” after having received multiple communications about compliance
- Free up more on-street parking in congested areas

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