



Parking Technical Advisory Group

Tacoma Municipal Building North

Meeting #122 – March 1, 2018 Notes

4:10 Meeting called to order by Co-Chairs

Steph Barber, one of the co-chairs, called the meeting to order. The attendees introduced themselves.

Rachel Lindahl from the city of Tacoma gave a brief update on some of the parking related items the City has been working on:

Parking Services City Staff gave a presentation to a UWT class centered on exposing students to civic engagement while examining individual's roles, rights and responsibilities in establishing and minting the common good. The focus of the course 'Agents of Change' was on the parking system surrounding the campus. COT Staff spoke to the class about the history of parking in Tacoma, the parking system and even welcomed feedback from students as one of the parking users.

PTAG and COT Staff are currently working together on drafting Recommendation #14. Staff anticipates being able to route the recommendation to the City Manager at the end of the month. The recommendation suggests changes to the petitioning process and

4:30 Review of Downtown Occupancy Results

- COT Staff shared feedback received to date in regards to downtown on street system
 - Fred Melvin (veteran business), Pat Nagle (Harmon), Rain Incubator moving, Grand Cinema (2 Hr parking petition), Margaret Moore (resident at 6th & Broadway)
- Rick Williams [RW]– Recapped on street data findings and presented strategy considerations for managing the downtown parking systems
 - Recapped on street data findings (i.e.: parking utilization, peak hour heat map)
 - Shared theory on changing trend – people arriving/leaving earlier in anticipation of traffic
 - Presented visual of all parking blocks in excess of 85% and 100%

Strategy considerations

- 1) Separate area into smaller management zones
 - a. [RW]- start thinking of subzones. The occupancy pyramid can be misleading since downtown is such a large supply. Cut the boundaries either east to west, north to south.
- 2) Reduce the number of unregulated stalls
 - a. [RW]- 1/3 of downtown is unregulated. Calls for management of smaller zones
- 3) Recalibrate enforcement hours
 - a. Take enforcement off the front end, add it to the back end. Recommends against changes the hours from 8pm to 6pm
- 4) Use pricing to manage occupancy levels
 - a. Demand based pricing. Pricing levels (& enforcement hours) can be customized per subzone

Questions:

[SB] – Just a as a refresher, >85% means there is a space that is available?

[RW]- >85% means the driver is becoming angsty and is circling the block. This behavior increases traffic. 70-85% is the OCCUPANCY sweet spot where people can find a space.

[DB] – Do customers in Portland have the ability to transfer use?

[RW] – No.

[DB] – It is my observation that we need to manage for Transportation Master Plan transition, thoughts on how to support that?

[RW] – Taking control of >4 hour stalls is what's going to drive the relationship from on street to other choices in the transportation system.

[DB] How should we manage the supply in areas that do not generate parking supply (land use)? Referring to increasing prices- in the past COT staff has been cautious about raising prices because it looks like a money grab. If we move in that direction what does management look like?

[RW] – Fall back on the guiding principles that support the system. It's not a money grab if revenues are used to support/ reinvest into modes to increase capacity. Ex: Portland's 'benefit' district.

[SB] – From your findings, adding meters has not reduced the numbers?

[RW] – No. The numbers of cars have grown hence why the system has become more constrained.

5:00

Review Potential Impacts to Parking in Stadium Area

With much anticipated change throughout the Stadium and St Helens area, Parking Services Staff educated the group on potential changes that could affect the on street parking system. These changes include long range planning policies, development projects, community feedback and improvements to the right of way. COT Staff began the conversation with a focus on the long term plans and policies for the area aimed to increase access to mobility resources and support population growth.

The group reviewed the boundaries of the Stadium Business District and the parking occupancy study. Within these boundaries, COT staff highlighted the high level plans for policies that affect some of the corridors within the area. The intent of the plans and policies is to increase access to mobility resources and support population growth.

COT staff went over the specific complete street policies for Mixed-Use Centers and priority networks with the Transportation Master Plan. These policies and guidelines are intended to build upon Tacoma's vision and regulations for Mixed-Use Centers and a multi modal system.

Pedestrian Street Classes for located in Stadium Mixed Use Center

- Primary Core Pedestrian Street, along N Tacoma Ave from Division to N 4th Street
- Core Pedestrian Street, along n 1st street from N E Street to Division Ave, along Division Ave from N Tacoma Ave to N J Street
- Pedestrian street, along N 1st Street from Division Ave to N 3rd Street

Transportation Master Plan Priority Networks located in the Stadium area

Bicycle Priority Network	Consists of bicycle boulevards and bicycles lanes predominately on Tacoma Ave, N Yakima Ave, N Broadway, S I St, Court D and 6 th Ave.
Transit Priority Network	Consists of high capacity corridors predominately on Tacom Avr, N 1 st Street, N E Street, St Helens Ave, Tacoma Ave, Division Ave, N I Street, S I Street, 6 th Ave
Auto Priority Network	Predominately N I Street

5:30 Public Comment

Ron Patterson, representing as a resident at 219 N Tacoma ave- Expressed concern for decisions on changes to the parking inventory on Tacoma from N 3rd St to N 2nd St. Mr Patterson voiced that the neighborhood should be notified better of the decision to removing parking stalls.

Wanda Hornbeck (property owner of residences), expressed frustration with how long it was taking for a draft recommendation to be put together. Currently, she has tenants who live in

one of her properties that reside in an area of mixed use. They would like to apply for a residential parking zone but have been put on hold until it has been approved for mixed use areas to participate in the Residential Parking Program.

Shawn Thompson (resident of Stadium), received notice about application No LU17-0212. Had questions about if/how the on street parking will be changed once the street undergoes redesign for the Sound Transit link project.

The meeting was adjourned at 6:10PM with the next meeting on April 5, 2018.

PTAG Member Attendance:

Steph Farber- PTAG Cochair
John Meek - Republic
Ty (Last name?) - Republic
James Sinding – PTAG Member
Leilani Balais – PTAG Member
Dorene Caillier – PTAG Member
Suzanne Young – PTAG Member
Joe Loran- PTAG Cochair
Dana Brown – COT Staff
Tyler Daniels – COT Staff
Rachel Lindahl – COT Staff