



Parking Technical Advisory Group

728 St. Helens; Room 16

Meeting #135 – February 7, 2019 Notes

4:10 Meeting called to order by Co-Chairs

Joe Loran, one of the co-chairs, called the meeting to order. The attendees introduced themselves. The group welcomed PTAG's newest member, Mandy McGill. Mandy is a business owner and represents an interest for Downtown businesses.

The 5:00 o'clock time slot was originally scheduled for a guest speaker with Pierce transit. The representative was unable to make the meeting. City Staff recommended the time slot be filled with a March item – interim use permits – to keep the group on track with the annual work plan. The members approved the schedule adjustment.

David Schroedel was absent for this meeting. In his place City Staff provided support to PTAG's conversation.

Rachel Lindahl, with the City of Tacoma, provided a brief update on the Residential Parking Program. As of Feb 1, 2019 the petition periods for the first four Residential Parking Program applications of 2019 has kicked off. These areas have until the end of April to demonstrate majority support for their neighborhoods to become a Residential Parking Zone. The locations of these areas range from South Tacoma Way, 6th avenue, Hilltop and the Stadium Neighborhood. Results will be determined in May.

Minutes from prior Transportation Commission meetings were not available in time for the PTAG meeting. The City is still looking for a liaison to serve on both the Transportation Commission and the PTAG. In the meantime City Staff will provide quarterly updates to the Transportation Commission.

4:20 Discussion: Downtown Occupancy Review

Eric Huseby, Parking Services Manager, gave an overview on the current recommendations for PTAG to finalize. These decisions have been discussed in depth throughout 2018 and the group made some slight adjustments to finalize them as follows:

- 1) Institute a 3-hour unpaid zone in unregulated stalls on the following streets:**
 - **Court D, Fawcett Avenue, Court E, and the east side of Tacoma Avenue from S. 15th to S. 21st Streets, excepting the stalls located in front of the Mercado that are already regulated by 2-hour parking controls.**
 - **S. 15th Street, S. 17th Street, and S. 21st Street from Market Street to Tacoma Avenue, excepting those stalls on 15th Street that are already regulated.**

James Sinding, representing UW Tacoma Transportation Services, expressed UW's support for the outlined changes. A 3 hour unpaid parking product would accommodate a 2 hour class schedule for students.

- 2) Convert the existing 90 minute paid along Jefferson Ave from S 17th street to S 19th St (both sides) to 2 hour paid.**

[JS] expressed UW Tacoma's interest for converting the 90 minute stretch to 2 hours. Originally the 90 minute paid product was put into place to support the Old Spaghetti Factory, an anchor business along Jefferson Ave. The business has since relocated and the 90 minute product no longer meets the need for the surrounding land use. [JH] communicated that the parking resources have become so constrained in the campus area that students will frequently exceed the time regulations – often resulting in a ticket – as a last ditch effort to attend classes. Other PTAG members questioned whether the other businesses along S Jefferson (just south of S 19th street) would also benefit with a 2 hour paid product. City staff will confirm with the businesses. If majority of the businesses approve; then the change will extend to S 21st Street. If majority of the businesses prefer the 90 minute product then the controls along S Jefferson Ave from S 19th to S 21st St will remain unchanged.

- 3) Create an Interim Use Permit to backfill underparked areas**

The 3 hour product would be implemented in conjunction with an interim use permit system. PTAG recommends for City Staff to begin the process of creating an interim use permit system for downtown. The members expressed interest in how the city will determine the thresholds for under parked areas and how the permit system will be advertised. Over the next few months PTAG will be discussing on what this product should look like and how it will function in the downtown system.

- 4) Add a 90-minute unpaid zone around the southwest corner of 23rd & Fawcett and a 30 minute loading zone**

The Black Fleet Brewery recently opened in September 2018 and is experiencing a major parking constraint from students and nearby construction. The existing area is located on the outskirts of the downtown boundaries and is currently unregulated. PTAG members agree a 90 minute unpaid product would service the lunch & dinner crowd along with a loading zone to facilitate drop offs.

- 5) Increase enforcement efforts for existing time stays in Stadium Proper**

The feedback from residents, shoppers and business owners from 2018's Stadium neighborhood open houses calls for more parking management and consistent enforcement. The PTAG acknowledges the need for more enforcement, but any decisions with changes to time stays should be postponed after the Link Expansion project is finished. The group is concerned that any radical changes to the on street system during active construction would negatively impact the businesses. In the meantime, PTAG unanimously agrees on supporting the existing time stays with more consistent enforcement. Once the Link Expansion project is complete; the group will consider other changes in parking management.

5:00 Presentation: Interim Use Permit -- Concept

Eric Huseby gave a presentation on the concept of how an interim use permit system could operate in the downtown area. The permit system would act as an additional tool to back fill areas where managed short term parking shows lower than desirable occupancies - such as 55% or lower. This system would allow underutilized parking to be maximized and have occupancies maintained at efficient and robust levels. The logistics of an interim use permit would be limited to certain block faces and sold at market rates. Number of permit sales would be determined by occupancy levels and recalibrated on an annual basis with occupancy and composition analysis. The goals of the system would be to reduce the number of SOV and shift parking behaviors on constrained blocks to areas that are underutilized. Permits would be most successful via payment of a mobile app. This would make a more versatile product for a variety of downtown users. Permits that would require a front desk service would only be accessible for certain demographics. Implementation may require a rewrite of 11.05.260. To which city staff are currently working with legal to confirm.

5:30 Public Comment

There was one member of the public who provided comments:

- 1) A resident near 3rd & Tacoma noted that the Residential Parking Zone is working well in maintaining available spaces. The increase in regular enforcement has promoted a better use for the area.

The meeting was adjourned at 6PM with the next meeting on 3/7.