

## MEMORANDUM

To: Mr. Eric Anderson

From: Parking Management Advisory Task Force  
Steph Farber, Co-Chair  
Rollie Herman, Co-Chair  
Chelsea Levy, Co-Chair

Date: May 11, 2010

Re: Parking Management Recommendations #1



The Parking Management Advisory Task Force [PMATF] held its first meeting on March 18, 2010 with an ambitious schedule of topics to address before Tacoma puts paystations on the street in downtown. This memo summarizes recommendations the PMATF finalized at its fifth meeting on April 15th, 2010. It is important to note that all recommendations made to date have been made by consensus of the group with no significant divisions among the members. Additional background material can be provided on any of the recommendations as needed.

The PMATF was asked to focus on creating a system that would be consistent with the guiding principles of the previous stakeholder group. This means a system that:

- Prioritizes the customer/client/visitor as the desired on-street parker;
- Ensures 15 percent vacancy of on-street stalls (1 to 2 stalls per block); and
- Is easy to understand for visitors and others new to the system.

The resulting parking system is intended to be a dynamic system that can respond to changing circumstances in downtown Tacoma over the years. With this in mind, the system will be flexible so that adjustments can be made to the configuration to ensure a long term focus on best serving customers, clients and visitors to Tacoma.

The recommendations finalized on April 15th, 2010 include the following:

### **Days of Paystation Operation: Monday – Saturday**

The PMATF recommended Monday through Saturday operation based on current days of operation and consistency with other local jurisdictions – thereby making it easy for customers to understand. Furthermore, there was no data to support the need for enforcement on Sundays.

### **Hours of Paystation Operation: 8AM – 6PM**

The PMATF recommended 8AM – 6PM operation based on current hours of operation and consistency with other local jurisdictions – again simplifying the system for customers. While consideration was given to the need for later hours in certain portions of downtown, the data collected showed on-street vacancies increased to about 50 percent by 7PM. Until more data is collected, the PMATF did not feel comfortable extending these hours.

### **Time Limits: 2-Hour Time Limit**

The PMATF recommended a 2-hour base time limit rather than another time limit or unlimited time. The PMATF felt that unlimited time purchases would encourage all day parkers to compete with customers

for on-street spaces – particularly when contrasted with the significant cost to park in a garage. By increasing the demand for on-street stalls in this way, an unlimited time purchase would require higher on-street rates for all users to achieve the 15 percent vacancy – potentially encouraging customers to go elsewhere. By going with a time limited option, the City retains the ability to use other tools to move employees off the street rather than strictly the price.

The 2-hour base time limit was selected due to the consistency with other local jurisdictions as well as the increased trips a chain parker would be required to make in order to take advantage of the system.

**Rate Structure: Flat Rate**

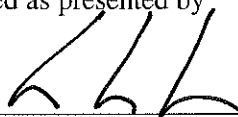
The PMATF took up the issue of variable rates due to concerns about the introductory rate of \$0.75 being too low to discourage employees from parking on the street and the disconnect between garage rates and on-street rates. While these concerns remain prevalent within the group, the PMATF has elected to recommend other tools to remove long-term parkers rather than variable rates.

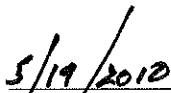
**Initial Criteria for Paystation Locations**

The PMATF has worked with a representative of the potential vendor to establish criteria for the draft map of the placement of paystations. These criteria will help determine the draft map which will be later refined by on-the-ground work. The guidance is as follows:

- Minimum 2-feet from curb face
- Minimum 3-feet from curb face adjacent to angle parking
- Minimum 5-feet of clearance from street furniture
- Minimum 15-feet from hydrants
- Maximize “pay here” sign visibility from driving lane
- Maximum distance of 100ft from parking stalls to paystations
- One pay station per group of stalls on hill streets - minimum 3 stalls per paystation
- First placement option should be pads in the planter strip, then the back of the sidewalk
- Maintain existing stall counts – removing stalls should be a last resort
- When bulb-outs are used, integrate bike or motorcycle parking
- Avoid business entrances and windows
- Protect decorative features of streets, sidewalks and buildings
- Talk to adjacent businesses about difficult placements

Approved as presented by

  
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Eric Anderson  
City Manager  
City of Tacoma

  
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Date