



RECOMMENDATION NUMBER 12

November 18, 2013

The Parking Technical Advisory Group (PTAG) has studied the area bordered by South 9th Street, South 15th Street, Market Street and Yakima Avenue.

Part of our process was to hold two public meetings hosted by Bates Technical College where we heard from students, staff, local business operators, the Tacoma Public Library and private parking operators. We have also heard from interested individuals at our monthly meetings. We have a PTAG member who works for Pierce County, an attorney who uses the court system at the County-City Building and have been fortunate to have a staff member from Bates join in all of our discussions. We found that there are three distinct parking needs and the best way to address them was to break the area into zones.



TACOMA PARKING

RECOMMENDATIONS

BATES AREA



- Do not modify areas that are currently unregulated parking
- Rationalize the time stays in areas that are currently regulated to 2 hours from 08:00 to 16:00, Monday thru Friday. Allow for the addition or deletion of loading zones per staff recommendation.
- On the East side of Yakima Avenue between South 11th and South 12th Streets:
 - Eliminate the official vehicle parking stalls which are a historical holdover and no longer used.
 - Change the time limit for the remainder of the stalls to 2 hours.

TACOMA PARKING

COUNTY CITY BUILDING (CCB) AREA



- Rationalize all time stays to 2 hours allowing for the addition or deletion of loading zones per staff recommendation. Hours of operation should be 08:00 to 16:00 Monday thru Friday.
- Install paystations on Tacoma Avenue from South 9th Street to South 14th Street and make these 2 hour stalls paid parking. The initial rate should be the same as the base rate in the current paid area of downtown.
- Install loading zone(s) on the West side of Tacoma Avenue in front of the Tacoma Public Library. The exact number and placement should be determined by City and Library staff collaboration.
- Discontinue the practice of allowing jurors to park in excess of posted time limits with an on-street “jury” parking permit (see Note 1).



- Reserved parking for law enforcement officials currently utilizes all of the on-street stalls on the West side of Tacoma Avenue between South 9th and what would be South 10th Streets (see Note 2). We recommend working with Pierce County to maximize the efficient use of those parking slots with the aim of freeing up stalls for the public – the primary “customers” of the CCB.

Note 1: Jury Parking

In 1990’s Pierce County was constructing a temporary jail structure. The construction project was built on an existing public parking lot and eliminated much of the County’s off-street parking capacity. At that time the City of Tacoma agreed to allow jurors to park all day on-street by displaying a County provided permit as a stop-gap measure while construction was underway. This practice continues to this day despite the fact that since the jail construction (and subsequent deconstruction) that the off-street public parking supply has actually increased in County controlled lots in the area. Now on-street parking has become the preferred option over other County provided options for jurors who need long term parking. Jurors are offered bus passes and free parking in various County parking facilities, therefore the PTAG recommends that the court system cease issuing these on-street “permits” which allow parking in excess of posted time limits.

Note 2: Official Vehicles on Tacoma Avenue

This is another hold-over from the jail construction which was never intended to be a long term solution. The PTAG feels that with better utilization of off-street options, the need for on-street spaces could be reduced or even eliminated. Customer parking on-street in this area is a valuable commodity. The supply of parking is at such a premium that customers are using the McDonald’s private lot when they can not find an on-street spot and risking getting a ticket. (Diamond Parking which manages the lot for McDonald’s has stated they issue 12-15 tickets per day to individuals parking in the lot who are not restaurant customers). Changes that might help maximize the efficiency of these dedicated parking spaces include:

- Allowing non-official parkers to use the spaces at specific times in the day.
- Reducing the number of spaces to what is actually needed.
- Moving the spaces to a different location including underperforming off-street assets

TACOMA PARKING

WORKSOURCE AREA



- Stalls that are currently regulated should become unregulated.
- Stalls that are currently not regulated should remain that way.

OUTREACH

Since much of Tacoma Avenue is going to paid parking, outreach should be similar to what was used for the initial roll out in 2010.

- The News Tribune should be advised of the changes along with social media outlets
- Businesses in the area should be contacted by staff, especially on Yakima and Tacoma Avenues.



BACKGROUND

Bates Area

The on-street system is currently at capacity with the primary users being the residents, students/staff/faculty of Bates Technical College and employees from the County-City Building. All of these parkers have long term needs and are coping with the system in its current configuration. Street level business within this area is already protected by time limited on-street parking. The PTAG feels that should changes to the north (CCB area) push more employees in to the Bates area, there is sufficient overflow parking to the south.

This zone provided us with a real dilemma. One of our guiding principles has been to manage the on-street system utilizing the "85% rule" to ensure turn-over which helps businesses. After much discussion we decided that turn-over was not what this area needed, the need was maximizing parking opportunities. Should the Bates zone have an influx of businesses needing turnover we would revisit our decisions.

CCB Area

This zone has two primary parkers. The first are customers/clients/visitors of the County-City Building, Tacoma Public Library and business along Tacoma Avenue. The other users are the employees of those entities. The PTAG feels on-street parking in this area needs to be dedicated to the first group. This is consistent with our rationale in other areas where we have identified the customer/client/visitor as the priority user in a particular area. Pierce County and the library provide off-street options for their employees and the County provides off-street parking for jurors who have long term needs similar to employees.

Tacoma Avenue from South 9th to South 14th Streets is already fully parked at the current 90 minute time limited parking and by extending the time stay to 2 hours to meet customer/client/visitor needs we will theoretically be increasing the pressures on these stalls beyond what is currently experienced. Charging for parking with the introduction of pay stations will provide one more tool to create the 85% occupancy rate that is our goal. With proper enforcement the PTAG feels the remainder of the block faces within this zone will function within the 85% rule. There may be a need to address spill-over of parking in adjacent areas once paystations are implemented. The PTAG suggests an occupancy count three months after implementation to see the impacts of the paystations on the block faces they were installed on as well as the areas immediately adjacent to them. It was also noted that while it would seem this area would be a natural fit for restaurants, few have been successful. Perhaps a properly functioning on-street parking system would help bring businesses to this area.

Worksource Area

This zone is a mix of residential, off street parking lots and a limited number of businesses. Much of the on-street parking is used by residents, UWT students and employees. Businesses are lucky in that they have off-street parking.



Ongoing Review

The PTAG plans to review the results of changes to the system. This area has been added to the annual occupancy count conducted each October. By October 2014 we will have two sets of data prior to the change and one set of post change data. As always our meetings are open to the public and we encourage input year round.

ZONE BOUNDARIES

County City Building Area

- North-south streets:
 - Yakima Ave: S. 9th St. to S. 11th St. – both sides of the street
 - Court F: S. 11th St. to Brazill St. – east side of the street only
 - Tacoma Ave: S. 9th to S. 14th St. – both sides of the street
 - Court E: S. 9th to S. 13th St. – both sides of the street
 - Fawcett Ave: S. 9th to S. 13th St. – both sides of the street
 - Court D: S. 9th to S. 13th St. – both sides of the street
- East-west streets:
 - S. 9th St: Yakima Ave to Market St. – south side of the street only
 - S. 11th St: Yakima Ave to Alzheimer St. – north side of the street only
 - S. 11th St: Alzheimer St. to Market St. – both sides of the street
 - Brazill St: Court F to Tacoma Ave. – north side of the street only
 - S. 13th St: Tacoma Ave to Market St. – both sides of the street

Bates Area


- North-south streets:
 - Yakima Ave: S. 11th to Brazill St. – both sides of the street
 - Yakima Ave: Brazill St. to S. 13th St. – east side of the street only
 - Alzheimer St: S. 11th St. to S. 13th St. – both sides of the street
 - Court F: 11th St. to Brazill St. – west side of the street only
- East-west streets:
 - S. 11th St: Yakima Ave. to Alzheimer St. – south side of the street only
 - Brazill St: Alzheimer St. to Court F – both sides of the street
 - Brazill St: Court F to Tacoma Ave. – south side of the street only
 - S. 13th St: Yakima Ave. to Tacoma Ave. – both sides of the street

Worksource Area

- Tacoma Ave – S. 14th St. to S. 15th St. – both sides of the street
- Court E – S. 13th St. to S. 15th St. – currently “no parking” on both sides
- Fawcett St. – S. 13th to S. 15th St. – both sides of the street
- Court D – S. 13th to S. 15th St. – both sides of the street
- S. 15th St. – Tacoma Ave. to Market St. – north side of the street only

TACOMA PARKING

Approved as presented by:



T.C. Broadnax
City Manager
City of Tacoma

11/25/2013
Date