

MEMORANDUM

To: Mr. Eric Anderson

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

Date: June 2, 2010

Re: Parking Management Recommendations #2



The Parking Management Advisory Task Force [PMATF] has continued to meet weekly since its inception in March. During that time, the PMATF has developed additional management recommendations. This memo summarizes recommendations the PMATF finalized at its ninth meeting on May 13th, 2010.

The task force has developed these recommendations in addition to those presented in the memo to you on May 11th, 2010, which covered recommendations through April 15th. It is important to note that the members of the task force came to consensus on these recommendations with no significant divisions among the group. 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 May 13th, 2010 include the following:

Enforcement Area Buffer Boundary: S. 4th St. – Dock St. – S. 21st St. – Tacoma Avenue

The PMATF recognized that once on-street paystations are implemented in the central downtown core, this may have the impact of moving long-term parkers into the areas immediately adjacent to the paid area. To avoid creating a situation where no on-street parking is available in this "buffer area," the PMATF is recommending an area of increased enforcement around the metered area.

North of the metered area, the PMATF recommends rigorous enforcement to South 4th Street as there are commercial businesses impacted by long-term parkers this far north. North of South 4th Street the area becomes more heavily residential until reaching the Stadium District.

Dock Street abuts the Foss Waterway, so the PMATF felt that this created a natural boundary to the east.

South of South 21st Street, there are currently no posted time limits. Rather than impose time limits where none are requested, the PMATF recommends not changing current practices here.

Moving up the hill was more difficult. Currently there are a number of businesses continuing up the hill several blocks. However, the task force recognized that long-term parkers were unlikely to walk more than a couple of blocks up and down hills to their destination. For this reason, the PMATF suggested extending the buffer area only to Tacoma Avenue.

Enforcement Area Buffer Time Limits: 90mins

When considering how best to limit long-term parkers from moving their cars throughout the day to avoid time limits in the buffer area, the PMATF realized that a two-hour time limit was insufficient. Instead, by moving to a 90-minute time limit, these cars would need to be moved twice as often not including lunch. Therefore, the PMATF recommended a 90-minute limit be used in these areas.

Time Limit Sign Conversion: Now

Since base time limits have been identified for both the buffer area as well as paystation area, the task force recommends beginning to replace the on-street signs as soon as possible. This will begin to raise awareness of the coming changes while simultaneously freeing up more parking for customers, the on-street system's target user.

Chain Parking/Moving to Evade: No reparking on the same block face beyond time limits

Currently, the City does not allow reparking within two blocks of a car's currently location – effectively, the current block plus two more. The task force felt this was too stringent of a standard for visitors, especially considering how difficult it would be to communicate this standard. Instead, the task force recommended significantly reducing the application of this standard to only one block face. This would allow visitors to move their car around the corner or even across the street if they wanted to stay longer and a space was available.

Types of Exception Spaces: Taxi Stands, Short Term Customer, Commercial Loading, and Passenger Loading

The PMATF took up the issue of exception spaces – those spaces that do not meet the standard time limits for downtown. There are a variety of types and methods for using them currently in existence in Tacoma and elsewhere. This memo breaks these recommendations down by the four types recommended by the PMATF. While there are other types out there, most of them did not seem appropriate to use in downtown Tacoma currently. The PMATF is open to reviewing these other types as needed.

Since converting a standard stall to any type of exception stall removes this space from the general visitor's use they should be sparingly placed. However, the PMATF did not feel it was appropriate to charge requestors of these spaces since they are often required to do business. When possible, the PMATF would like to see limited times applied to exception spaces to free the space for general customers for the remainder of the day. (e.g. Commercial Loading: 8AM-11AM, 2-Hour Limit: 11AM-6PM)

Exception Spaces, Taxi Stands: No Change

The City's Tax and License Department recently reviewed the rules and current placement of taxi stands in downtown. Rather than revisit this work when there are more pressing issues, the PMATF felt that there should be no changes to the taxi stand system today, but that it warranted further review after paystation implementation.

Exception Spaces, Short-Term Customer: New Stall Type

How long: 30-minutes

Pay to use: Yes, at paystation

Who may use: Anyone

Limited Quantity: Yes, one stall per 300-feet of block face, more require PMATF review

Location Guidance: Aim for uniform block face – same location on each block for ease of customer use

Who can request:

- **Visitor Center**
- **Post Office**
- **Ticket Office**
- **Dry Cleaner**
- **Others must be reviewed by PMATF**

Short-term customer stalls are intended for use by businesses who are dependent on a steady flow of short-term customers throughout the day. Since most customers would be trying to get in and out in a short period of time, 30-minutes was considered sufficient, however it was still felt that customers should be required to pay in order to avoid abuse of these stalls by long-term parkers avoiding paying. In order to ensure the maximum number of stalls available for the general downtown customer – who needs about 90-minutes – the PMATF significantly restricted the ability to request a stall and their location.

Exception Spaces, Commercial Loading: Conversion of Truck Loading Stalls

How long: 30-minutes

Pay to use: No

Who may use: Commercial vehicles

Limited Quantity: TBD: City is inventorying loading zones

Location Guidance: Aim for uniform block face – same location on each block for ease of use and large truck access

Who can request: Any business may request, but they must show that there are no alternatives for loading

Commercial loading stalls are intended for use by businesses that have no other option to load or unload goods. Since most loading should not take an extended period of time, the PMATF recommended continuing with the current 30-minute limits. Since these zones are restricted to commercial vehicles, the PMATF would like to see them in convenient locations for trucks along the block, but wanted to evaluate the current inventory before making a recommendation.

Exception Spaces, Passenger Loading: New Stall Type

How long: 3-minutes

Pay to use: No

Who may use: Any vehicle with a driver remaining at the wheel

Limited Quantity: Yes, one stall per 300-feet of block face, more require PMATF review

Location Guidance: Adjacent to requesting business

Who can request: Any business may request

Passenger loading stalls are a common drop-off type of space found in many other cities. Rather than try to incorporate zones for hotels, valets, etc, the PMATF felt that simply using a passenger loading zone would be a simpler approach for the on-street system. Since the driver must remain at the wheel, it was not appropriate to charge for this space. Also because of the ease of enforcement and difficulty of abuse, the PMATF felt that any business should be able to request this type of stall and have it placed directly in front of its business.

Approved as presented by

ELL

Eric Anderson
City Manager
City of Tacoma

6/9/2010

Date