

MEMORANDUM

To: Mr. Rey Arellano

From: Parking Management Advisory Task Force
Steph Farber, Co-Chair
Rollie Herman, Co-Chair
Judi Hyman, Co-Chair

Date: October 24, 2011

Re: Parking Management Recommendations #8



The Parking Management Advisory Task Force [PMATF] continues to meet monthly, including a public comment period. Since the paystations have "gone live" on September 20th, 2010 we continue to get feedback about the system and ideas on tweaks to the system that different interest groups would like to see.

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, 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.

As part of this review, the task force has the following recommendations:

Sticker/Receipt Placement:

In preparation for the rollout, the task force evaluated the placement of the receipt on windows within a vehicle. That evaluation looked at both where receipts are placed in other jurisdictions, safety considerations of enforcement officers, and time/efficiency of enforcement.

It has been recently suggested that the placement of the receipts should be revisited to clarify locations since many users are not placing the receipts correctly. The task force took this issue under review and confirmed that the current sticker locations are still the safest for enforcement officers. Furthermore, the placement of the receipt is consistent with other nearby cities that users may have visited, primarily Seattle. Deviating from our large neighbor to the north may create more confusion.

Obviously, if there continue to be problems informing users of proper placement, enforcement should take this into consideration. As the task force understands it, current enforcement practices result in a warning being issued with an informational card helping to explain proper placement. Additionally, the enforcement officers do their best to circle the vehicle to make sure they are not missing a receipt that has been properly placed. This means that only the more intentional offenders who repeatedly ignore the warnings are likely to be cited.

The task force has noted that there have been few customer complaints resulting from the current standards and enforcement procedures. This means there is little demand for making changes that would require reprinting many of the parking materials from rules on the sides of paystations to receipts to informational handouts. Therefore, the task force is recommending not changing the current receipt placement and enforcement procedures.


Motorcycle Parking:

Currently, motorcycles are asked to pay the same amount as other, larger vehicles for use of on-street spaces. This is based on the idea that they are still taking up on-street space that would otherwise be available. However, as others have pointed out, motorcycles can often share a stall or may be able to park in locations where a standard parking stall would not fit. In order to best accommodate the most users, there is some question as to how to address this.

The task force has discussed plans for exclusive motorcycle parking when street redesigns are taking place. It is our understanding that locations for motorcycles are being considered by the City's engineers whenever possible. While there are no direct incentives proposed to encourage motorcycles to park in these spaces, there are currently too few spaces for any changes in policy to make an impact.

The task force recommends that the City continue to evaluate opportunities to increase the supply of on-street parking by identifying, signing, and striping motorcycle stalls as appropriate.

Approved as presented by



Rey Arellano
Interim City Manager
City of Tacoma

11/2/11
Date