

| | Former Residential Parking Program | *NEW* Residential Parking Program |
|--------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Permit Fee (\$/Year) | \$2.00 for lifetime | \$60.00/ per year |
| Permits per Residence | No limit | No limit |
| Guest Permits | No | Yes 10 provided per residential address per year Additional available at \$1.00 per permit (no limit) |
| Permit Use Restrictions (locational) | Only in specified zone | specified zone (ex: 2 hour or by permit) |
| Up Charge for additional permits | No | Yes First two permits priced at \$60.00 per year. Additional permits escalate at \$60.00 per permit |
| Demand Based Pricing (Yes/No) | No | No |
| Process to Set-up/Change Zones | Request for installation of sign. | -Resident request: An approval by majority of the property owners to create the zone -Parking demand should be greater than 75% for more than 3-hours -35% of parking demand should come from outside the zone -Decommission of the zone requires a majority vote of the property owners. |
| Zone Restricted to Residential Areas Only | No | Yes |
| Cap on total number sold per zone. | No | No |
| Other Considerations | -Limited enforcement provided by Police Department -No financially sustainable -No minimum zone size—makes enforcement inefficient -Lack of controls to prevent abuse of system | -Enhanced enforcement. (Parking Services 8a-6p. Police enforcement 6p-8a) -Approaching financial sustainability -4 contiguous block faces for minimum size (reduced size requirement for areas of mixed use) -More robust permit process to include annual renewals. |

Residential Parking Program - City of Tacoma

Former Program

The City's Residential Parking Program began in 2001 as a tool to mitigate spillover parking in residential neighborhoods and were generally located around major parking generators such as Tacoma General, Stadium High School, and McKinley Hill. The Public Works Department was responsible for administering the program and enforcement fell under the direction Tacoma Police Department. The former program was established when a more modest competition for on street parking existed compared to today.

In 2012, due to numerous complaints, no prerequisites to determine need, a lack of controls to prevent misuse, and the lack of program maintenance the City suspended the establishment of new Residential Parking Zones (RPZ). Over the course of 12 months City Staff and PTAG undertook an overhaul effort to review best practices and establish base criteria for a new program.

Newly Revised Program

The objective of the new program is to create a sustainable process to establish residential parking controls that gives on-street parking priority to residents and their guests during periods of high occupancy, while maximizing the utilization of parking in the ROW for all users.

Features:

- ~ Community-driven approach
- ~ Promotes program sustainability
- ~ Right-of-Way parking use optimization-with Residential Priority
- ~ Supports compliance and discourages abuse

So what does the new program look like?

- ⇒ Criteria based qualifying- zoned residential areas only with a minimum zone size of 4 blocks (1100 linear feet)
- ⇒ Requires parking demand study- thresholds for determining need
- ⇒ \$60/year per permit - promotes responsible use of right-of-way and better cost recovery
- ⇒ Guest pass permits- Accommodates residential visitors
- ⇒ Improved signage and maintenance—encourages better compliance
- ⇒ Enhanced parking enforcement via License Plate Recognition- elevate level of service
- ⇒ Maximize parking in the right-of-way—supports parking for multiple users by allowing short term users
- ⇒ Low income provisions—for qualifying households, the permit for the first vehicle only will be at no cost

Process for Establishing RPZ

Submit Application



Determine Eligibility



Gather Support



Verify Parking Demand Issue



Create Zone

For more information
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