



TO: T.C. Broadnax, City Manager
FROM: Kurtis D. Kingsolver, P.E., Public Works Director/City Engineer /*FOR*
Chris E. Larson, P.E., Engineering Division Manager
Dana Brown, Engineering Division Assistant Division Manager
COPY: City Council and City Clerk
SUBJECT: Ordinance – Revisions to the Residential Parking Permit Program – October 11, 2016
DATE: September 16, 2016

SUMMARY:

An ordinance amending Chapter 11.05 of the Tacoma Municipal Code, relating to the Model Traffic Ordinance, to revise the Residential Parking Permit Program for the purpose of reducing the impact of non-resident parkers in residential areas and to improve customer service for permit holders.

STRATEGIC POLICY PRIORITY:

- Strengthen and support a safe city with healthy residents.
- Ensure all Tacoma residents are valued and have access to resources to meet their needs.
- Assure outstanding stewardship of the natural and built environment.
- Encourage and promote an efficient and effective government, which is fiscally sustainable and guided by engaged residents.

Proposed revisions to the Residential Parking Permit Program will create a system that offers available parking space priority in neighborhoods to residents, maximize the use of parking resources for all users in the public right-of-way and create a sustainable program.

BACKGROUND:

Many neighborhoods are experiencing increased competition for the limited on-street parking spaces. Growing demand for parking is attributable to several factors such as increased vehicle ownership, increased residential occupancy, and increases in employment and commercial/retail activity. The City's current program for managing parking congestion in neighborhoods was established when a more modest competition for on-street parking existed. Residential and neighborhood parking permit programs are intended to ensure that on-street parking spaces remain available for local residents within a specific permit boundary.

In 2014, City staff partnered with the City's Parking Technical Advisory Group (PTAG), made up of volunteer citizens and business owners, and began an assessment of the City's Residential Permit Parking Program. After much input and analysis, the group determined that the existing program warranted changes. One concern was the sustainability of the program which issued \$2.00 lifetime parking permits. The cost to administer and maintain the current program was much higher than the fees collected. Another concern voiced by users is inconsistent enforcement for the various permitted zones. Under the existing program the Police Department is responsible for the enforcement of permit parking. Providing a consistent level of enforcement among prioritized emergency calls has been difficult.

Parking Services conducted an extensive community outreach effort to solicit input and to better understand the needs of the residents abutting commercial parking generators. The result is a community driven proposal for a Residential Parking Program that includes an emphasis on promoting access by maximizing the use of the right-of-way, neighborhood livability, and responsiveness and sustainability through License Plate Recognition (LPR) enforcement. City staff and the PTAG presented several Parking Permit Program drafts to the public via the following outreach efforts:



- 60+ e-mail exchanges
- 50+ web survey responses
- Two workshops – September 2014 and January 2015
- 10+ PTAG public meetings

Feedback from these efforts resulted in adjustments that strengthened several elements of the program including appealing to a wider variety of users and enhancing the program's equity by providing a mechanism for lower income households to participate at a reduced cost.

Elements of this program have been presented to and supported by both the Neighborhood and Housing Committee (August 17, 2015) as well as the Infrastructure, Planning and Sustainability Committee (April 13, 2016).

The new program is expected to:

- Establish parking zones by set criteria in neighborhoods;
- Each parking zone would have a minimum of 4 block faces;
- Parking demand in the zone must have "outside" or non-residential parking pressure;
- There will be no exclusive use for on-street parking stalls in residential areas; i.e., 2-hour parking from 8:00 a.m. to 4:00 p.m. except with valid permit for zone;
- Provide adequate funding for the installation and maintenance of clear regulatory signs;
- Provide convenient in-person, mail or web application and renewal services;
- Provide regular, visible enforcement during the hours of 8:00 a.m. to 6:00 p.m. using a Public Works operated LPR system and with Tacoma Police Department enforcing after hours; and
- Following initial startup costs, be self-sustaining via the permit fees. Program costs will be reviewed biannually.

ISSUE:

Tacoma has a parking space shortage in some of its residential areas. This shortage is largely caused by all-day, on-street parking by non-residents such as employees of adjacent employment generators. To assist residents' search for vehicle parking adjacent to their home, the City of Tacoma established a Residential Permit Parking Program. Historically the program addressed the issue on a case-by-case basis, eventually morphing into a block-by-block basis. Unique permits were issued for identified problem locations and enforced per the City of Tacoma Municipal Code by the Tacoma Police Department. Over time the number of parking zones increased, criteria for establishing a zone was limited and insufficient funds were allocated to maintain the program.

ALTERNATIVES:

The City can choose to keep the Residential Parking Program unchanged. The current program is under resourced and requires significant maintenance. The program is inadequate in addressing the parking needs for many residents that abut parking generators.

RECOMMENDATION:

The Public Works Department recommends amending Chapter 11.05 of the Tacoma Municipal Code, relating to the Model Traffic Ordinance, to revise the Residential Parking Permit Program to reduce the impact of non-resident parkers in residential areas and to improve customer service for permit holders.



FISCAL IMPACT:

EXPENDITURES:

FUND NUMBER & FUND NAME *	COST OBJECT (CC/WBS/ORDER)	COST ELEMENT	TOTAL AMOUNT
4140 PWE Parking Operations	533100	5310100	\$180,000/year
TOTAL			\$180,000/year

* General Fund: Include Department

REVENUES:

FUNDING SOURCE	COST OBJECT (CC/WBS/ORDER)	COST ELEMENT	TOTAL AMOUNT
4140 PWE Parking Operations	532500	4350010	\$160,000/year
4140 PWE Parking Permits	533100	4343465	20,000/year
TOTAL			\$180,000/year

POTENTIAL POSITION IMPACT:

POSITION TITLE	PERMANENT/ PROJECT TEMPORARY POSITION	FTE IMPACT	POSITION END DATE
TOTAL			

This section should only be completed if a subsequent request will be made to increase or decrease the current position count.

FISCAL IMPACT TO CURRENT BIENNIAL BUDGET: \$75,000

ARE THE EXPENDITURES AND REVENUES PLANNED AND BUDGETED? Yes

IF EXPENSE IS NOT BUDGETED, PLEASE EXPLAIN HOW THEY ARE TO BE COVERED. N/A