

Tacoma City Center Parking and Mobility Strategy

Briefing
October 30, 2007

Tacoma City Center Parking and Mobility Goal

- To support a vital downtown and a city-wide multimodal transportation system
 - To reduce downtown automobile congestion
 - To assure access to parking for downtown visitors and residents
 - To support the use of alternate forms of transportation

Tacoma City Center Parking and Mobility Strategy

The parking system must be self-supporting,
flexible, comprehensive, and well
integrated into a citywide multi-modal
transportation system.

Recommendations

1. Build a citywide streetcar system to connect the downtown, the neighborhoods, and the neighborhood business districts (implement Streetcar Task Force recommendations).
2. Build a citywide bicycle/pedestrian system using trails and the existing street rights of way.
3. Integrate #1 and #2 into a citywide multi-modal transportation system (buses, rail, bikes, cars, streetcars, pedestrians).

Recommendations (continued).

4. Create an independent parking enterprise fund
5. Charge users for on-street parking
6. Use market price to regulate demand (15% vacancy rate = market price):
 - Pay stations and parking structures
 - Make room for visitors/residents
 - Incent employees to park at perimeter with lower pricing

Recommendations (continued)

7. Build parking supply on periphery of downtown using revenue from parking system.
8. Consider eliminating parking minimums in zoning requirements.

Streetcar Principles

- Streetcars should link commercial and residential districts citywide.
- Downtown is heart of the system and should be built first.

Streetcar Implementation Issues

- Building to lower costs of fixed rail
- Streetcars as economic development tool
- Impacts of streetcars on density
- Integration with buses and light rail
- “Share the road” - share travel lane with motorists

Streetcar Funding

- Public-private partnership
- L.I.D. (Local Improvement Districts)
- Federal
- State
- REET (Real Estate Excise Tax)

Paths and Trails Principles

- A nonmotorized system that is integrated with garages, rail, buses, etc.
- The system will include both trails and on-street accommodation to create more choices for citizens.
- The system should serve commuter and recreational purposes.
- The system cannot alter the basic form of our street system.
- “Share the road” will be the implementing principle.

Paths and Trails Implementation Issues

- Potential conflicts with angle parking
- Shared roads vs. striped path options
- Feasibility/advisability for arterial streets
- One-way vs. two-way bike paths
- Prioritization of fog lines and left turn lanes

Paths and Trails Funding

- Public – private partnerships
- Federal and state funds including grants
- General Fund
- REET

Pay Station Principles

- Pricing, not time limits, is the most effective way to regulate parking and parking access.
- Parking should be friendly and convenient, offering various payment methods.
- Enforcement is vital to the success of any paid on-street parking program.
- Market pricing is key; technology must allow pricing to respond to the market demands.
- Parking revenues should be restricted to support the parking system.

Pay Station Implementation Issues

- Parking inventory and demand analysis
- Signage including ADA sites
- Residential parking permits
- Contractor/merchant/city vehicle/delivery and other pay permits
- Commute trip reduction-supportive pricing or permitting (vanpool spaces, etc.)
- Vehicular and pedestrian wayfinding signage
- Parking validation for customers

Pay Station Financing

- Revenue bonds
- Supported by pay station revenue

Parking Structure Principles

- Valuable downtown land should not be developed into stand-alone parking structures or surface lots.
- Parking structures and other parking strategies should aid in decongesting traffic in city centers.
- Parking structures should provide convenient starting/ending points east, west, north and south of the core.
- Alternatives to the single-occupancy vehicle need to be more convenient.
- Parking structures may lead and follow the build out of the multi-modal transportation system.

Parking Structure Implementation Issues

- Parking structures for existing multi-modal (bus, light rail, bikes) and employment centers (hospitals)
- Parking structures for new streetcar system
- Market based pricing for all off-street and on-street parking
- Possible elimination of off-street parking requirement
- Safety and attractiveness of parking structures

Parking Structure Funding

- Public-private partnerships
- ISTEA
- Transportation Benefit District
- Hospital Benefit Zone
- Levy lid lift
- Parking revenue bonds

Next Steps

1. Council consideration of recommendations.
2. If approved, formation of advisory committee for implementation made up of stakeholders, staff and independent experts.

Thank you