

PTAG - Meeting #127 Comment Matrix

ID	Category	COMMENT	NOTES	ANSWERS	Contact
1	Capital Projects	ETA on light rail?	Questioning about the start of construction and completion of project.	Budget setback. Potentially mid October	Dana Brown
2	Capital Projects	Link light rail; concerns for commuter parking (park & ride)	Expressed concerns for the Stadium area becoming a park and ride for light rail users.	The City has tools to assist the management of commuter parking impacts including: 1)enhanced enforcement presence 2) short term regulations for customer-client-visitor 3) RPZ establishment for eligible residential areas.	Eric Huseby
3	Curb painting	Curb painting clear	Generally referring to the curb painting of loading zones & 'No Parking' areas needing to be refreshed.	The City recognizes that paint can be helpful to drivers to make regulations more obvious, but since the regulations are actually governed by signs, budget is not allocated for curb painting. The City does have a program that allows property owners to paint curbs. If you are interested in painting the curb adjacent to your property, or if signs are missing, please contact traffic engineering.	Traffic Engineering
4	Misc	New business brings more cars	Commenting on the growing demand for parking resources as the Stadium area has new businesses coming in.	<p>The City has tools to assist the management of commuter parking impacts including: 1)enhanced enforcement presence 2) short term regulations for customer-client-visitor 3) RPZ establishment for eligible residential areas.</p> <p>Continued growth will ultimately result in densities which cannot rely on auto traffic alone; walking, biking and transit must also be important. One important near-term solution is to work with Downtown On the Go to determine ways to incentivize employees to commute by foot, bike or transit. Also, if any businesses want bike parking, please contact Traffic Engineering.</p>	Eric Huseby & Traffic Engineering
5	Misc	Bigger areas and long term parking	Expressing a need for more resources for nearby long term parking.	Comments have been logged and acknowledged.	Eric Huseby
6	Misc	St Helens/6th ave (use of yesterday motors); currently there is a pending LID	Informing the group of a pending LID that could trigger a change in parking orientation/traffic calming	Comments have been logged and acknowledged.	Eric Huseby
7	Misc	Parking is a problem		Feedback through citizen involvement will assist PTAG & city staff in working through the complex issues associated with parking in the Stadium/ St Helens district.	Eric Huseby
8	Misc	Parking striping in general; There is room for parking by the Olympic Park Towers; abandon parking lot		It is reasonable to expect that as parking becomes more scarce, prices will go up and private lots which are currently underutilized will enter the market. The City can help this transition by contacting privately-held parking and talking to them about parking management options.	Eric Huseby
9	Misc	Residential parking pass to stay longer than 2 Hours; it would add another option	Sharing the idea of creating a parking product for residents to have a designated permit to exceeded 2 Hour regulations along Tacoma Ave.	Prioritized parking in business districts is customer, client & visitor. Currently, the city does not offer resident priority in business dsitricks.	Eric Huseby
10	Misc	No net loss of parking		City staff works hard when projects are proposed to keep the inventory of parking stalls without losing any parking stalls.	Eric Huseby
11	Misc	parking meter process and placement	Asking city staff about the decision process and implemetnation of bringing parking meters to the business district.	Deliberate process that includes business district buy in and data that supports the need for meters. Meters are viewed as an inventory management tool and not solely for revenue generation.	Eric Huseby

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12	Misc	25 N Broadway; garbage on street	Referring to problem with garbage cans being left out after pick up dates in front of 25 N Broadway and occupying on street parking stalls.	311 is available to report issues to REFUSE for garbage cans being left out after pick up dates. (253)591-5000	Eric Huseby
13	Parking Generator Impact	Multicare- what are the boundaries for multicare parking and how is it being managed with employee parking? Employee spillover onto S I St.	Referring to ongoing issues of Multicare employees occupying unregulated on street spaces and the lack of parking resources for resident and Wright park users	City does not control Multicare parking and is not aware of a Multicare parking plan for their employees. City has reached out to Multicare for further clarification. S I street is currently undergoing the consideration process for an RPZ. If supported by property owners; an RPZ would mitigate the employee spillover impact.	Jason Moulding
14	Parking Generator Impact	Multicare employees		City does not control Multicare parking and is not aware of a Multicare parking plan for their employees. City has reached out to Multicare for further clarification.	Jason Moulding
15	Parking Generator Impact	Stadium high school- garage underutilized; could make it public access all hours		Parking garage is controlled by school district. City of Tacoma will reach out and discuss options for complementary use.	Traffic Engineering
16	Parking Generator Impact	Stadium high school- why aren't students using the garage? Why are they parking on street? What is the High school or City doing to discourage students to park in residential streets?		City staff will be contacting the high school to discuss questions raised.	Traffic Engineering
17	Parking Generator Impact	Manage the spaces efficiently for parking. St Helens & Tacoma ave & S I St		Enforcement in district is currently limited by resource allocations. PTAG's direction on how best to manage the district will likely result in a recommendation for consistent enforcement.	Eric Huseby
18	Parking Generator Impact	Parking enforcement along N Broadway from Division to south; not regularly enforced; parkers often stay beyond 2 hours		Enforcement in district is currently limited by resource allocations. PTAG's direction on how best to manage the district will likely result in a recommendation for consistent enforcement.	Eric Huseby
19	RPP	safety= parking distance; closer parking; RPZ 5 downtown area		Comments have been logged and acknowledged.	Eric Huseby
20	RPP	(resident of Olympic park tower) Residents pay for on-site parking and its not affordable. There is no parking for guests.		Current RPP does not support RPZs in downtown or commercial areas. Parking prices for private parking cannot be controlled by the city	Rachel Lindahl
21	RPP	Bay side apartments, no parking on site, on-street parking is taken by nonresidents. On street is extremely limited.		Underlying zoning would support RPZ establishment with consideration to bus loading zone.	Rachel Lindahl
22	RPP	What about raising the fines for parking in RPZ areas?	Referring to RPZs established under former Residential Parking Program.	Former program will be sun setting October 2018.	Rachel Lindahl
23	RPP	RPP- clear up free structure explanation on website	Language about prices for annual permits is unclear	Price matrix added to website for clarification	Rachel Lindahl
24	RPP	RPP- City should reach out to residents with a survey to implement RPZs where they are needed; to help with barriers between neighbors.		RPZ is citywide. Reaching out to all areas would tax already limited resources. Recent shift in petition process puts more burden on the city with outreach.	Rachel Lindahl

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25	RPP	RPP prices- is \$60 a year enough to cover the program?		No, the program will be subsidized by parking system for first several years until enough data is available to properly price permits so that the program will be self sustaining.	Eric Huseby
26	RPP	Parking enforcement 4th & I St; problems with ADA accessibility on sidewalks; parkers park on sidewalk and block access; enforcement could clean it up		Enforcement in the district is currently limited by resource allocations. PTAG's direction on how to best manage the district will likely result in recommendation for consistent enforcement. RPZ establishment in eligible residential areas would also enhance enforcement efforts. RPZ enforcement will be able to enforce life safety concerns within RPZ boundaries.	Rachel Lindahl
27	RPP	6th ave to 9th; rezone to residential; wright park area has downtown zoning	(Miss Deforrest) Resident speaking specifically to 616 S G St. Lives along former RPZ and the land use base zoning is downtown. Area is ineligible under new RPP	Current RPP follows land use base zoning for eligibility requirements. There is a process to request a rezone for land use. Planning and Development Services can be contacted to discuss the application process for rezoning.	Rachel Lindahl
28	RPP	Concerns for area within proximity to RPZ 5, area is not eligible under new RPP. Current area is zoned downtown; issues of safety when walking at night; Tacoma Alliance		Current RPP does not support RPZs in downtown or commercial areas.	Rachel Lindahl
29	stall orientation	consistency is important. Keep the trend of NEW construction	In favor of back in angle parking.	Back in angle parking is new city standards for angle parking. Areas of new construction are changed. Limited resources prevent citywide changes at this time, but city takes advantage of opportunities when they prevent themselves.	Eric Huseby
30	stall orientation	Tacoma Ave; going from angle to parallel- any thoughts on changing it to back in angle parking; N 3rd/ Tacoma ave (put in a bulb out to narrow down the street to mitigate speeding); N 2nd/ Tacoma ave (crosswalk is too long. Use bulb outs to shorten and reduce speeding)		Traffic Engineering has received complaints about crossing distance and sight distance at both 2nd and 3rd, and plans to install bulbouts to reduce the crossing distance and to limit illegal parking near intersections. An added benefit of parking modification is being able to complete a missing gap in the bike lane network, which will enable more people to get to and from the district without their cars.	Traffic Engineering
31	stall orientation	Tacoma Ave & 1st st- the back in angle parking in front of the Harvester works well for reducing sight line issues		Back in angle is city standard and is implemented where new parking/construction allows for it and is feasible.	
32	stall orientation	S G St- underutilized resources; back in angle parking and paved parking could add to inventory; project currently unfunded; LID could be an option to fund	Suggesting revamping G st to accommodate more parking stalls	City staff reviews options like this to add inventory in the ROW	
33	stall orientation	N E St south side (across from RPZ 53)- change from parallel to angled		Request forwarded to traffic engineering for their consideration	Traffic Engineering
34	Study Analysis	establish subareas to address multiple/different parking behaviors	Referring to the map of the occupancy study boundaries and subareas within.	overall parking study was intended to be broken out into 3 distinct areas including residential, Stadium and St helens. Further refinement of other subareas will be considered as part of PTAG's analysis	Eric
35	Study Analysis	Has the group considered 'out of the box' solutions? Like alternatives to driving?		See above information about transportation options and bicycle parking. In addition, PTAG uses guidelines from parking management best practices to identify needs and forms recommendations. PTAG reviews creative solutions to balance the needs of various parking users.	Rachel Lindahl

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36	traffic control	stop sign < 3rd & Tacoma	Request to install stop sign at 3rd and Tacoma for better traffic control	With the planned addition of bulbouts and the conversion to bicycle lanes, traffic engineering anticipates that entering or crossing Tacoma Ave from North 3rd Street will be easier. Because the volume of traffic on Tacoma Avenue, which is the arterial, is much higher than the volumes on North 3rd, Traffic Engineering does not recommend converting the existing 2-way stop control to 4-way stop control.	Traffic Engineering
37	traffic control	loading zone Fawcett, metropolitan vet, 4th 5th 6th	concern with lack of loading zones along the street where pick ups and drops offs occur at the daycare.	City recently installed 2 loading zones on west side of street. Designs have been prepared for reconfiguration of east side of street. This would require private participation	Eric Huseby
38	traffic control	4th, Fawcett, St Helens; the parking allowed on both sides difficult to have 2 lanes of traffic; parking on one side only could resolve safety issues with traffic flow		Request forwarded to traffic engineering for their consideration	Traffic Engineering
39	traffic control	St Helens from Division to 6th ave; lack of visibility for marked crosswalks; lack of enforcement for cars parking too close to intersections; there are issues of speeding		Traffic Engineering has previously evaluated sight distance at intersections along St. Helens. Some modifications, such as changes to the parking limits at 4th Avenue, have been made to improve sight lines. Enforcement of these parking limits could help ensure good sight distance at corners.	Traffic Engineering
40	traffic control	Fawcett from 4th to 6th; employees; client drop off; safety includes late nights hours	Referring to the parking experience around Metropolitan Vet and Wet Nose And Dry Paws.	City recently installed 2 loading zones on west side of street. Designs have been prepared for reconfiguration on the east side of street. This would require private participation. The city encourages sharing resources between private to private development.	Eric Huseby
41	traffic control	Crosswalk lights not long enough		At signalized locations, the flashing DON'T WALK is designed to provide the additional time needed to cross the street if someone were to begin crossing at the very end of the WALK display. Signal timing will be updated with Tacoma LINK extension, including review of pedestrian crossing times.	Traffic Engineering
42	traffic control	Sightline for crosswalk w/ angle parking		Feedback through citizen involvement will assist PTAG & city staff in working through the complex issues associated with parking in the Stadium/ St Helens district.	Traffic Engineering
43	traffic control	Wet Nose Dry Paws needs loading zones on the No Parking side		through the complex issues associated with parking in the Stadium/ St Helens district.	Eric Huseby
44		Priority User Prompt: - referring to the study boundary; areas within the boundary behave differently from others. -Does the business district have any plans or programs to direct employees to park away from businesses?	PTAG cochair prompted the audience asking for ideas on how to share the parking resoruces within the area.	To Be Continued	Steph Farber