



Transportation Master Plan Amendments

Assessment Report

June 4, 2019

As one of the applications for the 2020 Amendment to the Comprehensive Plan and Land Use Regulatory Code, the “Transportation Master Plan Amendments” seeks revisions to the transportation element of the One Tacoma Comprehensive Plan. Proposed amendments include general text clean-up, updating and/or adding policies, modifying priority networks and project list, updating performance measures, and incorporating the Tacoma Mall Neighborhood Subarea Plan. Additional amendments may include changes to support multimodal level of service, impact fees, or Vision Zero, a plan to eliminate traffic fatalities and serious injuries. Amendments may also incorporate the Dome District Business Association’s request to strengthen pedestrian priorities in the Downtown Regional Growth Center.

Project Summary	
Applicant:	Public Works Department
Location and Size of Area:	Citywide
Current Land Use and Zoning:	Multiple
Neighborhood Council Area:	Citywide
Staff Recommendation:	Staff recommends that the Planning Commission accept the application and move it forward for technical analysis during the 2020 Amendment process.
Date of Report:	June 4, 2019
Project Proposal:	See Exhibit “A” and Exhibit “B”



**Planning and Development Services
City of Tacoma, Washington**

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Project Manager

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Section A. Proposed Scope of Work

1. Area of Applicability

Citywide.

2. Background

The Transportation Master Plan (TMP) was adopted in November 2015 as the revised transportation element of the *One Tacoma* Comprehensive Plan. The TMP provides a long-term vision for transportation infrastructure in the City of Tacoma. It is a primary tool for forecasting transportation demand and identifying services and improvements needed to achieve those goals and support the future land use vision of the City. The main components of the TMP include balanced goals and policies that guide and direct the City to achieve the vision for continued growth and improvement of transportation facilities and services. It identifies priority corridors for all modes, including transit, streetcar, and high capacity transit routes. It also provides a means to measure performance and prioritize investments in order to achieve the City's transportation vision.

The Transportation Commission, the Bicycle & Pedestrian Technical Advisory Group, and city staff have been implementing the TMP and are proposing amendments to the TMP, as described in Exhibit "A." In addition, the Dome District Business Association had submitted a request in November 2018 to the Transportation Commission, as shown in Exhibit "B", seeking to strengthen pedestrian priorities in the Downtown Regional Growth Center.

In summary, the proposed amendments to the TMP include the following components, subject to modifications:

- General text clean-up;
- Updating and/or adding policies;
- Modifying priority networks and project list;
- Updating performance measures;
- Incorporating the Tacoma Mall Neighborhood Subarea Plan;
- Changes to support multimodal level of service, impact fees, or Vision Zero, a plan to eliminate traffic fatalities and serious injuries; and
- Incorporation of the Dome District Business Association's request to strengthen pedestrian priorities in the Downtown Regional Growth Center.

3. Policy Framework

As individual issues included in the scope for work are analyzed, applicable supporting provisions of State statutes, case law, regional policies, and/or the Comprehensive Plan will be identified.

4. Objectives

Would the proposed amendment achieve any of the following objectives?

- Address inconsistencies or errors in the Comprehensive Plan or development regulations;
- Respond to changing circumstances, such as growth and development patterns, needs and desires of the community, and the City's capacity to provide adequate services;
- Maintain or enhance compatibility with existing or planned land uses and the surrounding development pattern; and/or
- Enhance the quality of the neighborhood.

Staff Response: The proposed amendments to the TMP are intended to address inconsistencies with other elements within the Comprehensive Plan, respond to changing circumstances in growth and development patterns, respond to changes in needs and desires of the community, and enhance neighborhood livability.

5. Options Analysis

The proposed amendments to the TMP will be reviewed by the Transportation Commission, the Bicycle & Pedestrian Technical Advisory Group, and Public Works staff, in coordination with the Planning Commission. Alternative approaches to addressing certain issues may be needed and will be considered as appropriate.

6. Proposed Outreach

The proposed amendments to the TMP will be reviewed by the Transportation Commission, the Bicycle & Pedestrian Technical Advisory Group, and Public Works staff, in coordination with the Planning Commission. Outreach will include meetings with the Community Council, and depending on the issues, with certain Neighborhood Councils and selected stakeholders. Consultation with the Puyallup Tribe will be conducted.

7. Impacts Assessment

Potential impacts, if any, of individual proposed amendments will be identified and analyzed, as appropriate.

8. Supplemental Information

- Exhibit “A” – Memo from Public Works to Planning and Development Services, dated May 22, 2019
- Exhibit “B” – Application from the Dome District Business Association to the Transportation Commission, dated November 26, 2018

Section B. Assessment

1. Staff Assessment

TMC 13.02.045.E.1 requires that staff provides an assessment of the application against the following criteria for the Planning Commission’s consideration:

- (a) Whether the amendment request is legislative and properly subject to Planning Commission review, or quasi-judicial and not properly subject to Commission review.

Staff Assessment: Proposed amendments to the Transportation Master Plan (TMP), which is the transportation element of the *One Tacoma* Comprehensive Plan, are legislative and properly subject to the Planning Commission’s review.

- (b) Whether there have been recent studies of the same area or issue, which may be cause for the Commission to decline further review, or if there are active or planned projects that the amendment request can be incorporated into.

Staff Assessment: The TMP is generally amended once every two years. Some of the issues in this year’s proposal may have been addressed before, such as the priority networks and project lists, but the proposed amendments are new. The entire package of the proposed amendments to the TMP can be considered as one stand-alone project.

- (c) A preliminary staff review of the application submittal.

Staff Assessment: A preliminary review of the application, i.e., the memo from Public Works to Planning and Development Services (see Exhibit “A”), suggests that there is a need to further define the details of the proposed amendments to the TMP. However, since the proposed amendments will be reviewed by the Transportation Commission, the Bicycle & Pedestrian Technical Advisory Group, and Public Works staff, it is understood that the scope of work of the application may be adjusted by the Transportation Commission before a final recommendation is presented to the Planning Commission.

- (d) Identification of other amendment options the Planning Commission could consider in addition to the amendment as proposed by the applicant.

Staff Assessment: As mentioned above, the proposed amendments to the TMP will be reviewed by the Transportation Commission, the Bicycle & Pedestrian Technical Advisory Group, and Public Works staff. It is anticipated that, upon completing its review, the Transportation Commission will forward a recommendation to the Planning Commission. As the Planning Commission conducts its final review of the proposed amendments, there may be additional amendment options that can be identified and will be considered as appropriate.

- (e) Whether the amount of analysis necessary is reasonably manageable given the workloads and resources of the Department and the Commission, or if a large-scale study is required, the amendment request may be scaled down, studied in phases, delayed until a future amendment cycle, or declined.

Staff Assessment: The amount of analysis for the application is expected to be reasonably manageable. The Transportation Commission and Public Works staff will be primarily responsible for adjusting the scope of work as they see appropriate.

2. Planning Commission Decision

TMC 13.02.045.E.2 requires that the Planning Commission, upon review of the assessment, make a decision on the application, as to:

- (a) Whether or not the application is complete, and if not, what information is needed to make it complete.

Staff Recommendation: The application is not complete. Details of the specific proposed amendments for each of the issues as listed in Exhibit “A” need to be provided. However, staff understands that the scope of work will be modified and refined as the Transportation Commission proceeds with the analysis of the issues.

- (b) Whether or not the scope of the application should be modified, and if so, what alternatives should be considered.

Staff Recommendation: No modification to the application is recommended. Staff understands that the scope of work will be modified and refined as the Transportation Commission proceeds with the analysis of the issues.

- (c) Whether or not the application will be considered, and if so, in which amendment cycle.

Staff Recommendation: The application can be considered in the 2020 Amendment cycle. Public Works staff has indicated that the Planning Commission will be coordinated during the review process of the Transportation Commission and the Bicycle & Pedestrian Technical Advisory Group. It is understood that, upon receiving the Transportation Commission’s recommendation, the Planning Commission will decide whether such recommendation will be accepted, modified as appropriate, and forwarded to the City Council for adoption.



City of Tacoma
Public Works Department

EXHIBIT "A"

Memorandum

TO: Brian Boudet, Planning & Development Services Division Manager
FROM: Joshua Diekmann, P.E. PTOE, Assistant Division Manager/City Traffic Engineer
SUBJECT: Comprehensive Plan Amendments – Transportation Master Plan Amendments
DATE: May 22, 2019

Public Works staff is requesting to amend the Transportation Master Plan (TMP) of the Comprehensive Plan. The TMP was adopted in November 2015 and provides a long-term vision for transportation infrastructure in the City of Tacoma. It is a primary tool for forecasting transportation demand and identifying services and improvements needed to achieve those goals and support the future land use vision of the City.

The main components of the document include balanced goals and policies that guide and direct the City to achieve the vision for continued growth and improvement of transportation facilities and services. It identifies priority corridors for all modes, including transit, streetcar, and high capacity transit routes. It also provides a means to measure performance and prioritize investments in order to achieve the Transportation Master Plan's vision.

The Transportation Commission, Bicycle & Pedestrian Technical Advisory Group, and city staff have been implementing the TMP and are proposing amendments to the TMP to address inconsistencies with other elements within the Comprehensive Plan, changing circumstances to growth and development patterns, changes in needs and desires of the community, and to enhance neighborhood livability. Additionally, the Dome District Business Association submitted a request to strengthen pedestrian priorities in the Downtown Regional Growth Center. Proposed amendments to the TMP will likely include general text clean-up, updating and/or adding policies, modifying priority networks and project list, updating performance measures, and incorporating the Tacoma Mall Subarea Plan.

Additional TMP amendments may include changes to support multimodal level of service, impact fees, or Vision Zero, a plan to eliminate traffic fatalities and serious injuries. The timing of these amendments will depend on the schedule and outcomes of those individual efforts, but one or more changes to address these future efforts may be proposed for the 2020 Comprehensive Plan Amendments. The Transportation Commission will review proposed amendments this fall in coordination with the Planning Commission.



Application

To Amend

The Comprehensive Plan or Land Use Regulatory Code

Application No.:

#2018-19 -

Date Received:

Year of Amendment	2018-2019	
Application Deadline	Friday, November 30, 2018	
Type of Amendment (Check all that apply)	<input checked="" type="checkbox"/> Future Vision – Policy Change <input type="checkbox"/> Future Vision – Modal Network Change <input type="checkbox"/> Implementation – Performance Measures Change <input type="checkbox"/> Project Detail Change (Appendix B) <input checked="" type="checkbox"/> Other Chapter (describe): TMP chapter 7 of OneTacoma	
Summary of Proposed Amendment (Limit to 100 words)	<p>With new information available and with OneTacoma's Urban Form section, we propose to separate out Downtown RGC from other less traditional pedestrian priority areas such as the Mall and the Mixed Use Centers in Tacoma. Downtowns are truly the embodiment of the Green Transportation Hierarchy and this needs to be recognized in the TMP.</p>	
Applicant	Name	Janice McNeal
	Affiliation / Title	President of the Dome District Business Association
	Address City, State & Zip Code	314 Puyallup Ave. Tacoma, WA 98421
	E-mail	janicemcneal@janicemcneal.com
	Phone / Fax	Phone (253) 640-6087 Fax
Contact (if not Applicant)	Name	Jori Adkins
	Affiliation / Title	Board of DDBA and NTNC
	Address City, State & Zip Code	301 Puyallup Ave, Suite B, Tacoma, WA 98421
	E-mail	Joriadkins@mac.com
	Phone / Fax	Phone (253) 365-1459 Fax
	Relationship to Applicant	Fellow board member
<p>I hereby state that I am the applicant listed above and the foregoing statements and answers made, and all the information and evidence submitted are, in all respects and to the best of my knowledge and belief, true and complete. I understand that submitting this application does not result in automatic acceptance of this application or guarantee its final approval.</p>		
Signature: <u>Janice McNeal</u>		Date: <u>11/26/2018</u>

Required Questionnaire

1. Describe the proposed amendment.

The Mobility Master Plan of 2009 was the first multi-modal transportation element of the Comp Plan which dealt for the first time with introducing a bicycle system onto City streets. Where the Mobility Plan may have been heavy on bicycles, the 2015 Transportation Master Plan (TMP) is focused more on Transit and the Port/Freight transportation/circulation. The next Comprehensive Plan review of the Transportation Element should center on truly understanding how the pedestrian deals with the streets and other public spaces in a city. Yes, every form of transportation starts and ends with pedestrians but in traditionally dense urban situations, such as the **Downtown**, the pedestrian is much more than just a potential passenger or driver. This person will most likely be walking from home to work, to shop, to a meeting, to a restaurant, to the library, to a clinic or hospital and then walk home again. They may bicycle or use transit to go around and outside **Downtown** but the dense walkable culture makes the Downtown truly the embodiment of the **Green Transportation Hierarchy**.



We propose separating out the **Downtown Regional Growth Center** from its sister, the Mall Regional Growth Center, as they are very different types of centers because of the traditional growth pattern and vision each has developed. We propose that many of the matrices in the TMP add another line item specifically addressing the Downtown that will better represent the highly pedestrian priority of the Downtown.

While Transportation Demand Management, the use of Traffic Analysis Zones (TAZ) or refining growth forecasts to “reflect the more walkable, urban characteristic planned for Tacoma’s downtown by recognizing that some short trips could be made by walking and biking rather than driving” may all appear reasonable, they do not represent the potential of **Downtown** as a truly dense pedestrian priority area. Moving Tacoma from an arterial/intersection based concurrency system to a plan-based system may begin to acknowledge the other modes of transportation such as walking and biking but it is still based on eliminating congestion and pushing for faster Levels of Service (LOS) and uses “evening commute hours as a reasonable foundation for estimated 2014 traffic volumes” for Tacoma.

Here are some of the sections that show why **Downtown** needs to have its own list item –

The TMP's Future Vision- 2. Community Preservation (pg. 56) – The Goal is right but the actions are not for **Downtown**, or for any commercial center really. Traffic calming such as landscaping and beautification of transportation facilities as mitigation for the adverse effects of faster moving vehicles using Transit Only Lanes or signal priority for higher LOS will only destroy a downtown or commercial street (see new information under question 5. #1) True Pedestrian Priority means traditional people oriented amenities, such as: wide sidewalks (min. of 10 ft.), big trees, active building fronts, slower traffic (lowered or waived LOS expectations), short term parallel street parking (until speed limits are at 10 mph), narrow intersections that are crossed by people with the light, to give a few examples.

3. Multimodal Systems: the Goal sounds good but in 3.2 the use of the Green Hierarchy is all about travelers and riders, not walkers, 3.4 assumes LOS standards are a given city-wide and 3.9 speaks of Pedestrian Priority as if it is an amenity, not the paramount mode of transportation in **Downtown**.

6. Land Use and Transportation (pg. 65) has many good elements in it but sees the whole of the city as the same - spread out and in need of transit to get around. 6.1 "Ensure reasonable access for all modes to places of employment, schools, libraries..." and 6.2 "Encourage land use patterns and developments especially in Mixed Use Centers (MUC) that support non-SOV travel." This is why **Downtown** needs to have its own line item, it is not like MUCs or the Mall, Downtown has built-in, innate potential to be walkable enough to make SOV use impractical.

6.3 "Prioritize infrastructure improvements within and between 20-minute neighborhoods..." The Downtown already has the infrastructure of a traditional downtown that is traditionally walkable as long as people spaces and places are not ruined by lack of understanding of what maintains the vitality of an urban space or street. Let's go to 6.8 Transit Oriented Development

This is good! It is the standard list of items that make up a TOD, all qualities that exist in Downtown now, except housing, but that is coming!

The Layered Network (pg. 66-69) sees Land Use as the driver over all modes including the pedestrian, it "allows for certain streets to cater to specific modes or user types, while discouraging incompatible uses." Though on the very next page desultory mention is given to the Green Transportation Hierarchy triangle, a paragraph on Complete Streets and climate change. None of this addresses or furthers the needs for creating and maintaining a vital, successful Downtown.

The Pedestrian Priority Network Map (pg. 71) should show Downtown as its own area. It is not like the MUCs. Under Pedestrian Facility Types (pg.72) Sidewalks are seen as "a walking network in urban and suburban areas and must be a minimum of 5 feet wide..." This may be the standard for residential sidewalks but is NOT enough for a Pedestrian Priority **Downtown** where there needs to be the 5 required feet for travel and another 5 ft. for buffer or waiting area with large trees, possibly trash cans etc, and then, to support the vitality of the downtown or commercial area, another 5 ft. next to the building for outdoor seating, café, landscaping, sidewalk sale, at night the *sidewalks* are lit, not so much the street, etc.

Median Refuge Island (pg.73) are exactly that; refuges, and there should be no need for refuge in the middle of a street where speeds are slower, sidewalks wider, intersections have bulb-outs to allow seeing around parked buffer cars and well marked crossings with a shorter distance than in more suburban areas. If a street has a center or suicide lane that should not become a median but should be transferred to the pedestrian by widening the sidewalks. No one should be stuck out there between cars moving at Tacoma's standard

speed limits of 35 mph. They should be able to stand on the sidewalk, or even better on a bulb-out, waiting to cross when it is safe.

Transit Priority Network map (pg. 81) shows the intensity of transit in *some* of downtown but not all. We suggest that Downtown have it's own map showing the entire Downtown. Yes, transit is very needed downtown and should be of high intensity, frequency being of utmost importance to the pedestrian. Pg. 93 **Auto Priority Network** map should also have a separate map for Downtown. Here it should show how maintaining the grid throughout Downtown replaces the 5-9 lane highways of more suburban commercial areas, by allowing the vehicles to use the "next Street over". Traditional gridded commercial areas are not something usually available to suburban commercial neighborhoods.

In the matrix (pg. 83): Transit-Supportive City Actions, **Downtown** must have a line item of its own as these transit tools are those that have been shown to have a very negative impact on commercial streets and urban downtowns. The Downtown line item would show *Not Considered* for many of these tools. See new information under question 5.#2

Roadway Typologies matrix (pg. 105) First, there should not be any *roads* in the **Downtown**. Downtown has streets that are used by all modes of transportation and are not just about moving through. Since the pedestrian is the priority, all modes are at their rate of movement for safety, health and enjoyment. See new information, "Stroads" under question 5.#3

The matrix needs to show the difference between Pacific Ave north and south of I-5 by adding the North of I-5 portion and that the Pedestrian is Primary in *all* of Downtown.

In the matrix of layered priority networks (pg.106) again there needs to be a category for Downtown as the pedestrian implementations show medians (something that might be used along the SR7 corridor, but not in downtown), rather than wider sidewalks or bulb-outs and there is no Pedestrian-Pedestrian scenario, the paramount depiction of pedestrian priority.

Existing and Recommended Commute Trip Mode Splits matrix (pg. 123) shows Downtown but it needs to show its potential in 2030 of fulfilled target residential build out and it needs to show that with the amount of business coming to Tacoma's Downtown, many of the commuter trips will be short and the chart should increase the Walk category.

The downtown is different from other commercial areas of the City. Under the heading Congestion (pg. 127) "it is the aim of this TMP to keep people and goods moving in Tacoma"

We now see that there are two kinds of congestion, like cholesterol, there is a bad kind and a good kind and the downtown should have the good kind, to make it the traditional peopled downtown that it was destined to be. Like Yogi Berra said, "Nobody goes there anymore, it's too crowded".

2. Why is the Amendment needed and being Proposed?

The Bus Rapid Transit proposal for Pacific Ave/SR7 would go through South Downtown and then north via Market St. to the Bus Terminal on Commerce St. This was a warning to the neighborhoods of the Downtown that urged many of us to do some research into why we felt this was not right for the Downtown. In New Information under Question 5 you will find several of the articles we read and some of the latest information on strengthening downtowns and its connection with transit.

The timing of this proposed amendment is very good as the OneTacoma is updating the Transportation Element of the Comp Plan in 2019 and where the 2009 MOMAP was about bicycling; the TMP focused basically on transit and the Port. This seems a good time to focus on the pedestrian aspect of the mobility equation. Pedestrian priority should be what Downtown is all about.

After reading these articles and discussing with other groups we realized that Downtown is at a crossroads between failing to carry on its destiny as a city and becoming a sought after vital urban residential and business center; able to welcome the 76,000 new residents and 67,000 new jobs to a very green, bustling, tightly knit, totally walkable environment, with very accessible transit and easy links to other parts of the city. This is what should happen and we can define this vision by strengthening the pedestrian understanding, the pedestrian priority of Downtown in the Comprehensive Plan's Transportation Element.

3. Demonstrate how the proposal is consistent with the applicable policies of the TMP and consistent with the criteria for amending the Comprehensive Plan.

The proposal is consistent with the Vision of the OneTacoma Comp Plan and of the TPM as well as at least three of the 6 Goals of the TMP –

1. Protecting Community
2. Provide mobility for all
3. Link to Land Use – Build a transportation network that reinforces Tacoma’s land use vision, the region’s Vision 2040 and the Growth Management Act.

The other three are transit related.

PSRC’s vision 2040 designates Tacoma as one of five “Metropolitan Cities” in the region, serving as a focal point for accommodating forecast growth and helping to relieve development pressure on rural and natural resource lands, focusing future growth into dense, walkable, mixed-use areas called **Regional Growth Centers**.

City Comp Plan Future Land Use Designations –

Downtown Regional Growth Center is the highest concentration of urban growth found anywhere in the city. It is the focal point for the city....” pg. 2-8 and Large, often historic, buildings fronting on the sidewalk characterize the area. Pedestrian orientation is high and consideration for pedestrians is paramount”, “...the Growing Transit Communities Compact and zoning capacity is sufficient to accommodate planned growth of 76,200 new residents and 67,900 new jobs by 2040.” “...and is comprised of diverse neighborhoods and districts. New development should be sensitive to the context of these... and build on the strengths and character of these established areas...”pg. 2-17

Many of the Urban Form policies of the Comp Plan are consistent with the proposed changes, especially Goal 4 UF-4 Catalyze the Downtown as Tacoma’s and the South Sound’s largest center with the highest concentrations of housing and with a diversity of housing options and services and Goal 9 UF-9 Transit Station Areas – “These policies encourage housing and employment growth in transit station areas to maximize the ability of people to benefit from regional connections and benefit from local services. Priority is given to growth in station areas located in centers since they provide more people with opportunities to be close to both transit and commercial and public services.”

Within the TMP, there are several places where there is reference to the heightened place of the pedestrian such as in the Green Transportation Hierarchy adopted by the City in 2009, under Land Use and Transportation 6.8 - Transit Oriented Development is the standard list describing the vision for the Dome District and Downtown.

Though under Modal Networks the TMP does not distinguish Regional Growth Centers from MUCs, of which Downtown is one of two and the epitome of all that is walkable and in 20-minutes, it is a good start for the City in looking at Pedestrian Priority not only in Downtown but in the city’s Neighborhood Commercial Centers.

4. Describe any community outreach.... attach any letters of support or written community response.

The issues giving rise to this proposal were discussed in Dome District meetings – June, July, Sept and Oct 2018, one-on-one with property owners and with over 20 business owners throughout the Dome District during August and September, 2018, and with the New Tacoma Neighborhood Council in July, 2018 and City Staff in Aug. and with a bigger meeting with stakeholders of the Transit agencies, City and the Dome District in July, 2018.



www.cityoftacoma.org/neighborhoodcouncils

City of Tacoma November 20, 2018
Public Works Department
747 Market Street Room 644
Tacoma WA 98402

Re: Application for amending the Transportation Master Plan

To whom it may concern,

The New Tacoma Neighborhood Council is the advocate and umbrella citizen volunteered organization for the neighborhoods of Downtown – Hilltop/MLK, Stadium, Downtown Core, Foss Waterway, Brewery District and the Dome District.

We do see ourselves a little differently than the rest of the City and because we advocate for the promising future of the Downtown, we support this amendment to the Transportation Element of the One Tacoma Comprehensive Plan, showing the emphasis of the pedestrian in the character and make-up of Downtown.

We see Downtown's streets with bustling storefronts of cafes, restaurants, commercial offices and retail, making them exciting to walk along or sit next to. Downtown is safe and welcoming because sidewalks are wide and treed to support pedestrians and businesses. Streets are easy to cross because traffic is slower, there are bulb-outs on the corners and crossing is with lights showing a walk sign. Pedestrians should not have to ask to cross streets. There is lots of room on the sidewalk at corners to be able to greet a neighbor or fellow worker to say, "hello, how about lunch."

Yes, the pedestrian is paramount to the success of the Downtown.

Thank you for your time and consideration of this amendment to the Transportation Master Plan (TMP), the Transportation Element of the City's Comprehensive Plan.

Amber Monson
Chair, New Tacoma Neighborhood Council



New Tacoma Neighborhood Council
PO Box 1784 • Tacoma, WA 98401





Hilltop Action Coalition
The Communications Anchor of the Hilltop Area

December 18, 2018

To whom it may concern:

In the coming years the Hilltop is being literally linked to the Downtown, making us realize that we are truly part of the Downtown Regional Growth Center along with other neighborhoods like the Dome District, Stadium, Brewery District each with its own character.

We support the Dome District's Application to amend the TMP (Transportation Master Plan) in that it supports and strengthens pedestrian priorities in all of the Downtown.

We acknowledge that Transit is critical, and that moving goods and services is necessary, but everyone who moves through the neighborhood to live, work or shop is, at some point, a pedestrian, and it is that experience that defines a neighborhood and leaves that lasting impression.

Hilltop hopes to encourage more retail and businesses to move to MLK Jr. Way and wants to insure that the perception of a village Main Street is maintained thru a busy, social, sidewalk culture.

Respectfully submitted,

Brendan A. Nelson

President, Hilltop Action Coalition

5. Please provide any supplemental information....

These comments and quotes refer to Dense Urban centers, stressing the reality of the Green Transportation Hierarchy.

The TMP has examined and proposed transit solutions for the less urban, less dense parts of Tacoma, and has attempted to apply those same solutions to the Downtown. The Downtown should be the walking, biking, pedestrian center of the city.

#1 Downtown's vitality and its streets.

Walkable streets encourage business activity, generate greater tax revenue per acre and offer a higher return on investment than auto-oriented streets.

What do these places all have in common?

- Streets are fairly narrow with no more than two lanes of traffic and parking on either side — all of which means cars must drive slowly.
- Sidewalks are present in every image and bump-outs, crosswalks and signals make it easy for people to cross the street.
- Trees offer shade to people walking (especially important in warmer climates like Louisiana and southern California).
- Businesses open right onto the sidewalk, easily accessible to passersby on foot and attracting the attention of people driving slowly as well.
- Residences and offices occupy the second (and in some cases, third, fourth and fifth) floors of these buildings providing additional tax revenue and putting more people within walking distance of the local businesses below.

<https://www.strongtowns.org/journal/2018/1/16/why-walkable-streets-are-more-economically-productive>

#2 Downtown transit implementation as opposed to SR7 highway TOL

According to Google maps and Wikipedia; SR7 ends at the intersection of I5 and I-705...It does not continue into the Downtown of Tacoma.

"In a city the street must be supreme. It is the first institution of the city. The street is a room by agreement, a community room, the walls of which belong to the donors, dedicated to the city for common use. Its ceiling is the sky. Today, streets are disinterested movements not at all belonging to the buildings that front them. So you have no streets. You have roads, but you have no streets." -

Louis Kahn, The Street

quoted in an article by Annah Mackenzie of Project for Public Spaces

<https://www.pps.org/article/reimagining-our-streets-as-places-from-transit-routes-to-community-roots>

#3 Streets, Stroad and Roads.

A STROAD is a street/road hybrid and, besides being a very dangerous environment, they are enormously expensive to build and, ultimately, financially unproductive.

How to Turn a Stroad into a Street (or a Road)

February 15, 2018

by [Charles Marohn](#)

Our national transportation conversation has us obsessing over finding more money to continue to do the same thing. This is only making us poorer.

Instead, we need to focus on finding ways to make better use of our *existing* investments. This means we need to spend our energy converting our most expensive, least productive and most dangerous transportation investment — our stroads — into either wealth-producing streets (to create a place) or highly productive roads (to connect productive places).

From a technical standpoint, this is very easy. From a cultural standpoint, it is near impossible. If we want to build financially productive places, we need to recognize our stroads and support actions to eliminate them.

How to Turn a Stroad into a Street

When we convert a stroad to a street, the emphasis should be on creating a successful place. This means we have to slow down traffic — actually constrict the speed that people can drive — to make the place safe and inviting for people outside of cars.

We must also prioritize the activity and safety of people over the movement of traffic. This impacts our street design but also the placement, scale and orientation of buildings. The environment should be reconfigured to a human scale, not a car scale. A street is human habitat and humans, outside of their vehicles, are the indicator species of success.

To build wealth, we actually need to build. We must allow, by right, the next increment of development everywhere and at all times. A successful place will experience development pressure to incrementally improve, intensify and expand existing structures, as well as to fill in any gaps that might exist. Our regulatory approach needs to recognize and facilitate these investments.

Finally, we must be aware that productive places change over time. Street transformation projects that try to jumpstart development by building a finished streetscape are, more often than not, counterproductive. Focus on the development — on attracting incremental investment — and then modify the street over time, responding to the level of private investment that has been made.

<https://www.strongtowns.org/journal/2018/2/15/how-to-turn-a-stroad-into-a-street-or-a-road>

John Norquist, author, former mayor and former CEO of the Congress for the New Urbanism, [writes for CityLab](#):

Congestion, in the urban context, is often a symptom of success. [...] Moving vehicular traffic is obviously a necessary function, but by making it the only goal, cities lose out on the economic potential created by the crowds of people that bring life to a city.

“....city streets need to be designed with the community in mind using the principle of Streets as Places to create a vision for a great community and then plan your streets to support that vision.”



"It's worth remembering, too, that not all congestion is bad. John Norquist, former Mayor of Milwaukee and current CEO and President of the Congress for New Urbanism, suggests that congestion is like cholesterol: there is a good kind and a bad kind."

He also says: *"Congestion, in the urban context, is often a symptom of success. [...] Moving vehicular traffic is obviously a necessary function, but by making it the only goal, cities lose out on the economic potential created by the crowds of people that bring life to a city."*

Design with the community in mind

It's time for communities and transportation professionals alike to accept that we have been using the wrong tools for the wrong job. LOS and travel modeling may be effective when sizing and locating high-speed freeways, but are totally inappropriate in every other setting. If travel modeling with high rates of growth is used to make street decisions, your community may be doomed to a series of roadway widenings or intersection expansions. If vehicular

LOS C or D performance measures are adopted as non-negotiable targets, major road construction will be heading your way.

"I was the New Jersey Department of Transportation's project manager for the "[Smart Transportation Guide](#)" (STG), adopted jointly by the state DOTs in Pennsylvania and New Jersey. The STG directs DOT designers to consider the tradeoffs between vehicular LOS and "local service." It goes on to say that if the street in question is not critical to regional movement, that LOS E or F could be acceptable -- and that designers may actually need to design to *slow down cars*."

The above is quoted from the Project for Public Spaces article written by Gary Toth:

<https://www.pps.org/article/levels-of-service-and-travel-projections-the-wrong-tools-for-planning-our-streets>

Regarding a light rail system put into Minneapolis/St. Paul

"We were repeatedly told that the travel time from end to end was unacceptably long, that no one would ride it because driving was so much faster, and that we should have built a rapid rail connection down the middle of the freeway between the two cities instead, so that you could get from one end to the other faster.

The Green Line, nonetheless, has blown ridership projections out of the water, reaching its 2030 target thirteen years ahead of schedule. Its success is an object lesson in a crucial insight: that speed is entirely the wrong measure of the utility of transportation. To fixate on travel speed is to mistake *mobility* for *accessibility*.

What if We Measure Our Travel by Access, Not Speed?

The train moves most slowly through downtown St. Paul, the University of Minnesota campus, and downtown Minneapolis. It travels relatively quickly through the St. Paul neighborhoods along the middle of the route.

<https://www.strongtowns.org/journal/2018/10/17/the-difference-between-mobility-and-accessibility>

From Smart Cities Drive:

12 Ways to Slow Down Traffic in a Car-Oriented City

SmartCities

For a long time now, the purpose of roads was to get people in cars to their destination as quickly and efficiently as possible. This is why we have highways, they're all about moving cars long distances at a fast rate. But recently, cities have started reclaiming roads as places for pedestrians, cyclists as well as vehicles. But this has meant slowing down cars to accommodate slower modes of transportation.

The arterial roads in Phoenix, for example, are on average about the size of highways in other parts of the country and the world. Sometimes an arterial in Phoenix is 7 lanes wide, with three lanes going either way and a middle turn lane. This ample room for cars ensures that cars move along the roads very fast.

Sounds good right? Well, not if you want your city to be people-oriented instead of car-oriented. A car-oriented city is focused getting cars from point A to point B, and so

everything is about large obstacle-free roads, more highways and ample parking space. A people-oriented city, on the other hand, is about creating spaces for people to walk, bike, stand, sit and gather in the public in ways that are safe and enjoyable. It's about making the city accessible and safe for people to inhabit outside of their cars. It's not so much about moving people along as it is for creating a space for humans to be humans, whether they are moving or not.

Slow traffic is not only good for encouraging street life, it's also good for motorists, believe it or not. Slower traffic results in fewer accidents. The [Sierra Club notes that](#), "recent studies have shown that narrow streets slow traffic and reduce vehicular crashes, increasing neighborhood safety." Often times, we think that the obstacle-free, wide street is optimal for driving. But in reality, that kind of street only encourages faster traffic, which may seem good if you're running late, but it's bad for traffic safety, neighborhoods, getting people to walk and bike, and the general appeal of a city.

So what are some ways for a city like Phoenix with 7-lane arterials to slow down traffic? Here are 12 ideas:

1. Add bike lanes. Often times, motorists object to streets being narrowed and bike lanes being added precisely because it achieves its intended purpose – it slows down traffic. Cyclists on the road force motorists to slow down and pay attention. Bike lanes not only narrow the road, but they add cyclists to roads, which are a sort of "obstacle" for motorists to navigate, which means they have to slow down.

2. Add parallel parking. Though adding more parking is not an ideal way to slow down traffic, in many places in Phoenix, this would be a first step in slowing down traffic. Cars parked on the street effectively narrow the street and once again add an "obstacle" that cars need to slow down and be aware of.

3. Add roundabouts. Roundabouts force cars to slow down because they can no longer go in a straight-line. Roundabouts can be large enough to be public parks in and of themselves or they can be so tiny they can only accommodate a skinny tree. Either way, roundabouts make cars slow down.

4. Add trees. Planting trees close together makes drivers feel as if they are going faster, so they slow down. [In the UK](#), more than 200 trees were planted on the approach roads to four rural villages in north Norfolk which had a history of speeding problems. The experiment was carried out by Norfolk County Council at a cost of £70,000, funded by the Department for Transport. Provisional results found that drivers reduced their speed on the roads into Martham, Horstead, Mundesley and Overstrand by an average of two miles per hour.

5. Add crosswalks. Painted crosswalks signal to pedestrians that they can cross the street. But on really fast arterials, HAWKS, or lighted crosswalks, that trigger a red light when a pedestrian or cyclist pushes a button are more useful. Pedestrians crossing the road make motorists more wary and force them to slow down. Crosswalks and HAWKS encourage more pedestrian activity.

6. Narrow the street with sidewalk bulbouts. Crosswalks are most effective when the street is narrow. So neckdowns or sidewalk bulbouts are a great way to narrow the street AND add more space for pedestrians on the sidewalk. Intermittent neckdowns that alternate down the street, or chicanes, are even better because they add unpredictability to the road, which makes drivers slow down and pay attention. Mill Avenue in Downtown Tempe has some good examples of successful neckdowns.

7. Eliminate bus turn-offs. Bus turn-offs are where buses have an additional space on the road to pick up and drop off passengers. Again, this sounds fantastic if you want to speed up traffic. But if you want to slow traffic down, it's important to incorporate the pace of transit and people into the natural flow of the street. Sure, a stopping bus in front of you is annoying, but it does serve to slow traffic, which is what we're after.

8. Encourage sidewalk cafes. Sidewalk cafes add visual interest and a human scale to streets. A good example of this in Phoenix is on McDowell Rd. and 7th Avenue in central Phoenix. Even though McDowell Rd. is one of those 7-lane arterials, the scale and pace of this intersection has considerably slowed down thanks to the concentration of

restaurants there with sidewalk cafes. Watching people sit, laugh, converse and enjoy themselves on the sidewalk introduces an entirely different pace to the busy street and helps slow traffic.

9. Make that turn lane into a landscaped raised median. A middle turn lane takes a car that is waiting to make a left turn out of the flow of traffic, which helps keep the pace of traffic fast. Replacing a middle turn lane would serve three purposes. One is that it would eliminate a lane, thereby effectively narrowing the street. The second is that it would reinsert the car waiting to make a left turn back into the traffic flow, thereby slowing down traffic. And the third is that a landscaped median with trees would in and of itself help slow traffic, as per point 4. Though medians are not good for retail cross - street continuity.

10. Add public art along the road that is visible from cars passing by. Public art, whether it's part of a bus stop, free standing markers (like the ones on Central in Sunnyslope), shading devices at crosswalks (like the ones on Camelback and 16th Street), marquee signs that span the street width (like the Melrose District sign) adds visual interest and a human scale back into the street. Some public art is designed to be noticed only by pedestrians, some can be seen while on a bicycle and some can be noticed from the speed of a car. Public art that is visible from a speeding car is most effective at slowing down traffic, as it catches the attention of a motorist, hopefully brings the motorist back into the present and makes her more aware of her surrounding and makes her slow down. Wall murals are also a great way to slow down traffic.

11. Put the parking lot in the back. When a huge sea of parking is visible from the street, it reinforces the idea that the city is built for cars and not for people. On the other hand, when businesses have front doors right on the sidewalks oriented towards pedestrians, like the businesses on the Miracle Mile on McDowell Road, it reintroduces the human scale to the road and this helps slow traffic.

12. Light Rail/Transit. One of the objections of adding the Light Rail on a street like Central Avenue was that it would slow traffic. And as predicted, it's considerably slowed traffic, and that's a good thing. The Light Rail moves at a relatively slow speed with frequent stops. This different pace, in addition to the elimination of one or two lanes, helps slow car traffic. Plus, the Light Rail introduces people onto the road at the Light Rail stations. The presence of people on the road is a good way to slow down speeding cars.

<https://www.smartcitiesdive.com/ex/sustainablecitiescollective/12-ways-slow-down-traffic-car-oriented-city/262221/>