



City of Tacoma  
Transportation Commission

Justin Leighton, Co-Chair  
Jane Ann Moore, Co-Chair  
Gary Hoffmann  
Michael Hutchinson  
Judi Hyman  
Yoshi Kumara  
Jacki Skaught  
Andrew Strobel  
John Thurlow  
Kristina Walker

## MINUTES

**MEETING:** Special Meeting  
**TIME:** Saturday, February 22, 2014 at 8:00 am.  
**PLACE:** Center for Urban Waters  
326 E D St, Tacoma, WA 98421  
**PRESENT:** Justin Leighton, Kristina Walker, Judi Hyman, Mike Hutchinson, Jacki Skaught, Andrew Strobel, Gary Hofmann, Yoshi Kumara, John Thurlow, Jane Ann Moore  
**ABSENT:** None

### 1. CALL TO ORDER

Jane Ann Moore called the meeting to order at 8:02am.

### 2. ROLL CALL

All members of the Transportation Commission were present.

### 3. APPROVAL OF MINUTES

Meeting minutes from the January 15, 2014 meeting were reviewed and approved.

### 4. BUSINESS ITEMS

#### a. City of Tacoma Organization – Jennifer Kammerzell

Vision for Tacoma has changed to focus on livability and sustainability in recent years. City characteristics include: a skilled workforce, 8 higher education institutions, the second fastest growing housing market, increasing economic development, and 7<sup>th</sup> largest port in the US. The City is also a transportation hub with rail, water, and I-5. Various agencies and bodies include: 5 City Council Districts, 8 Neighborhood Councils, 15 Neighborhood Business Districts, jurisdictions, Port of Tacoma, Sound / Pierce Transit, and Puyallup Tribe.

There are 16 City Departments, including: Community and Economic Development (parking), Environmental Services (street utilities, stormwater), Fire Department, Planning and Development Services (long range planning, permitting developments), Police (safety, enforcement), and Public Works. Also 4 Tacoma Public Utility Divisions.

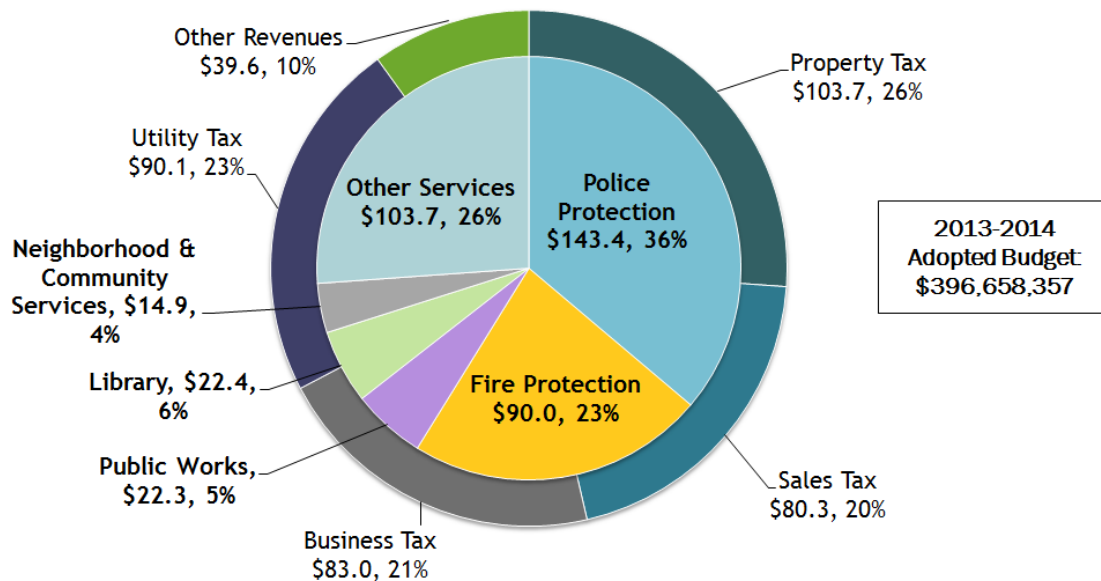


The City of Tacoma does not discriminate on the basis of disability in any of its programs, activities, or services. To request this information in an alternative format or to request a reasonable accommodation, please contact the Public Works Department at (253) 591-5525 (voice) or TTY-711.

747 Market Street, Room 408 ■ • Tacoma, WA 98402 ■ • (253) 591-5525 ■ • FAX (253) 591-5097 ■

• <http://www.cityoftacoma.org/publicworks>

2013-14 Adopted General Fund Revenues and Expenditures:



All dollar values are in millions.

*Justin Leighton Question:* What’s included in other services?

*Josh Diekmann Response:* One big piece is pensions for police and fire. Staff can look into this further.

*Kristina Walker Question:* Is the TC only concerned with the Public Works piece of the pie?

*Jennifer Kammerzell Response:* Maintenance, capital projects, facilities are included in the PW piece of the pie. Will go into more depth on transportation funding sources later today.

*Justin Leighton Question:* Is this operations and maintenance only? Is there a separate capital projects budget?

*Kendra Breiland Response:* Transportation funds tend to come from other sources than the General Fund, grants, etc.

*Jennifer Kammerzell Response:* City has a special transportation tax.

No other questions or comments.

**b. Long Range Planning – Steve Atkinson**

Comp Plan 101, why we adopted growth management.

Pre-GMA Planning Context: no comprehensive plans at all, zoning was the only method of control, lots of suburban development and conversion of land from rural uses, SEPA was the only tool, no requirement for utilities to exist in advance to support expansion (concurrency). Resulted in sprawl and congestion.

1990 GMA: each city’s housing and job market affects all those around it. GMA imposed a common set of goals (affordable housing, density, housing diversity). Plans must be internally consistent and meet state, region, county, and city goals. Zoning code and land use regulations must tie to goals and include a public involvement process. Growth targets and how the City will

meet them via development and transportation. Ex: Bonnie Lake wanted to keep growing rapidly via annexation – not the idea.

GMA has goals for: urban growth, reduce sprawl, transportation, housing, economic development, property rights, permits. Mandatory requirements of GMA are more narrow than typical Comp Plans. Vision 2040 expects 127,000 new residents and 90,000 new jobs. Goal to focus growth in concentrated urban centers that are easier to serve with existing transportation and reduce conversion of more sensitive lands. Forecasts are lower than these targets but Tacoma hopes to densify further.

*Justin Leighton Question:* This is a big population increase, so how will we incorporate the subarea plans and what is the growth strategy. Response: next slide.

Urban Village concept for dense areas around the City that are linked via key transportation corridors. It focuses on Concentrations, Centers, and Corridors. Pedestrian oriented and supportive infrastructure for non-auto travelers. Higher density provides more bang for your buck, but it's a chicken / egg problem. Does density lead to jobs and amenities or vice-versa?

*Justin Leighton Question:* It seems that transportation improvements are focusing on certain centers and corridors. Is this correct?

*Steve Atkinson Response:* Yes, we need to consider how certain centers are different and serve them appropriately. Centers should not seem like islands.

Tacoma's Comp Plan: first adopted in 1992, but the City raced too quickly and didn't involve all departments so it didn't seem to represent all needs, resulted in the addition of more chapters and silos by topic rather than a systematic approach to interaction with all the other elements. 26 elements in total – you can find support for nearly any point of view. Each chapter speaks to the functions of each City department but the goal should be to coordinate departments via planning.

*Kristina Walker Question:* Where have the Complete Streets, Bicycle / Pedestrian, and other design guidelines gone?

*Steve Atkinson Response:* Council adopted Complete Streets guidelines by resolution instead of through the Comp Plan so the question is: can something adopted by ordinance instead of law hold the same weight and length of stay?

*Diane Wiatr Comment:* Complete Streets and Bicycle / Pedestrian planning are such evolving fields that it's good to not be part of the Comp Plan so that these can be updated more easily and stay more flexible.

*Justin Leighton Question:* Why is Ruston Way Plan from 1981 still on there?

*Steve Atkinson Response:* Some of these plans are meant to be long-lasting to encourage continuing vision and maintenance. This next Comp Plan update will revisit whether all of these plans are necessary given more current subarea plans.

Comp Plan updates can occur once a year and periodic reviews occur every seven years. Should sustainability and public health be chapters or be integrated into all aspects of the plan? Transportation is a similar issue – it relates to land use, open space, neighborhoods, capital facilities program, etc. So how should transportation be integrated with all of these other elements? Other commissions – Planning, Sustainability, Human Rights – should be more involved in the Comp Plan process to stitch it all together.

*Jane Ann Moore Question:* What's the difference between capital facilities and CFP?

*Steve Atkinson Response:* High level policy guidance vs the actual project list.

*Kristina Walker Question:* Is there a difference between a policy, plan, concept, and element?

*Steve Atkinson Response:* Not really – it's a question of what the authoring group decided to call it. The City Council has some desire to change the name (ex: The City We Built, 1947) instead of just calling it the Comp Plan.

Major goal: condense these 26 chapters into a high-level steering document that doesn't solve every issue but provides the necessary guidance to get there.

No other questions.

### **c. Mobility Master Plan – Diane Wiatr**

MoMaP process started in 2008, which was first city plan for how to improve biking and walking. Green transportation hierarchy recognizes peds as number one mode. Brought a working group together (22 members) that was large due to community interest but also unwieldy due to size. Success is due to holding the City accountable to a specific list of projects. Implementation has been slow due to funding. Bike planning process had a lot of involvement because it was the first time but the ped piece didn't receive enough attention. 63 action items really spell out the steps to success and the City revisits these each year to measure progress. There's now a position in the City (Diane's role) to bump against the statusquo of streets for cars.

*Justin Leighton Question:* How will we keep the MoMaP items in the TMP process?

*Kendra Breiland Response:* We intend to leverage existing modal plans to put together the TMP. Intention is for the TMP to make implementation and monitoring of the MoMaP and other modal plans easier to accomplish.

*John Thurlow Comment:* Noticed a disconnect between Neighborhood Council recommendations and the MoMaP, so have the NCs been involved enough?

*Diane Wiatr Response:* There will be more opportunities in the update. Disconnects will happen due to differences between City Council and Neighborhood Council goals and the City will trump when needed sometimes.

*Jennifer Kammerzell Comment:* The City will be directing a public outreach process, which is never easy. Open to suggestions and ideas from the Transportation Commission.

*Justin Leighton Comment:* Often the NCs have difficulty understanding the process but then can succeed. Simplifying the process and explaining it to the public well is important.

*John Thurlow Comment:* Would like to see the TC really lead this outreach process.

Public streets are the majority of publicly owned space. The goal for public spaces is changing from vehicle movement and storage to more person-oriented uses. Grassroots support for walking and biking has really developed in the City, which must be the base for decision making. The 6 Es are included throughout the MoMaP. Complete Streets examples: Mildred St, Prairie Line Trail, and smaller connector projects. \$1 million federal grant support for bike projects.

*Judi Hyman Question:* What are disconnected sidewalks?

*Diane Wiatr Response:* Gaps in the sidewalk network.

*John Thurlow Question:* What is the \$2.5 million and is the \$300,000 on request involved?

*Josh Diekmann Response:* Will provide details in staff update.

*Judi Hyman Question:* How are all modes considered on each roadway? Should they all be present?

*Diane Wiatr Response:* True, existing ROW may not support all modes but important to consider and make accommodations nearby.

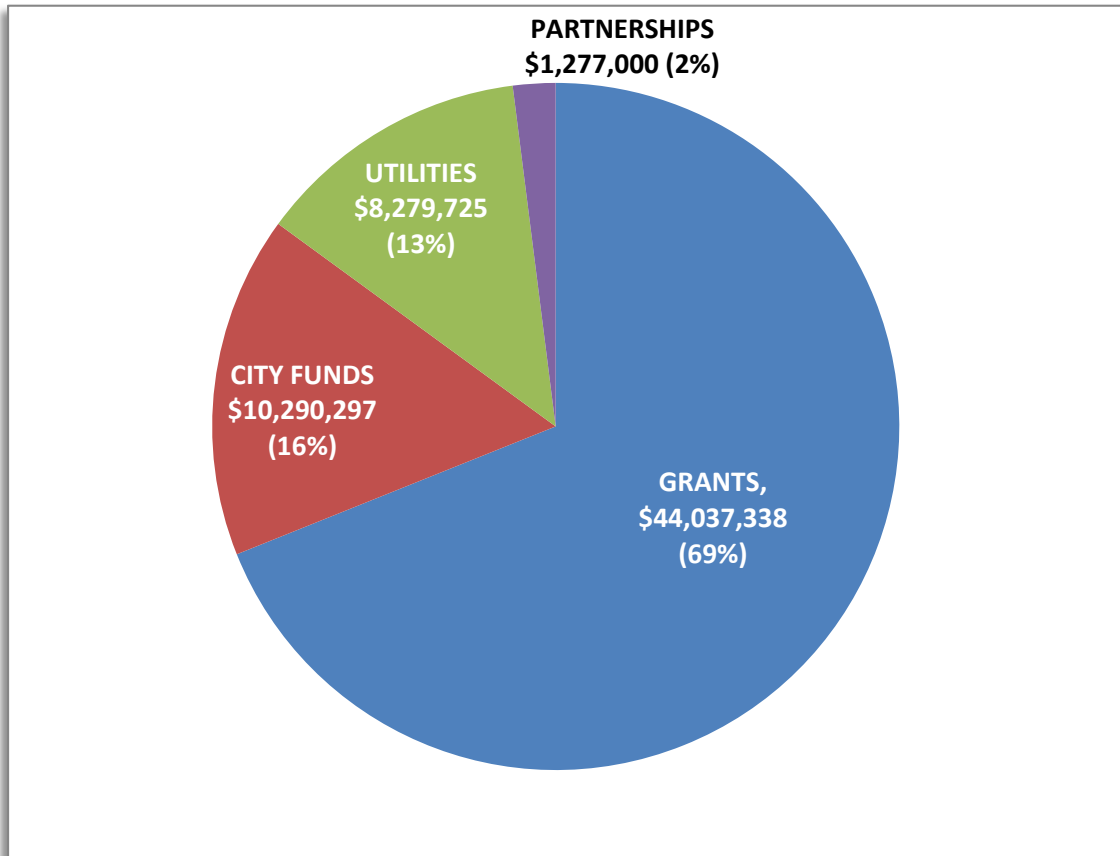
No other questions.

**d. Funding Transportation Projects – Jennifer Kammerzell**

Transportation Program Process: from City body, does an idea meet GMA requirements? Vet through the Comp Plan process until it gets into Six Year Transportation Program. Project lists are the important factor, both funded and unfunded.

Six-Year Transportation Program: necessary to compete for state and federal grants, but chicken / egg issue because a project must have identified funding to get into SYTP, so City tries to provide local match for attractive projects. First two years are funding priorities but the next four years aren't necessarily. Project example: 64<sup>th</sup> between I-5 and Pierce County would require \$7.3 million of work and has not yet won grants but is still a priority with Council. Puyallup River Bridge: 2 of 6 segments are grant funded, consistent with Comp Plan and Transportation Element.

Capital Project Funding (2013-14):



*Justin Leighton Question:* What about the car tab?

*Jennifer Kammerzell Response:* Car registration fund is a dedicated street fund. Privately funded improvements include: Local Improvement Districts and mitigation for new developments.

*Kristina Walker:* Can citizens get together to create an LID?

*Jennifer Kammerzell Response:* Yes, goes to Council for review and requires 60% approval of affected area. All members of affected area do pay the assessment.

Funding Options: Dedicated and sustainable funding sources are a top priority. TBD \$20 vehicle fee, street maintenance utility, city road levy, etc.

*Justin Leighton Question:* Was there a final report from the Mobility Task Force?

*Josh Diekmann Response:* There were some recommendations, which we can pass along.

*Andrew Strobel Comment:* Puyallup also works with the City on roads that serve the Tribe but are on City property.

No other questions.

**e. Break**

**f. Transit Agency Coordination and Future Plans**

## 1. Pierce Transit – Jay Peterson and Darin Stavish

Pierce Transit covers: 300 square miles, 13 cities and towns, 70% of Pierce County's population. Has a 0.6% sales tax with authority to get up to 0.9% but these initiatives have failed recently. The system includes: 37 local routes, paratransit, vanpools. Average age is 38, 40% are long-term riders, 45% have no car, 56% have income less than \$20,000.

2014 Operating Revenues: 73% sales tax, 11% grants, 14% fares, 1% advertising, 1% other. Revenues have decreased significantly since the recession.

Operations: have kept service even through fare increases, layoffs, wage freezes, delays in capital projects, etc. Service levels have decreased significantly for fixed-route buses and shuttles but vanpools have grown.

*Justin Leighton Comment:* Federal dollars come through PSRC based on boardings, service hours, level, etc and if your numbers decrease then you get less money, which supports less service, and the cycle goes on.

Trunk routes: major corridors with 15-minute headways, urban arterials with 30-minute headways, suburban with slightly less service, express service to specific locations (Sounder, employers, etc). Cut poorer performing routes but new Council makeup prefers to cover "inefficient" routes that are more community oriented. Businesses, cities, etc balanced out the costs of providing the service during the demonstration process and some have succeeded and been adopted into regular service. FTA guidelines govern demonstrations and limit fare demonstrations to 6 months, which makes decision making difficult based on such little evidence.

Long Range Plan: goals, objectives, visions for long range strategic plan. MAP-21 requires transportation agency plans to be performance based. Four service scenarios: base, base plus growth, high growth, base minus funded projects. Performance journalism approach: produce document that any citizen can understand and that is more interactive. Ideal plan adoption in February 2015.

*Mike Hutchinson Question:* How is Pierce Transit coordinating with Sound Transit and what about other modes, such as BRT?

*Darin Stavish Response:* Stakeholder integration meetings occur regularly and the two agencies are 2 months apart in their long range plan updates.

*Jay Peterson Response:* Talking with ST on a regular basis as part of ST3 and smaller service changes. At city level, Transit Agency may look to city to support potential service upgrades through infrastructure improvements.

*Justin Leighton Question:* What are some transit supportive elements that the city should be thinking about?

*Jay Peterson Response:* Bulb-outs, signal prioritization, shelters, lighting, seating, street furniture, One Bus Away and reliability.

## 2. Sound Transit – Ron Klein

Sound Transit is responsible for Everett to Dupont, which covers 40% of population (~3M). Voter supported through ballot initiatives (ST2). Includes bus, heavy rail, light rail. Ridership has grown steadily to 30M passenger boardings in 2013. 2016 will see a significant uptick with

service to Angle Lake and UW. ~100,000 boardings per day currently with an additional 30,000 per day expected.

Revenue Sources 2009-23: capital funds will run out in 2023 and no new infrastructure will be built without additional funds. Motor vehicle excise tax is included in bonds. Very successful grant program, largest is Full Funding Grant Agreement with Fed Gov't for \$800M. Seeking \$1B for north and east expansions. Recession saw a \$5B loss that will not come back without ST3 voter funding or a doubling of the economy immediately. 90% of ST2 will get built, and all must be complete before ST3 can begin.

UW and S 200<sup>th</sup> by 2016, Northgate by 2021, Lynwood and Kent / Des Moines and Overlake by 2023. Tukwila Sounder Station under construction for 2015, Federal Way not currently funded. Tacoma Link expansion is part of ST2 and in planning now. Seeking \$50M Federal Small Starts grant, \$50M local match, \$50M private funding. 2.3 mile expansion aiming at 2021. Current Link ridership ~1M / year, planning to start charging \$1.50 fare now that they can recoup expenses and start to pay down other costs.

ST Service in Pierce County: Sounder with 10 daily round trips currently and 3 more by 2017, ST express bus has 8 routes that are operated by Pierce Transit employees.

ST's Future: High-Capacity Transit Corridor studies in preparation for Long-Range Plan. Fall 2013 to late 2014 working with public and jurisdictions to update Long-Range Plan. 3 activities: HCT studies, LRP, and ST3, which ST must ask legislature for permission to go back to the voters for the 2016 ballot. Must ask legislature for funding for added capacity and must have it by 2017 to continue building in 2023 due to 7 year lead time for planning. Currently receiving 0.9%, but would need an additional 0.9% for \$18B to complete Everett to Tacoma spine and supporting service.

Seahawk rally drew 200,000 passengers with support of 40 buses from Pierce Transit and 10 buses from Community Transit, in addition to using all available trains and bringing some in from completed repairs.

*Judi Hyman Question:* Does Federal Way to Tacoma have to go to voters for ROW?

*Ron Klein Response:* Currently has no ROW and are looking at how to get from Federal Way Transit Center to Tacoma Dome. Must go to voters for approval of funding for ROW.

*Mike Hutchinson Comment:* Program EIS for LRP is what becomes ST3. Would be nice for TC to get a copy.

*Jane Ann Moore Comment:* Supports advanced review.

*Andrew Strobel Question:* If ST3 doesn't pass, would ST have to complete line from Federal Way to Tacoma?

*Ron Klein Response:* No, ST2 was only for alternatives analysis, no building of infrastructure.

No other questions.

**g. Transportation Master Plan Guiding Principles, Vision Statement and Goals Update  
– Kendra Breiland and Justin Resnick**

2013 meetings focused on background, but 2014 is all about working sessions with the TC.



## Commissioner comments for Guiding Principles/Vision Statements:

## Group 1 (Jackie, Judy, Kristina, Mike H)

General agreement, but concern over the definitions of words like “forward-thinking” – liked alternatives like identify research, keep on top of, not doing the status quo (rejecting). Forward thinking = strategic to some.

Liked the word people being included.

## Group 2 (Justin, Yoshi, Gary)

Had issues with the word diverse – disconnect between principle (modes or users) or multicultural. Preferred multimodal if we are thinking modes.

Same goes with livability – like how it’s shown in principles.

This group prefers principles write up, rather than vision statement.

## Group 3 (John, Andrew, Jane)

Principles seem process oriented vs. the vision statement, which is a pre-amble.

Feel like we have missed community health – should be a principle.

Explicit expression of what we are really after is important, so that gives credence to a vision statement.

Concern with sustainable.

General direction: improve principles to include community health; sustainability; then update vision statement to better mirror principles.

Rethink use of “sustain” and use words like support, promote, foster.

All (wrap up on this topic):

Expand on principle 1 to include healthy community.

Retool forward-thinking goal.

Health as a principle (community, economic, and environment)

Retool vision statement to be a mission statement.

## Commissioner comments for Goals:

## Group 3 (John, Andrew, Jane)

Goal 1: Not serving modes, serve people – rework

Goals 2: Fluffy

Goals 3: Prioritize people and goods and build out transportation network that supports balanced options. This is about building out the transportation network. Economic vitality and accessibility are the primary interests. Like balance concept.

Goal 4: needs work. Sustainability belongs in the transportation system. Have problem with forward thinking. Take out word “itself”

Goals 5+6 – pretty good. Except they want to be a little more active about land use discussion.

## Group 2 (Justin, Yoshi, Gary)

Goal 1: Needs to add “develop partnership”... is the goal to develop modes or serve people.

Goal 2: Don’t like the word respect, maybe use value or another word that is more active.

Goal 3A or 3B – use word “rather than single occupancy vehicles” not just vehicles. Think the green hierarchy is wonky. They are supportive of getting rid of “rather than” clause, but want wording about single occupancy Maybe just focus on positive – what we want to do, not what we don’t want to do. Carrots, not sticks.

Agree with comments around land use from group 3.

Maybe make goal 7 a write up on green hierarchy prioritization.

Goal 4: don’t use the word sustain when not talking about sustainable – use maintain... etc.

Group 1 (Jackie, Judy, Kristina, Mike H)

Agree with comments on 3A/3B.

Most folks don't know what green hierarchy is.

The first goal should be about PEOPLE!!!

Goal 5: Discussion around the word implement. Education should be a part of this. Develop and implement – should be included in policy statements (???)

## 5. Other Business

*Judi Hyman Question:* What is the purpose of other business and are we speaking on behalf of organizations or other bodies we represent?

*Josh Diekmann Response:* The ordinance that created the Commission specifically aimed at having members with expertise in certain areas but they are citizens representing their own opinions.

*John Thurlow Comment:* How do we field questions about what we're doing? At some point we should distribute talking points / thoughts to neighborhood councils and community groups.

## 6. STAFF REPORTS

Jennifer Kammerzell: Feb 26<sup>th</sup> presentation to IPS on 2013 accomplishments and 2014 work plan. Mar 1: Sustainability Fair with booth for TMP. Expect personal info request form from city next week.

Josh Diekmann: Crosswalk allocation memo went to City Manager on Friday on how to allocate and spend money from the GF for crosswalk improvements throughout the city. \$300,000 per council district plus \$1M for downtown to provide marked crosswalks with special emphasis on BIDs and busy areas, enable improvements to allow for crosswalks (curb ramps, sidewalk panels, storm drains). Went out to NCs to let them know about the process and solicit feedback on how to prioritize this money. Interviewing consultant teams soon to determine this prioritization process. This prioritization document will hopefully be built into the TMP for long term decisions. Will be seeking a design / build contractor to make some of these improvements end of 2014 and completing the physical construction projects by end of 2015.

*Kristina Walker Question:* What about the ADA Transition Plan?

*Jennifer Kammerzell Response:* Available online and will send out a link.

## 7. PUBLIC COMMENT

There were no public comments.

## 8. ADJOURN

The meeting was adjourned at 12:18pm.