



MINUTES

MEETING: Transportation Commission Meeting
TIME: Wednesday, October 15, 2014 5:30pm
PLACE: 9th Floor Visibility Center, Tacoma Municipal Building
747 Market Street, Tacoma, WA 98402

PRESENT: Justin Leighton, Jane Moore, Yoshi Kumara, Andrew Strobel, John Thurlow, Mike Hutchinson, Kristina Walker, Judi Hyman, Jacki Skaught, Gary Hofmann, Vance Lelli

ABSENT: None

1. CALL TO ORDER

Justin Leighton called the joint meeting to order at 5:31pm.

2. ROLL CALL

All commissioners were present. Jacki Skaught and John Thurlow arrived at 5:35pm. Gary Hofmann arrived at 5:40pm. Vance Lelli arrived at 5:47pm. Mike Hutchinson left at 6:35pm.

3. APPROVAL OF MINUTES

Approved as amended.

4. BUSINESS ITEMS

A. PEDESTRIAN SAFETY IMPROVEMENT PROGRAM PROJECT UPDATE (JENNIFER KAMMERZELL)

Jennifer provided an update on the citywide Pedestrian Crosswalk Improvement Project. She distributed lists of the locations that came up through outreach organized by district. The neighborhoods reviewed these lists over the summer. Jennifer also displayed the interactive project website. Project installation is under way now with striping projects occurring first. Work will continue through Thanksgiving and then take a break for holidays and weather until March 2015. It is expected to be complete by August 2015.

The project is being done as design / build and as many projects as the City can afford will be installed. The Commission on Disabilities and Community Development Block Grants, as well as General Fund revenues, are contributing to these projects.

Kristina Walker Question: What do downtown funded checkmarks mean?

Jennifer Kammerzell Response: Downtown got a separate allocation. All green projects are funded.



Justin Leighton Question: Does the city have a database of where disabled people live in order to help prioritize ADA improvements?

Jennifer Kammerzell Response: We don't have a full census of the city but the ADA Coordinator has a separate pot of funding for improvements to serve specific users at a location.

John Thurlow Question: Will this process and this list live on?

Jennifer Kammerzell Response: Yes, and it will be the TC's role to help work on this.

B. TRANSPORTATION MASTER PLAN – MODE LAYERING (DAN GRAYUSKI AND JUSTIN RESNICK)

Dan G provided a brief introduction of the multimodal planning process that the Commission, City staff, and the consultants have been undertaking so far. Previous meetings have dealt with individual travel modes and tonight is the first night we will put them all together to consider how all the modes interact to create a complete network.

Justin R distributed a street typology packet that provided examples of what each modal priority network could look and feel like, including specific design elements that might be considered. He stated that the Commissioners should feel welcome to think of "outside of the box" solutions during this planning-level process. More in-depth analysis will be appropriate in the future for specific corridors that have many demands and limited right of way. At this stage, Commissioners should consider how some modes can be complementary or accommodated using innovative designs and treatments.

Justin Leighton Question: Are we including land use / building design elements when we assign something as a pedestrian street?

Steve Atkinson Response: The Street Typology map designates the MUC primary pedestrian streets with their respective design guidelines.

Justin Leighton Follow-Up: So are we choosing these design guidelines or something more basic?

Justin Resnick Response: We're dealing with the right of way, not buildings.

Andrew Strobel Comment: LU code may change over time with growth.

Judi Hyman Question: Is this LOS?

Justin Resnick Response: No, but these network maps will combine with the level of service standards to develop our infrastructure improvement packages.

John Thurlow Comment: Pedestrian priority isn't exclusive to just the 20-minute neighborhood streets; many other streets should include sidewalks.

Dan G explained the list of 14 "conflicted corridors" that the Commissioners would start thinking through tonight. These corridors are identified on 3 or 4 different priority networks and do not have enough space to prioritize all modes. City staff and the consultant team prepared and posted around the room numerous maps and data to support a deliberative process by the Commissioners on what modes to prioritize on these corridors. For each corridor, each member of the consultant team who led a modal planning process will provide a brief description of existing conditions and the future vision for the corridor. Commissioners will then be encouraged to engage in discussion over which modes to prioritize on each conflicted corridor.

6th Ave / Division Ave

Judi Hyman: Auto and transit

Jane Moore: Transit for Link on Division, busy bus route, peds need to walk to bus and 6th Ave businesses.

Kristina Walker: Corridor has two very distinct pieces. Union to Sprague should be walk / bike. Division transit.

Andrew Strobel: Seconds Jane's comments on transit. Bike / rail: rather keep ped and transit than bike. Bikes have N 8th.

Kristina Walker Question: What about S 8th?

Kim Voros Response: 6th has been elected as a protected bike lane.

Judi Hyman: Union to Sprague is a different experience than Sprague to water. Transit and auto to the water too.

Justin Leighton: transit priority because it's part of PT's most productive route. Then ped, then bike maybe. Link might go there one day.

Jacki Skaught: There aren't many other choices for cars coming into downtown from the west. Runs straight to the hospitals for example. Neighborhoods around there don't appreciate cut-through traffic.

Mike Hutchinson: transit, ped, bike.

Yoshi Kumara: transit and ped, move bikes off 6th.

Vance Lelli: Agrees with Yoshi, doesn't want to prioritize bikes on the corridor. PTA.

Kristina Walker: If we don't include bikes on the whole corridor, it delays bikes much more than other modes, they'll need accommodation at some point.

Final answer: TP(B)

N Narrows Dr / N 26th St

Justin Leighton: could be split at Pearl: SR 16 to Pearl and then Pearl to Proctor.

Andrew Strobel: agrees on splitting in two.

Jacki Skaught: go all the way to Alder instead of just to Proctor.

Proctor to Pearl

Justin Leighton: How wide is 26th there?

Andrew Strobel: pretty wide from Pearl to Proctor, narrower to Alder.

Mike Hutchinson: peds important for Proctor business district, bikes are important, transit falls off. Second half: auto and bike.

Andrew Strobel: bike, ped.

Jane Moore: BP.

Kristina Walker: 26th is higher frequency for buses because 21st has very little density.

Justin Leighton: BPT.

Vance Lelli: What would this street look like?

Final answer: BP(T)

Pearl to SR-16

Jane Moore and Jacki Skaught: fine as is – ABP.

Kristina Walker: AB, then P.

Final answer: AB(P)

N 21st St / I St: little transit currently, medium intensity in the future. Some bike lanes exist, bike lanes throughout in the future.

Judi Hyman Question: Where does sidewalk maintenance fall? Does that then force residents to fix their sidewalks.

Justin Leighton Response: We're not the sidewalk police.

Andrew Strobel Follow-Up: TPU wants to place mono-poles all along 21st to open up ROW width.

Andrew Strobel: TB, maybe CS with monopoles from Proctor to Pearl as a signature project.

Jane Moore: hard to change driver habits on 21st. AB.

Judi Hyman, Kristina Walker, Jacki Skaught: AB.

Justin Leighton: TB

S 12th St

Justin Leighton: Need to acknowledge what we did on 6th.

Jacki Skaught: AP

Kristina Walker: 12th on bike is less pleasant than S 8th. 15th has bike lane for portions.

Gary Hofmann, Yoshi Kumara, Judi Hyman, Andrew Strobel, John Thurlow: AB.

Final answer: AB

S 19th St

Hospitals along the corridor, TCC, retail areas, Cheney Stadium, Gig Harbor route.

Justin Leighton, Jane Moore, Andrew Strobel: TA

Kristina Walker: If we go TA, can we have safe pedestrian and bicycle crossings?

Judi Hyman Question: Shouldn't TA always have good pedestrian crossings? Want to see caveats as we come up with them.

Andrew Strobel Response: The city would have to include sidewalks and ADA requirements simply by touching the street.

Need an innovative solution to get on and off the Scott Pierson Trail when it interacts with S 19th St.

Final answer: TA

SR 509 / Marine View Dr

John Thurlow: 167 will happen someday. FA, a little T, B in long term maybe as a trail. Heavy haul route should end at Schnitzer Steel.

Andrew Strobel: AF

Kristina Walker: everything

Vance Lelli: FA. Current picture of the street: truck parked on the sidewalk, trucks on the street, roads in poor condition. Trucks line up to enter the Port area.

John Thurlow: Trucks back up to enter Alexander Ave.

Justin Leighton: FA, with separated BP trail from NE to downtown.

Final answer: FA, with possible separate trail for PB.

Center St

Has available capacity for autos. Lower intensity transit service in the future. One of the few bike routes under SR-16.

Justin Leighton Question: Is there much freight there?

Dan Grayuski Response: not really.

Vance Lelli Follow-Up: It's about delivery access, less than large freight.

Justin Leighton Question: Why is this a freight corridor?

Josh Diekmann Response: Industrial access.

Justin Leighton: Corridor goes residential, retail / residential, residential / industrial, downtown,

Judi Hyman, Jacki Skaught: Warehouse access.

Justin Leighton: ABT

Vance Lelli: AFT, garbage delivery trucks on the west end. FT are compatible here.

Judi Hyman, Jacki Skaught, John Thurlow: AFT

Andrew Strobel: ATF.

Kristina Walker: AB.

Judi Hyman: FB.

Yoshi Kumara: AB. Center St is better for B than South Tacoma Way.

Jane Moore: TFB.

S 56th St

Pretty heavy auto usage currently near capacity. Sounder station, lot of growth at Tacoma Mall, Sounder station at 56th & South Tacoma Way, medium intensity future transit, proposed protected bike lane.

Kristina Walker: bridges need to serve all modes, not a big bike corridor but need to accommodate crossings. Bikes can cross at 37th.

*Caveat: how do we cross the bridges?

Justin Leighton: no F.

Vance Lelli: A, housing not much commercial on the east side of I-5. West side has more activities.

Andrew Strobel, Yoshi Kumara, Jane Moore: dedicated bike / ped crossings of I-5. TA, with dedicated BP grade-separated crossing.

Gary Hofmann, Jacki Skaught, John Thurlow, Vance Lelli: ATB

Kristina Walker, Justin Leighton: BT

Vance: won't be in attendance for next meeting but his wife will come and take notes.

5. OTHER BUSINESS

A. PARKING TASK FORCE

Nothing

B. BPTAG

Meets next week.

C. STREETCAR TASK FORCE

Andrew, Justin Leighton, and Justin Camarata are meeting as streetcar group. Have some visions and goals, some lines on a map but nothing to share yet. The group will identify specific corridors for streetcar.

6. STAFF REPORTS

Justin Leighton, Jane, and Andrew presented to IPS on the TC's year in review and upcoming work plan with a detailed TMP update from Josh and Justin Resnick. Josh promised a lot more substance to IPS Dec 10 and we also have a PC meeting on Nov 19. Dan Grayuski handed out a future schedule and Josh explained the roadmap to the future. Josh confirmed that PSRC has to approve the TE.

7. PUBLIC COMMENT

Budget meetings are happening right now.

Pierce County Trails Conference is October 29th at Pt Defiance Pagoda. See Jane for more info.

8. ADJOURN

The meeting was adjourned at 7:40pm.