



City of Tacoma
Transportation Commission

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

MINUTES

MEETING: Transportation Commission Meeting
TIME: Wednesday, November 5, 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, Gary Hofmann, Vance Lelli, Jacki Skaught
ABSENT: Judi Hyman (excused)

1. CALL TO ORDER

Justin Leighton called the joint meeting to order at 5:36pm.

2. ROLL CALL

Jacki Skaught arrived at 5:41pm. Vance Lelli arrived at 6:29pm. Justin Leighton left at 7:00pm.

3. APPROVAL OF MINUTES

John Thurlow asked about the protected bikeway along the Port and if it needs more coverage in the minutes. Remove "possible" from separated bike / ped trail. Minutes approved as amended.

4. BUSINESS ITEMS

A. SOUND TRANSIT LONG RANGE PLAN – TACOMA MALL (JUSTIN LEIGHTON)

Justin discussed the possibility of Tacoma Mall being the terminus of the Central Link extension. At this point the only way to get this change approved would be for Mayor Strickland to bring it up in discussions with the Sound Transit Board and request approval. The line would still stop at the Tacoma Dome Station and then continue to the Mall. This draft letter would get forwarded to Councilman Mello for consideration if supported by the TC.

Kristina Walker Question: We're sending this to IPS, asking them to write something similar, then forward it on to the Mayor?

Justin Leighton Response: Correct.

Jennifer Kammerzell Comment: IPS could forward along with their support.

The Long Range Plan Update is slated for the December meeting.

Andrew Strobel Comment: Getting Central Link to Tacoma is exhaustive even to get it to the Dome. It's good to ask for this extension because you don't get it if you don't ask and it seems better than some of the other options.



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

Andrew moved to approve the letter in its current form. Motion approved.

B. TRANSPORTATION MASTER PLAN – MODE LAYERING (JOSH DIEKMANN, JENNIFER KAMMERZELL, AND JUSTIN RESNICK)

Josh began with an explanation of what modal priorities mean for modes that aren't identified as priorities on a particular street. All streets should accommodate all modes to the extent possible. Sidewalks are a part of every roadway improvement project and new design standards will reflect that.

For prioritization, the 20-minute neighborhoods identify where we want to go the extra mile to make streets extremely welcoming to pedestrians.

Justin Leighton Comment: Some Commissioners wonder if pedestrians should be planned for on a corridor basis or in another fashion. Focusing on high-density commercial areas for walking should be paramount.

Kristina Walker Question: Where are 20-minute neighborhoods being designated and what does that mean? We want to avoid de-prioritizing pedestrians in key commercial areas.

Justin Resnick Response: The mixed-use centers are the center point of each 20-minute neighborhood given that the vast majority of growth is being allocated to the MUCs.

John Thurlow Question: Shouldn't we include high quality crosswalks across auto corridors to ensure safe conditions for pedestrians?

Josh Diekmann Response: Yes, intersection treatments are appropriate to ensure safety of all users, even when a different mode is prioritized on the corridor.

Jane Moore Comment: We really need to look to the goals and policies for long term consistency.

Justin Leighton Follow-Up: Some Commissioners are concerned about the implementation of the TMP vision by the City.

Justin Resnick Response: The draft final goals and policies document, along with a tracking table of changes, are on the agenda for the November 19th meeting to ensure we are working toward the shared vision.

Jennifer presented examples of multimodal corridors that currently exist around the City and how the Mixed-Use Complete Streets Design Guidelines work. She also described an existing bike lane project on 56th between Orchard and Adams to match UP and connect to the Souder Station.

Justin Resnick presented example cross-sections depicting the level of pedestrian accommodations on different modal priority network streets. Safe pedestrian facilities are present in all cases with more space and amenities devoted to pedestrians on streets with more expected walking activity, such as on transit corridors and in the 20-minute neighborhoods.

Next, Justin presented an interactive web map with the 20-minute neighborhood polygons and pedestrian priority network displayed. He explained that the pedestrian corridors represent the arterial and collector streets that fall within the 20-minute neighborhoods and opened a

discussion among the Commissioners over whether analyzing pedestrian needs along these corridors felt like the right approach.

The Commissioners agreed that pedestrians should be thought of on an area basis instead of by corridor because very few people will walk such long distances. At a minimum, pedestrians should be able to move safely along all streets in Tacoma. For example, simple transverse line crosswalks are not enough to call an arterial crossing “safe.” Jennifer stated that City staff and contractors employ context-sensitive designs and would use safety as the standard for determining appropriate designs.

Diane Wiatr Comment: We still need to consider the corridors outside these areas for safety and crashes.

Josh Diekmann Response: We will emphasize this through the policy discussion.

Justin Resnick Follow-Up: Transit corridors are a good example of streets that would receive extra attention for pedestrian facilities even if they are not in 20-minute neighborhoods because people must be able to safely access transit.

Commissioners next took back up the conflicted corridor review.

Center Street

Conditions: some auto volumes but there is excess capacity, planned bike lanes and mostly existing sidewalks, some transit service but not the entire corridor, freight is important for industrial properties and development west of SR 16.

Yoshi Kumara: BFT

Kristina Walker Question: Is Alder a bike lane?

Kim Voros Response: Cedar is a proposed cycletrack to 12th.

Kristina Walker: BT

Gary Hofmann: South Tacoma Way could lose a lane for a bike trail so we should emphasize freight on Center.

But property lines and getting under SR 16 will be a challenge for a trail.

Justin Leighton: South Tacoma Way is a freight corridor today, why don't we leave it as is?

Gary Hofmann: BT, keep F on South Tacoma Way.

Jennifer Kammerzell: Funding for the Water Ditch Trail is already in place and has been on the City's list of projects for quite some time.

Justin Leighton: BT

Andrew Strobel: BT(F)

John Thurlow: Need to take care of freight on Center St and South Tacoma Way.

Jacki Skaught: Drives this street quite a bit and has seen an increase in freight traffic coinciding with growth. BA(F)

Final answer: BT and conjunction with South Tacoma Way for freight. Would like to see staff recommendations for the two corridors.

South 72nd Street

Conditions: little excess capacity, planned protected bikeway, has seen significant growth in transit use for low-income population and connecting to Lakewood.

Andrew Strobel, Yoshi Kumara, Gary Hofmann, Vance Lelli: TA, bike connectivity across I-5 important.

Jacki Skaught, Jane Moore: TAB

Kristina Walker: TB

Final answer: TA(B)

Orchard Street

Conditions: available auto capacity, proposed bike lane, no transit currently.

Freight component no longer valid and no transit exists, therefore no longer a conflicting corridor.

Final answer: AB.

Thompson Ave / Yakima Ave

Conditions: some available auto capacity, proposed bike lane, well-performing transit routes currently.

Jane Moore, Kristina Walker, Justin Leighton: BT

Jacki Skaught: TAB

Final answer: BT

Portland Ave

Freeway south to City limits

Conditions: strong transit corridor, proposed cycletrack, busy auto but maybe some capacity if shifts occur.

Jacki Skaught: TBA

Andrew Strobel, Gary Hofmann, John Thurlow, Jane Moore: TA

Vance Lelli, Mike Hutchinson: AT

Kristina Walker, Justin Leighton: BT

Final answer: TA

North of I-5: F.

Pearl Street

Conditions: auto almost at capacity, strong transit, T-3 freight corridor, bikes planned at northern end.

Yoshi Kumara: TA

Jacki Skaught, Gary Hofmann: AT

Mike Hutchinson: Should consider as a system with Vassault, Ruston.

Andrew Strobel: A(B), other routes available for BT and it's a state route. Consider dividing at 46th for bikes entering Ruston.

Vance Lelli, Kristina Walker: TA, B on the north end.

John Thurlow: AT(B)

Final answer: AT(B)

Pacific Ave

Conditions: approaching capacity for autos, proposed bike lane but bike boulevard proposed two blocks over, highest ridership transit corridor.

South of I-5

Josh Diekmann: bike / ped safety across is important.

Kristina Walker: TA

Gary Hofmann: AF

Andrew Strobel: TF

Vance Lelli: ATF

Yoshi Kumara: TF

Final answer: TF

North of I-5

Built out, leave it. Currently TA.

Puyallup Ave

Conditions: some excess capacity, proposed protected lane, big transit connection to Dome, freight connection to the Port but bridge has weight restrictions.

Kristina Walker Question: Where is freight going?

Gary Hofmann Response: From highway to Port.

Kristina Walker Follow-Up: What about D St slip ramps?

Andrew Strobel Response: If we get D St and / or 167 then might work.

Gary Hofmann Response: Freight typically goes Puyallup – Pacific – 509 to get across the waterfront. Due to weight it's otherwise I-5 to Lincoln.

Gary Hofmann Question: Has a road diet been selected for Puyallup?

Josh Diekmann Response: Not yet but it is a discussion piece.

Anne James Comment: Important for bikes because 509 isn't an option.

Diane Wiatr Comment: ST station access study emphasizes the importance of accommodating other modes.

Andrew Strobel: TF, D St slip ramps should take freight across the Port if they happen but Puyallup may still serve some freight. Beautification as an entry to Tacoma is important.

Mike Hutchinson: BT(F)

John Thurlow: TF(B)

Kristina Walker: TB

Final answer: TF(B) until freight has a better way.

5. OTHER BUSINESS

A. PARKING TASK FORCE

No updates.

B. BPTAG

Janet Higbee: Concerned about bike and ped connections along Jackson. Also advocates for S 19th being safe for bikes because there are limited options.

C. STREETCAR TASK FORCE

Group has been meeting to develop a map for discussion by TC and potential forwarding on to Council.

D. COMMISSION COMMENTS

Andrew wanted to make sure currently updated documents were available on the website and Jennifer just updated it on Saturday.

John Thurlow shared that the Billboard Task Force will be meeting to discuss types of streets that accommodate or prioritize billboards. This group would appreciate hearing about the corridor process with the Transportation Commission.

Kristina Walker Question: When is public comment happening?

Jennifer Kammerzell Response: January.

6. STAFF REPORTS

Water Ditch Trail will be discussed at the next meeting. Jennifer will send out the Sound Transit Long Range Plan update materials.

7. PUBLIC COMMENT

Diane: The City Council study session on the proposed Public Works budget for the next two years is on Tuesday, November 18th.

Chris Karnes from the Pierce Transit Community Transportation Advisory Group pointed out that the City of Seattle overwhelmingly passed a transit tax and so the City of Tacoma should consider this for the future in order to reach the proposed amount of transit service. City of Tacoma has supported Pierce Transit ballot initiatives in the past so they're worth considering again.

Anne James stated that she wants to see more bike routes in east Tacoma.

8. ADJOURN

The meeting was adjourned at 7:34pm.