



MINUTES

- MEETING:** Transportation Commission Meeting
TIME: Wednesday, January 7, 2015 5:30pm
PLACE: 9th Floor Visibility Center, Tacoma Municipal Building
747 Market Street, Tacoma, WA 98402
- PRESENT:** Justin Leighton, Jane Moore, Andrew Strobel, Kristina Walker, Judi Hyman, Jacki Skaught, John Thurlow, Yoshi Kumara, Mike Hutchinson
- ABSENT:** Vance Lelli and Gary Hofmann were absent

1. CALL TO ORDER

Justin Leighton called the meeting to order at 5:33pm.

2. ROLL CALL

Vance Lelli and Gary Hofmann were excused absences.

3. APPROVAL OF MINUTES

Jane Moore called last month's meeting to order. Michael Hutchinson was present. 5c: Justin Leighton was concerned.

4. BUSINESS ITEMS

A. TRANSPORTATION MASTER PLAN – MULTIMODAL CORRIDORS – CROSS-SECTION CONCEPTS (JUSTIN RESNICK)

Justin Resnick presented on the conflicted corridors and how the consultant team tried to nail down street treatments where multiple modes are listed as a priority. The packet includes three matrices for roadways with 3, 4, and 5 lanes, respectively. Justin presented the matrices as suggested treatments.

He explained how the matrices were structured:

- Modes going down each row represent the primary mode
- Columns represent the secondary mode

As such, pedestrians are always on a row, since they are always a priority. Justin went through a few examples on the five lane matrix to show how the matrix works.

Justin Resnick presented the matrices as guidance (not rule) and also an outreach tool.

Invited comments:



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Judi Hyman Question: Is the red a transit only lane?

Justin Resnick Response: Yes.

Kristina Walker Question: Why are there no examples of getting rid of the center turn lane?

Justin Resnick Response: These are midblock images.

Justin Leighton Comment: Center turn lanes feel very suburban. I wonder if there wasn't a better use for that space.

Justin Resnick Comment: I agree that the comment makes sense. We could find a way to address this.

Justin Leighton Comment: There are lots of treatments to consider – adding to urban tree canopy, etc. Sprague Avenue is a great example of an unnecessary turn lane. I liked the toolbox suggestion.

Andrew Strobel Comment: The matrices aren't design codes, they are suggestions for how to allocate right of way.

B. TRANSPORTATION MASTER PLAN – PERFORMANCE MEASURES (KENDRA BREILAND)

Kendra Breiland presented some draft performance measures on boards to get a sense of major topic areas that the city should monitor as it builds its transportation system and the metrics we should track under each one.

Kristina Walker Question: Are we aiming to have only one of these measures or one under each category?

Kendra Breiland Response: We'll probably need a set of measures under each topic area but that's what we're here to discuss.

System Completeness

Already discussed during level of service presentation. Success would be evident if the transportation system is keeping up with development.

Sustainability

Mode split, VMT per capita, number of employees participating in TMAs are example measures. Decreased SOV mode share, lower VMT per capita, increase in TMA participants are examples of success. Monitoring these items would be more expensive and takes longer to change so an every 5 year timeframe might make more sense.

Equity

Focusing on equitable modes and disadvantaged areas of the city. Could measure through miles of sidewalk and bike facilities constructed, dollars spent in underserved communities, Census data on zero car or low income households.

Safety

Collision rates, injuries / fatalities, pedestrian / bicycle. Aspirational measurement would be a reduction in total collisions, potentially per capita to be more realistic.

Health

Physical activity, air quality. Examples of success include daily time spent walking or biking, number of jobs accessible by transit, and transportation emissions.

System Preservation

Pavement quality, maintenance funding. Reduced number of lane miles with poor pavement rating, maintenance complaints, and increase annual investment are all measures of success.

Jacki Skaught Question: What about financing? Replacements, repairs, transit fares play a role into the financial picture.

Kendra Breiland Response: We touch on it a bit in system preservation and system completeness so what additional question are we trying to answer?

Jacki Skaught Question: We need to be aware of how much things cost over time. Should we assign a numerical value? Are we tracking capital costs?

Justin Leighton Question: How does this relate to partner agencies?

Mike Hutchinson Response: This should tie back to the Financial Stewardship piece of the goals and policies.

Justin Resnick Response: Yes, this process should tie back to the GNPs.

Kristina Walker Question: How do we ensure that system completeness builds the modes out equally?

Kendra Breiland Response: The modal equity measure intends to get at this issue.

Kristina Walker Comment: Perhaps we should assign a percentage of funding in dollar value to each mode.

Kendra Response: We could specify system completeness by mode.

Jacki Skaught Question: Would we have the flexibility to reevaluate our targets?

Andrew Strobel Response: This would be a conversation that openly expresses where you're investing funds.

Kendra Breiland Response: Yes, we shouldn't lock ourselves to an exact even split by mode.

Josh Diekmann Comment: The accountability and tracking of accomplishing these goals is valuable, however it gets tricky when we need to decide the proportion of a bridge that serves certain modes, for example.

Justin Leighton Comment: The financing piece is dollars spent on modes and we ought to be more concerned with progress toward completing the system. The exact number of projects and the conditions they improve are what's important.

John Thurlow Comment: We need to set priorities on the projects we select.

Andrew Strobel Comment: Perhaps dollars spent isn't the right metric, miles might work better. This information should be included in grant applications, project descriptions, or other sources that can help us with accounting. The percentage of a mode being accomplished ties back to level of service.

Justin Leighton Comment: We still need to see the level of service in a written document.

Kendra Breiland Comment: City of Redmond tracks percentage of the ultimate system they've built over time and this ties into their prioritization calculations.

Jane Moore Question: Can we see an example of the City of Redmond's policy language?

Justin Resnick Response: See Policy 3.4

Justin Leighton Question: What if we have no development in Tacoma?

Kendra Breiland Response: It's not localized, it's citywide. The TMP will define the projects derived from the Layered Network into a 20-year project list. We will then compare land use growth against this list. What happens when an improvement costs more than it's worth? Other LOS policies lead to inconsistencies with modal and other goals.

John Thurlow Comment: The Redmond idea could help us play catchup, which is a lot of the issue we're trying to deal with.

Justin Leighton Question: How do we measure development?

Josh Diekmann Response: Land use approval. It's only a development if it increases the land use intensity. The two horizons we're working with are total planned land use growth and total transportation system.

Kendra Breiland Response: We tend to look forward with these plans to accommodate future development using level of service and concurrency. This isn't the only reason that a city makes transportation improvements – safety, for example.

Justin Leighton Comment: I want to know what our current rate of growth is so we can compare to our future targets.

Diane Wiatr Question: In addition to population and employment growth, what is Walmart? What about physical developments that are attractors but don't necessarily create jobs or population?

Justin Leighton Comment: Sounds like we want more data-driven measures.

Judi Hyman Question: We want to assign numbers to these metrics, right?

Kristina Walker Comment: I really like all 6 topic areas, but I would like input from the people who will actually measure these.

Andrew Strobel Question: City is tracking carbon footprint related to vehicles so we could add this metric to our health topic area. Perhaps Pierce Transit has metrics related to Title VI?

Justin Leighton Comment: We can't make changes that impact certain populations too much.

Andrew Strobel Comment: This sounds like a good opportunity for information-sharing.

Jane Moore Comment: STAR city rating requires the city to track carbon footprint.

Andrew Strobel Comment: Under system preservation, the city used to track failing roads.

Josh Diekmann Comment: We used to track roadway pavement condition and are currently in the process of updating this system.

Andrew Strobel Question: If certain roadways were maintained and not allowed to fail then they would be cheaper in the long run. Is this something we want to track?

John Thurlow Comment: It's not just failing roads, it's our ability to maintain what we've got and gain ground in improving existing conditions.

Jane Moore Comment: Our safety goal should be zero, even if it's aspirational.

Justin Leighton Comment: We should avoid using trademarked names.

John Thurlow Comment: An aim of zero severe injuries and deaths can help steer us on prioritizing which roads to bring to the front of the list.

Justin Leighton Question: What's next in the process?

Kendra Breiland Response: We'll send out the Redmond materials, develop these metrics further, and bring them back at a later meeting.

Evette Mason Comment: The city might be able to easily track claims by mode or geography.

Justin Leighton Question: Do painted crosswalks and pedestrian beacons fit into this discussion as part of the system?

Kendra Breiland Response: Yes, the pedestrian priority areas are placed where we might think of adding these types of projects onto the list.

Andrew Strobel Comment: These would likely be prescriptive elements given safety conditions and needs.

5. OTHER BUSINESS

A. PARKING TASK FORCE

Residential permit information will be discussed tomorrow night, drafted based on the last public open house. The current system is life long and only costs \$2 so changing may be difficult. The program hasn't been used much since it began.

B. BILLBOARD TASK FORCE**C. BPTAG**

BPTAG toured the Link extension route recently with a Sound Transit representative and looked at how to preserve connectivity with existing bike facilities and support safety between bicycles and rail tracks. The draft letter would ask for TC's approval to then forward on to IPS. Median station placement allows bike facilities to remain. BPTAG would like clear road marking and safety signage. There are a couple of design options other than a median but BPTAG would like to see median stations. 7th and 4th are both intended to have median stations. City staff, Kurtis Kingsolver, Steve Durrant, and Sound Transit all explored the route together. BPTAG is requesting a median station at Stadium and 1st also, which is not currently planned. Essentially, the group is asking for all median stations to move the tracks further from the curb and allow potential bike facilities in the future. Along Wright Park, the request is for paint and signage for Division and Yakima to encourage safe crossings by bicyclists. From J to Division there should be paint and signage. J St is meant to be a bicycle boulevard in the future so group recommends to do it at the same time.

Justin Leighton Comment: I'm concerned that we're trying to shoehorn a city project into a Sound Transit project.

Mike Hutchinson Comment: If we're having a significant impact on MLK then we're providing a good alternative for bicyclists.

Diane Wiatr Comment: The J St bike boulevard is in the Hilltop Subarea Plan and the MoMap.

Justin Leighton Comment: It seems like BPTAG is trying to make a different group pay for a city project, which is inappropriate.

Kristina Walker Comment: The letter doesn't state who should be paying for J St.

Andrew Strobel Question: With regard to BPTAG's recommendations and pedestrians, are median stations less safe for walking compared to stations at the side of the road? Perhaps we should be adding more specific pedestrian accoutrements to the letter.

Diane Wiatr Response: The letter is intended to review bikes and tracks specifically. The group discussed whether median or side of the street stations are safer with Sound Transit. The existing UWT station is a median station, for example.

Jane Moore Question: Are there plans to provide safe crossings for these median stations?

Andrew Strobel Follow-up: What are we committing to make these stations safe?

Diane Wiatr Response: Side stations would also require pedestrian improvements so the key difference is how the station layout affects bicycling. It sounds like having Sound Transit provide some safety information on side versus median stations and including some specific pedestrian recommendations would address these concerns.

Justin Leighton Question: What do we do with letter now? Who does it speak for?

Diane Waitr Response: If the TC is not comfortable with the letter then it will not be sent to Sound Transit. BPTAG submits this letter for the information of the TC and hopes it can provide them information

Kristina Walker Comment: I would be comfortable approving the letter with direction for BPTAG to include pedestrian recommendations.

John Thurlow Comment: Agreed

Justin Leighton Comment: Should include consideration of other modes, such as left turns and driveway access.

Andrew Strobel Comment: Would have been nice if this task originally included pedestrians in addition to bicyclists. Concerned about approving a letter without these considerations.

Diane Waitr Response: The discussion with Sound Transit on the tour always included pedestrian safety.

Andrew Strobel Comment: The letter should then include these details.

Justin Leighton Comment: A median station at 11th and MLK would impact the left turn pocket or require a midblock crossing.

Yoshi Kumara Comment: The letter doesn't have to address all modes because BPTAG covers biking and walking but it should include pedestrian improvements at a similar level as bicycling.

Mike Hutchinson Comment: Completely comfortable with the letter because it specifically states it's exploring needs for cyclists. It's up to Sound Transit to cover the rest of the modes.

John Thurlow Comment: We're taking on faith that Sound Transit engineers are considering the pedestrian issues.

Jennifer Kammerzell Comment: Sound Transit will present to TC on February 4th and this would be a good opportunity for TC to share their thoughts.

Kristina Walker Moves to approve the letter with a reference to pedestrian safety.

Mike Hutchinson Seconds.

Justin Leighton Proposes to amend point 8. No second.

Yoshi Kumara Question: Will there be a specific letter for pedestrian needs?

Diane: A walking audit with Sound Transit would be required to do that.

Motion passed.

DOTG is looking for members of the transit and bike subcommittees.

Will TC be continuing to meet twice a month through the end of the TMP? We're currently scheduled to put the draft TMP out to the public in mid-February and then pass it off to the Planning Commission. City staff will bring a full schedule back at the next meeting.

6. STAFF REPORTS

Ian Munce shared an upcoming public meeting for the Port's Emergency Response and Intelligent Transportation Systems Plan. PSE is proposing a liquefied natural gas plant and there's also a methanol plant proposed. The other piece of the discussion will be the reports being written and how they tie into the TMP. Monday's meeting is preliminary. Dan Grayuski will be presenting on this topic to the TC.

7. PUBLIC COMMENT

No comments.

8. ADJOURN

The meeting was adjourned at 7:26pm.