

Tacoma Mall Neighborhood Subarea Plan Transportation Commission Project Update



November 18, 2015

City of Tacoma

3 Square Blocks

Project Area



Policy background



- GMA and Vision 2040
- Regional Growth Center
 - Density, transit, jobs & housing, livability
- Growth Targets:
 - Additional 7,555 jobs & 8,079 people
- Community concerns, negative perceptions
- Watershed Protection grant

Project Approach



- Placemaking for identity & neighborhood structure
- Smart growth approach to improve:
 - Quality of life, safety, livability, health
 - Water quality, green infrastructure, air quality
 - Investment climate & development quality
- Mobility & transit-oriented development
- Upfront environmental review and mitigation
- Actions – capital facilities, projects, partnerships⁴

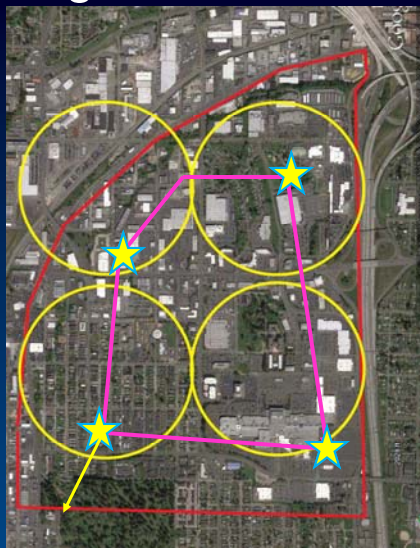
Public input



- Strong location, affordable and diverse
- Lacks identity/no sense of place
- Not walkable or bikeable
- Public health and safety/crime
- Lacks open space, green features, play space & schools
- Lacks local-serving businesses & healthy/affordable food access
- Growth occurring haphazardly
- Equity and empowerment

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Neighborhood Structure



4 quadrants with distinct characteristics

$\frac{1}{4}$ mile radius
5 minute walk

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Goals for Neighborhood Structure

Common to all quadrants:

- Coherent, cohesive urban form
- Walkable everywhere
- Parks, public places, transit access
- Linked with bike/ped loop
- Improved image, access & investment climate
- Strategic investment to capture multiple benefits

Distinct to each quadrant:

- Character & identity
- Internal connectivity
- Gradations in height, scale & form
- Focal points



Illustrative Vision Plan



Transportation



- Build on the TMP
- Complete the street network (all modes, reconnect grid, finer grain)
- Internal network capture/options with bike/ped loop street
- Multiple connections in/out for all modes
- Integrated bus/rail transit station in central location
- Green streets, complete streets, organized parking

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TMP – All modes



Parks, Open Space & Circulation Concepts

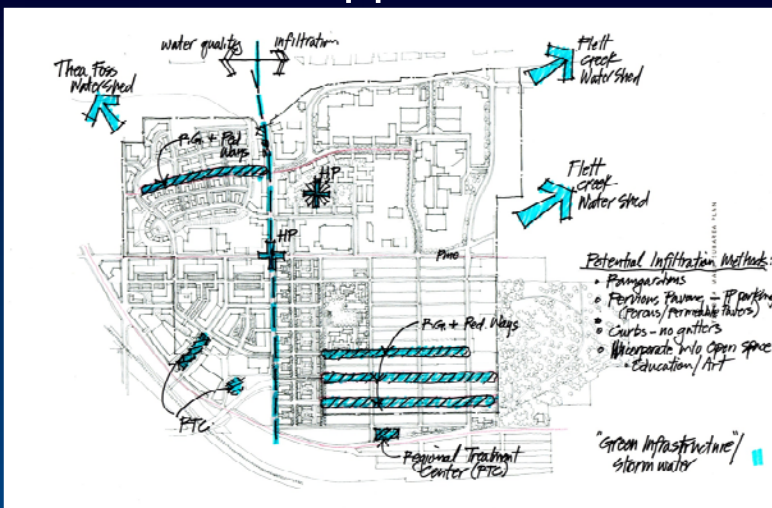


Transportation Opportunities



Proposed Dedicated I-5 Slip Lane

Stormwater Opportunities



Green Street Concept

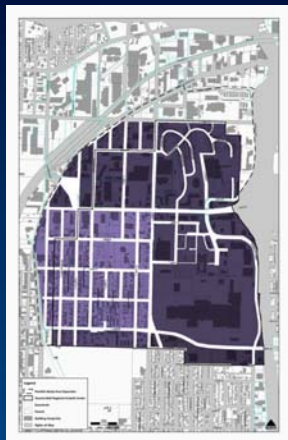


Potential Regulatory Approach



Existing Zoning Map

Potential Zoning & Street Grid



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Next Steps



- Consultation with stakeholders
- Define EIS alternatives
- Refine and build on concepts





Mall Quadrant



- Large scale development
- Infill & structured parking
- Public gathering places
- Public & private streets
- Light Rail station
- Public park on hill
- I-5 direct access



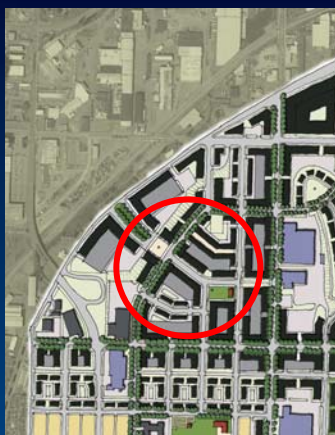
West of Mall Neighborhood



- Transition to lower scale
- Retain existing block structure
- Allow local serving retail & service
- Re-integrate Madison School
- Complete & green streets
- Neighborhood park



NW Quadrant New Gateway/ Potential TOD Development



- Re-developed, large scale
- New street pattern
- Sounder Station concept
- Take advantage of hillside
- Stormwater facilities as street & park features



NE Quadrant



- Low to medium density residential development
- Use curvilinear street pattern
- Oriented to topography
- Neighborhood parks for place-making and as separators
- Mixed-use industrial to north



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MEMORANDUM

Date: October 22, 2015
To: Josh Diekmann, City of Tacoma
From: Ariel Davis and Dan Grayuski, Fehr & Peers
Subject: **Brewery District Transportation Study - Performance Measures**

SE15-0409

This memorandum proposes performance measures for the Brewery District Transportation Study. Performance measures are identified for autos, freight, pedestrians, bicycles, transit, and parking. We looked to two sources for performance measures: the Transportation Element adopted in 2004 (most recently amended in 2010) and the Draft Final October 2015 Transportation Master Plan (TMP).

Auto & Freight

For all scenarios (existing conditions, the near-term horizon year, and the long-term horizon year), we will complete a volume-to-capacity ratio analysis as outlined in the 2004 Transportation Element. Capacities will be determined using the City's travel demand model. In addition, we will also complete an intersection level of service (LOS) evaluation for all scenarios.

The proposed study intersections and roadway segments are shown in Figure 1.

System Completeness

The recently completed Draft Final TMP describes the concept of system completeness for all modes. The underlying policy is that the City will build the transportation system as defined in the TMP at a rate equal to or ahead of the pace of development during the planning horizon. In practice, we will compare the progress of development completion and infrastructure completion as described below:



- **Development completion:** The amount of development proposed in the Brewery District compared to the total amount of development proposed for Downtown, per the TMP. In other words, we will calculate the percent of overall downtown development that is represented by the Brewery District proposal. We would normalize commercial and residential development into a common denominator (person trips).
- **Infrastructure completion:** The dollar amount of projects that will be completed by the analysis year compared to the overall 25-year project list. For this, we will only consider projects serving Downtown. We will include all types of projects in this measure, including those benefitting autos, freight, pedestrians, bicycles, and transit.

For example, if the development proposed to be in place by 2022 (the near-term horizon) accounts for 30 percent of the growth expected for Downtown in the TMP, then at least 30 percent of the dollar amount of projects on the 25-year project list should be in place by that time. For informational purposes, we will provide the breakdown of project dollars by mode. However, the progress of building the system as a whole will be used as the performance measure. We will use the draft 2016-2021 Six-Year Comprehensive Transportation Improvement Program and the draft 25-year project list presented to the Planning Commission on October 7, 2015 as resources for the near-term and long-term horizon years.

Parking

On-street utilization will be used to evaluate parking within the study area. We will draw from past and ongoing studies as well as collect new data as needed to estimate existing on-street parking utilization. The Draft Final TMP targets a maximum occupancy of 85 percent. For the future year analysis, areas with expected utilization greater than 85 percent will be identified. The factors considered in estimating future parking demand will include mode shift, on-site supply, and pricing.



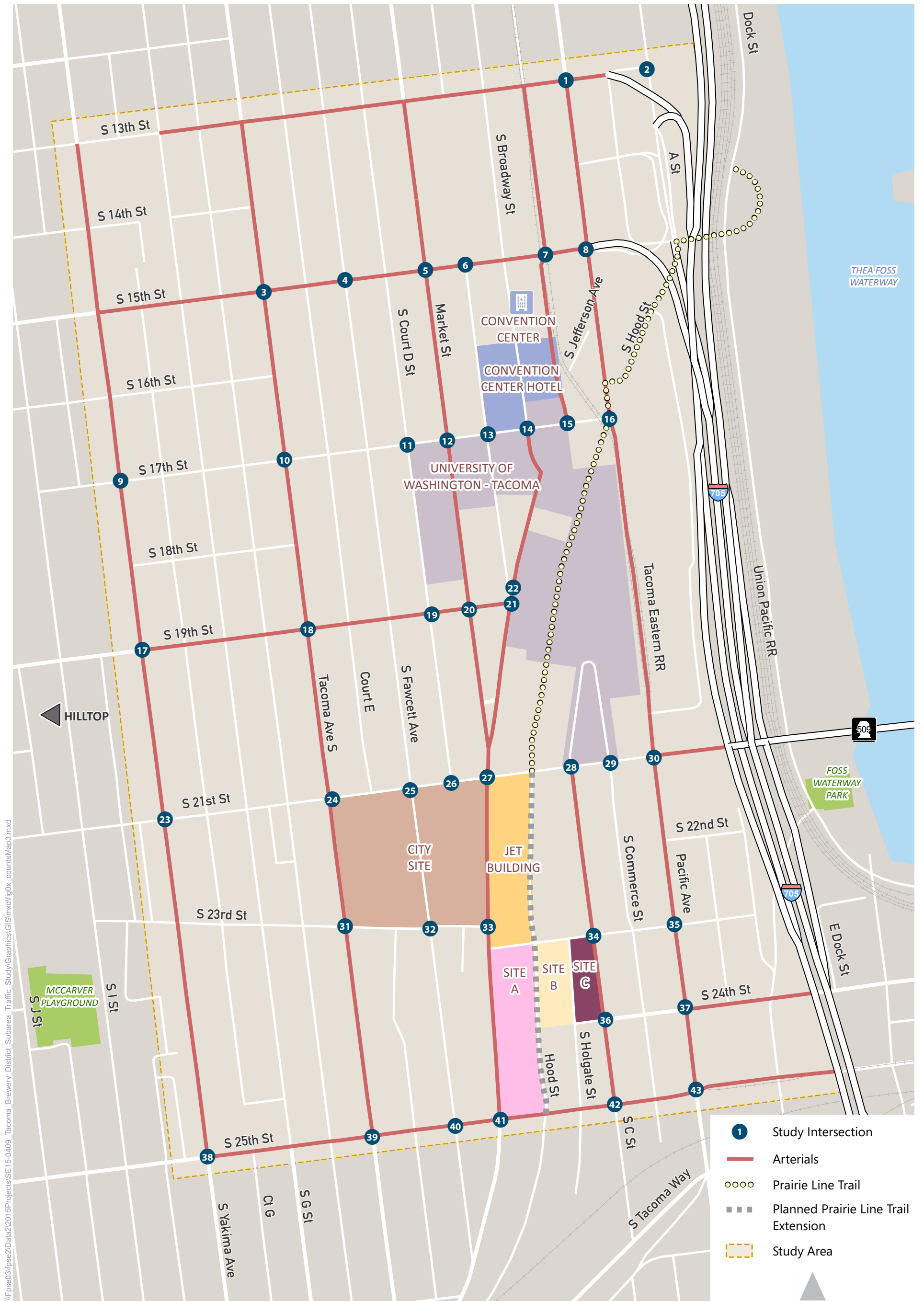
Summary

Table 1 summarizes the performance measures and applicable thresholds.

TABLE 1. PROPOSED PERFORMANCE MEASURES

Performance Measure	Mode	Threshold
Volume-to-Capacity Ratios	Auto & Freight	85% of arterial lane-miles must exhibit LOS E or better (v/c ratio of 0.99 or below)
Intersection LOS	Auto & Freight	LOS E or better
System Completeness	All modes: auto, freight, pedestrians, bicycles, and transit	Proportionate to Development
On-street Parking Utilization	Parking	No greater than 85% occupancy

Source: Fehr & Peers, 2015.



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Figure 1
Study Intersections and Roadway Segments

ID	Location	Type	LOS	Delay	Movement
1	13th St & Pacific	Signalized	C	25	
2	A STREET & 705 ON RAMP	Signalized	B	19	
3	15th St & Tacoma Ave	Signalized	B	13	
4	15th St & Fawcett Ave	Signalized	A	6	
5	15th St & Market St	Signalized	B	16	
6	15th St & Court C	TWSC	B	10	NB
7	15th St & Commerce St	Signalized	B	12	
8	PACIFIC AVE & 15TH ST	Signalized	B	19	
9	17th St & Yakima Ave	TWSC	C	24	WB
10	17th St & Tacoma Ave	TWSC	C	18	WB
11	COURT D & S 17TH ST	TWSC	B	11	SB
12	MARKET ST & S 17TH ST	TWSC	D	33	WBL
13	COURT C & S 17TH ST	TWSC	B	11	SB
14	17th St & Broadway	TWSC	B	13	WBT
15	17th St & Commerce St	TWSC	B	13	NB
16	PACIFIC AVE & S 17TH ST	Signalized	B	13	
17	19th St & Yakima Ave	Signalized	C	21	
18	19th St & Tacoma Ave	Signalized	B	18	
19	COURT D & S 19TH ST	TWSC	B	13	NB
20	MARKET ST & S 19TH ST	Signalized	B	12	
21	JEFFERSON AVE & S 19TH ST	AWSC	A	8	
22	JEFFERSON AVE & COURT C	TWSC	B	10	SB
23	21st St & Yakima Ave	TWSC	F	>150	EB & WB
24	21st St Tacoma Ave	TWSC	F	155	WB
25	21st & Fawcett Ave	TWSC	F	69	WBT
26	COURT D & S 21ST ST	TWSC	B	11	SB
27	JEFFERSON AVE & S 21ST ST	Signalized	B	19	
28	S C STREET & S 21ST ST	TWSC	F	65	SB
29	COMMERCE ST & S 21ST ST	TWSC	E	39	EB
30	PACIFIC AVE & S 21ST ST	Signalized	D	52	
31	23rd St & Tacoma Ave	TWSC	B	11	WB
32	23rd St & Fawcett Ave	TWSC	B	10	WB
33	23rd & Jefferson	TWSC	B	10	EB
34	23rd St & S C St	TWSC	C	18	WB
35	23rd St & Pacific Ave	TWSC	B	12	WB
36	24th St & S C St	TWSC	D	28	WB
37	24th St & Pacific Ave	Signalized	C	27	
38	25th St & Yakima Ave	Signalized	C	27	
39	25th St & Tacoma Ave	Signalized	C	23	
40	25th St & Fawcett Ave	TWSC	B	15	SB
41	25th St & Jefferson Ave	Signalized	B	20	
42	25th St & S C St	Signalized	B	20	
43	25th St & Pacific Ave	Signalized	C	34	