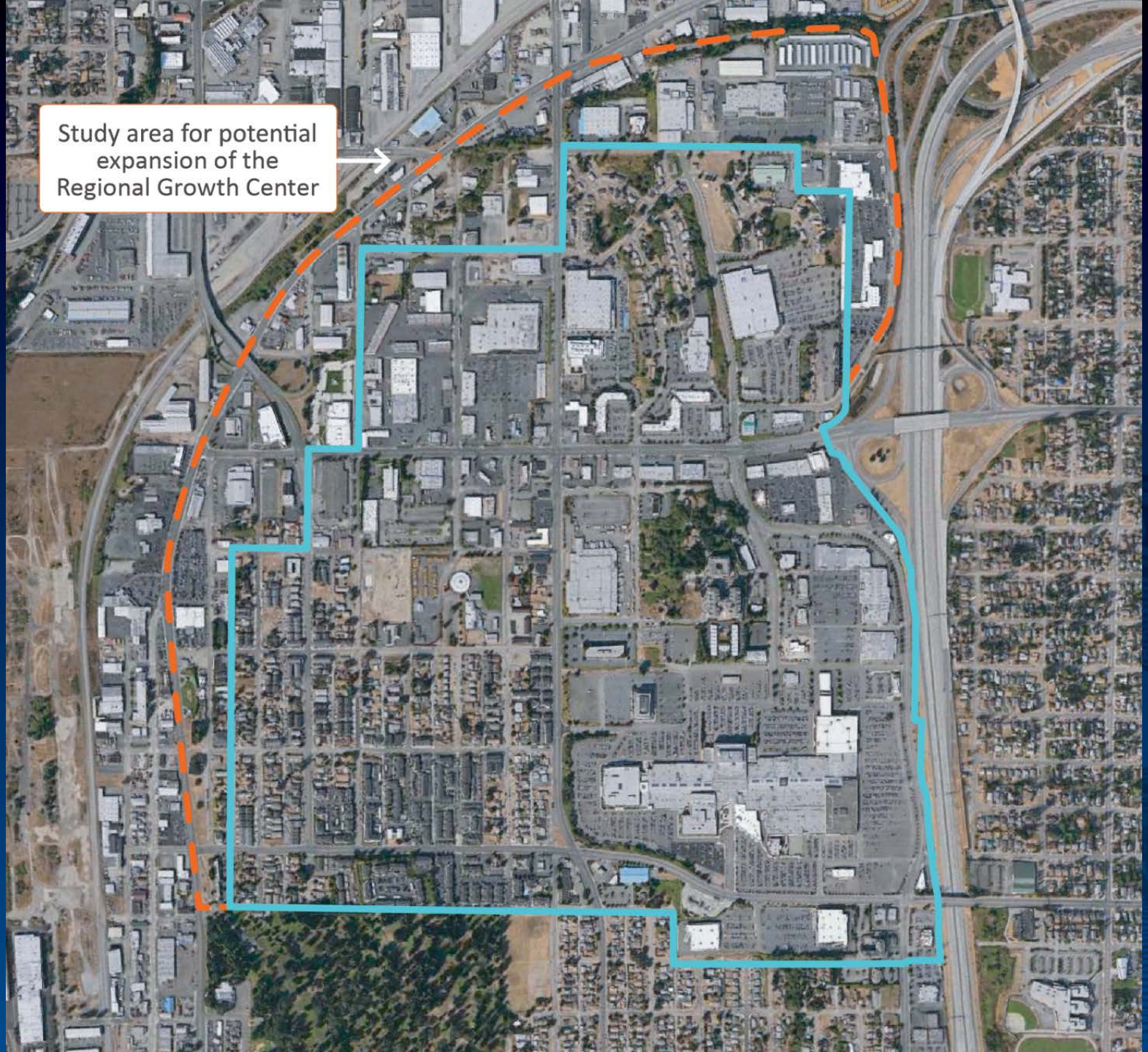
# Tacoma Mall Neighborhood Subarea Plan & EIS

Transportation Commission

July 20, 2016

**City of Tacoma**

**3 Square Blocks**


Study area for potential expansion of the Regional Growth Center

# Transportation Commission updates

- TMP and Subarea Plan
- Project evaluation criteria
- Integrating projects with TMP list

# Implementing TMP goals

- Priority networks
- System completeness
- Green hierarchy/complete streets
- Connectivity
- Financing approaches

# Auto

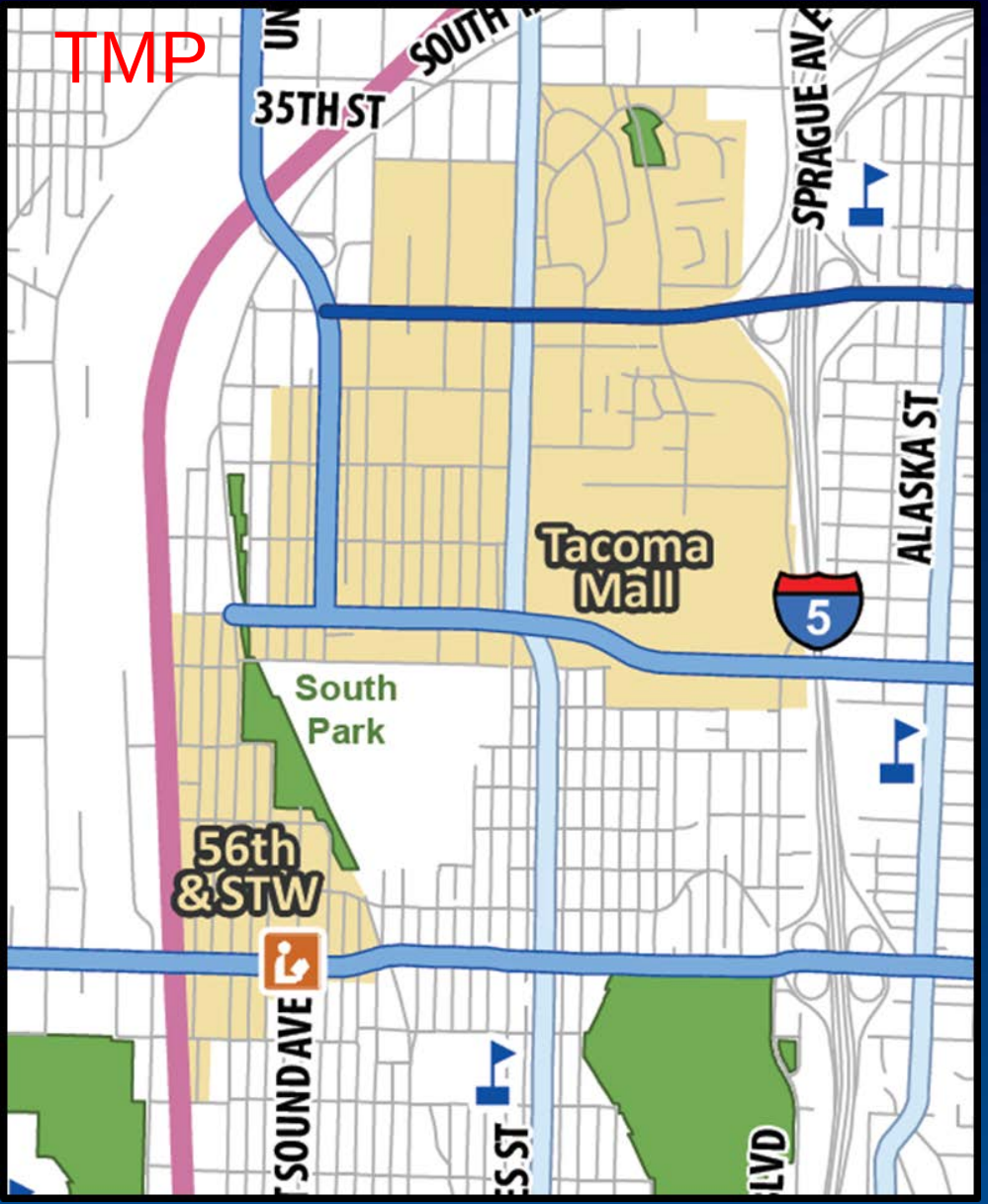

TMP
35TH ST
UNION AVE
SPRAGUE AV
Tacoma Mall
South Park
ALASKA ST
5
56th & STW
SOUND AVE

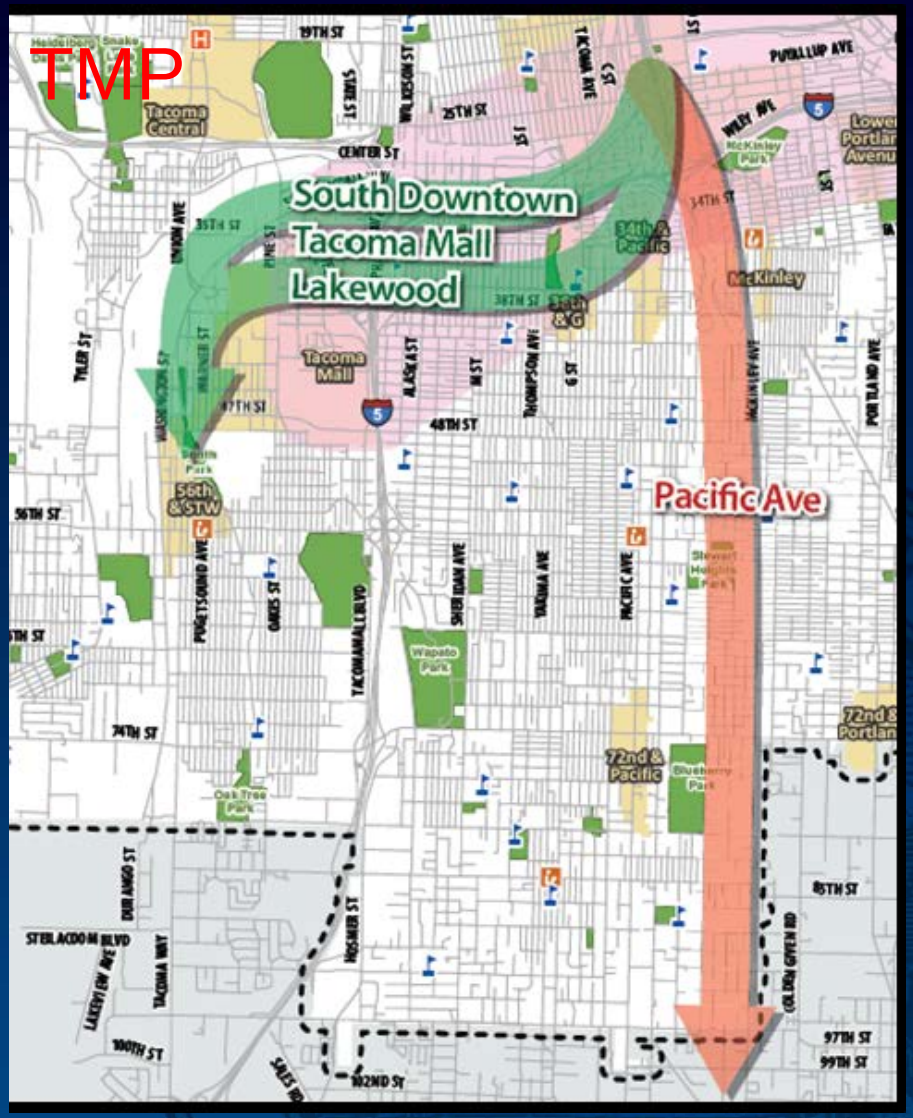
# Bikes


TMP
35TH ST
UNION AVE
PINE
SPRAGUE AVE
Tacoma Mall
5
ALASKA ST
South Park
56th & STW
OAKES ST
BLVD

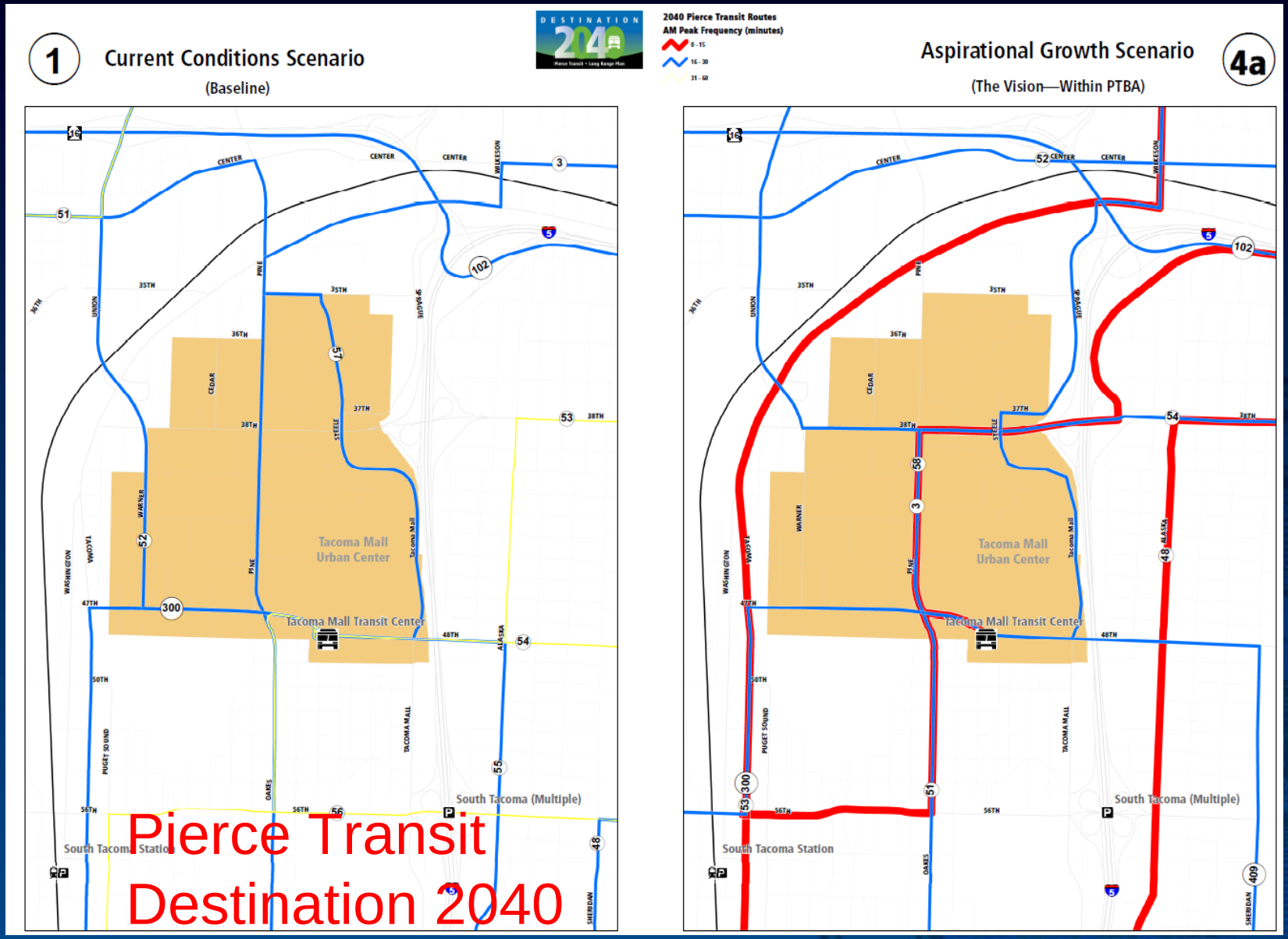

Subarea Plan
S 35th St
S UNION AVE
S TACOMA WAY
S STEELE ST
S PINE ST
S SPRAGUE AVE
S 37TH ST
S 38TH ST
WATER FLUME LINE
S WARNER ST
TACOMA MALL BLVD
S 47TH ST
S 48TH ST
NORTH
0 200 Feet
Legend
Expanded Neighborhood Subareas
Civic Building
Other Existing/Proposed Building
Future Public Park
Public Gathering Space (Private)
Slope
Bike Network
Water Flume Line
Bike Network
Loop Road
Potential Non-Motorized Trail Access Point
Pedestrian Connection
Potential Street Network (Other)
Street
Alley
Current Row
* Proposed building pattern in NE Quadrants to be revised.

# Transit


TMP
35TH ST
SPRAGUE AV
ALASKA ST
Tacoma Mall
5
South Park
56th & STW
SOUND AVE

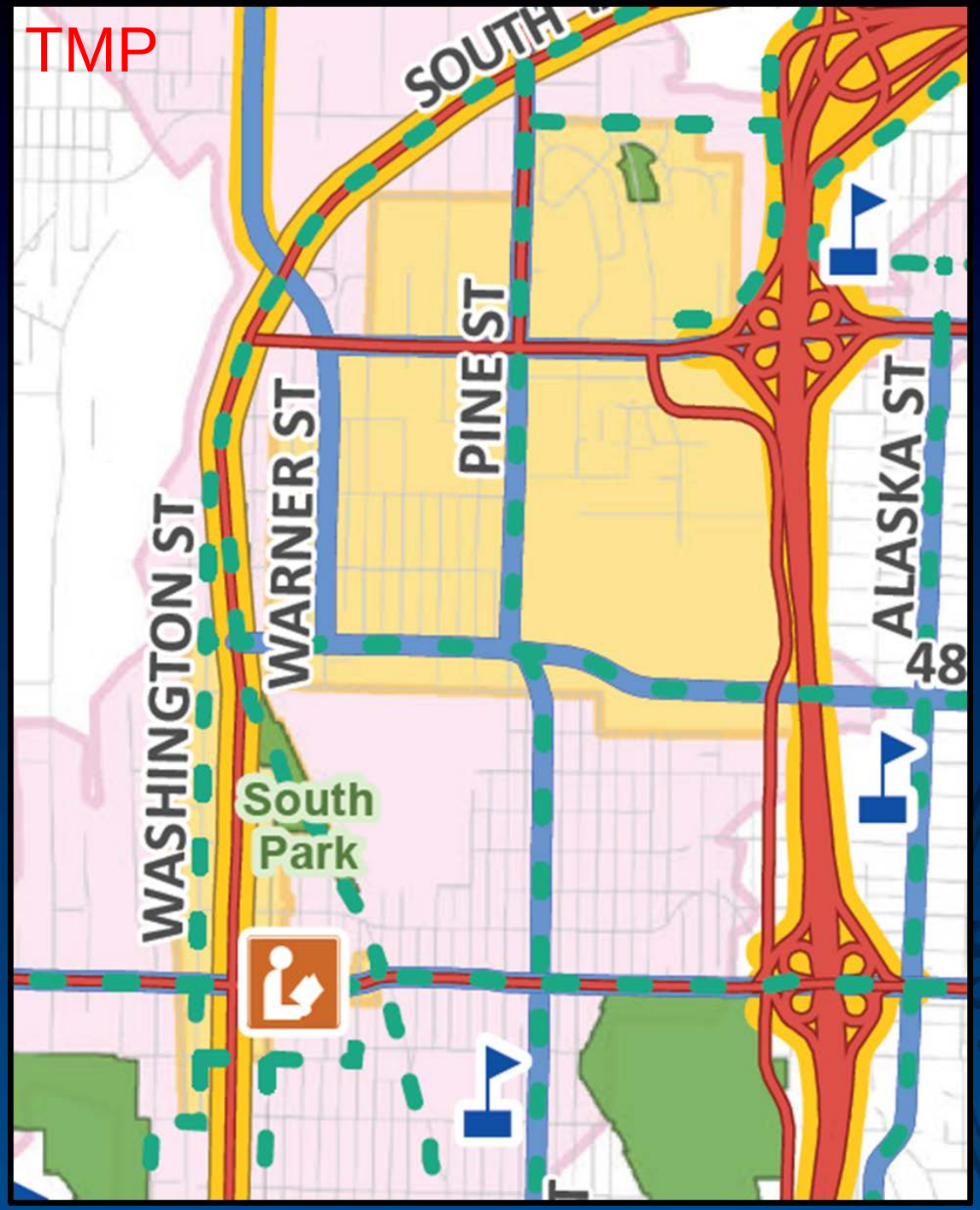

TMP
South Downtown
Tacoma Mall
Lakewood
Tacoma Mall
Pacific Ave
56th & STW
72nd & Pacific
McKinley
Tacoma Central
Wapato Park
Oak Tree Park
Blueberry Park
5
19TH ST
25TH ST
34TH ST
38TH ST
47TH ST
48TH ST
56TH ST
74TH ST
85TH ST
97TH ST
99TH ST
100TH ST
102ND ST
PUYALLUP AVE
CENTER ST
MLK JR WAY
MARTIN LUTHER KING JR WAY
TACOMA AVE
I ST
K ST
M ST
6 ST
ALASKA ST
TYLER ST
PINE ST
WASHINGTON ST
PUGET SOUND AVE
OAKES ST
SHERIDAN AVE
PACIFIC AVE
TACOMA MALL BLVD
STERLACOM BLVD
TACOMA WAY
LAKEVIEW AVE
DURANGO ST
HOSMER ST
COLUMBIA GIFFEN RD
PORTLAND AVE
MCKINLEY AVE

# Pierce Transit



# Freight


TMP
35TH ST
PINE ST
STEELE ST
SPRAGUE AVE
UNION AVE
WASHINGTON ST
WARNER ST
Tacoma Mall
ALASKA ST
5
47TH ST
South Park
56th & STW
SOUND AVE

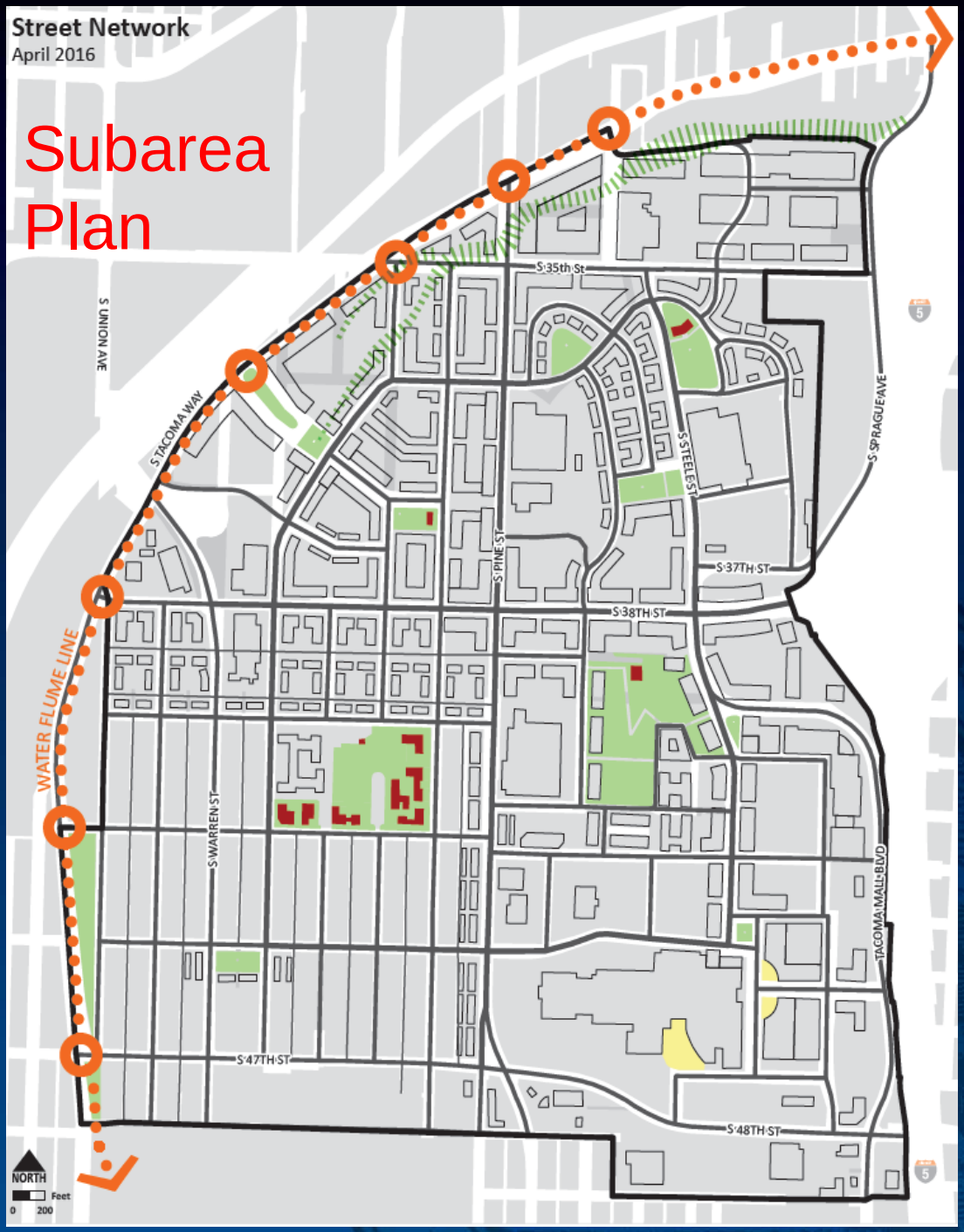

TMP
SOUTH
PINE ST
WARNER ST
WASHINGTON ST
ALASKA ST
48
South
Park

# All modes

# Street Network

## ACTIONS:

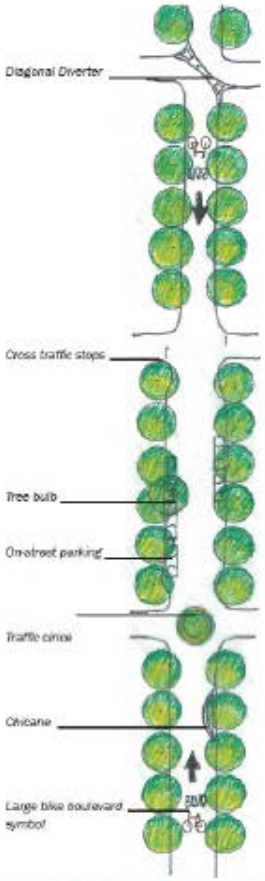
- Reconnect the grid
- Ped-oriented land use
- Complete Streets
- Tame arterials
- Address maintenance
- Safety focus
- Direct I-5 off ramp
- Handle growth through: Mode shift & internal capture



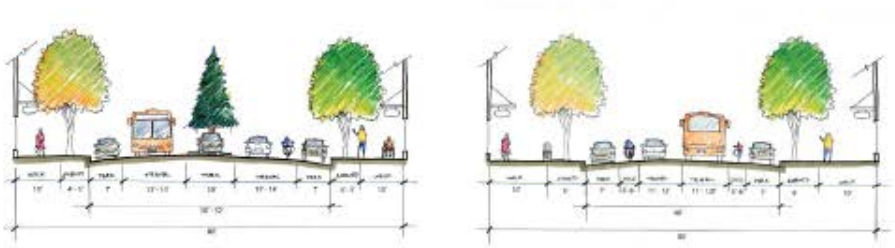

# Complete Streets Typologies

- Mainstreet
- Transit priority
- Avenue
- Urban Residential/ Green Street
- Loop Road

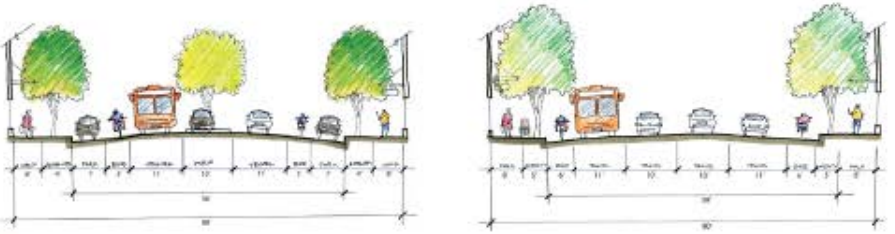
# COMPLETE STREETS TYPOLOGIES



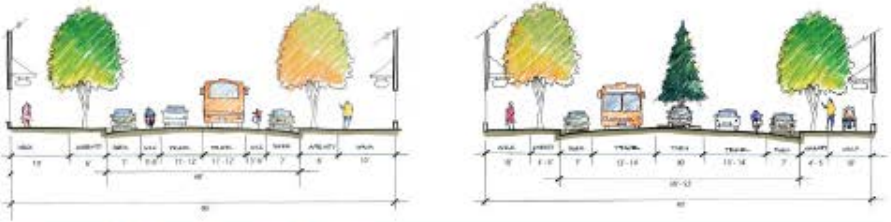

Bicycle Boulevard



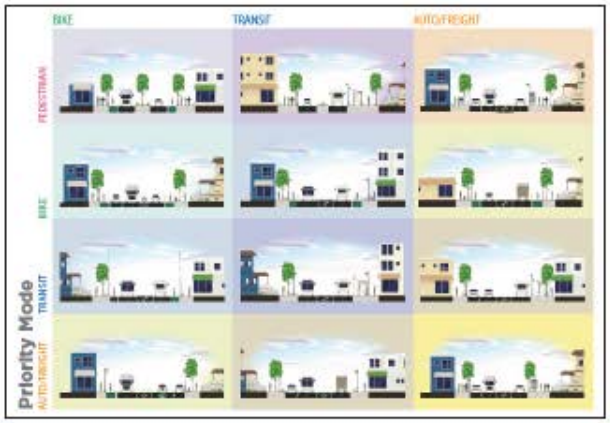
2-Lane and 3-Lane Mainstreet



3-Lane and 4-Lane Avenue (with no on-street parking)



2-Lane and 3-Lane Transit Priority




Mode Priority Combinations

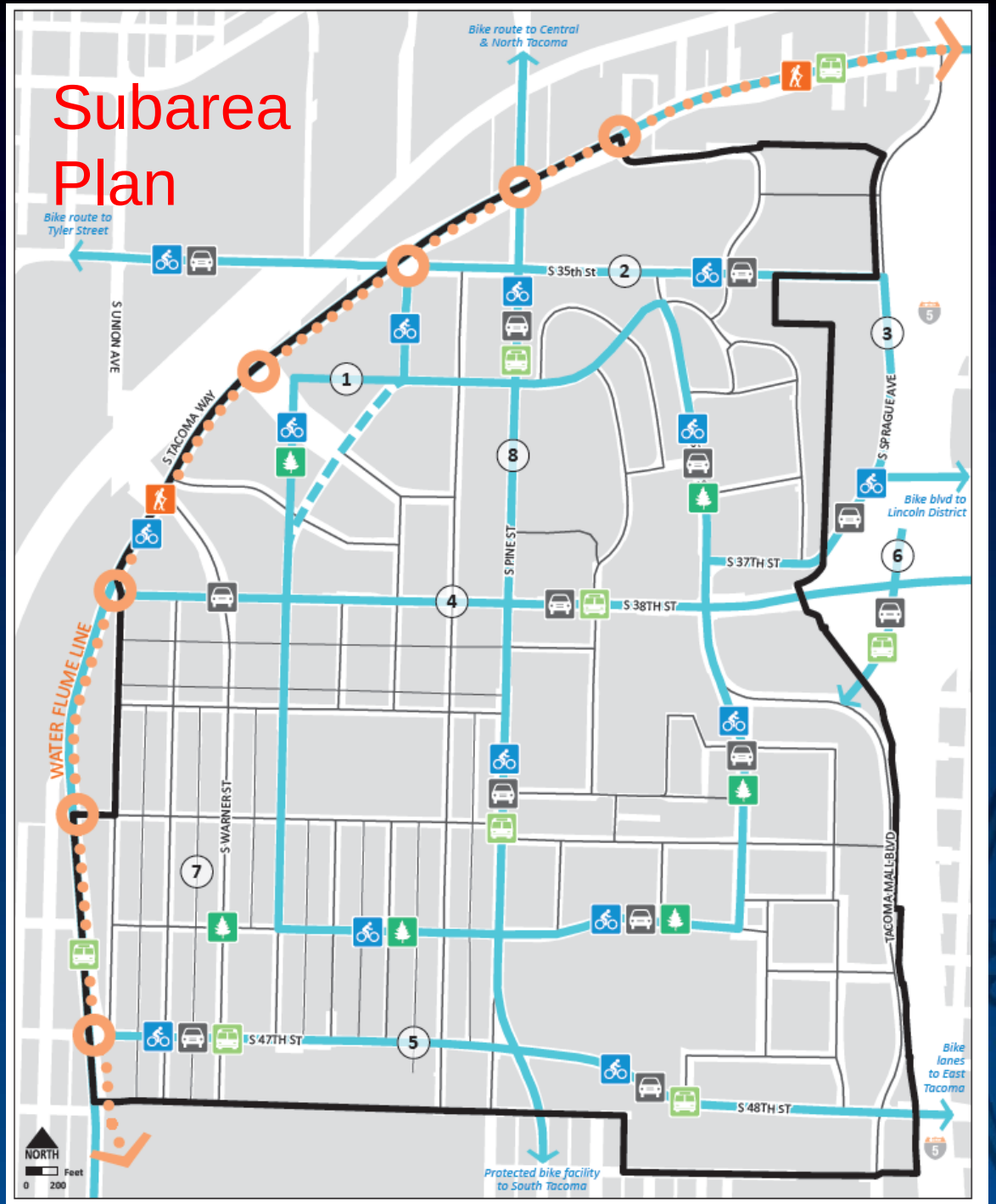
Urban Residential


# Green Streets

- Regional Treatment & Overflow
- Permeable Roadways
- Bioretention Bulbouts

# Project evaluation

| TMP CRITERIA | SUBAREA PLAN CRITERIA |
|---|---|
| Location/on primary network | Advances land use objectives |
| Multimodal benefits | Safety |
| Equity | Stormwater management benefits |
| Safety | Advances mode split |
| Health & Environment | Urban design opportunities |
| Maintenance/system preservation | Leverage partnerships |
| Cost to City | Capacity enhancement |
| Congestion management | Cost to City |
| Project horizon | Feasibility |
| Primary mode served/rank on the modal hierarchy | Transit Oriented Development benefits |
| In a growth center | |




# 10 Projects

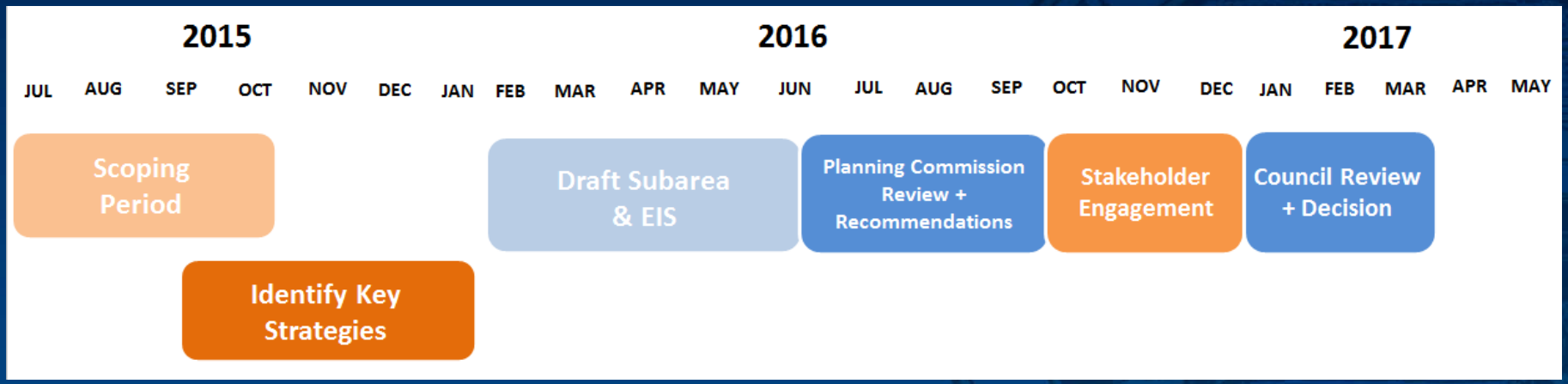
1. Loop Road
2. S. 35th St
3. Sprague Ave
4. S. 38th St
5. S 47th/48th St
6. I-5 Ramp
7. Madison Dist. Green Streets
8. Pine St
9. Sidewalk gaps
10. Street grid connections

# Next steps

- Subarea Plan refinements
  - *Warner, Tacoma Mall Blvd, NW Quadrant*
- Vetting project priorities
  - 3 corridors
- Financing plan
- TMP changes
  - Network, project evaluation criteria?
- After Plan adoption
  - Subarea Plan & TMP projects

# Next Steps

- Stakeholders
  - August 18, 2016 Meeting
  - More opportunities
- Planning Commission - *Summer*
- Council – *Winter*




www.tacomamallneighborhood.com


Street Network
April 2016
Subarea Plan
S 35th St
S UNION AVE
S TACOMA WAY
S PINE ST
S STEELE ST
S SPRAGUE AVE
S 37TH ST
S 38TH ST
WATER FLUME LINE
S WARREN ST
TACOMA MALL BLVD
S 47TH ST
S 48TH ST
NORTH
Feet
0
200

# City of Tacoma
# ADA Self-Evaluation and Transition Planning

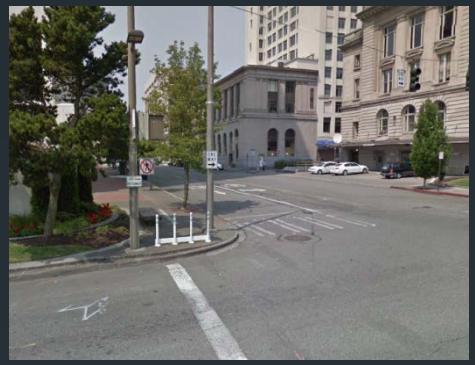
Gail Himes, ADA Coordinator
Public Works, Engineering

# History and Purpose

- The Americans with Disabilities Act (ADA) was signed into law in 1990.
  - The ADA is a civil rights law- after the Civil Rights Act of 1964
  - The ADA prohibits discrimination against people with disabilities and ensures equal access
  - Section 504 of the Rehabilitation Act of 1973 requires any public entity that receives federal funding to evaluate all policies and practices.

# Discriminatory Practices

- Any practice, policy, or program that allows some, but not all people, access to goods and services.
  - Vertical curbs
  - Stairs with no ramps
  - Video with no captioning
  - Pedestrian push buttons with no vibrotactile
  - Bus stop with no boarding pad or access to sidewalk
- Equal access does not mean same access



# ADA Self-Evaluation and Transition Plan

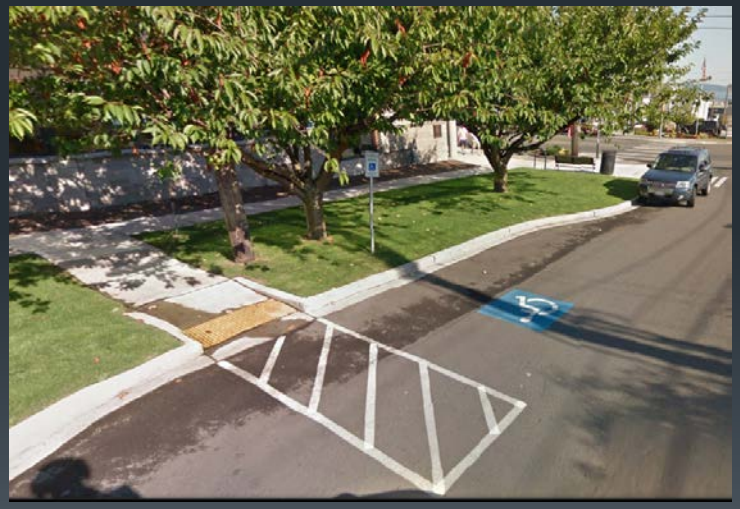
- Section 35.105 of the ADA requires all public entities to complete a self-evaluation of all policies, practices, services, and programs
- Identify any barriers that may prevent equal access, then prioritize and schedule barrier removal
- Develop a budget in concert with the need.
- ADA SE&T Plans were to be written by July 1992 and all work completed in July 1995

# Examples of Programs or Activities

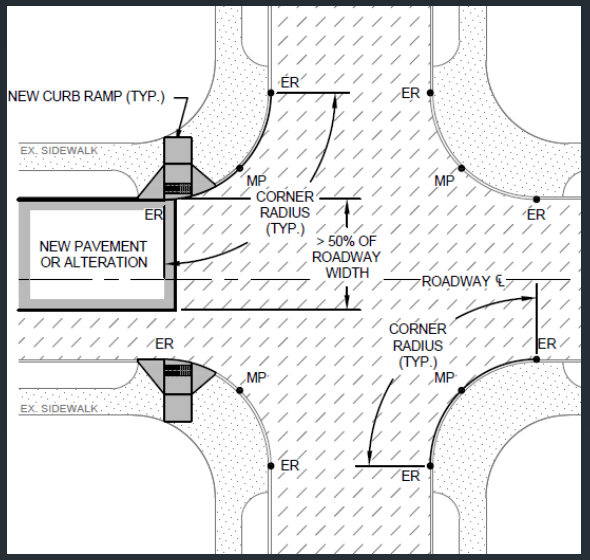
The terms 'program or activity' mean all of the operations of a department, agency, or state or of a local government.

Examples in the right-of-way include:

- sidewalks
- curb ramps
- bus stops
- parking
- accessible pedestrian signals
- signage, benches, artwork



# City of Tacoma ADA SE & Transition Plan




- Public ROW
  - Curb Ramp Matrix
- City-Owned Facilities
  - 24 of 33 upgraded
- Parks/Open Spaces
  - Inventoried all parks and included in assessment in Metro Parks ADA Transition Plan
- Program Accessibility
- Effective Communication
- Emergency Mgt & Public Safety

# Advantages of a Detailed ADA Plan

- Affords the City some legal protection against claims of discrimination
- Underscores the City's commitment to making Tacoma accessible for all
- Educates and informs the community by identifying barriers and providing a timeline for barrier removal
- A detailed Plan reduces the chance of a visit from the Department of Justice

# Next Steps

- Focus on self-evaluation
  - Curb ramps, sidewalks, accessible pedestrian signals, bus stops (at minimum)
    - ✓How many and do they comply with code
    - ✓Where do we need them
  - Curb Ramp App
  - Sidewalk Inventory
  - UWT/GeoEngineers/Pierce Transit – mapping City for Shuttle Service
- Funding

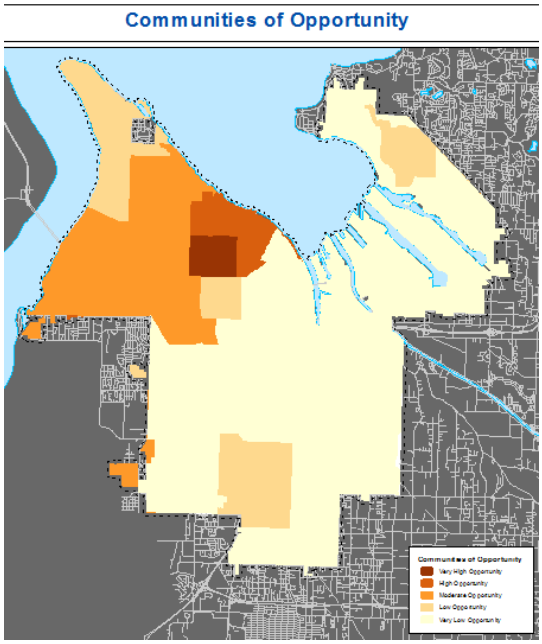
# EQUITY- Investment per Community

*Measure of Success:*

**ID 7- Percent of need met within 1/4 mile of disadvantaged communities, such as those with low income or many zero-car households.**

*Suggested Direction:*

Analyze measures on a more specific and smaller scope. For an example, measure access by sum of bike facilities, bus stops or ridership per a defined community. Pursue using Community of Opportunity or census blocks.




*Puget Sound Regional Council, 2010, American Community Survey, 2006-2009. Census Block Data.*

*Methodology:* Use GIS analysis in ArcMap with internal staffing. GIS processes include intersecting line segments with community boundary, assigning unique ID features and summarizing data fields.

*Results:*

Baseline of Existing Bike Facilities per Community of Opportunity

| ID | OPPORTUNITY RATING | Sum Miles |
|---|---|---|
| 0 | High Opportunity | 7.249512294 |
| 1 | Low Opportunity | 14.69439852 |
| 2 | Moderate Opportunity | 14.2688745 |
| 3 | Very High Opportunity | 1.751366668 |
| 4 | Very Low Opportunity | 31.16749641 |

*The data includes bicycle lanes, bicycle boulevards and shared lane markings only.*

*Limitations*

GIS data for Tacoma's sidewalk network does not exist. This piece is critical for measuring transit stop accessibility when considering the pedestrian road network between major destinations. In order to effectively measure accessibility for zero car households this data will be to be created and maintained.

**Bus stops-** GIS data for bus stops are available. However, further direction is needed to define how to measure equity using bus stops as destinations. Options are available to sort out bus stops by types (bus shelters, benches).

**Ridership-** Assessing transit ridership per a community alone is considered to be an unreliable measure of relative destination accessibility. Block group census data and transit route locations could be used to assess equity access. However a potential problem with this method is that block groups are irregularly shaped and increase in size with increasing distance from downtowns. The major disproportionate groupings would not accurately represent the population behaviors in a particular community. Also the

block group boundaries do not correspond with the city of Tacoma's boundary. A solution to this problem would be to use census block data instead of block groups; however, considerably less household data is reported for census blocks compared to block groups. In addition household characteristics vary from neighborhood to neighborhood as well as city block and city block. If block group datasets are disaggregated to the block level through an allocation procedure, the spatial variation could be improperly represented.

*Measure of Success:*

**ID 10- Percent of modal priority network built**

*Suggested Direction:*

Calculate percentage using total sum of miles built over proposed priority networks.

*Proposed Methodology:*

Use GIS analysis in ArcMap with internal staffing. GIS processes include summarizing data fields to calculate percentage of the complete network over the total proposed network using "shape_length" field.

*Limitations:*

GIS data for completed modal priority segments does not yet exist. Staff will need to create and maintain database in order to determine percentage.

## Health & Environment-Physical Activity

*Measure of Success*

**ID 16- Percent of K-12 students who have a comprehensive Safe Routes to School program at their school.**

*Proposed Methodology:*

Use GIS analysis in ArcMap with internal staffing. GIS processes include isolating households along a designated safe route to establish data for student accessibility to a safe route. Calculate percentage by using accessibility data over the total student population. The data would be categorized per school type and name.

*Limitations:*

In the past it has been difficult to obtain data for student addresses in Tacoma. This information is held confidential with the school district. ACS student data is by estimation and does not track which school a student attends.

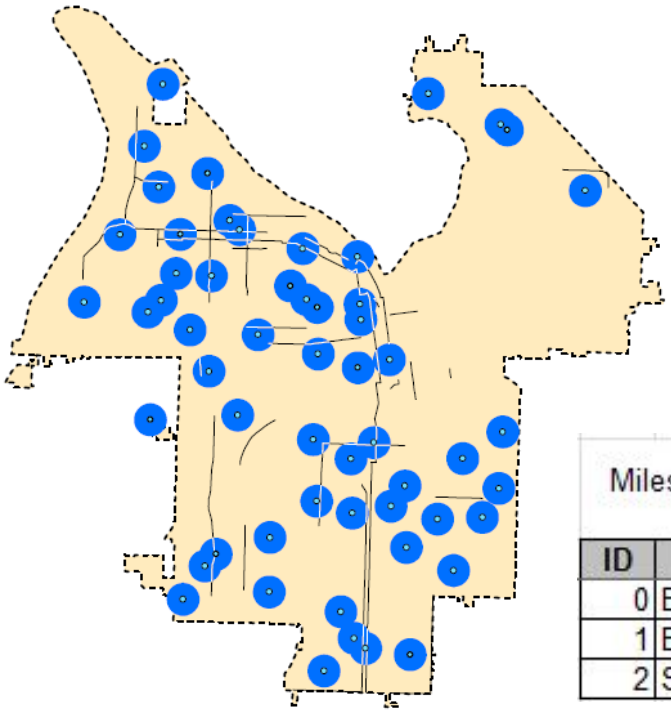
*Measure of Success:*

**ID 15- Miles of added pedestrian and bicycle facilities within ¼ mile of schools**

*Methodology:*

Use GIS analysis in ArcMap with internal staffing. GIS processes includes buffering ¼ mile around school locations, intersecting existing bicycle facilities segments with buffers and summarizing data by miles.

Tacoma schools with a surrounding ¼ mile buffer. Only intersecting segments of existing bike facilities within the buffer are calculated.



Miles of Bike Facilities within 1/4 Miles of Tacoma Schools

| ID | Type | Sum_Miles |
|---|---|---|
| 0 | Bicycle Boulevard | 9.721252972 |
| 1 | Bike Lane | 21.19427655 |
| 2 | SLM | 1.037046852 |

*Limitations:*

GIS data does not exist for pedestrian facilities. Safe Routes to school study should establish baseline for pedestrian facilities.

*Measure of Success:*

**ID 17- Number of housing units /jobs within 1/4 mile of transit stop or bicycle facility.**

*Suggested Direction:*

A ¼ mile buffer around transit stops in Tacoma covers approximately 73% of the city. Pursue analysis using transit centers and generate reports for both employment and housing units.

*Methodology:*

Used GIS analysis in ArcMap and ESRI Business Analyst with internal staffing. GIS processes included preparing data in ArcMap and generating reports though Business Analyst Online. Reports are generated using Census and ACS data over a period of 5 years. A confidence rating in margin of error is included in every report.

*Results*

| Data Assessment for Employment within 1/4 Mile of Transit Centers | |
|---|---|
| Total Businesses | 5,299 |
| Total Employees | 72,975 |
| Total Residential Population | 103,785 |
| Employee/Residential Population Ratio | 0.7:1 |

| ACS Population Summary within 1/4 Mile of Transit Centers in Tacoma (2010-14 ACS Est) | | |
|---|---|---|
| | | Margin of Error |
| Total Population | 1,245 | 340 |
| Total Households | 413 | 78 |
| Total Housing Units | 439 | 79 |

| Data Assessment for Employment within 1/4 Mile of Existing Bike Facilities | |
|---|---|
| Total Businesses | 5,299 |
| Total Employees | 72,975 |
| Total Residential Population | 103,785 |
| Employee/Residential Population Ratio | 0.7:1 |

| ACS Population Summary within 1/4 Mile of Existing Bike Facilities (2010-14 ACS Est) | | |
|---|---|---|
| | | Margin of Error |
| Total Population | 102,953 | 1,733 |
| Total Households | 40,409 | 40,409 |
| Total Housing Units | 44,208 | 44,208 |

*Limitations:*

Margin of error measures the variability of the estimate due to sampling error. MOEs enable the data user to measure the range of uncertainty with 90 percent confidence. The resulted numbers have less than 12 percent coefficients of variations which indicate that the sampling error is small relative to the estimate. The given numbers are considered to be very reliable.

*Measure of Success*

**ID 18- Decrease in VMT per capita (Air Quality)**

*Proposed Methodology:*

Use Transportation Forecasting Model Software (EMME) with current land use data to model the projected future VMT trend (levels). The model can forecast VMT levels and project fluctuations over time in small forecast zones or citywide. VMT data is available in both quantitative and geospatial format. The data output by the model will be graphically represented to visualize the adjustments in VMT levels over time. Using new land use data (Permits) every 2-3 years, internal staffing will run the EMME model and perform validation checks on small regions to ensure data consistency. The new VMT output will be compared to the model output (projection) at each 2-3 year interval to track changes (increases/decreases) in VMT levels. Based on the deviations from our projected levels we can determine whether our baseline measures are being met.

*Limitations:*

Our validation checks and outputs from the model are dependent on access to the permitting information. The results of the model output are influenced by trends in land use development and therefore directly correlate with environmental (economic, development, etc.) constraints. A poor economy or poor year of development can produce inconsistency in model outputs as the VMT levels may fluctuate unnaturally or not at all.

## Safe Travel for All People / Modes- Crash Reduction

*Measure Of Success:*

**ID 12-14 Total number, per capita, and per million VMT, crashes**

*Suggested Direction:*

Population data is provided and updated in the US Census and a catalog of all collisions citywide is available from WSDOT by request or in geospatial format online. Perform analyses using this data and observe the produced quantitative results. Obtain VMT data from Transportation Forecasting Model (EMME) as available. Analyses should be conducted by internal staff.

Per capita is taken as a ratio of events (collisions)/population. The produced result is usually a small decimal and is therefore multiplied by 100,000 (ie: collisions/(10^5 population)).

*Proposed Methodology:*

Population data is collected from the US Census Bureau. The most recent census data was collected in 2010 and projected (est.) for 2015. Using the 2015 estimate, until further data is available, with WSDOT collision data we will calculate per capita collision events. As the city Census Population data is only collected every 10 years, 2 year per capita calculations will be based on annually updated projections of population change (available from the US Census Bureau PEP).

*Results:*

| US Census Population - Tacoma, WA | |
|---|---|
| **Year** | **Population** |
| 2010 | 198,397 |
| 2015 v | 207,948 |
| *U.S. Census Bureau, Population Estimates Program (PEP) 2010-2016* | |

| 2015 Non-Motorized Crashes in Tacoma | |
|---|---|
| Pedestrians | 115 |
| Bicyclists | 44 |
| Total | 159 |
| *WSDOT Crash Data Portal 2015-2016* | |

| 2015 Motorized Crashes in Tacoma | |
|---|---|
| Fatal | 18 |
| Serious Injury | 72 |
| Evident Injury | 335 |
| Total | 4,757 |
| *WSDOT Crash Data Portal 2015-2016* | |

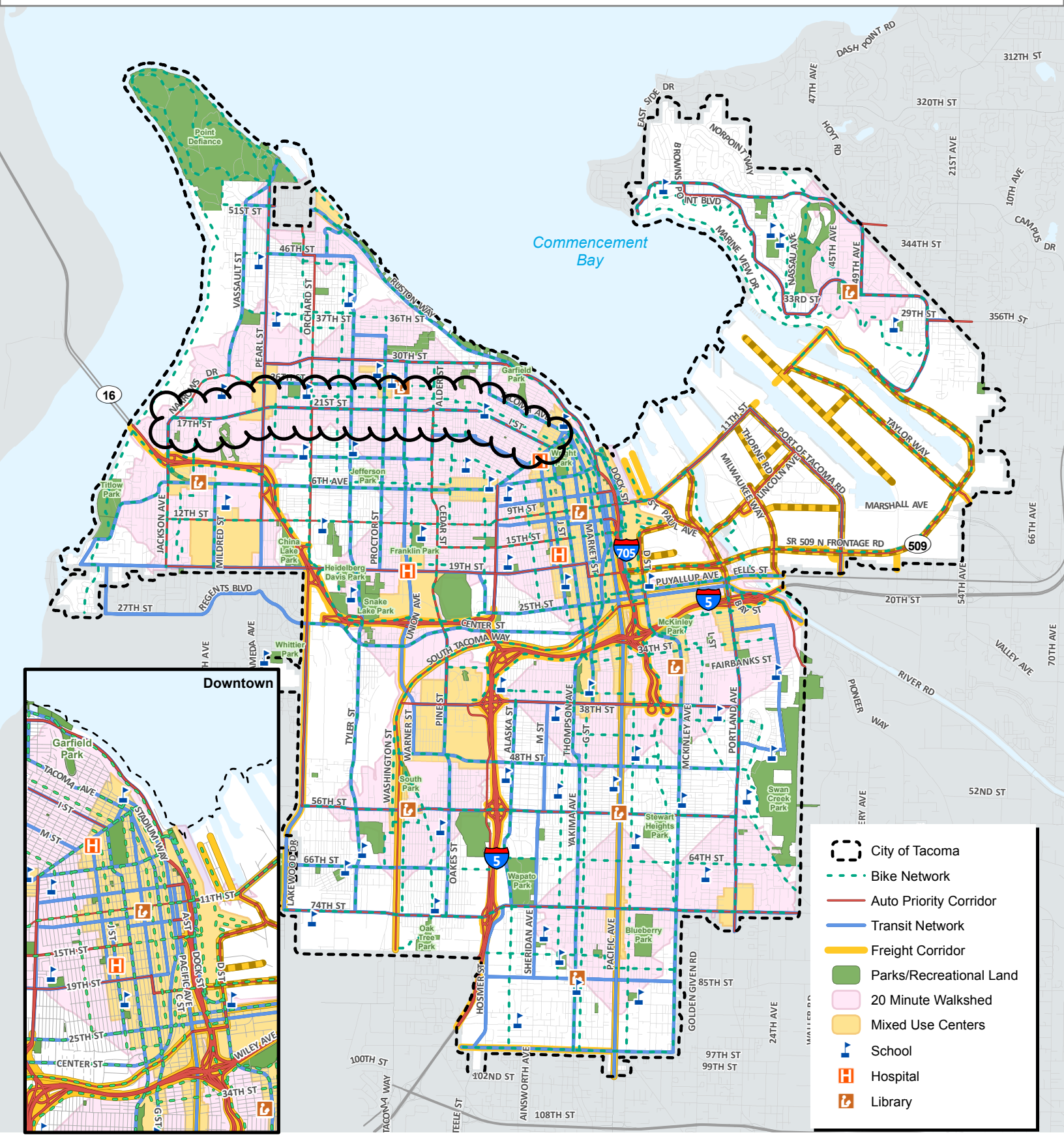
| 2015 Non-Motorized Crashes Per Capita (per 100,000 pop.) | |
|---|---|
| Pedestrians | 55.30 |
| Bicyclists | 21.16 |
| Total | 76.46 |
| *WSDOT Crash Data Portal 2015-2016* | |

| 2015 Motorized Crashes Per Capita (per 100,000 pop.) | |
|---|---|
| Fatal | 8.66 |
| Serious Injury | 34.62 |
| Evident Injury | 161.10 |
| Total* | 2287.59 |
| *WSDOT Crash Data Portal 2015-2016* | |
| **Total Crashes include Fatal, Serious Injury, Evident Injury, Possible Injury and No Injury Crashes for all Tacoma Roads.* | |

*Limitations:*

- *VMT Based Analyses:* Our validation checks and outputs from the model are dependent on access to the permitting information. The results of the model output are influenced by trends in land use development and therefore directly correlate with environmental (economic, development, etc.) constraints. A poor economy or poor year of development can produce inconsistency in model outputs as the VMT levels may fluctuate unnaturally or not at all.
- *Census Population data for City level is decennial. Calculations for per capita will therefore use Census estimates for population based off of the decennial data (which are updated annually).*

# City of Tacoma
# All Modes



| | | | Transportation Commission Recommendation | | | | | |
|---|---|---|---|---|---|---|---|---|
| **ID** | **Street/Corridor** | **# Mode Conflicts** | **Transit** | **Pedestrian** | **Bicycle** | **Auto** | **Freight** | **Notes** |
| 1 | Division / 6th Ave | 3 | Primary | Standard | Secondary | | | |
| | N Narrows Dr/26th | 4 | | | | | | |
| 2 | *Proctor to Pearl* | | Secondary | Standard | Primary | | | |
| 3 | *Pearl to SR-16* | | | Standard | Primary | Primary | | |
| 4 | N 21st St | 4 | Primary | Standard | Secondary | Primary | | Pearl to Proctor = Complete Streets |
| 5 | S 12th St | 4 | | Standard | Primary | Primary | | |
| 6 | S 19th St | 4 | Primary | Standard | | Primary | | |
| 7 | SR-509/Marine View Dr | 3 | | Separated Trail | | Primary | Primary | |
| 8 | Center St | 4 | | Standard | | | | *No Consensus* |
| 9 | S 56th | 4 | | | | | | |
| | *Orchard to Adams* | | Primary | Standard | Secondary | Primary | | Dedicated Bike/Ped Crossing over I-5 |
| | *Adams to Portland* | | Primary | Standard | Secondary | Primary | | Dedicated Bike/Ped Crossing over I-5 |
| 10 | S 72nd | 4 | Primary | Standard | Secondary | Primary | | |
| 11 | N Orchard St | 2 | | Standard | Primary | Primary | | No Longer Conflicting Corridor |
| 12 | S Tacoma Way | 4 | | Standard | | | | *No Consensus* |
| 13 | I / Yakima / Thompson | 4 | Primary | Standard | Primary | | | |
| 14 | E D St/McKinley Way | 2 | Primary | Standard | Secondary | Primary | | No Longer Conflicting Corridor |
| 15 | E Portland Ave (south of I-5) | 4 | Primary | Standard | | Primary | | |
| 16 | N Pearl St | 4 | Primary | Standard | Secondary | Primary | | |
| 17 | Puyallup Ave | 3 | Primary | Standard | Secondary | | Primary | When freight has a better route, it will not be a priority |
| 18 | Pacific Ave (south of I-5) | 4 | Primary | Standard | | | Primary | |
| | | | | | | | | |
| | *Basic Pedestrian accomodations to be provided on every corridor for safety, accessibility, and access (sidewalks, crossings)* | | | | | | | |
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City of Tacoma
Transportation Commission

# 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.