

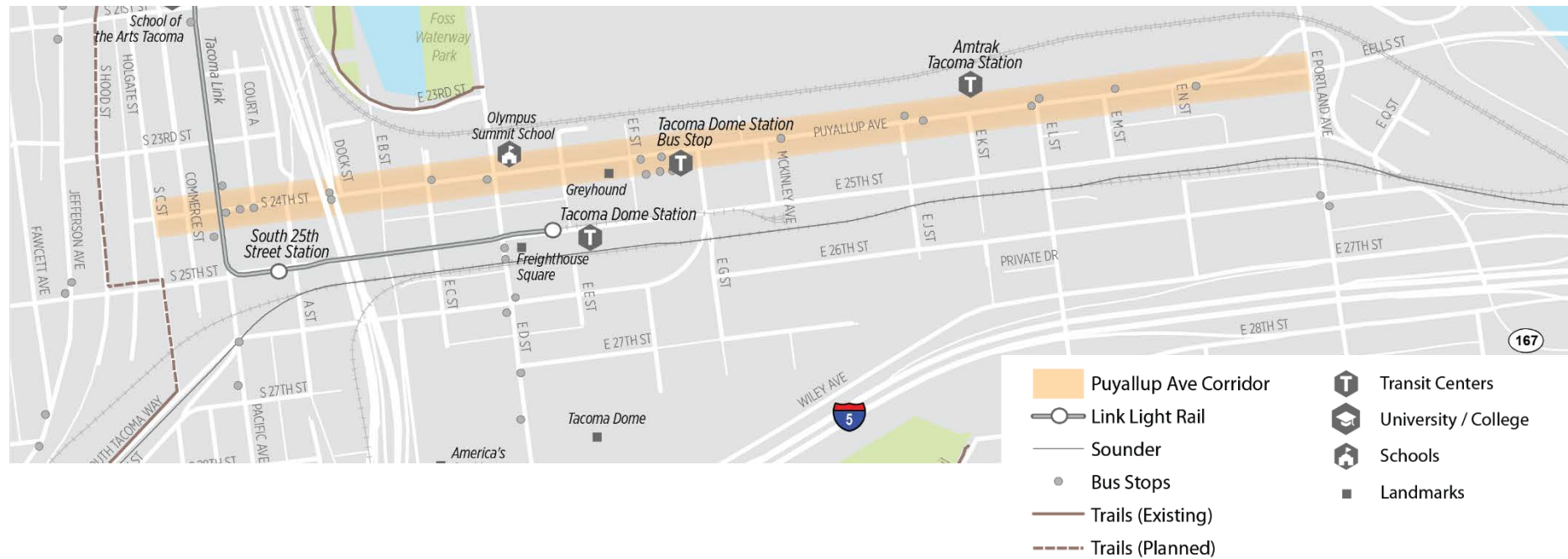
Puyallup Avenue Corridor Conceptual Design -Status Update-

Tacoma Transportation Commission
August 16, 2017



About the Project

- Concept design for improvements to Puyallup Avenue, S. C Street to Portland Avenue
- Design will be used for future grant applications



Project Goals

Support multimodal uses and embrace **complete street** concepts

Enhance the experience **for everyone**, including pedestrians, cyclists, drivers, transit riders, and freight operators

Make Puyallup Avenue an **inviting place** where people want to visit

Project Outreach - Notifications

- Tacoma News Tribune
 - Online and print ads (for Nov. & June events, each ran twice)
- Banner on City Webpage (~10 days prior to each event)
- City of Tacoma News Release (one prior to each event)
- Promoted on 'What's Going On' City webpage and 'Tacoma Report' news program
- Email Blasts
- Social Media – Issued 22 posts Oct. '16 & July '17
 - Focused on Nov. 9 / June 5 events & June/July comment period
 - Facebook
 - 14,153 total feeds (post for June 5th Open House – 2,500 feeds, event viewed/clicked-on 754 times, 54 RSVP'd interested in attending)
 - Twitter
 - 27,055 total feeds
 - 441 liked/shared
 - 163 clicked on link
 - Website – 1,476 unique/1,842 total views; **Avg. time on page = 3min 13sec**

Stakeholders/Businesses/Property Owners

Puyallup Avenue

- Diamond Parking
- Rick/Jori Adkins (5 Properties/Businesses)
- Alfred's Café
- 304 Puyallup Avenue
- Wingman's Brewers
- Bulls Eye Indoor Range
- Summit Olympus School
- The Storage Box
- Seasons Travel/Tacoma Commercial Brokers
- Architectural Woods
- Industrial Tire
- Tacoma Dome Neighborhood Business District Members
- BNSF

Tacoma Dome Area

- Western Builders Supply
- Freighthouse Square
- PJ Hummel and Company
- SuperValu

- Dome District Property Developers

- Celebrity Cakes

Trucking Community

- Nichols Trucking
- Caraustar Industrial
- Life Express LLC
- Truck Rail Handling
- Tacoma Transload Trucking

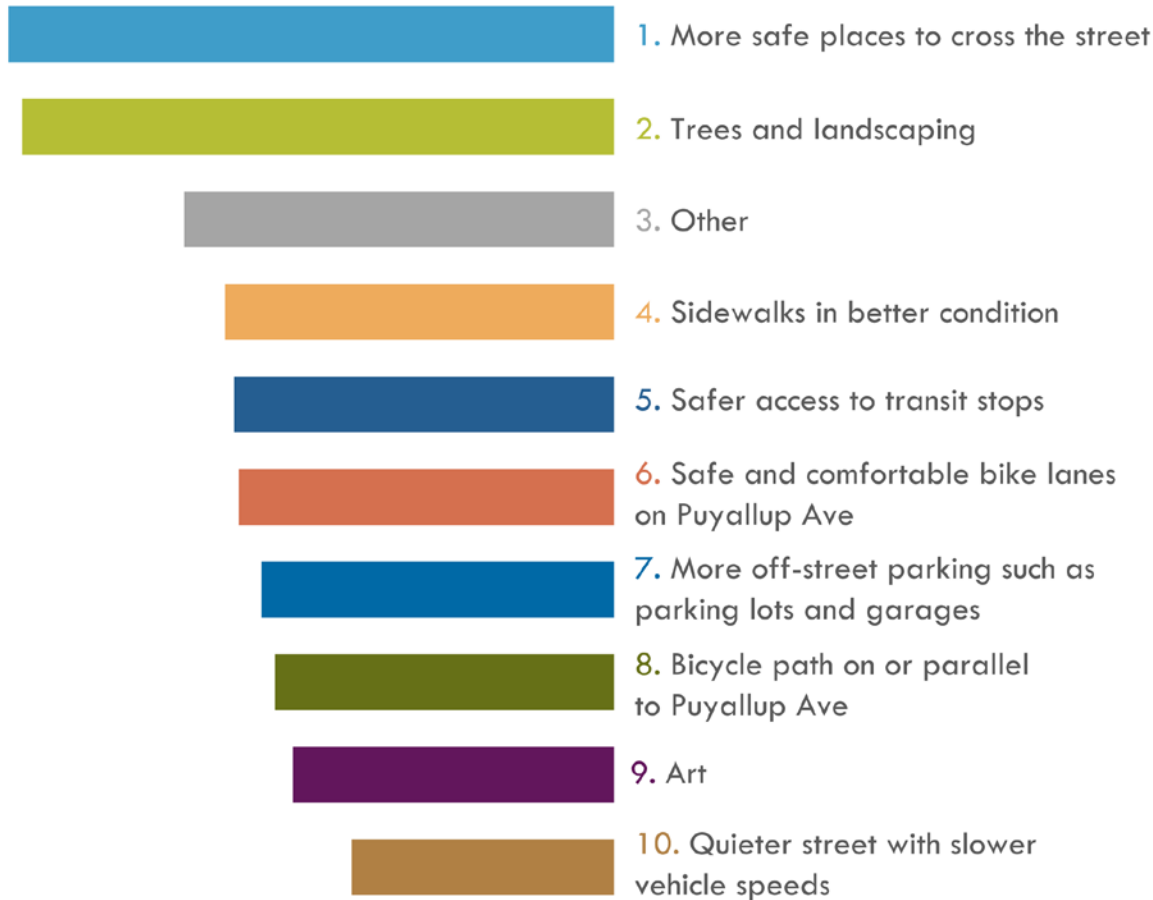
Agencies/Other

- UWT
- Puyallup Watershed Initiative
- Foss Waterway Development Authority
- Port of Tacoma
- Metro Parks
- Tacoma Wheelman
- Pierce Transit
- Sound Transit
- Downtown On The Go
- FWDA
- WSDOT Rail
- Amtrak



What We Heard: Public Feedback

In terms of transportation, what would make Puyallup Avenue more attractive to you?



What We Heard: Stakeholder Feedback

- Want **Subarea Plan** efforts to come to fruition
- Need **access to TDS**
- **Parking** is increasingly an issue
- Must be be **safer and more comfortable for pedestrians**, especially students
- Doesn't currently feel like a **safe street to bike**
- Preserve the **unique historic and industrial character**
- **Acts as a gateway** for people arriving in Tacoma by transit or for events
- **Make it feel like a place**



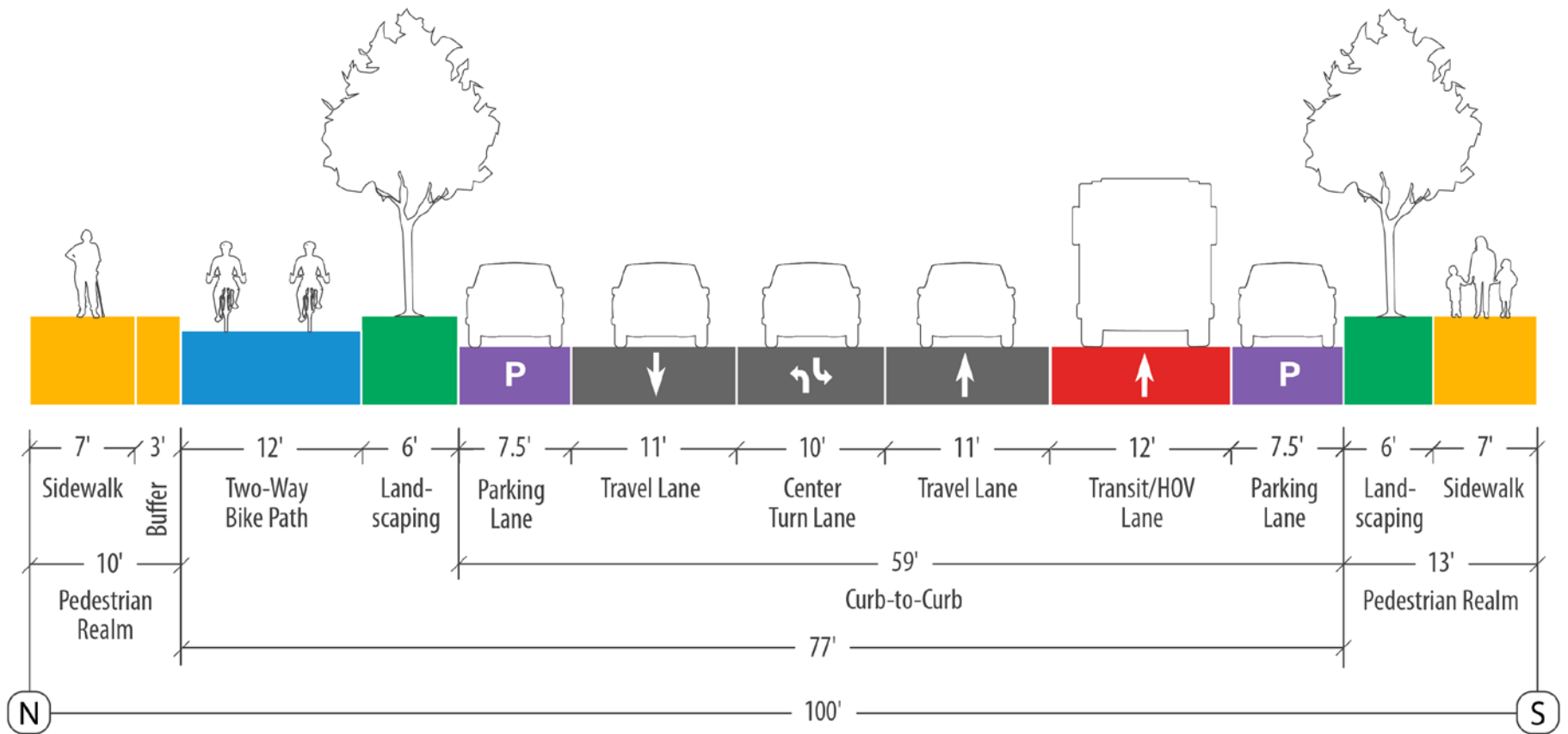
Sampling of Applicable Plans (See Ch. 2, Tech Memo #1)

- One Tacoma Comprehensive Plan / Transportation Master Plan
- South Downtown Subarea Plan
- Tahoma to Tacoma Trail Network Report
- Mixed Use Centers Complete Street Guidelines
- Right-of-Way Design Manual
- Regional Transit Long-Range Plan, Sound Transit
- Souder Station Access Study

Corridor Alternatives

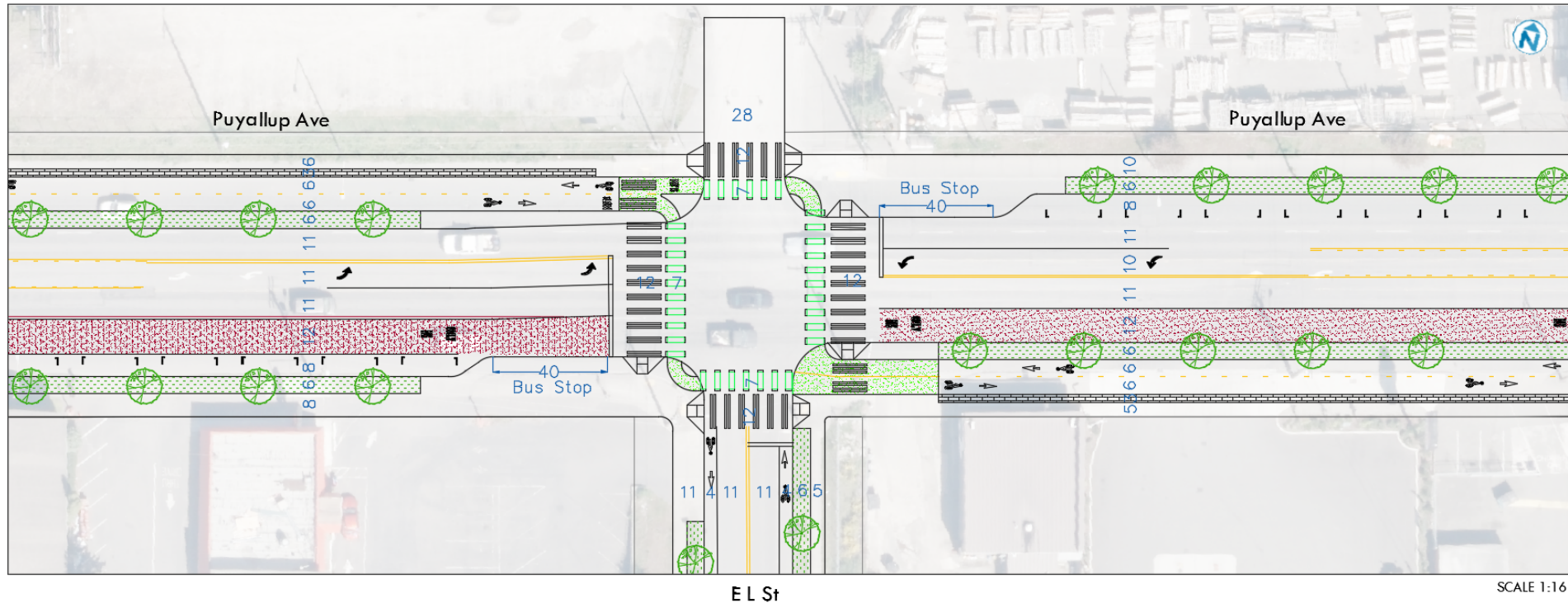
Alternative 1: Bike Path, Transit/HOV Lane, 2 General Purpose Lanes + Center Turn Lane

Puyallup Avenue between E. D St and E. E St facing East
Alternative 1



Alternative 1: Bike Path, Transit/HOV Lane, 2 General Purpose Lanes + Center Turn Lane

Plan View at L Street



Alternative 1: Bike Path, Transit/HOV Lane, 2 General Purpose Lanes + Center Turn Lane



Pedestrians

- Sidewalks 7'-10'
- Buffered from vehicle traffic by path (north side)
- Curb extensions possible



Bicyclists

- Two-way path
- Bike signals added at signalized intersections

Transit

- Transit/HOV lane EB
- EB buses stop in Transit/HOV lane
- WB buses stop in GP lane
- Bus bulbs swap with parking



Freight

- TWLTL for staging



Drivers

- Right turns from transit/HOV lane allowed
- On-street parking on both sides throughout corridor
- HOV lane

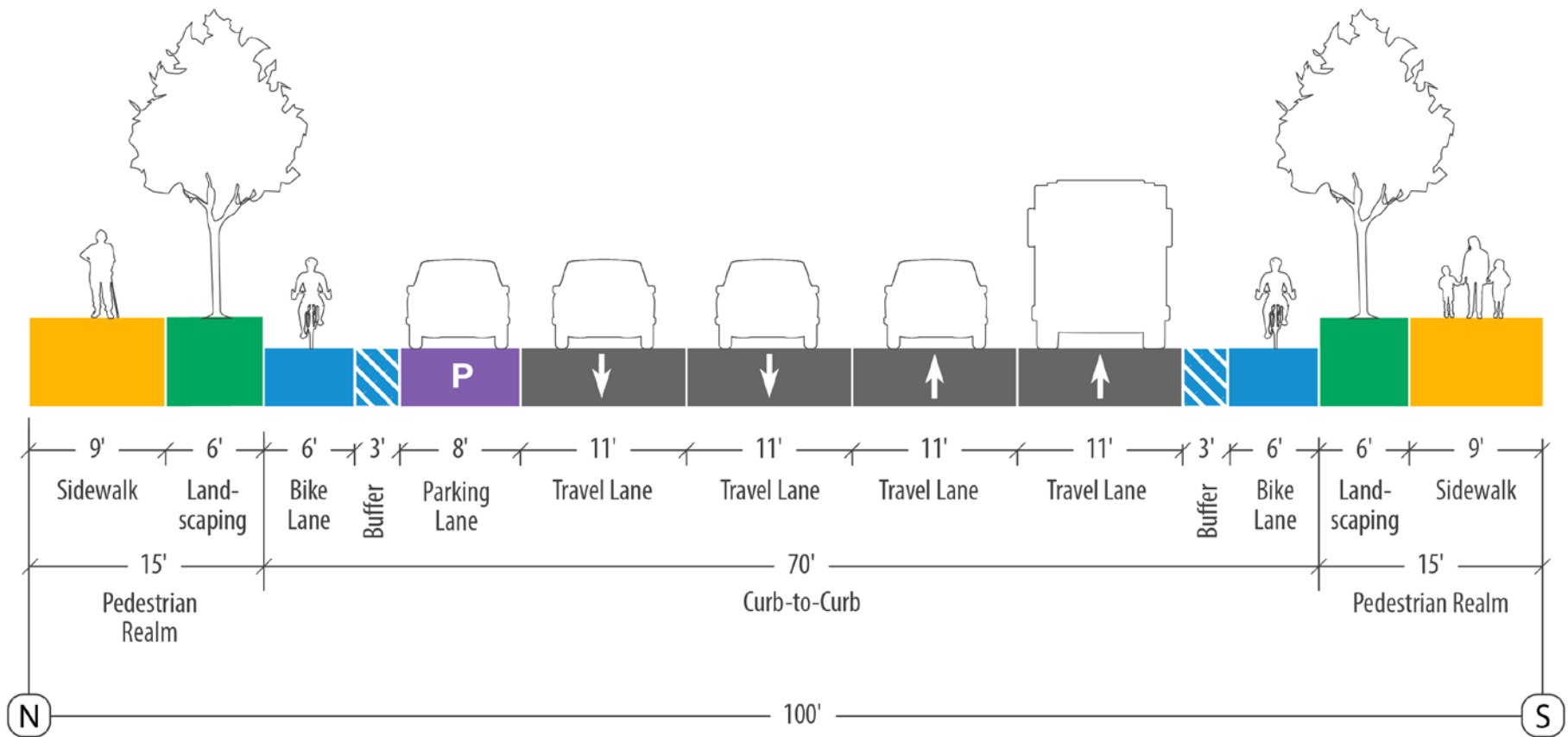


Placemaking

- Adds trees both sides in Industrial and TOD Districts

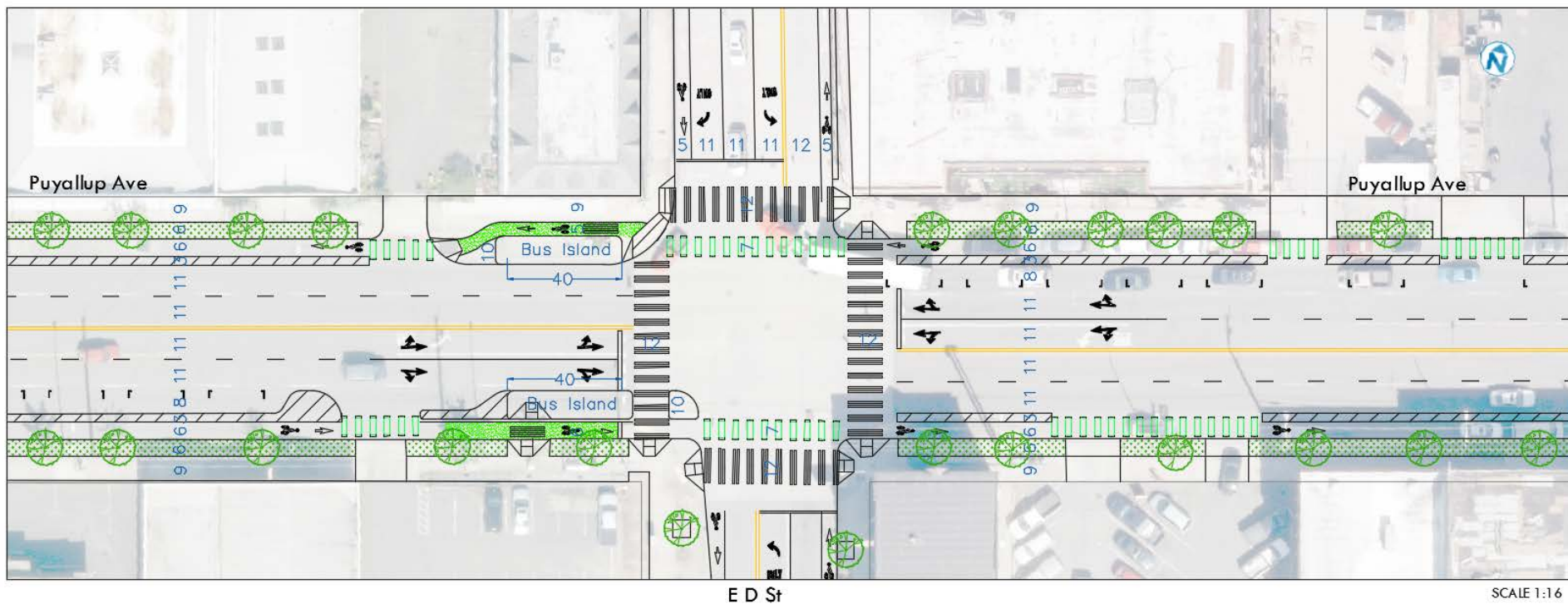
Alternative 2: Protected Bike Lane with 4 General Purpose Lanes

Puyallup Avenue between E. D St and E. E St facing East
Alternative 2



Alternative 2: Protected Bike Lane with 4 General Purpose Lanes

Plan View at E. D Street



Alternative 2: Protected Bike Lane with 4 General Purpose Lanes



Pedestrians

- Sidewalks 6'-10'



Freight

- No TWLTL
- Fewer left turn pockets



Bicyclists

- Protected bicycle lane against curb



Drivers

- 4 travel lanes
- No TWLTL
- Fewer left-turn pockets
- Parking on both sides, except in TOD District



Transit

- Buses stop in GP lane (drivers go around)
- Bus stops swap for parking
- At D Street, bikes route through 6' landscaping area to get around bus stop

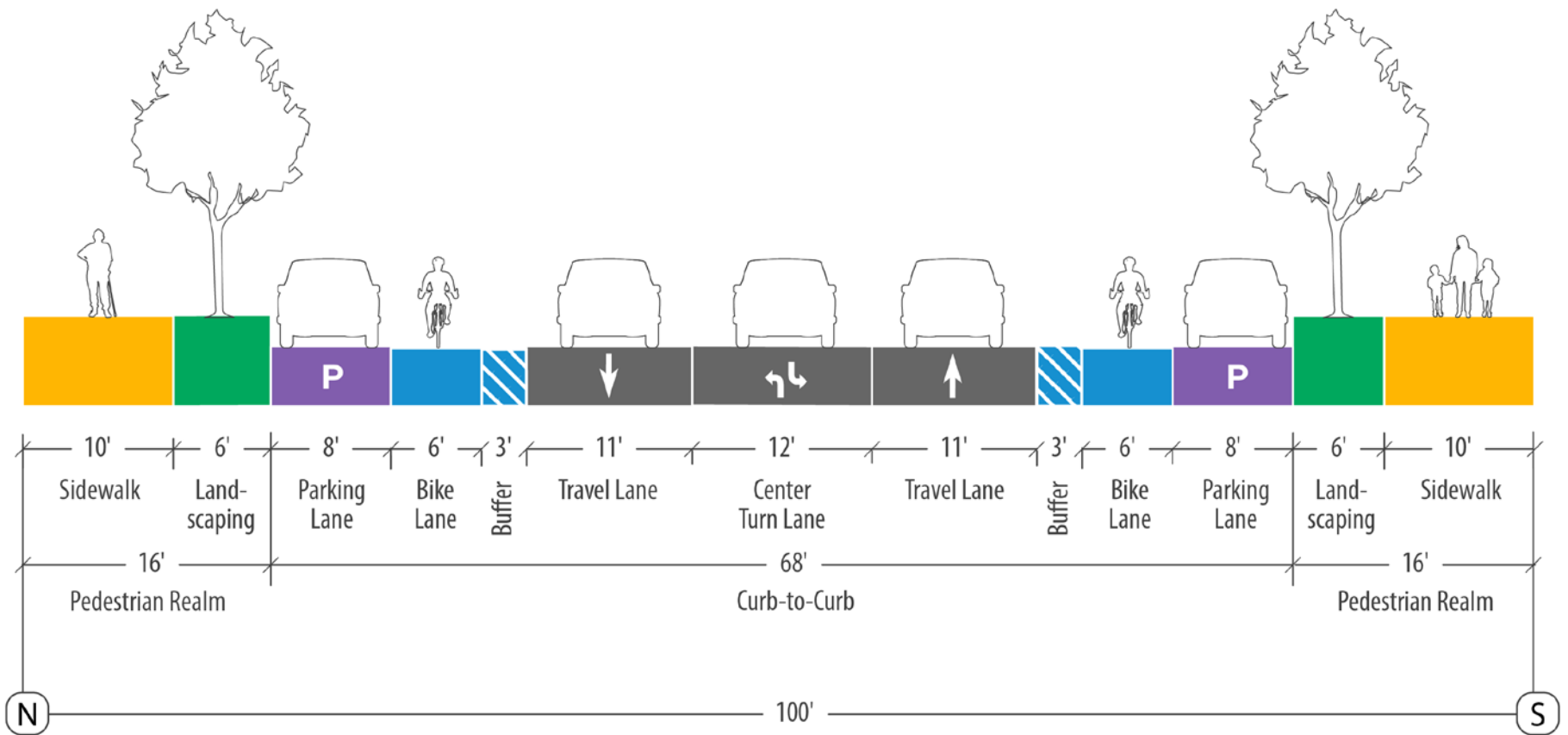


Placemaking

- Trees added in TOD District, both sides

Alternative 3: Buffered Bike Lanes with Two General Purpose Lanes + Center Turn Lane

Puyallup Avenue between E. D St and E. E St facing East
Alternative 3



Alternative 3: Buffered Bike Lanes with Two General Purpose Lanes + Center Turn Lane



Pedestrians

- Sidewalks 9'-10'
- Buffered from vehicle traffic by trees in Industrial and TOD Districts



Freight

- TWLTL provided



Drivers

- One lane per direction
- On-street parking both sides for entire corridor



Bicyclists

- Buffered bike lanes next to parking



Placemaking

- Trees added on both sides of street in Industrial and TOD Districts



Transit

- Buses stop in GP lane
- Bus bulbs swap for bike lane
- Bikes routed through parking lane

Alternative Evaluation - Measures of Effectiveness

- Ease of Crossing/Access to transit
- Bicycle Accommodation
- Pedestrian Comfort
- Freight Access
- Transit Reliability
- Travel Speeds
- Neighborhood Development Support
- Placemaking and Landscaping Opportunities



Next Steps

Current

- Complete Alternative Evaluation
- Compile Open House Public Comment
- Develop Hybrid Alternative
- Issue Final Tech Memo

Future

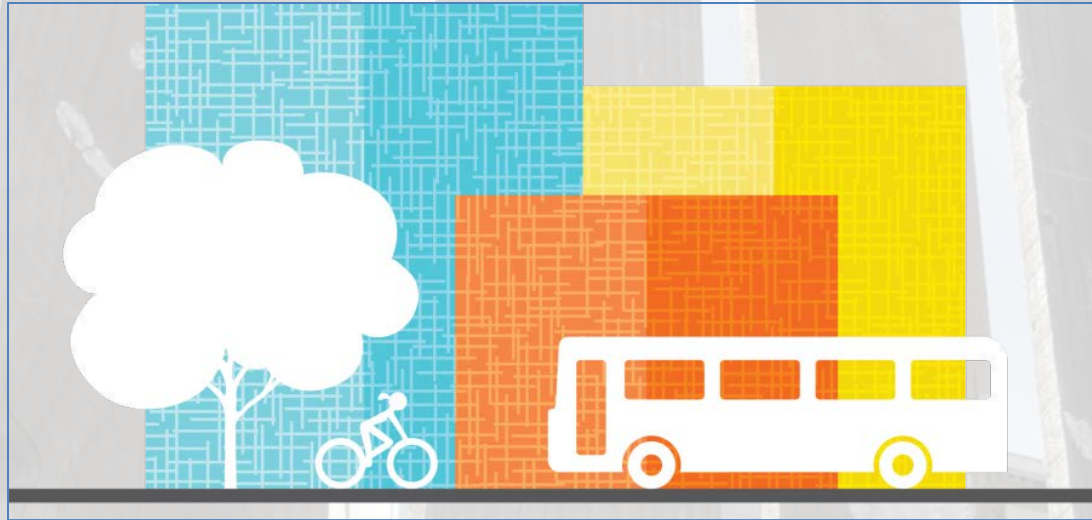
- Apply for Design Grants
- Review Hybrid Alternative with Public
- PE: Design/ROW/Permitting

Thank You!



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Tacoma Mall Neighborhood Subarea Plan & EIS

Transportation Commission

August 16, 2017

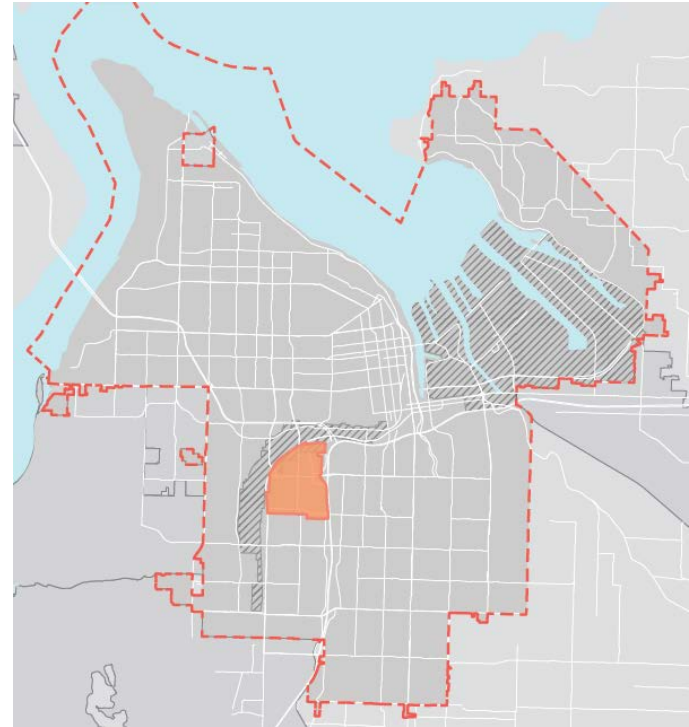
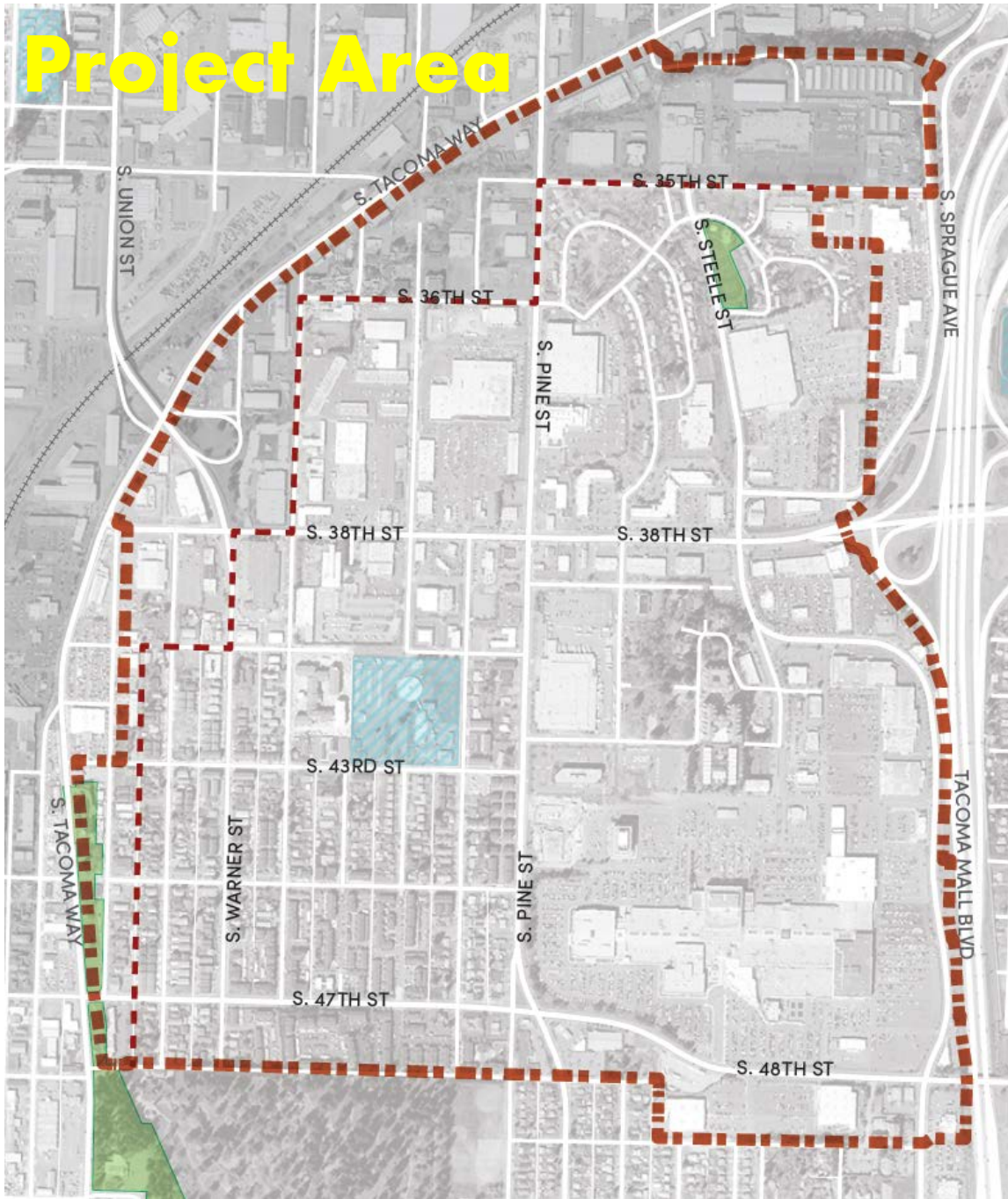
Meeting objectives



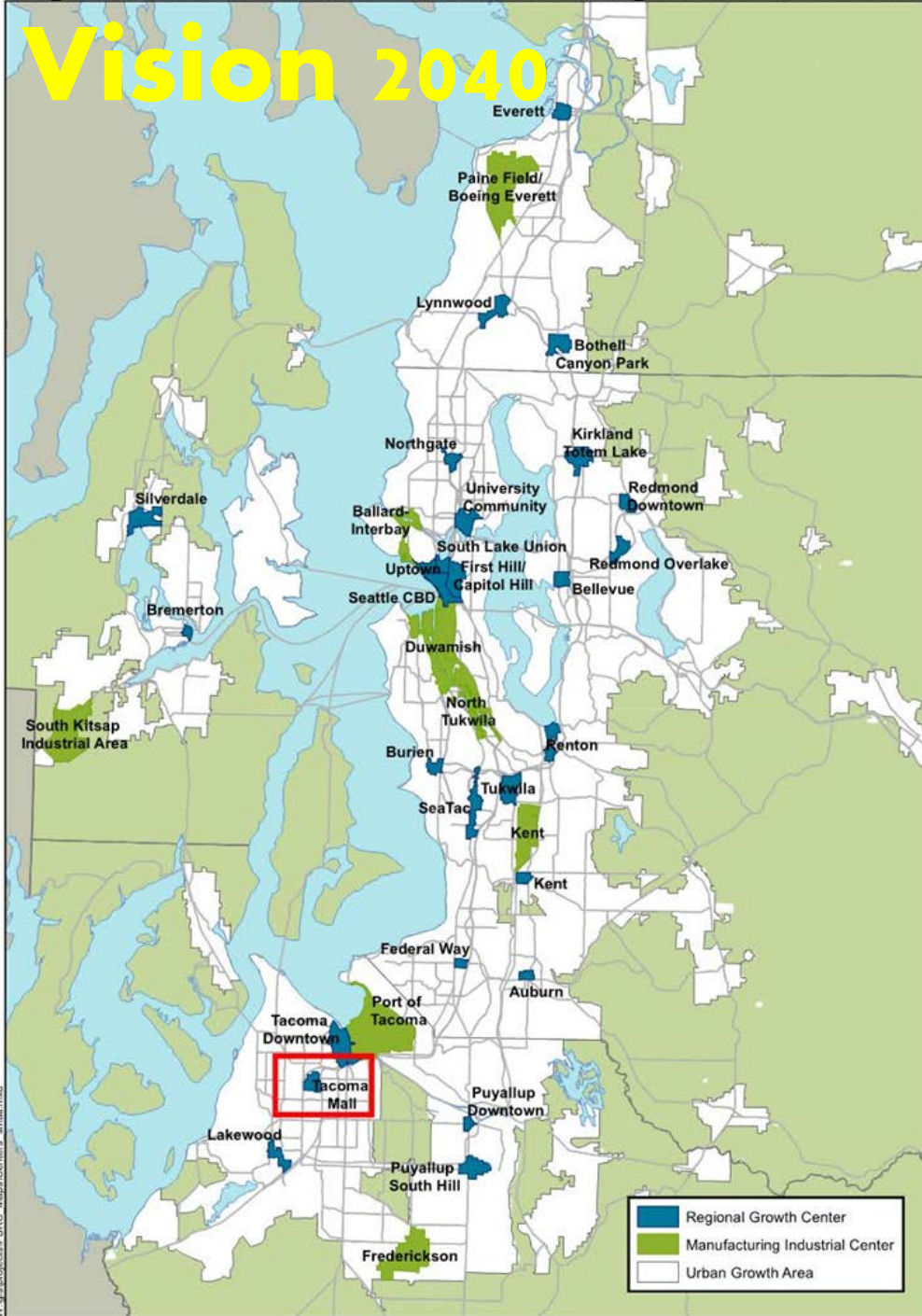
- Invite comments from the Commission
- Review key transportation actions
- Next steps
 - Public outreach – August/September
 - Planning Comm. recommendation – October
 - Council action – November/December



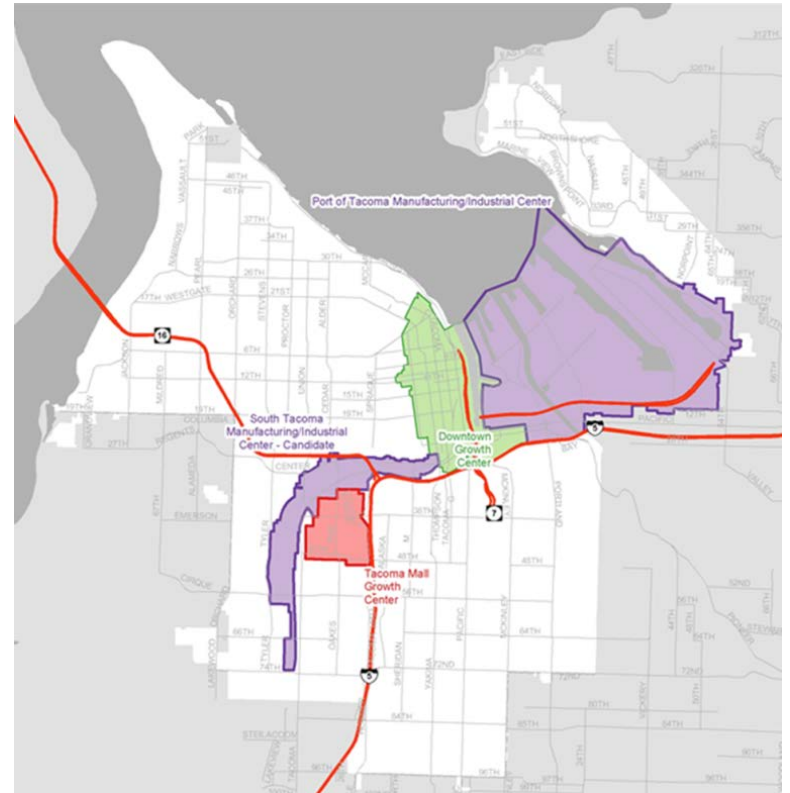
Project Area



Vision 2040



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Showing our work



PUBLIC ENGAGEMENT:

- Public kickoff meeting
- EIS scoping meetings
- TPCHD focus groups
- Stakeholder interviews
- Tours
- Design workshop
- Public scoping meetings
- Stakeholder working group
- Business community engagement
- Informational briefings
- Planning Commission
- City Council

TECHNICAL DOCUMENTS:

- Neighborhood Livability Needs Assessment
- EIS Determination of Significance
- EIS Scoping Summary
- Existing Conditions Analysis
- Design Workshop Summary Report
- Infiltration Study
- Traffic analysis
- Multifamily and Mixed-Use Development Feasibility Analysis
- Commercial Actions Case Study





Establishing the vision



PROPOSED VISION:

By 2040 the Tacoma Mall Neighborhood will be a thriving center of regional significance and a distinctive, connected, livable and healthy place with a wide range of opportunities for all people to live, work, invest and fulfill their potential.



Moving toward the vision



Transportation Issues





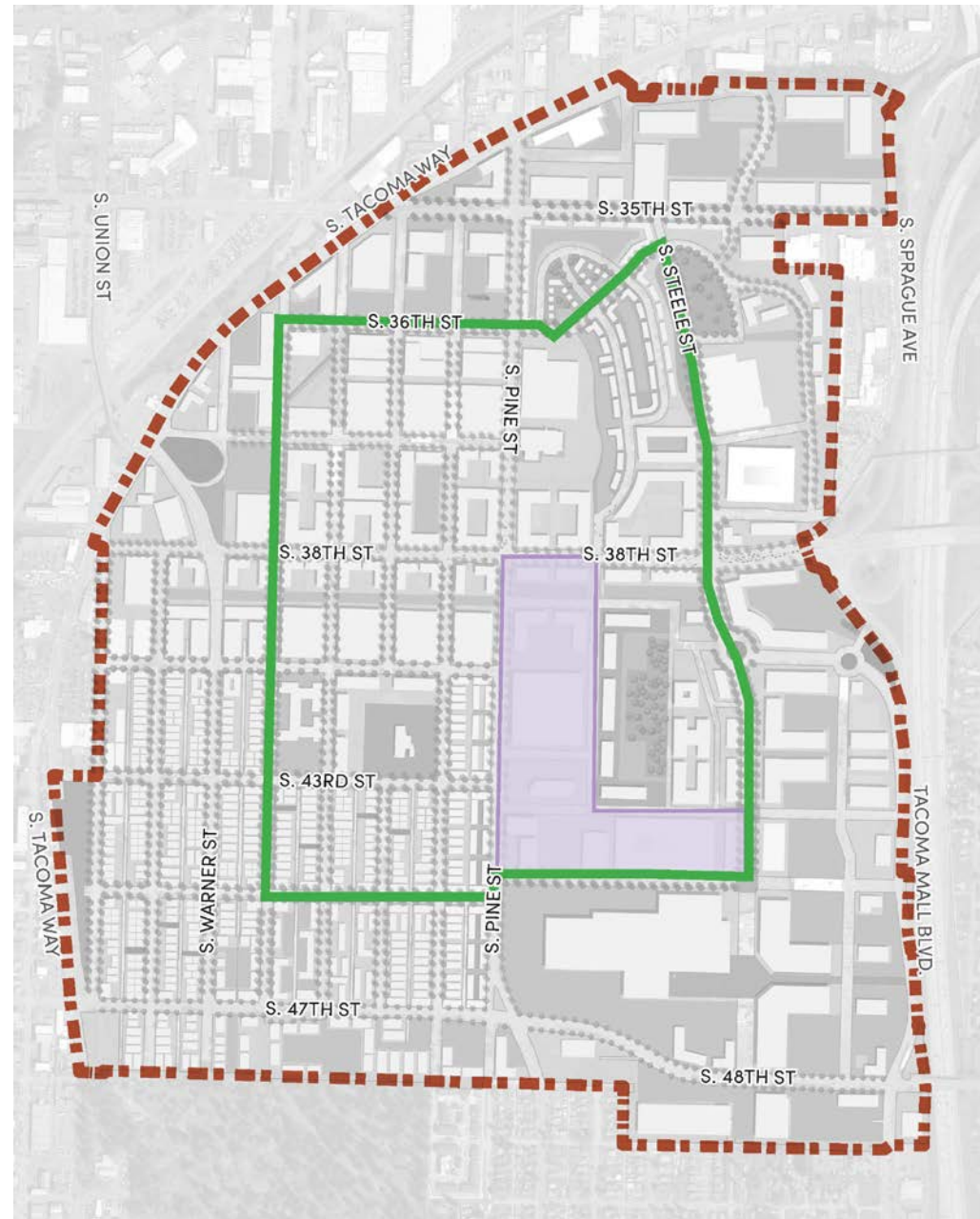


I-5 Direct Offramp



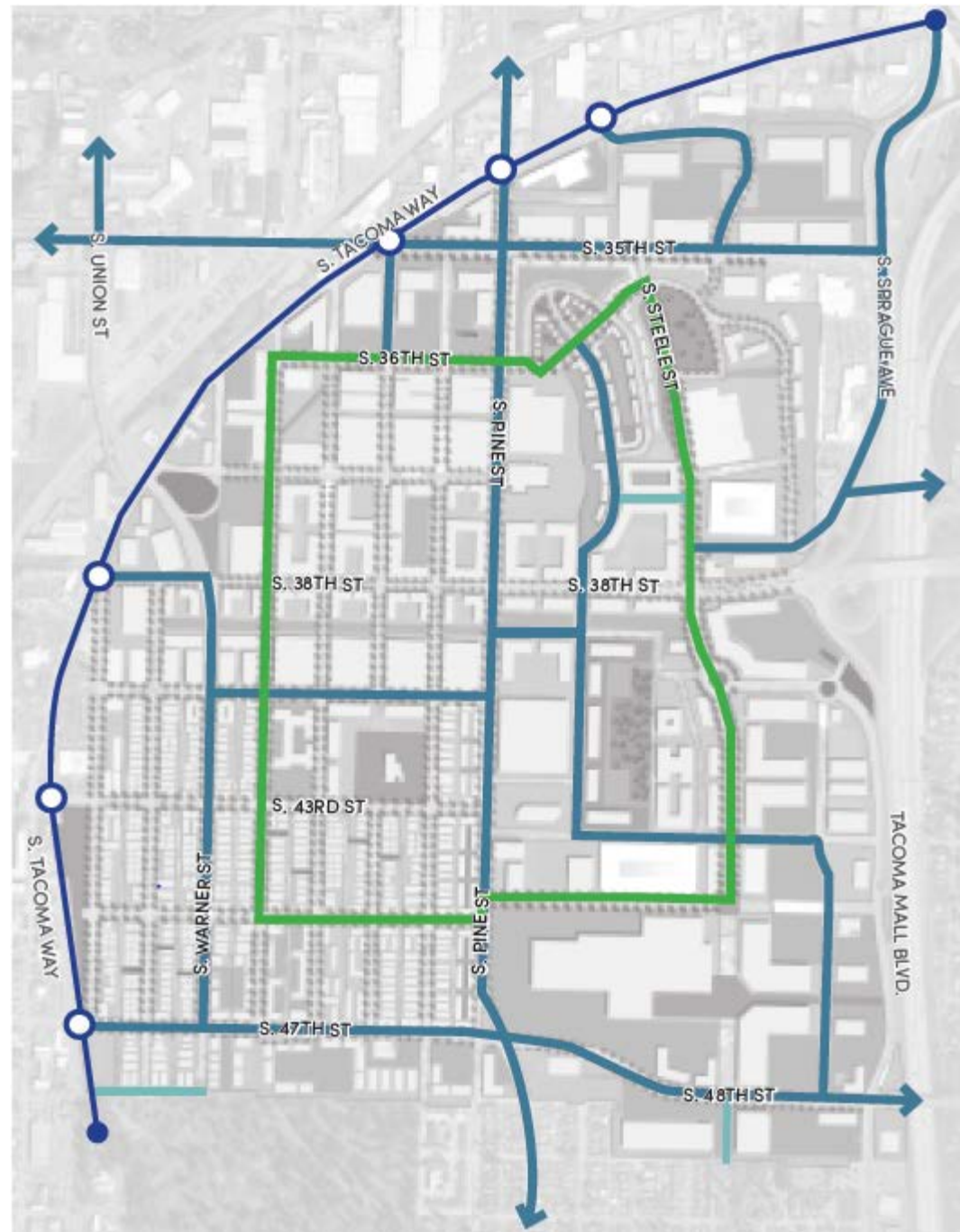
Transit

- Plan for high capacity transit
- Connect to City & region
- Consolidated transit hub
- Improve service
- Transit-oriented development



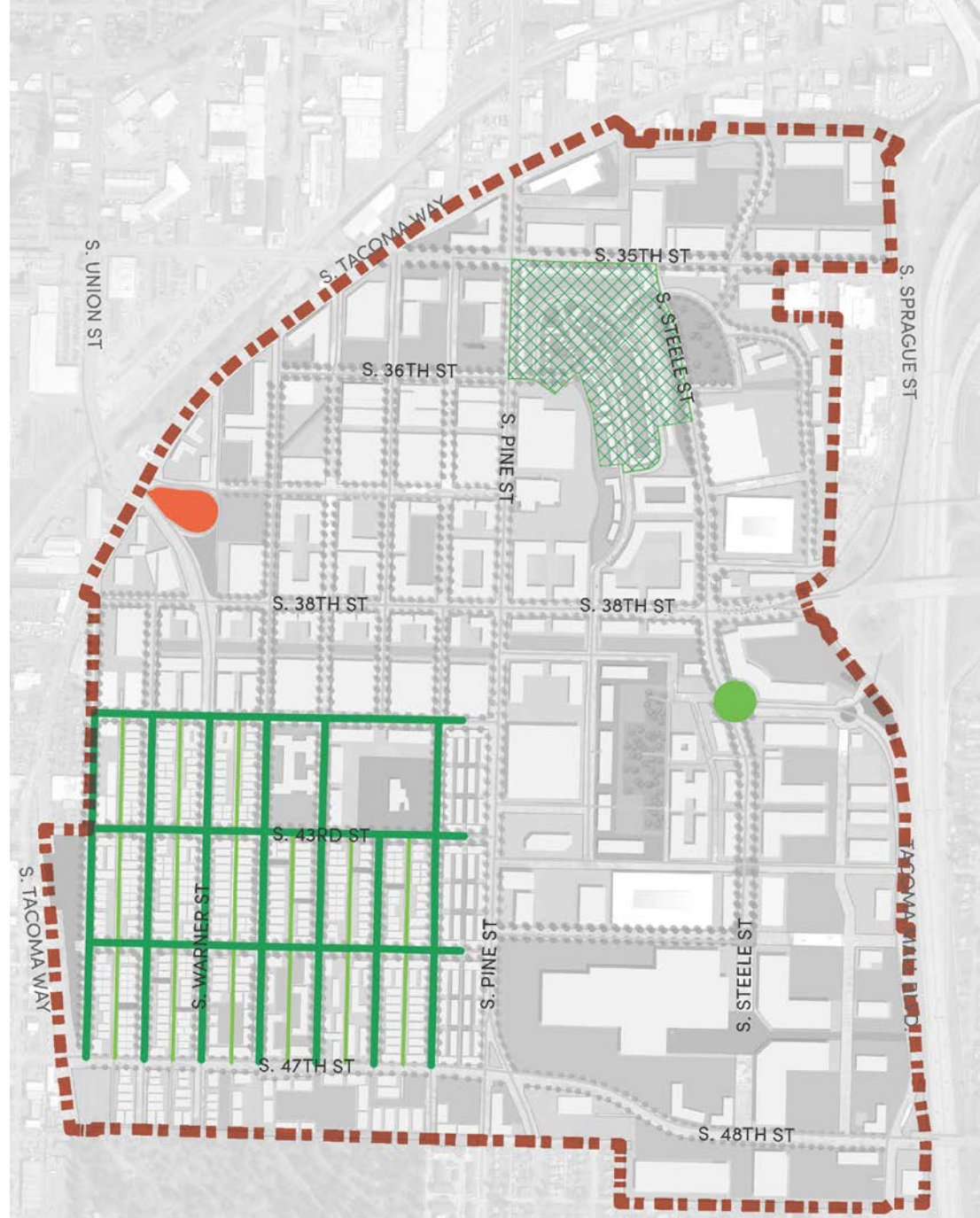
Bikes and Pedestrians

- Complete Streets
- Loop Road
- Water Flume Trail
- Bike Priority Network
- Pedestrian Links



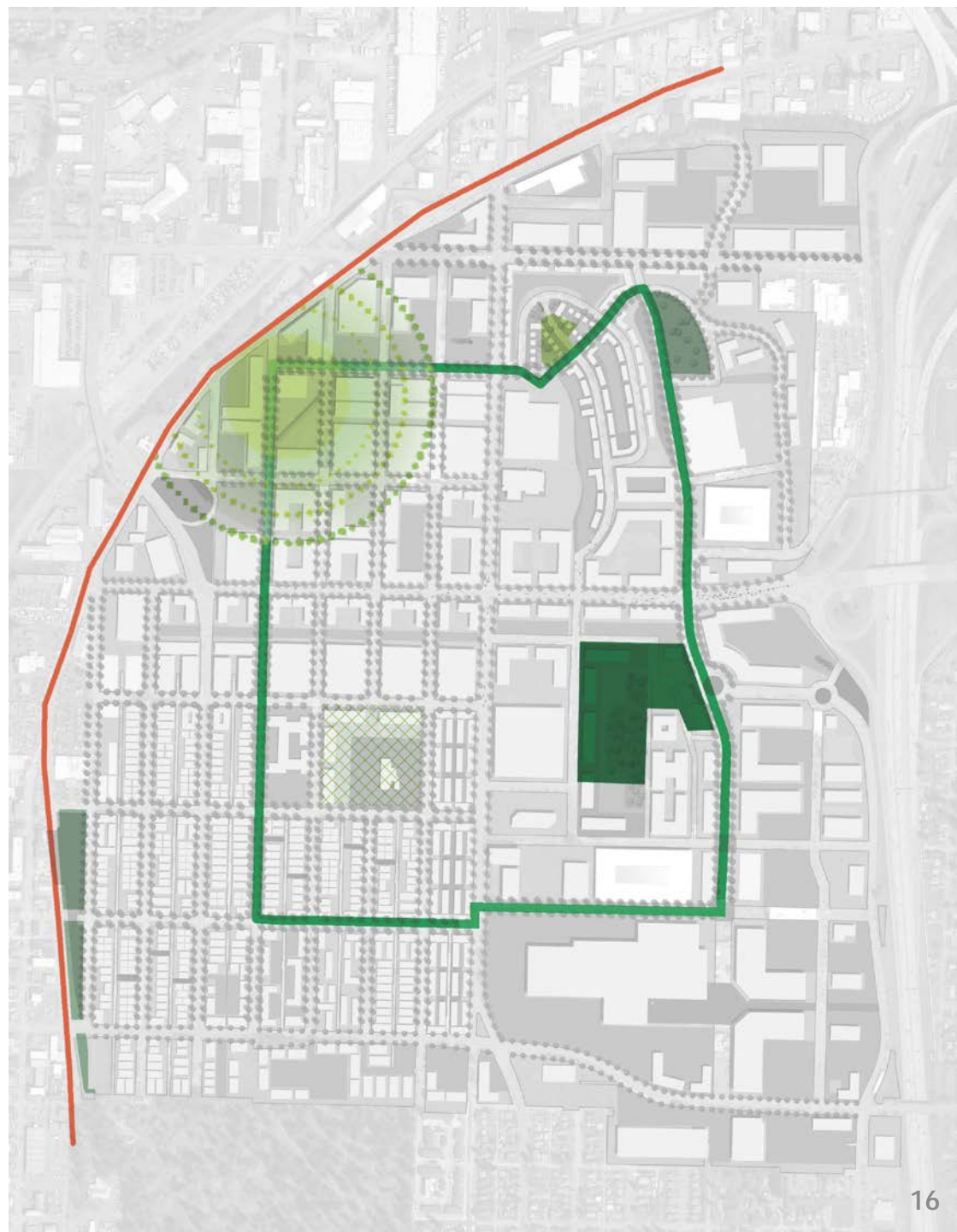
Green Stormwater Strategies

- Green Streets will provide multiple benefits

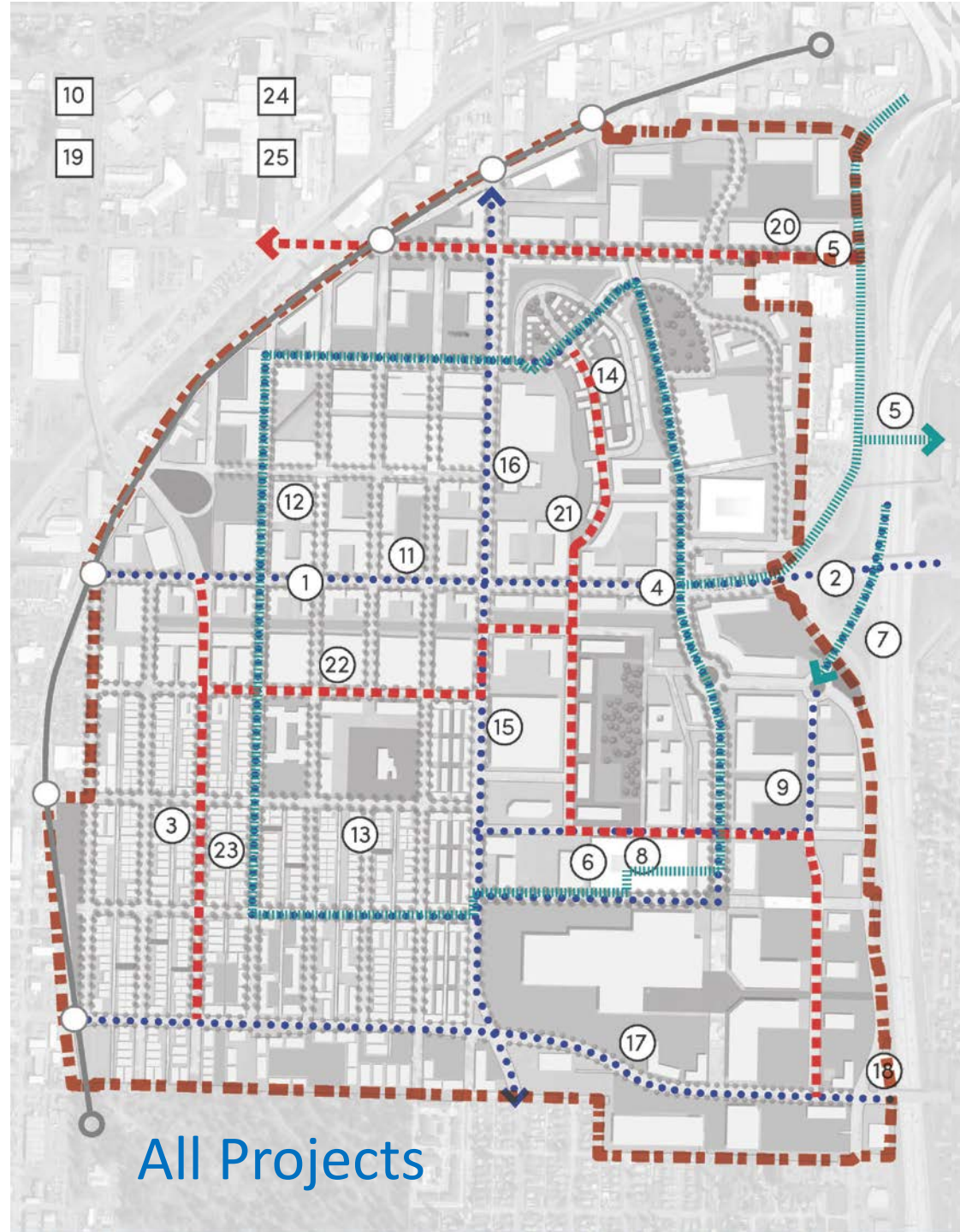
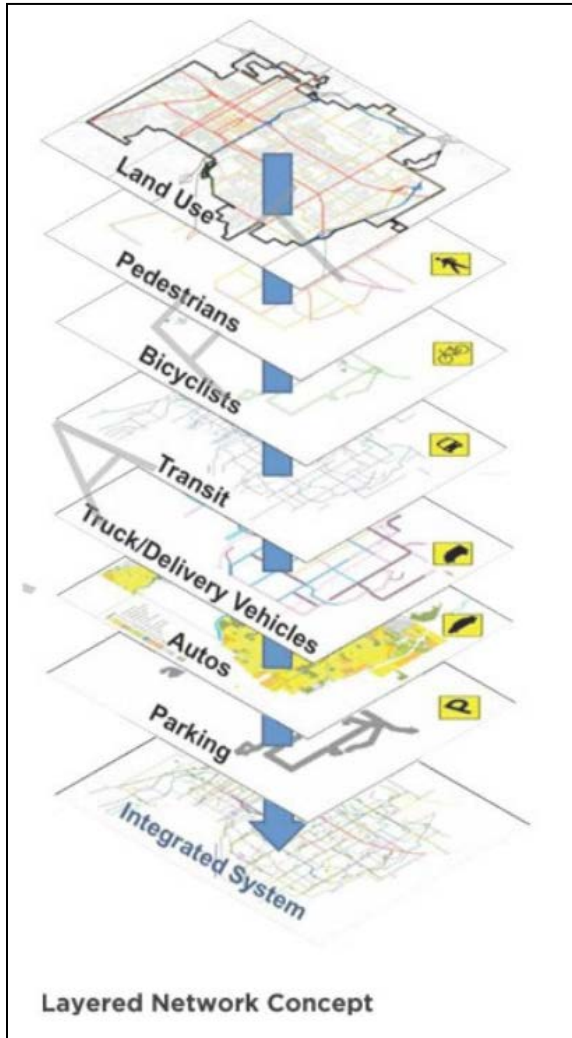


Loop Road

- Internal pedestrian connector
- Supports mode shift
- Connects parks and open spaces



Proposed Transportation Projects



Existing Streets

- Large blocks
- Traffic channeled to arterials
- Auto-oriented development



Street Network & Connectivity

- Connectivity principles:
 - New connections with major redevelopment
- Street network tiers
- Regulatory approach
- City leadership



Market study



- How will proposals affect property value?
- Case study approach
- Assess subarea plan proposals
 - Permit streamlining
 - Near, mid and long-term transportation projects
 - Connectivity requirement
 - New funding sources

Implementation



- Integrating Subarea Plan with TMP
- Funding recommendations
- Pursue priority projects
- Partnership opportunities

How to provide input



- Input to the Planning Commission
- Meetings
 - Aug 28th BPTAG
 - Aug 30th Informational Meeting
 - Sept 6th Public Hearing
 - Sept 13th Council IPS Committee tour

ADDITIONAL MEETINGS BEING SCHEDULED

PERFORMANCE MEASUREMENT & PROJECT PRIORITIZATION

As described in the goals and policies section, the system completeness LOS standard enforces the build out of Tacoma's transportation system concurrent with development; however, prioritizing which projects to include in the city's 25-year project list will require a careful balance of many considerations, including:

- **Multimodal System:** safe and welcoming travel by all modes
- **Equity:** ~~an equitable multimodal system both geographically and in its treatment of modes, with special attention that prioritizes given to areas historically underserved communities~~ improvements in low-income communities with the highest need
- **Safety:** safe travel
- **Health/Environment:** physical health of users and environmental protection
- **System Preservation:** preserving existing transportation assets
- **Financial Stewardship:** effective leveraging and expenditure of funds
- **Congestion:** managing congestion on critical corridors

Evaluating projects according to their contributions to each of these seven city priorities should guide project prioritization and regular transportation system performance monitoring. Each city goal has specific measures that help quantify priorities and track progress over time. The City of Tacoma currently tracks some of these performance measures while others will require initial benchmarking and repeated data collection in the future. The ~~table~~ **Targets and Actions**

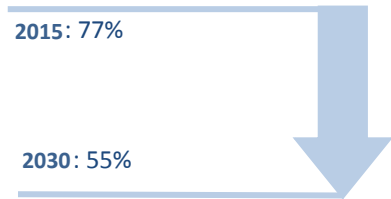
on the next page presents the components of Tacoma's biannual transportation report card. Some of these measures may fluctuate over time rather than changing steadily so the City will have to track overall trends as it collects more data points over multiple bienniums.

System completeness is a major policy shift for Tacoma. This new standard moves beyond prescribing that a certain speed or intersection delay threshold be met. Instead project evaluation and prioritization will be multimodal and guided by performance measures discussed in this section.

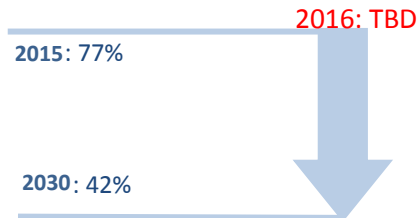
TARGETS

Multimodal System (Mode Split and Investment per Mode)

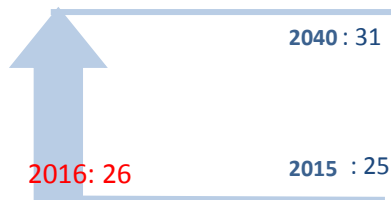
MS1: Decrease single occupancy vehicle trips citywide by 22% of 2015 levels (American Community Survey). **2016: 84%**



MS2: Decrease single occupancy vehicle trips in Downtown Tacoma Regional Growth Center by 35% of 2015 levels (Puget Sound Regional Council).



MS3: Increase the number of employers participating in the Commute Trip Reduction program by 25% of 2015 levels.



MS4: Upgrade status from League of American Bicyclists to Gold status by 2040.



MS5: Attain Silver status from Walk Friendly Communities by 2040.



Equity (Investment per Community and Investment per Mode)

E1: Complete 50% of Transportation Master Plan Tier 1 projects in areas with 25% or greater minority, according to WSDOT Application for Local Planning and Community Accessibility (ALPACA) survey by 2040.



E2: Complete 50% of Transportation Master Plan Tier 1 projects in areas with 25% or greater poverty, according to WSDOT Application for Local Planning and Community Accessibility (ALPACA) survey by 2040.

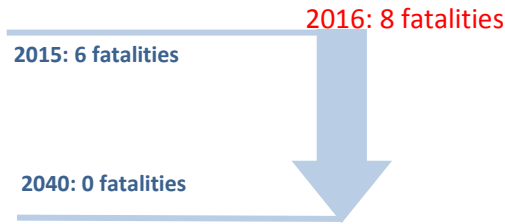


E3: Complete 100% of Transportation Master Plan Tier 1 projects by 2040.



Safe Travel for All People/Modes (Crash Reduction)

ST1: Reduce bicycle & pedestrian fatalities by 100%.

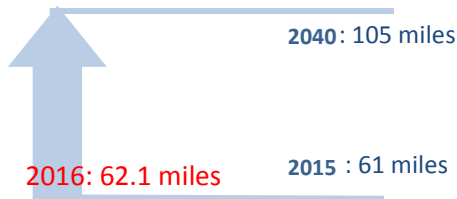


ST2: Reduce bicycle and pedestrian youth (18 years of age and under) collisions by 100% of 2015 collisions.

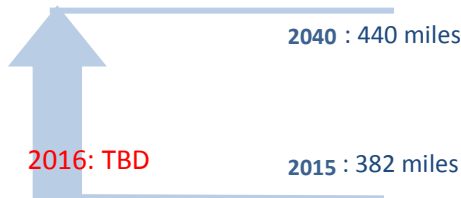


Health/Environment (Physical Activity and Air Quality)

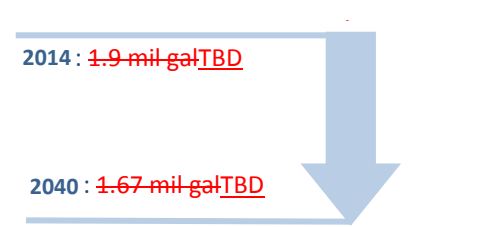
HE1: Increase miles of bicycle infrastructure by 65% of 2015 miles.



HE2: Increase miles of missing link sidewalks installed by 15% of 2015 levels.

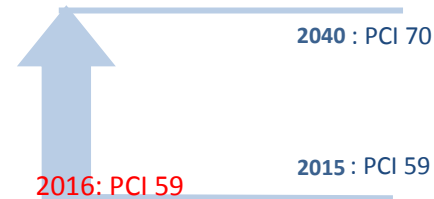


HE3: Decrease transportation fossil fuel use by 30% of 2014 levels.

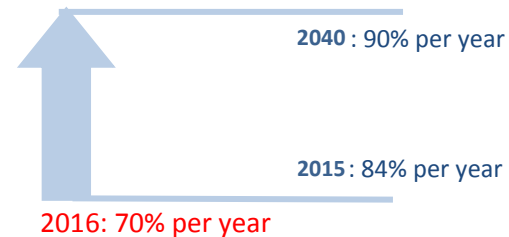


System Preservation (Pavement Quality and Streetlights)

SP1: Increase Tacoma's Overall Pavement Condition Index (PCI) from 59 (Marginal) to 70 (Good) by 2040.



SP2: Increase percentage of replaced and maintained reported streetlight infrastructure each year.



Financial Stewardship (Maintenance Funding and Leveraging of Funds)

FS1: Increase non-Public Works dollars leveraged for capital project delivery.



FS2: Complete residential maintenance of 5,614 blocks as identified in the Streets Initiative Report.



Congestion (Vehicle Delay)

C1: Increase signal timing optimization performance by evaluating and implementing field improvements by 100% for all signals of 2015 levels by 2040.



ACTIONS

	ACTION	PROGRESS RATING (1-5)	2016 STATUS
TMP1	Advocate for dollars spent on active transportation projects.	2	The Transportation Commission oversees the Tacoma Streets Initiative capital funds to ensure projects meet the goals of the TMP, specifically for active transportation.
TMP2	Establish dedicated and stable funding for active transportation education, encouragement, safety programs, and infrastructure improvements.	3	Through the Tacoma Streets Initiative, \$2.5 million/year is dedicated to active transportation.
TMP3	Synchronize and recalibrate the timing of traffic signals on all Tacoma arterials. Repair, improve, or upgrade infrastructure as needed to maximize signal efficiency.	2	Acquired grant funding to synchronize ~10% of the City's traffic signals. Have acquired no dedicated funding for infrastructure specific to traffic signal efficiency upgrades.
TMP4	Become a Bicycle Friendly Silver Community by implementing the next 5 prioritized Mobility Master Plan roadway projects and next 32 trail projects.	2	Grant funding received to implement several Mobility Master Plan projects in 2018.
TMP5	Identify infrastructure needs at school via community meetings and/or walking audits.	1	The Safe Routes to School (SRTS) Implementation Plan will be finalized in August 2017. Lister ES and First Creek MS will conduct walking audits in Fall 2018 as part of the SRTS grants received. Two additional schools will be reviewed as part of the \$500k allocation in the 2017-2018 Biennial Budget.
TMP6	Develop and implement a project-based curriculum for teachers to integrate active transportation into lessons	1	The City was not awarded a Washington Traffic Safety Commission grant to work with elementary and middle school teachers on developing a curriculum.
TMP7	Develop sidewalk, curb ramp and crosswalk inventories to prioritize future investments, as part of a Pedestrian Mobility Strategy.	2	Draft sidewalk inventory data completed June 2017. Public Works partnered with UWT to develop an app allowing City inspectors to inventory and provide conditions on curb ramps. Over 20 locations were inventoried in the pilot program.
TMP8	Develop Subarea Plans for all Mixed-Use zones and ensure that 20-Minute neighborhoods, bicycle access and transit access are priorities.	TBD	The Tacoma Mall Subarea Plan is currently being developed and adoption is anticipated by the end of 2017.
TMP9	Support fulfillment of pothole requests submitted through	TBD	TBD

	Tacoma311 within seven business days.		
TMP10	Track completion of projects in the Transportation Master Plan Project Detail List.	TBD	Capital projects pursuing grant funding are vetted against the Transportation Master Plan Project Detail List and the Transportation Master Plan's goals for compliance.
TMP11	Track miles of vehicular and bicycle lanes restriped.	3	The City restriped half of arterial lanes in Tacoma. Actual number of lanes to be determined.

1: None 2: Little Progress 3: Some Progress 4: Good Progress 5: Completed

DRAFT PERFORMANCE MEASURES STATUS

ID	Big Picture Topical Areas	PERFORMANCE MEASURES	MEASURES OF SUCCESS	DATA SOURCE	ACTIONS	RECOMMENDATION
1	Multimodal System	Mode split	Decrease in SOV mode share	PSRC: RGCs and MICs Work Trip Mode Shares	Monitor PSRC data every five years or as updates are available	Convert to TARGET MS2 and make consistent with Page 123 Existing and Recommended Commute Trip Mode Splits.
2				American Community Survey: Citywide Commute Mode Shares	Monitor ACS data every five years or more frequently if desired	Convert to TARGET MS1 and make consistent with Page 123 Existing and Recommended Commute Trip Mode Splits.
3				PSRC Household Travel Survey: All Trips	Monitor PSRC data every 7-8 years or as updates are available	Remove Action - Measurement is consistent with new TARGET MS1 and MS2.
4		VMT	Decrease in VMT per capita	WSDOT Highway Performance Monitoring System (HPMS) or establish city survey	Monitor WSDOT data every two years	Remove - VMT data is reliant on traffic model update and maintenance, which is not programmed at this time.
5		CTR / TMA Participation	Participation Growth in number of participants	WSDOT, Pierce Trips, Downtown: On the Go!, other TMAs	Monitor every two years	Convert to TARGET MS3, which is consistent with Environmental Action Plan (EAP)
6		Bicycle Friendly Community Status	Upgrade in status from League of American Bicyclists	League of American Bicyclists	Monitor every two years	Convert to TARGET MS4, which is consistent with Environmental Action Plan (EAP)
7	Equity	Investment per community	Percent of need met within 1/4 mile of disadvantaged communities, such as those with low income or many zero-car households	City / Census data	Monitor every two years	Convert to TARGET E1 and modify to track increase in the number of projects complete in areas with 25% or greater poverty or minority (as designated in WSDOT ALPACA)
8			Percent of need met per Neighborhood Council District	City	Monitor every two years	Remove - The focus of equity in the City has shifted to income and race, not geographical. The introductory statement describing equity will need to be amended.
9		Investment per mode	Dollars spent per mode per year	City	Monitor every two years	Convert to Action TMP1. Staff is proposing to track dollars spent on active transportation projects in areas with 25% of greater poverty as tracked through WSDOT's Application for Local Planning and Community Accessibility (ALPACA) tool.
10			Percent of modal priority network built	City	Monitor every two years	Convert to TARGET E2 and modify to focus on the number of projects built in areas of 25% or greater poverty and minority (as designated in WSDOT ALPACA)
11			Miles of facilities built per year	City	Monitor every two years	Convert to TARGET HE1 and HE2 for miles of sidewalk and miles of bicycle facilities built.

DRAFT PERFORMANCE MEASURES STATUS

ID	Big Picture Topical Areas	PERFORMANCE MEASURES	MEASURES OF SUCCESS	DATA SOURCE	ACTIONS	RECOMMENDATION
12	Safe Travel for All People / Modes	Crash reduction	Total number, per capita, and per million VMT crashes	WSDOT	Monitor every two years	Convert to TARGET ST2 and modify to track the total number of crashes for youth (18 years and under), which is consistent with the Safe Routes to School (SRTS) Implementation Plan
13			Total number, per capita, and per million VMT injury / fatality crashes	WSDOT	Monitor every two years	Convert to TARGET ST1 and modify to track the total number of bicycle and pedestrian fatalities citywide, which will be an element of Vision Zero.
14			Total number, per capita, and per million VMT pedestrian / bicycle crashes	WSDOT	Monitor every two years	Remove action as it is similar to TARGET ST1 above.
15	Health / Environment	Physical activity	Miles of added pedestrian and bicycle facilities within 1/4 mile of schools	City	Monitor every two years	Convert to ACTION TMP5 and make consistent with SRTS Implementation Plan for engineering actions.
16			Percent of K-12 students who have a comprehensive Safe Routes to School program at their school	Tacoma School District	Monitor every two years	Convert to ACTION TMP6 and make consistent with SRTS Implementation Plan for engineering actions.
17			Number of housing units / jobs within 1/4 mile of transit stop or bicycle facility	City / Census Data	Monitor every two years	Remove - Evaluating housing units/jobs within 1/4 of transit stops and bicycle facilities was complicated due to the number of stops and lack of jobs/housing units data by location. Staff recommends creating an action TMP8 that references development of Subarea Plan.
18		Air quality	Decrease in VMT per capita	WSDOT Highway Performance Monitoring System (HPMS) or establish city survey	Monitor every two years	Convert to TARGET HE3 and make consistent with Environmental Action Plan for fossil fuel consumption. An action could be included to track VMT through the WSDOT Highway Performance Monitoring System in the future.
19	System Preservation	Pavement quality	Pavement quality model	City	Monitor every two years	Convert to TARGET SP1 and use the Pavement Condition Index system, which is consistent with the 2017-2018 Biennial Budget.
20			Number and percentage of TacomaFIRST 311 pavement maintenance requests filled	City	Monitor every two years	Convert to ACTION TMP9 that tracks the number of requests received through Tacoma311. Street Operations policy is to fill all pothole requests within ten business days.
21			Miles of lanes restriped	City	Monitor every two years	Convert to ACTION TMP11 to track striping of vehicular and bicycle facilities.
22		Signals and streetlights	Number / percent of backlog of signal heads and streetlights replaced	City	Monitor every two years	Convert to TARGET SP2 to track the percentage of replaced and maintained reported streetlight infrastructure. The focus will be streetlights, which has the largest backlog.

DRAFT PERFORMANCE MEASURES STATUS

ID	Big Picture Topical Areas	PERFORMANCE MEASURES	MEASURES OF SUCCESS	DATA SOURCE	ACTIONS	RECOMMENDATION
23	Financial Stewardship	Maintenance funding	Percent of investments / dollars spent on maintenance projects	City	Monitor every two years	Remove action - TARGETS and ACTIONS TMP9, SP1, and SP2 are measures of maintenance operations.
24			Reduction in maintenance backlog	City	Monitor every two years	Convert to TARGET FS2 to track progress of Street Initiative funds and ensure consistency with proposition intent/information.
25		Leveraging additional funds	Non-city dollars leveraged for project delivery	City	Monitor every two years	Convert to TARGET FS1.
26			Number of constructed projects that were on other Capital Facilities Plan lists	City	Monitor every two years	Convert to ACTION TMP10 and modify to completion of projects in the TMP Project List.
27	Congestion	Vehicle delay	Limited increase in congestion on key routes for vehicular mobility	City	Monitor every two years	Convert to TARGET C1 and modify to track signal timing optimization to reduce delay time and improve corridor efficiency.
28		Move people and goods	Increase in number of people and / or volume of goods moving through arterials	City	Monitor every two years	Remove action as it conflicts with multimodal targets. TARGET C1 appears to meet the intent of reducing delays.