



MINUTES

MEETING: Regular Transportation Commission Meeting

TIME: Wednesday, **June 20, 2018**, 5:30 p.m.

PLACE: Conf. Room 243, Tacoma Municipal Building
747 Market Street, Tacoma, WA 98402

1. Call to Order

Co-Chair Leighton called the meeting to order at 5:35 p.m.

2. Roll Call

A Motion was made to excuse CM Hyman who had advised she would be absent. Motion was seconded and approved.

3. Approval of Minutes (May 16, 2018)

Minutes were discussed and items highlighted in yellow were reviewed and clarified by the group. Co-chair Leighton stated that the recorder had not been working at the last meeting.

Co-chair Leighton corrected spelling for Roger Millar and Co-chair Moore corrected spelling of Erik Hanberg.

Co-chair Leighton was not sure if he had asked the first yellow highlighted items on page 2, but Co-chair Moore remembered him asking the second. No changes requested to either.

CM Thurlow - Item 4 Public Comment– wanted to confirm that the reference was to east and westbound lanes on Puyallup Ave. Co-chair Leighton confirmed that it was.

CM Mason asked Co-Chair Leighton if he had comment on the second highlight on page 6. Co-chair Leighton recalled that the discussion was about the Tacoma Mall subarea plan and the Sustainability Commission having an opportunity to comment on the plan. They did recommend staff to come back to talk about the changes and the overall plan.

Motion was made to approve minutes with noted changes and was seconded. Minutes were approved.



4. Public Comment for Items on the Agenda

There was no public comment.

5. Business Items

a. Pierce Transit Pacific Avenue HCT Transportation Commission Recommendation (Tina Lee)

Tina Lee began her presentation with a short video about Bus Rapid Transit (BRT). She also let the Commission know that she has taken on the lead for the HCT study. She explained that they are trying to do more public outreach as they have found that a lot of people aren't aware of the project.

The total project cost is about a \$150M. Sound Transit 3 has contributed \$60M, also \$15M from the State. They will be applying for a Small Starts Grant for the remaining balance.

They need approval from the Federal Transit Authority to begin the project development phase in order to use match money and move forward.

Pierce Transit will be seeking a letter of support from the City. The mode, termini and alignment have been determined, but the station locations and the lane configurations are not determined.

The termini for the project is Spanaway (Walmart) and downtown Tacoma (Commerce St.). The alignment is Pacific Avenue – the Route 1 currently does not go to the Tacoma Dome Station but the BRT will. The BRT will go up Pacific but unlike Route 1, it will go up 23rd St. to Market and it will end at 9th & Commerce St.

They are still working on the alignment around the Tacoma Dome station.

Currently there are 65 pairs of bus stops along the Route 1 corridor, but with the BRT they will be pairing it down to 32 pairs of stations along the corridor. The distance between stations is about .4 to .5 miles.

The lane configuration options are adding Business Access Transit (BAT) lanes along certain sections of the corridor. There is a lane on the shoulder for transit and businesses that need access.

Co-chair Leighton asked if they are proposing HOV lanes. Tina said strictly BAT.

CM Warren asked if the BAT lane locations considered where economic centers already are located or only looked at congestion and travel time? Tina said she would look into that – she felt it was a bit of both. She said that she would like to show mixed use centers on the map moving forward.

Co-chair Leighton asked about the length of the curbside alternative and whether or not it met BRT requirements of 50% needing to be exclusive

ROW. He asked if this would be considered BRT Light? Tina responded that it is still considered BRT since it qualifies for Small Starts. Tina also stated that this option would run about \$135M.

The second option is the median in line station alternative but this option eliminates the center turn lane. This option is about \$150M.

Question: When there is not a median lane do they have to go back and forth in and out of lanes? Tina said they would stay in the center and Co-chair Leighton said they would probably move over after they cross the intersection. Tina also said there would be queue jumps which would give the bus time to move over.

Overall the median alternative ranked higher when evaluated by the team agencies that PT is working with.

Co-chair Leighton mentioned that it takes 11 minutes from the Tacoma Dome to downtown. Is that because there is no exclusive right of way through the downtown corridor? Yes – they are in mixed use traffic when going through downtown.

Co-chair Leighton asked if you are coming down Pacific from Parkland, you would take a right on 26th and go into TDS, stop, then take a left on Puyallup and head to downtown, or are you saying in and out one street? Tina said it would be in on Puyallup and out on 26th.

Co-chair Leighton asked why you could not use both 26th & Puyallup. Tina said the plan they have right now only shows a transit lane in one direction on Puyallup. He said that it's consistent with the TMP and the TC that Puyallup Ave have BAT lanes both east and west on Puyallup Ave to operate in the most efficient way. The TC sent a letter back in Sept. to the City about the design of Puyallup Ave, emphasizing support for the east west connection through the entire corridor. The TC also encourages instead of using Pacific Ave to get from Puyallup up to 25th, crossing it and using Court C to get to 25th. There is significant concern about this line of service operating in the same alignment as the Link light rail. Tina said that they are in the early stages so this is a good time to bring this up.

Josh asked that Tina explain to the Commission what latitude is available as we move forward. Does the flexibility apply to the alignment? Tina said they will have to start to hone in on the alignment soon. If there are significant changes they may have to do more environmental work. They have a few months to get this detail done. She will go back to the consultants to check with them to see how much of a shift can be made. Stations can be shifted but if it's a shift from one corridor to another that affects the alignment. Co-chair Leighton commented that his request would not affect alignment.

Discussion ensued about the intersection of Pink Elephant Car Wash and Jack in the Box.

Tina said that the timing with the FTA is critical right now. As soon as they get the okay from them they will be able to dive in to the project.

Meetings – no Council meeting presentation from PT on June 26 or at Pierce County Council on July 3. The Small Starts Grant application deadline is September 15.

They have applied for other grants and have been successful in receiving one for \$5M to buy busses and a countywide grant to help build stations.

Co-chair Leighton stated that the TC approach was that there would be a comment coming from City Staff and going to Pierce Transit about action. It sounds like the City is not making any formal action or comment to Pierce Transit Board of Directors about alignment and preference. The TC looks to City Staff to see whether or not staff plans to make any comment to Pierce Transit that TC can help inform via a formal letter.

Josh stated that there have been meetings with staff and Pierce Transit where staff has reaffirmed the partnership. The next item would be a letter of support for the project.

Co-chair Leighton stated that their letter is supportive but also provides quite a few details and recommendations as well. The letter was shared and discussed with everyone at the meeting.

Co-chair Leighton asked if it should be called HCT or BRT? Tina said it should still be called HCT since it is still in the study stage.

Tina also mentioned that they have been working closely with the City on outreach and will continue to do so.

Discussion of the letter ensued by Commission members:

CM Brown asked that in addition to the station consolidation that we look at access to different services as well as ridership. For instance, schools, healthcare, etc. Co-chair Leighton said that they would insert that in the letter.

CM Mason asked if the Small Starts Grant could be called out in the letter. Co-chair Leighton said they would add it as well as some of the new meeting dates brought up in Tina's presentation.

A motion to approve was made and seconded. The letter was unanimously approved.

**b. Planning Commission – 2019 Comprehensive Plan Amendments
(Phillip Paulson & Lauren Flemister)**

Phillip presented the planning work program to the TC as well as the 2019 Amendments. He stated that they wanted to get a sense of how the TC would like to be involved in the process while it is in the early stages.

Phillip introduced the seven 2019 Amendment applications and explained that they work on a biennial amendment and every other year they allow private applications to be submitted in addition to the public initiatives. This year the 2019 cycle is an off year so there are no private applications. They group the applications together since by State law they can only make updates once a year to the Comprehensive plan so it is more efficient to submit them as a package.

The 7 applications for 2019 are as follows:

1. Future Land Use Implementation and Area-wide Rezone
2. Commercial Zoning Update
3. Shoreline Master Program Periodic Review
4. JBLM Accident Potential Zone II
5. Open Space Phase II – Geohazards
6. Historic Preservation Code Improvements
7. Minor Amendments

Item 1:

Co-chair Leighton stated that the Planning Commission is not really re-zoning anything, they are just updating the map. Phillip said the Comprehensive Plan is really the guiding document but it does not mean that every parcel outlined in the presentation will be re-zoned. Co-chair Leighton asked why there wasn't a public process for this. Lauren clarified that the future land use map is stating the vision for the City versus the actual zoning map designations. They are trying to sync up their existing land uses with what our goals are for the City moving forward. She also stated that there would be many opportunities for public comment and feedback, including community engagement.

Item 2:

Co-chair Leighton asked if housing, mixed-use centers are allowed in Commercial zoned areas. Phillip said they were not, but you can do mixed use in Neighborhood Commercial Zoning districts.

Discussion ensued.

Item 4:

CM Skaught mentioned the impact of JBLM airport not being as significant in her mind as the number of people. She was not sure if that fits into the conversation. Lauren said that it is an integral and that they would look into

that as well. Making sure people don't build large multi-family buildings or schools.

Item 5:

Co-chair Leighton asked about the cliffs owned by private owners. What happens if owners don't adhere to best practices of owning a cliff in the COT. Phillip said this would go through code enforcement and there are penalties and fines that could be applied.

CM Thurlow asked if there could be restrictions for building in those areas? Phillip confirmed that it could happen although they try to work with owners.

Item 7:

This application is included every year – it's a cleanup effort to look for inconsistencies in the code and references have been removed or changed. It also reflects comments/input from those applying for permits.

Other Initiatives were also discussed which are not part of the 2019 Amendments.

They are hiring someone for the Urban Design program.

Co-chair Leighton asked what that entails. Lauren said it means in large part a design review board, design standards focused on mixed use centers and corridors, and also public education and outreach.

Co-chair Leighton asked that the TC be involved with the Pacific Avenue TOD Corridor and work closely with the Planning Commission.

Discussion ensued.

Lauren asked that the TC be a part of the Urban Design program discussion. Co-chair Leighton concurred.

c. Railroad Crossing Improvement Project Update (Josh Diekmann)

Josh said he would do his best to convey the information in the packet and also advised that everything in the packet was also available online at the City's website.

He stated there were a number of crossings selected based on requests for additional evaluation or where there were double tracks which had not been updated by Sound Transit. Some requests were for safety; some were to receive Quiet Zones.

There is some funding available and there will be a report issued and posted online later this month which will highlight the selection process that was used as well as the costs.

Josh noted that BPTAG had requested an inventory of all railroad crossings throughout the City. They would like to see more of a right angle crossing at these locations for the benefit of pedestrians and bicyclists.

CM Nyland asked about South C St. and discussion ensued about the sidewalk on the south side of South C street not being completed. He said if this were done there would not be an issue with the steep slope.

Josh said that he would look into the history of the design and respond to the Commission.

Co-chair Leighton stated that the TC agrees that it would be good to have an inventory of all railroad crossings.

6. Other Business/Updates

a. PTAG

No update since CM Hyman was absent.

b. Sound Transit TDLE Stakeholder Group (Raymond Williams)

No update as there was no meeting.

c. BPTAG

No May meeting. Next meeting discussion will be Stevens –Tyler conceptual design under State Route 16 as well as the next phase of bikeway priorities and bike parking. Co-chair Moore said she would not be able to attend so if anyone was interested in going they should think about going.

CM Miller asked if bike shares have been discussed at BPTAG.

Josh said that this had been discussed some time ago, and that we have since been talking to Lime Bike but right now we need to continue to investigate how we would manage those contracts. We have not yet structured that contract agreement or figured out how to supply staff resources to manage such a program.

d. Planning Commission Agenda

The outline Agenda for the Planning Commission was inserted into the TC meeting agenda.

e. Commission Comments

CM Warren and Co-chair Moore brought up the meeting they had with Kurtis Kingsolver about the hazardous sidewalks program. CM Warren felt it was a fruitful and positive meeting. The City would like to create a program that could be funded by the City without so much responsibility from the homeowner because it is a complicated process to give a person a loan right now and the abatement program creates a lien against the homeowner.

CM Mason mentioned motion detected water jets or cannons that are used in her neighborhood to deter deer by shooting water at them. She said that one hit her while she was walking and commented on how strong it was.

She asked how to handle this since the homeowner stated he had the right to deter the deer. Josh recommended submitting a comment to 311.

7. Staff Reports

- a.** Responses to Commission Inquiries – Josh provided an update on the Planning Commission Work Plan presentation. Items discussed included the Tideflats Subarea Plan, Pacific Avenue TOD, Sound Transit Zoning discussion and station location. Josh wanted to reassure the TC that we are asking that the Planning and TC receive the same information. He stated that there are already efforts underway to make sure that planning staff and public works staff make certain that these efforts are coordinated. IPS interviews for TC openings are coming up in August.
- b.** Status of Grant Applications & Major Capital Projects – no updates.
- c.** Upcoming public meetings & events – Co-chair Leighton and Moore mentioned possibly cancelling the August meeting, but it was not confirmed.

8. Public Comment

There was no public comment.

Meeting adjourned 7:24 pm.