



CITY OF TACOMA BIKE AND PEDESTRIAN ADVISORY GROUP MEETING MINUTES

DATE: September 28, 2015

GROUP MEMBERS

PRESENT: Kris Symer, Dave Cook, Dan Hansen, Ben Storrar, Matt Stevens

OTHERS PRESENT: Diane Wiatr, Hannah Miner, Ryan Mello, Elliott Barnett, Dana Brown

- **Introductions of new members to Councilmember Mello**
- **Call to order 5:40 PM and approval of minutes**
- **Fix the Roads Ballot Measure**—Council Member Ryan Mello [rmello@cityoftacoma.org]

Councilmember Mello thanked the BPTAG members for supporting the City of Tacoma's professional staff in making recommendations about non-motorized transportation. As the co-chair of the Infrastructure, Planning and Sustainability Committee, he is interested in sustainability in every way. Walkable communities are a big piece of this.

CM Mello introduced Propositions 3 and A, which will appear on the November ballot and relate to walk and bike-ability. Before he explained the details of the upcoming propositions, he gave a brief overview of events that have impacted funding roadways since 2011.

In 2011, a group of citizens came together in the Mobility Stakeholder Funding Task Force to analyze different mechanisms for funding roadways. This was passed to a different citizen taskforce, Citizen Neighborhood Street Improvement and Safety Task Force. This good work is still relevant and has informed the propositions we will see this fall.

In 2013, the Fiscal Sustainability Taskforce focused on stabilizing the City of Tacoma's budget. This taskforce looked at the entirety of the budget and attempted to identify opportunities to cut back. This process led to significant underinvestment in road and street systems as compared to peer cities. It still remains that when looking at the General Fund, there is no obvious area to cut in order to come up with more investment for infrastructure. A citizen survey in 2014 showed that 83% of participants would like to see the City spend more on street repair, while maintaining funding for police, fire, libraries, etc. This survey takes place every four years and connects with thousands of residents.

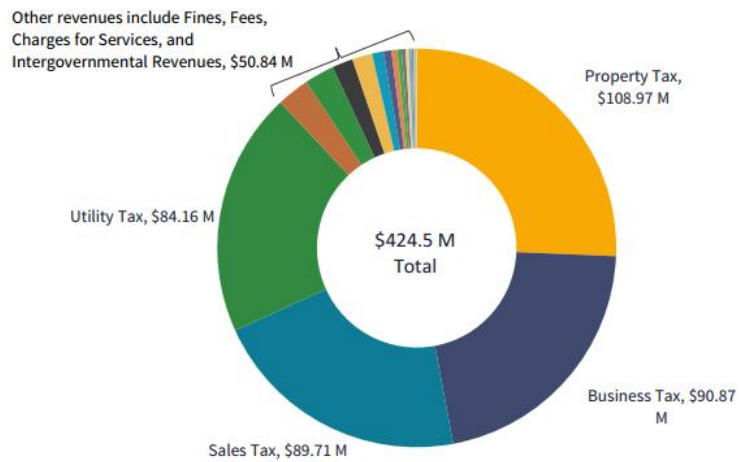
In 2006, Prop 1 (Residential Street Maintenance Levy) would have raised property tax to fund roads. This levy would have raised \$54 million and it is believed that it didn't pass because residents saw that this amount of funding was not enough to have an impact on the street disrepair.

In 2012, City Council created a Transportation Benefit District and implemented a \$20 car tab that generates \$2.4 million each year that is dedicated to street repair and maintenance.

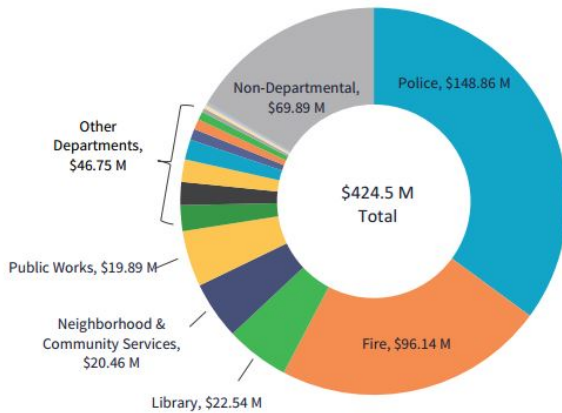
In 2013, Council dedicated funds from a utilities rate increase from 6% to 8%. As part of this increase in tax, Council instructed the city manager to take 5% of the tax and give it to Public Works. These two funding sources create the \$10 mil budget that funds Public Works (the city department that installs road signs, does pothole repair, etc.). These funds can also be used as match dollars.

On the 2013 November ballot, Prop 1, “Fix Tacoma Streets Roads”—a 2% gross earning tax on power, gas, and phone—failed.

When look at the General Fund revenues and expenses in the charts below, there is no clear place where expenses can be cut in order to create funding for roads.



City of Tacoma, WA | 2015-2016 Adopted Budget



The proposed package of funding, through a sales tax increase of 0.1%, gross earnings tax increase of 1.5%, and property tax increase of \$0.2 per \$1000AV will result in \$175 million in revenue after 10 years at the average monthly cost of \$7.50 to residents.

The City Manager has been directed to find an additional \$30 million in the budget to match this making the total funding package \$205 million. With grants and other sources, conservatively estimated to be about \$120 million, the total amount of this funding package would be \$325 million.

\$155 million will go towards repairing and maintaining residential streets. This would include rebuilding and maintain up to 70% of the residential street network—paving all gravel streets (167 blocks), maintaining the current excellent, good, and fair residential streets (4200 blocks), and resurfacing up to 1500 blocks of failed and poor residential streets. \$30 million will go to maintenance and capital improvements for arterials and Port Access Roads. \$20 million will be dedicated to install school crossing beacons, building missing sidewalks, and work on the Transportation Master Plan.

These propositions are tied together only in how they will fund everything, not in how they will appear on the ballot. One could fail and the other could pass, both could pass/fail. The property tax and gross earning tax would create \$130 million in revenue and the sales tax increase would result in \$45 million.

It's pay as you go kind of funding (no bonding or debt). This package will sunset after 10 years. There will be Annual Progress reports for dedicated funding—this will show how everything was done and how much it cost. Combined this will bring added accountability because the program will end and residents will have the option of voting on it again while also being able to view documentation on how the funds were spent.

Dan inquired about if the funds will be tracked and tagged as separate dollars. CM Mellow responded that the City cannot legally continue this funding package after 10 years. These funds will need to be separated on a finance level in order to track this. These funds will be co-mingled on a project manager level.

Watch for “Fix Tacoma Streets” on Facebook and the webpage to go live with more information soon. CM Mello asks that BPTAG members share information through their networks.

Elliot asked what the biggest differences are in the politics this time versus Prop 1 in 2013. CM Mello responded that last time the Chamber and other bigger businesses actively opposed Prop 1 because they feared greater utility tax. Rates have increased since then and these organizations have come around to believing that terrible things do not happen when utility taxes are increased. This time, these organizations are actively supporting with finances and endorsements. The politics and dynamics are very different this time around. Additionally, with Prop 3 and A, there is a sunset timeline, mixture of funding sources and greater accountability in tracking.

- **Tacoma Mall Subarea Plan and Transportation**

Elliot Barnett presented on the Tacoma Mall Neighborhood Plan. Design workshops took place last week and the materials he presented to the group are brand new to everyone involved in the process. His goals for the presentation were to update and ask for on-going input from BPTAG.

The Tacoma Mall Subarea is 485 acres around the mall. It has been designated as an area that will experience housing and job growth by our regional planning organization. We are already seeing growth in this area. This area raises questions about how the City regulates growth and poses opportunities to address some of the gaps that everyone recognizes as people walk, bike in this neighborhood.

- **Pipeline Trail Update—Southernmost connection with Downtown—Dana Brown**

Dana Brown presented on the Pipeline Trail. This piece of right of way is owned by Tacoma Water and ends at the City of Tacoma boundary at S 68th St. The design group is hoping to design as much of the trail as possible with the current project dollars.

Part of the path, through Salishan, has been built to connect to S 48th St. The current plan is connect this trail to back to Pipeline Rd at S 48th St. WSDOT is planning to rebuild the McKinley overpass after the completion of the Pac. Ave. bridge over I5. After it is rebuilt, it will have new sidewalks and bike lanes. There are a few options to connect to the bridge, which also connects to bike lanes to the north. Upper Park St. doesn't fit the design requirements for a multi-modal street, but there are several options for how to make this connection.

Dana requested that the group meet him for a bike ride to explore the options. He is hoping to submit a grant application sometime next year and needs to know details about the alignment (road surface, etc.) in order to include it in the grant application. It is believed this will be a competitive grant because this trail will someday connect to the Foothills Trail. Diane also mentioned that the group should watch for more information coming out of the Puyallup Watershed Initiative's Economic and Health Benefit Analysis.

Hannah will send out a Doodle and identify a date that works for this ride by Friday, October 2.



- **Updates—Diane Wiatr**

- a. Pt. Defiance Master Plan needs review from bike/ped perspective. TC has requested that a committee get together and review the bike/ped recommendations.
 - a. Matt, Kris, Anne, Dan, Ben (lukewarm), are interested in reviewing the Pt. Defiance Master Plan. Matt offered to host the subcommittee on Oct. 3 at noon. Hannah will send out email notifying other members.
- b. The pavement on the paved pedestrian/bicycle detour south of I5 between Thompson and G. St. is going to be removed after the completion of the Pac. Ave. and Delin Street Bridge projects. This is WSDOT property and might require a conversation with WSDOT to keep it there. Kris will send an email on behalf of the group to Dan Soderlind, the project manager, to inquire about the future of this short trail connection.
- c. The City of Tacoma was awarded a \$2 Mil. Federal Transportation Authority grant to do streetscape along with the Link Expansion project—this will include pedestrian crossings, bike access, bio-retention facilities, etc. The head of FTA and mayor head a press conference to announce this grant. Diane is going to get involved with station access planning. This is going to be moving forward quickly because Sound Transit can't proceed with the Link Expansion until this process is complete.

- d. A former member of this group, Tiffany Odell, lives in the South End and noticed that the City was repaving S 96th. She asked that they put bike lanes in as part of the project and now the gap in the S 96th lanes—between Yakima and Pac. Ave.—has been filled.
 - e. Alta Design finished designs for S 66th—We didn't not have sufficient time to discuss this and it will be added to next month's agenda.
 - f. Request for Proposals for study. Applications are due tomorrow. Will be reviewing what firms proposed tomorrow and will choose a firm in the next few weeks.
 - g. The Hilltop In Motion program is set to launch this fall with a mailing to residents of Hilltop in late October. There will also be several events to mark the beginning of the program, including the following:
 - a. Monday, Oct. 12, 6 PM: Hilltop Community Open House (Allen AME Church, 1223 MLK WAY)
 - b. Thursday, Oct. 15, 5:30 PM: Your Walk Just Got Better: Hilltop Walk and Talk (Meet at S 11th and MLK WAY)
 - c. Saturday, Oct. 24, 2 PM: Slow Social Bike Ride to Ice Cream Social (Meet at People's Park)
- **Brief report back on D2D3 and Parking Day**
- The group viewed a brief slideshow depicting highlights from Downtown to Defiance 2015 and Park(ing) Day 2015.