

Mixed Use Centers Complete Streets Guidelines Project

Environment and Public Works Committee Presentation

December 10, 2008

Project Objectives:

Conduct an inter-departmental and agency process to study the potential application of complete streets principles in Tacoma's Mixed-use Centers. Develop recommended draft streetscape guidelines.

Since the project began the scope has expanded due to a high level of interest in complete streets, including: City Council consideration of a Complete Streets Policy in the Comprehensive Plan; the Safe and Clean Initiative Complete Streets Team; the Green Ribbon Taskforce on Climate Change recommendations; streetscape guidelines in the Downtown Plan; and, a newly launched effort to develop Residential Complete Streets Guidelines. As a result, the long-term objectives now include developing a complete streets approach for the whole city.

Desired Meeting Outcomes:

Informational – Overview of report and guidelines, discussion of next steps

Input – Check our direction and solicit guidance from the Committee

The report and guidelines will be provided at the meeting. A document providing an overview is attached.

MUC Complete Streets Goals

1. Make transportation mode shift possible by safely and efficiently accommodating bicycles, transit, pedestrians, and automobiles.
2. Design streets to accommodate larger vehicles such as buses, fire service vehicles, and freight delivery trucks without compromising pedestrian and bicycle safety.
3. Support the livability of Mixed-use Centers by providing transportation choices and integrating amenities that create a safe and inviting pedestrian environment.
4. Support the City's efforts to reduce environmental impacts.
5. Allow for design flexibility to better respond to different street functions and neighborhood contexts.
6. Consider all users and transportation modes in the planning, design, building, and operating of streets within Mixed-use Centers.
7. Use infrastructure to create or contribute to neighborhood character and identity.

MUC Complete Streets and key policy objectives

Make Tacoma Safe and Clean Initiative

Green Ribbon Taskforce on Climate Change

Streetcars Planning

Parking study

Non-motorized Transportation Planning

Comprehensive Plan Policies:

Mixed-use Centers

Transportation

Environment—green infrastructure

Neighborhood and economic development

Downtown

MUC Complete Streets Project Timeline

June-Dec 2008 Preparation of draft Guidelines and Report

- Sept-Nov Inter-departmental and inter-agency review and analysis
- Sept 24 Environment and Public Works (EPW) Committee—initial findings
- Oct 8th Community Focus Group Meeting
- Nov 5th Planning Commission presentation
- Dec 10th EPW Committee—review of draft report and guidelines

Jan-Feb 2009 Public and stakeholder review of draft guidelines and report

- To include resident surveys, website, walking tour(s), outreach to various stakeholder groups, presentations to neighborhood and business groups

2009 Implementation and follow-up steps, including:

- Residential Complete Streets Guidelines
- Compile Complete Streets guidelines for the whole City
- Public Works Design Manual Update and code review
- Council consideration of implementation and funding approaches
- Coordination with non-motorized transportation planning
- Coordinate with Safe and Clean Initiative

Background

The report and guidelines were prepared under the direction of an interdepartmental and interagency team including Community and Economic Development, Public Works, Fire, Tacoma Public Utilities, Pierce Transit, Tacoma-Pierce County Health Dept. and other staff members, with input from community stakeholders.

Funding: State of Washington CTED Competitive Planning Grant

Consultants: Julia Walton, AHBL Steve Shanafelt, David Evans & Associates

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Website: www.cityoftacoma.org/planning; select MUC Complete Streets Guidelines

Transportation Element Policy adopted by the City Council on December 9th:

T-MS-10 Complete Streets

Apply the Complete Streets guiding principle⁽¹⁾, where appropriate, in the planning and design for new construction, reconstruction and major transportation improvement projects⁽²⁾, to appropriately accommodate all users, moving by car, truck, transit, bicycle, wheelchair, or foot to move along and across streets. The Complete Streets guiding principle shall also be used to evaluate potential transportation projects, and to amend and revise design manuals, regulations, standards and programs as appropriate to create over time an integrated and connected network of complete streets that meets user needs while recognizing the function and context of each street.

(1) The Complete Streets guiding principle is to design, operate and maintain streets to enable safe and convenient access and travel for all users – pedestrians, bicyclists, transit riders, and people of all ages and abilities, as well as freight and motor vehicle drivers – and to foster a sense of place in the public realm.

(2) Major transportation improvement projects include but are not limited to street and sidewalk construction; street and sidewalk lighting; street trees and landscaping; street amenities; drainage, pedestrian and bicycle safety improvements; access improvements for freight; access improvements, including compliance with the Americans with Disabilities Act; and public transit facilities accommodation including, but not limited to, pedestrian access improvements to transit stops and stations.

Implementation of Complete Streets

1. General Recommendations

- Adoption of the Mixed-use Centers Complete Streets Guidelines
- Establish the Mixed-use Centers, including downtown, as the first priority for implementation
- Direct staff to develop design standards that are consistent with the guidelines
- Direct staff to develop conceptual streetscape plans for the Mixed-use Centers
- Direct staff to develop budget strategies for both the capital and maintenance requirements for implementation
- Direct staff to analyze options for expanding Complete Streets to the entire City

2. Create Cross Functional Team Approach

- Develop recommended code changes
 - Review all applicable codes - Tacoma Municipal Code, International Building Code and Comprehensive Plan, for consistency with the adopted Complete Streets policies. The team should identify any inconsistent provisions and develop proposed policy or code changes.
- Develop design standards
 - Transportation elements
 - Utility elements
 - Sustainable/Low Impact development elements
- Coordinate with stakeholders
- Track implementation and update the City Council

3. Integrate implementation into existing processes

- Public Works Review Panel
- Citywide Infrastructure Team
- Public Works Standard Plans Review Team
- Community and Economic Development Ad hoc Comprehensive Plan revision teams.
- Mobility Taskforce

4. Develop conceptual plans for the designated streets

5. Cost

Estimated Capital and Maintenance Cost per Average Block

| Item | Unit | Unit Capital Cost | Units per Block | Estimated Capital Cost per Block | Unit Maint. Cost | Estimated Annual Maint. Per Block |
|---|----------|-------------------|-----------------|----------------------------------|------------------|-----------------------------------|
| Planted Median including trees | Lin. Ft. | \$300.00 | 250 | \$75,000 | \$14.00 | \$3,500 |
| Curb Extension @ intersection corner | Each | \$30,000.00 | 4 | \$120,000 | N/A | \$0 |
| Curb Extension @ mid block location | Each | \$20,000.00 | 2 | \$40,000 | N/A | \$0 |
| Widen Sidewalk (removal, paving & c &g) | Sq.Yd. | \$380.00 | 220 | \$83,600 | N/A | \$0 |
| Pedestrian Signal Enhancement | Each | \$25,000.00 | 1 | \$25,000 | \$500.00 | \$500 |
| Bicycle Loop Detector | Each | \$1,000.00 | 2 | \$2,000 | \$50.00 | \$100 |
| Bicycle Lane Marking Stripe | Lin. Ft. | \$0.15 | 600 | \$90 | \$0.05 | \$30 |
| Bicycle Symbols | Each | \$175.00 | 6 | \$1,050 | \$58.33 | \$350 |
| Sharrow Symbols | Lin. Ft. | \$175.00 | 6 | \$1,050 | \$58.33 | \$350 |
| Bike Box | Each | \$250.00 | 2 | \$500 | \$83.33 | \$167 |
| Parking Pavement Marking Stripe | Lin. Ft. | \$0.15 | 600 | \$90 | \$0.05 | \$30 |
| Street Tree in Amenity Zone | Each | \$1,200.00 | 20 | \$24,000 | \$42.00 | \$840 |
| Low Impact Development Treatment | L S | \$20,000.00 | 1 | \$20,000 | \$1,000.00 | \$1,000 |

N/A - Maintenance costs are assumed equal to current costs since the existing streets are paved and maintained

Cost Estimate for Designated Pedestrian Streets at Build Out

| Item | Estimated Capital Cost per Block | Estimated Annual Maint. Per Block | Estimated Blocks of Treatment | Est. Capital Cost @ Build Out | Est. Annual Maint. Cost @ Build Out |
|---|----------------------------------|-----------------------------------|-------------------------------|-------------------------------|-------------------------------------|
| Planted Median including trees | \$75,000 | \$3,500 | 60 | \$4,500,000 | \$210,000 |
| Curb Extension @ intersection corner | \$120,000 | \$2,400 | 150 | \$18,000,000 | \$0 |
| Curb Extension @ mid block location | \$40,000 | \$800 | 150 | \$6,000,000 | \$0 |
| Widen Sidewalk (removal, paving & c &g) | \$83,600 | \$1,672 | 60 | \$5,016,000 | \$0 |
| Pedestrian Signal Enhancement | \$25,000 | \$500 | 80 | \$2,000,000 | \$40,000 |
| Bicycle Loop Detector | \$2,000 | \$100 | 80 | \$160,000 | \$8,000 |
| Bicycle Lane Marking Stripe | \$90 | \$30 | 150 | \$13,500 | \$4,500 |
| Bicycle Symbols | \$1,050 | \$350 | 150 | \$157,500 | \$52,500 |
| Sharrow Symbols | \$1,050 | \$350 | 150 | \$157,500 | \$52,500 |
| Bike Box | \$500 | \$167 | 80 | \$40,000 | \$13,333 |
| Parking Pavement Marking Stripe | \$90 | \$30 | 300 | \$27,000 | \$9,000 |
| Street Tree in Amenity Zone | \$24,000 | \$840 | 200 | \$4,800,000 | \$168,000 |
| Low Impact Development Treatment | \$20,000 | \$1,000 | 60 | \$1,200,000 | \$60,000 |
| Total | | | | \$42,071,500 | \$617,833 |

6. Phasing implementation

| 5 Year Implementation for Mixed Use Centers | | | | |
|--|---------------------|-------------------|----------------------|-------------------|
| | Avg. Annual Capital | | 5th Year Maint. Cost | |
| Estimated Annual Cost | \$8.4 million | | \$0.6 million | |
| Potential Revenue Sources | City Expense | Expense by Others | City Expense | Expense by Others |
| | \$4.2 mil. | \$4.2 mil. | \$0.3 mil. | \$0.3 mil. |
| Gas Tax | X | | X | |
| General Fund | | | X | |
| Real Estate Excise Tax | X | | | |
| Local Improvement District | X | X | | |
| Business Improvement Area | | | | X |
| *Impact Fees | | X | | |
| *Vehicle License Fees | X | | | |
| Complete Street Bond Issue | | X | | |
| State and / or Federal Grants | | X | | |
| *Latecomer Fees | | X | | |
| *Street Utility | X | | X | |
| Private Development Requirements | | X | | |

*New potential revenue source requiring City Council action

| 10 Year Implementation for Mixed Use Centers | | | | |
|---|--------------------------|-------------------|-----------------------|-------------------|
| | Avg. Annual Capital Cost | | 10th Year Maint. Cost | |
| Estimated Annual Cost | \$4.2 million | | \$0.6 million | |
| Potential Revenue Sources | City Expense | Expense by Others | City Expense | Expense by Others |
| | \$1.2 mil. | \$3.0 mil. | \$0.3 mil. | \$0.3 mil. |
| Gas Tax | X | | X | |
| General Fund | | | X | |
| Real Estate Excise Tax | X | | | |
| Local Improvement District | X | X | | |
| Business Improvement Area | | | | X |
| *Impact Fees | | X | | |
| *Vehicle License Fees | X | | | |
| Complete Street Bond Issue | | | | |
| State and / or Federal Grants | | X | | |
| *Latecomer Fees | | | | |
| *Street Utility | | | | |
| Private Development Requirements | | X | | |

*New potential revenue source requiring City Council action

| 20 Year Implementation for Mixed Use Centers | | | | |
|---|---------------------|-------------------|-----------------------|-------------------|
| | Avg. Annual Capital | | 20th Year Maint. Cost | |
| Estimated Annual Cost | \$2.1 million | | \$0.6 million | |
| Potential Revenue Sources | City Expense | Expense by Others | City Expense | Expense by Others |
| | \$0.1 mil. | \$2.0 mil. | \$0.3 mil. | \$0.3 mil. |
| Gas Tax | X | | X | |
| General Fund | | | X | |
| Real Estate Excise Tax | | | | |
| Local Improvement District | | X | | |
| Business Improvement Area | | | | X |
| *Impact Fees | | | | |
| *Vehicle License Fees | | | | |
| Complete Street Bond Issue | | | | |
| State and / or Federal Grants | | X | | |
| *Latecomer Fees | | | | |
| *Street Utility | | | | |
| Private Development Requirements | | X | | |

*New potential revenue source requiring City Council action