



MINUTES

MEETING: Regular Meeting

TIME: Wednesday, December 18th, 6:00 p.m.

PLACE: Room 248, Tacoma Municipal Building
747 Market Street, Tacoma, WA 98402

PRESENT: Justin Leighton, Kristina Walker, Judy Hyman, Jennifer Halverson Kuehn, Aaron Knight, Mike Hutchinson, John Thurlow, Jacki Skaught, Andrew Strobel, Brandi Riddle, Gary Hofmann, Yoshi Kumara, Ken Peachey, Paul Nordquist, Kris Symer, Dave Cook, Jane Ann Moore

ABSENT: None

1. CALL TO ORDER

Jane Moore called the meeting to order at 6:00 p.m.

2. ROLL CALL

All members of the Transportation Commission were present. Members of the Bicycle and Pedestrian Technical Advisory Group also attended.

3. APPROVAL OF MINUTES

Meeting minutes from the November 20, 2013 meeting were reviewed and approved.

4. BUSINESS ITEMS

a. Sound Transit Link Extension Update – Sue Comis

Sue Comis spoke about the planned expansion of the Sound Transit Link line. The Selected Corridor from the Alternatives Analysis is the North Downtown Central Corridor (E1), which will extend from the Tacoma Dome through the Stadium District to the Martin Luther King neighborhood. The project is currently in the public outreach and route evaluation stage. There will be an open house in early January and Sound Transit hopes to have all feedback collected before going to environmental review in February. Sue presented maps on the alignment options that included potential expansion sites for new train car storage. The Hilltop subarea has two potential alternatives, while the Stadium District has three being reviewed. The transfer alignment alternatives were eliminated due to their travel time penalty and corresponding reduction in predicted ridership. For route alternatives currently under consideration, criteria include: travel time, environmental and community impacts, serving community destinations, spurring economic development, and ensuring the project is affordable. The project is still



seeking \$50 million in funding in addition to \$50 million from Sound Transit and a \$50 million federal Small Starts grant. Sound Transit did explore cost savings options compared to the baseline terminus at 19th St. Sound Transit is seeking feedback on the evaluation results, alignment alternatives, and which alignments best meet the criteria.

Questions:

Mike Hutchinson: Would some alignments involve more property costs for land acquisition?

Sue Comis Response: All land costs are included in the estimate

Judy Hyman: Are there differences between the alternatives on where the stops are located? Station location is more important for convenience to riders.

Sue Comis Response: Sue presented a map on feasible station locations and their five-minute walkability.

Aaron Knight: Are Broadway-St Helens tracks shared lanes or exclusive from traffic?

Sue Comis Response: All alternatives use shared lanes, meaning enough trains and signal priority may be necessary to maintain headways.

Justin Leighton Comment: Take a look at Commerce Street as it exists today.

Andrew Strobel: Is a Local Improvement District (LID) still being considered to make up the funding shortfalls?

Sue Comis Response: The conversation of how to meet the shortfalls has not yet occurred but there is a conversation about LIDs as part of the community share.

Dave Cook: Is there a vision of hospital employees using the Tacoma Dome station as parking and then using Link?

Sue Comis Response: Sound Transit has not yet gotten to this level of data collection but they do have a member of the hospitals on the working group.

Kristina Walker: Will the Transportation Commission make general comments on the project and process?

Sue Comis Response: Upcoming dates include a January 9th open house, followed by a January 21st report to City Council.

Jennifer Kammerzell Comment: Transportation Commission can make their own recommendations to the City Council.

Justin Leighton Comment: The Transportation Commission has their next meeting on January 15th so the Bike / Ped TAG should provide comments to the Transportation Commission by then.

ST Comment: We are looking for feedback on which alignments we should do further analysis on. The ST board's decision in late February may not be a final decision but a step along in the process.

Justin Leighton: Is it better to have one selected alternative as opposed to multiple?

Sue Comis Response: Yes, one alternative is cleaner, cheaper, and may provide advantages in seeking grant funding.

Andrew Strobel: Can Commissioners have access to design and cost estimate documents?

Sue Comis Response: Yes, send requests for specific information.

Jennifer Kammerzell Comment: Pass these requests along to Jennifer so she can compile questions and distributed information.

Justin Leighton Comment: BPTAG and TTC should be part of the open houses and questions. Both groups should return to their groups with thoughts and then provide their input to the City Council.

No other questions.

b. Roles and Responsibilities – Jennifer Kammerzell

Jennifer Kammerzell presented on how the TTC and BPTAG were formed and their roles in the planning process. City Council Resolution 38669 created the Transportation Commission and the Bicycle and Pedestrian Technical Advisory Group to advise City Council on transportation matters, including active transportation, mass transit, parking, and general transportation planning. BPTAG will make recommendations on active transportation issues to the TTC, which will then pass along recommendations to City Council or Planning Commission (for GMA and Comprehensive Plan issues). Transportation Commission should be advised by BPTAG, sub-committees, and working groups. BPTAG should review and update the Mobility Master Plan elements of the TMP.

Questions:

Justin Leighton Comment: The Transportation Element is part of the Comprehensive Plan, which falls under the purview of Planning Commission and Transportation Commission. The Transportation Master Plan (TMP) will be a significant portion of the Transportation Commission's work.

Justin Leighton: Is the Mobility Master Plan part of the Transportation Master Plan, which must be financially constrained? Thinking in such long terms is difficult when considering financial constraints.

Kendra Breiland Response: The TMP has everything - goals, policies, funding, and projects. The Transportation Element is the piece that is relevant to the Comprehensive Plan and will be fed into the TMP. The TMP will be a visionary plan that is flexible and opportunistic over its 20-year timeline.

Justin Leighton: Will the Planning Commission receive similar consultation?

Ian Munce Comment: The Planning Commission is comfortable with its current responsibilities.

Kristina Walker: Is there a timeline on what is short-term vs long-term for projects?

Commissioner Response: Generally, short-term projects are on a 5-year timeline, mid-term projects are on a 10-year timeline, and long-term projects are 15-year.

Kris Symer: When should BPTAG meet in order to get timely feedback to TTC? Perhaps BPTAG should change their schedule to get comments to the TTC ahead of time.

Jane Moore Response: Transportation Commission will meet on the 3rd Wednesday of the month.

BPTAG Members: Discussion of potentially rescheduling next meeting in order to have time to get comments to TTC.

Kristina Walker: What is the role of the parking group and will we have discussions with them?
Jennifer Kammerzell Response: City staff is talking to the Parking group to determine their timeline and plans.

No other questions.

c. Mobility Master Plan – Diane Wiatr

Diane was unable to attend tonight so the Mobility Master Plan update was not discussed.

d. Transportation Master Plan – Kendra Breiland

Kendra Breiland gave an overview of the Transportation Master Plan (TMP), the consultant team, and progress made so far in formulating the specifics of the TMP. Fehr and Peers interviewed all members of the TTC as well as many of the Planning Commissioners, formed a public outreach strategy, and developed a draft Scope of Work for the project. Phase 1 of the project was scoping, outreach, and data collection. The TMP must coordinate with the Comprehensive Plan as part of the requirements of the Growth Management Act. City Councilmembers will provide their input in January and February. The Mayor plans to announce the start of the visioning process to the public in early spring at the State of the City talk. Tentative plans for a Community Summit in early June to invite the public to provide input to the Comprehensive Plan and the Transportation Master Plan at the same time. Aiming for adoption by the end of the year. Another big piece thus far has been Transportation Commissioner outreach, which has focused on expectations for the plan, key issues to be addressed, and the roles of the public and commissioners in influencing the plan. Commissioners feel that public outreach is critical and must be inclusive of “less vocal” groups. Input on priorities will be more helpful than specific projects. Transportation Commissioners generally expressed interest in discussing the big projects while Planning Commissioners want to provide input on policies. The Public Outreach Plan serves as a toolbox of methods for outreach and includes 13 specific options. Kendra reviewed the Scope of Work.

Questions:

Kristina Walker: Does the current TMP have performance measures?

Kendra Breiland: We will be forming those to aid in project selection.

No other questions.

5. Other Business

Justin Leighton: In order to get a full understanding of the City's transportation framework in time to make meaningful recommendations, a work session would be good. Commissioners were generally in favor of getting involved.

Judy Hyman: How can Commissioners get involved and whom should they communicate with?

Jennifer Kammerzell Response: Send specific thoughts or topics for discussion.

Josh Diekmann and Kendra Breiland Comment: The consultant team would like to be involved in this process to ensure that they understand the needs and views of the Commissioners.

Andrew Strobel: Does BPTAG know how exactly they will be involved yet or have a specific work plan?

Dave Cook Response: As such a new group, BPTAG is focusing on how to get involved at the appropriate level and provide feedback to the TTC.

Kris Symer: Developing a work plan does not happen in a vacuum so please provide input. The BPTAG is the third iteration of such a committee – started developing the Mobility Master Plan, then watched over the implementation, and finally realized that becoming a Technical Advisory Group would make the most sense.

Brandi Riddle: Should BPTAG send questions, comments, or information requests to Jennifer and Diane?

Jennifer Kammerzell Response: Yes, send these questions to City Staff for consideration and communication to the full group.

Kristina Walker: Are we revisiting the TTC's work plan or has that passed?

Jennifer Kammerzell Response: Yes, that piece is still in progress and the group will revisit it.

Andrew Strobel Comment: It would be good to provide the work plans and agendas to other groups and sub-groups.

6. STAFF REPORTS

Jennifer Kammerzell noted that they will present to IPS on February 26th the report on work plans and efforts in progress.

7. PUBLIC COMMENT

There were no public comments.

8. ADJOURN

The meeting was adjourned at 7:56p.m.