



MINUTES

MEETING: Regular Meeting
TIME: Wednesday, March 19th, 6:00pm
PLACE: 9th Floor Visibility Center, Tacoma Municipal Building
747 Market Street, Tacoma, WA 98402
PRESENT: Justin Leighton, Kristina Walker, Judi Hyman, Mike Hutchinson, Jacki Skaught,
Andrew Strobel, Gary Hofmann, Yoshi Kumara, John Thurlow, Jane Ann Moore
ABSENT: None

1. CALL TO ORDER

Andrew Strobel called the meeting to order at 6:01pm.

2. ROLL CALL

Judi Hyman, Kristina Walker, and Justin Leighton were not present at the beginning of the meeting. Jane Ann Moore called into the meeting on speaker phone. Kristina arrived at 6:04pm. Judi Hyman arrived at 6:06pm. Justin Leighton came at 7:12pm.

3. APPROVAL OF MINUTES

Mike Hutchinson clarified that he would like follow-up on Sound Transit's Environmental Classification Summary. Jennifer Kammerzell indicated that she could make arrangements for that follow-up to happen. Mike Hutchinson stated that he would like involvement, not simple updates. Meeting minutes from the February 22, 2014 meeting were reviewed and approved.

4. BUSINESS ITEMS

a. University of Washington – Tacoma / South 17th Street Improvement Project – Darius Thompson

Darius distributed handouts. UWT identified a pedestrian safety problem along 17th St. The project would extend sidewalk and provide crossings. UWT is fully funding their portion and the City has separate funds for the crossing. The City project would include full curb and gutter, ramps, and bike lanes at S 17th and Broadway / Jefferson. S 17th to S 19th includes a grind and overlay, back-in parking, and moving a bus stop to provide a pedestrian island.

Kristina Walker Question: Are crossings at the Art Museum part of the City project or on their own? What sort of public outreach has gone on?

Darius Thompson Response: The Art Museum is responsible for its portion and the City is picking up the rest.

Josh Diekmann Comment: It will also tie in with the Prairie Line Trail.



Kristina Walker Comment: Concerned that the public outreach portion hasn't occurred yet. The crossing piece is very important to all modes.

Andrew Strobel Question: Will the crossings be beacon-oriented?

Darius Thompson Response: That was the initial plan but they won't be required given 25mph speed limits.

Judi Hyman Question: Where are the loading zones?

Darius Thompson Response: Not depicted yet but will be discussing this issue with the Convention Center.

Kristina Walker Question: Where do the bike lanes go after the one-block bike lane ends?

Josh Diekmann Response: A bike lane will ultimately go there given the end of the Prairie Line Trail but this road connection didn't exist at the time of the Mobility Master Plan. There isn't enough width for bike lanes in both directions so the uphill direction will get a bike lane.

Kristina Walker Follow-Up: What about a left turn lane for bicyclists, which is where they're likely to go?

Josh Diekmann Response: It's an uncontrolled intersection so it's intended as a shared street where bicyclists would merge with traffic.

Judi Hyman Comment: Parallel parking lines were specifically excluded in the downtown area as part of the Parking Task Force so would recommend pulling the lines from the conceptual drawing.

Diane Wiatr Comment: BPTAG also reviewed this design and because the Prairie Line Trail parallels this route, this route will serve more local access trips than through trips. With the vehicle and parking movements on such a short stretch, the thought is that traffic should be moving slowly and present a safe route for bicyclists.

No other questions or comments.

b. Green Road Resolution – Jessica Knickerbocker, Kristin Lynett, and Jim Parvey

Aiming for Tacoma to be the first Greenroads city in the country.

Greenroads is a sustainability ranking for roads during construction, design, and operation like LEED certification – a holistic way at looking at uses of a street. It would help the City operationalize some of the guidelines and policies that exist in other plans – Complete Streets, Climate Action Plan, etc. The program includes credits for different approved practices. Greenroads is a non-profit organization located in Seattle and they give feedback on projects and designs.

Requirements: Environmental Review Process, Life Cycle Cost Analysis, Life Cycle Inventory, Quality Control Plan, Noise Mitigation Plan, Waste Management Plan, Pollution Prevention Plan, Low Impact Development Plan, Pavement Management System, Site Maintenance Plan, and Educational Outreach.

The program encourages inter-departmental cooperation and resulted in much more efficient lighting along Clay Huntington Way, which received Silver Certification, for example. Very few

grants out there fund sustainability directly but they want to see sustainable projects so Greenroads helps to identify criteria for projects. Clay Huntington Way included bike lanes, sustainable lighting, cool pavements, locally-sourced materials, and other aspects to earn points.

Alaska Street received more access and equity points for full bike lanes, crosswalks, signal upgrades, lake views, wetland mitigation, sustainable landscaping, recycled materials, and regional materials.

Wapato Lake Drive is the first public pervious asphalt street, was designed for a 40 year lifespan, and received silver certification.

Asotin Court was designed to a 20 year lifespan.

Jessica provided copies of the checklists for each example project.

Kristin explained that the Sustainable Tacoma Commission, Greenroads Executive Director, and the City have provided input on the process and expressed support for the City Council to adopt the Greenroads Resolution.

Andrew Strobel Question: What does the cost comparison look like between a Greenroad and a recently completed regular road? What are the maintenance costs like?

Jessica Knickerbocker Response: Alaska and Cheney involved little additional cost.

Andrew Strobel Follow Up: What about materials? What if you're a private developer and the City requires you to upgrade roads somehow? How can the City incentivize Greenroads? What about maintenance?

Jessica Knickerbocker Response: Reviewed the Alaska Street checklist to show how projects can earn points.

Jim Parvey Response: Cost varies from project to project depending on the site's needs based on soil and other characteristics. Generally speaking, the City would be better spending more up front to save maintenance costs in the long run.

Jessica Knickerbocker Response: Many Greenroads often end up cheaper than traditional roads given stormwater requirements.

Kristina Walker Question: Why do we need this certification process if it's cheaper anyway?

Jessica Knickerbocker Response: Having a checklist provides another way to consider all the elements that can contribute to building better roads.

Mike Hutchinson Comment: Greenroads is a third-party and writing them into resolution seems a bit extreme. Envision is a self-certification program that is supported by many professional organizations that helps decide on the right project and can then consider Greenroads certification afterward.

Kristin Lynett Response: The City has already adopted green building programs such as LEED by resolution so adopting Greenroads would be similar. The City would seek Greenroads "equivalency", not necessarily the actual certification from the organization for projects under \$5 million.

Andrew Strobel Question: Are there competing certifications?

Jacki Skaught Question: Is this outside of Seattle? Why should Greenroads be adopted into resolution?

Kristin Lynett Response: It's an international organization and standard.

Jim Parvey Response: Greenroads is a certification that parallels many processes that the City hopes to achieve. Tacoma would be the first city to adopt a resolution for this.

Kristin Lynett Response: Many cities have decided that "equivalency" isn't good enough and that seeking actual certification would be better.

Jacki Skaught Question: Do we buy certifications?

Jessica Knickerbocker Response: There is a \$5,000 per certified road fee.

Kristin Lynett Comment: The City recently completed a STAR sustainability certification that is similar and many other cities have done similar processes.

John Thurlow Comment: Police and Fire have done similar things.

Kristina Walker Comment: The words "Green Roads" are spelled differently throughout the document.

Andrew Strobel Question: So what do you want from the TC?

Kristin Lynett Response: Other committees will be interested in what the TC thinks.

Jim Parvey Comment: Municipal Green Building Resolution exists in Tacoma to seek LEED certifications through US Green Building Council for buildings over a certain size or project amount.

Jacki Skaught Question: So the City Council would adopt this?

Kristin Lynett Response: Yes, it's an intention to seek this certification.

Judi Hyman Question: Do they need a resolution to do this?

Kristina Walker Comment: Because then we hold projects accountable?

Jacki Skaught Comment: This resolution is a statement of intent, not a strict rule or law.

Andrew Strobel Question: Are we comfortable endorsing a specific non-profit? The City should pursue an environmentally-based road design policy – is this what you're going for? Pursuing environmentally sound roads is a good thing but we should be careful about specifically targeting one particular organization's certification.

Jim Parvey Response: We're open to suggestions.

Andrew Strobel Comment: The idea of sustainable roads makes sense but consider renaming.

Mike Hutchinson Comment: The Envision system is a process that the City can consider for all projects at a higher level before getting into a more detailed checklist like Greenroads. It could help with federal funding in the future.

Jim Parvey Question: Don't you have to hire a scorer?

Mike Hutchinson Response: No, you self-score projects.

Jim Parvey Comment: Outside, third party acknowledgement of a road project seems like a positive thing.

Yoshi Kumara Comment: Instead of having a resolution that states all of these aims, adopting a Greenroads resolution would allow the City to adopt specific criteria straight away.

Kristina Walker Question: Can we establish for business items whether the presenters are seeking recommendations, feedback, or other specific input, as opposed to pure information sharing?

Jennifer Kammerzell Response: Yes, we typically try to send this information to the chairs in advance.

No other questions.

c. Transportation Master Plan Guiding Principles, Mission Statement, Goals & Policies – Kendra Breiland and Justin Resnick

Justin recapped the progress on the guiding principles and the mission statement from the retreat.

Guiding principles and mission statements – no additional comments.

Commissioner subgroups reported on policies that they came up with in separate meetings, as follows.

Goal 1:

- Prioritize projects that provide opportunity for partnerships between jurisdictions, agencies, tribes, and private entities.
- The TC should be officially involved in the decision making process.
- Create a strategic partnership plan that prioritizes “collaborative projects”.
- Hold regular meetings between regional jurisdictions to discuss coordination.
- Collaborate and plan to define regional goals (such as 2040 plan or state 2035 plan). Actively collaborate with regional partners.
- Tacoma should be a leading voice in regional transportation forums.
- Define selves – do not be passive.

Goal 2:

- Prioritize schools and kids.
- Prioritize connections and make sure places are connected by all modes.
- Consult with neighborhood councils, schools, and businesses prior to making decisions.

Goal 3:

- Design more around hubs to bring in multimodal transportation methods. Freighthouse Square serves as a good model.
- Develop a transportation network that acknowledges different modes of freight.
- Define what we mean by mobility options.
- Fold goal 7 under goal 3.
- Layered network should operationalize the green hierarchy.

Goal 4:

- Include innovative projects and don't be limited to current plans.
- Reduce and / or end car traffic on some streets – through road diets?
- Make sure you can pay for it! Are bonds the right solution?
- Get creative in funding projects.
- Fix our broken streets. Should we maintain our assets before building new stuff or not?
- Make sure that you can maintain what you are building.

- Maintenance should be thought of up front. Emphasize maintaining and restoring what we already have.
- Prioritize funding towards maintaining what we have, when appropriate.
- Prioritize projects that are eligible for funding, and especially joint funding.
- Environmental - find a policy that integrates other City sustainability policies into roadway design.

Goal 5:

- Provide incentives to businesses for ridesharing, public transportation use, off-peak work hours, and flex time.
- Support TDM: not just via incentives, but sticks implemented through physical infrastructure.
- Focus on education and outreach, but include engineering too.
- No tolling!
- City is now doing a program to fund bike infrastructure on streets. Promote creation of programs that allow people to lock up bikes. Reclaim some street ROW for bike parking and other non-auto supportive infrastructure.

Goal 6:

- Land use should drive the transportation network – lots of debate around this issue. Alternative suggestion was active partnership.
- Develop around transit hubs.

Commissioners discussed whether the Mobility Master Plan would be referenced by the Transportation Master Plan or incorporated into the TMP. Commissioners, City staff, and consultants discussed the pros and cons of each approach. The group reached consensus on integrating the MOMAP into the TMP for the following reasons:

- Commissioners and staff acknowledged that the pedestrian section of the MOMAP requires more attention in the TMP.
- Integrating the MOMAP into the TMP will also provide the opportunity to focus on multimodal connections.
- Finally, commissioners expressed a preference for the flexibility to identify new projects and updates that may come out of the TMP process as opposed to being tied to previous plans.

Commissioners also debated whether land use should drive transportation planning or vice-versa. Some commissioners felt that transportation facilities should respond to the City's land use vision with respect to density and zoning. Others expressed that transportation plans should inform good land use decision making rather than simply following the adopted land use plan. This discussion did not come to a consensus decision on whether land use should lead transportation or transportation should lead land use. The Commission generally felt comfortable with the draft land use goal and that the consultant team should work with City staff to produce a set of draft policies for further review by the Transportation Commission in the future.

No other questions.

5. Other Business

Justin Leighton discussed the idea of parklets as a demonstration project in Tacoma. Mike Hutchinson suggested that similar to bus rapid transit, this could be a future agenda item. Judi Hyman confirmed that Commissioners can propose projects or agenda ideas to Josh Diekmann and Jennifer Kammerzell to be passed on to the co-chairs for potential future meetings. Items can move from the wish list to the agenda.

Kristina Walker mentioned pedestrian improvement public meetings that are coming up and feels that the Transportation Commission should have been involved in the process. Justin Leighton agreed that the TC should be involved in the future. Judi Hyman asked how we correct these types of oversights in the future. Mike Hutchinson proposed that the TC form task forces for other areas like these. The TC was used as a check-in rather than a body for advice. Judi Hyman and Jacki Skaught suggested that the TC being so new might be a factor and that being there in the beginning when possible is preferable. The TC shouldn't be part of the public involvement process, but more involved in advance. Mike Hutchinson repeated his idea of task forces on specific topics to keep the TC up to date and to speak to other bodies with some level of authority. Andrew Strobel suggested that members of the TC attend IPS or other meetings to share thoughts as members of the TC.

6. STAFF REPORTS

Jennifer Kammerzell and Josh Diekmann have discussed the need for longer or more frequent meetings to cover all material and needs. BPTAG will be attending future IPS meetings as citizens. Transportation Commissioners are encouraged to attend other meetings and certain people should be able to speak on behalf of the TC at these meetings. Informational presentations should be so noted on the agenda in addition to what sort of feedback is being sought.

Josh Diekmann shared that the Mayor spoke on Greenroads and the TMP in her State of the City address. The City will be selecting a consultant to conduct a Strategic Visioning process, and the Transportation Commission will be receiving a letter inviting its participation in the outreach for this process.

7. PUBLIC COMMENT

There were no public comments.

8. ADJOURN

The meeting was adjourned at 8:19pm.