



MINUTES

MEETING: Regular Meeting

TIME: Wednesday, August 20th, 5:30pm

PLACE: Room 708, Tacoma Municipal Building
747 Market Street, Tacoma, WA 98402

PRESENT: Judi Hyman, Jacki Skaught, Andrew Strobel, Vance Lelli, John Thurlow, Jane Ann Moore, Mike Hutchinson, Gary Hofmann, Kristina Walker, Yoshi Kumara
BPTAG members: David Cook, Kris Symer, Paul Nordquist, Kendall Reid, Anne James, Jennifer Halverson-Kuehn, Janet Higbee

ABSENT: Justin Leighton, Brandi Riddle, Justin Camarata, Aaron Knight

1. CALL TO ORDER

Jane Moore called the meeting to order at 5:35pm.

2. ROLL CALL

Justin Leighton was absent.

3. APPROVAL OF MINUTES

Meeting minutes were approved as written.

4. BUSINESS ITEMS

A. TRANSPORTATION MASTER PLAN SURVEY UPDATE – KENDRA BREILAND

Kendra reviewed a draft of the 3 questions / 3 minutes survey, which the Commissioners helped develop at the last meeting and city staff and the consultant team then refined.

David Cook Question: Should we add guidance for the “other” box?

Kendra Breiland Response: Yes, some space is worthwhile.

Kris Symer Question: Is investment the right term since bikeways can be much cheaper than transit infrastructure?

David Cook Comment: Perhaps what modes need the most attention, are the furthest from your ideal?

Jane Moore Question: Do you have a plan and timing for rolling out the survey?

Kendra Breiland Response: The intent is to get a presence on the website as soon as possible and then develop a roll-out plan afterward.

B. TRANSPORTATION MASTER PLAN OVERVIEW – KENDRA BREILAND



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Kendra provided a brief overview of what the TMP is and how each transportation mode and piece of the city's network is involved to bring BPTAG up to speed with the Commission. Kendra also updated the group on where the project is in the schedule, about midway. We are reviewing modal networks tonight to build toward a full draft to present to City Council by the end of the year. We have been taking a one-two punch approach toward analyzing the transportation network by thinking about each mode independently first and then laying all modes on top of one another in October. City staff and the consultants are also working on the financial plan to determine the resources available for future projects. The next phases include: financials, land use, level of service standards, and eventually building toward project lists.

No questions.

C. TRANSPORTATION MASTER PLAN BICYCLE AND PEDESTRIAN MODES – BICYCLE AND PEDESTRIAN TECHNICAL ADVISORY GROUP, JUSTIN RESNICK, KIM VOROS

David Cook gave a brief history of BPTAG and the Mobility Master Plan. He shared the overall vision for walking and biking in Tacoma.

Justin Resnick presented on last few months of work with BPTAG. Reviewed development of preliminary pedestrian mode (primarily in June) and bicycle network (primarily in July). Today, will be sharing networks, LOS standards, and supportive policies.

Justin reviewed the analytical frameworks that were considered, including 20-minute neighborhoods, safety, geographic distribution, or model-based. 20-minute neighborhoods were the preferred approach using 3Ds – density, distance, and destinations. Justin showed maps of what 20-minute neighborhoods would look like in Tacoma.

Justin then shared the proposed LOS for pedestrian priority areas. Justin mentioned that pedestrian priority areas can be a combination of 20-minute neighborhoods and potentially other key corridors. The LOS includes three levels.

Pedestrian priority areas:

- (1) Green – including full sidewalks, with buffering, on both sides of the street (collectors and arterials).
- (2) Yellow – full sidewalks on both sides of the street
- (3) Red – Incomplete or no sidewalks present.

Other areas included red / yellow / green standards, but with more simple requirements.

Similar to sidewalks, LOS standards were proposed for crosswalks in pedestrian priority areas and other areas.

Kim Voros reported on the bicycle layer. Kim recanted some of the history of bicycle planning in MoMaP, as well as recent shifts in philosophy in the bicycle planning world (toward more protected lanes). Kim showed the bicycle map that the group started with (from MoMaP) and how that system of recommended facilities evolved in working with BPTAG. Focus of their work:

- Support all ages and abilities
- Ensure spines that help people make critical connections (east-west, north-south)

Kim shared some of the key bicycle corridors, referencing maps provided to the Commissioners and BPTAG members. Kim will be providing a map with proposed protected treatments after the meeting. Kim highlighted how bicycle improvements provide benefits for pedestrian safety and comfort.

Kim presented on the recommended bicycle facility LOS standards.

Kendall Reid presented on the priorities for bike / pedestrian planning, including the Es – engineering, enforcement, education, encouragement, as well as meeting mode split targets and constructing high-amenity facilities, like trails. Kendall also reported on the need for consistent policy, which is broadcast through education and promotion and can lead to a steady increase in active transportation modes.

Kristina Walker asked a clarifying question about the priority on enforcement. Justin helped answer that enforcement is a policy that stems back to the MoMaP. Anne James added in that enforcement of cyclists and pedestrians can lead to healthy, safe pedestrian behavior. Diane Wiatr also weighed in that enforcement (actively engaging law enforcement) is the only way that communities can move forward in developing functional and law-abiding active transportation systems.

Kris Symer wrapped up the presentation in referencing some of the recent progress made in Tacoma in providing for active transportation modes. Kris talked about upcoming plans, including signing/stripping and outreach events. Kris also referenced how the culture for walking and biking has evolved in Tacoma – lots of events, diverse folks walking and biking, support from council, and all of this attracts young folks. She also showed pictures of completed projects along Stadium Way (complete street) and the Proctor District pedestrian improvements.

Justin discussed the interest of BPTAG to stay involved. He suggested that BPTAG consider appointing a Transportation Commission liaison, as an alternative to continued joint meetings.

Jennifer Kammerzell Question: What about the incorporation of the pedestrian improvement effort earlier this year?

Justin Resnick Response: This process was considered and will play a more important role in project prioritization.

Anne James Question: How is progress on projects in the MoMaP being tracked?

Diane Wiatr Response: She has prioritized monitoring and tracking to ensure steady progress.

Kris Symer thanked the consultant team for their work on the overall planning effort.

David Cook did have a closing comment on map readability and also in communicating different facility types (level of protection, accessibility, etc). Kim agreed with these comments. David also discussed the importance of naming trails in attracting a user base for active transportation. David wanted to make sure that the City's trails are shown prominently in the plan, since trails are the most visible non-motorized facility for the public.

Vance Lelli asked to see pictures of each of the bike/pedestrian facility types as a key. Kim agreed to add these on the maps. Vance also asked about calling out "vista points" on maps.

Diane and Justin agreed that this is an interesting idea and will look into adding vista points to maps (essentially recreational/view destinations).

No other questions.

D. TMP LOCAL TRANSIT MODE – TIM PAYNE

Tim provided a brief overview of the relationship between transit providers and the city. The city controls the right of way and all of the other networks that support transit. Pedestrians, bicyclists, and transit users are all crucial to the city's future because it cannot grow as planned by relying purely on the automobile.

The city identifies streets it wishes to prioritize for transit and establish the relative importance of transit streets, level of service standards, and a modal spectrum on each of these corridors.

Tim presented planned population and employment growth around the city, which underlines the importance of planning for sustainable modes in Tacoma given the large amount of growth.

The transit network maps illustrate two possibilities: transit level of service based on population and employment growth or based on doubling the weight of population and employment in the Mixed Use Centers.

Question to the group: does this approach get you to a place that makes sense?

Yoshi Kumara Question: Why doesn't Tacoma Mall get any red frequency?

Tim Payne Response: There's so much undeveloped land around the Tacoma Mall so the densities are too low. James Center is a similar case.

Diane Wiatr Comment: The Planning Department is beginning the Tacoma Mall Subarea Plan. Also notable that Tacoma Mall is Tacoma's only other Regional Growth Center as identified by PSRC.

Tim Payne Response: It may be that current zoning codes don't allow the amount of growth that the Mall area could support.

Current factors include population density, employment density, and the MUCs. Are there other important factors?

Anne James Comment: Parks and outdoor spaces don't jump out due to their low densities but are still major attractors.

Kristina Walker Question: Scenario 2 looks like it has more transit service but is there a trigger that would get us there?

Tim Payne Response: Good point. We will address what a "red street" looks like in terms of transit service.

Jacki Skaught Question: Did you consider Ruston's growth?

Tim Payne Response: No, because we were directed to focus on the City of Tacoma itself.

Paul Nordquist Question: How are we trying to connect to our neighbors?

Tim Payne Response: We have not focused on Ruston or others yet, but perhaps we should. Some other cities coordinate with their neighbors but don't plan for them, but the group seems

Judi Hyman Comment: We should consider the Casino as an attractor given the large number of employees it supports.

Andrew Strobel Comment: The Casino is actually zoned as residential, despite being under federal regulations on Tribal lands.

Jane Moore Question: What about northeast Tacoma?

Tim Payne Response: It cuts off as it goes through Fife but we can certainly make that connection. It will likely still be orange.

Kristina Walker Comment: The bike plan should also be considered.

Kris Symer Question: Did you consider existing transit provider stations as a factor?

Tim Payne Response: The majority of these fall in MUCs, which are already highlighted.

Janet Higbee Question: Who is working to connect to Puyallup by bus?

Tim Payne Response: We will work with Pierce Transit on this issue but it's a tricky question for a city master plan. On this point, the city can reach out to its neighbors but can't control the decisions they'll make. We should seek the appropriate balance point.

John Thurlow Question: Pierce Transit has a whole lot to do with this so we should have them involved.

Tim Payne Response: Pierce Transit's Long Range Planning process is a little behind ours but we will certainly coordinate with them.

Next steps: translate the transit intensity that the colors on each street should represent – service frequency, right of way dedication, transit priority, etc. These will indicate to transit operators what the city's expectation and desires are for transit.

The city and Pierce Transit should compare their expectations for each street / route on the network.

Additional guiding questions:

How can the city encourage transit development? Should the city engage in transit route planning or collaborate with transit providers? How do these streets and intensities match up with the needs of other modes? Are there conflicts over right of way and, if so, how do we resolve these conflicts? What decision tools should be employed, such as the layered network?

Kristina Walker Question: Will transit use the same level of service scheme as bicycles and pedestrians – green, yellow, red?

Tim Payne Response: We can simplify these colors down to the three-class scheme. Might make sense for laying all the modes on top of each other.

Kris Symer Comment: Important to keep each mode visible as we overlay them.

5. Other Business

Judi Hyman reported on the Parking Task Force: rates will change, September 18th meeting at Wheeler Student Center for residential parking program updates.

6. STAFF REPORTS

Joint meeting with Planning Commission on September 17th is wondering if TC can meet at 5pm. Motion to change the time was approved.

Reappointments: Welcome Vance Lelli to represent District 4 and the Port.

IPS: Jennifer will bring forward the 6-yr project lists at their next meeting and TC will hear about these in early September.

October 22nd: Present accomplishments for the year and a draft work plan to IPS. This will get added to the upcoming agendas.

7. PUBLIC COMMENT

Diane Wiatr shared information on the September 4th ribbon cutting ceremony at Wright Park to celebrate 13 miles of bikeways. One bike ride will head north to Proctor and another will head south to Lincoln, as well as a community walk. All will be led by City Council members.

8. ADJOURN

The meeting was adjourned at 7:24pm.