



MINUTES

MEETING: Regular Transportation Commission Meeting

TIME: Wednesday, March 21, 2018, 5:30 p.m.

PLACE: Conf. Room 243, Tacoma Municipal Building
747 Market Street, Tacoma, WA 98402

1. Call to Order

Co-Chair Moore called the meeting to order at 5:31 p.m.

2. Roll Call/Introductions

CM Thurlow and Mason were noted as requesting excused absences. Their request was approved and seconded.

Co-chair Leighton conferenced into the meeting.

3. Approval of Minutes (February minutes)

Minutes were approved with a small edit to Pg. 4 – correction to the spelling of ‘lense’ – should be ‘lens’.

4. Public Comment for Items on the Agenda

No public comment.

5. Business Items

a. Amend By-Laws (Co-chair)

- Propose to change the nomination from June to November of each year with elections the following month. It was moved, seconded, and passed by majority.

b. Impact Fees (UW Seattle)

Emily and Micah provided an overview of Impact Fees and results of their feasibility study. This project was part of the UW Livable City Year projects where the City of Tacoma partners with UW Seattle and UW Tacoma classes.

Emily said impact fees must be used for new or expanded transportation infrastructure, not on existing. Over 70 cities and counties in Western Washington use transportation impact fees currently. Each jurisdiction must prepare a schedule of rates broken down by base rates by building type and using a unit of measurement or several.



Micah reviewed the prevailing trends in considering impact fees, such as population growth, growth in urban areas, housing growth, and unconfirmed transportation needs in the Transportation Master Plan (TMP). He also provided an overview of potential fee eligible projects.

The recommendation is that transportation impact fees are a good fit for the City of Tacoma. Initially we want to create a base rate. The next steps would include a trip rate analysis, gauge community reaction, construct the impact fee structure, create a system for developers to introduce their own trip rate data for mixed-use structures, include exemptions for affordable housing and environmental justice, and incentivize multimodal transportation.

CM Nyland asked what estimated revenue would be. It will vary from city to city, but Pierce County brought in about \$150M over about an 8 or 10 yr period. It varies pretty widely since the rate is attributable to each cities expected growth. In a 3 year period, Vancouver WA received about \$2M.

CM Nyland also asked about how this could be rolled out as not another “new” tax. As part of the law, they can do credits towards off-site improvement. There are benefits to keeping it streamlined to be more efficient.

CM Hyman asked if the City can/would eliminate, combine, or reduce all of the other taxes associated with business development or operation. If the fee overlaps with the intent or use of the other taxes and fees.

Discussion ensued.

c. Tacoma Traffic Safety Study (Justin Belk)

Justin Belk, PW Engineer, provided an overview of the development of the Traffic Safety Plan, which is a requirement to be eligible for Highway Safety Improvement Program (HSIP) grant funds. The call for applications is April 17th; hence, the quick work to develop a plan. The plan is supported by the TMP Policy 2.3.

Justin explained the systemic program and said that this is a new requirement which requires any City applying to create a local road safety plan. The City has hired a consultant to develop such a plan.

The plan will analyze systemic safety using crash data, risk factors, and potential countermeasures. Justin provided a summary of the crash data characteristics, which indicates that Tacoma has a relatively higher percentage of crash types than other peer cities.

The consultants also looked at all bike and pedestrian related crashes. A map that overlays bike and pedestrian crashes as well as the risk factors.

Commissioners asked for a copy of the overall crash map. (Jennifer to provide a copy once it is mapped and in pdf form.)

CM Warren asked how the City is identifying projects and if it is based on the severity and number of crashes. Justin affirmed.

Co-chair Moore asked if there was a correlation between fatal and serious injury crashes and are there higher rates in places where there are more risk factors? Justin said not necessarily.

Co-chair Moore asked if you are prioritizing in certain areas with high risk – i.e. 38th & McKinley vs Jackson & 6th - if one has more fatal and serious injuries wouldn't it be best to work on that one now rather than the one with the same number or more risk factors.

Justin said we will continue to identify projects and we are refining the short list for corridors to apply to and looking where and what crashes are occurring.

CM Nyland pointed out that for this grant we are not supposed to be looking at locations where accidents occurred, it is restricted to looking for risk factors.

Co-chair Moore asked if lighting conditions correlated to hours of daylight and hours of darkness. Since this varies quite a bit between winter and summer months. Justin said that to the extent that they could they did try to normalize information like that. He also said there was a correlation between pedestrians being struck for all crashes during certain lighting conditions, but he had not added that to this presentation.

Jennifer also explained that this plan is the start for a comprehensive Vision Zero plan that will include other strategies and evaluations.

CM Nyland asked if you could end up with risk factors for pedestrians in locations where pedestrians are not walking.

Justin said that is true and the data is only as good as the data we have available. By the next go around we hope to have more robust information –pedestrian counts would have been useful. There was not enough time to collect all the data we needed in order to apply for the grant this year.

d. 6-Year Transportation Program (Jennifer Kammerzell)

Jennifer gave an overview of the new proposed changes to the 6 YR TIP, which included the addition of 3 projects: Active Transportation Access to HCT Pacific Avenue, Brewery District projects, and Pedestrian Crossing Improvements Phase 2. Jennifer also responded to questions raised at the February meeting:

1. #9 Bridge Capital Projects – The project is a placeholder for work on any of the 43 bridges in Tacoma to be used as match or for emergency repair. The amount is based on previous estimates for painting, joint repair, and surface repair.

Co-chair Leighton asked about the amount of \$400K and whether it was for one year maintenance or how they came up with that number. Jennifer said it was based on past maintenance requests for bridges.

2. #24 Yakima Overlay – This project is primarily considered a maintenance project. The TMP doesn't typically include maintenance of projects but it's funded through BRAC which allows for that.
3. Response to Co-chair Leighton's question at the last meeting -the total number of projects in the TIP is 92.

CM Skaught asked for clarification about #24- Active Transportation Access to HCT Pacific Avenue. Jennifer said that this ties into the master plan even though the master plan is broader.

e. Link Stakeholder Group – Select Transportation Commissioner to fill seat

There ended up being 2 Commissioners interested in filling this seat –CM Williams and Co-chair Leighton.

Co-chair Moore asked that each of them explain why they were interested in filling the seat. CM Warren asked that each of them comment on alignment. Other discussion ensued.

CM Hyman made a motion for CM Williams be the lead with Co-chair Leighton as back-up. The motion was seconded and approved.

CM Miller abstained.

6. Other Business/Updates

a. Parking Technical Advisory Group (PTAG)

Rachel Lindahl explained that City staff completed an occupancy study for the Stadium Business District. At the end of Spring outreach will be conducted with the community. At the last meeting, PTAG reviewed the results of the Stadium occupancy, tie-in to the TMP, Vision 2025, pedestrian street classes as it relates to mixed use centers.

In February and March there was further conversation about the downtown occupancy results. PTAG formed a recommendation to go to the City Manager about how residential parking zones can participate in mixed use areas and refining the petition process.

CM Hyman also added that with Stadium they are trying to take a similar approach as when the parking meters were being installed downtown.

b. Bicycle Pedestrian Technical Advisory Group (BPTAG)

BPTAG – Jennifer Halverson-Kuehn, new Co-Chair, gave an update about the meeting, which included an overview of the 66th/Stevens/Tyler project and in-depth discussion on preferred bicycle routes for Links to Opportunity. Bike Swap is April 28th.

CM Miller asked about the definition of a bike boulevard. Jennifer explained that these are sharrows, not a dedicated bike lane and include lower volume, lower speed facilities that would accommodate families.

Co-chair Moore added that there is a definition in the TMP as well.

c. Planning Commission Agenda

An agenda was provided. Jennifer said that they are working on their work plans. Jennifer will schedule another meeting with the co-chairs once the Planning Commission has their work plan done.

d. Commission Comments

CM Brown asked about the Planning Commission Comprehensive Plan Amendment meeting on March 28 and if it was an informational session about amendments. Jennifer confirmed that it was. CM Hyman encouraged Commissioners to visit the Center for Dialogue and Resolution website to see how they can better engage with City Council.

7. Staff Reports

a. Responses to Commission Inquiries

Josh explained that a response to the Commission's letter regarding the Hazardous Sidewalk Low-Income Loan Program could be available for the next meeting

b. Status of Grant Applications & Major Capital Projects

No updates.

c. Upcoming Public Meetings & Events

Upcoming meetings include Pierce Transit Pacific Avenue High Capacity Transit Open Houses, South Sound Sustainability Expo – April 14, and T-Town Expo.

8. Public Comment

Kimberly Freeman provided comment about impact fees and complimented the UW on their presentation. She strongly encouraged the Commission and staff to move forward with this and hire a consultant to begin the process and set a base fee.

The meeting was adjourned at 7:00 p.m.

Follow-up to Past Commission Inquiries:

Q1: How many curb ramps and crosswalk improvements are the Hilltop Link Extension project putting in?

A1: The project will construct a total of approximately 175 curb ramps; the vast majority of this quantity is reconstruction of existing ramps for ADA compliance. New crosswalks and curb ramps:

- Commerce & S 7th: One new crosswalk and two new ramps
- Stadium District Station: One new crosswalk and two new ramps at the N G Street station access point
- Division & 1st (requested by COT, not in 100% plans): Three new crosswalks, six new curb ramps
- Division & 2nd: One new crosswalk and two new ramps
- MLK & 3rd: One new crosswalk and one new ramp

- MLK & 18th: Two new crosswalks and four new ramps
- E 25th & E J (OMF): One new crosswalk and four new ramps
- **TOTAL: 10 new crosswalks, 21 new ramps**