



## MINUTES

MEETING: Regular Transportation Commission Meeting

TIME: Wednesday, **May 16, 2018**, 5:30 p.m.

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

### 1. Call to Order

Co-Chair Leighton called the meeting to order at 5:32 p.m.

### 2. Roll Call

A Motion was made to excuse CM Thurlow who had advised he would be delayed. Motion was seconded and approved.

CM Thurlow arrived at 6:10 pm.

### 3. Approval of Minutes (April minutes)

Minutes were approved as written.

### 4. Public Comment for Items on the Agenda

Chris Karnes with Pierce Transit Advisory Board stated they issued a joint recommendation for east and westbound lanes on Puyallup Avenue in concurrence with the TMP as drafted. He hopes moving forward the TC would support that. He also pointed out that if there are deviations it impedes Pierce Transit's ability to deliver on the project. This project has to qualify in order to receive funding approval – needs east & westbound lanes.

### 5. Business Items

#### a. Impact Fees - (Josh Diekmann)

Josh presented the status of the Impact Fee Development proposal. He let TC know that this was an informative presentation only and no immediate action was required by the Commission.

Josh did request feedback from the Commission as far as their interest in providing input about the consultant requirements for the RFP and asked whether the TC would be interested in reviewing the draft RFP.



*CM Hyman asked Josh to confirm that the discussion was about regional growth. Josh confirmed that this was correct as noted on Slide 4.*

*Co-chair Leighton asked if this was done in the sub area plan – Josh said they did not have a programmatic list.*

*Co-chair Leighton asked if the City initiates impact fees for parks and schools. Josh will check – he confirmed that Council would have to adopt Transportation impact fees but he was not sure about the others.*

Josh asked the Commission to think about what they felt appropriate outreach should be and what to include in the RFP.

Josh went on to say that they hope to do a major update of the TMP on the heels of the Regional Master plan – roll in new changes and projects hopefully complementing impact fees.

Josh stated that he anticipates interest from the Fire Dept. but is not sure if parks and schools are pursuing impact fees on their own.

At this time there are no scheduled dates with Council or other committees.

*CM Mason asked how impact fees could work with adjacent jurisdictions – i.e. Prologis where most of the impacts were to Fife; how is analysis done about who is impacted.*

*Josh said it would be important to include adjacent jurisdictions in Stakeholder committees so they are included in the conversation.*

*CM Mason stated that she felt the presentation from UWT was a little light on mixed-use – impacts for industrial vs residential is different. She wondered how robust the analysis was from UWT and asked for a copy of the study. If a consultant were hired, she would like to see more in depth studies conducted as part of the research and analysis.*

*Josh said staff would send a link or copy of the study. He stated that one question asked was about different zones and he remembers they were not able to dive into it too deeply as far as different needs within the City of Tacoma.*

*Co-chair Leighton asked if we were including the presentation from UWT as a reference document in the RFP. Josh stated that it could be included. He also stated that the intent of the consultant study would be to answer more questions and create a structure for the program.*

*Co-chair Leighton asked if impact fees consider what kind of trip – different vehicle types-semi vs light duty.*

*Josh said we currently look at that in our analysis for new projects but was not sure if impact fee programs include that as well.*

*Josh stated that you could incentivize impact fees for developers – i.e. if they are offsetting with more public transportation options. Co-chair Leighton stated that he thought there were strict guidelines around what incentives can be provided.*

*Co-chair Leighton asked how impact fees affect tribes. Josh let him know he would look into the study further and get back with him.*

#### **b. HCT Recommendation Discussion (Transportation Commission)**

Co-chair Moore stated that the goal of the discussion is to determine what the Commission feels should be included in a letter to Pierce Transit.

*CM Miller asked for a sample letter & process to help her understand what the Commission is trying to accomplish.*

*Co-chair Leighton provided a sample letter and said usually it is about decision points and how the TC thinks the City should be responding – they send the letter to Pierce Transit as an FYI and it usually goes through IPS.*

Co-chair Leighton said there are a few decisions PT is trying to whittle down:

- Locations (Stops)
- ROW location of BRT
- Alignment – which streets will be used

He also said they should urge the City to be engaged in funding and zoning throughout the corridor.

During the meeting, an e-mail received from CM Camarata about concerns from the Dome District Group was briefly discussed. The Dome District Group has an issue with Puyallup Avenue being considered as they feel it is too busy and adding BRT would create more traffic problems.

CM Miller stated they are building more mixed-use anyway so wouldn't there be more people and ridership.

Co-chair Leighton advocates for a station at 23<sup>rd</sup> & Jefferson– he said he spoke with Darin with Pierce Transit and they added a stop there. Routing down in Dome District is another issue.

Co-chair Leighton said there is still traffic that queues up but this would cross Pacific and continue on its way-he hopes it gets recognized.

CM Hyman said the bus would still get stopped due to the Link.

CM Miller asked when you cross 25<sup>th</sup> at Pacific isn't it a steep hill?

Co-chair Leighton said yes but it is being developed into retail.

Josh said they were trying to make 25<sup>th</sup> traversable by bus.

CM Skaught is concerned about businesses being negatively impacted by the BR. CM Hyman said she feels transit would help the businesses.

CM Skaught asked if there was something specific to look at when deciding on stops. CM Hyman mentioned parking as a possible influencing factor. Co-chair Leighton mentioned Commerce as a good reference.

Discussion ensued about the best ways to get across Pacific.

CM Nyland asked if there were modeling program. Josh confirmed there are modeling programs and that some models have been done in the downtown area but further modeling could be done.

Josh said a recommendation could be a holistic study of the corridor.

CM Nyland asked if anyone asked about using Dock Street (i.e. arrive from Spanaway and drive to a station at Dock St). Co-chair Leighton said probably not because it would not make sense for public transit.

The City and Pierce Transit need to work together to come up with the most efficient way to get across Pacific and determine whether or not BRT uses Puyallup.

CM Hyman asked why we are not using Pacific. Co-chair Leighton responded.

It was noted that a question came up a while ago about using Market St.

CM Miller asked if the letter should explain that BRT couldn't go across C or D St. Co-chair Leighton said he did not think it was an issue.

Co-chair Leighton proposed elimination of several stops including 9. CM Brown suggested leaving that one.

CM Nyland said we also need to look at future development and density. Co-chair Leighton agreed and said some areas need rezoning and that the TC should urge the Planning Commission to change zoning.

CM Nyland said it would be nice to having housing close to stops – encourage density close to stops.

Co-chair Leighton commented that this is one of the longest bus routes in the state.

CM Miller said it makes sense to include language about stop spacing, funding and physical barriers in the letter.

CM Skaught asked if we only consider stops within the City. Co-chair Leighton said we should consider the whole corridor.

Co-chair Leighton said this should be in the TIP – COT should work with Pierce Transit on grant and access issues to stations – new infrastructure that addresses talks to ped. & bike access – add wayfinding for BRT, ped, etc.

ROW conversation – median or curbside. Co-chair Leighton feels we should plan for best and scale down based on grant & ROW issues. He feels median alternative is more effective.

CM Skaught said she preferred median on Portland – leaves more room for people.

CM Hyman said she understood they have more people running across but partially due to a lack of crosswalks.

CM Thurlow said in Europe it is in the median as well and everyone runs across.

There was a preference expressed by the group about using the median.

CM Nyland asked if there is benefit to median or curb when it relates to paying the fare.

Co-chair Leighton said it would be Orca or similar system-same machine as parking system.

CM Miller asked if there were cost savings in one system over another – kiosk system or other.

The discussion ended with Co-chair Moore stating she would draft a letter – CM Nyland offered to assist with the letter.

## **6. Other Business/Updates**

### **a. PTAG**

CM Hyman had 2 updates – attended DOTG Friday Forum. At the Forum Eric Huseby explained to attendees that the parking task force manages only what the City owns – that's what they have control over, also that they are thinking cohesively about growth and how this will affect parking. Occupancy counts were discussed and they are in the early stages of the process which takes about 6 months to complete. Stadium District growth and occupancy was reviewed-the plan is to use a similar approach as when pay stations were brought into downtown. The signage will have to be redone and it will take some time to accomplish.

### **b. BPTAG**

Co-chair Moore provided updates on the April 23<sup>rd</sup> meeting. Discussion items & presentation included the Tacoma Safety Plan and Bike month.

### **c. Planning Commission Agenda**

The outline Agenda for the Planning Commission was inserted into the TC meeting agenda.

#### **d. Commission Comments**

*CM Mason commented on the SRTS Acton Plan flyer – Josh said this came from PW –staff could send a copy to the Commission.*

*Co-chair Moore would like to see copy of the final version of the traffic safety plan.*

CM Thurlow was looking at a letter from the Sustainability Commission from April about the Tacoma Mall Subarea Plan-he was curious if the TC had commented on it.

Co-chair Moore stated the TC did not have an opportunity to comment. Co-chair Leighton said that since this had passed at Council it was a moot point; however, they would like staff to come back to talk about the changes and the overall plan.

Co-chair Leighton said the Commission should not be dependent on staff to notify them about all projects – they need to bring possible discussion items forward themselves.

CM Williams reported on the two Sound Transit Link meetings he had attended. He said the 1<sup>st</sup> mtg. was a recap of the presentation to the Commission; during the 2<sup>nd</sup> meeting there was an exercise in identifying a half mile radius of two stations for input on stations – Tacoma Dome and Tacoma Stars Memorial station. Discussed various placement ideas-add station in brewery district; Co-chair Leighton said there was no limit on cost for the discussion – tunneling under McKinley hill, going through tribal property were all brought up.

Took notes on what group looked for in a system-clean, efficient, etc.

Co-chair Moore shared that the Active Transp. Coalition/PWI with DOTG had funding to send people to Copenhagen in August to learn best practices for bicycle – Liz Kaster, Kristina Walker, Mayor Woodard, Roger Millar, 2 tribal members, Andrew Strobel, Erik Handberg & Jane Moore will be attending.

Dome District Group would like a meeting with representative – Josh said staff would set up and reach out to TC and the representative for their district, which is CM Hyman.

#### **8. Public Comment**

Chris commented on the BRT. He said the Pierce Transit design is not for the median but for the split because staff objected to coaches with doors on both sides. The benefit from single platform is the cost savings.

Meeting adjourned 7:17 pm.