



## Agenda

**Meeting No. 13:** Special Meeting (rescheduled from January 18, 2021)

**Date/Time:** Monday, January 25, 2021, 4:00 pm

**Zoom Info:** Link: <https://us02web.zoom.us/j/86744880313>  
Dial-in: +1 253 215 8782  
ID: 867 4488 0313

ITEM	LEAD	DURATION
<b>Call to Order</b>		
1. Review of Meeting Notes of December 21, 2020 (Attachment 1)		
2. Public Comment (Written comments only; e-mailed to <a href="mailto:planning@cityoftacoma.org">planning@cityoftacoma.org</a> , due by 2:00 p.m. of meeting day)	Chair Bahbah	5 min.
<b>Discussion / Action Items</b>		
1. Debriefing / Takeaways from Previous Presentations: a. Bus Rapid Transit Project b. Puyallup Avenue Design Project	Chair Bahbah	5 min.
2. TOD Roundtable Series, Session #1 – “Economic Development, Finance, and Developer” (Attachment 2)	Panelists: Cathy Reines Jill Sherman Tejvir Basra Pat Beard	35 min. presentation 35 min. Q-n-A
3. Puyallup Avenue Design Project – Letter of Recommendation DRAFT #1 (Attachment 3)	Chair Bahbah and Vice-Chair Erickson	25 min.
4. TDLE Portland Avenue Station Area (Attachment 4)	Chair Bahbah and Vice-Chair Erickson	10 min.
<b>Communication Items</b>		
1. TDLE Ridership Projection (Attachment 5)	Brian Boudet	1 min.
2. BRT Ridership Projection (Attachment 6)	Brian Boudet	1 min.



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3. TODAG Meeting Schedule (Attachment 7)	Brian Boudet	5 min.
4. Tentative Agenda for Future Meetings: a. TOD Roundtable Series b. TDLE – Portland Avenue Station Area (Recommendation – Progress Report No. 2) c. Puyallup Avenue Design Project (Recommendation – Progress Report No. 3) d. Bus Rapid Transit Project e. Continued Review of ULI Report and Subarea Plans (Adoption by Reference?) f. Quiet Zone Update g. TODAG Work Plan and Schedule	Chair Bahbah	1 min.
5. Closing Comments / New Business	Chair Bahbah	2 min.

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### Adjournment

#### Next Meeting:

- Monday, February 22, 2021, 4:00 p.m. (special meeting, rescheduled from February 15)

#### Attachments:

- Meeting Notes of December 21, 2020
- TOD Roundtable Panelists and PowerPoints Presentations (if available):
  - Cathy Reines, Koz
  - Jill Sherman, Gerdling Edlen
  - Tejvir Basra, American Dream Group, LLC.
  - Pat Beard, Community and Economic Development Department (PPTs attached)
- TODAG Letter of Recommendations on Puyallup Avenue Design Project:
  - Proposed Outline for Letter DRAFT #2
  - Summary of Comments on Letter DRAFT #1
  - Comments on Letter DRAFT #1 (received during 1/8/21 – 1/14/21)
  - TODAG Letter of Recommendation on Puyallup Avenue Design Project, DRAFT #1
- TDLE Portland Avenue Station Area:
  - Portland Avenue Station Concepts (diagrams)
  - TDLE Design Criteria and Station Location Evaluation Matrix
- TDLE Ridership Projection provided by Sound Transit
- BRT Ridership Projection provided by Pierce Transit
- TODAG Meeting Schedule and TOD Roundtable
  - TODAG Meeting Schedule (as of 1/21/21)
  - TOD Roundtable Series Schedule

**CITY of TACOMA**  
**TRANSIT ORIENTED DEVELOPMENT ADVISORY GROUP (TODAG)**  
**MEETING NOTES**

**MEETING NO.:** 12-2020  
**MEETING DATE:** December 21, 2020

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**Members Present:** Chair Imad Bahbah, Vice-Chair Don Erickson, Adam Cook (in place of Kim Bedier), David D’Aniello, Janice McNeal, Kerri Hill, Laura Svancarek, Rick Semple, Roberta Schur

**Visitors:** Sue Comis (Sound Transit), Eric Chipps (Sound Transit), Tina Lee (Pierce Transit), Deirdre Wilson (Port of Tacoma), Dana Brown (COT/PW), Josh Diekmann (COT/PW), Jennifer Kammerzell (COT/PW), Pat Beard (COT/CED), Mark D’Andrea (COT/PW), Liz Kaster (COT/PW), Sue O’Neill (COT/PW), Jennifer Halverson Kuehn (BPTAG)

**Staff Support:** Brian Boudet (COT/PDS), Lihuang Wung (COT/PDS), BT Doan (COT/PDS)

**ITEM 01: CALL TO ORDER**

Chair Imad Bahbah called the meeting to order at 4:04 p.m.

1. The meeting notes of November 16, 2020 were reviewed.
2. No public comment.
3. Laura Svancarek, a new group member replacing Amber Stanley to represent Downtown On the Go, introduced herself.

**ITEM 02: DISCUSSION/ACTION ITEMS**

**1. Debriefing / Take-away’s from Previous Presentations**

- (a) Portland Avenue Station Area Roundtable
  - i. Vice-Chair Erickson expressed concerns about pedestrian safety on the Portland Avenue segment under the freeway overpass and advocated for a pedestrian bridge.
  - ii. The group discussed the pedestrian needs, ridership, and made comparison to the Northgate Link extension station.
  - iii. The two options for the station design were also discussed.

**2. Bus Rapid Transit Project**

- (a) Tina Lee (Pierce Transit) provided an update of the project, highlighting the enhancements that the Bus Rapid Transit (BRT) would offer.
- (b) Branding concept, renderings of station designs, community outreach efforts, and the project timeline were presented, along with data on public transit service along the Puyallup Avenue.
- (c) The group had questions about the location, HOV lane usage, median station concept, and potential bus stop closure.

**3. Puyallup Avenue Design Project**

- (a) Mark D’Andrea (City of Tacoma – Public Works) presented an overview including the project schedule, grant summary, project goals, outreach strategy, feedback received, and lane structure alternatives.

- (b) To address parking concerns from the last discussion, parking analysis had been done and produced a number of options for the draft concept review.
- (c) The summary of the design criteria was explained in three segments – Neighborhood District, TOD District, and Industrial District.
- (d) Chair Bahbah endorsed the option to have parking on both sides of the street. The group was supportive of narrow lanes as a traffic calming measure, and discussed others.
- (e) Also discussed were the sidewalk treatment, pedestrian experience and safety on the sidewalks, and parking options.
- (f) The group provided concurrence for a draft letter supporting the project's scope of work with inclusion of comments made at this meeting. The letter would be prepared by the Chair, the Vice-Chair and staff, circulated to the group for feedback, finalized by the Chair, and forwarded to the Transportation Commission before its next meeting on January 20, 2021.

#### **4. TODAG Meeting Schedule**

- (a) Deferred due to meeting's time constraint.

#### **ITEM 03: COMMUNICATION ITEMS**

1. Jennifer Halverson Kuehn (Bicycle & Pedestrian Technical Advisory Group (BPTAG)) reviewed the letter from BPTAG to Sound Transit regarding Tacoma Dome Link Extension.
2. Tentative Agenda for Future Meetings:
  - (a) TOD Roundtable Series
  - (b) TDLE – Portland Avenue Station Area (Recommendation – Progress Report No. 2)
  - (c) Puyallup Avenue Design Project (Recommendation – Progress Report No. 3)
  - (d) Bus Rapid Transit Project
  - (e) Continued Review of ULI Report and Subarea Plans
  - (f) Quiet Zone Update
  - (g) TODAG Work Plan and Schedule

The meeting was adjourned at 6:21 p.m.



# **Community & Economic Development Update**

**Presented By:**

**Pat Beard**

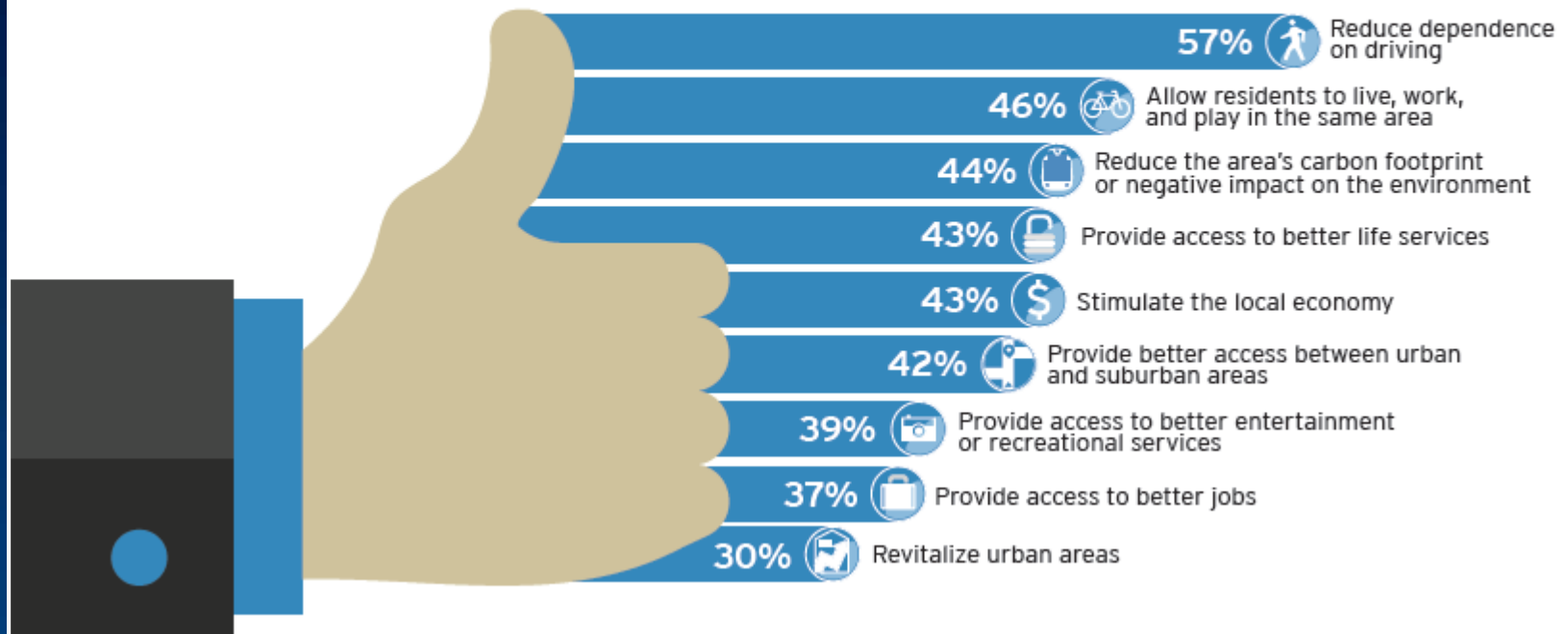
**Economic Development Services Division  
Transit Oriented Development Advisory  
Group  
January 25, 2021**

# Why Transit Oriented Development?

## BENEFITS OF TRANSIT ORIENTED DEVELOPMENT

Americans believe transit oriented development provides an array of benefits ranging from lifestyle to environmental to economic.

Which of the following do you think would be true...

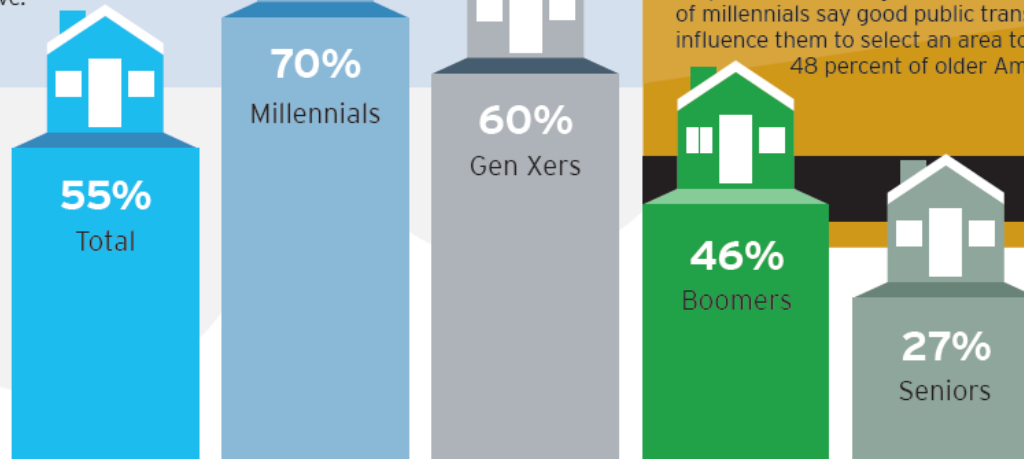


# Why Transit Oriented Development?

## WILLING TO PAY FOR PROXIMITY

More than half (55 percent) of Americans would be willing to pay a higher mortgage or rent to live in an area where they could get to places for work and play without using a vehicle.

Fifty-one percent of the nation agrees that having a good public transportation system would make them more likely to select a particular area to live if they were planning to move.



# Leveraging Tacoma Link

- Tacoma 2025: Transit-oriented and infill development... provide housing, economic and environmental benefits







# Dome District

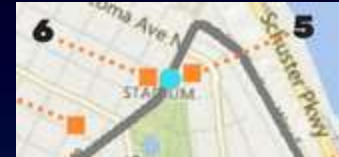


The City can only solicit developers on limited sites: Dome District partnership with Pierce Transit

415 E 25<sup>th</sup>, DMG Capital Group

# Stadium

The City actively marketed the Titus Will site in Stadium in cooperation with owner Tourmaline Capital – now sites of Rhein Haus and Stadium Apartments



Stadium Apartments, by Carino Associates, takes advantage of Tacoma Link. 102 N G Street



# Hilltop

Tacoma Community  
Redevelopment Authority RFPs

2 RFPs – one for market rate and one for senior affordable housing on this site just north of People's Park. Koz Development became interested in Tacoma after the RFP for the Dome District. S 9<sup>th</sup> Street & MLK Jr Way.



# Hilltop



Aspire 11 - Mixed Use TOD, partnership RFP with WA Department of Commerce. Will break ground this spring. NE corner of S 11<sup>th</sup> St and MLK Jr Way.



# Recent Efforts

- ULI TAP study to aid discussions of the TDLE
- Studying activating elevated beneath elevated rail



Bajo Puentes, Mexico  
Playground

The Bentway, Toronto,  
Canada - Ice skating

# Activating EI-Spaces

Case studies & deal structures for under rail development



Zaanstad Netherlands



Kouskasita, Toyko, Japan

# **Community & Economic Development Update**

**Presented By:**

**Pat Beard**

**Economic Development Services Division**

**Transit Oriented Development Advisory  
Group**

**January 25, 2021**



## TODAG Letter of Recommendation on Puyallup Avenue Design Project, Draft #2

### Proposed Outline (subject to change)

January 22, 2021

- A. Support City's effort in securing the grant with the Puget Sound Regional Council (PRSC) and urge PRSC to allow maximum flexibility in design.
- B. Highlight TOD Design Principles endorsed by the TODAG:
1. Multimodal Connectivity
  2. Economic Development Opportunities
  3. Placemaking/Urban Form
  4. Social + Cultural Impacts
  5. Community Benefit
- C. Recommend the following design considerations and priorities (high-level, on-principle):
1. **THREE DISTINCT DISTRICTS** (see Diagram 1. next page)  
Recognize the three distinct character areas along the Puyallup Avenue corridor and apply distinctive, yet compatible design considerations for these areas.
    - Segment 1 – The Neighborhood District between Pacific Ave. and E. D St.
    - Segment 2 – The TOD District between E. D St. and E. G St.
    - Segment 3 – The Industrial District between E. G St. and Portland Ave.)
  2. **PEDESTRIAN ORIENTED AMENITIES**  
Provide crosswalks and wider sidewalks with appropriate amenities and features, where feasible, to ensure a safe, comfortable, and friendly walking environment and experience for pedestrians, particularly in Segment 2.
  3. **BICYCLE CONNECTIVITY**  
Provide protected, connected bicycle facilities along the entire Puyallup Avenue corridor.
  4. **TRANSIT/HOV LANE**  
Provide a designated transit/HOV lane on one-side of Puyallup Avenue.
  5. **TRAFFIC CALMING**  
Apply traffic calming methods and devices in the cross-section design and traffic operation on the Puyallup Avenue corridor and the adjacent streets.
  6. **MAXIMIZE ON-STREET PARKING**  
Maximize and maintain on-street parking along Puyallup Avenue, in the TOD District, without sacrificing Item #2 above. Inclusion of parking along adjacent side streets is also desirable to increase parking.
  7. **FREIGHT MOBILITY**  
Accommodate safe and efficient freight mobility and truck maneuverability, to the extent possible without adversely impacting Items #1 – #6 above.
  8. **ADOPTED PLANNING POLICIES**  
Maintain consistency with the South Downtown Subarea Plan and the Transportation Master Plan, to the extent feasible and consistent with the priorities in Items #1 – #7 above.

- D. Include the diagram of “Draft Concept Review – Parking on Both Sides” (which was in Letter DRAFT #1) to illustrate a possible, optimal cross-section design for Puyallup Avenue between E. C and E. F streets, and acknowledge that there may be potential adjustments, tradeoffs, and compromises that need to be considered and accommodated during the more detailed design phase of the Project. (see Diagram 2. below)
- E. As the project moves forward, TODAG will elaborate on the above-mentioned design considerations, gauge community’s interests and concerns from the TOD perspective, and be a sounding board for specific design details.

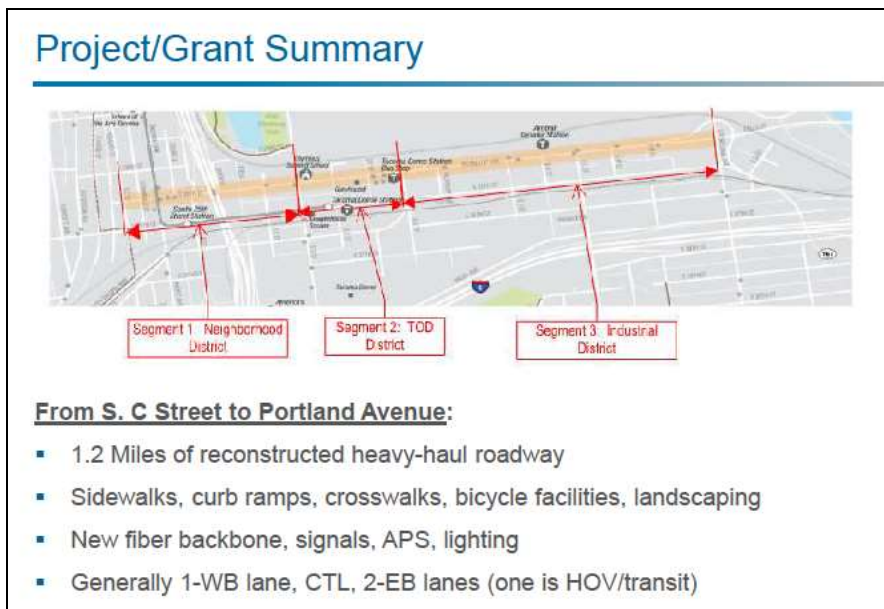


Diagram 1.

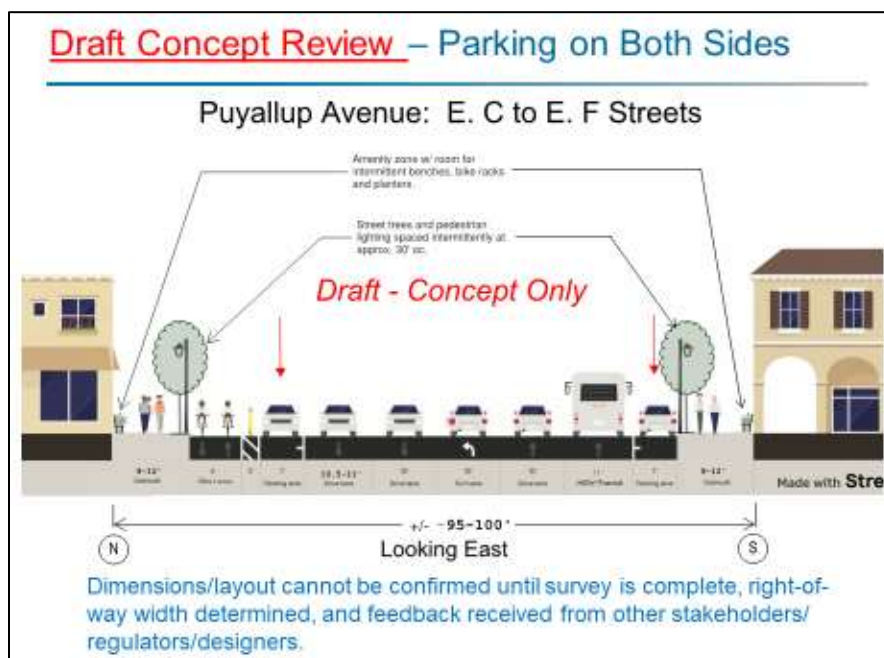


Diagram 2.

**TODAG Letter of Recommendations on Puyallup Avenue Project – Draft #1**  
**Summary of Comments**

January 15, 2021

Comments / Issues*	Commenters#	Response / Alternatives
<b>1. Parking on Puyallup Avenue:</b>		
<ul style="list-style-type: none"> <li>If on-street parking is seen by the Dome District Business Community as critical until the district densifies with new business and residents creating a more localized market for retail and business services as typically occurs in successful TOD districts it should only be until new development occurs, rather than being seen as a long term solution for Puyallup Ave. I do not support the idea of no net loss of on-street parking on Puyallup Ave. itself because it appears that would unnecessarily constrain the City in finding closer Complete Street solutions. Whereas I would support the concept of "no net loss" of on-street parking in the immediate area of Puyallup Ave. between E. B and E. F Streets, any loss within this area can be made up by re-striping north-south streets to the south.</li> </ul>	Erickson	
<ul style="list-style-type: none"> <li>Completely disagree with Section 7 – Parking, except parking on side streets. The main gateway to our city in a TOD should discouraging car culture, leave more space open for the multiple other activities, and encourage/take advantage of the T in TOD.</li> </ul>	Hill	
<ul style="list-style-type: none"> <li>Disagree with this trade off [trading other amenities with no net loss of parking] and, if absolutely necessary, would trade on-street parking for other pedestrian amenities, specifically wider sidewalks. Prefer to first eliminate traffic lanes and then, if that is impossible, would support reducing lane width, thereby slowing traffic and then giving those feet saved to sidewalk width. The pedestrian experience in any TOD is critical for its success.</li> </ul>	Semple	
<ul style="list-style-type: none"> <li>A slight loss of on-street parking with a transition to new parking available on side streets to preserve wide sidewalks and bike lanes feels fully appropriate to me. Bike lane width and barrier width is a matter of safety on its own and should not be sacrificed for parking spaces.</li> </ul>	Svancarek	

Comments / Issues*	Commenters#	Response / Alternatives
<ul style="list-style-type: none"> <li>Parking is imperative on both sides in the TOD area to accommodate the current and future commercial needs. My fear is that we may give the greenlight and find out that parking is eliminated.</li> </ul>	McNeal	
<b>2. Pedestrians and Bicyclists</b>		
<ul style="list-style-type: none"> <li>The area between East B and East F Streets should clearly have a stronger pedestrian focus. Wide, possibly 20 foot, sidewalks along the north side of Puyallup Ave. could provide room for generous pedestrian amenities.</li> </ul>	Erickson	
<ul style="list-style-type: none"> <li>Proposed improvements will help delineate the walkable area vs the traffic routes.</li> </ul>	D’Aniello	
<ul style="list-style-type: none"> <li>Consider pedestrian islands crossing Puyallup Ave., and benches and trees with canopy on sidewalks.</li> </ul>	Hill	
<ul style="list-style-type: none"> <li>Most likely another housing project would be built on 25th and C streets, doubling the pedestrian needs on C St. and with more developing in the future. Is the crosswalk at "C" included in this project?</li> </ul>	McNeal	
<ul style="list-style-type: none"> <li>The proposal needs considerable more work to make Puyallup Ave. far more pedestrian friendly. The proposal really seems to be catering to cars/transit and ignoring the pedestrian experience. It is difficult to create a sense of place with a cement thoroughfare running through the neighborhood. I do not know how we can say this design option represents our preference and recommendation.</li> </ul>	Schur	
<b>3. HOV/Transit Lanes</b>		
<ul style="list-style-type: none"> <li>Support HOV on both sides if it didn’t eat into sidewalk or bike lane width.</li> </ul>	Hill	
<ul style="list-style-type: none"> <li>Do not see the need for a designated bus lane, and want to know how this fits with trucks turning, since that lane would be abandoned.</li> </ul>	McNeal	

Comments / Issues*	Commenters#	Response / Alternatives
<ul style="list-style-type: none"> <li>Based on the width of that street, I do not see how the dedicated bus lane, bike lanes and on-street parking can all be supported. With that in mind, I am concerned that once the grant funds are accepted, that we are by default forced to dedicate one lane to buses. When we developed our Koz at the Dome project, we did so with the understanding that Puyallup Ave. was to be redeveloped into a vibrant walkable streets with bump outs, active streets fronts, side walk seating, a place where people would gather. While a dedicated bus lane is consistent with transit, in my opinion, it is not consistent with the other elements of a vibrant streetscape.</li> </ul>	Reines	
<b>4. Freight Mobility</b>		
<ul style="list-style-type: none"> <li>Puyallup Ave. is also a freight priority corridor and impacts to freight must be considered. According to the Transportation Master Plan (TMP), Puyallup Ave. is part of the Freight Priority Network between E D St. and Portland Ave. The (north side) of the intersection of the E D St. and Puyallup Ave. should be designed for large truck (WB-67) turns to ensure the safety of pedestrians and cyclists. This design principle should apply to both the E D St. and E G St. to Portland Ave. segments of the corridor. In light of this, and the above comment, please consider providing a list of design features to address freight mobility needs between E D St. and Portland Ave.</li> </ul>	Mason	
<b>5. Section-Specific Comments on the Draft Letter</b>		
<ul style="list-style-type: none"> <li>There are some omissions and inconsistencies between the draft letter and adopted Comprehensive Plan and the TMP.</li> </ul>	Karnes	
<ul style="list-style-type: none"> <li>Section 1 – TOD Design Principles should incorporate TMP- Policy 6.8(Transit Oriented Development). There are gaps in considerations of how the TODAG recommended design of Puyallup Avenue is actually supportive of TOD.</li> </ul>	Karnes	
<ul style="list-style-type: none"> <li>Section 2 is a limited analysis of the project area relative to the South Downtown Subarea Plan, so its heading should be changed to "South Downtown Subarea Plan Consistency."</li> </ul>	Karnes	

Comments / Issues*	Commenters#	Response / Alternatives
<ul style="list-style-type: none"> <li>Section 3 on traffic calming, while well-intentioned, does not objectively recognize that wider travel lanes where SOVs are allowed, can contribute to higher vehicle speeds. Language should be added to state that wider lanes used by general purpose traffic tend to yield in increases of vehicle speeds in those lanes.</li> </ul>	Karnes	
<ul style="list-style-type: none"> <li>Section 7 on parking is in conflict with half a dozen policy statements in the Comprehensive Plan, including: the policy intent of “Intergovernmental Coordination and Citizen Participation”, as well as TMP Policies 1.4, 3.2, 3.3, 3.8, 3.12, 3.13, 6.8, 6.9, and 6.10.</li> </ul>	Karnes	
<ul style="list-style-type: none"> <li>The TMP on Page 83 states: "Transit has priority, on-street parking provided only if there is no conflict with transit." Vehicles entering the flow of travel of transit vehicles to parallel park would represent a conflict. Section 7 should be struck from the letter as it is also in direct contradiction with Transportation Commission recommendation TC2.</li> </ul>	Karnes	
<ul style="list-style-type: none"> <li>Section 8 relating to Vehicular Traffic, does not relate to vehicular traffic. As a Complete Streets project, the prioritization of SOVs over public transit is in direct conflict with the Green Transportation Hierarchy (TMP-Policy 3.2).</li> </ul>	Karnes	
<ul style="list-style-type: none"> <li>Section 8, the last sentence, “Our understanding is that this is consistent with the projections and requests of both Pierce Transit and Sound Transit” should be deleted, since it is not appropriate for TODAG to characterize the transit agencies’ positions and in fact the letter is not consistent with their long-range plans or the City’s TMP.</li> </ul>	Karnes; Leighton	
<ul style="list-style-type: none"> <li>Section 9, depending on the recommendations of Sections 1-8 thus stands on uncertain policy grounds. The design of Section 9 stands in conflict with the intent of traffic calming, which could yield disparate health and safety impacts on underserved populations, which raises obvious equity concerns that are only elevated by the City Council's recent Antiracism Resolution. It also arguably runs counter to the Council's Climate Emergency Resolution and the need to reduce carbon emissions from all sectors, including transportation. Any bullets in Section 9 in contradiction with policy in the Comprehensive Plan relating to the "maximize parking" bullet should be deleted. The westbound transit lane should be restored in the recommendation based on policies in the TMP, as well as because of the aforementioned Council resolutions.</li> </ul>	Karnes	

Comments / Issues*	Commenters#	Response / Alternatives
<b>6. General Comments</b>		
<ul style="list-style-type: none"> <li>Safety concerns on C and D streets have to be looked at more closely.</li> </ul>	D'Aniello	
<ul style="list-style-type: none"> <li>The 10% grant is not worth getting if the project does not meet what is best for our neighborhood.</li> </ul>	D'Aniello	
<ul style="list-style-type: none"> <li>We felt caught off guard when we saw the time line needed for such a difficult redesign needing our immediate attention, and doing this in a zoom format has only added to that difficulty. Would rather see this project put on pause without a full understanding of what we are greenlighting today. Look for funding that gives greater flexibility, more time and better attention to details. I feel this project is rushed and not being designed with the safety and redevelopment needs being fully explained.</li> </ul>	McNeal	
<ul style="list-style-type: none"> <li>The draft letter does not reflect the group's consensus.</li> </ul>	Erickson	
<ul style="list-style-type: none"> <li>The draft letter looks good; or no comments.</li> </ul>	Crabill; Givens; Ferguson;	

\* Comments are summarized and/or paraphrased, and compiled by Lihuang Wung.

# Commenters include: Daren Crabill, David D'Aniello, Don Erickson, Ben Ferguson, Ryan Givens, Kerri Hill, Chris Karnes, Justin Leighton, Evette Mason, Janice McNeal, Cathy Reines, Roberta Schur, Rick Semple, and Laura Svancarek.

# TODAG

Comments Received (1/8/21 – 1/14/21)  
on the Draft Letter of Recommendations  
on Puyallup Avenue Project  
(draft letter dated 1/15/21)

- Compiled in order of commenters' last names
- Pages containing redundant e-mail messages have been truncated
- The draft letter can be seen after the e-mail from Evette Mason, who had attached the letter with suggested edits.



## Wung, Lihuang

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**From:** Dc. Gmail <dacrabill@gmail.com>  
**Sent:** Thursday, January 14, 2021 7:06 AM  
**To:** Wung, Lihuang  
**Subject:** Re: Draft TODAG Letter on Puyallup Ave Project - Response Requested by 1/14/21

No comments. Thanks for circulating.

Daren Crabill

Sent from my iPhone

On Jan 8, 2021, at 3:52 PM, Wung, Lihuang <lwung@cityoftacoma.org> wrote:

Members of the TODAG,

Happy New Year!

Attached for your review and comment is the draft letter of recommendations from the TODAG to the Transportation Commission regarding the Puyallup Avenue Design Project.

The letter is prepared based on the deliberations and consensus of members at the meeting on December 21, 2020. It expresses TODAG's support for the City to secure the \$2.1 million grant fund for the design of the project. More importantly, the letter elaborates TODAG's current observations, concerns and recommendations (subject to modifications further down the road), intended to contribute to the successful design and construction of the project.

According to the direction provided at the December 21<sup>st</sup> meeting, I am circulating the draft letter seeking feedback from all members, and will finalize it for Imad's signature and forward it to the Transportation Commission for consideration at its meeting on January 20, 2021. (By the way, our next meeting of 1/18/21 is on a holiday and has been rescheduled to 1/25/21.) To accomplish the task in a timely manner, please **provide your comments/edits and indicate if you approve of the letter, by noon of Thursday, January 14, 2021.**

Please reply to me only; **do not Reply All**, which may be construed as TODAG conducting online discussions without disseminating a meeting notice in advance, which is considered a violation of the Open Public Meetings Act.

Regards,

**LIHUANG WUNG**

Senior Planner  
City of Tacoma – Planning & Development Services  
747 Market Street, Room 345, Tacoma, WA 98402  
(253) 591-5682  
[lwung@cityoftacoma.org](mailto:lwung@cityoftacoma.org)  
[www.cityoftacoma.org/planning](http://www.cityoftacoma.org/planning)

## Wung, Lihuang

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**From:** David D'Aniello <david.daniello@gmail.com>  
**Sent:** Thursday, January 14, 2021 9:41 AM  
**To:** Wung, Lihuang  
**Subject:** Re: Reminder - Comment on Draft TODAG Letter due by noon of 1/14/21

Hi Lihuang

The majority of things look good to me on the proposal

There are safety concerns and on C and D streets that have to be looked at more closely

It should be mentioned that the improvements will help delineate the walkable area vs the traffic routes,

I do believe if we do not meet what is best for our neighborhood the 10% grant is not worth getting . It will adversely impact the area for 20 years and we need to have good planning to make it work.

Please feel free to contact me if you want me to clarify more

415 938 7205

Thanks

David

On Wed, Jan 13, 2021 at 7:45 PM Wung, Lihuang <[lwung@cityoftacoma.org](mailto:lwung@cityoftacoma.org)> wrote:

TODAG Members,

This is a friendly reminder that your comments on the draft letter on Puyallup Avenue Project are due to me by noon of Thursday, January 14<sup>th</sup>. I have received comments from Ben, Laura, Evette, Chris, Justin, and Rick. THANK YOU. To other members, your comments, and the indication whether you approve of the letter, will be appreciated and much needed, so the final letter represents the balanced perspectives and consensus of the group.

**LIHUANG WUNG**

Senior Planner

City of Tacoma – Planning & Development Services

747 Market Street, Room 345, Tacoma, WA 98402

(253) 591-5682

[lwung@cityoftacoma.org](mailto:lwung@cityoftacoma.org)

## Wung, Lihuang

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**From:** D. Erickson <knute000@gmail.com>  
**Sent:** Thursday, January 14, 2021 3:00 PM  
**To:** Wung, Lihuang  
**Cc:** Laura Svancarek; Andrew.Strobel@puyalluptribe-nsn.gov; Ben Ferguson; brendan.hac16@gmail.com; cathy@kozdevelopment.com; chris.tacoma@gmail.com; dacrabil@gmail.com; david.daniello@gmail.com; Knute; emason@portoftacoma.com; Imad Bahbah; ceccanti.james@gmail.com; Janice McNeal; justin.leighton17@gmail.com; Kerri; kiarad@tacomachamber.org; Bedier, Kim; Tuckerm3@uw.edu; ricksemple@mac.com; rschur@tacomahousing.org; roryjens1@gmail.com; ryangivens@msn.com  
**Subject:** Re: Reminder - Comment on Draft TODAG Letter due by noon of 1/14/21

Lihuang,

Thank you for this opportunity to respond to the draft TODAG letter on the Puyallup Avenue Project. Having reviewed the excellent comments received so far it only reinforces my belief that the original letter did not reflect the consensus of the group at our last virtual meeting. I believe the focus of that letter on the retention of on-street parking unnecessarily constrains the City in developing future design options for Puyallup Avenue more consistent with the concept of Complete Streets in the Comp Plan and opportunities for increased pedestrianization with wider sidewalks, generous street tree plantings, and possibly mid-street pedestrian islands for enhanced pedestrian safety while crossing such a multiple laned street.

I also think it is a mistake to try and treat Puyallup Avenue the same throughout its length between Pacific Avenue to the west and Portland Avenue to the east. The area between East B and East F Streets should clearly have a stronger pedestrian focus being in the Dome Districts Core Area and at the foci of it and East D Street which as been identified as a major north-south pedestrian connector between the Tacoma Dome to the south and the Foss Waterway to the north. Wide, possibly 20 foot, sidewalks along the north side of Puyallup Avenue could provide room for generous pedestrian amenities and maybe even outdoor cafe's and/or restaurants on the north (sunny) side of the street.

If on-street parking is seen by the Dome District Business Community as critical until the district densifies with new business and residents creating a more localized market for retail and business services as typically occurs in successful TOD districts it should only be until new development occurs, rather than being seen as a long term solution for Puyallup Avenue, in my opinion. As many of us know, a lot of on-street parking is often used by business owners, their employees, and residents, especially when parking is no longer required, rather than the public at-large. Also, new developments often provide an opportunity for internalizing some parking, again reducing the need for on-street parking in the Core Area.

Whereas I would support the concept of "no net loss" of on-street parking in the immediate area of Puyallup Avenue between East B and East F Streets, any loss within this area can be made up up by re-striping north-south streets to the south, according to Public Works staff testimony at our last meeting.

I do not support the idea of no net loss of on-street parking on Puyallup Avenue itself because it appears that would unnecessarily constrain the City in finding closer Complete Street solutions and ones that would optimise opportunities for generous pedestrian and bicycle amenities along this important arterial.

Don Erickson, AICP  
TODAG Member

## Wung, Lihuang

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**From:** Ben Ferguson <bferguson@fergusonarch.com>  
**Sent:** Friday, January 8, 2021 4:53 PM  
**To:** Wung, Lihuang  
**Subject:** RE: Draft TODAG Letter on Puyallup Ave Project - Response Requested by 1/14/21

Looks good to me. Nice work.

---

**From:** Wung, Lihuang <lwung@cityoftacoma.org>  
**Sent:** Friday, January 8, 2021 3:52 PM  
**To:** Laura Svancarek <lauras@downtownontheho.org>; Andrew.Strobel@puyalluptribe-nsn.gov; Ben Ferguson <bferguson@fergusonarch.com>; brendan.hac16@gmail.com; cathy@kozdevelopment.com; chris.tacoma@gmail.com; dacrabill@gmail.com; david.daniello@gmail.com; knute000@gmail.com; emason@portoftacoma.com; imad@ihbarchitects.com; ceccanti.james@gmail.com; janicemcneal@janicemcneal.com; justin.leighton17@gmail.com; kerridecantero@gmail.com; kiarad@tacomachamber.org; Bedier, Kim <kbedier@tacomavenues.org>; Tuckerm3@uw.edu; ricksempel@mac.com; rschur@tacomahousing.org; roryjens1@gmail.com; ryangivens@msn.com  
**Cc:** Boudet, Brian <BBoudet@cityoftacoma.org>; D'Andrea, Mark <mdandrea@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>; Kaster, Liz <LKaster@cityoftacoma.org>; Doan, BT <BDoan@cityoftacoma.org>  
**Subject:** Draft TODAG Letter on Puyallup Ave Project - Response Requested by 1/14/21

Members of the TODAG,

Happy New Year!

Attached for your review and comment is the draft letter of recommendations from the TODAG to the Transportation Commission regarding the Puyallup Avenue Design Project.

The letter is prepared based on the deliberations and consensus of members at the meeting on December 21, 2020. It expresses TODAG's support for the City to secure the \$2.1 million grant fund for the design of the project. More importantly, the letter elaborates TODAG's current observations, concerns and recommendations (subject to modifications further down the road), intended to contribute to the successful design and construction of the project.

According to the direction provided at the December 21<sup>st</sup> meeting, I am circulating the draft letter seeking feedback from all members, and will finalize it for Imad's signature and forward it to the Transportation Commission for consideration at its meeting on January 20, 2021. (By the way, our next meeting of 1/18/21 is on a holiday and has been rescheduled to 1/25/21.) To accomplish the task in a timely manner, please **provide your comments/edits and indicate if you approve of the letter, by noon of Thursday, January 14, 2021.**

Please reply to me only; **do not Reply All**, which may be construed as TODAG conducting online discussions without disseminating a meeting notice in advance, which is considered a violation of the Open Public Meetings Act.

Regards,

**LIHUANG WUNG**

Senior Planner  
City of Tacoma – Planning & Development Services  
747 Market Street, Room 345, Tacoma, WA 98402  
(253) 591-5682  
[lwung@cityoftacoma.org](mailto:lwung@cityoftacoma.org)  
[www.cityoftacoma.org/planning](http://www.cityoftacoma.org/planning)

## Wung, Lihuang

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**From:** Ryan Givens <ryangivens@msn.com>  
**Sent:** Thursday, January 14, 2021 9:11 AM  
**To:** Wung, Lihuang  
**Subject:** Re: Reminder - Comment on Draft TODAG Letter due by noon of 1/14/21

Good Morning  
I reviewed the letter and i do not have comments  
Ryan

On Jan 13, 2021, at 7:45 PM, Wung, Lihuang <lwung@cityoftacoma.org> wrote:

TODAG Members,

This is a friendly reminder that your comments on the draft letter on Puyallup Avenue Project are due to me by noon of Thursday, January 14<sup>th</sup>. I have received comments from Ben, Laura, Evette, Chris, Justin, and Rick. THANK YOU. To other members, your comments, and the indication whether you approve of the letter, will be appreciated and much needed, so the final letter represents the balanced perspectives and consensus of the group.

### LIHUANG WUNG

Senior Planner  
City of Tacoma – Planning & Development Services  
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[lwung@cityoftacoma.org](mailto:lwung@cityoftacoma.org)  
[www.cityoftacoma.org/planning](http://www.cityoftacoma.org/planning)

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**From:** Wung, Lihuang  
**Sent:** Friday, January 8, 2021 3:52 PM  
**To:** lauras@downtownontheho.org; Andrew.Strobel@puyalluptribe-nsn.gov; bferguson@fergusonarch.com; brendan.hac16@gmail.com; cathy@kozdevelopment.com; chris.tacoma@gmail.com; dacrabill@gmail.com; david.daniello@gmail.com; knute000@gmail.com; emason@portoftacoma.com; imad@ihbarchitects.com; ceccanti.james@gmail.com; janicemcneal@janicemcneal.com; justin.leighton17@gmail.com; kerridecantero@gmail.com; kiarad@tacomachamber.org; Bedier, Kim <kbedier@tacomavenues.org>; Tuckerm3@uw.edu; ricksempel@mac.com; rschur@tacomahousing.org; roryjens1@gmail.com; ryangivens@msn.com  
**Cc:** Boudet, Brian <BBoudet@cityoftacoma.org>; D'Andrea, Mark <mdandrea@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>; Kaster, Liz <LKaster@cityoftacoma.org>; Doan, BT <BDoan@cityoftacoma.org>  
**Subject:** Draft TODAG Letter on Puyallup Ave Project - Response Requested by 1/14/21

Members of the TODAG,

Happy New Year!

Attached for your review and comment is the draft letter of recommendations from the TODAG to the Transportation Commission regarding the Puyallup Avenue Design Project.

## Wung, Lihuang

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**From:** Kerri <kerridecantero@gmail.com>  
**Sent:** Wednesday, January 13, 2021 7:28 PM  
**To:** Wung, Lihuang  
**Subject:** Re: Draft TODAG Letter on Puyallup Ave Project - Response Requested by 1/14/21

Thank you Lihuang, and for explaining about the legal reasons behind the "reply to all". I always thought people said that because they wanted to minimize inboxes filling up as that is sometimes complained about by some in group settings. I wish we could all share each others thoughts openly.

For my part,

1-5: agree

6: agree, but anyone who walks down all that cement in the summer would appreciate it is a very hot part of the city. A tree with some canopy could be refreshing, as well as to offer shelter from the bad weather and a place for wildlife. BPTAG special meeting the also brought up bioswales. However, in light of aging in place and crowds, proximity to drinking establishments and school I feel even ground to be safer and also better to move large amounts of people.

7: Completely disagree with everything except angled parking on side streets for multiple reasons. The main gateway to our city in a TOD should be discouraging car culture, not having it showcased as a central feature. Its not that many spaces and would leave more space open for the multiple other activities. Cars already have way too much emphasis on that street with multiple lanes devoted to them. We also know that those using active transportation also strongly support local economy, perhaps even moreso. This would also encourage residential use for those who would truly take advantage of the T in TOD. I appreciate I am one of the few on this committee to have embraced a car-free lifestyle but many I know have also done this and more and more are joining. I used to drive to go to something a couple blocks away, so if I can do this I believe pretty much anyone can. We need to look to the future and greener, more sustainable ways and send strong messages to that end.

8: I had initially been neutral on this, but after reiteration of the number of transit trips using this corridor per day, I would support HOV on both sides if it didn't eat into sidewalk or bike lane width.

9: Agree for the most part, with exception of parking on both sides and that parking could not be on Portland Ave side.

Other: Would not be opposed to pedestrian islands. Seven lanes is a lot to cross, and signals rarely give enough time to cross. Benches would also be a bonus, there is not much place to rest, meet, eat, etc. Everything should be user friendly and welcoming and not those architectures which discourage unhoused or lower income, minority folks from using facilities. This neighborhood belongs to everyone to enjoy.

Thank you

On Fri, Jan 8, 2021, 3:52 PM Wung, Lihuang <[lwung@cityoftacoma.org](mailto:lwung@cityoftacoma.org)> wrote:

Members of the TODAG,

## Wung, Lihuang

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**From:** Chris Karnes <chris.tacoma@gmail.com>  
**Sent:** Tuesday, January 12, 2021 8:47 PM  
**To:** Wung, Lihuang  
**Subject:** Re: Draft TODAG Letter on Puyallup Ave Project - Response Requested by 1/14/21  
**Attachments:** review\_lane\_width\_and\_speed\_parsons.pdf

Lihuang,

Apologies, here are the relevant policy citations as well as the literature review for traffic calming.

### Transportation Master Plan

#### 1.4: Partner with Transit

Integrate land use and transportation planning, promote transit-oriented or transit-supportive development (TOD) and multimodal transit access, and ultimately improve the reliability, availability, and convenience of bus, streetcar, and light rail transit options for all users and modes through partnerships with public transit agencies, local and regional government, and other regional agencies to leverage resources.

#### POLICY INTENT

Transportation facilities and infrastructure inherently affect the natural environment and character of neighborhoods. As such, Tacoma recognizes the importance of evaluating transportation projects using objective criteria to reflect community standards (including environmental justice and health equity considerations) and align with project analysis for regional and federal grant funding. The environmental justice approach strives to avoid decisions that can have a disproportionate adverse effect on the environmental and human health of traditionally underserved neighborhoods and vulnerable populations compared to the population as a whole.

These populations may be based on status of religion, color, national origin or ancestry, political affiliation, sex, gender identity, sexual orientation, age, familial status, income, English proficiency, honorably discharged veteran or military status, or the presence of any sensory, mental or physical handicap, as laid out in Council Resolution 38950. The possible adverse effects of transportation projects may include, but are not limited to, disruptions in community cohesion, restricted access or mobility, safety concerns, higher exposures to hazardous materials, raised noise levels, and increased water and air pollution (Source: Puget Sound Regional Council's Transportation 2040 Plan, May 29, 2009).

#### 3.2 Green Hierarchy

Elevate active travelers and public transit riders in the planning and design of streets using the Green Transportation Hierarchy (diagram of tiered modes in an inverted triangle).

#### 3.3 Mode Split Target

Achieve the Climate Action Plan (CAP) goal of reducing GHGs from transportation sources by increasing the non-single occupant vehicle mode split by 2035, and continue gains thereafter. Mode split targets will be based on all trips in addition to commute trips, established for all modes, and set at lower single occupancy vehicle (SOV) levels for regional growth centers (RGCs) than the rest of the City. To the extent that data is available to track mode split in Tacoma's mixed use centers (MUCs), the MUC targets should also be set at higher non-SOV levels than citywide.

### 3.8 Equity in Transportation

Support the transportation needs of traditionally underserved neighborhoods and vulnerable populations, as listed under Goal 2, through investment in equitable modes of transportation and equal spending throughout the City, in addition to potential catch-up investment for areas in need as necessary.

### 3.12 Transit Operational Efficiency

Support efficient transit operations through street and transit stop designs on transit priority streets that comply with standards and include transit-supportive elements for bus, streetcar, and light rail transit. See page 83 for potential transit-supportive elements.

### 3.13 Encourage Transit Ridership

Encourage transit ridership by implementing pedestrian improvements near transit stops, conducting outreach to employers, and working with public transit agencies to identify strategies to improve the frequency and ridership of transit service, including bus, streetcar, and light rail, between high density residential areas and employment centers. These strategies would include locating transit stops / stations to maximize convenience of transfers between modes and / or connecting to other routes.

### 6.8 Transit-Oriented Development

Promote TOD or transit-supportive development and provide incentives for development that includes specific TOD features. Elements of TOD generally include:

- A compact mix of land uses, including mixed use, residential, and commercial development;
- Moderate to high density housing;
- Affordable housing for all income groups;
- Pedestrian orientation/connectivity;
- Convenient access to transportation choices, including transit, bicycle, and pedestrian facilities;
- Reduced size of surface parking facilities or minimum parking requirements; and
- High quality design

### 6.9 Development Incentives

Further TOD, walkability, and/or bicycle facilities through supportive amenities and on-street infrastructure by providing height and density bonuses, relaxing parking minimums, and other incentives to developments that support these ends.

### 6.10 Parking Management

Manage parking pricing to seek balance among competing uses, be financially self-supporting, help attract investment, and meet the needs of both private and public users in Tacoma's MUCs by expanding parking management and working with PTAG, businesses, employers, and other parking stakeholders to determine how to best maximize the use of the right-of-way. Consider parking management strategies in residential areas as well to address the needs of local residents. Employ strategies to minimize the amount of land dedicated to parking, increase the amount of shared parking, and encourage alternative modes of transportation.

On Tue, Jan 12, 2021 at 8:41 PM Chris Karnes <[chris.tacoma@gmail.com](mailto:chris.tacoma@gmail.com)> wrote:

Lihuang-

Happy New Year!

I have some concerns with the content of this letter written at the direction of TODAG per the meeting on 21 December 2020. I reviewed the letter and the text in the Comprehensive Plan, particularly the Transportation Master Plan and have found some omissions and inconsistencies between the adopted plan and the letter. The policies in the adopted plan should take precedence over TODAG's more limited input and community outreach.



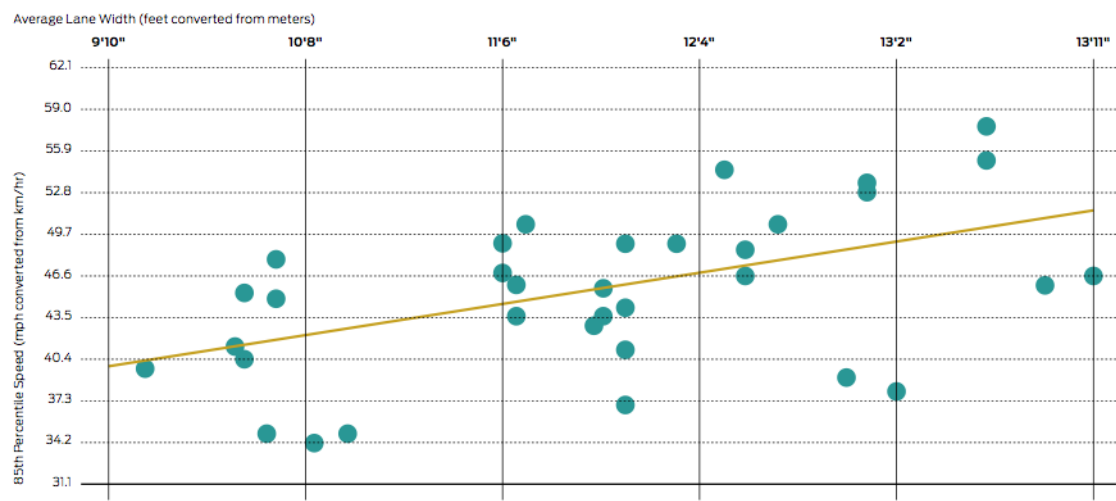
Section 1 on TOD Design Principles, while well-intended, does not include important criteria identified in TMP-Policy 6.8 (Transit Oriented Development). As a result, there are gaps in considerations of how the TODAG recommended design of Puyallup Avenue is actually supportive of TOD. TOD Design Principles should be amended to include the missing components in TMP-Policy 6.8 including: *reduced size of surface parking facilities or minimum parking requirements; and, convenient access to transportation choices, including transit, bicycle, and pedestrian facilities.*

Section 2 is a limited analysis of the project area relative to the South Downtown Subarea Plan (SDSP), so it should read under a heading of "South Downtown Subarea Plan Consistency."

Section 3 on traffic calming, while well-intentioned, does not objectively recognize that wider travel lanes where single occupancy vehicles are allowed, can contribute to higher vehicle speeds. **I encourage inclusion of language that states that wider lanes used by general purpose traffic tend to yield in increases of vehicle speeds in those lanes.** Higher vehicle speeds, especially with larger vehicles such as trucks or SUV's can result in deadly consequences for pedestrians at speeds over 25 mph. I have included a literature review from Parsons Transportation Group in 2003, which includes several studies to indicate that vehicle speeds tend to increase relative to lane width and further that provision of lanes compatible with the operation of public buses need to be roughly 12 feet wide to accommodate large coaches (MCI vehicles and articulated buses in use by Sound Transit, will be in use by Pierce Transit Stream BRT). Logically, simultaneously allowing private vehicles in lanes designed for use by transit will result in higher speed traffic using those lanes, which could pose an undue risk to pedestrians and cyclists near or entering the roadway. (Fitzpatrick, Kay et al, "Design Factors That Affect Driver Speed on Suburban Arterials," Research Report 1769-3, Texas Transportation Institute, June 2000.) A link to the page from NACTO: <https://nacto.org/publication/urban-street-design-guide/street-design-elements/lane-width/>

NACTO: Many transit agencies require that jurisdictions stripe lanes of 12-14 feet for safe operation. These policies are counter to the municipality's larger safety goals and may result in speeding by when these lanes are not in use by transit vehicles.

**Wider travel lanes are correlated with higher vehicle speeds.**



"As the width of the lane increased, the speed on the roadway increased... When lane widths are 1 m (3.3 ft) greater, speeds are predicted to be 15 km/h (9.4 mph) faster."

Chart source: Fitzpatrick, Kay, Paul Carlson, Marcus Brewer, and Mark Wooldridge. 2000. "Design Factors That Affect Driver Speed on Suburban Streets." *Transportation Research Record* 1751: 18-25.

Section 7 of the letter on the issue of parking is in conflict with half a dozen policy statements in the Comprehensive Plan including:

- the policy intent of Section 1 - Intergovernmental Coordination and Citizen Participation which directs the City to consider objective criteria to support environmental justice and [the access and mobility of] underserved populations;
- relating to Mode Split Targets reducing SOV use, especially in regional growth centers (TMP-Policy 3.3);
- equity in transportation (TMP-Policy 3.8);
- transit operational efficiency (TMP-Policy 3.12);
- encouraging transit ridership (TMP-Policy 3.13),
- transit-oriented development (TMP-Policy 6.8);
- Parking Management (TMP-Policy 6.10).

As Puyallup Avenue is identified in the Transportation Master Plan as a part of the transit-priority network, and is a site for planned high capacity transit (Stream BRT) AND serves the highest number of transit trips per day in the entire City, there are Transit-Supportive City Actions identified in the Transportation Master Plan that would apply to the length of the Puyallup Avenue corridor between Pacific and East D Street and East D Street to Portland Avenue. The treatment of on-street parking in such a high capacity scenario from the text in the Transportation Master Plan on Page 83 states: "Transit has priority, on-street parking provided only if there is no conflict with transit." Vehicles entering the flow of travel of transit vehicles to parallel park would represent a conflict. Section 7 should be struck from the letter as it is also in direct contradiction with Transportation Commission recommendation TC2.

Section 8 relating to Vehicular Traffic, does not relate to vehicular traffic. It relates to a disagreement about whether there is an alternate design that "would be sufficient to accommodate traffic," which misidentifies the purpose of a Complete Streets project. It calls for converting the initial Transportation Commission recommendation of bidirectional transit-only lanes on Puyallup Avenue to a single eastbound transit/HOV lane. As a Complete Streets project, the prioritization of single occupancy vehicles over public transit is in direct conflict with the Green Transportation Hierarchy (TMP-Policy 3.2). Further this design concept deviates from Puyallup Avenue design concepts that were previously presented to TODAG, which satisfied the design requirements of the PSRC grant and met the intent and spirit of TMP-Policy 3.2. Finally, the last sentence of Section 8 also strikes me as speaking for Pierce Transit and Sound Transit, which may not be appropriate and should be deleted.

Section 9, depending on the recommendations of Sections 1-8 thus stands on uncertain policy grounds. The design of Section 9 stands in conflict with the intent of traffic calming, which could yield disparate health and safety impacts on underserved populations, which raises obvious equity concerns that are only elevated by the City Council's recent resolution on antiracism. It also arguably runs counter to the City Council's recent resolution on the Climate Emergency and the need to reduce carbon emissions from all sectors, including transportation. Any bullets in Section 9 in contradiction with policy in the Comprehensive Plan relating to the "maximize parking" bullet should be deleted. The westbound transit lane should be restored in the recommendation based on policies in the Comprehensive Plan, Transportation Master Plan element, as well as because of the aforementioned Council resolutions.

Thank you,

Chris Karnes  
Tacoma Planning Commission  
Public Transportation

# Relationship Between Lane Width and Speed

## Review of Relevant Literature

Prepared for the Columbia Pike Street Space Planning Task Force  
by the Parsons Transportation Group  
September 2003

### Summary

Many factors influence a driver's choice of speed on an individual street. In addition to lane width, these factors include roadway curvature, roadside development, type of traffic control, and many others. It is challenging to isolate the effect of lane width on speed. Two general methods to quantify this relationship appear in the literature:

- ***Before-and-after studies of a single roadway segment (case studies).*** When a roadway is restriped to provide narrower lanes, before-and-after speed results can imply a relationship between speed and lane width. This method is desirable because when a single site is evaluated, the effects of lane width can be more carefully isolated. However, this method has two disadvantages. First, all restriping projects change something in addition to lane width. Even if curb lines are not changed, narrower lanes allow surplus pavement to be occupied by another feature, such as left-turn bays, on-street parking, or bike lanes—changes in speed may be attributable as much to these features as to the narrowed lanes. Second, because this method reports results from only a single site, the results are entirely dependent on characteristics of that site, and they may not apply to other sites with different characteristics.
- ***Studies of several roadway segments of varying lane widths.*** With this method, a researcher can determine the differences in speed among a large number of roadway segments with different lane widths and derive a relationship between lane width and speed. An advantage of this method is that it uses a much larger sample size, so the results are more likely to apply elsewhere. However, there are inevitably differences between the sites studied other than lane width. Lane width may contribute to all of the observed speed differences, or it may contribute to very little. For example, a street in downtown Washington with 12-foot lanes will probably have *lower* speeds than a commuter route into the city with 10-foot lanes. Researchers must attempt to select sites that minimize this source of error.

There is no consensus in the literature on the relationship between lane width and speed. Some studies have shown speed reductions of as much as 3 mph for every foot of lane narrowing; other studies show a more slight speed reduction of about 1 mph per foot of lane narrowing or no significant effect at all. The studies generally agree that there is wide variability between sites, suggesting that lane width alone is not responsible for the entire speed reduction.

Several studies have reported the use of lanes 10 feet wide (or slightly narrower) with no perceived operational difficulties to buses and trucks. The following examples of narrow streets exist in Washington, D.C:

- 18<sup>th</sup> Street, NW, between E and K Streets, has average lane widths of 9.5 feet and carries 9 buses per hour during peak hours.
- Connecticut Avenue, NW, between the Taft Bridge and Chevy Chase Circle, has average lane widths of 10 feet and carries 11 buses per hour during peak hours.

Buses measure about 8.5 feet in width, and side-view mirrors extend about a foot on either side, making the mirror-to-mirror width about 10.5 feet. Passenger vehicles measure about 6 feet in width, while large trucks and SUVs are often about 7 feet wide. Side-view mirrors usually add between 6 and 12 inches to vehicles' total width.

Although 10-foot-wide lanes are generally acceptable in the literature, there is a strong preference to provide wider curb lanes to ease bus operation, separate traffic from roadside drainage and drainage features, and better accommodate on-street bicycles. Often, curb lanes are assumed to be 2 feet wider than interior lanes.

Lane width does not appear to be correlated to collision rate. Narrower lanes have been both credited for reductions in collisions and blamed for increases in collisions. In both cases, lane width alone is not the primary cause of changes in collision rate. For instance, narrowing lanes to provide left-turn bays is very likely to decrease collisions, but the drop in collisions can be nearly entirely attributed to the left-turn provisions.

## Annotated Bibliography

Copies of the documents summarized below are available upon request.

**Harwood, Douglas W., "Effective Utilization of Street Width on Urban Arterials," National Cooperative Highway Research Program Report 330, Transportation Research Board, August 1990.**

- "Projects where narrower lanes were installed to provide space for installation of a center two-way left-turn lane generally reduce accidents by 24 to 53 percent. Projects where narrower lanes were installed to provide additional through traffic lanes on an arterial street generally did not affect midblock accident rates, but did increase accident rates at intersections."
- "Four percent of highway agencies have used 8 ft lanes on urban arterials, while 42 percent of agencies have used lanes of 9 ft or narrower, and 88 percent of agencies have used lanes of 10 ft or narrower."
- "More than 67 percent of highway agencies that have implemented narrower lanes reported no adverse traffic operational or safety problems. Other agencies reported some specific problems including: increases in sideswipe accidents; straddling of lane lines, particularly by trucks and buses; and turning problems at intersections, particularly for trucks and buses."
- Lanes narrower than 12 feet reduce the capacity of a roadway. Streets with 11' lanes have 3% less capacity than streets with 12' lanes. Likewise, streets with 10' lanes have 7% less capacity than streets with 12' lanes; streets with 9' lanes have 10% less capacity than streets with 12' lanes.

- “Field observations do not suggest a major safety problem related to narrower lanes. It may be that many of the unforced encroachments on adjacent lanes are made in situations in which the driver is aware that no conflicting vehicles are present.”
- “Narrower lane widths (less than 11 ft) can be used effectively in urban arterial street improvement projects where the additional space provided can be used to relieve traffic congestion or address specific accident patterns. Narrower lanes may result in increases in some specific accident types, such as same-direction sideswipe collisions.”
- “Projects involving narrower lanes nearly always reduce accident rates [in conjunction with] installation of a center TWLTL<sup>1</sup> or removal of curb parking. . . . Projects involving narrower lanes whose purpose is to reduce traffic congestion by providing additional through lanes may result in a net increase in accident rate, particularly for intersection accidents.”
- “Lane widths as narrow as 10 ft are widely regarded by urban traffic engineers as being acceptable for use in urban arterial street improvement projects. . . . Lane widths less than 10 ft should be used cautiously and only in situations where it can be demonstrated that increases in accident rate are unlikely. For example, . . . this study found that 9- and 9.5-ft through-traffic lanes can be used effectively in projects to install a center TWLTL on existing four-lane undivided streets. On streets that cannot be widened, highway agencies should consider limiting the use of lane widths less than 10 ft (1) to project types where their own experience shows that they have been used effectively in the past, or (2) to locations where the agency can establish an evaluation or monitoring program for at least 2 years to identify and correct any safety problems that develop.”
- “Curb lanes should be wider than other lanes by 1 ft to 2 ft to provide allowance for a gutter and for greater use of the curb lanes by trucks.”
- “Narrow lane projects do not work well if the right lane provides a rough riding surface because of poor pavement condition or the presence of grates for drainage inlets. . . . Projects with narrower lanes may be most satisfactory at sites with curb inlets that do not have grates in the roadway.”
- “Curb lane widths of at least 15 ft are desirable to accommodate shared operation of bicycles and motor vehicles. . . . Decisions concerning implementation of projects with narrower lanes should consider the volume of bicyclists using the roadway and the availability of other bicycle facilities in the same corridor.”

**“Guidelines for the Location and Design of Bus Stops,” Transit Cooperative Research Program Report 19, Transportation Research Board, 1996.**

- “A traffic lane used by buses should be no narrower than 12 feet in width because the maximum bus width (including mirrors) is about 10.5 feet. Desirable curb lane width (including the gutter) is 14 feet.”

**Fitzpatrick, Kay, et al, “Design Speed, Operating Speed, and Posted Speed Practices,” National Cooperative Highway Research Program Project 15-18 draft final report, July 2002. Summary published in Transportation Research Board Compendium of Technical Papers, 2003.**

- “Access density is the number of access points (driveways and intersections) per mile. . . . Higher speeds [are] associated with lower access densities.”

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<sup>1</sup> TWLTL = Two-way left-turn lane

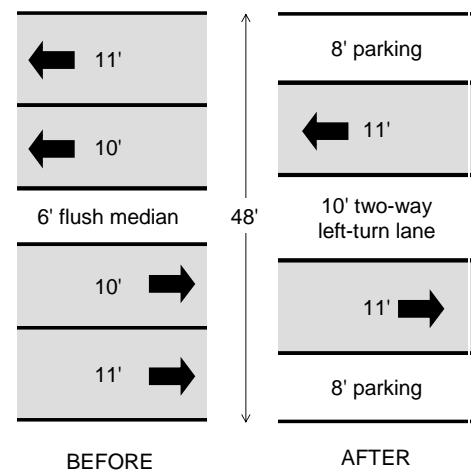
- “No relationship was apparent between lane width and speed.”
- “While a relationship between operating speed and posted speed limit can be defined, a relationship of design speed to either operating speed or posted speed cannot be defined with the same level of confidence.”
- “Design speed appears to have minimal impact on operating speeds unless a tight . . . curve is present.”

**Macbeth, Andrew G., “Calming Arterials in Toronto,” Institute of Transportation Engineers Compendium of Technical Papers, 1998.**

- “Toronto’s arterial road traffic calming has relied on . . . a reduction in the number of traffic lanes. . . . On a four-lane street, drivers wishing to travel faster than others may simply change lanes to pass a slower vehicle. When a street has been narrowed to two lanes, . . . vehicle speeds are limited by the speed of the leading vehicle in a platoon.”

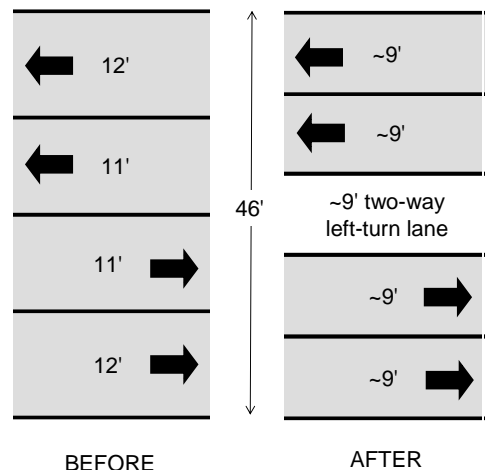
**Skene, Michael, “‘Traffic Calming’ On Arterial Roadways?” Institute of Transportation Engineers Compendium of Technical Papers, 1999.**

- “Most of the opposition [to traffic calming on arterial streets] . . . is from those who assume that traffic calming is a . . . movement to replace good engineering with bike lanes and slow inefficient traffic management schemes.”
- Case study: Restriping of Cook Street corridor in Victoria, B.C., in November 1991. (See sketch at right.) The project’s primary goal was reducing collisions, which were largely related to left-turning vehicles. Collisions dropped from 36 per year to 19 per year after the restriping. Average daily traffic is about 24,000 and dropped only slightly after restriping. Peak-hour volume dropped somewhat more; parallel arterial streets are available to accommodate traffic diversion. 85<sup>th</sup> percentile speeds were reduced from 32 mph to 29 mph, primarily due to loss of opportunities to pass slower-moving traffic.



**Delabure, Brad; transportation planner, City of Victoria, B.C. Telephone conversation with R. Dittberner, September 22, 2003.**

- Case study: Quadra Street corridor. As part of a landscaping and land-use revitalization project, the Quadra Street corridor was restriped from a 4-lane section to a 5-lane section with a two-way left-turn lane. (See sketch at right.) The goal of the project was providing a two-way left-turn lane without sacrificing capacity. Average speeds dropped from 30 mph to 25 mph, but much of the speed drop can be attributed to new landscaping (including street trees) and revitalized commercial development along the corridor. The street is a major transit route and houses several delivery-





intensive businesses, such as a furniture store. There have been only negligible operational problems with buses and trucks using the narrowed lanes.

**West, James E., “Arterial Traffic Calming – Is It An Oxymoron?” Institute of Transportation Engineers Compendium of Technical Papers, 2000.**

- “In Oregon, Special Transportation Areas (STA) have been designated in the Oregon Highway Plan. The STA designation is the state’s way of formally recognizing certain sections of state highway as main streets, thus allowing the use of highway designs and mobility standards that are different from other highway designations, including the use of traffic calming features. An STA is intended to permit traffic movements along the main street to be balanced with the needs for local access and circulation.”

**Lum, Harry S., “The Use of Road Markings to Narrow Lanes for Controlling Speed in Residential Areas,” *Public Roads* vol. 47 no.2, September 1983. Reprinted in *ITE Journal* vol. 54, no. 6, June 1984.**

- “Pavement markings combined with raised pavement markers to create an impression of a narrower street have no effect on the mean speeds or the speed distributions of drivers on residential streets.”

**Martens, Marieke et al, “The Effects of Road Design on Speed Behaviour: A Literature Review,” European Commission under the Transport RTD Programme, September 1997.**

- “With decreased lane width, drivers show improved lane keeping, more accurate steering behaviour and a reduction in driving speed usually results. Yagar and Van Aerde (1983) found a reduction in speed of 1.1 mph for every foot of reduction in lane width beyond 13 feet.” [Dimensions converted from metric.]
- “Both driving lanes and extra pavement strips on the left and right side of the road, for instance an emergency lane, contribute to the total amount of pavement width. This additional space [decreases] drivers’ uncertainty, . . . something which usually leads to higher speeds. . . . The mean speed with a pavement width of approximately 20 feet is about 50 mph and with a width of 26 feet, the mean speed increases to about 55 to 60 mph.” [Dimensions converted from metric.]
- “It is very difficult to measure the effect of pavement width itself, independently of other road design factors. This can probably explain the fact that the relationship between width of pavement and driving speed was established in some studies, . . . whereas in other cases no effects could be found.”

**Ewing, Reid, *Traffic Calming: State of the Practice*, Institute of Transportation Engineers, 1999.**

- “Relative to wide streets, narrow streets may calm traffic. Vehicle operating speeds decline somewhat as individual lanes and street sections are narrowed (but only to a point). Drivers also seem to behave less aggressively on narrow streets, running fewer traffic signals, for example. Further, one study reports higher pedestrian volumes on narrow streets than on wide streets. . . .

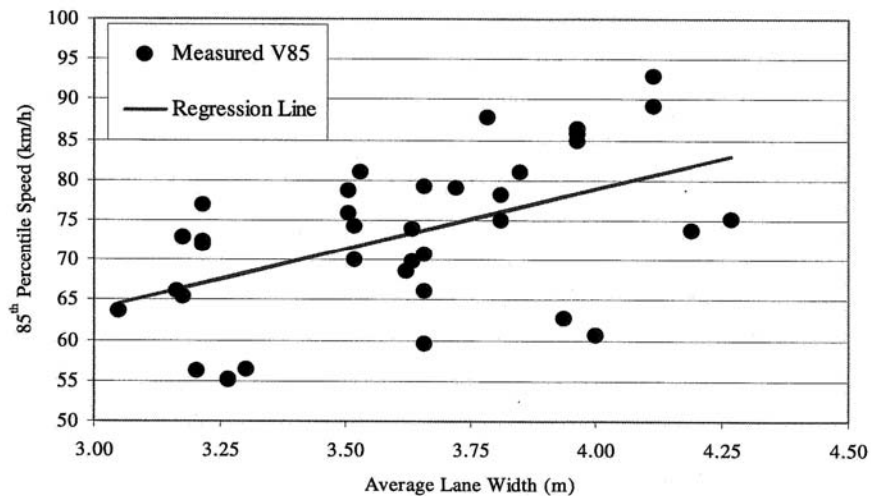
However, all other things being equal, bicyclists may prefer a wide street to a narrow street that has speeds 10 mph slower.”

**Heimbach, Clinton L. et al, “Some Partial Consequences of Reduced Traffic Lane Widths on Urban Arterials,” Transportation Research Record 923, Transportation Research Board, 1983.**

- Four-lane undivided urban roadways of various widths were analyzed to determine the effects of lane width on speeds and collisions.
- During off-peak hours, lane width correlates to speed at a rate of 0.6 mph per foot of lane width, as part of a multivariate expression with a correlation coefficient of 0.57. This suggests that narrowing lanes by one foot would tend to reduce speeds by 0.6 mph, when other factors are held constant.
- During peak traffic hours, the rate increases to 1.0 mph per foot of lane width, again as part of a multivariate expression, this time with a correlation coefficient of 0.53.
- Collisions increase as lanes are narrowed, but the relationship is not linear, so it cannot be expressed as a rate of collisions per foot of lane width. However, for typical values of other multivariate variables, narrowing lanes by one foot tends to increase collisions by 3 to 5 percent.

**Fitzpatrick, Kay et al, “Design Factors That Affect Driver Speed on Suburban Arterials,” Research Report 1769-3, Texas Transportation Institute, June 2000.**

- On four-lane arterial streets, “speeds tend to be lower for narrower lanes. . . . When lane widths are 1 ft greater, [85<sup>th</sup> percentile] speeds are predicted to be 2.9 mph faster.” [Dimensions converted from metric.] However, there is a substantial amount of site variability in the data, as illustrated by the plot at right.



- “The presence of a median (i.e., either a raised or a two-way left turn lane) indicated higher speeds than when no median was present.” 85<sup>th</sup> percentile speed on streets without a median was about 38 mph, compared to speeds of 42 mph with a raised median and 44 mph with a two-way left-turn lane.
- Speeds decrease as the access density—number of intersecting driveways and intersections—increases. “The highest speeds for access densities above about 18 pts/mi are approximately 6 mph lower than the highest speeds for access densities below 18 pts/mi.”
- In the studied data set, average speed was independent of signal spacing; however, signals in this study were relatively sparse, with an average of 2 signals per mile and never more than 4 signals per mile.



## Wung, Lihuang

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**From:** Justin D. Leighton <justin.leighton17@gmail.com>  
**Sent:** Tuesday, January 12, 2021 5:37 PM  
**To:** Wung, Lihuang  
**Subject:** Re: Draft TODAG Letter on Puyallup Ave Project - Response Requested by 1/14/21

Good evening,

While I have many issues with this letter - particularly it's intent I will make only one comment and reserve the remainder of my issues for the Transportation Commission.

The Sentence "Our understanding is that this is consistent with the projections and requests of both Pierce Transit and Sound Transit.", should be struck from the letter. It is not appropriate for the TOD Advisory Group to characterize the transit agencies' positions.

It is in fact not their position - and the letter is NOT consistent with their long-range plans or the Cities Transportation Master Plan priorities and goals.

**Justin D. Leighton**  
**fighting for a progressive future**  
[www.facebook.com/leighton253](http://www.facebook.com/leighton253)  
253-677-9448

On Fri, Jan 8, 2021 at 3:52 PM Wung, Lihuang <[lwung@cityoftacoma.org](mailto:lwung@cityoftacoma.org)> wrote:

Members of the TODAG,

Happy New Year!

Attached for your review and comment is the draft letter of recommendations from the TODAG to the Transportation Commission regarding the Puyallup Avenue Design Project.

The letter is prepared based on the deliberations and consensus of members at the meeting on December 21, 2020. It expresses TODAG's support for the City to secure the \$2.1 million grant fund for the design of the project. More importantly, the letter elaborates TODAG's current observations, concerns and recommendations (subject to modifications further down the road), intended to contribute to the successful design and construction of the project.

## Wung, Lihuang

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**From:** Mason, Evette <emason@portoftacoma.com>  
**Sent:** Tuesday, January 12, 2021 4:50 PM  
**To:** Wung, Lihuang; Boudet, Brian  
**Subject:** RE: Draft TODAG Letter on Puyallup Ave Project - Response Requested by 1/14/21  
**Attachments:** TODAG letter with EM edits 1.12.21.docx

Thank you for the opportunity to comment on the letter.

Just two edits that take freight into consideration. Puyallup Ave is also a freight priority corridor and impacts to freight must be considered. Evette

Best Regards,

Evette Mason  
Government Affairs Manager  
NWSA and the Port of Tacoma  
(253) 383-9435  
[emason@portoftacoma.com](mailto:emason@portoftacoma.com)

Learn more about the Port of Tacoma's Strategic Plan and provide your input at [www.portoftacoma.com/openhouse](http://www.portoftacoma.com/openhouse).

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**From:** Wung, Lihuang <lwung@cityoftacoma.org>  
**Sent:** Friday, January 8, 2021 3:52 PM  
**To:** Laura Svancarek <lauras@downtownontheho.org>; Andrew.Strobel@puyalluptribe-nsn.gov; bferguson@fergusonarch.com; brendan.hac16@gmail.com; cathy@kozdevelopment.com; chris.tacoma@gmail.com; dacrabill@gmail.com; david.daniello@gmail.com; knute000@gmail.com; Mason, Evette <emason@portoftacoma.com>; imad@ihbarchitects.com; ceccanti.james@gmail.com; janicemcneal@janicemcneal.com; justin.leighton17@gmail.com; kerridecantero@gmail.com; kiarad@tacomachamber.org; Bedier, Kim <kbedier@tacomavenues.org>; Tuckerm3@uw.edu; ricksemples@mac.com; rschur@tacomahousing.org; roryjens1@gmail.com; ryangivens@msn.com  
**Cc:** Boudet, Brian <BBoudet@cityoftacoma.org>; D'Andrea, Mark <mdandrea@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>; Kaster, Liz <LKaster@cityoftacoma.org>; Doan, BT <BDoan@cityoftacoma.org>  
**Subject:** Draft TODAG Letter on Puyallup Ave Project - Response Requested by 1/14/21

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. Report suspicious email using the Report Phish button in Outlook.

Members of the TODAG,

Happy New Year!

Attached for your review and comment is the draft letter of recommendations from the TODAG to the Transportation Commission regarding the Puyallup Avenue Design Project.



January 15, 2021

Jane Moore and Gerrit Nyland, Co-Chairs  
Tacoma Transportation Commission  
747 Market Street, Room 644  
Tacoma, WA 98402

RE: Puyallup Avenue Transit/Complete Street Improvement Project

Dear Co-Chairs Moore and Nyland,


On behalf of the Transit-Oriented Development Advisory Group (“TODAG”), I am expressing our support for the City of Tacoma’s effort in accepting the \$2.1 million grant awarded to the City through the Puget Sound Regional Council’s (“PSRC”) competitive regional process to fund the design phase of the Puyallup Avenue Transit/Complete Street Improvement Project (“Project”).

Based on the information provided by Mr. Mark D’Andrea in his letter of December 10, 2020 and his presentation at our meeting on December 21, 2020, as well as prior discussions at our September, October and November meetings, we understand that by accepting the grant, the City of Tacoma is committed to constructing the Project as originally scoped in the grant application. We understand that key features of that original scope include a continuous bus lane and dedicated bike facilities along the corridor, and we are supportive of these components and feel that they will support the vision for a more connected, multi-modal, transit-oriented development (TOD) district.

In addition, we have formulated the following supplemental principles, criteria and considerations that we recommend be incorporated into the final design of the Project:

1. **TOD Design Principles** – The design of the Project should adhere to the following TOD design principles that we are also using for evaluating Sound Transit’s Tacoma Dome Link Extension (TDLE) project and Pierce Transit’s Bus Rapid Transit (BRT) project. For projects in these TOD areas, they must be designed to support all of these principles:
  - (1) Multimodal Connectivity
  - (2) Economic Development Opportunities
  - (3) Placemaking/Urban Form
  - (4) Social + Cultural Impacts
  - (5) Community Benefit

In particular, this Project provides significant opportunities, if designed appropriately, to substantially achieve both placemaking and economic development objectives. In this way, the Project provides a great opportunity to achieve the community’s goal of creating TOD neighborhoods (not just projects).

 The City of Tacoma does not discriminate on the basis of disability in any of its programs, activities, or services. To request this information in an alternative format or to request a reasonable accommodation, please contact the Planning and Development Services Department at (253) 591-5056 (voice) or (253) 591-5820 (TTY).

747 Market Street, Room 345, Tacoma, WA 98402 ■ (253) 591-5030 ■ [www.CityofTacoma.org/TODAdvisoryGroup](http://www.CityofTacoma.org/TODAdvisoryGroup)

**Tacoma Transportation Commission**

Puyallup Avenue Project

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**2. Comprehensive Plan Consistency** – Ultimately, the design and construction of the Project must be consistent with and implement applicable policies and provisions of the *One Tacoma* Comprehensive Plan. In addition to goals and policies referenced by the Transportation Commission and the Bicycle and Pedestrian Technical Advisory Group (BPTAG) in prior letters, the following are but two examples of such provisions from the South Downtown Subarea Plan (SDSP), an element of the Comprehensive Plan:

- *“Reconfigure Puyallup Avenue/South 24<sup>th</sup> Street to create an attractive pedestrian and bicycle friendly route through and between the Dome and Brewery Districts and a safe, comfortable crossing at Pacific Avenue.”* (Action 1.2.4, SDSP, p. 59)
- *“..... Puyallup Avenue is a prime target for conversion [from a multi-lane, high-speed, motor-vehicle dominated street that is a hostile place for pedestrians and cyclists] to a pedestrian friendly, multi-modal street. .... The City is currently developing a design that would convert the street to two travel lanes, adding bike facilities, curb bulbs, and widened sidewalks, all in accordance with Complete Streets principles, as illustrated in the rendering in Figure 9-18. [Attached] This reconfiguration will transform Puyallup Avenue into a powerful placemaking element, creating a near-term redevelopment catalyst for the Dome District. .... The reconfiguration of Puyallup Avenue ..... should be modeled after Pacific Avenue, which includes transit elements that support pedestrian and cycling activities.”* (Complete Streets Projects, SDSP, p. 160)



FIG 9-18 A before-and-after visualization of pedestrian and multimodal enhancements on Puyallup Avenue.

These adopted policies clearly call for the corridor design, particularly the portion through the core of the Dome District, in addition to adding facilities to support better bike and transit access, to serve as a powerful placemaking feature to help catalyze the transformation of the area into a pedestrian-friendly, transit-oriented, mixed-use, commercial district.

- 3. Traffic Calming** – As highlighted in the SDSP, one of the most significant challenges for this corridor is to accommodate traffic while reducing speeds. Considering the current proposed pavement width and quality of travel lanes, traffic calming features (bulbouts, narrower lanes, clear pedestrian crossings, varied pavement texture/patterns, trees, street parking, medians, etc.) will be a critical part of the design. Textured intersections, such as First Avenue and Pike Street in Seattle, are an effective tool for making drivers aware they are in a pedestrian-oriented area and need to slow down.
- 4. Pedestrian Amenities and Protection** – Sidewalks are a key attribute to placemaking in a TOD district. Sidewalks in the TOD core need to be as wide as possible. Bulbouts will also be important to reducing the length of crosswalks along this wide street. Many of the other features outlined here, such as narrower lanes, textured and/or colored pavement, trees, street parking will help to slow traffic, buffer the sidewalk, and create a more pedestrian-friendly environment.

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- 5. Protected Bicycle Facilities** – In its letter to Sound Transit on November 19, 2020, the BPTAG urged Sound Transit to “*add protected, connected bike facilities*” to the Puyallup Avenue and Portland Avenue corridors within the service area of the TDLE project. The BPTAG’s recommendation is consistent with that of the Transportation Commission: “**Recommendation TC3:** *A bidirectional protected bicycle facility along the entire length of Puyallup Avenue*”, as indicated in its letter of comments on the Project, dated September 26, 2017.

We concur with the BPTAG and the Transportation Commission. Recognizing the potential for Puyallup Avenue to serve as a key connection for bicyclists between the Downtown Core and the Eastside, as well as the two planned TDLE stations and the planned BRT near this corridor and the potential future regional trail network that extends in multiple directions, protected bike facilities are needed and critical.

- 6. Street Trees** – Generous street-tree planting needs to be incorporated (this is consistent with the City’s goal of a minimum 35% tree canopy city-wide) along both sides of Puyallup Avenue to help “soften” the appearance of this wide corridor, to help reduce street noise, absorb air pollutants, slow traffic and enhance pedestrian feel, as well as help reduce surface water runoff. Consideration should be given to planting columnar shaped trees to reduce maintenance as well as view blockage of adjacent retail/commercial businesses.
- 7. Parking** – To the extent possible, on-street parking should be provided on both sides of Puyallup Avenue. The design should ensure no net loss of on-street parking, particularly within the core of the TOD district. In addition, where feasible, additional on-street parking within the core should be provided, such as by incorporating angled parking on side streets. Street parking plays multiple important functions in supporting a vibrant, pedestrian-oriented mixed-use district. Not only does it provide convenient customer access to street-front commercial uses, but it helps to slow traffic, enhance pedestrian protection, and provide flexible space for features like parklets, rideshare locations, and loading spaces. At least for the foreseeable future a lack of adequate amount of suitably located on-street parking would likely undermine the value of those built or planned TOD projects that are intended to utilize and maximize the TDLE and the BRT investments.

That said, we do acknowledge that the Transportation Commission, in its letter of comments of 2017, recommended against on-street parking, with this statement: “**Recommendation TC2:** *Remove on-street parking between Pacific and Portland Avenues to allow for safer and more effective and efficient pedestrian, bicycle and transit LOS, and relocate, when applicable, to side streets.*” However, we believe that on-street parking is critical to achieving the community’s vision for this district for the foreseeable future and support the goal of no net loss on Puyallup Avenue. We also recognize that achieving this goal of no net loss of on-street parking along the core segment of Puyallup Avenue may necessitate other facilities to be narrower than preferred, including bike facilities, and travel lanes.

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- 8. Vehicular Traffic** – With respect to accommodating transit, HOVs, SOVs and freight movement, we generally concur with the Transportation Commission’s previous assessments and recommendations as expressed in its letter of 2017, with one exception: instead of transit/HOV lanes on both sides of the corridor, we believe an eastbound transit/HOV would be sufficient to accommodate the existing and anticipated traffic and allow the incorporation of other desired elements of the cross-section design. Our understanding is that this is consistent with the projections and requests of both Pierce Transit and Sound Transit.
- 9. Cross-Section Design with Segment-Specific Considerations** – In its letter of comments of 2017, the Transportation Commission reviewed and commented on the Project from the perspective of the entire corridor. While there are certainly components that need to extend the entire length of the corridor and design treatments that should help create a consistent pattern along the whole length, we believe it is not appropriate to apply a single design concept or philosophy to a corridor like this. This corridor clearly travels through at least the following three distinct character areas, each with a different current development pattern and development vision: (1) Neighborhood District – Pacific Ave. to E. D St., (2) TOD District – E. C St. to E. G St., and (3) Industrial District – E. G St. to Portland Ave.

The design must respect and respond to the unique characters of these segments if it is to fully support each of them as well as the overall corridor function. We recommend specific considerations for each segment, as listed below. While the same list of considerations is currently recommended for Segments 1 and 2, location-specific adjustments may be applied during the design phase.

**Segment 1: Neighborhood District – Pacific Ave. to E. D St., and Segment 2: TOD District – E. C St. to E. G St.**

- 1-2 westbound lanes of traffic
- 1 eastbound HOV/transit lane (as required along the entire route for grant funding)
- 1 eastbound general traffic lane
- 1 center turn lane
- Bike lanes or cycle track
- Maximize parking by:
  - a) Maintaining curb-side parking both sides particularly adjacent to the HOV/transit lane consistent with the goal of no net loss of on-street parking on Puyallup Ave.
  - b) Added angle parking along side streets (E. A, E. C and E. E streets)
- Sidewalks w/ walkable, pedestrian friendly-amenity zones
- Protective street-edge landscaping / street-tree buffer with tree grates to expand the usable area of the sidewalk
- Pedestrian safety features, like pedestrian-scale lighting, and other CPTED design features
- Use of traffic calming methods/devices such as narrower lanes in these districts, colored / stamped concrete pavement at intersections, bulb-outs at intersections
- Features to facilitate ease of crossing and direct access to transit
- Consider TDLE improvements/connections in relation to Puyallup Avenue design
- Consider (Stream) BRT routes in relation to Puyallup Avenue design
- Long term – Develop recommendations regarding use and timing of HOV/transit lane

**Commented [ME1]:** Please note that, according to the Transportation Master Plan Puyallup Avenue is part of the Freight Priority Network between E D Street and Portland Avenue. The (north side) of the intersection of the E D Street and Puyallup Avenue should be designed for large truck (WB-67) turns to ensure the safety of pedestrians and cyclists.





**Tacoma Transportation Commission**

Puyallup Avenue Project

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The Puyallup Avenue Transit/Complete Street Improvement Project along with the TDLE and the BRT projects are integral components of the multimodal transportation network serving residents and visitors and promoting TOD in the greater South Downtown Tacoma area. It is in the best interest of the City to secure the \$2.1 million grant funds for the design phase of the Project now, and build a solid foundation for securing additional grant funds over the long run for the continued development of the full scope of the Project.

Based on our current understanding of the PSRC grant, the associated design obligations, and the preliminary design work we have seen, we believe that there are likely design solutions that can meet most stakeholder's needs. We are excited to move forward with the Project and to be an active part of the ongoing design process.

The City Council's Resolution No. 40303 that established the TODAG states that "proposals by the TODAG will be forwarded to and reviewed by the City's Transportation Commission, for concurrence with adopted transportation and land use plans and policies." We are hereby forwarding to the Transportation Commission our support for the Project's grant acceptance and our recommendations on supplemental design principles, criteria and considerations. We understand the Commission will forward our recommendations to both the City Council and the PSRC, as appropriate. We also request that the PSRC, upon approval of the grant for the Project, allows flexibility through the design phase to incorporate our recommendations into the Project's scope of work.

If you have any questions about this recommendation, please contact TODAG's staff liaison, Brian Boudet, Planning Manager, Planning and Development Services Department, at (253) 573-2389 or [bboudet@cityoftacoma.org](mailto:bboudet@cityoftacoma.org).

Respectfully,

**Imad H. Bahbah, RA, SARA**  
Chair

- c. Donald Erickson, Vice-Chair, TODAG
- Kurtis Kingsolver, Director, Public Works Department
- Mark R. D'Andrea, Project Manager, Public Works Department
- Brian Boudet, Planning Manager, Planning and Development Services Department



## Wung, Lihuang

---

**From:** janicemcneal@janicemcneal.com  
**Sent:** Thursday, January 14, 2021 12:12 PM  
**To:** Wung, Lihuang  
**Cc:** Thoms, Robert; Cathy Reines; Beard, Patricia  
**Subject:** RE: Reminder - Comment on Draft TODAG Letter due by noon of 1/14/21

Hi Lihuang,

Thank you for the reminder for the comments regarding the draft proposal for the Puyallup redesign. I am currently on vacation, so working to get this to you before the deadline.

I have been troubled by this project and the process and how it has been presented. This is such an important redesign that has been in consideration for some time. It was our understanding to those working on this subject for years that it was tabled indefinitely. We felt caught off guard when we saw the time line needed for such a difficult redesign needing our immediate attention, and doing this in a zoom format has only added to that difficulty. With that being said, below are my concerns and fears in what is being proposed.

Our community has worked tirelessly to make sure we have working towards the goals of the city and Sub Area plan for the Dome District. Housing is of course a major component in the Dome District TOD area.

Most likely another housing project would be built on 25th and C street, doubling the pedestrian needs on C street and with more developing in the future. I would like to know if the crosswalk at "C" is included in this project.

We currently do not see the need for a designated bus lane, and want to know how this fits with trucks turning, since that lane would be abandoned.

Parking is imperative on both sides in the TOD area to accommodate the current and future commercial needs.

My fear is that we may give the greenlight and find out that parking is eliminated. Since this redevelopment will most likely need to be built to suit for another 60 years or greater, we need to get this right. I feel this project is rushed and not being designed with the safety and redevelopment needs being fully explained.

I appreciate where we are today in the discussion, and wish we had started this a year ago, and maybe we could all have a better understanding of the impacts in consideration.

I appreciate everyone working to try and get the information to the participants, but would rather see this project put on pause without a full understanding of what we are greenlighting today. Look for funding that gives greater flexibility, more time and better attention to details.

Again, thank you for sending out the email and furthering the discussion.

Sincerely,  
Janice McNeal  
Dome District

-----Original Message-----

From: "Wung, Lihuang" <lwung@cityoftacoma.org>

## Wung, Lihuang

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**From:** Cathy Reines <Cathy@kozdevelopment.com>  
**Sent:** Thursday, January 14, 2021 11:03 AM  
**To:** Wung, Lihuang  
**Subject:** Re: Reminder - Comment on Draft TODAG Letter due by noon of 1/14/21

Hi Lihuang,

Thanks for all of your hard work on this Project. I am sorry that I missed the meeting and as I understand from talking to a number of members, there was a lot of conversation, again, regarding the grant funds and the dedicated bus lane. Based on the width of that street, I do not see how the a dedicated bus lane, bike lanes and on-street parking can all be supported. With that in mind, I am concerned that once the grant funds are accepted, that we are by default forced to dedicate one lane to buses. When we developed our Koz at the Dome project, we did so with the understanding that Puyallup Avenue was to be redeveloped into a vibrant walkable streets with bump outs, active streets fronts, side walk seating, a place where people would gather. While a dedicated bus lane is consistent with transit, in my opinion, it is not consistent with the other elements of a vibrant streetscape. I envisioned 23<sup>rd</sup> in the NW District in Portland or Detroit's Downtown area.

I had thought in the previous two discussions that we were headed in that direction, so I was a little surprised by the direction the conversation went in December.

**Cathy Reines** | President & CEO  
425.622.5943 **Koz Development**

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**From:** "Wung, Lihuang" <lwung@cityoftacoma.org>  
**Date:** Wednesday, January 13, 2021 at 7:58 PM  
**To:** Laura Svancarek <lauras@downtownontheho.org>, "Andrew.Strobel@puyalluptribe-nsn.gov" <Andrew.Strobel@puyalluptribe-nsn.gov>, "bferguson@fergusonarch.com" <bferguson@fergusonarch.com>, "brendan.hac16@gmail.com" <brendan.hac16@gmail.com>, Cathy Reines <Cathy@kozdevelopment.com>, "chris.tacoma@gmail.com" <chris.tacoma@gmail.com>, "dacrabill@gmail.com" <dacrabill@gmail.com>, "david.daniello@gmail.com" <david.daniello@gmail.com>, "knute000@gmail.com" <knute000@gmail.com>, "emason@portoftacoma.com" <emason@portoftacoma.com>, "imad@ihbarchitects.com" <imad@ihbarchitects.com>, "ceccanti.james@gmail.com" <ceccanti.james@gmail.com>, "janicemcneal@janicemcneal.com" <janicemcneal@janicemcneal.com>, "justin.leighton17@gmail.com" <justin.leighton17@gmail.com>, "kerridecantero@gmail.com" <kerridecantero@gmail.com>, "kiarad@tacomachamber.org" <kiarad@tacomachamber.org>, "Bedier, Kim" <kbedier@tacomavenues.org>, "Tuckerm3@uw.edu" <Tuckerm3@uw.edu>, "ricksemples@mac.com" <ricksemples@mac.com>, "rschur@tacomahousing.org" <rschur@tacomahousing.org>, "roryjens1@gmail.com" <roryjens1@gmail.com>, "ryangivens@msn.com" <ryangivens@msn.com>  
**Cc:** "Boudet, Brian" <BBoudet@cityoftacoma.org>, "D'Andrea, Mark" <mdandrea@cityoftacoma.org>, "Kammerzell, Jennifer" <JKammerzell@cityoftacoma.org>, "Kaster, Liz" <LKaster@cityoftacoma.org>, "Doan, BT" <BDoan@cityoftacoma.org>  
**Subject:** Reminder - Comment on Draft TODAG Letter due by noon of 1/14/21  
**Resent-From:** Proofpoint Essentials <do-not-reply@proofpointessentials.com>  
**Resent-To:** <cathy@kozdevelopment.com>  
**Resent-Date:** Wednesday, January 13, 2021 at 7:45 PM

## Wung, Lihuang

---

**From:** Roberta Schur <rschur@tacomahousing.org>  
**Sent:** Thursday, January 14, 2021 4:14 PM  
**To:** Wung, Lihuang  
**Subject:** RE: Draft TODAG Letter on Puyallup Ave Project - Response Requested by 1/14/21

Lihuang

Thanks for a little more time to respond. I read Don's email quickly but I think it may be more articulate and detailed about some of the issues of the proposed plan than what I can provide as I am not as familiar with this area as others are. However, I think the proposal needs considerable more work to make Puyallup Avenue far more pedestrian friendly. The proposal really seems to be catering to cars/transit and ignoring the pedestrian experience. It is difficult to create a sense of place with a cement thoroughfare running through the neighborhood. I do not know how we can say this design option represents our preference and recommendation.

Thanks

Roberta

Roberta Schur  
Community Development Manager  
Real Estate Development  
THA  
902 S L Street  
Tacoma WA 98405  
(c) 253.244.2798  
[www.tacomahousing.org](http://www.tacomahousing.org)  
[rschur@tacomahousing.org](mailto:rschur@tacomahousing.org)



---

**From:** Wung, Lihuang <lwung@cityoftacoma.org>  
**Sent:** Friday, January 8, 2021 3:52 PM  
**To:** Laura Svancarek <lauras@downtownontheho.org>; Andrew.Strobel@puyalluptribe-nsn.gov; bferguson@fergusonarch.com; brendan.hac16@gmail.com; cathy@kozdevelopment.com; chris.tacoma@gmail.com; dacrabill@gmail.com; david.daniello@gmail.com; knute000@gmail.com; emason@portoftacoma.com; imad@ihbarchitects.com; ceccanti.james@gmail.com; janicemcneal@janicemcneal.com; justin.leighton17@gmail.com; kerridecantero@gmail.com; kiarad@tacomachamber.org; Bedier, Kim <kbedier@tacomavenues.org>; Tuckerm3@uw.edu; rickseple@mac.com; Roberta Schur <rschur@tacomahousing.org>; roryjens1@gmail.com; ryangivens@msn.com  
**Cc:** Boudet, Brian <BBoudet@cityoftacoma.org>; D'Andrea, Mark <mdandrea@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>; Kaster, Liz <LKaster@cityoftacoma.org>; Doan, BT <BDoan@cityoftacoma.org>  
**Subject:** Draft TODAG Letter on Puyallup Ave Project - Response Requested by 1/14/21

## EXTERNAL

Members of the TODAG,

Happy New Year!

## Wung, Lihuang

---

**From:** rick semple <ricksemple@mac.com>  
**Sent:** Wednesday, January 13, 2021 6:49 PM  
**To:** Wung, Lihuang  
**Cc:** Imad Bahbah; Don Erickson  
**Subject:** Re: Draft TODAG Letter on Puyallup Ave Project - Response Requested by 1/14/21

Lihuang,

Happy new year!

I would like to comment on Imad's letter, specifically Section 7. Parking....

I and other business owners I've spoken with in the Dome district core find two distinctly different approaches from either the Transportation Commission's letter or from Imad's letter.

I believe that Transportation Commission letter's suggestion: to remove ALL parking from Pacific to Portland is untenable and would destroy any commercial and any residential development in the dome district... this has been amply addressed and can be fine tuned as the process continues.

Imad's draft letter in section 7. Parking states "We also recognize that achieving the goal of no net loss of on-street parking in the core segment of Puyallup Ave may necessitate other facilities to be narrower than preferred, including bike facilities, travel lanes and sidewalks. we think this is an appropriate tradeoff for the benefits that on street parking provides."

We disagree with this trade off and, if absolutely necessary, would trade on-street parking for other pedestrian amenities, specifically wider sidewalks.

We would prefer to first eliminate traffic lanes and then, if that is impossible, we would support reducing lane width, thereby slowing traffic and then giving those feet saved to sidewalk width.

The pedestrian experience in any TOD is critical for its success.

thank you.

Sincerely,  
rick semple

Dome district property owner and resident.

On Jan 8, 2021, at 3:52 PM, Wung, Lihuang <[lwung@cityoftacoma.org](mailto:lwung@cityoftacoma.org)> wrote:

Members of the TODAG,

## Wung, Lihuang

---

**From:** Laura Svancarek <LauraS@downtownontheho.org>  
**Sent:** Tuesday, January 12, 2021 4:41 PM  
**To:** Wung, Lihuang  
**Subject:** RE: Draft TODAG Letter on Puyallup Ave Project - Response Requested by 1/14/21

Hi Lihuang,

Happy new year!

I think this is very detailed and well put together. My only comment, and I anticipate I will be in the minority of the group on this, is that I am not very concerned about loss of on-street parking as detailed in the letter. There are other effective measures for traffic calming and increasing perceived safety for pedestrians (protected bike lanes, green barriers on sidewalks, lower speed limits, etc.). A slight loss of on-street parking with a transition to new parking available on side streets to preserve wide sidewalks and bike lanes feels fully appropriate to me. Bike lane width and barrier width is a matter of safety on its own and should not be sacrificed for parking spaces.

I do approve of the letter overall but wanted to make my perspective on parking clear.

Thank you,

**Laura Svancarek (She/Her)**  
Downtown On the Go  
CTR & Advocacy Coordinator  
253-252-6638 Cell  
[www.downtownontheho.org](http://www.downtownontheho.org)  
[Facebook](#) | [Twitter](#) | [Instagram](#)

[Support our work!](#)

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**From:** Wung, Lihuang <lwung@cityoftacoma.org>  
**Sent:** Friday, January 8, 2021 3:52 PM  
**To:** Laura Svancarek <LauraS@downtownontheho.org>; Andrew.Strobel@puyalluptribe-nsn.gov; bferguson@fergusonarch.com; brendan.hac16@gmail.com; cathy@kozdevelopment.com; chris.tacoma@gmail.com; dacrabil@gmail.com; david.daniello@gmail.com; knute000@gmail.com; emason@portoftacoma.com; imad@ihbarchitects.com; ceccanti.james@gmail.com; janicemcneal@janicemcneal.com; justin.leighton17@gmail.com; kerridecantero@gmail.com; Kiara Daniels <Kiarad@tacomachamber.org>; Bedier, Kim <kbedier@tacomavenues.org>; Tuckerm3@uw.edu; ricksempel@mac.com; rschur@tacomahousing.org; roryjens1@gmail.com; ryangivens@msn.com  
**Cc:** Boudet, Brian <BBoudet@cityoftacoma.org>; D'Andrea, Mark <mdandrea@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>; Kaster, Liz <LKaster@cityoftacoma.org>; Doan, BT <BDoan@cityoftacoma.org>  
**Subject:** Draft TODAG Letter on Puyallup Ave Project - Response Requested by 1/14/21

Members of the TODAG,

Happy New Year!

Attached for your review and comment is the draft letter of recommendations from the TODAG to the Transportation Commission regarding the Puyallup Avenue Design Project.



January 15, 2021

Jane Moore and Gerrit Nyland, Co-Chairs  
Tacoma Transportation Commission  
747 Market Street, Room 644  
Tacoma, WA 98402

RE: Puyallup Avenue Transit/Complete Street Improvement Project

Dear Co-Chairs Moore and Nyland,

On behalf of the Transit-Oriented Development Advisory Group (“TODAG”), I am expressing our support for the City of Tacoma’s effort in accepting the \$2.1 million grant awarded to the City through the Puget Sound Regional Council’s (“PSRC”) competitive regional process to fund the design phase of the Puyallup Avenue Transit/Complete Street Improvement Project (“Project”).

Based on the information provided by Mr. Mark D’Andrea in his letter of December 10, 2020 and his presentation at our meeting on December 21, 2020, as well as prior discussions at our September, October and November meetings, we understand that by accepting the grant, the City of Tacoma is committed to constructing the Project as originally scoped in the grant application. We understand that key features of that original scope include a continuous bus lane and dedicated bike facilities along the corridor, and we are supportive of these components and feel that they will support the vision for a more connected, multi-modal, transit-oriented development (TOD) district.

In addition, we have formulated the following supplemental principles, criteria and considerations that we recommend be incorporated into the final design of the Project:

1. **TOD Design Principles** – The design of the Project should adhere to the following TOD design principles that we are also using for evaluating Sound Transit’s Tacoma Dome Link Extension (TDLE) project and Pierce Transit’s Bus Rapid Transit (BRT) project. For projects in these TOD areas, they must be designed to support all of these principles:
  - (1) Multimodal Connectivity
  - (2) Economic Development Opportunities
  - (3) Placemaking/Urban Form
  - (4) Social + Cultural Impacts
  - (5) Community Benefit

In particular, this Project provides significant opportunities, if designed appropriately, to substantially achieve both placemaking and economic development objectives. In this way, the Project provides a great opportunity to achieve the community’s goal of creating TOD neighborhoods (not just projects).





## Tacoma Transportation Commission

Puyallup Avenue Project

January 15, 2021

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**2. Comprehensive Plan Consistency** – Ultimately, the design and construction of the Project must be consistent with and implement applicable policies and provisions of the *One Tacoma* Comprehensive Plan. In addition to goals and policies referenced by the Transportation Commission and the Bicycle and Pedestrian Technical Advisory Group (BPTAG) in prior letters, the following are but two examples of such provisions from the South Downtown Subarea Plan (SDSP), an element of the Comprehensive Plan:

- *“Reconfigure Puyallup Avenue/South 24<sup>th</sup> Street to create an attractive pedestrian and bicycle friendly route through and between the Dome and Brewery Districts and a safe, comfortable crossing at Pacific Avenue.”* (Action 1.2.4, SDSP, p. 59)
- *“..... Puyallup Avenue is a prime target for conversion [from a multi-lane, high-speed, motor-vehicle dominated street that is a hostile place for pedestrians and cyclists] to a pedestrian friendly, multi-modal street. .... The City is currently developing a design that would convert the street to two travel lanes, adding bike facilities, curb bulbs, and widened sidewalks, all in accordance with Complete Streets principles, as illustrated in the rendering in Figure 9-18. [Attached] This reconfiguration will transform Puyallup Avenue into a powerful placemaking element, creating a near-term redevelopment catalyst for the Dome District. .... The reconfiguration of Puyallup Avenue ..... should be modeled after Pacific Avenue, which includes transit elements that support pedestrian and cycling activities.”* (Complete Streets Projects, SDSP, p. 160)



FIG. 9-18 A before-and-after visualization of pedestrian and multimodal enhancements on Puyallup Avenue.

These adopted policies clearly call for the corridor design, particularly the portion through the core of the Dome District, in addition to adding facilities to support better bike and transit access, to serve as a powerful placemaking feature to help catalyze the transformation of the area into a pedestrian-friendly, transit-oriented, mixed-use, commercial district.

**3. Traffic Calming** – As highlighted in the SDSP, one of the most significant challenges for this corridor is to accommodate traffic while reducing speeds. Considering the current proposed pavement width and quality of travel lanes, traffic calming features (bulbouts, narrower lanes, clear pedestrian crossings, varied pavement texture/patterns, trees, street parking, medians, etc.) will be a critical part of the design. Textured intersections, such as First Avenue and Pike Street in Seattle, are an effective tool for making drivers aware they are in a pedestrian-oriented area and need to slow down.

**4. Pedestrian Amenities and Protection** – Sidewalks are a key attribute to placemaking in a TOD district. Sidewalks in the TOD core need to be as wide as possible. Bulbouts will also be important to reducing the length of crosswalks along this wide street. Many of the other features outlined here, such as narrower lanes, textured and/or colored pavement, trees, street parking will help to slow traffic, buffer the sidewalk, and create a more pedestrian-friendly environment.

5. **Protected Bicycle Facilities** – In its letter to Sound Transit on November 19, 2020, the BPTAG urged Sound Transit to “*add protected, connected bike facilities*” to the Puyallup Avenue and Portland Avenue corridors within the service area of the TDLE project. The BPTAG’s recommendation is consistent with that of the Transportation Commission: “**Recommendation TC3:** *A bidirectional protected bicycle facility along the entire length of Puyallup Avenue*”, as indicated in its letter of comments on the Project, dated September 26, 2017.

We concur with the BPTAG and the Transportation Commission. Recognizing the potential for Puyallup Avenue to serve as a key connection for bicyclists between the Downtown Core and the Eastside, as well as the two planned TDLE stations and the planned BRT near this corridor and the potential future regional trail network that extends in multiple directions, protected bike facilities are needed and critical.

6. **Street Trees** – Generous street-tree planting needs to be incorporated (this is consistent with the City’s goal of a minimum 35% tree canopy city-wide) along both sides of Puyallup Avenue to help “soften” the appearance of this wide corridor, to help reduce street noise, absorb air pollutants, slow traffic and enhance pedestrian feel, as well as help reduce surface water runoff. Consideration should be given to planting columnar shaped trees to reduce maintenance as well as view blockage of adjacent retail/commercial businesses.
7. **Parking** – To the extent possible, on-street parking should be provided on both sides of Puyallup Avenue. The design should ensure no net loss of on-street parking, particularly within the core of the TOD district. In addition, where feasible, additional on-street parking within the core should be provided, such as by incorporating angled parking on side streets. Street parking plays multiple important functions in supporting a vibrant, pedestrian-oriented mixed-use district. Not only does it provide convenient customer access to street-front commercial uses, but it helps to slow traffic, enhance pedestrian protection, and provide flexible space for features like parklets, rideshare locations, and loading spaces. At least for the foreseeable future a lack of adequate amount of suitably located on-street parking would likely undermine the value of those built or planned TOD projects that are intended to utilize and maximize the TDLE and the BRT investments.

That said, we do acknowledge that the Transportation Commission, in its letter of comments of 2017, recommended against on-street parking, with this statement: “**Recommendation TC2:** *Remove on-street parking between Pacific and Portland Avenues to allow for safer and more effective and efficient pedestrian, bicycle and transit LOS, and relocate, when applicable, to side streets.*” However, we believe that on-street parking is critical to achieving the community’s vision for this district for the foreseeable future and support the goal of no net loss on Puyallup Avenue. We also recognize that achieving this goal of no net loss of on-street parking along the core segment of Puyallup Avenue may necessitate other facilities to be narrower than preferred, including bike facilities, and travel lanes.



## Tacoma Transportation Commission

Puyallup Avenue Project

January 15, 2021

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- 8. Vehicular Traffic** – With respect to accommodating transit, HOVs, SOVs and freight movement, we generally concur with the Transportation Commission’s previous assessments and recommendations as expressed in its letter of 2017, with one exception: instead of transit/HOV lanes on both sides of the corridor, we believe an eastbound transit/HOV would be sufficient to accommodate the existing and anticipated traffic and allow the incorporation of other desired elements of the cross-section design. Our understanding is that this is consistent with the projections and requests of both Pierce Transit and Sound Transit.
- 9. Cross-Section Design with Segment-Specific Considerations** – In its letter of comments of 2017, the Transportation Commission reviewed and commented on the Project from the perspective of the entire corridor. While there are certainly components that need to extend the entire length of the corridor and design treatments that should help create a consistent pattern along the whole length, we believe it is not appropriate to apply a single design concept or philosophy to a corridor like this. This corridor clearly travels through at least the following three distinct character areas, each with a different current development pattern and development vision: (1) Neighborhood District – Pacific Ave. to E. D St., (2) TOD District – E. C St. to E. G St., and (3) Industrial District – E. G St. to Portland Ave.

The design must respect and respond to the unique characters of these segments if it is to fully support each of them as well as the overall corridor function. We recommend specific considerations for each segment, as listed below. While the same list of considerations is currently recommended for Segments 1 and 2, location-specific adjustments may be applied during the design phase.

### **Segment 1: Neighborhood District – Pacific Ave. to E. D St., and**

### **Segment 2: TOD District – E. C St. to E. G St.**

- 1-2 westbound lanes of traffic
- 1 eastbound HOV/transit lane (as required along the entire route for grant funding)
- 1 eastbound general traffic lane
- 1 center turn lane
- Bike lanes or cycle track
- Maximize parking by:
  - a) Maintaining curb-side parking both sides particularly adjacent to the HOV/transit lane consistent with the goal of no net loss of on-street parking on Puyallup Ave.
  - b) Added angle parking along side streets (E. A, E. C and E. E streets)
- Sidewalks w/ walkable, pedestrian friendly-amenity zones
- Protective street-edge landscaping / street-tree buffer with tree grates to expand the usable area of the sidewalk
- Pedestrian safety features, like pedestrian-scale lighting, and other CPTED design features
- Use of traffic calming methods/devices such as narrower lanes in these districts, colored / stamped concrete pavement at intersections, bulb-outs at intersections
- Features to facilitate ease of crossing and direct access to transit
- Consider TDLE improvements/connections in relation to Puyallup Avenue design
- Consider (Stream) BRT routes in relation to Puyallup Avenue design
- Long term – Develop recommendations regarding use and timing of HOV/transit lane

## Tacoma Transportation Commission

Puyallup Avenue Project

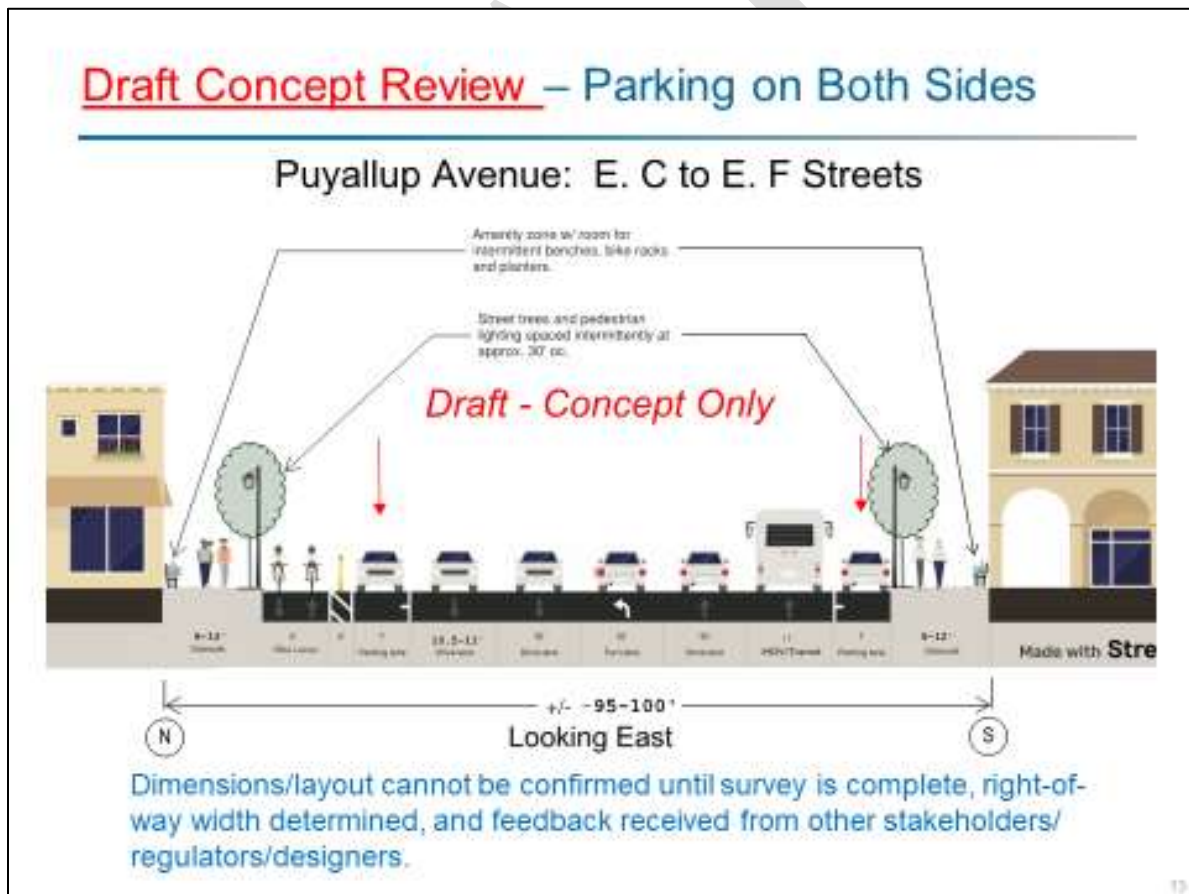
January 15, 2021

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### Segment 3: Industrial District – E. G St. to Portland Ave.

- SAME AS ABOVE, plus the following:
- Treat this Segment as the Gateway to Tacoma from the east (Action 3.5.3, SDSP, p. 64)
- Maintain parking where possible, although it is less critical along this segment due to the industrial character
- Incorporate improvements for improved freight access, such as wider lanes
- Improved sidewalks and signage
- Consider bicycle connections to destinations beyond Portland Avenue (Eastside neighborhoods and regional trails)
- Protective street-edge landscape / street-tree buffer
- Pedestrian safety (lighting, CPTED)

A possible, optimal cross-section design for Puyallup Avenue through the TOD District core is illustrated in the following diagram. Preliminary analysis indicates that such a design option can be achieved and represents our preference and recommendation at this time. We acknowledge that there may be potential adjustments, tradeoffs, and compromises that need to be considered and accommodated during the more detailed design phase of the Project.



**Tacoma Transportation Commission**

Puyallup Avenue Project

January 15, 2021

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The Puyallup Avenue Transit/Complete Street Improvement Project along with the TDLE and the BRT projects are integral components of the multimodal transportation network serving residents and visitors and promoting TOD in the greater South Downtown Tacoma area. It is in the best interest of the City to secure the \$2.1 million grant funds for the design phase of the Project now, and build a solid foundation for securing additional grant funds over the long run for the continued development of the full scope of the Project.

Based on our current understanding of the PSRC grant, the associated design obligations, and the preliminary design work we have seen, we believe that there are likely design solutions that can meet most stakeholder's needs. We are excited to move forward with the Project and to be an active part of the ongoing design process.

The City Council's Resolution No. 40303 that established the TODAG states that "proposals by the TODAG will be forwarded to and reviewed by the City's Transportation Commission, for concurrence with adopted transportation and land use plans and policies." We are hereby forwarding to the Transportation Commission our support for the Project's grant acceptance and our recommendations on supplemental design principles, criteria and considerations. We understand the Commission will forward our recommendations to both the City Council and the PSRC, as appropriate. We also request that the PSRC, upon approval of the grant for the Project, allows flexibility through the design phase to incorporate our recommendations into the Project's scope of work.

If you have any questions about this recommendation, please contact TODAG's staff liaison, Brian Boudet, Planning Manager, Planning and Development Services Department, at (253) 573-2389 or [bboudet@cityoftacoma.org](mailto:bboudet@cityoftacoma.org).

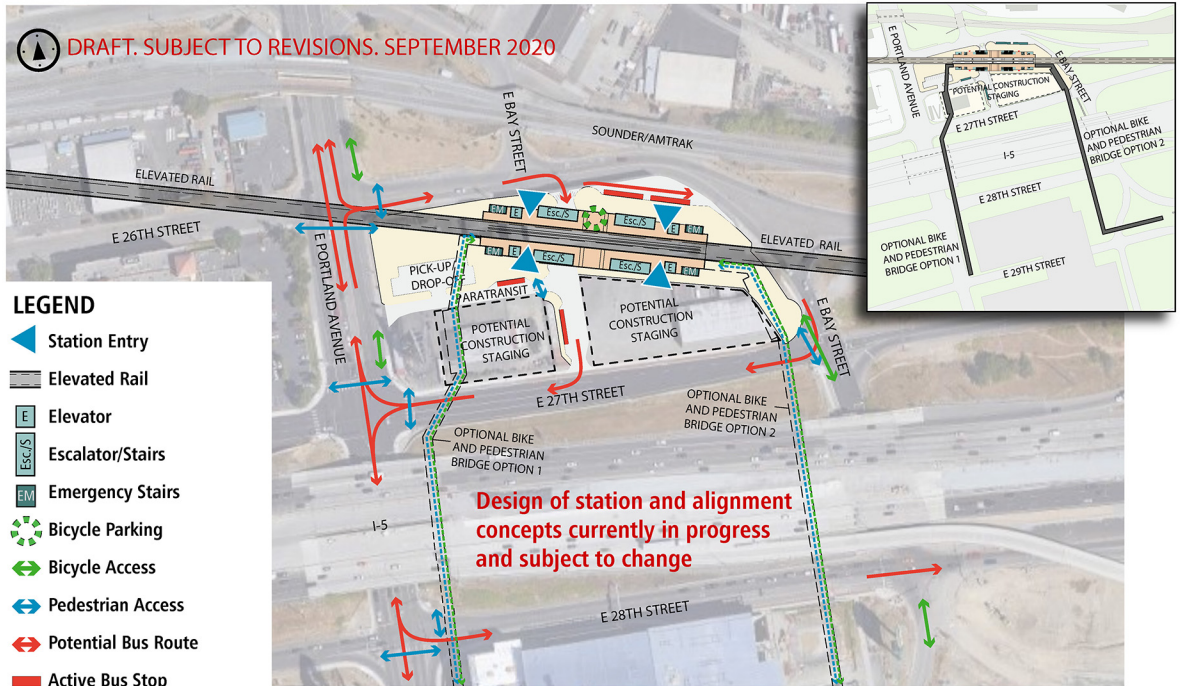
Respectfully,

**Imad H. Bahbah**, RA, SARA  
Chair

- c. Donald Erickson, Vice-Chair, TODAG  
Kurtis Kingsolver, Director, Public Works Department  
Mark R. D'Andrea, Project Manager, Public Works Department  
Brian Boudet, Planning Manager, Planning and Development Services Department



DRAFT. SUBJECT TO REVISIONS. SEPTEMBER 2020



### LEGEND

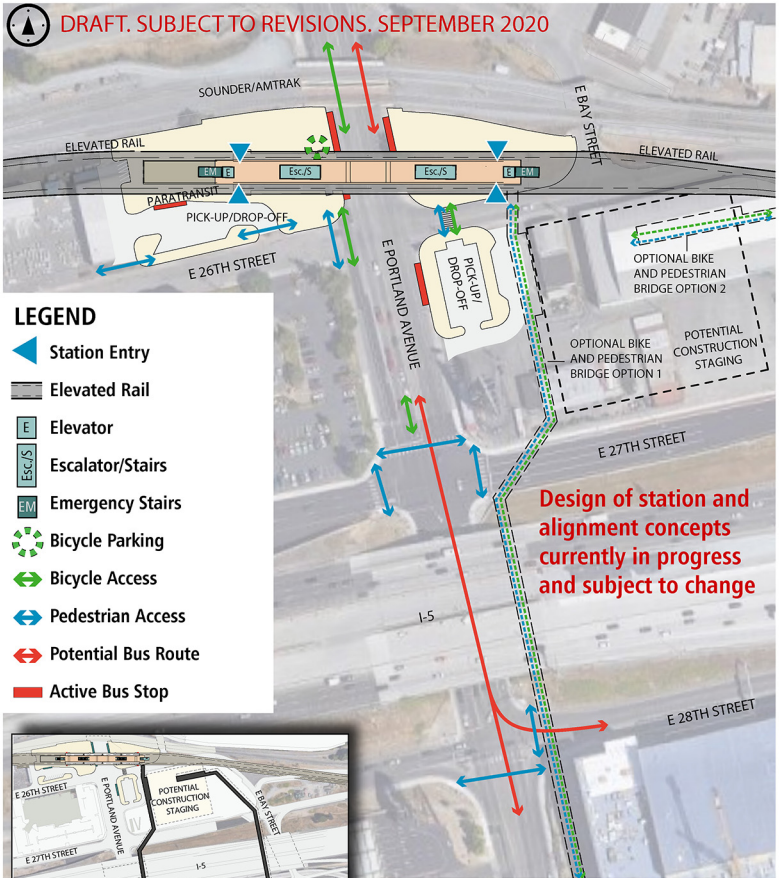
-  Station Entry
-  Elevated Rail
-  Elevator
-  Escalator/Stairs
-  Emergency Stairs
-  Bicycle Parking
-  Bicycle Access
-  Pedestrian Access
-  Potential Bus Route
-  Active Bus Stop

**Design of station and alignment concepts currently in progress and subject to change**

## TACOMA PORTLAND AVENUE STATION DESIGN CONCEPT AND CIRCULATION



DRAFT. SUBJECT TO REVISIONS. SEPTEMBER 2020



### LEGEND

- Station Entry
- Elevated Rail
- Elevator
- Escalator/Stairs
- Emergency Stairs
- Bicycle Parking
- Bicycle Access
- Pedestrian Access
- Potential Bus Route
- Active Bus Stop



## TACOMA PORTLAND AVENUE SPAN STATION OPTION DESIGN CONCEPT AND CIRCULATION



# Portland Avenue: Ped/Bike Bridge Options

## Portland Avenue Station



## Portland Avenue Span Station Option



## TACOMA CENTRAL LINK EXTENSION

### STATION LOCATION AND DESIGN REVIEW CRITERIA/PRINCIPLES

Sound Transit is seeking input on the 6 preliminary station locations and design concepts as presented as part of the Draft EIS process. The TODAG is asked to consider Sound Transit's proposed Guiding Principles as well as the Design Principles presented and provide input on the preliminary designs. The TODAG input is NOT intended compare the 6 alternatives at this time (that will happen later in the process), but rather provide input on each alternative presented, taking into consideration how the preliminary, high-level station and track alignments may be adjusted (basic layout, location, station components, and access features), if at all, to better address the Design Principles below.

#### Multi Modal Connectivity

- Does the option enable *multiple modal connections* in close proximity to the station location?
- Does the option provide *direct and safe connections* between the station and Sounder, Tacoma Link, city bus, Amtrak Station and others?
- Does the option provide for *legible wayfinding and navigation*?
- Does the option optimize *pedestrian and bike safety / security*?
- Does the option help improve traffic management (access to parking, Amtrak Station, Tacoma Link, businesses, residential uses, and Dome entertainment activities)?

#### Economic Development Opportunities

- Is the station located in a way to *stimulate development / redevelopment* opportunities?
- Does the option provide for opportunities to support *new mix-use, affordable housing and/or civic spaces* adjacent to the station site?
- Will the station location help promote *employment* opportunities in the area?

#### Placemaking / Urban Form

- Does the option provide for a unique *placemaking experience*?
- Does the station provide for a potential *iconic architectural response* (if desired)?
- Does the option enhance the *District neighborhood* identity?
- Does the option provide for a *signature amenity space or other public spaces*?

#### Social + Cultural

- Does the option support local *culturally sensitive / significant resources* (building structures)?
- Does the option provide for *street level activation*?
- Does the option provide opportunities for future *public art* enhancements?

#### Community Benefit

- Is the option consist with the District's *vision and character* objectives?
- Does the option support *local retail businesses* at and around the station location?
- Does the option provide opportunities for future *programmed events*?  
(Farmers markets, Dome events)

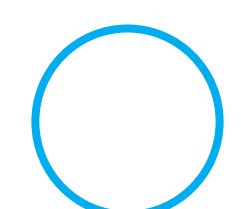


# ST CENTRAL LINK EXTENSION | CONCEPTUAL STATION/ LOCATION INPUT

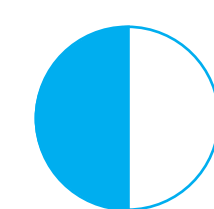
## CITY OF TACOMA TODAY (DEC 16, 2019)

### DESIGN PRINCIPLES

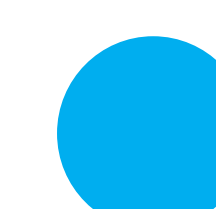
	MULTI-MODAL CONNECTIVITY	ECONOMIC DEVELOPMENT	PLACEMAKING + URBAN FORM	SOCIAL + CULTURAL	COMMUNITY BENEFIT
<b>STATION LOCATION OPTION</b>	THINK ABOUT... <ul style="list-style-type: none"> <li>• Integrated multi-modal design</li> <li>• Multi-modal transfers</li> <li>• Pedestrian + bike access</li> <li>• Safety + security</li> <li>• Legibility, wayfinding + navigation</li> <li>• Traffic management                             <ul style="list-style-type: none"> <li>- Access to parking, Amtrak Station, Tacoma Links and Dome entertainment events</li> </ul> </li> </ul>	THINK ABOUT... <ul style="list-style-type: none"> <li>• Development / redevelopment opportunities adjacent to station locations                             <ul style="list-style-type: none"> <li>- ST surplus properties</li> <li>- Adjacent private development parcels</li> </ul> </li> <li>• Future infill development types                             <ul style="list-style-type: none"> <li>- Mix of uses, housing</li> </ul> </li> <li>• Employment opportunities</li> </ul>	THINK ABOUT... <ul style="list-style-type: none"> <li>• Placemaking experiences                             <ul style="list-style-type: none"> <li>- Streets, civic spaces</li> </ul> </li> <li>• Iconic architectural response (station design)</li> <li>• District / neighborhood identity</li> <li>• Signature amenity space or other public spaces                             <ul style="list-style-type: none"> <li>- Portland Ave. and Dome District station</li> </ul> </li> </ul>	THINK ABOUT... <ul style="list-style-type: none"> <li>• Culturally sensitive resources                             <ul style="list-style-type: none"> <li>- Historic structures</li> </ul> </li> <li>• Street level activation</li> <li>• Puyallup Tribe Trust Lands</li> <li>• Public art opportunities</li> </ul>	THINK ABOUT... <ul style="list-style-type: none"> <li>• Dome District vision / character</li> <li>• Affordable housing</li> <li>• Local retail / small businesses</li> <li>• Civic space</li> <li>• Programmed community events                             <ul style="list-style-type: none"> <li>- Street fairs / farmers market</li> </ul> </li> </ul>
A. PORTLAND AVE. OPTION A					
B. PORTLAND AVE. OPTION B					
1. TACOMA DOME 25TH - WEST					
2. TACOMA DOME 25TH - EAST					
3. TACOMA DOME 26TH STREET					
4. TACOMA DOME CLOSER TO SOUNDER					



STATION CONCEPT FALLS SHORT OF EXPECTATIONS



STATION CONCEPT MEETS EXPECTATIONS



STATION CONCEPT EXCEEDS EXPECTATIONS

# ST CENTRAL LINK EXTENSION I CONCEPTUAL STATION/ LOCATION INPUT

CITY OF TACOMA TODAY (DEC 16, 2019)

**NOTES:**                      **DESIGN PRINCIPLE**

STATION OPTION	MULTI-MODAL CONNECTIVITY	ECONOMIC DEVELOPMENT	PLACEMAKING + URBAN FORM	SOCIAL + CULTURAL	COMMUNITY BENEFIT
A. PORTLAND AVE. OPTION A					
B. PORTLAND AVE. OPTION B					
1. TACOMA DOME 25TH - WEST					
2. TACOMA DOME 25TH - EAST					
3. TACOMA DOME 26TH STREET					
4. TACOMA DOME CLOSER TO SOUNDER					

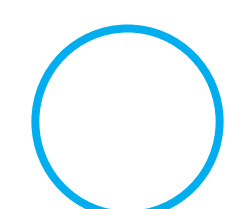
# ST CENTRAL LINK EXTENSION | CONCEPTUAL STATION/ LOCATION INPUT

## CITY OF TACOMA TODAY (DEC 16, 2019)

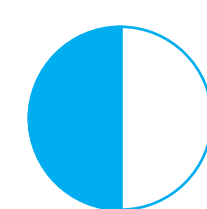
### DESIGN PRINCIPLES

	MULTI-MODAL CONNECTIVITY	ECONOMIC DEVELOPMENT	PLACEMAKING + URBAN FORM	SOCIAL + CULTURAL	COMMUNITY BENEFIT
<b>STATION LOCATION OPTION</b> THINK ABOUT... <ul style="list-style-type: none"> <li>• Integrated multi-modal design</li> <li>• Multi-modal transfers</li> <li>• Pedestrian + bike access</li> <li>• Safety + security</li> <li>• Legibility, wayfinding + navigation</li> <li>• Traffic management                             <ul style="list-style-type: none"> <li>- Access to parking, Amtrak Station, Tacoma Links and Dome entertainment events</li> </ul> </li> </ul>	THINK ABOUT... <ul style="list-style-type: none"> <li>• Development / redevelopment opportunities adjacent to station locations                             <ul style="list-style-type: none"> <li>- ST surplus properties</li> <li>- Adjacent private development parcels</li> </ul> </li> <li>• Future infill development types                             <ul style="list-style-type: none"> <li>- Mix of uses, housing</li> </ul> </li> <li>• Employment opportunities</li> </ul>	THINK ABOUT... <ul style="list-style-type: none"> <li>• Placemaking experiences                             <ul style="list-style-type: none"> <li>- Streets, civic spaces</li> </ul> </li> <li>• Iconic architectural response (station design)</li> <li>• District / neighborhood identity</li> <li>• Signature amenity space or other public spaces                             <ul style="list-style-type: none"> <li>(Portland Ave. and Dome District station)</li> </ul> </li> </ul>	THINK ABOUT... <ul style="list-style-type: none"> <li>• Culturally sensitive resources                             <ul style="list-style-type: none"> <li>- Historic structures</li> </ul> </li> <li>• Street level activation</li> <li>• Puyallup Tribe Trust Lands</li> <li>• Public art opportunities</li> </ul>	THINK ABOUT... <ul style="list-style-type: none"> <li>• Dome District vision / character</li> <li>• Affordable housing</li> <li>• Local retail / small businesses</li> <li>• Civic space</li> <li>• Programmed events                             <ul style="list-style-type: none"> <li>- Street fairs / farmers market</li> </ul> </li> </ul>	
A. PORTLAND AVE. OPTION A					
B. PORTLAND AVE. OPTION B					
1. TACOMA DOME 25TH - WEST					
2. TACOMA DOME 25TH - EAST					
3. TACOMA DOME 26TH STREET					
4. TACOMA DOME CLOSER TO SOUNDER					

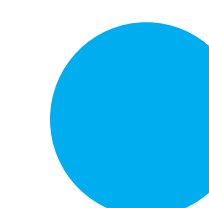
EXAMPLE



STATION CONCEPT FALLS SHORT OF EXPECTATIONS



STATION CONCEPT MEETS EXPECTATIONS



STATION CONCEPT EXCEEDS EXPECTATIONS

## Tacoma Dome Link Extension (TDLE) Segment Volumes

Table 1 summarizes estimates developed during Phase 1 (Alternative Analysis) of passenger volumes by segment along the TDLE corridor. The busiest segment along the extension would be between Federal Way Transit Center and South Federal Way. This pattern is indicative of travel patterns that exhibit a stronger orientation to the north in the AM and south in the PM (i.e., people traveling toward Federal Way and Seattle in the morning and returning in the evening). Service levels during the peak periods are assumed to be six minute headways and four cars per train. Assuming 35.5 percent of the peak period ridership occurs during the peak hour (per ST ridership forecasting practices), TDLE segment volumes suggest that there would be on average roughly 66 passengers per car along the peak load segment. This indicates that all passengers could be seated as current seat capacity for each light rail car is 74 seats.

Table 1. TDLE Segment Volumes (2042)

Segment	Daily	
	Northbound	Southbound
Federal Way Transit Center – South Federal Way	12,730	12,730
South Federal Way – Fife	11,930	11,930
Fife – East Tacoma	11,240	11,240
East Tacoma – Tacoma Dome	10,530	10,530

Source: Sound Transit Incremental Ridership Model, Base Forecast Scenario, 2018.

## TDLE Station Boardings

Table 2 summarizes estimates developed during Phase 1 (Alternative Analysis) of TDLE boardings by station. As the southernmost station of the line, Tacoma Dome is forecasted to have the most daily boardings along the extension at roughly 10,370. Fife would draw over 2,000 daily boardings, South Federal Way would have roughly 1,400 daily boardings, and East Tacoma would have nearly 900 daily boardings. For comparison, Tacoma Dome’s projected boardings are similar to 2018 weekday boardings at the University of Washington station and Fife’s projected boardings are similar to an average weekday at the Stadium and SODO stations. Projected boardings at South Federal Way and East Tacoma are lower than any existing Link station’s current weekday boardings.<sup>1</sup>

<sup>1</sup> Sound Transit 2019 Service Implementation Plan, p. 57.

Table 2. TDLE Boardings by Station (2042)

Station	Daily	
	NB	SB
South Federal Way	1,100	330
Fife	1,400	630
East Tacoma	830	60
Tacoma Dome	10,370	-
<b>Total</b>	<b>13,700</b>	<b>1,020</b>

Source: Sound Transit Incremental Ridership Model, Base Forecast Scenario, 2018.

## Previous Link Ridership Estimates

In 2018 we developed a 2019 Link estimate for 88,000 average weekday riders. The actual 2019 ridership was 79,800. The estimate was 10% high.

The overestimate was due to two primary factors:

- We assumed ridership gains due to the 2016 opening of University Link Extension would continue maturing at a rate higher than what actually happened.
- With the removal of buses from the Downtown Seattle Transit Tunnel, we assumed more riders would switch to Link (due to the faster speeds and higher reliability) than what actually happened.

For TDLE estimates, those are based on a number of assumptions about the future. We do our best to make reasonable estimates based on the assumptions.

For the initial segment, the 2011 estimate developed around 2002 was 37,800 average weekday boardings and 11.5 million annual boardings. The actual ridership in 2011 was 23,400 and 7.8 million annual boardings.

The overestimate was 62% for average weekday boardings and 47% for annual boardings.

The overestimate was due to three primary factors:

- The region was in a severe recession in 2011 that was not anticipated when the estimate was developed.
- Ridership on the new light rail line that opened in 2009 was not yet mature in 2011. For several years beyond 2011 ridership on the line continued growing at a much higher rate than ridership in the rest of the region. The estimate developed in 2002 assumed ridership would be fully mature in 2011.



- In 2011 buses in the Downtown Seattle Transit Tunnel (DSTT) were free, whereas Link required a fare. This encouraged more people to use buses instead of Link for trips in the DSTT. This fare difference was not anticipated when the estimate was developed.

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Note:

The above information was provided by Sound Transit in December 2020. The following supplemental information was provided in January 2021 in response to City staff’s inquiry.

– Lihuang Wung, 1/18/21

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Hi Brian,

We are responding to your question:

*Also, assuming you don't have projections by access mode for our two stations, do you have any data from existing Sound Transit stations about what their real world experience has shown are the approximate percentages of riders by access mode? That could be reasonably useful/interesting to the group, especially if there are any existing stations that are somewhat similar in character to our two (similar type of location and access options).*

The Draft Environmental Impact Statement will contain projections by access mode for the TDLE Portland Avenue and Tacoma Dome stations. As you know we anticipate publication of the DEIS in early 2022. In the meanwhile, we have compiled the following information from data on the existing Sound Transit services at Tacoma Dome Station. (Note: the following information does not include Pierce Transit service.) This information should answer the question about existing ridership.

And for reference I also attached again the document Curvie provided to you in December.

I believe the document above along with the information below will be most helpful to the TOD Advisory Group prior to the release of the DEIS, but let me know if you have further questions.

**Tacoma Dome Station - Transit data for Sound Transit modes**

**RIDERSHIP - Average Weekday (2019)**

<b>ST Route/Service</b>	<b>Ons</b>	<b>Offs</b>
ST Express 574	444	442
ST Express 586	232	214
ST Express 590	1311	749
ST Express 594	408	556
Souder South	1238	1564
Tacoma Link	1090	995
<b>TOTAL</b>	<b>4723</b>	<b>4520</b>

Other bus routes serving Tacoma Dome Station (in 2019)

Pierce Transit: 13, 41, 42, 102, 400, 500, 501

Intercity Transit: 612



**ACCESS MODE - for all Sound Transit routes/services at Tacoma Dome (from 2018-19 survey)**

Dropped off	15%
Parked	56%
Bus transfer	14%
Bicycle	2%
Walk or wheelchair	13%

**For Tacoma Link only (inferred from the 2019 Tacoma Link Origin/Destination Study)**

- Approx. 16% of riders transfer to/from Sounder
- Approx. 10-16% of riders transfer from to/from a bus route (mostly from ST bus routes, but some from PT and IT routes)
- The remainder of riders either drive and park, get dropped off (including taxi, Uber, etc.), walk/wheelchair, bicycle, or use some other mode.

**Pierce Transit-provided public parking (from WSDOT Park-and-Ride Utilization Report, as of Q2 2019)**

2337 spaces  
88% utilization

## Pacific Avenue/SR 7 Bus Rapid Transit (BRT) Project

Located in Pierce County, Washington, the Pierce Transit Pacific Avenue/SR 7 project will connect downtown Tacoma, a designated Regional Growth Center, to the Spanaway Walmart SuperCenter. The 14-mile alignment will establish 30 new BRT stations, including a branded station at the multimodal Tacoma Dome Station. The Pierce Transit BRT project includes exclusive and semi-exclusive right-of-way along much of the corridor from S. 38th Avenue to Military Road, construction of 30 iconic stations, intersection and sidewalk improvements to increase access, and the purchase of 17 branded 60-foot articulated vehicles. The BRT corridor is currently served by Pierce Transit’s Route 1, which has the most ridership of any Pierce Transit route with approximately 3,500 boardings along just the BRT portion of the corridor each weekday. Implementing the BRT line will provide significant improvement in service quality relative to the existing Route 1, including transit travel time savings. The BRT will also include the following treatments and features in the corridor:

- Branded stations with:
  - Raised platforms for level, or near-level boarding
  - Off-board fare payment
  - Real-time bus arrival information
  - Improved waiting spaces, including weather protection and lighting
- Dedicated or semi-dedicated operating lanes for over 30 percent of the corridor
- Transit Signal Priority
- Branded BRT coaches

### Current and Future Year Ridership Estimates

At start-up, service will run at 10-minute frequencies during peak hours and at 15-minute frequencies during midday hours Monday thru Friday, with lesser frequencies during nights and weekends. Implementing the BRT project will have a positive effect on mobility and ridership, as indicated by ridership forecasts (Table 1, Table 2). Ridership is projected to serve 4,300 daily linked trips for Current Year (2017) estimates, growing more than 8,000 daily linked trips in the future year (2040).

As shown in Table 1, the Current Year (2017) estimates illustrate that the BRT line would serve approximately 3,600 riders if it were operated today, while the future year forecast estimates it would serve 7,000 daily riders in 22 years. Of these trips, 700 would be for new riders in the Current Year and 1,650 in the Future Year (2040).

**Table 1. Current and Future Year Ridership Estimates**

	Daily Trips-on-Project	Daily New Riders
Current Year (2017)*	3,600	700

Future Year (2040)	7,000	1,650
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\*If BRT were in service in 2017

Table 2 shows projected daily ridership estimates over 12 years, illustrating a 40% ridership increase between 2023 and 2035.

**Table 2. Projected Daily Ridership Estimates**

Year	Daily Ridership
2023	4,500
2025	4,800
2030	5,500
2035	6,300

### BRT Station Boardings

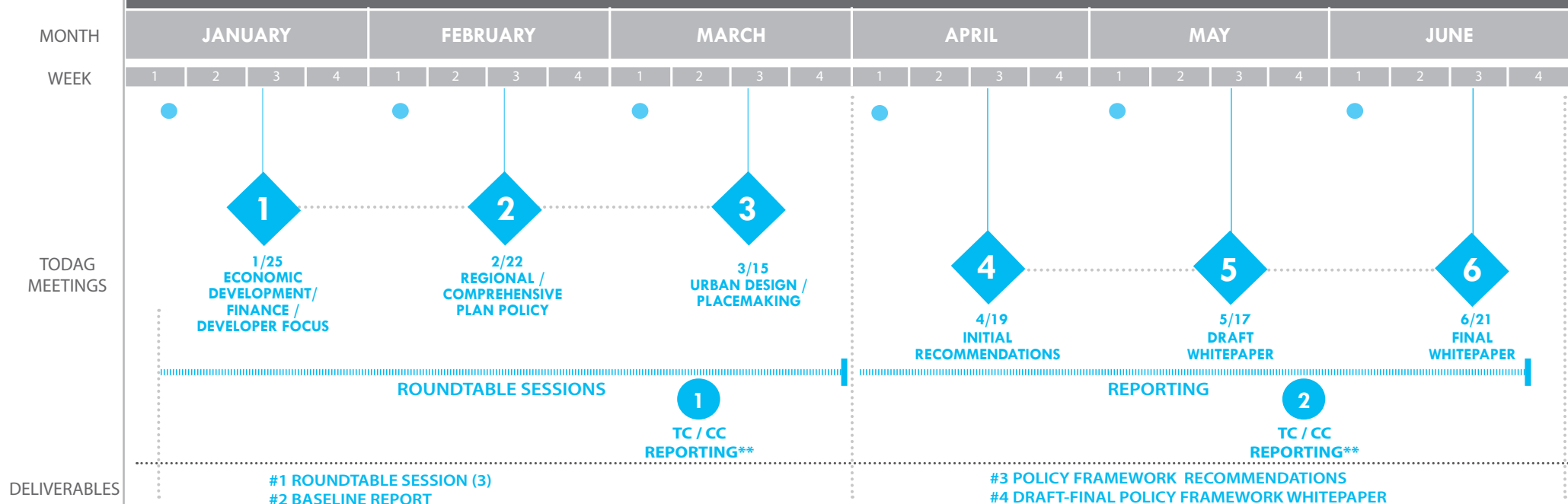
Table 3 depicts daily station on/off boarding estimates by volume for Future Year, with the highest volume of boardings at the Tacoma Dome Station (TDS). The BRT project includes a new direct transit connection to the Tacoma Dome Station, a critical regional transportation hub that generates a high level of transit ridership, which today can require one or even two transfers for riders within the corridor to reach. Additionally, the BRT line is more frequent than existing service in the corridor, leading to shorter overall transit travel times and increased willingness for transit trips to involve transfers to and from this BRT line.

**Table 3. BRT Boardings by Station (2040)**

Station	Daily	
	NB	SB
G/Puyallup (TDS)	95	2,109



# TODAG - TOD ROUNDTABLE SCHEDULE TACOMA, WA



-  TODAG REGULAR MTG.S / ROUNDTABLE WORKSHOPS
-  \*\* TRANSPORTATION COMMISSION / CITY COUNCIL SESSION - tbd
-  STAFF Prep Strategy Mtg.