



Agenda

Meeting No. 20: Regular Meeting (virtual)

Date/Time: Monday, September 20, 2021, 4:00 pm

Zoom Info: Link: www.zoom.us/j/85127377162
Dial-in: +1 253 215 8782
ID: 851 2737 7162

ITEM	LEAD	DURATION
Call to Order		
1. Review of Meeting Notes of July 19, 2021 (<i>Attachment 1</i>)		
2. Public Comment (Written comments only; e-mailed to planning@cityoftacoma.org , due by 2:00 p.m. of meeting day)	Chair Bahbah	5 min.
Discussion / Action Items		
1. Bus Rapid Transit (BRT) Update (<i>Attachment 2</i>): <ul style="list-style-type: none">BRT Stream Tacoma to SpanawayBRT Stream System Expansion Study	Tina Lee & Darin Stavish, Pierce Transit	30 min.
2. Debriefing of Comments on TODAG Progress Reports No. 2 and No. 3 (<i>Attachment 3</i>): <ul style="list-style-type: none">Transportation Commission (8/18/21 & 9/15/21)Planning Commission (9/1/21)	Jennifer Kammerzell Lihuang Wung	20 min.
3. TODAG's Next Steps (<i>Attachment 4</i>)	Chair Bahbah Vice-Chair Erickson	15 min.
Communication Items		
1. "Transformational Development: Breaking Down Barriers to TOD" PSRC Zoom Webinar and Walking Tours Friday, October 8, 2021, 8:45-12:00 & 1:30-3:30 To register, visit www.PSRC.org/TOD	Lihuang Wung	1 min.



2. Future Agenda Items (tentative):		
a. Tacoma Dome Link Extension		
b. Puyallup Avenue Design Project		
c. Bus Rapid Transit Project	Chair Bahbah	1 min.
d. Continued Review of ULI Report and Subarea Plans		
e. TOD Toolkit and TOD Applications Citywide		
<hr/>		
3. New Business / Closing Comments	Chair Bahbah	2 min.

Adjournment

Next Meeting:

- Monday, October 18, 2021, 4:00 p.m.

Attachments:

1. Meeting Notes of July 19, 2021
2. Bus Rapid Transit (BRT) Update:
 - BRT Stream Update PowerPoint Slides
 - BRT Stream System Expansion Fact Sheet and PowerPoint Sides
3. Progress Reports No. 2 and No. 3:
 - To review the reports, visit www.cityoftacoma.org/TODAdvisoryGroup and click on "Reports and Documents"
4. TODAG Next Steps – Discussion Outline

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

MEETING NO.: 19
MEETING DATE: July 19, 2021

Members Present: Vice Chair Don Erickson, Daren Crabill, David D’Aniello, Kerri Hill, Justin Leighton, Janice McNeal, Roberta Schur, Rick Semple, Laura Svancarek

Visitors: N/A

Staff Support: Brian Boudet (COT), Lihuang Wung (COT), Mary Crabtree (COT)

ITEM 01: CALL TO ORDER

Vice-Chair Don Erickson called the meeting to order at 4:07 p.m.

1. The meeting notes of the June 21, 2021, meeting were reviewed.
2. There was no public comment.

ITEM 02: DISCUSSION/ACTION ITEMS

1. Progress Report No. 2 – “Portland Avenue Station Area”

- (a) Lihuang Wung and Vice-Chair Erickson outlined the proposed edits of the draft Progress Report No. 2, including adding statements related to visibility, public safety, and safe crossing; and stated that this addition is intended to inform Sound Transit of TODAG’s current thought about the need for a pedestrian bicycle bridge over I-5, and is consistent with the City Council’s resolutions.
- (b) Brian Boudet stated that Sound Transit will be studying the necessity of a pedestrian bicycle overpass through the environmental impact statement process.
- (c) The group discussed the desired message regarding the pedestrian bicycle overpass and the enhancement of the underpass.
- (d) Mr. Wung further reviewed the proposed edits of the Conclusions and Recommendations, including adding statements related to a feasibility study and nonmotorized connectivity concerns.
- (e) Mr. Wung reviewed the cover letter.
- (f) *Daren Crabill moved to approve the cover letter and Progress Report No. 2, with suggested edits, and to forward to the Transportation Commission for their review. David D’Aniello seconded the motion. The motion passed unanimously.*

2. Progress Report No. 3 – “Tacoma TOD Toolkit”

- (a) Mr. Wung provided an overview of the draft cover letter for Progress Report No. 3.
- (b) *Vice-Chair Erickson moved to approve the Progress Report No. 3 cover letter. Roberta Schur seconded the motion. The motion passed unanimously.*

3. TODAG's Next Steps

- (a) Mr. Wung reviewed TODAG's upcoming schedule; topics that TODAG can review; Resolution No. 40303 – the resolution establishing TODAG; and four potential options for TODAG's next steps, noting mission accomplished, mission carried on, mission modified, and mission handed-over.

- (b) The group discussed TODAG's path moving forward, including the possibility of carrying on with meeting less frequently, getting membership clarification, and concerns about handing over the work and what will be in place to manage upcoming operations if TODAG sunsets.

ITEM 03: COMMUNICATION ITEMS

1. Future Agenda Items

- (a) The group agreed to cancel the August 16, 2021, TODAG meeting.

The meeting was adjourned at 5:36 p.m.



Pierce Transit
Stream

Transit-Oriented Development Advisory Group

September 20, 2021

Meeting Agenda

We'll be discussing the following:

- Pacific Avenue BRT Project Overview
- Project Funding
- Project Timeline
- Community Outreach
- Stream System Expansion Study
- Q&A



We're growing fast...



Pierce County's roads are becoming **overwhelmed by rapid population growth** - and we're projected to grow even more by 2040.

2040 Projections

COMMON GROWTH ESTIMATES INDICATE:



Population will
increase by 25%
(nearly 250,000)



Employment
opportunities will
likely grow by 85%



Per 1,000 people,
Washington averages
870 vehicles

That's a lot of extra traffic...

**A growing problem requires
an efficient, lasting solution.**



**That's where
BRT can
help out.**



Funded largely through
**federal grants, Sound Transit,
and WSDOT**, Pierce Transit's Bus
Rapid Transit service will be an efficient,
cost-effective solution to our growing traffic
problem, **bringing federal money back to
our communities.**

What is BRT?

Bus • Rapid • Transit *noun*



- 1 A new line of service from Pierce Transit
- 2 Will improve transit service along Pacific Avenue/State Route 7 between Downtown Tacoma and Spanaway
- 3 By 2040, will move 2.2 million riders per year

What is BRT?

It's effective.



1 BRT vehicle



can take up to 90 cars off the road

What is BRT?

It's efficient.

FUNDED BY GRANTS

With capital funds coming primarily from outside sources, other Pierce Transit services will be maintained, and will benefit from BRT.

SUPPORTS OUR BUSIEST CORRIDOR

Pacific Avenue/SR-7 is Pierce Transit's highest ridership corridor, with 3,400 average weekday boardings.

POSITIONED FOR MAXIMUM IMPACT

Approximately 55,000 residents live within a half-mile of the corridor & that number will increase by an estimated 25% by 2040.

And so much more



FREQUENT

Bus runs every
10-15 minutes



ACCESSIBLE

Larger buses allow for
better wheelchair access



CONNECTED

Key stops connect
Tacoma to Spanaway



FAST

Traffic signals will
prioritize BRT buses



EASY

Raised platforms & multiple
doors make boarding easy



RELIABLE

Bus trips supported
by real-time info

**More than just a traffic solution,
BRT helps enrich our community.**



Why BRT?

It strengthens our community.

- ✓ Supports the economic future of Pierce County
- ✓ Aligns with City of Tacoma's and Pierce County's long-term plans
- ✓ Assists growing transit demand

- ✓ Planned for construction along six recognized Opportunity Zones
- ✓ Congestion mitigation provides a competitive alternative

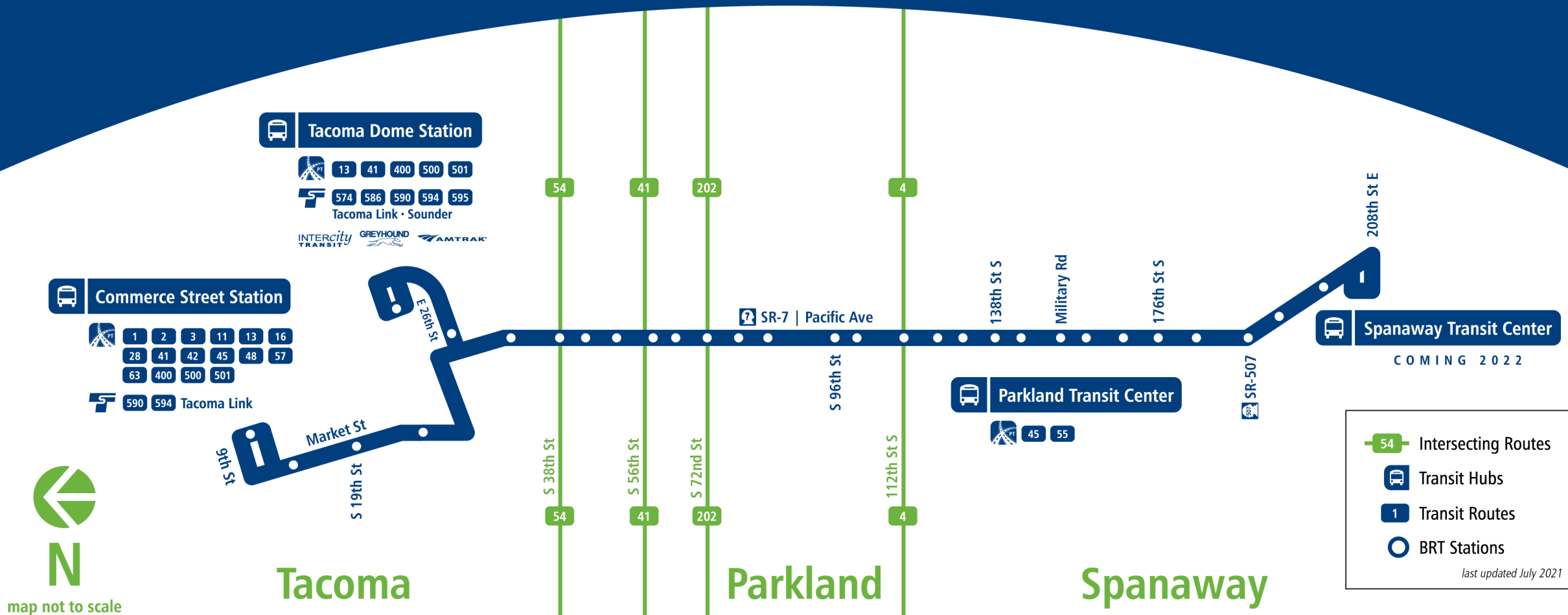
Why BRT?

It assists in our safety.

- ✓ Adds 7 signalized crosswalks for safer pedestrian crossings
- ✓ Enhances pedestrian safety with 22 refuge areas at median stations
- ✓ Creates 4 miles of restricted use lanes, which can be used by first responders in emergency situations, while preserving existing general purpose lanes
- ✓ Controls left turns at 21 intersections for improved traffic safety
- ✓ Installs 4 roundabouts for smoother traffic flow

BRT Route Overview

BUS RAPID TRANSIT FROM TACOMA TO SPANAWAY

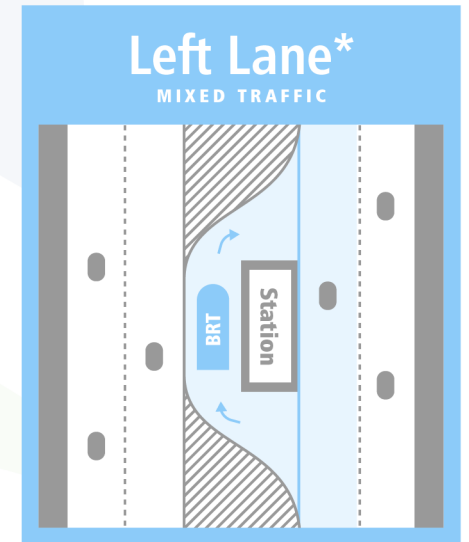
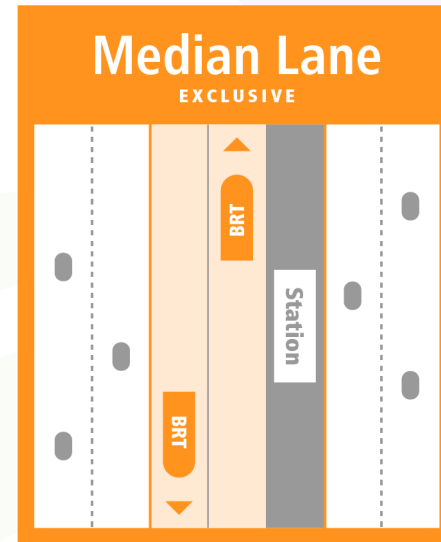
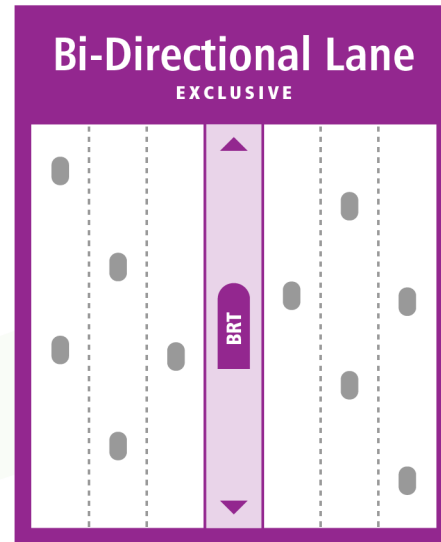
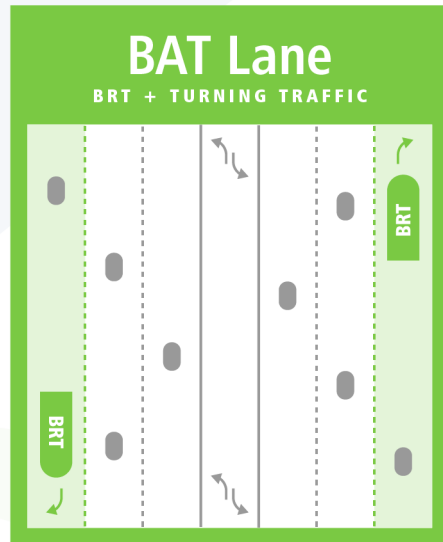
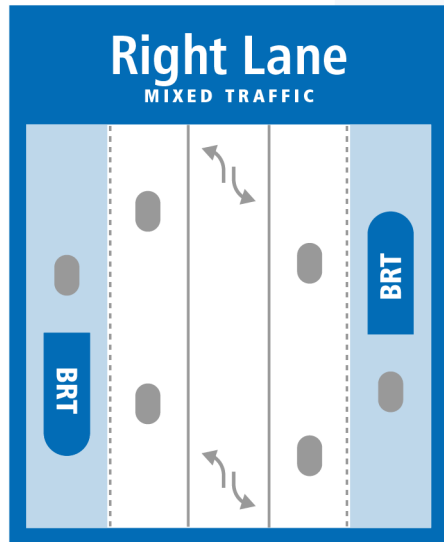


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map not to scale

BRT Lane Types

Lane types vary based on traffic priority & station location.



*BRT stations are to be accessed by BRT only

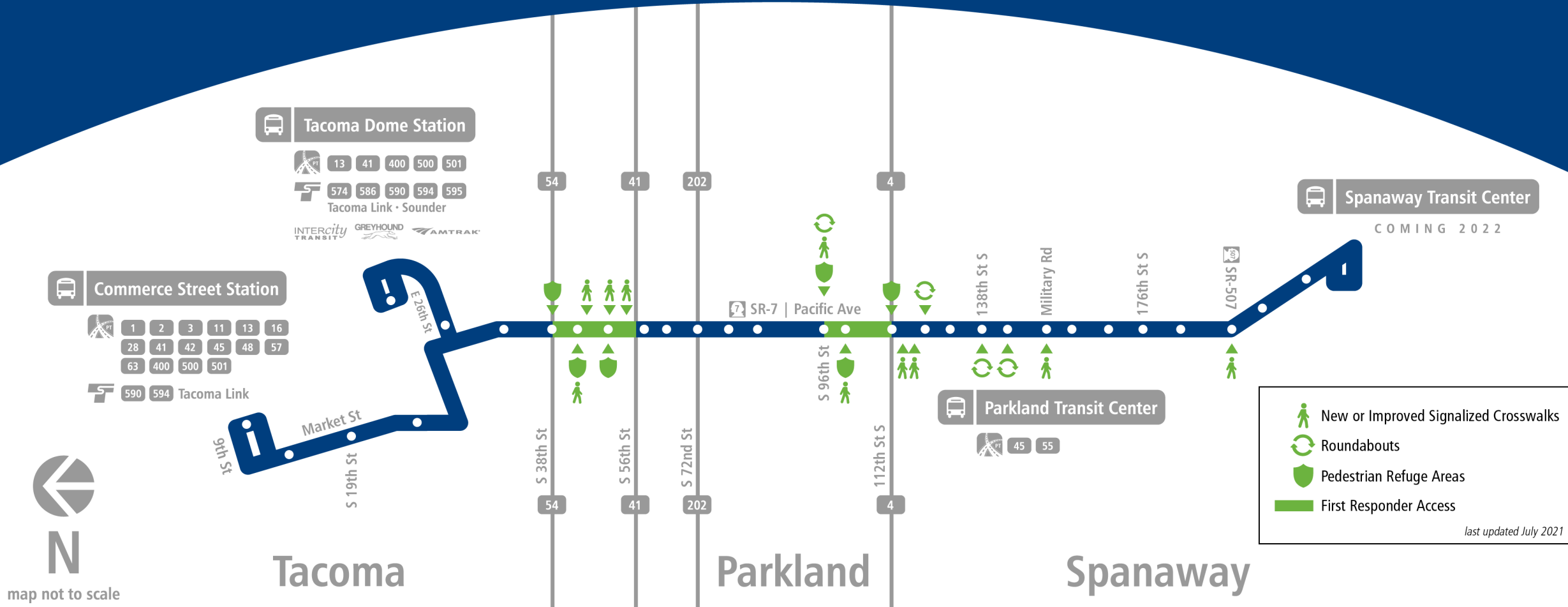
BRT Lanes Overview

BUS RAPID TRANSIT FROM TACOMA TO SPANAWAY



BRT Safety Improvements

BUS RAPID TRANSIT FROM TACOMA TO SPANAWAY



Updated Project Maps

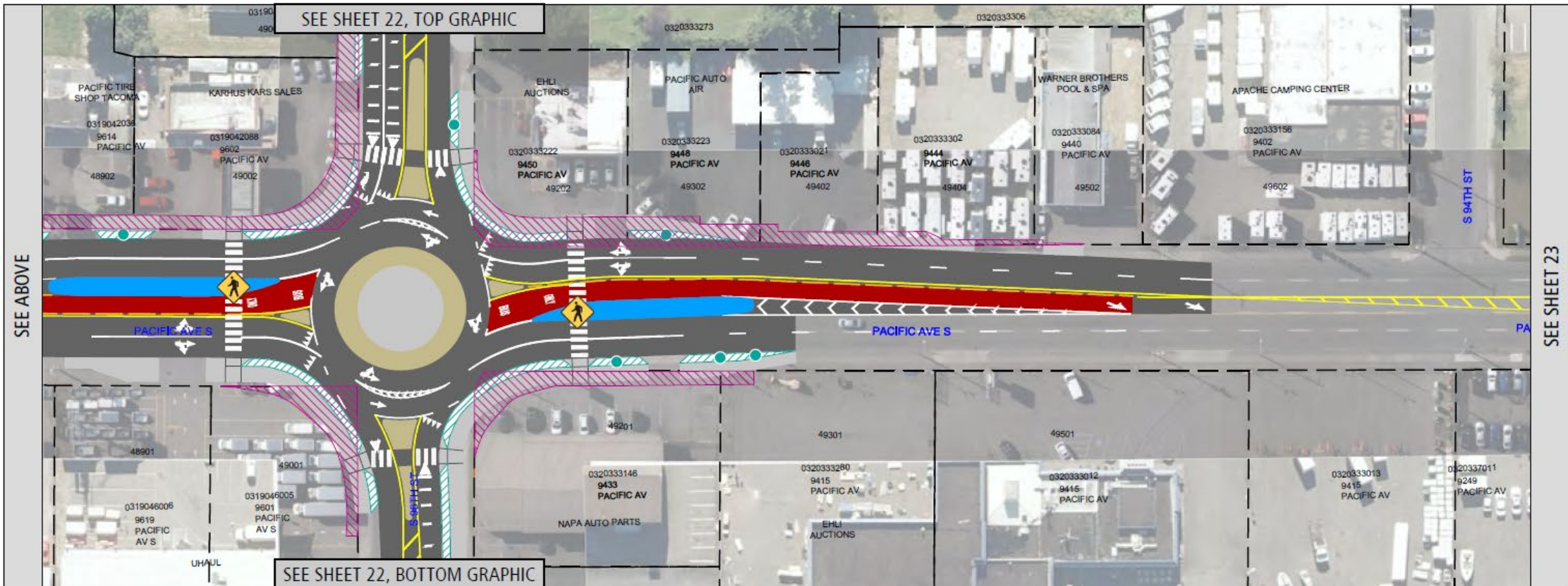
Key Changes:

- Curb Side Stations between 64th and 84th
- Roundabout at 96th
- Station Refinements

*Updated Design Development will be posted to
RideStream.org before the Sept 23 Open House.*

96th St. Roundabout

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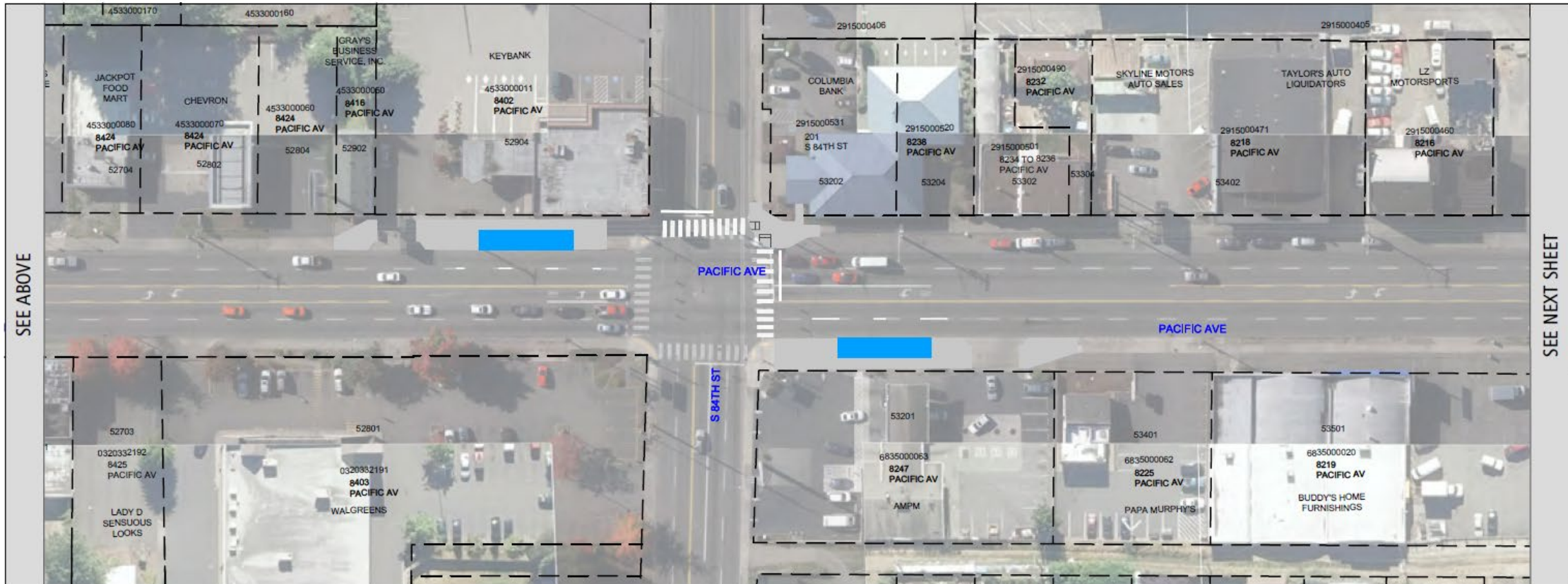


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Jurisdiction: City of Tacoma

S. 84th Street

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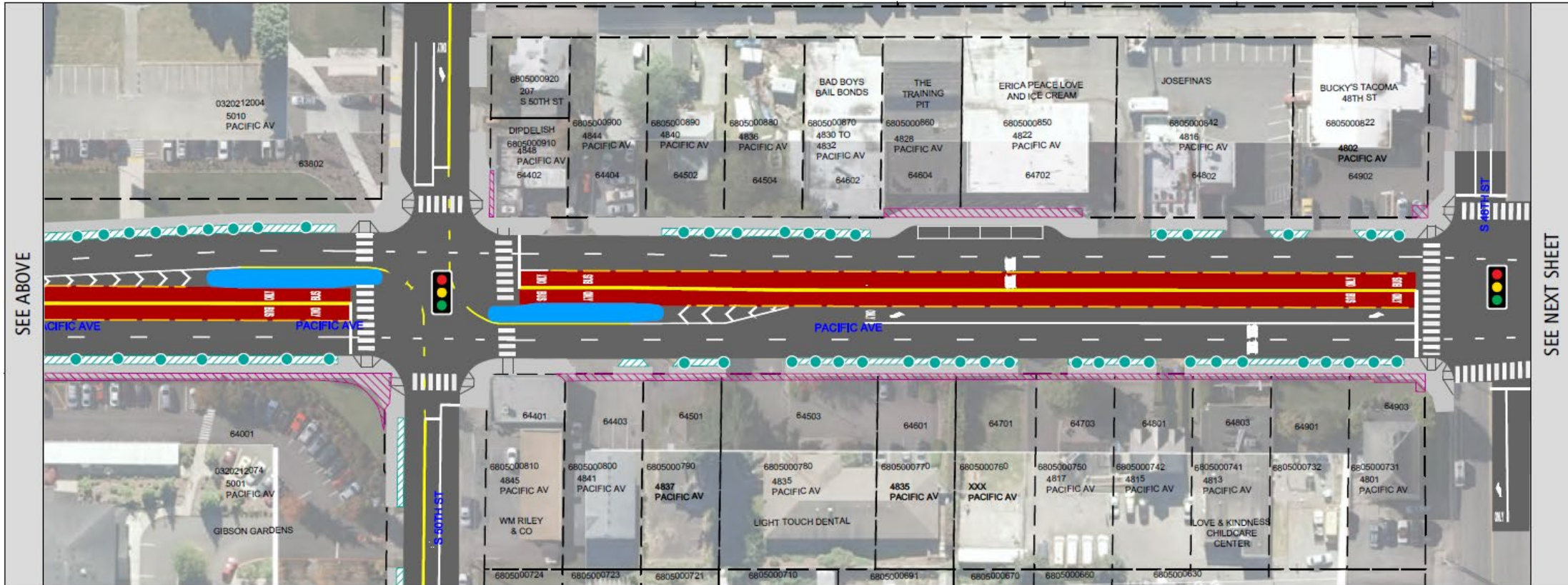


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S. 50th Street

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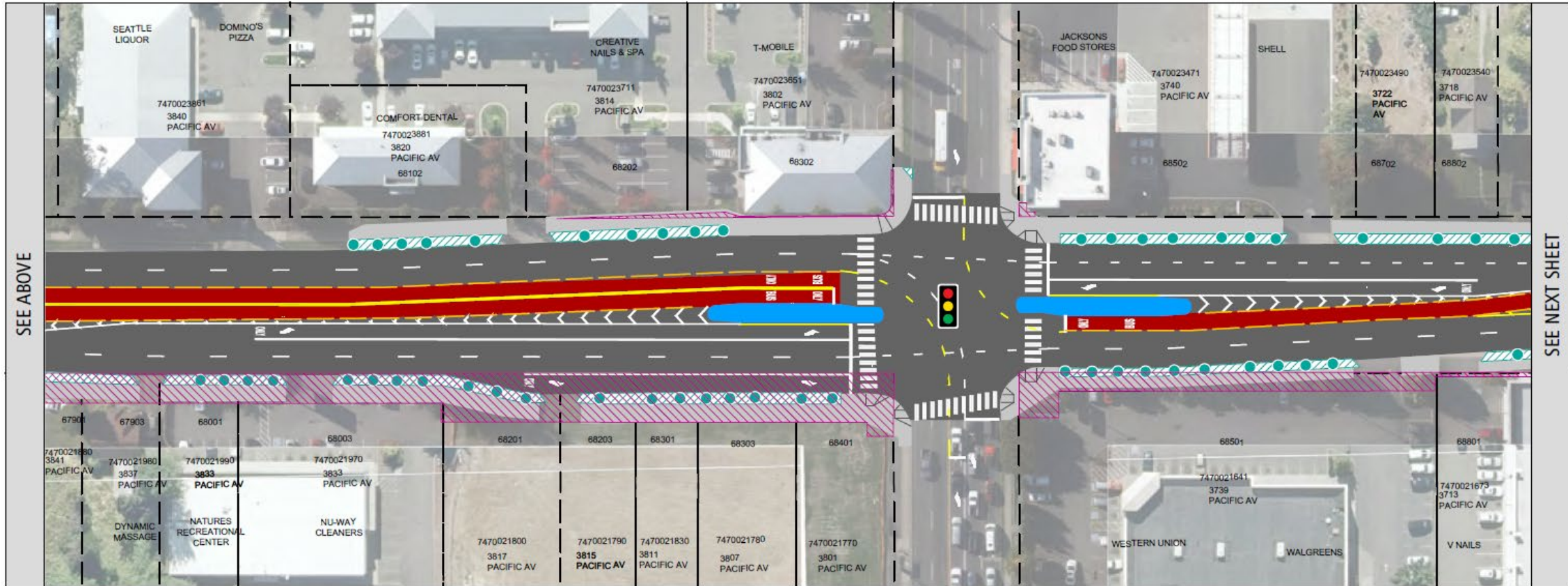


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S. 38th Street

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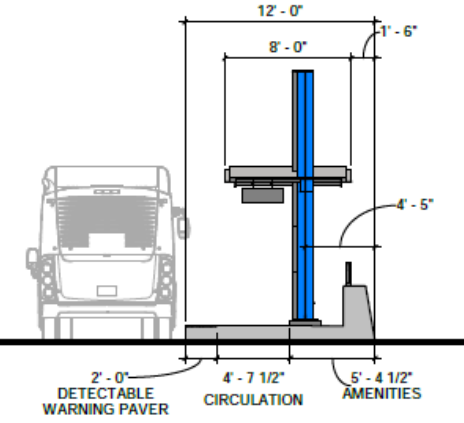
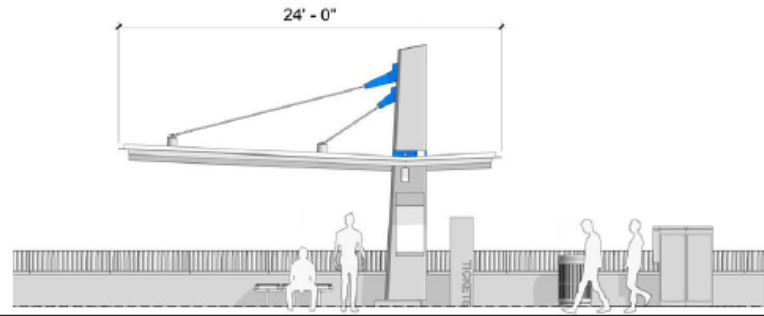
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Stations will feature

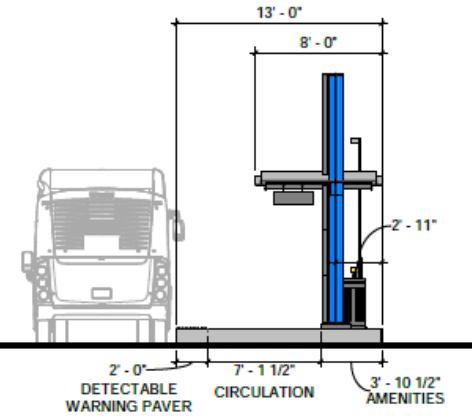
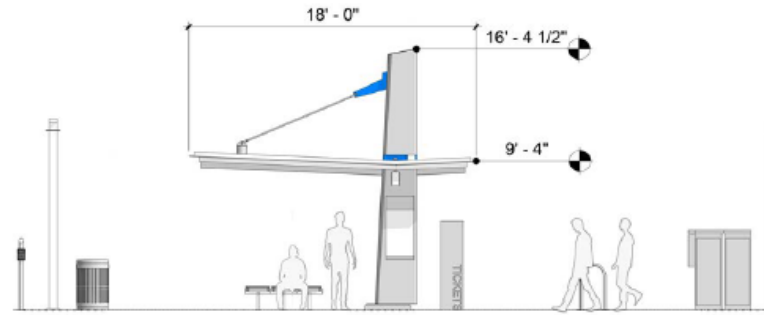
- ORCA Card readers
- Real-time bus tracker
- Protection from weather
- Ticket vending machines
- Parking for bikes and e-scooters
- Platforms spanning entire length of bus
- Raised platforms for improved accessibility



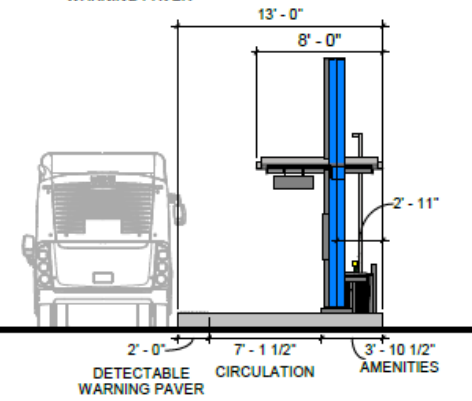
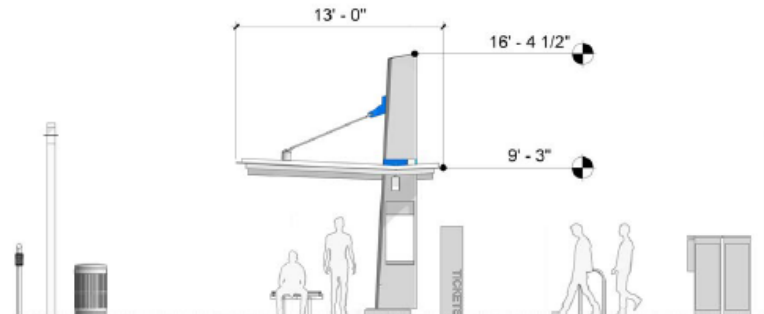
24 FT



18 FT



13 FT

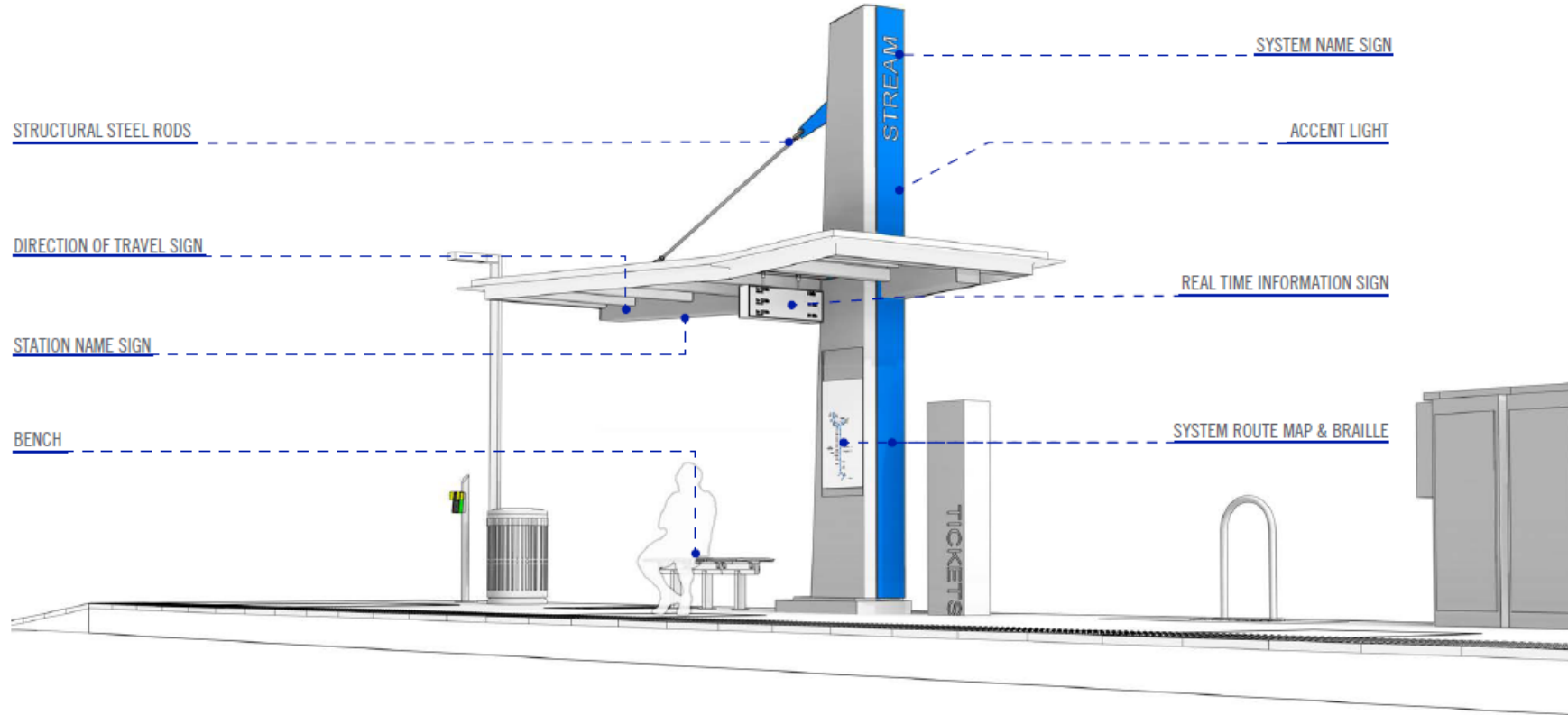


SHELTER SCALABILITY

CONCEPT: MONOLITHIC



THE NEW REVISED OPTION:

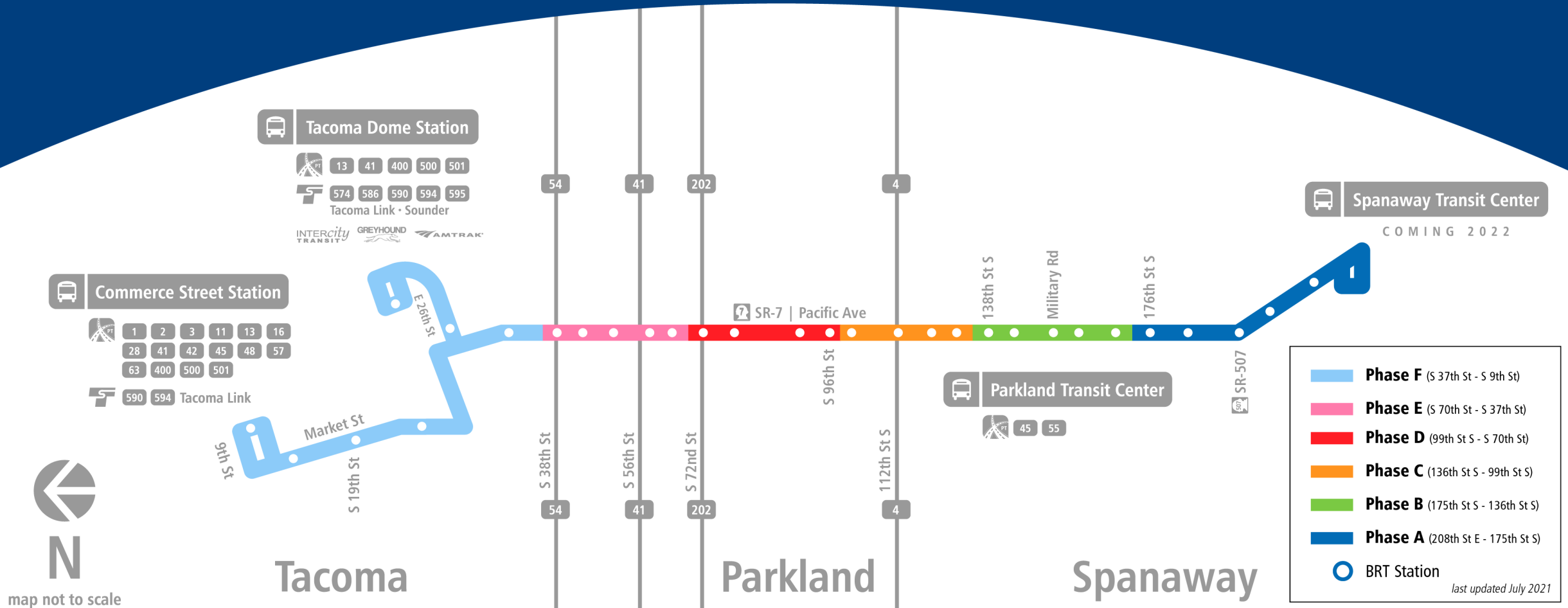






Project Phases

BUS RAPID TRANSIT FROM TACOMA TO SPANAWAY



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map not to scale

Project Funding

Bringing resources back to our community.



- **\$60 million** ST Partnership Funds
- **\$19 million** WSDOT LEAP & Other Grants
- **\$13 million** FTA & State Grant Awards
- **\$ 3 million** Pierce Transit Local Funds Grant Match
- **\$75 million** FTA Small Starts Grant Request (Pending)

\$170 million Total Budget

Community Outreach

BRT COMMUNITY COMMITTEE

- Held sixth meeting on September 16, 2021

VIRTUAL BRT TOUR

- Translated in Spanish and Vietnamese
- Approximately 1,500 sessions
- Averaging three minutes per session

LIVE-STREAMED PUBLIC MEETING

- Virtual public meeting conducted on December 10, 2020
- Approximately 115 members of the public joined the online meeting
- Project overview, design, timeline, and property owner coordination
- View the recorded meeting at [RideStream.com](https://ridestream.com)



Next Public Meeting

NEXT BRT PUBLIC MEETING

- Virtual Public Meeting on September 23rd, 2021
- Goal of 115 Attendees
- Sixty Percent Design Public Meeting

FUTURE UPDATES

- Sixty percent design public meeting early 2022
- State Environmental Policy Act (SEPA) Notice early 2022



Project Timeline

2017

- Assess corridor conditions
- Develop project purpose & need
- Mode selection
- Develop alternatives

2018

- Select Locally Preferred Alternative
- Begin FTA Small Starts application
- Conduct additional traffic analysis
- Begin initial environmental review

2019

- Continue environmental review
- Begin design
- Launch BRT Community Committee

2020-2021

- Continue design
- Finalize environmental review
- Begin Property Acquisition

2022-2025

- Continue Property Acquisition
- Begin construction
- Open to service

In Review....



A GROWING PROBLEM

Our area's traffic is increasing due to rapid population growth.



A LASTING SOLUTION

BRT helps us adapt to the growing demand being placed on our roads.



AN ENRICHED COMMUNITY

Our community thrives with BRT providing the support our area needs.

Have Any Questions?



Get Involved



visit us at
www.RideStream.org



email us at
BRT@PierceTransit.org



call us at
253.983.3407

Want to receive Email Updates?

visit PierceTransit.org/StayConnected › enter your email › select "Bus Rapid Transit"





Bus Rapid Transit System Expansion Study

Bus Rapid Transit (BRT) systems are designed to carry large numbers of riders with greater speed, reliability and frequency than standard fixed route buses. In 2020, Pierce Transit updated its Destination 2040 Long Range Plan, which includes expanding BRT and the four currently high performing routes that will be evaluated through a System Expansion Study: Routes 2, 3, 4, and 402. In addition to high ridership, these four routes also have direct connections to Regional Growth Centers, including two to Sounder commuter rail stations. Furthermore, they travel along arterial corridors that have been or will be rezoned to accommodate new high-density, mixed-use infill development, including multi-family housing.

Project Objectives:



Develop and compare a range of high capacity rapid transit alternatives and alignments to explore the feasibility of upgrading these four routes to BRT corridors.



Create objective and quantifiable criteria for prioritizing the next four BRT routes, while also ensuring geographic equity and socioeconomic data are included in the selection criteria, in order to serve the greatest number of riders.



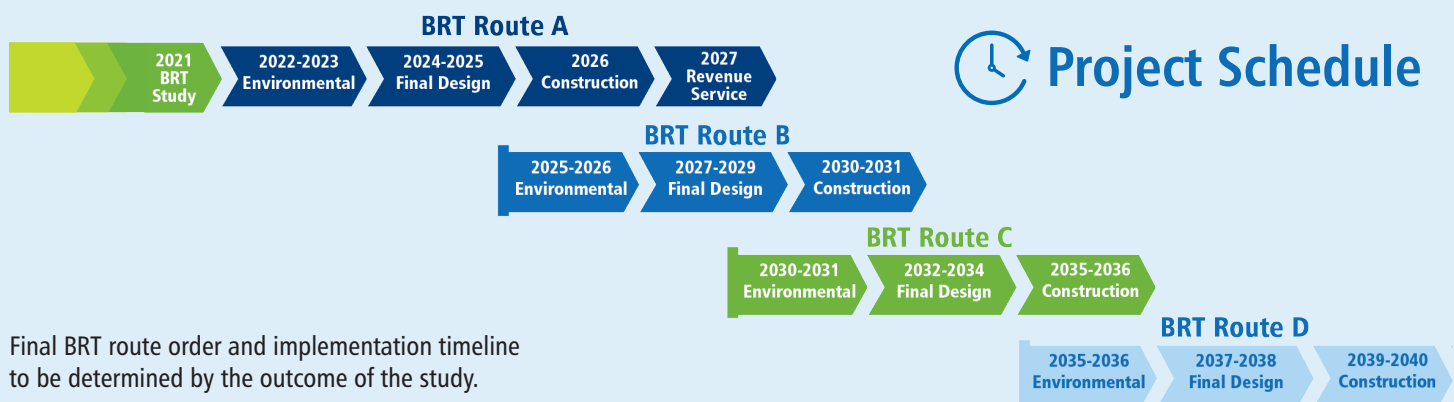
Identify which new BRT route(s) have the operating characteristics to utilize zero-emissions battery electric buses (BEBs).



Identify potential BRT station locations with optimized spacing between them to enhance system performance (e.g., faster bus travel times), along with identifying the existing fixed route bus stops that could be removed.



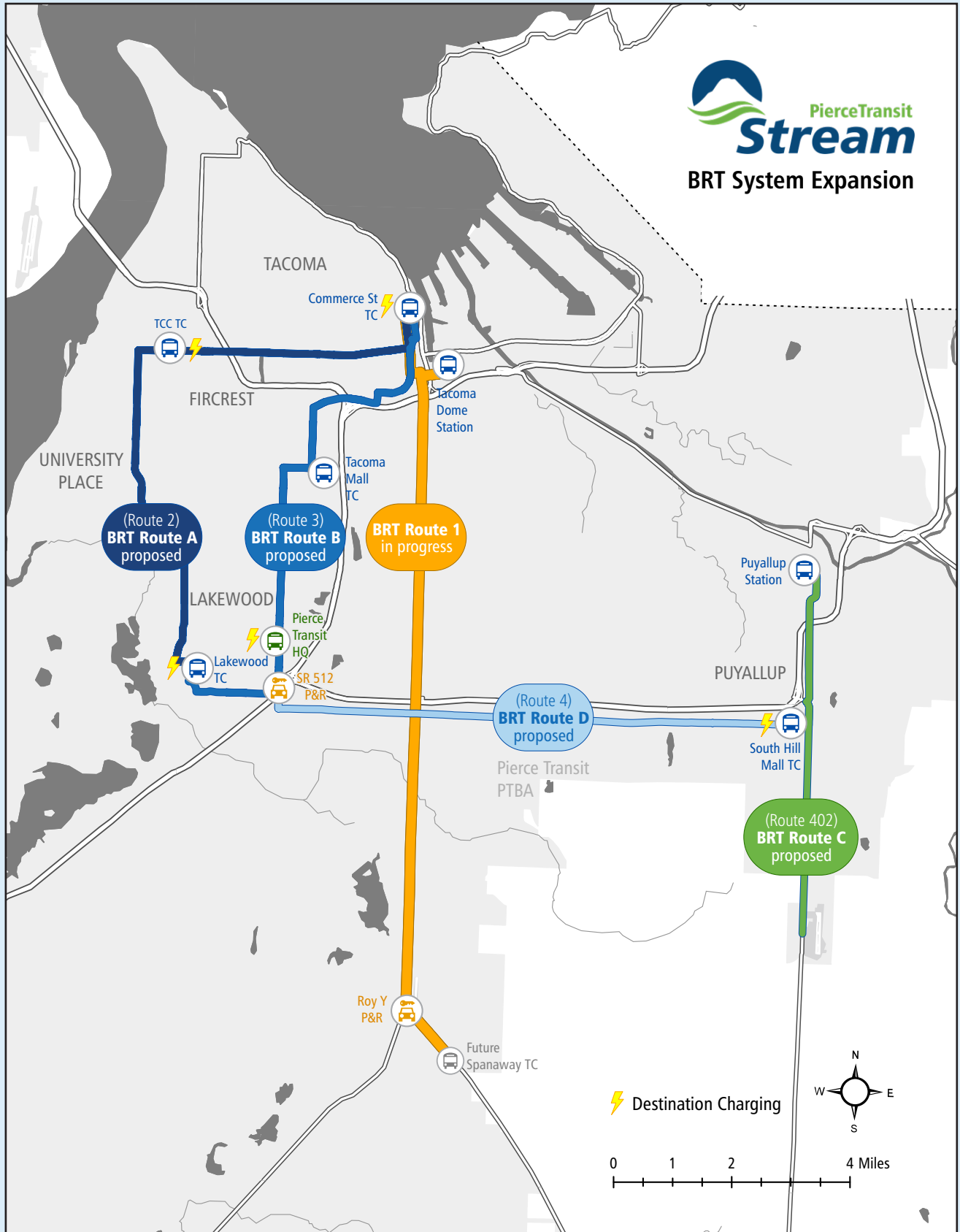
Identify the non-motorized, "first mile/last mile" connections to BRT stations, including safety and direct access enhancements to each station for bicyclists, pedestrians, wheelchairs, and other mobility device users.



Final BRT route order and implementation timeline to be determined by the outcome of the study.



**PierceTransit
Stream**
BRT System Expansion





Pierce Transit
Stream

City of Tacoma Transit Oriented Development Advisory Group (TODAG) Meeting

SEPTEMBER 20, 2021

BRT System Expansion Study

- Includes the remaining three high-performing trunk routes (2, 3, 4)...
- ...along with the 402 which consistently has high ridership.
- Pierce Transit believes this would complete a five-route and interconnected Stream BRT system.



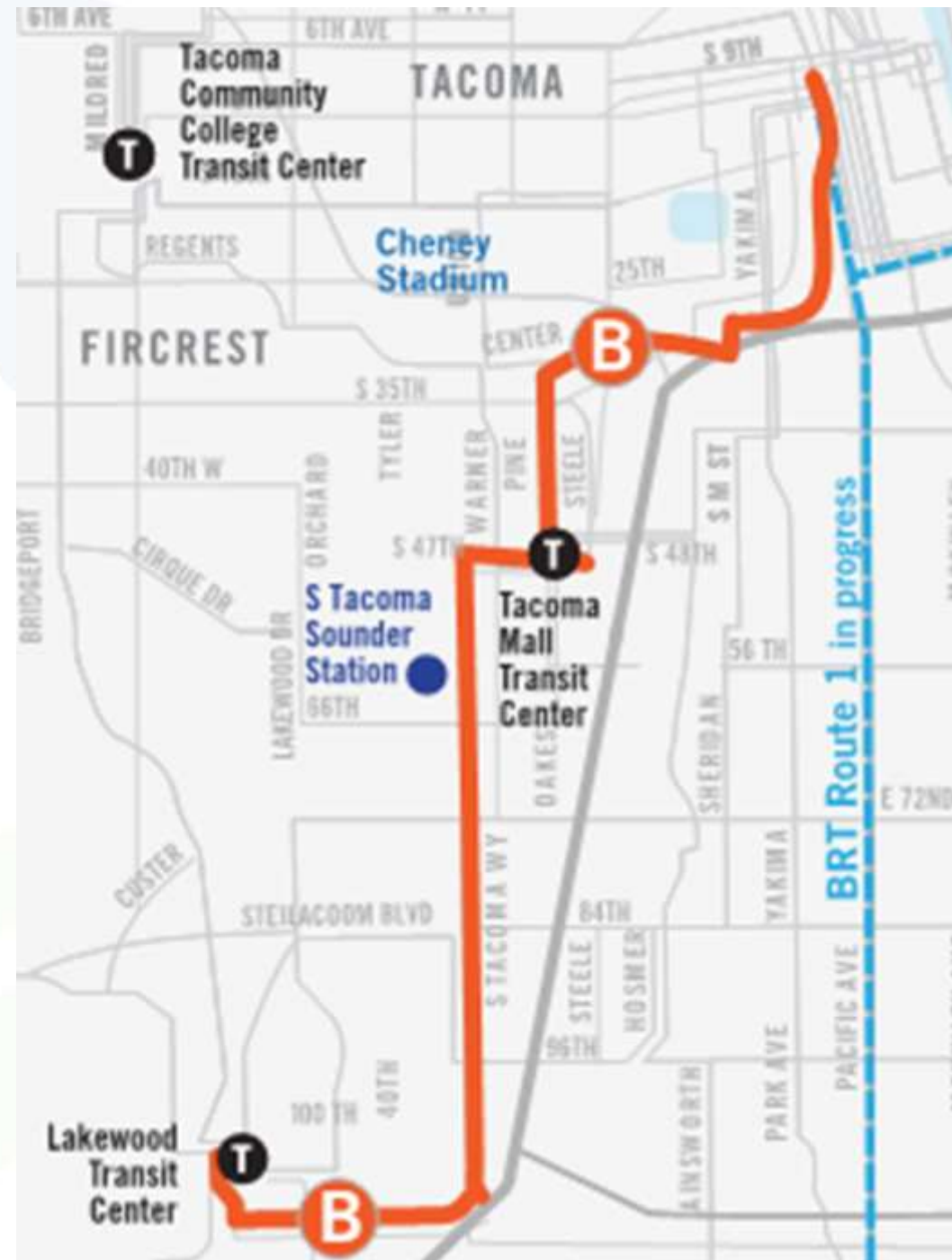
Corridor A Overview

- Current Route 2
- Existing annual ridership:
~ 720,000 boardings
- Second most utilized fixed route in system
- Project added to PSRC's Regional Transportation Plan at \$10M
- Length: 11.9 miles

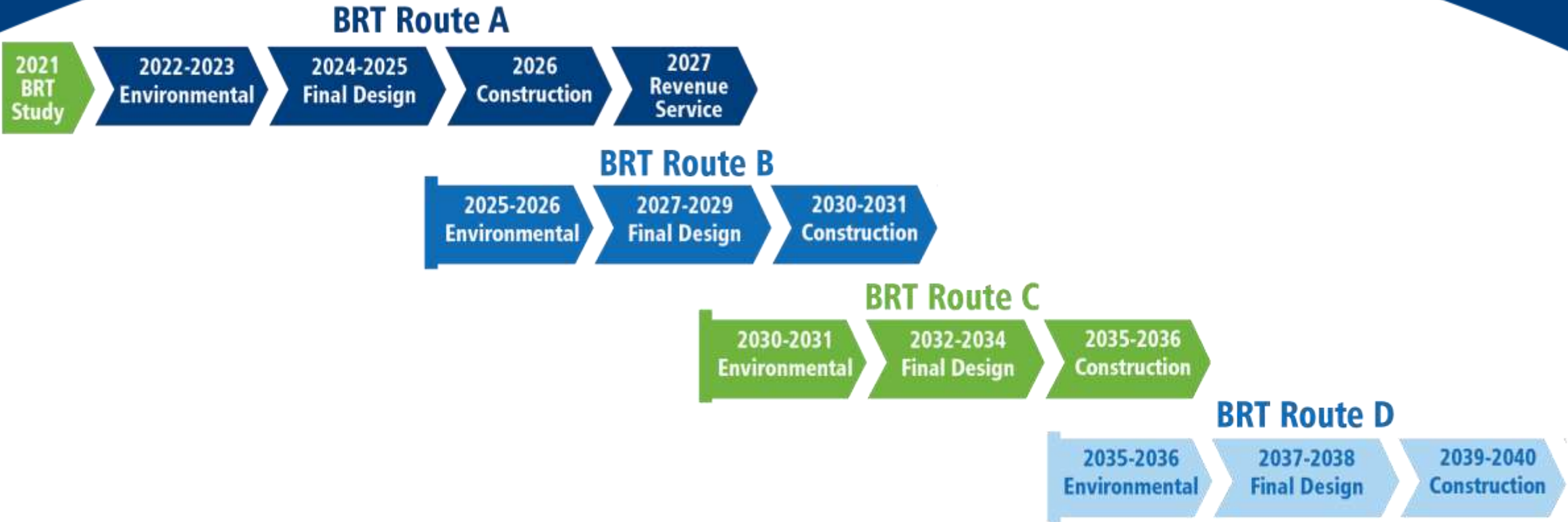


Corridor B Overview

- Current Route 3
- Existing annual ridership:
 - ~ 510,000 boardings
- Third most utilized fixed route in system
- Project added to PSRC's Regional Transportation Plan at \$140M
- Length: 11.3 miles



Stream System Expansion Timeline

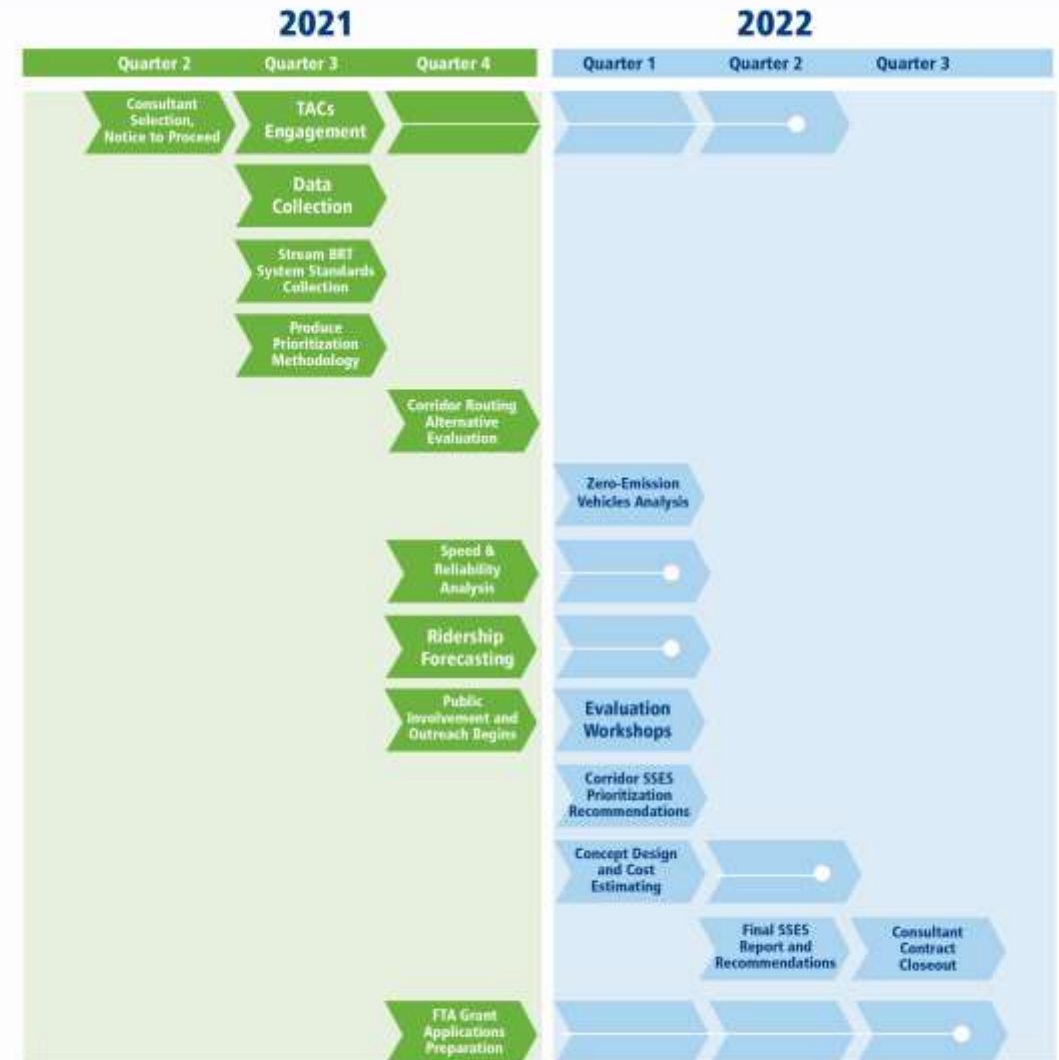


TECHNICAL ADVISORY COMMITTEE INVITEES

- City of Tacoma
- City of Edgewood
- City of Fircrest
- City of Puyallup
- City of University Place
- City of Lakewood
- City of Milton
- Sound Transit
- WSDOT
- MultiCare Health System
- Puyallup Tribe of Indians
- Pierce County Planning
- Tacoma Community College
- Joint Base Lewis–McChord
- Economic Development Board for Tacoma – Pierce County
- Tacoma-Pierce County Chamber of Commerce
- Tacoma Metro Parks Department
- Tacoma- Pierce County Health Department
- Pierce Transit’s Community Transportation Advisory Group (CTAG)
- Downtown: On The Go!
- Lakeview Light & Power
- Tacoma Public Utilities
- Allenmore Hospital & Medical Center – Tacoma
- St. Joseph Medical Center – Tacoma
- South Hill Mall
- Tacoma Mall

Study Timeline & Milestones

STREAM SYSTEM EXPANSION STUDY MILESTONE SCHEDULE





Pierce Transit
Stream

Darin L. Stavish, Principal Planner
dstavish@piercetransit.org
253.983.3329

Get Involved



visit us at
www.RideBRT.com



email us at
BRT@PierceTransit.org

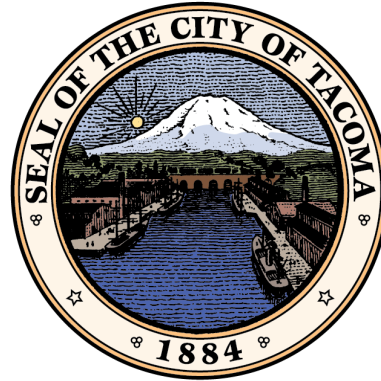


call us at
253.581.8016

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Planning and Transportation Commissions' Comments on TODAG Reports #2 and #3

City of Tacoma
Planning and Development Services | Public Works Department

TODAG Meeting
September 20, 2021





Overview



- Dates:
 - Planning Commission – September 1, 2021
 - Transportation Commission – August 18 and September 15, 2021
- Subjects:
 - Progress Report #2 – Evaluation of TDLE Portland Avenue Station Options
 - Progress Report #3 – Tacoma TOD Toolkit
 - TODAG's reporting to the City Council, scheduled for November 2021



● ● ● Planning Commission Comments

- Report #2 – Portland Avenue Station Options:
 1. Span Option preferred.
 2. Evaluation Criteria the same as in the Toolkit.
 3. L Street Overpass – connecting station and E. McKinley Hill.
 4. Station area planning needed:
 - The timing is now; get ahead.
 - The scope should include reviews of:
 - Industrial land in the vicinity
 - Lower Portland Mixed-Use Center
 - Portland Avenue Corridor Study
 - Sound Transit’s Program Realignment



●●● Planning Commission Comments

- Report #3 – Tacoma TOD Toolkit:
 1. Well thought out and put together.
 2. Evaluation Criteria excellent tool, impartial, with equity factored in.
 3. TOD policy recommendations expected.
 4. How to advance the 12-16 year timeframe for the implementation of a successful TOD?



● ● ● Planning Commission Comments

- Presentation to the City Council in November 2021:
 1. Reinstate the TODAG.
 2. How the TODAG formulated its recommendations.
 3. The connection with the Planning Commission and the Transportation Commission.



●●● Transportation Commission Comments

Report #2 – Portland Avenue Station Options:
Approved to forward to City Council with an amendment to remove
Section E Future Considerations Station area planning needed:

1. Section E Future Considerations
 - Mixes previous and proposed work
 - Future work plan is not vetted and narrow in scope
2. I-5 pedestrian/bicycle bridge span is a desirable amenity, but not supported if it jeopardizes station location or funding of needed infrastructure



Transportation Commission Comments

Report #3 – Tacoma TOD Toolkit:
Transportation Commission did not approve forwarding the
TOD Toolkit to the City Council

1. The toolkit should lead with equity.
 - How does this plan advance racial equity?
2. Consistency with PSRC
 - How does this toolkit complement or support PSRC Transit Supportive Planning Toolkit and Growing Transit Communities Strategy?
3. Incorporation into the Comprehensive Plan and Implementation
 - How does this complement or support TMP or other City policies (Subarea Plan, Affordable Housing)?
4. The Evaluation Criteria is a good framework, but doesn't provide guidance on what is a priority
 - Add a prioritization or weighting system

Topic and Evaluator	Alternative 1	Alternative 2
MULTIMODAL INTEGRATION • Convenient Transfer • Legible • Safe • Accessible		
ECONOMIC DEVELOPMENT • Enable future investments • Permit Higher Intensity Uses • Employment Opportunities • Phasing		
URBAN DESIGN AND PLACEMAKING • Neighborhood Identity • Create a Great Public Realm • Responsive Station Design • Systems of Elements		
SOCIAL AND CULTURAL VIBRANCY • Cultural Resources • Public Art Enhancements • Street Level Activation		
COMMUNITY BENEFITS • Employment • Affordable Housing • Consistency with City Plans • Local Business • Community uses		



• • • Transportation Commission Comments

- TODAG Future and Work Plan

1. Evaluate the TODAG member compositions. Membership should represent a broader audience of Transit Oriented Development stakeholders.
2. Broaden the scope of the Transit Oriented Development work plan and focus on upcoming high capacity corridors.
3. Form a subgroup or committee of Planning Commission and the Transportation Commission to address TODAG.

TODAG Next Steps

(Discussion Outline, September 20, 2021)

Resolution No. 40303:

1. Establishes TODAG on April 16, 2019
2. Assumes “a 24-30 month schedule”, but does not include a sunset provision
3. Is silent on the membership (eligibility, requirements, structure, appointment process, or operating procedures)

Accomplishments:

1. Progress Report No. 1, June 2020 – TDLE Tacoma Dome Station Area Evaluation
2. Progress Report No. 2, July 2021 – TDLE Portland Avenue Station Area Evaluation
3. Progress Report No. 3, July 2021 – “Tacoma TOD” Toolkit
4. Letter of Comments, February 22, 2021 – Puyallup Avenue Design Project
5. Joint Letter of Comments, April 30, 2021 – ST Program Realignment
6. Major projects reviewed and activities conducted:
 - a. Walking Tour of Tacoma Dome Station Area
 - b. Multi-Jurisdictional Roundtable on Portland Avenue Station Area
 - c. TOD Roundtable Series
 - d. Bus Rapid Transit Project
 - e. Quiet Zone

Next Steps:

1. The “Pilot Program” established by Resolution #40303 is presumably coming to an end.
2. Issues and projects that should/could be pursued into the near future are outlined in the TODAG Work Plan for 2020-2021 (October 14, 2020).
3. An accomplishment report should be provided to the City Council, perhaps at a study session in November 2021, and the Council’s direction sought on the path forward.
4. What should/could be the path forward? Potential options and issues?
 - A. Mission Accomplished** – Sunset by December 2021
 - B. Mission Carried on** – Continue as is, but perhaps meet less frequently (i.e., Monthly, Bi-monthly, Quarterly, or As needed)
 - C. Mission Modified** – Sustain the operation of TODAG, on an as-needed basis, with the membership clarified and the scope of work updated/modified.
 - D. Mission Handed-over** – Transformation:
 - a. Establish a different group, succeeding TODAG
 - b. Assign TODAG duties to one or more existing CBC(s)
 - c. Encourage existing entities (such as the Dome District Business Association) to either “take over” TODAG’s duties or transform themselves into a TODAG successor group

City Council Study Session (November 16, 2021):

1. The above discussion outline was reviewed by the TODAG at the meeting on July 19, 2021. Regarding the path forward, the general consensus/preference was **Option B – Mission Carried on** (i.e., TODAG continues to operate as is, but perhaps meet less frequently, such as Monthly, Bi-monthly, Quarterly, or As needed).
2. A study session with the City Council has been scheduled for Tuesday, November 16, 2021, at 12:00 noon, tentatively. Representatives of TODAG and staff will provide an accomplishment report to the Council and the recommend Option B as the path forward, and seek advice and direction from the Council.
3. A basic structure for the study session presentation is proposed as follows:
 - The TODAG’s work (getting TOD investments and planning correct) is very important and unique, and will continue to be so.
 - We've accomplished a lot.
 - There're more to be done (both on these three specific projects and on other, upcoming projects critical for the City's long-term success).
 - To maintain this critical focus, the following needs must be properly addressed and accommodated:
 - Group type, level of "formality"
 - Frequency of meetings
 - Membership (size, representations, positions, appointment)
 - Refined/clarified scope and purpose (city-wide, unique intersection between transportation and land use)
 - Clarified relationship between TODAG and other CBCs (Transportation Commission, Planning Commission, etc.)
 - Clarification on staff support and financial commitment
 - Need for some specific station area planning efforts (such as at Portland Avenue); not necessarily a TODAG function
 - Need for project-specific advisory committees in some cases, particularly at the project/station design phase (similar to Amtrak Station Design Advisory Committee); separate from TODAG