



**City of Tacoma**  
Transit-Oriented Development Advisory Group

## Agenda

- Meeting:** Regular Meeting No. 12 (virtual)
- Date/Time:** Monday, December 21, 2020, 4:00 pm
- Zoom Info:** Link: <https://us02web.zoom.us/j/86249633687>  
Dial-in: +1 253 215 8782  
ID: 862 4963 3687

ITEM	LEAD	DURATION
<b>Call to Order</b>		
1. Review of Meeting Notes (November 16, 2020) <i>(Attachment 1)</i>	Chair Bahbah	3 min.
2. Public Comment (Written comments only; due by 2:00 p.m. of meeting day; submitted to <a href="mailto:planning@cityoftacoma.org">planning@cityoftacoma.org</a> )		
<b>Discussion/Action Items</b>		
1. Debriefing / Takeaways from Previous Presentations a. Portland Avenue Station Area Roundtable <i>(Attachment 2 – TOD Guiding Principles and Design Criteria)</i>	Chair Bahbah and Vice-Chair Erickson	30 min.
2. Bus Rapid Transit Project <i>(Attachment 3 – PPTs)</i>	Tina Lee, Pierce Transit	15 min.
3. Puyallup Avenue Design Project <i>(Attachment 4 – Letter, and Design Criteria and FAQs)</i>	Mark D'Andrea, Public Works	45 min.
4. TODAG Meeting Schedule <i>(Attachment 5 – Meeting Schedule and TOD Roundtable)</i>	Chair Bahbah and Vice-Chair Erickson	5 min.
<b>Communication Items</b>		
1. Letter from Bicycle & Pedestrian Technical Advisory Group to Sound Transit regarding TDLE <i>(Attachment 6)</i>	Jennifer Halverson Kuehn, Chair, BPTAG	5 min.



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2. Tentative Agenda for Future Meetings:	Chair Bahbah	2 min.
a. TOD Roundtable Series (See Attachment 5) 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		

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3. Closing Comments / New Business	Chair Bahbah	3 min.
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### Adjournment

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#### Next Meetings:

- Monday, January 11, 2021, 4:00 p.m. (special meeting, proposed for Puyallup Avenue Project)
- Monday, January 25, 2021, 4:00 p.m. (special meeting, rescheduled from January 18)

#### Attachments:

1. Meeting Notes of November 16, 2020
2. TOD Guiding Principles and Design Criteria
3. PowerPoint Slides – Bus Rapid Transit Project Update
4. (a) Letter from Public Works to TODAG, regarding Puyallup Avenue Project, December 10, 2020  
(b) Design Criteria and Frequently Asked Questions
5. (a) TODAG Meeting Schedule (12-14-20 draft)  
(b) TOD Roundtable Series Draft Schedule
6. Letter from Bicycle & Pedestrian Technical Advisory Group to Sound Transit, regarding Tacoma Dome Link Extension Project, November 19, 2020

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

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**MEETING NO.:** 11-2020  
**MEETING DATE:** November 16, 2020

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**Members Present:** Chair Imad Bahbah, Vice-Chair Don Erickson, Adam Cook (in place of Kim Bedier), Andrew Strobel, Cathy Reines, Daren Crabill, Evette Mason, Janice McNeal, Justin Leighton, Kerri Hill, Rick Semple, Ryan Givens

**Visitors:** Christine Wolf (Port of Tacoma), Phil Harris (WSDOT), Sue Comis (Sound Transit), Tim Bates (Sound Transit), Eric Chipps (Sound Transit), Tina Lee (Pierce Transit), Gary Knudson (Historic Tacoma), Keith Walzak (VIA Architecture), Dana Brown (COT/PW), Josh Diekmann (COT/PW), Jennifer Kammerzell (COT/PW), Pat Beard (COT/CED), Dan Pike (COT/PW), Mark D'Andrea (COT/PW), Liz Kaster (COT/PW)

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

#### **ITEM 01: CALL TO ORDER**

Chair Imad Bahbah called the meeting to order at 4:06 p.m.

1. The meeting notes of October 19, 2020 were reviewed.
2. No public comment.
3. "Chat" Protocol – Chair Bahbah asked the group members to refrain from using the Chat function and verbally make their comments instead.

#### **ITEM 02: DISCUSSION/ACTION ITEMS**

##### **1. Debriefing / Takeaways from Previous Presentations**

- (a) ULI Report
  - i. Vice-Chair Erickson commented on the importance of pedestrian amenities, wayfinding elements, and of having a masterplan.
  - ii. Justin Leighton made a clarification on his comment at the previous meeting and requested the notes to be modified.
- (b) Puyallup Ave
  - i. Chair Bahbah summarized two points to move forward in the recommendation – no net loss of existing parking along Puyallup Avenue between Pacific Ave and East D St, and pedestrian-oriented design along this street segment. Other group members concurred.
  - ii. Further discussion covered holistic parking approach, curbside delivery parking, and conversion of industrial lands to mixed-use centers
- (c) Sound Transit Access
  - i. It was significant to have the Close-to-Sounder option included.

##### **2. TODAG Meeting Schedule**

- (a) The group discussed schedule and agenda items for upcoming meetings.
- (b) They planned to have a draft recommendation on the Tacoma Dome Link Extension (TDLE) – Portland Avenue Station Area by the meeting in January 2021.

**3. Puyallup Avenue Design Project (Check-in)**

- (a) Mark D'Andrea (City of Tacoma – Public Works) briefed the group on the project schedule.
- (b) The group was welcome to provide feedback in conjunction with that of the Transportation Commission by March/April 2021.
- (c) There was a question regarding potential reduction or restriction of new driveways on Puyallup Avenue.

**4. Multi-Jurisdictional Roundtable: TDLE – Portland Avenue Station Area**

- (a) Tim Bates (Sound Transit) provided an update on the project status, along with an overview of Portland Avenue station. Pedestrian/bike bridge options were presented for the station designs. It was noted that the bridge option was optional and no funding had been secured.
- (b) Andrew Strobel (Puyallup Tribe) discussed design considerations including concerns about pedestrian experience and parking. He expressed support for the Portland Avenue Station.
- (c) Christine Wolf (Port of Tacoma) provided context of the Port's mission (trade-focused) and needs, indicating that they would like to ensure Portland Avenue remain an efficient and reliable corridor.
- (d) Phillip Harris (WSDOT) explained the concerns regarding pedestrian and bicycle access in the station area from the agency's perspective.
- (e) Tina Lee (Pierce Transit) presented the number of routes going from and to the Tacoma Dome Station along with their frequency to demonstrate the high-frequent service provided. Pierce Transit was supportive of the Portland Avenue Span Station option as the bus stops would stay on Puyallup Avenue and enable the buses to quickly continue their trip in any direction. This option would also help riders safely pass Portland Avenue.
- (f) Josh Diekmann (City of Tacoma – Public Works) provided context information on policy guidance from the City's Transportation Master Plan. He covered multi-modal requirement, crossing points, and pedestrian accommodation. Brian Boudet (City of Tacoma – PDS) recognized the significance of the area.
- (g) There was a request for supportive data to define Transit-Oriented Development (TOD).
- (h) Ms. Wolf described the pros and cons of the Portland Avenue Span Station option from the Port's viewpoint. Mr. Harris also indicated no preference between the two options.
- (i) The number of daily riders on various transit services was discussed.
- (j) Assuming there would be no pedestrian bridge, the group discussed safety elements of the station options.

**ITEM 03: COMMUNICATION ITEMS**

1. Tentative Agenda for Future Meetings:
  - (a) TDLE – Portland Avenue Station Area (Recommendation)
  - (b) Puyallup Avenue Design Project
  - (c) Developers Focus Group
  - (d) CED Presentation
  - (e) TODAG Work Plan and Schedule for 2020-2021
  - (f) Quiet Zone Update

The meeting was adjourned at 6:12 p.m.

## 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)

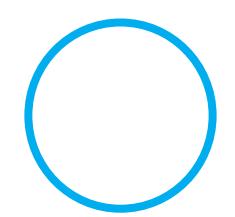
# ST CENTRAL LINK EXTENSION I CONCEPTUAL STATION/ LOCATION INPUT

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

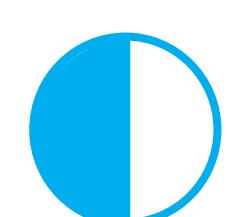
### DESIGN PRINCIPLES

	MULTI-MODAL CONNECTIVITY	ECONOMIC DEVELOPMENT	PLACEMAKING + URBAN FORM	SOCIAL + CULTURAL	COMMUNITY BENEFIT
STATION LOCATION OPTION	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</li></ul> Access to parking, Amtrak Station, Tacoma Links and Dome entertainment events	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 (Portland Ave. and Dome District station)</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>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					

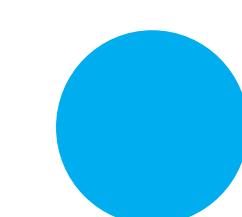
EXAMPLE



STATION CONCEPT FALLS SHORT OF EXPECTATIONS



STATION CONCEPT MEETS EXPECTATIONS



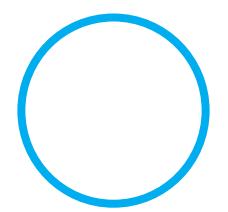
STATION CONCEPT EXCEEDS EXPECTATIONS

# ST CENTRAL LINK EXTENSION I CONCEPTUAL STATION/ LOCATION INPUT

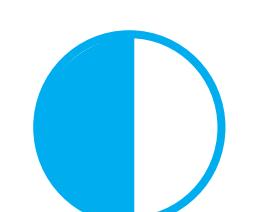
## CITY OF TACOMA TODAG (DEC 16, 2019)

### DESIGN PRINCIPLES

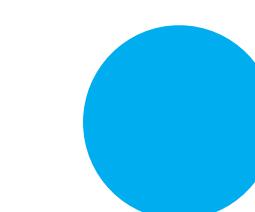
	MULTI-MODAL CONNECTIVITY	ECONOMIC DEVELOPMENT	PLACEMAKING + URBAN FORM	SOCIAL + CULTURAL	COMMUNITY BENEFIT
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A. PORTLAND AVE. OPTION A	(2) (3) (0)	(5) (1) (0)	(4) (2) (0)	(2) (3) (1)	(3) (3) (0)
B. PORTLAND AVE. OPTION B	(4) (1) (1)	(2) (2) (2)	(4) (1) (1)	(3) (2) (1)	(4) (1) (1)
1. TACOMA DOME 25TH - WEST	(2) (3) (1)	(3) (3) (0)	(5) (1) (0)	(5) (1) (0)	(5) (1) (0)
2. TACOMA DOME 25TH - EAST	(4) (1) (1)	(3) (3) (0)	(3) (2) (1)	(4) (2) (0)	(4) (2) (0)
3. TACOMA DOME 26TH STREET	(3) (1) (2)	(3) (2) (1)	(2) (3) (1)	(3) (2) (1)	(3) (3) (0)
4. TACOMA DOME CLOSER TO SOUNDER	(0) (0) (6)	(0) (0) (6)	(0) (2) (4)	(0) (3) (3)	(0) (2) (4)



STATION CONCEPT FALLS SHORT OF EXPECTATIONS



STATION CONCEPT MEETS EXPECTATIONS



STATION CONCEPT EXCEEDS EXPECTATIONS

A woman with long blonde hair, wearing a denim jacket with floral embroidery on the pocket, is smiling broadly while wearing white headphones. She is standing next to a white bus with large windows. The bus has "PIERCE" written vertically on its side and "MILITARY ROAD" written horizontally above the windows. The background is a blurred city street.

# RideBRT

BUS RAPID TRANSIT TACOMA TO SPANAWAY

DECEMBER 21, 2020

# Route 1 BRT



## 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

# 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

# Project Funding

## Bringing resources back to our community.



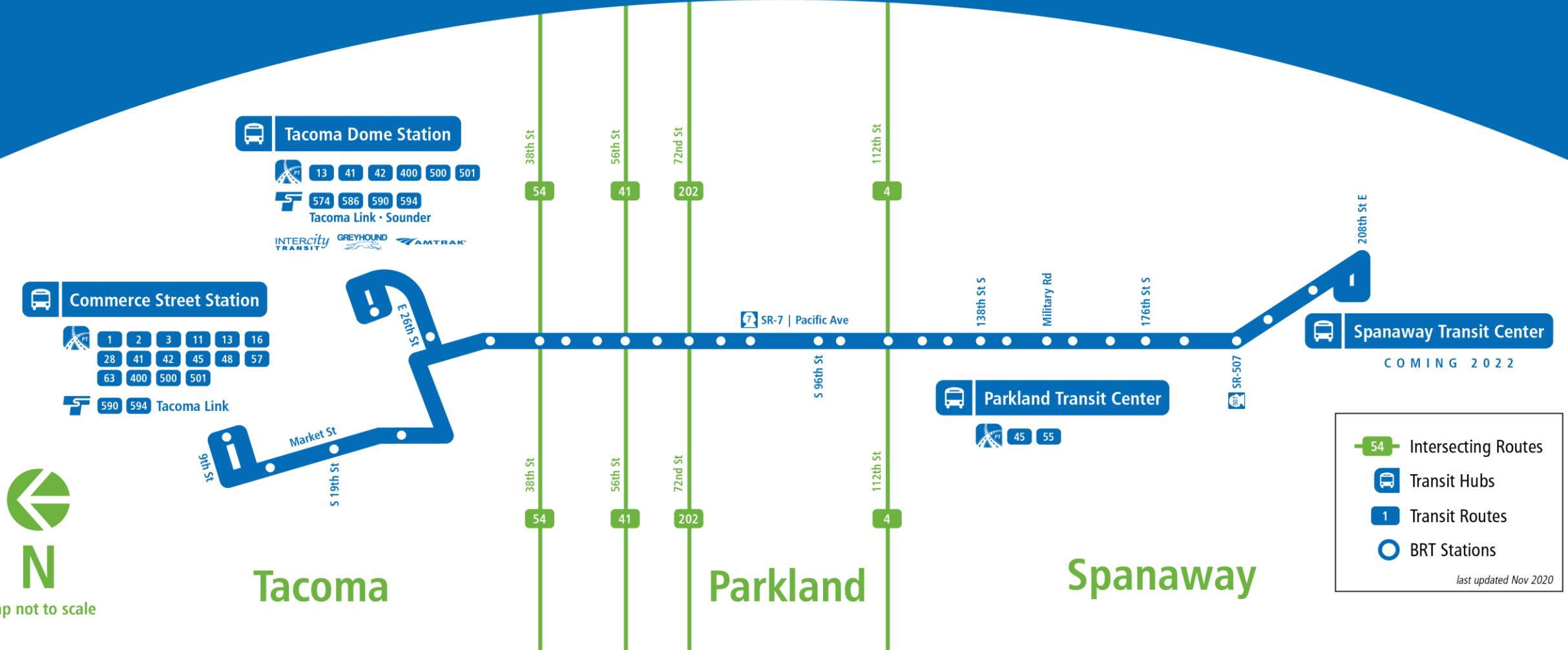
- **\$60 million** ST Partnership Funds
- **\$19 million** WSDOT LEAP & Other Grants
- **\$13 million** FTA & State Grant Awards
- **\$ 3 million** Pierce Transit Local Funds Grant Match
- **\$75 million** FTA Small Starts Grant Request (Pending)

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**\$170 million** Total Budget

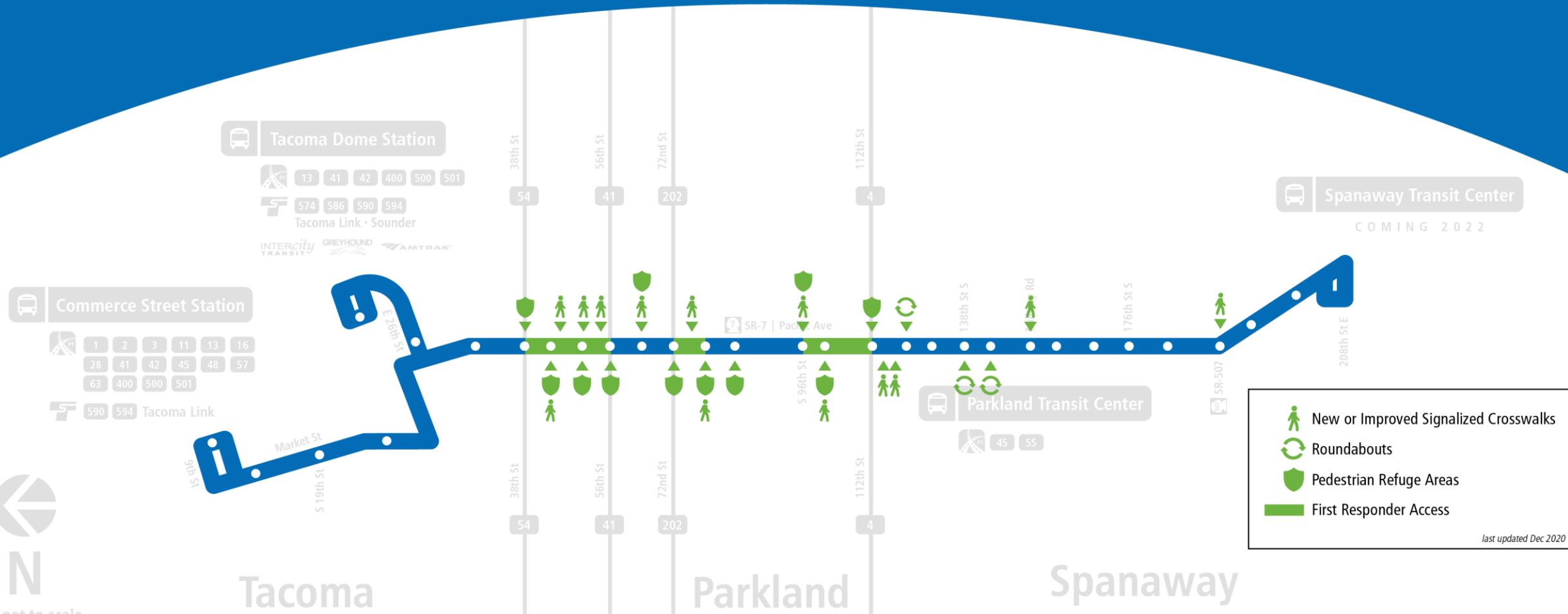
# BRT Route Overview

BUS RAPID TRANSIT FROM TACOMA TO SPANAWAY



# BRT Safety Improvements

BUS RAPID TRANSIT FROM TACOMA TO SPANAWAY



# Branding Concept



## BRT NAME

- “Stream” was selected by the Pierce Transit Board as the BRT system name

## GREEN RUBINO

- Working with GreenRubino to develop “Stream” branding
- Marketing firm with previous experience supporting Sound Transit service names (Link light rail, Stride BRT)

## SPONSORSHIP

- Exploring individual route and station sponsorship opportunities



PACIFIC AVE & MILITARY RD NORTHBOUND STATION



PACIFIC AVE & 38<sup>TH</sup> NORTHBOUND STATION

# Community Outreach



## VIRTUAL BRT TOUR

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

## OPEN HOUSE EVENTS

- Open house on 30% design conducted on August 27, 2020
- Open house on 60% design conducted on December 10, 2020

## DIRECT ENGAGEMENT

- 23,000 properties receive BRT information mailers
- 3,400 BRT subscribers receive monthly project updates
- 100 partner electeds and staff receive monthly BRT update email
- Quarterly BRT Community Committee meetings. Fifth meeting in January

# Property Impact

## Coordinating with property owners.

### PROPERTY OWNER MEETINGS

- Holding meetings with property owners, organized through an online scheduling tool
- Covering design impacts, construction impacts & property acquisition process

### MAILED INFORMATION PACKETS

- Overview of BRT project
- Notice of potential purchase (or temporary construction access) of partial property
- Acquisition process details and property rights

# Project Timeline





Pierce  
Transit





**City of Tacoma**  
Public Works Department

December 10, 2020

Mr. Imad Bahbah, Chair  
Transit-Oriented Development Advisory Group  
City of Tacoma  
747 Market Street, Room 345  
Tacoma, WA 98402

Re: Puyallup Avenue Transit/Complete Street Improvements Project Grant

Dear Chair Bahbah and Members of the Transit-Oriented Development Advisory Group:

I am following up on staff presentations on the proposed Puyallup Avenue Transit/Complete Street Improvements project at your September and October Transit-Oriented Development Advisory Group (TODAG) meetings. As you are aware, the City was awarded through a competitive regional process, a \$2.1 M grant from the Puget Sound Regional Council (PSRC) to fund the design phase of the Puyallup Avenue project (Project). The grant application scope for the Project included the reconstruction of the roadway from S. C Street to Portland Avenue, new traffic signals, sidewalks, curb ramps and bulbouts, crosswalks, lighting, landscaping, bicycle facilities and an eastbound HOV/transit lane. The City has a June 1, 2021 deadline to accept the grant funding for this Project.

The grant funds represent a notable opportunity to leverage the City's limited transportation funding resources to make a transformative investment in the Dome District while improving access to regional transportation investments that are integral to the district and regional commuters. I am aware that some members of TODAG are concerned about the project scope which includes an eastbound HOV/transit lane and the Project's probable impact to on-street parking. Based on these concerns, it is necessary to re-engage the TODAG and the Transportation Commission to discuss the alternatives for proceeding with the grant as it was scoped, or return the funding award.

As noted earlier, a grant decision by the city is about six (6) months away. There is urgency in the decision processes as City staff will need time to work with the regional granting agency should a modified scope for the project be made. To help facilitate a decision by the TODAG and the Transportation Commission, additional information is provided below regarding on-street parking and the HOV/transit lane (included in the project scope for the grant). In summary:

**On-Street Parking/Loading/Rideshare Zones:** With the proposed concept, there is limited available space for on-street parking on the south side of Puyallup Avenue between A Street and E. C Street, and there is no available space for on-street parking on the south side of Puyallup Avenue between E. C Street and E. E Street. There is opportunity, however, to add more parking to side streets, such as by considering angle parking on A Street, E. C Street and E. E Street, between Puyallup Avenue and E. 25<sup>th</sup> Street, with the goal to achieve no net loss of parking in the area. Once survey is complete and design is underway, the use of the

available parking spaces both on Puyallup Avenue and its side streets for on-street parking/loading/rideshare zones can be evaluated and located with feedback from your advisory group. Impacts to current parking are not anticipated between E. E and E. G Streets.

Eastbound HOV/Transit Lane: Regarding removal of the portion of the HOV/transit lane in the E. C to E. G Street area, the PSRC indicated that its removal would be considered a 'significant change' and there is strong likelihood the grant award amount would be reduced, or in the worst case, the grant itself could be withdrawn. A formal review by the grant committee chairs could take approximately 2-3 months. Note, should the use of the lane be changed from HOV/transit to general purpose, the lane itself will remain as it will be needed to manage the additional traffic volumes in the Tacoma Dome Station area. No additional Puyallup Avenue on-street parking will be gained by changing the use/name of this drive lane.

Prior to accepting the design grant, Public Works is requesting a formal recommendation from TODAG (via the Transportation Commission) regarding the inclusion of the HOV/transit lane and the reallocation of space on the side streets for parking/loading/rideshare areas. The Transportation Commission has also received a copy of this letter, and in accordance with City Council's desire that the Transportation Commission review the recommendations from TODAG, we ask that your recommendations be provided to the Transportation Commission so they can take them under consideration as they develop their recommendations.

To assist in making your recommendation, an attached Grant Decision Matrix has been developed to include a review of the following alternatives:

- Construct the Project as Proposed in the Grant Application (including reconfigured on-street parking/loading/rideshare zones);
- Request Removal of the HOV/transit Lane Between E. C and E. G Street; and
- Return the Grant to the Funding Agency

Public Works is requesting that TODAG provide their recommendation to the Transportation Commission before their scheduled meeting on January 20, 2021, to allow time for follow-through with the PSRC, the Transportation Commission and City Council on final design and grant acceptance recommendations.

If you have any further questions on this Project, please contact me at [mdandrea@cityoftacoma.org](mailto:mdandrea@cityoftacoma.org), or at (253) 591-5518.

Respectfully,

*Mark R. D'Andrea*

Mark R. D'Andrea, P.E.  
Project Manager

cc: Kurtis D. Kingsolver, P.E., Public Works Director/City Engineer  
Councilmember Robert Thoms  
Transportation Commission

Attachments  
- Grant Decision Matrix

## **GRANT DECISION MATRIX**

<b>Construct the Project as Proposed in the Grant Application</b> (including reconfigured on-street parking/loading/rideshare zones)	
<b>Advantages</b>	<b>Disadvantages</b>
<p>Reconstructed infrastructure from S. C Street to Portland Avenue, including concrete pavement at major intersections and bus stops, new heavy-haul asphalt pavement at other locations, widened sidewalks with new bulbouts/curb ramps, crosswalks, street and pedestrian level lighting, the upgrade and replacement of nine existing traffic signals (including improved signal coordination and timing for both vehicles and pedestrian crossings), the installation of a new traffic signal at E. L Street, an eastbound HOV/transit lane, separated bicycle facilities, roadway restriping and other complete street amenities (garbage cans, bike racks, etc.).</p> <p>The above improvements result in a redefined gateway to Tacoma, and more specifically, the transit-oriented district, and an improved level of service across the corridor for pedestrians/accessibility, cyclists, transit, personal vehicles and freight.</p> <p>Updates Puyallup Avenue to accommodate additional pedestrian and vehicle traffic from the adjacent Link Light Rail, Amtrak, BRT, Puyallup Tribal Casino, Transit-Oriented Developments, the Tacoma Dome Link Extension, and any associated jointly funded projects.</p>	<p>Challenge to accumulate the funds needed for construction within the 10-year period allowed by the granting agencies (measured from start of design phase). If the City is unsuccessful in securing full funding for the project and it is not constructed, the design grant must be repaid. Additionally, grant funding cycles and project awards have been reduced from those offered in the past. Next available PSRC grant funding cycle is 2025-2026.</p> <p>A portion of the Puyallup Avenue on-street parking is relocated to adjacent side streets.</p>

<b>Request Removal of the HOV/transit Lane Between E. C and E. G Street</b>	
<b>Advantages</b>	<b>Disadvantages</b>
<p>Removes the HOV/transit lane designation (E. C to E. G Streets) and retains the lane for general purpose travel to better address the needs of TODAG members.</p> <p>Provides the majority of the benefits outlined in 'Constructing the Project as Proposed in the Grant Application'.</p>	<p>Unknown outcome for 2-3 months while the PSRC and grant committee chairs review request.</p> <p>Likely reduction in design grant funding.</p> <p>Potential loss of design grant funding.</p> <p>Less efficient transit movement along the corridor. Limits opportunities for encouraging HOV travel.</p> <p>Lessens the Project's ability to meet the policies and priorities in the City's adopted plans, particularly the transit-supportive policies in the South Downtown Subarea Plan and the Transportation Master Plan.</p> <p>Conflicts with Transportation Commission recommendations.</p> <p>Challenge to accumulate the funds needed for construction within the 10-year period as outlined in 'Constructing the Project as Proposed in the Grant Application'.</p>

<b>Return the Grant to the Funding Agency</b>	
<b>Advantages</b>	<b>Disadvantages</b>
May allow additional time to address TODAG members' concern with the current design.	<p>The loss of a \$2.1 million dollar design investment in the City.</p> <p>Returns the \$2.1M design grant to PSRC for redistribution. Funding for a future design project will not be secure.</p> <p>Delays the project until it can be further vetted and future funding procured.</p> <p>Pending the outcome of competing City projects, the next available PSRC grant funding cycle is 2025-2026. Grant funding cycles and project awards have been reduced from those offered in the past.</p> <p>Delays investment in the district. Delaying construction would increase construction costs and potentially reduce the number of improvements included in the Project.</p> <p>Returning grant funds can be viewed unfavorably by granting agencies and by the individual agencies that review grant applications. This can, in turn, have the potential to affect the success of future City grant applications.</p> <p>Conflicts with Transportation Commission recommendations and the goals outlined in the South Downtown Subarea Plan.</p> <p>Should the City reapply for a Puyallup Avenue grant in the future, for it to score sufficiently to merit award, it would very likely require the same infrastructure improvements that are contained in this grant, such as bicycle facilities and an HOV/transit lane.</p>

## **PUYALLUP AVENUE DESIGN PROJECT**

### **Supplemental Information**

Prepared for TODAG Discussion on December 21, 2020  
(Subject to change)

#### **A. SUMMARY OF DESIGN CRITERIA**

The following is a summary of criteria for the three segments or districts of the Puyallup Avenue Design Project. It is intended as a general summary of information received from previous public outreach meetings, TODAG meeting notes, BRT route integration and PSRC requirements, all to inform the future design intent of this project.

#### **PSRC GRANT FUNDING CRITERIA**

- Eastbound HOV / transit lane required along the entire route
- Any change from lane configurations shown will require PSRC approval
- New pavement, striping, signals, sidewalks (some existing will remain), lighting and other complete street components across the corridor

#### **Segment 1: Neighborhood District - Pacific Ave to E. D St.**

##### **PUBLIC OUTREACH OUTCOMES (Hybrid/Alternative 4)**

- 1-2 westbound general purpose lanes
- 1 eastbound HOV / transit lane
- 1 eastbound general purpose lane
- 1 center turn lane / pockets
- Bike lanes or cycle track with buffer / protected

##### **T-DOME BUSINESS GROUP CRITERIA**

- Maximize parking by:
  - Maintaining curb-side parking (no net loss along Puyallup Ave, if possible)
  - Added angle parking along side streets, to the extent possible
- Wide sidewalks w/ walkable, pedestrian friendly amenity zones
- Protective street-edge landscape / street-tree buffer
- Pedestrian safety (lighting, CPTED)

#### **Segment 2: TOD District - E. D St. to E. G St.**

##### **PUBLIC OUTREACH OUTCOMES (Hybrid/Alternative 4)**

- 2 westbound general purpose lanes
- 1 eastbound HOV / transit lane
- 1 eastbound general purpose lane
- 1 center turn lane / pockets
- Bike lanes or cycle track with buffer / protected

### T-DOME BUSINESS GROUP CRITERIA

- Maximize parking by:
  - Maintaining curb-side parking (no net loss along Puyallup Ave, if possible)
  - Added angle parking along side streets, to the extent possible
- Wide sidewalks w/ walkable, pedestrian friendly amenity zones
- Protective street-edge landscape / street-tree buffer
- Pedestrian safety (lighting, CPTED)
- Ease of crossing and access to transit
- If available, consider TLDE improvements / connections in relation to Puyallup Ave design
- Long term – Develop recommendations regarding use and timing of HOV / transit lane

### **Segment 3 - Industrial District - E. G St. to Portland Ave.**

#### PUBLIC OUTREACH OUTCOMES (Hybrid/Alternative 4)

- 1 westbound general purpose lane
- 1 eastbound HOV / transit lane
- 1 eastbound general purpose lane
- 1 center turn lane
- Bike lanes or cycle track with buffer / protected

### T-DOME BUSINESS GROUP CRITERIA

- Gateway to Tacoma
- Maintain parking
- Consider higher freight use / improvements in this part of the corridor
- Improved sidewalks and signage
- Consider bicycle connections to destinations beyond Portland Avenue
- Protective street-edge landscape / street-tree buffer
- Pedestrian safety (lighting, CPTED)

## B. FREQUENTLY ASKED QUESTIONS

1. **How will the design encourage reduced speeds through the core of the district, consistent with the vision to create a walkable, transit-oriented, mixed-use district?**

We may have narrowed lanes as a result of getting everything we need in the right-of-way. We could look at other options once design begins. Note, this is also a freight and transit route and there are limits to what is acceptable with respect to design standards and to the freight / transit groups involved in the earlier outreach.

2. **Will the design expand sidewalks and reduce the length of crosswalks (in the core at least) to make this a more walkable district?**

We will install bulbouts everywhere we can to reduce the length of the crossings, sidewalk widths are a function of the width of the right-of-way in that area, and what goes in the right-of-way. This evaluation / trade off would happen during design, and not all sidewalks will be replaced (those that are in good condition and that meet the desired widths may remain). Not all curb and gutter will be replaced.

3. **Will the design improve our ability to address the unique traffic issues associated with large Tacoma Dome events?**

Improved and interconnected traffic signals on Puyallup Ave will help. This, however, was not a dome event-based traffic study.

4. **Would the Transit / HOV lane be only for buses or also for HOV?**

That is open and not defined in the grant, and we would collect feedback from TODAG and other groups on how this lane should be managed. This would probably be led by the Traffic group, and may be on a parallel path during the design phase, or may occur post-design in the time (years) during which construction funding is pursued.

5. **Can the bike facilities be modified/reduced to create more space (possibly for parking and/or sidewalk)?**

Bike facilities are required and there are standard industry-defined widths, but their implementation (whether bike lanes or cycle track) will be based on feedback from all City commissions/groups, and it may end up wider or different than currently shown. Note, the hybrid alternative (Alternative 4) contains bike lanes, while our current concept shows a cycle track. A final determination will be made during design. A cycle track may take up less right-of-way space than bike lanes.

**6. Can the lane widths be modified/reduced to create more space (possibly for parking and / or sidewalk)?**

Possible. That evaluation would happen during the design process and may include feedback from the freight and transit groups, as well as City commissions/groups. Design standards will also apply.

**7. Can the amenity space be modified/reduced to create more space (possibly for parking and/or sidewalk)?**

Possible. That evaluation would happen during the design process and may include feedback from other City commissions / groups. There are standard City sidewalk / amenity space widths based on road types and zoning. A deviation may need to be requested, and it may or may not be approved.

**8. Can the sidewalks be modified/reduced to create more space (for parking)?**

Possible. That evaluation would happen during the design process and may include feedback from other City commissions / groups. There are standard sidewalk / amenity space widths based on road types and zoning. A deviation may need to be requested, and it may or may not be approved.

Sidewalk Standards: Sidewalk width from Pacific Ave to E. C St. is 16', with a 12' minimum. From E. C St. to E. G St. it is 11', including an amenity zone. From E. G St. to Portland Ave, the Light Industrial area, it is a typical 7' arterial sidewalk.

**9. What year are the traffic assumptions based on? How do the projected design traffic volumes compare to current (pre-COVID) traffic volumes?**

Traffic data is based on 2016/2017 and a design year of 2040.

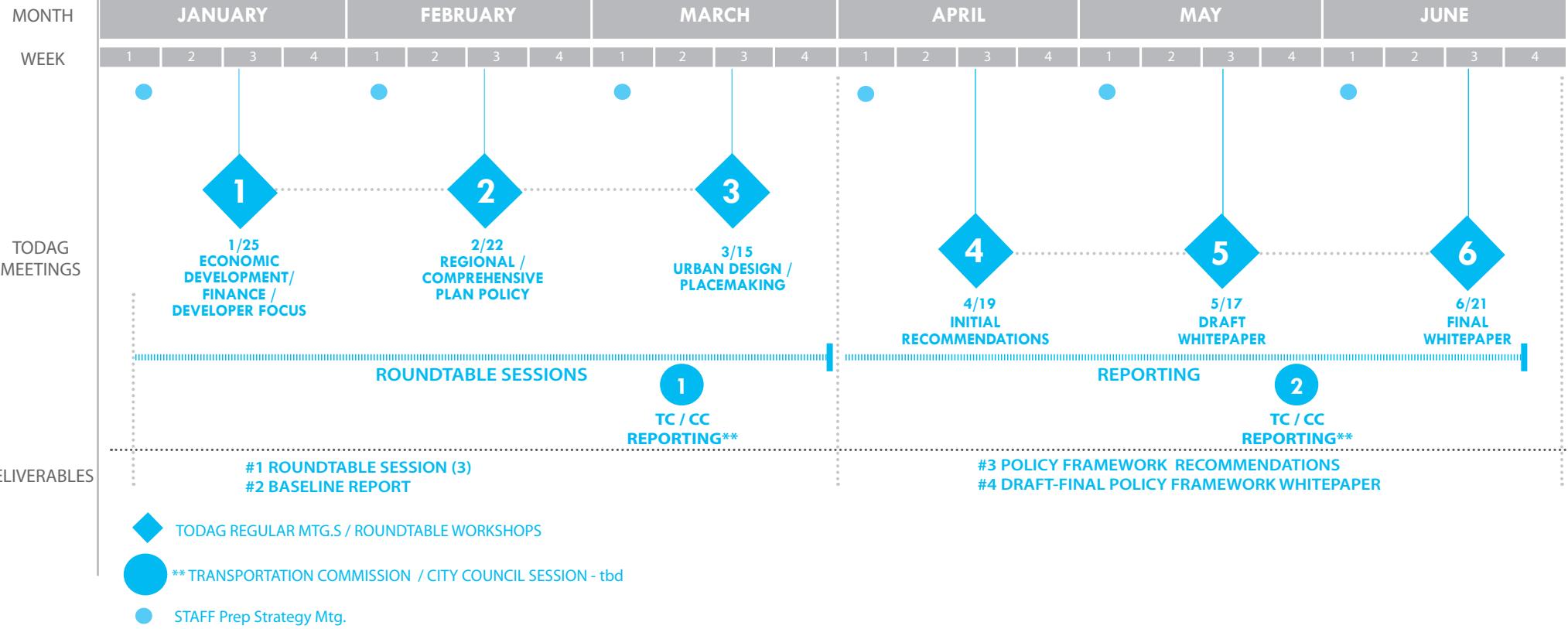
**10. Can the number of total lanes through the core of the district be reduced (such as to one westbound general purpose lane + one eastbound general purpose lane and one eastbound Bus/HOV lane + a turn lane)?**

Not recommended. It is a five lane section now, and in our concept study/outreach, Alternative 1 had one WB lane with a center turn lane, and at peak times through the district this single WB lane backed up over a 1,000 feet (D St to ~G St, with LOS an F in the district). It's also not what's included in the grant. We could add a traffic volume review during design to verify results. Lane removals from a designated state arterial will require PSRC review and approval.

## **Tentative TODAG Meeting Scheduling**

*December 14, 2020*

## TODAG - TOD ROUNDTABLE SCHEDULE TACOMA, WA





City of Tacoma  
Bicycle & Pedestrian Technical Advisory Group

November 19, 2020

Kent Keel, Chair  
Sound Transit  
401 S. Jackson Street  
Seattle, WA 98104

Re: Sound Transit Tacoma Dome Link Extension Project

Dear Sound Transit Board of Directors,

We, the City of Tacoma's Bicycle and Pedestrian Technical Advisory Group (BPTAG), with the concurrence of the City's Transportation Commission, respectfully submit our comments on the Tacoma Dome Link Extension Project. We recognize the unique opportunity that exists at this time for Sound Transit to help Tacoma plan for a future where people traveling by foot, bike, wheelchair, scooter, skateboard, and local transit can easily access the two stations planned for our area. On behalf of the region's transportation system users, we ask that you commit to using the Green Transportation Hierarchy, a prioritization strategy in the City's Transportation Master Plan that ranks transportation modes with the least environmental impact and greatest contribution to quality of life, to make it not only easier, but preferable for users of all ages and abilities to access these valuable transit locations without a personal vehicle.

Currently, the primary corridors that the stations will be located on/near - Puyallup Avenue and Portland Avenue - require drastic changes in order to remove or mitigate the hostile components making them incredibly difficult, daunting, and hazardous to navigate for people using active transportation. On these corridors, we urge you to:

- Add protected, connected bike facilities.
- Ensure sidewalks are connected and ADA accessible.
- Look for opportunities for separation between the road and sidewalk, which could be provided by bike facilities, designated areas for micromobility & bicycle parking, and/or landscaping.
- Upgrade intersections for ADA accessibility and the safety of all users – including treatments like leading pedestrian intervals and removing right turn on red and permissive left turns.
- Implement data-driven measures from Vision Zero known to improve safety for all road users, including lowered speed limits.
- Provide seamless connections for users transferring between local and regional transit.
- Prioritize the speed and reliability of transit on these corridors over single occupancy vehicles.
- Prioritize a safe and connected on-road network that will benefit everyone over costly investments like an I-5 pedestrian overpass that won't solve underlying safety issues.

As entry points into our city, these stations should be designed in such a way that users feel our shared commitment to equity in transportation. Specifically:

- The experience and level of service for people using active transportation and transit must be prioritized over that of someone in a personal vehicle. In particular, the stations should be designed with 8-year-olds to 80-year-olds in mind. Attention to detail matters – with elements like rain and sun cover, art, places to sit, and access to restrooms with diaper changing stations, and private spaces to pump/breastfeed as key considerations.

Tacoma Bicycle & Pedestrian Technical Advisory Group

Sound Transit Tacoma Dome Link Extension

November 19, 2020

- Parking for bicycles (including larger cargo bikes) and other micro-mobility modes, should be more abundant, convenient, secure, and affordable than parking for private vehicles. Charging should be available for e-bikes.
- Parking management strategies, including paid parking, should be implemented to better manage the existing parking supplies in the Dome District. Explore opportunities to better utilize the Tacoma Dome parking when not in use for events. Parking should not be framed as the only way to support business access – improving safety and access for people arriving using transit and active transportation will help create thriving business districts.
- Culturally appropriate communications for way-finding signage and directions be made available and revisited in a timely manner, as language needs may change as populations grow.
- Safety considerations and rider enforcement decisions are made without reliance on law enforcement presence.

Finally, we would also like to acknowledge and emphasize the importance of the Puget Sound Regional Council General Assembly's adoption of VISION 2050 as the growth management, environmental, economic, and transportation vision for the central Puget Sound Region. VISION 2050 highlights "Access to Transit" as a key policy focus area, since it is the goal to attract 65% of the region's residential growth, and 75% of the region's employment growth to regional growth centers and within walking distance of high-capacity transit stations. A sustainable future only exists if we make it easy for people to live and work near high-capacity transit connections.

This is the time to embrace what is possible. Boldly reclaiming shared space for transportation modes with the least environmental impact and greatest contribution to quality of life is necessary for a city and a transit agency that holds health equity at the center of all decisions.

Thank you for the opportunity to comment. We appreciate the complexity of a project this size, with the competing interests and finite resources at hand. We strive to highlight how everyone benefits when we prioritize the movement of people over cars.

Sincerely,



Jennifer Halverson Kuehn

Chair, City of Tacoma Bicycle Pedestrian Technical Advisory Group

Cc:

Tacoma Mayor Victoria Woodards

Tacoma City Council

Tacoma City Manager

Transportation Commission

Planning Commission

Transit Oriented Development Advisory Group

TDLE City of Tacoma/Sound Transit/Puyallup Tribe/Pierce Transit Work Group