



City of Tacoma Transportation Commission

Matt Stevens, Co-Chair, At-Large
Bruce Morris, Co-Chair, At-Large
Richard Gardner, At-Large
Quanah Spencer, At-Large
Joe Korbuszewski, District 1
Rubén Casas, District 2
Austin Goble, District 3
Troy Serad, District 4
Penny Grellier, District 5
Pamela Wrenn, City Manager Appointed
Kerri Hill, City Manager Appointed

Meeting Minutes

Meeting: Transportation Commission
Time: Wednesday, October 16, 2024 at 5:30 P.M.
Place: Hybrid: 747 Market Street, Room 243 or Zoom

Join by computer, click on the following link:

<https://zoom.us/join> or <https://us06web.zoom.us/j/87316891624?pwd=ZEJBMml3VWZSOTd1cjE5ZjNGT0VoUT09>

Join by Phone: (253) 215-8782

Meeting ID: 873 1689 1624

Passcode: 747000

I. Call to Order and Land Acknowledgement

Co-Chair Morris called the meeting to order at 5:31 pm. CM Serad read a Land Acknowledgment.

II. Roll Call

CM Casas was absent. All other Commissioners were present for all or part of the meeting.

III. Review of Minutes (September 18, 2024)

Co-Chair Morris moved to approve the September 18, 2024 meeting minutes without alterations. Co-chair Stevens seconded the motion.

Ayes: 8 -- Stevens, Morris, Gardner, Spencer, Korbuszewski, Goble, Serad, Grellier

Nays: 0

Abstain: 0

Non-voting: CM Wrenn, CM K. Hill

IV. Public Comment on Agenda Topics

None

V. Business Items (5:45)

- a) Streets Initiative Annual Report (Information and Discussion) – Erik Sloan, Pavement Manager
Erik Sloan provided an overview of the current state of tax revenue and expenditures. He emphasized the stability of revenue since 2020 and discussed how funds are allocated across various initiatives, highlighting the focus on street maintenance and active transportation needs. Erik noted the positive progress of ongoing projects, mentioning future funding expectations and the impact on planned work. He also addressed the success in securing grant funding for capital projects and outlined advancements in infrastructure improvements. Additionally, Erik introduced new tools for transparency and community engagement, including a dashboard for updates and an expanded feedback survey aimed at enhancing services and guiding future planning efforts.



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During the presentation, questions were raised about project assessments and funding. There was inquiry into whether overhead and assessments apply only to completed projects, with inconsistencies in the charging process noted, particularly for HR-related costs. Clarification was also sought regarding matching funds for a significant grant, which were confirmed as sufficient.

Concerns were raised by Commissioners about outreach efforts. Gaps were acknowledged, with ongoing work to address them. Questions were also raised about how outreach would influence future initiatives and equity in capital allocation. The response emphasized a continued focus on residential areas and prioritizing multimodal strategies for arterial improvements.

Engagement with various stakeholders, including local tribes and community organizations, was discussed, with plans to ensure effective communication and outreach efforts. There was an expressed interest in understanding how impacts are measured, particularly regarding equity.

Additional topics included the importance of collaborating with the homeless commission and suggestions for categorizing equity in project planning. Concerns about transparency surrounding local improvement districts (LIDs) were raised, with a call for clearer financial information and outreach efforts to enhance understanding in addition to general equity concerns.

The Commission ultimately agreed to accept the progress report with noted changes.

Two additional requests were made: (1) to include LID funding information and (2) an analysis of the equity index by blocks, broken down into categories such as sidewalks. A proposal was made to revisit these topics in six months, which was seconded and unanimously approved.

b) Transportation Master Plan Update Policies (Discussion) – Carrie Wilhelme, Principal Transportation Planner

Carrie highlighted the progress made so far in the planning process, outlining the hierarchy from Vision to Goals, Policies, Element Strategies, and Element Actions, with definitions for each level. The sequence for creating the new TMP policies began with the 2015 TMP policies, followed by compiled notes from commission discussions on goals, and then policies drafted by Nelson/Nygaard. A working session was then held with long-range planning and transportation staff, which provided edits and feedback. During the Transportation Commission meeting on October 16th, comments were provided on the drafted policies. The commission allocated a five-minute review period, followed by a discussion of the policies. Below are the notes from that discussion.



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The Commission emphasized the need for increased outreach and direct engagement with the Puyallup Tribe, suggesting that this should occur sooner rather than later. In response, it was noted that meetings are held monthly between Public Works and the Puyallup Tribe.

The Commission noted that some points appeared to be "goals within goals," which could create challenges for accountability. It was emphasized that project prioritization criteria should be clearly tied to established goals. Overall, there was general approval of the document, along with suggestions for improvements to ensure greater clarity and inclusivity.

Goal 1

Concerns were raised about the phrasing "educating residents in the need for change," with suggestions to rephrase it and possibly move it to an education section. The Commission discussed the need for a feedback loop, stressing the importance of clear language around action items and equity. It was suggested that terms like "reciprocal education" or "reciprocal dialogue" better reflect an active approach to community engagement.

Goal 2

The Commission discussed potential confusion over terms like "scooter rider," suggesting clarification to avoid ambiguity with vehicles like Vespas. There was also discussion over the use of "delay," and a proposal to replace "deprioritizing throughput" with "balancing" to prevent frustration and unsafe behavior. Additionally, the commission recommended prioritizing the most vulnerable users and considering a broader approach.

Goal 3

The Commission discussed changing "green hierarchy" to "prioritizing green hierarchy" for clarity. There was uncertainty about the term "elevate," with a suggestion to simplify language to "Use Green Hierarchy." Concerns were raised about the impact of freight on roadways, with a question about addressing it in a specific section.

Goal 4

The Commission emphasized the importance of acknowledging the tribal community. It was also suggested to remove a phrase related to funding, as "C" covers more than just funding sources. Additionally, the Commission highlighted that outreach helps develop valuable partnerships, and there was strong support for "4e."

Goal 5

The Commission stressed the importance of addressing audio, video, and language needs. It was emphasized that the process in "5e" should be a two-way street. Support was also expressed for "5c."

Goal 6

The Commission raised concerns about the phrasing "conduits for TOD," suggesting it needs clarification and should include "equity." It was recommended to add accessible wayfinding, possibly under section C. The absence of public art references was also noted.



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A discussion took place about whether the policies are binding on the council, with clarification that the goals are not binding. It was also mentioned that there will be opportunities to align various plans, such as the climate action and other transportation plans.

Goal 7

The Commission expressed concerns about the phrase "preparing Tacoma for emerging trends," noting that some trends may fade. It was suggested to change "available" to "proven" for clarity. Additionally, there was dissatisfaction with the term "drive," as it emphasizes single-occupancy vehicles (SOVs).

Goal 8

The Commission discussed a shift from well-defined economies, like brick-and-mortar businesses, to more informal ones, such as the gig economy. It was suggested to remove the word "district" for clarity. Additionally, it was emphasized that current and legacy state routes require attention in section 8E.

VI. Other Business/Updates (6:45)

- a) Bicycle Pedestrian Technical Advisory Group (Joe Korbuszewski)
A discussion covered a letter regarding improvements to access at the Tacoma Dome. An audit of all existing and planned bicycle routes is being conducted.
- b) Pacific Avenue Sub-Area Plan Advisory Committee (Richard Gardner)
Nothing to report.
- c) Joint TOD Task Force (Pamela Wrenn and Troy Serad)
A draft of the Frequent Traffic Network was discussed, focusing on service levels and how the city can enhance connectivity. There was a thorough discussion on Sound Transit projects in Tacoma as part of this conversation.

VII. Staff Reports (7:00)

- a) Staff Updates
Co-Chair Stevens reported back on his presentation to IPS in September.

Introduced a new more frequent schedule:

- *November 13 - Special Meeting: Project prioritization criteria*
- *November 20 - Regular Meeting: Bike, Pedestrian, and Public Realm Elements*
- *December 4 - Special Meeting: Auto, Freight, and Curb Management Elements*
- *December 18 - Joint PC-TC Meeting: Pierce Transit Long Range Plan and TMP Transit Element*

Co-Chair Stevens made a motion to accept the meeting schedule, which was seconded by Commissioner Grellier. All were in favor.

Meetings will be held in a hybrid format and will last approximately one hour.



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- b) Status of Grant Applications and Major Capital Projects
Carrie reported that the City of Tacoma is looking to apply for the Sandy Williams Connecting Communities Grants, potentially for a planning study for South Tacoma Way and for construction funds for Puyallup Avenue.

- c) Upcoming Public Meetings and Events

None

VIII. Commissioner Comments

CM Gardner mentioned watching a briefing on Public Works budget, noting that the director seemed optimistic about Fishing Wars Memorial Bridge improvements.

CM Wrenn shared insights from a recent trip to Paris, emphasizing the city's excellent bike infrastructure, noting that it took 20 years to develop and involved redesigns to address capacity issues.

Co-chair Stevens noted the City Council is currently reviewing the Home in Tacoma project and is interested in receiving individual letters from the Commission regarding the amendment process and asked whether the commission wanted to write a letter.

CM Hill noted that Tacoma was underrepresented at the PSRC regional safety meeting, with Carrie mentioning that Home in Tacoma had an event the same night.

CM Serad reported that he contacted Public Works Director Josh Diekmann about a quick-build project in McKinley, noting it has been a year since its implementation, but it is still incomplete.

IX. Public Comment

A community member asked if the recording could be made available online before the next meeting and requested that the chat remain open for participants to ask for the survey link. They expressed concerns about the accountability of the work done on 38th Avenue between A Street and Pacific St, noting it seems subpar. They plan to send their comments about 38th Avenue to the Transportation Department.

X. Adjourn (7:30)

Meeting adjourned at 8:00



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Future Agenda Items

TMP Overarching Policies, TMP Project Prioritization Criteria, Land Use and Modal Network Integration Framework, Impact Fees, Vision Zero Annual Report

Public Comment

The public may give oral comments related to agenda topics at the beginning of the meeting and general comments will be heard at the end of the meeting. Speakers will have anywhere from 90 seconds to three minutes to provide comment, depending on time availability. The public may submit comments in writing by 5:00 PM one day prior to the meeting. Written comments should be emailed to cwilhelme@cityoftacoma.org and include "Transp Commission Meeting Comment" in the subject line.

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