



AGENDA

MEETING: Joint Meeting with the Transportation Commission (Hybrid)
DATE/TIME: Wednesday, December 18, 2024, 5:00 p.m.
LOCATION: Council Chambers, 1st Floor of the Tacoma Municipal Building
747 Market Street, Tacoma, WA 98402
ZOOM INFO: Link: <https://www.zoom.us/j/84416624153>
Dial-in: +1 253 215 8782
ID: 844 1662 4153

A. Call to Order

- Quorum Call
- Land Acknowledgement

B. Approval of Agenda

C. Approval of Minutes

- May 15, 2024

D. Public Comments

This is the time set aside for public comment on Discussion Items on this agenda.

- Written comments on Discussion Items must be submitted to Planning@cityoftacoma.org by 12:00 noon prior to the meeting. Comments will be compiled, distributed to the Commission, and posted on the Planning Commission's meeting webpage at www.cityoftacoma.org/PlanningCommissionAgendas.
- To comment virtually, join the meeting using Zoom and raise your virtual hand. To comment in person, sign in at the back of the Council Chambers. Where necessary, the Chair may limit the allotted time for comment.

E. Disclosure of Contacts and Recusals

F. Joint Discussion Items

1. Draft 2025 Transportation and Mobility Plan – Transit Element

- Description: Review the draft transit element of the 2025 Transportation and Mobility Plan (formerly the Transportation Master Plan), including the draft Frequent Transit Map and Capital Investment Corridors Map, strategies, and actions.
- Action: Informational.
- Contact: Carrie Wilhelme (CWilhelme@cityoftacoma.org);
Tom Brennan, Nelson\Nygaard Consulting



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¿Necesitas información en español? Cần thông tin bằng tiếng Việt? 한국어로 정보가 필요하십니까? ត្រូវការព័ត៌មានជាភាសាខ្មែរ?
Нужна информация на русском? Потрібна інформація українською мовою? Contact TacomaFIRST 311 at (253) 591-5000.

2. Pierce Transit Long Range Plan

- Description: Review and discussion of the Pierce Transit's Draft Long Range Plan - Destination 2045.
- Action: Review and Comment.
- Contact: Stephen Atkinson (SAtkinson@cityoftacoma.org);
Anna Petersen (APetersen@PierceTransit.org)

G. Upcoming Meetings (Tentative Agendas)

- (1) January 1, 2025 – cancelled
- (2) Agenda for the January 15, 2025, meeting includes:
 - Comprehensive Plan update – Policy Review
- (3) Agenda for the February 5, 2025, meeting includes:
 - Comprehensive Plan update – Request to Release for Public Hearing and Comment Period

H. Communication Items

- (1) Communications from Staff

Tideflats Subarea Plan – On December 5, 2024, the Tideflats Steering Committee, comprised of elected representatives from the City of Tacoma, Puyallup Tribe of Indians, Port of Tacoma, Pierce County, and the City of Fife, unanimously voted to recommend a Draft Tideflats Subarea Plan for adoption by the City of Tacoma.

- [Steering Committee Recommended Tideflats Subarea Plan](#)
- [Letter of Recommendation](#)

- (2) **Status Reports by Commissioners** – Picture Pac Ave and the TOD Task Force.
- (3) **IPS Agenda** – The Infrastructure, Planning, and Sustainability Committee's meeting on December 25, 2024, has been cancelled, and the next meeting is scheduled for Wednesday, January 8, 2025, at 4:30 p.m. The agenda is to be determined. (Held at 747 Market Street, Tacoma, WA 98402, Conference Room 248 or virtually at <http://www.zoom.us/j/87829056704>, passcode 614650)

I. Adjournment



MINUTES (draft)

MEETING: Regular Meeting (hybrid)

DATE/TIME: Wednesday, May 15, 2024, 5:00 p.m.

PRESENT: Christopher Karnes (Chair), Anthony Steele (Vice-Chair), Morgan Dorner, Robb Krehbiel, Brett Marlo, Matthew Martenson, Jordan Rash, Sandesh Sadalge, Brett Santhuff

ABSENT: N/A

A. Call to Order

Chair Karnes called the meeting to order at 5:00 p.m. A quorum was declared.

Chair Karnes read the Land Acknowledgement.

B. Approval of Agenda

Commissioner Sadalge moved to approve the agenda as submitted. Vice-Chair Steele seconded the motion. The motion passed unanimously.

C. Approval of Minutes

There were no meeting minutes to approve.

D. Public Comments

Stephen Atkinson, Principal Planner, noted that no written comments were received for public comment.

No individuals addressed the Planning Commission.

Public Comment ended at 5:02 p.m.

E. Disclosure of Contacts and Recusals

Commissioner Krehbiel disclosed that he had conversations with the Tacoma Tree Foundation, Tacoma Urban Forestry Friends, and Tacoma-Pierce County Health Department (TPCHD) regarding Home In Tacoma.

Commissioner Rash disclosed that he had conversations with the Tacoma Tree Foundation regarding Home In Tacoma.

F. Discussion Items

1. 2025-2030 Capital Facilities Program Proposed Project List

Nick Anderson, Office of Management and Budget, provided an overview of the 2025-2030 Capital Facilities Program (CFP), including what the CFP is, the Commission's role, criteria questions, the proposed 2024 project list, and next steps.

Discussion ensued regarding the difference between a project being complete versus no longer being active, the readability of the public package, library branches, and funding sources and prioritization.

Vice-Chair Steele moved to release the package for public review and set a public hearing date for June 5, 2024, at 5:00 p.m. Commissioner Sadalge seconded the motion. The motion passed unanimously.

2. Home In Tacoma – Potential Amendments

Elliott Barnett, Senior Planner, and Erin Dilworth, TPCHD, provided an overview of the Home In Tacoma Health Impact Assessment (HIA), including the purpose of HIAs, the HIA scope, and select recommendations for the Commission's consideration. Vice-Chair Steele requested information regarding potential studies on impacts and health effects on unhoused individuals.

Barnett outlined an amendment that was added due to being mandated from the legislature and amendment #15 from the previous meeting. Discussion ensued regarding clarification of amendment #15.

Barnett presented the Commissioners' potential amendments. Discussion ensued throughout for each amendment, including clarifications, reasons for support, opposition, and modifications to the amendments.

Commissioner Marlo moved to add amendment #17 to the amendment package. Commissioner Rash seconded the motion. The motion passed with the following votes:

Ayes: 8 – Dorner, Karnes, Krehbiel, Marlo, Martenson, Rash, Sadalge, Santhuff

Nays: 1 – Steele

Commissioner Dorner moved to add amendment #18a to the amendment packet. Commissioner Krehbiel seconded the motion. The motion passed with the following votes:

Ayes: 8 – Dorner, Karnes, Krehbiel, Marlo, Martenson, Rash, Sadalge, Santhuff

Nays: 1 – Steele

Commissioner Marlo moved to add amendment #19 to the amendment package and to revise the language to allow for the arborist/professional review. Commissioner Krehbiel seconded the motion. The motion passed with the following votes:

Ayes: 7 – Dorner, Karnes, Krehbiel, Marlo, Martenson, Rash, Santhuff

Nays: 2 – Sadalge, Steele

The Planning Commission recessed at 6:34 p.m. and reconvened at 6:40 p.m.

Commissioner Dorner moved to add amendment #20 to the amendment package. Commissioner Krehbiel seconded the motion. Commissioner Dorner withdrew her motion. Commissioner Krehbiel withdrew amendment #20.

Amendment #21 was withdrawn.

Commissioner Krehbiel moved to add amendment #22 to the amendment package. Commissioner Dorner seconded the motion. The motion passed with the following votes:

Ayes: 8 – Dorner, Karnes, Krehbiel, Marlo, Martenson, Rash, Santhuff, Steele

Abstain: 1 – Sadalge

Commissioner Krehbiel moved to add amendment #23 to the amendment package. Commissioner Dorner seconded the motion. The motion passed with the following votes:

Ayes: 6 – Dorner, Karnes, Krehbiel, Marlo, Martenson, Rash

Nays: 3 – Sadalge, Santhuff, Steele

Commissioner Steele moved to add amendment #25 to the amendment package. Commissioner Santhuff seconded the motion. The motion failed with the following votes:

Ayes: 1 – Steele

Nays: 8 – Dorner, Karnes, Krehbiel, Marlo, Martenson, Rash, Sadalge, Santhuff

Commissioner Marlo moved to add amendment #24 to the amendment package. Commissioner Krehbiel seconded the motion.

Commissioner Sadalge moved to amend the motion to replace the minimum requirement of shared amenity space to state that every unit must have access to private or amenity space. Commissioner Martenson seconded the motion. The motion to amend the original motion passed with the following votes:

Ayes: 8 – Dorner, Karnes, Krehbiel, Marlo, Martenson, Rash, Sadalge, Steele

Nays: 1 – Santhuff

The motion to add amendment #24 as amended passed with the following votes:

Ayes: 8 – Dorner, Karnes, Krehbiel, Marlo, Martenson, Rash, Sadalge, Steele

Nays: 1 – Santhuff

Commissioner Rash moved to add amendment #26 to the packet. Commissioner Dorner seconded the motion. The motion passed unanimously.

Commissioner Krehbeil moved to add amendment #27 to the packet. Commissioner Dorner seconded the motion. The motion passed unanimously.

Commissioner Krehbeil moved to add amendment #28 to the packet. Commissioner Dorner seconded the motion. The motion passed unanimously.

Commissioner Krehbiel moved to add amendment #29 to the packet. Commissioner Dorner seconded the motion. The motion passed unanimously.

Commissioner Dorner moved to add amendment #30 to the packet. Commissioner Krehbiel seconded the motion. The motion passed unanimously.

Commissioner Krehbiel moved to integrate all amendments into the package and report back to the commission on June 5th. Commissioner Sadalge seconded the motion. The motion passed unanimously.

Barnett outlined the contents of the Commission letter. Chair Karnes suggested that commissioners send staff their preferences for the letter, staff provide a rough first draft, and then the chair and vice-chair can finalize. The Commission agreed.

H. Upcoming Meetings (Tentative Agendas)

(1) Agenda for the June 5, 2024, special meeting includes:

- Capital Facilities Program – Public Hearing
- Level of Service Code Amendment – Public Hearing
- Home In Tacoma – Potential Amendments/Recommendation

(2) June 19, 2024 – Cancelled

(3) Agenda for the June 26, 2024, special meeting includes:

- Permitting Level of Service Code Amendment – Debrief

(4) July 3, 2024 – Cancelled

I. Communication Items

The Commission acknowledged receipt of communication items on the agenda.

J. Adjournment

The meeting was adjourned at 8:18 p.m.

**These minutes are not a direct transcription of the meeting, but rather a brief capture. For full-length audio recording of the meeting, please visit:*
http://www.cityoftacoma.org/government/committees_boards_commissions/planning_commission/agendas_and_minutes/



City of Tacoma
Planning and Development Services

Agenda Item
F1

To: Planning Commission
From: Carrie Wilhelme, Public Works Department
Subject: **Draft 2025 Transportation and Mobility Plan – Transit Element**
Memo Date: December 10, 2024
Meeting Date: December 18, 2024

Action Requested:
Informational

Discussion:

Public Works staff, along with the consultant team from Nelson\Nygaard, will present an overview of the Draft Transit Element of the 2025 Transportation and Mobility Plan (formerly the Transportation Master Plan). Staff will lead a discussion regarding the proposed updates to the Transit Element, including the draft Frequent Transit Map and Capital Investment Corridors Map, strategies, and actions.

Project Summary:

This update is part of the state-mandated update to Tacoma's Comprehensive Plan, [One Tacoma](#), which is the City's official statement concerning its vision for future growth and development. It identifies goals, policies, and strategies for maintaining the health, welfare, and quality of life of Tacoma's residents. The Comprehensive Plan consists of multiple elements, each addressing key areas such as urban form, design and development, parks and recreation, and transportation.

In Tacoma, the Transportation and Mobility Plan (TMP) acts as the Transportation Element of the Comprehensive Plan. The TMP outlines the transportation vision, goals, and priorities for the city, guiding decisions on infrastructure investments, transportation and land use policies, and the development of a multimodal system. Its purpose is to ensure that Tacoma's multimodal transportation network is safe, accessible, and connected for all users, aligning with the city's broader goals of sustainability, equity, economic vitality, and community well-being.

There are seven modal and functional elements in the TMP: pedestrian, bicycle, transit, freight, auto, public realm and activation, and curb management. Each element contains an introduction, context, strategies, actions, and a map (if needed.) The main TMP document will focus on presenting the most pertinent and actionable information including the introduction, strategies, actions, performance metrics, and map(s). Supporting data, analysis and background information will be included in the appendix.

The passage of Tacoma's *Home in Tacoma* project marks a significant step towards creating a more inclusive and sustainable city by expanding housing options and fostering vibrant, walkable neighborhoods. To strengthen its success, frequent and reliable transit infrastructure is essential to support the envisioned growth and accessibility. Recognizing this, Public Works staff engaged a consultant with extensive expertise in transit planning and also collaborated closely with the city's Transit-Oriented Development (TOD) Task Force to develop an updated



Transit Element. Additionally, city staff have been collaborating with Pierce Transit as they develop their Long Range Transit Plan, working to align local and regional transportation priorities.

The updated TMP will follow the Comprehensive Plan's adoption timeline and process, integrating it as the Transportation Chapter within the overall Comprehensive Plan.

Background Documents:

- [Dept. of Commerce Checklist](#)
- [Vision 2050 Checklist](#)
- [2015 Transportation Master Plan](#)

Staff Contacts:

- Carrie Wilhelme, Principal Transportation Planner, cwilhelme@cityoftacoma.org

Attachments:

- Attachment 1: Draft 2025 Transportation and Mobility Plan – Transit Element

cc. Peter Huffman, Planning and Development Services Director
Ramiro A. Chavez, P.E. PgMP, Public Works Director/City Engineer

Transit

A reliable transit network operating as the backbone of Tacoma's multimodal transportation system

Transit plays an essential role in Tacoma's transportation system. To deliver its transportation goals, Tacoma needs a frequent and reliable transit network that provides access to jobs, schools, healthcare, and essential non-work destinations. Transit is the backbone of Tacoma's multimodal transportation system and helps to mitigate the impacts of auto travel as the city grows, improve air quality and reduce emissions, and to ensure all travelers have a reliable, affordable means to traverse the city and connect to the region.

Tacoma has a diverse and layered set of transit offerings designed to respond to its natural setting and local and regional land use patterns. In addition to Pierce Transit's multiple countywide services, Sound Transit, Amtrak, and WSDOT all provide transit services connecting Tacoma with other cities in the region

A robust and successful transit system in Tacoma will:

- Ensure reliable and affordable mobility options are available to support projected land use growth and infill development.
- Increase access to employment, housing, services and amenities, and regional connections as Sound Transit light rail reaches Tacoma.
- Provide safe, well lit, and connected access to transit that supports people of all ages and abilities.
- Reduce vehicular mode share by providing options that allow people to travel on transit, walk, cycle, and use shared mobility.
- Reduce greenhouse gas emissions through mode shift and transit fleet electrification.
- Improve health by promoting walking and the use of active modes.

Tacoma's Role in Transit Provision

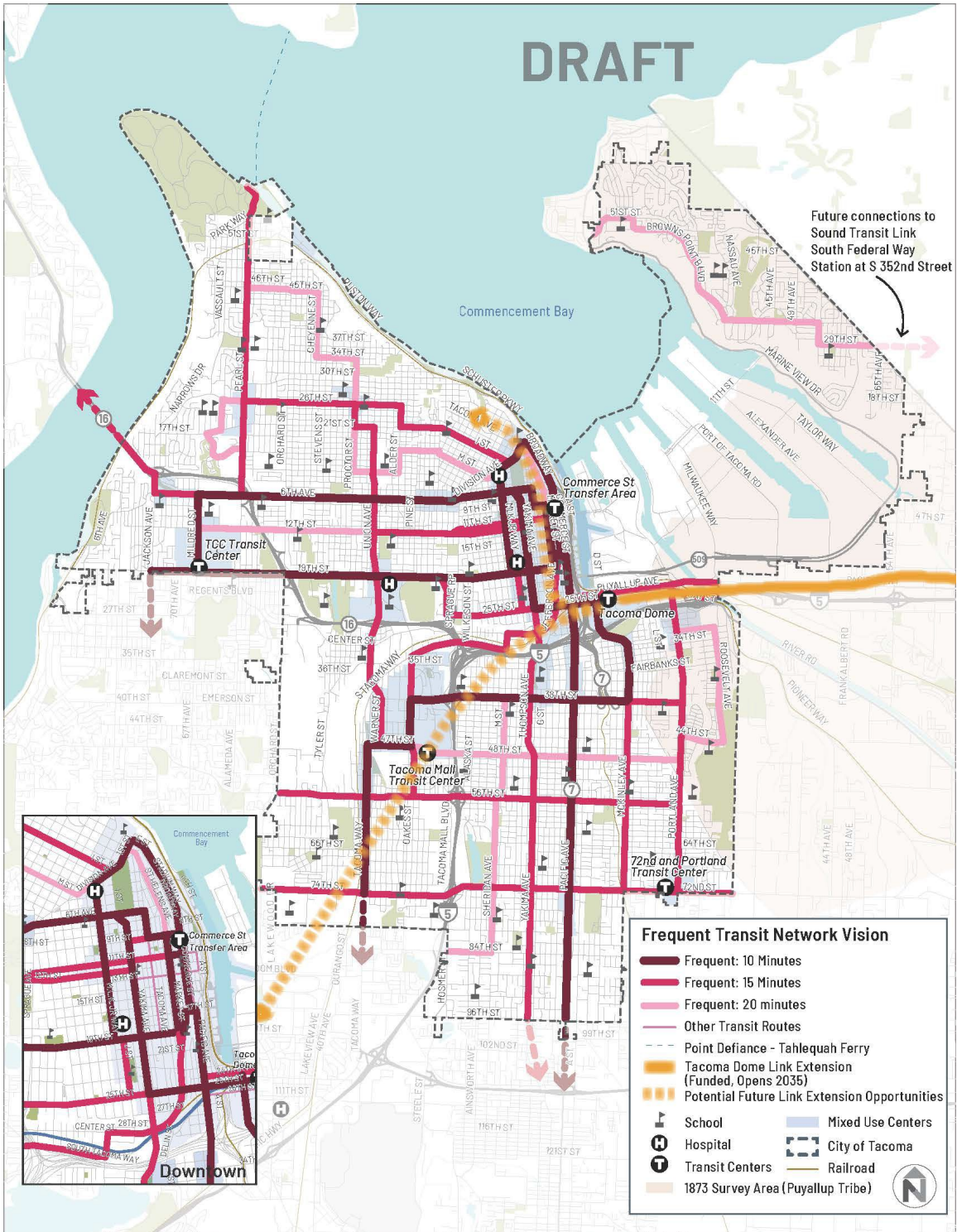
Pierce Transit is the county transit provider, delivering bus service in Tacoma and surrounding Pierce County communities. Sound Transit is the regional provider of express bus services, commuter rail, and light rail. Amtrak and WSDOT also provide transit services connecting Tacoma with other cities in the region.

The City of Tacoma plays a critical role in ensuring transit is reliable and accessible through management of the street and signal systems, provision and maintenance of safe pedestrian and bicycle access to bus stops, rail stations, and transit centers, and through a range of other programs that encourage use of transit and non-motorized travel. Tacoma collaborates with its transit agency partners to ensure service offerings align with the city's current needs and to plan for transit that supports planned land use growth.

Tacoma's Frequent Transit Network Vision

The Frequent Transit Network (FTN) is an aspirational vision for a network of high-quality transit providing freedom for people moving around the city to show up and go. Meeting this vision requires substantially more operating resources than are available today, yet the FTN can guide City partnerships with Pierce Transit and Sound Transit. "Transit" refers to bus transit and light rail transit.

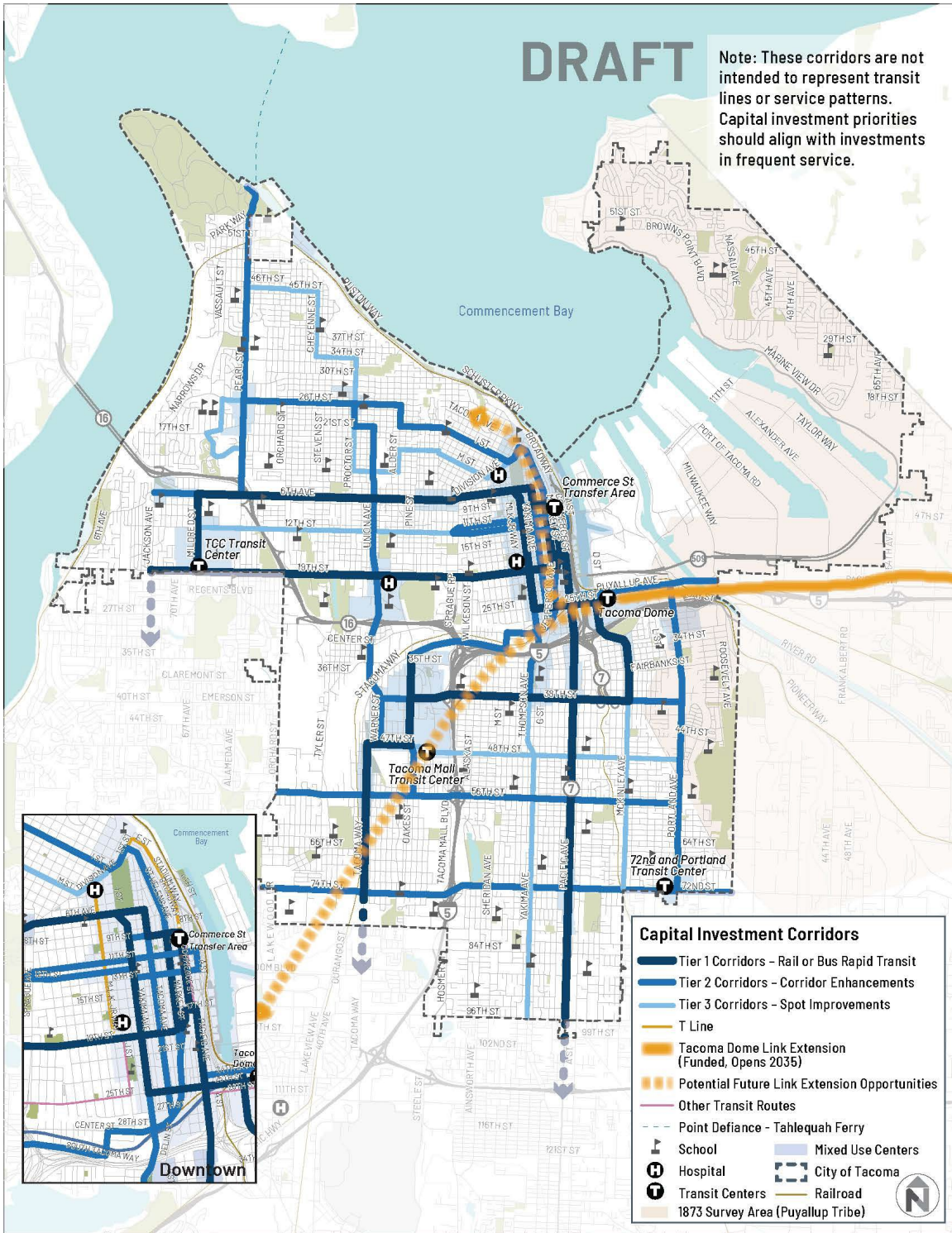
Figure 7 Tacoma's Frequent Transit Network Vision



Tacoma's Capital Investment Corridors

This map shows corridors where Tacoma and its transit partners should consider transit capital investments. Capital investment corridors are tiered to represent the level of potential investment ranging from light rail or bus rapid transit to simple bus speed and reliability improvements that help buses bypass traffic congestion.

Figure 8 Tacoma's Capital Investment Corridors



TRANSIT STRATEGIES

The following strategies guide how Tacoma will partner and invest in a complete public transportation system that can provide complete, affordable, and dignified travel for people of all abilities traveling in Tacoma and connecting to the region.

1. Fund and develop a transit network that is frequent, reliable, and safe by building toward the Frequent Transit Network vision (Figure 7), making transit the most reliable and affordable means to travel in Tacoma.
2. Actively engage in transit service planning with Pierce Transit and Sound Transit, and advocate for service plans to match the city's FTN and connectivity needs for major destinations.
3. Work with Pierce Transit to restructure local bus service when Link light rail reaches the Tacoma Dome Station, using the FTN as a guide to prioritize investments as bus services are restructured.
4. Explore avenues to expand service and improve transit frequency and span in Tacoma (using the FTN as a guide). This could include exploring local source funding used to develop service buy-up agreements with Pierce Transit.
5. Balance the provision of intra-city transit and regional transit, ensuring people can effectively use transit for their trips within Tacoma and their trips in the greater region.
6. Replace or enhance high-ridership bus routes with bus rapid transit or other forms of high-capacity transit.
7. Focus on developing Commerce Street as a local and regional transit center, and as a focal point for transit service. Support changes to Commerce Street to accommodate this shift, which could include restricting non-transit travel.
8. Begin planning efforts to prepare for future high-speed rail in Tacoma.
9. Implement bus lanes and transit signal priority on the FTN, particularly priority capital investment corridors (see Figure 8). Reconfigure streets (e.g., use of turn-lanes, on-street parking) to prioritize the efficient movement of transit.
10. In corridors with the highest levels of transit demand, congestion, and critical connectivity function, study high-capacity transit alternatives, including rail (see Figure 8 Tier 1 Corridors). Evaluate where there are opportunities for federal funding to expand rail.
11. Use quick-build projects to test and deploy tactical transit treatments, such as dedicated bus lanes or passenger platforms that allow buses to stop in-lane, or on streets where operational issues or delays have been identified. Quick-build or temporary treatments should be replaced with permanent transit treatments if they are successful.

12. Invest in incremental and spot improvements which bolster reliability and use capital projects to eliminate chokepoints. Consider transit improvements as arterial corridors are repaved and there are opportunities to reallocate space through low-cost paint and post type treatments.
13. Incentivize transit-oriented development to attract businesses needed by transit riders, and incorporate amenities like food and beverage vendors, and restrooms at transit centers.
14. Create areas near and connected to transit that are safe, comfortable, beautiful, and foster a sense of community. Ensure adequate lighting, seating, shade, tree canopy, and public art. Maintain sidewalks with adequate widths and protected bicycle lanes. Install pedestrian-scale lighting at transit waiting areas and areas connecting to transit stops.
15. Align with Pierce Transit and Sound Transit in identifying and conducting early planning for future bus rapid transit and rail corridors. Plan for development, capital projects, zoning changes, and right-of-way preservation so land uses are supportive of transit when the project opens.
16. Plan for interface between transit and other modes, particularly for people accessing transit by foot or bicycle. Create low stress active transportation networks connecting to transit and plan for safe and navigable interchanges between transit and active modes.
17. Provide high-quality rider information at transit stops, including real-time arrival information, audible announcements in English and other languages, tactile information, maps, and wayfinding to help people easily navigate the system.
18. Treat transit stops as community space. Install shelters and provide seating and passenger information.
19. Promote ORCA for Business for large and smaller employers in Tacoma. Encourage employers and educational institutions to provide transit benefits to their employees and students.
20. Provide support for employers on commute trip reduction for their employees, including training, informational materials and guidance on employer-based transportation demand management (TDM) strategies.
21. Work with local community-based organizations to implement community-based transportation behavior changes and encouragement measures.

TRANSIT ACTIONS

The following actions are specific, direct steps that the City will take to realize the desired outcomes for the Transit Element.

Table 6 Transit Element Actions

#	Action
T.1	Develop local source funding for transit that can supplement Pierce Transit operating funds. City of Tacoma uses the FTN vision to direct operating resources to Pierce Transit to increase frequency and span in key corridors.
T.2	Develop a program within Tacoma Public Works to analyze, plan, and develop bus speed and reliability projects, signal improvements, and tactical bus treatments. Make prioritization of street space for high-frequency transit a top issue.
T.3	Assess needs and develop a plan to bring all pedestrian facilities in proximity to the FTN up to ADA compliance.
T.4	Conduct neighborhood planning for central Tacoma that includes a clear decision about transit priorities for 19 th Street and 6 th Avenue, allowing Tacoma to take a clear position in advocating for corridor investments in future Sound Transit rail expansion and Pierce Transit BRT efforts.
T.5	Continue to develop staff expertise in transit planning and design, allowing for Tacoma to be a more active partner in working transit agency partners to design transit capital projects, identify priority access improvements, and realize investment in local service priorities.
T.6	Partner with Sound Transit to support delivery of future Link light rail expansions and improvements to Sounder commuter rail, including improved service frequency, construction of infill stations, station access improvements, and identification of future expansion and right-of-way preservation (including a connection between Tacoma Dome Station and the Tacoma Mall).



City of Tacoma
Planning and Development Services

**Agenda Item
F2**

To: Planning Commission
From: Stephen Atkinson, Planning and Development Services
Subject: **Pierce Transit Long Range Plan – Destination 2045**
Memo Date: December 10, 2024
Meeting Date: December 18, 2024

Action Requested:
Comment.

Discussion:

Pierce Transit is in the process of updating its Long Range Plan, Destination 2045, and is seeking review and input from the City of Tacoma and the Transportation and Planning Commissions to inform that effort.

From Pierce Transit: Over the next twenty years, Pierce County will continue to grow, which means even more people travelling within the county and across the region by 2045. Pierce Transit must adapt and grow in tandem, while continuing to provide safe, reliable, innovative, and useful connections for residents and visitors in Pierce County. The all-new Destination 2045 Long Range Plan builds on the foundation set with previously adopted plans, such as Destination 2040 (of 2016) and its minor update in 2020. The LRP will provide a blueprint for growth over the next 20 years in high capacity transit and fixed route service options if additional operating funding were to become available. The document will include an analysis of the additional elements to support service growth, such as increases in buses (focusing on zero emission vehicles), employees, and new Maintenance & Operations facilities. In addition, this LRP will include a full range of cost estimate forecasts to achieve the various growth and expansion scenarios.

Background Documents:

- <https://piercetransit.org/long-range-plans/>

Staff Contacts:

- Anna Peterson - APeterson@PierceTransit.org

cc. Peter Huffman, Planning and Development Services Director
 Ramiro A. Chavez, P.E. PgMP, Public Works Director/City Engineer

