

CITY EXHIBIT LIST

HEARING DATE: Thursday, January 19, 2023, at 9:00 a.m.

FILE NUMBER: HEX2022-024 (SV 124.1426)

FILE NAME: MultiCare Health System, Petitioner

EXHIBIT NUMBER	EXHIBIT DESCRIPTION	SUBMITTED BY	A	E	W	COMMENT
EX. C-1	Preliminary Report	City of Tacoma, Real Property Services ("COT, RPS")	X			
EX. C-2	Aerial Maps (2)	COT, RPS	X			
EX. C-3	Plat Map (Map of New Tacoma)	COT, RPS	X			
EX. C-4	Petitioner Parcel & Ownership Map	COT, RPS	X			
EX. C-5	Petitioner Resubmittal Cover Letter	COT, RPS	X			
EX. C-6	Transportation Impact Analysis	COT, RPS	X			
EX. C-7	Traffic Engineering/Signal & Street Lighting via email along with Memo with Requirements and Estimating Form	COT, RPS	X			
EX. C-8	Tacoma Power/Click! Network & Tacoma Water Comments via email	COT, RPS	X			
EX. C-9	ES Engineering – Comments via email	COT, RPS	X			
EX. C-10	Puget Sound Energy – Comments via email	COT, RPS	X			
EX. C-11	Lumen – Comments via email	COT, RPS	X			

KEY

A = Admitted

E = Excluded

W = Withdrawn

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EX. C-12	RPS/In-Lieu Fee – In-lieu fee amount of \$1,514.00 (Ptn. of South 4 th St.) & \$1,566.21 (Ptn. of S “L” Street) via email	COT, RPS	X			
EX. C-13	PW/Traffic Engineering – No objection with Advisory Comments via email	COT, RPS	X			
EX. C-14	ES Solid Waste – No objection with Advisory Comment via email	COT, RPS	X			
EX. C-15	Tacoma Fire – No objection with Advisory Comment via email	COT, RPS	X			
EX. C-16	PDS – No objection with Advisory Comment via email	COT, RPS	X			
EX. C-17	CED – No objection via email	COT, RPS	X			
EX. C-		COT, RPS				
EX. C-		COT, RPS				
EX. C-		COT, RPS				
EX. C-		COT, RPS				

KEY

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RECEIVED**JANUARY 11, 2023****HEARING EXAMINER****PRELIMINARY REPORT****PREPARED FOR THE HEARING EXAMINER
BY REAL PROPERTY SERVICES**

For the Hearing to be Held
Thursday, January 19, 2023 at 9:00 AM

PETITIONER: MULTICARE HEALTH SYSTEM**FILE NO. 124.1426****A. SUMMARY OF REQUEST:**

Real Property Services has received a petition to vacate a portion of South L Street, lying north of South 5th Street, and a portion of South 4th Street, lying westerly of South L Street, to facilitate a Multicare Health System redevelopment project. The area is shown on the attached map, Exhibit 2.

B. GENERAL INFORMATION:**1. Legal Description of Vacation:**

THAT PORTION OF SOUTH L STREET AND SOUTH 4TH STREET IN THE SOUTHEAST QUARTER, OF THE SOUTHWEST QUARTER, OF SECTION 32, TOWNSHIP 21 NORTH, RANGE 3 EAST, WILLAMETIE MERIDIAN, CITY OF TACOMA, PIERCE COUNTY, WASHINGTON; SAID PORTIONS BEING DESCRIBED AS FOLLOWS:

SOUTH L STREET

THAT PORTION OF SOUTH L STREET LYING BETWEEN AND ADJACENT TO LOTS 3 THROUGH 12, BLOCKS 423 AND 424, MAP OF NEW TACOMA, WASHINGTON TERRITORY, RECORDED FEBRUARY 3, 1875.

AND

SOUTH 4TH STREET

THAT PORTION OF SOUTH 4th STREET LYING BETWEEN THE NORTH EXTENSION OF THE WEST LINE OF THE EASTERLY 10 FEET OF THE ALLEY VACATED IN ORDINANCE NO. 2773, SAID NORTH EXTENSION TO INTERSECT WITH THE NORTH LINE OF SOUTH 4th STREET, AND THE NORTH EXTENSION OF THE EAST LINE OF BLOCK 424, MAP OF NEW TACOMA, WASHINGTON TERRITORY, RECORDED FEBRUARY 3, 1875, TO INTERSECT WITH THE NORTH LINE OF SOUTH 4th STREET.

2. Notification:

9.22.060 NOTICE OF PUBLIC HEARING The Public Works Department shall cause a 30-day notice to be given of the pendency of the petition by written notice posted in three of the most public places in the City, a like notice in a conspicuous place on the street or alley sought to be vacated, a like notice in a newspaper of general circulation in the City, and a like notice to the legal property owners of all property abutting the right of way requested for vacation as enumerated on the applicant's vacation petition, and to any other interested parties of record. In addition to posting notices of the hearing, the Public Works Department shall mail a copy of the notice to all owners and occupants of the property which lies within 300 feet of the street or alley to be vacated. The said notice shall contain the statement that a petition has been filed to vacate the street or alley described in the notice, together with a statement of the time and place fixed for the hearing of the petition.

In all cases where the proceeding is initiated by the City Council without a petition having been signed by the owners of more than two-thirds of the property abutting upon the part of the street or alley sought to be vacated, notice shall be sent as provided above. Failure to send notice by mail to any such property owner where the current address for such property owner is not a matter of public record shall not invalidate any proceedings in connection with the proposed street vacation.

C. PUBLIC NOTICE:

Real Property Services in conjunction with the City of Tacoma Clerk's office issued the following public notice:

The Public Hearing Notices were posted on December 15, 2022, and the yellow public notice signs were posted on December 16, 2022:

1. Placed a yellow public notice sign 130 feet west of the northwest corner of South 4th Street and South L Street.
2. Placed a yellow public notice sign at the northeast corner of South 5th Street and South L Street.
3. Public notice memo placed into the glass display case located on the first floor of the Municipal building abutting the Finance Department.
4. Public notice memo advertised on the City of Tacoma web site at address:
<https://www.cityoftacoma.org/cms/one.aspx?objectId=2283>
5. Public Notice advertised in the Daily Index newspaper.
6. Public Notice mailed to all parties of record within the **300** feet of vacation request.
7. Public Notice advertised on Municipal Television Channel 12.

D. PURPOSE OF REQUEST:

The Petitioner plans on acquiring the portions of South L Street and South 4th Street to facilitate a Multicare Health System redevelopment project.

E. HISTORY:

The City acquired the South L Street and the South 4th Street rights of way in the Map of New Tacoma, W.T., according to plat filed for record February 3, 1875 in the Office of the County Auditor.

F. PHYSICAL LAND CHARACTERISTICS:

Both the South L Street and South 4th Street rights of way are 80 feet wide, paved with asphalt, and include concrete sidewalk, curb, and gutter, and parallel parking. South L Street has planter strips on both sides with grass or gravel, and trees. Each side of South L Street also includes a driveway. South 4th Street only has a planter strip on the north side of the right of way with grass or gravel and trees. The south side of South 4th Street has a sidewalk and driveways that allow access to a parking lot.

G. APPLICABLE SECTIONS OF THE OFFICIAL CODE OF THE CITY OF TACOMA:

9.22.010 PETITION TO VACATE AUTHORIZED: The owners of an interest in any real estate abutting on any street or alley who may desire to vacate any street or alley, or any part thereof, shall petition to the City Council to make vacation in the manner hereafter provided in this chapter and pursuant to RCW 35.79 or the City Council may itself initiate by Resolution such vacation procedure. The City Council shall require the petitioners to compensate the City in an amount which equals one-half of the appraisal value of the area vacated; provided that if the street or alley has been a public right of way for 25 years or more, the City shall be compensated in an amount equal to the full appraised value of the area vacated; provided that when the vacation is initiated by the City or the City Council deems it to be in the best interest of the City, all or any portion of such compensation may be waived. Except as provided below, one-half of the revenue received hereunder shall be devoted to the acquisition, improvement, and maintenance of public open space land and one-half may be devoted to transportation projects and the management and maintenance of other City owned lands and unimproved rights-of-way.

In the case of vacations of rights-of-way in the tide flats area, defined as easterly of the Thea Foss Waterway (inclusive of the Murray Morgan Bridge), northerly of State Route 509 and westerly of Marine View Drive, the total revenue received hereunder shall be devoted to transportation projects in the tide flats area.

9.22.040 PUBLIC'S RIGHT TO TRAVEL – UTILITIES: Vacation of any portion of a street that is designated as an arterial under Section 11.05.490 of the Municipal Code shall be of a minor nature only and shall not unreasonably limit the public's right to travel upon said street or interfere with the ancillary right to occupy said street for utility purposes.

CRITERIA: Section 9.22.070 of the Official Code of the City of Tacoma. The following criteria have been considered:

1. That the vacation will provide a public benefit and/or will be for a public purpose.
2. That the right-of-way vacation shall not adversely affect the street pattern or circulation of the immediate area or the community as a whole.
3. That the public need shall not be adversely affected.
4. That the right-of-way is not contemplated or needed for future public use.
5. That no abutting owner becomes landlocked or his access will not be substantially impaired; i.e., there must be an alternative mode of ingress and egress, even if less convenient.
6. That vacation of right-of-way shall not be in violation of RCW 35.79.035

Regarding the above Criteria, Real Property Services finds the following:

1. The vacation is a public benefit because it places the property on the tax rolls and facilitates expansion of health care services to the community.
2. City of Tacoma Traffic Engineering has been consulted regarding this petition and does not object.
3. The petition has been considered by City staff and outside quasi-governmental agencies and it does not adversely affect the public need; and
4. The right of way is not needed for future public use.
5. No abutting owner becomes landlocked nor will their access be substantially impaired.
6. The vacated area is not close to a body of water as contemplated under RCW 35.79.035.

H. ADDITIONAL INFORMATION:

The area to be vacated has not been assessed for sanitary sewers and is subject to a Connection Charge In-Lieu-of-Assessment per T.M.C. 12.08.350. Should the petitioner wish to clear this item from title, please contact Public Works Department, Real Property Services, for the assessment amount. Please note that the ordinance establishing the rate of assessment is updated every few years, and the amount quoted may increase in the future. When the petitioner has submitted a development plan, an in lieu of amount will be computed.

I. PROJECT RECOMMENDATIONS:

As part of the City's review process for street vacation petitions, notice of this application was mailed to various City departments as well as many outside quasi-governmental agencies. These agencies, as noted below, have provided comments and recommended conditions to the Real Property Services Division. These comments, where appropriate, have been incorporated in the "Recommended Conditions of Approval" section of this preliminary report.

Preliminary Report – Exhibit 1
Aerial Maps (2) – Exhibit 2
Plat Map (Map of New Tacoma) – Exhibit 3

Petitioner Parcel and Ownership Map – Exhibit 4
Petitioner Resubmittal Cover Letter – Exhibit 5
Petitioner – Transportation Impact Analysis – Exhibit 6

Recommended Conditions

Payment of Fees

Traffic Engineering/Signal & Street Lighting – Memo with Requirement & Estimating Form - Exhibit 7
Tacoma Power/ Click! Network/Tacoma Water – Easement Reservation Requirements – Exhibit 8
ES Engineering – Easement Reservation – Exhibit 9
Puget Sound Energy – Easement Request - Exhibit 10
Lumen – Easement request and advisory comment – Exhibit 11

Advisory Comments

RPS (LID) – In-Lieu Fee \$1,514.40 (Portion of South 4th St.) and \$1,566.21 (Portion of South L Street) - Exhibit 12
Traffic Engineering – No Objection and Advisory Comment - Exhibit 13
ES Solid Waste - No Objection with Advisory Comment – Exhibit 14
Tacoma Fire– No Objection with Advisory Comment– Exhibit 15
PDS – No Objection with Advisory Comment – Exhibit 16
CED – No Objection – Exhibit 17

J. RECOMMENDED CONDITIONS OF APPROVAL:

Should this street vacation request be approved, the Real Property Services Division recommends that the following conditions be made conditions of approval for this street vacation petition.

1. PAYMENT OF FEES

The petitioner shall compensate the City in an amount equal to the full appraised value of the area vacated. One-half of the revenue received shall be devoted to the acquisition, improvement and maintenance of public open space land and one-half may be devoted to transportation projects and /or management and maintenance of other City owned lands and unimproved rights-of-way. *TMC 9.22.010*

2. PW/TRAFFIC ENGINEERING & SAFETY

Please contact Vicki Marsten at (253) 591-5556 regarding Traffic Engineering's comments.

- a. Public Works Traffic Signal/Streetlighting will require that the streetlights on the attached exhibit ("Exhibit 1") will be disconnected from the City's streetlighting system by the applicant within 6 months of the approval of the street vacation; and
- b. The City shall be compensated (see Estimating Form) for the assets within the vacated area.
- c. The applicant will notify the City of Tacoma Traffic Signal/Streetlight Shop, 253-591- 5287 to coordinate the disconnection of the lighting within the vacated area from the City's system. Until such time that this work is completed, the City shall operate and maintain the lighting system and shall have complete access to the system.

3. TACOMA POWER & WATER

Please contact Greg Muller, Senior Real Property Officer, at (253) 337-3164 regarding Power & Water's comments:

- a. Tacoma Power will require an easement reservation over the east 20 feet, together with the south 20 feet, of South L Street as proposed for vacation. This easement will protect existing and future underground power lines and above ground pad mounted equipment to serve multiple parcels on the east side of South L St.

Note: Although Tacoma Power HFC will not require a separate easement reservation, they wish to bring to petitioner/developer's attention customer-owned conduit that crosses under South L Street – please see attached response with map.

- b. Tacoma Water will require easements for all water facilities in South 4th Street and South L Street as follows:

The southerly 50 feet of proposed vacate of South L Street, as well as the easterly 40 feet of the proposed vacate of South L Street; and

Southerly 20 feet of the proposed vacate of South 4th Street.

Note: The easement in South 4th Street will not be required if customer chooses to abandon the water main prior to street vacation.

Tacoma Water easements to include the following requirements:

- a) Property Owner/Developer will need to maintain clearances from Tacoma Water's facilities.
- b) Maintain a minimum 10' of clearance from any mains, and a minimum 5' of horizontal clearance and minimum 1' of vertical clearance from any hydrants.
- c) If existing Tacoma Water facilities need to be relocated or adjusted, they will be relocated by Tacoma Water at the Property Owner/Developer expense. and
- d) Tacoma Water facilities must remain accessible at all times. Any damage to Tacoma Water facilities will be repaired by Tacoma Water crews at the expense of the Property Owner/Developer.

4. ENVIRONMENTAL SERVICES (ES)

Please contact Rod Rossi at (253) 502-2127 regarding ES' comments.

- a. ES has no objections to the vacation with the understanding that an easement will need to be reserved within the City ordinance for the street vacation.
- b. ES has an asset, SAP #6263833, within the proposed vacation. The surface water segment is a 10-inch line. The easement will include access for the maintenance and/or repair of the assets within the proposed vacate area.

5. PUGET SOUND ENERGY (PSE)

Please contact Megan Tuche at (253) 495-1427 regarding PSE' comments.

PSE has no objection to the vacate, however, an easement for its 4 inch intermediate pressure gas mains will be required within the proposed vacate areas of South 4th Street and South L Street.

6. LUMEN

Please contact Rob Bair at (253) 393-5384 regarding Lumen's comments.

- a. Lumen is okay with the vacate area on S 4th St as the conduits are owned by MBCH and our cable only serves their property and will be revamped in this remodel effort.
- b. It's the S L Street vacate that will require easements for our existing MH vaults and conduit systems. Below is a rough sketch on your map of how our conduit path is routing along S L Street as it passes north to Division. If needed I can forward more detailed plans from MBCH that note our structure locations. In the map I turned on existing vacates which I assume must already account for our conduit structures when MBCH had originally routed our cables into their Utilidor.

Note: I have been working with Robin Fry at WSP and MBCH for almost a year however he did reach out to me about two months ago to relay that there was design changes that would allow for Lumen to maintain our existing conduit system along S L Street as it continues north into a Utilidor structure in one of their buildings (#311). The conduits pass through the basement level of the building and connect into vaults on the Division Ave ROW. I have not been able to reconnect with him in the past month but will continue to follow other leads.

K. ADVISORY COMMENTS:

7. Real Property Services (RPS) – In-Lieu

- a. Please contact Britany Avila at (253) 591-5277 regarding RPS' In-Lieu comments.
- b. An In-Lieu amount of \$1,514.40 (Portion of South 4th St.) and \$1,566.21 (Portion of South L Street) and is due for sanitary sewer.

The amount is not required to be paid at this time; however, if the Petitioner chooses not to pay, it will be an obligation on title and the In-lieu amount may increase.

8. NO OBJECTION WITH ADVISORY COMMENTS:

No objection with advisory comment was received from PW Traffic Engineering (memo); Environmental Services, Solid Waste; Tacoma Fire; PDS, and CED

ATTACHMENT: Vacation Jacket containing all pertinent maps and papers.



NOT TO SCALE



CITY OF TACOMA

STREET VACATION NO. 124.1426

PTN. OF S. "L" ST., LYING NORTH OF S. 5TH ST. & PTN. OF S. 4TH ST., LYING WLY OF S. "L" ST.

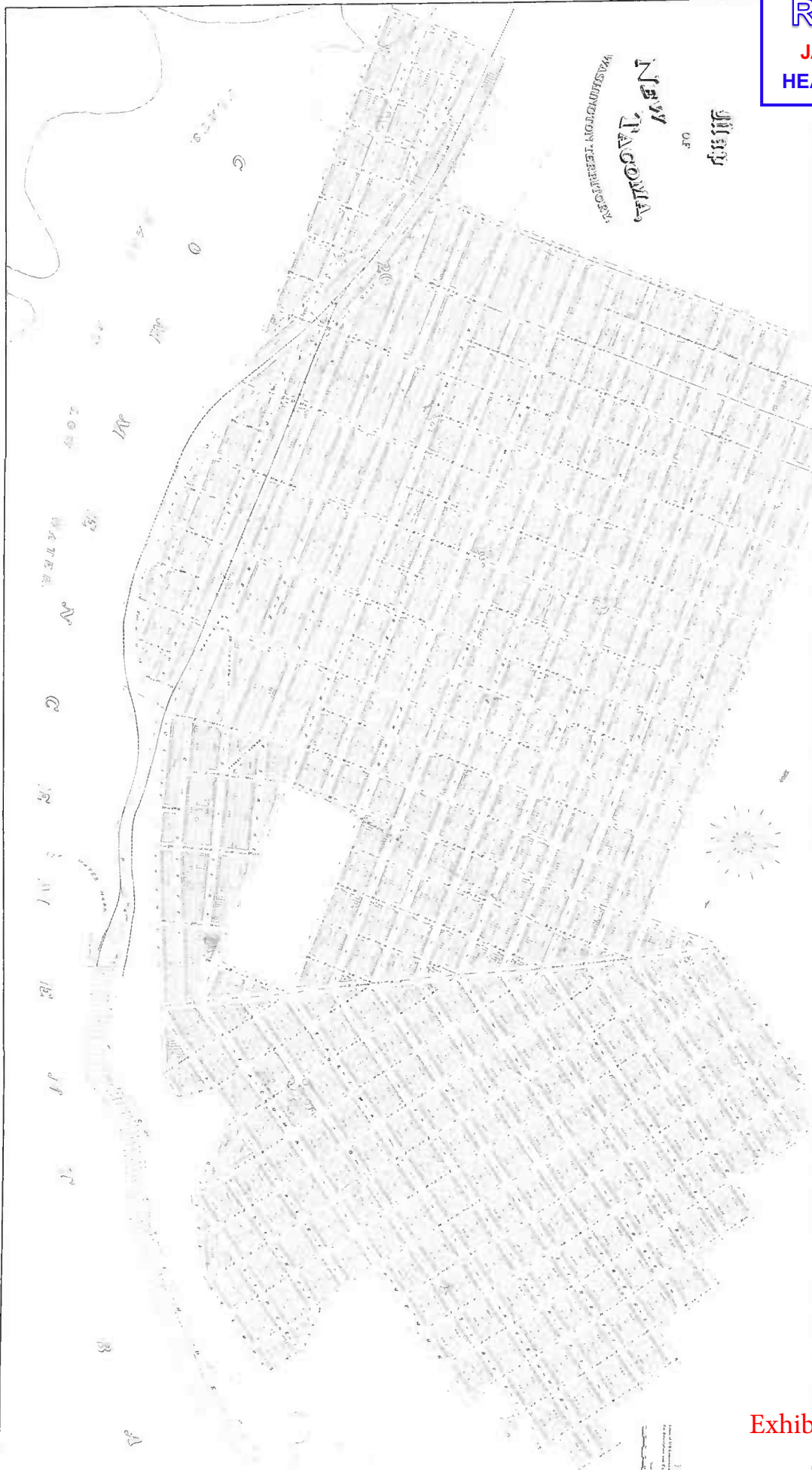
NW 1/4 SEC. 23, T21N, R2E

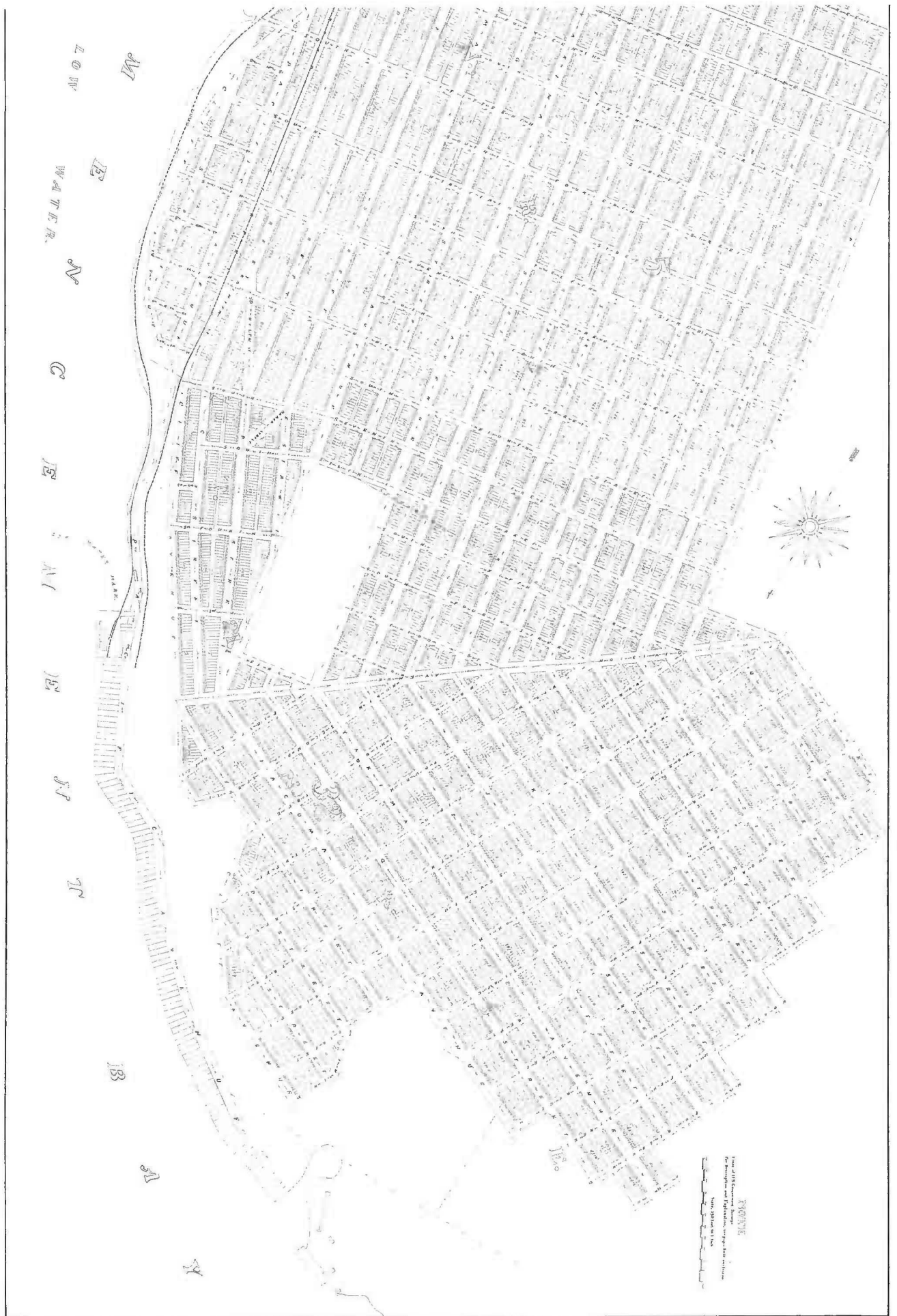
NOT TO SCALE

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JANUARY 11, 2023

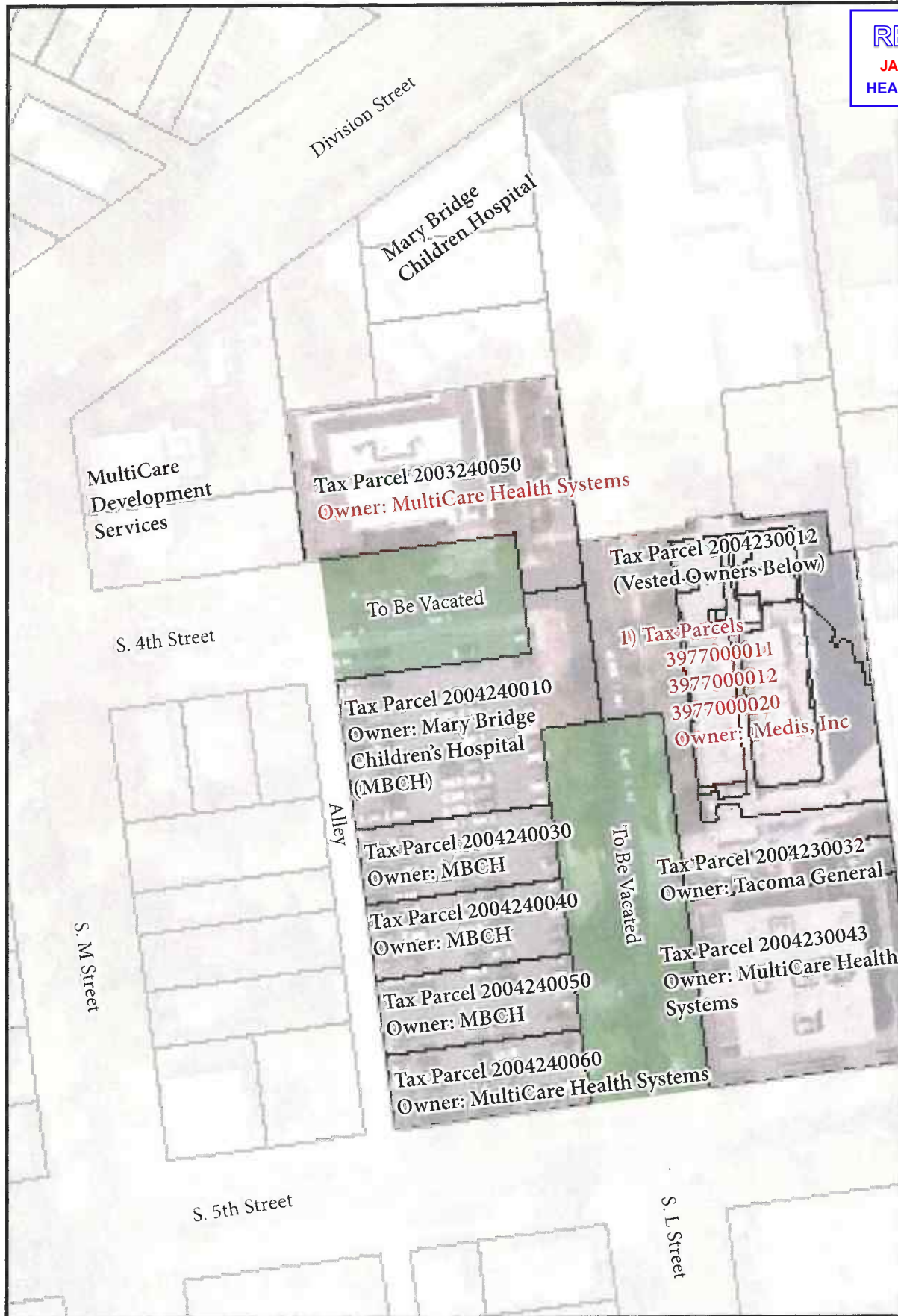
HEARING EXAMINER





NOTE
Scale of 1/4 inch = 1 mile
For description and explanation, see page 100

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Parcels and Ownership Exhibit

S. 4th Street and S. L Street Vacations
 Mary Bridge Children's Hospital, Tacoma, WA

Revised 2022-06-28





RECEIVED
JANUARY 11, 2023
HEARING EXAMINER

August 3, 2022

Troy Stevens, MSML
Sr. Real Estate Specialist
City of Tacoma, Public Works
747 Market Street, Suite 408
Tacoma, WA 98402

Project: New Mary Bridge Children's Hospital, AHBL No. 2200431.30
4th Street and L Street Right of Way Vacation
Subject: Revisions and Resubmittal

Dear Troy:

At this time we are requesting re-activation of City review of the vacation of portions of 4th Street and L Street right of way. This letter will summarize the redesigned Mary Bridge Children's Hospital (MBCH) project and the proposed circulation associated with our request to vacate portions of 4th Street and L Street right of way. This resubmittal is provided concurrent with the resubmittal of the MBCH Redevelopment Conditional Use Permit (CUP) (LU21-0192) and a new application for a MultiCare Campus Staff Garage CUP to support the existing use. Please note that there is no change to the areas requested to be vacated; therefore, there is no change to the previously provided legal description and exhibit of the requested vacated areas. Also note that detailed information on the project, street vacation and circulation changes is provided in the Revised Transportation Impact Analysis prepared by Transpo dated July 2022 and included with this resubmittal.

Redevelopment Plans

MultiCare is in the design process of redeveloping the parcels located adjacent to the proposed street vacations for use as a new state-of-the art Mary Bridge Children's Hospital Campus. The existing Mary Bridge Children's Hospital will be moved across the street from its current location within Tacoma General Hospital into a new five story, 96-bed pediatric hospital building, replacing the existing Mary Bridge Out-Patient Center, Jackson Hall Medication Center and Garage, the Church of Jesus Christ Latter-day Saints (which has been demolished), and surface parking. Two new parking garages will be added for visitors (also referred to as the A Lot Garage), and existing MultiCare staff (also referred to as L Lot Garage) who currently park either on-street or at existing parking facilities to be demolished. The Children's Health Center West building will remain and will be incorporated into the new Children's Hospital and in a future phase a 100,000 SF Medical Office Building to the west and adjacent to Division Street. See Figure 1, below for a depiction of the Overall Campus Site Plan.

Civil Engineers

Structural Engineers

Landscape Architects

Community Planners

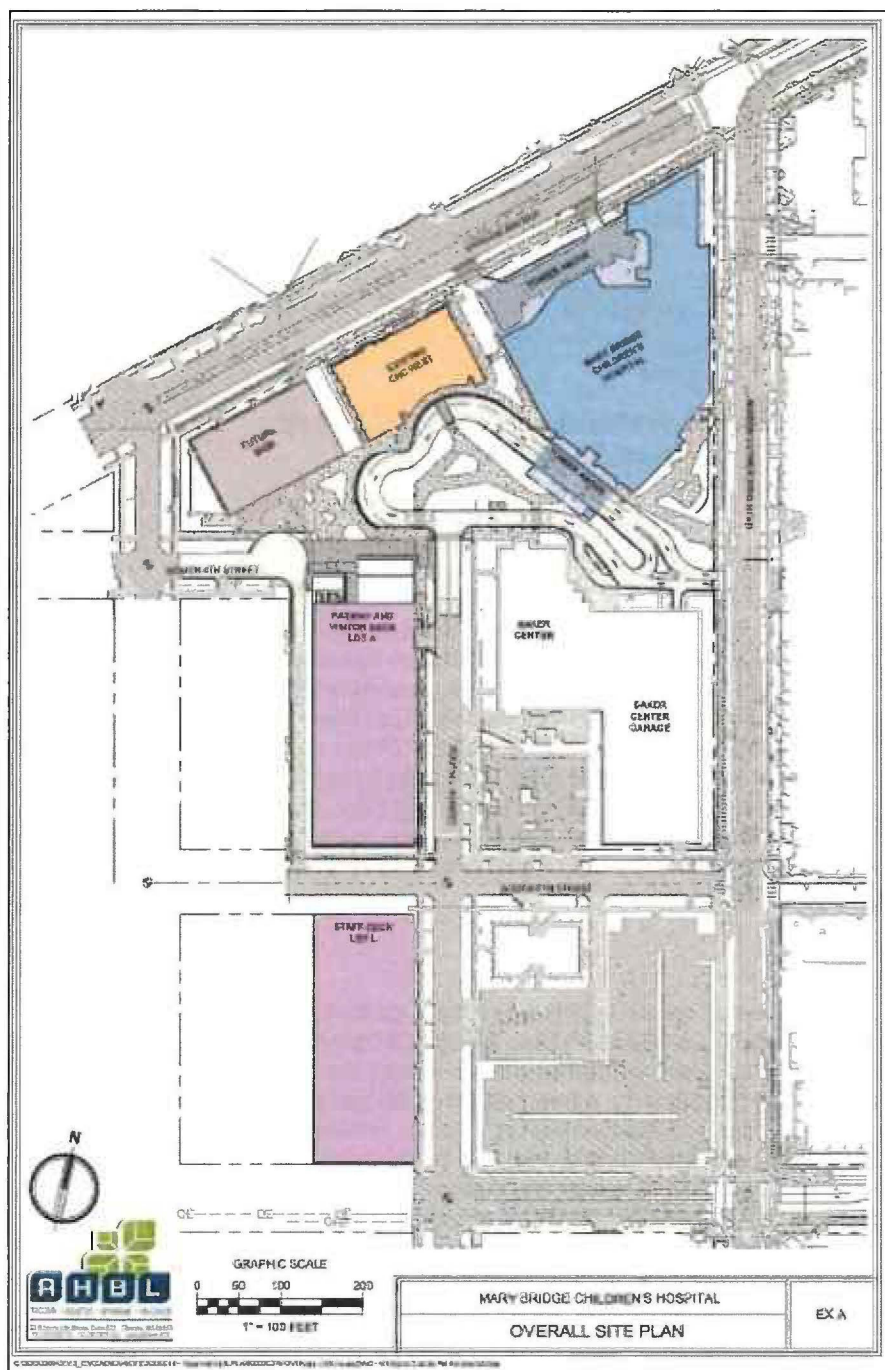
Land Surveyors

Neighbors

TACOMA

2215 North 30th Street
Suite 300
Tacoma, WA 98403-3350
253.383.2422 TEL

www.ahbl.com





Requested Street Vacations

Redevelopment of the parcels requires the proposed vacation of S 4th Street between S L Street and the existing alley to accommodate construction of the proposed Visitor Garage and the new hospital central plant. Additionally, the project includes vacation of S L Street between S 4th Street and S 5th Street to accommodate two-way travel (S L Street currently operates as one-way northbound). The two segments of right-of-way in this vacation currently dead-end at a previously vacated intersection. *The segments of the requested street vacations are the same as originally described and depicted in our application submitted in May 2021. See Figure 2.*

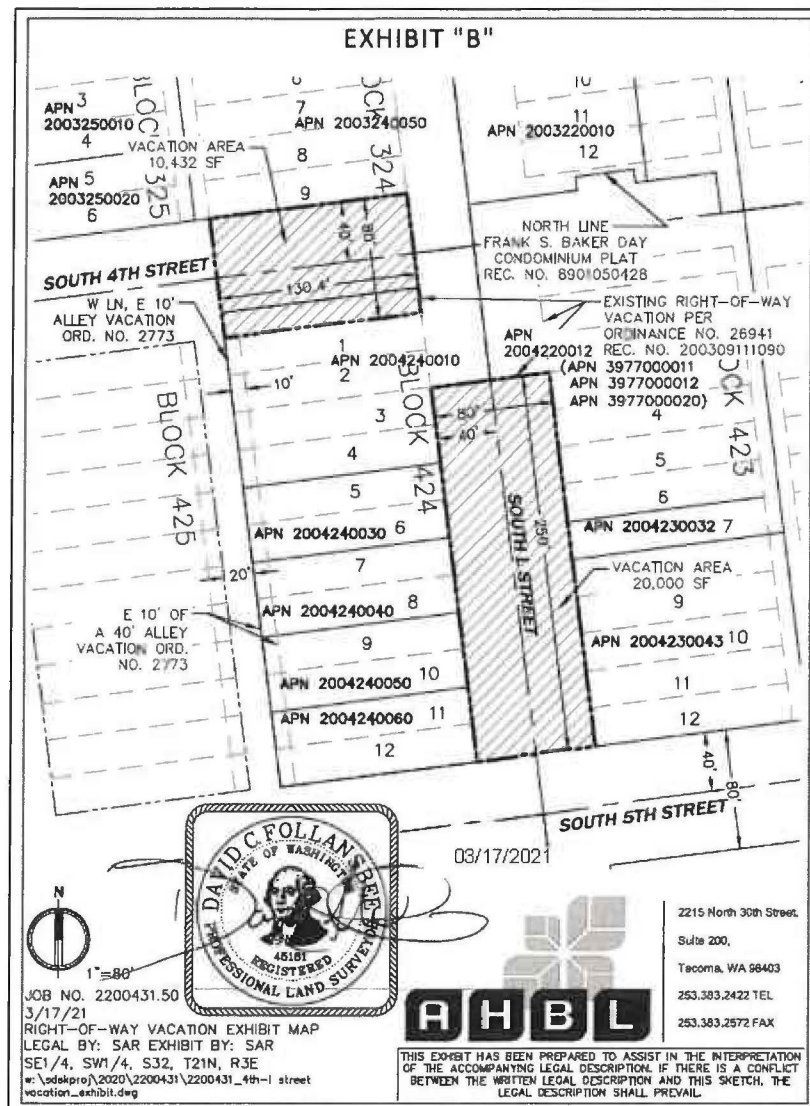


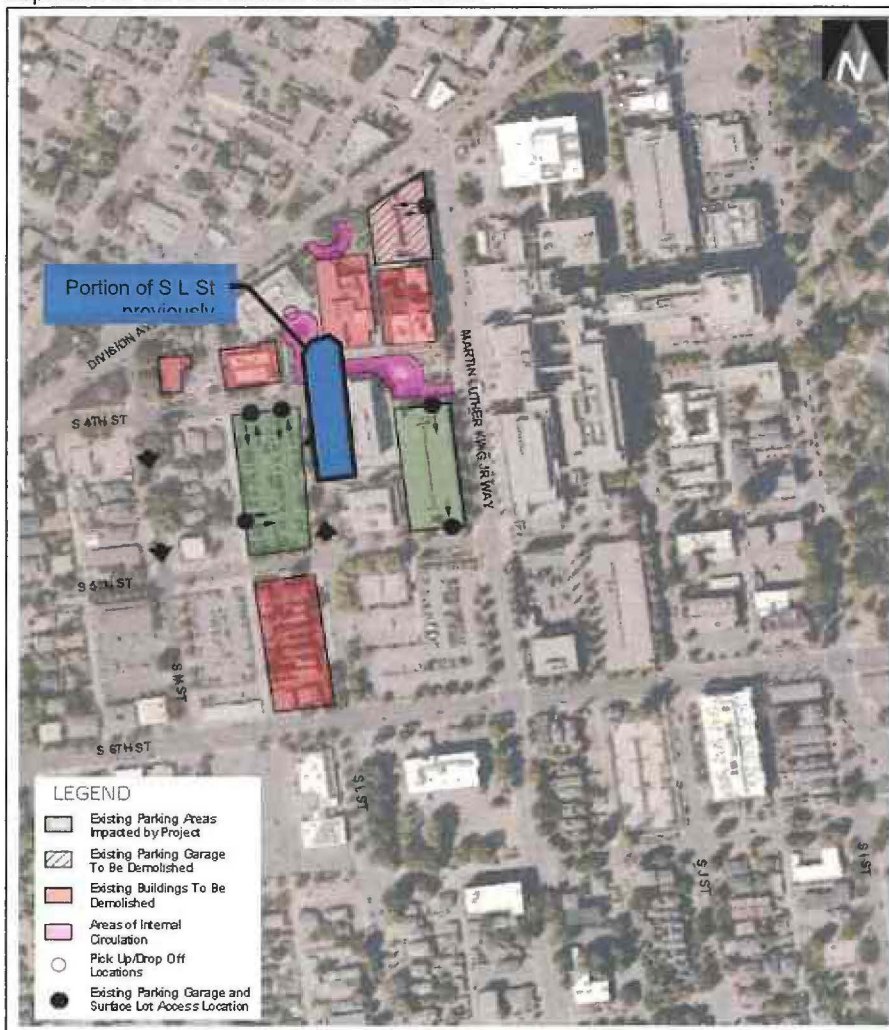
Figure 2 - Right of Way Vacation Area



There has been one change in ownership of the adjacent parcels. This resubmittal includes a revised Parcel Ownership Exhibit and a new signature form for the newly acquired parcel.

Existing Circulation

Both S 4th Street and S L Street public rights-of-way currently end at the property lines of property owned by the proponents in this street vacation petition (portions of which were acquired from previous street vacations). Currently, the S L Street and S 4th Street segments to be vacated are used to access MultiCare properties including the surface parking lot located at tax parcels 2004240010, 2004240030 - 060, the Frank S. Baker Center, the Pulse Heart Institute Vascular Services and Baker Center truck and refuse access located easterly of S. L Street. The Mary Bridge Children's Outpatient Center and the Frank S. Baker Center currently use the private street access from MLK, Jr Way. See Figure 3 – Existing Circulation for a depiction of current access and circulation.





Proposed Circulation

Changes to overall site circulation will occur as a result of the campus redevelopment, street vacations, relocated parking access points and/or parking circulation adjustments, and relocated pick-up/drop-off and loading areas. The vacations will alter circulation by relocating the current northbound and westbound through connection between S 5th Street and S M Street to the alley located west of S L Street, which will maintain a connection to the portion of S 4th Street (west of the project area) that will remain open as public right of way. Circulation to and from the proposed MBCH and the new proposed Visitor Garage (A lot Garage) will be improved for the neighborhood by allowing S L Street to convert to a two-way private access.

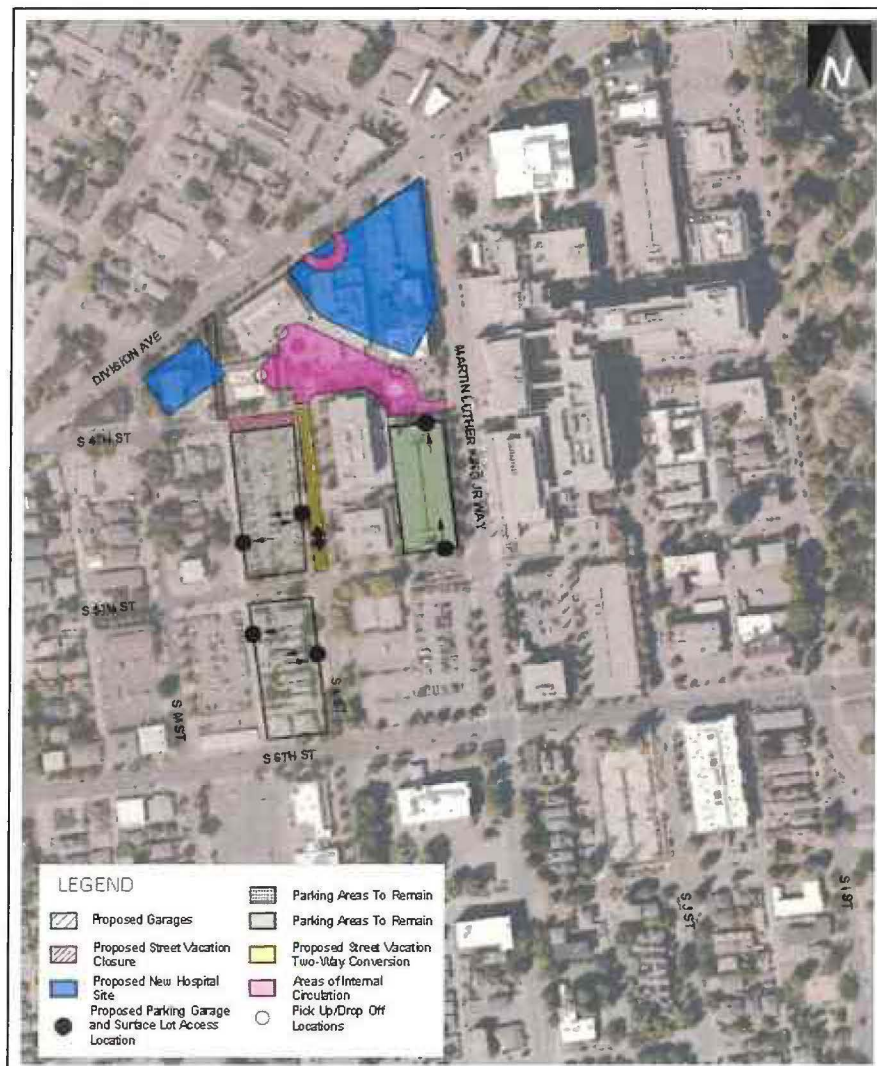


Figure 4 - Proposed Circulation Exhibit



Access to the redeveloped hospital campus will continue to be from MLK, Jr Way and S 5th Street with additional ambulance access and truck access from Division Avenue and the existing alley. Additionally, a public access to the Emergency Department will be located along Division Avenue.

Access to the Church of Latter-day Saints, located north of the S. 4th Street segment, is no longer required because the church has been demolished and this parcel is to be incorporated into the redevelopment plans for the MultiCare campus. See Figure 4 – Proposed Circulation Exhibit for a depiction of proposed access and circulation.

Public Benefit

The Street Vacation proposal provides a public benefit as follows:

- The design of the proposed access to MBCH, including drop off area and garage access serves to keep visitors off the public streets and from driving through the neighborhood.
- It allows for a change in circulation pattern that wouldn't otherwise occur without the vacation. This includes the conversion of L Street from one way to two-way in the segment adjacent to the east of the new visitor garage.
- Without the street vacation and circulation changes the delay at the MLK Jr Way and 5th Street intersection would be worse. As provided in the Revised TIA, the eastbound approach of MLK Jr Way/5th Street operates at LOS E under existing conditions and is projected to operate at LOS F under future without-project conditions. Additionally, queues are projected to extend beyond the existing Baker Garage egress, making it difficult for vehicles to exit the garage. The intersection is expected to continue operating at LOS F under future with-project conditions (with 102 seconds of delay), but the delay would be significantly higher (212 seconds) if the existing Baker Garage circulation was maintained. Additionally, queues would continue to extend beyond the garage egress point, increasing the likelihood that vehicles would turn right out of the Baker Garage and travel through the neighborhood.

Additional details of the proposal include the following:

- All requested/required easements will be provided including power, telephone/fiber optic, and water
- The existing Baker Street Garage access is proposed to change to exit to the north at S 4th Street and enter from S 5th Street. The reverse in circulation of the existing Baker Garage is beneficial for two primary reasons, as described below, and strongly supported by the technical transportation analysis and hospital administration.
 1. Under existing conditions, inbound access to the garage is provided at the northern end of the garage. The garage access is located off the internal hospital driveway approximately 50 feet from MLK Jr Way, with inbound traffic needing to yield to vehicles exiting or traveling eastbound along the internal hospital driveway. Occasionally, eastbound queues at MLK Jr Way block the inbound garage access, creating issues within the private hospital driveway, which can lead to spill-back issues along MLK Jr Way. Alternatively, the proposed inbound garage access off 5th Street results in a right turn into the



garage from MLK Jr Way, such that vehicles traveling into the Baker Garage do not need to yield to cross traffic. This results in less potential for impact to MLK Jr Way than the existing conditions.

2. Providing the egress to the Baker Garage along the internal hospital driveway, as opposed to 5th Street, helps alleviate the amount of hospital traffic using 5th Street during the PM peak hour and, in turn, limits the overall potential impact to neighborhood streets.

In short, the proposed configuration for the Baker Garage is less impactful to MLK Jr Way and neighborhood traffic patterns than the current configuration.

- The Visitor Garage (A Lot Garage) will provide egress only to the alley and primary egress and ingress via L Street. The egress along the alley will provide is expected to be secondary to the L Street access. As such, it is expected that L Street will process the majority of vehicular traffic into and out of the A Lot Garage. Traffic along the alley will not increase significantly compared to existing conditions given that (1) the existing surface lot currently allows access and egress directly to the alley, and (2) the public turnaround on 4th Street allows traffic to avoid the use of the alley.
- The project team has prepared a design that would include a public turnaround on south 4th street and at the hospital entry. We have coordinated with City staff and have designed a turnaround that meets City requirements.
- MultiCare agrees to operate and maintain the streetlights along South L Street. We understand there may be a cost for purchasing the streetlighting equipment.
- A lighting study is being prepared and will be submitted to the City. Additional streetlights and pedestrian scale lighting will be installed, as indicated necessary by the lighting study.
- The solid waste provider will access the refuse/recycling facilities via South L Street, where a turnaround area is provided. This is depicted in Figure 5, below and illustrated on the MBCH CUP drawings.

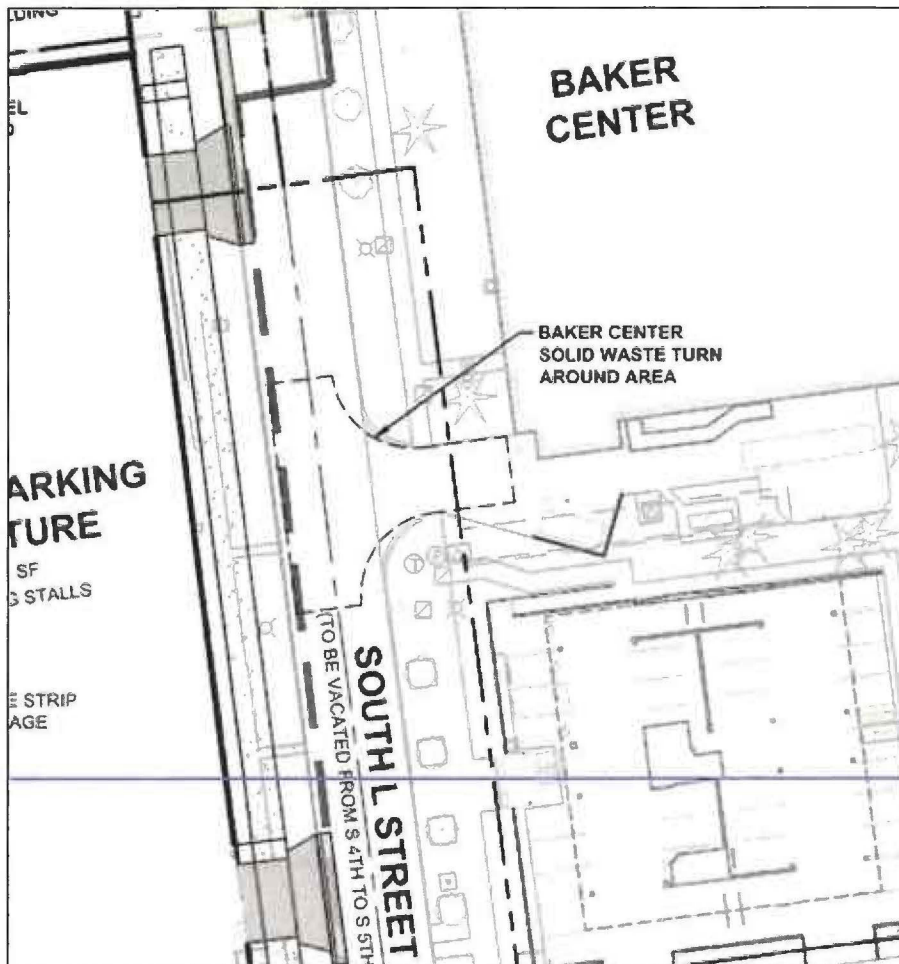


Figure 5 - Solid Waste Access

We have been working with the other departments throughout the Mary Bridge Children's Hospital project and this street vacation request and believe that the project is ready to have the HEX hearing scheduled. If you have any questions, please call me at (253) 383-2422.

Sincerely,

Lisa Klein, AICP
Associate Principal

LK/lrk

c: David Stokes and Pilar Jones - CBRE
Dan McKinney - Transpo Group
David Nason, AHBL

RECEIVED

JANUARY 11, 2023

HEARING EXAMINER

Transportation Impact Analysis

MARY BRIDGE CHILDREN'S HOSPITAL

Prepared for:
THA Consulting

July 2022

Prepared by:



12131 113th Avenue NE, Suite 203
Kirkland, WA 98034-7120
Phone: 425-821-3665
Fax: 425-825-8434
www.transpogroup.com

20207.00

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Introduction

This transportation impact analysis (TIA) identifies potential traffic-related impacts associated with the proposed Mary Bridge Children's Hospital (MBCH), a medical office building, two (2) new parking garages with approximately 2,000 square feet of retail space along the ground floor, and associated changes to circulation patterns throughout the MultiCare Campus. As necessary, mitigation measures were identified that would offset or reduce significant transportation-related impacts that the project may have on the surrounding transportation system.

Project Description

The MultiCare Campus is located in Tacoma, Washington and generally bounded by S I Street to the east, S 6th Avenue to the south, S M Street/S L Street to the west, and Division Avenue to the north. The proposed project is located on the west side of the campus. Figure 1 depicts the overall MultiCare Campus and the extents of the proposed project.

This analysis evaluates the cumulative impacts associated with the proposed MBCH facility and medical office building as well as accounting for the new parking garages and circulation changes proposed. The new parking garages will serve existing and future visitors and employees of the MultiCare Campus, including the proposed MBCH and medical office buildings. The staff parking garage is under a separate permit and could proceed prior to the remaining development. A full build-out year of 2025 is anticipated and was assumed as the horizon year for this analysis.

As detailed below, the overall project replaces several existing buildings and parking areas with MBCH, a medical office building and two (2) parking garages with approximately 2,000 square feet of retail space along the ground floor. Changes to overall site circulation will occur as a result of street vacations, relocated parking access points and/or parking circulation adjustments, and relocated pick-up/drop-off and loading areas. Figure 2 and Figure 3 summarize the existing and proposed site conditions, respectively. Figure 4 shows the preliminary site plan.

Development Program

The proposed MultiCare Campus expansion includes the construction of the new MBCH, a new medical office building, and two (2) new parking garages. The proposed MBCH would include a total of 96 beds and the medical office building would be 100,000 square feet. In addition, 2,066 square feet of commercial space would be located along the ground-floor of the new parking garages. It is conservatively assumed that these spaces are occupied by retail uses; however, these spaces may ultimately be occupied by lower activity uses.

To provide space for the new facilities, several buildings and associated parking areas will be removed, as outlined below:

- Jackson Hall, which includes approximately 46,000 square feet of medical office space and a 210-space parking garage
- CHC East, which includes approximately 46,200 square feet of clinic space
- A 18,900 square foot medical office building with 15 parking spaces
- A 12,000 square foot church¹

¹ While the church has been demolished to date, the church was still in operation and generating traffic when traffic counts were collected.

- The 146-space A Parking Lot
- 9 single-family dwelling units

Parking

The two (2) proposed parking garages provide a total of 835 spaces which will serve existing and future visitors and employees. It is anticipated that the new MBCH Visitor Garage (visitor garage) will consist of approximately 480 parking spaces and will replace the existing A Lot, which consists of 146 parking spaces. It is anticipated that the new MultiCare Campus Staff Garage (staff garage) will consist of approximately 355 parking spaces and will be bounded by S 6th Avenue to the south, S 5th Street to the north, S L Street to the east and an existing alley to the west.

Site Circulation

Circulation throughout the project area is anticipated to change as a result of street vacations, relocated parking access points and/or parking circulation adjustments, and relocated pick-up/drop-off and loading areas. The analysis contained herein reflects the associated circulation changes described below.

Street Vacations

The project includes the following street and alley vacations including the following:

- Closure of S 4th Street between S L Street and the existing alley to accommodate construction of the proposed visitor garage and the central utility plant for the new hospital.
- Vacation of S 4th Street between S M Street and the existing alley to accommodate loading activity and access to the visitor garage.
- Closure of the private alley between S 4th Street and Division Avenue to accommodate the proposed medical office building.
- Vacation of S L Street between S 4th Street and S 5th Street to accommodate two-way travel (S L Street currently operates as one-way northbound).

Parking Access

As stated, several parking garages and lots will be removed, while two (2) new parking garages will be constructed. The following highlights the changes to parking access throughout the project area. The existing and proposed parking access points are lighted on Figure 2 and Figure 3, respectively:

- **A Lot/Visitor Garage:** The existing A Lot has three access points: two along S 4th Street and one along the alley. The new visitor garage, which will replace the A Lot, is proposed to have two site access points: an outbound only driveway along the alley and a full access driveway along S L Street.
- **Baker Garage:** The Baker Garage will maintain its two access locations. The internal circulation of the garage will be reversed such that the inbound only access is along S 5th Street and the outbound only access is along the internal MultiCare driveway. This circulation change addresses existing safety and operational issues at the north end of the garage.

Under existing conditions, the garage access is located from the MultiCare driveway approximately 50 feet from MLK Jr Way, with inbound traffic needing to yield to vehicles exiting or traveling eastbound along the MultiCare driveway. This can lead to spill back issues along MLK Jr Way. Alternatively, the proposed inbound access from

5th Street results in a right turn into the garage from MLK Jr Way such that vehicles traveling into the Baker Garage do not need to yield to cross traffic. Providing egress along the MultiCare driveway also helps alleviate the amount of hospital traffic using 5th Street during the PM peak hour and helps limit impacts to neighborhood streets.

- **Staff Garage:** The staff garage is proposed to have two site access locations: an outbound only driveway along the alley and a full access driveway along S L Street. This access scheme provides the most optimal circulation by allowing direct egress to S 6th Avenue via the alley. This access scheme also helps limit the amount of vehicular traffic along S 5th Street and at the intersection of S 5th Street / S L Street, which is expected to have higher pedestrian activity as a result of the new garage.

Pick-Up/Drop-Off

All patient pick-up/drop-off activity will be located within the reconfigured internal drop-off area accessible from MLK Jr Way and S L Street. With the conversion of L Street to two-way north of S 5th Street, patients and visitors will have the ability to efficiently travel between the pick-up/drop-off areas and visitor garage, as needed.

Ambulance and Loading Access

Ambulance drop-off will be located along Division Avenue and loading docks will be accessible from Division Avenue and the vacated section of S 4th Street. As such, emergency vehicles and heavy vehicles will have convenient access to arterial streets.

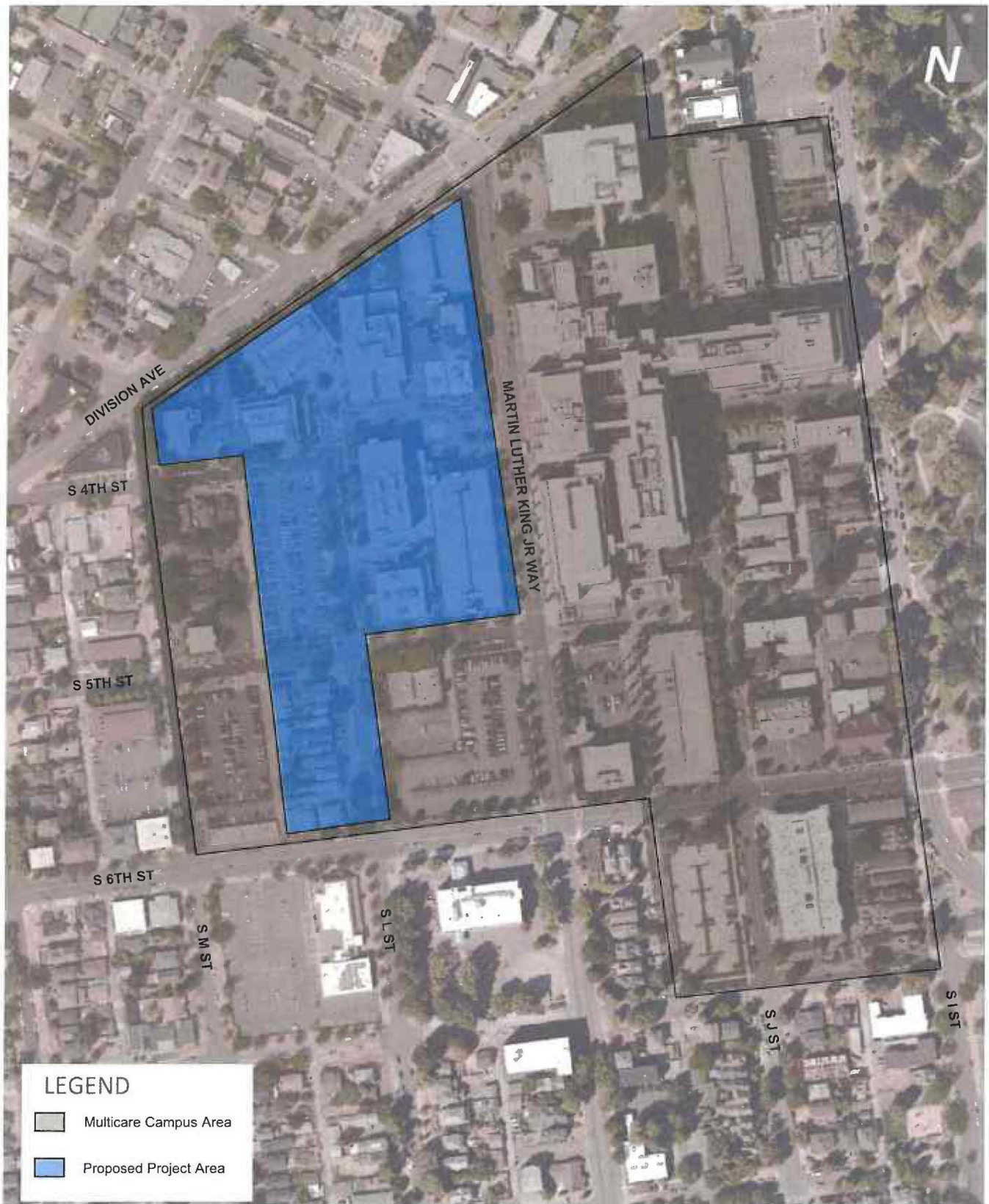
Study Scope

The scope of this analysis was coordinated with City of Tacoma staff. Based on anticipated travel patterns for project traffic, nine (9) intersections were included within the study area, in addition to all future parking access points as shown on Figure 5.

1. MLK Jr Way / Division Avenue
2. Alley / S 4th Street
3. MLK Jr Way / MultiCare Driveway
4. Alley / S 5th Street
5. S L Street / S 5th Street
6. MLK Jr Way / S 5th Street
7. Alley / S 6th Street
8. S L Street / S 6th Street
9. MLK Jr Way / S 6th Street

Traffic volume forecasts and adjustments were made to reflect impacts of the ongoing COVID-19 pandemic and active construction/road closures along MLK Jr Way. A combination of historic counts and new counts were utilized to estimate typical conditions, which is described in more detail in the Traffic Volumes section of this report.

This report includes a description of conditions in the vicinity of the project site, including the roadway network, existing and future without-project (2025) peak hour traffic volumes, traffic operations, traffic safety, non-motorized facilities, and transit service. Future (2025) with-project conditions were evaluated and then compared to future without-project conditions to identify the relative impacts of the proposed project on the surrounding transportation system.



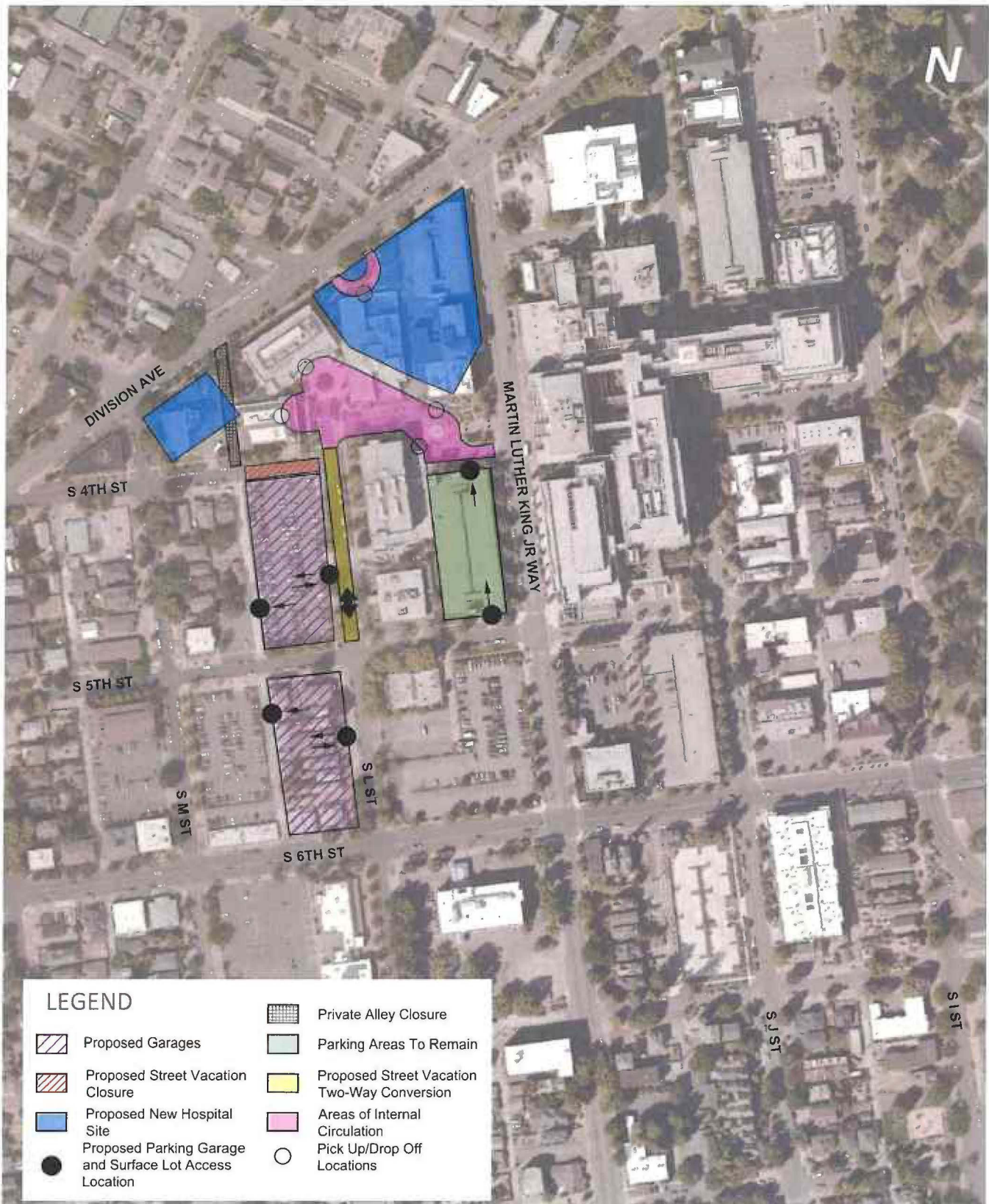
Multicare Campus Overview

Mary Bridge Children's Hospital

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FIGURE

1



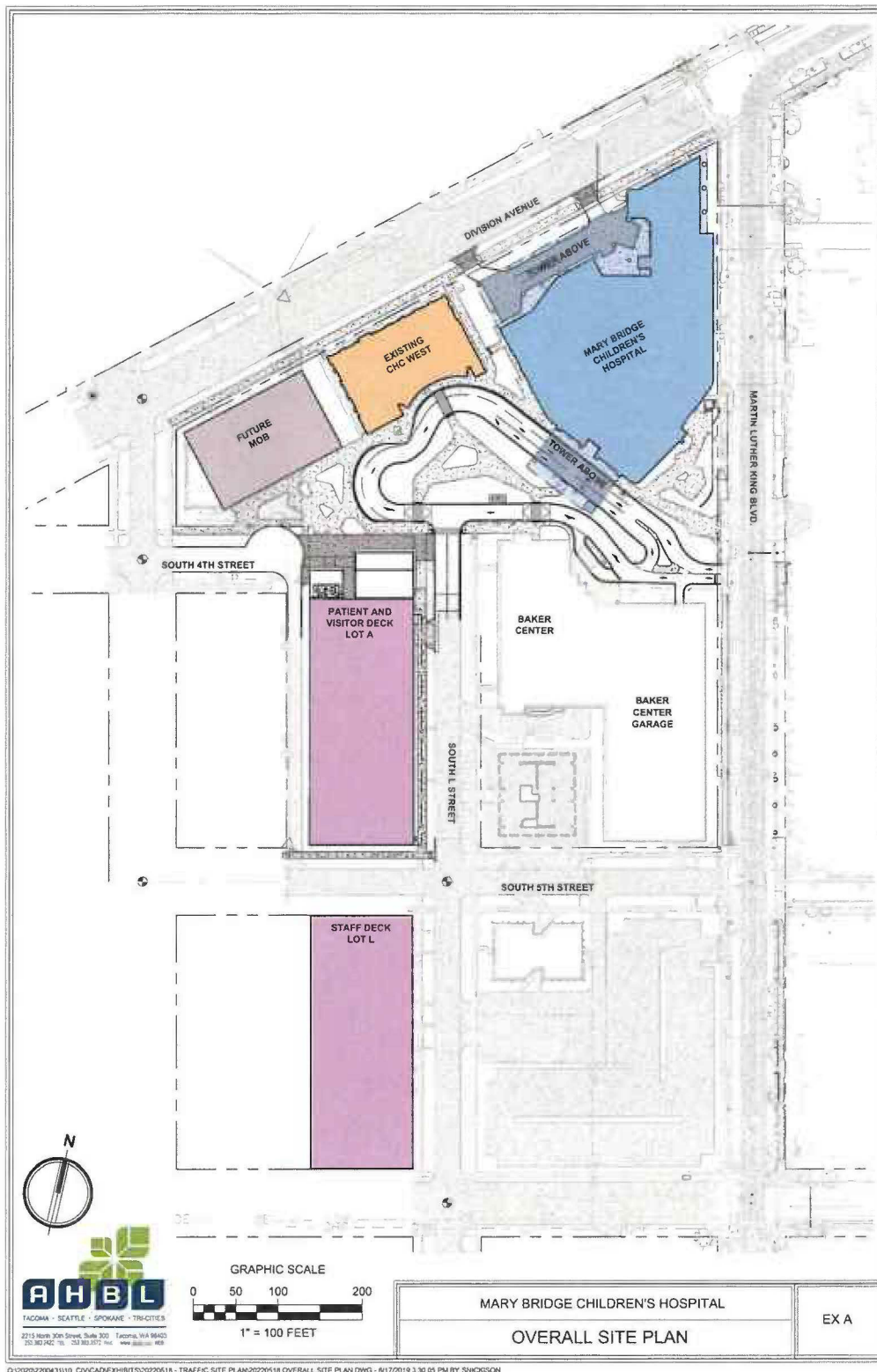
Proposed Site Conditions

Mary Bridge Children's Hospital

transpogroup

FIGURE

3



Preliminary Site Plan

Mary Bridge Children's Hospital

transpogroup 

FIGURE

4

Existing & Future Without-Project Conditions

This section describes both existing and future (2025) without-project conditions within the study area. Study area characteristics are provided for the roadway network and are followed by sections describing planned improvements, existing and forecast without-project traffic volumes, traffic operations, traffic safety, non-motorized facilities, and transit service.

Street Network

The following section describes the existing street network within the vicinity of the proposed project and any anticipated changes resulting from planned improvements.

Existing Inventory

The existing roadway characteristics in the proposed project vicinity are described in detail in Table 1 and shown on Figure 6. As noted in the figure, at the time of this study light rail construction activity limited MLK Jr Way to southbound travel only between Division Avenue and S 5th Street.

Table 1. Study Area Existing Street Network Summary

Roadway	Arterial Classification ¹	Posted Speed Limit	Number of Travel Lanes	Parking?	Sidewalks?	Bicycle Facilities?
Division Avenue	Minor Arterial	30 mph	3	Yes	Yes	No
MLK Jr Way	Collector	25 mph	3	Yes	Yes	No
N K Street	Local Road	25 mph	2	Yes	Yes	No
S 4th Street	Local Road	25 mph	2	Yes	Yes	No
S 5th Street	Local Road	25 mph	2	Yes	Yes	No
S 6th Avenue	Principal Arterial	25 mph	2	Yes	Yes	No
S L Street	Collector	25 mph	2	Yes	Yes	No

1. Per City of Tacoma Transportation Master Plan, December 2015

Planned Improvements

Based on a review of the City of Tacoma's DRAFT Six-Year Comprehensive Transportation Improvement Program Amended 2020 and 2021-2026, one planned improvement, the Tacoma Link Extension Project, was identified within the project area. The project is currently under construction and expected to be complete prior to completion of the proposed development. The roadway design and operations along MLK Jr Way were taken into account as part of this review and analysis; however, future traffic signal timings are still in development.

Non-Motorized Facilities

The following describes the existing and future planned pedestrian and bicycle conditions within the project vicinity.

Pedestrians

Sidewalks are provided along all streets in the project vicinity, with MLK Jr Way and 6th Avenue designated as pedestrian streets. Marked crosswalks and ADA-compliant curb ramps are provided at the majority of study intersections. Additionally, a mid-block crossing with flashing beacons is located along MLK Jr Way just north of the MultiCare driveways, and curb extensions have been constructed at the intersection of MLK Jr Way and S 5th Street.

Bicycles

There are currently no bicycle facilities within the project vicinity; however, the Tacoma Transportation Master Plan identifies future bicycle lanes along 6th Avenue and S I Street, as well as a bike boulevard along S J Street.

Transit Service

The following describes the existing and future planned transit conditions within the project vicinity.

Existing

Transit service in the study area is operated by Pierce Transit. There are two bus routes adjacent to the project site (Route 1 and 11). Route 1 stops are located along S 6th Avenue and Route 11 stops are located along Division Avenue. Table 2 summarizes the bus routes that operate in the project vicinity.

Table 2. Existing Transit Service

Route	Area Served	Approximate Operating Hours	AM and PM Peak headway
1	Roy "Y" Park and Ride to Tacoma Community College TC	Mon-Fri: 4:00 a.m. to 11:30 p.m. Sat: 6:45 a.m. to 9:45 p.m. Sun: 7:45 a.m. to 9:45 p.m.	15 Minutes
11	10th & Commerce TC - Zone E to Pt Defiance Ferry Terminal	Mon-Fri: 6:25 a.m. to 7:30 p.m. Sat: 8:00 a.m. to 6:00 p.m. Sun: 11:00 a.m. to 5:00 p.m.	30 Minutes

Source: Pierce Transit (February 2021)

Future

As mentioned previously, light rail will serve the project in the future as part of the Tacoma Link Extension Project. A light rail stop location will be located directly adjacent to the project site along MLK Jr Way, between Division Avenue and S 5th Street.

Traffic Volumes

Existing traffic volumes were developed through utilizing a combination of existing and historic data to replicate a non-pandemic existing condition. The applied methodology is detailed below and summarized in Table 4.

Given that travel patterns are currently impacted by the ongoing COVID-19 pandemic, and many hospital employees are working remotely, adjustments were made to existing traffic counts to account for these impacts. Additionally, construction is underway along MLK Jr Way as part of the Tacoma Link Extension Project resulting in road closures. As such, historic counts along MLK Jr Way were used in lieu of new counts, as provided by the City of Tacoma. The locations of available historic counts are illustrated in Figure 6. These counts were grown by 1 percent annually to represent 2020 conditions, based on coordination with the City and historical traffic growth. Existing turning movement counts were collected in December 2020 for intersections and driveways where historic data was not available and adjusted to account for non-pandemic conditions as described below.

To account for the temporary changes to hospital travel patterns and inherently lower levels of vehicle traffic during the pandemic and light rail construction, volume adjustments were made to counts collected in December 2020 based on the following methodology:

- **Step 1: Driveway Adjustments**
To address COVID-related decreases in traffic to and from the hospital, parking garage/lot occupancy data was collected in December 2020 and compared to garage/lot occupancy data collected by Walker Parking Consultants in 2019. It was found that the majority of garages/lots had a lower occupancy than the previous year. Driveway counts were subsequently grown at each garage or lot based on the difference between 2019 and 2020 peak occupancy. Results of the occupancy comparison are shown in Table 3. Additional trips were distributed through the network based on the trip distribution assumptions outlined in the Project Impacts section of this report.

Table 3. Peak Parking Occupancy Comparison

Parking Location	Historic (2019) Peak Parking Occupancy ¹	Observed (2020) Peak Parking Occupancy
Jackson Hall Garage	50%	22%
Baker Garage	78%	55%
A Lot	100%	95%
L Lot	100%	100%

1. Parking occupancy data collected by Walker Parking Consultants

- **Step 2: Additional Adjustments**
To address additional COVID- and construction-related volume impacts, historic intersection counts along MLK Jr Way (grown by 1 percent annually to represent 2020 conditions) were compared to the December 2020 counts (after Step 1 adjustments were made). It was found that adjusted 2020 traffic volumes were approximately 33 percent lower than anticipated as a result of pandemic- and construction-related impacts. December 2020 counts were grown accordingly to represent "typical" non-pandemic conditions².

Table 4. Summary of Intersection Data Sources and Adjustments

Study Intersection	Baseline Data Source	Adjustment Methodology to Non-Pandemic 2020 Conditions
MLK Jr Way/N K St & Division Ave	May 2014 (City of Tacoma)	1% annual growth applied
MLK Jr Way/S 5th Street		
MLK Jr Way & S 6th Ave		
Alley/S 4th Street	December 2020 (Transpo)	Driveways: Volumes increased per parking occupancy comparison
Alley/S 5th Street		
MLK Jr Way/MultiCare Driveway		All Other Intersections: Additional driveway trips distributed through the intersections; COVID adjustment applied
S L Street/S 5th Street		
S L Street/S 6th Avenue		
Existing Parking Access Points		

The existing adjusted PM peak hour volumes are summarized in Figure 7. Detailed traffic counts are provided in Appendix B.

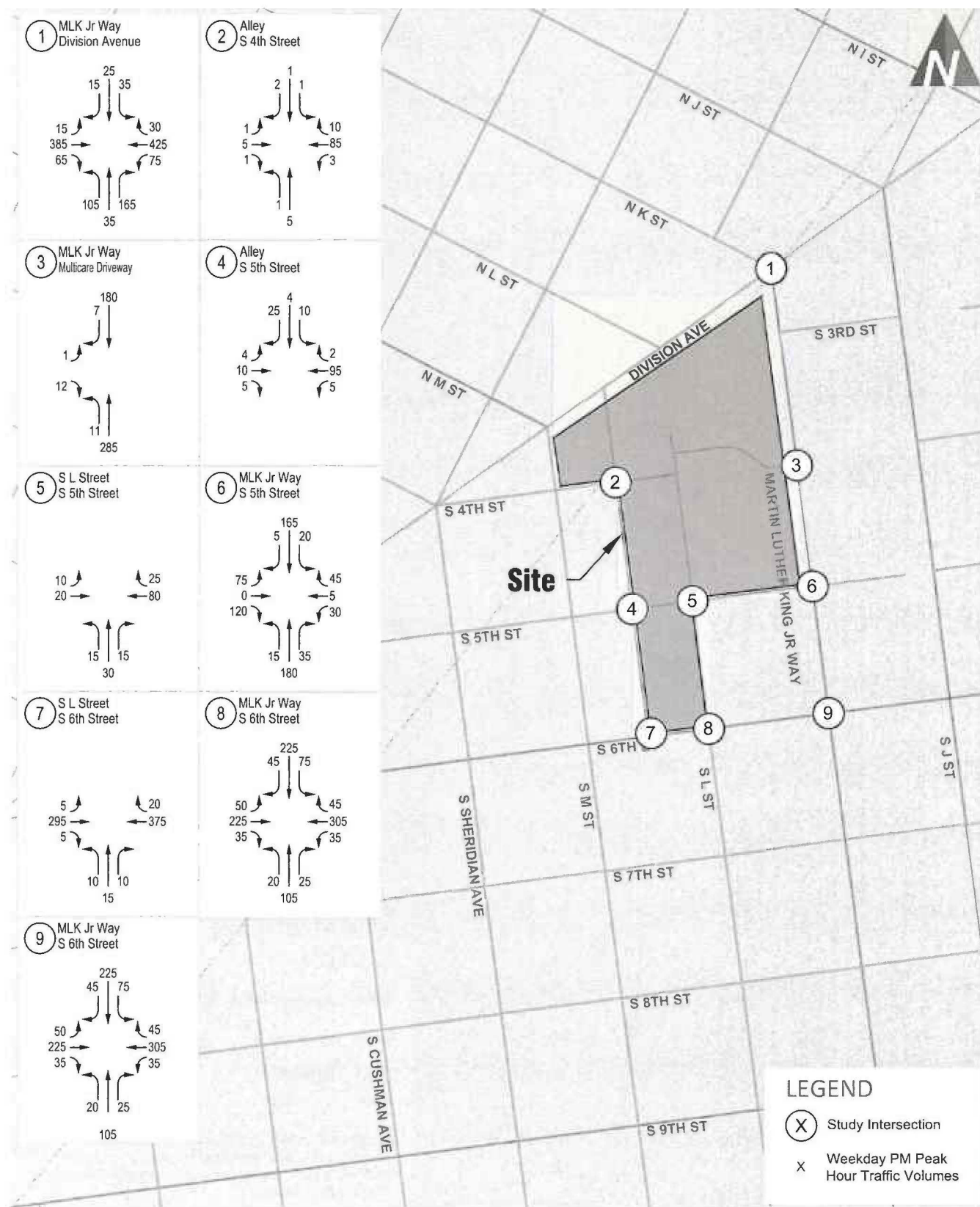
Future without-project volumes were estimated by applying an annual growth rate of 1 percent per year to existing volumes to forecast 2025 without-project conditions. Future (2025) without-project traffic volumes are summarized in Figure 8.

² Adjustment factors were adjusted as necessary to improve volume balancing between the study area intersections.



Existing Transportation Network

Mary Bridge Children's Hospital



Existing Weekday Peak Hour Traffic Volumes

Mary Bridge Children's Hospital

transpogroup 

FIGURE

7

Traffic Operations

The operational characteristics of an intersection are determined by calculating the intersection level of service (LOS). Weekday PM peak hour traffic operations for existing and without-project conditions were evaluated at the study intersections based on the procedures identified in the *Highway Capacity Manual* (HCM 6th Edition) and were evaluated using Synchro 11. At signalized and all-way stop-controlled intersections, LOS is measured in average control delay per vehicle and is typically reported for the intersection as a whole. At side-street stop-controlled intersections, LOS is measured in delay per vehicle and reported for the worst operating movement.

Traffic operations for an intersection can be described alphabetically with a range of levels of service (LOS A through F), with LOS A indicating free-flowing traffic and LOS F indicating extreme congestion and long vehicle delays. Appendix C contains a detailed explanation of LOS criteria and definitions. The City of Tacoma has a LOS D standard.

Existing and future without-project traffic operation results at the study intersections are summarized in Table 5. Detailed LOS worksheets for each intersection analysis are included in Appendix D. Traffic control, and intersection channelization was maintained between existing and future (2025) without-project conditions with the exception of changes at two intersections due to implementation of the Link Extension project. Based on the streetcar plans shared by the City, protected/permitted left turn phasing was added along Division Avenue at the intersection of MLK Jr Way/N K Street & Division Avenue. At the MLK Jr Way & S 6th Avenue intersection, northbound left-turn movements were restricted, eastbound/westbound left-turn lanes were added and protected/permitted left turn phasing was assumed for all permitted left turn movements.

Table 5. Existing & Future Without-Project PM Peak Hour Intersection LOS Summary

Intersection	2020 Existing			2025 Without-Project		
	LOS ¹	Delay ²	WM ³	LOS	Delay	WM
1. MLK Jr Way/N K St & Division Ave	B	10.4	-	B	17.6	-
2. Alley/S 4th Street	B	10.4	NB	B	10.7	NB
3. MLK Jr Way/MultiCare Driveway	B	11.0	EB	B	11.3	EB
4. Alley/S 5th Street	B	10.6	SB	B	10.7	SB
5. S L Street/S 5th Street	B	11.8	EB	B	12.0	EB
6. MLK Jr Way/S 5th Street	E	40.7	EB	F	59.8	EB
7. Alley/S 6th Ave	B	12.4	SB	B	13.0	SB
8. S L St/S 6th Ave	B	12.6	NB	B	13.3	NB
9. MLK Jr Way & S 6th Ave	B	15.0	-	C	24.1	-

1. Level of Service (A – F) as defined by the *Highway Capacity Manual* (HCM), 6th Edition)

2. Average delay per vehicle in seconds.

3. Worst movement reported for unsignalized intersections. Not applicable for all-way stop-controlled intersections.

As shown in Table 5, all study intersections currently operate at LOS B or better during the PM peak hour with the exception of the MLK Jr Way/S 5th Street intersection, which operates at LOS E. This intersection does not meet the City of Tacoma's LOS D or better standard under existing conditions.

Under 2025 without-project conditions, all study intersections are anticipated to continue operating at the same LOS as existing conditions with little increase in calculated delay with the exception of the MLK Jr Way/S 5th Street and MLK Jr Way/S 6th Ave intersections. All intersections are forecast to meet LOS standards except for the MLK Jr Way/S 5th Street intersection, which degrades to LOS F.

The poor operations at the MLK Jr Way/S 5th Street intersection are primarily a result of eastbound vehicles on S 5th Street having to wait for both gaps in pedestrian and vehicle traffic along MLK Jr Way. The western crosswalk was observed to have 247 pedestrian crossings in the weekday PM peak hour. The Synchro operations software conservatively assumes that pedestrians travel across the crosswalk individually evenly spaced throughout the hour and assumes pedestrians never yield. This is likely conservatively overestimating delays given pedestrians frequently cross intersections in groups and often use caution and yield at times when vehicles are present.

Traffic Safety

Collision records for the most recent pre-pandemic three-year period were reviewed for the off-site study intersections. The most recent three-year summary of collision data from the Washington Department of Transportation (WSDOT) is for the period between January 1, 2017 and December 31, 2019. A review of historical collisions was completed to identify potential safety issues. Table 6 summarizes the collision history at the study intersections.

Table 6. Three-Year Collision Summary – 2017 to 2019

Location	Number of Collisions				Annual Average	Collisions per MEV ¹
	2017	2018	2019	Total		
1. MLK Jr Way/N K St & Division Ave	0	1	0	1	0.33	0.07
2. Alley & S 4th Street	0	0	0	0	0.00	0.00
3. MLK Jr Way & MultiCare Driveway	0	0	0	0	0.00	0.00
4. Alley & S 5th Street	0	0	0	0	0.00	0.00
5. S L Street & S 5th Street	1	0	0	1	0.33	0.64
6. MLK Jr Way & S 5th Street	1	0	0	1	0.33	0.15
7. S L St & S 6th Ave	1	0	2	3	1.00	0.56
8. MLK Jr Way & S 6th Ave	1	3	3	7	2.33	0.58

Source: WSDOT, 2020

1. MEV = Million entering vehicles

The majority of collisions resulted in property damage only. There were no reported fatalities within the study area; however, there was one pedestrian collision reported during the review period. The reported pedestrian collision occurred at the MLK Jr Way/S 6th Avenue intersection. Pedestrian volumes are high at the study intersections, which increases potential conflicts with vehicular traffic. A review of the pedestrian collision showed that it resulted during the vehicle making a permitted turning movement.

Based on this review of recent collision history near the project site, no significant patterns were identified that would indicate a potential safety issue.

Project Impacts

This section of the analysis documents the proposed project's impacts on the surrounding roadway network and study intersections. The cumulative impacts of the MultiCare Campus expansion project reflect the addition of the new MBCH, the medical office building, the demolition of existing buildings, as well as the new parking garages and related changes in access and internal circulation. As such, project impacts include net increases in traffic associated with new buildings as well as rerouting of existing trips associated with changes to circulation and access to parking. Both project trips and rerouted trips were added to background traffic to forecast potential impacts to off-site intersections.

Trip Generation

Project trip generation estimates were developed for the project were based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition, 2021. The ITE *Trip Generation Manual* is a nationally recognized and locally accepted compilation of studies used for estimating trip generation for new developments.

The proposed MBCH is projected to include a total of 96 beds, of which 84 are relocated from an existing MultiCare building and 12 are new beds. It was conservatively assumed that the existing MultiCare beds are backfilled upon construction of the new hospital resulting in a net new supply of 96 beds. In addition, the project includes the construction of a new 100,000 square foot medical office building. Within the ground floor of the new parking garages, 2,066 square feet of commercial space would be provided. It is conservatively assumed that these spaces are occupied by retail uses; however, these spaces may ultimately be occupied by lower activity uses.

To provide space for the proposed MBCH, medical office building and new parking garages, several buildings will be demolished. As outlined below, some of these existing uses will be absorbed into new or existing MultiCare buildings, while other buildings will be fully removed or relocated:

- **Jackson Hall:** Jackson Hall includes approximately 46,000 square feet of medical uses. Approximately 5,500 square feet of existing uses had already been located off-site at the time of data collection, approximately 26,000 square feet (the majority of which are not associated with MultiCare) are to be relocated off-site, and approximately 14,000 square feet will be relocated on-site (either in the new or existing MultiCare buildings).
- **CHC East:** CHC East consists of approximately 46,200 square feet of medical uses. Approximately 8,700 square feet of clinic space will be relocated off-site and approximately 37,500 square feet of space will be relocated on-site (either in new or existing MultiCare buildings).
- **Medical Office Building:** The existing 18,900 square foot medical office uses will be relocated regionally. The existing services provided within this building may be shifted off-site on certain days but may remain within the MultiCare campus on other days. Therefore, it is conservatively assumed that these uses are relocated on-site (either in new or existing MultiCare buildings).
- **Church:** The existing 12,000 square foot church will be relocated off-site.
- **Single-Family Dwelling Units:** 9 existing, occupied single-family dwelling units will be demolished.

To determine the net new trip generation for the site, trip generation for the proposed MBCH and medical office building were estimated using Land Use #610 (Hospital), Land Use #720

(Medical Office), and Land Use #822 (Strip Retail Plaza). Existing trip generation was estimated using Land Use #720 (Medical Office), Land Use #630 (Clinic), Land Use #560 (Church), and Land Use #210 (Single-Family Detached Housing). It should also be noted that an 18 percent non-auto reduction was assumed based on existing commuter patterns outlined in the 2015 *Tacoma Transportation Master Plan*.

Table 7 summarizes trip generation for each of the time periods, as well as the number of net new trips the project generates. Detailed trip generation calculations are included in Appendix D.

Table 7. Estimated Weekday Vehicle Trip Generation

Land Use	Size	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
Proposed Use								
Hospital	96 beds	1,758	102	39	141	54	108	162
Medical Office	100 ksf	2,612	178	42	220	58	175	233
Retail	2.07 ksf	92	3	2	5	5	7	12
Subtotal		4,462	283	83	366	108	270	378
Existing Uses								
Medical Office	26 ksf	679	45	12	57	14	47	61
Clinic	8.7 ksf	272	15	5	20	8	18	26
Church	12 ksf	75	2	2	4	3	2	5
Single-Family Residential	9 du	70	2	2	4	3	3	6
Subtotal		1,096	64	21	85	28	70	98
Net New Vehicle Trips		3,366	219	62	281	80	200	280

1. ksf = 1,000 square feet; du = dwelling units

1. ksf = 1,000 square feet; du = dwelling units

As shown in Table 7, the proposed project is anticipated to generate approximately 4,462 daily trips, 366 weekday AM peak hour gross trips and 378 weekday PM peak hour gross trips. It is anticipated to generate 3,366 net new daily trips, 281 net new weekday AM peak hour trips and 280 net new weekday PM peak hour trips.

Trip Distribution

Travel patterns to and from the site for project-generated traffic were estimated based on a review of existing travel patterns, planned improvements and OnTheMap census data. OnTheMap is a web-based mapping and reporting application, which shows where workers are employed and where they live based on census data. The OnTheMap census data was reviewed for the number of people that work within a quarter-mile radius of the proposed project. The zip codes were evaluated to determine if a person would be more likely to travel to the zip code via vehicle or by other means. Trips from zip codes closer to the proposed project site or in more transit-oriented locations are more likely to use transit, walk, bike, or other non-single occupancy vehicle (SOV) modes. Zip codes outside the city limits and/or further from the site are more likely to drive.

Figure 9 illustrates the vehicle trip distribution within the study area. The weekday PM peak hour trips were assigned to the study area based on these travel patterns as well as internal circulation and parking access points. In conjunction with the proposed street vacations, it was assumed that S 4th Street is vacated and closed between S L Street and the existing alley to accommodate construction of the proposed visitor garage and that the private alley between S 4th Street and Division Avenue is closed to accommodate construction of the

medical office building. Additionally, it was assumed that S L Street between S 4th Street and S 5th Street is vacated in order to accommodate two-way travel (S L Street currently operates as one-way northbound).

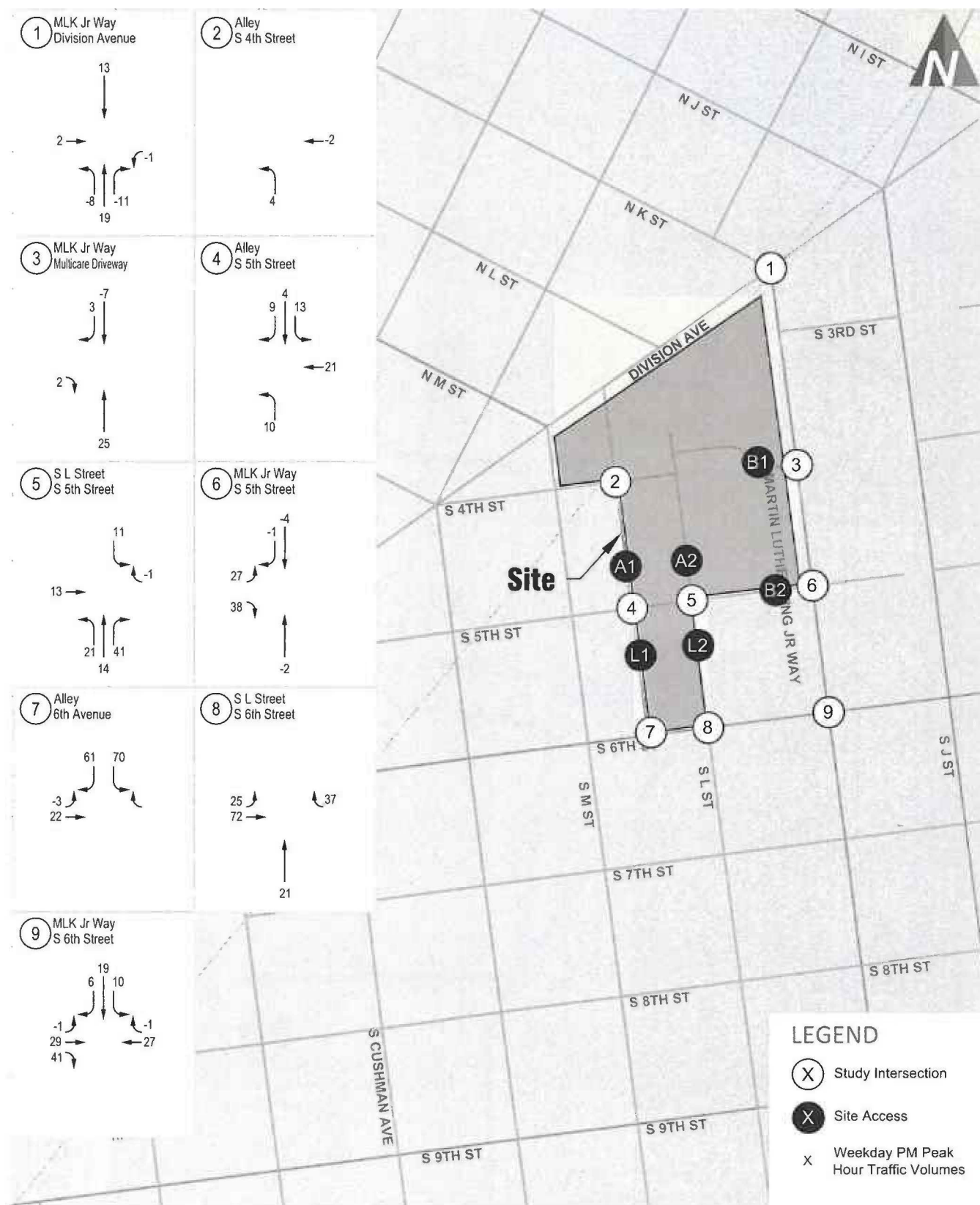
In accessing the site, vehicles may travel to one of several different parking access points. The new visitor garage is proposed to have two site access points: an outbound only driveway along the alley and a full access driveway along S L Street. The Baker Garage is proposed to maintain the same access locations; however, the internal circulation of the garage will be reversed such that the inbound only access is along the S 5th Street and the outbound only access is along the internal MultiCare driveway. The staff garage is proposed to have two site access locations: an outbound only driveway along the alley and a full access driveway along S L Street.

In addition to project-generated traffic, trips were rerouted from the existing parking areas to be demolished, to the nearest future parking garage or existing parking area. Additionally, existing traffic was rerouted to account for the proposed street vacations and changes to roadway circulation.

Traffic Volumes

To determine future with-project volumes, project trips were added to the future without-project volumes. As discussed previously, project-related trips include traffic generated by the proposed buildings, diverted trips from existing parking areas to new parking areas, and rerouted trips associated with street vacations or circulation adjustments. These trips were distributed through the network as described in the previous section. Figure 10 and Figure 11 show trip assignment for the net new MBCH and medical office building trips at the study intersections and parking access intersections, respectively; Figure 12 and Figure 13 show the total change in traffic volumes between future without- and with-project conditions at the study intersections and parking access intersections, respectively, inclusive of net new MBCH and medical office building trips, diverted trips and rerouted trip.

The resulting future volumes with the added project trips are shown in Figure 14. The future with-project driveway volumes are shown in Figure 15.



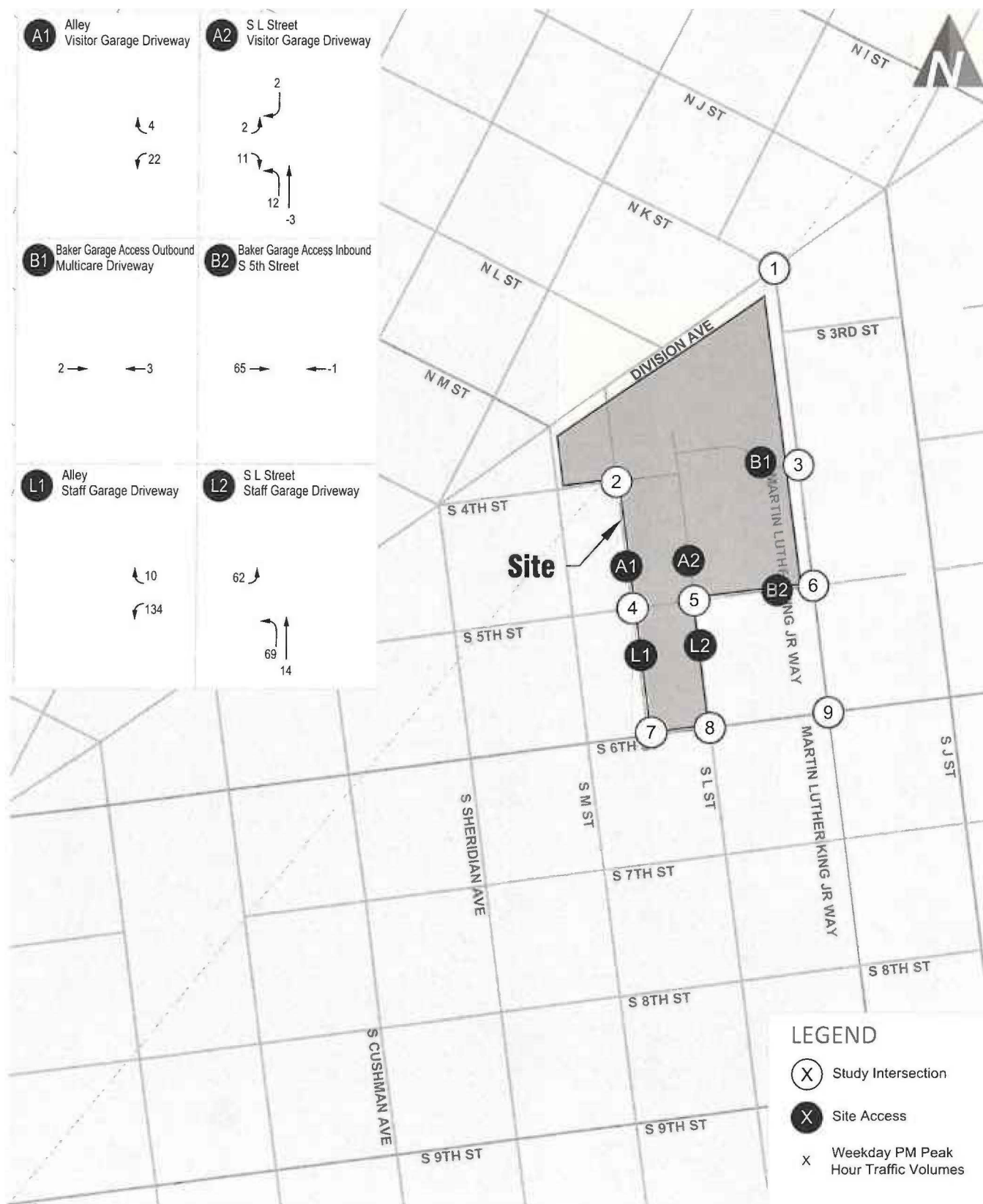
Net New Project Trip Assignment at Study Intersections

Mary Bridge Children's Hospital

transpogroup

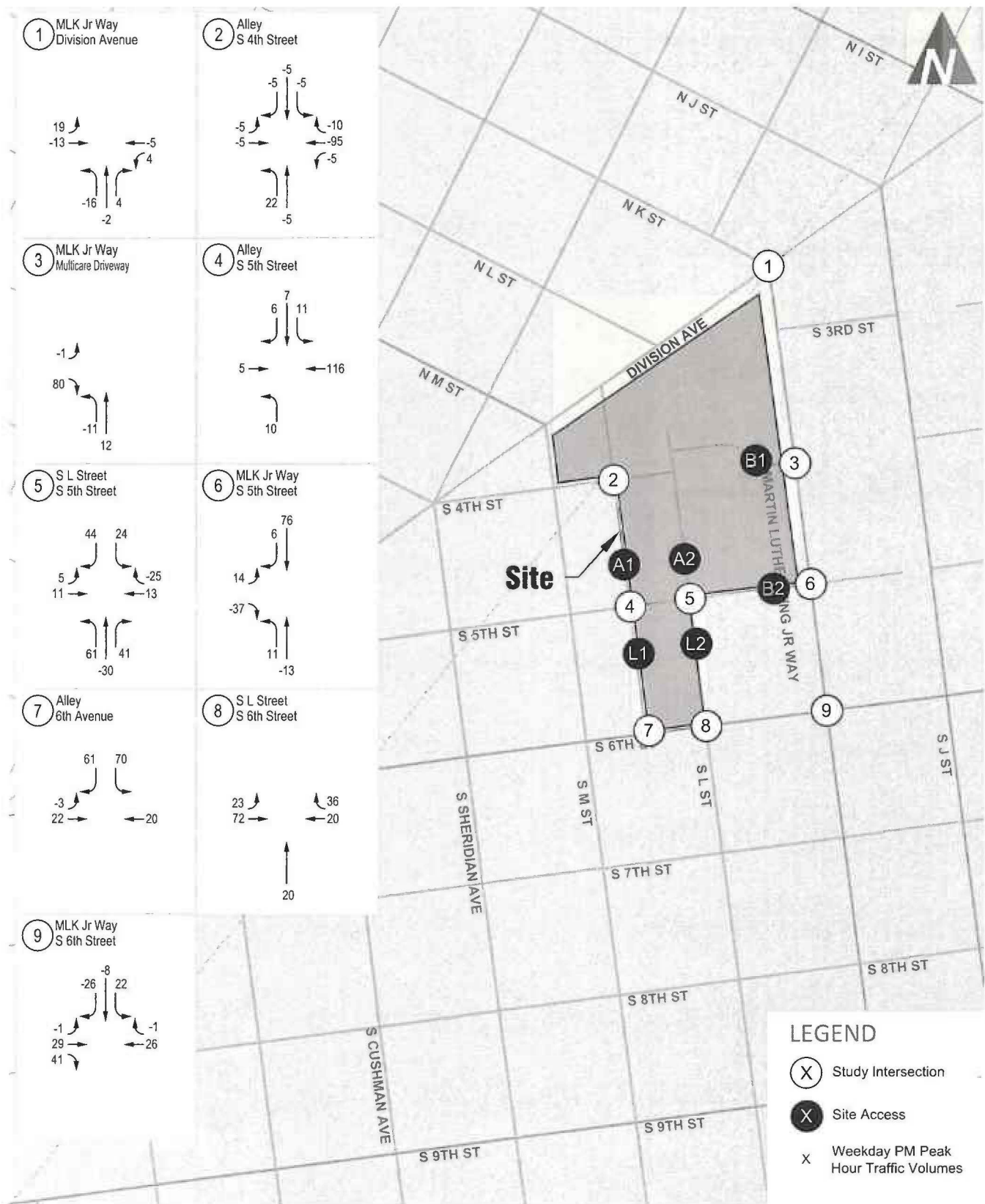
FIGURE

10



Net New Project Trip Assignment at Parking Access Point **FIGURE**

Mary Bridge Children's Hospital



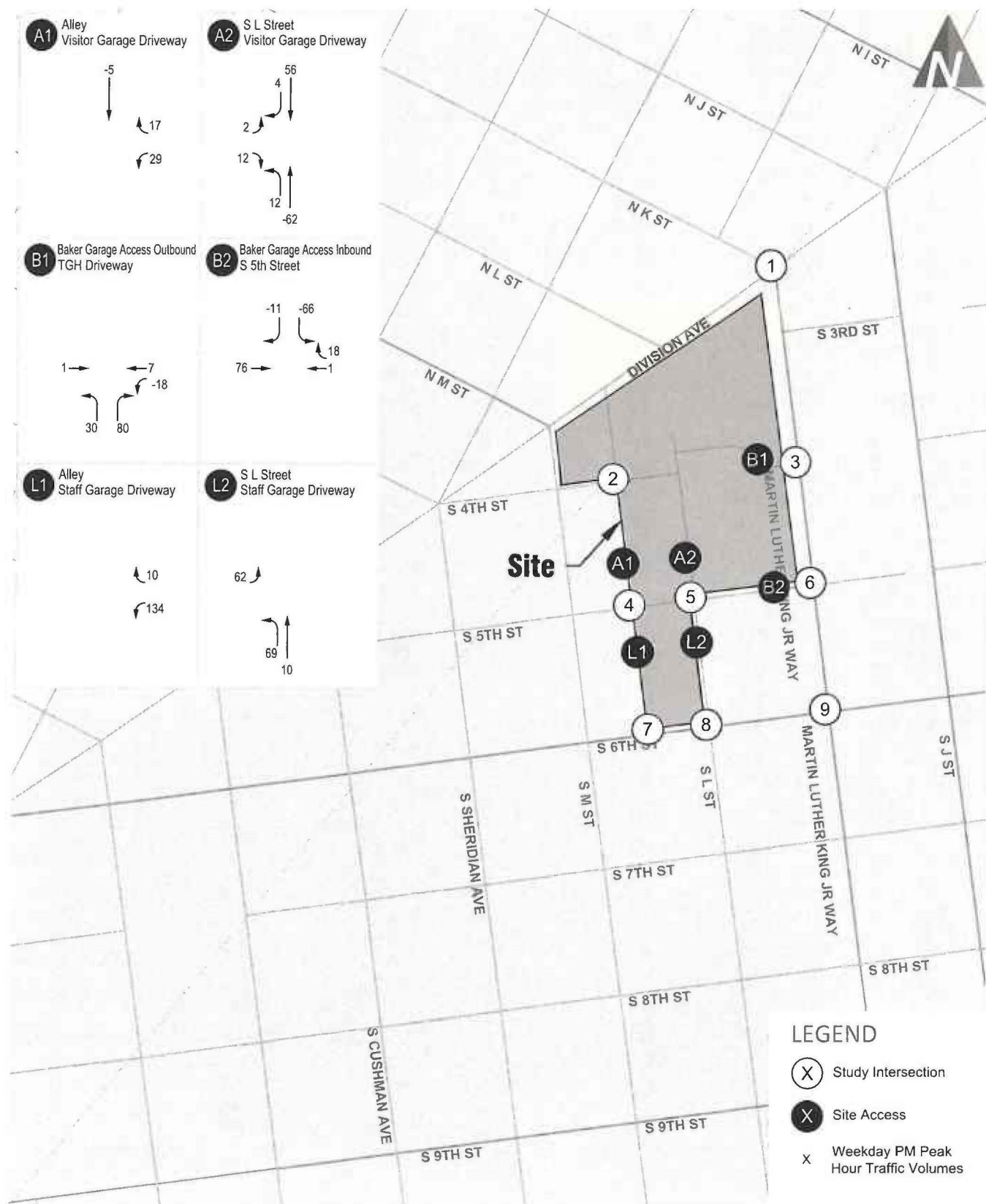
Total Change in Traffic Volumes at Study Intersections

FIGURE

Mary Bridge Children's Hospital

transpogroup

12



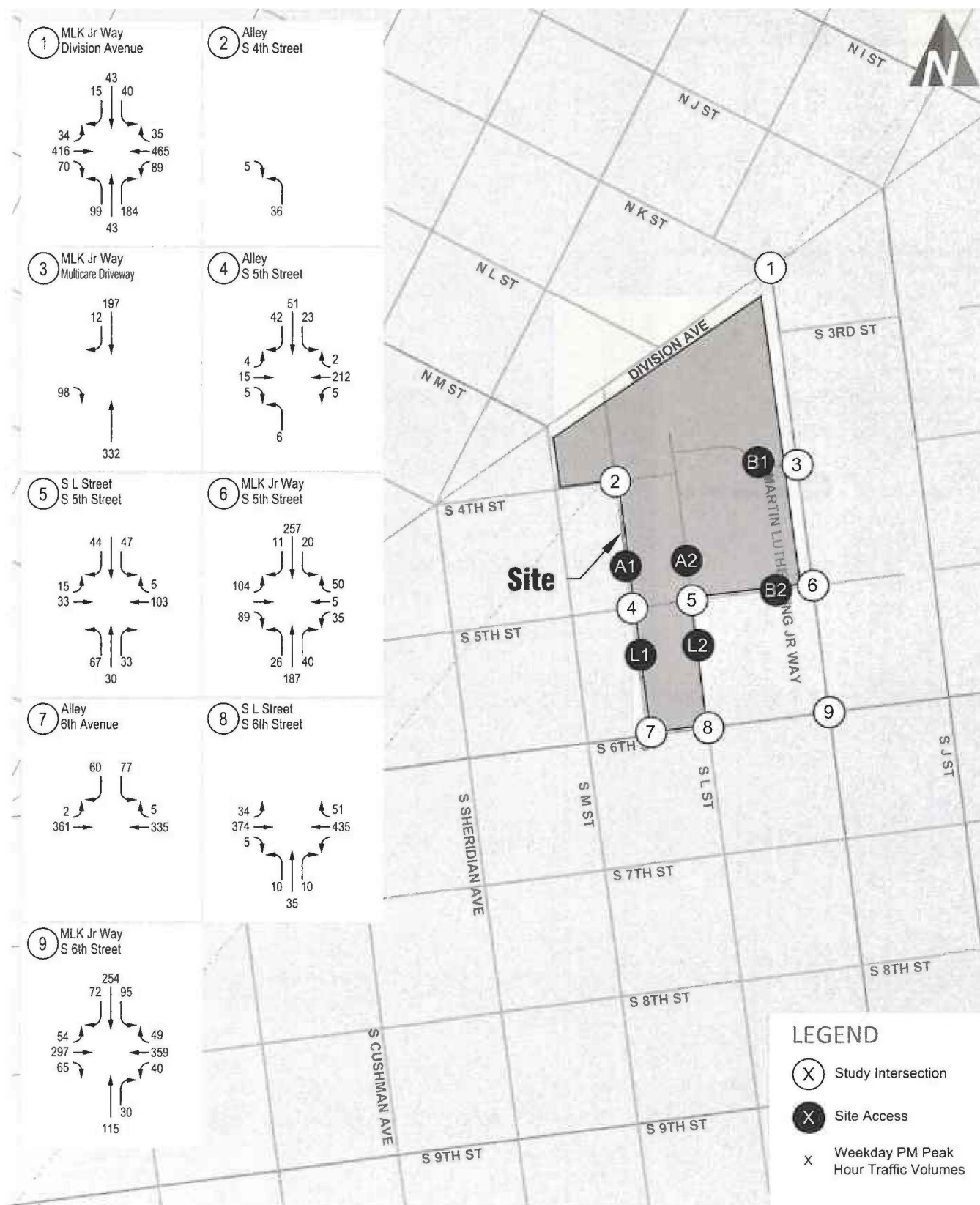
Total Change in Traffic Volumes at Driveways

Mary Bridge Children's Hospital

transpogroup 

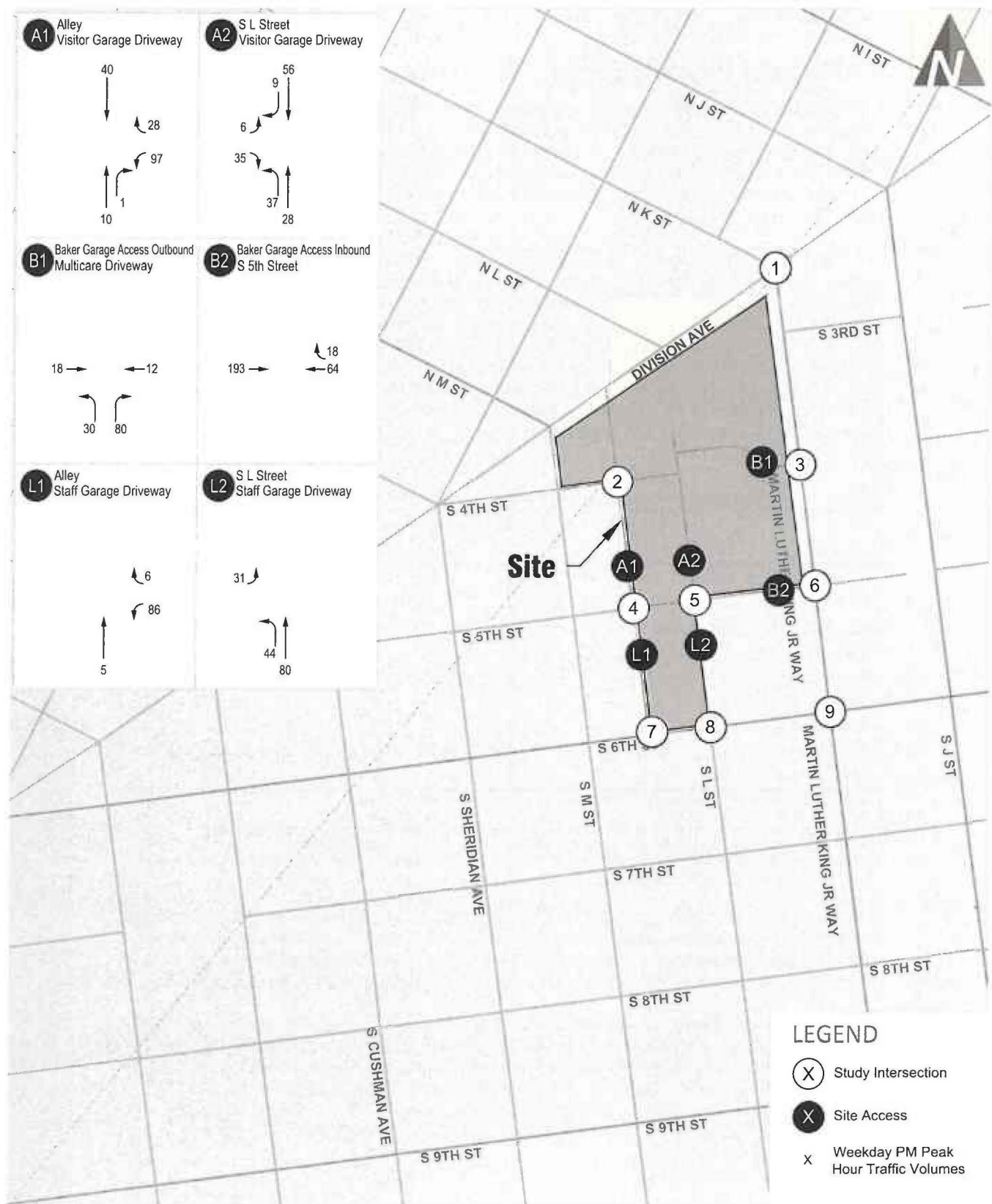
FIGURE

13



Future (2025) With-Project Weekday Peak Hour Traffic Volumes

Mary Bridge Children's Hospital



Future (2025) With-Project PM Peak Hour Parking Access Traffic Volumes

FIGURE

Traffic Operations Impact

A future (2025) with-project level-of-service analysis was conducted for the weekday PM peak hour to analyze traffic impacts of the proposed project based on the assumptions outlined in the previous section. The same methodologies were applied and all intersection parameters such as channelization and intersection control were consistent with those used in the evaluation of future without-project conditions, with the exception of the Alley/S 4th Street and S L Street/S 5th Street.

The Alley/S 4th Street intersection currently operates as two-way stop-controlled with free-flowing traffic along 4th Street. With the closures of S 4th Street east of the Alley and the private alley north of 4th Street, the intersection is effectively eliminated resulting in an "L" curve from 4th Street to the Alley. The intersection of S L Street/S 5th Street currently operates as two-way yield-controlled with free-flowing traffic along S L Street. With the conversion of S L Street to two-way operations between S 4th and 5th Street, it is proposed that the intersection operates as two-way stop-controlled with free-flowing traffic along S 5th Street. A comparison of future (2025) without-project and future with-project weekday PM peak hour traffic operations are summarized in Table 8. Detailed LOS worksheets are provided in Appendix D.

Table 8. Future Without-Project and With-Project PM Peak Hour Intersection LOS Summary

Intersection	2025 Without-Project			2025 With-Project		
	LOS ¹	Delay ²	WM ³	LOS	Delay	WM
1. MLK Jr Way/N K St & Division Ave	B	17.6	-	B	17.9	-
2. Alley/S 4th Street ⁴	B	10.7	NB	-	-	-
3. MLK Jr Way/MultiCare Driveway	B	11.3	EB	B	12.3	EB
4. Alley/S 5th Street	B	10.7	SB	C	16.5	NB
5. S L Street/S 5th Street ⁵	B	12.0	EB	C	17.0	SB
6. MLK Jr Way/S 5th Street	F	59.8	EB	F	110.9	EB
7. Alley/S 6th Ave	B	13.0	SB	C	18.2	SB
8. S L St/S 6th Ave	B	13.3	NB	C	15.9	NB
9. MLK Jr Way & S 6th Ave	C	24.1	-	C	24.9	-

1. Level of Service (A – F) as defined by the *Highway Capacity Manual (HCM)*, 6th Edition)
 2. Average delay per vehicle in seconds.
 3. Worst movement reported for unsignalized intersections. Not applicable for all-way stop-controlled intersections.
 4. Intersection effectively eliminated under 2025 with-project conditions, with the closure of S 4th Street.
 5. Intersection assumed as two-way stop-controlled, with free-flowing traffic along S 5th Street, with the conversion of S L Street two-way operations between S 4th and 5th Street.

With the addition of project generated traffic, all study intersections would continue to operate at LOS C or better, with the exception of the MLK Jr Way/S 5th Street intersection. With the addition of the proposed project, the MLK Jr Way/S 5th Street intersection is forecast to continue to operate at LOS F with an increase in delay of approximately 51 seconds.

While delay at the intersection of MLK Jr Way/S 5th Street is expected to increase, the site circulation has been designed in such a way to minimize impacts at this intersection. By reversing the flow of the Baker Garage and providing egress to the alley from the proposed staff garage, the eastbound volumes at MLK Jr Way/S 5th Street actually decrease as compared to the without-project conditions. The increase in delay is primarily a result of additional north-south traffic along MLK Jr Way in combination with the high pedestrian volumes at this intersection.

MLK Jr Way/S 5th Street

As stated previously, the poor eastbound operations at the MLK Jr Way/S 5th Street intersection are primarily a result from eastbound vehicles on S 5th Street having to wait for both gaps in pedestrian and vehicle traffic along MLK Jr Way. The western crosswalk was observed to have 247 pedestrian crossings in the weekday PM peak hour. The Synchro operations software conservatively assumes that pedestrians travel across the crosswalk individually evenly spaced throughout the hour and assumes pedestrians never yield. This is likely conservatively overestimating delays given pedestrians frequently cross intersections in groups and often use caution and yield at times when vehicles are present.

Given the poor calculated operations, further analysis was completed to determine if additional improvements such as a traffic signal would be warranted. A signal warrant analysis was completed at the MLK Jr Way/S 5th Street intersection based on methodologies outlined in the Manual on Uniform Traffic Control Devices (MUTCD) to evaluate the need for a traffic signal. The MUTCD provides criteria related to traffic volumes and safety for warranting a traffic signal that are recommended be met before a traffic signal would be considered. To estimate the four-hour and eight-hour signal warrants, weekday PM peak hour volumes at the intersection were extrapolated using distribution data from National Cooperative Highway Research Program (NCHRP) Report 365.

Based on the MUTCD signal warrant analysis, the intersection does not meet the peak-hour, four-hour and eight-hour signal warrants under future (2025) with-project conditions. Signal warrant analysis worksheets are provided in Appendix E.

Given that a traffic signal is not warranted at MLK Jr Way/S 5th Street, pedestrian improvements are proposed at the intersection of S 5th Street/S L Street to encourage more pedestrians, particularly those parking in the new staff garage, to use S L Street as a primary pedestrian pathway. S L Street provides a direct pedestrian route to the new MBCH as well as the Baker Center. By shifting approximately 25 percent of the pedestrian activity at MLK Jr Way/S 5th Street to S 5th Street/S L Street, the westbound vehicular delay at the intersection of MLK Jr Way/S 5th Street would decrease to be consistent with that projected in the without-project conditions.

To encourage this shift in pedestrian activity, pedestrian improvements between the proposed parking garages and the campus are proposed along the S L Street corridor. This includes frontage and sidewalk improvements along S L Street and improvements to the intersection of S 5th Street/S L Street that include the installation of an all-way stop controlled for vehicular traffic and curb bulb extensions to decrease pedestrian crossing distances and reduce conflicts between pedestrians and vehicles. Additionally, the reversal of flow for the Baker Garage will eliminate vehicles from that garage exiting onto S 5th Street.

Parking Access Operations Analysis

Weekday PM peak hour traffic operations for future with-project conditions were evaluated at parking access locations based on the procedures identified in the Highway Capacity Manual (HCM 6th) (6th Edition) and were evaluated using the Synchro 11 software program. The PM future with-project site access operations are shown in Table 9.

Table 9. Future With-Project Site Access PM Peak Hour Intersection LOS Summary

Intersection	LOS ¹	Delay ²	WM ³
A1. Alley/Visitor Garage Driveway	A	9.3	WB
A2. S L Street /Visitor Garage Driveway	A	8.7	EB
B1. Baker Garage Outbound/MultiCare Dwy	A	8.9	NB
B2. Baker Garage Inbound/S 5th St	-	-	-
L1. Alley/Staff Garage Driveway	B	10.1	WB
L2. S L Street /Staff Garage Driveway	A	9.2	EB

¹. Level of Service (A – F) as defined by the *Highway Capacity Manual (HCM)*, 6th Edition)
². Average delay per vehicle in seconds.
³. Worst movement reported for unsignalized intersections. Not applicable for all-way stop-controlled intersections.

As shown in Table 9, the site access locations are forecast to operate at LOS B or better under future (2025) with-project conditions.

Parking Compliance

The following sections describe the proposed parking supply and code requirements of the proposed project.

Supply

The proposed project would include two new parking garages totaling 835 parking spaces. The visitor garage would include 480 parking spaces and the staff garage would include 355 parking spaces. These garages would directly replace two surface lots totaling 161 parking spaces. As such, the project is supplying a total of 674 net new parking spaces.

Code Requirements

Table 10 summarizes the parking code requirements for the proposed project³. As summarized, 334 parking spaces would be required based on Tacoma Municipal Code (TMC) requirements. The project would meet code requirements by supplying a total of 674 net new parking spaces.

Table 10. Code Required Parking Supply

Land Use	Size ¹	Required Parking Stalls ²	
		Rate	Required
Hospital	96 beds	1.75 per bed	168
Medical Office	100 ksf	3 per ksf	300
30% Reduction ³ (per TMC 13.06.090.C.3.j(2))			-140
Retail	2.07 ksf	2.50 per ksf	6
Total Required Parking			334

- ¹. ksf = 1,000 square feet
². Tacoma Municipal Code (TMC), 13.06.090.C.3.h
³. The Hospital and Medical Office uses are within the Mixed Use District. Per TMC 13.06.090.C.3.j(2), parking in the Mixed Use Districts shall be 70% of the required parking identified in TMC 13.06.090.C.3.h.

³ Per TMC 13.17.020, "No parking is required for any structure in existence upon the date the Mixed-Use Center was created within which it exists (which was November 21, 1995). New development shall provide parking as required." As such, this analysis specifically addresses the parking demand of the proposed buildings and associated uses.

Findings and Recommendations

This transportation impact study summarizes the cumulative traffic impacts of the proposed MBCH and parking garages. General findings and recommendations are summarized below:

Proposed Development

- Development Program
 - The proposed MultiCare Campus expansion includes the construction of the new Mary Bridge Children's Hospital (MBCH), a 100,000 square foot medical office building, and two (2) new parking garages. The new MBCH will provide a total of 96 hospital beds. In addition, 2,066 square feet of commercial space would be located within the ground-floor of the new parking garages. It is conservatively assumed that these spaces are occupied by retail uses; however, these spaces may ultimately be occupied by lower activity uses.
 - To accommodate MBCH and the parking garages several existing buildings and parking areas will be removed, including the following:
 - Jackson Hall, which includes approximately 46,000 square feet of medical office space and a 210-space parking garage
 - CHC East, which includes approximately 46,200 square feet of clinic space
 - A 18,900 square foot medical office building with 15 parking spaces
 - A 12,000 square foot church
 - The 146-space A Parking Lot
 - 9 single-family dwelling units
- Parking
 - The new visitor garage will consist of approximately 480 parking spaces and will replace the existing A Lot, which consists of 146 parking spaces. The visitor garage is expected to serve existing and future visitors and patients.
 - The new staff garage will consist of approximately 355 parking spaces. The staff garage is expected to serve existing and future employees.
 - 15 existing parking spaces which serve the existing medical office building to be demolished will be eliminated.
 - The proposed project results in a net increase of 674 parking spaces.
- Circulation
 - The project includes the following street and alley vacations including the following:
 - Closure of S 4th Street between S L Street and the existing alley to accommodate construction of the proposed visitor garage and the central utility plant for the new hospital.
 - Vacation of S 4th Street between S M Street and the existing alley to accommodate loading activity and access to the visitor garage.
 - Closure of the private alley between S 4th Street and Division Avenue to accommodate the proposed medical office building.

- Vacation of S L Street between S 4th Street and S 5th Street to accommodate two-way travel (S L Street currently operates as one-way northbound).
- The existing A Lot has three access points: two along S 4th Street and one along the alley. The new visitor garage, which will replace the A Lot, is proposed to have two site access points: an outbound only driveway along the alley and a full access driveway along S L Street.
- The staff garage is proposed to have two site access locations: an outbound only driveway along the alley and a full access driveway along S L Street.
- The Baker Garage will maintain its two access locations. To improve access and safety at the northern end of the garage, the internal circulation of the garage will be reversed such that the inbound only access is along S 5th Street and the outbound only access is along the internal MultiCare driveway.
- All patient pick-up/drop-off activity will be located within the reconfigured internal drop-off area accessible from MLK Jr Way and S L Street
- Ambulance drop-off will be located along Division Avenue and loading docks will be accessible from Division Avenue and the vacated section of S 4th Street.

Trip Generation

- The proposed project is anticipated to generate 3,366 net new daily trips, 281 net new weekday AM peak hour trips and 280 net new weekday PM peak hour trips.

Traffic Operations

- With the addition of project trips, the off-site study intersections will continue to meet LOS standards; except for the MLK Jr Way/S 5th Street intersection, which does not meet LOS standards under existing conditions and without-project conditions. The site access points are expected to operate at LOS B or better.

MLK Jr Way/S 5th Street

- The poor operations at the MLK Jr Way/S 5th Street intersection are primarily a result of eastbound vehicles on S 5th Street having to wait for both gaps in pedestrian and vehicle traffic along MLK Jr Way. Synchro operations software assumes that pedestrians travel across the crosswalk individually, evenly spaced throughout the hour and assumes pedestrians never yield. This is likely conservatively overestimating delays at the intersection.
- A signal warrant analysis was performed at the intersection of MLK Jr Way/S 5th Street. The intersection is not anticipated to meet the one-hour, four-hour or eight-hour signal warrants under future (2025) with-project conditions.
- Pedestrian improvements, including frontage improvements along S L Street and the installation of an all-way stop and curb bulb extensions at the intersection of S 5th Street/S L Street, are proposed to encourage pedestrians to use S L Street as a primary pedestrian pathway. By shifting approximately 25 percent of the pedestrian activity at MLK Jr Way/S 5th Street to S 5th Street/S L Street, the westbound vehicular delay at the intersection of MLK Jr Way/S 5th Street would decrease to be consistent with that projected under the without-project conditions.

Appendix A: Detailed Traffic Counts



Prepared for: **CH2M HILL**

Traffic Count Consultants, Inc.

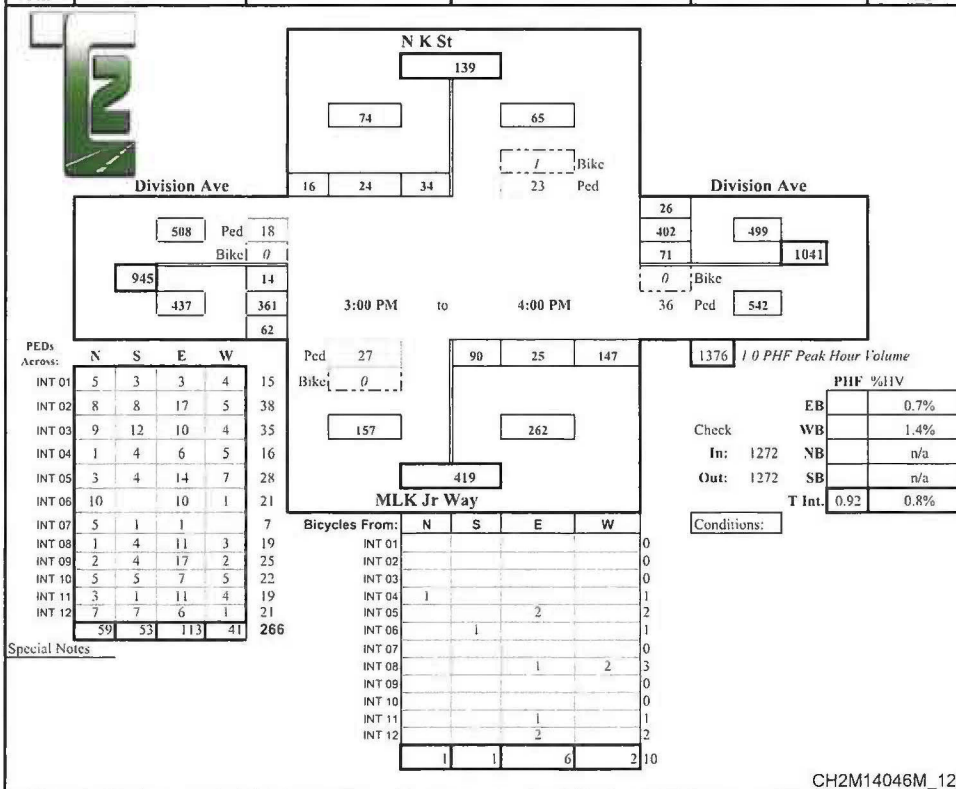
Phone: (253) 926-6009 FAX: (253) 922-7211 E-Mail: Team@TC2inc.com

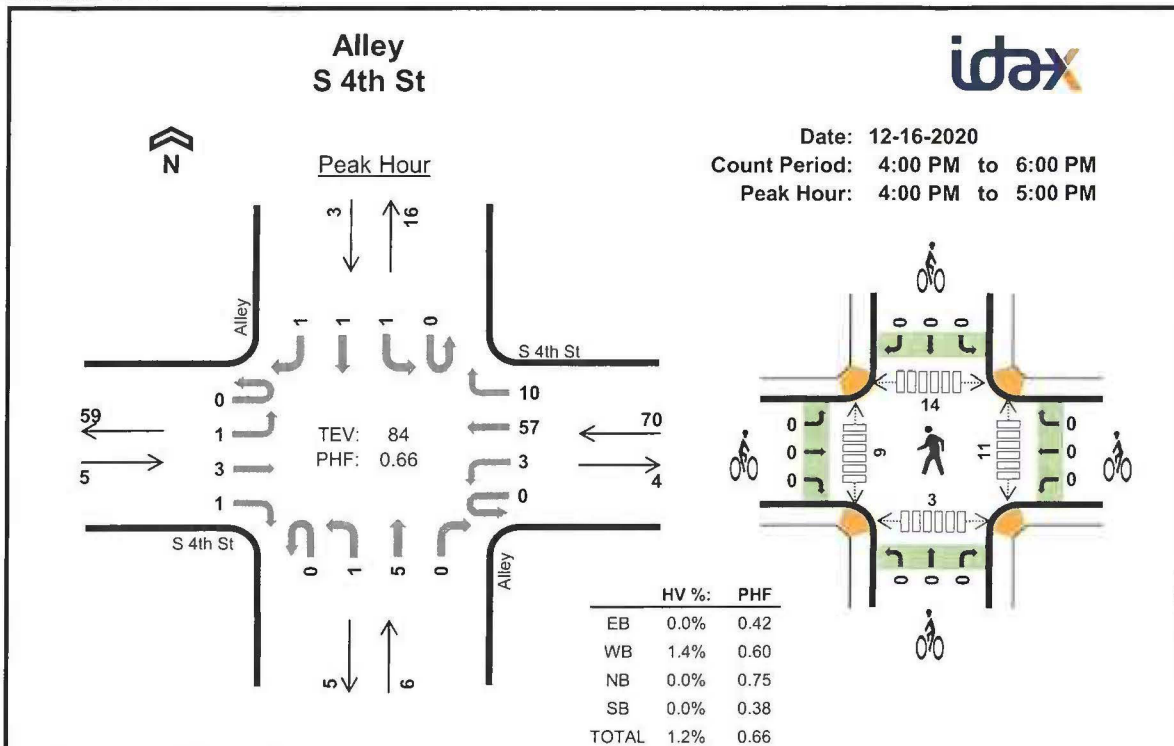
WBE/DBE

Intersection: N K St/Martin Luther King Jr Way & Division Ave
Location: Tacoma, Washington

Date of Count: Wed 5/07/2014
Checked By: Jess

Time Interval Ending at	From North on (SB) N K St				From South on (NB) MLK Jr Way				From East on (WB) Division Ave				From West on (EB) Division Ave				Interval Total
	T	L	S	R	T	L	S	R	T	L	S	R	T	L	S	R	
3:15 P	0	5	5	4	0	22	6	30	1	22	93	4	1	3	85	18	297
3:30 P	0	8	4	4	0	17	7	36	0	17	102	9	1	6	88	17	315
3:45 P	0	9	10	1	0	31	9	45	1	16	104	5	1	4	104	6	344
4:00 P	0	12	5	7	0	20	3	36	5	16	103	8	0	1	84	21	316
4:15 P	0	9	5	2	0	15	6	40	2	11	77	10	0	3	71	8	257
4:30 P	2	12	5	3	1	21	12	32	3	11	91	12	1	4	79	13	295
4:45 P	0	19	4	4	1	15	3	33	3	13	91	5	0	5	81	10	283
5:00 P	0	14	6	8	1	13	6	36	1	15	112	7	2	6	74	13	310
5:15 P	0	10	9	8	0	14	10	35	0	15	116	3	1	2	90	9	321
5:30 P	0	15	5	2	0	13	9	28	1	15	101	9	2	8	85	4	294
5:45 P	0	9	7	2	1	8	4	30	1	9	101	7	2	5	90	8	280
6:00 P	0	3	6	6	0	14	2	29	0	15	92	10	1	3	84	8	272
Total Survey	2	125	71	51	4	203	77	410	18	175	1183	89	12	50	1015	135	3584
Peak Hour: 3:00 PM to 4:00 PM																	
Total	0	34	24	16	0	90	25	147	7	71	402	26	3	14	361	62	1272
Approach	74				262				499				437				1272
%HV	n/a				n/a				1.4%				0.7%				0.8%
PHF																	0.92



**Two-Hour Count Summaries**

Interval Start	S 4th St Eastbound				S 4th St Westbound				Alley Northbound				Alley Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	2	0	0	1	22	6	0	0	0	0	0	0	0	0	32	0
4:15 PM	0	0	0	1	0	1	11	1	0	0	2	0	0	1	0	1	18	0
4:30 PM	0	0	0	0	0	0	21	1	0	1	1	0	0	0	0	0	24	0
4:45 PM	0	0	1	0	0	1	3	2	0	0	2	0	0	0	1	0	10	84
5:00 PM	0	1	1	0	0	1	8	1	0	0	1	0	0	0	1	0	14	66
5:15 PM	0	0	0	0	0	0	1	2	0	0	0	0	0	0	1	0	4	52
5:30 PM	0	1	3	0	0	0	5	3	0	0	0	0	0	0	1	0	13	41
5:45 PM	0	1	3	0	0	0	6	1	0	0	2	0	0	0	0	0	13	44
Count Total	0	4	10	1	0	4	77	17	0	1	8	0	0	1	4	1	128	0
Peak Hour	All	0	1	3	1	0	3	57	10	0	1	5	0	0	1	1	84	0
	HV	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
	HV%	-	0%	0%	0%	-	0%	2%	0%	-	0%	0%	-	-	0%	0%	1%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	4	2	8	2	16
4:15 PM	0	1	0	0	1	0	0	0	0	0	3	2	3	0	8
4:30 PM	0	0	0	0	0	0	0	0	0	0	4	4	3	1	12
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	2	1	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	3	0	5
5:30 PM	1	1	0	0	2	0	0	0	0	0	0	0	0	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	1	0	3
Count Total	1	2	0	0	3	0	0	0	0	0	14	13	19	4	50
Peak Hour	0	1	0	0	1	0	0	0	0	0	11	9	14	3	37

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	S 4th St				S 4th St				Alley				Alley				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0
Peak Hour	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0

Two-Hour Count Summaries - Bikes

Interval Start	S 4th St			S 4th St			Alley			Alley			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



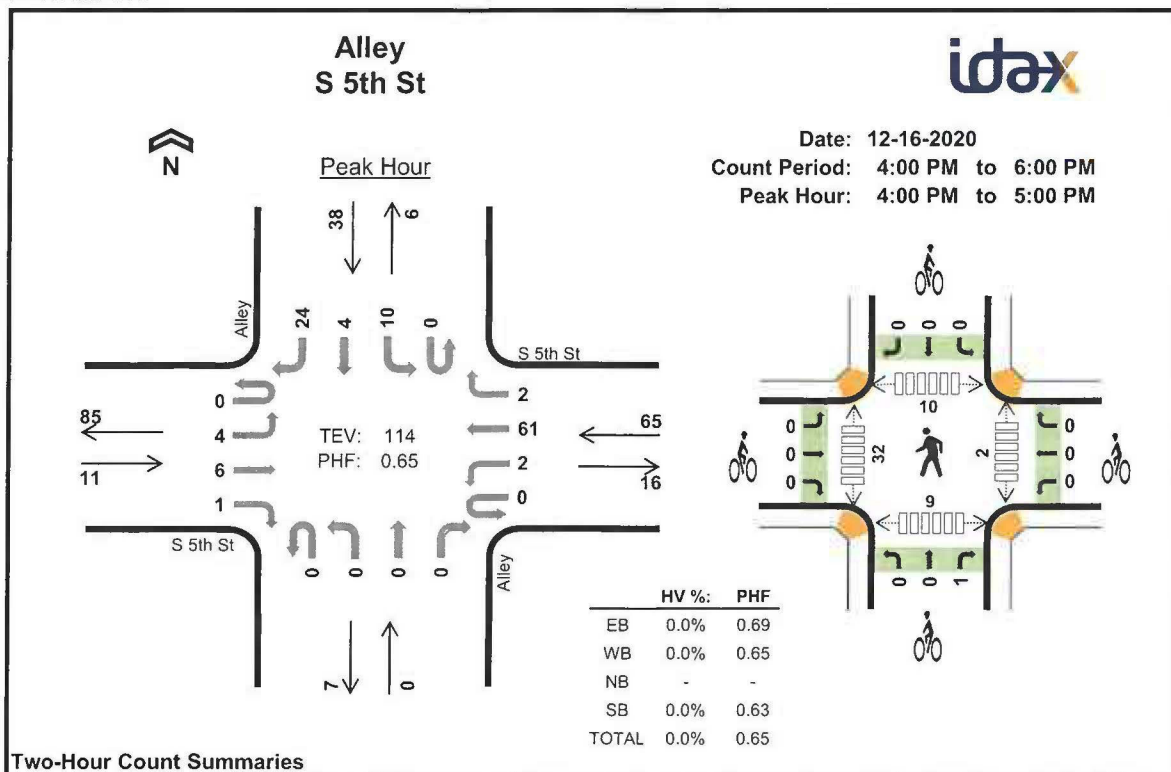
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

project.manager.wa@idaxdata.com

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	TGH Dwy				0				MLK JR Way				MLK JR Way				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Two-Hour Count Summaries - Bikes																		
Interval Start	TGH Dwy				0				MLK JR Way				MLK JR Way				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	LT	TH	RT		LT	TH	RT		LT	TH	RT		LT	TH	RT			
4:00 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	
4:15 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	
4:30 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	
4:45 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	
5:00 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	
5:15 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	
5:30 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	
5:45 PM	0	0	0		0	0	0		0	0	0		0	0	0		0	
Count Total	0	0	0		0	0	0		0	0	0		0	0	0		0	
Peak Hour	0	0	0		0	0	0		0	0	0		0	0	0		0	

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

**Two-Hour Count Summaries**

Interval Start	S 5th St Eastbound				S 5th St Westbound				Alley Northbound				Alley Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	2	0	0	1	17	0	0	0	0	0	0	3	0	6	29	0
4:15 PM	0	1	0	1	0	0	12	1	0	0	0	0	0	3	2	4	24	0
4:30 PM	0	2	2	0	0	1	23	1	0	0	0	0	0	3	2	10	44	0
4:45 PM	0	1	2	0	0	0	9	0	0	0	0	0	0	1	0	4	17	114
5:00 PM	0	1	2	0	0	0	14	0	0	0	0	0	0	2	1	3	23	108
5:15 PM	0	0	1	0	0	0	16	1	0	0	0	1	0	1	2	6	28	112
5:30 PM	0	1	1	0	0	0	17	1	0	0	0	0	0	1	0	4	25	93
5:45 PM	0	0	1	0	0	0	9	2	0	0	0	0	0	1	0	1	14	90
Count Total	0	6	11	1	0	2	117	6	0	0	0	1	0	15	7	38	204	0
Peak Hour	All	0	4	6	1	0	2	61	2	0	0	0	0	10	4	24	114	0
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	HV%	-	0%	0%	0%	-	0%	0%	0%	-	-	-	-	0%	0%	0%	0%	0

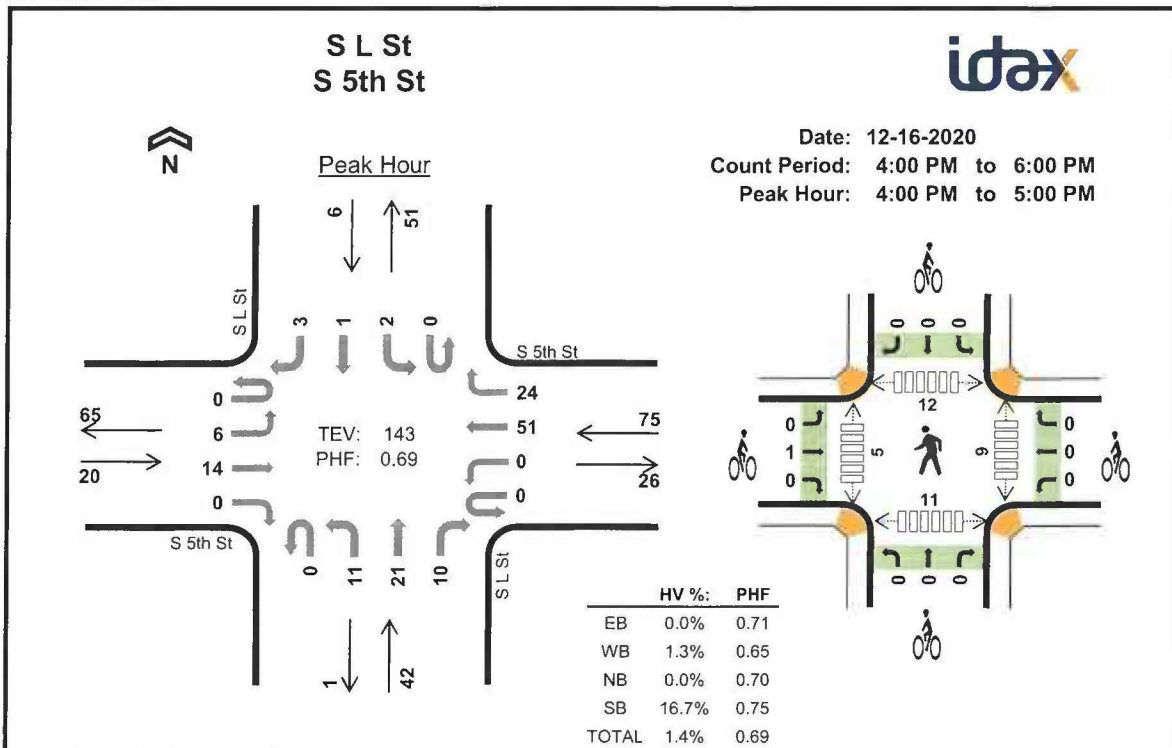
Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	10	3	5	19
4:15 PM	0	0	0	0	0	0	0	1	0	1	0	5	1	2	8
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	13	5	2	21
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	7	4	3	14
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	6	3	4	13
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	4	6
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	2	0	1	4
Count Total	0	0	0	0	0	0	0	1	0	1	3	49	17	21	90
Peak Hour	0	0	0	0	0	0	0	1	0	1	2	32	10	9	53

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	S 5th St				S 5th St				Alley				Alley				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Two-Hour Count Summaries - Bikes														
Interval Start	S 5th St			S 5th St			Alley			Alley			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	0	0	0	1	0	0	0	1	0
Peak Hour	0	0	0	0	0	0	0	0	1	0	0	0	1	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

**Two-Hour Count Summaries**

Interval Start		S 5th St				S 5th St				S L St				S L St				15-min Total	Rolling One Hour
		Eastbound				Westbound				Northbound				Southbound					
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	3	4	0	0	0	14	5	0	3	7	3	0	0	0	2	41	0
4:15 PM		0	0	3	0	0	0	8	9	0	4	4	1	0	0	1	0	30	0
4:30 PM		0	1	6	0	0	0	20	9	0	4	7	4	0	0	0	1	52	0
4:45 PM		0	2	1	0	0	0	9	1	0	0	3	2	0	2	0	0	20	143
5:00 PM		0	0	4	0	0	0	11	7	0	3	3	1	0	0	1	0	30	132
5:15 PM		0	0	2	0	0	0	14	3	0	3	3	3	0	0	0	0	28	130
5:30 PM		0	0	2	0	0	0	15	3	0	3	2	2	0	0	0	0	27	105
5:45 PM		0	0	2	0	0	0	8	6	0	3	8	0	0	1	0	0	28	113
Count Total		0	6	24	0	0	0	99	43	0	23	37	16	0	3	2	3	256	0
Peak Hour	All	0	6	14	0	0	0	51	24	0	11	21	10	0	2	1	3	143	0
	HV	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2	0
	HV%	-	0%	0%	-	-	-	0%	4%	-	0%	0%	0%	-	50%	0%	0%	1%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	2	5	9
4:15 PM	0	0	0	0	0	1	0	0	0	1	3	1	1	3	8
4:30 PM	0	1	0	0	1	0	0	0	0	0	2	3	7	3	15
4:45 PM	0	0	0	1	1	0	0	0	0	0	3	0	2	0	5
5:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	4	4	10
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	3	5
5:30 PM	0	1	0	0	1	0	0	1	0	1	0	0	1	5	6
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	1	5
Count Total	0	2	0	1	3	1	0	1	0	2	11	7	21	24	63
Peak Hour	0	1	0	1	2	1	0	0	0	1	9	5	12	11	37

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	S 5th St				S 5th St				S L St				S L St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	3	0
Peak Hour	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2	0

Two-Hour Count Summaries - Bikes														
Interval Start	S 5th St			S 5th St			S L St			S L St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	1	0	0	0	0	0	1	0	0	0	0	2	0
Peak Hour	0	1	0	0	0	0	0	0	0	0	0	0	1	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Prepared for: **CH2M HILL**

Traffic Count Consultants, Inc.

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WBE/DBE

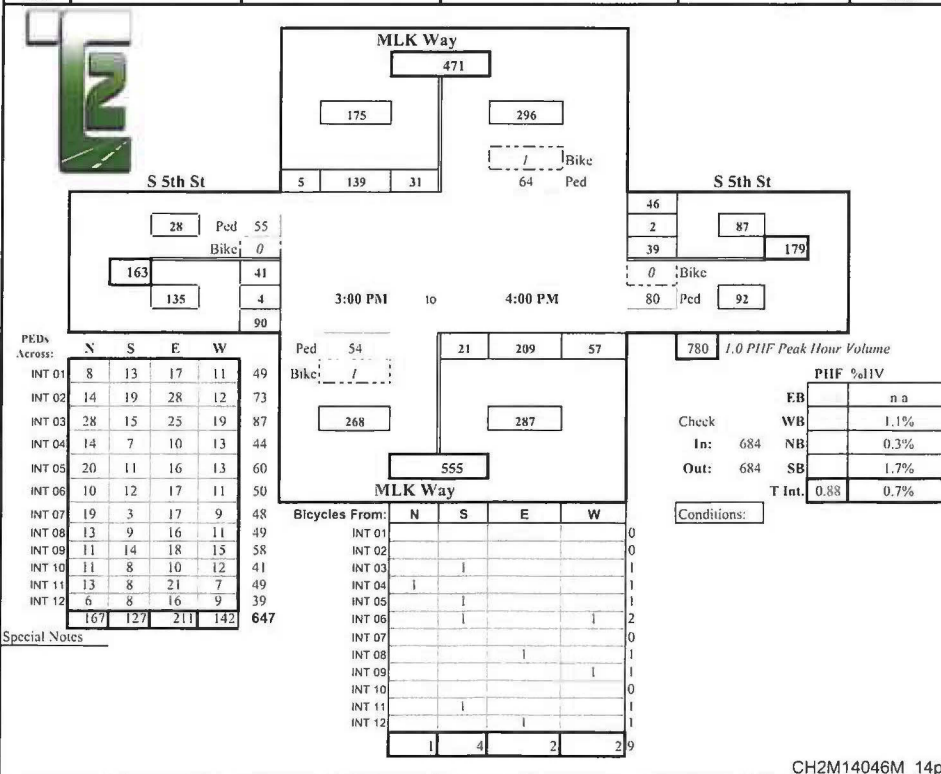
Intersection: Martin Luther King Jr Way & S 5th St

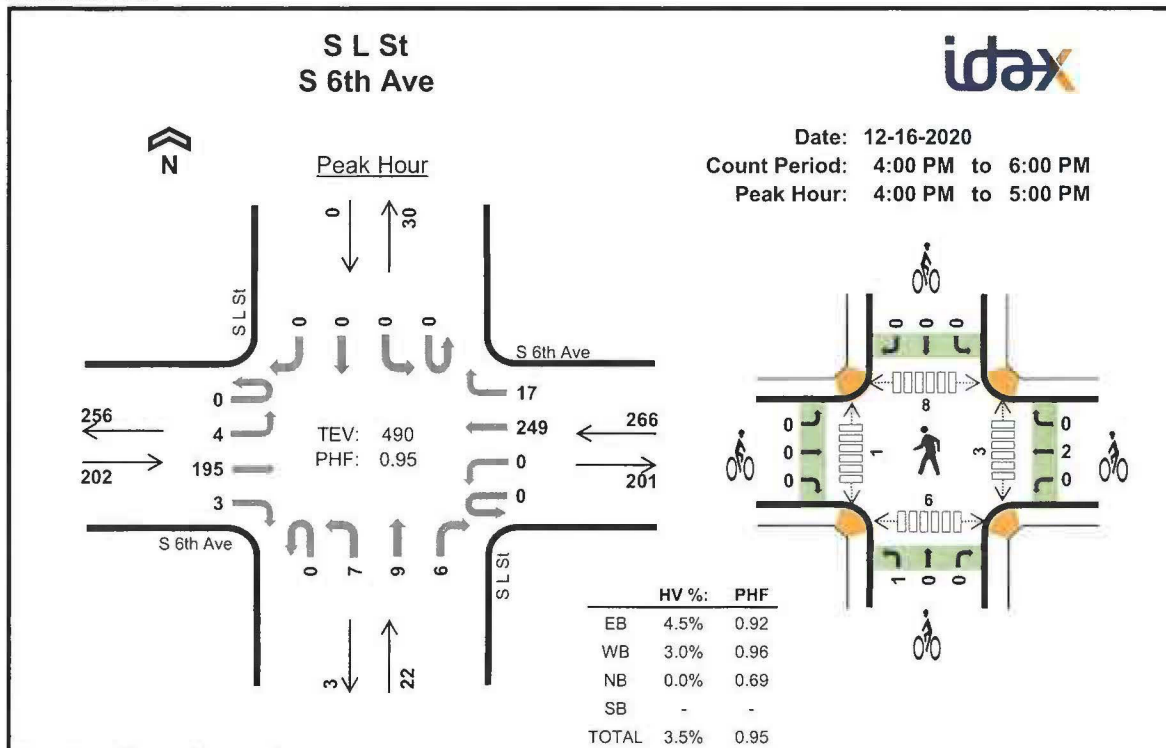
Date of Count: Wed 5/07/2014

Location: Tacoma, Washington

Checked By: Jess

Time Interval Ending at	From North on (SB) MLK Way				From South on (NB) MLK Way				From East on (WB) S 5th St				From West on (EB) S 5th St				Interval Total
	T	L	S	R	T	L	S	R	T	L	S	R	T	L	S	R	
3:15 P	1	9	30	2	1	2	55	17	0	13	1	14	0	8	3	15	169
3:30 P	1	9	31	0	0	7	51	12	0	8	0	9	0	11	0	23	161
3:45 P	0	8	48	1	0	5	58	11	0	11	1	12	0	12	0	28	195
4:00 P	1	5	30	2	0	7	45	17	1	7	0	11	0	10	1	24	159
4:15 P	1	6	29	0	0	3	34	12	0	4	1	16	1	9	0	22	136
4:30 P	1	5	39	1	0	4	53	9	0	5	0	10	1	15	0	27	168
4:45 P	1	9	40	3	1	2	31	4	0	9	0	3	0	19	0	28	148
5:00 P	0	0	40	0	1	4	48	7	0	12	0	13	0	16	0	18	158
5:15 P	1	4	42	3	0	1	34	10	0	11	1	5	0	17	0	30	158
5:30 P	0	4	23	2	0	0	35	11	0	8	2	7	0	6	3	24	125
5:45 P	0	6	22	1	0	1	35	5	0	1	0	5	0	8	0	23	107
6:00 P	0	2	29	1	1	1	25	6	0	8	0	7	1	10	2	13	104
Total Survey	7	67	403	16	4	37	504	121	1	97	6	112	3	141	9	275	1788
Peak Hour: 3:00 PM to 4:00 PM																	
Total	3	31	139	5	1	21	209	57	1	39	2	46	0	41	4	90	684
Approach	175				287				87				135				684
%allV	1.7%				0.3%				1.1%				n/a				0.7%
PIIF																	0.88





Two-Hour Count Summaries

Interval Start	S 6th Ave Eastbound				S 6th Ave Westbound				S L St Northbound				S L St Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	1	54	0	0	0	65	4	0	2	2	1	0	0	0	0	129	0
4:15 PM	0	1	51	3	0	0	60	5	0	2	2	2	0	0	0	0	126	0
4:30 PM	0	2	51	0	0	0	62	5	0	2	4	2	0	0	0	0	128	0
4:45 PM	0	0	39	0	0	0	62	3	0	1	1	1	0	0	0	0	107	490
5:00 PM	0	0	41	0	0	0	62	3	0	4	2	0	0	0	1	0	113	474
5:15 PM	0	1	36	0	0	0	57	4	0	4	4	1	0	0	0	0	107	455
5:30 PM	0	1	31	0	0	0	66	5	0	6	1	2	0	0	0	0	112	439
5:45 PM	0	2	39	0	0	0	43	4	0	3	4	1	0	0	0	0	96	428
Count Total	0	8	342	3	0	0	477	33	0	24	20	10	0	0	1	0	918	0
Peak Hour	All	0	4	195	3	0	0	249	17	0	7	9	6	0	0	0	490	0
	HV%	0	0	9	0	0	0	8	0	0	0	0	0	0	0	0	17	0
		-	0%	5%	0%	-	-	3%	0%	-	0%	0%	0%	-	-	-	3%	0

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	3	2	0	0	5	0	0	1	0	1	0	0	1	1	2
4:15 PM	1	4	0	0	5	0	1	0	0	1	1	0	3	4	8
4:30 PM	4	1	0	0	5	0	1	0	0	1	1	1	2	0	4
4:45 PM	1	1	0	0	2	0	0	0	0	0	1	0	2	1	4
5:00 PM	1	2	0	0	3	0	0	0	0	0	0	0	1	0	1
5:15 PM	2	1	0	0	3	0	1	0	0	1	0	0	0	0	0
5:30 PM	1	1	0	0	2	0	1	1	0	2	2	0	0	3	5
5:45 PM	2	1	0	0	3	1	0	0	0	1	0	0	0	0	0
Count Total	15	13	0	0	28	1	4	2	0	7	5	1	9	9	24
Peak Hour	9	8	0	0	17	0	2	1	0	3	3	1	8	6	18

Two-Hour Count Summaries - Heavy Vehicles																		
Interval Start	S 6th Ave				S 6th Ave				S L St				S L St				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	5	0
4:15 PM	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	5	0
4:30 PM	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	5	0
4:45 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	17
5:00 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	15
5:15 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	13
5:30 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	10
5:45 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	11
Count Total	0	0	15	0	0	0	13	0	0	0	0	0	0	0	0	0	28	0
Peak Hour	0	0	9	0	0	0	8	0	0	0	0	0	0	0	0	0	17	0

Two-Hour Count Summaries - Bikes														
Interval Start	S 6th Ave			S 6th Ave			S L St			S L St			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	2
5:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	2	3
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	4
Count Total	0	1	0	0	4	0	1	1	0	0	0	0	7	0
Peak Hour	0	0	0	0	2	0	1	0	0	0	0	0	3	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.



Prepared for: **CH2M HILL**
Traffic Count Consultants, Inc.

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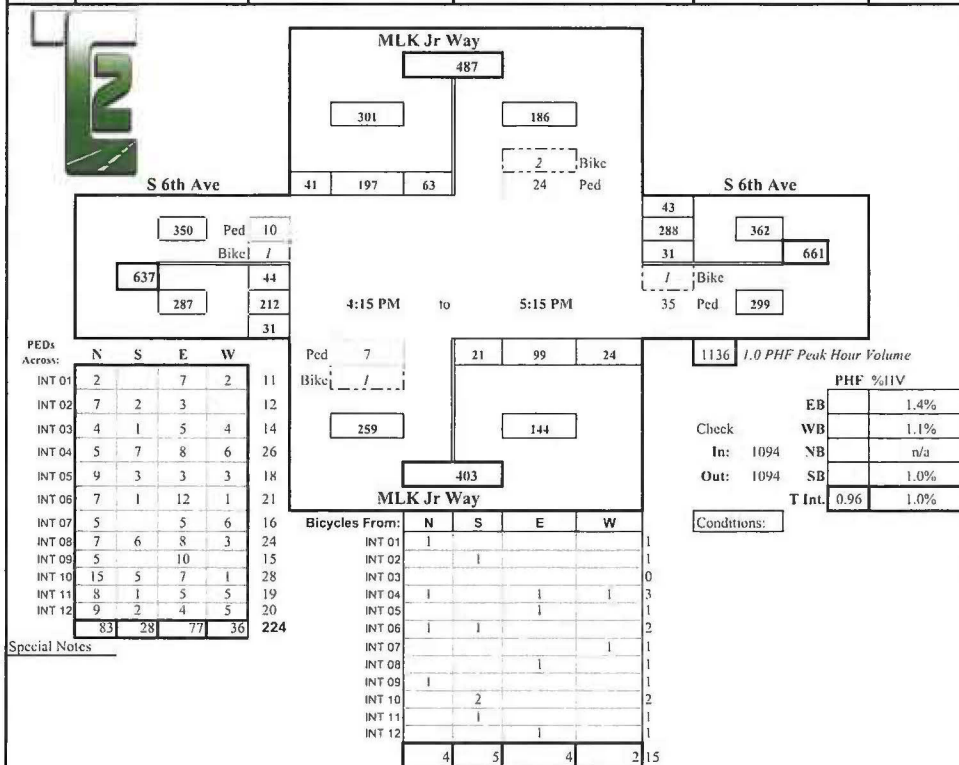
WBE/DBE

Intersection: Martin Luther King Jr Way & S 6th Ave
 Location: Tacoma, Washington

Date of Count: Wed 5/07/2014
 Checked By: Jess

Time Interval Ending at	From North on (SB) MLK Jr Way				From South on (NB) MLK Jr Way				From East on (WB) S 6th Ave				From West on (EB) S 6th Ave				Interval Total
	T	L	S	R	T	L	S	R	T	L	S	R	T	L	S	R	
3:15 P	1	13	27	10	0	2	29	3	1	4	49	10	1	10	38	5	200
3:30 P	1	9	25	7	1	7	33	7	0	6	52	9	2	6	42	3	206
3:45 P	0	17	32	9	0	5	37	5	1	10	58	13	1	9	49	7	251
4:00 P	0	13	37	9	1	7	39	12	2	8	61	18	3	9	56	3	272
4:15 P	2	15	27	10	2	7	33	4	1	11	54	6	3	7	54	9	234
4:30 P	1	15	40	13	0	3	31	11	1	11	72	11	1	14	59	4	284
4:45 P	1	15	53	11	0	3	18	7	1	10	77	8	1	10	56	10	278
5:00 P	0	8	51	9	0	7	26	4	1	3	66	13	1	10	47	6	250
5:15 P	1	25	53	8	0	8	24	2	1	7	73	11	1	10	50	11	282
5:30 P	0	9	36	8	0	5	29	7	0	9	65	10	1	5	58	9	250
5:45 P	0	12	26	7	0	5	23	7	1	6	62	8	1	6	54	8	224
6:00 P	0	16	23	9	0	7	14	5	1	8	62	8	1	2	46	9	209

Total Survey	7	167	430	110	4	66	336	74	11	90	751	125	17	98	609	84	2940
Peak Hour: 4:15 PM to 5:15 PM																	
Total	3	63	197	41	0	21	99	24	4	31	288	43	4	44	212	31	1094
Approach	301				144				362				287				1094
%HV	1.0%				n/a				1.1%				1.4%				1.0%
PHF																	0.96



Appendix B: LOS Definitions

Highway Capacity Manual 2010/6th Edition

Signalized intersection level of service (LOS) is defined in terms of a weighted average control delay for the entire intersection. Control delay quantifies the increase in travel time that a vehicle experiences due to the traffic signal control as well as provides a surrogate measure for driver discomfort and fuel consumption. Signalized intersection LOS is stated in terms of average control delay per vehicle (in seconds) during a specified time period (e.g., weekday PM peak hour). Control delay is a complex measure based on many variables, including signal phasing and coordination (i.e., progression of movements through the intersection and along the corridor), signal cycle length, and traffic volumes with respect to intersection capacity and resulting queues. Table 1 summarizes the LOS criteria for signalized intersections, as described in the *Highway Capacity Manual 2010* and 6th Edition (Transportation Research Board, 2010 and 2016, respectively).

Table 1. Level of Service Criteria for Signalized Intersections

Level of Service	Average Control Delay (seconds/vehicle)	General Description
A	≤10	Free Flow
B	>10 – 20	Stable Flow (slight delays)
C	>20 – 35	Stable flow (acceptable delays)
D	>35 – 55	Approaching unstable flow (tolerable delay, occasionally wait through more than one signal cycle before proceeding)
E	>55 – 80	Unstable flow (intolerable delay)
F ¹	>80	Forced flow (congested and queues fail to clear)

Source: *Highway Capacity Manual 2010 and 6th Edition*, Transportation Research Board, 2010 and 2016, respectively.

1. If the volume-to-capacity (v/c) ratio for a lane group exceeds 1.0 LOS F is assigned to the individual lane group. LOS for overall approach or intersection is determined solely by the control delay.

Unsignalized intersection LOS criteria can be further reduced into two intersection types: all-way stop and two-way stop control. All-way stop control intersection LOS is expressed in terms of the weighted average control delay of the overall intersection or by approach. Two-way stop-controlled intersection LOS is defined in terms of the average control delay for each minor-street movement (or shared movement) as well as major-street left-turns. This approach is because major-street through vehicles are assumed to experience zero delay, a weighted average of all movements results in very low overall average delay, and this calculated low delay could mask deficiencies of minor movements. Table 2 shows LOS criteria for unsignalized intersections.

Table 2. Level of Service Criteria for Unsignalized Intersections

Level of Service	Average Control Delay (seconds/vehicle)
A	0 – 10
B	>10 – 15
C	>15 – 25
D	>25 – 35
E	>35 – 50
F ¹	>50





















Source: *Highway Capacity Manual 2010 and 6th Edition*, Transportation Research Board, 2010 and 2016, respectively.

1. If the volume-to-capacity (v/c) ratio exceeds 1.0, LOS F is assigned an individual lane group for all unsignalized intersections, or minor street approach at two-way stop-controlled intersections. Overall intersection LOS is determined solely by control delay.

Appendix C: LOS Worksheets

HCM 6th Signalized Intersection Summary
1: MLK Jr Way/N K St & Division Ave

Tacoma General Hospital
Existing PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	385	65	75	425	30	105	35	165	35	25	15
Future Volume (veh/h)	15	385	65	75	425	30	105	35	165	35	25	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.97	0.96		0.95	0.97		0.93
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	16	418	71	82	462	33	114	38	179	38	27	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	0	0	0
Cap, veh/h	364	649	110	363	721	51	652	92	434	281	186	82
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	898	1562	265	903	1734	124	1326	276	1302	445	559	247
Grp Volume(v), veh/h	16	0	489	82	0	495	114	0	217	81	0	0
Grp Sat Flow(s),veh/h/ln	898	0	1827	903	0	1858	1326	0	1578	1251	0	0
Q Serve(g_s), s	0.6	0.0	8.5	3.2	0.0	8.5	0.0	0.0	4.2	0.1	0.0	0.0
Cycle Q Clear(g_c), s	9.0	0.0	8.5	11.7	0.0	8.5	2.0	0.0	4.2	4.4	0.0	0.0
Prop In Lane	1.00		0.15	1.00		0.07	1.00		0.82	0.47		0.20
Lane Grp Cap(c), veh/h	364	0	759	363	0	772	652	0	526	549	0	0
V/C Ratio(X)	0.04	0.00	0.64	0.23	0.00	0.64	0.17	0.00	0.41	0.15	0.00	0.00
Avail Cap(c_a), veh/h	441	0	918	442	0	933	876	0	792	785	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.9	0.0	9.3	13.9	0.0	9.3	9.5	0.0	10.3	9.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.9	0.2	0.0	0.9	0.1	0.0	0.4	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	2.6	0.6	0.0	2.6	0.6	0.0	1.2	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.9	0.0	10.2	14.2	0.0	10.1	9.6	0.0	10.7	9.4	0.0	0.0
LnGrp LOS	B	A	B	B	A	B	A	A	B	A	A	A
Approach Vol, veh/h		505			577			331			81	
Approach Delay, s/veh		10.3			10.7			10.3			9.4	
Approach LOS		B			B			B			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.6		18.3		21.6		18.3				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		20.0		20.0		20.0		20.0				
Max Q Clear Time (g_c+I1), s		11.0		6.2		13.7		6.4				
Green Ext Time (p_c), s		1.8		1.2		1.7		0.2				
Intersection Summary												
HCM 6th Ctrl Delay			10.4									
HCM 6th LOS			B									

HCM 6th TWSC
2: Alley & S 4th St

Tacoma General Hospital
Existing PM Peak Hour

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	5	1	3	85	10	1	5	0	1	1	2
Future Vol, veh/h	1	5	1	3	85	10	1	5	0	1	1	2
Conflicting Peds, #/hr	23	0	12	14	0	25	12	0	14	25	0	23
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	66	66	66	66	66	66	66	66	66
Heavy Vehicles, %	0	0	0	1	1	1	0	0	0	0	0	0
Mvmt Flow	2	8	2	5	129	15	2	8	0	2	2	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	169	0	0	24	0	0	199	206	48	214	200	185
Stage 1	-	-	-	-	-	-	27	27	-	172	172	-
Stage 2	-	-	-	-	-	-	172	179	-	42	28	-
Critical Hdwy	4.1	-	-	4.11	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.209	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1421	-	-	1597	-	-	764	694	1027	747	699	862
Stage 1	-	-	-	-	-	-	996	877	-	835	760	-
Stage 2	-	-	-	-	-	-	835	755	-	978	876	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1387	-	-	1576	-	-	731	666	989	704	670	823
Mov Cap-2 Maneuver	-	-	-	-	-	-	731	666	-	704	670	-
Stage 1	-	-	-	-	-	-	982	865	-	814	739	-
Stage 2	-	-	-	-	-	-	810	735	-	945	864	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.1	0.2	10.4	9.8
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	676	1387	-	-	1576	-	-	749
HCM Lane V/C Ratio	0.013	0.001	-	-	0.003	-	-	0.008
HCM Control Delay (s)	10.4	7.6	0	-	7.3	0	-	9.8
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

HCM 6th TWSC
3: MLK Jr Way & TGH Dwy

Tacoma General Hospital
Existing PM Peak Hour

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		W	U	U	
Traffic Vol, veh/h	1	12	11	285	180	7
Future Vol, veh/h	1	12	11	285	180	7
Conflicting Peds, #/hr	80	31	31	0	0	80
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	15	14	352	222	9

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	767	338	311	0	-	0
Stage 1	307	-	-	-	-	-
Stage 2	460	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	373	709	1261	-	-	-
Stage 1	751	-	-	-	-	-
Stage 2	640	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	315	636	1165	-	-	-
Mov Cap-2 Maneuver	432	-	-	-	-	-
Stage 1	686	-	-	-	-	-
Stage 2	591	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1165	-	614	-	-
HCM Lane V/C Ratio	0.012	-	0.026	-	-
HCM Control Delay (s)	8.1	-	11	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

HCM 6th TWSC
4: Alley/Alley & S 5th St

Tacoma General Hospital
Existing PM Peak Hour

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	10	5	5	95	2	0	0	0	10	4	25
Future Vol, veh/h	4	10	5	5	95	2	0	0	0	10	4	25
Conflicting Peds, #/hr	42	0	41	11	0	12	41	0	11	12	0	42
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	65	65	65	65	65	65	65	65	65
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	6	15	8	8	146	3	0	0	0	15	6	38

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	191	0	0	64	0	0	300	279	72	249	282	232
Stage 1	-	-	-	-	-	-	72	72	-	206	206	-
Stage 2	-	-	-	-	-	-	228	207	-	43	76	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1395	-	-	1551	-	-	656	632	996	709	630	812
Stage 1	-	-	-	-	-	-	943	839	-	801	735	-
Stage 2	-	-	-	-	-	-	779	734	-	976	836	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1339	-	-	1490	-	-	565	576	946	667	575	748
Mov Cap-2 Maneuver	-	-	-	-	-	-	565	576	-	667	575	-
Stage 1	-	-	-	-	-	-	902	802	-	765	701	-
Stage 2	-	-	-	-	-	-	699	700	-	960	799	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.6	0.4	0	10.6
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1339	-	-	1490	-	-	704
HCM Lane V/C Ratio	-	0.005	-	-	0.005	-	-	0.085
HCM Control Delay (s)	0	7.7	0	-	7.4	0	-	10.6
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.3

HCM 6th TWSC
5: S L St & S 5th St/ S 5th St

Tacoma General Hospital
Existing PM Peak Hour

Intersection												
Int Delay, s/veh	8.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖			↗			↖↗				
Traffic Vol, veh/h	10	20	0	0	80	25	15	30	15	0	0	0
Future Vol, veh/h	10	20	0	0	80	25	15	30	15	0	0	0
Conflicting Peds, #/hr	111	0	71	3	0	43	71	0	3	43	0	111
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	69	69	69	69	69	69	69	69	69	69	69	69
Heavy Vehicles, %	0	0	0	1	1	1	0	0	0	17	17	17
Mvmt Flow	14	29	0	0	116	36	22	43	22	0	0	0

Major/Minor	Minor2		Minor1		Major1					
Conflicting Flow All	356	183	-	-	172	168	71	0	0	
Stage 1	71	71	-	-	101	-	-	-	-	
Stage 2	285	112	-	-	71	-	-	-	-	
Critical Hdwy	7.1	6.5	-	-	6.51	6.21	4.1	-	-	
Critical Hdwy Stg 1	-	-	-	-	5.51	-	-	-	-	
Critical Hdwy Stg 2	6.1	5.5	-	-	-	-	-	-	-	
Follow-up Hdwy	3.5	4	-	-	4.009	3.309	2.2	-	-	
Pot Cap-1 Maneuver	603	715	0	0	723	879	1542	-	-	
Stage 1	-	-	0	0	813	-	-	-	-	
Stage 2	727	807	0	0	-	-	-	-	-	
Platoon blocked, %								-	-	
Mov Cap-1 Maneuver	461	654	-	-	661	876	1438	-	-	
Mov Cap-2 Maneuver	461	654	-	-	661	-	-	-	-	
Stage 1	-	-	-	-	798	-	-	-	-	
Stage 2	586	792	-	-	-	-	-	-	-	

Approach	EB	WB	NB
HCM Control Delay, s	11.8	11.5	1.9
HCM LOS	B	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	1438	-	-	574	702
HCM Lane V/C Ratio	0.015	-	-	0.076	0.217
HCM Control Delay (s)	7.5	0	-	11.8	11.5
HCM Lane LOS	A	A	-	B	B
HCM 95th %tile Q(veh)	0	-	-	0.2	0.8

HCM 6th TWSC
6: MLK Jr Way & S 5th St

Tacoma General Hospital
Existing PM Peak Hour

Intersection												
Int Delay, s/veh	15.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Vol, veh/h	75	0	120	30	5	45	15	180	35	20	165	5
Future Vol, veh/h	75	0	120	30	5	45	15	180	35	20	165	5
Conflicting Peds, #/hr	119	0	109	134	0	144	109	0	134	144	0	119
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	25	-	-	25	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	1	1	1	0	0	0	2	2	2
Mvmt Flow	85	0	136	34	6	51	17	205	40	23	188	6

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	788	779	444	842	762	513	313	0	0	389	0	0
Stage 1	356	356	-	403	403	-	-	-	-	-	-	-
Stage 2	432	423	-	439	359	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.11	6.51	6.21	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.509	4.009	3.309	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	311	330	618	285	336	563	1259	-	-	1170	-	-
Stage 1	666	633	-	626	601	-	-	-	-	-	-	-
Stage 2	606	591	-	599	629	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	199	243	478	149	248	419	1116	-	-	1010	-	-
Mov Cap-2 Maneuver	199	243	-	149	248	-	-	-	-	-	-	-
Stage 1	581	549	-	532	511	-	-	-	-	-	-	-
Stage 2	447	502	-	365	545	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	40.7	28.4	0.5	0.9
HCM LOS	E	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1116	-	-	311	243	1010	-	-
HCM Lane V/C Ratio	0.015	-	-	0.713	0.374	0.023	-	-
HCM Control Delay (s)	8.3	-	-	40.7	28.4	8.6	-	-
HCM Lane LOS	A	-	-	E	D	A	-	-
HCM 95th %tile Q(veh)	0	-	-	5.1	1.6	0.1	-	-

HCM 6th TWSC
7: S L St & S 6th Ave

Tacoma General Hospital
Existing PM Peak Hour

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕				
Traffic Vol, veh/h	5	295	5	0	375	20	10	15	10	0	0	0
Future Vol, veh/h	5	295	5	0	375	20	10	15	10	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	3	3	3	0	0	0	0	0	0
Mvmt Flow	5	311	5	0	395	21	11	16	11	0	0	0



















Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	416	0	0	-	-	0	730	740	314
Stage 1	-	-	-	-	-	-	324	324	-
Stage 2	-	-	-	-	-	-	406	416	-
Critical Hdwy	4.15	-	-	-	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.245	-	-	-	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	1127	-	-	0	-	-	392	347	731
Stage 1	-	-	-	0	-	-	738	653	-
Stage 2	-	-	-	0	-	-	677	595	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1127	-	-	-	-	-	390	0	731
Mov Cap-2 Maneuver	-	-	-	-	-	-	390	0	-
Stage 1	-	-	-	-	-	-	734	0	-
Stage 2	-	-	-	-	-	-	677	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.1	0	12.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR
Capacity (veh/h)	509	1127	-	-	-	-
HCM Lane V/C Ratio	0.072	0.005	-	-	-	-
HCM Control Delay (s)	12.6	8.2	0	-	-	-
HCM Lane LOS	B	A	A	-	-	-
HCM 95th %tile Q(veh)	0.2	0	-	-	-	-

HCM 6th Signalized Intersection Summary
8: MLK Jr Way & S 6th Ave

Tacoma General Hospital
Existing PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	225	35	35	305	45	20	105	25	75	225	45
Future Volume (veh/h)	50	225	35	35	305	45	20	105	25	75	225	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.94	0.98		0.92	0.96		0.93	0.96		0.90
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1900	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	52	234	36	36	318	47	21	109	26	78	234	47
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	1	1	1
Cap, veh/h	146	617	88	97	694	97	392	562	134	510	576	116
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.47	0.39	0.39	0.39	0.39	0.39	0.39
Sat Flow, veh/h	183	1308	188	86	1471	207	1066	1457	348	1211	1493	300
Grp Volume(v), veh/h	322	0	0	401	0	0	21	0	135	78	0	281
Grp Sat Flow(s),veh/h/ln	1679	0	0	1764	0	0	1066	0	1805	1211	0	1793
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	3.5	3.2	0.0	8.0
Cycle Q Clear(g_c), s	7.9	0.0	0.0	10.4	0.0	0.0	9.0	0.0	3.5	6.7	0.0	8.0
Prop In Lane	0.16		0.11	0.09		0.12	1.00		0.19	1.00		0.17
Lane Grp Cap(c), veh/h	851	0	0	888	0	0	392	0	696	510	0	692
V/C Ratio(X)	0.38	0.00	0.00	0.45	0.00	0.00	0.05	0.00	0.19	0.15	0.00	0.41
Avail Cap(c_a), veh/h	851	0	0	888	0	0	392	0	696	510	0	692
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.9	0.0	0.0	12.5	0.0	0.0	18.9	0.0	14.3	16.5	0.0	15.7
Incr Delay (d2), s/veh	1.3	0.0	0.0	1.7	0.0	0.0	0.3	0.0	0.6	0.6	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	0.0	4.2	0.0	0.0	0.3	0.0	1.4	0.9	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.1	0.0	0.0	14.2	0.0	0.0	19.2	0.0	14.9	17.1	0.0	17.4
LnGrp LOS	B	A	A	B	A	A	B	A	B	B	A	B
Approach Vol, veh/h	322			401			156			359		
Approach Delay, s/veh	13.1			14.2			15.5			17.4		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	32.0			38.0			32.0			38.0		
Change Period (Y+Rc), s	5.0			5.0			5.0			5.0		
Max Green Setting (Gmax), s	27.0			33.0			27.0			33.0		
Max Q Clear Time (g_c+I1), s	11.0			9.9			10.0			12.4		
Green Ext Time (p_c), s	0.5			1.7			1.5			2.1		
Intersection Summary												
HCM 6th Ctrl Delay	15.0											
HCM 6th LOS	B											

HCM 6th TWSC
12: Alley/Alley & A Lot Access

Tacoma General Hospital
Existing PM Peak Hour

Intersection						
Int Delay, s/veh	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	14	2	10	1	0	40
Future Vol, veh/h	14	2	10	1	0	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	2	11	1	0	43
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	55	12	0	0	12	0
Stage 1	12	-	-	-	-	-
Stage 2	43	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	953	1069	-	-	1607	-
Stage 1	1011	-	-	-	-	-
Stage 2	979	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	953	1069	-	-	1607	-
Mov Cap-2 Maneuver	953	-	-	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	979	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	8.8	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	966	1607		
HCM Lane V/C Ratio	-	-	0.018	-		
HCM Control Delay (s)	-	-	8.8	0		
HCM Lane LOS	-	-	A	A		
HCM 95th %tile Q(veh)	-	-	0.1	0		

HCM 6th TWSC
14: S 5th St/S 5th St & Baker Garage

Tacoma General Hospital
Existing PM Peak Hour

Intersection						
Int Delay, s/veh	4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	105	60	0	99	11
Future Vol, veh/h	0	105	60	0	99	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	114	65	0	108	12

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	179 65
Stage 1	-	-	-	-	65 -
Stage 2	-	-	-	-	114 -
Critical Hdwy	-	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	0	-	-	0	811 999
Stage 1	0	-	-	0	958 -
Stage 2	0	-	-	0	911 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	811 999
Mov Cap-2 Maneuver	-	-	-	-	811 -
Stage 1	-	-	-	-	958 -
Stage 2	-	-	-	-	911 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
Capacity (veh/h)	-	-	827
HCM Lane V/C Ratio	-	-	0.145
HCM Control Delay (s)	-	-	10.1
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.5

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	305	0	0	285	5	0	0	0	5	0	5
Future Vol, veh/h	5	305	0	0	285	5	0	0	0	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1	0	0	0	0	0	0
Mvmt Flow	5	332	0	0	310	5	0	0	0	5	0	5




















Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	315	0	0	332	0	0	657	657	332	655	655	313
Stage 1	-	-	-	-	-	-	342	342	-	313	313	-
Stage 2	-	-	-	-	-	-	315	315	-	342	342	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1251	-	-	1233	-	-	381	387	714	382	388	732
Stage 1	-	-	-	-	-	-	677	642	-	702	661	-
Stage 2	-	-	-	-	-	-	700	659	-	677	642	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1251	-	-	1233	-	-	377	385	714	380	386	732
Mov Cap-2 Maneuver	-	-	-	-	-	-	377	385	-	380	386	-
Stage 1	-	-	-	-	-	-	674	639	-	698	661	-
Stage 2	-	-	-	-	-	-	695	659	-	674	639	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	0	12.4
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1251	-	-	1233	-	-	500
HCM Lane V/C Ratio	-	0.004	-	-	-	-	-	0.022
HCM Control Delay (s)	0	7.9	0	-	0	-	-	12.4
HCM Lane LOS	A	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.1

HCM 6th Signalized Intersection Summary 1: MLK Jr Way/N K St & Division Ave

Tacoma General Hospital
Future (2025) Without-Project PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	425	70	85	470	35	115	40	180	40	30	15
Future Volume (veh/h)	15	425	70	85	470	35	115	40	180	40	30	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.97	0.95		0.94	0.96		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	16	462	76	92	511	38	125	43	196	43	33	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	0	0	0
Cap, veh/h	311	555	91	344	701	52	493	78	356	200	140	49
Arrive On Green	0.02	0.35	0.35	0.07	0.41	0.41	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1795	1569	258	1795	1728	129	1315	281	1283	342	503	178
Grp Volume(v), veh/h	16	0	538	92	0	549	125	0	239	92	0	0
Grp Sat Flow(s),veh/h/ln	1795	0	1827	1795	0	1857	1315	0	1564	1023	0	0
Q Serve(g_s), s	0.3	0.0	13.6	1.6	0.0	12.6	0.0	0.0	6.6	0.3	0.0	0.0
Cycle Q Clear(g_c), s	0.3	0.0	13.6	1.6	0.0	12.6	4.2	0.0	6.6	6.9	0.0	0.0
Prop In Lane	1.00		0.14	1.00		0.07	1.00		0.82	0.47		0.17
Lane Grp Cap(c), veh/h	311	0	646	344	0	753	493	0	434	389	0	0
V/C Ratio(X)	0.05	0.00	0.83	0.27	0.00	0.73	0.25	0.00	0.55	0.24	0.00	0.00
Avail Cap(c_a), veh/h	453	0	723	393	0	753	649	0	619	552	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.0	0.0	15.0	10.9	0.0	12.7	14.7	0.0	15.5	14.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	7.2	0.3	0.0	3.4	0.2	0.0	0.8	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	6.0	0.5	0.0	5.0	1.0	0.0	2.1	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.1	0.0	22.2	11.2	0.0	16.1	14.9	0.0	16.4	14.3	0.0	0.0
LnGrp LOS	B	A	C	B	A	B	B	A	B	B	A	A
Approach Vol, veh/h	554			641			364			92		
Approach Delay, s/veh	21.9			15.4			15.9			14.3		
Approach LOS	C			B			B			B		
Timer - Assigned Phs	2		3	4		6		7	8			
Phs Duration (G+Y+Rc), s	19.0		8.6	22.9		19.0		6.0	25.5			
Change Period (Y+Rc), s	5.0		5.0	5.0		5.0		5.0	5.0			
Max Green Setting (Gmax), s	20.0		5.0	20.0		20.0		5.0	20.0			
Max Q Clear Time (g_c+I1), s	8.6		3.6	15.6		8.9		2.3	14.6			
Green Ext Time (p_c), s	1.2		0.0	1.2		0.3		0.0	1.4			
Intersection Summary												
HCM 6th Ctrl Delay	17.6											
HCM 6th LOS	B											

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	5	5	5	5	95	10	5	5	0	5	5	5
Future Vol, veh/h	5	5	5	5	95	10	5	5	0	5	5	5
Conflicting Peds, #/hr	23	0	12	14	0	25	12	0	14	25	0	23
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	66	66	66	66	66	66	66	66	66	66	66	66
Heavy Vehicles, %	0	0	0	1	1	1	0	0	0	0	0	0
Mvmt Flow	8	8	8	8	144	15	8	8	0	8	8	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	184	0	0	30	0	0	241	242	51	250	239	200
Stage 1	-	-	-	-	-	-	42	42	-	193	193	-
Stage 2	-	-	-	-	-	-	199	200	-	57	46	-
Critical Hdwy	4.1	-	-	4.11	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.209	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1403	-	-	1589	-	-	717	663	1023	708	666	846
Stage 1	-	-	-	-	-	-	978	864	-	813	745	-
Stage 2	-	-	-	-	-	-	807	739	-	960	861	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1370	-	-	1568	-	-	673	631	985	663	634	808
Mov Cap-2 Maneuver	-	-	-	-	-	-	673	631	-	663	634	-
Stage 1	-	-	-	-	-	-	959	848	-	789	723	-
Stage 2	-	-	-	-	-	-	769	717	-	923	845	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.5	0.3	10.7	10.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	651	1370	-	-	1568	-	-	694
HCM Lane V/C Ratio	0.023	0.006	-	-	0.005	-	-	0.033
HCM Control Delay (s)	10.7	7.6	0	-	7.3	0	-	10.4
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

HCM 6th TWSC
3: MLK Jr Way & TGH Dwy

Tacoma General Hospital
Future (2025) Without-Project PM Peak Hour

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	✕		✕	↑	↑	↑
Traffic Vol, veh/h	1	12	11	315	200	7
Future Vol, veh/h	1	12	11	315	200	7
Conflicting Peds, #/hr	80	31	31	0	0	80
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	1	15	14	389	247	9

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	829	363	336
Stage 1	332	-	-
Stage 2	497	-	-
Critical Hdwy	6.4	6.2	4.1
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	2.2
Pot Cap-1 Maneuver	343	686	1235
Stage 1	731	-	-
Stage 2	615	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	289	615	1141
Mov Cap-2 Maneuver	410	-	-
Stage 1	667	-	-
Stage 2	568	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.3	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1141	-	592	-	-
HCM Lane V/C Ratio	0.012	-	0.027	-	-
HCM Control Delay (s)	8.2	-	11.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

HCM 6th TWSC
4: Alley/Alley & S 5th St

Tacoma General Hospital
Future (2025) Without-Project PM Peak Hour

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	4	10	5	5	105	2	0	0	0	10	4	24
Future Vol, veh/h	4	10	5	5	105	2	0	0	0	10	4	24
Conflicting Peds, #/hr	42	0	41	11	0	12	41	0	11	12	0	42
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	65	65	65	65	65	65	65	65	65
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	6	15	8	8	162	3	0	0	0	15	6	37

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	207	0	0	64	0	0	315	295	72	265	298	248
Stage 1	-	-	-	-	-	-	72	72	-	222	222	-
Stage 2	-	-	-	-	-	-	243	223	-	43	76	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1376	-	-	1551	-	-	642	620	996	692	617	796
Stage 1	-	-	-	-	-	-	943	839	-	785	723	-
Stage 2	-	-	-	-	-	-	765	723	-	976	836	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1321	-	-	1490	-	-	553	565	946	651	563	734
Mov Cap-2 Maneuver	-	-	-	-	-	-	553	565	-	651	563	-
Stage 1	-	-	-	-	-	-	902	802	-	750	690	-
Stage 2	-	-	-	-	-	-	687	690	-	960	799	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.6	0.3	0	10.7
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1321	-	-	1490	-	-	689
HCM Lane V/C Ratio	-	0.005	-	-	0.005	-	-	0.085
HCM Control Delay (s)	0	7.7	0	-	7.4	0	-	10.7
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.3

HCM 6th TWSC
5: S L St & S 5th St/ S 5th St

Tacoma General Hospital
Future (2025) Without-Project PM Peak Hour

Intersection												
Int Delay, s/veh	8.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕				
Traffic Vol, veh/h	10	20	0	0	90	30	15	35	15	0	0	0
Future Vol, veh/h	10	20	0	0	90	30	15	35	15	0	0	0
Conflicting Peds, #/hr	111	0	71	3	0	43	71	0	3	43	0	111
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	69	69	69	69	69	69	69	69	69	69	69	69
Heavy Vehicles, %	0	0	0	1	1	1	0	0	0	17	17	17
Mvmt Flow	14	29	0	0	130	43	22	51	22	0	0	0

Major/Minor	Minor2		Minor1		Major1					
Conflicting Flow All	375	191	-	-	180	176	71	0	0	
Stage 1	71	71	-	-	109	-	-	-	-	
Stage 2	304	120	-	-	71	-	-	-	-	
Critical Hdwy	7.1	6.5	-	-	6.51	6.21	4.1	-	-	
Critical Hdwy Stg 1	-	-	-	-	5.51	-	-	-	-	
Critical Hdwy Stg 2	6.1	5.5	-	-	-	-	-	-	-	
Follow-up Hdwy	3.5	4	-	-	4.009	3.309	2.2	-	-	
Pot Cap-1 Maneuver	586	708	0	0	716	870	1542	-	-	
Stage 1	-	-	0	0	807	-	-	-	-	
Stage 2	710	800	0	0	-	-	-	-	-	
Platoon blocked, %								-	-	
Mov Cap-1 Maneuver	434	647	-	-	654	868	1438	-	-	
Mov Cap-2 Maneuver	434	647	-	-	654	-	-	-	-	
Stage 1	-	-	-	-	792	-	-	-	-	
Stage 2	554	785	-	-	-	-	-	-	-	

Approach	EB	WB	NB
HCM Control Delay, s	12	11.9	1.7
HCM LOS	B	B	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	1438	-	-	556	697
HCM Lane V/C Ratio	0.015	-	-	0.078	0.25
HCM Control Delay (s)	7.5	0	-	12	11.9
HCM Lane LOS	A	A	-	B	B
HCM 95th %tile Q(veh)	0	-	-	0.3	1

HCM 6th TWSC
6: MLK Jr Way & S 5th St

Tacoma General Hospital
Future (2025) Without-Project PM Peak Hour

Intersection												
Int Delay, s/veh	21.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Vol, veh/h	85	0	130	35	5	50	15	200	40	20	180	5
Future Vol, veh/h	85	0	130	35	5	50	15	200	40	20	180	5
Conflicting Peds, #/hr	119	0	109	134	0	144	109	0	134	144	0	119
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	25	-	-	25	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	1	1	1	0	0	0	2	2	2
Mvmt Flow	97	0	148	40	6	57	17	227	45	23	205	6
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	832	823	461	890	804	538	330	0	0	416	0	0
Stage 1	373	373	-	428	428	-	-	-	-	-	-	-
Stage 2	459	450	-	462	376	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.11	6.51	6.21	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.509	4.009	3.309	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	291	311	605	265	318	545	1241	-	-	1143	-	-
Stage 1	652	622	-	607	586	-	-	-	-	-	-	-
Stage 2	586	575	-	582	618	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	182	229	468	133	234	406	1100	-	-	986	-	-
Mov Cap-2 Maneuver	182	229	-	133	234	-	-	-	-	-	-	-
Stage 1	569	539	-	516	498	-	-	-	-	-	-	-
Stage 2	423	489	-	339	536	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	59.8		34.6		0.5		0.9					
HCM LOS	F		D									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1100	-	-	289	221	986	-	-				
HCM Lane V/C Ratio	0.015	-	-	0.845	0.463	0.023	-	-				
HCM Control Delay (s)	8.3	-	-	59.8	34.6	8.7	-	-				
HCM Lane LOS	A	-	-	F	D	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	7.2	2.2	0.1	-	-				

HCM 6th TWSC
7: S L St & S 6th Ave

Tacoma General Hospital
Future (2025) Without-Project PM Peak Hour

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			1			2				
Traffic Vol, veh/h	5	325	5	0	415	20	10	15	10	0	0	0
Future Vol, veh/h	5	325	5	0	415	20	10	15	10	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	3	3	3	0	0	0	0	0	0
Mvmt Flow	5	342	5	0	437	21	11	16	11	0	0	0




















Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	458	0	0	-	-	0	803	813	345
Stage 1	-	-	-	-	-	-	355	355	-
Stage 2	-	-	-	-	-	-	448	458	-
Critical Hdwy	4.15	-	-	-	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.245	-	-	-	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	1087	-	-	0	-	-	355	315	702
Stage 1	-	-	-	0	-	-	714	633	-
Stage 2	-	-	-	0	-	-	648	570	-
Platoon blocked, %		-	-		-	-			
Mov Cap-1 Maneuver	1087	-	-	-	-	-	353	0	702
Mov Cap-2 Maneuver	-	-	-	-	-	-	353	0	-
Stage 1	-	-	-	-	-	-	710	0	-
Stage 2	-	-	-	-	-	-	648	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.1	0	13.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR
Capacity (veh/h)	470	1087	-	-	-	-
HCM Lane V/C Ratio	0.078	0.005	-	-	-	-
HCM Control Delay (s)	13.3	8.3	0	-	-	-
HCM Lane LOS	B	A	A	-	-	-
HCM 95th %tile Q(veh)	0.3	0	-	-	-	-

HCM 6th Signalized Intersection Summary 8: MLK Jr Way & S 6th Ave

Tacoma General Hospital
Future (2025) Without-Project PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	250	40	40	335	50	0	115	30	85	250	50
Future Volume (veh/h)	55	250	40	40	335	50	0	115	30	85	250	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.96		0.93	0.97		0.90	1.00		0.92	0.96		0.91
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	0	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	57	260	42	42	349	52	0	120	31	89	260	52
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	1	1	1
Cap, veh/h	310	558	90	382	553	82	0	495	128	507	672	134
Arrive On Green	0.04	0.36	0.36	0.04	0.35	0.35	0.00	0.35	0.35	0.05	0.45	0.45
Sat Flow, veh/h	1795	1565	253	1795	1576	235	0	1427	369	1795	1498	300
Grp Volume(v), veh/h	57	0	302	42	0	401	0	0	151	89	0	312
Grp Sat Flow(s),veh/h/ln	1795	0	1818	1795	0	1811	0	0	1796	1795	0	1798
Q Serve(g_s), s	1.9	0.0	12.0	1.4	0.0	17.3	0.0	0.0	5.6	2.9	0.0	10.9
Cycle Q Clear(g_c), s	1.9	0.0	12.0	1.4	0.0	17.3	0.0	0.0	5.6	2.9	0.0	10.9
Prop In Lane	1.00		0.14	1.00		0.13	0.00		0.21	1.00		0.17
Lane Grp Cap(c), veh/h	310	0	649	382	0	636	0	0	623	507	0	806
V/C Ratio(X)	0.18	0.00	0.47	0.11	0.00	0.63	0.00	0.00	0.24	0.18	0.00	0.39
Avail Cap(c_a), veh/h	370	0	649	452	0	636	0	0	623	555	0	806
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.6	0.0	23.3	18.8	0.0	25.4	0.0	0.0	21.9	17.2	0.0	17.3
Incr Delay (d2), s/veh	0.2	0.0	2.4	0.1	0.0	4.7	0.0	0.0	0.9	0.1	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	5.5	0.6	0.0	8.1	0.0	0.0	2.5	1.2	0.0	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.8	0.0	25.7	18.9	0.0	30.1	0.0	0.0	22.8	17.3	0.0	18.7
LnGrp LOS	B	A	C	B	A	C	A	A	C	B	A	B
Approach Vol, veh/h	359			443			151			401		
Approach Delay, s/veh	24.8			29.1			22.8			18.4		
Approach LOS	C			C			C			B		
Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	9.5	37.6	8.3	38.5		47.1	8.9	38.0				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s	7.0	27.0	7.0	33.0		39.0	7.0	33.0				
Max Q Clear Time (g_c+l1), s	4.9	7.6	3.4	14.0		12.9	3.9	19.3				
Green Ext Time (p_c), s	0.0	0.6	0.0	1.4		1.6	0.0	1.7				
Intersection Summary												
HCM 6th Ctrl Delay	24.1											
HCM 6th LOS	C											

HCM 6th TWSC
12: Alley/Alley & A Lot Access

Tacoma General Hospital
Future (2025) Without-Project PM Peak Hour

Intersection						
Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		P			4
Traffic Vol, veh/h	14	2	10	1	0	45
Future Vol, veh/h	14	2	10	1	0	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	2	11	1	0	49
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	61	12	0	0	12	0
Stage 1	12	-	-	-	-	-
Stage 2	49	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	945	1069	-	-	1607	-
Stage 1	1011	-	-	-	-	-
Stage 2	973	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	945	1069	-	-	1607	-
Mov Cap-2 Maneuver	945	-	-	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	973	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	8.8	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	959	1607		
HCM Lane V/C Ratio	-	-	0.018	-		
HCM Control Delay (s)	-	-	8.8	0		
HCM Lane LOS	-	-	A	A		
HCM 95th %tile Q(veh)	-	-	0.1	0		

HCM 6th TWSC
14: S 5th St/S 5th St & Baker Garage

Tacoma General Hospital
Future (2025) Without-Project PM Peak Hour

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	115	65	0	99	11
Future Vol, veh/h	0	115	65	0	99	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	125	71	0	108	12
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	-	0	-	0	196	71
Stage 1	-	-	-	-	71	-
Stage 2	-	-	-	-	125	-
Critical Hdwy	-	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	0	-	-	0	793	991
Stage 1	0	-	-	0	952	-
Stage 2	0	-	-	0	901	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	793	991
Mov Cap-2 Maneuver	-	-	-	-	793	-
Stage 1	-	-	-	-	952	-
Stage 2	-	-	-	-	901	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		10.2		
HCM LOS	B					
Minor Lane/Major Mvmt	EBT	WBT	SBLn1			
Capacity (veh/h)	-	-	809			
HCM Lane V/C Ratio	-	-	0.148			
HCM Control Delay (s)	-	-	10.2			
HCM Lane LOS	-	-	B			
HCM 95th %tile Q(veh)	-	-	0.5			

HCM 6th TWSC
22: S 6th Ave & Alley

Tacoma General Hospital
Future (2025) Without-Project PM Peak Hour

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	335	0	0	315	5	0	0	0	5	0	5
Future Vol, veh/h	5	335	0	0	315	5	0	0	0	5	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1	0	0	0	0	0	0
Mvmt Flow	5	364	0	0	342	5	0	0	0	5	0	5





















Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	347	0	0	364	0	0	721	721	364	719	719	345
Stage 1	-	-	-	-	-	-	374	374	-	345	345	-
Stage 2	-	-	-	-	-	-	347	347	-	374	374	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1218	-	-	1200	-	-	345	356	685	346	357	702
Stage 1	-	-	-	-	-	-	651	621	-	675	640	-
Stage 2	-	-	-	-	-	-	673	638	-	651	621	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1218	-	-	1200	-	-	341	354	685	345	355	702
Mov Cap-2 Maneuver	-	-	-	-	-	-	341	354	-	345	355	-
Stage 1	-	-	-	-	-	-	648	618	-	672	640	-
Stage 2	-	-	-	-	-	-	668	638	-	648	618	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	0	13
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1218	-	-	1200	-	-	463
HCM Lane V/C Ratio	-	0.004	-	-	-	-	-	0.023
HCM Control Delay (s)	0	8	0	-	0	-	-	13
HCM Lane LOS	A	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0.1

HCM 6th Signalized Intersection Summary 1: MLK Jr Way/N K St & Division Ave

Tacoma General Hospital
Future (2025) With-Project PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	416	70	89	465	35	99	43	184	40	43	15
Future Volume (veh/h)	34	416	70	89	465	35	99	43	184	40	43	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.96	0.96		0.94	0.97		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	37	452	76	97	505	38	108	47	200	43	47	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	0	0	0
Cap, veh/h	326	548	92	350	663	50	483	83	353	183	178	46
Arrive On Green	0.04	0.35	0.35	0.07	0.38	0.38	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1795	1563	263	1795	1726	130	1300	298	1270	298	640	167
Grp Volume(v), veh/h	37	0	528	97	0	543	108	0	247	106	0	0
Grp Sat Flow(s),veh/h/ln	1795	0	1825	1795	0	1856	1300	0	1568	1105	0	0
Q Serve(g_s), s	0.6	0.0	13.3	1.7	0.0	12.8	0.0	0.0	6.8	0.3	0.0	0.0
Cycle Q Clear(g_c), s	0.6	0.0	13.3	1.7	0.0	12.8	3.8	0.0	6.8	7.1	0.0	0.0
Prop In Lane	1.00		0.14	1.00		0.07	1.00		0.81	0.41		0.15
Lane Grp Cap(c), veh/h	326	0	640	350	0	713	483	0	436	408	0	0
V/C Ratio(X)	0.11	0.00	0.83	0.28	0.00	0.76	0.22	0.00	0.57	0.26	0.00	0.00
Avail Cap(c_a), veh/h	432	0	724	396	0	736	637	0	622	577	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.8	0.0	15.0	10.8	0.0	13.5	14.5	0.0	15.6	14.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	6.7	0.3	0.0	4.3	0.2	0.0	0.9	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	5.8	0.6	0.0	5.3	0.9	0.0	2.2	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.0	0.0	21.6	11.1	0.0	17.9	14.7	0.0	16.4	14.4	0.0	0.0
LnGrp LOS	B	A	C	B	A	B	B	A	B	B	A	A
Approach Vol, veh/h		565			640			355			106	
Approach Delay, s/veh		20.9			16.8			15.9			14.4	
Approach LOS		C			B			B			B	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		19.0	8.7	22.7		19.0	7.0	24.4				
Change Period (Y+Rc), s		5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s		20.0	5.0	20.0		20.0	5.0	20.0				
Max Q Clear Time (g_c+11), s		8.8	3.7	15.3		9.1	2.6	14.8				
Green Ext Time (p_c), s		1.2	0.0	1.2		0.3	0.0	1.4				
Intersection Summary												
HCM 6th Ctrl Delay			17.9									
HCM 6th LOS			B									

HCM 6th TWSC
3: MLK Jr Way & TGH Dwy

Tacoma General Hospital
Future (2025) With-Project PM Peak Hour

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W		W	↑	↓	
Traffic Vol, veh/h	0	98	0	332	197	12
Future Vol, veh/h	0	98	0	332	197	12
Conflicting Peds, #/hr	80	31	31	0	0	80
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	25	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	121	0	410	243	15
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	821	362	338	0	-	0
Stage 1	331	-	-	-	-	-
Stage 2	490	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	347	687	1232	-	-	-
Stage 1	732	-	-	-	-	-
Stage 2	620	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	296	616	1138	-	-	-
Mov Cap-2 Maneuver	416	-	-	-	-	-
Stage 1	676	-	-	-	-	-
Stage 2	573	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	12.3	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1138	-	616	-	-	
HCM Lane V/C Ratio	-	-	0.196	-	-	
HCM Control Delay (s)	0	-	12.3	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.7	-	-	

HCM 6th TWSC
4: Alley/Alley & S 5th St

Tacoma General Hospital
Future (2025) With-Project PM Peak Hour

Intersection												
Int Delay, s/veh	5.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	4	15	5	5	212	2	6	0	0	23	51	42
Future Vol, veh/h	4	15	5	5	212	2	6	0	0	23	51	42
Conflicting Peds, #/hr	42	0	41	11	0	12	41	0	11	12	0	42
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	65	65	65	65	65	65	65	65	65
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	6	23	8	8	326	3	9	0	0	35	78	65

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	371	0	0	72	0	0	537	467	80	437	470	412
Stage 1	-	-	-	-	-	-	80	80	-	386	386	-
Stage 2	-	-	-	-	-	-	457	387	-	51	84	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1199	-	-	1541	-	-	458	496	986	533	495	644
Stage 1	-	-	-	-	-	-	934	832	-	641	614	-
Stage 2	-	-	-	-	-	-	587	613	-	967	829	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1151	-	-	1481	-	-	323	452	937	501	451	594
Mov Cap-2 Maneuver	-	-	-	-	-	-	323	452	-	501	451	-
Stage 1	-	-	-	-	-	-	893	795	-	612	585	-
Stage 2	-	-	-	-	-	-	432	584	-	951	793	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.4	0.2	16.5	16
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	323	1151	-	-	1481	-	-	505
HCM Lane V/C Ratio	0.029	0.005	-	-	0.005	-	-	0.353
HCM Control Delay (s)	16.5	8.1	0	-	7.4	0	-	16
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	1.6

HCM 6th TWSC
5: S L St & S 5th St/ S 5th St

Tacoma General Hospital
Future (2025) With-Project PM Peak Hour

Intersection												
Int Delay, s/veh	9.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	33	0	0	103	5	67	30	33	47	0	44
Future Vol, veh/h	15	33	0	0	103	5	67	30	33	47	0	44
Conflicting Peds, #/hr	111	0	71	3	0	43	71	0	3	43	0	111
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	69	69	69	69	69	69	69	69	69	69	69	69
Heavy Vehicles, %	0	0	0	1	1	1	0	0	0	17	17	17
Mvmt Flow	22	48	0	0	149	7	97	43	48	68	0	64

Major/Minor	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	267	0	-	-	-	-	0	388	359	91	445	356	375
Stage 1	-	-	-	-	-	-	-	92	92	-	264	264	-
Stage 2	-	-	-	-	-	-	-	296	267	-	181	92	-
Critical Hdwy	4.1	-	-	-	-	-	-	7.1	6.5	6.2	7.27	6.67	6.37
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.1	5.5	-	6.27	5.67	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.1	5.5	-	6.27	5.67	-
Follow-up Hdwy	2.2	-	-	-	-	-	-	3.5	4	3.3	3.653	4.153	3.453
Pot Cap-1 Maneuver	1308	-	0	0	-	-	-	574	571	972	499	547	639
Stage 1	-	-	0	0	-	-	-	920	823	-	709	663	-
Stage 2	-	-	0	0	-	-	-	717	692	-	787	790	-
Platoon blocked, %		-			-	-							
Mov Cap-1 Maneuver	1170	-	-	-	-	-	-	443	501	932	374	480	511
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	443	501	-	374	480	-
Stage 1	-	-	-	-	-	-	-	903	807	-	622	593	-
Stage 2	-	-	-	-	-	-	-	561	619	-	665	775	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.5	0	15.6	17
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	527	1170	-	-	-	430
HCM Lane V/C Ratio	0.358	0.019	-	-	-	0.307
HCM Control Delay (s)	15.6	8.1	0	-	-	17
HCM Lane LOS	C	A	A	-	-	C
HCM 95th %tile Q(veh)	1.6	0.1	-	-	-	1.3

HCM 6th TWSC
6: MLK Jr Way & S 5th St

Tacoma General Hospital
Future (2025) With-Project PM Peak Hour

Intersection												
Int Delay, s/veh	30.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↖		↗	↖	
Traffic Vol, veh/h	104	0	89	35	5	50	26	187	40	20	257	11
Future Vol, veh/h	104	0	89	35	5	50	26	187	40	20	257	11
Conflicting Peds, #/hr	119	0	109	134	0	144	109	0	134	144	0	119
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	25	-	-	25	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	1	1	1	0	0	0	2	2	2
Mvmt Flow	118	0	101	40	6	57	30	213	45	23	292	13

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	935	926	552	969	910	524	424	0	0	402	0	0
Stage 1	464	464	-	440	440	-	-	-	-	-	-	-
Stage 2	471	462	-	529	470	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.11	6.51	6.21	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.509	4.009	3.309	2.2	-	-	2.218	-	-
Pot Cap-1 Maneuver	248	271	537	234	276	555	1146	-	-	1157	-	-
Stage 1	582	567	-	598	579	-	-	-	-	-	-	-
Stage 2	577	568	-	535	562	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	154	196	415	128	200	413	1016	-	-	998	-	-
Mov Cap-2 Maneuver	154	196	-	128	200	-	-	-	-	-	-	-
Stage 1	501	492	-	501	485	-	-	-	-	-	-	-
Stage 2	412	475	-	345	487	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	110.9	36.1	0.9	0.6
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1016	-	-	217	215	998	-	-
HCM Lane V/C Ratio	0.029	-	-	1.011	0.476	0.023	-	-
HCM Control Delay (s)	8.6	-	-	110.9	36.1	8.7	-	-
HCM Lane LOS	A	-	-	F	E	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	9.2	2.3	0.1	-	-

HCM 6th TWSC
7: S L St & S 6th Ave

Tacoma General Hospital
Future (2025) With-Project PM Peak Hour

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔				
Traffic Vol, veh/h	34	374	5	0	435	51	10	35	10	0	0	0
Future Vol, veh/h	34	374	5	0	435	51	10	35	10	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	5	5	5	3	3	3	0	0	0	0	0	0
Mvmt Flow	36	394	5	0	458	54	11	37	11	0	0	0




















Major/Minor	Major1			Major2			Minor1		
Conflicting Flow All	512	0	0	-	-	0	954	981	397
Stage 1	-	-	-	-	-	-	469	469	-
Stage 2	-	-	-	-	-	-	485	512	-
Critical Hdwy	4.15	-	-	-	-	-	6.4	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	5.4	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.4	5.5	-
Follow-up Hdwy	2.245	-	-	-	-	-	3.5	4	3.3
Pot Cap-1 Maneuver	1038	-	-	0	-	-	289	251	657
Stage 1	-	-	-	0	-	-	634	564	-
Stage 2	-	-	-	0	-	-	623	540	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1038	-	-	-	-	-	276	0	657
Mov Cap-2 Maneuver	-	-	-	-	-	-	276	0	-
Stage 1	-	-	-	-	-	-	605	0	-
Stage 2	-	-	-	-	-	-	623	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.7	0	15.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBT	WBR
Capacity (veh/h)	389	1038	-	-	-	-
HCM Lane V/C Ratio	0.149	0.034	-	-	-	-
HCM Control Delay (s)	15.9	8.6	0	-	-	-
HCM Lane LOS	C	A	A	-	-	-
HCM 95th %tile Q(veh)	0.5	0.1	-	-	-	-

HCM 6th Signalized Intersection Summary 8: MLK Jr Way & S 6th Ave

Tacoma General Hospital
Future (2025) With-Project PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	297	65	40	359	49	0	115	30	95	254	72
Future Volume (veh/h)	54	297	65	40	359	49	0	115	30	95	254	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97		0.93	0.98		0.89	1.00		0.92	0.97		0.92
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1885	1885	0	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	56	309	68	42	374	51	0	120	31	99	265	75
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	1	1	1
Cap, veh/h	256	481	106	286	512	70	0	537	139	549	662	187
Arrive On Green	0.04	0.33	0.33	0.04	0.32	0.32	0.00	0.38	0.38	0.05	0.48	0.48
Sat Flow, veh/h	1795	1473	324	1795	1596	218	0	1429	369	1795	1382	391
Grp Volume(v), veh/h	56	0	377	42	0	425	0	0	151	99	0	340
Grp Sat Flow(s),veh/h/ln	1795	0	1797	1795	0	1814	0	0	1798	1795	0	1774
Q Serve(g_s), s	1.9	0.0	16.8	1.4	0.0	19.5	0.0	0.0	5.4	3.0	0.0	11.6
Cycle Q Clear(g_c), s	1.9	0.0	16.8	1.4	0.0	19.5	0.0	0.0	5.4	3.0	0.0	11.6
Prop In Lane	1.00		0.18	1.00		0.12	0.00		0.21	1.00		0.22
Lane Grp Cap(c), veh/h	256	0	587	286	0	582	0	0	675	549	0	849
V/C Ratio(X)	0.22	0.00	0.64	0.15	0.00	0.73	0.00	0.00	0.22	0.18	0.00	0.40
Avail Cap(c_a), veh/h	316	0	631	357	0	637	0	0	675	594	0	849
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.9	0.0	27.0	21.4	0.0	28.3	0.0	0.0	20.0	15.5	0.0	15.8
Incr Delay (d2), s/veh	0.3	0.0	1.8	0.2	0.0	3.6	0.0	0.0	0.8	0.1	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	7.3	0.6	0.0	8.8	0.0	0.0	2.4	1.2	0.0	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.2	0.0	28.8	21.6	0.0	31.9	0.0	0.0	20.8	15.7	0.0	17.2
LnGrp LOS	C	A	C	C	A	C	A	A	C	B	A	B
Approach Vol, veh/h	433			467			151			439		
Approach Delay, s/veh	27.9			31.0			20.8			16.9		
Approach LOS	C			C			C			B		
Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	9.7	40.3	8.3	35.7		50.0	8.8	35.2				
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0		5.0	5.0	5.0				
Max Green Setting (Gmax), s	7.0	27.0	7.0	33.0		39.0	7.0	33.0				
Max Q Clear Time (g_c+I1), s	5.0	7.4	3.4	18.8		13.6	3.9	21.5				
Green Ext Time (p_c), s	0.0	0.6	0.0	1.7		1.8	0.0	1.7				
Intersection Summary												
HCM 6th Ctrl Delay	24.9											
HCM 6th LOS	C											

HCM 6th TWSC
12: Alley/Alley

Tacoma General Hospital
Future (2025) With-Project PM Peak Hour

Intersection						
Int Delay, s/veh	6.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	97	28	10	1	0	40
Future Vol, veh/h	97	28	10	1	0	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	105	30	11	1	0	43
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	55	12	0	0	12	0
Stage 1	12	-	-	-	-	-
Stage 2	43	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	953	1069	-	-	1607	-
Stage 1	1011	-	-	-	-	-
Stage 2	979	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	953	1069	-	-	1607	-
Mov Cap-2 Maneuver	953	-	-	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	979	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.3	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	977	1607	-	
HCM Lane V/C Ratio	-	-	0.139	-	-	
HCM Control Delay (s)	-	-	9.3	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	0.5	0	-	

HCM 6th TWSC
13: Baker Garage & TGH Dwy

Tacoma General Hospital
Future (2025) With-Project PM Peak Hour

Intersection						
Int Delay, s/veh	7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↓	↓
Traffic Vol, veh/h	18	0	0	12	30	80
Future Vol, veh/h	18	0	0	12	30	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	0	0	13	33	87

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	-	-	-	33 20
Stage 1	-	-	-	-	20 -
Stage 2	-	-	-	-	13 -
Critical Hdwy	-	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	-	0	0	-	980 1058
Stage 1	-	0	0	-	1003 -
Stage 2	-	0	0	-	1010 -
Platoon blocked, %	-			-	
Mov Cap-1 Maneuver	-	-	-	-	980 1058
Mov Cap-2 Maneuver	-	-	-	-	980 -
Stage 1	-	-	-	-	1003 -
Stage 2	-	-	-	-	1010 -




Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
Capacity (veh/h)	1036	-	-
HCM Lane V/C Ratio	0.115	-	-
HCM Control Delay (s)	8.9	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-

HCM 6th TWSC
17: S L St

Tacoma General Hospital
Future (2025) With-Project PM Peak Hour

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↰			↱		
Traffic Vol, veh/h	31	0	44	80	0	0
Future Vol, veh/h	31	0	44	80	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	34	0	48	87	0	0
Major/Minor	Minor2	Major1				
Conflicting Flow All	183	-	0	0		
Stage 1	0	-	-	-		
Stage 2	183	-	-	-		
Critical Hdwy	6.42	-	4.12	-		
Critical Hdwy Stg 1	-	-	-	-		
Critical Hdwy Stg 2	5.42	-	-	-		
Follow-up Hdwy	3.518	-	2.218	-		
Pot Cap-1 Maneuver	806	0	-	-		
Stage 1	-	0	-	-		
Stage 2	848	0	-	-		
Platoon blocked, %				-		
Mov Cap-1 Maneuver	806	-	-	-		
Mov Cap-2 Maneuver	806	-	-	-		
Stage 1	-	-	-	-		
Stage 2	848	-	-	-		
Approach	EB	NB				
HCM Control Delay, s	9.7					
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1			
Capacity (veh/h)	-	-	806			
HCM Lane V/C Ratio	-	-	0.042			
HCM Control Delay (s)	-	-	9.7			
HCM Lane LOS	-	-	A			
HCM 95th %tile Q(veh)	-	-	0.1			

Intersection						
Int Delay, s/veh	3.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	35	37	28	56	9
Future Vol, veh/h	6	35	37	28	56	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	38	40	30	61	10
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	176	66	71	0	-	0
Stage 1	66	-	-	-	-	-
Stage 2	110	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	814	998	1529	-	-	-
Stage 1	957	-	-	-	-	-
Stage 2	915	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	792	998	1529	-	-	-
Mov Cap-2 Maneuver	792	-	-	-	-	-
Stage 1	931	-	-	-	-	-
Stage 2	915	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.9	4.2		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1529	-	961	-	-	
HCM Lane V/C Ratio	0.026	-	0.046	-	-	
HCM Control Delay (s)	7.4	0	8.9	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-	

HCM 6th TWSC
22: S 6th Ave & Alley

Tacoma General Hospital
Future (2025) With-Project PM Peak Hour

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	361	0	0	335	5	0	0	0	77	0	60
Future Vol, veh/h	2	361	0	0	335	5	0	0	0	77	0	60
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1	0	0	0	0	0	0
Mvmt Flow	2	392	0	0	364	5	0	0	0	84	0	65




Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	369	0	0	392	0	0	795	765	392	763	763	367
Stage 1	-	-	-	-	-	-	396	396	-	367	367	-
Stage 2	-	-	-	-	-	-	399	369	-	396	396	-
Critical Hdwy	4.11	-	-	4.11	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.209	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1195	-	-	1172	-	-	308	336	661	324	337	683
Stage 1	-	-	-	-	-	-	633	607	-	657	626	-
Stage 2	-	-	-	-	-	-	631	624	-	633	607	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1195	-	-	1172	-	-	278	335	661	323	336	683
Mov Cap-2 Maneuver	-	-	-	-	-	-	278	335	-	323	336	-
Stage 1	-	-	-	-	-	-	632	606	-	656	626	-
Stage 2	-	-	-	-	-	-	571	624	-	632	606	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	18.2
HCM LOS			A	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1195	-	-	1172	-	-	420
HCM Lane V/C Ratio	-	0.002	-	-	-	-	-	0.355
HCM Control Delay (s)		0	8	0	0	-	-	18.2
HCM Lane LOS		A	A	A	-	A	-	C
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	1.6

HCM 6th TWSC
23: Alley

Tacoma General Hospital
Future (2025) With-Project PM Peak Hour

Intersection						
Int Delay, s/veh	8.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	86	6	5	0	0	0
Future Vol, veh/h	86	6	5	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	93	7	5	0	0	0
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	6	5	0	0	5	0
Stage 1	5	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	1015	1078	-	-	1616	-
Stage 1	1018	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	1015	1078	-	-	1616	-
Mov Cap-2 Maneuver	1015	-	-	-	-	-
Stage 1	1018	-	-	-	-	-
Stage 2	1022	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	8.9	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	1019	1616	-	
HCM Lane V/C Ratio	-	-	0.098	-	-	
HCM Control Delay (s)	-	-	8.9	0	-	
HCM Lane LOS	-	-	A	A	-	
HCM 95th %tile Q(veh)	-	-	0.3	0	-	

Appendix D: Trip Generation Calculations

Tacoma General Hospital

Person Trip Calculation

son Trip Calculation					Trip Rate ¹					
Land Use	Setting	Size Units	Model	Equation	Rate	Units	Person or Vehicle Trips?	Inbound %	AVO Rate ²	Person Trips
<u>Proposed Use</u>										
Hospital (LU 610)		96 beds								
Daily	General Urban/Suburban		Rate	-	22.32	per bed	vehicle trips	50%	1.00	2143
AM Peak Hour	General Urban/Suburban		Rate	-	1.79	per bed	vehicle trips	72%	1.00	172
PM Peak Hour	General Urban/Suburban		Rate	-	1.69	per bed	vehicle trips	33%	1.00	162
Medical Office (LU 720)		100,000 sf								
Daily	General Urban/Suburban		Rate	-	31.86	per ksf	vehicle trips	50%	1.00	3186
AM Peak Hour	General Urban/Suburban		Rate	-	2.68	per ksf	vehicle trips	81%	1.00	268
PM Peak Hour	General Urban/Suburban		Rate	-	2.84	per ksf	vehicle trips	25%	1.00	284
Retail (LU 822)		2,066 sf								
Daily	General Urban/Suburban		Rate	-	54.45	per ksf	vehicle trips	50%	1.00	112
AM Peak Hour	General Urban/Suburban		Rate	-	2.36	per ksf	vehicle trips	60%	1.00	5
PM Peak Hour	General Urban/Suburban		Rate	-	6.59	per ksf	vehicle trips	50%	1.00	14
<u>Existing Use</u>										
Medical Office (LU 720)		26,000 sf								
Daily	General Urban/Suburban		Rate	-	31.86	per ksf	vehicle trips	50%	1.00	828
AM Peak Hour	General Urban/Suburban		Rate	-	2.68	per ksf	vehicle trips	81%	1.00	70
PM Peak Hour	General Urban/Suburban		Rate	-	2.84	per ksf	vehicle trips	25%	1.00	74
Clinic (LU 630)		8,700 sf								
Daily	General Urban/Suburban		Rate	-	38.16	per ksf	vehicle trips	50%	1.00	332
AM Peak Hour	General Urban/Suburban		Rate	-	2.75	per ksf	vehicle trips	81%	1.00	24
PM Peak Hour	General Urban/Suburban		Rate	-	3.69	per ksf	vehicle trips	30%	1.00	32
Church (LU 560)		12,000 sf								
Daily	General Urban/Suburban		Rate	-	7.60	per ksf	vehicle trips	50%	1.00	91
AM Peak Hour	General Urban/Suburban		Rate	-	0.32	per ksf	vehicle trips	62%	1.00	4
PM Peak Hour	General Urban/Suburban		Rate	-	0.49	per ksf	vehicle trips	44%	1.00	6
Single-Family Residential (LU 210)		9 du								
Daily	General Urban/Suburban		Rate	-	9.43	per du	vehicle trips	50%	1.00	85
AM Peak Hour	General Urban/Suburban		Rate	-	0.70	per du	vehicle trips	26%	1.00	6
PM Peak Hour	General Urban/Suburban		Rate	-	0.94	per du	vehicle trips	63%	1.00	8

Notes:

1. Trip rates based on Institute of Transportation Engineers' (ITE) *Trip Generation* 11th Edition equation and average trip rate as shown above.

Tacoma General Hospital

Person Trips by Mode of Travel

Trip Generation Summary	Percent By Mode	Daily Person Trips	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
<u>Proposed Use</u>								
Hospital (LU 610) ¹								
Walk, Bike, Other Trips	10%	214	12	5	17	5	11	16
Transit Trips	8%	171	10	4	14	4	9	13
Vehicle Trips	82%	1,758	102	39	141	45	88	133
Total	100%	2,143	124	48	172	54	108	162
Medical Office (LU 720) ²								
Walk, Bike, Other Trips	10%	319	22	5	27	7	21	28
Transit Trips	8%	255	17	4	21	6	17	23
Person Trips by Vehicle	82%	2,612	178	42	220	58	175	233
Total	100%	3,186	217	51	268	71	213	284
Retail (LU 822) ⁴								
Walk, Bike, Other Trips	10%	11	0	0	0	1	0	1
Transit Trips	8%	9	0	0	0	1	0	1
Person Trips by Vehicle	82%	92	3	2	5	5	7	12
Total	100%	112	3	2	5	7	7	14
<u>Existing Use</u>								
Medical Office (LU 720) ¹								
Walk, Bike, Other Trips	10%	83	6	1	7	2	5	7
Transit Trips	8%	66	5	1	6	2	4	6
Vehicle Trips	82%	679	45	12	57	14	47	61
Total	100%	828	56	14	70	18	56	74
Clinic (LU 630) ¹								
Walk, Bike, Other Trips	10%	33	2	0	2	1	2	3
Transit Trips	8%	27	2	0	2	1	2	3
Vehicle Trips	82%	272	15	5	20	8	18	26
Total	100%	332	19	5	24	10	22	32
Church (LU 560) ¹								
Walk, Bike, Other Trips	10%	9	0	0	0	0	1	1
Transit Trips	8%	7	0	0	0	0	0	0
Vehicle Trips	82%	75	2	2	4	3	2	5
Total	100%	91	2	2	4	3	3	6
Single-Family Residential (LU 210) ¹								
Walk, Bike, Other Trips	10%	8	0	1	1	1	0	1
Transit Trips	8%	7	0	1	1	1	0	1
Vehicle Trips	82%	70	2	2	4	3	3	6
Total	100%	85	2	4	6	5	3	8
<u>Net New Project Person Trips</u>								
Walk, Bike, Other Trips		411	26	8	34	9	24	33
Transit Trips		328	20	6	26	7	20	27
Vehicle Trips		3,366	219	62	281	80	200	280
Total		4,105	265	76	341	96	244	340

1. Mode splits are based on City of Tacoma Transportation Master Plan, December 2015, for the Tacoma Downtown RGC Center.

Vehicle Trip Generation

		Daily Vehicle Trips	AM Peak Hour Vehicle Trips			PM Peak Hour Vehicle Trips		
Land Use	AVU		In	Out	Total	In	Out	Total
Proposed Use								
Hospital (LU 610) ¹	1.00	1,758	102	39	141	45	88	133
Medical Office (LU 720) ²	1.00	2,612	178	42	220	58	175	233
Retail (LU 822) ⁴	1.00	92	3	2	5	5	7	12
Less Pass-By ³	0%	-	-	-	-	0	0	0
Subtotal		4,462	283	83	366	108	270	378
Existing Use								
Medical Office (LU 720) ¹	1.00	679	45	12	57	14	47	61
Clinic (LU 630) ¹	1.00	272	15	5	20	8	18	26
Church (LU 560) ¹	1.00	75	2	2	4	3	2	5
Single-Family Residential (LU 210)	1.00	70	2	2	4	3	3	6
Less Pass-By ³	0%	-	-	-	-	0	0	0
Subtotal		1,096	64	21	85	28	70	98
Net New Trips		3,366	219	62	281	80	200	280

Appendix E: Signal Warrant Analyses

Warrants Summary													
Information													
Analyst	Transpo Group						Intersection	MLK Junior Way / 5th Street					
Agency/Co							Jurisdiction						
Date Performed	7/1/2022						Units	U.S. Customary					
Project ID							Time Period Analyzed						
East/West Street	5th Street						North/South Street	MLK Junior Way					
File Name	MLK Junior Way & 5th Street 2025 Signal Warrant.xhy						Major Street	North-South					
Project Description													
General							Roadway Network						
Major Street Speed (mph)	25	<input type="checkbox"/>	Population < 10,000					Two Major Routes					<input type="checkbox"/>
Nearest Signal (ft)	375	<input checked="" type="checkbox"/>	Coordinated Signal System					Weekend Count					<input type="checkbox"/>
Crashes (per year)	1	<input type="checkbox"/>	Adequate Trials of Alternatives					5-yr Growth Factor					0
Geometry and Traffic	EB			WB			NB			SB			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
Number of lanes, N	0	1	0	0	1	0	1	1	0	1	1	0	
Lane usage		LTR			LTR		L	TR		L	TR		
Vehicle Volume Averages (vph)	76	0	65	22	3	36	19	138	29	14	189	8	
Peds (ped/h) / Gaps (gaps/h)	--	0 / 0	--	--	0 / 0	--	--	0 / 0	--	--	0 / 0	--	
Delay (s/veh) / (veh-hr)	--	0 / 0	--	--	0 / 0	--	--	0 / 0	--	--	0 / 0	--	
Warrant 1: Eight-Hour Vehicular Volume													<input type="checkbox"/>
1 A. Minimum Vehicular Volumes (Both major approaches --and-- higher minor approach) --or--													<input type="checkbox"/>
1 B. Interruption of Continuous Traffic (Both major approaches --and-- higher minor approach) --or--													<input type="checkbox"/>
1 (80%) Vehicular --and-- Interruption Volumes (Both major approaches --and-- higher minor approach)													<input type="checkbox"/>
Warrant 2: Four-Hour Vehicular Volume													<input type="checkbox"/>
2 A. Four-Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)													<input type="checkbox"/>
Warrant 3: Peak Hour													<input type="checkbox"/>
3 A. Peak-Hour Conditions (Minor delay --and-- minor volume --and-- total volume) --or--													<input type="checkbox"/>
3 B. Peak- Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)													<input type="checkbox"/>
Warrant 4: Pedestrian Volume													<input type="checkbox"/>
4 A. Four Hour Volumes --or--													<input type="checkbox"/>
4 B. One-Hour Volumes													<input type="checkbox"/>
Warrant 5: School Crossing													<input type="checkbox"/>
5. Student Volumes --and--													<input type="checkbox"/>
5. Gaps Same Period													<input type="checkbox"/>
Warrant 6: Coordinated Signal System													<input checked="" type="checkbox"/>
6. Degree of Platooning (Predominant direction or both directions)													<input checked="" type="checkbox"/>
Warrant 7: Crash Experience													<input type="checkbox"/>
7 A. Adequate trials of alternatives, observance and enforcement failed --and--													<input type="checkbox"/>
7 B. Reported crashes susceptible to correction by signal (12-month period) --and--													<input type="checkbox"/>

7 C. (80%) Volumes for Warrants 1A, 1B --or-- 4 are satisfied	<input type="checkbox"/>
Warrant 8: Roadway Network	<input type="checkbox"/>
8 A. Weekday Volume (Peak hour total --and-- projected warrants 1, 2 or 3) --or--	<input type="checkbox"/>
8 B. Weekend Volume (Five hours total)	<input type="checkbox"/>
Warrant 9: Grade Crossing	<input type="checkbox"/>
9 A. Grade Crossing within 140 ft --and--	<input type="checkbox"/>
9 B. Peak-Hour Vehicular Volumes	<input type="checkbox"/>

RECEIVED**JANUARY 11, 2023****HEARING EXAMINER****Stevens, Troy**

From: Marsten, Vicki
Sent: Friday, September 9, 2022 11:36 AM
To: Stevens, Troy
Cc: Kidd, Brennan; Kammerzell, Jennifer
Subject: RE: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems
Attachments: SV 124.1426 - Updated - Agency Comments(Multicare) 8_11_2022 - COT Traffic sig_SL.pdf

Good Morning Troy,

I am sorry that I forgot to send this to you on Wednesday like I said.

Sincerely, Vicki Marsten

City of Tacoma, Public Works
 Traffic Engineering & Safety
 747 Market Street
 Tacoma, WA 98402
vmarsten@cityoftacoma.org
 253-591-5556

Office hours: 7:30am – 4:30pm. M, W-F
 Telework hours: 7am-4pm T

From: Stevens, Troy <tstevens@cityoftacoma.org>
Sent: Thursday, August 11, 2022 11:09 AM
To: Barnett, Elliott <EBarnett@cityoftacoma.org>; Bishop, Jeffrey <JBishop@cityoftacoma.org>; Boudet, Brian <BBoudet@cityoftacoma.org>; Bremer, Kandice <KBremer@cityoftacoma.org>; Avila, Britany <BAvila@cityoftacoma.org>; CenturyLink <nre.easement@centurylink.com>; Erickson, Ryan <RErickso@cityoftacoma.org>; Hauenstein, Lyle <lhauenstein@cityoftacoma.org>; Himes, Gail <ghimes@cityoftacoma.org>; Huseby, Eric <ehuseby@cityoftacoma.org>; Johnson, Christopher <cjohnso2@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>; Kidd, Brennan <bkidd@cityoftacoma.org>; Larson, Chris <CLARSON@cityoftacoma.org>; Marsten, Vicki <vmarsten@cityoftacoma.org>; Matt Cruzan <matthew_cruzan@comcast.com>; Megan Tuche <Megan.Tuche@pse.com>; Muller, Gregory <GMuller@cityoftacoma.org>; Newton, Corey <cnewton@cityoftacoma.org>; Beard, Patricia <PBeard@cityoftacoma.org>; Zoning <Zoning@cityoftacoma.org>; Rob.Bair@centurylink.com; Rogers, Susie <srogers@cityoftacoma.org>; Rossi, Rod <RRossi@cityoftacoma.org>; Seaman, Chris <cseaman@cityoftacoma.org>; Site Development <SiteDevelopment@cityoftacoma.org>; Stringer, Shawn <SStringe@cityoftacoma.org>; Tina Vaslet <tvaslet@piercetransit.org> <tvaslet@piercetransit.org>; Torres, Andrew <ATORRES@cityoftacoma.org>
Cc: Stevens, Troy <tstevens@cityoftacoma.org>
Subject: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Agency Reviewer,

Please review the attached updated request for proposed Street Vacation Petition 124.1426, as requested by Multicare Health Systems, and provide comment for your respective utility/agency **on or before September 2, 2022**. Responses received later than September 2, 2022 risk NOT being incorporated into the vacation action.

Please email me with any questions you may have.

Please note: In the event that conditions do not comport to **RCW 35.79.030, which limits conditions of the vacation to the bounds of the proposed vacate area**, a representative from your respective utility will be required to attend the public hearing to present the perceived merits of your conditions. Failure to attend may result in the automatic dismissal of any such condition that does not comport to statute.

Thank you,

Troy Stevens, MSML
City of Tacoma, Public Works
Sr. Real Estate Specialist
(253) 591-5535
tstevens@ci.tacoma.wa.us



TO: ALL CONCERNED AGENCIES & DEPARTMENTS

FROM: TROY STEVENS
PUBLIC WORKS /REAL PROPERTY SERVICES

SUBJECT: STREET VACATION REQUEST NO. 124.1426

DATE: August 11, 2022

Real Property Services is processing a petition to vacate a portion of South L Street north of South 5th Street, and a portion of South 4th Street, lying westerly of South L Street to facilitate a Multicare Health Systems redevelopment project as shown on the attached vicinity maps and described in the attached memo.

In order to be considered, your comments must be received by **Real Property Services, TMB, Room 737, by September 2, 2022**. If your comments are not received by that date, it will be understood that the office you represent has no interest in this matter.

Attachment(s)

AT&T Broadband
Pierce Transit
Puget Sound Energy
Qwest Communications
Fire Department
Police Department
TPU/Power/T&D
TPU/Water/LID
PW/Director (3)
PW/BLUS (2)
PW/Construction
PW/Engineering
PW/Engineering/LID
PW/Engineering/Traffic
PW/Environmental Services
PW/Solid Waste
PW/Street & Grounds
Tacoma Economic Development
Click! Network

RESPONSE

_____ No Objections

___X___ Comments Attached

___September 9, 2022___ Date

___*Vicki Marsten*___ Signature

PW Traffic Signal/Streetlighting _____ Department

September 9, 2022

Public Works Traffic Signal/Streetlighting will require that the streetlights on the attached exhibit (Exhibit 1) will be disconnected from the City's streetlighting system by the applicant within 6 months of the approval of the street vacation and the City shall be compensated for the assets within the vacated area.

The applicant will notify the City of Tacoma Traffic Signal/Streetlight Shop, 253-591-5287 to coordinate the disconnection of the lighting within the vacated area from the City's system. Until such time that this work is completed the City shall operate and maintain the lighting system and shall have complete access to the system.

34TH ST

11798

82381

82384

82380

82386

417

Wiring shall be removed between these junction boxes. Conduit shall be plugged or bend demo'd

- 4 - Concrete Poles
- 4 - Post Top Luminaires
- 2 - Junction boxes
- 470 feet of conduit
- 400 of wiring

22027

1213

City of Tacoma
Traffic Signal/Streetlighting
September 2, 2022
Vicki Marsten

557

City of Tacoma
ESTIMATING FORM

I. PROJECT DESCRIPTION

Name: Street Vacation 124.1426 Charge #

Limits: S 'L' St - S 4th St to north side margin of S 5th St

Scope: Cost estimate for the turn over of City of Tacoma assets to Multicare in the requested street vacation area.

Prepared By: Vicki Marsten

Date: 6-Jan-23

PROJECT Street Vacation 124.1426
Charge # 0

			UNIT	QUANTITY	UNIT PRICE	AMOUNT	TOTAL
4	STREET LIGHTING SYSTEM		LS			\$0	
	A. Luminaires	HPS	EA			\$0	
		LED	EA			\$0	
		Residential Acorns	EA	4.0	\$370.00	\$1,480	
	B. Bracket Arm		EA			\$0	
	C. Poles	Wood	EA			\$0	
		Aluminum, up to 35'	EA			\$0	
		Steel, up to 35'	EA			\$0	
		Residential - Concrete, ~14'	EA	4.0	\$2,460.00	\$9,840	
		Direct buried	EA			\$0	
		Foundations	EA			\$0	
	D. Wiring		LS			\$0	
		3-#8 Cu wire per Ckt	LF	550.0	\$2.20	\$1,210	
	E. Conduit	PVC - 1-1/4", Sched 80	LF	465.0	\$3.00	\$1,395	
		RGS	LF			\$0	
		Trenching	LF			\$0	
		Boring/Jacking	LF			\$0	
		Risers	EA				
	F. Junction Box - Type 1		EA	2.0	\$535.00	\$1,070	
	G. Relocate Luminaire		EA			\$0	
	H. Relocate Bracket Arm		EA			\$0	
	I. Relocate Luminaire & Bracket Arm		EA			\$0	
	J. Service Enclosure		EA			\$0	
	K. Service Pedestal		EA			\$0	
	L. Post Top, include pole		EA			\$0	
Comments:							

Stevens, Troy

From: Marsten, Vicki
Sent: Friday, January 6, 2023 2:52 PM
To: Stevens, Troy
Cc: Kidd, Brennan; Kammerzell, Jennifer
Subject: RE: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems
Attachments: Street Vacation 124.1426 - Multicare - L St.pdf

Happy New Year Troy!

I have attached the asset estimate that will be turned over to Multicare with the requested street vacation. Please let me know if you have any questions.

Sincerely, Vicki

Vicki Marsten
City of Tacoma, Public Works
Traffic Engineering & Safety
vmarsten@cityoftacoma.org
253-591-5556

From: Stevens, Troy <tstevens@cityoftacoma.org>
Sent: Thursday, December 29, 2022 4:05 PM
To: Marsten, Vicki <vmarsten@cityoftacoma.org>
Cc: Kidd, Brennan <bkidd@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>
Subject: RE: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Thank you!

Troy Stevens, MSML
Real Property Services
City of Tacoma, Public Works
(253) 591-5535
tstevens@ci.tacoma.wa.us

From: Marsten, Vicki <vmarsten@cityoftacoma.org>
Sent: Thursday, December 29, 2022 3:55 PM
To: Stevens, Troy <tstevens@cityoftacoma.org>
Cc: Kidd, Brennan <bkidd@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>
Subject: RE: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Good afternoon Troy,

I will get the value to you next week.

Have a *Happy New Year* holiday!!

Vicki
x253-591-5556

From: Stevens, Troy <tstevens@cityoftacoma.org>
Sent: Thursday, December 29, 2022 3:28 PM
To: Marsten, Vicki <vmarsten@cityoftacoma.org>
Cc: Kidd, Brennan <bkidd@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>
Subject: RE: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems
Importance: High

Vicki,

Thinking ahead to the hearing, do we know how much the infrastructure is worth?

Multicare will be required to pay fair market value; but, that doesn't include Traffic's value.
Please provide that as soon as possible.

Troy Stevens, MSML
Real Property Services
City of Tacoma, Public Works
(253) 591-5535
tstevens@ci.tacoma.wa.us

From: Marsten, Vicki <vmarsten@cityoftacoma.org>
Sent: Friday, September 9, 2022 11:36 AM
To: Stevens, Troy <tstevens@cityoftacoma.org>
Cc: Kidd, Brennan <bkidd@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>
Subject: RE: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Good Morning Troy,

I am sorry that I forgot to send this to you on Wednesday like I said.

Sincerely, Vicki Marsten

City of Tacoma, Public Works
Traffic Engineering & Safety
747 Market Street
Tacoma, WA 98402
vmarsten@cityoftacoma.org
253-591-5556

Office hours: 7:30am – 4:30pm. M, W-F
Telework hours: 7am-4pm T

From: Stevens, Troy <tstevens@cityoftacoma.org>
Sent: Thursday, August 11, 2022 11:09 AM
To: Barnett, Elliott <EBarnett@cityoftacoma.org>; Bishop, Jeffrey <JBishop@cityoftacoma.org>; Boudet, Brian <BBoudet@cityoftacoma.org>; Bremer, Kandice <KBremer@cityoftacoma.org>; Avila, Britany <BAvila@cityoftacoma.org>; CenturyLink <nre.easement@centurylink.com>; Erickson, Ryan <RErickso@cityoftacoma.org>; Hauenstein, Lyle <lhauenstein@cityoftacoma.org>; Himes, Gail

<ghimes@cityoftacoma.org>; Huseby, Eric <ehuseby@cityoftacoma.org>; Johnson, Christopher <cjohnso2@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>; Kidd, Brennan <bkidd@cityoftacoma.org>; Larson, Chris <CLARSON@cityoftacoma.org>; Marsten, Vicki <vmarsten@cityoftacoma.org>; Matt Cruzan <matthew_cruzan@comcast.com>; Megan Tuche <Megan.Tuche@pse.com>; Muller, Gregory <GMuller@cityoftacoma.org>; Newton, Corey <cnewton@cityoftacoma.org>; Beard, Patricia <PBeard@cityoftacoma.org>; Zoning <Zoning@cityoftacoma.org>; Rob.Bair@centurylink.com; Rogers, Susie <srogers@cityoftacoma.org>; Rossi, Rod <RRossi@cityoftacoma.org>; Seaman, Chris <cseaman@cityoftacoma.org>; Site Development <SiteDevelopment@cityoftacoma.org>; Stringer, Shawn <SStringe@cityoftacoma.org>; Tina Vaslet (tvaslet@piercetransit.org) <tvaslet@piercetransit.org>; Torres, Andrew <ATORRES@cityoftacoma.org>
Cc: Stevens, Troy <tstevens@cityoftacoma.org>
Subject: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Agency Reviewer,

Please review the attached updated request for proposed Street Vacation Petition 124.1426, as requested by Multicare Health Systems, and provide comment for your respective utility/agency **on or before September 2, 2022**. Responses received later than September 2, 2022 risk NOT being incorporated into the vacation action.

Please email me with any questions you may have.

Please note: In the event that conditions do not comport to **RCW 35.79.030, which limits conditions of the vacation to the bounds of the proposed vacate area**, a representative from your respective utility will be required to attend the public hearing to present the perceived merits of your conditions. Failure to attend may result in the automatic dismissal of any such condition that does not comport to statute.

Thank you,

Troy Stevens, MSML
City of Tacoma, Public Works
Sr. Real Estate Specialist
(253) 591-5535
tstevens@ci.tacoma.wa.us

Stevens, Troy**RECEIVED****JANUARY 11, 2023****HEARING EXAMINER**

From: Muller, Gregory
Sent: Tuesday, September 6, 2022 9:26 AM
To: Stevens, Troy
Subject: RE: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems
Attachments: RE: Street Vacation 124.1426 - Comments DUE June 21, 2021 - Multicare Health Systems

Good morning, Troy.

Please see revised comments in response to the updated street vacation request:

Tacoma Power:

Tacoma Power will require an easement reservation over the east 20ft, together with the south 20 feet, of South L Street as proposed for vacation.

This easement will protect existing and future underground power lines and above ground pad mounted equipment to serve multiple parcels on the east side of South L St.

Although Tacoma Power HFC will not require a separate easement reservation, they wish to bring to petitioner/developer's attention customer-owned conduit that crosses under South L Street – please see attached response with map.

Tacoma Water:

Easements are needed for all water facilities in South 4th Street and South L St. Easement requirements are:

Southerly 50' of proposed South L St to be vacated as well as the easterly 40' of proposed South L St to be vacated.

Southerly 20' of the proposed South 4th Street to be vacated.

The easement in South 4th will not be required if customer chooses to abandon the water main prior to street vacation.

Greg Muller, Real Estate Officer
 Tacoma Public Utilities
 253.337.3164

From: Stevens, Troy <tstevens@cityoftacoma.org>
Sent: Thursday, August 11, 2022 11:09 AM
To: Barnett, Elliott <EBarnett@cityoftacoma.org>; Bishop, Jeffrey <JBishop@cityoftacoma.org>; Boudet, Brian <BBoudet@cityoftacoma.org>; Bremer, Kandice <KBremer@cityoftacoma.org>; Avila, Britany <BAvila@cityoftacoma.org>; CenturyLink <nre.easement@centurylink.com>; Erickson, Ryan <RErickso@cityoftacoma.org>; Hauenstein, Lyle <lhauenstein@cityoftacoma.org>; Himes, Gail <ghimes@cityoftacoma.org>; Huseby, Eric <ehuseby@cityoftacoma.org>; Johnson, Christopher <cjohnso2@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>; Kidd, Brennan <bkidd@cityoftacoma.org>; Larson, Chris <CLARSON@cityoftacoma.org>; Marsten, Vicki <vmarsten@cityoftacoma.org>;

Matt Cruzan <matthew_cruzan@comcast.com>; Megan Tuche <Megan.Tuche@pse.com>; Muller, Gregory <GMuller@cityoftacoma.org>; Newton, Corey <cnewton@cityoftacoma.org>; Beard, Patricia <PBeard@cityoftacoma.org>; Zoning <Zoning@cityoftacoma.org>; Rob.Bair@centurylink.com; Rogers, Susie <srogers@cityoftacoma.org>; Rossi, Rod <RRossi@cityoftacoma.org>; Seaman, Chris <cseaman@cityoftacoma.org>; Site Development <SiteDevelopment@cityoftacoma.org>; Stringer, Shawn <SStringe@cityoftacoma.org>; Tina Vaslet (tvaslet@piercetransit.org) <tvaslet@piercetransit.org>; Torres, Andrew <ATORRES@cityoftacoma.org>

Cc: Stevens, Troy <tstevens@cityoftacoma.org>

Subject: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Agency Reviewer,

Please review the attached updated request for proposed Street Vacation Petition 124.1426, as requested by Multicare Health Systems, and provide comment for your respective utility/agency **on or before September 2, 2022**. Responses received later than September 2, 2022 risk NOT being incorporated into the vacation action.

Please email me with any questions you may have.

Please note: In the event that conditions do not comport to **RCW 35.79.030, which limits conditions of the vacation to the bounds of the proposed vacate area**, a representative from your respective utility will be required to attend the public hearing to present the perceived merits of your conditions. Failure to attend may result in the automatic dismissal of any such condition that does not comport to statute.

Thank you,

Troy Stevens, MSML
City of Tacoma, Public Works
Sr. Real Estate Specialist
(253) 591-5535
tstevens@ci.tacoma.wa.us

Stevens, Troy

From: Netcher, Greg
Sent: Tuesday, June 8, 2021 8:29 AM
To: Muller, Gregory
Subject: RE: Street Vacation 124.1426 - Comments DUE June 21, 2021 - Multicare Health Systems
Attachments: Street Vacation 124.1426 - Tacoma Fiber Response.pdf; Street Vacation 124.1426 - Tacoma Fiber Response.doc

Hi Greg,

I'm fairly certain Tacoma Power Fiber won't be impacted by this work, but just in case, I'm including mapping information.

We have a structure next to the building which should be out of the way.

There is a conduit that crosses under L Street, but we have a note that it is a customer owned conduit (Multicare). While this is not part of our infrastructure, I thought I'd at least bring it to attention.

Thanks

Greg Netcher

HFC Engineering | Transmission & Distribution

Cell: 253-370-4415 gnetcher@cityoftacoma.org



From: Muller, Gregory
Sent: Wednesday, June 02, 2021 4:23 PM
To: Glassy, Thad; Netcher, Greg; Collier, Regina; Goodman, James; Croston, Heather; Reed, Daniel; Hilotin, John
Cc: Martinson, John; Angel, Jesse; Shaffer, Shelly; Quinones, Kimberly
Subject: FW: Street Vacation 124.1426 - Comments DUE June 21, 2021 - Multicare Health Systems

Good afternoon.

A street vacation request has been submitted for review. Please see attached, including the legal description of the area requested to be vacated that can be used to help you determine any conflicts or need for easement reservation.

Please respond by **Friday, June 18th**, and let me know if you have any questions in the interim.

Thanks!

Greg Muller, Real Estate Officer
Tacoma Public Utilities
253.606.4688

From: Stevens, Troy <tstevens@cityoftacoma.org>

Sent: Wednesday, June 2, 2021 12:55 PM

To: Barnett, Elliott <EBarnett@cityoftacoma.org>; Boudet, Brian <BBoudet@cityoftacoma.org>; Cantrel, Aaron <Aaron_Cantrel@comcast.com>; CenturyLink <nre.easement@centurylink.com>; PDS Land Use and Zoning <pdszoning@cityoftacoma.org>; Erickson, Ryan <RErickso@cityoftacoma.org>; Hauenstein, Lyle <lhauenstein@cityoftacoma.org>; Himes, Gail <ghimes@cityoftacoma.org>; Holt, Megan (megan.holt@pse.com) <megan.holt@pse.com>; Huseby, Eric <ehuseby@cityoftacoma.org>; Johnson, Christopher <cjohnso2@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>; Kidd, Brennan <bkidd@cityoftacoma.org>; Larson, Chris <CLARSON@cityoftacoma.org>; Marsten, Vicki <vmarsten@cityoftacoma.org>; Muller, Gregory <GMuller@cityoftacoma.org>; Newton, Corey <cnewton@cityoftacoma.org>; Beard, Patricia <PBeard@cityoftacoma.org>; Rob.Bair@centurylink.com; Rossi, Rod <RRossi@cityoftacoma.org>; Russell, Lee <LRussell@cityoftacoma.org>; Seaman, Chris <cseaman@cityoftacoma.org>; Site Development <SiteDevelopment@cityoftacoma.org>; Stringer, Shawn <SStringe@cityoftacoma.org>; Tina Vaslet <tvaslet@piercetransit.org>; Torres, Andrew <ATORRES@cityoftacoma.org>

Cc: Stevens, Troy <tstevens@cityoftacoma.org>

Subject: Street Vacation 124.1426 - Comments DUE June 21, 2021 - Multicare Health Systems

Agency Reviewer,

Please review the attached memo and map exhibits for proposed Street Vacation Petition 124.1426, as requested by Multicare Health Systems, and provide comment for your respective utility/agency **on or before June 21, 2021**. Responses received later than June 21, 2021 risk NOT being incorporated into the vacation action.

Please email me with any questions you may have.

Please note: In the event that conditions do not comport to **RCW 35.79.030, which limits conditions of the vacation to the bounds of the proposed vacate area**, a representative from your respective utility will be required to attend the public hearing to present the perceived merits of your conditions. Failure to attend may result in the automatic dismissal of any such condition that does not comport to statute.

Thank you,

Troy Stevens, MSML
City of Tacoma, Public Works
Sr. Real Estate Specialist
(253) 591-5535
tstevens@ci.tacoma.wa.us



CONSTRUCTION NOTES:
1.



Street Vacation 124.1426
316 South L Street

TACOMA POWER
TACOMA PUBLIC UTILITIES

DATE
06/08/21

DRAWN
GN

CIP

NODE

POWER REF DWG #



Date: 6/8/21

To: Greg Muller

RE: Street Vacation 124.1426

Response Letter

Thank you for the notice of potential construction work. Tacoma Power Fiber/Data has reviewed the area in question and confirms there is underground facilities that may be impacted.

Please see the accompanying map for specifics, and please contact me at 253-370-4415 for any future pre-construction meetings. If I am not available, please contact Kim Quinones at 253-502-8131.

Thank you,

Greg Netcher
Tacoma Power Planning & Design Technician

Stevens, Troy

RECEIVED

JANUARY 11, 2023

HEARING EXAMINER

From: Rossi, Rod
Sent: Thursday, August 11, 2022 12:16 PM
To: Stevens, Troy
Subject: RE: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems
Attachments: SV 124.1426 - Updated - Agency Comments(Multicare) 8_11_2022.doc; Vacation 124 1426.docx

Hey Troy,

ES response attached

Rod Rossi, PMP
 City of Tacoma, Environmental Services
 Science & Engineering Division
 326 East D Street
 Tacoma, WA 98421
 253.502.2127

From: Stevens, Troy <tstevens@cityoftacoma.org>
Sent: Thursday, August 11, 2022 11:09 AM
To: Barnett, Elliott <EBarnett@cityoftacoma.org>; Bishop, Jeffrey <JBishop@cityoftacoma.org>; Boudet, Brian <BBoudet@cityoftacoma.org>; Bremer, Kandice <KBremer@cityoftacoma.org>; Avila, Britany <BAvila@cityoftacoma.org>; CenturyLink <nre.easement@centurylink.com>; Erickson, Ryan <RErickso@cityoftacoma.org>; Hauenstein, Lyle <lhauenstein@cityoftacoma.org>; Himes, Gail <ghimes@cityoftacoma.org>; Huseby, Eric <ehuseby@cityoftacoma.org>; Johnson, Christopher <cjohnso2@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>; Kidd, Brennan <bkidd@cityoftacoma.org>; Larson, Chris <CLARSON@cityoftacoma.org>; Marsten, Vicki <vmarsten@cityoftacoma.org>; Matt Cruzan <matthew_cruzan@comcast.com>; Megan Tuche <Megan.Tuche@pse.com>; Muller, Gregory <GMuller@cityoftacoma.org>; Newton, Corey <cnewton@cityoftacoma.org>; Beard, Patricia <PBeard@cityoftacoma.org>; Zoning <Zoning@cityoftacoma.org>; Rob.Bair@centurylink.com; Rogers, Susie <srogers@cityoftacoma.org>; Rossi, Rod <RRossi@cityoftacoma.org>; Seaman, Chris <cseaman@cityoftacoma.org>; Site Development <SiteDevelopment@cityoftacoma.org>; Stringer, Shawn <SStringe@cityoftacoma.org>; Tina Vaslet (tvaslet@piercettransit.org) <tvaslet@piercettransit.org>; Torres, Andrew <ATORRES@cityoftacoma.org>
Cc: Stevens, Troy <tstevens@cityoftacoma.org>
Subject: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Agency Reviewer,

Please review the attached updated request for proposed Street Vacation Petition 124.1426, as requested by Multicare Health Systems, and provide comment for your respective utility/agency **on or before September 2, 2022**. Responses received later than September 2, 2022 risk NOT being incorporated into the vacation action.

Please email me with any questions you may have.

Please note: In the event that conditions do not comport to **RCW 35.79.030, which limits conditions of the vacation to the bounds of the proposed vacate area**, a representative from your respective utility will be required to attend the

public hearing to present the perceived merits of your conditions. Failure to attend may result in the automatic dismissal of any such condition that does not comport to statute.

Thank you,

Troy Stevens, MSML
City of Tacoma, Public Works
Sr. Real Estate Specialist
(253) 591-5535
tstevens@ci.tacoma.wa.us



TO: ALL CONCERNED AGENCIES & DEPARTMENTS

FROM: TROY STEVENS
PUBLIC WORKS /REAL PROPERTY SERVICES

SUBJECT: STREET VACATION REQUEST NO. 124.1426

DATE: August 11, 2022

Real Property Services is processing a petition to vacate a portion of South L Street north of South 5th Street, and a portion of South 4th Street, lying westerly of South L Street to facilitate a Multicare Health Systems redevelopment project as shown on the attached vicinity maps and described in the attached memo.

In order to be considered, your comments must be received by **Real Property Services, TMB, Room 737, by September 2, 2022**. If your comments are not received by that date, it will be understood that the office you represent has no interest in this matter.

Attachment(s)

AT&T Broadband
Pierce Transit
Puget Sound Energy
Qwest Communications
Fire Department
Police Department
TPU/Power/T&D
TPU/Water/LID
PW/Director (3)
PW/BLUS (2)
PW/Construction
PW/Engineering
PW/Engineering/LID
PW/Engineering/Traffic
PW/Environmental Services
PW/Solid Waste
PW/Street & Grounds
Tacoma Economic Development
Click! Network

RESPONSE

_____ No Objections

 X Comments Attached

_____ 8/11/22 _____ Date

_____ Rod Rossi _____ Signature

_____ ES S & E _____ Department

RE: Street Vacation Request # 124.1426

Environmental Services has no objections to the vacation with the understanding that utility easements will need to be established prior to the vacation.

Environmental Services has asset (SAP #6263833) within the proposed vacation. The surface water segment is a 10-inch line. If utility easements are established for the maintenance and/or repair of the assets within the proposed area we will agree with the vacation.

Stevens, Troy**RECEIVED****JANUARY 11, 2023****HEARING EXAMINER**

From: Tuche, Megan <Megan.Tuche@pse.com>
Sent: Friday, September 2, 2022 3:35 PM
To: Stevens, Troy
Subject: RE: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Hi Troy,

PSE maintains 4 inch intermediate pressure gas mains within both proposed vacate areas of S. 4th St. and S. L St.

Please let me know if you need additional information and when I should send over a draft gas easement.

Thank you and enjoy the long weekend.

Megan Tuche SR/WA

Sr. Real Estate Representative

Puget Sound Energy, Inc.

253-495-1427

From: Stevens, Troy <tstevens@cityoftacoma.org>
Sent: Thursday, August 11, 2022 11:09 AM
To: Barnett, Elliott <EBarnett@cityoftacoma.org>; Bishop, Jeffrey <JBishop@cityoftacoma.org>; Boudet, Brian <BBoudet@cityoftacoma.org>; Bremer, Kandice <KBremer@cityoftacoma.org>; Avila, Britany <BAvila@cityoftacoma.org>; CenturyLink <nre.easement@centurylink.com>; Erickson, Ryan <RErickso@cityoftacoma.org>; Hauenstein, Lyle <lhauenstein@cityoftacoma.org>; Himes, Gail <ghimes@cityoftacoma.org>; Huseby, Eric <ehuseby@cityoftacoma.org>; Johnson, Christopher <cjohnso2@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>; Kidd, Brennan <bkidd@cityoftacoma.org>; Larson, Chris <CLARSON@cityoftacoma.org>; Marsten, Vicki <vmarsten@cityoftacoma.org>; Matt Cruzan <matthew_cruzan@comcast.com>; Tuche, Megan <Megan.Tuche@pse.com>; Muller, Gregory <GMuller@cityoftacoma.org>; Newton, Corey <cnewton@cityoftacoma.org>; Beard, Patricia <PBeard@cityoftacoma.org>; Zoning <Zoning@cityoftacoma.org>; Rob.Bair@centurylink.com; Rogers, Susie <srogers@cityoftacoma.org>; Rossi, Rod <RRossi@cityoftacoma.org>; Seaman, Chris <cseaman@cityoftacoma.org>; Site Development <SiteDevelopment@cityoftacoma.org>; Stringer, Shawn <SStringe@cityoftacoma.org>; Tina Vaslet (tvaslet@piercetransit.org) <tvaslet@piercetransit.org>; Torres, Andrew <ATORRES@cityoftacoma.org>
Cc: Stevens, Troy <tstevens@cityoftacoma.org>
Subject: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

CAUTION - EXTERNAL EMAIL

Phishing? Click the PhishAlarm "Report Phish" button.

Agency Reviewer,

Please review the attached updated request for proposed Street Vacation Petition 124.1426, as requested by Multicare Health Systems, and provide comment for your respective utility/agency **on or before September 2, 2022**. Responses received later than September 2, 2022 risk NOT being incorporated into the vacation action.

Please email me with any questions you may have.

Please note: In the event that conditions do not comport to **RCW 35.79.030, which limits conditions of the vacation to the bounds of the proposed vacate area**, a representative from your respective utility will be required to attend the public hearing to present the perceived merits of your conditions. Failure to attend may result in the automatic dismissal of any such condition that does not comport to statute.

Thank you,

Troy Stevens, MSML
City of Tacoma, Public Works
Sr. Real Estate Specialist
(253) 591-5535
tstevens@ci.tacoma.wa.us

Stevens, Troy**RECEIVED****JANUARY 11, 2023****HEARING EXAMINER**

From: Bair, Rob <Rob.Bair@lumen.com>
Sent: Tuesday, September 13, 2022 8:59 AM
To: Stevens, Troy
Cc: Conley, Trey
Subject: FW: P842858 /Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems
Attachments: SV124.1426_Multicare_Legal Description & Exhibit 5_21_2021.pdf; SV124.1426_Multicare_Project Memo 5_21_2021.pdf; SV 124.1426 - Map Frame(Multicare) - Map 2 6_2_2021.pdf; SV 124.1426 - Map Frame(Multicare) - Map 1 6_2_2021.pdf; MBCH_Revised StreetVacation_ParcelsAndOwnershipExhibit_20220628.pdf; Resub_20220729_12_MBCH CUP TIA.pdf; 20220721 Ltr (Resub-Tacoma) 2200431.30.pdf; MBCH CUP Free Consent Form signed.pdf; MBCH Street Vacation Resub Transmittal.pdf; SV 124.1426 - Updated - Agency Comments(Multicare) 8_11_2022.doc

Hello Troy,

My apologies that I missed a follow up with you earlier to discuss the vacate prior to handing back to Trey. I have been working with Robin Fry at WSP and MBCH for almost a year however he did reach out to me about two months ago to relay that there was design changes that would allow for Lumen to maintain our existing conduit system along S L Street as it continues north into a Utilidor structure in one of their buildings (#311). The conduits pass through the basement level of the building and connect into vaults on the Division Ave ROW. I have not been able to reconnect with him in the past month but will continue to follow other leads.

Lumen is okay with the vacate area on S 4th St as the conduits are owned by MBCH and our cable only serves their property and will be revamped in this remodel effort. It's the S L Street vacate that will require easements for our existing MH vaults and conduit systems. Below is a rough sketch on your map of how our conduit path is routing along S L Street as it passes north to Division. If needed I can forward more detailed plans from MBCH that note our structure locations. In the map I turned on existing vacates which I assume must already account for our conduit structures when MBCH had originally routed our cables into their Utilidor.

Thanks,



Network Implementation Engineer II
7850B S Trafton St Bldg B

Tacoma, WA 98409

tel: 253-393-5384 | cell: 253-831-2059

rob.bair@lumen.com

LUMEN®

From: Conley, Trey <Trey.Conley@lumen.com>
Sent: Tuesday, September 13, 2022 5:22 AM
To: Bair, Rob <Rob.Bair@lumen.com>
Subject: Fw: P842858 /Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Good Morning Rob,

I received this email from the city of Tacoma.
You and I had a call about this project on 8/24 and according to my notes you were going to reach out to Troy.
Please give me your thoughts.

Thanks!

From: Stevens, Troy <tstevens@cityoftacoma.org>
Sent: Monday, September 12, 2022 5:48 PM
To: reese, matthew <Matthew.Reese@lumen.com>
Cc: Conley, Trey <Trey.Conley@lumen.com>
Subject: FW: P842858 /Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Matt,

I'm about to send comments out to the petitioner. Do you guys have anything for me?

Thank you,

Troy Stevens, MSML
Real Property Services
City of Tacoma, Public Works
(253) 591-5535
tstevens@ci.tacoma.wa.us

From: Easement, Nre <Nre.Easement@lumen.com>
Sent: Friday, August 12, 2022 9:09 AM
To: Stevens, Troy <tstevens@cityoftacoma.org>
Cc: Conley, Trey <Trey.Conley@lumen.com>
Subject: P842858 /Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Good morning. We have received your request for a Vacate - Abandonment and have set up a Lumen project accordingly. Your project number is P842858 and it should be referenced in all emails sent in for review.

Please do not reply to this email. Your project owner is Trey Conley and they can be reached by email at Trey.Conley@lumen.com with any questions that you may have regarding this project.

Requests are addressed in the order received; Lumen will endeavor to respond within 30 days.

Have a great day!

Best Regards,

Gara Fluitt

Faulk & Foster

1811 Auburn Ave, Monroe, LA 71201



From: Stevens, Troy <tstevens@cityoftacoma.org>

Sent: Thursday, August 11, 2022 1:09 PM

To: Barnett, Elliott <EBarnett@cityoftacoma.org>; Bishop, Jeffrey <JBishop@cityoftacoma.org>; Boudet, Brian <BBoudet@cityoftacoma.org>; Bremer, Kandice <KBremer@cityoftacoma.org>; Avila, Britany <BAvila@cityoftacoma.org>; Easement, Nre <Nre.Easement@lumen.com>; Erickson, Ryan <RErickso@cityoftacoma.org>; Hauenstein, Lyle <lhauenstein@cityoftacoma.org>; Himes, Gail <ghimes@cityoftacoma.org>; Huseby, Eric <ehuseby@cityoftacoma.org>; Johnson, Christopher <cjohnso2@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>; Kidd, Brennan <bkidd@cityoftacoma.org>; Larson, Chris <CLARSON@cityoftacoma.org>; Marsten, Vicki <vmarsten@cityoftacoma.org>; Matt Cruzan <matthew_cruzan@comcast.com>; Megan Tuche <Megan.Tuche@pse.com>; Muller, Gregory <GMuller@cityoftacoma.org>; Newton, Corey <cnewton@cityoftacoma.org>; Beard, Patricia <PBeard@cityoftacoma.org>; Zoning <Zoning@cityoftacoma.org>; Bair, Rob <Rob.Bair@lumen.com>; Rogers, Susie <srogers@cityoftacoma.org>; Rossi, Rod <RRossi@cityoftacoma.org>; Seaman, Chris <cseaman@cityoftacoma.org>; Site Development <SiteDevelopment@cityoftacoma.org>; Stringer, Shawn <SStringe@cityoftacoma.org>; Tina Vaslet (<tvasset@piercetransit.org>) <tvasset@piercetransit.org>; Torres, Andrew <ATORRES@cityoftacoma.org>

Cc: Stevens, Troy <tstevens@cityoftacoma.org>

Subject: P842858 /Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Agency Reviewer,

Please review the attached updated request for proposed Street Vacation Petition 124.1426, as requested by Multicare Health Systems, and provide comment for your respective utility/agency **on or before September 2, 2022**. Responses received later than September 2, 2022 risk NOT being incorporated into the vacation action.

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Thank you,

Troy Stevens, MSML
City of Tacoma, Public Works
Sr. Real Estate Specialist
(253) 591-5535
tstevens@ci.tacoma.wa.us

This communication is the property of Lumen Technologies and may contain confidential or privileged information. Unauthorized use of this communication is strictly prohibited and may be unlawful. If you have received this

communication in error, please immediately notify the sender by reply e-mail and destroy all copies of the communication and any attachments.

This communication is the property of Lumen Technologies and may contain confidential or privileged information. Unauthorized use of this communication is strictly prohibited and may be unlawful. If you have received this communication in error, please immediately notify the sender by reply e-mail and destroy all copies of the communication and any attachments.

Stevens, Troy

RECEIVED

JANUARY 11, 2023

HEARING EXAMINER

From: Avila, Britany
Sent: Friday, December 30, 2022 8:42 AM
To: Stevens, Troy
Subject: RE: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Good morning Troy!

Portion of S 4th Street- This parcel is subject to an in Lieu Sewer Assessment per TMC 12.08B.230. The amount due is \$1,514.40.

Portion of S L Street- This parcel is subject to an in Lieu Sewer Assessment per TMC 12.08B.230. The amount due is \$1,566.21.

Britany Avila
 Senior Real Estate Specialist
 City of Tacoma
 Public Works Department | Facilities Management Division | Real Property Services
 747 Market ST, Tacoma, WA 98402
 Desk: 253.591.5277
 Email: bavila@cityoftacoma.org
 Website: www.cityoftacoma.org



From: Stevens, Troy <tstevens@cityoftacoma.org>
Sent: Thursday, December 29, 2022 3:22 PM
To: Avila, Britany <BAvila@cityoftacoma.org>
Cc: Stevens, Troy <tstevens@cityoftacoma.org>
Subject: FW: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Hi,

I think I still in In-Lieu from you on this one.

Thank you,

Troy Stevens, MSML
 Real Property Services
 City of Tacoma, Public Works
 (253) 591-5535
tstevens@ci.tacoma.wa.us

From: Stevens, Troy <tstevens@cityoftacoma.org>

Sent: Thursday, August 11, 2022 11:09 AM

To: Barnett, Elliott <EBarnett@cityoftacoma.org>; Bishop, Jeffrey <JBishop@cityoftacoma.org>; Boudet, Brian <BBoudet@cityoftacoma.org>; Bremer, Kandice <KBremer@cityoftacoma.org>; Avila, Britany <BAvila@cityoftacoma.org>; CenturyLink <nre.easement@centurylink.com>; Erickson, Ryan <RErickso@cityoftacoma.org>; Hauenstein, Lyle <lhauenstein@cityoftacoma.org>; Himes, Gail <ghimes@cityoftacoma.org>; Huseby, Eric <ehuseby@cityoftacoma.org>; Johnson, Christopher <cjohnso2@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>; Kidd, Brennan <bkidd@cityoftacoma.org>; Larson, Chris <CLARSON@cityoftacoma.org>; Marsten, Vicki <vmarsten@cityoftacoma.org>; Matt Cruzan <matthew_cruzan@comcast.com>; Megan Tuche <Megan.Tuche@pse.com>; Muller, Gregory <GMuller@cityoftacoma.org>; Newton, Corey <cnewton@cityoftacoma.org>; Beard, Patricia <PBeard@cityoftacoma.org>; Zoning <Zoning@cityoftacoma.org>; Rob.Bair@centurylink.com; Rogers, Susie <srogers@cityoftacoma.org>; Rossi, Rod <RRossi@cityoftacoma.org>; Seaman, Chris <cseaman@cityoftacoma.org>; Site Development <SiteDevelopment@cityoftacoma.org>; Stringer, Shawn <SStringe@cityoftacoma.org>; Tina Vaslet (tvasset@piercetransit.org) <tvasset@piercetransit.org>; Torres, Andrew <ATORRES@cityoftacoma.org>

Cc: Stevens, Troy <tstevens@cityoftacoma.org>

Subject: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Agency Reviewer,

Please review the attached updated request for proposed Street Vacation Petition 124.1426, as requested by Multicare Health Systems, and provide comment for your respective utility/agency **on or before September 2, 2022**. Responses received later than September 2, 2022 risk NOT being incorporated into the vacation action.

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Thank you,

Troy Stevens, MSML
City of Tacoma, Public Works
Sr. Real Estate Specialist
(253) 591-5535
tstevens@ci.tacoma.wa.us

Stevens, Troy**RECEIVED****JANUARY 11, 2023****HEARING EXAMINER**

From: Kammerzell, Jennifer
Sent: Friday, January 6, 2023 5:08 PM
To: Stevens, Troy; Marsten, Vicki
Cc: Kidd, Brennan
Subject: RE: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems
Attachments: Traffic Memo SV124.1426 Multicare.doc

I know I'm so late..sorry!

Jennifer Kammerzell

Assistant Transportation Division Manager
 City of Tacoma - Public Works Dept.
 (253) 591-5511
jkammerzell@cityoftacoma.org
 Pronouns: she/her

From: Stevens, Troy <tstevens@cityoftacoma.org>
Sent: Friday, January 6, 2023 2:58 PM
To: Marsten, Vicki <vmarsten@cityoftacoma.org>
Cc: Kidd, Brennan <bkidd@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>
Subject: RE: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Happy New Year, Vicki!

Troy Stevens, MSML
 Real Property Services
 City of Tacoma, Public Works
 (253) 591-5535
tstevens@ci.tacoma.wa.us

From: Marsten, Vicki <vmarsten@cityoftacoma.org>
Sent: Friday, January 6, 2023 2:52 PM
To: Stevens, Troy <tstevens@cityoftacoma.org>
Cc: Kidd, Brennan <bkidd@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>
Subject: RE: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Happy New Year Troy!

I have attached the asset estimate that will be turned over to Multicare with the requested street vacation. Please let me know if you have any questions.

Sincerely, Vicki

Vicki Marsten
 City of Tacoma, Public Works
 Traffic Engineering & Safety
vmarsten@cityoftacoma.org

Exhibit C-13

253-591-5556

From: Stevens, Troy <tstevens@cityoftacoma.org>
Sent: Thursday, December 29, 2022 4:05 PM
To: Marsten, Vicki <vmarsten@cityoftacoma.org>
Cc: Kidd, Brennan <bkidd@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>
Subject: RE: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Thank you!

Troy Stevens, MSML
Real Property Services
City of Tacoma, Public Works
(253) 591-5535
tstevens@ci.tacoma.wa.us

From: Marsten, Vicki <vmarsten@cityoftacoma.org>
Sent: Thursday, December 29, 2022 3:55 PM
To: Stevens, Troy <tstevens@cityoftacoma.org>
Cc: Kidd, Brennan <bkidd@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>
Subject: RE: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Good afternoon Troy,

I will get the value to you next week.

Have a *Happy New Year* holiday!!

Vicki
x253-591-5556

From: Stevens, Troy <tstevens@cityoftacoma.org>
Sent: Thursday, December 29, 2022 3:28 PM
To: Marsten, Vicki <vmarsten@cityoftacoma.org>
Cc: Kidd, Brennan <bkidd@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>
Subject: RE: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems
Importance: High

Vicki,

Thinking ahead to the hearing, do we know how much the infrastructure is worth?

Multicare will be required to pay fair market value; but, that doesn't include Traffic's value.
Please provide that as soon as possible.

Troy Stevens, MSML
Real Property Services
City of Tacoma, Public Works
(253) 591-5535
tstevens@ci.tacoma.wa.us

From: Marsten, Vicki <vmarsten@cityoftacoma.org>

Sent: Friday, September 9, 2022 11:36 AM

To: Stevens, Troy <tstevens@cityoftacoma.org>

Cc: Kidd, Brennan <bkidd@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>

Subject: RE: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Good Morning Troy,

I am sorry that I forgot to send this to you on Wednesday like I said.

Sincerely, Vicki Marsten

City of Tacoma, Public Works
Traffic Engineering & Safety
747 Market Street
Tacoma, WA 98402
vmarsten@cityoftacoma.org
253-591-5556

Office hours: 7:30am – 4:30pm. M, W-F

Telework hours: 7am-4pm T

From: Stevens, Troy <tstevens@cityoftacoma.org>

Sent: Thursday, August 11, 2022 11:09 AM

To: Barnett, Elliott <EBarnett@cityoftacoma.org>; Bishop, Jeffrey <JBishop@cityoftacoma.org>; Boudet, Brian <BBoudet@cityoftacoma.org>; Bremer, Kandice <KBremer@cityoftacoma.org>; Avila, Britany <BAvila@cityoftacoma.org>; CenturyLink <nre.easement@centurylink.com>; Erickson, Ryan <RErickso@cityoftacoma.org>; Hauenstein, Lyle <lhauenstein@cityoftacoma.org>; Himes, Gail <ghimes@cityoftacoma.org>; Huseby, Eric <ehuseby@cityoftacoma.org>; Johnson, Christopher <cjohnso2@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>; Kidd, Brennan <bkidd@cityoftacoma.org>; Larson, Chris <CLARSON@cityoftacoma.org>; Marsten, Vicki <vmarsten@cityoftacoma.org>; Matt Cruzan <matthew_cruzan@comcast.com>; Megan Tuche <Megan.Tuche@pse.com>; Muller, Gregory <GMuller@cityoftacoma.org>; Newton, Corey <cnewton@cityoftacoma.org>; Beard, Patricia <PBeard@cityoftacoma.org>; Zoning <Zoning@cityoftacoma.org>; Rob.Bair@centurylink.com; Rogers, Susie <srogers@cityoftacoma.org>; Rossi, Rod <RRossi@cityoftacoma.org>; Seaman, Chris <cseaman@cityoftacoma.org>; Site Development <SiteDevelopment@cityoftacoma.org>; Stringer, Shawn <SStringe@cityoftacoma.org>; Tina Vaslet (<tvaslet@piercetransit.org> <tvaslet@piercetransit.org>); Torres, Andrew <ATORRES@cityoftacoma.org>

Cc: Stevens, Troy <tstevens@cityoftacoma.org>

Subject: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Agency Reviewer,

Please review the attached updated request for proposed Street Vacation Petition 124.1426, as requested by Multicare Health Systems, and provide comment for your respective utility/agency **on or before September 2, 2022**. Responses received later than September 2, 2022 risk NOT being incorporated into the vacation action.

Please email me with any questions you may have.

Please note: In the event that conditions do not comport to **RCW 35.79.030, which limits conditions of the vacation to the bounds of the proposed vacate area**, a representative from your respective utility will be required to attend the public hearing to present the perceived merits of your conditions. Failure to attend may result in the automatic dismissal of any such condition that does not comport to statute.

Thank you,

Troy Stevens, MSML
City of Tacoma, Public Works
Sr. Real Estate Specialist
(253) 591-5535
tstevens@ci.tacoma.wa.us



TO: Troy Stevens
FROM: Jennifer Kammerzell
SUBJECT: SV 124.1426 Multicare Health Systems
DATE: January 6, 2023

The City Transportation Division has reviewed the applicant's request to vacate portions of South 4th Street and South L Street. Both streets are considered residential streets.

The Transportation Division is concerned with restricting vehicular and active transportation access to and through the site; however, off-site and on-site improvements are proposed on the land use and work order site plan. The following comments are advisory and would be imposed at the time of development.

1. A through-block connection between the sidewalk along South 4th Street to Martin Luther King Jr. Way is required per TMC 13.06. The pathway shall be free of obstructions, meet accessibility standards, and remain open at all times (24 hrs day/7 days week).
2. A turnaround that supports vehicular and truck access, if necessary, is required at the dead end of South 4th Street. The alley west of the vacated L Street was not designed to accommodate through traffic typical of a residential street.

If you have any questions, please contact me at (253) 591-5511 or jkammerzell@cityoftacoma.org.

Stevens, Troy**RECEIVED****JANUARY 11, 2023
HEARING EXAMINER**

From: Hauenstein, Lyle
Sent: Monday, August 15, 2022 2:19 PM
To: Stevens, Troy
Subject: RE: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Troy,

Solid waste is ok with this vacation. Our only requirement is we need to be able to make a left turn out of the compactor area on L street to exit heading Southbound. The compactor for Multicare Baker Center sits between 4th & 5th on the East side of L Street in the middle of the block.

Thanks,

*Lyle S. Hauenstein
 City of Tacoma
 Collections Supervisor Solid Waste Management
 (253)594-7843*

City of Tacoma | Environmental Services|Solid Waste Management | 3510 South Mullen Street, Tacoma, WA 98409-2200



Please consider the environment before printing this email.

Notice of public disclosure: This e-mail account is public domain. Any correspondence from or to this e-mail account is a public record. Accordingly, this e-mail, in whole or in part, may be subject to disclosure pursuant to RCW 42.56, regardless of any claim of confidentiality or privilege asserted by an external party.

From: Stevens, Troy <tstevens@cityoftacoma.org>
Sent: Thursday, August 11, 2022 11:09 AM
To: Barnett, Elliott <EBarnett@cityoftacoma.org>; Bishop, Jeffrey <JBishop@cityoftacoma.org>; Boudet, Brian <BBoudet@cityoftacoma.org>; Bremer, Kandice <KBremer@cityoftacoma.org>; Avila, Britany <BAvila@cityoftacoma.org>; CenturyLink <nre.easement@centurylink.com>; Erickson, Ryan <RErickso@cityoftacoma.org>; Hauenstein, Lyle <lhauenstein@cityoftacoma.org>; Himes, Gail <ghimes@cityoftacoma.org>; Huseby, Eric <ehuseby@cityoftacoma.org>; Johnson, Christopher <cjohnso2@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>; Kidd, Brennan <bkidd@cityoftacoma.org>; Larson, Chris <CLARSON@cityoftacoma.org>; Marsten, Vicki <vmarsten@cityoftacoma.org>; Matt Cruzan <matthew_cruzan@comcast.com>; Megan Tuche <Megan.Tuche@pse.com>; Muller, Gregory <GMuller@cityoftacoma.org>; Newton, Corey <cnewton@cityoftacoma.org>; Beard, Patricia <PBeard@cityoftacoma.org>; Zoning <Zoning@cityoftacoma.org>; Rob.Bair@centurylink.com; Rogers, Susie <srogers@cityoftacoma.org>; Rossi, Rod <RRossi@cityoftacoma.org>; Seaman, Chris <cseaman@cityoftacoma.org>; Site Development <SiteDevelopment@cityoftacoma.org>; Stringer, Shawn <SStringe@cityoftacoma.org>; Tina Vaslet (tvaslet@piercetransit.org) <tvaslet@piercetransit.org>; Torres, Andrew <ATORRES@cityoftacoma.org>
Cc: Stevens, Troy <tstevens@cityoftacoma.org>
Subject: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Agency Reviewer,

Please review the attached updated request for proposed Street Vacation Petition 124.1426, as requested by Multicare Health Systems, and provide comment for your respective utility/agency **on or before September 2, 2022**. Responses received later than September 2, 2022 risk NOT being incorporated into the vacation action.

Please email me with any questions you may have.

Please note: In the event that conditions do not comport to **RCW 35.79.030, which limits conditions of the vacation to the bounds of the proposed vacate area**, a representative from your respective utility will be required to attend the public hearing to present the perceived merits of your conditions. Failure to attend may result in the automatic dismissal of any such condition that does not comport to statute.

Thank you,

Troy Stevens, MSML
City of Tacoma, Public Works
Sr. Real Estate Specialist
(253) 591-5535
tstevens@ci.tacoma.wa.us

RECEIVED**JANUARY 11, 2023****HEARING EXAMINER****Stevens, Troy**

From: Seaman, Chris
Sent: Thursday, August 11, 2022 12:37 PM
To: Stevens, Troy
Subject: RE: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Troy,

Fire apparatus access must be maintained in an approve manner. Changes to the existing roads will be reviewed and approved as part of the building permit process.

Regards,

CHRIS SEAMAN, P.E. (He/Him)

Engineer / Plan Review

Tacoma Fire Department | Prevention Division

901 Fawcett Avenue | Tacoma, WA 98402

253.591.5503 | cseaman@cityoftacoma.org



From: Stevens, Troy <tstevens@cityoftacoma.org>
Sent: Thursday, August 11, 2022 11:09 AM
To: Barnett, Elliott <EBarnett@cityoftacoma.org>; Bishop, Jeffrey <JBishop@cityoftacoma.org>; Boudet, Brian <BBoudet@cityoftacoma.org>; Bremer, Kandice <KBremer@cityoftacoma.org>; Avila, Britany <BAvila@cityoftacoma.org>; CenturyLink <nre.easement@centurylink.com>; Erickson, Ryan <RErickso@cityoftacoma.org>; Hauenstein, Lyle <lhauenstein@cityoftacoma.org>; Himes, Gail <ghimes@cityoftacoma.org>; Huseby, Eric <ehuseby@cityoftacoma.org>; Johnson, Christopher <cjohnso2@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>; Kidd, Brennan <bkidd@cityoftacoma.org>; Larson, Chris <CLARSON@cityoftacoma.org>; Marsten, Vicki <vmarsten@cityoftacoma.org>; Matt Cruzan <matthew_cruzan@comcast.com>; Megan Tuche <Megan.Tuche@pse.com>; Muller, Gregory <GMuller@cityoftacoma.org>; Newton, Corey <cnewton@cityoftacoma.org>; Beard, Patricia <PBeard@cityoftacoma.org>; Zoning <Zoning@cityoftacoma.org>; Rob.Bair@centurylink.com; Rogers, Susie <srogers@cityoftacoma.org>; Rossi, Rod <RRossi@cityoftacoma.org>; Seaman, Chris <cseaman@cityoftacoma.org>; Site Development <SiteDevelopment@cityoftacoma.org>; Stringer, Shawn <SStringe@cityoftacoma.org>; Tina Vaslet (tvaslet@piercetransit.org) <tvaslet@piercetransit.org>; Torres, Andrew <ATORRES@cityoftacoma.org>
Cc: Stevens, Troy <tstevens@cityoftacoma.org>
Subject: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Agency Reviewer,

Please review the attached updated request for proposed Street Vacation Petition 124.1426, as requested by Multicare Health Systems, and provide comment for your respective utility/agency **on or before September 2, 2022**. Responses received later than September 2, 2022 risk NOT being incorporated into the vacation action.

Please email me with any questions you may have.

Please note: In the event that conditions do not comport to **RCW 35.79.030, which limits conditions of the vacation to the bounds of the proposed vacate area**, a representative from your respective utility will be required to attend the public hearing to present the perceived merits of your conditions. Failure to attend may result in the automatic dismissal of any such condition that does not comport to statute.

Thank you,

Troy Stevens, MSML
City of Tacoma, Public Works
Sr. Real Estate Specialist
(253) 591-5535
tstevens@ci.tacoma.wa.us

Stevens, Troy**RECEIVED****JANUARY 11, 2023
HEARING EXAMINER**

From: Harala, Larry
Sent: Tuesday, September 27, 2022 3:37 PM
To: Stevens, Troy; Zoning
Cc: Frantz, Shanta; Rogers, Susie
Subject: Re: IMPORTANT RE: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Troy,

Sorry for the lag, I have no comments other than, the applicant has two pending Conditional Use Permit applications: LU21-0192 - application for a heliport and LU22-0153 application for a staff garage. If you have any related comments from the vacation please let me know.

If you have any questions or concerns please let me know.

Thank you,

Larry Harala
Principal Planner, MPA/MHA
City of Tacoma – Planning & Development Services
747 Market Street, Room 345, Tacoma, WA 98402
(253) 318-5626
lharala@cityoftacoma.org

From: Stevens, Troy <tstevens@cityoftacoma.org>
Sent: Tuesday, September 27, 2022 3:17 PM
To: Zoning <Zoning@cityoftacoma.org>; Harala, Larry <LHarala@cityoftacoma.org>
Cc: Frantz, Shanta <sfrantz@cityoftacoma.org>; Rogers, Susie <srogers@cityoftacoma.org>; Stevens, Troy <tstevens@cityoftacoma.org>
Subject: IMPORTANT RE: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Hi all,

I'm going to let the petitioner know your comments are outstanding, and that I will forward then to me ASAP.

Thank you,

Troy Stevens, MSML
Real Property Services
City of Tacoma, Public Works
(253) 591-5535
tstevens@ci.tacoma.wa.us

From: Stevens, Troy <tstevens@cityoftacoma.org>
Sent: Monday, September 12, 2022 3:46 PM

To: Zoning <Zoning@cityoftacoma.org>; Harala, Larry <LHarala@cityoftacoma.org>
Cc: Stevens, Troy <tstevens@cityoftacoma.org>; Frantz, Shanta <sfrantz@cityoftacoma.org>
Subject: RE: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Hi all,

I'm about to send comments out to the petitioner. Do you have any comments for me?

Thank you,

Troy Stevens, MSML
Real Property Services
City of Tacoma, Public Works
(253) 591-5535
tstevens@ci.tacoma.wa.us

From: Zoning <Zoning@cityoftacoma.org>
Sent: Thursday, August 11, 2022 3:07 PM
To: Harala, Larry <LHarala@cityoftacoma.org>
Cc: Stevens, Troy <tstevens@cityoftacoma.org>; Zoning <Zoning@cityoftacoma.org>
Subject: FW: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Hi Larry,

This vacation application is associated with the MBCH CUP/Variance master planning you're working on.....

Sincerely,

Shanta Frantz, AICP
Land Use and Zoning
Planning and Development Services
(253) 591-5388 - Desk Line (253) 260-0769 - Work Cell
sfrantz@cityoftacoma.org | www.tacomapermits.org

We work with the community to plan and permit a safe, sustainable, livable city.
Please take our Customer Survey: <https://www.surveymonkey.com/r/JVK8QYC>

From: Stevens, Troy <tstevens@cityoftacoma.org>
Sent: Thursday, August 11, 2022 11:09 AM
To: Barnett, Elliott <EBarnett@cityoftacoma.org>; Bishop, Jeffrey <JBishop@cityoftacoma.org>; Boudet, Brian <BBoudet@cityoftacoma.org>; Bremer, Kandice <KBremer@cityoftacoma.org>; Avila, Britany <BAvila@cityoftacoma.org>; CenturyLink <nre.easement@centurylink.com>; Erickson, Ryan <RErickso@cityoftacoma.org>; Hauenstein, Lyle <lhauenstein@cityoftacoma.org>; Himes, Gail <ghimes@cityoftacoma.org>; Huseby, Eric <ehuseby@cityoftacoma.org>; Johnson, Christopher <cjohnso2@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>; Kidd, Brennan <bkidd@cityoftacoma.org>; Larson, Chris <CLARSON@cityoftacoma.org>; Marsten, Vicki <vmarsten@cityoftacoma.org>; Matt Cruzan <matthew_cruzan@comcast.com>; Megan Tuche <Megan.Tuche@pse.com>; Muller, Gregory <GMuller@cityoftacoma.org>; Newton, Corey <cnewton@cityoftacoma.org>; Beard, Patricia <PBeard@cityoftacoma.org>; Zoning <Zoning@cityoftacoma.org>; Rob.Bair@centurylink.com; Rogers, Susie <srogers@cityoftacoma.org>; Rossi, Rod <RRossi@cityoftacoma.org>; Seaman, Chris <cseaman@cityoftacoma.org>; Site Development <SiteDevelopment@cityoftacoma.org>; Stringer, Shawn <SStringe@cityoftacoma.org>; Tina Vaslet <tvaslet@piercettransit.org> <tvaslet@piercettransit.org>; Torres, Andrew <ATORRES@cityoftacoma.org>

Cc: Stevens, Troy <tstevens@cityoftacoma.org>

Subject: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Agency Reviewer,

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Thank you,

Troy Stevens, MSML
City of Tacoma, Public Works
Sr. Real Estate Specialist
(253) 591-5535
tstevens@ci.tacoma.wa.us

Stevens, Troy

RECEIVED

JANUARY 11, 2023

HEARING EXAMINER

From: Beard, Patricia
Sent: Friday, August 12, 2022 9:38 AM
To: Stevens, Troy
Subject: Re: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems
Attachments: SV 124.1426 - Updated - Agency Comments(Multicare) 8_11_2022 (1).doc

Hi Troy - Happy Friday. This is the fanciest vacation submittal you ever sent me. They were really thorough!

My no objections comment is attached.

Have a great weekend,

Pat

From: Stevens, Troy <tstevens@cityoftacoma.org>
Sent: Thursday, August 11, 2022 11:09 AM
To: Barnett, Elliott <EBarnett@cityoftacoma.org>; Bishop, Jeffrey <JBishop@cityoftacoma.org>; Boudet, Brian <BBoudet@cityoftacoma.org>; Bremer, Kandice <KBremer@cityoftacoma.org>; Avila, Britany <BAvila@cityoftacoma.org>; CenturyLink <nre.easement@centurylink.com>; Erickson, Ryan <RErickso@cityoftacoma.org>; Hauenstein, Lyle <lhauenstein@cityoftacoma.org>; Himes, Gail <ghimes@cityoftacoma.org>; Huseby, Eric <ehuseby@cityoftacoma.org>; Johnson, Christopher <cjohnso2@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>; Kidd, Brennan <bkidd@cityoftacoma.org>; Larson, Chris <CLARSON@cityoftacoma.org>; Marsten, Vicki <vmarsten@cityoftacoma.org>; Matt Cruzan <matthew_cruzan@comcast.com>; Megan Tuche <Megan.Tuche@pse.com>; Muller, Gregory <GMuller@cityoftacoma.org>; Newton, Corey <cnewton@cityoftacoma.org>; Beard, Patricia <PBeard@cityoftacoma.org>; Zoning <Zoning@cityoftacoma.org>; Rob.Bair@centurylink.com <Rob.Bair@centurylink.com>; Rogers, Susie <srogers@cityoftacoma.org>; Rossi, Rod <RRossi@cityoftacoma.org>; Seaman, Chris <cseaman@cityoftacoma.org>; Site Development <SiteDevelopment@cityoftacoma.org>; Stringer, Shawn <SStringe@cityoftacoma.org>; Tina Vaslet (tvaslet@piercetransit.org) <tvaslet@piercetransit.org>; Torres, Andrew <ATORRES@cityoftacoma.org>
Cc: Stevens, Troy <tstevens@cityoftacoma.org>
Subject: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Agency Reviewer,

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Thank you,

Troy Stevens, MSML
City of Tacoma, Public Works
Sr. Real Estate Specialist
(253) 591-5535
tstevens@ci.tacoma.wa.us



TO: ALL CONCERNED AGENCIES & DEPARTMENTS

FROM: TROY STEVENS
PUBLIC WORKS /REAL PROPERTY SERVICES

SUBJECT: STREET VACATION REQUEST NO. 124.1426

DATE: August 11, 2022

Real Property Services is processing a petition to vacate a portion of South L Street north of South 5th Street, and a portion of South 4th Street, lying westerly of South L Street to facilitate a Multicare Health Systems redevelopment project as shown on the attached vicinity maps and described in the attached memo.

In order to be considered, your comments must be received by **Real Property Services, TMB, Room 737, by September 2, 2022**. If your comments are not received by that date, it will be understood that the office you represent has no interest in this matter.

Attachment(s)

AT&T Broadband
Pierce Transit
Puget Sound Energy
Qwest Communications
Fire Department
Police Department
TPU/Power/T&D
TPU/Water/LID
PW/Director (3)
PW/BLUS (2)
PW/Construction
PW/Engineering
PW/Engineering/LID
PW/Engineering/Traffic
PW/Environmental Services
PW/Solid Waste
PW/Street & Grounds
Tacoma Economic Development
Click! Network

RESPONSE

 X No Objections

 Comments Attached

August 12, 2022 Date

Patricia W Beard Signature

CEDD Department

Meyers, Aundrea

From: Stevens, Troy
Sent: Thursday, January 19, 2023 11:51 AM
To: Hearing Examiner
Cc: Marsten, Vicki; Kammerzell, Jennifer; Stevens, Troy
Subject: FW: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Importance: High

HEX staff,

Traffic Engineering has let me know the following:

We are planning on them paying for the lights and underground infrastructure. We will disconnect from our system and the can figure out how to repower them if they want.

Troy Stevens, MSML
Real Property Services
City of Tacoma, Public Works
(253) 591-5535
tstevens@ci.tacoma.wa.us

From: Stevens, Troy
Sent: Thursday, January 19, 2023 9:56 AM
To: Marsten, Vicki <vmarsten@cityoftacoma.org>
Cc: Kidd, Brennan <bkidd@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>; Hearing Examiner <hexcal@cityoftacoma.org>
Subject: RE: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Vicki,

Thanks for all the work you've done on this project!
At the hearing today, the HEX ("cc" here) had one question for us:

1. Will PW do the work to disconnect our infrastructure and bill the petitioner; or
2. Will they pay us for the value of our infrastructure and pay their own crews to disconnect?

Thank you,

Troy Stevens, MSML
Real Property Services
City of Tacoma, Public Works
(253) 591-5535
tstevens@ci.tacoma.wa.us

From: Marsten, Vicki <vmarsten@cityoftacoma.org>
Sent: Friday, January 6, 2023 2:52 PM
To: Stevens, Troy <tstevens@cityoftacoma.org>

Cc: Kidd, Brennan <bkidd@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>
Subject: RE: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Happy New Year Troy!

I have attached the asset estimate that will be turned over to Multicare with the requested street vacation. Please let me know if you have any questions.

Sincerely, Vicki

Vicki Marsten
City of Tacoma, Public Works
Traffic Engineering & Safety
vmarsten@cityoftacoma.org
253-591-5556

From: Stevens, Troy <tstevens@cityoftacoma.org>
Sent: Thursday, December 29, 2022 4:05 PM
To: Marsten, Vicki <vmarsten@cityoftacoma.org>
Cc: Kidd, Brennan <bkidd@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>
Subject: RE: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Thank you!

Troy Stevens, MSML
Real Property Services
City of Tacoma, Public Works
(253) 591-5535
tstevens@ci.tacoma.wa.us

From: Marsten, Vicki <vmarsten@cityoftacoma.org>
Sent: Thursday, December 29, 2022 3:55 PM
To: Stevens, Troy <tstevens@cityoftacoma.org>
Cc: Kidd, Brennan <bkidd@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>
Subject: RE: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Good afternoon Troy,

I will get the value to you next week.

Have a *Happy New Year* holiday!!

Vicki
x253-591-5556

From: Stevens, Troy <tstevens@cityoftacoma.org>
Sent: Thursday, December 29, 2022 3:28 PM
To: Marsten, Vicki <vmarsten@cityoftacoma.org>
Cc: Kidd, Brennan <bkidd@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>
Subject: RE: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems
Importance: High

Vicki,

Thinking ahead to the hearing, do we know how much the infrastructure is worth?

Multicare will be required to pay fair market value; but, that doesn't include Traffic's value.
Please provide that as soon as possible.

Troy Stevens, MSML
Real Property Services
City of Tacoma, Public Works
(253) 591-5535
tstevens@ci.tacoma.wa.us

From: Marsten, Vicki <vmarsten@cityoftacoma.org>
Sent: Friday, September 9, 2022 11:36 AM
To: Stevens, Troy <tstevens@cityoftacoma.org>
Cc: Kidd, Brennan <bkidd@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>
Subject: RE: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Good Morning Troy,

I am sorry that I forgot to send this to you on Wednesday like I said.

Sincerely, Vicki Marsten

City of Tacoma, Public Works
Traffic Engineering & Safety
747 Market Street
Tacoma, WA 98402
vmarsten@cityoftacoma.org
253-591-5556

Office hours: 7:30am – 4:30pm. M, W-F
Telework hours: 7am-4pm T

From: Stevens, Troy <tstevens@cityoftacoma.org>
Sent: Thursday, August 11, 2022 11:09 AM
To: Barnett, Elliott <EBarnett@cityoftacoma.org>; Bishop, Jeffrey <JBishop@cityoftacoma.org>; Boudet, Brian <BBoudet@cityoftacoma.org>; Bremer, Kandice <KBremer@cityoftacoma.org>; Avila, Britany <BAvila@cityoftacoma.org>; CenturyLink <nre.easement@centurylink.com>; Erickson, Ryan <RErickso@cityoftacoma.org>; Hauenstein, Lyle <lhauenstein@cityoftacoma.org>; Himes, Gail <ghimes@cityoftacoma.org>; Huseby, Eric <ehuseby@cityoftacoma.org>; Johnson, Christopher <cjohnso2@cityoftacoma.org>; Kammerzell, Jennifer <JKammerzell@cityoftacoma.org>; Kidd, Brennan <bkidd@cityoftacoma.org>; Larson, Chris <CLARSON@cityoftacoma.org>; Marsten, Vicki <vmarsten@cityoftacoma.org>; Matt Cruzan <matthew_cruzan@comcast.com>; Megan Tuche <Megan.Tuche@pse.com>; Muller, Gregory <GMuller@cityoftacoma.org>; Newton, Corey <cnewton@cityoftacoma.org>; Beard, Patricia <PBeard@cityoftacoma.org>; Zoning <Zoning@cityoftacoma.org>; Rob.Bair@centurylink.com; Rogers, Susie <srogers@cityoftacoma.org>; Rossi, Rod <RRossi@cityoftacoma.org>; Seaman, Chris <cseaman@cityoftacoma.org>; Site Development <SiteDevelopment@cityoftacoma.org>; Stringer, Shawn <SStringe@cityoftacoma.org>; Tina Vaslet <tvaslet@piercetransit.org>; Torres, Andrew <ATORRES@cityoftacoma.org>

Cc: Stevens, Troy <tstevens@cityoftacoma.org>

Subject: Street Vacation 124.1426 - Updated - Comments DUE September 2, 2022 - Multicare Health Systems

Agency Reviewer,

Please review the attached updated request for proposed Street Vacation Petition 124.1426, as requested by Multicare Health Systems, and provide comment for your respective utility/agency **on or before September 2, 2022**. Responses received later than September 2, 2022 risk NOT being incorporated into the vacation action.

Please email me with any questions you may have.

Please note: In the event that conditions do not comport to **RCW 35.79.030, which limits conditions of the vacation to the bounds of the proposed vacate area**, a representative from your respective utility will be required to attend the public hearing to present the perceived merits of your conditions. Failure to attend may result in the automatic dismissal of any such condition that does not comport to statute.

Thank you,

Troy Stevens, MSML
City of Tacoma, Public Works
Sr. Real Estate Specialist
(253) 591-5535
tstevens@ci.tacoma.wa.us