



Agenda

Meeting: Regular Meeting
Time: Wednesday, July 15, 2020 at 5:30 P.M.
Place: Zoom meeting by web or phone

To join by computer, click on the following link:

<https://zoom.us/join> or

<https://zoom.us/j/99953656397?pwd=eWQ2NE1maHhqUjNHK2poVUg2STNNU09>

If you are asked for a Meeting ID, enter: 999 5365 6397

If you are asked for a Password, enter: 382 281

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1+ 253-215-8782

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Please mute your computer or phone, when joining the meeting to minimize audio feedback and disturbance. Cameras are also not required. Thank you.

I. Call to Order

II. Roll Call/Introductions

III. Approval of Minutes (June 17, 2020)

IV. Public Comment on Agenda Topics

Please comment in the chat if you would like to speak and the facilitating Co-Chair will call on you.

V. Business Items (5:45)

- a) Transportation Commission Support for Transit Projects/Impacts(Gerrit Nyland/Jane Moore)
- b) Transportation Master Plan Updates Kick-Off (Dan Pike)
- c) Vision Zero Kick-Off (Dan Pike)
- d) COVID Impacts/Budget (Jennifer Kammerzell)



VI. Other Business/Updates (6:30)

- a) Transit Oriented Development Advisory Group (Justin Leighton/Matt Stevens/Bruce Morris)
- b) Bus Rapid Transit Citizens Committee (Richard Gardner/Jane Moore) – Meetings are on hold
- c) Bicycle Pedestrian Technical Advisory Group (Jennifer Kammerzell/Jane Moore) –Grant Updates, Municipal Code Changes, Back-in Angle Parking
- d) Planning Commission Agenda – Cancelled

VII. Staff Reports (6:45)

- a) Responses to Commission Inquiries
- b) Status of Grant Applications & Major Capital Projects – provided in regular agenda
- c) Upcoming Public Meetings & Events - None known

VIII. Commissioner Comments

Please comment in the chat if you would like to speak and the facilitating Co-Chair will call on you.

IX. Public Comment

Please comment in the chat if you would like to speak and the facilitating Co-Chair will call on you.

X. Adjourn

ID	PROJECT	STAFF LEAD	PROJECT STATUS	NEXT MILESTONE FOR DECISION/REVIEW	NEXT COMMISSION FEEDBACK DATE
1	Impact Fees	Public Works	On hold to coordinate with Fire, Metro Parks, Environmental Services	Kick-off with Consultant	
2	Vision Zero	Public Works	Planning for Scope and Community Engagement	Kick-Off with Consultant	
3	6-Year Transportation Program	Jennifer Kammerzell	Pending Adoptions	Review IPS 7/22/20	Recommended to IPS 6/17/20
4	Transportation Master Plan 2020	Jennifer Kammerzell	Planning for Scope and Timeline	Review TC 7/15/20	
5	Street Initiative Progress Reporting – Capital and Active Transportation Projects & Programs	Public Works	2020 report on hold due to staffing		
6	Amend Bylaws	Co-Chairs	As needed		
7	TMP 101 – What is Transportation Commission relationship to TMP, Why is it important	Jennifer Kammerzell	Ongoing, as-needed		
8	Tideflats Subarea Plan	Stephen Atkinson	In planning		
9	Safe Routes to School Implementation and Programs	Carrie Wilhelme	Annual update		
10	Hazardous Sidewalk & Missing Link Sidewalk Program	Mark D'Andrea	Annual update		
11	Capital Project Status Annual Update	Sue O'Neil	Annual update	Q2 status report sent in July	
12	Schuster Parkway Planning	Stephen Atkinson	On hold due to staffing		
13	Prairie Line Trail Continuation	Sue O'Neil	Funded for 2023		
14	Hilltop Links to Opportunity (Design)	John Kulju	In design		
15	Micromobility – Bike and Scootershare	Liz Kaster	RFP awarded pending contract negotiations		
16	Tacoma to Puyallup Connection	Liz Kaster	Select preferred route		
17	Sound Transit –Link Extension	Sound Transit	In construction		
18	Sound Transit - Central Link Station Location	Sound Transit	Preparing for public comment period		
19	Sound Transit - 19th Extension	Sound Transit	In planning		
20	WSDOT – SR167 and I-5 HOV	WSDOT	In design		

21	WSDOT I-5 Tacoma Mall Off-Ramp	WSDOT/Public Works	Study completed, need funding		
22	Pierce Transit – Pacific Avenue High Capacity Transit	Pierce Transit	NEPA, Design	February, April, June, August	
23	Pierce Transit - Bus Rapid Transit	Pierce Transit	In design/environmental review		TC recommended to IPS 6/19/20
24	Pierce Transit - Long Range Plan	Pierce Transit	To be released January 21st	Review TC 2/19/20	
25	Metro Parks – Ruston Way “Envision Our Waterfront Tacoma”	Metro Parks			
26	Pierce Transit Franchise Agreement - handout	Public Works			
27	BPTAG Work Plan (annually)	Jennifer Kammerzell			
28	PTAG Work Plan (annually)	Rachel Lindahl			
29	Planning Commission Work Plan (annually)	Lihuang Wung			
30	System Completeness / Concurrency Status (assess every 2 years 2020)	Transportation Commission			
31	Performance Tracking (assess every 2 years - 2020)	Transportation Commission			
32	TMP Amendment Update (every 2 years 2019)	Transportation Commission			
33	TMP Full Update/Assessment (every 5 years - 2020)	Transportation Commission			
34	Affordable Housing and Access	PDS	IPS Recommended Work Plan		
35	Bike Boulevards - Increase facilities, wayfinding, and use	BPTAG	IPS Recommended Work Plan		
36	Pierce Transit- Support higher frequency and future increases	PDS	IPS Recommended Work Plan		
37	Vision Zero - Support development and implementation	Public Works	IPS Recommended Work Plan		
38	Neighborhood Greenways - Include in TMP and focus on traffic calming elements	Public Works	IPS Recommended Work Plan		
39	Bike Friendly City - Strive for silver status and prioritize network of protected bike facilities	BPTAG	IPS Recommended Work Plan		



Minutes

Meeting: Regular Meeting
Time: Wednesday, June 17, 2020 at 5:30 P.M.
Place: Zoom meeting by web or phone

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I. Call to Order

Co-Chair Nyland called the Meeting to order at 5:31 PM.

II. Roll Call/Introductions

Jacki Skaught was absent.

III. Approval of Minutes (February 19, 2020)

The minutes were moved by CM Leighton and seconded by CM Mason. They were approved with one edit to the second sentence under Pierce Transit Long Range Plan to delete the word "on".

IV. Public Comment on Agenda Topics

There was no public comment.

V. Business Items (5:45)

- a) Pierce Transit Destination 2040 Comment Letter Recommendation (Justin Leighton/Jane Moore)
The Commission reviewed the letter drafted by Co-Chair Moore and CM Leighton. The Commission approved the letter with minor changes to the heading. Jennifer Kammerzell will forward the letter to Infrastructure, Planning, and Sustainability Council Committee.
- b) 6 YR Transportation Improvement Program Draft Final Recommendation (Jennifer Kammerzell)



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Jennifer Kammerzell provided an overview of the draft 6 Year Transportation Improvement Program. The Commission had reviewed the added and deleted projects. She explained that there were two changes to that list. The newly proposed East 26th Street Bridge Repair project was removed from the added list. After further evaluation of the bridge's load capacity, it was determined that it was satisfactory for use by future transit. A new project titled I-5/South 56th Street Interchange ADA improvement project will be added. She explained that WSDOT will be paying the City to design and act as project managers for the improvements. *CM Leighton asked how many ramps will be constructed. Response: There will be 21 new curb ramps. CM Mason asked what the County's contribution would be as part of the South Sound Freight Modeling project. Response: Pierce County provided a letter of support committing to \$25,000. CM Leighton asked for additional clarification about location of the Portland Avenue BNSF bridge project. Jennifer explained that the project is vehicle access over the BNSF railroad tracks. Jennifer provided an overview of some new projects, including the East 11th Street Bridge demolition project, Vision Zero Implementation, and 2021-22 Streetlight Installation. CM Leighton asked if the bridge could be demolished in phases and CM Stevens asked why not demolish and replace at once. Response: The first priority for demolition would be to remove the steel truss. The next priority would be to remove the concrete bridge, or at a bare minimum, take steps to mitigate the risk to the Port of Tacoma and its staff who work within the vicinity of the structure. By removing the structures in the near term, it would reduce the costs of the replacement of the 11 concrete sections in the future. We know that if you spend \$9 million today, then wait 10-20+ years to install a new structure, savings will be lost from inflation and increased costs. But, in today's dollars, it reduces the costs. Unfortunately, there are very limited grants available for demolition and the cost to install a new bridge is quite large. The other challenge is that the City has currently prioritized completing the Fishing Wars Memorial Bridge segments. CM Gardner asked for the specific location of the S 48th Street Sidewalks project that was not funded by the TIB grant. Response: The project was on S 48th Street between Cushman and Asotin Streets.*

A presentation will be provided to the Infrastructure, Planning, and Sustainability Council Committee on July 22, 2020.

c) COVID Impacts (Jennifer Kammerzell)

Jennifer Kammerzell provided an overview of the impacts that COVID has had on City operation and on projected financial revenues. She discussed the financial impacts to sales tax, property tax, motor vehicle fuel tax, which impacted several departments and programs. In response to the 2020 impacts, staff was asked to evaluate projects or programs that could be delayed or eliminated as a budget saving for this year. The proposals included temporary layoff of staff, including Street Operations, Tacoma Dome Staff, and Parking Enforcement, reducing project funds for the Transportation Master Plan, delay the S 84th Street Corridor Study project, and delay the Environmental Services Larchmont Green Stormwater Infrastructure Project. She also explained that Office of Management and Budget asked City Council to identify a list of project/programs that they would like to see funded and as part of that, what project/program would be reduced. *CM Leighton asked if the summary of impacts to the Streets Initiative Fund (\$2.9M) includes the TBD Sales Tax. Response: This does include the Sales Tax (\$1.1M) and Gross Earnings Tax (\$1.8M). Keep in mind that the TBD Sales Tax is different from the TBD Vehicle Fee. I-976 revolves around the TBD Vehicle fee.*

CM Leighton asked how often the budget presentations will occur. Response: The presentations will be part of the City Council's regularly scheduled Study Sessions (Tuesdays at noon). CM Leighton recommended that the Commission should participate in and comment on future transportation funding, especially as it related to reductions and prioritization.

d) Grant Updates (Jennifer Kammerzell)

Jennifer Kammerzell provided an update on grant applications that were applied for or will be applied for this year. A grant to install flashing school zone beacons at E 56th Street and Portland Avenue was applied for and funded this year. The project will be completed by the end of the year. A grant to install bike lanes on Mildred Street between S 12th and N 9th Streets that continued the facilities in front of TCC was applied for this year as well. This is a striping only project. Both of those projects were part of WSDOT programs.

The City also applied for construction of the Water Flume Line Trail Phase 3A and 3B (Pine to M Streets) as part of the countywide grant funding and have scored well. Prairie Line Trail Phase 2 was part of the regional grant competition and was not recommended for funding; however, it scored well and could be a contingency project. The City also applied for a preservation project on Portland Avenue and freight modelling project in the Port, but was not successful. The assumption is that in an effort to balance the requests from all agencies, the City received a larger share for Water Flume Line Trail. CM Mason added that City staff did really well with the application and competition, since the City will receive approximately 25% of the total grant funds.

The City is proposing to apply for WSDOT Bike/Ped grant to install buffered bike lanes on Cedar Street between S 15th and Center Streets. The project will also include missing link sidewalks under SR 16 on the east side. This project is due July 15, 2020 (correction). The City is also proposing to apply for WSDOT Safe Routes to School to install a raised crosswalk and protected bike lanes on S 66th Street in front of Manitou Elementary School. Both projects have been reduced in scope to remain competitive with the grant ask. *CM Miller asked if there will be a traffic signal at S 15th and Cedar Streets. Response: Jennifer explained that a signal is not proposed; however, the reduced roadway and two-way, left turn lane will assist with those movements. The City is proposing to add pedestrian crossing beacons too.* CM Stevens is interested in participating in any corridor planning for Cedar/Pine Streets. Co-Chair Nyland asked about the status of the Transportation Master Plan. Jennifer explained that there is funding to conduct a reduced scope of work that would occur by city staff, instead of a consultant. Dan Pike will lead that project and it's anticipated to start this summer.

VI. Other Business/Updates (6:30)

- a) Transit Oriented Development Advisory Group (Justin Leighton/Matt Stevens/Bruce Morris)
The group has not met since March. Meetings are on hold. CM Stevens asked about the status of the group and potential funding reductions. CM Leighton explained that the group meetings are on hold. Josh Diekmann explained that Planning Department staffing for TODAG was part of the temporary layoff, which will return the end of July.



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- b) Bus Rapid Transit Citizens Committee (Richard Gardner/Jane Moore) – Meetings are on hold. CM Gardner explained that Pierce Transit has a virtual open house with public comment available. He explained that roundabouts are no longer part of the proposal. CM Morris asked what locations were previously proposed and why they were dropped. CM Gardner stated the primary location was approximately S 72nd Street and Pacific Avenue and was eliminated due to lack of operational benefit and right-of-way needs.
- c) Bicycle Pedestrian Technical Advisory Group (Jennifer Kammerzell/Jane Moore) – They did not meet during COVID, but do plan on meeting June 22, 2020.
- d) Planning Commission Agenda – June 17, 2020 Meeting is cancelled

VII. Staff Reports (6:45)

- a) Responses to Commission Inquiries
The City also awarded the RFP for scootershare to Razor and is in contract negotiations. The City is also proposing to bring forward municipal code changes related to bike and scooter share. CM Leighton stated that he saw a tricycle on the waterfront that was being rented from someone/somewhere. Jennifer was not aware of any vendors that were permitted to operate in the ROW, so she will notify Liz Kaster, Active Transportation Coordinator.
- b) Status of Grant Applications & Major Capital Projects – provided in regular agenda
- c) Upcoming Public Meetings & Events - None known

VIII. Commissioner Comments

CM Stevens asked about the City's ability to allow parking to be used for additional sidewalk or commercial use. Jennifer shared that the City unveiled a new curbside café/market program, which is similar to parklets and streateries. This is complementary to a new temporary Loading Zone and ADA parking program.

CM Leighton explained that the Supreme Court would hear the lawsuit on I-976 this summer.

CM Mason asked about programs to assist neighborhoods in funding new street lights and looking at the project costs, is it really \$20k per Street Light. Response: Jennifer will provide a separate email to CM Mason and Leigh Starr, Assistant Division Manager for Signal Street Light Section. As for the cost of individual street lights, the project includes the cost to install 200 new streetlights on existing TPU power poles and the cost to repair an identified number of street lights.

CM Alonzo asked about the impacts to the Hilltop Link Extension and funding. He was aware that Sound Transit was asking for additional funds for the project, even though the project is over halfway completed. CM Leighton explained that the transfer of \$35M within Sound Transit was primarily from one pot of funding to another within the organization.

IX. Public Comment

Hally Bert, Downtown on the Go, provided comment.

X. Adjourn (7:15)

Recorded minutes:

https://zoom.us/rec/play/v50qIeD9_T03TIWTtwSDAfZ7W421f6is0CkZ_KFbxBuyVyMCYFSiYeNH7

[aGMZ0-ba1nXvrFgpICuqMk?startTime=1592440178000& x zm rtaid=mA6lwDgIST-uRCWzg5KPag.1594595322615.d9750e5b9b85d2a6be8f85caf3e0a836& x zm rhtaid=199](#)



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June 17, 2020

Transit Agency Board Member

Attn

Address

City

CC: Pierce Transit Board Members, Sound Transit Board Members, Tacoma City Council Members, Pierce County Council Members

Dear _____,

Tacoma and Pierce County have glaring gaps in transit service. As agencies and leaders look ahead to pandemic recovery, we are writing to insist you recommit to providing a basic usable and accessible transit network in Tacoma and Pierce County. We acknowledge that transit agencies are suffering financially even more than most local jurisdictions because of the shortfall in sales tax revenue.

Tacoma and Pierce County have not seen the same levels of investment in transit as our neighboring counties. The way Pierce Transit and Sound Transit define and commit to equity has failed to serve our community. Please protect and increase the investment in transit services that allow all people to move freely, especially people of color and people with lower incomes. Transit in Tacoma has not been prioritized by regional and local agencies to the detriment of the community members most electeds seek to help the most. To ignore transit as essential now will amplify the impacts of institutionalized racism.

The way that transit access impacts people's housing, health, and economic opportunity has never been more apparent. Tacoma and Pierce County are facing an Affordable Housing Emergency. If housing stock grows without consideration of transportation accessibility, our region will only further burden our most vulnerable community members. A long history of redlining, gentrification, and environmental racism has greatly impacted the public health and access to opportunities for many Pierce County residents. The negative impacts of COVID-19 have disproportionately impacted those who rely on transit for mobility. As we all recover, we must prioritize those who have lost the most over these last few months and who have been underserved long before.

	Pierce County Demographics	Sound Transit Ridership in PC	Pierce Transit Ridership (2017)	Diagnosed with COVID-19 in PC
White	66%	65%	60%	50%
Non-White	34%	35%	40%	50%
Income <\$35,000	About 21%	25.3%	67%	N/A

INTERNAL 6/17/2020

Prioritization for people with disabilities and historically underinvested

Our current transit system does not work for most people. A lack of funding has rendered it useless for those who work non-traditional hours and those who do not have the luxury of time to wait for hour-long headways. While we understand cuts are being made quickly, public agencies have a long history of not conducting outreach in a way that includes Black people, people of color, and people with disabilities. In Pierce County, 81% of transit riders are dependent or semi-dependent on transit and this same group has been systematically left out of the public outreach processes that shape transit service. Collectively, we must do better.

Maintain Commitments to Tacoma and Pierce County Projects

Development and gentrification in Tacoma and Pierce County have been intensified by Sound Transit and Pierce Transit projects. Many decisions and investments made by public agencies, developers, and business owners have been informed by the improved connectivity and access promised with transportation projects.

If transit does not develop alongside housing and job opportunities the sites of improvement will be left vacant. We've seen this in the Hilltop Neighborhood as many properties have timed development with the opening of the Hilltop Link Extension. Vacant spaces do nothing for community members. If public agencies slow project development in Tacoma and Pierce County, it will mean that the desperately needed job market growth and housing stock increase will slow as well.

Recognize Disproportionate Environmental Injustices

Redlining and environmental racism has shaped a city and a county with stark public health disparities. Air quality is worse in neighborhoods in Pierce County with more black, brown, and low-income community members. This is a result of highway traffic pollution and the proximity of these neighborhoods to the Port of Tacoma and other heavy industries. Even during the COVID-19 Pandemic, air quality has not improved in South Tacoma. This is in part due to the fact that neighbors in these areas are still commuting to their essential jobs and accessing essential services by car. Tacoma is a city of workers who cannot easily transfer to remote options.

Our transit agencies must examine the larger context of the communities in which they work and serve them accordingly. Shirking our responsibility to deliver transit equity to the suburban, exurban, and industrial parts of Pierce County will lead to us being passed over for green industries. We must ensure our lack of transit is not a barrier for helping Tacoma transition into a low carbon future. Climate change has been recognized as an emergency in Tacoma, Pierce County, and by the Puyallup Tribe, and transit funding is a critical piece of a healthier environment for all.

Tacoma and Pierce County deserve better. We are not an extension of South King County, we are not an afterthought, we are not a suburb. We are a strong and unique community that demands to be prioritized based on past and ongoing injustices.

Collectively,
Downtown On the Go, Citizens for a Healthy Bay, Tacoma Urban League, Sound Outreach,
Rooted in Rights, Tacoma Sunrise, League of Women Voters of Tacoma-Pierce County,
Tacoma-Pierce County Affordable Housing, Transportation Choices Coalition, Latinos Unidos of
the South Sound, Hope Sparks, Goodwill Tacoma



Latinx Unidos
of the South Sound





City of Tacoma
Office of Sustainability

July 2, 2020

TO: Tacoma City Council
Tacoma Municipal Building
747 Market Street, 12th Floor
Tacoma, WA 98402

RE: Sustainable Tacoma Commission Recommendations for 2021-2022 City Budget

To the Honorable Mayor Woodards and City Councilmembers,

The Sustainable Tacoma Commission urges you to use a comprehensive lens, which incorporates climate justice, racial justice, and environmental justice, to evaluate proposals for the 2021-2022 budgets. Although climate change, environmental pollution, and pandemics affect everyone, the consequences are too often unfairly distributed among poor communities and communities of color. This will support Tacoma's recovery from the COVID-19 crisis, as well as build resilience to climate change and future pandemics. In the upcoming budget decisions, the STC suggests you consider the following three priorities:

1. Prioritize actions and resources for the declared Climate Emergency like the City of Tacoma has for other emergencies

The City of Tacoma has the opportunity to address our climate crisis, while it also responds to the COVID-19 health crisis. Recognizing that historically oppressed and marginalized populations suffer the greatest impacts of climate change and environmental pollution, it is concerning that the current priorities in the 2021-2022 budget cycle do not address the climate crisis, climate justice, or environmental justice, which are key to a healthy and economically vital Tacoma.

A good first step would be to specifically add "addresses climate crisis" as a criterion for the 2021-2022 budget proposals. The Climate Emergency needs to be resourced like an emergency; we have seen large amounts of funding mobilized to address the COVID-19 and homelessness emergencies, and appropriately so, but have yet to see the same level of investment in addressing the climate crisis, which the City of Tacoma also declared an emergency. According to the United Nations' Special Report on Global Warming of 1.5°C¹, we have 10 years to prevent the most catastrophic impacts of climate change; each year delayed adds makes preventing this outcome more logistically challenged and more expensive.

¹ https://report.ipcc.ch/sr15/pdf/sr15_spm_final.pdf

2. Preserve community trust with transparent decisions and dialogue

We encourage the City Council to improve engagement with community members. It has been hard for us as Commissioners, with staff support, to understand how the Council makes decisions. Similarly, we have heard from frustrated community members who do not know how or if their comments are being considered. To improve transparency the Council and City must communicate how community voices have been, and will continue to be, heard and considered in decision making.

Although COVID-19 has brought challenges to the traditional methods of soliciting and hearing feedback, we know the Council can find innovative ways to facilitate substantive two-way dialogue.

Additionally, it is important for the Sustainable Tacoma Commission, among other Commissions, to be allowed to meet regularly. For the first three months of the COVID-19 crisis, the Sustainable Commission was not allowed to meet as a body and fulfill its advisory role. As a result, we were not allowed to weigh in on important decisions.

3. Consider access to multiple health and environmental benefits just as integral to life as public safety, and reflect this in the 2020-2021 budget

Clean air, water, and natural spaces ranks with access to food, jobs, transportation, and other social and environmental factors that are integral pieces to healthy individual living conditions and a safe and healthy community. Compared to other aspects of public safety, the City of Tacoma has yet to put even a fraction of similar general fund investments into programs that have a large benefit to community members' health and wellbeing.

We recommend rethinking budget decisions so that we can improve the environmental and health inequities that Tacomans experience daily. The recently passed Resolution 40622 names making "transformational change" in the city's systems and institutions an immediate goal and specifically cites "quality of life" as a concern. We urge the council to consider reprioritizing the budget to reflect this commitment to transformational change and to fund the other aspects of human wellbeing named above.

Below, please find the STC's specific suggestions for Council action to meet these three priorities:

Immediate Actions – Prioritize with funds available now:

1. Prioritize Climate Justice in the 2021-2022 budget and in any use of future federal or other stimulus dollars.

Specifically, add "addresses climate crisis" as a criterion for the 2021-2022 budget proposals, and continue using the Equity Index² and other tools such as the Washington Environmental Health Disparities Map³ developed by Front & Centered to evaluate budget proposals.

² <https://www.cityoftacoma.org/cms/One.aspx?portalId=169&pageId=175030>

³ <https://fortress.wa.gov/doh/wtn/WTNIBL/>

2. Continue to fund actions in the “Air & Local Food” section of the 2015 Environmental Action Plan (EAP), specifically actions A3, A5, and A7.

Access to food has emerged as a large impact of the COVID-19 crisis and has given clear examples of how access to healthy foods is part of a person’s and community’s resiliency and self-sufficiency. Actions A3, A5, and A7 invest in the local food system and encourage innovative economic opportunities for Tacoma community members.

- **A3 -- Support community groups working on food equity**

Action A3 is currently proposed to be cut in the 2021-2022 budget. In the 2019-2020 biennium, this action provided contracts with grassroots community groups to work on food equity projects.

- **A5 -- Support urban agriculture and clear legal hurdles so citizens can sell produce grown in the city**

There has been some initial interest in this action, but substantive progress that would allow citizens to develop self-sufficiency and food sovereignty through selling produce grown in the city has not been made.

Additionally, it has come to our attention that the City has ceased issuing permits for community gardens in the public right-of-way. This should be reinstated, and novel uses of public right-of-way for food production should be explored as a part of this action.

- **A7 -- Pilot 1-2 small scale urban agriculture programs on public land**

3. Fund implementation of the Urban Forest Management plan, specifically Municipal Code changes for tree preservation and assistance for low-income homeowners with hazard trees

The availability of trees in our neighborhoods is directly connected to the COVID-19 crisis. Supporting studies for the 2019 Urban Forest Management Plan⁴ showed that low-income and high-person of color areas of Tacoma had significantly less trees than whiter, more affluent parts of the city, and that these areas became much hotter on extreme heat days. While the air monitoring study is still ongoing, there is a direct correlation between lack of trees and poor air quality⁵ and lack of trees and high rates of asthma and chronic obstructive pulmonary disease (COPD)⁶ – conditions that increase COVID-19 mortality⁷.

A program to assist low-income homeowners with maintenance of hazard trees has been eliminated in the proposed 2021-2022 budget. We encourage you to reprioritize funding from other areas to keep this program available to residents, as it will help preserve tree canopy in low-income areas and make progress toward some of the equity goals in the Urban Forest Management Plan.

⁴ <https://www.tacomatreeplan.org/post/supporting-studies>

⁵ <http://www.naturewithin.info/UF/TreeBenefitsUK.pdf>

⁶ <https://www.nature.org/en-us/what-we-do/our-insights/perspectives/how-urban-trees-can-save-lives/>

⁷ <https://projects.iq.harvard.edu/covid-pm>

Exploring Municipal Code changes to preserve and expand the City of Tacoma's tree canopy cover is part of the Urban Forestry Implementation strategy and can likely be done with existing staff.

4. Continue to implement the Sustainable Materials Management Plan, in general, and leverage any education activities for “recycle right” to stress waste prevention

In addition, in exploring recovery from the COVID-19 health and economic crisis, use this as an impetus to support local development of markets and other processing capacity for recyclable materials.

5. Transportation funding

Transportation accounts for the largest source of greenhouse gas emissions in the City, and there is a strong connection between modes transportation, air quality, and human health. As the COVID-19 crisis has made using public transportation riskier for vulnerable groups, investments in active transportation access and options become more important. The City should continue to fund, support, and encourage active transportation adoption and infrastructure. Actions within the transportation section of the EAP should be a priority for funding with additional stimulus and other funds the City may acquire.

Specifically, the City should focus on:

- **Action T2 -- Establish dedicated and stable funding for active transportation education, encourage, safety programs, and infrastructure improvements.**

The City should also continue to lead by example, such as by increasing investment in:

- **Action T11 -- Convert solid waste trucks from diesel to renewable natural gas made from methane captured at the wastewater treatment plant.**

6. Adequately fund outreach for the update of the Environmental Action Plan.

Funds for an outreach contractor for the upcoming EAP update were partially eliminated in 2020 due to COVID-19 budget cuts. If funds allow, \$10,000 - \$20,000 available to support grassroots community outreach would drastically increase the reach of outreach, particularly in communities prioritized for equity. Funding the EAP update was part of the Climate Emergency Resolution. We feel that a concerted investment in outreach is an essential element in building transparency, trust, and buy-in to the City's planning efforts.

Sincerely,



Lexi Brewer
Chair, Sustainable Tacoma Commission

CC: City of Tacoma Office of Environmental Policy and Sustainability
Patrick Babbitt
Kristin Lynett
James Parvey
Latasha Wortham
Jennifer Kammerzell
Lihuang Wung
Michael P. Slevin III
Elizabeth Pauli



Vision Zero Updates

City of Tacoma | Department of Public Works
Traffic Engineering Section

Transportation Commission
July 15, 2020

Overview



- Background
- Scope
- Status
- Timeline
- Identify roles of stakeholders and contributors
- Next Steps

Background



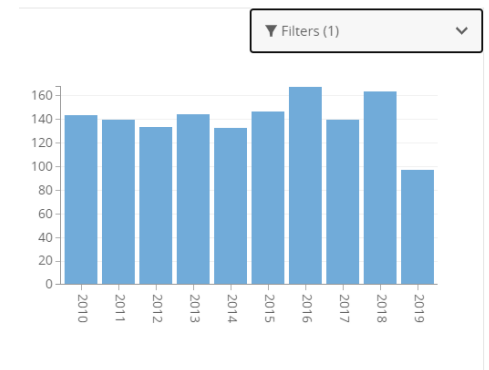
- Per City Council Resolution, Tacoma Embarking on Vision Zero effort
 - Goal of Zero crash-related deaths or serious injuries by 2035
 - Involves creation of Vision Zero Action Plan
 - Transportation Commission has key role

Scope



- Equity lens
- Community Engagement Plan
- Assessment of collision data - data driven approach
- Assessment of existing policies, programs, and practices
 - State of the Speed
- Goals and Strategies
- Funding Opportunities
 - Impact Fees

All Collisions Involving Pedestrians or Bicyclist by Year



Status



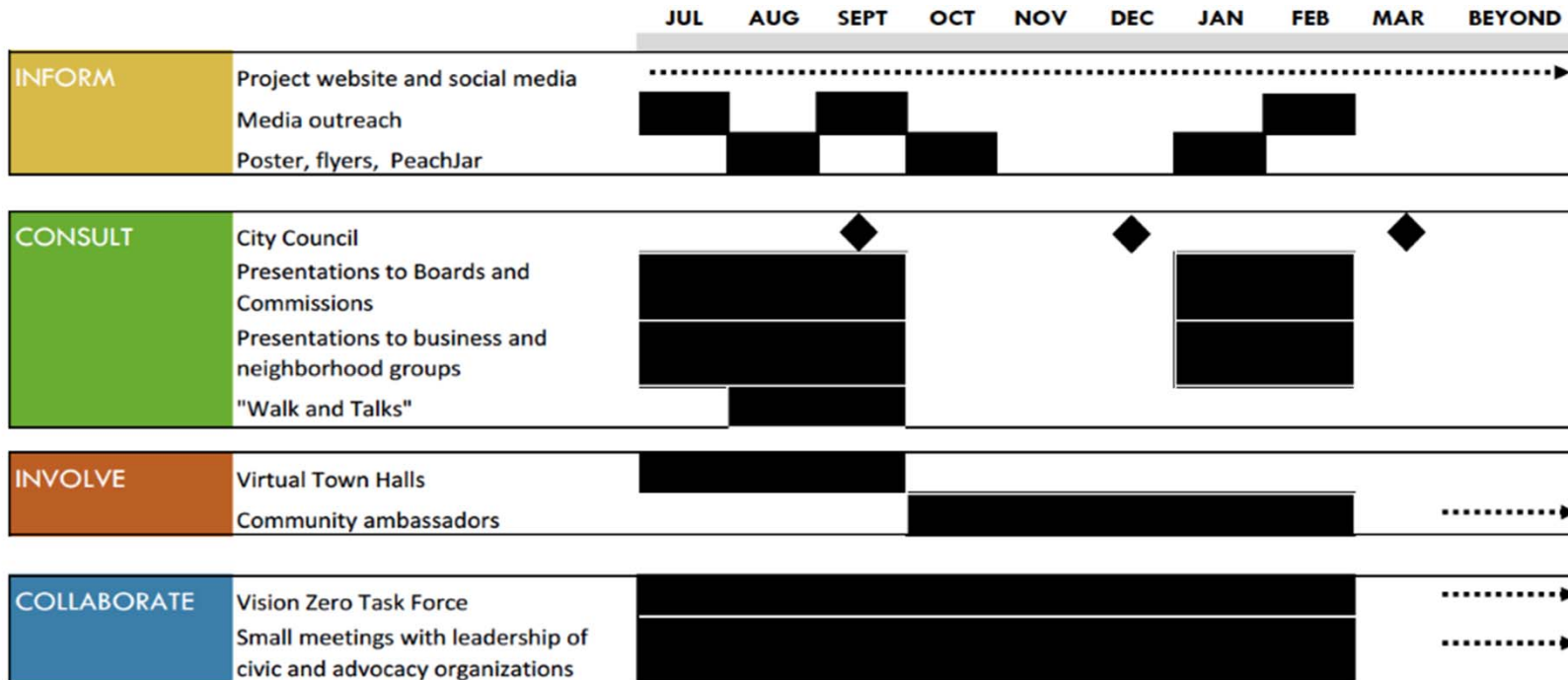
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 - Meeting bi-weekly
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- Identifying Stakeholders
 - Draft list, with opportunities to add as other interests and stakeholders are identified



Outreach Timeline



- Vision Zero Outreach/Communications Timelines



Community Engagment – Collaborate/Involve



- Tacoma Urban League
- Korean Women's Association
- Mayor's Youth Council
- Puyallup Tribe of Indians
- Northwest Immigrant Rights
- Cambodian?
- Russian?
- Latinx Unidos of the South Sound - LUSS
- Calavera Collective
- Black and Indigenous Organizing
- Velofemmes
- 2nd Cycle (non profit, programming)
- Bicycle Pedestrian Technical Advisory Group
- Tacoma Area Commission on Disabilities
- Rooted in Rights
- Human Rights Commission
- Citizen Police Advisory Committee
- Tacoma Rainbow Center

Community Engagement – Consult/Inform



- Downtown on the Go
- Alchemy Skateboard
- Salishan Health Advocates
- Business Districts
- MultiCare Hospital
- St. Joseph Hospital
- Black Chamber of Commerce of Pierce County
- Metro Parks
- Pierce Transit
- Tacoma School Board
- University of Washington Tacoma
- UWT – Planning
- Tacoma Housing Authority
- Tacoma Community College
- Bates Community College
- Evergreen College
- University of Puget Sound
- Sustainable Tacoma Commission
- Safe Streets Group – District 3, 4, 5
- Neighborhood Councils

Next Steps



Outcomes from Today's Meeting

- Community Engagement group feedback
- Representative on Stakeholder Committee



Questions



- Thanks for your engagement

Dan Pike

Long Range Transportation Planner

253-591-5979

dpike@cityoftacoma.org



Vision Zero Updates

City of Tacoma | Department of Public Works
Traffic Engineering Section

Transportation Commission
July 15, 2020

Overview



- Background
- Scope
- Status
- Timeline
- Identify roles of stakeholders and contributors
- Next Steps

Background



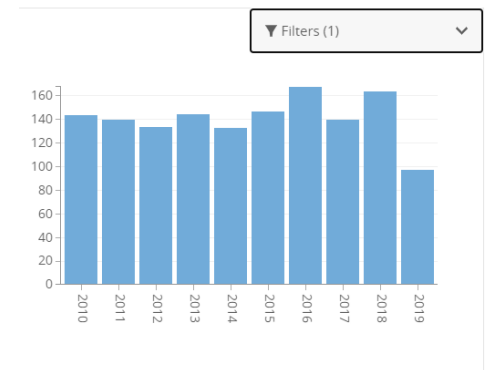
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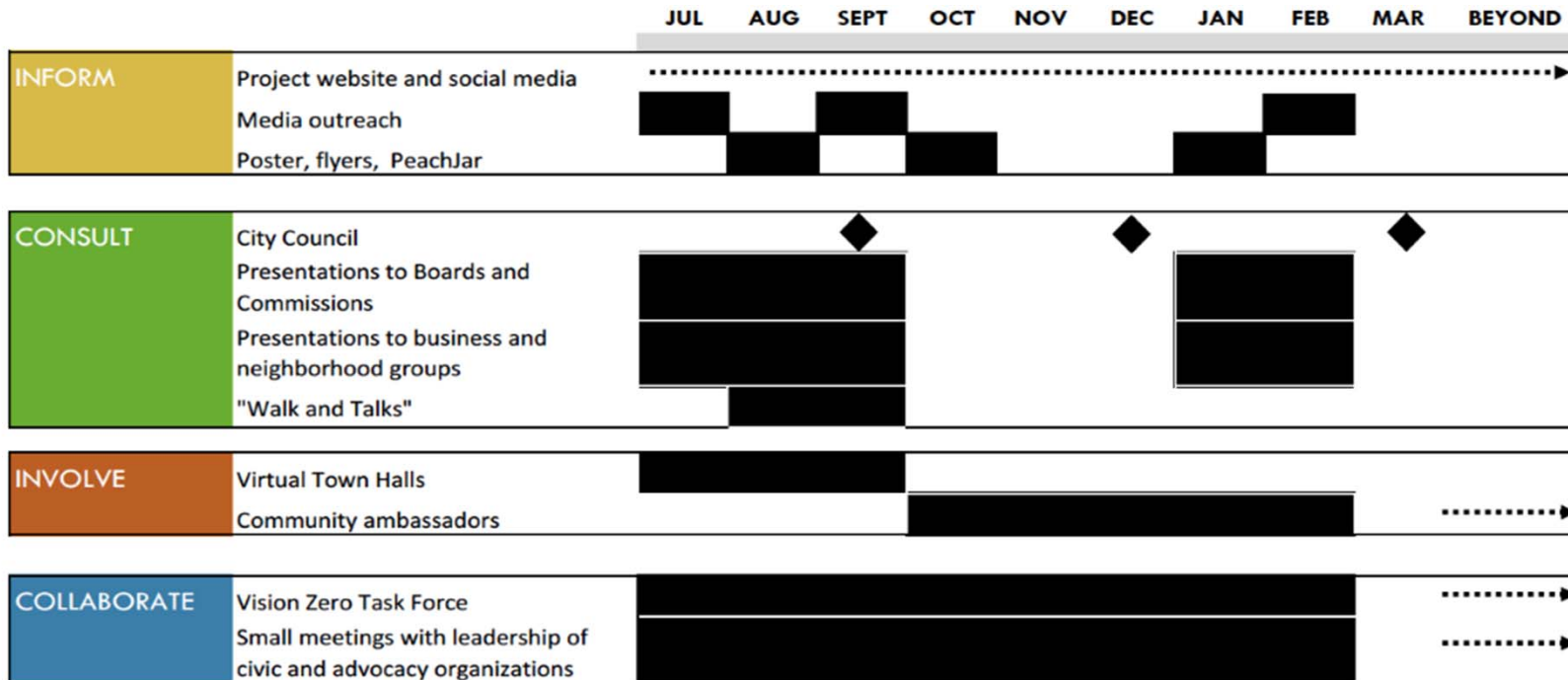
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