



**City of Tacoma
Transportation Commission**

Gerrit Nyland, Co-Chair, City Manager Appointed
Bruce Morris, Co-Chair, District 4
Richard Gardner, At-Large
Erin Anderson, At-Large
Troy Serad, At-Large
Matt Stevens, At-Large
Jacki Skaught, District 1
Vacant, District 2
Luis Alonzo, District 3
Aram Westergreen, District 5
Vacant, City Manager Appointed

FINAL Minutes

Meeting: Regular Meeting
Time: Wednesday, May 18 at 5:30 P.M.
Place: Virtual, Zoom

Join by computer, click on the following link:

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

Join by Phone: **(253) 215-8782**

Meeting ID: **873 1689 1624**

Passcode: **747000**

Please mute yourself to minimize disturbance. The meeting is recorded and chat is part of the public record. Thus, this meeting may be subject to disclosure (RCW 42.56), regardless of any claim of confidentiality/privilege asserted by an external party.

I. Call to Order

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

II. Roll Call/Introductions

CM Reehill submitted her resignation. Co-Chair Morris and CM Skaught were excused absent.

III. Approval of Minutes (March 16, 2022)

CM Serad moved and CM Anderson seconded to approve the minutes for April 20, 2022.

IV. Public Comment on Agenda Topics

No members of the public provided comments.

V. Business Items

a) State of the Sidewalks

Liz Kaster, Active Transportation Coordinator, provided a presentation on why sidewalks are important, the policies and goals that support them, the need, current programs, and potential funding options. The presentation was provided to the Bicycle & Pedestrian Technical Advisory Group (BPTAG), Infrastructure, Planning, and Sustainability Committee (IPS), and City Council Study Session. In addition to the Transportation Master Plan, a completed sidewalk network supports the City's priorities to address racial disparities, climate action, safety, ADA accessibility, and affordable housing.

Preliminary data indicates that there are approximately 408 miles of missing sidewalk, which would cost approximately \$1.02 billion to complete. The City would need approximately \$1.9 billion to complete all



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active transportation facilities, including ADA curb ramps, Audible Pedestrian Signals, and bike facilities. Capital projects, typically grant funded, private development off-site improvements, and Streets Initiative projects are the primary source for sidewalk funding. CM Serad asked how the City prioritizes construction of new curb ramps. Liz shared that building/rebuilding curb ramps are often part of a street project and are based on requests from people with disabilities. CM Serad would like to see a network based solution in the future. CM Serad asked if there could be a mechanism where the City pays for construction and maintenance. Liz explained that other cities have specific funding programs and that City Council is interested in a dedicated program.

Liz provided an overview of the Unfit/Unsafe Sidewalk Program, low-income unfit/unsafe sidewalk program and, sidewalk cutting program. Liz shared that other cities have a Point of Sale Sidewalk program, Transportation Impact Fees, and Streets Initiatives dedicated to fixing and building new sidewalks. CM Serad asked if City Council was receptive to what other cities are doing and if new development or alterations. Liz shared that CM Walker has been working with Legal and city staff about a point of sale program and identified a barrier with Washington law that prevents a copycat of Oakland's program. Staff will be working with state legislators to identify opportunities to eliminate that barrier. CM Gardner mentioned that the City of Seattle has a similar program where development and replacement of sidewalks was problematic for the scale of a project/remodel and connectivity to nearby sidewalks. CM Westergreen agreed with CM Gardner. CM Stevens would like to see Slide 5 updated and presented to the Transportation Commission every month. Liz explained that infrastructure improvements often take longer to construct and that monthly updates may not be the appropriate frequency. Additionally, Co-Chair Nyland suggested the City work with inspectors that review sidewalk completion to track/log infrastructure that could be shown on a dashboard. Liz also shared that BPTAG submitted a letter to IPS recommending funding a Pedestrian Coordinator position. CM Serad stated that the Home in Tacoma ordinance and zoning development provides an opportunity to enforce and support sidewalk connectivity.

b) **S 84th Street Protected Bike Lanes**

Liz Kaster provided an overview of the East/South 84th Street Corridor Protected Bike Lane and Baker Middle School Safe Routes to School Project that is being proposed for WSDOT grant funding. The 84th Street Corridor Protected Bike Lane is not identified in the TMP as a priority network, but meets many goals and priorities in the TMP. The project was identified because of the number of crashes, high injury corridor, equity index, and tie in to three schools. The project includes a protected bike lane between Alaska St and McKinley Ave, approximately 1.9 miles, Rectangular Rapid Flashing Beacons at school crossings, Alaska Street terminus, and future funded bike boulevards. Staff have been working with the Safe Streets groups and South End Neighborhood Council on potential improvements. CM Serad asked for clarification on where the tuff curb would be located and that all new bike facilities provide protection between bikes and cars for safety. Liz explained that the tuff curb would be located between bike lane and car traffic. Co-Chair Nyland asked why 84th Street was identified as a priority. Liz shared that BPTAG recommended keeping the S 80th





St bike boulevard that provides connections to parks and school on residential streets. The 84th Street protected bike lanes provides multiple benefits in addition to providing another bicycle network, such as traffic calming and shorter crossing distances. CM Gardner supports the addition of bike lanes to slow traffic and provide better separation for pedestrians. CM Westergreen would support increased transit on S 84th Street to provide the same traffic calming effect.

c) **Vision Zero Transformative Action**

Carrie Wilhelme, Long Range Planner, shared an update on the Vision Zero Task Force meeting that focused on reviewing the plan's actions. CM Stevens and CM Anderson provided an overview of the actions proposed in the Vision Zero Action Plan. The Transformative Actions (TA) provide the greatest potential for reducing fatal and severe crashes short- and long-term. Supporting Actions (SA) support a layered Safe Systems Approach and may have a longer timeframe for implementation. CM Stevens reviewed the TAs including reducing speed limits, deploying automated traffic safety cameras to reduce speeding, updating the local road safety plan, evaluate quick-build installations, update the Right-of-Way design Manual, institute a Vision Zero or Complete Streets checklist, improve and centralize data and performance through a Vision Zero Data dashboard, maintain a Vision Zero Task Force, and supporting transportation options that reduce driving. Co-Chair Nyland advocates for the Transportation Commission to serve as the reporting body for Vision Zero Task Force. CM Stevens shared that SA 2.2 to establish a post-crash evaluation and response team to determine where infrastructure design modifications could reduce potential for future crashes is crucial to addressing CM Serad noted that City's have been successful utilizing Tactical Urbanism for quick build improvements and asked if Tacoma would take on a similar program. Carrie explained that one of the biggest barriers to implementing tactical urbanism is staffing for design, construction, and maintenance. CM Serad asked if the Commission could comment on or support funding staffing needs to implement quick builds. Co-Chair Nyland shared that the Commission can and will make those recommendations about staffing to prioritize projects and programs as part of a Biennial Budget discussion. CM Westergreen suggested that a subcommittee to evaluate and track Vision Zero might be a good option to address the actions. CM Alonzo is concerned that automated enforcement is often not conducted equitably. CM Alonzo noted that speed cameras may be limited in where they can be placed. Equity is his priority. Carrie explained that the Transportation Commission and Human Rights Commission will be instrumental in reviewing the guiding principles and implementation of automated enforcement. She also shared that speed cameras were only allowed in school zones; however, legislature was recently changed to allow them on high injury networks and school walking routes. CM Gardner is concerned about the messaging and that they may be seen as revenue generators. Although, he has seen that the red-light cameras have reduced crashed at intersections. Carrie and Co-Chair Nyland asked Commissioners to review the handout of the Vision Zero actions and provide comment to Carrie and Co-Chairs to convey to CM Anderson and CM Stevens.

VI. Other Business/Updates



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- a) Transit Oriented Development Advisory Group (Matt Stevens, Erin Anderson): CM Stevens shared that the June meeting was moved a week to accommodate Juneteenth.
- b) Bus Rapid Transit Citizens Committee (Richard Gardner): CM Gardner shared there will not be a roundabout at 56th, but there will be one at 96th Street. www.ridebrt.com has additional updates.
- c) Bicycle Pedestrian Technical Advisory Group (Erin Anderson, Jennifer Kammerzell): April Agenda topics included S 84th Street Protected Bike Corridor, discussion on a letter of recommendation to support a Pedestrian Coordinator and to prioritize sidewalk infill, Vision Zero Analysis and Updates, and support for S 11th and Earnest S Brazill bike lane couplet.

VII. Staff Reports

- a) Responses to Commission Inquiries and Staff Comments
Carrie shared that CM Stevens was appointed to a voting, At-Large position. She also shared that CM Reehill has resigned. Co-Chair Nyland asked Carrie to send out a membership status. CM McCarthy has been assigned as the liaison to the Transportation Commission. Carrie stated that Public Works has several advertisements posted. She also reported that BPTAG is interested in a joint meeting with Transportation Commission in June. Carrie also noted that Transportation Commission agenda's will be posted on the City's @TacomaMobility Facebook and Instagram page.
- b) Status of Grant Applications and Major Capital Projects
Jennifer Kammerzell shared that there are two upcoming grant opportunities that Tacoma will be submitting applications for – WDSOT Bicycle and Pedestrian Project for the 84th Street Corridor Protected Bike Lanes, and WSDOT Safe Routes to Schools Baker Middle School improvements.
- c) Upcoming Public Meetings and Events
CM Serad asked for an update on the rail crossing improvement program, specifically the status of quiet zones.

VIII. Commissioner Comments

CM Serad shared that the City is embarking on the Vision Zero project because we have determined that our streets can often be unsafe for people, and the report's own findings appear to show that many of the serious incidents are taking place at crosswalks. CM Serad explained that our city's crosswalks, for a variety of reasons, can be dangerous places for citizens who otherwise trust them to cross the road, and there is a correlation to explore there. Street design, and how they funnel cars into crosswalks, should be a big focus of Vision Zero, in addition to speed reductions. CM Serad stated that he strongly believes that actual barriers and physical improvements are needed for a safe mixed-use street.

IX. Public Comment

No members of the public provided comment.





X. Adjourn

Co-Chair Nyland adjourned the meeting at 7:08 PM.



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