



City of Tacoma Transportation Commission

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

FINAL Minutes

Meeting: Regular Meeting
Time: Wednesday, April 20 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, Skaught, and Westergreen were absent.

III. Approval of Minutes (March 16, 2022)

CM Stevens moved and CM Anderson seconded to approve the minutes for March 16, 2022. The motion passed with an addition to the minutes to include CM Serad's comments that were related to the questions outlined in the Home In Tacoma memo.

IV. Public Comment on Agenda Topics

No members of the public provided comments.

V. Business Items

- a) **Vision Zero Crash Safety Analysis** – Carrie Wilhelme, Public Works Senior Planner, and Michael Hintze, Toole Design, provided an overview of the Crash Analysis and Community Survey Results. Michael explained that the team evaluated 5 years of crash data, that excluded access-controlled segments (such as I-5). Key findings included bicyclists and pedestrians disproportionately killed or seriously injured (KSI). Victims aged between 20-24 and 75-79 were the most overrepresented cohort in KSI. Most fatal and serious injury crashes occurred at intersection particularly at two-way stop signs or followed by traffic signals. The functional class, posted speed limit, proximity to transit, and intersections near commercial land uses accounted for a large share of fatal and serious injuries. CM Gardner asked if crashes at uncontrolled intersections were notable. Michael shared that those type of intersections were included in the analysis, but the crash data was not



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higher than other locations/types. Michael also shared that a large share of crashes were motorists proceeding straight and striking a pedestrian, motorist striking a fixed object, angled/perpendicular motorist crash, and alcohol related crashes.

The analysis included an evaluation of Higher Risk Networks. Michael explained that the team utilizes the Sliding Window model and Safer Streets model (statistical models) to estimate risk along any road network, even in areas that have not had any reported crashes recently. CM Serad asked if crosswalks in Tacoma are generally a dangerous place to be. Michael explained that a correlation cannot be made between crosswalks and the vehicles hitting pedestrians going straight. Crosswalks intend to direct people where to cross and may result in a higher number of pedestrians in a specific location. CM Gardner asked for more information behind bicycle crashes and who is being impacted. Michael explained crash data does not usually include demographic information. Carrie shared that through the stakeholder interviews, it was pointed out that people with functional needs have a right to travel through the City as well, and that the needs of those with mental disabilities are often overlooked in crash data. Co-Chair Nyland asked if the volume of travel impacts crashes. Michael shared that streets with a higher volume of traffic are more likely to experience crashes due to the higher volume. Michael shared that studies show that at uncontrolled intersections on low-speed streets, drivers tend to be more cautious if no signs are present. CM Alonzo asked how this data will inform next steps, especially when road design is the typical tool. Michael explained that street designs that encourage slower travel speeds and separate users (vulnerable users) in space and time is most effective. Carrie shared that next steps include addressing the data analysed through development and implementation of countermeasures, such as lowering speed limits, installing lighting, traffic calming, etc. CM Alonzo asked how would the City assess the success of the plan implementation. Carrie and Michael noted that pre- and post-evaluation of implementation of countermeasures is important to know that the City is striving for Vision Zero.

Carrie provided an overview of the community survey results. Information was collected through an online survey, and intended to gather feedback about traffic safety and experiences. 609 surveys were completed. Most respondents live in North Tacoma and were Caucasian. 30% of respondents identified that they live with a disability. Some respondents also shared their stories and experiences with being involved or impacted by a crash. Staff also conducted stakeholder interviews with a majority of participants saying that the City needs more infrastructure to slow traffic and to provide safe walking and biking space. Carrie also shared opportunities for the Commission to participate in Community Based Organization (CBO) events that were developed by non-city staff. CM Gardner asked if the events are posted online. Carrie shared that the Open House and Bike Ride are public events; however, the walk with Golden Bamboo and Virtual Listening Session are specific asks. Co-Chair Nyland agreed to participate in the Golden Bamboo walk, CM Anderson volunteered for the Noon Virtual Listening Session, and CM Serad volunteered for the 5-6pm Virtual Listening Session.





- b) **Vision Zero and Speed Reduction** – Carrie Wilhelme presented an update to the speed reduction study. The speed reduction study was noted in Resolution 40559 and 40600. Co-Chair Nyland asked if there is a statistic or graphic or justification that shows you are less likely to be involved in a crash if you are traveling slower. Carrie explained that lower speeds provide benefits that result in reduced crashes, such as better driver response time, wider window of visibility/awareness. Staff have been utilizing a Safe Speed approach to analyze where lowering the speed limit without countermeasures is appropriate. State law allows nonarterial streets to be lowered to 20 mph.

Staff are currently working to draft an ordinance for 20 mph on non-arterials. This requires replacing speed limit signs and adding new signs. Speed studies would be completed before and after the ordinance is in effect. Staff is also preparing a campaign to educate drivers of this major change. CM Gardner recognized that there will always be a small percentage of drivers that will speed; however, he supports lowering the speed limits in residential areas.

Carrie also presented an evaluation to lower speed limits in the 15 Neighborhood Business Districts (NBD). All City NBDs are on arterials, so the speed limit can only be lowered to 25 mph. The study evaluated crash history, roadway conditions, and actual speeds. 4 NBDs were identified as appropriate to lower the speed limit with no infrastructure improvements (6th Ave, Old Town, Lincoln, and McKinley). Proctor and South Tacoma NBD are already posted 25 mph. Other NBDs recommend either minor to significant countermeasure improvements prior to lowering speed limits. The intent is to overlay the NBD findings with High Risk and High Injury networks to help prioritize improvements to support lowering speed limits and Vision Zero. Carrie is scheduled to present the ordinance to City Council Study Session on June 7, 2022.

CM Gardner noted that in certain areas, there is quite a bit of development that impacts traffic volumes. Co-Chair Nyland asked if the length or road design makes it a challenge to lower speed limits. Carrie replied that this is definitely a factor.

- c) **6 Year Transportation Improvement Program Update** – Jennifer Kammerzell, Public Works Transportation Division, provided a review of three projects proposed for addition to the originally presented 6 Year Transportation Improvement Program Amended 2022 and 2023-2028. She also provided an overview of the costs related to the projects proposed for addition and removal. Staff are proposing to add 17 new projects and remove 11 existing projects. The new projects were a result of engagement with Metro Parks Tacoma and an increasing need for accessible pedestrian signals citywide.

CM Stevens asked if the Swan Creek Pedestrian Bridge would accommodate bicycle as well. Jennifer explained that it would be a shared use path that could accommodate both bikes and pedestrians. CM Stevens also asked what projects are being added to the 6 YR TIP that are not projects called out in the Transportation Master Plan.





- d) Pierce Transit Bus Rapid Transit STREAM Expansion – Carrie Wilhelme explained that CM Anderson supports the Transportation Commission to draft and send a comment letter as an individual group. CM Gardner recommends that the Commission submit a letter to IPS regardless if Planning Commission joins the effort. CM Anderson moved to send a letter on behalf of the Transportation Commission to IPS. CM Serad seconded the motion. The Commission approved the motion and CM Serad and CM Gardner will work with Carrie to draft the letter.

VI. Other Business/Updates

- a) Transit Oriented Development Advisory Group (Matt Stevens, Erin Anderson): CM Stevens shared that the April meeting was cancelled. The March meeting was cancelled due to lack of quorum. A Chair and Vice-Chair have not been elected. The June meeting was moved a week to accommodate Juneteenth.
- b) Bus Rapid Transit Citizens Committee (Richard Gardner): CM Gardner shared that no meeting was held and one is not scheduled; however, he noted that construction costs are impacting many transit agencies.
- c) Bicycle Pedestrian Technical Advisory Group (Susan Reehill, Erin Anderson, Jennifer Kammerzell): CM Anderson shared that the group discussed the cost of sidewalk infill and discussed providing an alternate bike facility on Fife or Oakes as part of the South Tacoma Sounder Access Project. Oakes is identified in the TMP; however, Fife would serve as a good bike boulevard and has new bike connections to the north. It would be a project Sound Transit would support building as part of this project. Oakes would require additional evaluation and likely higher cost, but can still be completed at a later date with a grant.

VII. Staff Reports

- a) Responses to Commission Inquiries and Staff Comments
Carrie shared that hybrid, in-person meetings for Commissions, Boards, and Committees will begin in September 2022.
- b) Status of Grant Applications and Major Capital Projects
Jennifer Kammerzell expressed her appreciation for Co-Chair Nyland and Co-Chair Morris is providing
- c) Upcoming Public Meetings and Events
CM Gardner shared that the South End Neighborhood Council SNAP walking tours occur the first Saturday after the first Monday of each month.
May 9th McKinley Neighborhood Plan Community Walk
May 11th IPS Meeting: Vision Zero Update and Speed Reduction Recommendation

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. I would suggest 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



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reductions. Put me in the camp as one of those who believe 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 Morris adjourned the meeting at 7:32 PM.



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