



**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

**Transportation Commission and Bicycle and Pedestrian Technical Advisory
Group Joint Meeting Minutes - FINAL**

Meeting: Special Joint Meeting
Time: Wednesday, June 15 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=ZEJBMml3VWZSOTd1cE5ZjNGT0VoUT09>

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 Morris called the joint meeting with the Bicycle and Pedestrian Technical Advisory Group to order at 5:30 PM.

II. Roll Call/Introductions

Co-Chair Morris called roll and all Commissioners were in attendance. Chair Jennifer Halverson Kuehn called roll for the Bicycle and Pedestrian Technical Advisory Group. Member Hill and Member Artman were absent.

III. Approval of Minutes

Co-Chair Nyland moved and CM Serad seconded to approve the minutes for May 18, 2022. The motion passed with no changes to the minutes.

IV. Public Comment on Agenda Topics

No members of the public provided comments.

V. Business Items

- a) Schuster Parkway – Stephen Atkinson, Long Range Planner in Planning and Development Services Department, provided an overview of the Schuster Parkway Promenade project. He shared background on the trail, design concepts, cost estimates, and next steps for the project. The promenade is designated as a signature trail in the Comprehensive Plan. Additionally, as part of the Shoreline Master Plan, access to the waterfront is key. The 2013 concept included access to the hillside and connections to the waterfront. Two alternatives were analysed and included an elevated promenade (preferred) and at-grade promenade. The current phase of the project refined those concepts, considered strategies to fund design and construction,



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and resolve design concerns (stormwater, slope connections, slope stability, traffic impacts, etc.). Based on 2022 construction dollars, Option 1A Elevated Trail, Road Diet was \$38.8M, Option 1 Elevated Trail; 2 Southbound Lanes was \$45.1M; and Options 2 At-Grade Trail, Road Diet was \$52.5M.

The preliminary engineering for the project is estimated to be \$5M of which the City has \$4M in State funding. The project has \$15M in State funding for the construction phase with a goal to complete in 10 years. The intent would be to pursue additional grant funds for preliminary engineering and construction. Co-Chair Nyland is concerned about the cost of the project and would like to know how challenging the repurposing of a southbound travel lane would be. Stephen explained that there are other challenges that contribute to the trail construction, including the connections for cars and bicycles on the north and south end of the trail. Co-Chair Nyland requested a traffic analysis that incorporates the conversion of the southbound lane to a trail. CM Serad shared that Schuster Parkway would be a good candidate for tactical urbanism to repurpose the travel lane to widen the sidewalks. Stephen shared that there are interests in providing an interim improvement; however, a consideration for a permanent solution that might be at-grade can be considered by the Infrastructure, Planning and Sustainability Council Committee (IPS). Staff and community recognize that it would have to be a wide trail to meet future demand, and would eliminate some of the benefits listed in the Shoreline Master Plan for views and connections to the water. Chair Jenn is concerned about the data gaps for stormwater and tree canopy. She also asked if BNSF has been open to engagement in this process, recognizing that they have been silent on the project in the past. Stephen shared that BNSF does own a majority of the hillside and that continued conversations with them is expected to happen. Member Kessa asked if a capital campaign would be a feasible way to raise funds. Stephen explained that it could be and could be similar to the Thea Foss Waterway ballot measure or a bond measure with Metro Parks.

- b) Pierce Transit Bus Rapid Transit Stream Expansion – Darin Stavish, Pierce Transit Planner, provided an overview of the Stream System Expansion Study (SSES). He explained that Destination 2040 identifies five bus rapid transit routes and the goal to implement them before 2040. John McMillan, KPFF consultant, shared that the SSES kicked off in September 2021 and expects the study to be completed in December 2022. This includes a Pierce Transit Board recommendation in Summer 2022. The four corridors analyzed included Route 2 (Corridor A), Route 3 (Corridor B), and Routes 402 and 4 (Corridor C and D not in Tacoma). John provided an overview of each corridor. Corridor A presented some challenges with the proposed Sound Transit Hilltop Link Extension on S 19th Street. Oren Eshel, consultant for Nelson-Nygaard, shared the criteria that the SSES utilized, which included Equity (race, income, Limited English-speaking, and people with disabilities), population, jobs and activity centers (Regional Growth Centers and Centers of Local Importance), and housing density. As part of community outreach and technical group analysis, alternatives for each Corridor were identified. Corridor A and B ranked highest amongst the criteria, with options B2 via S 48th Street and A scored the highest. Based on that scoring, the project will be reviewed for Readiness, which takes into account cost of engineering and construction.





CM Stevens asked if the overlay of B2 on Pacific Avenue might be falsely high because that community will already be served by the bus rapid transit. Oren shared that the details of the design and alignment would occur at the next phase and would address that overlap and benefits. CM Gardner asked how the evaluation includes growth expected for Home in Tacoma and Tacoma Mall Subarea Plan. Oren shared that the traffic consultant did account for a growth in those areas. Co-Chair Nyland asked how the ST3's Link Extension to the Tacoma Mall is included in the criteria or route consideration. He also supports routing through Lincoln Business District. Co-Chair Nyland asked how much of a BRT South 19th route would be throw away when ST Link Extension occurs. John explained that coordination with Link Extension is tricky. Many improvements of bus rapid transit would not be compatible with link extension. Additionally, federal funding for Stream would need to be in place for a certain amount of time or it would have to be paid back.

Oren provided an overview of the next step, which includes evaluation of project readiness. This includes gathering letters of support from decision makers, adopted transit-supportive population and employment centers, and transit supportive policies. Stream expansion would enter project development in 2023/2024. The goal is to apply for FTA Regional Competition Application through PSRC in October 2022. Co-Chair Morris asked Commissioners and Members to provide questions and comments in writing to Carrie Wilhelme and Liz Kaster, due to limited time at the meeting.

- c) 2023-2034 Budget Updates – Reid Bennion and Jeff Upton, Office of Management and Budget, provided an overview of the budget process, financial projects, budget engagement and participatory budgeting. Jeff shared that the core of a good budget, which leads with anti-racism and equity, incorporates a long-term perspective, establishes linkages to organizational goals (Climate Action Plan, Transportation Master Plan), focuses on results and outcomes, and involves the community and stakeholders.

Jeff shared that General Fund revenues have generally been increasing; however, the average annual increase is lower than previous actual years. The expenses for the General Fund have also increased, but at a higher rate than average annual increase from previous actual years. The General Fund typically funds salaries. There is a proposed structural gap between ongoing expenses and project revenues, which begins with \$8.3M in 2023 and \$45M 2028. Jeff also provided an overview of Special Revenue Funds that include Federal Funds, Real Estate Excise Tax, Sales Tax, Property Taxes, and Parking. The health of each fund is based on revenues and expenses.

Reid explained that departments are working on budget and program reductions to help close the structural gap. There will be community forums and opportunities for public input throughout the summer. The proposed budget will be presented to City Council in October and will include public hearings and public comment. The budget is proposed to be adopted in November 2022. Reid also shared that the City is piloting a Participatory Budgeting process in District 4 for \$1M. A stakeholder group was formed and will collect ideas and set a criteria for the project selection to spend the \$1M. The goal would be to continue this program in District 2 and 3 in 2023 and 2024. Chair Jenn shared that BPTAG submitted a letter to support a Pedestrian





Planner and sidewalk infill. She recommends that reductions be balanced across the City. She recognized that a well-built, well-maintained transportation network that encourages activity provides more benefit than funding a police officer. Co-Chair Morris asked how the Commission and BPTAG should move forward with a budget recommendation. Jennifer Kammerzell, Transportation Division, explained that the Commission will receive two budget presentations. This presentation provides the financial outlook for the next biennium and goals that the City Council will consider in adopting a budget. The second presentation will occur in the fall with the Public Works Director presenting the detailed budget with program and project proposals for reductions and enhancement. Co-Chair Nyland suggested that a high-level letter be provided on behalf of the Transportation Commission and BPTAG. Reid explained that a letter submitted to the City Manager and Public Works by the end of July would be timely. Chair Jenn, Member Michael, and Member Kerri would represent BPTAG. Co-Chair Nyland and Co-Chair Morris will represent the Transportation Commission.

VI. Other Business/Updates

- a) Transit Oriented Development Advisory Group (Matt Stevens, Erin Anderson): The next meeting is June 27 and will include a presentation by Pierce Transit Stream Expansion.
- b) Bus Rapid Transit Citizens Committee (Richard Gardner): No additional updates.
- c) Bicycle Pedestrian Technical Advisory Group (Jennifer Kammerzell): The May meeting was cancelled.
- d) Vision Zero Task Force (Matt Stevens, Erin Anderson): No additional updates.

VII. Staff Reports

- a) Responses to Commission Inquiries and Staff Comments
Carrie shared that there is a recruitment for 3 positions (District 2, 3, and At-Large). She also shared that there is a Vision Zero Open House on June 18 from 10:30-noon at the Star Center. The City has also launched a Driver Speed Campaign and signs will be available at the Open House.
- b) Status of Grant Applications and Major Capital Projects
Liz Kaster, Active Transportation Coordinator, shared that the City applied for 6 grants this year. The J Street Bike Boulevard has been funded. The S 11th and Earnest S Brazill Protected Bike Lane Couplet is being recommended for funding. Other project applications include S 84th Street Protected Bike lanes and Baker Middle School Safe Routes to Schools.
- c) Upcoming Public Meetings and Events
Stream Expansion Study Session was moved to August 2, 2022.

VIII. Commissioner Comments

No Commissioners or BPTAG members provided comment.



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IX. Public Comment

No members of the public provided comment.

X. Adjourn

Co-Chair Morris adjourned the meeting at 7:33 PM.



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