

TAC MINUTES

March 18, 2021

In attendance:

Members

Hal Gausman
Richard Smith
Michael Thomas
Gracie Geremia
Andrea DePaolo
Tyler Rourke

Staff

Liz Vogeli, City Council
Michael Schmieder, Transit
Pipa Escalante, Communications and Marketing
Ryan Sass, Public Works
Corey Hert, Public Works
Euneka Richards, Public Works
Tom Hood, Public Works
Christina Curtis, Public Works
Kathleen Baxter, Public Works
Heather Magnuson, Public Works
Pat Mitchell, Public Works
Jennifer Bailey, Public Works
Sam Alexander, Public Works
Kelsey Svaren, Public Works

Guests

Bob Creamer
Christina Jordan
Kristen K.
Representative Emily Wicks

Meeting called to order at 8:05 a.m. by Chair Tyler Rourke.

- M/S/P for February 2021 Minutes.

Announcements & Requests to Add Agenda Items

- Tyler expressed concerns from a cyclist perspective regarding an upcoming project along 100th St SW, which will include major road work and the construction of sidewalks and bike lanes. He requested an opportunity for TAC to provide input before design finalization.
- Christina noted that she is planning to reach out to the TAC as the project reaches the 30% design milestone.

Public Comments

- None

Engineering Report

- Tom gave brief updates regarding the following projects:
 - Jackson Stormwater Separation Construction
 - Sewer 'O' Construction
- Both projects are scheduled for spring completion, weather permitting.

Police Report

- None

Transit Report

- Michael noted that Everett Transit implemented service changes on Sunday, March 14, resuming Sunday service and providing transit and paratransit service at pre-pandemic levels. Survey and outreach efforts for Rethink Everett Transit will continue through April 5, 2021.

Agenda Items:

Item 1: ADA Transition Plan: City of Everett Public Right-of-Way

Informational Briefing; Christina Curtis, Public Works

Public ROW ADA Transition Plan [Open House](http://www.everettwa.gov/adaopenhouse) website: www.everettwa.gov/adaopenhouse
Public Comments taken through March 31, 2021

- Christina gave a [presentation](#) on the ADA Transition Plan, which included background on the Americans with Disabilities Act (ADA) and requirements for public agencies to make pedestrian facilities more accessible for individuals with limitations.
- The City created a prioritization framework for barrier removal and identified priority areas based on several factors including specific removal requests, area concentration of individuals with disabilities, and types of services provided in the area. Updates will be made to the ADA Transition Plan on an annual basis.
- M/S/P to recommend approval of the ADA Transition Plan to City Council, with the caveat to incorporate public comment as needed.

Comments/Questions:

- Hal asked if dense areas of private senior housing were specifically considered in creating the priority framework.
 - Jennifer responded that senior housing facilities specifically are not currently part of the framework, but priorities are open to revision based on input.
- Hal asked where access to parks fall in the prioritization framework.
 - Christina and Jennifer responded that barriers outside of City parks fall under priority two barrier removal, while any barriers inside a park would be the responsibility of the Parks Department.
- Bob Creamer asked how uneven sidewalks in residential areas are being addressed, especially in older parts of the City.
 - Christina responded that each of those areas would be analyzed under the prioritization framework.
 - It is important to note that residential sidewalks are typically the responsibility of the adjacent underlying property owner.
- Michael referenced a photo of 52nd St SE and Colby Ave from the presentation where there is a missing section of sidewalk and asked if that would be considered a barrier.

- Christina responded that missing sections of constructed sidewalk are not necessarily considered barriers in the transition plan because the City already utilizes strategies to address and build new portions of sidewalk during roadway construction projects.
- Tyler acknowledged Federal requirement changes for pavement overlays, which have been recategorized from maintenance to construction projects and necessitates updating pedestrian facilities to meet ADA specifications. He asked if the City has any ability to mitigate those requirements in areas with low pedestrian traffic and adequate facilities to make upgrades in area with greater need.
 - Christina clarified that Federal and State funding is often non-fungible between projects and must meet strict requirements under the Federal ADA. Everything outside of these projects is analyzed under the prioritization framework.
 - Pat and Ryan added that maintenance completed with local funding can follow the 2010 ADA Safe Harbor Provisions. This allows the City to evaluate ramps based on compliance with the 1991 ADA standards and allow them to remain in place until alterations are made.
- Hal asked how the City handles issues of overgrown vegetation to assist with issues that might affect the sight impaired.
 - Christina acknowledged that overgrown vegetation is considered an obstruction of the sidewalk. Service requests can be submitted to the City directly, where they are forwarded to our Streets Department.
 - Pat added that the City evaluates obstruction concerns and will initiate a compliance process with the adjacent property owner when needed, as it is their responsibility to care for the sidewalk. If the property owner does not remove the obstruction in a timely manner, their case may be forwarded to Code Enforcement. The City can also work with property owners to assist in obstruction removal when needed.
- Robert Creamer asked how the Everett sidewalk replacement program works with ADA groups to identify sidewalks that needs to be repaired or replaced sooner than later?
 - Christina responded that evaluations are completed on specific ADA requests, while sidewalks improvements are frequently included in roadway construction, transportation improvement, and safety projects.
- Hal asked if the City has criteria for placing crosswalks.
 - Corey answered that crosswalks are installed based upon a City of Everett engineering study looking at pedestrian volume, location, and safety. Previous studies indicate that improper placement can make a location more dangerous for pedestrians. The City evaluates several criteria before installing a crosswalk and Corey noted that the best crosswalks exist where drivers anticipate and expect to see a pedestrian and a pedestrian expects to be seen by the driver.
- **Adjourned at 9:16 am**

Next Scheduled Meeting: April 15, 2021