

# COMMISSION AGENDA

Item No: 10A

Meeting: 3/17/22

**DATE:** March 2, 2022

**TO:** Port Commission

**FROM:** Eric D. Johnson, Executive Director  
Sponsor: Jason Jordan, Director, Environmental and Planning Services  
Project Manager: Christine Wolf, Senior Planner

**SUBJECT:** Status of the City of Tacoma's Taylor Way Project

## A. STATUS UPDATE

Mark D'Andrea, the City of Tacoma's Project Manager, will provide an update on the status of the current Taylor Way Rehabilitation Project. No action is requested at this time.

Background information provided in this memo is based on Port information and was prepared by Port staff separate from the City's presentation. Please contact Christine Wolf at 253-888-4414 or [cwolf@nwseaportalliance.com](mailto:cwolf@nwseaportalliance.com) with any questions you might have.

## B. BACKGROUND

Taylor Way is an important arterial serving the Port of Tacoma Manufacturing Industrial Center (MIC). It is the main corridor serving the Hylebos Peninsula, comprising a critical emergency access and egress and vital freight route. Initially developed as part of the mitigation package for the Puget Sound Energy (PSE) project, it was designed to address transportation impacts and related emergency access and egress needs along the Taylor Way corridor between East 11<sup>th</sup> Street and SR-509, including Intelligent Transportation Systems (ITS) improvements. The project also incorporated roadway/intersection capacity and pedestrian improvements that helped the project to compete for grant funding and will support all users of the corridor.

Like many construction projects, the Taylor Way Rehabilitation Project was affected by the COVID-19 pandemic. In late 2019, the project went to bid under the assumption that it was fully funded. In February of 2020, bids were above the cost estimate. Port staff worked with City staff to address the estimated gap of about \$1 million: In addition to accepting the elimination of three non-essential rail crossing serving Port of Tacoma properties (estimated to reduce project costs by about \$456,000), the Port revised an existing 2016 ILA with the City related to mitigation of the transportation impacts of the Port's lease with PSE, agreeing to a Port contribution of up to \$500,000, to be used after the City's contingency funds were exhausted. To date, the City has not requested any project contribution from these funds.

The Taylor Way project, as envisioned, consisted of the following elements (see attachment for a map of the project):

1. Reconstruction to Heavy Haul standards as a concrete road from the Tacoma/Fife city limits (east of SR-509) to E. 11th Street
2. Reconstruction of six, and elimination of five, at grade railroad crossings
3. Intersection Improvements at Taylor Way and SR-509:
  - Addition of second left turn lanes to SR-509 (both southbound and northbound)
  - Lengthening of the second thru lane and right-turn lane for westbound Taylor Way at SR-509
  - Extension of the length of the turn pockets on SR-509 and on Taylor Way
4. Non-motorized User Safety Improvements:
  - A ten-foot-wide sidewalk on the west side of Taylor Way between Lincoln Avenue and SR-509
  - New energy-efficient LED street lighting
  - Upgrades to curb ramps at intersections and pedestrian push buttons at traffic signals
5. Intelligent Transportation Systems (ITS) Improvements, including:
  - Interconnected traffic signals for improved traffic flow at four intersections along the corridor, which will also be connected to Tacoma's Traffic Management Center
  - Closed circuit TV cameras to monitor traffic/freight movement and quickly respond to incidents at three intersections
  - Emergency vehicle pre-emption at the four traffic signals
  - Blank-out signs (that will inform drivers of blocked roadways) installed at both the E. 11th & Taylor Way and Lincoln Ave & Taylor Way intersections
  - Continuous ITS fiber and network infrastructure on the Blair-Hylebos peninsula from E. 11th & Alexander to Taylor Way & SR-509, with a temporary connection to the City network at Fire Station 5, and a long-term permanent connection planned at SR-509/SR-167.
  - *Railroad crossing blockage detection at six at-grade crossings*
  - *Three Variable Message Signs notifying emergency services and the traveling public of blocked railroad crossings on Taylor Way at the intersection with SR-509 and 54<sup>th</sup> Ave.*

Due to additional cost increases identified during project implementation, the last two ITS improvements (*in italics*) were eliminated from the project. The cost of these elements is estimated to be in the \$2 million range. This amount is well beyond the existing ILA-based Port contribution and/or likely any (currently review) amount of project funding that may remain after the rehabilitation project is complete. Port staff is working with city staff to review options to ensure those two ITS items are included in a future separate project. At such time, Port staff will likely need to come back to the Commission for any future contribution.

The rehabilitation project is now substantially complete, with the exception of camera installation in early 2022.

### **C. NEXT STEPS**

Port staff is preparing project scope documents for a truck modeling analysis of traffic patterns, blockages, bottlenecks, and overall congestion that will begin early next year and is targeted for completion by midyear.

The results of the analysis will inform a systematic (Tideflats-wide) approach and enable the Port and its partner agencies to identify and prioritize both new and existing projects. Port staff plans to share those findings with Executive and Commission to help prioritize future projects and/or cost sharing opportunities.

### **D. ATTACHMENTS**

- Project Map
- Slide Presentation, provided by the City's Project Manager

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## Appendix A: Taylor Way Project Location

