



City of Tacoma

Bicycle and Pedestrian Technical Advisory Group

To join by computer, click on the following link:

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MINUTES

Monday, June 28, 2021

5:30-7:30 PM

I. Call to order, land acknowledgement, and approval of minutes

Chair Jenn Halverson Kuehn called the meeting to order at 5:33 PM.

We gratefully honor and acknowledge that we reside on the traditional lands of the Puyallup People. The Puyallup people have lived on this land since the beginning of time. They are still here today. They live, work, raise their children, take care of their community, practice their traditional ways and speak the Twulshootseed language – just as their ancestors did.

II. Introductions & Approval of Minutes

Leon Nettels, Max Lopez-Garibaldi, and Matt Pavolka were absent. Members introduced themselves and shared their favorite way to cool off. The minutes were moved, seconded, and approved as presented.

III. Public Comment

No members of the public provided comments.

IV. Business Items:

- **S 11th / Earnest S. Brazill Couplet Concept**

Liz started the presentation by providing an overview of the conceptual project. There is a Streets Initiative project on 12th Street where there are existing bike lanes. The TMP designates 12th St. as having protected bike lanes, so the City is looking at how to upgrade the bike lanes with the Streets Initiative project. Liz recognizes that upgrading the bike lanes to protected bike lanes will have an impact on parking and businesses along the corridor. The purpose of today's presentation is the complicated transition point of 11th St. and 12th St near Sprague Ave. Liz pointed out that the project is conceptual at this point because there is currently no funding for protected bike lanes.

Brian Wang, Professional Engineer, presented a couplet concept for the transition point of 11th St and 12th St. 11th St. would have protected bike lanes heading west and sharrows going east. 12th St. would have protected bike lanes going east and sharrows going west. 12th Street is a transit corridor, and ideally buses would use the opposite circulation as bike lanes. The City would need to see if Pierce Transit could potentially pick-up passengers on the north side of 12th St. Liz noted a next step is for the City to talk with Pierce Transit to discuss their vision for the routes on these corridors. Bus islands do add a significant cost, but they help for accessibility and buses.



Brian pointed out there are some existing bulbouts that would remain, and there would not be protected bike lanes adjacent to the bulbouts but painted bike lanes.

Chair Jenn questioned if unsafe driving would increase with drivers having to wait behind buses. Michael said he is also concerned about drivers going around the buses and questioned if there will be a difference in the lane delineation – such as tactical feedback – that could discourage drivers illegally going around the bus. Liz said she would look into it as a potential solution. Michael wanted to know about the ramp grade from the sidewalk to the transit island. Brian confirmed it would be at-grade. Michael voiced he was concerned about the potential conflict zone between bus users and cyclists. Michael questioned why the medians would not be removed. Liz answered that right now it was a cost consideration, and that it also depends on the money used to build the medians.

Chair Jenn clarified if there was a question about where to put in pedestrian crossings. Liz said they are looking at existing crossings. Chair Jenn stated that both sides of an intersection should be striped. Kerri said there needs to be more pedestrian improvements along 12th St.

One member stated they were worried about cyclists veering off onto 11th from Ferry St. and wondering if there would be a way to prevent that. Liz said a two-stage bike box was initially looked at for Ferry St. but didn't know if it would help. Also looked at removing a sharrow on 11th St closest to the transition point to discourage people from biking from Ferry St. to 11th St. (versus using the 12th St. protected bike lane.)

Dana said when she rides on 12th St. that the intersection of 12th St. and Sprague Ave. feels unsafe because people turn right on red and are focused on getting to the interstate. She wondered how this could be made more safe. Liz said one option could be making this intersection a no right-turn on red and adding a bike signal – pending changes at the state level. Kristi asked if there could be a merge of the bike lane to the left of the turn lane. Liz said they could look into options, but Brian expressed concern there may not be the space.

Liz asked if there was general support from BPTAG on the couplet concept? Chair Jenn said yes.

- **City of Tacoma Climate Action Plan**

Pat Babbitt, Management Analyst, provided an overview of Tacoma's Climate Action Plan process and explained this presentation was a follow-up to the presentation given in October 2020. The 2nd round of community input just concluded. Draft actions have been created that staff and stakeholders are reviewing. Pat presented the six community input themes: housing, transit and active transportation, government and essential services, inequity and injustice, pollution-free ecosystems and environmental health, and forests and green space. Pat displayed a chart showing transportation was the top generator of emissions, followed by industrial uses. He noted that consumption is not tracked but other countries have found consumption to be a considerable negative impact. Pat explained the focus of the discussion are the Mobility and Land Use Actions. There are three "big move" strategies with 11 "next step" actions.

Mike said he wanted the need to choose greener materials to be recognized. He also wondered about providing incentives to do the right thing versus punishing for doing the wrong thing. Kessa commented about the next step action of reducing parking and concerned about the battle that comes with reducing parking. Chair Jenn focused on the fact that so many of the emissions are from transportation. She noted that people are not inclined to change their behavior unless it's convenient for them to do so. Chair Jenn was



curious about Tacoma Rail's involvement. Pat explained that ocean going vessels are the largest share of emissions in the Tideflats, and that rail is only a small percentage.

Pat wanted to know what items should be prioritized or what items are missing. Chair Jenn believes there is a messaging problem and that people are not grasping how big the problem is. She also noted that the plan should not focus on individual behaviors as change comes from employers and industries making a point to address climate. Kessa wondered about the small actions such as "idle free zone" signs. Michael wondered if Public Works had policies prohibiting idling city vehicles unless necessary? Kristi said that speeding up rail and other mass transit project timelines and building out the bike and pedestrian infrastructure should be a huge priority to push for reducing car dependence and increasing density.

Liz provided background behind the action steps such as the need to drastically increase funding to build-out the pedestrian and bike network and the need to increase staff and funding to implement programs.

Pat asked people to say what top two actions were their priorities:

- Chair Jenn: 7 and 11
- Michael: 5 and 9
- Dana: 7
- Kessa: 7 and 11
- Cindy: 8 and 9
- Kerri: 6 and 8
- Kristi: 7 and 8

Liz stated the Action Plan will have indicators that the City will need to report on yearly. Proposed example indicators are the amount of bike lanes built and the city's active transportation staffing.

- **Micromobility Launch:** www.cityoftacoma.org/micromobility

Liz provided an update on the micromobility program. Razor scooters have been deployed and a data portal is available through the program. There have been about 12,000 trips and 1.5 miles is the average trip distance. Distribution has been a struggle. One issue is a significant theft problem not seen in other cities. Equitable distribution is a requirement per the contract, but that is not happening yet. The City continues to push for equitable distribution and is working closely with Razor to help make that happen.

Chair Jenn asked if the City knows the number of new riders. Liz said she should receive reports with that data in the next couple of weeks. The report will also include the number of users using the reduced fee program. Chair Jenn asked about property damage. Liz said there have been some issues. Chair Jenn also noted the scooters seem to be parked more considerately, plus the weight of them makes them more difficult to fall over. Michael noted that he doesn't see that many around the city. Liz said there are 240 currently out. Razor is permitted for up to 750, but staffing is a challenge. Kerri voiced she loves the seat option.

- **Community Feedback: Motorized Vehicles on the Pipeline Trail**

Liz shared that a community member is concerned about motorized vehicles on the Pipeline trail. She inquired if others had seen motorized vehicles on the trail. Michael asked for clarification if the discussion is just about cars or also e-bikes and scooters. Liz said just vehicles. None of the members present voiced that they had encountered motorized vehicles on the Pipeline Trail. Chair Jenn asked if Liz had talked with Pierce County and how they might address design on their section of the Pipeline Trail. Liz replied she would reach out to Pierce County.



- **BPTAG Recruitment**

Two members of BPTAG recently moved, so there are two openings on BPTAG. Outreach will focus on trying to find a representative from District 5 since there is currently no representation from that District.

V. Updates

- **Report from Transportation Commission** – The Transportation Commission meeting was canceled for the month of June. No update at this time.
- **Staff Updates** – Staff did not provide additional updates.
- **BPTAG at other active transportation meetings** – Kerri urged people to get involved in the upcoming Sound Transit board meetings as important decisions are being made regarding Tacoma and realignments due to budget shortfalls. Liz provided the link that showed the different scenarios and the realignment process.

VI. Adjourn

Chair Jenn adjourned the meeting at 7:08.



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