



## City of Tacoma Bicycle & Pedestrian Technical Advisory Group

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### Minutes

**Meeting:** Regular Meeting  
**Time:** Monday, November 25, 2019 at 5:30 P.M.  
**Place:** Conference Room 243, Tacoma Municipal Building, 2<sup>nd</sup> Floor  
747 Market Street, Tacoma, WA 98402

#### I. Call to Order (5:31PM)

The minutes for October 28, 2019 were moved, seconded, and approved.

II. Roll Call/Introductions – Member Reehill was excused.

#### III. Approval of Minutes

#### IV. Public Comment on Agenda Topics

a) There was no public comment

#### V. Business Items

a) South 11<sup>th</sup>/12<sup>th</sup> Street Corridor

Liz Kaster and Tyler Daniels, Public Works Engineer, provided an update on the proposed bike facilities on South 11<sup>th</sup> and South 12<sup>th</sup> Street that connect to the Sound Transit Link Extension. This project was part of the Hilltop Links to Opportunity discussion that builds a bike facility that connects to South 11<sup>th</sup> and/or South 12<sup>th</sup> Street. There currently are bike lanes on South 12<sup>th</sup> (west of Sprague). Staff explained that the Transportation Master Plan (TMP) calls for protected bike lanes on South 11<sup>th</sup> Street and no bike facility on South 12<sup>th</sup>/Earnest S Brazil Street. They proposed two options: couplet on South 11<sup>th</sup> and South 12<sup>th</sup> Street; and bike lanes on South 12<sup>th</sup> Street. They highlighted the challenges on each corridor, such as on S 11<sup>th</sup> Street needed to eliminate parking on both sides through the business district near MLK or transitioning from South 12<sup>th</sup> to South 11<sup>th</sup> Street near Ferry St. Bike lanes on South 12<sup>th</sup> Street would mean 5 ft bike lanes, which is not typically ideal. Staff asked the group to discuss concerns/ideas associated with placing a bike facility on South 11<sup>th</sup> or South 12<sup>th</sup> Street and connecting to J Street. There currently is no funding for the bike facility, but knowing where the facility may be located will help with intersection design for the Link Extension.

Members expressed that couplets are not ideal, but very clear wayfinding signage will help to alleviate some concerns. The station in Hilltop Business District will be a center station on the south leg of MLK Jr Way. Leon explained that bike boxes will be important at MLK Jr Way intersections. The connection at South 11<sup>th</sup>, South 12<sup>th</sup>, and



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## City of Tacoma Bicycle & Pedestrian Technical Advisory Group

---

Ferry is challenging. The group asked if vehicle traffic could be limited at Ferry Street and force drivers to turn north on Sprague instead of bypassing the signal. Leon also highlighted the need for a pedestrian crossing at Ferry Street. There are constrained areas next to the landscaped islands on South 11<sup>th</sup> near L Street. Chair Jenn and Leon expressed that a 3 ft buffer is preferred, as long as there are sharrows in the direction for the route that is not protected. Chair Jenn, Matt, Cindy, Theresa, Leon, and Kristi prefers the buffer, sharrows for connections, and intersection treatments. Michael prefers both directions on the same street, but is open to analyzing other options. Cindy asked that future conversations heading east of Yakima include options for zig-zagging around hills.

Tyler asked that the group digest and review options on South 11<sup>th</sup> or South 12<sup>th</sup> Street. Comments can be provided to Liz.

b) Updates on S 56<sup>th</sup> Street – Phase II Design

Brian Wang, Project Engineer, provided an update to the South 56<sup>th</sup> Street project. The project consists of connecting South Tacoma Sounder Station to Tacoma Mall Transit Center. He explained that there would be a two-way cycle track on Washington between the station and South 54<sup>th</sup> Street. There will be parking protected cycle track between South 56<sup>th</sup> to South 54<sup>th</sup> Street. Staff is proposing to place an ADA stall near South 56<sup>th</sup> Street, which would include utilizing a rubber ramp across the cycle track that serves as a raised landing for the ADA stall. The grant funds do not allow for concrete construction, so the ramp and landing would be a modular rubber system. The group asked where the ADA parking would be located. South of South 56<sup>th</sup> Street has parking on one side and would include an ADA parking stall. North of South 56<sup>th</sup> would be the only location with a modular ADA stall and located as close to the intersection as possible.

Brian explained that the project will continue east on South 54<sup>th</sup> Street to the mall. There is a Streets Initiative project that will repair the roadway and provide a bike ramp/connection at the dead end to connect to Tacoma Mall Blvd. Matt asked if there would be any signal work at South 56<sup>th</sup> & Washington Street because a lot of drivers heading south on Washington Street turn right at South 56<sup>th</sup> Street to avoid the signals on South Tacoma Way.

c) Tacoma Bikeways Mapping Project

Liz Kaster demonstrated a new mapping tool that she's been working on in Google Maps. She mapped existing bike facilities by type, as well as projects that are future funded and planned bikeways. Variable means that a street might have two types of





## City of Tacoma Bicycle & Pedestrian Technical Advisory Group

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facilities. The goal is to create a GIS layer from this information for future coordination, identifying future high priority or small win projects.

<https://drive.google.com/open?id=1YV2h0bBuji16HPCfXy9PSzVjbSP9Q-Mz&usp=sharing>

Editing of the map is locked, but users can make a copy to add their own layers, make changes, etc.

Chair Jenn asked about the possibility of showing facilities in neighboring jurisdictions. Liz explained that she has started mapping them and when they are complete, she will make them public.

### d) Scooter Parking Pilot

Liz explained that as part of the pilot project, the City will be striping parking boxes (8 on wide plaza areas and 3 in parking stalls). The goal is to address scooter lime parking concerns that block sidewalks and obstruct park maintenance. The parking areas will be striped and if in a parking stall, it would have a delineator to discourage car parking. These are not required parking stalls, but would be areas where Lime would drop them off. Staff will also deploy a-frame signs that provide tips and recommendations for safe scooting and parking.

Alex asked if staff would consider placing arrows to help direct folks to parking areas. Liz said she would look into that. Based on the use and feedback, the parking areas could be used elsewhere, such as in Downtown. The locations were based on Lime and Metro Parks feedback. The goal is to have them striped by the end of the year.

### e) Intersection of the Month: South 15<sup>th</sup> & Cedar Street

Kristi led a discussion on the intersection of the month at South 15<sup>th</sup> & Cedar Street. There are bike lanes on South 15<sup>th</sup> Street east of the intersection. South 15<sup>th</sup> Street dead ends to the west at Franklin Park. There is a flashing yellow on Cedar Street. Cedar Street transitions from 4 lanes to 2 lanes as it approaches the intersection. Kristi explained that there have been 10 crashes in 10 years at the intersection. The proposal is curb ramps on every corner, marked crosswalks, and adding a pedestrian beacon. Cedar Street is designated as protected bike lanes. The biggest concern is speed. The group asked if a radar trailer permanent or temporary could be placed on Cedar facing northbound – south of the intersection. Signal improvements at South 19<sup>th</sup> & Cedar might help with discouraging folks from trying to speed through because of waiting at the signal. The group asked about better markings for the merge northbound.



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## City of Tacoma Bicycle & Pedestrian Technical Advisory Group

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Liz explained that she has been analyzing the City's Traffic Safety Plan that identifies corridors of high collisions and corridors with the same conditions. Cedar Street is a candidate for future improvements.

Jennifer Kammerzell asked what would be an acceptable length to add protected bike facilities. Kristi stated that starting or ending at South 15<sup>th</sup> Street would help. Chair Jenn stated that a longer stretch to make it worthwhile to jog over to a facility is important.

### VI. Update

- a) Co-Chair Moore explained that the agenda included Tacoma Mall Subarea Plan & Transportation Master Plan project inclusion, Sound Transit Tacoma Dome Link Extension station location, Pierce Transit Long Range Plan.
- b) Staff Updates – Jennifer Kammerzell gave a brief overview of the impacts from I-976, which will primarily impact road maintenance. There will likely be an impact to state grant funding.
- c) BPTAG at other active transportation meetings – Pierce Transit Long Range Plan draft, Sound Transit Tacoma Dome Link Extension informational meetings

### VII. Adjourned 7:14 PM



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