



City of Tacoma Bicycle and Pedestrian Technical Advisory Group

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MINUTES April 25, 2022 5:30-7:30 PM

I. Call to order and land acknowledgement

Chair Jenn 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

Members Tyler and Anne were absent. Members shared one good thing that's happened to them while walking, rolling, biking driving, or using transit in Tacoma recently.

It was moved (Member Julian) and seconded (Member Teena) to approve the March 28, 2022 minutes. The March 28, 2022 minutes were approved as presented.

III. Public Comment

No members of the public provided comment.

IV. Business Items:

1. 84th Street Project

Liz Kaster, Active Transportation Coordinator, provided a presentation on the proposed S 84th Street Corridor project that is a candidate for the WSDOT Bicycle and Pedestrian Grant and complements the Baker Middle School WSDOT Safe Routes to Schools project. The corridor includes protected bike lanes on Alaska St to McKinley Ave. Currently, bike lanes on S 84th Street is not shown in the Transportation Master Plan. The project would repurpose two travel lanes to install a protected bike lane in each direction, bike detection, Accessible Pedestrian Signals, north-south bike crossings, diverter/median, and curb ramps.

The Baker Middle School project includes a Rectangular Rapid Flashing Beacon on S 84th Street, traffic calming and curb ramps at S 80th and J Streets, missing sidewalks, and bus island/pedestrian crossing at S 80th & Yakima Ave. The 84th Street project is a longer corridor project and that staff will balance proposed improvements with the grant scoring and funding available.

Member Kerri asked if there is opportunity for other traffic safety funds. She noted that



Hosmer St has seen undesirable traffic operations. Liz shared that she is not aware of available traffic safety funds, but would support continuing the project to Hosmer St. Member Julian asked if the bike path on 80th St would be replaced by the 84th St protected bike lanes. Liz recommended keeping both the bike boulevard and protected bike lanes. Member Julian supports protected bike lanes on 84th St. Member Dana made a motion to make S 84th Street a priority protected bike lane. Member Julian seconded the motion. The motion was approved.

Liz shared that the application is due May 30, 2022 and that no letters of support are allowed.

2. BPTAG Sidewalk Letter to City Council

Chair Jenn shared that she drafted a letter of support to fund a Pedestrian Coordinator in the 2023-2024 Biennial Budget. The letter would be provided to Infrastructure, Planning, and Sustainability Committee (IPS). The letter explains that prioritizing pedestrians by filling in missing sidewalks, fixing sidewalks, conducting an audit, and reviewing/updating the policies to support sidewalk development that is consistent with safety, equity, and anti-racism. Member Teena supports the bold ask to support a Pedestrian Coordinator and suggests adding that same statement at the end. Member Kessa supports the letter as well. Liz shared that IPS will be discussing missing sidewalks at their May 11, 2022 meeting. The intent is to provide the letter prior to that meeting. Member Kerri suggested adding volunteer coordination, which would be consistent with Compassionate Tacoma. Member Michael made a motion to approve the letter as written. Member Kerri seconded the motion. The motion was approved.

3. Vision Zero Crash Safety Analysis and Speed Reduction Proposal

Carrie Wilhelme, Public Works Senior Planner, provided an overview of Vision Zero and the intent to eliminate traffic related fatalities and serious injuries. Carrie explained that the team evaluated 5 years of crash data, that excluded access-controlled segments (such as I-5). Key findings included bicyclists and pedestrians disproportionately killed or seriously injured (KSI). Victims aged between 20-24 and 75-79 were the most overrepresented cohort in KSI. Chair Jenn asked if the data includes I-5. Carrie explained that the analysis does not include I-5 or on/off-ramps. Recognizing that the City does not operate or maintain the interstates (I-5 and I-705), the Action Plan will focus on locations that the City can control or plan for.

Most fatal and serious injury crashes occurred at intersection particularly at two-way stop signs or followed by traffic signals. The functional class, posted speed limit, proximity to transit, and intersections near commercial land uses accounted for a large share of fatal and serious injuries. Carrie also shared that a large share of crashes were motorists proceeding straight and striking a pedestrian, motorist striking a fixed object, angled/perpendicular motorist crash, and alcohol related crashes.

The analysis included an evaluation of Higher Risk Networks. Carrie explained that the team utilizes the Sliding Window model and Safer Streets model (statistical models) to estimate risk along any road network, even in areas that haven't had any reported crashes recently. Chair Jenn appreciates that the map includes an overlay of the Equity Index.

Member Julian asked if the aggregated map includes a weighting for the mode involved in the crash. Carrie shared that it was not weighted by mode, but if it was a fatal or serious crash. Member Michael asked if there has been a correlation between the Higher Risk Network and pavement condition. Carrie shared that the relationship has not been conducted; however, there is an intent to evaluate where street funding has historically been provided and where missing sidewalks exist. Member Kerri asked if the map takes into consideration how close crashes occur to home or a neighborhood. Carrie explained that a detailed analysis on proximity has not been conducted; however, there are studies that indicate drivers tend to be more comfortable in familiar settings and tend to speed or pay less attention to situations. Chair



Jenn asked if staff would report fatalities and crashes to City Council on a regular basis and would like that included in the Action Plan.

Carrie also presented an update to the speed reduction study. The speed reduction study was noted in Resolution 40559 and 40600. Staff have been utilizing a Safe Speed approach to analyze where lowering the speed limit without countermeasures is appropriate. State law allows nonarterial streets to be lowered to 20 mph. Staff are currently working to draft an ordinance for 20 mph on non-arterials. This requires replacing speed limit signs and adding new signs. Speed studies would be completed before and after the ordinance is in effect. Staff is also preparing a campaign to educate drivers of this major change. Carrie discussed that changing speed limit signs alone can reduce speeds.

Carrie also presented an evaluation to lower speed limits in the 15 Neighborhood Business Districts (NBD). All City NBDs are on arterials, so the speed limit can only be lowered to 25 mph. The study evaluated crash history, roadway conditions, and actual speeds. 4 NBDs were identified as appropriate to lower the speed limit with no infrastructure improvements (6th Ave, Old Town, Lincoln, and McKinley). Proctor and South Tacoma NBD are already posted 25 mph. Chair Jenn asked if South Tacoma Way is a 4-lane road and if the BRT on Pacific Ave would impact Vision Zero efforts, specifically if the station in the Pacific NBD is in the center of the high speed lanes or on the side. Carrie shared that South Tacoma Way is 4-5 lanes and that the industrial/commercial land use likely contributes to the speeding. Liz explained that the Pacific Ave stations are center running. Other NBDs recommend either minor to significant countermeasure improvements prior to lowering speed limits. The intent is to overlay the NBD findings with High Risk and High Injury networks to help prioritize improvements to support lowering speed limits and Vision Zero. Staff is working to draft the ordinance, identify sign locations, conduct pre-speed limit change studies, and prepare for driver education campaign. Carrie is scheduled to present the ordinance to City Council Study Session on June 7, 2022. Chair Jenn suggested members or business owners provide testimony. Member Kessa asked if staff have considered how lowering speeds supports businesses. Carrie noted that she will share that with City Council. Chair Jenn shared the importance of supporting the speed reduction and ensuring City Council and community understand that it is lives at stake and at some point the time saved with speeding is not worth it. Member Michael recognizes that sign changes result in lowering speed limits; however, what is the expectation regarding enforcement and funding to support police. Carrie shared that enforcement is a part of a transportation system, but that it doesn't need to be the primary tool. Automated enforcement will be considered as part of the arterial speed enforcement. The team and task force are interested in other strategies to support Vision Zero.

Member Teena asked what the public awareness campaign will include. The awareness campaign has not been developed, but is a core component to the ordinance change. There will be a driver awareness campaign launched this summer. Member Teena suggested educating from bottom up, similar to school campaigns. Member Matt voiced concerns about distracted driving. Carrie shared that the top three reasons are intoxication, distraction, and speed. In addition to roadway design, the intent is that if the driver is going slower, it would not result in a fatality or serious injury or that the pedestrian and bicyclist are able to avoid that crash. Member Kessa shared that if a driver under 18 receives a citation, their license is revoked.

4. Letter of Support: S 11th St/Earnest S Brazill St Protected Bike Lane Couplet

Liz asked if BPTAG would provide a letter of support to the Puget Sound Regional Council to fund bike lanes on S 11th and Earnest Brazill St from Grant to M Street as a couplet, which includes bike lanes in one direction on each street. Member Michael moved to approve sending a letter on behalf of BPTAG. Member Dana seconded the motion. The motion was



approved.

5. General Updates
Bike Month

Liz noted that events and activities will be posted on social media, including a Swan Creek bike ride.

BPTAG Recruitment

Liz noted that the youth positions will be open this summer, as well as former Member Cindy's position.

V. Updates

Report from Transportation Commission

Jennifer Kammerzell shared that the Transportation Commission discussed the Vision Zero Action Plan, Speed Limit Reduction, and 6 YR Transportation Improvement Program Final Draft.

Staff Updates

Liz shared that the City is advertising for a Skilled Occupational Intern for Active Transportation, as well as other positions in Public Works Department.

BPTAG at other active transportation meetings

Kerri asked how to address people parking in a bus stop. Liz recommended that she submit the request through 311 with the clear location and time of day.

Adjourn

Chair Jenn adjourned the meeting at 7:31 PM.



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