



City of Tacoma

Bicycle and Pedestrian Technical Advisory Group

Tacoma Municipal Building, 747 Market St., Room 243 at 5:30 PM

MINUTES

Monday, January 27, 2020

I. Call to order and approval of minutes

5:32p

The group moved to approve the minutes as provided.

II. Introductions

Member Theresa Beaulieu was excused. The group introduced themselves and said their favorite type of cookie.

III. Public Comment

There was no public comment.

IV. Business Items

a. Vision Zero

Councilmember Kristina Walker and Councilmember Chris Beale presented a draft resolution that directs the City Manager to take actions required to join the Vision Zero Network, including developing an implementation and evaluation plan, reviewing staffing needs, and identifying resources needed to eliminate traffic fatalities and serious injuries. They provided an overview of the policy objectives and asked for feedback on the resolution. The resolution strives for reaching Vision Zero by 2035. It prioritizes equity and mobility justice. Councilmember Beale highlighted an imminent need to conduct a state of the speed study and determine if changing speed limits on arterials and residential streets is appropriate.

Member Susan asked if the 5 mph reduction would make a change. Liz Kaster, Active Transportation Coordinator, explained that injuries of people involved in collisions at 25 mph and 20 mph can be severely different. Member Michael asked how long it would take to change habits and culture. Liz will provide data from Seattle that recently evaluated the change in speed limits. The group brought up concerns regarding Neighborhood Traffic Calming, specifically installing speed humps and the criteria to evaluate or install. The current program policy states that the City will fund and install a speed hump when the 85th percentile of cars are



traveling 33 mph or more. The criteria is based on effectiveness of speed humps at 25 mph and funding.

Councilmember Beale explained that the resolution also recommends evaluating staff resources to implement the plan. Member Alexandra asked if the plan considers population growth, which is expected and would likely increase the possibility of collisions. She also asked for clarification on the vulnerable users (page 2). Josh Diekmann, Traffic Engineer, explained that the plan is zero fatalities and serious injuries outright. Member Alexandra also asked if Policy 6 could include a measure of percentage of vulnerable populations or minorities involved in collisions. Staff explained the specific measure would be included in the plan to support Policy 6. Member Alexandra asked how would the City better involve disadvantaged communities. Jennifer Kammerzell, Principal Engineer, explained that staff is working with the Office of Equity and Human Rights, OEHR, to collaborate with other departments and to engage underserved communities. Member Leon voiced concern that current staffing is tapped out and the first item to make this happen is hiring Vision Zero Staff. Councilmember Beale explained that the City is in the hiring process for a Senior Planner.

Chair Jenn asked about the comprehensive police staffing study and who is administering it. Councilmember Beale explained that the study is funded and should be out for consultant solicitation. Chair Jenn also pointed out that the economic impact would be good to highlight in the resolution, specifically how much money is lost when folks don't report to work. Member Kristi stated that an educational enforcement component is included and not just purely increasing enforcement. Councilmember Beale agreed and indicated support behind that thinking. Member Alexandra asked if there is a carbon reduction benefit to Vision Zero. Councilmember Beale explained that there is a relationship and benefit to increase active transportation on carbon footprints. Climate Emergency Plan is another City Council priority that will tie well to keeping people safe and increasing active transportation.

b. S 21st Crossing Improvements

Josh Diekmann, Traffic Engineer, provided a brief overview of the status of a project that includes a pedestrian/bicycle crossing of South 21st Street near South C Street. The original project from 2012 was meant to provide alternatives for a Prairie Line Trail crossing. He highlighted the various alternatives that were not selected because they did not meet signal warrants and/or were not desirable because it was not in alignment with the Prairie Line Trail. The study recommended a long term solution of a grade separated crossing and an interim unsignalized crossing at Hood St with two center medians. The original objective of the project was to get trail users across S 21st Street at Hood Street, but there is now increased focus on the need for improvements at S 21st St and C Street.

Considering new development and recent collisions, the City secured an updated traffic study. The study reported that a signal could be warranted now or shortly after development occurs. The consultant is also reviewing an option that would



include a trail crossing with timing linked to the signal at Jefferson, although it would take longer for cars to clear the intersection, which also means taking longer to serve pedestrian/bicycle crossings at the trail. Member Matt asked if the City evaluated using a box culvert. Josh explained that the City reviewed that option, but based on community input, folks were concerned about making sure the tunnel is light and open for security purposes. Member Matt asked if WSDOT has considered providing two lanes for the 705 on-ramp, which would clear more cars heading south and east on S 21st Street. Josh will pose that question to WSDOT. Josh asked the group for overall input for fatal flaws. He will report back to the group when the analysis is completed. The analysis should be completed in 2-4 weeks.

Member Cindy supports an alternative that makes a safer crossing for both pedestrians and trail users. Member Michael does not prefer an option that dead ends at S 21st Street. It may be palatable if the trail was realigned to connect to S C Street more directly. Member Leon also voiced concerns about not having a direct trail crossing. Member Matt what the cost of the signal projects would be. Josh will get back to the group, since some improvements have been made. Typically a new signal costs \$750K - \$1M. Chair Jenn voiced concerns regarding limited visibility westbound, especially during sunset. She also asked if the large intersection at S 21st & Jefferson could be an all pedestrian crossing.

c. Scott Pierson Trail Improvements – Deferred to February or March 2020

d. Micromobility (Blkeshare/Scootershare Pilot Program)

Liz gave a quick overview of the presentation provided to Infrastructure, Planning, and Sustainability Council Committee on January 15, 2020 regarding the bike/scootershare program. The presentation included program data and a history of Tacoma's program. The program is currently in place with a 3rd extension for Lime that is good through May 31, 2020. She highlighted lessons learned regarding 86k unique riders that have travelled 431k miles, as well as community concerns (including pedestrian comfort and safety, ADA access, and damage/graffiti) and how they've been addressed. Member Susan pointed out the recent article about how many scooters were found in Commencement Bay. Liz stated that the Request for Proposal will attempt to address that concern.

Liz also highlighted potential code updates, specifically helmet laws and where the devices can be ridden. Liz shared research outlining that while individuals fare better in crashes if they are wearing a helmet, helmet laws are not the best strategy from a public health perspective. Member Michael asked if it would include minors. Liz explained that it would not require any users. Member Matt suggested keeping the law in place for 16 year old and under. Chair Jenn explained that enforcement would be difficult, especially when it is up to an officer to determine how old someone might be. Member Michael would like to see enforcement of kids not wearing helmets to ensure youth safety. Member Leon supports providing access to helmets and eliminating barriers to riding. As part of the Major Taylor Project, he



sees that many kids don't have access to helmets. Liz will bring a redlined draft of the code to the BPTAG February meeting.

Member Susan is interested in furthering the discussion about scooters in bike lanes. She understands the need to get them off the sidewalk, but is concerned about the mix with bicyclists. Member Michael asked about differentiating between gas and electric powered. Liz explained that code discussion would include this.

e. 6 Year Program

Jennifer Kammerzell provided an overview of the 6 Year Transportation Improvement Program (TIP), which is an annually amended document as required by State Law. The TIP outlines projects that the City would like to fund or pursue grant funds for the upcoming 6 years. Projects in the first 2 years are more realistic. Since the document is updated annually, there is an opportunity to add project at later dates to keep the document as practical as possible. The projects in the TIP should come from the Transportation Master Plan network of corridors and projects to help build out the network.

Liz highlighted the projects she is proposing to add, which includes, Tyler Street, South Tacoma Sounder Station Access, Tacoma Dome Link Extension Station Access, East/West Connection over I-5 south of 37th, 6th Avenue protected bike ways, and Tacoma to Puyallup Trail connection. She will also be including requests for striping funds.

V. Updates

a. Report from Transportation Commission

Chair Jenn explained that the Commission discussed their 2020 Work Plan, Vision Zero, and 6 YR TIP

b. Staff Updates

Liz explained that the Washington Street project will no longer include the raised platform with ramped up bike crossing to provide an accessible path to ADA parking, as a solution to build a new ADA ramp has been worked out..

c. BPTAG at other active transportation meetings

Bike Swap April 25th – Save the Date

VI. Adjourn 7:35PM