



City of Tacoma

Bicycle and Pedestrian Technical Advisory Group

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

MINUTES

Monday, March 25, 2019

I. Call to order and approval of minutes

5:37p

The group moved to approve the minutes with a clarification change to East 64th Street for out to “ad” with out to “bid”.

II. Introductions

Member Theresa Beaulieu was excused. Member Leon Nettels was absent.

III. Public Comment

There was no public comment.

IV. Discussion: Streets Initiative Package: N Alder from N 11th to N 21st Street

Brian Wang provided an overview of a proposed Streets Initiative Package on N Alder St between N 11th and N 21st Street. The project is proposed as a maintenance project with utility partnership to reconstruct stormwater utilities. Alder St is designated for bike lanes and would connect two bike boulevards. Staff presented an overview of alternatives and asked BPTAG for feedback.

Option 1: Cycle Track \$275,000 – The cycle track would be elevated with some separation/buffer between the sidewalk and street. The group discussed the benefits of a shared use path, which is more inviting for all users and less confusing than a cycle track, and the benefits of a cycle track, which provides separation from college students walking with head phones or commuting cyclists.

Option 2: Reconfigure curb and street alignment \$700,000 – This would require widening the street, grading to address likely/potential contaminated soil, and addressing the stormwater utilities. This option is more costly and it may require utilizing grant match and not applying for another bike/ped grant.

The group proposed pedestrian signage, markings, and/or pedestrian beacon at N 11th & Alder Street. N 11th Street is a designated bike boulevard, but is not marked. Staff will evaluate pedestrian crossing improvement opportunities that would fit into this project’s budget and constraints. If it is out of scope, they will return to BPTAG.



After further discussion, the group decided that due to the adjacent facilities (bike lanes on Union), bikable neighboring streets, prioritizing historically underserved areas, and cost, Active Transportation funds would be better served in another location. They did not recommend using Streets Initiative Active Transportation funds for this enhancement.

V. Discussion: S 47th between Oakes and Tacoma Mall Entrance

Brian Wang provided a brief overview of the South 47th project, which was presented to BPTAG in early 2019. He explained that the City grant funded project connects the Tacoma Mall and South Sounder Train Station. Originally, the project indicated that the shared use path was on the north side of South 47th Street between Oakes and Tacoma Mall transit center. Brian asked if there was a specific reason for it being on the north side. Staff believed that with the delayed future of Pierce Transit moving onto the Tacoma Mall property, cost of a retaining wall on the north side, and number of crossings, the south side would be better; however, staff wanted to confirm with BPTAG the reasoning.

BPTAG did not see an overall benefit to having it on the north side with two crossing to get to the Transit Center. There is a driveway that serves the Social Security Office on the south side, but they have access behind the building and traffic use isn't as frequent as other commercial driveways. The assumption is that folks would stay on the south side if they are going to the Transit Center anyway.

The group recommended moving the path to the south side and providing channelization and enhancements for driveway crossings.

VI. Discussion: Bike and Scooter Share Update: Slow Zones and Restrictions

Jennifer Kammerzell provided an update on the scooter share permit program with Lime. She will be providing a presentation to IPS on September 4, to discuss feedback received (complaints about speed, safety, graffiti, and parking), program tests (speed caps on Ruston and downtown), and next steps. The permit expires September 30, 2019. Staff will likely be requesting an extension thru the Request for Proposals process or when a vendor is selected. Jennifer also explained that several city codes will need to be amended to allow e-bikes and scooters on certain facilities. Jennifer showed maps of where trip starts occur, which is primarily located along Ruston Way and downtown. She also showed where trips are occurring citywide, which include the entire city and adjacent jurisdictions.

The group supported adding bikes to the program and requiring distribution to underserved neighborhoods. They would like staff to consider scaled fees (time vs. distance) to allow for better flexible use.

Members asked for data on injuries and what modes of transportation that scooters are replacing. Response: To date, there have been 14 reported crashes by Tacoma Fire Department (includes Bird and Lime). This is not likely representative of how many crashes have occurred as folks may not call 9-1-1. It is difficult to determine the percentage of mode shift from scooters. Very short trips may be seen as replacing pedestrian trips.



Jennifer explained that as part of the speed caps, she encourages members to collect anecdotal data or provide feedback if tested. She will come back in September to discuss feedback and will ask members to start considering a permanent program with conditions, fees, and fleet limits.

VII. Discussion: Intersection of the Month: 6th Avenue and Scott Pierson

Jennifer explained that the current signal cabinet cannot accommodate an all red signal phase; however, the City was awarded a Highway Safety Improvement Grant for certain intersections along 6th Avenue that would upgrade signal equipment and Scott Pierson Trail is included. The grant will start design later this year with construction in 2020, and proposed improvements and concerns voiced by BPTAG will be included. Traffic staff has also started to evaluate wayfinding on Scott Pierson between 6th and Skyline pedestrian bridge. A proposal of signs will be developed and presented to WSDOT for coordination/partnership. Streets Initiative Active Transportation funding for implementation may be requested from BPTAG.

S 48th & Alaska - Member Alexandra asked about moving the stop bar on the northbound left back to accommodate for eastbound right buses.

Chair Jennifer asked Members to ride the S 37th St Corridor and provide a report out and ideas for September.

Chair Jennifer also reported that the two-way left turn arrows north of the pedestrian island at S 37th & Pacific were ground out and relocated north, but it is still too close to the pedestrian island.

VIII. Updates

a. Report from Transportation Commission

Co-Chair Moore stated that the Commissioner discussed the 2019 Accomplishments and 2019-2020 Work Plan, which will be presented to IPS on October 2. The Commission also talked about future grants and potential bylaw amendments. Co-Chair Moore asked if BPTAG would like her to highlight accomplishments from this past year (scooter share involvement, and attendance at public meetings and events)

b. Staff Updates

- i. **Bike and Scooter Share** – no additional comments
- ii. **Active Transportation Coordinator**

c. BPTAG at other active transportation meetings

- i. **Downtown to Defiance on Saturday, September 7** – share and volunteer!

Alexandra explained that she may not be able to attend in October and November.



Member Susan asked for a report out on Stadium Link Extension bike detour conditions. Co-Chair Jennifer will draft a letter that Jennifer Kammerzell will send out for comments asking for smooth, appropriate bike facilities. Member Alexandra asked for parking enforcement, specifically when cars block crosswalks.

IX. Adjourn – meeting was adjourned at 7:34 PM.