



## Minutes

**Meeting:** Regular Meeting  
**Time:** Monday, November 26, 2018 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 and approval of minutes

Jenn called the meeting to order 5:36 PM. The minutes were approved as submitted.

### II. Roll Call/Introductions

Members present were Jenn, Michael, Jesse, Theresa and Susan (by phone). Leon, David, and Andre were absent. Jesse Cook, new youth representative, was in attendance.

### III. Public Comment on Agenda Topics

There was no public comment.

### IV. Discussion: Bike and scooter share in Tacoma:

Meredith reviewed the Bike Share and Scooter Pilot presentation provided to Infrastructure, Planning, and Sustainability Council Committee on November 14, 2018. The presentation provided an overview of the 2017 Bike Share Feasibility Study that focused on docked bike share. She also reviewed data from the pilot program for the past 2 months, which includes ridership, ride origin, and route usage.

Michael asked if the data aggregates bikes and scooters. The information from Lime is for both bikes and scooters. Cities would like to see more detailed data, but the vendors are having a difficult time providing the various specific data sets requested by each City. She also reviewed the types of comments, which include positive comments regarding access to transit and negative comments regarding scooters blocking curb ramps.

Meredith explained that Lime has been granted a permit extension to January 13, 2019 and Bird has requested a permit extension to February 13, 2019.

Jenn asked about the permitting mechanism. Meredith explained that the vendors are operating through a Right-of-Way Use Permit, but at the end of the pilot program the goal will be to operate through a franchise agreement or similar permitting. At the end of the pilot program, see dates above, the bikes and scooters would need to be picked up. BPTAG can make a recommendation regarding the extension or continuation of the pilot program.

Meredith asked for members to provide input on the existing program.

Jenn stated that it would be helpful to solicit public input through the email or website.

Meredith stated that the City would like to conduct a statistically valid survey, although cost is



an issue. Members are encouraged to share the email to help solicit comments:

[Bikeshare@cityoftacoma.org](mailto:Bikeshare@cityoftacoma.org).

Michael asked if the vendors would be able to solicit comments, since users have to sign in with an email. Meredith stated that the vendors will be providing information at the end of the pilot program.

Susan talked about ease of reporting vandalism or issues via the app. Meredith did state that the app is helpful, but reporting by phone is cumbersome.

Michael would like to see how much of the negative comments are solvable or actual user issues.

Meredith explained that some cities are piloting geo-fence aka no-park or only park zones. The deterrent is that the scooter may not lock if parked improperly. She also talked about some cities setting speed restrictions. Lime is considering piloting this in UWT, and Ruston Way may be another good location to pilot. Theresa asked how they would restrict those zones. Meredith stated it would be something in the vehicle or app that restricts it. Susan mentioned that there is a bill that is being considered to restrict motorized vehicles on forest trails.

Michael asked if there would be a way to set-up a zone, such as in downtown, that restricts scooters to 12 mph. Meredith said that would be the goal.

Meredith asked the members to discuss service distribution and access. As part of Lime's permit extension and expansion, they will have to deploy bikes and scooters beyond the original number to areas outside of downtown and Ruston Way.

Michael asked who identifies the deployment areas. Meredith stated that Bird is more consistent on returning them to the same locations. Meredith has noticed that they are conscious of desirable areas, such as near the Tacoma Dome for events.

Michael asked if the distribution citywide would be regardless of usage. Meredith stated that one goal is to provide this as an option for everyone, which includes providing lower cost rides for folks that might qualify as low-income or are in an area that is historically underserved.

Meredith asked about safety concerns. Jenn said that the first bike she rode had a faulty right brake. Theresa had the same issue. Susan mentioned that the scooters may not hold up as well to Tacoma's potholes.

Jenn asked about incident reports. Meredith stated that Police are not noting in reports if it is a bike or scooter share.

Jenn asked that vendor reports be submitted every 2 months that discusses where the equipment is deployed and staff conducts field checks to ensure distribution is happening.

Michael asked if this conversation would go into a franchise agreement or ordinance.

Meredith stated that mostly in the franchise agreement, but some ordinance changes would be required.

Meredith discussed that the fees could be based on vendor fee, number of equipment, trips, or a combination of both. The fee would have to cover staff costs and potentially additional improvements or education for bike and scooter. Susan asked if the City will regulate user



fees, since a friend said that a bike in Seattle was cheaper to use than in Tacoma. Meredith stated that there is not a direct correlation between size of the City and number of vehicles deployed.

Michael asked if there is a comparison of what cities are charging vendors. Meredith showed a website that shows a breakdown of various pilot programs, which shows fees that vary from a \$250 annual fee and \$25 per vehicle annual fee to \$250k annual fee.

Jenn asked if there is a way to set a minimum and a maximum, to ensure there are some in the cold months and that they aren't littered everywhere in the summer months. Jenn said that if there were stations where they were parked regularly and access to one would be reliable, she would use them more often.

Michael said that slots near bus shelters would be helpful. Theresa said that painted bike squares, large and small, would be great too. Meredith discussed the need for data sharing. Jennifer Kammerzell asked Jesse what his experience has been. He stated that he has not ridden them, but has seen them throughout Pt Defiance and Pt Ruston.

Meredith stated that tonight's meeting was to brainstorm and discuss the information, with a potential discussion towards a recommendation in December to forward to the stakeholder committee for a permanent program consideration.

## **V. Discussion: Pedestrian Prioritization**

Jenn stated that BPTAG provided input on the Transportation Master Plan years ago regarding pedestrian access. The TMP shows 20 minute neighbourhoods as a priority, but it's not well defined on where the priority lies. She is interested in where we prioritize marked crosswalks and why there might be marked crosswalks blocks away from a school and not immediately adjacent to one. Meredith explained that the City has a guidance for marked crosswalks in the Tacoma Right-of-Way Design Manual. Jennifer K provided an overview of the matrix and the criteria for marking crosswalks near schools.

Jenn said that she would like to hear more about how parents and students are choosing to get to school, and that we are soliciting feedback from the users. Jenn asked about where funding for new and maintenance comes from. New crosswalks are typically funded by a project, whereas maintenance of crosswalks is funded by the citywide striping contract. The group discussed crosswalk enhancements, such as paint, signs, bulb outs, ped beacons, etc. Michael asked about how to reach stakeholders. Maybe having a table at back to school night. Michael brought up an example of driver confusion and a law that Portland considered that would require pedestrians to put their hand out when crossing.

Jennifer K stated that staff and Transportation Commission are looking for some prioritization criteria for pedestrian improvements. As funding from Streets Initiative or grant funds arise, it would be helpful to refer to a criterion to help move the City in a specific direction. A copy of the sidewalk inventory will be provided as part of the conversation as well.



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**VI. Intersection of the Month:**

Jenn will be taking on South 37<sup>th</sup> & Pacific Avenue. She also suggested using a metric of 0-10, with 0=low stress and 10=high stress and having every member of the group take a look at the suggested intersection so they could provide feedback at the next meeting.

**VII. Updates:**

- a) Transportation Commission: Kari Nathan will be the new liaison to BPTAG and the November meeting was cancelled.
- b) Michael attended a public meeting at Titlow Park where folks commented on access to the park, railroad crossing, and the boat access bridge.
- c) Jenn attended the Metro Parks Envision the Waterfront public meeting that allowed attendees to create their ideal waterfront. She also has been working on Safe Routes to School Puyallup.

**VIII. December meeting dates**

The next meeting will be **December 17, 2018 at 5:30PM.**

**IX. Other items**

- a) Meredith stated she has been conducting BPTAG interviews (6 people for 3 vacancies) and hopes to have them on board in December or January.

**X. Adjourned at 7:31pm**