



Minutes

Meeting: Regular Meeting
Time: Monday, October 22, 2018 at 5:30 P.M.
Place: Conference Room 243, Tacoma Municipal Building, 2nd Floor
747 Market Street, Tacoma, WA 98402

I. Call to Order and approval of minutes

Dave Cook called the meeting to order at 5:33 pm. Dave asked if there were any changes to the minutes. Jane pointed out that she was not in attendance at the August meeting. It was moved and seconded to approve the August minutes. It was moved and seconded to approve the September minutes.

II. Roll Call/Introductions

There were no absences.

III. Public Comment on Agenda Topics

There was no public comment

IV. Project Updates:

a) Schuster Parkway Promenade (Diane Sheesley)

Diane provided an update to the Schuster Parkway project, which included a recap of the grant funded project and project status. The grant funded project was for design of an elevated esplanade, with the commitment to construct within a specific timeframe. The City began to evaluate and cost potential alternatives, which includes an elevated esplanade (most expensive and environmentally impactful to the hillside), eliminating a northbound lane for a shared use path, and hybrid options. The City has recently been working with a stakeholder group that includes BPTAG, Chair Jen Halverson-Kuehn (Chair Jen), and Transportation Commission, Co-Chair Jane Moore to evaluate potential interim and full designs, while considering construction and funding challenges.

Based on the feedback from the community, stakeholders, and staff, the project will be taking a step back and look at a corridor approach with Ruston and other potential designs.

Chair Jen also pointed out that BNSF, who owns the Schuster Parkway right-of-way must be in support of any revised roadway design.

Michael asked if BNSF is part of the stakeholder committee. Diane explained that they are not at this stage in the plan, due to availability to attend meetings. Michael asked if



the option for barriers in roadway would be supported. Diane stated that they have verbally been ok with reducing lane width and barriers on roadway; however, the Fire Department needs spacing for turnaround or use of the trail.

Dave asked if candle sticks and a 4-inch curb are amenable to the Fire Department. Diane stated that they are and while not on the stakeholder committee, they are willing to attend when Fire access is discussed. Diane stated that the cost of the project will be part of the community outreach feedback and the discussion of partnerships or funding options.

Dave asked if there is a benefit to stabilizing the slope regardless of the project outcome. Diane stated that Environmental Services is responsible for maintenance and will be part of the discussion and solution of the hillside stability and stormwater. The City will be working with Metro Parks to determine if the Ruston Way consultants would be appropriate to guide the conversation for Schuster Parkway.

Michael asked if it is typical for community engagement to be done with consultants. Diane stated that the City has done it internally and with consultants. Often times it depends on the size of the project or the type of outreach needed.

Stevens/Tyler Bike Lanes

Diane explained that Phase 1 is almost complete, except for signal timing and improvements. She also explained that as part of Phase 2 there needs to be additional evaluation and outreach. Sounders 2 decided that a separate field will be constructed, which may include a parking garage, and change potential vehicle access points. It will be a 5000-person soccer stadium and may include other uses. The development would result in a traffic study and off-site improvements, which can be evaluated against the Stevens/Tyler consultant recommendations to see if they are still valid. The location of a new driveway on Tyler would affect the location of the existing marked crosswalk.

Diane explained that the Sounders 2 traffic study would likely be completed October 2020.

Dave asked if the two stadiums will coordinate schedules or have games at the same time. Diane stated that she was not sure. Meredith stated that the Clay Huntington at 19th signal grant project was recently asked to conduct a field visit with WSDOT, which is a good sign. The City would not know until June 2019.

Michael asked if the traffic study would include potential impacts to the Scott Pierson Trail. Jennifer Kammerzell explained that the traffic study would be tied to SEPA, a land use permit, which the Public Works Traffic Section would review and comment on through the permit process. The traffic study would include evaluation of bike, ped and car impacts.

V. Intersection of the Month

- a) Dave chose North Yakima and Fife Street, which is the east end of the Yakima Avenue bridge that is closed. There are faded crosswalks, sharrows, and signage. Some of the



challenges include wayfinding of road to the bridge, usage of families & small children on the bridge, location of barriers, and lack of curb cuts. Some solutions for westbound use include relocating a barrier, adding a curb cut, adding bike symbols on the sidewalk to help delineate shared use, or painting the transition to bridge using green paint. Chair Jen stated that she would also like to see this made into an all-way stop because cars “whip” through the intersection. Susan would like to see more distinctive markings. Andre pointed out that skateboards tend to use this area. Some solutions for eastbound use include a raised crosswalk on the west leg of Fife, increase sight lines, and provide a better/wider curb cut.

VI. Discussion: Bike and scooter share in Tacoma

Meredith provided an update on the Bike and Scooter Share program. She explained that she is asking for a recommendation regarding extending LimeBikes’s (Lime) contract for another 30-days. Meredith reviewed Lime’s data dashboard that shows they have seen 8 rides per equipment on some days. Their goal is at least 4 rides per day per scooter, and while they have not gotten that every day, they have seen more on weekends and less on others.

Meredith also highlighted the heat map for usage, start locations, and end locations. It is primarily in the downtown and Stadium area. There is a higher percent of usage in the north end and along the waterfront, although there has been usage in south Tacoma and west end.

Dave asked if the City can ask if equipment could be dropped off in more parts of the City. Meredith stated that as part of this pilot project, we can ask, but not require; however, as part of a permanent agreement, there will be an opportunity to require a distribution component.

Susan asked if the City is looking at scooters only or bikes. Meredith stated that the maps and data is a combination. The current permit includes bikes and scooters, but Lime is looking to extend the contract and also add additional scooters beyond the permitted 250 scooters.

Jennifer Kammerzell showed that as of October 18, there were five Tacoma311 comments and at least 1 scooter related incident that required Fire Department assistance.

Susan stated that she has been educating friends and others about how to use the program and the benefits of it. Meredith said that the area she has heard the most



comments about are on Ruston Way, which already has a heavy volume of a variety of users. Metro Parks has also been concerned about equipment left in areas they mow or maintain. The equipment is not allowed to be left on the trail or sidewalk.

Chair Jen asked if additional requirements could be added to the permit extension. Meredith stated that we cannot as part of the pilot, but could as part of the future ordinance.

Susan has seen a handful of incidents of scooters being tipped over and stated that as part of the ordinance a fee could be used towards maintenance.

Dave asked what the impacts and incentive would be if the permit is not extended or how to encourage helmet usage and make the program better.

Michael asked what the timeframe is to go from pilot project to permanent. Meredith stated that a permanent program will take a while, +/- 6 months, but having a longer pilot program will allow for more data and possibly non-novelty user data.

Leon stated he has heard positive feedback from his community, but has seen most scooter riders not wearing helmets (although that should be personal choice), and prefers that they are not allowed on the downtown sidewalks. He would support extending the permit.

Susan would support extending the permit. Michael would support extending the permit, but would like to see the program really help make the switch of mode choices, which is difficult in the tideflats where they are not as available. Theresa would support extending the permit. She has noticed that in recent days she observed that there were more scooters tipped over, and is interested in how the weather and novelty users affect ridership. She would also like to see the bikes in other areas, such as the Lincoln District. Andre would support extending the permit and what the weather impacts may be on safety for scooters.

Jane Moore has not tried any, but in general supports the program.

Tim (citizen) explained that he represents the 6th Ave Business District and has heard concerns about its usage on the sidewalks and folks stepping out of stores and coming in to conflict with scooters on sidewalks. He also explained that Bird has given out over 50k helmets. Bird requires a driver's license to activate the equipment, possibly. Lime can be ridden at night, while Bird removes them at night to be charged and repositioned.

Tim is a Bird charger and Lyft representative, and explained that working with Pierce Transit on parking for first and last ride would be helpful. Susan asked if he is advocating for the night time shut-off. Tim stated that he is due to night time safety concerns.



Andre asked if the vendors can set speed limits for each equipment. Meredith stated that it can be requested, and required as part of an ordinance.

Michael asked if the City would consider one vendor or numerous as part of the ordinance. Meredith explained that it is unknown, but unlikely.

Jennifer Kammerzell mentioned that as part of the ordinance review, the group will be asked to consider how the program can help to better serve diverse populations, including folks that may do shift work.

Dave would support extending the permit. He would like to see that as part of the conversation towards an ordinance, staff can work with Lime and Bird on BPTAG concerns and questions.

Susan mentioned that she would like to see more distribution, such as in the tideflats. Meredith pointed out that there are conflicts with state and city laws that contradict each other regarding where you can ride.

Jennifer Kammerzell explained that the Transportation Commission and IPS are looking for BPTAG to make a recommendation regarding permit extensions, as well as should the pilot program be converted to an ordinance, and if recommended to be an ordinance, what that ordinance will be including conditions and requirements.

Andre asked if there are cities to look at as examples. Meredith explained that the scooter program is new and Spokane is the only other city that has a scooter pilot program.

Chair Jen recommends supporting the permit extension, which results in a majority in support of the extension.

VII. Updates:

- a) **Transportation Commission:** Jane explained that there were presentations by WSDOT regarding SR167 shared use trail and pedestrian improvements under I-5 at Portland Avenue, and Pierce Transit regarding alignment and station location, and future outreach on route design.

Jane and Gerrit Nyland were elected Co-Chairs. Casi Brown will be the new liaison to BPTAG and the November meeting was cancelled.

- b) **Community Meetings:** Chair Jen has been part of the City of Puyallup Safe Routes to School program and has provided some input from Tacoma's plan, and has participated in the Swan Creek master plan program. Susan will attend the Ruston Way Envision



project. Meredith will be attending the Downtown on the Go luncheon and can report back on the single presentation.

VIII. November and December meeting dates

Chair Jen asked about attendance for the November meeting and it appears there will be a quorum. The December meeting falls on the 24th, and there would not be a quorum.

In an effort to follow-up on bike and scooter share, it is recommended to reschedule the meeting to discuss the pilot program, potential extensions, and a recommendation towards ordinance. Meredith will send a doodle poll to determine the best date.

IX. Other items

Meredith stated the Mary Lyon and Whitman SRTS grant applications were part of a WSDOT site visit, which indicates that they are being considered for the "shorter" list. Meredith stated that bike lane striping has been occurring while the weather has been good, including 6th Ave and N 26th Street.

Meredith stated that there were 9 applications for the BPTAG vacancies.

X. Adjourned at 7:35pm.