



CITY OF TACOMA BIKE AND PEDESTRIAN ADVISORY GROUP MEETING MINUTES

DATE: January 12, 2015

GROUP MEMBERS

PRESENT: Aaron Knight, Dave Cook, Anne James, Paul Nordquist, Kendal Reid, Brandi Riddle, Kris Symer

OTHERS PRESENT: Emily Campbell, Jennifer Kammerzell, Hannah Miner Justin Resnick, Teri Stopoulos, Kristina Walker, Diane Wiatr,

- **Meeting called to order at 5:35 PM**
- **Call to order, introductions, and approval of minutes**

There were sections of the previous month's minutes missing. Diane will fill in the blanks and the minutes will be posted online for BPTAG members to view.

- **Water Ditch Trail Alignment Options---Copenhagenize the sidewalk?**
- **Sound Transit Link Expansion Letter of Recommendation—Diane Wiatr**

Dana Brown was not able to present at this meeting so in lieu of the presentation about the Water Ditch Trail Alignment, Diane asked the co-chairs if she could speak about the Sound Transit Link Expansion letter of recommendation.

The BPTAG went on a bike ride with the Sound Transit project lead, Sue Comis to look at the alignment of the tracks and discuss what options are available for bicycles in the right of way. Diane presented the letter at the Transportation Commission. The TC requested that because the group is looking at bicycle and pedestrian infrastructure that the letter speak to both modes equally.

Diane added a paragraph to speak to expectations about pedestrian safety as well as a few small changes at the end and the group approved the letter. The letter will be sent to Sound Transit, the Transportation Commission, the Mayor, City Manager, Tacoma City Council, and a few directors.

Diane spoke briefly about how the letter was received and noted that there was opposition from one of the co-chairs about the suggestion that Sound Transit support or construct a bicycle boulevard adjacent to the Link Expansion to provide a parallel corridor for the bicyclists that will be displaced on MLK. The resistance was due to

funding, though the BPTAG made the recommendation that there be a bicycle boulevard without assigning responsibility for funding to any one organization.

Kristina Walker said that as a commissioner, it is good to see that the BPTAG is involved on this level. Diane said one lesson learned is encouraging, above simply informing, the Transportation Commission when hosting outings like these.

The group also discussed the challenges that S. J St. poses to bicyclists, namely poorly timed lights between Division and S 19th St. that add time to trips.

- **Transportation Master Plan Update on Modal Prioritization review and comment**
– Justin Resnick

Consultants are currently working on pulling together all of the pieces of the Transportation Master Plan into one document. They are seeking feedback from the first reach of stakeholder groups, including the Port of Tacoma, Sound Transit, BPTAG, etc.

The TC decided that pedestrians should have access and be given attention wherever they want to go (near schools, green space, etc.). The 20-minute neighborhood approach will help to guide where pedestrian infrastructure goes first.

[Referencing a new draft of the bicycle network map] A few pieces, highlighted in yellow are new. There are about a dozen corridors that that every mode wants to have access, with a few instances where the consultants and the TC disagreed. S. Tacoma Way and Center Street are one such instance. These two corridors can be an opportunity to compromise by making one serve certain modes and the other serve the other corridor. Bikes are present on both of these streets, but buses will be directed to one and freight to the other to avoid conflicts. S. 72nd and S. 56th is another example of this.

Portland and Puyallup are examples of corridors that will have to work for everyone. This means that they might not be a high level of service for all users, but that they will be safe for anyone needing to access them. Pearl St. is an example of a corridor that is receiving transit and auto priority because it is a state route and connects to the ferry.

The conversation then opened up for questions and concerns about the current map. Dave commented that there appears to be good access for schools. Only Stanley, Skyline, Boze, and Stuart Middle School are more than 3-4 blocks from a bicycle corridor. There were questions about the feasibility of the trail along the western side of Pt. Defiance continuing south through Salmon Beach. Upon further discussion, it became clear that there are several other paths that will not be shared-use as previously thought. The trails spanning gulches will not be able to be paved due to the terrain and will be pedestrian only.

Discussion then turned to examples of what 5, 4, and 3 lanes streets could look like with different primary mode focuses. The assumption is that pedestrians will be primary everywhere and the cross section examples generally follow the green hierarchy.

Dave noticed that there is one place on S 25th St. where the network jogs to Puyallup and noted that 26th could be another good option for directing away from S 25th, the current location of the Link Lightrail and corridor that will continue to have transit priority. This road would also provide access to McKinley and the whole eastside. The juncture

of S. Tacoma WA and S 26th is brand new and currently contains no bicycle infrastructure.

Diane asked if the TMP is still looking to bolster the pedestrian side of the Mobility Master Plan and Justin responded that yes, the TMP is using MoMap as a foundation, keeping funding possibilities in mind. Jennifer also responded, saying that the City is using performance measures (including equity) for pedestrian facilities to make sure that the projects are completing the network for the prioritized users.

Diane then asked how the traffic collision data has been used to create these maps. Justin responded that bicycle and transit focused streets will be looked at most closely because bikes will be receiving priority and transit priority streets will also attract pedestrians. Collision history is cross-referenced and those with history are given priority.

The next steps for the TMP are putting together the sections that will make up the draft document. This will go to City staff and the Transportation Commission and then will be circulated among the other stakeholder groups. Goals and policies will be presented to the Planning Commission on the evening of the January 21st, followed by a presentation to IPS on February 25th. The goal is to have the Transportation Commission approve a draft of the TMP by March 4th in order to seek public comments at open houses with the rest of the Comprehensive Plan. Looking forward, the consultants hope to forward a final draft to IPS in early May with a final opportunity for public outreach and comment after that with the Comprehensive Plan.

- **Bikes and Railroad Tracks Recommendations – Dave Cook**

There are 300 potential crossings in Tacoma where bicycles and railroad tracks interface. Dave and Aaron worked with City staff to narrow the intersections to evaluate to 40 and gathered information like the grade of angle at the crossings, smoothness of surface, and construction. They also noted potential solutions, keeping in mind that there are limitations. These solutions include high consequence signage, creating perpendicular crossings, paint to provide guidance, as well as pedestrian crossings to allow for easier access to those using mobility devices.

There is a high density of these crossings in the Port of Tacoma. Few of these crossings have opportunities for a good approach. Some of these railroad tracks are segments present only in the roadway, with no connection to tracks on either side. In instances like this, is it possible to create a plastic barrier that creates a space above the tracks for bicycles to ride over, similar to the plastic speed bumps in some Tacoma neighborhoods?

Jennifer responded that it is possible to talk about who owns that land in order to develop a better understanding of the possibilities for short term solutions.

Dave and Aaron will work on building a prioritization process similar to the pedestrian crossing flowchart to determine the necessity of upgrading.

- **Connecting Tacoma to Puyallup—review of options of Levee v. Puyallup River Bridge – Diane Wiatr**

There are several groups interested in connecting Puyallup to Tacoma, specifically for cyclists. Forever Green Trails and the Russell Family Foundation Active Transportation Community of Interest are working to create a connected trail network. City and county staff are discussing the possibilities for creating this connection. There are no easy options for this. River Road (WSDOT) would be a good option with a separated bike facility. Levee Road belongs to Puyallup Tribal land and the City has no jurisdiction. It also has archeological significance. The City of Tacoma is not responsible for building in other jurisdictions. The approach to Tacoma poses several challenges. Puyallup is a secondary street in the TMP and will be getting basically all facilities.

No decisions are being made, this is just an introduction. Bryan Boden, with Forever Green is in conversation with WSDOT to learn more about possibilities for River Road. There are also a lot of complex environmental concerns with the river. The Puyallup Tribe is seemingly more favorable of connecting tribal lands to other areas because of the connection between active lifestyles and obesity. There is also a new youth community center and bicycle access to this new destination is important as well.

The next step is that BPTAG should make a recommendation about this area. BPTAG members should go out and see for themselves what the possibilities are in order to create a proposal to be added to TMP.

▪ **Updates**

- BPTAG will take place on Feb 9th next month due to President's Day
- Together We Can Get There: Tacoma's 2014 Active Transportation Successes is Jan. 29th at 6:30 in the Tahoma Room at the University of Puget Sound
- Major Taylor, a program for youth of color in Seattle neighborhoods, is coming to Tacoma's Lincoln high school.
- Seeking two new BPTAG members and one youth representative.
- Annual Meetings with local Active Transportation Groups
 - Tacoma Wheelman's Bicycle Club Annual Meeting will be Jan. 24th at 6 PM at C.I. Shenanigans
 - Foothills Rails to Trails Coalition Annual Meeting will be Jan. 22nd at High Cedars Golf Club in Orting at 6 PM

▪ **Future Agenda Items:**

- Reprioritization of short term MoMap projects has been reassigned to February
- Discussion of BPTAG members terms
- Jennifer asked that in a future meeting we discuss how and where sidewalk repairs are being prioritized. She would also like to learn more about what the homeowners responsibility is in assisting with these repairs. Jennifer is also interested in learning more about what can be done about blocked sidewalks and cars parked under stop signs. City staff will follow up for the next meeting.