



CITY OF TACOMA BICYCLE AND PEDESTRIAN TECHNICAL ADVISORY GROUP MEETING MINUTES

DATE: August 22, 2016

GROUP MEMBERS PRESENT: Dan Hansen, Cassie Head, Anne James, Dave Cook, Jolene Rogers, Susan Reehill, Jennifer Halverson Kuehn, Leon Ettelson, Ben Storrar, Janet Higbee

OTHERS PRESENT: Jim Parvey, Jon Halvorson, Jennifer Kammerzell

- **Meeting called to order at 5:37 PM**

All members introduced themselves.

- **Approval of Minutes**

June minutes approved with the following changes:

- Page numbering error. Should read out of 8 pages rather than 6 pages.
- Page 4 – Clarify mention of “Swan Creek to 40th St.” to the section of 40th St. from Swan Creek Park to Portland Avenue.

- **Public comment:**

No public comment.

- **Open Public Meetings Act: Martha Lantz**

The Open Public Meetings Act is required; Martha will present on this during the joint meeting with the Transportation Commission on September 26th. The meeting will be held at TMB North on the 1st floor at 5:30 pm. Agenda items to be discussed at the Sept. meeting include the N 21st project, meetings and comments collected by the City of Tacoma and Public Works, and a Safe Routes to School presentation. BPTAG is also looking to choose a representative to be on the stakeholder committee moving forward.

- **N 21st Street project update:**

Dave started the discussion with a history of 21st St. explaining that it connects to I St and currently has bike lanes west of Alder St. but they disappear at Proctor. The City is discussing changing the current lattice frame powerline poles to different structures. There is also an accident to note involving children in the Mason St area. Anne added that no plan for addressing these issues has come from the neighborhood meetings she attended.

Jennifer Kammerzell explained that Tacoma Public Utilities is funding the switch from the current lattice frame style to street poles. The benefit is a smaller footprint, which will allow for use of the large median. In the Transportation Master Plan (TMP), N 21st St is listed as a transit and bike priority. With projects like this, they will go back to the TMP for the original vision of the project.

Janet asked about the vision of the project moving forward, mentioning specifically the options of 2 way bike lanes and rain gardens for low spots, rather than simple bike lane lines. Jolene also mentioned physical barriers, like a curb, between the street and the bike lane. Dan suggested that these would be great public comments to be voiced in the upcoming public meetings.

The University of Puget Sound community public meeting discussing the N 21st St. project will be September 14th from 6:00 – 8:00 pm. Dave reiterated that all interested community members should be encouraged to attend. For BPTAG, they would like to have a letter written with their suggestions and views for this project by the 9/16 meeting.

- Bike Boulevards vs. Residential Streets with Sharrows:

Dan passed out information from the Transportation Master Plan and NACTO Design Guide regarding bike boulevards and appropriate infrastructure and signage. All materials were meant to be idea generators rather than prescriptive solutions. The question posed to the group was what is wanted from a shared facility. What infrastructure makes a roadway safe or unsafe?

Discussion regarding bike boulevards was mostly centered on the 21st St and 24th St plan and infrastructure. With insufficient funding, City centered most maintenance and construction on arterial roadways rather than residential streets and bike boulevards. Dave mentioned that they have ridden the length of the 24th St. bike boulevard and written a letter about all potholes, etc. but that they can come back to it. The need for persistence was stressed. Park Place was mentioned as a nice riding surface, but traffic is fast there. With questions regarding Tacoma's growth, increased traffic volume, and the chicanes and other volume management tools in the handouts, the question was posed if there is a plan or way to give Bike Boulevards "more teeth."

Jennifer Kammerzell explained that there are currently no triggers for bike boulevard traffic calming, but there is a toolbox to slow traffic that includes speed bumps, traffic circles, and other options. These are all funding dependent. The City's goal is to keep heavy traffic off of residential streets and bike boulevards and primarily on the arterial roadways.

Traffic altering practices such as mandatory turns and bike only medians were discussed as ways to manage and discourage traffic. Janet posed that if a roadway is labeled a bike boulevard, it should be made in a way that is specifically unfriendly to traffic rather than trying to mitigate traffic volumes. The group agreed. Dave asked if it is easier to plan and install increased bike boulevard infrastructure and options initially, or if it is easier to make those changes and obtain funding once use and necessity can be shown.

Jennifer Kammerzell replied that having an overall vision for the space while having interim goals to provide flexibility is best. With Park Place, for example, large intersections were identified but funding limited the implementation of the whole plan. A shell of the overall vision was implemented and the hope is that grants can fund the remaining work over time. The group agreed that the emphasis should be on making bike boulevards safe for their intended users at all interim goals and despite level of funding.

Dave posed the follow up question of if it is possible to make a proposal to increase the priority of a specific bike boulevard. Jennifer Kammerzell explained that the bike master plan has an appendix that can be utilized to address something along the lines of best practices for traffic calming. She has received funding to track and research the traffic calming requests she receives, but a possible project could be defining triggers and solutions as a guideline.

Forming a subcommittee to develop guidelines for traffic triggers and solutions on bike boulevards was suggested. This would help define the difference between sharrow markings and a bike boulevard. Leon, Janet, Cassie, and Dave agreed to be on the subcommittee and to meet 2 or more times before the October BPTAG meeting.

- **N Mildred project:** Jennifer Kammerzell for Dana Brown

Phase 2 of the N Mildred project is to connect the Scott Pierson Trail and S 12th Street. The suggested project was rather large and estimated at between 3.5 and 4 million dollars. When going through the grant application process, the self-score that the N Mildred project received did not compete with other options, like the Pipeline Trail Phase 2 project (was awarded a grant) and the McKinley sidewalk and trail connection. The N Mildred project was scored lower because it was just outside of the business district and there have been no collisions. Jennifer mentioned that Dana does think it will still be a good opportunity moving forward.

Group asked why the proposed project was estimated at that high of a cost and what the proposal included to increase the cost. Jennifer didn't know all of the detail but explained that it was more than just striping the roadway with bike lanes and that in a project like this, all of the sidewalks need ramps installed for inclusion.

- **TIB application update regarding projects pertinent to BPTAG:** Jennifer Kammerzell for Dana Brown

A draft of submitted grant applications from January to July of 2016 was handed out and Jennifer explained that it is standard to apply for more grants than they expect to receive and that the number of unfunded projects is normal. Highlighted projects included the Pipeline Trail Phase 2 project, new WSDOT projects planning to install 10 foot sidewalks, and making sure the fastlane corridors are up-to-date. The E McKinley Way project is a "missing link" that will connect G St. and existing 7 foot sidewalk on the north side of I-5.

Complete Streets was also discussed as a newer program. There are a handful of agencies that can nominate a city to receive a Complete Streets award, which is showing that a street can accommodate all modes of transportation. Tacoma is working with Feet First to receive Complete Streets funding to be used on any project.

Leon asked about the priority level of the 56th Street project. Jennifer explained that it is a Transit and Auto priority with Bike as a secondary priority in reference to the TMP.

The infamous "Paint Day" was discussed. Repainting all bike lines and sharrows began August 18th. If any issues with new painting are noticed they should be reported. Turtles on bike lines are not preferred by the City because of the danger imposed on motorcyclists, noise levels for nearby residents, and their lack of durability. Despite voiced concerns of the slippery surface it makes, Thermoplastic is used on many bike lines because of its 10 year lifespan.

- **Bike Boulevards vs. Residential Streets with Sharrows**

Fully covered in N 21st Street discussion.

- **E 40th Street Follow Up (Bike Boulevard in Transportation Master Plan):** Dave Cook

There is a proposal for a Bike Boulevard with infrastructure beyond bike lines to be implemented on E 40th St. from Portland Ave to McKinley Ave. It is used as a bypass for 38th and so traffic calming tools will be preferred and/or needed. Dan recalled the three primary options for the Bike

Boulevard as A) two 10 foot lanes with bio retention, B) just bike lanes, or C) a shared use path. Option C was agreed as the preferred solution, but it is the most cost prohibitive.

The group prefers to see what a bike boulevard would look like, adding a fourth option. The group also concluded that this is where the appendix guidelines that the new subcommittee will create will be helpful.

- **Bike Share Draft Report:** Jim Parvey

Will be discussed at September meeting.

- **Updates:**

- **Update on New Bicycle Pedestrian Coordinator:**

The position is posted and being promoted in multiple ways. The position will report to Josh Diekmann. Dan Hansen will be a part of the interview board, so any questions that the group wants to be included in the interview process should be sent to Dan ASAP, so that they can be compiled and turned in to Jim Parvey for approval by Human Resources.

- **Update on Safe Routes to Schools:**

Kicked off the Safe Routes to Schools promotion at the MicKinley street fair and will continue with the Hilltop street fair on August 27th from 10:00am – 3:00pm. Its purpose is to let people know about specific safe school routes for walking and biking. They are looking for a Safe Routes BPTAG representative.

- **Update on Bike Striping:**

Already discussed with “Paint Day.”

- **Meeting Adjourned at 7:28 pm.**

Attendance for September joint meeting with Transportation is important.