



CITY OF TACOMA
BICYCLE AND PEDESTRIAN TECHNICAL ADVISORY GROUP
MEETING MINUTES

DATE: July 24, 2017

GROUP MEMBERS PRESENT: Dave Cook, Dan Hansen, Jennifer Halverson-Kuehn, Cassie Head, Jolene Rogers, Aubrey Rosevear, Susan Reehill, Theresa Beaulieu, Anne James

OTHERS PRESENT: Meredith Soniat, Jennifer Kammerzell, Said Seddiki, Bryan Elkins, Jane Moore, Justin Belk

I. Meeting called to order at 5:43 PM

- **Approval of Minutes** – May 2017 minutes were approved with one change. (There was no meeting in June)

II. Public comment: No public comment.

III. Introductions:

IV. a. Transportation Master Plan Update (TMP) (Jennifer Kammerzell)

Jennifer provided the amendments to the TMP with comments from BPTAG. Once the Transportation Commission (TC) puts together the amendments it will go to Planning Commission and would follow their adoption process. Planning Commission needs the full packet ideally early Sept., then it goes through their public hearing process (approx. March), and then to City Council. So there will be a few opportunities for additional comments.

There are 3 major amendments to the Master Plan –

1. Amendments to the project list and network priorities (at this time the TC plans to incorporate all of the suggestions brought forth by BPTAG).
2. Amendments to Appendix C & D
3. Amendments to the Performance Measures

AMENDMENTS TO APPENDICES – used to be called ‘Mobility Master Plan updates’. Appendix C has been renamed ‘Bike Implementation Strategies’. This was presented to the TC last week. The lines that have been marked for deletion were already in the document and were removed because they were redundant. Also anything that was pedestrian focused was moved to Appendix D which is ‘Pedestrian Implementation Strategies’ and vice-versa.

Question: In Appendix C is 1.2.1 something that protects the existence of a group like this and if removed could the group be dissolved more easily?

Answer: No because there is a reference in the main part of the TMP regarding the Commission and also by having it by Resolution it strengthens the groups’ position.

Jennifer said that both Appendices will be sent out by e-mail for further comment by BPTAG. She touched on some of the changes that were made within the Appendices.

Ideally what we would do next is include short term projects – pull out what was in the project list and prioritize. This could be in the work plan for next year.

AMENDMENTS TO PERFORMANCE MEASURES –

Two tables were handed out for review & reference. IPS had asked that we work on targets for each performance measure.

The current recommendations are more consistent with the Environmental Action Plan. Jennifer went through the tables and provided an overview.

-Health & Environment – physical activity was based more on infrastructure; the air quality side is something we are struggling with and could use feedback/ideas from BPTAG & the TC. Environmental

Action Plan measures their target as decreasing fossil fuel use. This does not solely include transportation. It’s tricky to separate out wood stoves.

-Residential maintenance is a new measurement.

-Vehicle delay is another one that is difficult to measure due to lack of funding. We would have original data and then add a growth factor to that number.

Jennifer recommended starting with the Table to see what is being deleted, recommended, etc.

Comment: The HE3 measurement doesn’t seem accurate so Jennifer will check.

David said that between now and the next meeting they will come back with thoughts and proposed changes.

David did ask about the 1st page changes to Equity and asked if it could be clarified. Jennifer mentioned that TC had asked for changes to that as well so she will be making those.

b. E. 64th Street Project (Said Seddiki)

Said Seddiki & Bryan Elkins presented the options for this project and said that they would like feedback from BPTAG.

There are 3 phases –

Phase 1 - Pacific to McKinley (70' wide) – applying for grant from TIB-Aug. 18 deadline – should have response by Nov. 2017

Phase 2 – McKinley to Portland (60' wide) - unfunded

Phase 3 – Portland Ave to City limits (66' wide) – unfunded

The roadway width of each segment of the project determines how many amenities we will be able to add in each phase.

The City has paid for survey of all 3 phases.

There are 3 different options that have been developed for the project. Once one option has been selected that will carry through all 3 phases.

Option 1 – separated/protected bike lanes, planting strip between biking lane and sidewalk as well,

Phase 2 would be no planting strip between bicycle lane and pedestrians

Option 2 – more traditional -wider road with 3' buffer, bicycle lanes, planting strip and sidewalk

Question – Would this be modified in phase 2?

Answer: Yes, the planting strip would be removed and sidewalk would be adjacent to curb & gutter.

Option 3 – cycle track on the north side of the road-this would be the first time there would be a cycle track in the City of Tacoma- similar to Option 1 with 2 planting strips; for Phase 2 the left-hand side remains the same but the planting strip on south side would decrease in size.

Parking – For residents in this area that is a big deal. In Phase 1 & 3 we will try to add parking where we can. Phase 2 there will be very limited options for parking.

Question: Option 1 – as people are biking how does a left turn work at intersections?

Answer: The City has been considering this as well and also the need to maintain ADA access- You would have to stop and slow down before merging into the lane since you are elevated.

There is concern that as the planting grows in there would be visibility issues. Vehicles will have to adjust for bikes and pedestrians as well.

Question: Will the Option be selected by the time you complete the grant application in August?

Answer: In the grant application we don't specify an option – just that bike lanes will be added.

Question: Option 2 – members feel people would want to park in the bike lane – where would parking be allowed?

Answer: This was taken into consideration, some parking will be made available where possible, but there is also parking behind some of the buildings and in the alley.

Question: Do you have a percentage of how much parking will be taken away?

Answer: There is actually no legal parking in this area, so the City will now be providing parking.

Question: Option 3 – will there be separate lights for the bicyclists?

Answer: A separate signal for cyclists is being considered.

David likes options 2 & 3 equally.

There were 6 additional votes for Option 3 and 1 each for Options 1 and 2.

Option 3 overall preference would be for a separate signal for bikes and cars.

Said let everyone know that what has been presented is not final – a hybrid can be created as well.

At this time Said is looking for the groups support and feedback so a letter would be great.

Question: Since the application does not include the different options at this time should the letter not specify the options the group prefers?

Answer: That's correct.

Dave moved to write a support letter, the vote was seconded.

V. Intersection Reports:

A. INTRODUCTION: 6TH AVE & JUNETT (ANNE)

Crosswalks at 6th Ave. & Junett

Solution might be to add 2 additional beacons so that you have them at all crosswalks. Add warning on pavement – crosswalk ahead. Also there is a crosswalk at Pine- possibly move crosswalk to mid-block between Junett & Cedar.

Do they have flashing lights that go all the way across the crosswalk? Seattle has them. More enforcement at this location would be helpful – a few blitzes but they have been trying to do this for several years already.

Question: Do we have records for pedestrian collisions at this location? Meredith will check into this.

Could we use the 311 app to report the problem at the intersection?

David suggested adding a bulbout for added protection.

Meredith asked that Anne put together a list of solutions – interim and long term based on the comments received and her own thoughts.

B. INTRODUCTION: TACOMA AVE. S & S 37TH (THERESA)

This is a dangerous location with no stop signs on Tacoma Ave S –only on S 37th –close to Lincoln HS. Visibility is not good due to bushes and people parking on the side of the road and too close to the stop sign; enforcement would be helpful since there is a resident that has just removed the 'No Parking' sign from in front of their home.

The curb ramps have been upgraded and the community was going to apply for a grant but had not done so yet. When the curb ramps were done the initial intent was for a roundabout but that would be a very large roundabout due to the size of the intersection.

Some suggestions were adding an island, making it a 4 way stop, adding a speed hump.

The group also thought the double yellow on Tacoma Ave. should be removed since it's no longer a main arterial and the double yellow signals drivers that it's an arterial so they tend to drive quickly.

VI. Updates:

A. REPORT FROM TRANSPORTATION COMMISSION

They spent a lot of time on the TMP and Measurements and would like BPTAG's feedback on the Appendices. Meredith asked if comments from BPTAG were needed prior to the TC next meeting. Jane said not necessarily because a note could be added when TC submits their comments.

B. BPTAG

Thompson Avenue

This is the section where Yakima turns into Thompson over the I-5 Bridge. The neighborhood is in favor of adding a bike lane – it would go from the bridge to S 37th. It would be a 6' bike lane, two 12' vehicle travel lanes and an 8' parking lane which is on the Lincoln Park side of the street. It would connect to the bike boulevard at S. 37th. Timeline for the striping is this year as it is an addendum to the striping project this year. Discussion ensued about the sidewalk that ends just before the bridge heading north at the crosswalk. Meredith pointed out that the striping contract would not be able to resolve that but it can be addressed in the future. There was a question about adding sharrows to both sides of the street.

The group brought up concerns about S. 27th to S. 25th being the trickiest section due to speeding cars and visibility issues.

Puyallup Ave. Corridor Study between C & L Streets

They are coming up with a 4th alternative – all alternatives so far include bike facilities. Next month the TC has a meeting and would like BPTAG's input on their preferences of the Alternatives.

Meredith asked for a volunteer from the group to gather feedback and submit to TC. David asked whether we knew what alternative 4 was – Meredith said we don't know what that is yet so feedback for now will be on the existing 3 options.

Since this is a conceptual not a final design we can look at it in depth when we go to final design. At this time there is no funding for the project.

David said that he went to the meeting and would be happy to work with a few members but thought a subcommittee would be helpful due to the timeline for responding to TC.

Meredith said that she could compile everyone's comments and distribute to the group. She would need everything within 2 weeks.

Meredith mentioned an upcoming event called 'Connecting our Community' coming up on August 7.

C. STAFF UPDATE

Strava data was purchased by the City. The data we have goes back to April and will be available for 2 years – through June 2019.

VII. Other Items

There were no additional items for the meeting since it was a full agenda.

VIII. Meeting Adjourned at 7:31 PM