



CITY OF TACOMA BIKE AND PEDESTRIAN ADVISORY GROUP MEETING MINUTES

DATE: OCTOBER 26, 2015

GROUP MEMBERS

PRESENT: Dan Hansen, Ben Storrar, Dave Cook, Kris Symer, Jennifer Halverson Kuehn, Brandi Riddle, Susan Reehill

OTHERS PRESENT: Diane Wiatr, Emily Watts, Lowell Wyse, Matt Fengler, Will Niemann-Ross

- **Meeting called to order at 5:40 PM**
- **Call to Order and approval of minutes**
- **Public Comment**

Visitor Will Niemann-Ross introduced himself as a long time cyclist of dense areas having lived in Portland and Seattle. He believes biking is an important aspect of long term planning and has interest in joining the group.

- **Road Resurfacing Discussion**

Dave Cook opened the discussion by referencing a color coded list of road locations and surfaces that he bicycled. There was great variability in surface type but it is difficult to describe and measure the quality of a road. He learned that some roads were rougher when going downhill and smoother when riding uphill.

In residential areas, the more expensive road surfacing types were ruled out because of the added cost. East 52nd St. has small washboards. Matt Fengler responded to this concern and commented that washboards are a result of construction practices but believes a better result can come from greater inspection.

Dan Hansen also rode the various routes and found that the slurry seals in residential areas created a smoother ride. 3/8th inch rock chip seal was also smooth. 1/2 inch rock chip seal doesn't work well.

Matt Fengler wants to continue an open and engaging discussion about what surfaces work well for bicyclists. There are some roads in need of repair in which 1/2 inch rock will have to be used but it's good to know 3/8th inch is preferable for bike lanes.

Ben Storrar commented saying he likes the ½ inch rock because water drains below it. It doesn't track up the bike tires and Dave commented saying it creates less of a glare when wet and bicycling at night.

Kris Symer brought up the idea of having less paint and symbols in bike lanes as they pose a hazard to riders when they are torn up by snow plows. Matt Fengler responded by saying that the snow plows are all rubber tipped but that it's good to know and to always call if it happens as road crews are on 24hr when the snow plows are out.

- **Report back on Pipeline Alignment**

Diane began the discussion with an overview of the Pipeline trail. Ben began by describing their ride on the trail from East 40th St. to Division. There was great variability in road width as well as 90 degree parking out of yards which could pose hazards to cyclists.

East I St. needs sidewalk and curb gutter improvements. This may come in the form of pedestrian improvements after the Department of Ecology plans for a rain garden in that location.

The group endorses I St. for the Pipeline trail.

- **Report back on Pt. Defiance Master Plan/letter**

Kris Symer began the discussion and talked about how BPTAG reviewed the Point Defiance Master Plan and submitted a letter with their findings in regard to bicyclists. They found that bicyclists were lumped into the broader category of pedestrian projects and that little attention was paid to cyclists as an individual group. There was also no mention of bike parking within Point Defiance Park at destinations.

Diane Wiatr agreed to send everyone in the group a copy of the final letter that was submitted.

There was also discussion about the plan and its plan for access to Owen Beach. Currently there is a one way lane down to the beach and a one way lane leaving the beach. The current plan would be to convert the lane down to the beach into a bicyclist and pedestrian only lane and convert the lane leaving the beach into a two way lane for cars.

Diane discussed the presence of a storm water crevasse dug in the area that is 50-60 feet deep treating 100 acres of storm water runoff. Storm water is currently the largest pollutant to Puget Sound. There will eventually be a bridge over the crevasse and the ferry lines which will hopefully be constructed in 2016 – 2017.

Diane also mentioned the building of a multi-level parking garage by the zoo where it is assumed all employees and visitors will arrive by car. There was discussion about the need for mixed use buildings in the area as well as bicyclist consideration.

- **Bike/ped detour between Thompson and G St. Action Plan**

Diane gave background on the current detour which started as a goat trail and was later paved. After construction of the bridge and the Tacoma Avenue trail, the detour will be ripped out due to ownership and liability. Diane mentioned that Josh Deakman gave an estimate of about \$300,000 if the trail were to be bought and taken over. This is due to improvements, lighting, construction, property acquisition, and maintenance.

Alternatives to this trail are far out of the way with more traffic and more difficult access for cyclists. The trail cannot be left as built because there is no permanent easement and the property acquisition alone is \$150,000.

Diane, speaking from a City staff perspective, commented that it is less about the cost and more about the function for those it serves. It is near designated safe routes to school and without action it will be depaved and removed.

It is difficult to know how many people actually use the trail and the bridge closure would skew any counts.

Kris Symer asked the group if they would like to write a formal letter stating their position to preserve the trail. Kris volunteered to write said letter and send it to Josh Deakman.

▪ **Updates—Diane Wiatr**

- a.) Pierce County Trails Conference: The Pierce County Trails Conference in Puyallup was attended by about 80 people in which approximately 75% were citizens. There are many organized trail supporters in the community including retirees and younger adults.
- b.) Plans for South 66th St. bike lanes on the Water Flume Line trail to Tyler St. are in the works. Reference was made to a map on the table and the design proposal was created with Alta Planning. Many young children ride their bikes to the Star Center and the Boys and Girls Club. The roundabout poses problems with consideration to space.
- c.) The Tacoma Bike share feasibility study is moving forward and the City of Tacoma hired Toole Design who will be starting in the next several weeks. Toole will be presenting their layout work plan to the group for input in November/December.
- d.) The Washington Department of Transportation is updating their transportation plan in which direct funds, priorities, and proposals are laid out. Diane will send everyone in the group their updated plan and commented that they welcome citizen input. The group is proposing the idea of sending in a formal letter of position for it.
- e.) November 23rd. Meeting scheduled for this day just a few days before Thanksgiving. The group decided to keep this meeting date.
- f.) December 25th. Meeting scheduled for this day on Christmas. It was instead moved to December 14th where it will be half meeting, half social event time.
- g.) Nine bike racks are to be installed at Mason Middle School.
- h.) The North 21st Street transmission lines are being removed by Tacoma Public Utilities. They will be taken down and replaced with a single pole changing the landscape of the neighborhood. This is a part of the ongoing conversation in this area to create more complete streets.

- i.) Proctor Station – Dave Cook made some final comments about a letter he submitted as a citizen because of the front angle parking at Proctor Station and the hazards they pose to bicyclists. The rationale for not changing the front angle parking is the removal of three other blocks already installed that way.

Kris Symer commented that this may be a violation of city policy. The group mentioned how Proctor Station is a controversial and emotional topic for many.

Dave Cook wishes to move forward and keep the group updated on his findings of the complete streets design guidelines. He will continue to research it and draft a letter to present to the group.

- **Meeting Adjourned**