



CITY OF TACOMA
BICYCLE AND PEDESTRIAN TECHNICAL ADVISORY GROUP
MEETING MINUTES

DATE: August 27, 2018

GROUP MEMBERS PRESENT: Theresa Beaulieu, Leon Nettels, Jennifer Halverson-Kuehn, Michael Dehner, Andre St. Hilaire, Susan Reehill

OTHERS PRESENT: Jennifer Kammerzell, Meredith Soniat, Josh Diekmann, Mayor Woodards

I. Meeting called to order at 5:38 PM by Jennifer Halverson-Kuehn

- **Approval of Minutes** – April minutes were deferred until the September meeting (there were no meetings in May, June or July)

II. Public comment: No public comments.

III. Introductions: Each member introduced themselves for the record.

IV. Discussion: Schuster Parkway Promenade

Meredith Soniat provided an overview of the Schuster Parkway Project. Diane Sheesley is the project manager, but was unable to attend. The overview included reviewing the options of the design and alignment of a promenade on Schuster Parkway between South 4th and McCarver, approximately 1.3 miles. The City received a grant to conduct a feasibility and design analysis with the intent to construct in 2020.

The original promenade included an elevated shared use path that was separated from the drive lanes with a wall. The cost for this original plan is estimated to be \$40 million, due to the slope of the hillside and environmental concerns. In response to the costly design, staff is proposing other alternatives. One of the main concerns/restrictions is emergency access, which requires a 20 ft. lane to bypass cars or turnaround approximately every 400 ft.

One of the staff preferred alternatives is a 10 ft. cycle track separated by a 3 ft. buffer area (delineators and mountable curb) from a single drive lane, with a 5 ft. sidewalk. Chair Kuehn asked what Fire's

minimum requirements are for turnaround spacing. Meredith explained that concrete barriers instead of delineators was evaluated; however, attenuators would be required at each break in barricade and would be costly.

Leon asked if the lower portion was evaluated for the trail/connection. *Meredith will confirm, but believes that it has been and may be related to BNSF ownership.* Josh Dlekmann stopped in to provide additional detail regarding traffic studies and alternatives. Staff did evaluate options to convert Schuster to one lane in each direction, reversible lanes to accommodate peak hour traffic, and shifting car traffic to one lane.

Michael stated that with the closure of the Bayside Trails, he asked that we really consider providing options for pedestrians to Ruston/Schuster Parkway.

Chair Kuehn voiced her concern about the preferred alternative, which includes widening the buffer to 5 ft. with possibly adding low planters and reducing the cycle track and sidewalk widths.

Andre asked about reducing speed limits. The jersey barriers and the planters/delineators would help to visually narrow the roadway and act as traffic calming; however, speed limit reductions could be evaluated as part of the project.

Leon asked if there is a possibility to move the vehicle lanes to the upper portion and make it 3 lanes with one reversible, and keep all of the bike/ped activities on the northern, water portion. Staff showed that alternative would be similar to the Promenade at grade adjacent to existing lanes option, which requires significant excavation and maintenance. Leon asked if the preferred alternative could swap the cars and bike/ped so that cars are closer to the roadway and provide some additional space for pedestrians. After further discussion, it was determined that the swap would not accommodate emergency vehicles.

Michael asked if there is a commitment to having a cycle track rather than a shared use trail with a larger buffer. Andre and Jen stated that the protected feel of the Narrows bridge with the buffer between the cars and trail is nice.

Jennifer explained that a Transportation Commissioner had concerns about commuter bicyclists and pedestrians on a shared use path, and recommended keeping cyclist and pedestrians separate. Jennifer asked for comments/feedback to that. Leon supported their concern. Theresa explained that commuters would not likely be using the trail at the same time as recreational users. Michael agreed that it is a concern, but pavement markings similar to Narrows Bridge would help.

Theresa, Andre, and Leon agreed that having a barrier between cars was more important than having a separate facility.

Theresa asked if the problem is space for fire access. Meredith explained that the problem is spacing to allow bypass of vehicles and providing a usable 20 ft. for access. Josh also confirmed that having a more stringent barrier that would deflect cars would require frequent breaks and costly attenuators.

Chair Kuehn asked about where Fire's requirements for width and separation originated.

Meredith stated that she will be asking BPTAG for a formal recommendation in September.

Chair Kuehn recommended consideration of reducing speeds on Schuster Parkway.

Leon would like to see if we can make the lower portion bike only and the upper portion car only.

V. Future Intersection of the Month

- a. Andre brought up his concerns about the condition of the Scott Pierson Trail between Union Avenue and Cedar Street. The tree roots, shopping carts, blackberry bushes, and trash are increasing. *Meredith explained that she will reach out to WSDOT and Street Operations maintenance groups regarding work.*
- b. Co-Chair Kuehn voiced concerns about the intersection at Tacoma, Fawcett, and South 2nd Street. There is a massive amount of pavement, cars that park over crosswalks, lack of crosswalks, and poor visibility.
- c. Theresa voiced concerns regarding a lack of bike facilities on Jefferson Avenue, which would serve the University, FabLab, both YMCAs and other business communities.

VI. UPDATES

A. TRANSPORTATION COMMISSION

- i. Chair Kuehn explained that the Commission will be providing a recommendation on Schuster Parkway at their September meeting and will be considering comments made at the BPTAG meeting and comments emailed to Meredith.
- ii. Jennifer Kammerzell explained that Sound Transit will be holding an open house on the Sound Transit Tacoma Dome Link Extension on September 19th, 6-8pm at the Bestestern at the Tacoma Dome.

B. STAFF UPDATES

- i. Meredith shared that she is working with the Parking Technical Advisory Group on design options on North Tacoma Avenue in Stadium Business District to address bicycle facilities, limited visibility for cars and peds, and parking demands.
- ii. Meredith also provided an update on the Stevens-Tyler Street project, specifically the section near 6th and South 18th Street which will include a striped bike lane. A traffic study is being done for the portion between S 19th to Center Street, which was not completed prior to the summer chip seal.
- iii. Downtown on the Go City Council Bike Ride will include a portion of Schuster Parkway. Meredith will provide the date and start location.

Mayor Woodards stopped in to listen to the group's discussion. She asked if there is anything in the works to connect South Tacoma and the Eastside to the west side, e.g. 38th, 48th, 56th, 72nd. Meredith showed the long range vision for the City's bicycle network. Leon explained that from Mt Tahoma, possible options include Tyler St to Scott Pierson Trail, South 84th under the freeway, or the Water Flume Line Trail to 48th and across the freeway.

Meredith explained that Mayor Woodards participated in the Copenhagen tour. Chair Kuehn asked if there was something that surprised her in Copenhagen. Mayor Woodards stated that seeing the facilities in person made the biggest difference. She realizes that the City needs to make riding a bike, train or walking more convenient than riding a car. She wants to see more connections to and with our existing bike lanes, and making connections from point A to point B.

C. BPTAG UPDATES

There were no additional updates.

VII. Other Items

No other items were brought up.

VIII. Meeting adjourned at 7:23 pm.