



CITY OF TACOMA BIKE AND PEDESTRIAN ADVISORY GROUP MEETING MINUTES

DATE: July 27, 2015

GROUP MEMBERS

PRESENT: Dave Cook, Dan Hansen, Janet Higbee, Kris Symer, Matt Stevens, Ben Storrar

OTHERS PRESENT: Diane Wiatr, Hannah Miner, Jane Moore, Andrew Austin, Josh Diekmann, Justin Belk, Liz Kaster

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

Dave spoke briefly about grinding down the pavement to allow for thermoplastic striping. Ben thought that they might be doing this in North Tacoma in some section.

- **Icebreaker—All**
- **Road Configuration on E 25th St.—Justin Belk [jbelk@cityoftacoma.org]**

Justin Belk spoke about reconfiguring E 25th Street between E D and E G St. into an eastbound one-way traffic lane. This configuration has little impact car traffic due to parallel options, but there are great gains for transit, walking and bicycling. This also will enhance the efforts to support mixed-use development in this area.

This corridor is currently prioritized for transit in the TMP, with Puyallup prioritized for transit, bike, and freight. The Dome District is within the South Downtown Subarea. Next steps include participating in the Amtrak design efforts.

Will remove the westbound lane and angle in parking to allow for more pedestrian amenities around Freighthouse Squares. Benefit to bikes is traffic calming. There is potential for a contra, westbound bike lane but there are potential conflicts—crossing the tracks at a shallow angle at E D St. and E 25th St.

There is also greater potential for short and long term bicycle parking if they take some of the roadway around. A bike cage is being built the Tacoma Dome Station using a variety of funding sources that will accommodate 36 bikes. BPTAG members should watch for upcoming public meetings if they are interested in giving further comments on pedestrian and bicycle improvements in the area around the future Amtrak Station.

Yakima, North 1st and Division- traffic signal timing— Justin Belk

Justin then spoke about the southbound phase from Yakima to Division. This leg of the intersection gets skipped if the pedestrian phase is called. When this happens, both vehicles and bikes do not get a light. The signal shop went out to observe this and was not able to replicate the pattern.

At this intersection, and others around Tacoma, there are red signaled pucks that trigger the signal for bikes. They send up a micro radar signal and will change the signal regardless of bike content (metal, carbon, etc.).

The group suggested that they look into striping the best place for a bicyclist to position themselves in order raise awareness of best practices. There are best practices for different signals and with something as precise that the red pucks, there should be a mark on the pavement to help people traveling by bike understand where to place themselves to trigger the signal.

Justin Belk can be contacted at jbelk@cityoftacoma.org.

- **Presentation on Health, Equity, and Active Transportation**— Liz Kaster
[lizkasterpwi@gmail.com]

Liz introduced herself and spoke a bit about her past with the BPAC/BPTAG. She introduced the Puyallup Watershed Initiative and spoke about her role within the organization's coalitions. Her presentation about Health, Equity and Active Transportation can be found as an attachment.

- **Household Travel Survey Tacoma Oversample Introduction**—Diane

Diane used a slide from Liz's presentation related to data, to segue to inform the group about the upcoming Household Travel Survey. She plans to oversample and passed around an example of what kind of data can be gathered.

- **Active Transportation Funding Updates**— Diane Wiatr

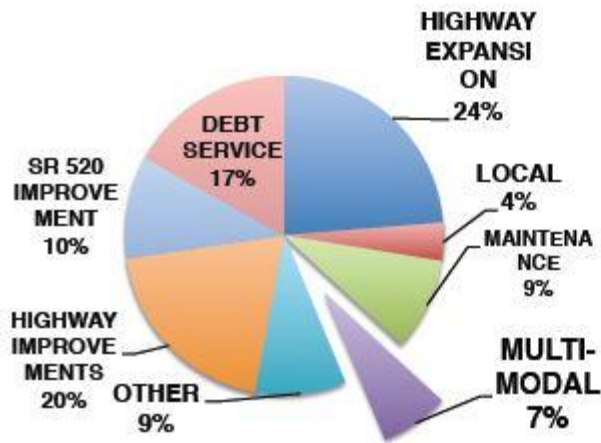
- **WA State Transportation Package Update for Tacoma**—Andrew Austin
[Andrew@transportationchoicescoalition.org]

Andrew Austin, the Policy Director at Transportation Choices Coalition spoke about the 16-year state transportation package that was just passed. The Congressional budget for transit, walking and bicycling is 20% because the Regan administration recognized that urban transportation systems were in decay and decided to prioritize this. Before this transportation package, Washington state was spending less than 2% for transit, walking, and bicycling.

Washington \$16b Transportation Package Overview

Andrew@transportationchoices.org

State 16\$ Billion Transportation Plan



Bike // Ped Allocated Budget

Project	Budget (in Millions)
Bike/Ped Grant Program	\$75
Bike/Ped Projects	\$89
Safe Routes to School Grant Program	\$106
Complete Streets Grant Program	\$106
TOTAL:	\$376 Million

PIERCE COUNTY Projects AT RISK

Project	Cost (in Millions)
SR 7 Express Tacoma – Parkland/Spanaway	\$15
Lake City Business District Sidewalks	\$2.0
Milton Trail Head/Interurban Trail	\$0.4
Schuster Parkway Trail	\$4.0
54 th Street Project (University Place)	\$0.7
Cirque Drive – Sunset to 83 rd	\$0.4

These funds will be distributed in allocations in two-year increments. Bicycle and pedestrian project list include direct allocations for specific projects, including Schuster

Parkway Trail. The \$4 million designated for Schuster Parkway will not be available to the City of Tacoma until 2021.

Somehow, the State Senate was able to include a “poison pill” in this transportation package. Governor Inslee has been talking about signing a low carbon fuel standard for years. A low carbon fuel standard is good for emissions because it mandates a higher level of low carbon fuels and support carbon goals, but this still subsidizes the car culture. If he does sign this low carbon fuel standard, all bicycle, pedestrian, transit funding in this package as well as direct allocations to the cities and counties and other funds like CTR, will be redirected to highway funds. All of this funding adds up to much more than the \$16 billion transportation package.

- **City of Tacoma Street Fund Ballot Measure-- Diane**

The City of Tacoma is pulling together a ballot measure to fund the roads with two proposed taxes. In September or October city staff will come and present to this group. \$20 million could be dedicated to bike and pedestrian infrastructure. Due to the upcoming election, there isn't a lot of information available

There will be public meetings and open houses to help inform the public about this measure and understand where these funds could go.

Diane will keep the group informed about project lists and how this will be funded as more information becomes available.

- **Bike/Ped Count Locations—All**

WSDOT and Cascade Bicycle Club work together to mobilize volunteers each year during the last week in September and the first week in October to document pedestrians, bicyclists, and other active transportation users. This is part of the National Bicycle and Pedestrian Documentation project and is one of the few ways that we captured data about walking and bicycling in Tacoma.

Because there is not much that changes year-to-year, Diane had the idea to count in one set of locations one year and count another set of locations the year after and go back and forth so we can capture data from twice as many locations without needing to find and mobilize more volunteers each year. We currently have 24 locations where we count.

The current locations were chosen because they were perceived to be high number and where new facilities were going to be implemented—also attempting to keep geographical equity in mind.

Using a map of locations from 2013 (since then, more locations have been added), the group brainstormed the addition of the locations below, noting some places where the City should be collecting data.

- Bike lanes will be implemented on S. 12th—some location east of Tacoma Community College
- A connection between Tyler and Stevens bike lanes
- Access to destinations like
 - Bates
 - TCC
 - The Tacoma Dome
 - UPS
- Some count locations west of Highway 16
- Pine and 38th
- Pine and South Tacoma Way

- Alaska Way and somewhere between S 96th and S 35th—possibly at S 72nd
- Tyler and Center St or S 66th
- Tyler and S 56th
- Entrance to the Narrows Bridge
- Yakima on the east side at the Delin Street Bridge—near Lincoln High School (G St. and S 37th)
- Near the TPCHD—37th and Pacific or on the side of the entrance
- Oaks and 38th
- McKinley and 64th, 54th, or 56th
- Scott Pierson Trail
- N 21st Street and Union
- 12th and Stevens (instead of Center)
- South of I5
- E 84th
- Norpoint Hill and 49th
- Entrance to Pt. Defiance Park
- Pipeline Trail—East 40th and Portland
- E 52nd and Portland
- Portland and 48th, 64th, or 72nd
- 72nd and Pioneer
- Near Meeker Middle School—Northshore Parkway NE and Nassau
- Yakima bike lane and S 84th St.
- Puget Sound and South Tacoma Way
- McCarver and J St.

▪ **Upcoming BPTAG Site Visits—All**

- **Road Resurfacing Recommendations Map—Kris**

Kris presented her map of the road resurfacing locations provided BPTAG by Street Operations. The maps will be sent to BPTAG members via email and they can meet to ride together at the meeting with Diane Sheesely (below), with Matt (details forthcoming) or at their leisure.

- **S. 54th to Tacoma Mall Boulevard with Diane Sheesley**

BPTAG members recommended we schedule a meeting on the first Monday or Wednesday of August and meet at S 54th and Tacoma Mall Blvd at 4:30 PM in order to witness the traffic during peak hours.

▪ **Announcements and Updates:**

The group decided to have a special location for our next meeting. We will meet at the regular time at the UWT stairs and begin with an abbreviated meeting in a room at UWT before doing a guides tour of the existing Prairie Line Trail and the next planned section.