



## CITY OF TACOMA BICYCLE AND PEDESTRIAN TECHNICAL ADVISORY GROUP MEETING MINUTES

**DATE:** June 27, 2016

**GROUP MEMBERS** Dan Hansen, Cassie Head, Anne James, Dave Cook, Jolene Rogers, Susan Reehill, Jennifer Halverson Kuehn

**PRESENT:**

**OTHERS PRESENT:** Jim Parvey, Emily Watts, Samantha McCombs, Dana Brown, Olivia Matheson, Jessica Knickerbocker, Jane Moore, Jennifer Kammerzell

- **Meeting called to order at 5:37 PM**
- New members introduced themselves.
- **Approval of Minutes**

May minutes approved with the following changes:

- Page 4- Previously stated that a non-quorum sized group will meet to get together to look at Scott Person trail wayfinding signage locations. Non-quorum is not necessary to include.
  - Page 5 –Previously stated that the link will be running down J St. This has been removed as this is not the case.
- **Active Transportation Elements on East 44th –** Jennifer Kammerzell and Jessica Knickerbocker, Dana Brown, Olivia Mathison

Dana Brown:

Dana from Public works Engineering explained that they will be partnering with environmental services on a green infrastructure project. The pipeline trail serves mostly the east side of Tacoma. They are requesting federal grant dollars and have procured over 2 million dollars to build from the Tacoma dome station to east 48th and Portland Ave.

Last year, the group biked the route to identify the most logical street to get to pipeline. Now we want to open up the gate to provide access to non-motorized persons. The whole trail when finished will connect all the way to Orting. There's a unique opportunity for partnership to improve pedestrian and cycling infrastructure as environmental services also has a couple million in funding.

One gap in the trail is on East 40th. As public works engineering and environmental services came together, they realized they needed to bring project all the way down E 40th to Portland and not stop at Blitz elementary.

They will be looking for funding opportunities to complete the entire length. (The gap is from Blitz elementary to Portland.) One member noted it is downhill with bad pavement. They asked if there is a way to fund getting the gap in the trail filled. Dana did reach out to a councilmember about possibly finding additional funding.

The intent and for the plan is bike lanes but bare minimum is sharrows. Plans will have to fit the budget and ADA improvements will be needed for sidewalks. Design for the plan has started. The money that was just awarded will not be available until February 2017 then the bid process for awarding construction contracts will go out in the fall (for lower costs) then start construction will start hopefully in spring of 2019. (As the typical process goes)

They are currently looking for funding for the gap. Question- is it possible to get SRTS funding? Might be possible to get SRTS WSDOT grants given the proximity to Blitz Elementary. Will most likely will try and apply for this type of funding next year.

Dana noted that they will be reporting back as things move forward. Another announcement is that they are starting construction on phase four of the Water Flume Line Trail.

Dan thanked Dana for coming on the bike ride with them last year and seeing the information gathered there applied to the plan. Dana thanked the Puyallup Watershed Initiative for their work on the graphics they provided which supported the grant application.

44th street enters into Swan Creek but there are many kids in the neighborhood that go into the creek area. Some come with bicycles without helmets but one member said they would like to fill the gap as it is downhill with bad pavement and as it goes into 44<sup>th</sup>. There will be a lot of kids going through that area. Maybe we can find a way to stretch the funding and fill in the gap.

Jessica Knickerbocker:

Environmental Services received an ecology grant. She provided a map of the First Creek Watershed in the west basin. Blue areas on the map is the entire contributing area. There are pipes as well as natural open areas included on the map as well. The extent of project is in the low point in the road. The storm water grant is supposed to improve first creek. They are proposing to treat the green area on the map which includes 40th street.

The pipes are about 3 feet deep with a lot of water rushing down into this road which can cause the manhole to pop creating a river with potential to flood over into houses. Their goal is to reduce the flow and treat it before it gets into First Creek.

They will be putting in rain gardens to treat storm water runoff. The roadway itself is going to be permeable pavement. These methods will treat the water and slow it down before it goes down into the pipe which is why the plan stopped where it did. They then realized there was a gap there where improvements are being made within both plans.

Olivia Mathison:

Olivia explained three options that include construction options given the storm water grant and pipeline trail grant scope of work. However it's important to note that there are red areas on the map that we would need additional funding to be updated and improved.

Option A- 2 twelve ft. lanes and shared use path (sharrows) - bio retention

Option B- Continuous bike lanes from Portland to McKinley

Option C- Shared use path from Portland Ave to McKinley - 2 twelve foot lanes with bio retention on either side-there is potential here for angle parking One member commented saying that if there is angle parking, should be back-in which is safer for cyclists.

Comments from group- One member liked the dedicated bike path idea but given the budget they are not sure if the traffic is heavy enough to justify that. Jessica noted that it is pretty wide open and there is a speed bump there because people tend to speed through the area. Cassie noted that she liked the third option best for the shared use path with so many kids nearby at the school. It would be safer to get kids off the road than use a bike lane that shares the road. Often kids will ride on sidewalk even if there is a bike lane.

Downside of shared use is that it costs more.

Option A is the plan that's been approved but Jessica and Olivia wanted to get group's feedback on whether it needs to be edited and changed; especially given the group's thoughts on either bike lanes or a shared use path.

One member asked if they have to go back and re-scope project, is there more money available to do so? Dana commented that they cannot go back to the feds and ask for additional money but they will allow changes within the scope if it is reasonable.

Dave would like to know if there is any data on the number of students walking, biking, and being dropped off at Blitz and Lister schools. Perhaps this type of data would help decide whether a shared use path is the better option.

Question about Option C- Have you determined a crossing location?  
No not yet. There are currently no details for that.

Question: Will there be parking along 40<sup>th</sup> St?

For the options with bike lanes, how do you manage parking and bike lane conflict?

Parking would be on curb and bike lane would be in between that and the road. There are many parents who drop their kids off on East 40<sup>th</sup>. A member asked if they have talked with the school district and Dana noted that they currently haven't but think it prudent to talk to them about drop off areas that wouldn't conflict with a bike lane. This could also make it a school district project partnership as well.

The crest of hill is another drop off point that feels totally blind.

One member noted that it can be tricky to negotiate asking parents to drop their kids off in different location or pull up in a different way.

Benefits of Option B include that the grant is for 28 foot wide road so it would be easier to do work on more of the roadway given the amount of pavement they're working with.

If there are bike lanes there would sidewalks (but not complete as additional funding would be needed).

Overall the favorite option of the group is a shared use path. If that isn't possible, what would stop us from building shared use paths along pipeline trail section? Dana reminded the group that BPTAG's original recommendation included doing shared use paths on south side of the street. The option being proposed now is on the north side of the street. We need to be consistent and ensure continuity.

These options presented today are the initial considerations.

Right now Environmental Services would like to finish the design by the end of the year. The grant is available until December 2018. In coordination with Pipeline, they'd like to hybridize the plans so additional improvements can be constructed.

One member asked if they would you like the group to make a recommendation now? Or what the action item is that they'd like from BPTAG? Perhaps letter of support in one of these options? Is there more information you're going to develop before you want a recommendation?

What is mainly wanted is wanted is direction. This will allow them to see what level of additional funding they should go for.

Dana noted that what he wants to know is what the relative cost of each option is and the cost of what would still be unfunded. That would give staff an opportunity to see how much and where we can need gap funding, what the entirety of the project will look like, and how long it might take. The two separate projects (Enviro. Services and Pipeline Trail) are moving at different timelines. The group will need to be updated on what the overall project will look like along the way as we move forward while fitting both unique scopes of work.

Dan commented that he can say that in general the group prefers the shared use path option given the elementary school nearby, but we all understand the budget restraints. We'd like to see the funding needed for each option. Dan would also like to know what the facility is on the Tacoma Master Plan map. Jane noted that East 40th is marked as a bicycle boulevard. Rain garden improvements could help change the character of the road to make it more compatible for this.

Can rain gardens be designed to slow down traffic? Yes with bowl out designs But they wouldn't do so much that drivers would get confused.

What's a chicane? A meandering road that has built in s curves.

Emily will send out Olivia's and Jessica's contact information.

Olivia and Jessica will send out a PDF of each option to all the members.

- **Complete Streets Award Program – Dana Brown, OEPS**

Dana mentioned the Transportation Improvement Board which has a call for projects including a new category for complete streets. One important aspect of this grant opportunity is that the agency has to be recommended to apply.

Question from Dan: Does the agency needs to have a complete streets ordinance to apply? Agencies do not need to have it.

There are two categories. The first has an award up to 250,000 to make progress to get to complete streets. The second awards up to 500,000 if you've adopted a resolution and have intent to have complete streets on certain facilities. Tacoma has already done this.

A few projects are on the radar to include in the grant proposal but they don't have specific street opportunities or a list of projects they think would compete well. The first step is getting nominated. The Pierce County Health Department can nominate us or a private organization can so they're going to reach out to them to get considered.

This is our first cycle through so we don't know what a good applicable project would be.

Normally we would gather projects, scrub them internally, and score them. We cannot do that to the normal extent. Dana thinks he should provide BPTAG with the TIB link for this opportunity. Members should read through it and generate ideas specific projects in the city that we should submit with the proposal.

Jim mentioned that completing the section of 40<sup>th</sup> St. from Swan Creek Park to Portland Avenue makes sense as a logical project to include. Other projects that fit nicely alongside the Pipeline Trail project is great too.

Susan noted that they previously received a comment from a citizen that the area near Fairbanks and L Street in the south east end (bridges over I5) has a lot of foot traffic but no sidewalks

around there. There is a rumor that DOT is considering not taking down both bridges at the same time during construction but this is unconfirmed.

Dan asked what Dana's impression is that this grant proposal is project specific?  
Dana believes that because they have the funds split up into two buckets of money, they are looking for agencies to adopt policy for complete streets.

Dana noted that they don't need suggestions from BPTAG on project suggestions for the grant proposal today. But he would like everyone to look over TIB program criteria. As you're going around, look for gaps in trails, lanes, and sidewalks. If we can string together two or three in a major area, it might be more effective than one big project.

- **Tacoma Streets Initiative Website Exploration– Dave Cook**

The group visited the website <http://tacomastreetinitiative.org/>  
Members are encouraged to visit the website and explore it. Look for opportunities to be involved. Jim noted that getting a representative from public works here on a regular basis will help contribute to that. Another way is participating at the Transportation Committee meeting as those issues come up. Or have someone from the Transportation commission come visit BPTAG on a regular basis. Jane Moore noted that's assuming the Transportation Commission gets regular updates as well.

Dave commented that its a little late to the game to get involved on some projects under construction this summer by others that are two to three years out are being planned now which is the time to plan for bike boulevards.

Jim asked if with the 40th street briefing that occurred today if it felt the project was in the right stage to receive BPTAG input event though right now they're pretty conceptual.  
Dave commented that it's a decent place to weigh in. Dan commented that the it's a fine line. BPTAG input is helpful even before funding is available as their input can be included in the grant proposal so it is included in the scope. But giving input in the preliminary design phase is also needed.

Jane Moore noted that bike lane striping should be a part of a repaving project, not a separate project entirely.

Looking at this website can help the group keep track of what projects are coming up.

Jim asked the group how often do they want to have conversations about scoping these projects. Dave wondered if every other month would work.

Jim noted that it's definitely easier to get someone scheduled to come regularly. An option is having someone come on every even numbered month to talk about upcoming projects

- **Updates-**

- o Scott Pierson Trail Wayfinding Signage Update – Susan Reehill

Susan was not successful in getting a group ride together. She plans to get a group together to scout locations for wayfinding signage. They will ride the trail together and make suggestions on where signs are needed; both when you're on the trail to get places but then also how to get to the trail itself.

- o Bike/Ped crashes in the last month – Dave Cook

Two incidents happened recently the group should be aware of.

On South 19th between Fred Meyer and Foss high school a boy from the high school was crossing the street mid-block and was hit by a vehicle. They were taken to harbor view. This was a severe accident and Dave thought it was worth mentioning given their work on SRTS.

The other incident was in Northeast Tacoma. Ben Storrar wrote about it. It was on the 4500 block on Nassau . An older male gentleman in his 50's who was an experienced bicyclist was hit from behind and experienced significant brain injury.

Both were awful incidents. One member asked if there were specific details about how the man was hit, Dave noted that when crash test data specifics aren't usually available until much later on.

One member asked how Dave heard about these crashes?

The first incident he was informed about because he works at Foss High School.

The second incident he was informed about because it was a distant friend of his colleague.

- o Diane's replacement – Jim Parvey

The position is budgeted and a recruitment notice is being worked on. The PDF of the job description is basically done. The new position will be working in Dana's office in public works. BPTAG has requested to sit in on the interview panel as well as Kristina Walker from Downtown on the Go.

It will be handed off to HR this week then it is dependent on their schedule.

Dan brought up that they previously talked about having second position helping conduct outreach and help out as needed. Jim has yet to talk to Dana about this but grant money would go with active transportation coordinator position to hire a contractor as needed. There is also going to be an outreach specialist position in OEPS to help with coordination of events. Jim noted that each office has been asked to cut the budget.

- o Bike Month - Emily Watts

What went well:

The Bike Swap went great – increased attendance, great vendors, lots of bikes exchanged

New Pierce County Bike Map available the entire month

Lots of events put on by the community, which comes in good time with the City backing off and hosting less events

The Steel Wheel event had great attendance

The City distributed Bike Month Swag through City events, Farmers Market Outreach, and through events that community groups hosted

Bike Month branded lip balm, snack packs, reflective sashes (stretchy!), bike bells and left over water bottles

Based on Eco-Counter data, two events aimed at getting people out and riding in general seemed successful: Bust the Bike Counter saw the 2nd most riders (120), and Bike All Over Town saw the most riders (137 - this was also Bike to Work Day).

This year we didn't have Bike to A Better Tacoma and Bike to A Better Pierce County.

We replaced the Tweed Ride with the 1950s Ride, which was fairly successful.

Bike Month had 24 events on the calendar, 6 of which were hosted by the City.

40 Bike Everywhere Challenge teams registered this year, compared to 21 teams in 2015, 37 in 2014, and 14 in 2013.

What could have gone better:

The Bike Rodeo at the Bike Swap was very underutilized. Any thoughts on how to increase participation would be appreciated.

Want to get posters out sooner; make sure they are distributed all over Tacoma

Want more activities out in Pierce County – the Puyallup Riverwalk Ride had very low attendance

Leadership and support from the AT Coordinator (Diane's vacancy) could have led to greater efficiency and more opportunities during Bike Month

Eco-Counter batteries need replacing – we did not get complete counter data for Bike Month

North Bound Park Ave at 56th didn't report the entire month

South Bound Park Ave at 56th didn't report the last 3 days

o Feedback:

Is there funding to maintain the battery counters? What is the cost to replace them? This is unknown and will have to be looked into.

One member noted that bike to work day fell on a Friday and that they don't work on Friday anymore. Can the date be changed up so that we can pick a day we know everyone is working?

Emily noted that this why we also promoted the same day as "Bike Everywhere Day" so that it didn't just focus on commuting.

Dave noted that Bike month at Mason School was a huge success and that teacher there promoting it got students to log 300 trips.

Jolene commented that she loved the 1950s ride

Dan said he got two members of his wellness team to ride with him.

One member noted that the Bike to work day events at the two coffee places were only downtown. They asked if Diversions at the University of Puget Sound could be a location next year.

Another member noted that Defiance bikes is open at it's new location which will have a coffee shop in it. (12th and Pine )

One member asked about the eco counter batteries in the bike counters. There are little red sensors that you bike over and it makes the light change. Do those have batteries? The one on Yakima and Division doesn't work at all. Apparently every single day as a cyclist, they have to ask a car to drive over it. Other members suggested reporting it to Tacoma 311 which is on the website; you can call, or download the app on your phone.

o Any upcoming events that should be attended?

▪ **Public Comment**

None.

- **Topics for July and Good of the Order – All**

It's been a transition to take more responsibility after Diane left. But it is helpful for the group to be proactive about setting agenda items. Perhaps the group relied on Diane too much and wasn't directing enough of the conversation. This experience now will help strike a balance for the future. Jane noted that we should avoid the term "accident" when talking about bike and ped incidents. They should be called crashes or collisions as we move forward when the cause is unknown.

One member asked if bike share is in the works for Tacoma.

Jim noted that a draft study was completed for Tacoma. He will send it out to all the members. Any comments the group has, he will then send to the consultants.

The draft is tentatively scheduled to go to the Infrastructure, Planning and Sustainability Committee on August 24<sup>th</sup>.

If you have ideas for agenda items- send them to Dan and Dave

Objectives for next meeting:

Safe Routes to School consultant

Open Public Meetings Act presentation

Other things that didn't make it to this agenda.

- **Meeting Adjourned at 7: 32 pm.**

**Send out updated email list to everyone in group.**