



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

**DATE:** August 28, 2017

**GROUP MEMBERS PRESENT:** Dave Cook, Dan Hansen, Jennifer Halverson-Kuehn, Theresa Beaulieu, Leon Nettels, Anne James

**OTHERS PRESENT:** Meredith Soniat, Jennifer Kammerzell, Elliott Barnett, Mazedur Hossain, Dana Brown

**I. Meeting called to order at 5:33 PM**

- **Approval of Minutes** – July 2017 minutes were approved with one change.

**II. Public comment:** JJ McCamant provided comment on the Tacoma Mall Sub Area plan and referenced the letter submitted to BPTAG by the Brekke's.

**III. Introductions:** There were no introductions.

**IV. Tacoma Mall Subarea Plan (Elliott Barnett & Mazedur Hossain)**

Elliott Barnett & Mazedur Hossain provided an overview of the draft final Tacoma Mall Subarea Plan. They highlighted the Plan's vision, tie-in to Transportation Master Plan, original proposal, revised proposal based on public comment, and staff recommendation. He asked BPTAG for comment on the overall plan and specifically the South 37<sup>th</sup> Street connection which would be a new street.

Elliott explained that there were 3 street network tiers created – Tier 1 are the ones that are critical to the area and the policy direction is that the City needs to be proactive in constructing & funding them; Tier 2 are considered urban framework – 600 x 600 urban block structure – similar to what you might see in downtown Bellevue – it would create alternate pathways to remove some of the traffic from the major streets; Tier 3 are no longer being proposed to be mapped – they will be planned and mapped at the time of redevelopment.

Dan asked if 35<sup>th</sup> Street was still a connection such as a Tier 3.

Elliott said that since it is existing ROW, it is not shown on the map as a connection. It is one of our capital projects.

Elliott requested input on staff recommendations about the Tier system, connectivity plan, the pedestrian access and the other bike and pedestrian actions. He said that the deadline for Public comment ends Nov. 15 and the Planning Commission needs comment from BPTAG by their first October meeting.

JJ McCament summarized the property owners concerns about the S 37<sup>th</sup> St connection. Elliott stated that the purpose of S 37<sup>th</sup> St is to address the large blocks. David asked that Elliott explain the current dead end streets – Cedar, 35<sup>th</sup> and 40<sup>th</sup>.

Anne asked JJ if the owners would support a shared use trail rather than a vehicular path. JJ believed that owners would not support the trail as it would still cut through the property. They would like the TPU easement be used instead, although it would only be a partial connection. Also the businesses have to consider costs since they have to contribute to the cost of Tier 2 streets.

Anne asked if S 35<sup>th</sup> & Steele are connected. Elliott says that they are and should be shown on the map as connected. Meredith stated that 35<sup>th</sup> is in the TMP amendments and Pine is currently in the TMP as a protected bike facility.

David appreciates the connections east-west/north-south and incorporation of BPTAG comments.

Jenn stated that providing a bypass to Costco would be ideal. She also asked about park/green spaces. Elliott explained that there are parks or open spaces planned in the 4 quadrants and connected by the loop road.

Dana asked JJ if her clients are against bifurcation of the parcel itself – JJ said yes. Dana explained that to help with the discussion/concern, Public Works will do a concept design of the S 37<sup>th</sup> road and identify a cost estimate.

David asked about Tier 2 timing. Elliott explained that it would be tied to when major development occurs, which may never happen or could happen right away.

Dan commented that he supports the plan as presented and feels the size of the blocks allows for flexibility and provides a balance.

Leon – Supports the plan and appreciates the incorporation of BPTAG comments.

David – Most interested in the transit center data, appreciates the priority pedestrian access every 300 ft.

Anne – Echoes BPTAG comments. Her concern about eliminating the S 37<sup>th</sup> St connection is the lack of access for pedestrians. Bikes can better maneuver, but it is difficult for pedestrians.

Theresa – The transit center connection sticks out the most and it is not very walkable from the transit center to the mall.

Jenn – The pedestrian collisions along S 38<sup>th</sup> was the biggest concern. She supports shorter blocks and connectivity.

Elliott requested comments in writing from BPTAG and acknowledged the recommendations that were made in the meeting regarding connectivity.

David and Anne will work on a letter with a goal to submit it by September 20<sup>th</sup>. The letter will talk about the offsite plan connections, street grid, and connectivity.

## **V. Transportation Master Plan Amendments (Jennifer Kammerzell)**

Jennifer wanted to focus on the targets and said that these would not be the only measurements just a quick snapshot for the annual report.

### **Multimodal System**

Jennifer said another category will be added for walkable communities' status. This is consistent with SRTS and BPTAG could help with this goal.

**MS4-Bicycle Status** – David recommended reaching for a higher goal of Platinum. Leon said that he supports achieving Gold earlier. The group overall recommended striving for Platinum.

Meredith explained that at this time we are lacking in engineering and enforcement so probably wouldn't meet Silver yet. We would need 43% of all arterials to have bike facilities to receive Silver status. Jennifer added that the Environmental Action Plan is seeking to achieve Silver by 2025.

### **MS1-Decrease single occupancy vehicle trips citywide & MS2-Decrease single occupancy vehicle trips in Downtown Tacoma Growth Center**

Dan feels MS1 and MS2 may not have achievable goals. In general he feels most of the other Multimodal goals are good.

**MS4:** Jennifer said that those goals have not changed from what was already included in the TMP and she also reminded everyone that this would be looked at again in a few years.

Leon asked if we have a target for silver on MS4. Per the Environmental Action Plan it would be 2025 for Silver.

Meredith reviewed the report card from the League of American Bicyclists. As of 2015 we were at 12 arterials with bike lanes. That number has increased slightly and more will be added.

Jen asked about enforcement and how it is counted. Meredith said that it is if officers are out there on the streets –if there is targeted enforcement for pedestrians and bikes.

Dan feels that the jump from silver to gold for MS4 is not as big if we achieve silver by 2025. Jennifer said that the Transportation Commission would be looking for BPTAGs direction. As a group it was agreed to try for platinum for MS4.

### **Equity**

Jennifer said it has changed from geographical equity to race and income equity and asked if BPTAG members support that. Jennifer HK suggested we use specific zip codes to identify these areas.

Jennifer K said we use the WSDOT tool and overlay it on our maps to see what projects have been done in that area. She also said that it was difficult to determine the boundaries and using zip codes may be difficult as well.

### **E1-Complete 50% of TMP projects in areas of 25% or greater minority & E2-Complete 50% of TMP projects in areas with 25% or greater poverty**

Jennifer said that by 2040 the idea is to have all of Tier 1 done for E1 and E2.

Dan asked what areas this covers and if this is cross referenced with other goals? Jennifer said it crosses over districts etc. and is hoping that the projects will be well balanced moving forward.

David asked if there were short term goals outlined. Jennifer said not necessarily but there are actions in the back to report back on.

## **Health/Environment**

### **HE1—Increase miles of bicycle infrastructure by 65% of 2015 miles**

Dan feels HE1 is too low and thinks the target should be consistent with the others. Jennifer recommended it be closer to the platinum recommendation.

### **HE2-Increase miles of missing link sidewalks installed by 15% of 2015 levels**

Dan said he doesn't understand HE2 – define the measurement and complete all the missing link sidewalks.

Dan asked to see the map of missing sidewalk inventory sometime.

### **HE3 – Decrease fossil fuel use by 30% of 2014 levels**

Discussion brought up the Puget Sound Clear Air Agency as a good tool and also the recommendation to look at particulate matter-PM2.5. **Kathy Strange**.

Dan asked if we could segregate ship from port traffic. Diesel too.

## **Financial Stewardship**

### **FS1-Increase non-Public Works \$ leveraged for capital project delivery**

This is consistent with the Streets Initiative leveraging.

Question: Is there a goal for streetlight installation? Jennifer said that at this time we are trying to replace or fix the ones that are out.

Dan said there are assumptions in the Streets Initiative that we could use as a goal.

## **Congestion**

### **C1 –Increase signal timing optimization by 100% of 2015 levels**

Jennifer said that the word optimization will be changed. The goal is to increase signal timing along a corridor to make it more efficient to help transit as well as bikes and pedestrians. We have grants for Pacific, Portland and STW.

Dan said he wants to make sure it is optimizing for all users not just vehicles.

Jennifer let everyone know she is moving this forward to Planning Commission and this would be going to Council sometime in Feb.

Anne requested the Appendices be reviewed for consistency of the bikes and pedestrians language in each. Jennifer said they will keep the reference to both in some cases since it applies but she will take another look.

David –requested one section under health diabetes, obesity, tobacco use, COPD/heart, and asthma and respiratory can be reduced by exercise.

## **VI. Intersection Reports – There were no reports at this meeting.**

## **VII. Updates:**

### **A. REPORT FROM TRANSPORTATION COMMISSION**

Jennifer said that the Tacoma Mall Subarea Plan was discussed and the TC needed more time to discuss S 37<sup>th</sup>. Puyallup Ave corridor was also presented – this was the same presentation as BPTAG had on paper. The preference of HOV transit corridor was discussed and protected bike lane – they'll have comment letter by next mtg.

**B. STAFF UPDATES**

**I. DOWNTOWN TO DEFIANCE**

Meredith spoke about the Downtown to Defiance event on 9/10 and said there was still a need volunteers.

**ii. Complete Streets Ordinance**

Meredith let everyone know that the Complete Streets Ordinance was passed by City Council early August and allows the City to receive funding for the Yakima Festival Street (south of 38<sup>th</sup> & 39<sup>th</sup>). 6<sup>th</sup> Avenue will also be striped with a bike lane as part of the citywide striping project.

Anne asked about why some decent streets are chip sealed and others in terrible condition aren't. Jennifer said some of the worst roads are not being redone because they need a full rebuild which is more expensive Street Operations evaluates the streets. A chip seal can lengthen the life of a street and costs quite a bit less.

**iii. Other**

David announced that the bike and pedestrian counts are occurring soon and volunteers are needed. He will send a link to Jennifer.

**VII. Other Items**

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

**VIII. Meeting Adjourned at 7:35 PM**