



CITY OF TACOMA BIKE AND PEDESTRIAN ADVISORY GROUP MEETING MINUTES

DATE: March 28, 2016

GROUP MEMBERS PRESENT: Ben Storrar, Susan Reehill, Anne James, Dan Hansen, Janet Higbee
Jennifer Halverson Kuehn

OTHERS PRESENT: Diane Wiatr, Emily Watts, Shawn Phelps, Jane Moore, Diane Sheesley, Josh Diekmann, Lisa

- **Meeting called to order at 5:40 PM**

- **Approval of Minutes**

There were no February minutes for approval as it was a joint meeting with the transportation commission.

- **Public Comment**

No public comment was made.

- **S. 56th Street Improvements (Washington to Orchard) – Diane Sheesley, Public Works**

Diane Sheesley began with background on the S. 56th street improvements project and how it includes a partnership with University Place. There is funding for phase one.

There will not be bike lanes along the whole route on 56th. Business owners voiced concerns about wait times for freight trucks. There are many industrial businesses in the area and wait times for trucks would go up.

There will be sharrows at intersections because there is not enough grant money to remove the planting strip and put in a bike lane. ADA compliance requires higher costs in order to move sidewalks and street lights.

The city will be advertising for contractors this summer and will apply for an extension to begin construction in the spring. If they do not get the extension, construction will start this winter.

Phase two is unfunded. Work is being done on a grant with PRSCC for 2018 to apply for bike facilities on 54th St toward the regional center. There is mostly good infrastructure near the bridge but it is dangerous for cyclists especially children and youth.

There will be ADA improvements in Phase one including all driveways being replaced, sidewalk replacement if needed, curb replacement if needed to ensure everything is ADA compliant.

It was noted that it is very concerning when a bike lane disappears at an intersection. It can be quite frightening for inexperienced and experienced cyclists alike and drivers often overtake cyclists when merging. Having a sidewalk on 56th helps to mitigate this. It seems as though Public Works understands that this style is undesirable but it is understandable given we don't have the funding to ensure ADA compliance if the planting strip was removed. It's good there is a sidewalk along the whole route then given the higher speed traffic.

▪ **Pierce County Bike Map-** Shawn Phelps, Pierce County Transportation Planner

Shawn brought with him the final comments for the bike map as Pierce County is in the last stages of planning and has hired a printer.

The bike maps last 3-4 years so if the Water Flume line trial will be under construction, it should try to be added to the map; Even if only as an unmarked route.

There are no sidewalks on South Tacoma Way but instructing cyclists to go to Center St isn't much better. It was decided to mark both as orange.

In the mall area there are additional connections on South Tacoma Way and Wright will be left as an option.

The Thompson-Yakima Bridge has a painted bike lane that should be added to the map.

There are few North/South roads that go all the way through South Tacoma. Lawrence is one of them and is a future bike boulevard in the subarea plan.

Josh mentioned that S 38th to I-5 is currently in the works to be painted as a bike lane so it might want to be included – someone will follow-up with Josh to find out if this is accurate.

It was asked what the difference between a bike lane and bike boulevard is. Bike boulevards usually have only sharrows in low traffic or residential areas. People reading the bike map may not know this.

Additions to map legend:

- Bike Boulevard (low volume, shared lanes)
- Marked Shared Lane (sharrow)
- Other roads (traffic volume varies)

Other comments included gaps in bike lanes (100-200ft) but the map does not go into this much detail so changes cannot be made.

The Port area is high traffic during business hours. Jane mentioned that the Port is against designating Taylor Way as a bike path because of the traffic volume. There is also no shoulder on Marine View drive and it has a speed limit of 40-45mph. However there is hardly any traffic weekends. Add to the map: Port area, high truck volume on weekdays.

Add to the map: unpaved road from dead end of BPA to 19th St NE.

▪ **S. 21st St. Crossing at the Prairie Line Trail** –Josh Diekmann, Public Works

Josh introduced the nearly complete traffic study for the Brewery district area. As there has been great interest in development, further traffic analysis was needed to understand the capacity for

increased traffic volume. The study area included South 13th to 25th and Pacific Ave to Tacoma Ave.

UW in Tacoma is experiencing a parking issue so the study wanted to also examine the crossing points where people go to and from parking. UW will be doing their own analysis this summer to go more in depth.

The area is growing in density with new properties proposed like a convention center hotel, additional UW campus, a city site, 7 seas brewery, and additional properties as placeholders for future growth.

The study looked for system completeness of concurrency. The traffic network will hold future capacity with isolated improvements. However issues like people cutting over on Fawcett to avoid heavy traffic on Market St should be discouraged because it is a bike boulevard. Lengthening 21st to be an arterial for longer should take some of the traffic load off the campus but this will put more load on Fawcett so improvements will need to be done here.

It is difficult to find ways to attract traffic away from 21st St as the area will keep getting busier. 21st and Pacific is a major choke point for traffic.

Improvements are needed for the Prairie Line trail crossing. Multiple options were considered given constraints like the steep grade and short distance to an intersection. Options included grade separation or a hybrid grade separation but finding the 18-20 million dollars in funding would be difficult.

The short term solution is having two lanes downhill and one lane uphill but this partial road diet won't last long.

Currently a red HAWK light is being considered where all red means stop and flashing red means look then go.

- **Bike share Planning Study Update–** Toole Design Group

Lisa from Toole Design explained that a bike share system should be seen as part of the public transportation system. Users don't have to maintain the bicycles or lock them up at home which makes them easy to use.

Lisa had BPTAG members write on a copy of the current bike share planning map, any destinations not included on it already.

One component that is being examined is what infrastructure charges need to be made to get new, inexperienced riders onto bikes.

The area of focus for bike share moving forward would be the plateau area higher up. Diane asked the group if they felt this would be a better start versus having it in the downtown corridor area. While this is more tourist and transit oriented in nature, downtown is already more walkable. It was noted by other members that it also depends on who the target user is for bike share and understanding Tacoma's geographical challenges.

- **Updates-** Diane Wiatr

The City of Tacoma Bike Swap is April 30th. BPTAG members will be contacted soon about volunteering there. Bike month graphics are almost completed.

The Bike Month proclamation is on May 3rd at City Council-5:00pm. The Major Taylor kids are planning a bike ride to it.

One BPTAG member is needed to do bike/pedestrian counts outside the star center for a two hour period. This would help provide evidence for a grant Diane is applying for. Janet will be doing this on April 9th. Diane will send her the paper to fill out for it.

Janet sent Diane possible locations for signage to go up around the Scott Pierson Trail for wayfinding. It will be shown to the group at the next meeting.

- **Good of the Order – All**

- **Meeting Adjourned at 7:33 pm.**