



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

**DATE:** November 28, 2016

**GROUP MEMBERS PRESENT:** Dave Cook, Dan Hansen, Leon Nettels, Janet Higbee, Anne James, Susan Reehill

**OTHERS PRESENT:** Emily Campbell, Jennifer Kammerzell, Josh Diekmann, Olivia Mathison, Elliott Barnett

- **Meeting called to order at 5:44 PM**

- **Approval of Minutes**

October minutes approved with no changes.

- **Public comment:**

No public comment.

- **E 40<sup>th</sup> Street project update:** Olivia Mathison

Olivia showed a conceptual E 40<sup>th</sup> Street design from several months ago. The project increased in scope to include additional asphalt removal and replacement, and it integrated the Pipeline Trail grant. They are incorporating a full shared use path from McKinley to Portland that will be 16 feet wide. Path is 12' wide concrete with 2-foot shoulders. A majority of the roadway will be pervious pavement. The project aims to treat stormwater runoff and incorporate traffic calming measures. They are submitting their design to Ecology by the end of the month, and then there will be a comment period, then advertising in March 2017, followed by construction in May-December 2017.

There was a question about the Pipeline Trail crossing, and whether or not treatment would be added in the future, such as through the Pipeline Trail grant. The Pipeline grant covers some construction of the path, so likely so. Olivia noted that the stormwater grant being used for this project doesn't cover shared use path construction. If funding isn't procured for the shared use path by 2017, the corridor project will be done without the trail. Also, they are trying to accommodate future mobility planning. They want to provide continuous segments of sidewalks, and will likely improve some driveways and curbs also.

There was a question about how long porous asphalt lasts, and it lasts approximately 25 years, which is similar but has less lifespan than asphalt. Maintenance costs are higher for porous surfaces.

BPTAG members were generally happy with the placement of the shared use path. There was a question about having a portion of path moved to opposite side of the roadway, but there would

be conflicts with waterlines. 1,700 feet of waterlines will be replaced, so the City is working with the utilities companies.

There was a question about having a raised crosswalk in the design for safety, and Olivia mentioned that the City looked at having a speed bump at the crest of the hill. There was another suggestion to adjust road and sidewalk alignment for greater pedestrian visibility.

There was a question about impetus of back in angle parking, and Olivia said this is part of the standard for the area and they tried for more parking near businesses.

BPTAG staff support will hold the design map for the group in case they would like to review it in the future.

- **Tacoma Mall Subarea Plan update:** Elliott Barnett

Elliott gave an update on the Tacoma Mall Subarea Plan reiterating that the area is targeted because it is expecting a lot of growth, and he provided a handout on the plan. He talked about the proposed bike and pedestrian network which is part of making the neighborhood more livable and improving traffic problems. He showed the Illustrative Vision Plan showing how the different districts of the neighborhoods could look – each quadrant is looked at as a mini-neighborhood with green space and a five minute walking distance from edge to center. There will be a loop road around the larger neighborhood connecting these mini-neighborhoods. The project will result in more roadway connections. There is a comprehensive plan for the project that is action oriented.

Looking at the existing street networks, the largest blocks are some of the most challenging areas for improvements. The big issue of the project is figuring out how to make progress on new roadway connections. Elliott highlighted two areas that will have significant changes to the street grids: the northwest and southeast areas. The City has made changes to their original ideas of how to improve the street grids in these areas, keeping with topography and existing conditions. They also would like to bring transit into the center of the neighborhood rather than the edge. The western portion of the neighborhood has good soil for stormwater infrastructure and green streets (pervious pavement). He noted that green streets help leverage funding, and the project will follow complete streets principals.

The presentation paused for a brief discussion of the 6<sup>th</sup> Ave follow-up (*next agenda item*) and the December meeting time (*agenda item from Updates*).

Elliott showed the new Bike & Ped Network design proposal that allows internal circulation and access to the neighborhood by bike. It retains the major arterials as streets with bike facilities, plus others that feel safer and more comfortable. Some changes since the last BPTAG presentation included shifting an east west bike route and creating another bike facility along Warner north south. They removed the potential for a pedestrian bridge from the design. They also shifted alignment of roadway in the northwest quadrant.

The loop road will have bike facilities in addition to pedestrian facilities, and this will look different in the different quadrants. A BPTAG member suggested a crossing bridge and continuing the bike facilities north along Union. Member noted that it is very challenging and dangerous to bike or walk to the bike shops in the areas, and another member noted that where there are only three crosswalks it becomes more challenging. Member suggested improving signage for the pedestrian bridge to increase use. Member suggested doing more pedestrian work at 38<sup>th</sup> and Steele. A member suggested improving 38<sup>th</sup> and Steele by adding paint to the road, and another member suggested having separation between bikes and peds around the mall for better movement of bikes. There will be a new off ramp off I-5 South to the Tacoma Mall, allowing for growth and potentially better bike and pedestrian accommodation, though the bike/ped issue at this location is not solved by this plan.

A member mentioned connecting the neighborhood bike/ped infrastructure to the Flume Line Trail. Another member suggested a north south connection by apartment buildings in the central/south east quadrant.

The draft Plan will be presented to the Planning Commission on Wednesday and in February the Commission will give their recommendations. BPTAG should give comments between now and January, though they are welcome to give comments during the public comment period. Individual comments can be sent anytime via email to Elliott. BPTAG should consider commenting on the necessity of a new funding source for these projects.

Elliott will send a list of suggestions to the group, and will send Emily the PowerPoint for distribution to group.

Anne left the meeting at 6:35pm. Susan left the meeting at 7:00pm.

- **Pearl Street & 6<sup>th</sup> Avenue October meeting follow up:** Anne James and Janet Higbee  
They produced a report that BPTAG members can look at after this meeting.
- **Intersection Report, Union Avenue and SR 16:** Jolene Rogers  
This item did not happen, as Jolene was absent.
- **Updates:**
  - **Report from Transportation Commission:** Josh Diekmann  
Josh Diekmann shared some topics covered at the recent Transportation Commission meeting including Puyallup Ave Corridor Study, Mall Subarea Plan, and Street Fund Initiative allocation of active transportation funding. Josh will share Street Fund Initiative information with the BPTAG if interested.
  - **Bicycle and Pedestrian Coordinator update:** Josh Diekmann  
Josh sent an offer letter to a candidate and they will start on January 23<sup>rd</sup>. They might make it to the BPTAG meeting that day. The candidate would be moving from out of state.
  - **December meeting date:** Dan Hansen/Dave Cook  
This was discussed earlier in the meeting before Anne left. A member motioned to cancel the December meeting and meet at the normal January meeting date and time. The motion passed.
  - **Report from Puyallup Avenue design charrette:** Dave Cook  
Dave attended the design charrette event. During the event he considered bike facilities along the corridor by Greyhound station, including a crossing to the north side of Puyallup Ave and a protected bike lane. Josh Diekmann also spoke and noted that the greater corridor can be looked at as three distinct corridors with different needs and demands. The corridor does not currently have funding.
  - **Volunteer for next intersection of the month:** Dan Hansen/Dave Cook  
Jolene will do her presentation again next meeting.
- **Topics for the Good of the Order**

Janet mentioned the young boy that was hit and killed recently at North 9<sup>th</sup> and I Street. The community held a vigil that was well attended. Josh explained that they are collecting traffic information about I Street, and he would be happy to talk to the group more about this. There are compliance, safety and engineering issues.

- **Meeting Adjourned at 7:07 PM**