



CITY OF TACOMA BIKE AND PEDESTRIAN ADVISORY GROUP MEETING MINUTES

DATE: September 15, 2014

GROUP MEMBERS

PRESENT: Justin Camarata, Dave Cook, Janet Higbee, Anne James, Paul Nordquist, Kendal Reid, Kris Symer

OTHERS PRESENT: Joseph Coppo, Kimberly Freeman, Hannah Miner, Jane Moore, Diane Wiatr

- **Meeting called to order at 5:30 PM**
- **Call to order, introductions, and approval of minutes**
- **Trails and Open Space**—Joseph Coppo, Pierce County

Joseph presented about the update to the Pierce County Comprehensive Plan, specifically the need for project prioritization. Pierce County has an expansive plan for park facilities and a trail system with little funding. \$7.5 million is available and \$325 million is needed in order to fulfill the plan. Joseph is presenting to several stakeholder groups to gain feedback about the prioritization on projects, including the Forever Green Council, Foothills Rails to Trails Coalition, and Parks Planning Directors Meeting. There is the potential to host a meeting of all of these parties in October if there is a lack of consensus.

Diane spoke about how funding for a Health Benefit and Economic Impact Analysis has been found through the Puyallup Watershed Initiative Active Transportation Community of Interest.

A few key connections that were mentioned in the discussion following Joseph's presentation were Ruston to Rainier, a trail along I5 through JBLM, and a trail connecting Puyallup to Tacoma. Kris took lead on pulling together a subcommittee to discuss the maps that Joseph provided. This subcommittee includes Anne and Paul.

- **TMP Bicycle Network Recommendation Revisions**— Dave Cook, BPTAG Co-Chair

Dave took the group through the first eight potential revisions to the Bicycle Network portion of the Transportation Master Plan. The group agreed that all recommendations should be included in the TMP. (see appendix)

- **Mobility Master Plan Policy Review**— Diane Wiatr

All BPTAG members present went through policies T-MMP-1 – T-MMP-12, found in the Mobility Master Plan, and discussed whether they should continue to be included in the Transportation Master Plan. There were suggestions about how the policies should be re-worded and organized (create two categories, one for process orientation and the other attributes) but the group recommends that all existing policies carry over from the Mobility Master Plan and remain in the Transportation Master Plan. More detailed recommendations can be found below.

- Add “Green Roads” to either Environmental Sustainability or Engineering
 - Add “Equity” as a new policy and speak to health, air quality, geographic location, and diversity.
 - Combine “Livability” and “Health” to create one policy
 - Combine “Engineering” and “Safety” to create one policy
 - Include more stakeholders in the “Health and Safety,” including but not limited to the Tacoma Public School System, MetroParks Tacoma, etc.
 - Reconfigure “Engineering” to read “ Apply high-quality, *state of the art* engineering and design to bicycle and pedestrian physical infrastructure.”
 - Create a new policy titled “Planning and Outreach” and speak to the need for data driven outreach and a public input process.
 - Add “create data collection mechanisms” to “Evaluation”
- **Link station design and bikes**—Diane Wiatr

Diane spoke about opportunities to give input in the planning process for the Link Expansion up Stadium Way and onto MLK Jr. Way. Two possible areas of concern in regards to pedestrian and bicycle access are where the stations will be located and what the rails will look like. Anne also spoke to how the light rail tracks can pose a risk for people using mobility devices.

- **History of Downtown to Defiance**—Diane Wiatr

This encouragement event will take place on September 28th from 8 AM to noon along the Tacoma waterfront. In other communities these events celebrate existing bike infrastructure. In Tacoma, this event helps participants to image what the waterfront could be like when there is a trail while also drawing in residents who are not already engaged in active transportation programs.

- **Transportation Master Plan Update**- Justin Camarata and Diane Wiatr

Justin gave an update about the TMP Streetcar subcommittee and referenced the attached minutes.

The group then viewed the TMP work plan to get a better sense of when there might be opportunities to give input and raise awareness of the plan in the community.

- **Action Items**

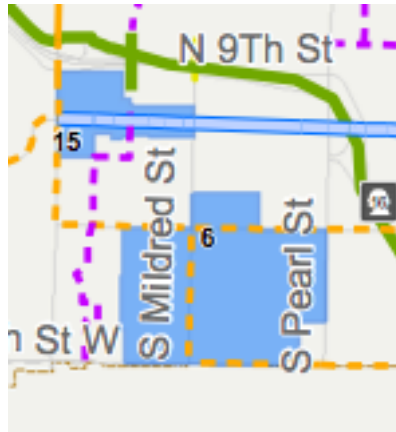
- Kris, Anne, and Paul will review the Pierce County Trail Maps and write up recommendations to be presented to the group at the October meeting
- Dave will finish taking the group through his revisions for the Bicycling portion of the TMP at the October meeting.

Appendix:

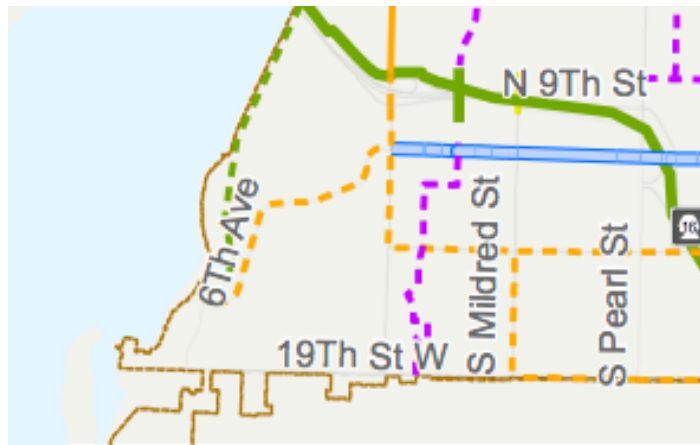
Dave Cook's Revisions to the Bicycling Network recommendations for the Tacoma Transportation Master Plan:

North end

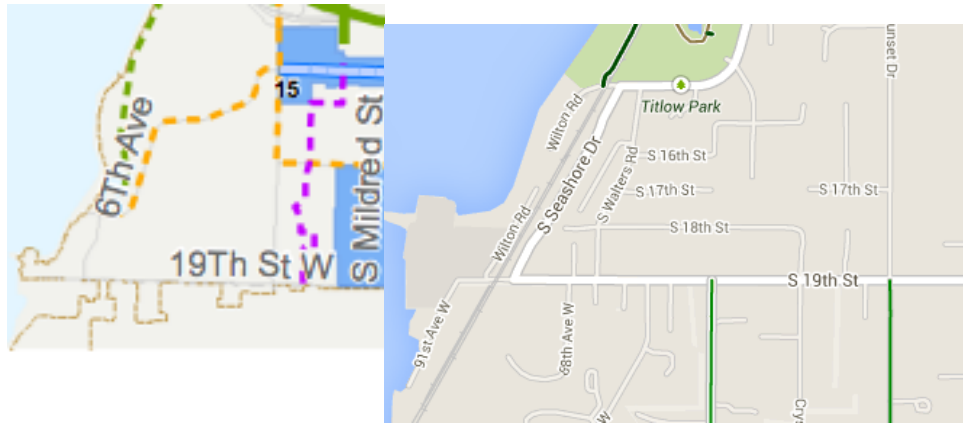
1. Extend Mildred from S 12th up to the Scott Pierson trail. (4 lane road from S 12th to S 6th. It's a wide two lane road from S 6th to the Scott Pierson Trail.)



2. Continue the bike lane on Jackson/Bridgeport to connect with the UP bike paths. We have a proposed bike boulevard just east of this, but this could be similar to the Yakima/Park situation.



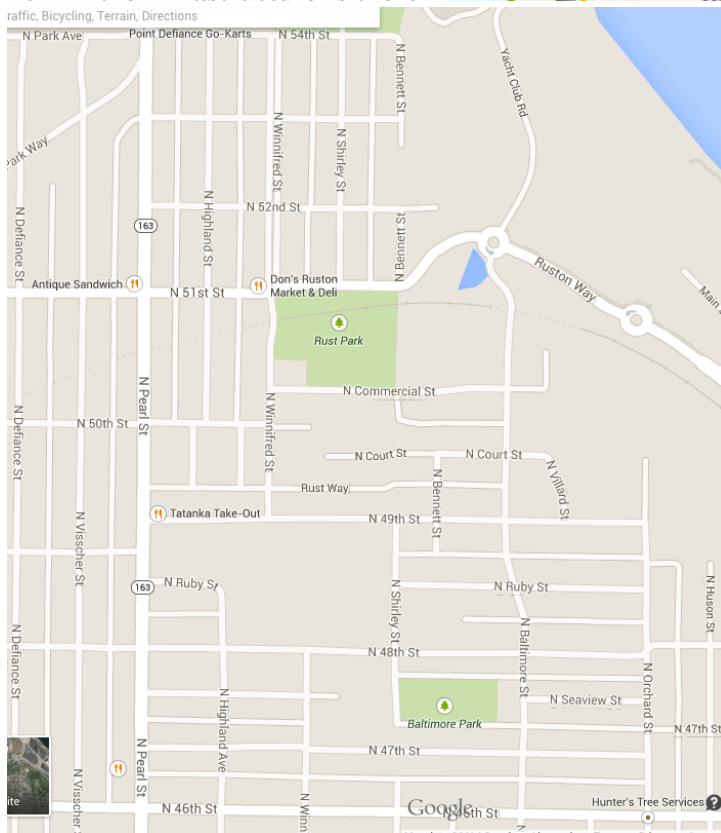
3. 6th avenue descends to Titlow, but should we extend this path along S Seashore or S Walters Rd to connect with S. 19th and then to Grandview in UP?



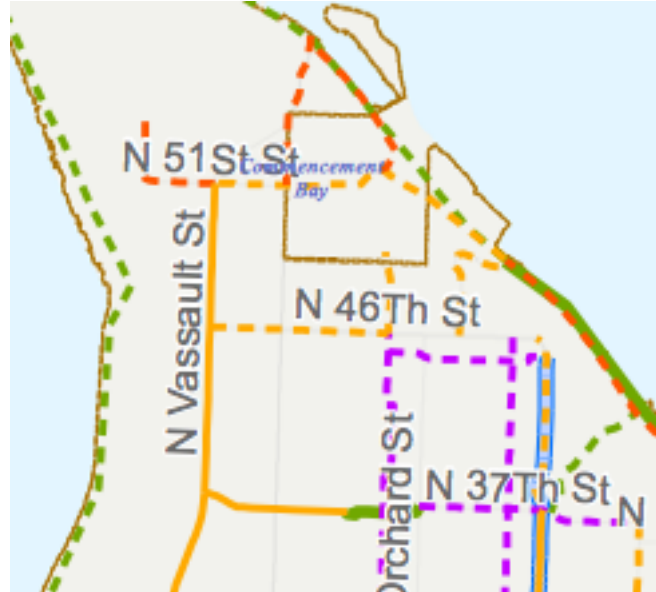
4. Can we plan for a bike boulevard to proceed on N Baltimore down to the Unicorn, West (left) on N 49th, and North (right) on Winnefred all the way to the park. I don't think this would need a lot of treatment aside from paint. A bike lane might be good as one rides up from the Unicorn to N 46th and sharrows could lead down from N 46th to the Unicorn.



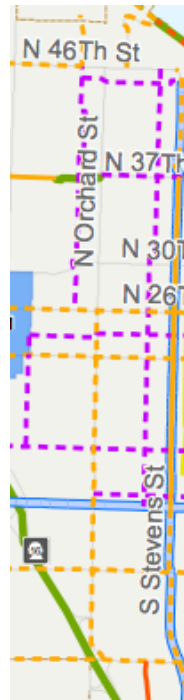
5. I think the infrastructure is there.



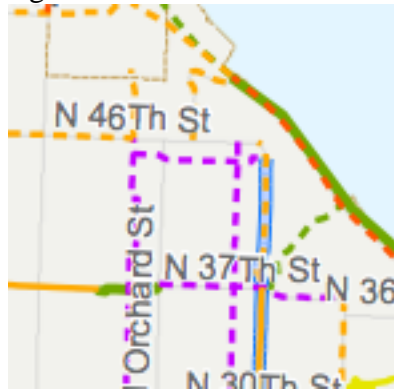
6. Formalize a bike lane on Pearl from Pt Defiance up to N 46th where folks can then join up on N 46th.



7. On Orchard, sharrows north from N 37th to N 46th and a bike lane going south on this area. This would add to consistency and give faster cyclists an option rather than take a bike boulevard. This may be difficult due to Orchard getting narrow.



8. Shall we continue the bike path from Stevens to N 46th? Or at least connect Ferdinand to something?



9. Do we want to think about 6th vs. 12th vs. 19th as east west routes? Can all of these serve as bikeways and also accommodate car and transit priorities? This could be a longer discussion.

City of Tacoma Transportation Commission + Bicycle & Pedestrian Technical Advisory Group – Streetcar Subcommittee

August 11, 2014

Group members present: Justin Leighton (TC), Andrew Strobel (TC), Justin Camarata (BPTAG), Chelsea Levy (Sound Transit)

The meeting centered primarily on defining the purpose of the group, general guiding principles, and timeline. It was established that the purpose of the group is to develop a streetcar network element for the TMP. Justin Leighton (TC) will serve as chair of the group.

Guiding principles for developing the element included:

- ☑ Developing a robust streetcar network in tandem with improved bicycle & pedestrian infrastructure
- ☑ Serving dense areas and high volumes of citizens and businesses wherever possible while also seeking overall transit equity
- ☑ Meeting technical standards of Sound Transit, e.g. avoiding grades greater than 8%
- ☑ Stating clear elements, e.g. if funding is found, where it should be allocated
- ☑ Defining a clear process for public input
- ☑ Being both technical and visionary – it's okay to have both broader ideals and technical specifics; Sound Transit will provide necessary support to help achieve this
- ☑ Following best practices of other cities with TMPs, including Seattle but also other cities such as Tucson, AZ

Discussion of other guidelines followed, including whether to include other modes of transit such as BRT.

The City of Tacoma has requested a submission from the subcommittee by **December 31, 2014**. The group will be submitting something then, with the understanding that revisions and additional work may be required afterward. It was agreed that the group will meet at least **monthly**, separate from both the TC and BPTAG meetings, with additional meetings held as necessary to complete the work.

Justin Leighton and Justin Camarata are currently finding comparable TMPs for data points. Andrew Strobel will be working on identifying process deliverables, including those where we may need to involve the Planning Commission, the City Council, and Public Works. The next meeting will be held in September.