



CITY OF TACOMA BIKE AND PEDESTRIAN ADVISORY GROUP MEETING MINUTES

DATE: July 21, 2014

GROUP MEMBERS

PRESENT: Dave Cook, Jennifer Halverson-Khuen Janet Higbee, Anne James, Kendal Reid, Brandi Riddle, Kris Symer

OTHERS PRESENT: Elliot Barnett, Josh Diekmann, Hannah Miner, Jane Moore, Justin Resnick, Mike Tresider, Diane Wiatr, Kim Voros

- **Meeting called to order at 5:30 PM**
- **Call to order, introductions, and approval of minutes**
- **Pedestrian and Bicycle Access During Pacific Ave. Bridge Closure—**Josh Diekmann, City of Tacoma Traffic Engineer

The next phase of the I5 HOV project will begin in mid-September. This will result in the Pacific Avenue Bridge being torn down and moved. The bridge will be closed for approximately one year. At the same time, the Tacoma Ave (Delin St.) Bridge will be closed by the City of Tacoma for necessary upgrades. The staged reroutes can be found at the following webpage:

http://www.wsdot.wa.gov/Projects/PierceCountyHOV/I5_MStoPortland/MpDetourRoutes.htm

Bicycle and pedestrian traffic is being redirected over 34th down to McKinley. BPTAG recommended that Josh support walking and bicycling road users by making information about travel times and destinations available at detours.

- **Prairie Line Trail Design—**Elliott Barnett, City of Tacoma Planner

The final design for the Pacific Ave. to waterfront segment of the Prairie Line Trail is complete and this project is moving into construction. This segment is projected to be completed by September 2015. The UWT segment will be complete at the end of summer 2014. This is along the site of the 1873 historic rail corridor but in the process of designing this linear park, it has become clear that in addition to commemorating it's history, development, movement, gathering, culture and nature are also very important functions of this space.

Elliot will send his complete PowerPoint presentation to Diane to distribute to BPTAG members.

- **Transportation Master Plan Work Session**– Kim Voros, Alta Planning, and Justin Resnick, Fehr and Peers

Kim presented new maps that were produced using feedback from the model that BPTAG helped to create in our previous two meetings discussion. These maps will inform BPTAG and the Transportation Commission as they develop the pedestrian and bicycling network. The transit plan that is being developed by the Transportation Commission is another layer to consider as it can connect the mixed use centers (places with high density of schools, grocery stores, and employment). Kim will send out the maps as .pdf files with questions to help prompt BPTAG to explore in the next week.

Justin then spoke about how there are two plans to create. The first is visionary and financial restraints are not a consideration. The second will serve as the comprehensive plan and will take financial restraints into consideration. This plays a role in how standards are set for levels of service. The visionary level of service for pedestrian infrastructure is complete sidewalk on both sides of the street and crosswalks every 300 ft (or every city block) in pedestrian priority areas. In thinking about the plan with financial constraints, an appropriate level of service might be that there are sidewalks on either side of every street and crosswalks every 600 feet (or two city blocks) in pedestrian priority areas. An unacceptable level of service is that there are no or incomplete sidewalks and crosswalks are further than 600 feet apart. Establishing this sets an overarching target. BPTAG members responded with questions about the role of law enforcement in protecting pedestrians, the dangers of uncontrolled intersections, and maintenance (which has a different funding source and doesn't need to be factored into the Transportation Master Plan).

The highest level of service for the bicycle network follows the proposed plan. The next financially constrained level provides a facility that is lower-level that recommended and the lowest level of service provides no facilities

Justin then presented about draft policies. There are a number of policies that are being included in the proposed Transportation Master Plan. The four that relate specifically to walking and bicycling issues are the following:

- 1) **Implementation:** Implement the recommendations from the 2010 Mobility Master Plan and 2015 Transportation Master Plan for developing a non-motorized network that reduces auto mode share, increases the number of non-motorized users of all ages and abilities, and improves health of our people and local ecology
- 2) **20-Minute Neighborhoods:** Prioritize infrastructure improvements that connect residential areas to local retail, business, and community services, so residents can access more of the services they need close to home by walking, biking, riding transit and using assistive devices.
- 3) **Education and Encouragement:** Increase the public's awareness and usage of the bicycle and pedestrian network in Tacoma through targeted education and encouragement programs.
- 4) **Trails:** Build on the existing trail network to reach underserved areas, connect to and fill gaps in both the trail network and the bicycle and pedestrian networks, and provide easy access to trails for both transportation and recreational purposes for users from all parts of the City.

- **13 Miles of Bikeways**

Diane proposed that the BPTAG host a ribbon-cutting and walk/bike ride for members of the City Council, Planning Commission, and elected officials from Pierce County. The group agreed to find a date on a Thursday after work in September once the construction is complete.

- **Joint Meeting with the Transportation Commission**

BPTAG will meet with the Transportation Commission to discuss recommendations for walking and bicycling at the Transportation Commission's meeting on August 20th from 5:30 to 7:30P PM. Members of BPTAG will present on recommendations in addition to recent activity. There will be a special meeting of BPTAG on Monday, August 18th from 5:30 to 6:30 PM to work with Fehr and Peers and Alta Planning to review the final pedestrian and bicycling networks developed by Justin and Kim and to fine-tune the presentation. Kendal has agreed to present on policies. Kris and Dave have also committed to present and the special meeting is open to all members to contribute.

- **Transportation Commission Streetcar Committee**

Jane explained that her Transportation Commission co-chair, Justin Leighton, is seeking 3 members of BPTAG to participate in a special committee to plan for the next phase of the Sound Transit Link Light Rail expansion in Tacoma. This will most likely begin in September and be a three-month long commitment. Brandi and Dave are interested in participating in the committee.

- **Announcements and Updates:**

- **Opportunities for input**

- Share Vision 2025, meeting 6-8:30 July 30th at the Greater Tacoma Convention Center
- City of Tacoma 2015-16 Biennium Budget Meetings
- Stadium in Motion materials have been mailed out to 1400 residents of the Stadium neighborhood as part of the pilot residential trip reduction program.
- Downtown to Defiance will be September 28th from 8 AM to 12 PM