



## CITY OF TACOMA BIKE AND PEDESTRIAN ADVISORY GROUP MEETING MINUTES

**DATE:** June 22, 2015

**GROUP MEMBERS**

**PRESENT:** Jennifer Halverson-Kuehn, Dan Hansen, Janet Higbee, Anne James, Aaron Knight, Kris Symer, Matt Stevens, Ben Storrar

**OTHERS PRESENT:** Diane Wiatr, Hannah Miner, Jane Moore

▪ **Meeting called to order at 5:35 PM**

▪ **Call to order and approval of minutes**

Change Jennifer's last name in the minutes.

Send out the charts for road resurfacing to all members—Brandi and Kris will make the map for presentation in July.

▪ **BPTAG Member Transitions--** Kris Symer and Diane Wiatr

Kris thanked Aaron on behalf of the group for his contributions and input over the past two years and welcomed Dan, who moving forward will take Aaron's seat. This recognition led to a discussion of the benefits and disadvantages of using thermoplastic on the roadway.

▪ **Tacoma Mall Subarea Plan and Active Transportation–** Diane Wiatr

Diane introduced the upcoming Mall Subarea Plan. This neighborhood is very diverse, interesting and complex. There are pockets of development and a lot of really concentrated density. In some ways it is uninhabitable—for example, walking. And yet, it has been identified by PSRC as one of Tacoma's two growth centers (the other center is Downtown Tacoma). This plan seeks to bring together a lot of groups and make this space into a cohesive and identifiable neighborhood, not just a jumble of conflicting residential, industrial, and commercial zones.

This group's role will be critical to this planning effort because the residents of this neighborhood walk a lot despite the lack of adequate infrastructure. This area of the city is very auto-centric. There is also a lack of open, green, or gathering space. Some other key issues include the following:

- A local and regional center
- Improved investment climate
- High mobility, access and transit-readiness
- Area-wide stormwater strategy
- Equity and environmental health

- Jobs and housing near transit
- Livability, placemaking and identity

This project's major goals are the following:

- Implementation-oriented plan
- Grant-making and implementation
- Clear vision and priorities
- Promote infill and investment for:
  - Improved water quality and salmon recovery
  - "Complete community"
  - Open space and civic activities
  - Quality of life

The planner leading this effort, Elliott Barnett, will come to the BPTAG and give a presentation asking the larger group for input about specific items. Elliott is also looking for a member to represent BPTAG in the stakeholder group. This would mean attending about six meetings over the next year.

Diane asked for volunteers to sit in the stakeholder group. Ben Storrar and Dan Hansen volunteered and Anne James, who is available after August, offered to be an additional back-up in the event neither is available. Those who volunteered are interested in learning more-- when the first meeting will be and when meetings will be moving forward-- in order to make an informed commitment.

▪ **Bicycle Friendly Community (BFC) Next Steps--** Diane Wiatr

The City of Tacoma applied for Bicycle Friendly Status in the spring of 2015. We applied for status in 2012 and were awarded Bronze in 2012. We were awarded Bronze level again in 2015 and to help us identify areas for improvement and be strategic moving forward in seeking Silver status, the League of American Bicyclists gave us the scorecard on the following page.

Key things to note in the recommendations are the following:

- There is no Safe Routes to School (SRTS) programming in the City of Tacoma. Peer cities have comprehensive SRTS programs on a district
- We do not have connections with the Tacoma Police Department. TPD has other concerns and pedestrian and Bicycle safety are not high priorities for the department yet. This also impact that data that we have access to regarding crashes with vulnerable road users.
- 10 % of the bikeways network has been built out and we have 90% remaining to be implemented with not plan for funding. Other cities achieving accreditation have dedicated funding.
- The City of Tacoma has two (inactive) League Certified Instructors—Hannah Miner and Emily Strong. Having local instructors limits the number of adult educational courses that are available to members of the public.

One member asked if Bronze is given to anyone who thinks to apply and Diane pointed out that the City of Tacoma does have a very active BPTAG, a strong planning document (Mobility Master Plan, soon to be the Transportation Master Plan) dedicated staff to support bike/ped planning and programming, 10% of the bikeways network built out, grant funded SRTS programming, and supportive laws and ordinances.

The group then brainstormed ways to address some of the gaps. There could be opportunities to work with the TWBC, Cascade Bicycle Club, or Metro Parks Tacoma (MPT) to host an LCI Seminar or other adult and youth cycling courses in Tacoma. MPT has an active living and community wellness advisory council that could be a good resource.



# TACOMA, WA

**TOTAL POPULATION**  
203,446

**TOTAL AREA (sq. miles)**  
50.1

**POPULATION DENSITY**  
3,924

**# OF LOCAL BICYCLE FRIENDLY BUSINESSES** 0

**# OF LOCAL BICYCLE FRIENDLY UNIVERSITIES** 0

## 10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Tacoma
Arterial Streets with Bike Lanes	45%	12
Total Bicycle Network Mileage to Total Road Network Mileage	30%	9
Public Education Outreach	GOOD	GOOD
% of Schools Offering Bicycling Education	43%	10
Bike Month and Bike to Work Events	GOOD	GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	YES	VERY
Bicycle-Friendly Laws & Ordinances	SOME	EXCELLENT
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	PER 70K	90,420

## CATEGORY SCORES

<b>ENGINEERING</b> <i>Bicycle network and connectivity</i>	5 / 10
<b>EDUCATION</b> <i>Motorist awareness and bicycling skills</i>	3 / 10
<b>ENCOURAGEMENT</b> <i>Mainstreaming bicycling culture</i>	4 / 10
<b>ENFORCEMENT</b> <i>Promoting safety and protecting bicyclists' rights</i>	3 / 10
<b>EVALUATION &amp; PLANNING</b> <i>Setting targets and having a plan</i>	4 / 10

## KEY OUTCOMES

	Average Silver	Tacoma
<b>RIDERSHIP</b> <i>Percentage of daily bicyclists</i>	3.5%	0.61
<b>SAFETY MEASURES CRASHES</b> <i>Crashes per 10k daily bicyclists</i>	180	192
<b>SAFETY MEASURES FATALITIES</b> <i>Fatalities per 10k daily bicyclists</i>	1.4	1.6



- » Bicycle-safety education should be a routine part of primary and secondary education. Work with your local bicycle groups or interested parents to expand the Safe Routes to School program to all schools.
- » Ensure that police officers are initially and repeatedly educated on traffic law as it applies to bicyclists and motorists. Ask police officers to target both motorist and cyclist infractions to ensure that laws are being followed by all road users.
- » Ensure that bicycle/motor vehicle crashes are investigated thoroughly and that citations are given fairly.
- » Continue to expand the bike network, especially along arterials. On roads where automobile speeds exceed 35 mph, it is recommended to provide protected bicycle infrastructure.

- » Continue to work towards establishing a dedicated funding source for bicycle facilities and programs.
- » Offer a greater variety of bicycling skills training opportunities for adults. There are options from short videos and 1-2 hour courses to more in-depth training incorporating in-classroom and on-bike instruction.
- » Host a League Cycling Instructor (LCI) seminar or sponsor the certification tuition of interested cyclists to increase the number of certified LCIs in your community.

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SUPPORTED BY **TREK**

A member also asked if it made sense to approach the School Board to ask that skills be integrated into school curriculum. Ben suggested that there be an opportunity to have a mini-term bike maintenance and urban cycling skills course. School Board elections are coming up and this change in membership could be critical for SRTS in Tacoma moving forward. Diane is also looking to have an intern explore options for what SRTS programming could look like district-wide. Kris suggested that this could also be a good capstone project for an urban studies or sustainable development student. And appropriate next step could also be a letter to the School Board, if the group is interested.

Jane, as a member of the Transportation Commission, weighed in and said that one of the policies in the TMP is to achieve a higher BFC status.

At the top of the scorecard, members can also see that Tacoma has not Bicycle Friendly Businesses or Universities. This is a formality, because we have both of those in our community, it just a matter of asking them to apply and supporting them in the process.

Identifying a dedicated funding source is one of the factors that impacts all of the other suggestions offered by the League of American Bicyclists. The City of Seattle funds road projects with “Bridging the Gap” levy, but the City of Tacoma could do something different—this could be a levy, come from the General Government Fund, or be a percentage of the road budget. Ben suggested that BPTAG write a letter to the TC stating the importance of finding funding. Diane explained that the decision makers are really the Tacoma City Council and that the TC can be an advocate in a more formal manner. With this understand, the group decided that it would make sense to write a letter to City Council, cc’ing the TC. Janet volunteered to create a draft and work with Kris to get a draft out to the group. Diane explained that the Scorecard was sent to City Council members and they are aware of these suggestions.

Diane then suggested we adjust the agenda to discuss the S 66<sup>th</sup> Bike Lanes because it is a brief item and the group would then be able to delve fully into the MoMap Appendix update.

- **Proposed Bikes Lanes on S. 66<sup>th</sup>**—Diane Wiatr

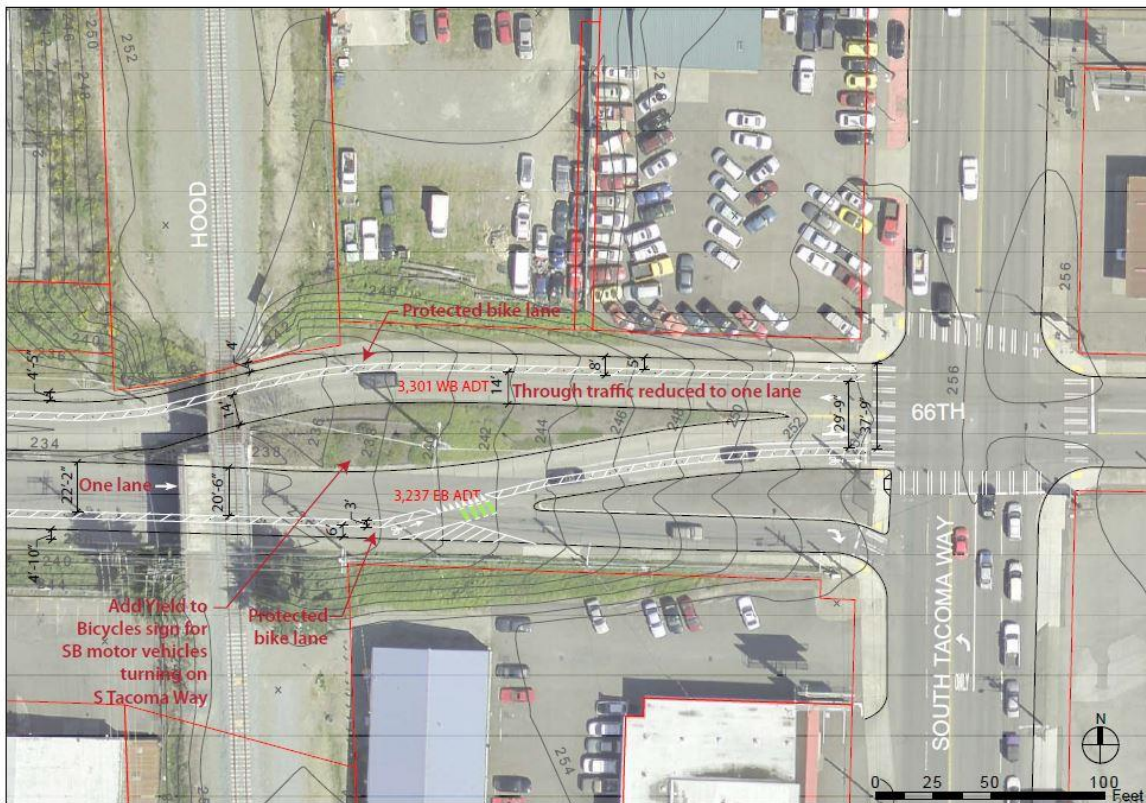
The Water Flume Line Trail and Tyler (bike lanes) are important north/south connections for the bikeways. There is a significant amount of bike traffic on S. 66<sup>th</sup>—this area has access to the S.T.A.R. Center, Gray Middle School, Manitou School and Park, a Tacoma Farmers Market (Sunday), Sounder Station, and recreational fields. Much of the bicycling traffic is kids living in the surrounding neighborhood. There are currently no bicycling facilities to accommodate these young people no bikes. This corridor is pretty straight forward until the approach to South Tacoma Way from the S.T.A.R. Center.





Diane hired Alta Planning to draw up some designs and Diane worked with Public Works to identify a design that could work with the people who are using this corridor. There are three lanes of traffic on the approach to S Tacoma Way, but there is not demand enough demand to warrant that all of these lanes be dedicated to car traffic. At the intersection, there are three pedestrian crossings marked—the crosswalk on the south side is missing. There is also a pedestrian refuge between two lanes of car traffic and a lane dedicated to right turns. The sidewalks on this approach are narrow, down to four feet in some locations. The right-of-way under the Sounder tracks is 20 feet and all of this space is needed for emergency vehicles.

Diane presented the design that engineers in Public Works identified as the best option of several drawn up by Alta Planning.



Legend  
 — Curb Line  
 — Parcel

**Tacoma, WA S 66th Street Bikeway**  
 OPTION E: one way protected bike lanes

5-15-2015



There will be a buffered bike lane going west, connecting to Adams a lower traffic connection.

Going east, the plan is to eliminate one of the center car lanes and mark the conflict zone where bike traffic would cross car traffic in the right turn only lane. Buffered bike lanes heading east will connect to the Water Flume Line Trail or Puget Sound, a lower traffic alternative east of South Tacoma Way. This will also need good wayfinding signage. This plan also adds a pedestrian crossing on the south side of the South Tacoma Way and 66<sup>th</sup> intersection. S. 66<sup>th</sup> become a road with no sidewalks and a gravel parking strip. It also has telephone poles right next to the roadway and this portion of the connection will need to be marked with sharrow. Janet suggested the marked speed be lowered also.

In looking at the network of bikeways nearby, there is a bike lane on Puget Sound running from S 72<sup>nd</sup> to S 56<sup>th</sup>. The Tyler bike lanes go all the way to S 74<sup>th</sup> where they end in a T, right near Mt Tahoma High School. The neighborhood has also asked that bike lanes be put in on Adams to S 60<sup>th</sup> (near the Sounder Station), though parking would need to be eliminated on one side of the street to accommodate bike lanes. This will be challenging because this is next to the play fields and South End Recreation Area (SERA). Parking is important during events. This is also an advantage of this street because it is low traffic with the exception of event times and the pavement is really nice. There is also a continuous sidewalk on the west side of the street.

A member asked if bikes will be able to access the dedicated right turn lane. Will this section be marked with a sharrow or is there space for a bike lane as well?

▪ **MoMap Appendix Update Report Back—BPTAG Members**

A subcommittee, consisting of Brandi, Matt, Jennifer, and Janet met Monday, June 15<sup>th</sup> to discuss the update to the MoMap Appendix with Jennifer Kammerzell and Jane Moore. Jennifer lead the group in reporting back to the larger BPTAG. It was decided that the group would vote on each of the subcommittees recommendations and that the minutes from this meeting would be passed to the Transportation Commission as a record of the group's recommendation.

The group voted to approve the following changes to the MoMap Appendix:

- Change language around “safe and comfortable” to “safe and low-stress” or some derivative of “low-stress,” such as lower stress levels, perceived low stress, etc. An example of this can be found on pg. T-2
- Change “non-motorized” to “active-” or “human-powered transportation.” The BPTAG would also like to see language inclusive of all vulnerable road-users, including people using motorized and non-motorized mobility devices, skateboards, rollerblades, etc. in addition to pedestrians and bicyclists.
- Add, a sixth “E,” for “Equity” to the first Goal listed in the MoMap Appendix and update the definition of Equity used in the body of the TMP (policy 3.8—Transportation Equity). The group would like to see the word “socio-economic” added to the language describing Transportation Equity in the TMP.

The group also discussed language around bike parking, specifically making it more visible and secure and able to accommodate U-Bolt locks and wide variety of bikes (including those with fenders, bags, cargo bikes, etc.). Diane suggested that this change should be reflected in the Design Guidelines rather than the TMP.

▪ **Announcements and Updates:**

Ben shared the great news of Bike Month Bike-to-School success at Mason Middle School this part May. 762 trips were made by students and staff in the 18 school days during the month of May. This included some student who had never ridden to school before. Five students rode to school every day and twelve students rode every day but three.