



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

**DATE:** May 22, 2017

**GROUP MEMBERS PRESENT:** Dave Cook, Dan Hansen, Jennifer Halverson-Kuehn, Cassie Head, Jolene Rogers, Aubrey Rosevear, Susan Reehill (by phone), Theresa Beaulieu

**OTHERS PRESENT:** Meredith Soniat, Josh Diekmann,  
Guests: Kristina Walker (DOTG), Sheila (Tacoma Housing Authority)

### **I. Meeting called to order at 5:43 PM**

- **Approval of Minutes** – April 2017 minutes were approved.

**II. Public comment:** Kristina Walker, Downtown on the Go, provided information about the “Bike to a Business” program and Walk series.

### **III. Introductions:**

Each member introduced themselves and said one thing they liked about Bike Month.

### **IV. Discussion: Strava data & potential uses in Tacoma (Jenn)**

Jenn provided an overview about how projects on the TMP can be prioritized using Strava Metro. Jenn also reached out to Strava Metro to get answers to questions brought up at a prior meeting.

Strava assists people using a variety of modes to keep track of where they are commuting for business or pleasure. The app also collects other information from its users. Based on the information that people log, Strava can generate reports on minute-by-minute activity, travel patterns & route preferences, and data to measure progress on new/existing infrastructure. The City of Seattle uses it to provide better context related to collision data and the number of users. They have been using it for about 3 years.

Additional GIS staffing is not required with this app since the data is mostly used to understand travel patterns.

Jenn spoke with the City of Seattle about reliability of the app. They said they conducted a side by side test with eco-counters and Strava at 2 bridges - and found Strava to be within .8%. There are pros and cons to solely using one or the other, but they do complement each other and provide reliable information. Strava data integrates well with other datasets.

Jenn presented an example of a City that tracked where bicyclists were riding. When a new bike bridge was constructed they could track its impacts and see how travel patterns shifted on the new bridge.

Meredith asked if it is a subscription. Jenn explained it is and they charge \$0.80 per user in a network and if you want 1 or 2 years of data. The price fluctuates yearly based on the number of overall users. The City of Seattle has partnered with Cascade Bike Club to encourage use of Strava.

Meredith asked if Seattle is the only jurisdiction in the state that uses Strava. Jenn wasn't sure, but she has had conversations with Metro Parks and Tacoma Pierce County Health Department and they are interested in obtaining information about users or trends. This is a good partnership opportunity.

Oregon, Florida, Connecticut (uses it to prioritize for street sweeping during snow storms), use Strava.

Jenn recommended that the City consider obtaining Strava to collect information for projects. David asked each member to provide their thoughts about Strava.

Jolene – uses the app

Aubrey – likes the app, but does not have a phone that can track the information.

Theresa – does not have the app, but does like the information that it can provide

Cassie – began using Strava a year ago. She thinks the information would be very helpful in providing recommendations for future projects and the TMP

Susan – likes the information and recommends using it

Dan – is in favor of the City exploring Strava, especially if there could be cost-sharing

David – Is Strava data used as a defense against how fast a bicyclist might be going? Jenn stated that Strava protects users identities & data; David thinks it is a great app

Meredith will follow-up with the Strava contact regarding cost, potential partnerships, and potential funding sources.

## **V. Discussion: Traffic Safety Enforcement**

The group has asked for information about enforcement and if an officer could attend a meeting. David asked the group to provide input on what they are expecting from a presentation and what the 'ask' is of TPD.

Meredith explained that there is a section of the police department that focuses on traffic enforcement, but there are very few officers that make up that section. One of the ways to help with this issue is to look at grants targeted specifically for safety which would pay officers for overtime work.

Dave referred back to an example that Anne provided about Boston, where the police increased enforcement related to pedestrian which had a positive behavioral affect. Thinks it would be good to look into the history of that event.

Jolene suggested increasing enforcement during commute times. Theresa asked about adding school zone cameras around schools, similar to what is done in Seattle. Jennifer Kammerzell provided a brief overview about the Safe Routes to School Plan that recommends reviewing and expanding the program. Right now we have 3 speed zone cameras but they operate at a loss. We don't have the traffic volumes that Seattle does and their cameras are on for 2 hours in the morning and 2 in the afternoon whereas Tacoma does it for 30 minutes. If locations are increased then we

would need to increase police resources because an officer has to watch the tape after our consultant watches them to determine if a ticket actually needs to be issued.

Theresa also asked about Tacoma Avenue that was recently converted from an arterial to a residential street, but still looks/feels like an arterial. Jennifer Kammerzell explained that it started as a neighborhood project that did not carry through with the infrastructure improvements. The street did not qualify for funding through the Neighborhood Traffic Calming Program.

Dan suggested that they look at crash data and focus on areas where there is an existing problem. Could we tie in with Pierce Transit since they have drivers on the streets every day and could have valuable input.

David would like information about how they prioritize enforcement. Jenn asked how TPD responds to the Vision Zero plan. Meredith will look into Vision Zero further.

David is interested in how to best control speeding issues. Dan stated that infrastructure plays a large role in controlling speed. In example he mentioned Tyler by Cheney Stadium – posted at 30 mph but most drive much faster due to the feel of the open road.

Meredith was wondering if speed zone cameras can be installed outside of school zones. By state law we can't add any more. Bay Street is the only one in the entire state so far. The exception is school zones and red light cameras.

Other concerns are impaired and distracted drivers. Is there a specific number of people within TPD that focus on these issues and how do they prioritize. It would be helpful to gain an understanding of their current process.

## **VI. Updates:**

### **a. Report from Transportation Commission**

Jennifer Kammerzell reported that she relayed the BPTAG TMP amendment recommendations to the Transportation Commission at the May meeting. Transportation Commission would like to see the routes mapped. Some of the recommendations involve changing performance metrics – making them more user friendly and easier to relate to. Transportation Commission also reviewed the 2016 accomplishments and their 2017 work plan.

David – Has anyone ever considered or developed a performance metric that represents network connectivity? While a project that is ¼ mile may not seem like much, if it connects two previously unconnected parts of the network, this could be an integral piece of the overall network. Jennifer said the first measure would be the network map itself. She was not sure how to convert this information to a text format.

### **b. BPTAG:**

David went to the WSDOT SR167 gateway project and will stay in touch with that. It is about how to connect the Fife/Milton area to the Port. Possible bike lanes over east 70<sup>th</sup>. Dan mentioned that Metro Parks will be holding 2 meetings about the Pt. Defiance Roundabout on May 30<sup>th</sup> and the other is on June 6<sup>th</sup>. Construction is planned for this summer so the meetings are probably informational at this point. Jennifer Kammerzell mentioned that there are several projects in Pt. Defiance that relate to vehicular, pedestrian, and bicycle parking & circulation.

### **c. Staff Updates**

#### **i. Bike Month (Meredith)**

Meredith shared that the Bike to a Better Tacoma event is Wednesday, May 24 at 5PM. Staff will be there to share information about upcoming planned projects. "Cycles on the Foss" is Friday, May 26.

### **VII. Other Items:**

- a.** Meredith said that Bruce Stirling, potential new BPTAG member, has a conflict with the Monday meetings and is withdrawing his application. Meredith is working with Office of Equity and Human Rights to reach a broader, more diverse community.
- b.** Meredith provided an overview of a restriping project on North 17th/ Westgate that will allow for adding a bike lane. The City will be doing a chip seal and the TMP designates this corridor as a bike priority. She met with the West End Neighborhood Council, and they had minimal comments and concerns. The project would remove parking on one side. Theresa asked why the bike lane isn't extended all the way to the intersection. Meredith said it is a funding issue as well as the fact that the bike lane does not exist on the other side. It would require changing vehicle detection and adding bicycle detection at a cost of approx. \$25,000.  
  
Dan asked about the type of rock to be used on the chip seal since each affects cyclists differently. Meredith will check and report back to the group.
- c.** David asked about rescheduling a bike ride tour with Meredith and what days/evenings would work best. The tour would include a roundtrip ride between N. 11th to Pt Defiance. Cassie mentioned Lincoln High School Bike Club rides on Thursdays, but said there are only 3 left. The group decided that June 12 at 5PM will be the tour date. The tour is optional and more information will be provided.
- d.** David asked about intersection of the month and Theresa is interested in bringing up S. 37th & Tacoma Avenue.

### **VIII. Meeting Adjourned at 7:28 PM**