



CITY OF TACOMA
BICYCLE AND PEDESTRIAN TECHNICAL ADVISORY GROUP
MEETING MINUTES

DATE: April 23, 2018

GROUP MEMBERS PRESENT: Dave Cook, Theresa Beaulieu, Leon Nettels, Jennifer Halverson-Kuehn, Michael Dehner, Andre St. Hilaire, Dan Hansen

OTHERS PRESENT: Jennifer Kammerzell, Meredith Soniat, Jane Moore, Justin Belk (COT)

I. Meeting called to order at 5:33 PM by Jennifer Halverson-Kuehn

- **Approval of Minutes** – March minutes were approved with no changes.

II. Public comment: No public comments.

III. Introductions: Each member introduced themselves, and there was a welcome to the newest member Michael Dehner. Dan stated that this is his last meeting. As part of his employment, he will be the liaison to Auburn’s Active Transportation Citizen Committee, which meets on the last Monday of each month.

IV. Co-chair Update: No updates.

V. Tacoma Traffic Safety Study (Justin Belk)

Justin provided an overview of the City of Tacoma Traffic Safety Plan. The plan was created on a short timeframe and is a requirement to apply for a Highway Safety Improvement Program (HSIP) grant fund. Applications were due April 13, 2018. One component of the plan was to analyze systemic safety. This included analyzing crash data and environmental factors (speed, traffic control, land use, etc.). Based on this information, the plan identified risk factors, such as speed and alcohol/drug related collisions, are main factors to bicycle and pedestrian collisions. The plan identified locations/corridors that had all risk factors and proposed them as priority locations and projects (McKinley, South 19th Street, North Pearl Street, South Pine Street, bike counters, and inventory assets). The application request was \$2.9M. This is complementary to Target Zero efforts.

Jennifer Halverson-Kuehn asked what the abbreviation 'KSI' meant. Justin explained that it was used in police reports and means Killed Serious Injury.

Meredith stated that #5 Cedar Street will be a grant request for the WSDOT Bike & Ped Call for Projects May 2018.

Dave asked if the 30 mph roads having the most crashes was because Tacoma predominantly has 30 mph roads? Justin said yes but also let the group know that Fehr & Peers did normalize the data looking at the total center line miles to try to take out any quantitative bias.

Meredith asked if the study took into account the number of people living in the mixed use centers where there was a higher concentration of crashes. In other words, was the data normalized? Justin said that it was not taken into account – they took into account the relative area of those centers. He also stated it's not the zoning that's causing the crashes, there is just more going on in those areas, but again they normalized the data per square miles.

Jennifer Halverson Kuehn pointed out that while it does analyze crash data, it is proactive at looking at locations with high risk factors.

Dan asked if there was a specific \$ amount requested. Justin said it will be lumped into different tiers of cities with different relative needs and they will go through from the top and assign funding – projects 1 through 4 plus the data collection was a request of \$2.9M. There were some projects further down the list that they were excited about but needed further refinement and investigation before asking for money. This process can inform other future grant requests.

Dan asked how often this plan would be updated as projects are completed and factors may change. Justin explained that the goal is to update the information, and at minimum when Call for Projects occurs. This would be identified as the plan is developed in to a Vision Zero or Pedestrian Implementation Plan.

Dave asked if the "pedestrian failure to use crosswalk" is jaywalking. Dave asked if we have that information for a marked crosswalk. Justin explained that by definition the term is correct and the additional data is also available.

The reports being used are subject to how the police officer interprets the situation.

Co-Chair Halverson Kuehn asked that in the future, incorporation of the new Driver Distraction law be included. Justin will provide the plan and map to BPTAG.

Meredith pointed out the Safety Plan will be a good tool moving forward as BPTAG selects locations in the future.

Jane asked if there is a comparison of Tacoma to Western WA for under the influence factors. Justin stated incidences where you can contribute alcohol/drugs is a factor, 8.6% of drivers compared to 8.6% in all of WA, and 8.3% of Western WA cities for fatal and serious.

Dan pointed out that a bicyclist hitting a pothole does not typically call Police, but collisions with a car do.

VI. Intersection of the Month update – N. Tacoma Ave. & N. 6th Ave (Jennifer Halverson-Kuehn)

Co-Chair Halverson Kuehn provided an overview of the intersection concerns, which includes a 5-way intersection with hills, curves, and destination areas (Borough Park, Annie Wright School, Tacoma Lawn & Tennis Club). She proposed improvements, such as painted crosswalks, fix signage (“ENDS” under bike lane), install RRFB, extend the curb on Borough to reduce ped crossing distance and better align Borough to Tacoma Avenue, make Borough one-way, install streetlights, install wayfinding signs with bike route timing, and improve share lane markings. She also explained that she borrowed the radar gun and data showed that speeds are slower downhill rather than uphill, but generally complying with the speed limit.

The group also mentioned adding sidewalk, minimizing the roadway width with low-cost paint or planters, installing delineators to define space, and restricting parking at the entrance to Borough. Jane also explained that pedestrian crossings are confusing. Dan mentioned that these roads are quite wide.

Dave asked how to report overgrown vegetation, especially if blocking the sidewalk. Jennifer explained that 311 or WebQA online would be the best way to report a complaint. Michael asked if code enforcement actively enforced and Jennifer explained that it is complaint based.

Meredith then highlighted 4 scenarios that included roundabouts, curb extensions, and islands. Dan stated that the crossings need to be closer to the intersection, not around the corner, and curb extensions need to accommodate the bike lanes thru the extensions.

Michael stated limiting Borough to right out only would be more ideal and a precursor to a one-way.

Meredith explained that she will take the comments back and tweak the alternatives. Dan would be supportive of trying a low cost solution and seeing how drivers react first.

Jennifer reminded the group that any changes need to consider ADA requirements as well, even temporary.

VII. Updates

A. TRANSPORTATION COMMISSION

Jane explained that the Commission had presentations from Pierce Transit Pacific Avenue High Capacity Transit project, Sound Transit Tacoma Dome Link Extension, and WSDOT SR167 extension. Jenn Halverson Kuehn asked about the Pierce Transit outreach, which Jane explained was not presented on. Meredith stated that she was at the Tacoma Open House and there were about 20 attendees, but Pierce Transit realized that they need to do more outreach.

B. STAFF UPDATES

Meredith provided an overview of the Taylor Way project that received grant funding from WSDOT to improve freight mobility. Taylor Way is identified as a bike priority. The project team analyzed feasibility of a separated bike facility, which would require right-of-way acquisition in the amount of \$1 million. The time it would take to acquire ROW would result in turning back the grant funds. Due to the cost, tight timeline, future SR509 shared use path, the City is recommending to move forward with the 10 ft sidewalk. Dave stated that bicycle use in the Port is increasing and while not fully desirable, the 10 ft walk is a step in the right direction.

Meredith also provided an update on the Tacoma Mall Subarea Plan, specifically the triggers to improve the S 37th Street connection. The trigger was increased to 60,000 sf developments. The plan is being brought to City Council on April 24, 2018 for final recommendation. Michael asked that it be brought back to explain why the changes were made.

Meredith also promoted Bike Month and Bike Swap on April 28th. She stated that the regular BPTAG meeting on May 28th will be cancelled, but that the Bike to a Better Tacoma event on May 16th will be noticed as a special meeting for BPTAG.

Meredith also went through a new on-boarding packet that includes excerpts from the TMP, Resolution Bike and Pedestrian priority maps, and Bylaws. Dan provided a short overview of the changes he made to the Bylaws.

c. BPTAG UPDATES

Dave will not be at the June meeting, but is willing to do the intersection of the month in July.

VIII. Other Items

Dan submitted his resignation and was presented with the Key to the City.

IX. Meeting adjourned at 7:23 pm.