



CITY OF TACOMA

BICYCLE AND PEDESTRIAN TECHNICAL ADVISORY GROUP

MEETING MINUTES

DATE: September 25, 2017

GROUP MEMBERS PRESENT: Dave Cook, Dan Hansen, Theresa Beaulieu, Leon Nettels, Anne James

OTHERS PRESENT: Jennifer Kammerzell, Said Seddiki, Bryan Elkins, Brennan Kidd, Jane Moore

I. Meeting called to order at 5:40 PM

- **Approval of Minutes** – August 2017 minutes were delayed and will be approved in October.

II. Public comment: There was no public comment.

III. Introductions: Everyone went around the room and shared their favorite thing about Fall.

IV. E. 64th St. Bicycle Improvements (Said Seddiki & Bryan Elkins)

Said Seddiki and Bryan Elkins provided an overview of the E. 64th St. project. The City conducted an open house and provided a survey online to solicit feedback and input. The goal is to review the comments, options, and analysis.

Bryan went on to say that the things that were looked at more closely were the 3 principal elements of consideration for the project.

- Safety
- Comfort
- Connectivity

Option 1 has the bike lane separated with planting strip from cars. Option 2 has bike lanes separated with painted buffer from cars. Option 3 is a two-way cycle track on the north side. All options have potential to incorporate parking, when right-of-way allows.

Based on further research it turns out that with the 2 way cycle track there are more points of potential conflict/collisions. This can be mitigated by doing the following:

- Create a raised crossing – decreases accidents by 51%

- Provide more separation in terms of where face of curb is to cycle track – recommended is 6.5' from edge of road to edge of cycle track – decreases accidents by 45%

Dave asked if Option 3 allows for more parking on one side with bikes and pedestrians on the other. Bryan stated that yes, it would be more.

Anne asked how we address bikes turning left at an intersection. There are a variety of designs depending on comfort – we could create a staging spot for a 'J' turn.

Theresa asked how wide the cycle track and separated bike lanes would be. Bryan said the cycle track is 10 ft.; the separated would be 5 ft. with 3-4 ft. separation. In Option 2 there is a 5' bike lane, Option 1 is a 6' cycle track. Theresa voiced that if you have to pass a slower rider, it is uncomfortable to ride in the oncoming lane.

Susan likes Option 3 because it separates bikes and pedestrians from traffic, but is considering the discussion.

Anne is concerned about the 2-way cycle track and driver unawareness when turning left.

Dave voiced concerns about the potential number of bollards for Option 3 and the potential to crash into them.

Leon is a proponent of Option 1 with the protected bike facility. Option 3 does give protection, but he has encountered vehicle turning conflicts riding Seattle's cycle track.

Anne recommends that infrastructure to protect/help the "J" turn for left turns be put in place.

Bryan added to the discussion about research done in the Netherlands and similar situations in Portland.

Option 1 – The group was in consensus.

Dan also stated that bike boxes for turning would be advantageous.

Dave is leaning towards Option 1, but has reservations that the project would be value engineered down to Option 2.

A question came up about green striping and how do to get cars to have better awareness and visibility of bicyclists/cars. Bryan said that this conversation will come up at a later time. He also mentioned that in the Dutch study the markings made the safety level decline - at least with red paint.

Staff asked if BPTAG could provide a letter of support with ranking and concerns. Leon will draft a letter with Aubrey.

V. Pedestrian Prioritization (Jennifer Kammerzell)

Dave pulled up the TMP – Appendix D and everyone had a chance to read through it. He asked that this help guide the discussion about how we approach pedestrians in the TMP. Dan said the City now has an inventory of where the sidewalks are which is helpful.

Jennifer mentioned that the TC has been interested in having BPTAG create a priority plan for pedestrians. She also said that there is discussion about crosswalks and walksheds (sidewalks). It would be good to incorporate knowledge gathered from SRTS, collision data, mixed use center data and the inventory of sidewalks as well as anything else that would be of interest.

David found it interesting that the schools rank higher than the businesses.

Question: How did the order get developed? Jennifer said it was based on public outreach responses.

Jennifer said that what was not included in this study was equity so the group could add that into the prioritization.

David asked Jane as Co-chair of TC if she could join the group and explain what the Commission is seeking from BPTAG.

Jane said that the main part of the TMP we say every street should accommodate pedestrians. This provides direction as to the importance of what to consider as things develop. The TC would like input on how to rank things since you can't work on everything at the same time.

Question: Is the bulleted list still insufficient because it creates too many priorities?

Jane said yes, it's just not complete.

Dan commented that it is a good starting point but things could be added.

David asked if BPTAG should try to whittle down neighborhoods since there is a large area to consider. Should they come up with an initial wish list?

Dan likes the idea of not having a preconceived notion of what the highest priority is going to be and thinks it would be good to let the map guide that process.

Jennifer likes Dan's idea but recommends that we still use information that we already have based on experience.

Dan asked if we took into account density. Jennifer said not for the Ped Safety project.

The group commented that crash history is somewhat random although it looks like some corridors are consistently on the map.

Question: Is there a goal for streetlight installation? Jennifer said that at this time we are trying to replace or fix the ones that are out.

Dan said there are assumptions in the Streets Initiative that we could use as a goal.

David requested another section under health regarding diabetes, obesity, tobacco use, COPD/heart, and asthma and respiratory health issues and how they can be reduced by exercise.

Jennifer suggested based on conversation that we could look at housing density and commercial density as 2 separate columns.

Dan said PSRC has studies when they view regional growth centers and have a unit of measurement that we could think about using. *Jennifer said she would take a look at that.*

Leon said he would also want to include equity as well as density. Jennifer asked if he meant racial or income? Leon said income.

Jennifer asked what everyone would like to see in layered maps.

Comment: Is it worth mentioning proximity to public transportation since walking will only take you so far. If there are limitations to pedestrian access to public transportation that should be considered as well.

Dave asked which is easier to install crosswalk or bus stop. Jennifer said it depends because now bus stops are required to have a curb ramp so it wouldn't be as easy to move.

Jennifer will pull the transit stop information and density for ridership.

Dan said he noticed speed isn't on any of the lists so maybe it could be included. Also have we thought about missing links vs. crossing improvements? Should they be prioritized by the same scale or each be treated differently.

Comment: What attention has been paid to pedestrians crossing train tracks? Maybe it could be added as well. It could include accessibility for wheelchairs, etc.

The mixed use centers and 20 minute neighborhoods were discussed.

Comment: What do planners do in other cities? Pedestrian prioritization seems more complicated than bicycle prioritization. *Jennifer said she will look to see what other cities are doing.*

VI. Intersection Reports

No updates at this meeting.

David commented that he would like to work on prioritizing Pearl Street.

Comment: There would be plenty of room for bike lanes on State St. - it has a lot of good connection points.

Dan checked the TMP and said that 25th is a bike lane in the plan and State St. a bike boulevard.

Dan said that he would do the next intersection report.

VII. Updates:

A. REPORT FROM TRANSPORTATION COMMISSION

Jane said they met last week and approved the Performance Measures and Appendix C & D. TC wrote a letter on Puyallup Avenue corridor as well as Tacoma Mall subarea plan. There were a number of people that thought developing 37th street was not good for businesses. The consensus was that there could be an alternate connection – possibly Pine & S. Tacoma and S. 38th & S 36th.

B. STAFF UPDATES

i. Jennifer said they are still looking for volunteers for the bike/ped count. She also mentioned the items below:

- a. UWT Livable Cities Grant
- b. Transportation Alternatives Grant

ii. There was a meeting about Scott Pierson Trail with the State at which David presented a PowerPoint.

iii. Other

Jennifer said Thompson Ave should be restriped in the next few weeks, weather depending. It will be turned from 4 lanes to one in each direction with bike lanes and some parking on the park side. This has been in process since 2013 to address speeding.

VII. Other Items

Comment: The crossing by the Rheinhaus is still a concern. Many times pedestrians won't use the crosswalk if they are going to the park from Starbucks. A simple solution might be to create a little fence as a deterrent around the island. The questions also came up as to if there is even a need for the island/triangle. The group explored the idea of taking out the triangle.

Comment: Construction between 6th & G – the new storm drains are very large with no barriers so a small animal or child could go down them. Is that a new design? *Jennifer said it is but she doesn't know enough to comment on it. She will look into it.*

Jennifer mentioned TC interviews coming up were discussed and the fact that there might be possibilities for BPTAG from the pool since there were a total of 6 applicants.

Jane said there are 2 events coming up – Opening of Water Ditch Trail IV on Oct. 12; Oct. 19 –Pierce County Trails Conference.

Downtown to Defiance event – the group was wondering if there were any counts available of total attendees. David said he had a clicker and counted about 700 (possibly some twice). *Staff will look into this.*

VIII. Meeting Adjourned at 7:35 PM