



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

**DATE:** February 9, 2015

**GROUP MEMBERS**

**PRESENT:** Aaron Knight, Dave Cook, Jennifer Halverson Kuehn, Janet Higbee, Anne James, Brandi Riddle, Kris Symer

**OTHERS PRESENT:** Dana Brown, Emily Campbell, Matt Newport, Hannah Miner, Jane Moore, Diane Wiatr

- **Meeting called to order at 5:30 PM**
- **Call to order, introductions, and approval of minutes**
- **Water Ditch Trail Alignment Options---Copenhagenize the sidewalk?**

Dana Brown, Tacoma Public Works, presented at this meeting about possibilities for construction of Phase II of the Water Ditch Trail (from S 38<sup>th</sup> to the Sounder Sound Kiss and Ride platform). Some portions of the trail have been constructed by Sound Transit as part of other construction projects. To clarify, Phase III is between Pine St. and M St. in the industrial area along South Tacoma Way and Phase IV is from M St. to C St. Phase IV will have barrier separation. The first public meeting was in November.

There was a public meeting to present and discuss the four alternatives for Phase II: 14-foot multi-use path on the south side, removing the center turn lane to add a bike lane or two other options that took out travel lanes. In the end there was overwhelming support for separating the bike lane from the car travel lanes. That alternative will be expensive due to the cost of removing utility poles. The engineers working on this considered looking to the east/northbound lanes and placing the separated facility to the other side of the road. This would be \$5-6 million dollars, significantly less than the previous alternative.

The next public meeting will be Wednesday March 18, 5:30-6:30 PM at the Asian Pacific Community Center Auditorium. The plan for this meeting is present two potential alternatives: a separated facility on the east/northbound side, with the removal of either the center turn lane or one east/northbound travel lane. This second alternative would be easily integrated in the plan for the M. St. portion, Phase IV.

Dana then spoke about the possibilities for the multi-use path. Bike and pedestrian traffic could be separated by a line or the two travel lanes within could be mark by different colors of paint. There are lots of possibilities, though the current Design Guide does not

have clear guidance in these situations. The Design Manual is being updated currently and multi-use paths are being considered in this update.

Janet suggested that there be clear signage about the right of way as a way of making sure that pedestrian and bike integration was being considered. Janet also asked that exit points be considered if there was going to be a barrier separating pedestrian and bicycle traffic from motor vehicles. Kris suggested that consideration be given to pedestrians leaving the buildings along the route that have no to narrow clearance adjacent to the right of way. Creating driveways, access control in these spaces will be important. Aaron There will also be several pedestrian crossings along South Tacoma Way and please consider creating shorter crossing distances for pedestrians.

Matt Yield to pedestrians signage even at driveway crossings—this is doubly effective

Dana then spoke about how there will be a community celebration to commemorate the newly completed portion of Phase II (the section of the trail between South Park and S 86<sup>th</sup>). This Ribbon Cutting will most likely take place before May 8<sup>th</sup> this year.

Kris asked about next steps and how the BPTAG should give input. Dana suggested that they write a formal letter of endorsement following the public comment on March 18<sup>th</sup>.

- **Hazardous Sidewalks—Dana Brown**

Dana Brown spoke to BPTAG to clarify the City's responsibilities in repairing and maintaining failed or unfit sidewalks. Due to resource challenges, the City of Tacoma is only able respond to a citizen call or a claim. They are not able to send out inspectors. The City is still party to trip and fall claims despite the fact that they are not able to maintain sidewalks.

Sidewalks are a very important part of the City's transportation system. Given the resource challenges and the need for maintenance, the City of Tacoma seeks voluntary compliance from the adjacent property owners when addressing unfit or failed sidewalks. The City paints white on the unfit or unsafe portion of the sidewalk to mark the potential hazards. Some property owners will try to patch and grind but the City prefers that the property owner replace the sidewalk so the sidewalk can be used for another 75-100 years.

City attempts to incentivize the property owners to comply. Property owner must pay full amount for construction before they can qualify to have the City match 30% of the cost. Every few years The City will do an abatement program, which allows for owners to pay a much lower payment over time.

Currently there are 1100 properties on the list of unfit/unsafe properties, though there are many more that have not been reported. City Council designated \$.5 million to bolster the sidewalk program in the coming biennium. This money has not been designated for specific neighborhoods. Often sidewalk repairs trigger the need for curb ramps. Curb ramps are paid for using separate funds through Street Operations. Public Works and Street Operations work to coordinate on projects like these as best as possible.

Jennifer spoke about how she has been filing complaints for months and seeing no response. Dana explained that the current system operates on "first in, first out." More recent complains are placed at the bottom of the lists. The next contract will address 210

sidewalks. The project will kick off in the end of April and 210 sidewalks will be constructed in 60 days. Some of the sidewalks have been on the list for a decade. There is no system currently to prioritize the sidewalks on the list of 1100 complaints.

Diane then spoke about how hazardous and missing sidewalks, potholes, and other infrastructure issues will not be addressed to the extent that residents need until there is a funding source that is designated to the care of the right of way. There will be a huge backlog until this takes place. The federal government will not fund these things, it will likely take a vote by the people in our community to improve the streets in their community—similar to the Bridging the Gap levy in Seattle. This is indicative of the funding dilemma. Things will likely continue to get worse as time goes on because funding is not commensurate with the need.

Janet asked about the options for making sidewalks pervious. Dana responded by saying there are limited solutions to pervious surfaces. One solution is gravel, but this does not last and is not ADA compliant. There is pervious concrete but it twice the cost of non-pervious concrete and it is unclear if this will last longer than impervious concrete.

▪ **Discussion of BPTAG member terms and call for new members – Diane Wiatr**

There have been three resignations and we need more members. We have had five applicants and two come from districts 4 and 5.

We also need to decide who will serve one year and who will serve two years from this meeting date. Please let Diane know by email in the next week. Hannah will send out a call for terms.

▪ **Belated Approval of Minutes– All**

▪ **Reprioritization of short term MoMap projects –Diane Wiatr**

MoMap has been given \$250,000 for this biennium. Does it make sense to reprioritize certain projects to create key connections using these funds? Some of the priorities are very expensive and this allocation might not go very far.

- #9: Change 6<sup>th</sup> Ave improvements from Ainsworth instead of Sprague, consider the Link Expansion path and the possibilities for redirecting cyclists away from Division where there will be conflicts with tracks
- Divide #11 into three different sections in order to prioritize South 66<sup>th</sup> stretch between the Flume Line Trail and Tyler bike lanes, rather than from Orchard St to Tacoma Mall Blvd.
  - Tyler to Flume Line Trail/Clement
  - Tyler to Lakewood Drive
  - Clement to Tacoma Mall Blvd
- Split #8 on S 12<sup>th</sup> St.
  - Between Union and Mildred
  - Between Mildred to Jackson
- #22:
  - Change N 51<sup>st</sup> to N 46<sup>th</sup>
  - Change sharrow to bike lane
- Bike ride audit needed to make clear recommendations:

- 45<sup>th</sup> or 46<sup>th</sup> from Pearl and consider connections from there
- Bike Lane on northside of Ruston Way

Diane will do a little clean-up for the projects that will be completed, etc. but is looking for other possible edits from the group.

▪ **Port of Tacoma Property Ownership Map for Puyallup Connecting** – Diane Wiatr

BPTAG members looked at map provided by the City of Tacoma GIS department to understand property ownership and how this could impact the potential connections between Tacoma and Puyallup.

The group is very interested in learn more about the metal bridge north of the Eells Street bridge that appears to be abandoned. There is another similar bridge between Eells Street and I5 that also appears to be an option because it is more proximate to Levee Road, one potential parallel to River Road.

This is another good opportunity to take a field trip to learn more about the options on the ground.

▪ **Light Rail Expansion and Bikes Letter**– Diane Wiatr

Sound Transit received the letter and has not responded but they will be sending a response letter to this group, responding point by point. There will be public meetings coming in these next few months with designs available to comment on. \$75 million was included in the President’s budget as Small Starts Grants to help pay for the Link Expansion. Diane will send an email, asking for more information about when the BPTAG should expect a response.

▪ **Bike Corral Relocation**– Diane Wiatr

Tacoma’s only bike corral was hit by a car and has been removed for repairs. The BPTAG took a look at the bike corral’s location to determine if it should be moved to another location to serve other businesses that attract bicycles, including the Food Co-op and Tacoma Bike Shop. There are possibilities for temporary use permits to create a seasonal pilot parklet in front of the Ice Cream Social. It might serve this community to leave the corral and create space for the temporary parklet.

▪ **Updates**

- Recognition of BPTAG members, Dave Cook, Kris Symer, Janet Higbee, and former member Ken Peachey, and the City of Tacoma at the Tacoma Wheelman Bicycle Club Annual Meeting for long-term service in working to make Tacoma a more bike-able place.
- Year of the Bike Proclamation with Kristina Walker on February 10<sup>th</sup> at the City Council Meeting
- Aftermass will take place this Thursday, February 12<sup>th</sup> at 6:30 PM at the Grand Cinema
  - This is the Kick-off for the Year of the Bike and will honor TWBC Member Anne Seago
- Update on the Transportation Commission

- Last meeting discussed the draft policies and those will be updated. In the coming meeting the Transportation Commission will get the full draft to give comment on. Once the draft has been reviewed it will go to public comment and Transportation Commission and Public Works staff will be available to support the Comprehensive Plan open houses. These comments will be reviewed in April and then the draft will be finalized. The MoMap's status in this document is not clear. It could appear as an appendix in its entirety, but the items could appear in other parts of the Transportation Master Plan. It is unclear as of yet. More information to come.
- Call for new BPTAG members—deadline Feb. 12
- **Future Agenda Items:**
  - Flume Line Trail Recommendation Letter for April
  - Sound Transit Response Letter