



# City of Tacoma

## Bicycle and Pedestrian Technical Advisory Group

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To join by computer, click on the following link:

<https://zoom.us/j/93448834611?pwd=aURjak5id3BYa1VmQXNMbW9tTjRGZz09>

To join by phone, call: (253) 215-8782

If you are asked for a Meeting ID, enter: 934 4883 4611

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### MINUTES

#### Monday January 11, 2021 (SPECIAL MEETING)

#### 5:30-7:30 PM

#### I. Call to order and approval of minutes

Chair Jennifer Halverson-Kuehn (Chair Jenn) called the meeting to order at 5:33 PM.

#### II. Introductions

Members, staff, and public introduced their name, pronouns, what they spend their time doing and the District they represent.

#### III. Public Comment

There was no public comment.

#### IV. Business Items:

##### a. Puyallup Avenue Design Next Steps:

##### **BPTAG comments for Transportation Commission**

Mark D'Andrea, Project Manager, provided an overview of the Puyallup Avenue Corridor Project. The City received grant funding to conduct design. The grant application included a concept for a 1.2 mile reconstructed heavy haul roadway, protected bike lanes, wide sidewalks, landscaping, lighting/signal upgrades, and an HOV lane. The concept design process began in 2016 with community charrettes. At the time, the Bus Rapid Transit's alignment had not been determined. The initial alternatives and discussions included no parking and maximizing pedestrian and bicycle facilities and an HOV lane, parking protected bike lanes without an HOV lane, and parking protected bike lanes with one lane in each direction. From these discussions, a hybrid alternative was provided that broke the corridor in to 3 segments that eliminated parking in the core where traffic volumes are highest. The top priorities from the public survey included safer places to cross, trees and landscaping, and sidewalks in better conditions.

In 2018, the Transit Oriented Development Advisory Group was formed. Several



members on the group were opposed to the proposed designs and wanted to see parking provided on both sides. Although no survey was conducted staff provided a variety of cross-sections that demonstrated the options if parking is provided on one or both sides. Providing parking on both sides would result in 9-13 ft sidewalks, which includes the amenity zone for trees, bike parking, streetlighting, signs, etc.

Chair Jenn asked what the minimum sidewalk width is for this area. Mark shared that from Pacific to D Street, the minimum is 12 ft and as you move east, it reduces to 11 ft and 7 ft minimum. A waiver from the City's design manual would be required to provide a reduced sidewalk.

Mark also provided an overview of a concept that shows where additional parking could be provided on side streets. He shared that some of the existing parking is illegal, such as on the bridge, and some is not formalized/unpermitted. Michael asked if staff has considered time restrictions. Mark shared that is a consideration and the staff recognized a parking management plan should be completed to help address the business and commuter concerns.

Mark shared that the current schedule includes providing a recommendation to Transportation Commission by January 20, 2021. The timing is driven by the design grant and if the City should continue with the grant or return the grant funds. If the City does not continue with the design outlined in the grant, the funds may not be eligible and the City will have to return the funds. If the City returns the grant funds, it may be difficult to obtain a grant in the future as it is not looked on favorably to not complete a grant, and it may not be competitive with all the pedestrian, bicycle, and transit accommodations. By accepting the design grant, the City is also committing to constructing the project in 10 years or will have to return some/all of the design grant funds. Staff is looking to provide some cost savings, including converting the concrete roadway to a heavy haul asphalt and doing the intersections and transit stops in concrete, and preserving existing curb and gutter that is in good condition.

Liz shared an interactive screen that included various cross-section scenarios, summary of the parking options, collision maps, TODAG draft recommendation letter, and future bike connections. Members were encouraged to provide and add comments to the screen. The goal is for the group to decide if the City should continue with the design project based on the design concepts provided.

Matt commented that if the street is not repaired within 10 years, there may not be a street because of its poor condition. Susan and Chair Jenn are supportive of keeping the grant. The group generally supported continuing with the grant. The group reviewed the draft TODAG letter. Susan is supportive of providing landscaping. Chair Jenn has concerns with the notion of "no net loss of parking" as a guiding priority. She appreciates staff's proposal to provide parking on side streets. Cindy also does not want to prioritize parking over bicycles, transit, and pedestrians. Kristi is also concerned with parking impacts to sight distance and opening doors. Matt is concerned about the stormwater impacts and a lack of facilities to



accommodate the increase in stormwater/rains, especially since this is close to the Thea Foss. Michael asked if there is a concern with swapping asphalt for concrete. Matt shared that the roadway will be a harder, thicker mix asphalt and that asphalt is easier and less impactful to maintain. Kessa asked for clarification about the intersection design where bikes and right turning cars swap positions. Liz shared that the crossover helps to eliminate right hooks (where right-turning cars hit cyclists continuing straight). Kessa asked why there was only one transit lane. This question can be included in the letter. Tina Lee, Pierce Transit, confirmed that there are over 500 trips to/from Tacoma Dome Station on Puyallup Ave each weekday. They travel the entire corridor in both directions. Bus Rapid Transit (BRT) is on 26th Street not on Puyallup. BRT travels on a small portion of Puyallup at the Tacoma Dome Station transit platform. Cadell shared that he would like to see pedestrians prioritized, with an emphasis on crossings as indicated by the public survey.

Michael asked if it is typical to consider this corridor in three segments. Liz shared that cross-section may vary throughout depending on available right-of-way and adjacent context. Cadell suggested that the group consider preserving bicycle and pedestrian investments as value engineering (budget considerations) occurs, such as bicycle signals. Chair Jenn asked Eric Chipps, Sound Transit, if they have a preference over the alternatives. Eric shared that facilities supporting bicycling and walking to access transit is important. He is concerned about the timing of construction and conflict with the construction of the Tacoma Dome Link Extension.

Liz asked the group what minimum widths for sidewalks and cycle-track should be proposed. Cadell would like to see a wider cycle-track over parking or a center turn lane. Kessa and Chair Jenn supports the wider cycle-track. Dana does not want to see a wider cycle-track made at the expense of reducing the barrier width. A hard barrier is necessary. Liz asked how the group felt with the standard that next to parking, the barrier has to be 3 ft to prevent dooring, and if no parking is provided it can go down to 2 ft with a sturdy barrier. Dana asked if any parking structures are proposed in the future. Liz shared that Tacoma Dome Link Extension is not proposing the addition of parking. Kerri shared that parking demand is increasing in the area. Chair Jenn shared that there have been discussions with large developments to share parking facilities.

The group voted and approved to allow Chair Jenn to draft a letter, send to BPTAG for comments directed to Chair Jenn and Jennifer Kammerzell, who will update the letter and provide to Transportation Commission by January 20, 2021.

**b. Decide on January 25<sup>th</sup> Meeting**

Liz shared that at this meeting, there will be a more comprehensive introduction for new members.

**V. Staff Updates**

Liz provided an updated on the Cedar Street Buffered Bike Lanes that scored well with



WSDOT's Bike/Ped grant, ranking 6 out of the entire state.

## **VI. Adjourn**

Chair Jenn adjourned the meeting at 7:28 PM.