



To: Planning Commission
From: Jennifer Kammerzell, Principal Engineer, Public Works
Elliott Barnett, Senior Planner, Planning Services Division
Subject: **Transportation Master Plan Amendments**
Meeting Date: December 4, 2019
Memo Date: November 22, 2019

Action Requested:
Feedback.

Discussion:

At the Planning Commission's meeting on December 4, 2019, Public Works and Planning & Development Services staff will provide an update on the scope of work for proposed Transportation Master Plan (TMP) amendments included in the 2020 Annual Amendments package, and seek initial feedback on the proposal recommended for action. At this time, Public Works staff are recommending that the other potential TMP updates included in the scope of work be deferred to a future work program.

On November 20, 2019, the Transportation Commission recommended updates to the TMP – **Exhibit B Projects List**. The proposed changes integrate capital projects adopted in the 2018 *Tacoma Mall Neighborhood Subarea Plan* into the citywide project list, ensuring that they are eligible for funding, and remove existing projects that would be replaced by the Subarea Plan projects. In summary, the Subarea Plan projects score competitively relative to other projects on the TMP Project List (ranking between 15 and 19 points, with 19 being the highest existing score). Attachment 1 includes the recommendations for Tacoma Mall Subarea Plan transportation projects and existing Transportation Master Plan projects located in the Tacoma Mall area.

Background:

The TMP was adopted in December 2015 and provides a long-term vision for transportation infrastructure in the City of Tacoma. It is a primary tool for forecasting transportation demand and identifying services and improvements needed to achieve those goals and support the future land use vision of the City. The TMP provides policy direction on how to balance transportation goals to achieve the vision for continued improvements to Tacoma's multi-modal transportation system. The TMP identifies priority corridors for all modes, including transit, streetcar, and high capacity transit routes, as well as the means to measure performance and prioritize investments.

In 2018, the City Council adopted the *Tacoma Mall Neighborhood Subarea Plan*. The Subarea Plan prioritizes multi-modal transportation infrastructure investments as critical to achieving transportation goals including mode shift, complete streets, improved safety, and integrating green infrastructure. Achieving these transportation goals, in turn, are critical to supporting the overall growth vision for this Regional Growth Center as a livable, distinctive, mixed-use district.



On July 17, 2019 the Planning Commission accepted the following potential TMP updates as part of the 2020 scope of work:

- Updating policies, priority networks, project list, and performance measures;
- *Incorporating the Tacoma Mall Neighborhood Subarea Plan projects* (see attached recommendations);
- Changes to support multimodal level of service, impact fees, or Vision Zero;
- Incorporating the Dome District Business Association's request to strengthen pedestrian priorities in the Downtown Regional Growth Center.

Prior Actions:

- June 19, 2019 – Planning Commission Scoping Hearing on 2020 Annual Amendments
- July 17, 2019 – Planning Commission approval of 2020 Amendments scope
- September 18, 2019 – Review of project status by Transportation Commission
- November 20, 2019 – Transportation Commission recommendation

Staff Contact:

- Jennifer Kammerzell, jkammerzell@cityoftacoma.org, (253) 591-5511
- Elliott Barnett, elliott.barnett@cityoftacoma.org, (253) 591-5389

Attachments:

1. Proposed updates to the TMP Project List (integrating Tacoma Mall Neighborhood Subarea Plan projects)
2. TMP Appendix B – Detailed Project List (introductory text)
3. Tacoma Mall Neighborhood Subarea Plan Overview
4. Tacoma Mall Neighborhood Subarea Plan – Transportation Chapter excerpts

c. Peter Huffman, Director

New ID	Project ID	Previous Project ID	Name	Description	On priority network or in Subarea Plan	Multimodal System (mode split map)	Equity (Title 6 map)	Safety Travel for All	Health & Environment	System Preservation	Fiscal Stewardship	Congestion Management	Horizon/ timeline	Hierarchy	Centers	Total
TM-17			Pine Street Complete Street/Gateway Project	This project is a complete streets project that will include bicycle and transit service.	1	2	2	2	2	2	2	1	1	2	2	19
12	45	4	Cedar St / Pine St Corridor Improvement Project	A signal integration and coordination project and other ITS applications	1	2	2	1	2	1	1	2	1	1	2	16
94	35	4	S Oakes St/S Pine St/S Cedar St	Protected bicycle facilities between 6th Ave- S 74th St	1	1	2	2	2	1	1	0	2	2	2	16
323	328	12	Pine St near Tacoma Mall	Improved roadway to arterial standards	1	1	2	2	0	1	1	1	0	0	2	11
TM-4 and TM-12			S 38th Complete Streets/Gateway Project	This project is a complete streets project which prioritizes pedestrians (fill gaps and wider sidewalks), revised intersection channelization to improve all mode operations, and incorporates gateway features on S 38th Street between South Tacoma Way and I-5.	1	2	2	2	2	2	2	1	1	2	2	19
75	10	2	S 38th St - S Tacoma Way to I-5	The South 38th Street project is a 2” HMA overlay project from the east gutter line of South Tacoma Way to the concrete joint of the I-5 overpass. The work will include grinding the existing asphalt surface down 2 inches for the same area. We included in the preliminary estimate a lump sum	1	1	2	2	2	2	1	1	0	2	2	16
76	11	3	S 38th St Corridor Improvement Project	A signal integration and coordination project and other ITS applications	1	2	2	2	2	2	1	1	1	1	2	17
78	2	125	S 38th St Multimodal Corridor Study	Mid-term safety improvements, HCT corridor enhancements, access management strategies	1	2	2	2	2	1	1	1	2	2	2	18
TM-2 and TM-8			I-5/Tacoma Mall Blvd Direct Connector Slip Ramp	This project will design and construct a new overpass/ramp from southbound I-5 at South 38th Street to Tacoma Mall area for direct access or potential high-occupancy vehicles. The project will include the structure, roadway modifications, curb and gutter, new signal, streetlighting, storm sewer, landscaping and utility relocation work, and asphalt overlay between Steele St and S 48th St. It will directly connect to a new or relocated multi-modal transit center.	1	2	2	2	2	1	2	2	0	2	2	18
17	48	4	Direct HOV access ramps to S 47th/S 48th St (transit center)	New Capacity/Link	1	2	2	2	1	1	1	2	0	0	2	14
472	115	4	Tacoma Mall/I-5 Direct Access	As of 2014, this project will construct a new overpass from southbound I-5 at South 38th Street to Tacoma Mall Blvd. The project will include the structure, roadway modifications, curb and gutter, new signal, streetlighting, storm sewer, landscaping and utility relocation work, and asphalt overlay between Steele St and S 48th St.	1	1	2	2	1	1	1	2	0	0	2	13
TM-1 and TM-13			Loop Road Multimodal Internal Connector	This project is a complete street which prioritizes bike, pedestrian (wider sidewalks), and green stormwater features. The project includes Steele St between 35th & Tacoma Mall (shared use path), new Tacoma Mall connector between Steele and Pine (shared use path), 45th between Pine and Lawrence (bike boulevard), Lawrence between 45th and 36th (bike boulevard), and 36th/California between Lawrence and Steele (bike boulevard).	1	2	2	2	2	1	2	1	1	2	2	18
TM-18			S 47th/48th Street Complete Streets/Bike Connection	This is a complete streets redesign incorporating bike connection from I-5 bridge to Water Flume Trail.	1	2	2	2	2	1	2	1	1	2	2	18
24	52		HCT Corridor - 48th St	Possible BRT or urban transit service improvements to connect Tacoma Mall with Portland Avenue area	1	2	2	2	0	2	0	2	0	1	2	14
79	70	4	S 47th St/S 48th St/E C St/E 46th St/E E St	Bike Lane between S Tacoma Wy - McKinley Ave	1	1	2	2	2	1	1	0	2	2	2	16
TM-7			Area Wide Sidewalk Gaps	As development occurs and funding allows, connect sidewalk system, addressing gaps and substandard conditions.	1	1	2	2	2	1	2	0	2	2	2	17

Tacoma Mall Neighborhood Subarea Plan and Existing Transportation Master Plan Projects

New ID	Project ID	Previous Project ID	Name	Description	On priority network or in Subarea Plan	Multimodal System (mode split map)	Equity (Title 6 map)	Safety Travel for All	Health & Environment	System Preservation	Fiscal Stewardship	Congestion Management	Horizon/ timeline	Hierarchy	Centers	Total
TM-24			Area-wide Active Transportation Pathways	This project adds pedestrian pathways and missing link bike connections called for in the Subarea Plan.	1	1	2	2	2	1	2	0	2	2	2	17
TM-5			S. Sprague Avenue Bike Connection	This project adds a bicycle connection from I-5 Bike/Ped Bridge to Steele Street, S. 35th Street, and South Tacoma Way.	1	1	2	2	2	1	2	1	1	2	2	17
74	104	4	S 37th St/Sprague Ave	Bike Lane between Water Ditch Trail – S Steele St	1	1	2	2	1	1	1	0	2	2	2	15
TM-23			Warner Street Bike Connection between South 38th and South 47th Streets	This project adds a bicycle connection from South 38th Street to South 47th Street.	1	1	2	2	1	1	2	1	2	2	2	17
TM-11			Transit-Supportive Actions	This project supports infrastructure improvements to enhance speed and reliability of planned high-capacity transit routes.	1	2	2	1	2	1	1	2	1	2	2	17
34	60		Light Rail Corridor - Downtown Tacoma to Tacoma Mall	Corridor identified in the updated Sound Transit Long Range Plan	1	2	2	2	0	2	0	2	0	1	2	14
TM-10			I-5 Transit Connector	This project supports infrastructure improvments to enhance transit speed and reliability between I-5 and the new transit center location.	1	2	2	2	2	0	2	2	0	2	2	17
TM-6 and TM-9			Tacoma Mall Transit Center	This project consists of study to locate and design a new transit center near the Tacoma Mall, in conjunction with ST3 High Capacity Transit Study. This project would construct the new center, which would include bus bays, shelters, layover space, and passenger amenities.	1	2	2	2	2	0	2	2	0	2	2	17
TM-25			Area-wide Street Grid Connections	This project, in conjunction with development mitigation/impacts, designs and constructs new street connections to enhance overall mobility for all modes.	1	2	2	2	2	0	2	1	0	2	2	16
TM-3 and TM-14			Madison District - Residential Streets	This project consists of improving the residential streets east of South Tacoma Way, south of South 38th Street, west of Pine Street, and north of South 49th Street to include green stormwater infrastrucutre and connected pedestrian sidewalks.	1	1	2	1	2	0	2	1	2	2	2	16
TM-16			Pine Street & 42nd Street Signal	This project consists of adding a signal at the intersection of Pine and South 42nd Streets.	1	1	2	2	1	1	1	2	1	2	2	16
TM-19			S 48th Street Overpass	This project consists of widening the existing overpass of I-5 or build a new adjacent bridge for improved bicycle/pedestrian connection to the subarea.	1	1	2	2	2	0	2	2	0	2	2	16
1	19	4	S 48th St Overpass	Overpass or shared-use path project as part of any WSDOT new or reconstruction project	1	1	2	2	2	0	2	1	0	2	2	15
6	43	4	48th St S & Tacoma Mall Blvd	As of 2014, this project will grind and asphalt overlay the intersection and the four approach legs. Additionally it will provide ADA compliant curb ramps to the existing sidewalks.	1	1	2	2	1	2	1	0	0	2	2	14
TM-15			Lincoln Heights - Residential Streets	This project consists of improving the residential streets east of Pine Street, north of South 38th Street, west of Sprague Avenue, and north of South 38th Street to include green stormwater infrastrucutre and connected pedestrian sidewalks.	1	1	2	1	2	0	2	1	1	2	2	15
TM-20			S. 35th Street Bike Corridor	This project adds a bicycle facility and extends the corridor to South Tacoma Way.	1	1	2	1	2	1	1	2	0	2	2	15
361	236		S 35th St	Bike Lane between S Pine St - S Sprague St	1	1	2	1	1	1	0	0	2	2	2	13
TM-22			South 40th Street Bike Connection between South Tacoma Way and South Fife Street	This project adds a bicycle connection from South Tacoma Way to South Fife Street.	1	1	2	1	1	1	1	1	2	2	2	15
TM-21			South Fife to South 48th Streets Bike Connection	This project consists of adding a bicycle connection between the Lincoln Heights and Mall Districts to South 48th Streets.	1	1	2	2	1	1	2	1	0	2	2	15
101	16	4	Tacoma Mall Blvd - S 38th to 56th Sts	This estimate is for the corridor improvement project of Tacoma Mall Blvd, from the intersection of S56th to the intersection of S38th Street, and will include edge grinding and 2" overlay of the asphalt roadway, patching of unserviceable road sections, concrete ADA ramps, and concrete driveways, replacement of non-compliant sidewalks and	1	1	2	2	2	2	1	1	0	2	2	16
102	37	4	Tacoma Mall Blvd HOV lanes	Between 38th Street and South City Limits	1	2	2	2	2	0	1	2	0	1	2	15

Tacoma Mall Neighborhood Subarea Plan and Existing Transportation Master Plan Projects

New ID	Project ID	Previous Project ID	Name	Description	On priority network or in Subarea Plan	Multimodal System (mode split map)	Equity (Title 6 map)	Safety Travel for All	Health & Environment	System Preservation	Fiscal Stewardship	Congestion Management	Horizon/ timeline	Hierarchy	Centers	Total
402	401	10	South Tacoma Gateways	South Tacoma Gateways – Install streetscape improvements at all arterial entryways to the South Tacoma Neighborhood Council area	0	1	2	0	0	0	1	0	1	0	1	6
439	465		Historic Water Ditch Trail - Phase II	Shared-Use Path From S 43rd - S 47th	DONE											0
445	471		South Tacoma Way Multimodal Improvement	This project will provide an asphalt overlay of South Tacoma Way, add new transit stop pads and new transit shelters at existing stops, replace hazardous sidewalks, add sidewalks where necessary, streetlighting, landscaping, a mid-block pedestrian signal, bulb outs, reconstruct driveways and curb ramps for ADA compliance.	DONE											0
105	38	4	Union Avenue / S Warner St Corridor Improvement Project	A signal integration and coordination project and other ITS applications	1	2	2	2	2	2	1	1	1	1	2	17
Tacoma Mall Subarea Plan Projects																
Completed Projects																



Appendix B

Detailed Project List

APPENDIX B: TMP PROJECT LIST

This appendix includes the project list for Tacoma's Transportation Master Plan. The project list includes two parts:

- The Tier 1 projects, which represent the fiscally-constrained 25-Year Project list, as required to be identified in the Comprehensive Plan
- Other priority projects that fall outside of the fiscally-constrained 25-Year Project list.

The following memo describes how the TMP project list was developed, then explains how the Tier 1 projects were identified.

SOURCES OF PROJECTS

The TMP considered a wide variety of projects to address Tacoma's diverse transportation needs. Projects came in all shapes and sizes, including modal conflict studies, pedestrian/bicycle/trails projects, transit projects, auto projects, Tacoma Rail projects, and Comprehensive Plan Neighborhood Action Strategies.

The sources of projects considered in Tacoma's TMP include, but were not limited to:

- Adopted Plans:
 - 2014 Transportation Element
 - Six-Year Comprehensive Transportation Program
 - Mobility Master Plan
 - Container Port Element
 - Hilltop Subarea Plan and EIS
 - North Downtown Subarea Plan and EIS
 - Prairie Line Trail Corridor Plan
 - Schuster Corridor Multi-Use Trail
 - South Downtown Subarea Plan and EIS
 - PSRC Regional ITS Implementation
 - Pierce County Realize 2030 — Comprehensive Plan Update
 - Draft Pierce County Transportation Element
 - WSDOT ITS Strategic Plan
 - WSDOT STIP
 - Tideflats Area Transportation Study
 - Sound Transit Long-Range Transit Plan
 - Tacoma Neighborhood Planning Efforts

- Projects needed to complete the modal priority layers

The above sources resulted in more than 400 projects. While these projects represent the City's long-term transportation vision, not all of these projects can be funded over the next 25 years. As such, the Transportation Commission, in consultation with City staff and the Consultant team, prioritized the list to identify those projects that are most likely to be funded within the 25 year planning horizon of the Comprehensive Plan.

PROJECT PRIORITIZATION

A subcommittee of the Tacoma Transportation Commission created a project prioritization matrix that aligns with the TMP's policy priorities. All of the projects were evaluated based on the following criteria:

- Location (whether the project is on a TMP-identified priority network)
- Multimodal benefits
- Equity
- Safety
- Health & Environment
- Maintenance/system preservation benefits
- Cost to the City
- Congestion management
- Project horizon
- Primary mode served/rank on the modal hierarchy
- Whether or not the project is in a growth center

The project list was then re-ordered to put the projects that scored highest at top and lowest on that bottom. This approach provided a reasonable sense of overall City priorities. Some additional revisions were made to incorporate key priorities that were somehow missed during the initial process – for example, projects recently added to the six-year CIP, projects that were included in the state legislative package, and key freight priority projects. These final revisions did not meaningfully change the overall character of the project list.

DEVELOPMENT OF TIER 1 PROJECT LIST

To determine which projects fit within the Tier 1 25-year project list, the Consultant considered the following information:

1. Project prioritization – as provided by the Transportation Commission and City staff (described above)

2. City budget forecasts
3. Cost estimation – to understand how many projects could be funded
4. Final Tier 1 project list

City Budget Forecasts

The City's transportation expenditures vary from year to year based on discretionary contributions from the general fund, grants, and other sources. The revenue forecasts for the 25-year project list are based on the adopted 2015/16 budget using City funds only and are conservative compared to the 2013-18 estimates from the Transportation Master Plan. This approach follows recommendations from the Tacoma Office of Management and Budget (OMB). OMB estimates \$13.3 million per year for transportation capital projects, which amounts to \$333 million over the life of the comprehensive plan.

To allow flexibility for outside grants, new revenue sources, or additional discretionary contributions, the financial constraint for the 25 year project list was factored up by 20%. The financial constraint for the 25-year project is therefore estimated to be \$399 million.

Cost Estimation

Planning-level cost estimates were completed for the highest-priority projects. Cost information came from several sources:

- Capital Improvement Projects list
- Mobility Master Plan
- University of North Carolina Highway Safety Research Center, "Costs for Pedestrian and Bicyclist Infrastructure Improvements" October 2013
- Consultant engineering staff
- Comparisons with projects in peer cities

For projects without detailed cost estimates available, unit costs based on length or quantity were applied. For each of these projects, cost estimates were provided in ranges, with high and low estimates to account for variation in actual costs on individual projects. For example, installing a bike lane could be as simple as striping and signage on a street with available width. Another street may require moving curbs, drainage, and other solid design elements. The cost estimates for bike lanes therefore range from \$100,000 to over \$500,000 per mile. Low and high cost estimates are provided for each project to account for this variability. It is very important to note that these cost estimates are high-level and subject to change.

In some cases, no cost item is shown. These are projects (primarily transit and freeway projects) that would be led and funded by other agencies, but are priorities for the City to support.

Final Tier 1 Project List

The final Tier 1 Project List (which is considered the City's financially constrained 25 year plan) results from these previous steps. The final Tier 1 list includes \$398 million of projects that scored highly based on the prioritization criteria, as well as some additional City priority projects that were missed in the initial screening (those projects that are already funded in the Six-Year TIP and a limited number of high priority freight projects).

To identify how many projects fit within the \$399 million fiscal constraint, the published project cost estimates (where available) were used, as well as the mid-point of the high and low cost estimates developed by the Consultant team.



Tacoma Mall Neighborhood Subarea Plan & EIS

Adopted May 2018



OVERVIEW

This Subarea Plan is the community's vision and action plan for how businesses, residents and public agencies can partner to shape the future of the 575-acre Tacoma Mall Neighborhood. The Neighborhood is a designated Regional Growth Center planned to become one of the Puget Sound region's most vibrant, dense urban places. The Plan was developed during a three-year public effort and adopted by the City Council in May 2018. The goal is to create a thriving urban center that is a distinctive, connected, livable and healthy place with equitable opportunities for everyone.

A key focus is on transitioning the transportation system from auto-oriented to multi-modal by making streets safe and comfortable for pedestrians, cyclists, transit-users and drivers. The Plan adopts a package of 25 capital projects that will complete the area's streets, add bike and pedestrian facilities, and make room for more transit service. Two projects are particularly important: A new direct-access I-5 off ramp, and a walkable Loop Road. These are long-term projects which, when complete, will catalyze multiple other projects and benefits for the neighborhood.



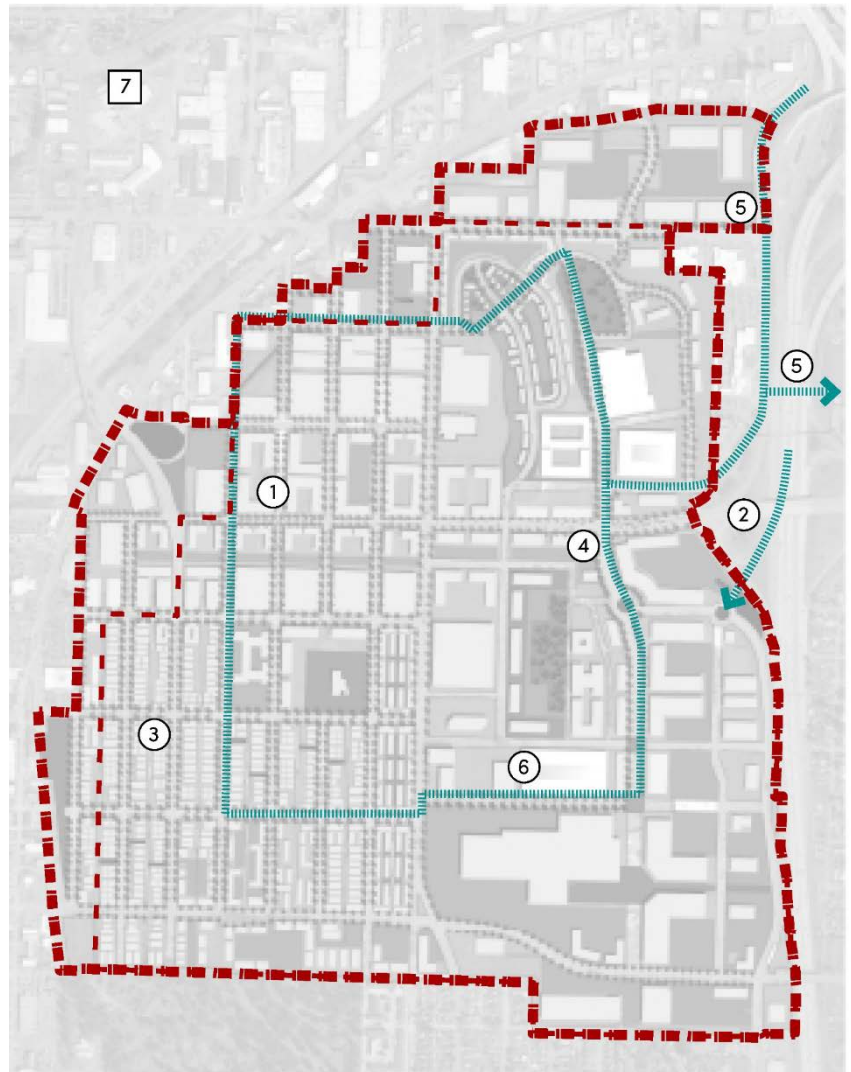
S. 38th Street today



S. 38th Street future concept



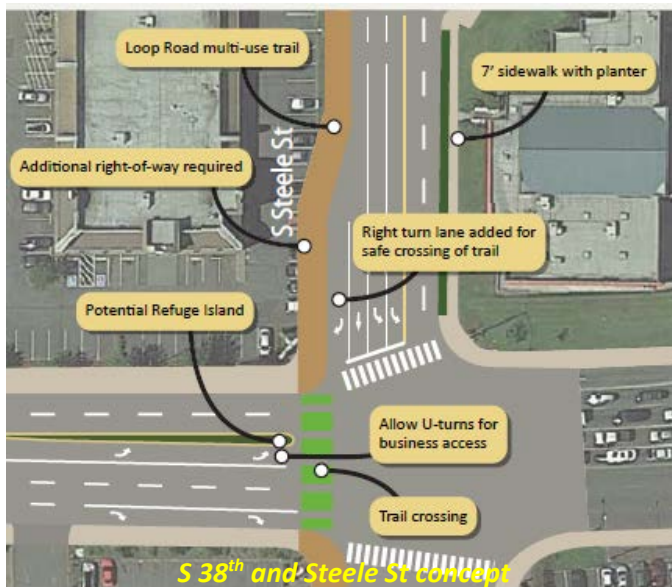
A walkable, urban environment



*Subarea Plan Near-term Capital Projects Map
(#2 is the proposed I-5 Off Ramp)*

KEY STRATEGIES

Urban Form	Long-range actions to transition the neighborhood structure from suburban and auto-oriented to a thriving mixed-use center that is compact, connected, complete and transit-ready
Land Use	Zoning and regulatory refinements to better guide development to create a dense, attractive and walkable mixed-use district that can accommodate a substantial share of regional growth
Housing	Actions to ensure a wide range of quality housing choices and costs that meets the needs of residents at various stages of life, different household sizes, and a range of income levels
Transportation Choices	Transportation strategies and investments to create high-quality mobility options suitable for a dense urban center and retail destination, including frequent and attractive transit service, safe and comfortable bicycle and pedestrian facilities and convenient vehicular access
Environment	Innovative green stormwater infrastructure and tree planting actions that will address infrastructure needs, improve health and quality of life, and help protect local watersheds and the Puget Sound
Community Vitality	Actions to create an attractive, inclusive neighborhood with a unique identity, an empowered community, and a robust system of parks, open spaces, amenities and services
Shared Prosperity	Actions to reduce barriers to business investment and growth, improve the area's image, and increase employment and service opportunities for the neighborhood and the City
Utilities and Services	Long range planning to ensure that utilities and public services are provided concurrent with growth and support envisioned development patterns and community character
Implementation	Early strategic actions prioritized to build momentum, including investments in neighborhood infrastructure, establishing partnerships and developing funding strategies



FOR MORE INFORMATION

www.tacomamallneighborhood.com - Elliott Barnett, Tacoma Planner (253) 591-5389, elliott.barnett@cityoftacoma.org



Photo T-11. Bike bridge across I-5.



Photo T-12. Train to bus, South Tacoma Station.

This section contains the capital projects adopted through the Subarea Plan process.

Goal T-5

Proactively and collaboratively implement the Subarea Plan transportation actions concurrent with growth.

INTERGOVERNMENTAL COORDINATION AND CITIZEN PARTICIPATION

Coordinating with other agencies is a vital step in the process of securing improvements and change in the subarea. The City works hand in hand with many other agencies to achieve the community's transportation and related goals. In turn, the public and private sectors ultimately share common goals for the success and growth of the Subarea. Collaboration is essential to bringing about change.

Action T-24

Integrate the Subarea Plan projects and ranking criteria into the City's Transportation Master Plan.

Action T-25

Partner on funding and implementation with WSDOT, Sound Transit, Pierce Transit, the Department of Ecology, Metro Parks Tacoma and private parties.

Action T-26

Coordinate with WSDOT to study, plan, add the project to the WSDOT STIP, fund and construct the I-5 Direct Access Ramp Project.

Action T-27

Actively coordinate with Pierce Transit, Sound Transit, Intercity Transit and other partners on transit actions including bringing High-Capacity Transit service to the Subarea and constructing a new multimodal transit station.

KEY TRANSPORTATION PROJECTS

This Plan identifies the priority projects that must occur for the City's vision of the Tacoma Mall Neighborhood to be achieved; these projects will achieve mode shift within the area. A generalized prioritized project list is presented along with a more detailed list of projects identified for near-term (within 5 years), mid-term (5–15 years) and long-term (15+ years) implementation. It should be recognized that changing the fabric of the transportation system in a large neighborhood like Tacoma Mall takes time for the

identification of funding and development of supportive land uses. The timelines presented in this section are for general guidance. However, early catalyst projects and planning efforts are critical for beginning the transition.

Action T-28

Construct the transportation projects based on the near, mid, and long-term prioritization recommendations of this plan, with due consideration to opportunities to complete projects ahead of schedule.

OVERALL PRIORITY PROJECT LIST

This section describes the overall project priority list for the Tacoma Mall Neighborhood. This list highlights the major projects that the project team identified as being necessary to achieve the urban form and travel choice outcomes identified in this plan. All projects were evaluated on the following criteria:

1. Advances land use objectives
2. Safety
3. Stormwater management (regional and subarea treatment)
4. Advances mode split
5. System completeness and connectivity
6. Urban design opportunities
7. Leverage partnerships (WSDOT, Pierce Transit, Sound Transit, Pierce County, FTA, etc.)
8. Capacity enhancements
9. Capital cost to City
10. Feasibility
11. Promotes transit-oriented development

Projects were then ranked by final score and organized as near-, medium-, and long-term priorities. The results are shown in Table T-2. This snapshot of today's priorities may change over time as the Tacoma Mall Neighborhood is redeveloped. These projects serve various modes and help meet multiple goals. A brief description of several major projects follows the table. Project maps by priority period are shown as Figures T-10 through T-13.

Table T-2. Project List

PROJECT	DESCRIPTION	POTENTIAL PARTNERS	COST (\$000)	PHASE
Near-Term Priorities (0–5 years)				
1	Loop Road Demonstration Project		\$1,500	Design, ROW*, construction
2	I-5 Direct Access Ramp—Phase 1	WSDOT, transit providers	\$900	Design
3	Madison District—Residential Streets—Phase 1		\$8,300	Design, ROW*, construction
4	S. 38th Street / S. Steele Street Intersection		\$500-1,500	Design, ROW*, construction
5	S. Sprague Avenue Bike Connection		\$2,100	Design, ROW*, construction
6	Tacoma Mall Transit Center—Phase 1	Transit providers	\$900	Design
7	Area-wide Sidewalk Gaps	Property owners	\$14,230	Design, ROW*, construction
Mid-Term Priorities (5–15 years)				
8	I-5 Direct Access Ramp	WSDOT, transit providers	\$27,650	Design, ROW*, construction
9	Tacoma Mall Transit Center	Transit providers	\$28,000	Design, ROW*, construction
10	I-5 Transit Connector	Transit agencies	\$2,450	Design, ROW*, construction
11	Transit-Supportive Actions	Transit providers	TBD	Design, ROW*, construction
12	S. 38th Street Complete Streets/ Gateway Project		\$10,660	Design, ROW*, construction
13	Loop Road—Phase 2		\$12,700	Design, ROW*, construction

	PROJECT	DESCRIPTION	POTENTIAL PARTNERS	COST (\$000)	PHASE
14	Madison District—Residential Streets—Phase 2	Construction of remaining residential streets, potentially including green stormwater infrastructure		\$8,000	Design, ROW*, construction
15	Lincoln Heights—Residential Streets	Potentially including construction of residential streets, green stormwater infrastructure		TBD	Design, ROW*, construction
16	Pine St & 42 nd St Signal	Add a signal at the intersection of Pine St and 42 nd St.	Transit providers	\$300	Design, ROW*, construction
17	Pine Street—Complete Streets/ Gateway Project	Complete Streets redesign including bicycle and transit service	Transit providers	\$2,640	Design, ROW*, construction
18	S. 47th/48th Street Complete Streets/Bike Connection	Complete Streets redesign incorporating bike connection from I-5 bridge to Water Flume Trail		\$5,040	Design, ROW*, construction
19	S. 48th Street Overpass	Widen existing overpass of I-5 or build a new adjacent bridge for improved bicycle/ pedestrian connection to the subarea	WSDOT	\$1,810	Design, ROW*, construction
20	S. 35th Street Bike Corridor	Add bicycle facility and extend corridor to South Tacoma Way	Property owners	\$2,720	Design, ROW*, construction
Long-Term Priorities (15+ years)					
21	S. Fife St to S. 48 th St Bike Connection	Add bicycle connection between the Lincoln Heights and Mall Districts to S. 48 th St		\$570	Design, ROW*, construction
22	S. 40 th St Bike Connection	Add bicycle connection from S. Tacoma Way to S. Fife St		\$1,250	Design, ROW*, construction
23	Warner St Bike Connection	Add bicycle connection from S. 38 th St to S. 47 th St		TBD	Design, ROW*, construction
24	Area-wide Active Transportation Pathways	Add pedestrian pathways and missing link bike connections called for in the Subarea Plan		TBD	
25	Area-wide street grid connections	As development occurs, add new street connections to enhance overall mobility for all modes		\$39,110	Design, ROW*, construction

* ROW = right-of-way.

1. These are order of magnitude cost estimates for planning purposes. No right of way costs are included.
2. The City will pursue funding opportunities as they become available and projects may begin sooner than anticipated.

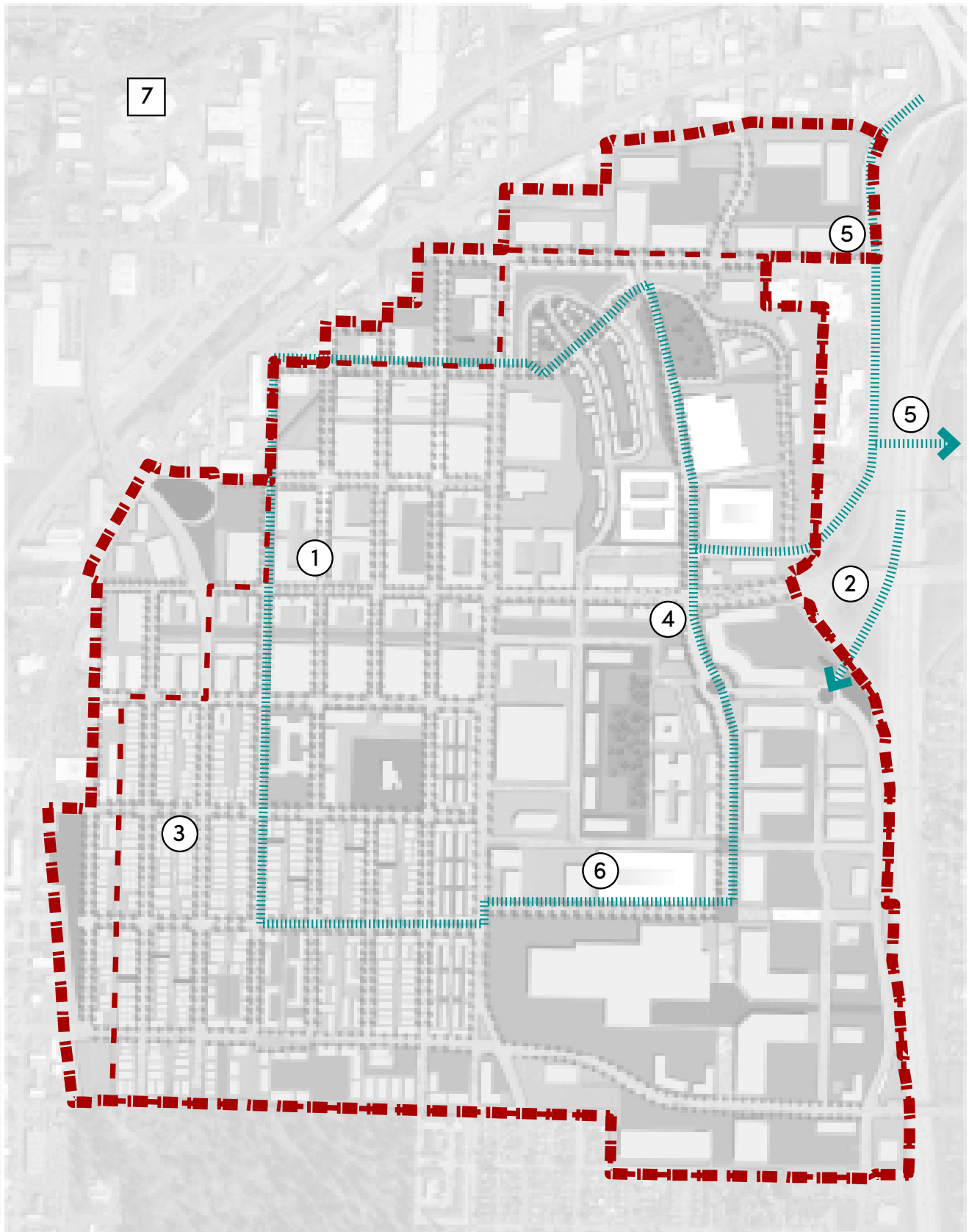


Figure T-10. Near-term priority project map.

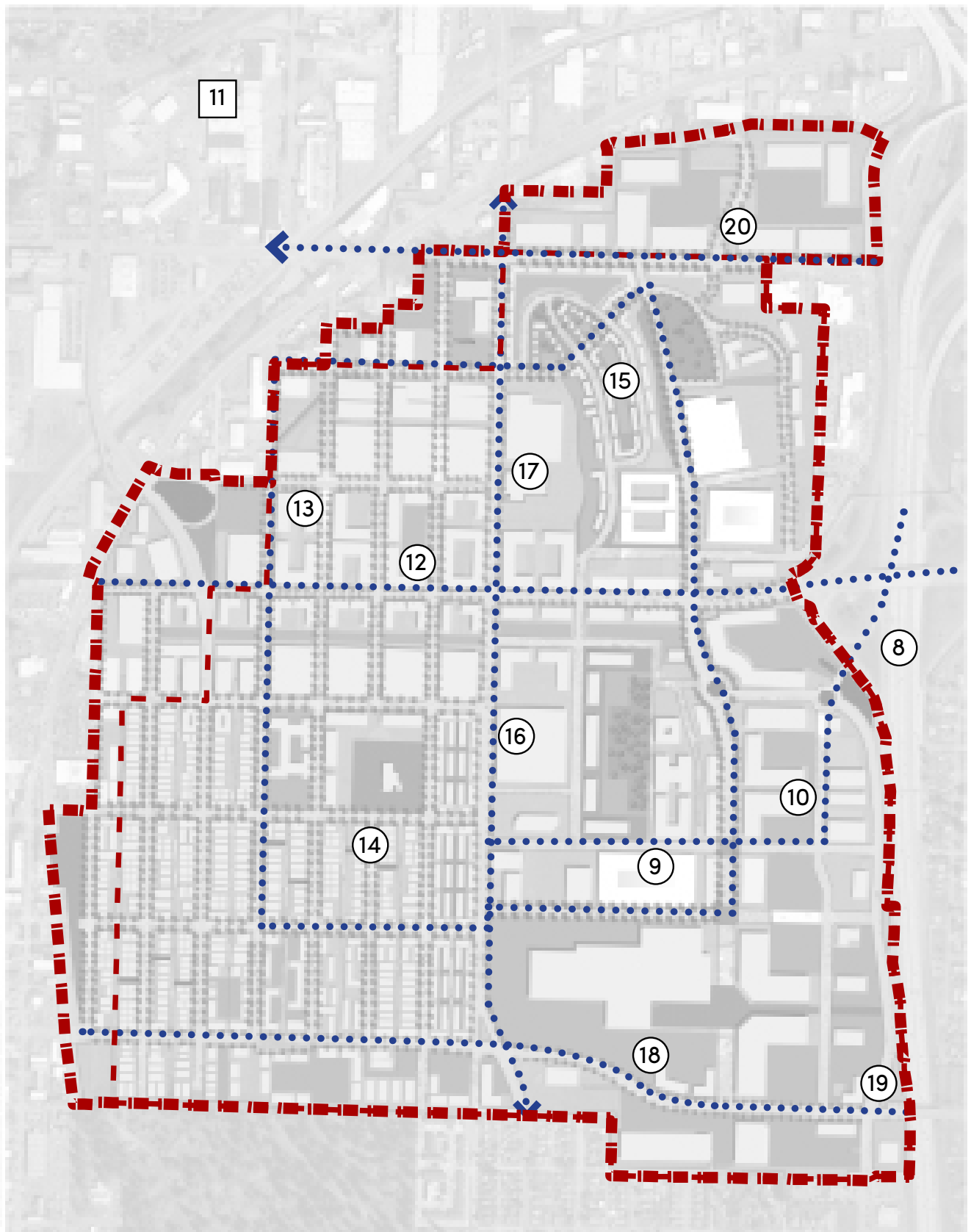


Figure T-11. Medium-term priority project map.

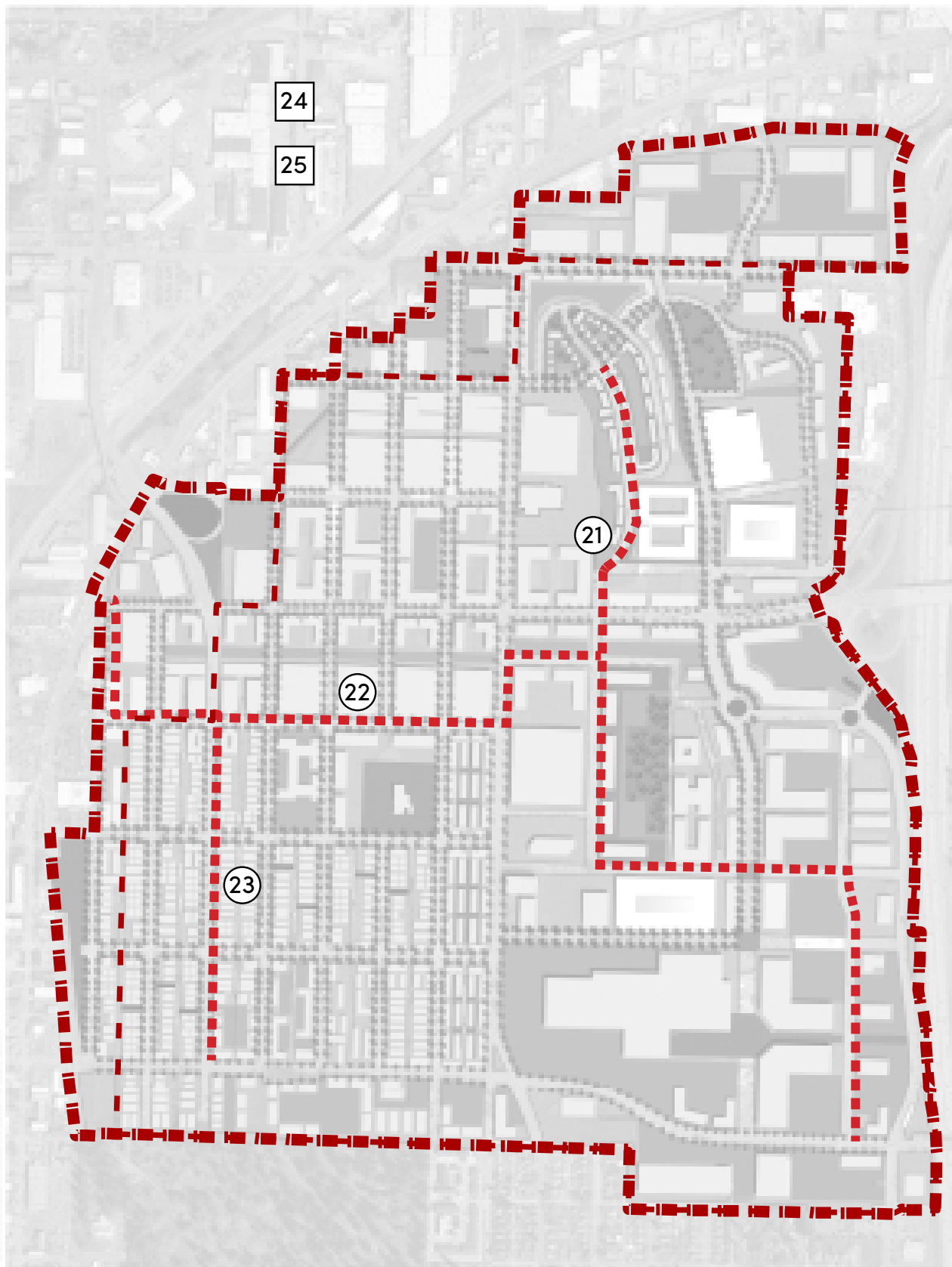


Figure T-12. Long-term priority project map.

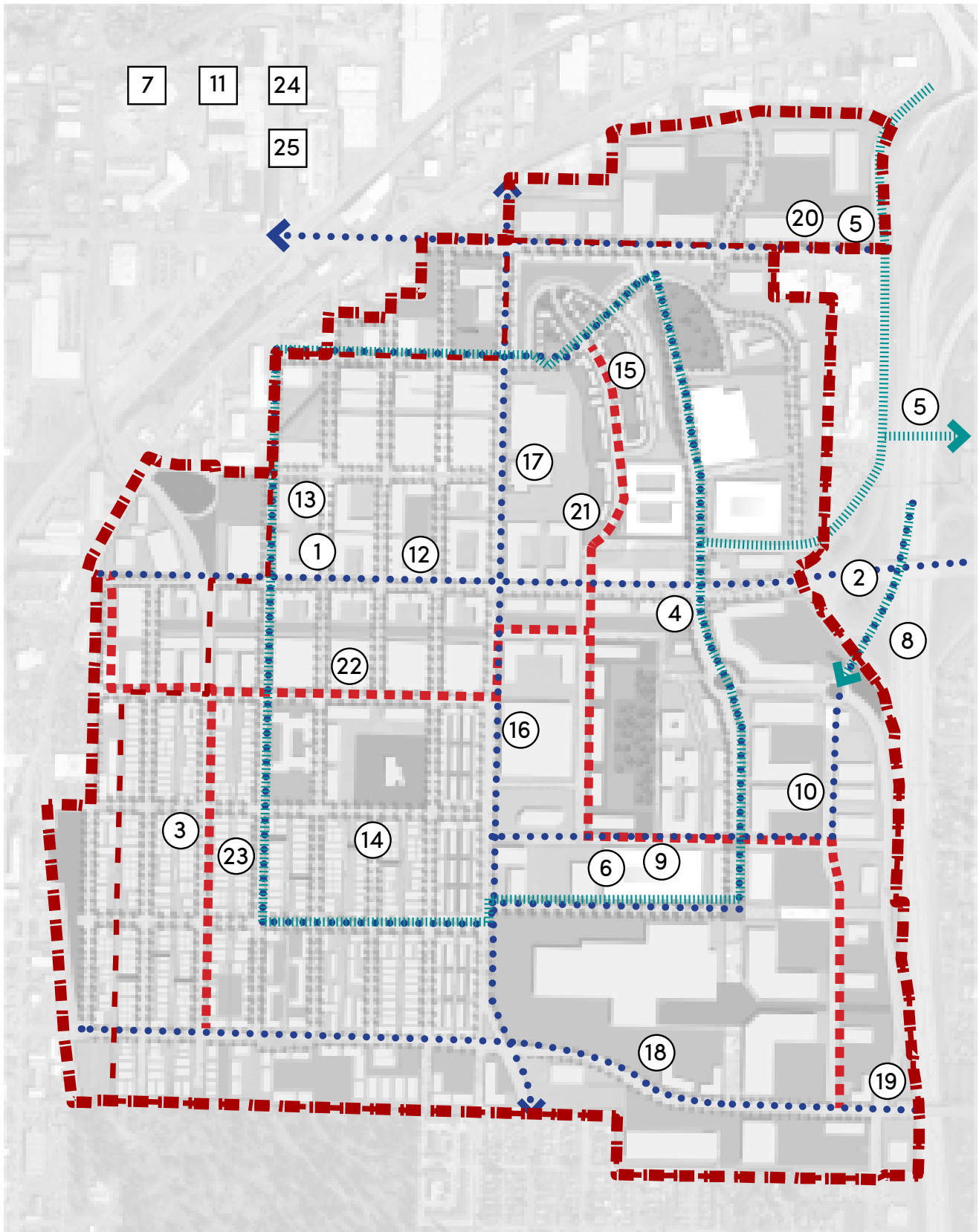


Figure T-13. Near-, Medium-, and Long-term priority project map