

2010-  
2011



# Mobility Master Plan Progress Report



*Ride with City Council and Planning  
Commission along the Water Ditch Trail  
October 2011*

## Mobility Master Plan Vision

*Tacoma is a world class walking and biking community in which pedestrians and bicyclists are top priorities in transportation planning. Tacoma's transportation system is useable and welcoming to people of all abilities.*

*Streets accommodate bicyclists in large numbers, sidewalks are user-friendly, and residents share the road safely and are fully mobile without an automobile.*

## Background

In June 2010, the Tacoma City Council passed the Mobility Master Plan with the goal of developing a comprehensive network of bikeways and pedestrian walkways citywide to enhance the comfort and safety of all users. The Plan includes 12 implementation strategies and 68 corresponding action strategies. This report tracks progress for each action strategy during the first year and a half of MoMaP implementation. More information on implementation of the Mobility Master Plan is available at: [www.cityoftacoma.org/mobility](http://www.cityoftacoma.org/mobility)

## 2010-2011 Key Accomplishments



### Bike Facilities

14.55 new miles of on-street bike facilities are at 60% design and will be constructed by the end of 2012. This represents a 58% increase in the miles of bikeways in Tacoma.



### Pedestrian Facilities

2.6 miles of new sidewalks and 2 pedestrian intersection improvements included in the Mobility Master Plan project list have been completed. 2 additional intersections and 1.89 miles of new trails are being designed.



### Safety Education

The City partnered with the Tacoma-Pierce County Health Department on the "Drive Better" campaign to remind motorists to look out for bikes and pedestrians. Watch for a bike helmet & light campaign early 2012.



### Bike Month

The City worked with a robust list of community partners to host the 5<sup>th</sup> Annual Tacoma-Pierce County Bike Month. Participation in the Commuter Challenge more than doubled and over 1000 people attended the 3<sup>rd</sup> Annual Tacoma Bike Swap.



### Safe Route to School

The City received its first comprehensive Safe Routes to School grant for Sheridan Elementary School and worked closely with Stadium High School to establish a student-driven bike club.



### Bike Parking

The City has installed 96 bike racks since 2010, and partnered with Downtown On the Go on Tacoma's first public bike cage. Plans are underway for a pilot on-street bike corral.



## Awards and Recognition

### Vision 2040 Award

Puget Sound Regional Council. August 2011.

### 2011 Pierce County Trail Leadership Award

ForeverGreen Council. November 2011.

*Tacoma City Council accepting the Vision 2040 Award from PSRC's Bob Drewel*

## Special Thanks

The City of Tacoma would like to thank members of the Bicycle and Pedestrian Action Committee for their commitment to the implementation of the Mobility Master Plan. They have volunteered countless hours to ensure that the vision of Tacoma as a “world class walking and biking community” becomes a reality.

Ken Peachey, Chair	David Cook	Jane Evancho	Christian Ziruk	Liisa Pangborn
Kris Symer	Andrew Austin	Sue Comis	Tiffany Odell	Janet Bissell
Shawn Phelps	Don Izenman	Dave Seago	David Conlin	Janet Higbee

## Definitions

**Bicycle and Pedestrian Action Committee (BPAC):** A 15 member committee of bicycle and pedestrian stakeholders formed in October 2010 to oversee implementation of the MoMaP per Action Item 1.9 in the Transportation Element of Tacoma’s Comprehensive Plan.

**Design Integration Review Team (DIRT):** A team of City staff that reviews street projects includes representatives from mobility, stormwater, urban forestry, historic preservation, complete streets, public works engineers and the arts.

**Top 4 Bikeways:** 13 miles of new bikeways that will be installed by the end of 2012.

Priority	Street	From-To	Length	Facility Type
1	S Park Ave	E 96th St - S 40th St	3.51	Bike Boulevard
1	S 40th St	S Park Ave - S G St	0.06	Bike Lane
2	S G St/ Delin St/ Tacoma	S 48th St – S 25th St	1.12	Bike Lane
2	S 25 <sup>th</sup>	Tacoma – Fawcett	0.07	Sharrow
2	Fawcett Ave	S 25 <sup>th</sup> St - 6th Ave	1.45	Bike Boulevard
3	6th Ave	S G St - Fawcett Ave	0.1	Bike Boulevard
3	S G St	Division Ave - 6th Ave	0.4	Bike Boulevard
3	Division Ave	Yakima Ave - N G St	0.07	Cycle Track
3	Yakima Ave/ N 24th/N 23 <sup>rd</sup>	Division Ave - N Highland St	3.4	Bike Boulevard
3	N Highland St	N 21st St - N 26 <sup>th</sup> St	0.11	Bike Boulevard
3	N 26th	N Stevens St - Pearl St	0.79	Bike Lane
3	N 26th	N Proctor to Union	0.2	Sharrows
3	N 26th	N Union to N Alder	0.3	Bike Lane
4	S 37th St	A St - S Hosmer St	1.55	Bike Boulevard
4	S Alaska St	S 38 <sup>th</sup> St – S 37 <sup>th</sup> St	0.1	Bike Lane
<b>Total Length:</b>			<b>13.23 miles</b>	



## City of Tacoma Mobility Staff



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MoMaP Implementation Strategy	Year One Progress
<p><b>1. Implementation:</b> Implement the Mobility Master Plan’s recommendations for developing a nonmotorized network that reduces auto travel, increases the number of nonmotorized users of all ages and abilities, and improves the health of our people and local ecology.</p>	
<p><b>Action 1.1: Connected Network</b> Complete the connected network shown on Maps 2, 3, 4 and 5 of sidewalks, trails, bike lanes, bike boulevards, shared lane markings, and cycle tracks throughout the city that serves pedestrians and all bicycle user groups. Complete short term network by 2015, medium term by 2020, and long term by 2025.</p>	<p>AHBL has been hired to design and create bid packages for the Top 4 Bikeways. Construction will begin in Spring 2012. \$800,000 is dedicated for design and construction.</p>
<p><b>Action 1.2: Monitor Progress</b> Monitor the implementation progress of the Mobility Master Plan to ensure long-term success.</p>	<p>The Bicycle and Pedestrian Action Committee (BPAC) meets monthly to oversee implementation of the Mobility Master Plan. The Mobility Master Plan is being updated as part of the 2011 Annual Amendments</p> <p>The City is using this annual report as one method for communicating progress to the public.</p>
<p><b>Action 1.3: Meet or Exceed Standards</b> Design all bicycle and pedestrian facilities to meet or exceed the latest federal, state, and local standards so there is universal access for all users of the system.</p>	<p>The City’s Design Integration Review Team (DIRT), which includes the Mobility Coordinator, reviews street projects to ensure they comply with the MoMaP Design Guidelines and Complete Streets Design Guidelines.</p>
<p><b>Action 1.4: Partner with Transit</b> Work cooperatively with adjoining jurisdictions and transit agencies to coordinate nonmotorized planning and implementation activities.</p>	<p>Ongoing. Pierce Transit is a key partner for Tacoma-Pierce County Bike Month each May. The BPAC provided bicycle and pedestrians access recommendations for the Tacoma Dome Station and South Tacoma Station to Sound Transit as part of their Sounder Station Access Study. City staff and two members of the Tacoma Wheelmen’s Bicycle Club met with Sound Transit to discuss detour routes for their D-M Street Sounder Project.</p>
<p><b>Action 1.5: All Ages and Abilities</b> Increase pedestrian trips and bicycle ridership with a system that provides facility types and designs that are comfortable for pedestrians and bicyclists of all ages and abilities. The overarching goal is to create a system that will invite the interested but concerned rider as well as the strong, fearless rider to shift from automobile to bicycle travel. Inexperienced cyclists are most likely to use high quality bike boulevards, shared use trails, and cycle tracks.</p>	<p>The Top 4 Bikeways are primarily bike boulevards to attract cyclists of all ages and abilities.</p>
<p><b>Action 1.6: Wayfinding Signage</b> Install wayfinding signage in proximity to bike lanes, bike boulevards, shared-use paths and destinations.</p>	<p>Wayfinding signage will be installed along the Top 4 Bikeways and in upgrades to the Water Ditch Trail.</p>

<p><b>Action 1.7: Land Use Considerations</b>          Prioritize the completion of proposed shared-use paths that maximize access to key recreational and transportation destinations in order to encourage recreational and commute trips.</p>	<p>Preliminary design of the Prairie Line Trail will begin in Summer 2012.</p> <p>Traffic signals at key intersections of the Water Ditch Trail will be installed in Summer 2012. Phase 2 of the trail and amenity improvements will be completed in 2012.</p>
<p><b>Action 1.8: End of Trip Facilities</b>          Install bike racks, accessible parking and other support infrastructure at destinations citywide, including transit stations, retail area, parks, public facilities, and other high-traffic areas.</p>	<p>Since December 2008 the City of Tacoma has installed 132 bike racks in the public right of way:</p> <ul style="list-style-type: none"> <li>2008-6 racks</li> <li>2009-30 racks</li> <li>2010-44 racks</li> <li>2011-52 racks</li> </ul> <p>In summer 2011, the City hired two interns to do a bike rack inventory. They found 130 racks that were installed before 2008 or installed by property owners. The City is working on an online map of bike rack locations.</p>
<p><b>Action 1.9: Implementation Committee</b>          Commence a Mobility Master Plan Implementation Committee to provide oversight and direction for the implementation of the Plan.</p>	<p>The 15-member Bicycle and Pedestrian Action Committee has been meeting monthly since October 2010.</p>
<p><b>Action 1.10: Bicycle and Pedestrian Coordinator</b>          Create a full time position in Public Works for a bicycle and pedestrian engineering coordinator to assist in implementation of the Mobility Master Plan.</p>	<p>No Progress.</p>
<p><b>Action 1.11: Network Prioritization Timeline</b>          Implement short (1-5 years), medium (6 – 10 years) and long-term (11 – 15 years) bicycle networks in prioritized order to build a solid foundation of connectivity</p>	<p>Implementation of the Top 4 Bikeways with 13 miles of facilities across the city is underway.</p>
<p><b>Action 1.12: Network Prioritization Criteria</b>          When prioritizing projects within the medium and long term networks or evaluating new future projects the following guidance should be used:</p> <ol style="list-style-type: none"> <li>1. Projects that provide the greatest connectivity to the greatest number of people or neighborhoods</li> <li>2. Projects that provide connections to transit</li> <li>3. Projects that provide safe routes to school</li> <li>4. Projects that connect major employers or employment areas to residential areas in order to increase commute trips by bike or walking</li> <li>5. Projects that connect residential areas to local retail, business and community services so residents can access daily goods and services by walking or biking</li> <li>6. Projects that complete the trail system and access key recreational and transportation destinations including</li> </ol>	<p>Criteria is being followed in the update to Bicycle and Pedestrian lists in the 2012 Comprehensive Plan Amendment - Transportation 2012-03.</p>

<p>adjacent communities</p> <p>7. Projects that are easily implemented and improve connectivity, expand coverage, and maximize motor vehicle separation</p>	
<p><b>Action 1.13 Develop Partnerships</b> Collaborate with neighboring jurisdictions, transit agencies and community groups to implement the Mobility Master Plan and to encourage active transportation.</p>	<p>Ongoing, see Action 1.4, Action 5.2, and Action 8.1</p>
<p><b>2. Livability</b> Prioritize infrastructure improvements that connect residential areas to local retail, business, and community services, so residents can access more of the services they need close to home by walking, biking, and using assistive devices.</p>	
<p><b>Action 2.1: Local Retail and Services</b> Coordinate with local business associations, Tacoma-Pierce County Chamber, neighborhood groups and other active associations to encourage and support local retail and services for residents.</p>	<p>No Progress.</p>
<p><b>Action 2.2: 20-Minute Neighborhoods</b> Encourage and support the development of “20-minute neighborhoods” where goods and services can be obtained within short distances via active transportation modes, thereby reducing the need for automobile trips.</p>	<p>The City of Tacoma is working with Downtown on the Go on the “Live Downtown” project: <a href="http://www.downtownonthego.com/live/live-close-to-work">http://www.downtownonthego.com/live/live-close-to-work</a></p>
<p><b>Action 2.3: Commercial Nodes</b> Identify opportunities to encourage and support the development and re-development of businesses and urban spaces in Tacoma into bicycle and pedestrian accessible commercial nodes.</p>	<p>Ongoing. Have worked with Stadium and Proctor Business Districts regarding implementation of the Top 4 Bikeways and 6<sup>th</sup> Ave. regarding bicycle end-of-trip facilities.</p>
<p><b>Action 2.4: Residential Connections</b> Ensure that bicycle and pedestrian facilities connect residential areas to urban, commercial and employment centers.</p>	<p>The Top 4 Bikeways connect residential areas to urban, commercial and employment centers. Residential connections will continue to be taken into account as the next phase of projects are prioritized.</p>
<p><b>Action 2.5: Development Incentives for Promoting Walkability</b> Provide height bonuses and other incentives to developments that promote walkability and that provide amenities such as weather protection, seating and improved pedestrian connectivity.</p>	<p>The City of Tacoma provides height bonuses and increased allowable Floor Area Ration (FAR) to developments that provide pedestrian amenities in Mixed Use Centers and Downtown.</p>
<p><b>Action 2.6 ADA Accessibility</b> Ensure that all new facilities are ADA-compliant to provide access for pedestrians of all abilities.</p>	<p>Ongoing, as mandated by federal requirements. The Mobility Coordinator and CTR Coordinator attended a curb ramp training in March 2011 and work with the City’s ADA Coordinator.</p>

### 3. Environmental Sustainability

Encourage and improve the appeal of modes of transportation with negligible carbon emissions, such as walking, biking, and using assistive devices, thereby reducing the miles traveled by single occupancy vehicles.

#### Action 3.1 Climate Action Plan

Support Tacoma’s Climate Action Plan by developing a comprehensive pedestrian and bicycle network. Assist in realizing the goal of reducing Tacoma’s greenhouse gas emission levels to fifteen percent below 1990 levels by 2012, 40 percent below 1990 levels by 2020, and 80 percent below 1990 levels by 2050.

Implementation of the bicycle and pedestrian network is underway. The Mobility Coordinator and CTR Coordinator work closely with the Office of Sustainability.

#### Action 3.2 Parking Strategies to Reduce Driving

Support changing parking policies to discourage single occupancy vehicle driving, while recognizing the need to provide accessible parking.

On-street paid parking was implemented in downtown Tacoma in September 2010. The elimination of parking minimums in the downtown commercial core and the historic and conservation overlay districts is being considered by the Planning Commission.

#### Action 3.3 End of Trip Facilities for Active Commuting

Give incentives for bicycle storage, locker rooms and shower facilities for all major office building construction and remodeling projects in the downtown core.

The City of Tacoma has partnered with Downtown On the Go to install a public bicycle parking cage in Park Plaza North.

#### Action 3.4 Establish Vehicle Miles Traveled Goals

Work with the City’s Commute Trip Reduction Coordinator, Puget Sound Clean Air Agency, Puget Sound Regional Council or other relevant agencies to set annual per-capita vehicle-miles-traveled goals that will encourage residents to drive less.

All employers in Tacoma affected by the Commute Trip Reduction law (100+ full time employees) have a 2012 VMT reduction goal of 13% below 2007 levels.

### 4. Transit and Streetcar Integration

Coordinate with Sound Transit and Pierce Transit to expand nonmotorized mobility through the integration of pedestrian and bicycle facilities with the transit and streetcar systems.

#### Action 4.1: Connections and Transfers

Increase the number of multimodal trips that include traveling as a pedestrian or bicyclist for at least one trip segment by improving and simplifying connections and transfers.

The City of Tacoma was involved in the Pierce Transit System Redesign. Full implementation of planned improvements is not possible due to the failure of Proposition 1.

#### Action 4.2: Incorporating Bikeways into Transit Projects

Consider incorporating bikeways in transit projects that include exclusive transit use of a right-of-way, such as bus mall, bus rapid transit or streetcar.

Ongoing conversations with Sound Transit and Pierce Transit continue as projects develop. The City collaborated with Sound Transit on their Sounder Station Access Study for the Tacoma Dome and South Tacoma stations.

#### Action 4.3: Support Bus, Rail, and Streetcar Network

Support a frequent and convenient bus, rail, and streetcar network to magnify the impact of planning for movement as pedestrians and bicyclists.

The City of Tacoma supports a frequent and convenient bus, rail, and streetcar network and works closely with Pierce Transit and Sound Transit.

<p><b>Action 4.4: Routes to Transit</b> Provide safe and accessible routes and intersections to transit for pedestrians of all abilities.</p>	<p>The BPAC provided bicycle and pedestrians access recommendations for the Tacoma Dome Station and South Tacoma Station to Sound Transit as part of their Sounder Station Access Study.</p>
<p><b>Action 4.5: Bicycle Facilities at Transit Hubs</b> Provide safe end-of-trip facilities (bike parking, bike lockers, etc) at all streetcar stations and transit facilities served by four or more routes.</p>	<p>BPAC recommendations to Sound Transit included recommendations for end-of-trip facilities.</p>
<p><b>5. Connectivity and Access</b> Plan new development on a grid pattern for good street connectivity and access for pedestrians and bicyclists</p>	
<p><b>Action 5.1: Cul-de-Sac Connectivity</b> Enhance mobility in existing cul-de-sac development with shared-use paths for through access for pedestrians and bicyclists to adjacent street corridors.</p>	<p>No Progress.</p>
<p><b>Action Item 5.2: Regional Connectivity</b> Work cooperatively with adjoining jurisdictions on bicycle and pedestrian connections and trail projects to ensure regional links for commuters and recreational users in and outside of Tacoma</p>	<p>The City of Tacoma is a member of the newly-created Local Agency Active Transportation Workgroup, a coalition of staff from Pierce County jurisdictions dedicated to creating regional connections.</p>
<p><b>6. Maintenance</b> Ensure pedestrian and bicycle facilities are clean, safe, and, accessible, and promote active use.</p>	
<p><b>Action 6.1: Prioritize Safety</b> Prioritize pedestrian and bicyclist safety during construction and maintenance activities and ensure that the City's accessibility guidelines are followed.</p>	<p>Ongoing..</p>
<p><b>Action 6.2: Inspection and Maintenance</b> Create safe and accessible bikeways and walkways through regular inspection and maintenance.</p>	<p>The City of Tacoma has distributed over 200 "2011 City of Tacoma Bicycle and Pedestrian Resources" cards with phone numbers to report potholes, hazardous sidewalks, problems with traffic signals, overgrown vegetation, street sweeping requests and storm grate issues. The City encourages cyclists and pedestrians to report hazards and maintenance needs.</p>
<p><b>Action 6.3: Bicycle and Pedestrian Routes through Construction Zones</b> Identify safe, convenient, well-marked and accessible alternative routes for bicyclists and pedestrians through construction zones.</p>	<p>City staff and two area bicycle advocates met with Sound Transit to discuss bicycle and pedestrian detour routes during the D-M Street Sounder expansion project.</p>
<p><b>Action 6.4: Establish Routine Maintenance Program</b> Establish a routine maintenance program that encourages citizens to report maintenance issues that impact bicyclist and pedestrian safety.</p>	<p>See Action 6.2.</p>
<p><b>Action 6.5: Ongoing Maintenance Strategy</b> Develop an on-going city-wide maintenance strategy for nonmotorized transportation facilities.</p>	<p>In discussion, action required.</p>

## 7. Education and Encouragement

Increase the public's awareness and usage of the bicycle and pedestrian network in Tacoma through targeted education and encouragement programs. Specific programs are detailed in Chapter 4 of the *2010 Mobility Master Plan Study* and the *2008 ADA Transition Plan*. Example programs include Bike Month, Sunday Parkways, and supporting campaigns.

### Action 7.1: Safety Education

Educate the general public on bicycle and walking safety issues and encourage nonmotorized transportation with programs that target pedestrians, bicyclists and motorists.

The City of Tacoma partnered with the Tacoma-Pierce County Health Department on the "Drive Nice, Tacoma" campaign to remind area drivers of their responsibility to help keep bicyclists and pedestrians safe. Advertisements were posted on Pierce Transit buses and bus shelters and on the Tacoma LINK.

### Action 7.2: Linking Trips Education

Educate the general public about linking trips (trip-chaining) to reduce the number of trips taken per day.

Education on linking trips is regularly included in Pierce Trips outreach.

### Action 7.3: Promotion through City Sponsored Events

Encourage pedestrians and bicyclists through City-sponsored events and expanded Bike Month activities.

Bike Month 2011 was a great success. During the Bike to Work Commuter Challenge, 455 commuters logged 4,453 bike trips and 55,447 miles & 21 teams participated. Plus thousands cyclists attended events and hundreds were fitted for helmets and received expert route advice.

### Action 7.4: Safety Education for Children

Educate school children on safe pedestrian and bicycle behavior.

The City of Tacoma has received its first Safe Routes to School grant in the amount of \$379,960 to work with Sheridan Elementary School on E 54<sup>th</sup> and McKinley Ave. Grant funds will be used to pay for the construction of pedestrian improvements, education and encouragement programs promoting bicycle and pedestrian safety and increased traffic enforcement around the school. Sheridan will serve as a model project for supporting active transportation at other Tacoma schools in the future.

### Action 7.5: Education on Laws and Regulations

Educate the general public on bicycle and pedestrian laws and regulations via the City's website and other educational programs.

City staff handed out "Share the Road" and "Washington State Bicycle Traffic Laws" materials from the Washington State Department of Licensing at Bike Month events.

### Action 7.6: Education for Drivers

Educate drivers (transit drivers, delivery drivers, etc.) on bicyclist rights and safe motoring behavior around bicyclists. Provide appropriate materials to pedestrians, motorists and cyclists convicted of specified violations

See Action 7.1 and Action 7.5.

### Action 7.7: Safe Routes to Schools

Establish Safe Routes to School Programs in collaboration with Tacoma schools. Apply for Safe Routes to School grants through the Washington State Department of Transportation.

See Action 7.4.

### Action 7.8: Proper and Safe Behavior

Educate bicyclists and pedestrians on proper and safe behavior for biking and walking via the City's website and other education programs.

See Action 7.5.

### Action 7.9: Awareness of Pedestrians with Disabilities

Improve the general public's awareness of the transportation needs and requirements of people with a variety of mobility and sensory disabilities

No progress.

<p>via the City’s website and other education programs.</p>	
<p><b>8. Health and Safety</b>                  Promote active lifestyles by working with the Tacoma-Pierce County Health Department (TPCHD) to provide educational programs and safe and accessible routes for bicyclists and pedestrians of all ages and abilities.</p>	
<p><b>Action 8.1: Partner with TPCHD</b>                  Collaborate with the Tacoma-Pierce County Health Department on active living and active transportation projects that address and seek to reduce health-related issues such as obesity.</p>	<p>The City partnered with TPCHD on the Drive Nice campaign (see Action 7.1). The City is partnering with TPCHD on a significant, cooperative “Community Transformations Grant” application.</p>
<p><b>Action 8.2: Reduce Crashes</b>                  Reduce crashes involving bicyclists, pedestrians, and motor vehicles by at least 10 percent by 2015.</p>	<p>The City is working to reduce crashes using a number of strategies, including education and infrastructure improvements. Planning is underway for campaigns promoting the use of bike lights and helmets in Winter 2012.</p>
<p><b>Action 8.3: Address Conflicts</b>                  Use current engineering best practices for minimizing and mitigating conflicts between bicycles, pedestrians and motor vehicles.</p>	<p>The City’s Design Integration Review Team (DIRT), which includes the Mobility Coordinator, reviews street projects to ensure they comply with the MoMaP Design Guidelines and Complete Streets Design Guidelines.</p>
<p><b>Action 8.4: Barriers and Hazards</b>                  Reduce barriers and hazards to nonmotorized users by ensuring safe and sufficient crossings of major roadways and by providing routes that minimize steep slopes.</p>	<p>The Top 4 Bikeways include intersection improvements and wayfinding signage to help cyclists find safe routes.</p>
<p><b>9. Engineering</b>                  Apply high-quality engineering and design to bicycle and pedestrian physical infrastructure.</p>	
<p><b>Action 9.1: Signal Prioritization</b>                  Install signal prioritization for nonmotorized users in appropriate locations.</p>	<p>No progress.</p>
<p><b>Action 9.2: Bicycle Detection at Intersections</b>                  Install bicycle detection mechanisms at signalized intersections.</p>	<p>Bicycle detection is being planned for the Top 4 Bikeways.</p>
<p><b>Action 9.3: Traffic Calming</b>                  Install traffic calming facilities where appropriate for improved nonmotorized travel.</p>	<p>Traffic calming will be implemented along the bicycle boulevards in the Top 4 Bikeways.</p>
<p><b>Action 9.4: Separated Bicycle Facilities</b>                  Install separated bicycle facilities where bike lane striping does not provide appropriate riding conditions.</p>	<p>Separated bicycle facilities are being considered in key locations to increase the safety of all users.</p>
<p><b>Action 9.5: Design Guidelines</b>                  Adopt and adhere to facility standards which support the Pedestrian and Bicycle Design Guidelines as presented in the <i>2010 Mobility Master Study</i>, <i>2008 ADA Transition Plan</i>, and Complete Streets Design Guidelines.</p>	<p>Funding is being pursued for an update of the Public Works Design Manual. The City of Tacoma Public Works Department provided support for the National Association of City Transportation Officials Bikeways Design Guidelines.</p>
<p><b>10. Enforcement</b>                  Enhance safety for all road users through increased traffic enforcement on city streets, walkways and bikeways.</p>	

<p><b>Action 10.1: Traffic Law Enforcement</b> Enforce traffic laws consistently for all users through collaboration with the Tacoma Police Department.</p>	<p>City mobility staff has met with the Tacoma Police Department staff twice to discuss opportunities for collaboration. Collaboration with TPD is a priority for 2011-2012.</p>
<p><b>Action 10.2: Traffic Skills Course</b> Collaborate with law enforcement and the court system on the development of a traffic skills education course aimed to reduce aggressive and/or negligent behavior among drivers, bicyclists and pedestrians by providing the option of taking a traffic skills education course in lieu of fines for traffic violations.</p>	<p>The City's Mobility Coordinator attended a Traffic Skills Education Course in Portland. Such classes take an enormous amount of support and time to develop. This is a long-term goal.</p>
<p><b>Action 10.3: Obstruction Prevention</b> Prevent the obstruction of dedicated bikeways and walkways.</p>	<p>The City of Tacoma has distributed over 200 "2011 City of Tacoma Bicycle and Pedestrian Resources" which includes contact information to report obstructions.</p>
<p><b>Action 10.4: Violation Reporting</b> Develop and promote efficient mechanisms for reporting behaviors and conditions that endanger cyclists and pedestrians to law enforcement.</p>	<p>The City of Tacoma has distributed over 200 "2011 City of Tacoma Bicycle and Pedestrian Resources" which includes 911 for all emergencies and the non-emergency police number to report vehicles parked in bike lanes and sidewalks.</p>
<p><b>11. Evaluation</b> Establish benchmarks measurements and monitor the effectiveness of the Mobility Master Plan on an annual basis.</p>	
<p><b>Action 11.1: Bicycle Tracking</b> Track citywide trends in bicycle usage through the use of Census data, annual user surveys, annual bicycle counts, and PierceTrips.com.</p>	<p>Ongoing, the 2010 Bicycle and Pedestrian Counts in October included 17 locations in Tacoma.</p>
<p><b>Action 11.2: Bicycle Collision Data</b> Monitor bicycle collision data with the goal of reducing bicycle-related collisions.</p>	<p>Ongoing.</p>
<p><b>Action 11.3: Pedestrian/Bicycle Report Card</b> Produce a regular report card tracking pedestrian and bicycle trends in Tacoma including percent of the system that has been completed, funds invested, identification of ongoing problems, public feelings of safety, status of reaching Health and Safety goals, and educational outreach efforts.</p>	<p>This report is the first step in tracking implementation.</p>
<p><b>Action 11.4: Track Implementation</b> Track citywide implementation of improved and increased walkway and bikeway facilities, ADA accessible features, and amenities with supervision of the Implementation Committee.</p>	<p>Ongoing. City staff are in the process of field-verifying existing bikeways and bike parking, so future improvements can be accurately tracked.</p>
<p><b>Action 11.5: Collaboration</b> Collaborate with state, regional and federal partners to reform system performance measures and mobility standards in order to reflect the movement of persons rather than vehicles and to favor green transportation.</p>	<p>The City's Mobility Coordinator is the vice-chair of the Puget Sound Regional Council's Bicycle and Pedestrian Advisory Committee. Efforts are underway to include active transportation and Complete Streets to the City of Tacoma's legislative agenda.</p>

## 12. Funding

Pursue a dedicated source of funding to implement the expansion and enhancement of walkways and bikeways in Tacoma. Supplement dedicated funds with other funding sources. A comprehensive list of funding opportunities can be found in the *2010 Mobility Master Study*.

<p><b>Action 12.1: Prioritize Funding</b> Prioritize funding and construction of nonmotorized facilities in recognition of the livability, environmental and health benefits these forms of mobility provide.</p>	<p>Ongoing with support from City Council.</p>
<p><b>Action 12.2: Grant Funding</b> Pursue state, regional and federal grant funding for shared-use paths and other nonmotorized facilities</p>	<p>The City of Tacoma dedicated \$500,000 of Energy Efficiency Block Grant funding for implementation of the Top 4 Bikeways. In 2010-2011, the City of Tacoma applied for the following grants for active transportation projects:</p> <ul style="list-style-type: none"> <li>• Safe Routes to School Grant for Sheridan Elementary School – received \$379,960</li> <li>• Bikes Belong Grant for a Schuster Parkways Ciclovía - denied</li> <li>• Prairie Line Trail Transportation Enhancements grant - received \$465,000</li> <li>• Top 4 Projects (AKA Tacoma 13) Federal 2012 Discretionary Grant application for \$1.1 million. Will hear from FHWA in spring 2012.</li> </ul>
<p><b>Action 12.3: Multiple Strategies</b> Work with the Implementation Committee, advocates and elected officials to identify and pursue multiple strategies to increase funding for green transportation.</p>	<p>Ongoing. See Actions 12.2 and 12.6.</p>
<p><b>Action 12.4: Dedicated Portion of Transportation Budget</b> Dedicate a percentage of the City’s overall transportation budget to nonmotorized transportation projects.</p>	<p>Ongoing.</p>
<p><b>Action 12.5: Simultaneous Improvements</b> Leverage investments made in road improvement projects by installing improved bicycle and pedestrian projects simultaneously regardless of the priority previously placed upon the bike or pedestrian facilities.</p>	<p>A number of public works road constructions projects in addition to the the top projects listed in the Mobility Master Plan will include new bicycle facilities, including Alaska St, Stadium Way and Pacific Avenue. Upgrades to pedestrian facilities are commonly included as part of major construction projects.</p>
<p><b>Action 12.6: New Dedicated Source of Funding</b> Pursue establishment of a new dedicated source of funding for Mobility Master Plan improvements, such as a portion of an additional locally determined vehicle tab tax, impact fees, street utility tax, and levy lid lift.</p>	<p>In August 2011, the Tacoma City Council established a Mobility Stakeholder Funding Task Force to review and recommend suggestions on how to enhance the City’s transportation network. The Task Force included members of the BPAC. The Task Force’s recommendations to Council include three new dedicated funding sources for transportation projects. A portion of this funding could be dedicated to supporting bicycle and pedestrian improvements.</p>