



TACOMA, WA

TOTAL POPULATION

203,446

POPULATION DENSITY

3,924

TOTAL AREA (sq. miles)

50.1

OF LOCAL BICYCLE FRIENDLY BUSINESSES

0

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Tacoma
Arterial Streets with Bike Lanes	45%	12
Total Bicycle Network Mileage to Total Road Network Mileage	30%	9
Public Education Outreach	GOOD	GOOD
% of Schools Offering Bicycling Education	43%	10
Bike Month and Bike to Work Events	GOOD	GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	YES	VERY
Bicycle-Friendly Laws & Ordinances	SOME	EXCELLENT
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	PER 70K	90,420

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	5/10
EDUCATION <i>Motorist awareness and bicycling skills</i>	3/10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	4/10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	3/10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	4/10

KEY OUTCOMES

	Average Silver	Tacoma
RIDERSHIP <i>Percentage of daily bicyclists</i>	3.5%	0.61
SAFETY MEASURES CRASHES <i>Crashes per 10k daily bicyclists</i>	180	192
SAFETY MEASURES FATALITIES <i>Fatalities per 10k daily bicyclists</i>	1.4	1.6



KEY STEPS TO SILVER

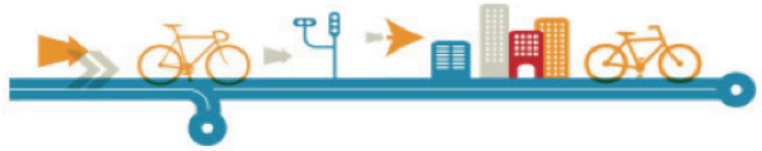


- » Bicycle-safety education should be a routine part of primary and secondary education. Work with your local bicycle groups or interested parents to expand the Safe Routes to School program to all schools.
- » Ensure that police officers are initially and repeatedly educated on traffic law as it applies to bicyclists and motorists. Ask police officers to target both motorist and cyclist infractions to ensure that laws are being followed by all road users.
- » Ensure that bicycle/motor vehicle crashes are investigated thoroughly and that citations are given fairly.
- » Continue to expand the bike network, especially along arterials. On roads where automobile speeds exceed 35 mph, it is recommended to provide protected bicycle infrastructure.

- » Continue to work towards establishing a dedicated funding source for bicycle facilities and programs.
- » Offer a greater variety of bicycling skills training opportunities for adults. There are options from short videos and 1-2 hour courses to more in-depth training incorporating in-classroom and on-bike instruction.
- » Host a League Cycling Instructor (LCI) seminar or sponsor the certification tuition of interested cyclists to increase the number of certified LCIs in your community.



BICYCLE FRIENDLY COMMUNITY FEEDBACK



TACOMA, WA

Spring 2015

Our Bicycle Friendly Community review panel was very pleased to see the current efforts and dedication to make Tacoma a safe, comfortable and convenient place to bicycle.

Below, reviewers provided recommendations to help you further promote bicycling in Tacoma. **Key recommendations are highlighted in bold.**

We strongly encourage you to use this feedback to build on your momentum and improve your community for bicyclists.

There may also be initiatives, programs, and facilities that are not mentioned here that would benefit your bicycling culture, so please continue to try new things to increase your ridership, safety, and awareness.

The cost of bicycle facilities and possible funding options are discussed on the last page of this report.

RECOMMENDATIONS

Engineering

Continue to increase the amount of high quality bicycle parking throughout the community. Ensure that people arriving by bicycle have a secure and legal place to lock their bikes at popular destinations.

Continue to expand the bike network, especially along arterials, through the use of different types of bicycle facilities. On roads where automobile speeds regularly exceed 35 mph, it is recommended to provide protected bicycle infrastructure such as protected bike lanes/cycle tracks, buffered bike lanes or parallel 10ft wide shared-use paths (in low density areas). Note that shared lane markings should only be used on low speed roads. On-street improvements coupled with the expansion of the off-street system will encourage more people to cycle and will improve safety. Ensure smooth transitions for bicyclists between the local and regional trail network, and the street network. These improvements will also increase the effectiveness of encouragement efforts by providing a broader range of facility choices for users of various abilities and comfort levels.

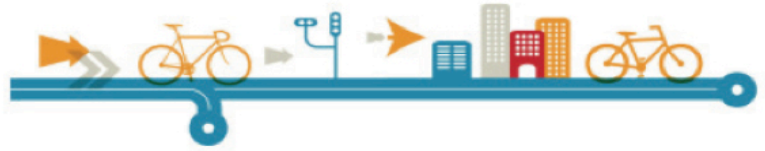
Provide adequate lighting along non-arterial streets and key shared-use paths to allow for safer bike commuting before dawn and after dusk.

Education

Bicycle-safety education should be a routine part of primary and secondary education, and schools and the surrounding neighborhoods should be particularly safe and convenient for biking and walking. **Work with your local bicycle groups or interested parents to expand the Safe Routes to School program to all schools.** BikeTexas offers an exemplary bicycle safety curriculum designed for fourth and fifth grade students. For more information on Safe Routes to School, see the



BICYCLE FRIENDLY COMMUNITY FEEDBACK



National Highway Traffic Safety Administration's Safe Routes To School Toolkit or visit www.saferoutesinfo.org.

Offer a greater variety of bicycling skills training opportunities for adults or encourage your local bicycle advocacy group or bike shop to help. There are options from short videos and 1-2 hour courses to more in-depth training incorporating in-classroom and on-bike instruction. Other education materials, such as the League Quick Guide, offer the opportunity to share bike education in an easily accessible format. For more information visit: <http://bikeleague.org/ridesmart>.

Host a League Cycling Instructor (LCI) seminar or sponsor the certification tuition of interested cyclists to increase the number of certified LCIs in your community. Having local instructors will enable your community to expand cycling education, recruit knowledgeable cycling ambassadors, deliver education to motorists, and have experts available to assist in encouragement programs. Visit <http://bikeleague.org/content/become-instructor> for more information.

Encouragement

Launch a bike share system that is open to the public. Bike sharing is a convenient, cost effective, and healthy way of encouraging locals and visitors to make short trips by bike and to bridge the “last mile” between public transit and destinations. See what is being done across the country at <http://nacto.org/bikeshare/>

Continue to encourage local businesses, agencies, and organizations to promote cycling to their employees and customers and to seek recognition through the Bicycle Friendly Business program. Your community’s government should be the **model employer for local businesses**, and your chamber of commerce or local business association can help promote the program and its benefits. The League offers many tools to help promote the Bicycle Friendly Business program in your community.

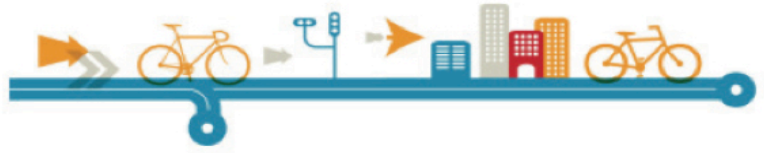
Continue to encourage the University of Puget Sound, the University of Washington, Tacoma, Tacoma Community College, Bates Technical College and other local institutions of higher education to promote cycling to students, staff, and faculty and to seek recognition through the Bicycle Friendly University program.

Enforcement

Police officers should be initially and repeatedly educated on traffic law as it applies to bicyclists and motorists. Training is offered by the International Police Mountain Bike Association, the Law Enforcement Bicycle Association and the National Highway Traffic Safety Administration. Here are some recommended Law Enforcement products: Roll Call Video: “Enforcing Law for Bicyclists” and Enhancing Bicycle Safety: Law Enforcement’s Role (2-hour self-paced interactive video training). **Ensure that police officers also receive training on racial profiling awareness in multimodal transportation enforcement.**



BICYCLE FRIENDLY COMMUNITY FEEDBACK



Ask police officers to target both motorist and cyclist infractions to ensure that laws are being followed by all road users. Ensure that bicycle/motor vehicle crashes are investigated thoroughly and that citations are given fairly.

Ensure that police officers report cyclist crash data and potential hazards to the public works department, traffic engineers and transportation planners to timely identify sites in need of safety improvements for cyclists.

Evaluation & Planning

Continue to work towards establishing a dedicated funding source for bicycle facilities and programs.

COSTS AND FUNDING OPTIONS

Costs

Building a new roadway for motor vehicles can cost millions of dollars to construct, and many of the pedestrian and bicycle infrastructure facilities are extremely low-cost in comparison. Use [this database](#) to review up-to-date estimates of infrastructure costs of pedestrian and bicycle treatments from states and cities across the country.

Federal Funding

Since 1992 bicycle and pedestrian projects have been eligible for federal transportation funding. To learn more about what federal funds are available for bicycle projects, use Advocacy Advance's interactive [Find it, Fund it tool](#) to search for eligible funding programs by bike/ped project type or review the same information as a PDF [here](#).

State Funding

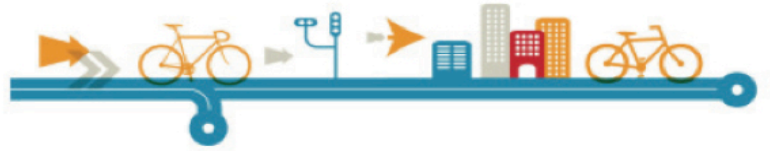
Biking and walking dollars aren't only available from the federal government. States can also have their own revenue sources that can be used to fund active transportation. Use [this report](#) and an [online tool](#) to explore your state's funding sources for bicycle and pedestrian improvements.

Local Funding

Local governments can also create their own revenue streams to improve conditions for bicycling and walking. Three common approaches include: special bond issues, dedications of a portion of local sales taxes or a voter-approved sales tax increase, and use of the annual capital improvement budgets of Public Works and/or Parks agencies. Bicycle facility improvements can also be tagged on to larger projects to create economies of scale that results in reduced costs and reduced impacts to traffic, businesses, and residents. For example, if there is an existing road project, it is usually cheaper to add bike lanes and sidewalks to the project than to construct them separately. To



BICYCLE FRIENDLY COMMUNITY FEEDBACK



learn more about public funding of bicycle infrastructure improvements, visit pedbikeinfo.org/planning/funding_government.cfm.

Resources and Support

Advocacy Advance offers several tools, resources, and workshops to help advocates and agency staff maximize eligible funding programs.



Project Kick-off | 05.26.15

TACOMA MALL neighborhood

Staff Core Team

Elliott Barnett Project Manager

Brian Boudet Long Range Planning Manager

Jessica Knickerbocker Stormwater Management Strategy

Dana Brown Transportation Strategy

Mazedur Hossain Transportation Strategy

Pat Beard Economic Development

Allyson Griffith Community Based Services

Shari Harte Neighborhood Liaison

Amy Pow TPCHD Enhanced Outreach

Diane Wiatr Mobility

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Marcia Wagoner

Public Engagement



Seth Harry

Urban Design & Scenario Planning

Policy & Technical Leads



Casey
Bradfield



Jessie
Hartmann



Reema
Shakra



Michael
Read



Dan
Grayuski



Mark
Goodman

Project Overview

NEP Grant Funding

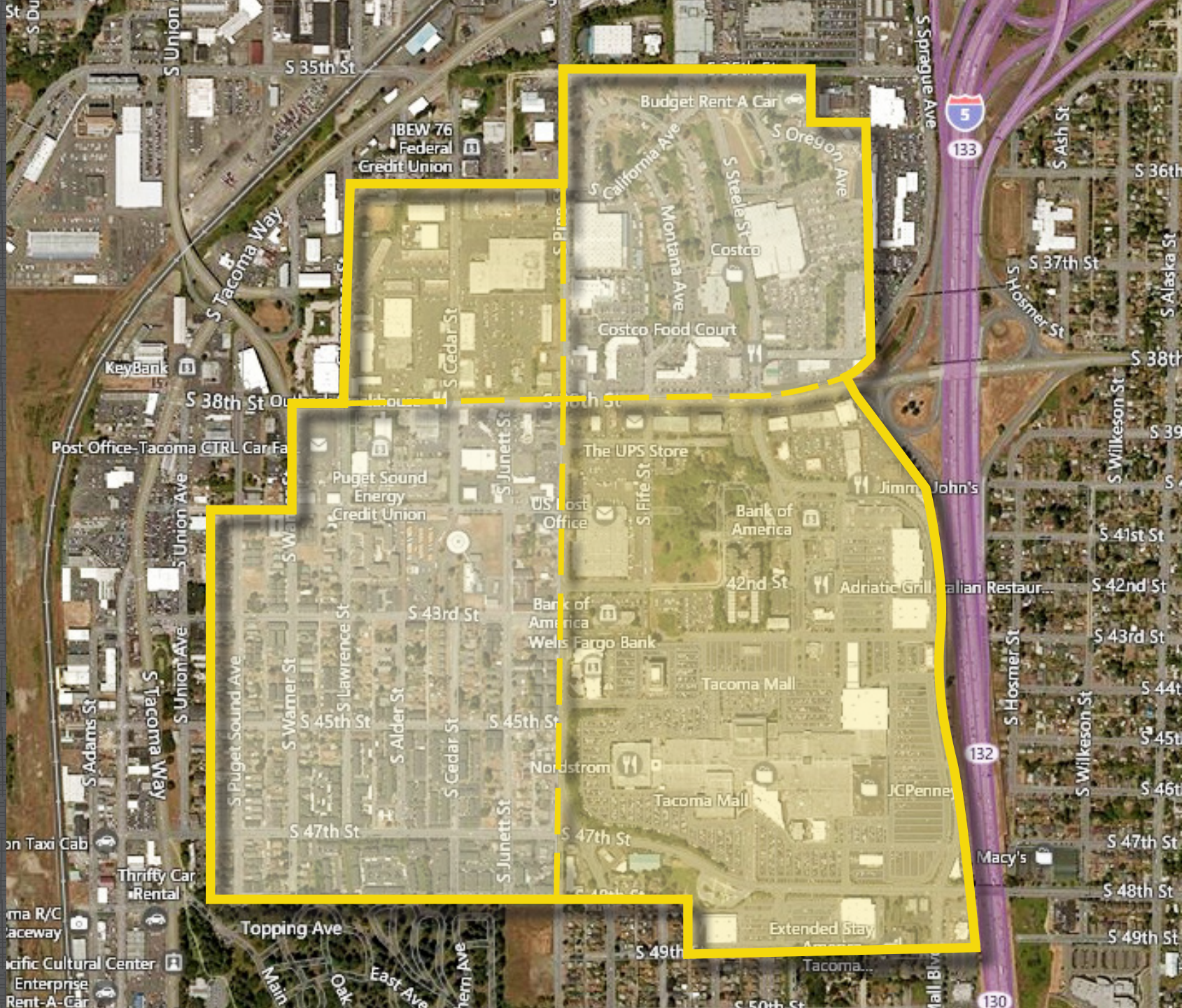
Subarea Plan/Planned Action EIS for
Regional Growth Center

Focus on:

- Area-wide Stormwater Strategy
- Area-wide Transportation Strategy
- Urban Design & Scenario Planning
- Cohesive, Identifiable Place



Tacoma Mall Subarea



Key Issues

- A local and regional center
- Improved investment climate
- High mobility, access and transit-readiness
- Area-wide stormwater strategy
- Equity and environmental health
- Jobs and housing near transit
- Livability, placemaking and identity

Major Project Goals

Implementation-oriented plan

Grant-making and implementation

Clear vision and priorities

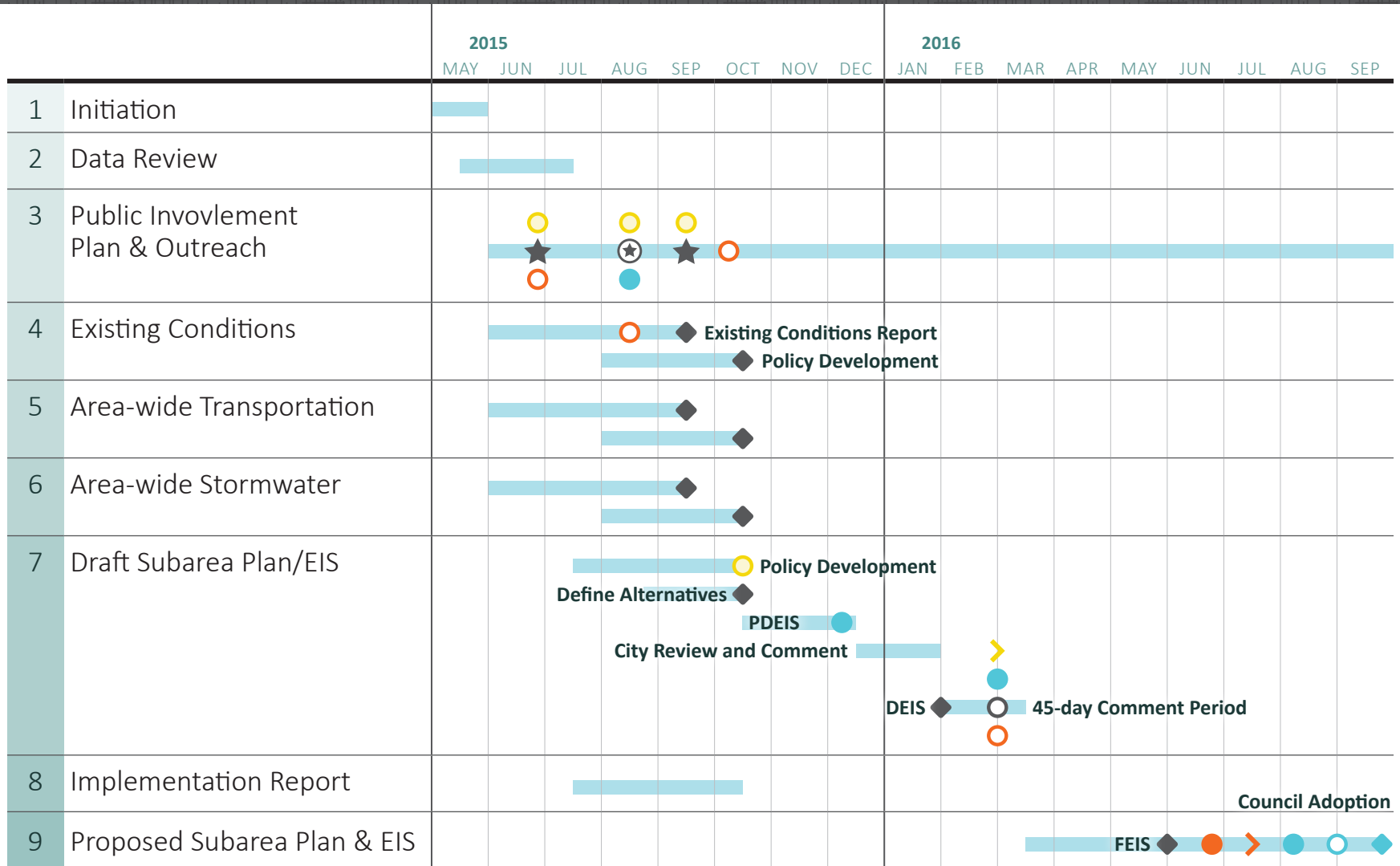
Promote infill and investment for:

- Improved water quality & salmon recovery
- “Complete community”
- Open space & civic activities
- Quality of life

Partners & Stakeholders

- City Staff Core Team
- Partner Departments & Agencies
- Stakeholder Committee
- Technical Committee
- Property Owners & Managers
- Residents & Employees
- Consultant Team

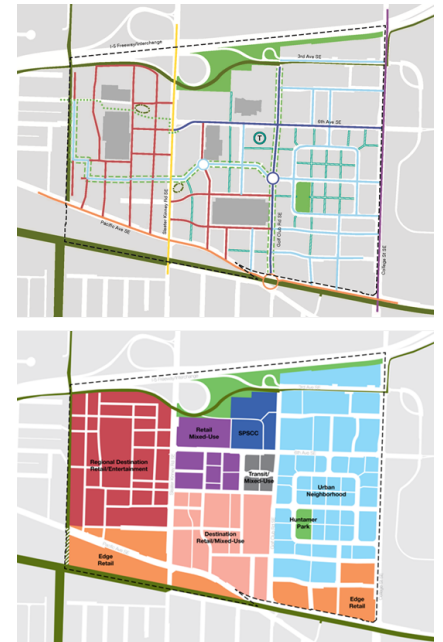
Schedule



Design Workshops

Urban design framework & place-based character districts

Scenario-based planning



Public Engagement Goals



- Meaningful public and agency participation
- Methods geared toward residents, owners and employees
- Interactive, iterative design workshops
- Balance array of interests
- Identify issues and resolve conflicts early
- Exceed requirements for public participation



Methods

1. Stakeholder interviews
2. Stakeholder group
3. Equity outreach — supported by health department
4. Community design workshops
5. Exhibits in the community
6. Fact sheets, FAQ & comment cards
7. Project webpage
8. Project identity and templates
9. Announcements and press releases
10. Contact database



QUESTIONS?

East 25th One-Way Study

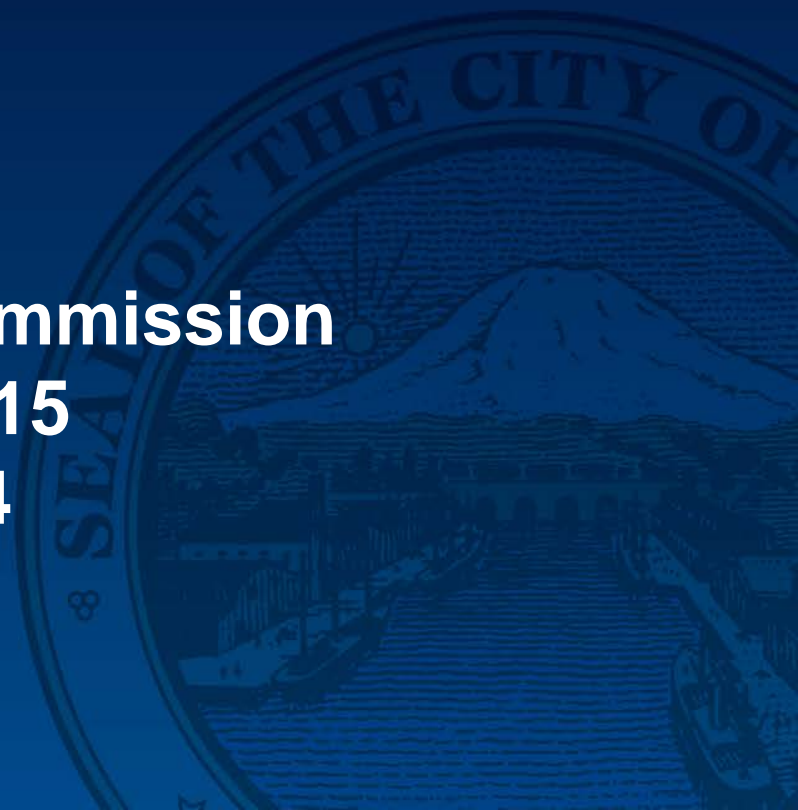
City of Tacoma

Public Works / CED / PDS

Transportation Commission

July 15, 2015

ITEM #4



Overview

- **Study to investigate feasibility of converting E 25th Street between East D Street to East G Street (in front of Freighthouse Square) to one-way traffic flow eastbound.**
- **No significant impact to auto modes and Tacoma Dome Events**
- **Potential benefit to pedestrian, bikes, transit, and economic development**

Dome District Aerial View

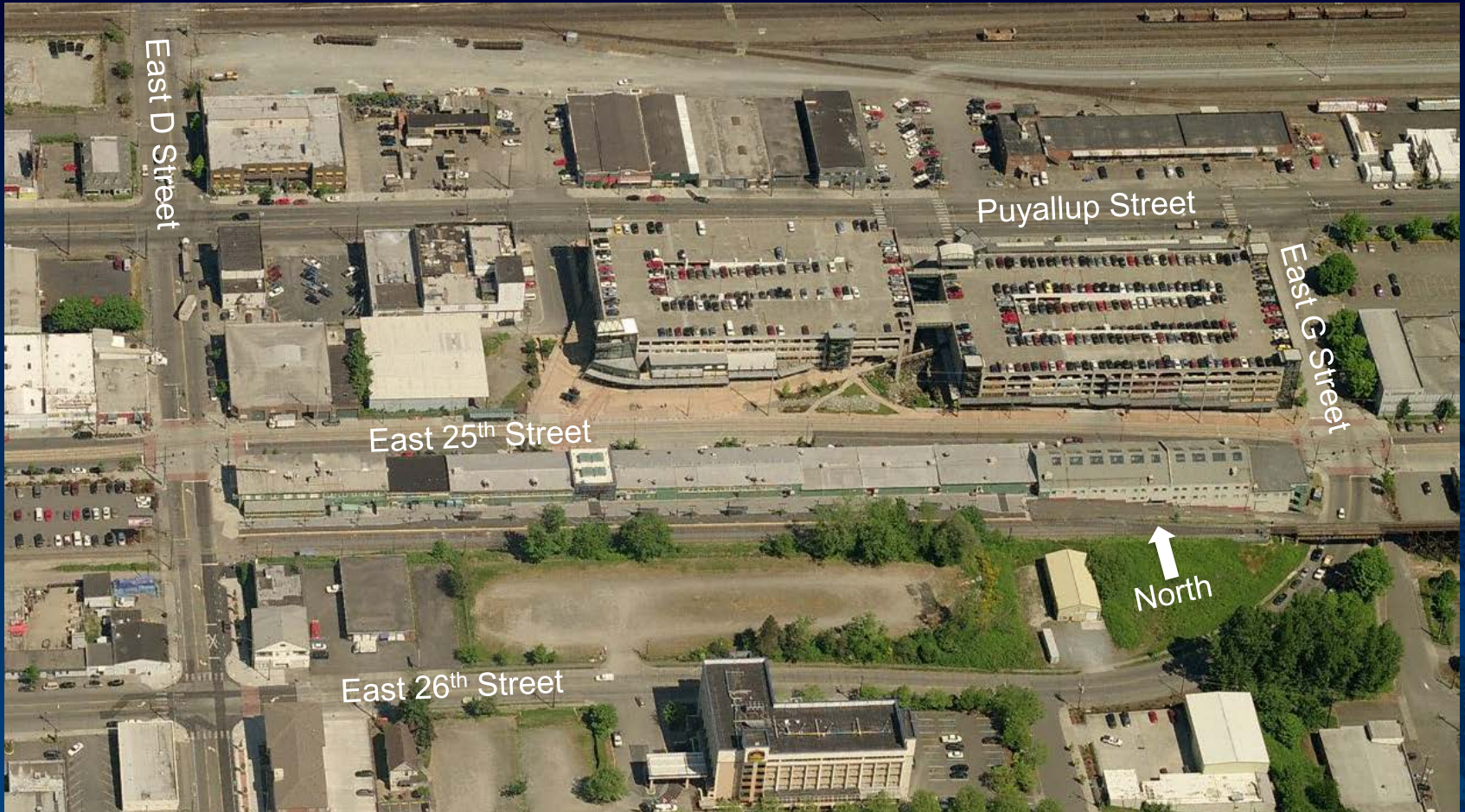


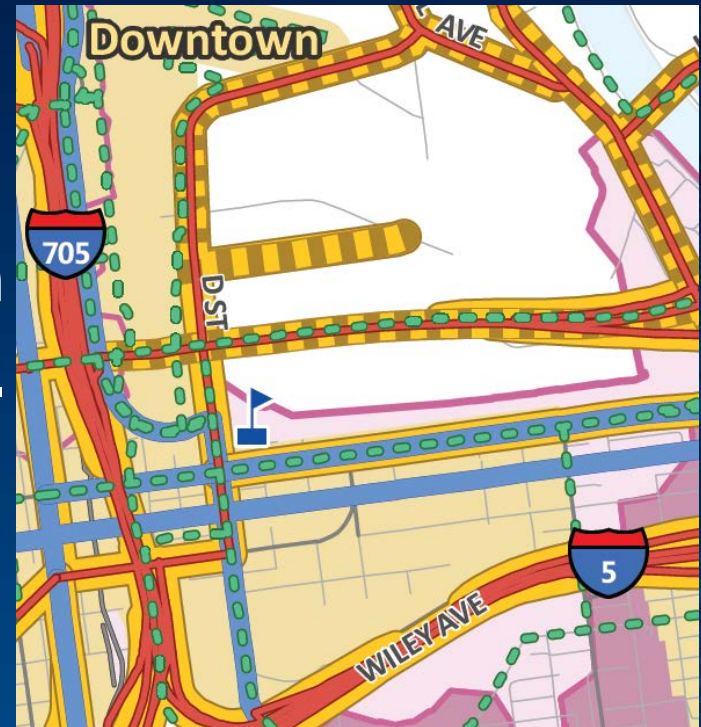
Image courtesy of Bing Maps

Background

- Idea came from early talks between Dome District/citizens and WSDOT/Amtrak team during outreach
- Existing transit hub/Dome District is getting infusion of mixed-use development, Amtrak station relocation, and other public projects
- Capitalize on the changes with calmed traffic, easier passenger drop-off/pick-up, and more inviting streetscape

Big Picture - TMP

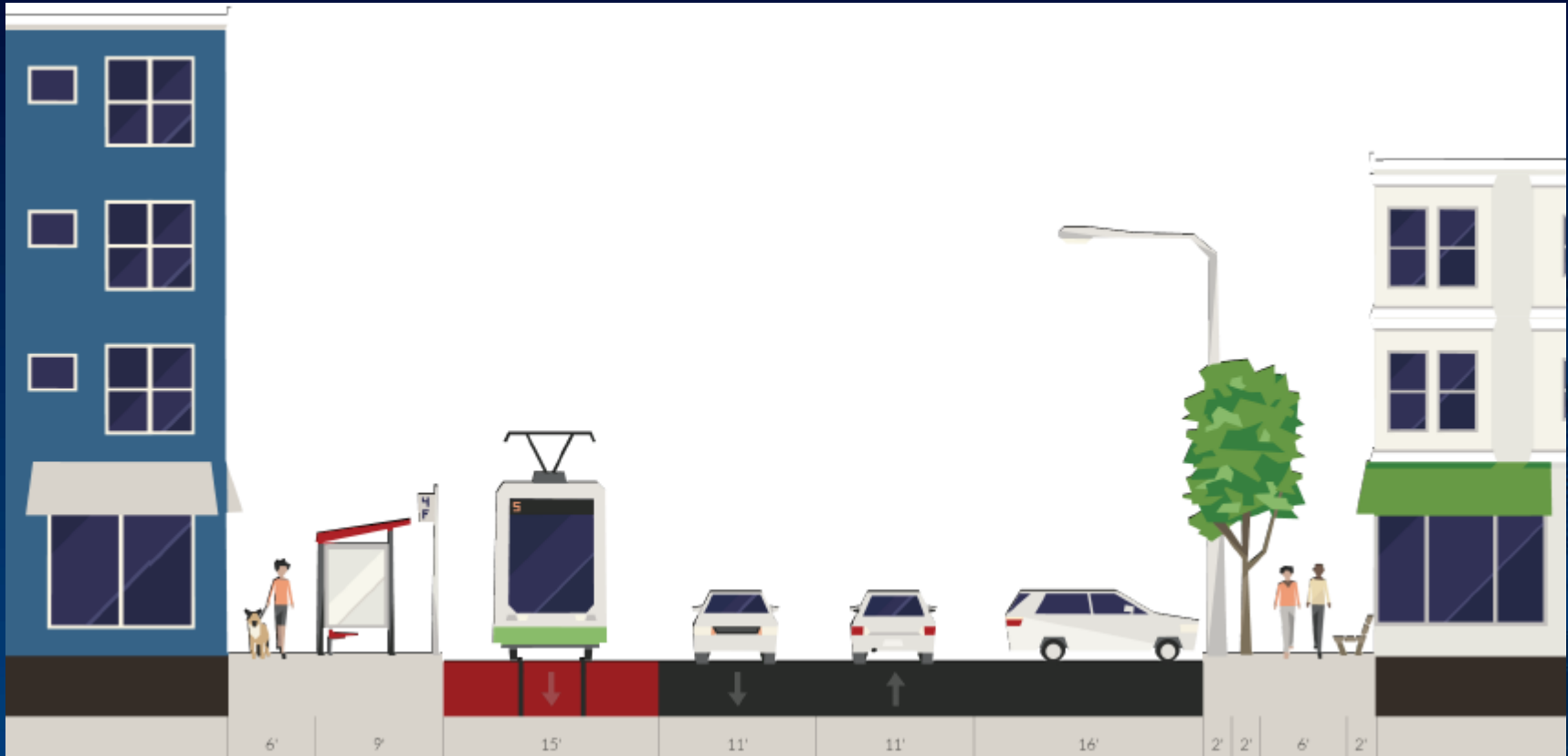
- East 25th identified for *Transit* priority
 - One-way traffic is compatible with two-way Tacoma Link
- Puyallup identified for *Freight/Transit/Bike*
- Dome District is within South Downtown Sub-Area and Mixed-Use



Next Steps

- Continue design efforts in conjunction with Amtrak station frontage improvements – now to December
- BPTAG Meeting – seek input
- Public Meeting at 4:30 pm – August 13
Freighthouse Square – Rainier Room
- City Council Approval for One-way
- Build Amtrak station with frontage improvements – 2016

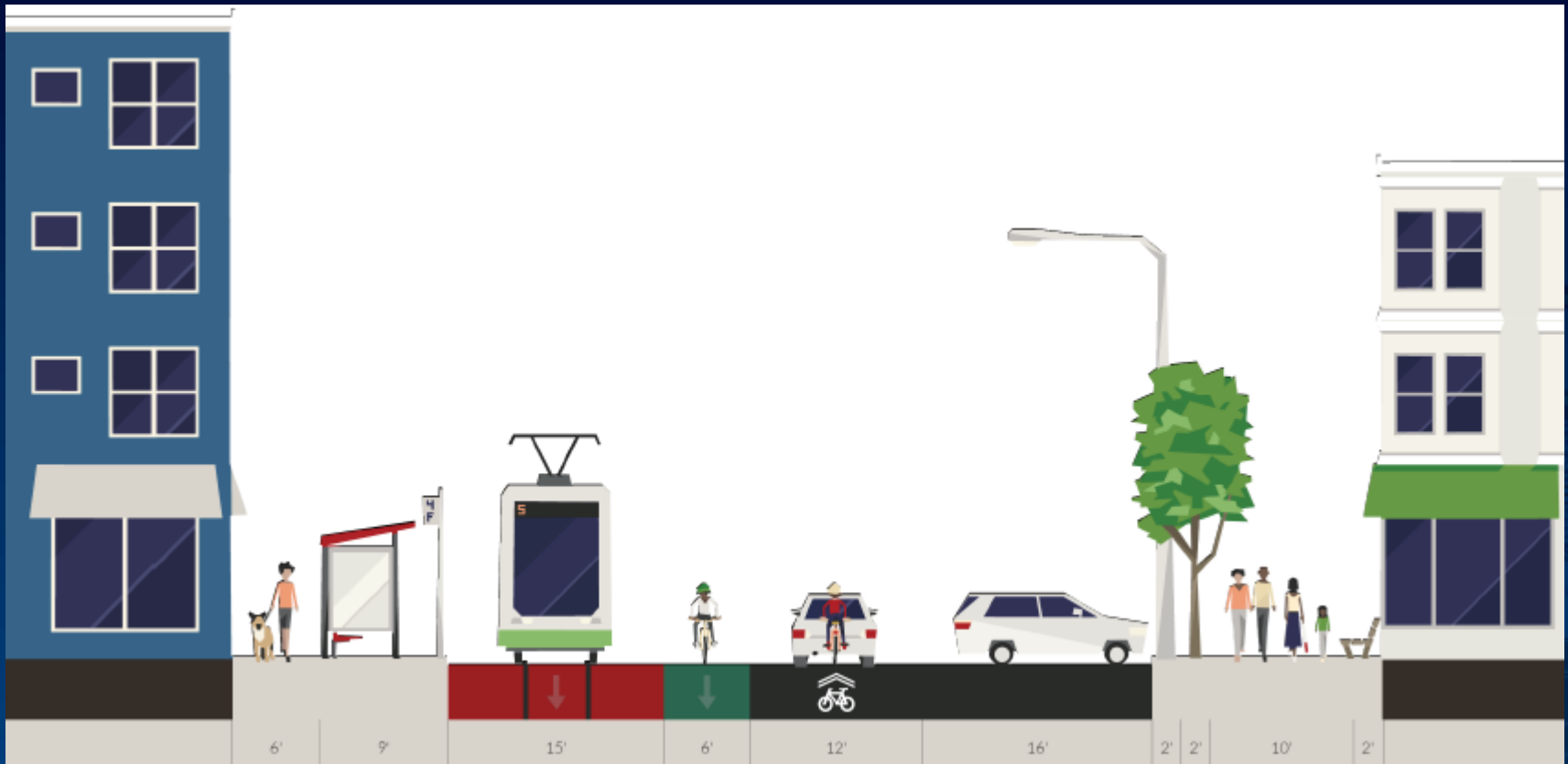
Existing Configuration



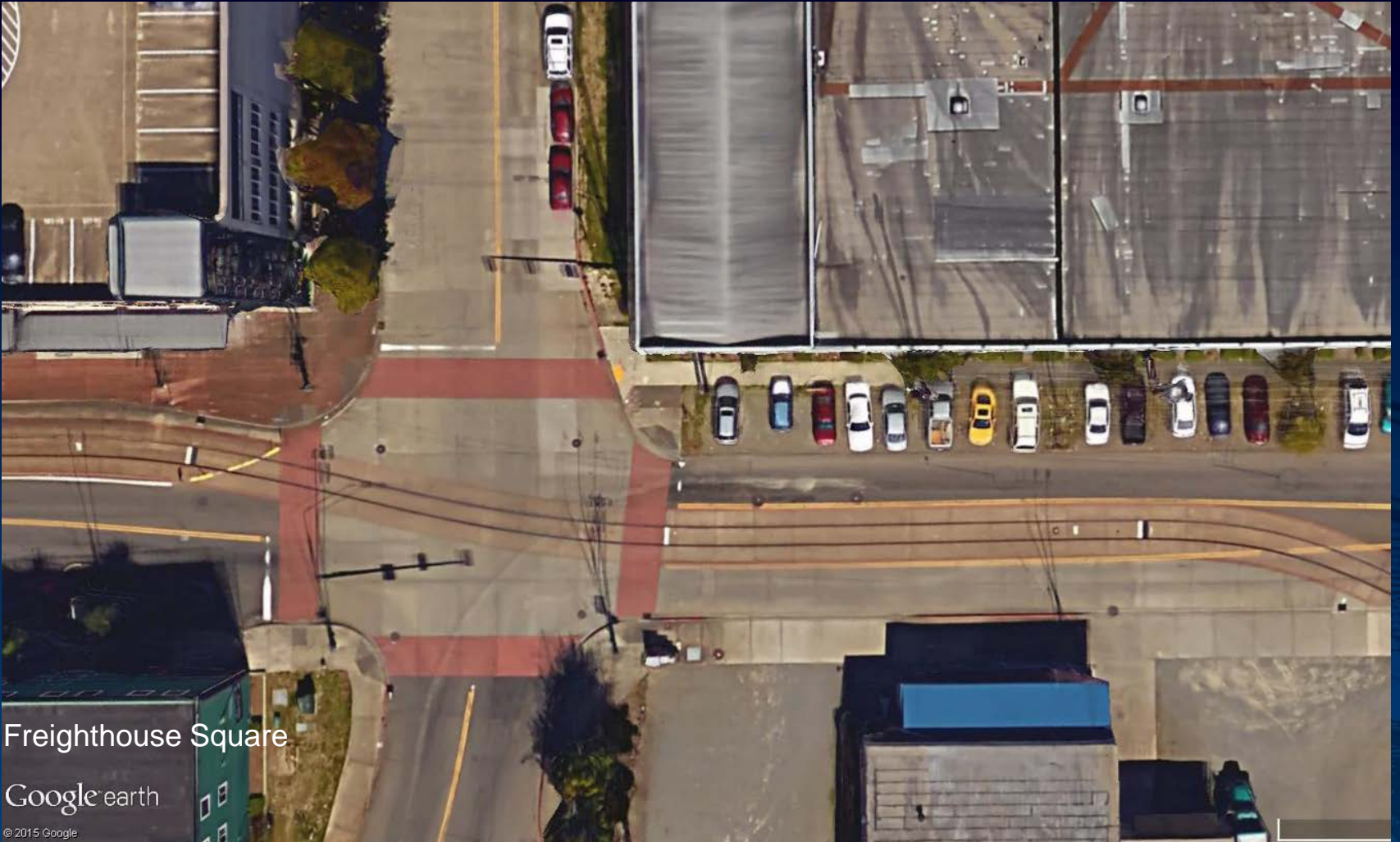
Potential Configuration



Potential Contra-flow







Freighthouse Square

Google earth

© 2015 Google

Impact Fees and Mitigation Options

City of Tacoma

Public Works Department

Transportation Commission
July 15, 2015



OVERVIEW

- What Are Impact Fees?
- Eligibility for Impact Fees
- Reasons to Charge Impact Fees
- Alternatives
- Rules
- Types of Projects
- Estimated Need
- Impact Fees in other Jurisdictions
- Questions For Further Study

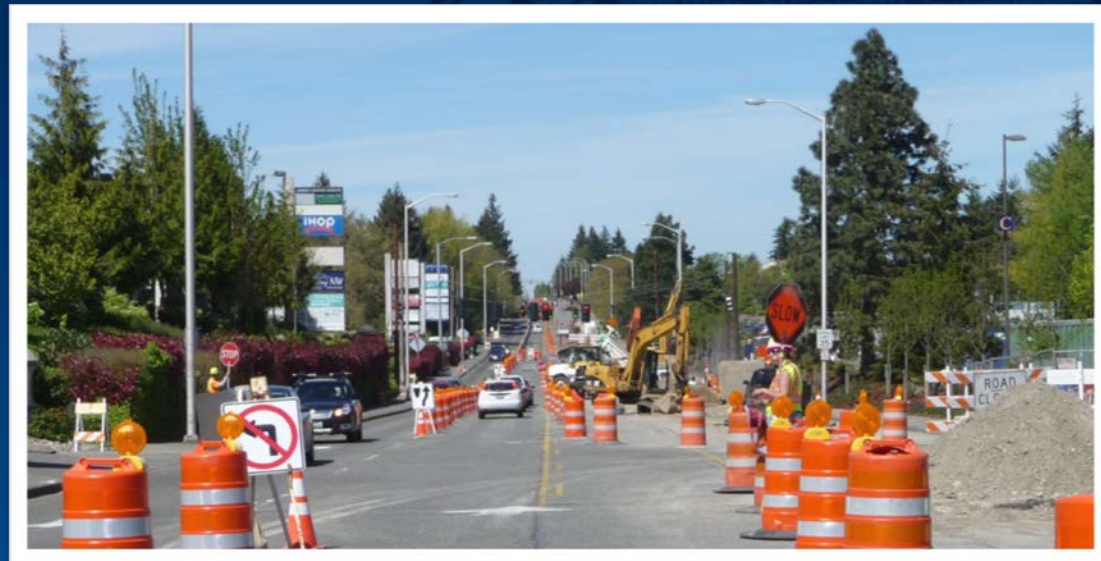
DEFINITION OF IMPACT FEE

One time payment...

...by new development...

...for capital costs of facilities...

...needed by new development



ELIGIBILITY FOR IMPACT FEES

- Streets and Roads (i.e. Transportation)
- Fire Protection
- Schools
- Parks



REASONS TO CHARGE IMPACT FEES

REVENUE: for needed public facilities

POLICY: growth pays a portion of costs so taxpayers don't pay the whole cost

QUALITY OF LIFE: public facilities keep up with growth



ALTERNATIVES TO IMPACT FEES

- **CITY FINANCED IMPROVEMENTS**
- **SEPA**
 - **Project-specific mitigations**
 - Trigger for infrastructure- latecomer option
 - Proportional share for system improvements
 - Transportation and EMS mitigations
 - **Umbrella EIS (i.e. planned action)**
 - Negotiated rates
 - Fees may be voluntary
- **IMPACT FEES**
 - **Transportation**



RULES FOR IMPACT FEES

1. FAIR SHARE

= growth only, not deficiencies

2. NEXUS OF BENEFIT

= fee proportional to impacts

3. CREDITS

= no double charging

4. CANNOT RELY SOLELY ON IMPACT FEES

= cannot charge 100% of growth's costs



WHAT CAN IMPACT FEES PAY FOR?

- **CAN PAY for:**

- “system improvements” in adopted CIP

- **NOT PAY for:**

- “project improvements”
(i.e., local streets for the development)

- **NOT PAY for:**

- repair, replacement, renovation

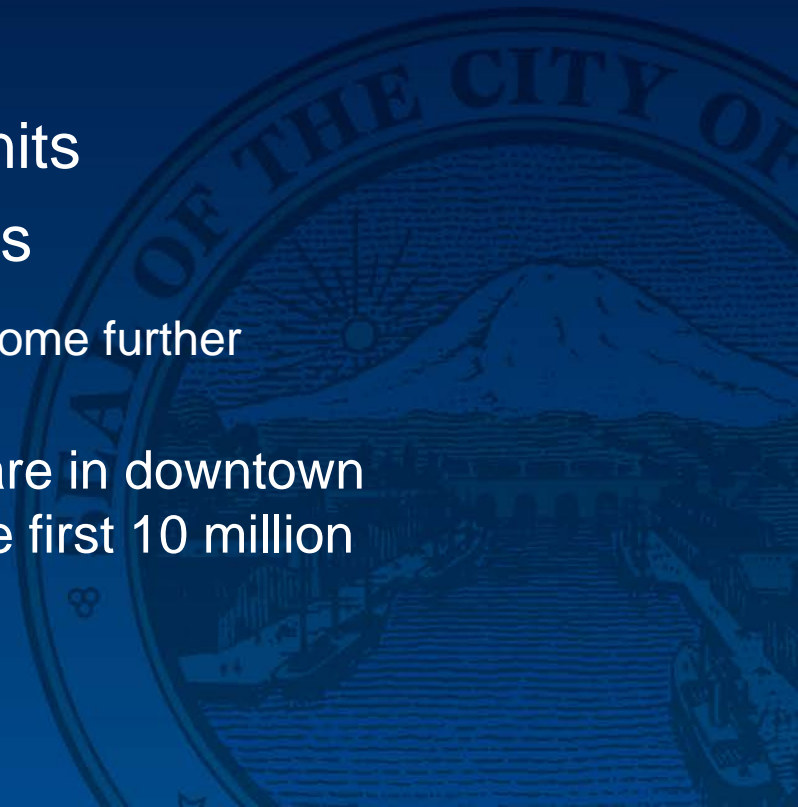
- **Grey area for transportation:**

- Non-motorized facilities not tied directly to a ‘street or road’



NEED

- **Funding Gap**
- **Growth Forecast:**
 - Employment +99,000 (58,000 IN DOWNTOWN)
 - Households +47,000 -57,000 units
 - PM Peak Hour Vehicle Trip Ends
 - +40,000-70,000 trip ends (needs some further analysis)
 - Approximately 30% are in downtown Tacoma as part of the first 10 million square feet.



IMPACT FEES IN OTHER JURISDICTIONS

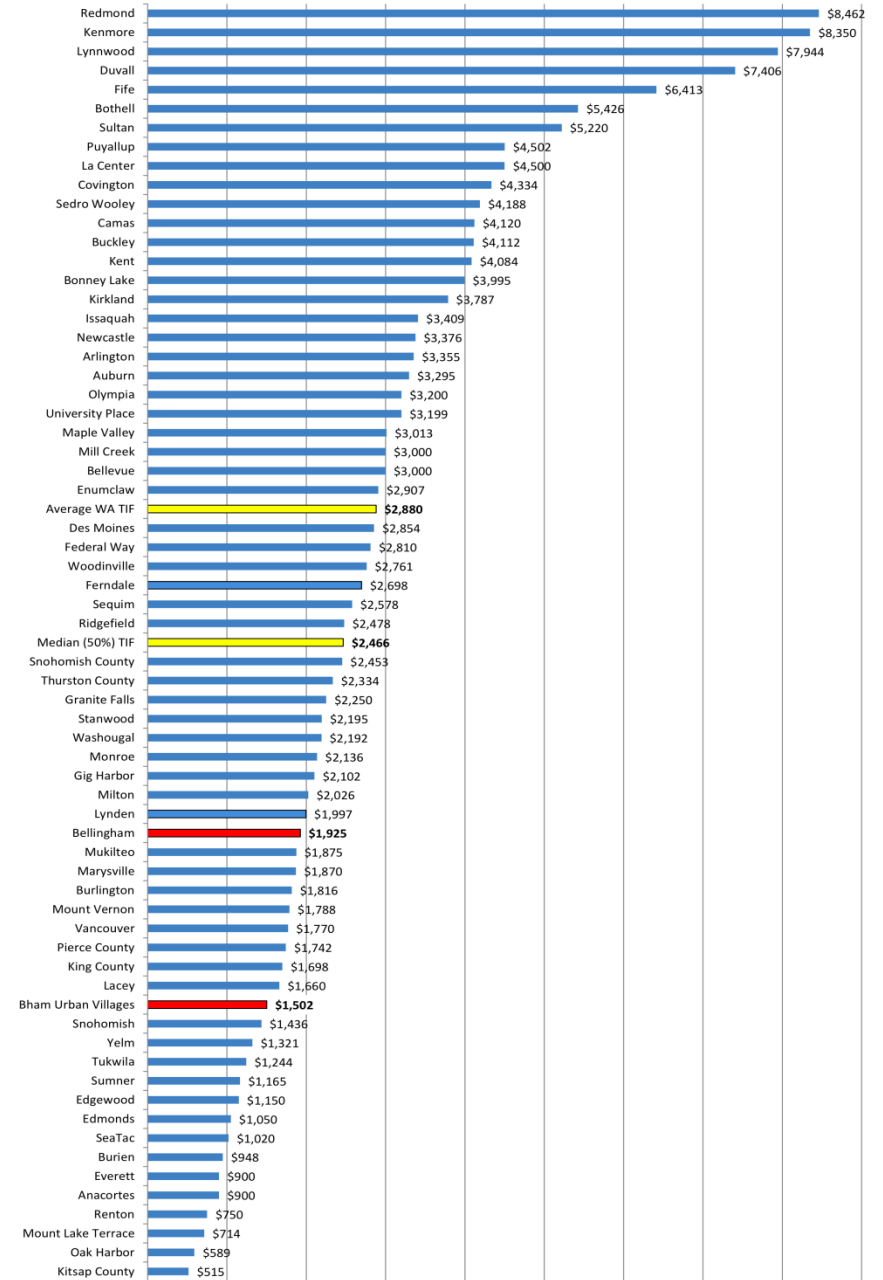
■ COMPARISON

- Typical Range within region = \$2,000-\$5,000
- Pierce county adjacent zones = \$3,100-\$3,400
- Fife = \$6,500

A Comparison of 2013 TIF Base Rates in 60* Cities and 5 Counties in Western Washington With Whatcom County Cities and Bellingham's Urban Village TIF Reduction Highlighted for Emphasis

*[*City of Sammamish, WA \$14,707 TIF base rate excluded from graphic]*

(Data compiled December 2012 by Chris Comeau, AICP, Transportation Planner, Bellingham Public Works)



QUESTIONS FOR FURTHER STUDY

- **What other funding opportunities are available?**
- **Will Impact Fees encourage or discourage development?**
- **What are the administration costs?**
- **What type of program would work best for Tacoma (Phased? Zones?)**
- **Do some areas (growth centers, e.g.) have special needs?**
- **How would a program work with system completeness?**

