

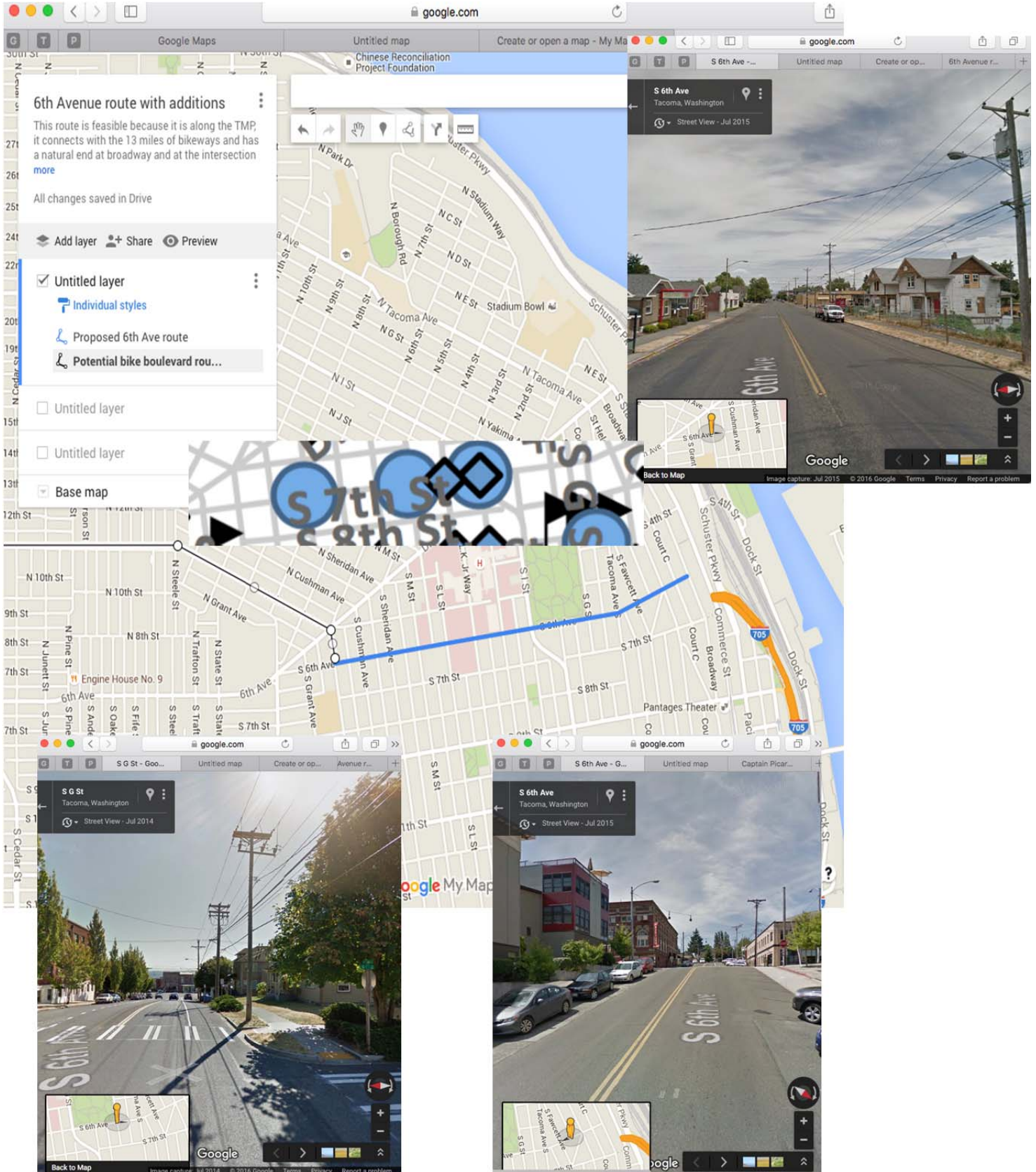
## BPTAG Priority Projects

One of the challenges that cyclists experience in Tacoma is the lack of connectivity within the existing bicycle routes. Often a bike route will end without a clear direction of where to go next. It's likely that this is due to the city trying to maximize construction dollars building projects that have qualified for grant funding. We looked at the new Pierce County Bike Map and tried to fill in some gaps. Our original intent was to label "easy" projects that could be completed this year during the restriping of bike lanes. However, there are likely design elements to all of these projects that would get in the way of this intent. Funding the design of these projects this year might allow them to be added to other projects as they are constructed. BPTAGs goal with this list is to complete some connectivity gaps that might not otherwise qualify for grant funding. We have attempted to factor in crash data and proximity to schools. We have also added a couple of longer range visions for implementing the bicycle portion of the TMP. Below is a bit of a historical reference as to how these projects have been prioritized in the past.

| <b>BPTAG Project Proposals</b>                                  | <b>MoMaP Short Term Priority Score</b> | <b>MoMap Short Term Rank</b> | <b>Master Plan Prioritization Score</b> | <b>Master Plan Ped/Bike Rank</b> |
|---|--|------------------------------|---|----------------------------------|
| <b>6<sup>th</sup> Ave between Broadway and Sprague</b>          | <b>9</b>                               | <b>10</b>                    | <b>13</b>                               | <b>53</b>                        |
| <b>N Pearl between S. 46<sup>th</sup> and Pt. Defiance</b>      | <b>22</b>                              | <b>29</b>                    | <b>12</b>                               | <b>-</b>                         |
| <b>S. 8<sup>th</sup> between Tacoma Ave and Pine</b>            | <b>-</b>                               | <b>-</b>                     | <b>-</b>                                | <b>-</b>                         |
| <b>S. J St between S. 6<sup>th</sup> and S. 19<sup>th</sup></b> | <b>Medium Term</b>                     | <b>-</b>                     | <b>15</b>                               | <b>11</b>                        |
| <b>S.15<sup>th</sup> between S. Yakima and Pacific</b>          | <b>-</b>                               | <b>-</b>                     | <b>14</b>                               | <b>29</b>                        |
| <b>S. Adams between S. 66<sup>th</sup> and Sounder Station</b>  | <b>10</b>                              | <b>13</b>                    | <b>14</b>                               | <b>29</b>                        |
| <b>Stevens/Tyler from S. 6<sup>th</sup> to Center</b>           | <b>1</b>                               | <b>1</b>                     | <b>14</b>                               | <b>29</b>                        |
| <b>S. 48<sup>th</sup> from McKinley to Alaska</b>               | <b>-</b>                               | <b>-</b>                     | <b>-</b>                                | <b>-</b>                         |

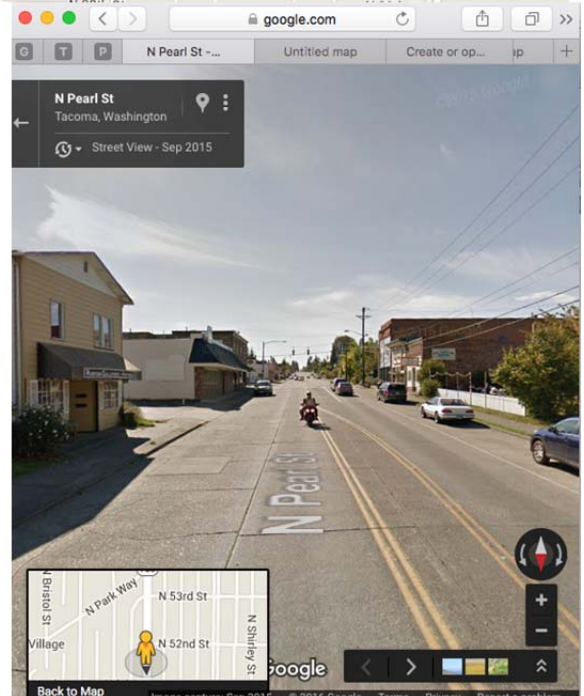
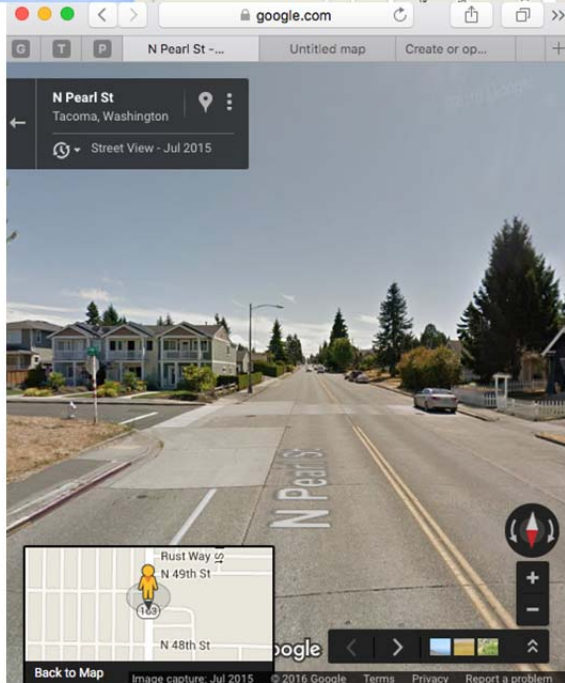
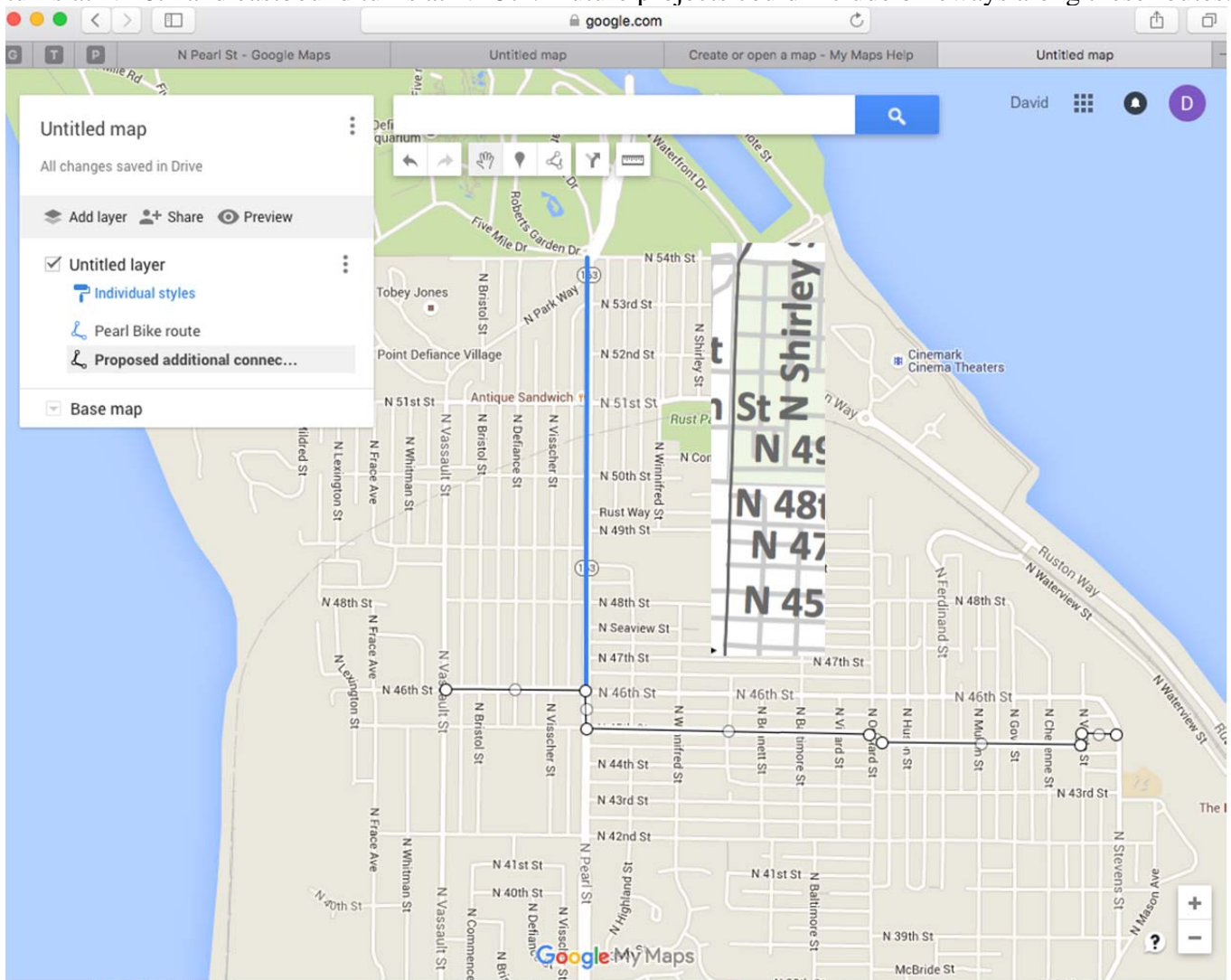
## 6<sup>th</sup> Ave bike route/ N. 11th

This route is feasible because it is along the TMP, it connects with the 13 miles of bikeways and has a natural end at Broadway and at the intersection of 6th and Sprague. I believe there were bike lanes here at one time. Getting towards Broadway may involve sharrows due to lane width. Crash data suggests multiple instances involving pedestrians and cyclists. The TMP suggests turning the route north at Ainsworth and joining N 11th. This could be an alternate proposal for this year by creating a bike boulevard along N 11th which is also along the TMP and passes close to Grant and Jefferson Elementary schools and Wilson High School. There are speed controls along such as speed humps along N 11<sup>th</sup> already.



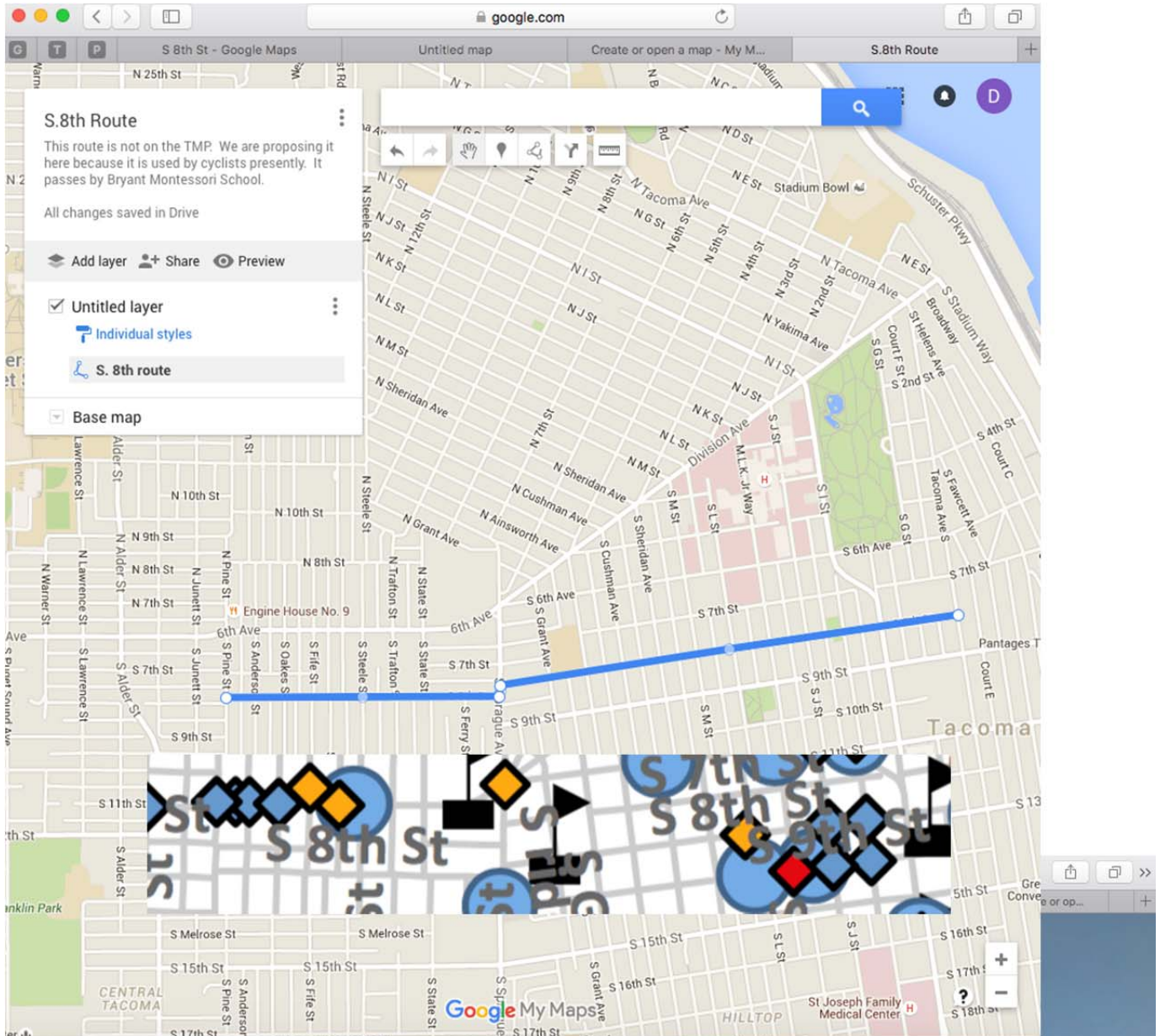
## N Pearl

This route connects cyclists with Point Defiance park along the most reasonable portion of Pearl. Pt Defiance is one of the most popular cycling destinations in Tacoma. This is on the TMP which then proposes westbound turns at N 46th and eastbound turns at N 45th. Future projects could include bikeways along these routes.



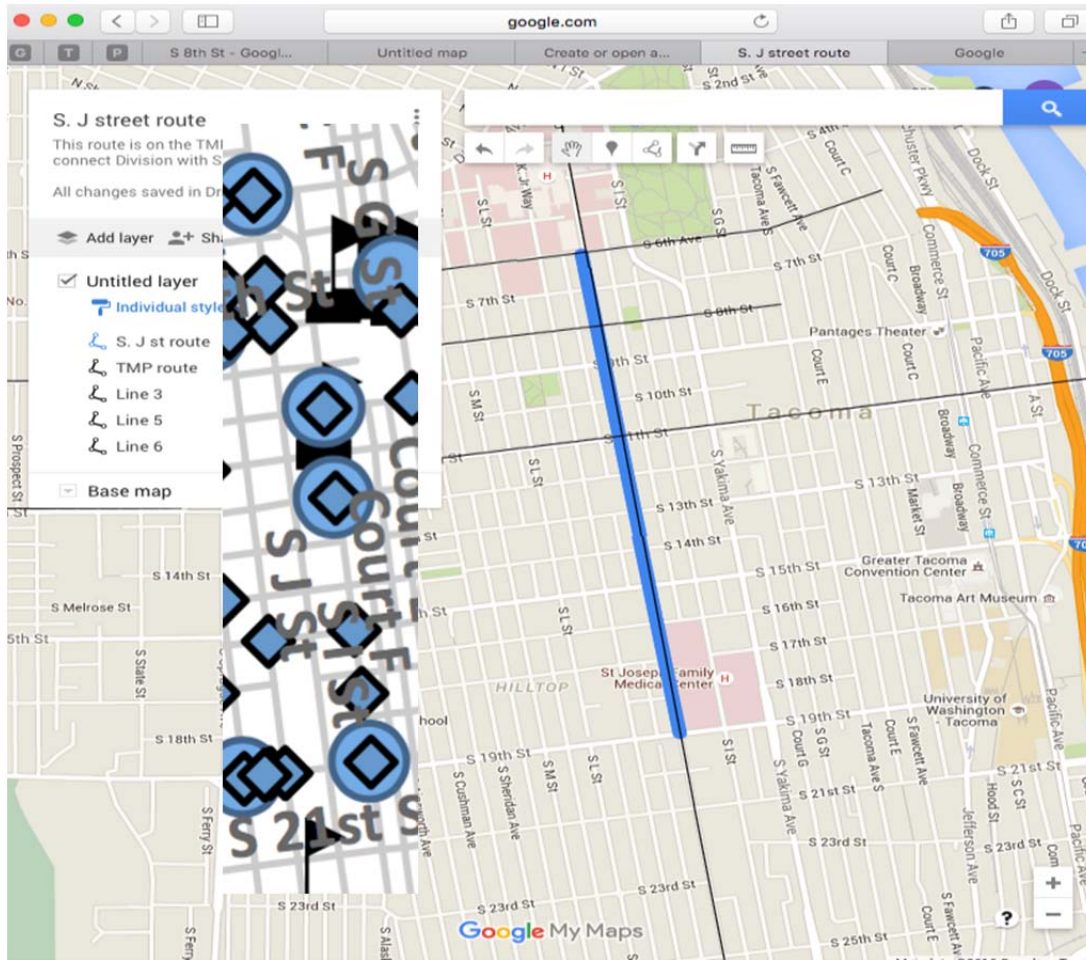
## S 8<sup>th</sup> Route

This route is not on the TMP. We are proposing it here because it is used by cyclists presently (one google picture even has a cyclist in the picture). It passes by Bryant Montessori School. South 8<sup>th</sup> also has speed control measures such as speed bumps and roundabouts already on the roadway. Crash data indicates one significant pedestrian injury around S. 8<sup>th</sup> and maybe S. M St. Challenges include getting pedestrians and cyclists across Sprague.



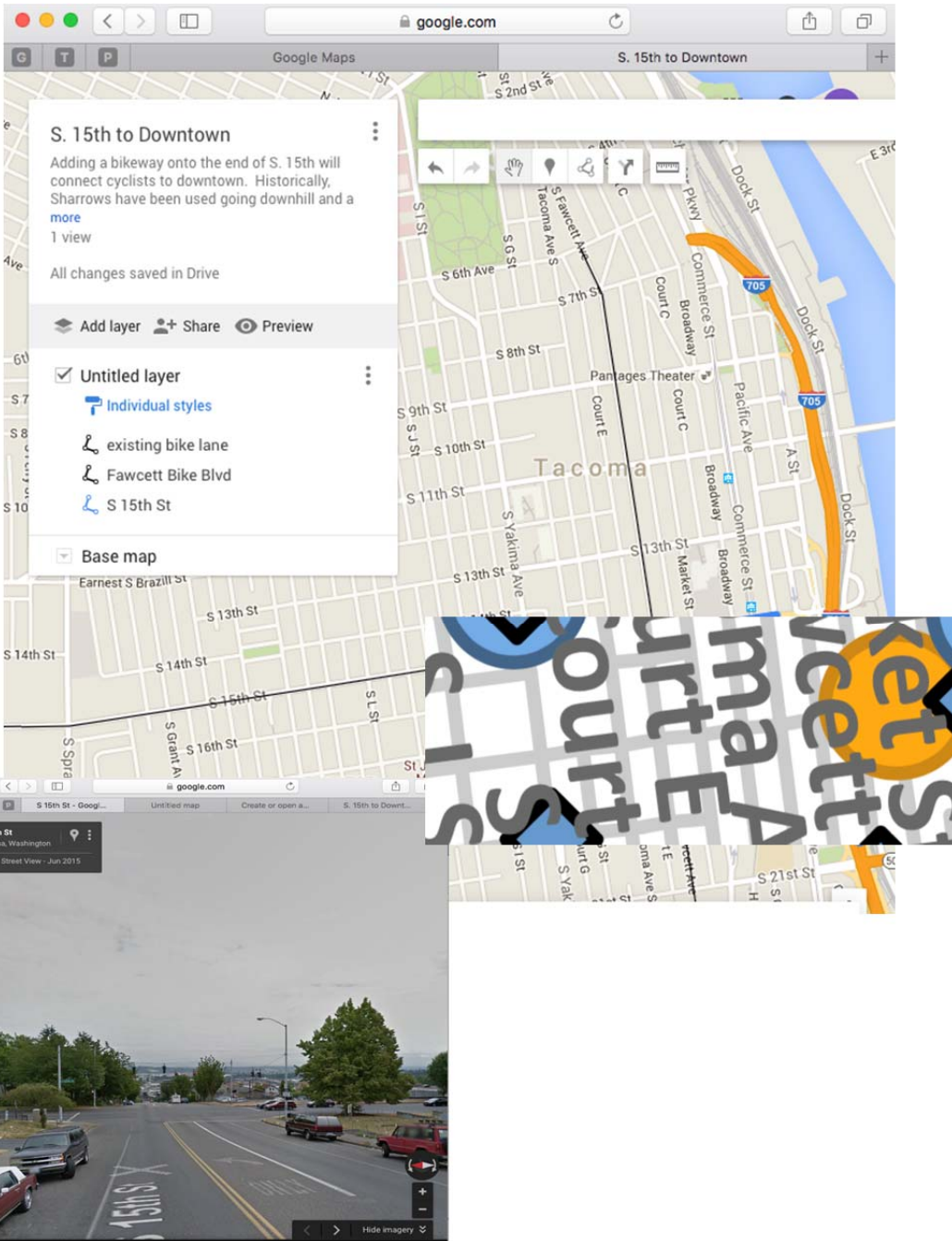
## S. J St.

This route is on the TMP and is proposed to connect Division with S. 28th. The intersections across major arterials are all controlled. This would be a good project to complete before the link light rail goes in to provide a formal parallel bikeway to MLK. Future considerations could be extending the bike blvd to its natural end at Division and S. 28th. Crash data suggests multiple incidents on S. I st. but no incidents on S. J St.



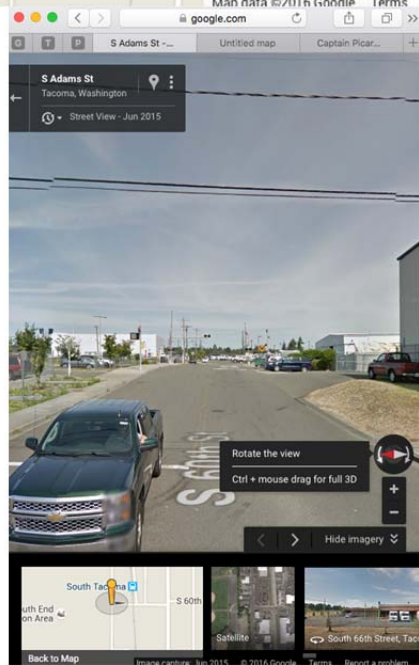
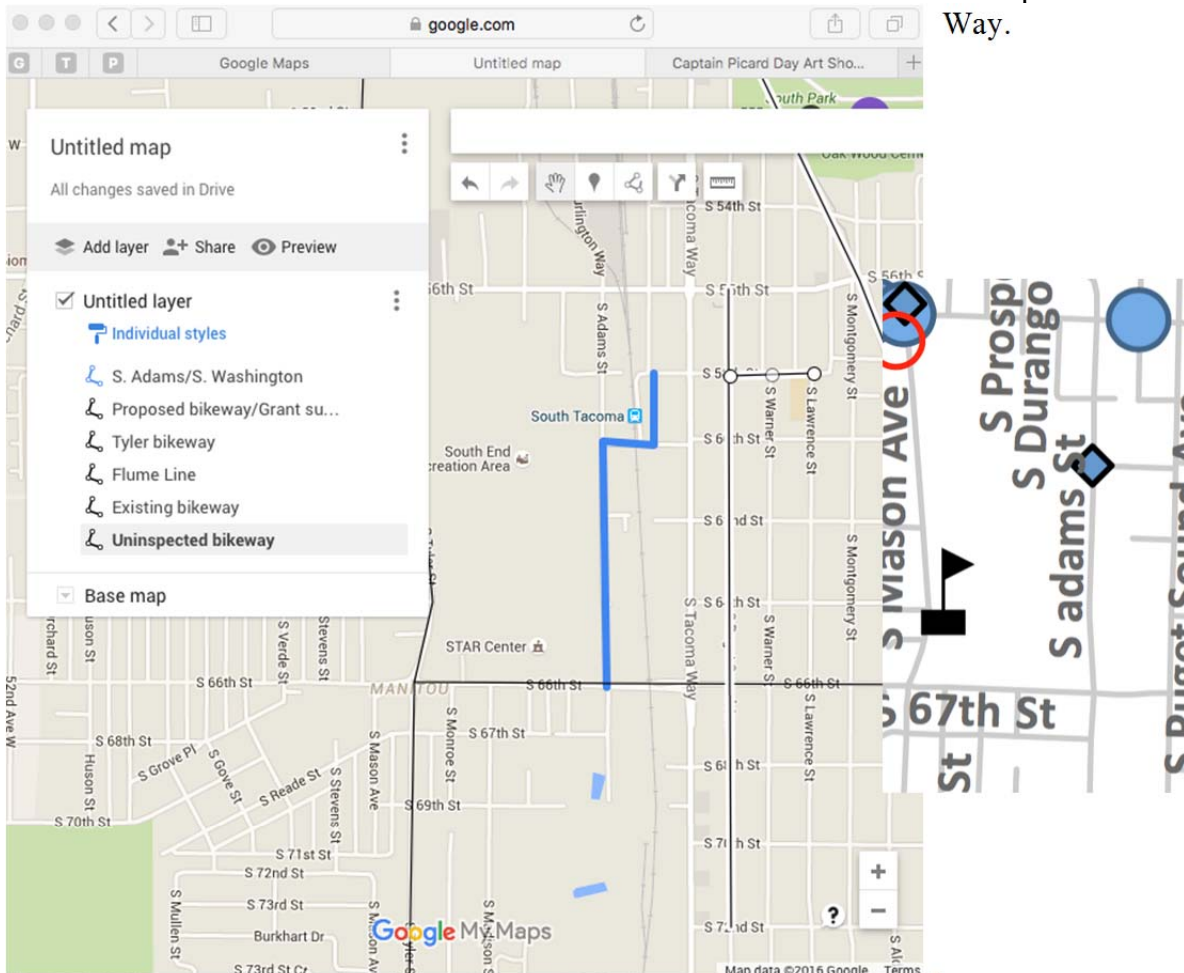
## S. 15<sup>th</sup>.

Adding a bikeway onto the end of S. 15th will provide the first east-west connection for cyclists to use to get downtown. This is part of the TMP. There is one bicycle crash with injury noted at the bottom of the hill. This would cross the 13 miles of bikeways and would continue the bike lanes on 15<sup>th</sup>. Historically, Sharrows have been used going downhill and a bike lane is used ascending as seen on N. 30<sup>th</sup> street as it climbs out of Old Town. There are times where hills are unavoidable and a bikeway will give some clarity to where we want cyclists to ascend as they leave downtown.



## S. Adams Route

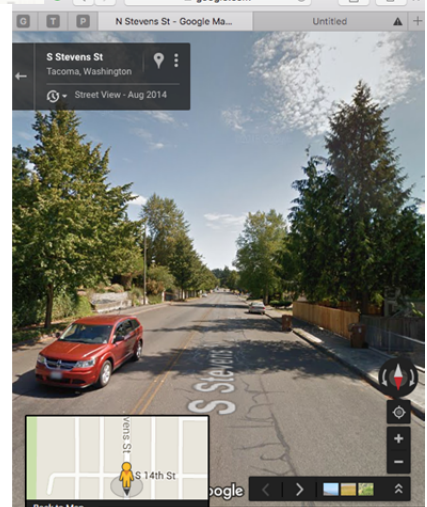
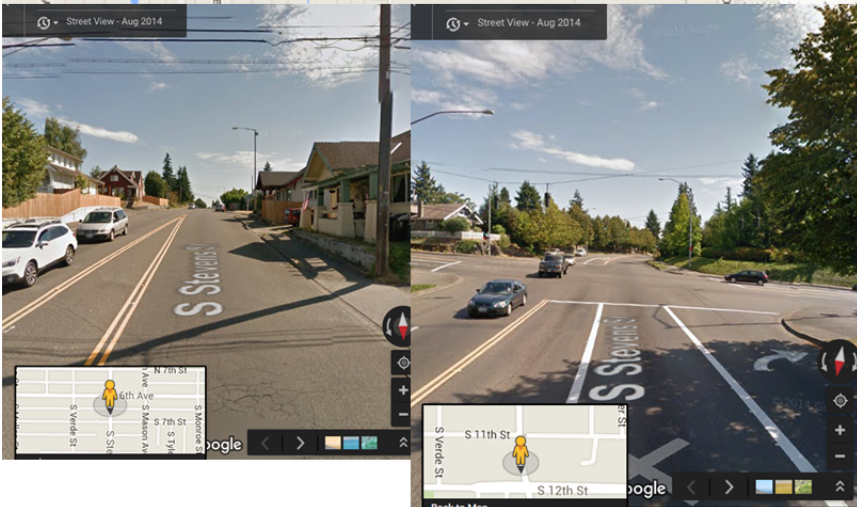
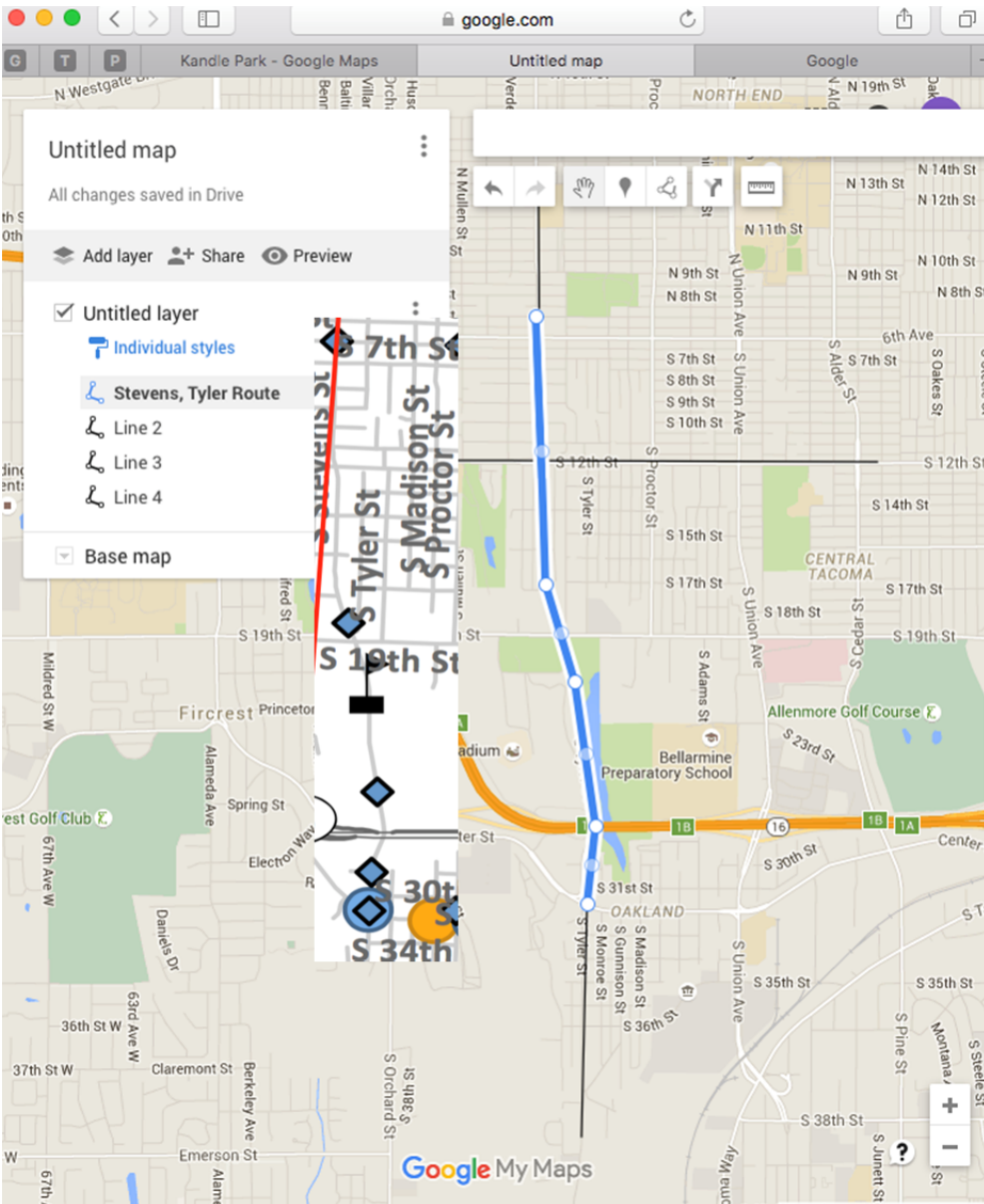
This route is located on the TMP. It connects the Sounder Station with S. 66<sup>th</sup> and the Star Center while remaining on the west side of S. Tacoma Way. Photos suggest an existing wide street. Since S. 56<sup>th</sup> from Tyler to S. Adams is considered too busy presently to sustain safe bike infrastructure, this helps complete the return leg of a detour to S. 66<sup>th</sup>. Crash data suggests one pedestrian incident. This looks like an easier route to connect a few points while avoiding S. Tacoma Way.



## Stevens/Tyler

This route along S. Stevens and Tyler is intended to connect the bike lanes between N. 7<sup>th</sup> and Center St. This route provides an excellent connection to Foss High school and between the northern and southern parts of Tacoma. Diane Sheesley has recently submitted a grant for this project in two phases. The first part of this grant will add bike lanes from N. 7<sup>th</sup> to S. 18<sup>th</sup> st and provide bike lanes and sharrows along S 66<sup>th</sup>. This grant is

more involved than the specific area that I am talking about now, but it does provide that connection route seen in the previous S. Adams proposal. The second grant will fund only the design portion of Tyler between S. 18<sup>th</sup> and S. Wright St. Because of the present four lane configuration and the proximity to Foss High School, Cheney Stadium and Heidelberg Field, this corridor will need traffic studies for impact on traffic flow if bicycle facilities are to be added to this portion. The timeline for this project if it receives the grant is for construction to begin in spring of 2018 to optimize funding. Additional funding and time would need to be found to complete the connection between S. 18<sup>th</sup> and S. Wright St. Estimated cost is \$1.9 million for street improvements including pedestrian crossings at S. 12<sup>th</sup> and \$200,000 for design of the S. 18<sup>th</sup> to S. Wright corridor.

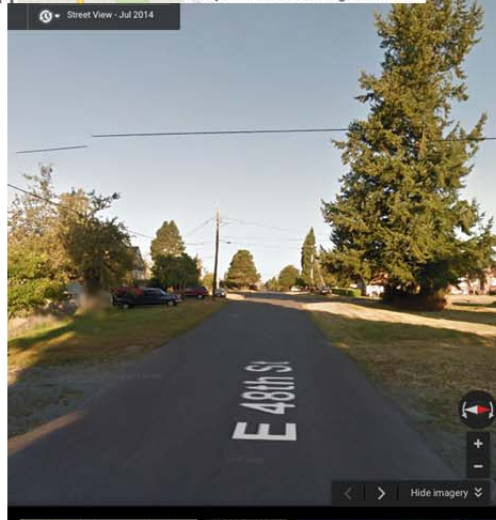
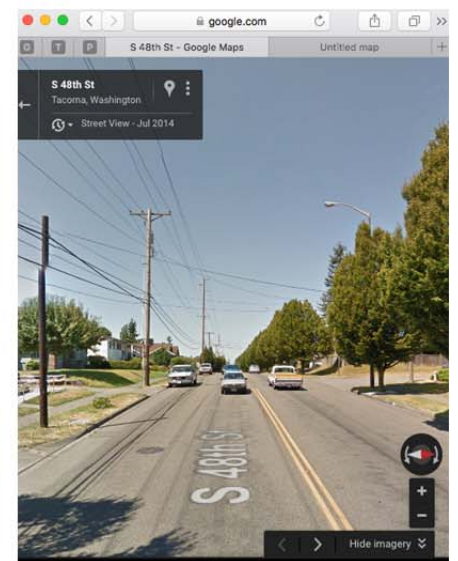
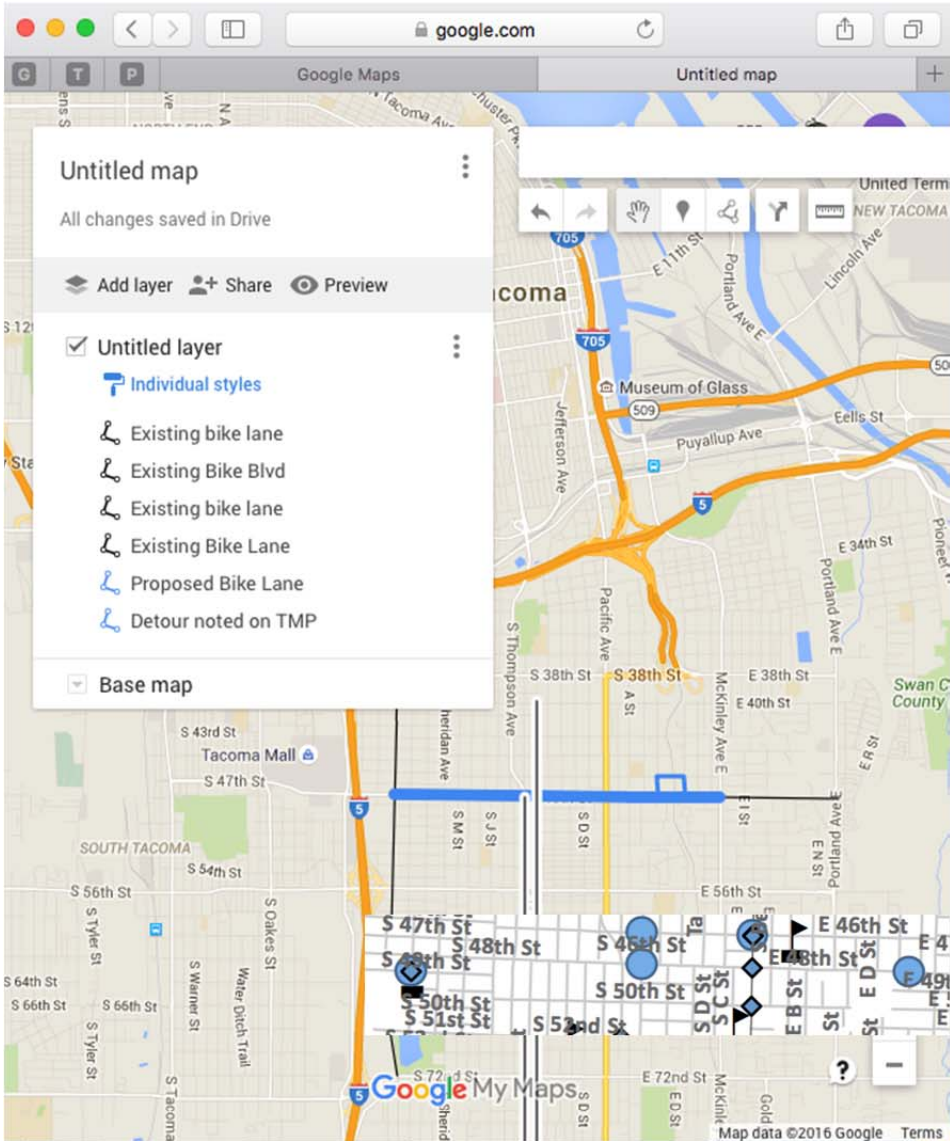




**Additional projects could include:**

- 1. Bike lane/blvd on Baltimore from N 50<sup>th</sup> to N 26<sup>th</sup>. This connects an existing bike lane to an existing bike lane.**
- 2. Look at E 48<sup>th</sup> from McKinley to Flume Line trail. We need to figure out what will be the next easiest way to cross I-5. 48th does not have an interchange to manage and is a shorter crossing. It will also connect to the East Side Community Center and the Pipeline trail and Swan Creek. There are two bike incidents from 2013-2015 and 5 from 2010-2014**
- 3. Can we consider a bike/ped route over I-5 on 66<sup>th</sup>? This will not involve car management and will continue to keep 66<sup>th</sup> from being used as a car thoroughfare.**
- 4. Consider formalizing more bike boulevard routes to increase the bikeways footprint while avoiding the more difficult projects which may need to wait for grant funding.**

**S. 48<sup>th</sup> Street.** The bike map does not show much in the way of East-West Crossings in the south end. 48<sup>th</sup> St provides a good opportunity to extend new bike lanes all the way to Alaska. This portion should be fairly straightforward and will set the city up to build better access across I-5, connect with the Flume Trail and connect with the Tacoma Mall Subarea. S. 48<sup>th</sup> is along this portion also is within one block of Giadron Middle School, First Creek Middle School and Lyon Elementary School (scheduled to be rebuilt in two years) Similarly, 64<sup>th</sup> could also be done in this manner with the hopes of a pedestrian/bike bridge to cross I-5. A pedestrian/bike bridge across I-5 at 64<sup>th</sup> would keep 64<sup>th</sup> a less significant auto thoroughfare for years to come.



DRAFT PERFORMANCE MEASURES STATUS

| ID | Big Picture Topical Areas | PERFORMANCE MEASURES              | MEASURES OF SUCCESS   | DATA SOURCE   | ACTIONS   | DIRECTION   | NOTES  | RECOMMENDATION | STATUS (COMPLETE, EASY, MED, HARD) |
|----|---------------------------|-----------------------------------|---|---|---|---|--|----------------|------------------------------------|
| 1  | Multimodal System         | Mode split                        | Decrease in SOV mode share  | PSRC: RGCs and MICs Work Trip Mode Shares                                   | Monitor PSRC data every five years or as updates are available  | Track data using the PSRC report for RGC and MICs.*create tracking sheet showing tacoma figures only* | Track data using PSRC Regional Centers Monitoring Report and profiles of Tacoma Centers. Report includes Tacoma RGC's and MIC.   | Keep           | Easy                               |
| 2  |                           |                                   |   | American Community Survey: Citywide Commute Mode Shares                     | Monitor ACS data every five years or more frequently if desired | Track data using ACS  | Data source: Census > (ACS)> economic characteristics> citywide commute mode share. Estimates from census data for 1/3/5 yr varies with sample size and margin of error                            | Pending        | Easy                               |
| 3  |                           |                                   |   | PSRC Household Travel Survey: All Trips                                     | Monitor PSRC data every 7-8 years or as updates are available   | track data using the survey results for the Tacoma Downton RGC.                                       | Household travel surveys conducted in 1999,2006 & 2014. The survey provides results for Tacoma Downtown RGC (SOV, HOV, Transit, Walk, Other). Tacoma Mall not included due to lack of sample size. | Keep           | Easy                               |
| 4  |                           | VMT                               | Decrease in VMT per capita  | WSDOT Highway Performance Monitoring System (HPMS) or establish city survey | Monitor WSDOT data every two years                              | Use HPMS to track VMT per capita.   | VMT availability limited to EMME model functionality and maintained/up to date base data.  | Pending        | Medium                             |
| 5  |                           | CTR / TMA Participation           | Participation Growth in number of participants  | WSDOT, Pierce Trips, Downtown: On the Go!, other TMAs                       | Monitor every two years   | Collaborate with data sources for TMA tracking.   | Need to determine which source and who the point of contact is.  | Keep           | Easy                               |
| 6  |                           | Bicycle Friendly Community Status | Upgrade in status from League of American Bicyclists  | League of American Bicyclists   | Monitor every two years   | SOURCE: Tacoma's Active Transportation  | Remain in collaboration with active transportation.  | Keep           | Easy                               |
| 7  | Equity                    | Investment per community          | Percent of need met within 1/4 mile of disadvantaged communities, such as those with low income or many zero-car households | City / Census data  | Monitor every two years   | Possible Data Sources: pierce county health department, communities of opportunity, PSRC, Census.     | Use internal GIS data (staffing)   | Pending        | Medium                             |
| 8  |                           |                                   |   | City  | Monitor every two years   | Possible Data Sources: pierce county health department, communities of opportunity, PSRC, Census.     | Use internal GIS data (staffing)   | Pending        | Medium                             |
| 9  |                           | Investment per mode               | Dollars spent per mode per year   | City  | Monitor every two years   | source: capital projects  | Need to break down costs per projects. Easy for City Capital and Maintenance. Hard for Private Development and Utilities.  | Pending        | Medium                             |
| 10 |                           |                                   |   | City  | Monitor every two years   | Source: TMP data  | Use internal GIS data (staffing). Coordinate with outside agencies and private development   | Pending        | Medium                             |

DRAFT PERFORMANCE MEASURES STATUS

|    |                                    |                   |   |   |                         |  |   |  |             |  |
|----|------------------------------------|-------------------|---|---|-------------------------|--|---|--|-------------|--|
| 11 |                                    |                   | Miles of facilities built per year  | City  | Monitor every two years | Source: TMP data   | Use internal GIS data (staffing). Coordinate with outside agencies and private development  | Pending  | Medium      |  |
| 12 | Safe Travel for All People / Modes | Crash reduction   | Total number, per capita, and per million VMT crashes   | WSDOT   | Monitor every two years | [CONDUCT INTERNALLY] USING CENSUS DATA/WSDOT Crashportal Data/Model Data (GIS Staff)         | For VMT Data - Dependent on EMME functionality and up to date base data. DO BOTH (Per mil VMT & Per Capita). Compare the outcomes of both methods .   | Keep   | Easy        |  |
| 13 |                                    |                   | Total number, per capita, and per million VMT injury / fatality crashes                         | WSDOT   | Monitor every two years | [CONDUCT INTERNALLY] USING CENSUS DATA/WSDOT Crashportal Data/Model Data (GIS Staff)         | For VMT Data - Dependent on EMME functionality and up to date base data. DO BOTH (Per mil VMT & Per Capita). Compare the outcomes of both methods .   | Keep   | Easy        |  |
| 14 |                                    |                   | Total number, per capita, and per million VMT pedestrian / bicycle crashes                      | WSDOT   | Monitor every two years | [CONDUCT INTERNALLY] USING CENSUS DATA/WSDOT Crashportal Data/Model Data (GIS Staff)         | For VMT Data - Dependent on EMME functionality and up to date base data. DO BOTH (Per mil VMT & Per Capita). Compare the outcomes of both methods .   | Keep   | Easy        |  |
| 15 | Health / Environment               | Physical activity | Miles of added pedestrian and bicycle facilities within 1/4 mile of schools                     | City  | Monitor every two years | [CONDUCT INTERNALLY] GIS ANALYSIS -jobs/housing data from EMME                               | Considering if this information is included in the measures for physical activity and bike friendly status. Consider creating a comprehensive statistical analysis/scoring index for items 15-17.   | Keep/Modify                                    | Medium      |  |
| 16 |                                    |                   | Percent of K-12 students who have a comprehensive Safe Routes to School program at their school | Tacoma School District  | Monitor every two years | [CONDUCT INTERNALLY] GIS ANALYSIS/ PROJECT LIST, use data as used from Safe Routes to School | Through SRTS Implementation Plan - won't know until 2017. Consider creating a comprehensive statistical analysis/scoring index for items 15-17.   | Keep/Modify                                    | Easy        |  |
| 17 |                                    |                   | Number of housing units / jobs within 1/4 mile of transit stop or bicycle facility              | City / Census Data  | Monitor every two years | [CONDUCT INTERNALLY OR use information from Pierce Transit                                   | PSRC MIC AND RGC REPROT AHS PERCENTAGE OF SIDEWALK COMPLETION. Consider creating a comprehensive statistical analysis/scoring index for items 15-17.  | Keep/Modify                                    | Medium      |  |
| 18 |                                    | Air quality       | Decrease in VMT per capita  | WSDOT Highway Performance Monitoring System (HPMS) or establish city survey | Monitor every two years | [CONDUCT INTERNALLY] - builds off of same measures for ID#4                                  | Only State Route/Interstate VMT data available from WSDOT. Based on information used determines accessibility. HPMS data is easy to access but limited to NHS routes. City survey resources limited by staffing, potential for estimation using EMME. Consider choosing EMME over city survey method. | Keep   | Easy-Medium |  |
| 19 | System Preservation                | Pavement quality  | Pavement quality model  | City  | Monitor every two years | pavement model? Number & percent of pavement request. Source: street ops list                | Baseline attained, required ongoing updates and data  | Use Pavement Rating system (Street Operations) | Change      |  |
| 20 |                                    |                   | Number and percentage of TacomaFIRST 311 pavement maintenance requests filled                   | City  | Monitor every two years | source: street ops   | Requests filled may not be accurate   | Keep   | Easy        |  |
| 21 |                                    |                   | Miles / number of markings restriped  | City  | Monitor every two years | source: street ops   | For Public Works projects and annual restriping - Easy  | Keep   | Easy        |  |

DRAFT PERFORMANCE MEASURES STATUS

|    |                       |                             |   |      |                         |                      |   |               |               |  |
|----|-----------------------|-----------------------------|---|------|-------------------------|----------------------|---|---------------|---------------|--|
| 22 |                       | Signals and streetlights    | Number / percent of backlog of signal heads and streetlights replaced           | City | Monitor every two years | source: street ops   |   | Keep          | Easy          |  |
| 23 | Financial Stewardship | Maintenance funding         | Percent of investments / dollars spent on maintenance projects                  | City | Monitor every two years |                      |   | Keep          | Easy          |  |
| 24 |                       |                             | Reduction in maintenance backlog  | City | Monitor every two years |                      |   | Keep          | Easy          |  |
| 25 |                       | Leveraging additional funds | Non-city dollars leveraged for project delivery                                 | City | Monitor every two years |                      |   | Keep          | Easy          |  |
| 26 |                       |                             | Number of constructed projects that were on other Capital Facilities Plan lists | City | Monitor every two years |                      |   | Keep          | Easy          |  |
| 27 | Congestion            | Vehicle delay               | Limited increase in congestion on key routes for vehicular mobility             | City | Monitor every two years | [CONDUCT INTERNALLY] | Compare queues from 2015 Nov Counts (DVDs) & spot pick each year. Identify location for queue analysis by CD, Vol (Prefer High vol Locations), Conditions during collection (ie: construction nearby?). | Keep          | Medium - Hard |  |
| 28 |                       | Move people and goods       | Increase in number of people and / or volume of goods moving through arterials  | City | Monitor every two years | [CONDUCT INTERNALLY] | CONTRADICTS REDUCTION IN VMT (2 performance measures) - Increasing AADT causes increase in VMT city wide assuming the total length of roadway segments does not change significantly.                   | Remove/Modify | Hard          |  |
|    |                       |                             |   |      |                         |                      | * Based on Transportation Model being maintained and updated. This includes collecting count data. 3-5 years.   |               |               |  |