

DRAFT FINAL



# City of Tacoma TRANSPORTATION MASTER PLAN

May 2015





# City of Tacoma TRANSPORTATION MASTER PLAN

Tacoma is a **sustainable** community with many diverse residents, businesses, and visitors who have various transportation priorities. The City is **strategic** in how it plans its transportation system with an emphasis on carrying the people and goods that foster Tacoma’s culture, character, and competitiveness. The transportation system offers **multimodal** travel options that provide safe **access** for all users and neighborhoods, encourage **healthy living**, and protect the **environment**.

This vision is supported by six key goals, which provide guidance for the priorities and recommendations embodied in this plan:

## Being a Partner

Proactively **develop partnerships** to best serve all users of the regional transportation system.



## Protecting Community

**Protect natural, as well as neighborhood, assets** to create and connect places where people can live, work, and play in a safe and healthy environment.



## Providing Mobility for All

Prioritize the movement of people and goods via modes that have the least environmental impact and greatest contribution to livability in order to build a **balanced transportation network** that provides mobility options, accessibility, equity, and economic vitality for all.



## Striving for Fiscal/ Environmental/ Social Sustainability

Design an **environmentally and fiscally sustainable transportation system** that serves its users through strategic planning efforts, funding, and projects.



## Leveraging Programs/Strategies

Develop and implement **transportation demand management strategies** and programs that contribute to the overall effectiveness of the multimodal transportation system.



## Linking to Land Use

Build a transportation network that **reinforces Tacoma’s land use vision, the region’s Vision 2040, and the Growth Management Act**.



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The City of Tacoma wishes to acknowledge the contributions made by volunteer commissions and the general public to the Tacoma Transportation Master Plan (TMP). The participation of these groups in commission meetings, work sessions, and public outreach events was invaluable to shaping this plan. The City of Tacoma Transportation Commission took the lead in guiding and informing the TMP through many meetings and hours of review and comment, for which the City owes its gratitude. The City acknowledges the support of the following individuals and groups in development of the Transportation Master Plan:

### TACOMA CITY COUNCIL AND CITY MANAGER

Mayor Marilyn Strickland  
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Councilmember Ryan Mello

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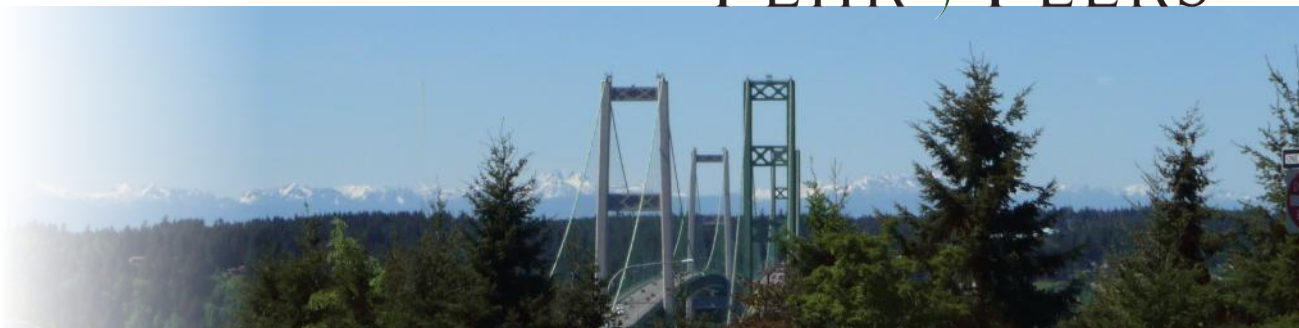
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FEHR & PEERS





# City of Tacoma **TRANSPORTATION MASTER PLAN**



# CHAPTER 1

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## INTRODUCTION



# City of Tacoma TRANSPORTATION MASTER PLAN







## Overall Vision

Our vision for Tacoma...

“ *... is a destination place with the amenities of a big city and the charm of a small town, a dynamic and exciting locale poised to embrace the future.* ”

In support of this vision, over the past 18 months, City staff and a citizen-volunteer Transportation Commission have embarked on a major undertaking to establish Tacoma's first ever Transportation Master Plan (TMP). The Plan's role is to help the Tacoma community consider its transportation systems, how well they're functioning and what needs, including funding, will be necessary over the next 20 years and beyond. To set the tone for this Plan, the Transportation Commission established the following future vision for Tacoma, which guides all aspects of this TMP:

“Tacoma is a **sustainable** community with many diverse residents, businesses, and visitors who have various transportation priorities. The City is **strategic** in how it plans its transportation system with an emphasis on carrying the people and goods that foster Tacoma's culture, character, and competitiveness. The transportation system offers **multimodal** travel options that provide safe **access** for all users and neighborhoods, encourage **healthy living**, and protect the **environment**.”





# City of Tacoma TRANSPORTATION MASTER PLAN

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Develop and implement **transportation demand management strategies** and programs that contribute to the overall effectiveness of the multimodal transportation system.



## Linking to Land Use

Build a transportation network that **reinforces Tacoma’s land use vision, the region’s Vision 2040, and the Growth Management Act**.





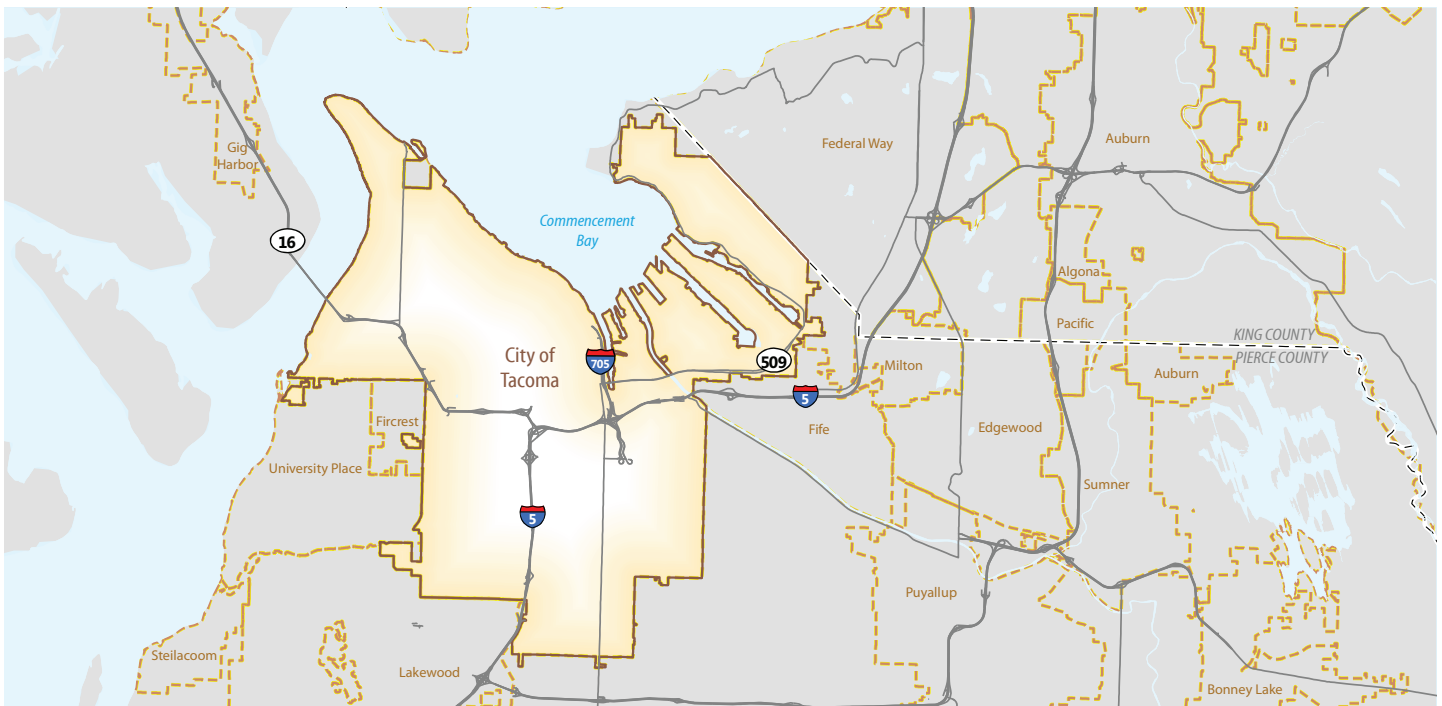
**This TMP** recommends projects, programs, and strategies aimed at achieving these goals, as well as encouraging a more vibrant and healthy community where people increasingly choose alternatives to driving alone.

## Regional Context

Tacoma's regional setting is important. Nestled in the South Sound, the City is bounded by Puget Sound and Commencement Bay (a deep water harbor of international significance), as well as the communities of Ruston, Fife, Federal Way, Fircrest, Lakewood, University Place, and unincorporated Pierce County. Tacoma sits just north of a major military installation, the Joint Base Lewis McChord, and is home to the Port of Tacoma. The City is bisected by two major state facilities (I-5 and SR 16) and includes other highways of regional import (I-705 and SR 509). The City also hosts a segment of the SR 167 gap, which is among the State's top priorities for completing the highway system. Tacoma is served by Pierce Transit, Sound Transit, Intercity Transit, numerous regional recreational trails, and other state services such as the Tahlequah Ferry and Amtrak.

Given this strategic location, transportation conditions in Tacoma are strongly influenced by forces beyond the City's control, including pass-through base employees, freight vehicles from the Port, and travelers commuting between Pierce County communities and employment centers to the north. As such, the City must coordinate its transportation planning with a variety of jurisdictions, including Pierce County, the Puget Sound Regional Council (PSRC), transit agencies, and the State of Washington. The figure below shows the location of Tacoma in this regional setting.

### TACOMA AND ADJACENT JURISDICTIONS





## GMA REQUIREMENTS

The State’s Growth Management Act (GMA) of 1990 requires communities to prepare a transportation plan that ties directly to the City’s land use decisions and financial planning. Specifically, the GMA lays out five main requirements:

- The transportation plan accommodates the **future land use plan** envisioned by the Comprehensive Plan
- The plan recognizes trends that cross over jurisdictional boundaries through effective **intergovernmental coordination**
- The plan considers transportation **accommodations for all**, by including performance objectives for all travel modes
- The **projects, policies, and programs** resulting from the plan tie to the modal performance objectives described in this plan
- The plan is rooted in **financial realities**, being open and honest about what’s affordable and what’s not

This TMP, combined with the Transportation Element of the Comprehensive Plan, fulfills the GMA planning requirement.

The following section describes relevant plans that have been incorporated into the development of this TMP.

## Relevant Plans

This TMP was prepared within the context of many other planning processes conducted by federal, tribal, state, regional, and local agencies. Regional coordination and consistency are integral to Tacoma’s transportation program. The City’s transportation facilities are part of the large regional network of roads, trails, transit service, and other infrastructure and services. City streets carry both local and regional traffic, which can result in tension related to planning and use.

The TMP addresses transportation facilities and services that are within the City or under its control. At the same time, Tacoma is influenced by what happens beyond the City limits. Growth in adjacent cities, lack of funding for regional road capacity expansion, and competing demands for transit all impact mobility for City residents and businesses. The City has a voice in the decision-making processes of the regional agencies through standing committees and task forces. In these challenging times, the TMP calls for even more coordination and cooperation with others to address cross-jurisdictional issues.

Elected officials and City staff are active members of regional groups such as the Tacoma-Pierce County Chamber of Commerce and the Regional Access Mobility Partnership as well as various special issue environmental task forces involving adjacent jurisdictions. For Tacoma to have a robust transportation system and thriving community for years to come, it is necessary to work within these boards and groups to secure funding for transportation projects.

# INTRODUCTION



The City works closely with representatives from the Washington State Department of Transportation (WSDOT), Sound Transit, Pierce Transit, Puyallup Tribe of Indians, the Freight Mobility Strategic Investment Board, and PSRC. The City has also been engaged with the Port of Tacoma on the City's Port Container Element and the Port's Land Use and Transportation Plan. The City previously partnered with many of the entities listed above on the Tideflats Area Transportation Study.

The following describes the City's major partnering agencies and those agencies' responsibilities as they relate to the TMP:



**WSDOT** is the owner and operator of the state highway system. In Tacoma this includes I-5, SR 16, I-705, SR 7, SR 163, SR 167, and SR 509. SR 167 is not a complete freeway between Puyallup and Tacoma. This uncompleted freeway link has been identified as a critical missing link in the state's highway network. WSDOT, as the administrator for federal and state transportation funds, works with the City to improve the transportation system locally and regionally.



**Port of Tacoma** maritime shipping and industrial activities are concentrated in the Commencement Bay tideflats area (Tideflats), located in Tacoma's central waterfront. The area includes the natural deepwater port and industrial lands adjoining the Hylebos, Foss, Milwaukee, Saint Paul, and Middle Waterways, as well as the Puyallup River. The Tideflats area is also located at the intersection of three jurisdictions - the cities of Tacoma and Fife and Pierce County - together with territory within Puyallup tribal boundaries.

With ownership of over 2,500 acres, the Port of Tacoma is a major landowner in the Tideflats area operating and leasing significant piers, docks, wharves, cargo handling equipment, and related upland facilities. The Port serves as a major economic engine for Pierce County, creating thousands of family-wage jobs and serving as a catalyst for economic development. It is estimated that Port activities are related to over 40,000 jobs in Pierce County, paying about 40 percent more than the county average wage. The Port's Strategic Plan targets call for doubling container volume and dry bulk throughput, increasing breakbulk volume by 30 percent, and increasing auto import volume by 20 percent, while adding port-related direct jobs over the next 10 years. The complex nature of the Tideflats area results in a variety of transportation opportunities and constraints that influence the need for improvements. The Port completed its Land Use and Transportation Plan in 2014. The City provided technical review as part of the Plan development process.



**Sound Transit** is a regional provider of high capacity transit services for King, Snohomish, and Pierce counties, including bus, commuter rail, and light rail. Sound Transit operates a network of regional express bus service that connects the park-and-ride system to employment centers and other regional transportation facilities.

Tacoma Link light rail operates 1.6 miles serving a total of six stations from the Tacoma Dome Station through Downtown, and terminates at the Theater District/S. 9th Station. There are two "Sounder" commuter rail stations in Tacoma. Tacoma Dome Station, located adjacent to Downtown Tacoma, has 2,283 parking spaces, and South Tacoma Station has 220 parking spaces for riders who drive to the station in addition to the many riders who walk, ride a bicycle, or take connecting transit service. Sound Transit also operates express buses with regional travel between major cities in King, Snohomish, and Pierce counties.



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Sound Transit is currently working with the City and other stakeholders on the Tacoma Link Expansion project. An alignment for expansion has been approved and the proposed route continues north along Commerce Street to the Hilltop District via Stadium Way, North 1st Street, Division Street, and Martin Luther King Jr. Way. The route identified for the expansion is approximately 2.4 miles with six new stations.

The City is also working with Sound Transit to inform the Regional Transit Long-Range Plan Update. The Long-Range Plan identifies proposed transit service technologies in major corridors throughout the region and will serve as a guide for future phases of voter-approved transit projects.



**Pierce Transit** is the public transit authority of Pierce County and is based in Lakewood. Founded in 1979, Pierce Transit operates buses, para-transit services for people with disabilities, vanpool, and a ridematching database for those who wish to carpool. Pierce Transit serves as a vital link in Tacoma's regional transportation system with connections to transit centers, ferry terminals, interstate train and bus terminals, and light rail and express bus stations that serve riders throughout the City. The Agency also constructs improvements on City streets and is a partner in constructing transportation capital projects. The City is also working with Pierce Transit to inform their long-range planning efforts.

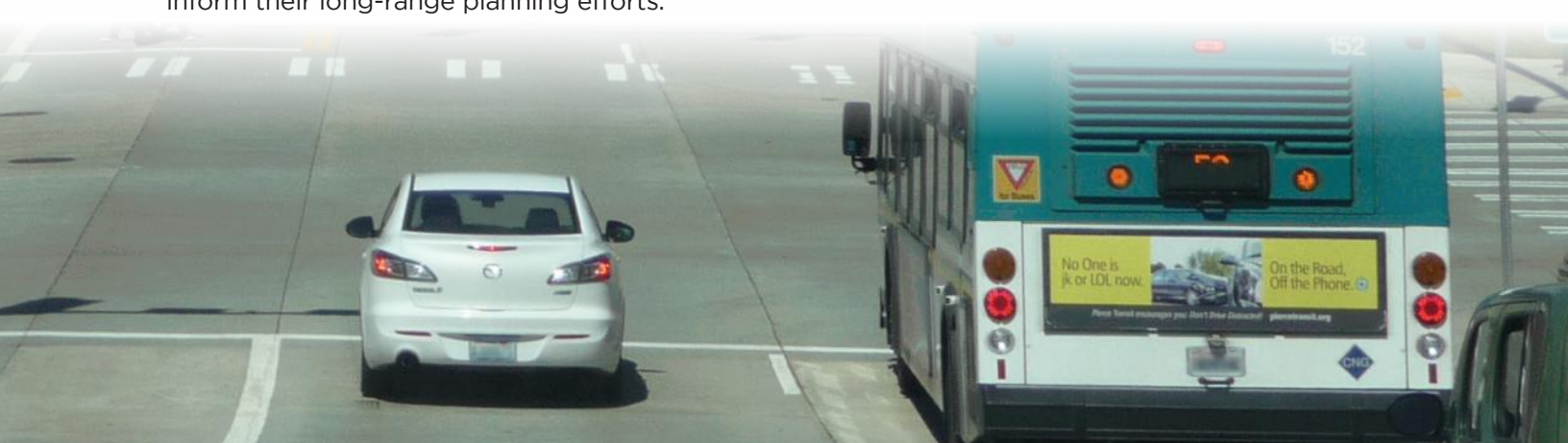


The **Puget Sound Regional Council** (PSRC) is the region's metropolitan planning organization made up of cities, towns, counties, ports, tribes, transit agencies, and major employers. PSRC has set policy for King, Pierce, Snohomish, and Kitsap Counties through Vision 2040, which lays out the long term goals for growth management, economic, and transportation issues.

Vision 2040 identifies several key goals for transportation in the region:

- **Maintenance, Management, and Safety -** Maintain, preserve, and operate the existing transportation system in a safe and usable state.
- **Support the Growth Strategy -** Support the regional growth strategy by focusing on connecting centers with a highly efficient multimodal transportation network.
- **Greater Options, Mobility, and Access -** Invest in transportation systems that offer greater options, mobility, and access in support of the regional growth strategy.

This TMP is consistent with Vision 2040 priorities.



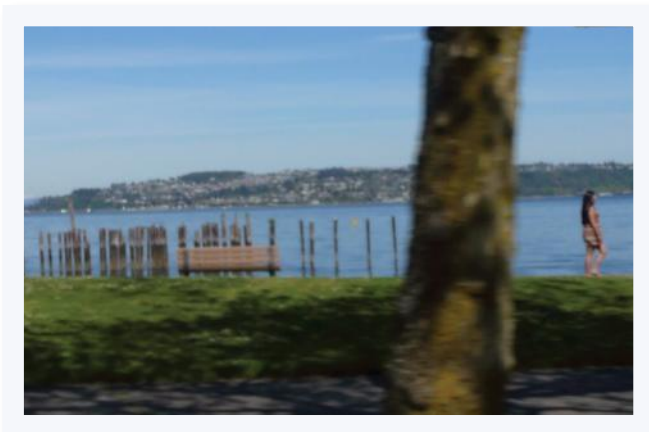
# INTRODUCTION



The **Puyallup Tribe of Indians**, or S'Puyalupubsh, are a federally recognized Coast Salish Native American tribe forcibly relocated onto reservation lands more than 100 years ago. Today they have an enrolled population of 4,000, of whom 2,500 live on the reservation. In the 1980s, the Tribe claimed that it owned the land under much of downtown Tacoma and the Port of Tacoma. A federal appeals court ruled in 1983 in the tribe's favor, awarding 12.5 acres within the Port of Tacoma to the Tribe. In 1988, the Tribe, the Port, and numerous other governments and private entities entered into a Land Settlement Agreement, a historic event that resolved a number of land, jurisdictional, and other issues between the parties. The tribe remains an important partner in planning land use and transportation facilities in Tacoma, as well as improving City streets that serve the tribal community.

## ADJACENT CITIES

The City of Tacoma is surrounded by several communities and the Puget Sound. The cities of Ruston, Fife, Federal Way, Lakewood, Fircrest, and University Place share boundaries with the City. Unincorporated portions of Pierce County also share a significant boundary with the City. The travel patterns of residents in these adjacent communities will continue to influence traffic on the streets in Tacoma for all trip purposes, including the commute to and from work, travel to schools and college, and business traffic throughout the day.



## INFLUENTIAL PLANS FOR TACOMA

The City of Tacoma has been developing various plans, documents, ordinances, and policies that have influence on the TMP. Many of these are noted below:

- Current Transportation Element
- Six-Year Comprehensive Transportation Program
- Mobility Master Plan
- Container Port Element
- Strategic Plan
- Affordable Housing Planning Work Program
- Amtrak Station Relocation Plan
- Emergency Response/ Intelligent Transportation System
- Hilltop Subarea Plan and EIS
- North Downtown Subarea Plan and EIS
- Prairie Line Trail Corridor Plan
- Schuster Corridor Multi-Use Trail
- Shoreline Master Program
- South Downtown Subarea Plan and EIS
- Tacoma 2040: Growing Tomorrow's City
- Tacoma Mall Subarea Plan
- Transfer of Development Rights
- Complete Streets Design Guidelines
- Tideflats Emergency Response / Intelligent Transportation System Study
- Metro Parks Capital Improvement Work Plan
- Metro Parks Strategic Parks & Program Services Plan
- Metro Parks Strategic Action Plan
- Parking Services Adopted Guiding Principles & Policies
- Green Transportation Hierarchy Principles
- PSRC Regional ITS Implementation Plan



# City of Tacoma **TRANSPORTATION MASTER PLAN**





# CHAPTER 2

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## PUBLIC OUTREACH



## Plan Guidance & Community Outreach

The TMP was created in collaboration with a variety of stakeholders and the general public. The community outreach program provided several forums for stakeholders to learn about the TMP and provide feedback to the City. This section describes ways that the community was involved in the planning effort.

### TRANSPORTATION COMMISSION

In 2013, the City Council adopted Resolution 38669 that established a Transportation Commission. The Transportation Commission consists of eleven members, appointed by the City Council and/or City Manager's office. Transportation commissioners bring a range of perspectives about the City's long-term vision as they include representatives from:

- Professional engineering sector
- Construction/private business sector
- Bicycle and pedestrian/public transit sector
- Planning/urban growth sector
- Environmental/sustainability sector
- General community
- Americans with Disabilities Act (ADA) advocates
- Bicycle Pedestrian Technical Advisory Group (BPTAG)

The Transportation Commission advises the City Council on transportation-related matters including:

- Short-term and long-range transportation planning
- Compliance with local, regional, and federal transportation regulations
- Bicycle, pedestrian, and public transit-related planning initiatives
- Parking and capital improvement plans

The Transportation Commission was the primary reviewing body during development of the TMP. City staff worked closely with Commission members over an 18 month timeframe.

### GUIDING PRINCIPLES FOR THE TMP

An important early effort was identifying guiding principles to help determine what the Transportation Master Plan should accomplish. These concepts helped steer the TMP from formulation of goals and policies to identification of projects.





## SUPPORT ALL MODES (MOVE PEOPLE)

Account for all modes of travel in planning Tacoma's streets, sidewalks, trails, and other facilities.

- Plan for people instead of cars
- Use level of service standards that account for all modes
- Update the City's Concurrency Ordinance
- Continue implementation of the Mobility Master Plan to support walking and bicycling and promote healthy living
- Support speed and on-time performance enhancements for buses and trains
- Promote 20-minute neighborhoods

## LAND USE AND TRANSPORTATION (LINK TO LAND USE)

Link transportation with community priorities and existing plans for land use.

- Provide a transportation system that will support the Hilltop Sub-Area Plan, and North & South Downtown Sub-Area Plans
- Establish parking strategies for downtown and other key areas
- Promote mixed-use centers

## SUSTAINABILITY (BE SUSTAINABLE)

Provide a transportation system that supports triple bottom line of environmental, fiscal, and social sustainability.

- Consider community or public health, climate change, and pollution goals in planning transportation projects
- Prioritize pursuit and spending of funds on maintaining existing infrastructure

- Employ emerging technology to enhance transportation system efficiency
- Reduce vehicle miles traveled (VMT) and emissions through pricing, technology, and providing travel options
- Apply components of Sustainable Transportation Analysis and Rating System (STARS), which is an integrated planning framework for transportation plans and projects

## COORDINATION (CREATE PARTNERSHIPS)

Work with other agencies and levels of government to put funds toward transportation priorities.

- Build local, regional, and state partnerships to accomplish transportation goals
- Seek new and more flexible funding to align spending with transportation priorities
- Work with partnering agencies to identify co-funding opportunities





## PURPOSE OF THE COMMUNITY OUTREACH PROGRAM

The community outreach was designed to encourage interested groups and individuals to participate in the development of the TMP, as well as understand the overall planning process. The objectives for the community outreach activities included:

- Gather community perspectives on transportation issues.
- Enhance the quality of and support for the TMP through meaningful public and agency participation.
- Inform City staff and Council members about the preferences of the community with regard to transportation issues in Tacoma.
- Balance the interests of the community with the interests of the State and Region.
- Share project information with interested groups and individuals and encourage people to offer comments during the planning process.
- Identify issues early and resolve conflicts during the planning process.
- Meet or exceed all State laws and regulations related to public participation and agency coordination.

When selecting the outreach methods, the City opted to select methods that were broad-reaching, and yet cost-effective including:

- Interviews with the Plan Stakeholders
- Reports and presentations to the Infrastructure, Planning, and Sustainability Committee
- Reports and presentations to the Planning Commission

- Reports and presentations with the other interested groups (Tacoma - Pierce County Chamber of Commerce, Community Council, UW Tacoma, Port of Tacoma, and others)
- Interactive outreach activities at selected public and community events (numerous Farmer's Markets, Community Cleanup Day Events, Tacoma Pride, Ethnic Fest, South Sound Sustainability Expo, 'Tacoma 2025' Visioning Workshop, and others)
- Maintaining project website with online survey capabilities

In addition to the community outreach efforts described in this plan, the City of Tacoma coordinated with other agencies (Sound Transit, Pierce Transit, WSDOT, Pierce County, and others) and responded to any public requests via phone, email, or in person at City Hall.





## TIMELINE FOR DEVELOPMENT OF THE TMP

The TMP was developed over a year and a half with the intent of developing a plan that achieves all of the identified objectives, as well as significant community agreement. To achieve community acceptance, engaging a wide variety of stakeholders using robust and diverse methods was essential.

The below schedule shows how the community engagement tasks generally fit within the flow of the overall TMP.

Month	2013			2014												2015						
	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	
Scope Development Data Collection Public Involvement Plan	█	█	█																			
Existing Conditions / Planning Context					█	█	█	█	█													
Land Use Forecasts				█	█	█	█	█	█	█												
Goals + Policies						█	█	█	█	█	█	█			█	█						
Travel Demand Forecasts/Model						█	█	█	█	█	█	█	█									
Transit Planning									█	█	█	█										
Roadway Network									█	█	█	█										
Bike + Pedestrian Planning									█	█	█	█										
Port Element									█	█	█	█										
Define Mode Improvement Options												█	█	█	█							
Financial Plan													█	█	█							
Cost Estimates															█	█	█	█				
Multi-Modal Concurrency															█	█	█	█				
Document Development															█	█	█	█	█	█	█	█
Plan Adoption															█	█	█	█	█	█	█	█
Public & Stakeholder Outreach, Commission Presentations	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█							
TE of Comprehensive Plan Development																		█	█	█	█	█



## STAKEHOLDER INVOLVEMENT BY TIER

The following matrix includes the list of stakeholders by involvement tier. The first two tiers (Technical Advisory Group/Project Management Team and Decision/Advising Bodies) were engaged during Phase 1 (scoping). The remaining stakeholders became engaged as Phase 2 of the project got underway, in early 2014.

### STAKEHOLDER OUTREACH TIERS

TIER	INVOLVEMENT LEVEL	WHO	
<b>Technical Advisory Committee/Project Management Team</b>	Active Involvement In Plan Development	<ul style="list-style-type: none"> <li>• Josh Diekmann</li> <li>• Steve Atkinson</li> <li>• Brian Boudet</li> <li>• Dana Brown</li> <li>• Sue Comis, Sound Transit</li> <li>• Gary Hendricks, Pierce Co</li> <li>• Brennan Kidd</li> <li>• Jennifer Kammerzell</li> </ul>	<ul style="list-style-type: none"> <li>• Kurtis Kingsolver</li> <li>• Chris Larson</li> <li>• Evette Mason, Port of Tacoma</li> <li>• Ian Munce</li> <li>• Sue O'Neill</li> <li>• Peter Stackpole, Pierce Transit</li> <li>• Diane Wiatr</li> <li>• Lihuang Wung</li> </ul>
<b>Decision/Advisory Bodies</b>	Input is Key, Regular Check Ins	<ul style="list-style-type: none"> <li>• City Council Members</li> <li>• Planning Commission</li> <li>• Transportation Commission</li> </ul>	<ul style="list-style-type: none"> <li>• Bicycle and Pedestrian TAG</li> <li>• Infrastructure, Planning, and Sustainability</li> <li>• Parking Task Force</li> </ul>
<b>Key Stakeholders</b>	Engaged	<ul style="list-style-type: none"> <li>• Police/Fire/Emergency Services</li> <li>• Economic Development Board</li> <li>• Neighborhood Councils</li> <li>• School Districts</li> <li>• University of Washington</li> <li>• Tacoma Community College</li> <li>• Metro Parks of Tacoma</li> <li>• Puyallup Tribe of Indians</li> <li>• Tacoma-Pierce County COC</li> <li>• Tacoma Housing Authority</li> <li>• Tacoma Rail</li> <li>• Major Employer (State Farm)</li> <li>• Pierce County Coalition for Active Transportation</li> <li>• Downtown Merchants Group</li> <li>• Other Business Interests</li> </ul>	<ul style="list-style-type: none"> <li>• Tacoma-Pierce County Health</li> <li>• Parking Services</li> <li>• Washington State Ferries</li> <li>• WSDOT</li> <li>• FMSIB</li> <li>• Modal Interests (Biking, Walking, Freight communities)</li> <li>• ADA/Aging community interests</li> <li>• Interested members of the public (self-identified)</li> <li>• Tacoma Commission on Disabilities</li> <li>• Forever Green</li> <li>• Hilltop Action Coalition</li> <li>• Historic Tacoma</li> <li>• Food Bank Representatives</li> <li>• Realtors</li> </ul>
<b>Neighboring Communities</b>	Consult	<ul style="list-style-type: none"> <li>• PSRC</li> <li>• City of Federal Way</li> <li>• City of Fife</li> <li>• City of Fircrest</li> </ul>	<ul style="list-style-type: none"> <li>• City of Lakewood</li> <li>• City of University Place</li> <li>• Pierce County</li> <li>• City of Ruston</li> </ul>
<b>Everyone Else</b>	Inform/Engage	<ul style="list-style-type: none"> <li>• Larger community</li> </ul>	



## STAKEHOLDER INTERVIEWS

Planning Commissioners, City Council representatives, Transportation Commissioners, community leaders, business groups, general public, and other stakeholders were interviewed to gather comments on the City's transportation system.

The City began by identifying Plan stakeholders and associations that could provide valuable input for the TMP process. Individual interviews and group meetings were organized to gather information regarding the community's perceived transportation issues, needs, and what types of solutions might be effective. A set of common questions and a standard summary form was developed to ensure consistency across interviews, and to identify common themes.

## COMMUNITY EVENTS

During the development of the TMP, numerous community events were attended by City and Consultant staff to explain the TMP process and offer an opportunity for public input and feedback. Different tools were used to collect the input and feedback, including comment forms/cards, writing on flip charts, verbal feedback where comments were written down, and aerial maps of the City where the public could record issues. Some of the major outreach that was conducted at community events is summarized below:

- Tacoma-Pierce County Chamber of Commerce (Spring 2014)
- South Sound Sustainability Expo (March 2014) Tacoma Convention and Trade Center
- Community Council of Tacoma (June 2014)
- Various Community Cleanups (April through September 2014)

- Regional Access and Mobility Partnership Meeting (July 2014)
- Tacoma Pride Festival (July 2014)
- Tacoma Metro Parks Ethnic Festival (July 2014)
- Tacoma's Strategic Visioning Community Meeting (July 2014) Tacoma Convention and Trade Center
- Tacoma Farmer's Markets - Broadway Market, 6th Avenue Market, South Tacoma Market, and Proctor Farmer's Market, (May through October 2014)

## PROJECT WEBSITE

The purpose of the website was not only to serve as an independent source of information, but to serve as a support tool to all other TMP outreach activities. The website initially identified the TMP update and provided regular updates as needed. The City posted interactive on-line surveys to gain feedback and public involvement from residents, businesses, and organizations that helped further shape this long-range planning effort and understand future land use needs and how pedestrian, bicycle, transit, and vehicle networks can support those. About 150 people participated in the online survey.





## COMMUNITY OUTREACH RESULTS

The community outreach offered several avenues for public input, including stakeholder interviews, one-on-one discussions at community events, comment cards, and online surveys. This feedback provided the TMP team with data about current issues and project ideas that ultimately flowed into the recommendations of the plan. Most of the community's transportation concerns relate to congestion, safety, connectivity, community livability, the desire for more frequent transit service, basic maintenance needs, as well as an interest in more connected pedestrian and bicycle facilities. Residents value certain characteristics of the community - safe streets and sidewalks, mobility, and efficient connections within and outside the City. These values were heard during the interviews with stakeholders and identified by the City Council. The values are integrated into the policies that guide the City and the evaluation criteria that are used to prioritize transportation improvement projects.







Below, some of the key comments received are summarized and organized by travel mode:



## TRANSIT

- Provide light-rail transit to the urban growth/neighborhood centers.
- Restore the lost evening and weekend Pierce Transit bus service.
- Create a transportation system like Portland has with extensive light-rail and Bus Rapid Transit (BRT) facilities.
- Add more transit supportive facilities and amenities (covered bus stops, better lighting, etc.).
- Restore Transit Route 11, 13, and 16 service.
- Tacoma Dome Station parking usually full Sound Transit should consider charging customers to park in the garage. This might free some parking supply for commuters going to Seattle.
- Add transit service to the neighborhoods within a 5-minute drive of the Dome Station.
- Expand Tacoma Link Light Rail to outer neighborhoods.
- Complete the "Spine" and provide Light-Rail service from Tacoma to Sea-Tac Airport.
- Expand Light-Rail to Lakewood.
- Expand the Streetcar system to major arterials running east-west in the City.
- Connect meaningful and important regional destinations (Tacoma Mall, TCC, UPS, Sea-Tac) with Light-Rail or BRT.
- Add Light-Rail to the 6th Avenue corridor.
- Provide a comprehensive Light-Rail/Streetcar network in Tacoma.
- Add more transit service to Olympia and destinations south of Tacoma.



## PEDESTRIAN

- The sidewalk system has too many gaps. Fill in the missing sidewalks so we have continuous pedestrian facilities.
- Provide more Transit-Oriented Development features (including better pedestrian facilities and better overall walkability) around the major transit stations.
- Provide better pedestrian connections between the Downtown and the waterfront.
- Increase the visibility of pedestrians (lighting).
- Expand the school zone area. The speed restrictions not long enough.
- Meet the current Americans with Disabilities Act (ADA) standards throughout the City.
- Provide a pedestrian crossing over SR 7 at E 38th Street. Pedestrians and bicycles now have to use E 43rd Street or E 34th Street to cross safely.
- Add more hiking trails throughout the City like those in Titlow Park and around Tacoma Community College.
- Improve the pedestrian facilities along N 21st Street.



## BICYCLE

- Make the streets safer to walk and bicycle on.
- Completion of the Prairie Line Trail Project needs to be a high priority.
- Make the Schuster Corridor Multi-Use Trail Project a high priority.
- Extend the Scott-Pierson Trail to Downtown.
- Provide a bicycle facility that connects to the Puyallup and Sumner areas.
- Consider a city-wide bicycle loop project.
- Provide more bicycle lanes across I-5.



## STREETS (AUTO & FREIGHT)

- Fix the potholes.
- Provide better maintenance on existing roadway system.
- Complete SR 167.
- Preserve what remains of the Heavy Haul Network and streets where trucks are allowed, especially around the Port of Tacoma.
- Need a new roadway connection over the Puyallup River.
- Provide for a continuous high occupancy vehicle (HOV) lane between Tacoma and Seattle.
- Provide more Electric Vehicle (EV) parking stations.
- More Complete Streets, but in the right locations.
- Try Prop 1 again.



## PARKING

- Provide more parking for scooters and motorcycles.
- Need more parking in Downtown.
- Relocate Downtown parkers to the Dome area and have them take Light-Rail to Downtown.
- Replace front-in angle parking with back-in angle parking. Much safer for bicyclists.
- Consider having the first 15-minutes of parking free like they have in Olympia.





## HOW WERE THESE COMMENTS INCORPORATED IN THE TRANSPORTATION MASTER PLAN?

The City is committed to providing a transportation system that serves Tacoma residents and businesses. The final recommendations in the Plan consider the stakeholder comments and other issues raised from the public meetings. Some issues are very expensive and some will require close coordination with or action from other agencies and cities. The City strives to address issues in a timely manner. Plan stakeholders should remain involved to monitor the Plan as it is implemented. The City provides many opportunities and ways to participate - special task forces, standing council committees, and comments directed to Council members and City staff.





# City of Tacoma TRANSPORTATION MASTER PLAN

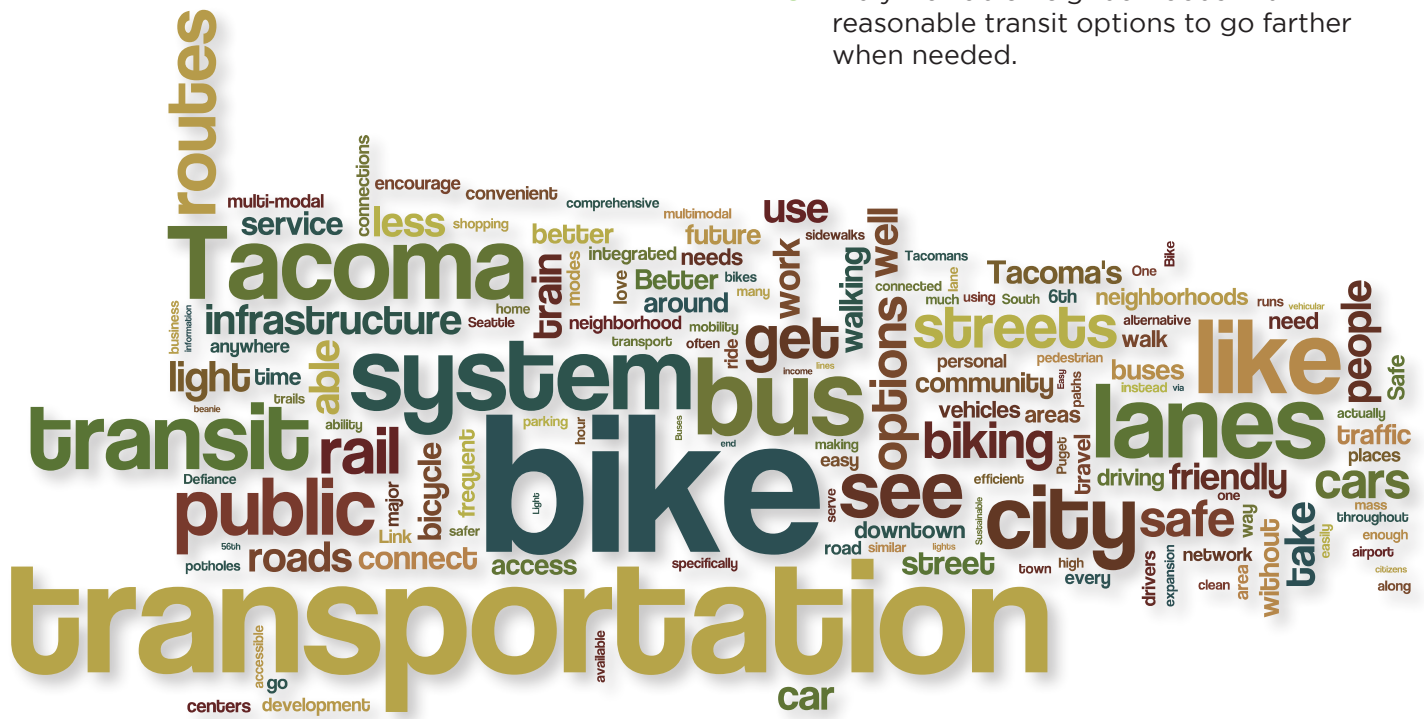




## WHAT IS YOUR FUTURE VISION FOR TACOMA?

The following statements came from Tacoma residents who participated in this process.

1. A transportation network that prioritizes people over cars.
2. Innovative and equitable reflecting the rich diversity of Tacoma.
3. Not harming actual vehicular mobility.
4. Preserve the heavy haul network and streets where trucks are allowed, specifically around the Port.
5. Emphasize mass transit while encouraging local economies and community.
6. A better, more comprehensive light rail system.
7. More frequent buses covering more of the city, better infrastructure for walking and biking.
8. Efficient, regular, reliable, multimodal connections between Tacoma's neighborhood centers and mixed use centers.
9. Better streets, equitably improved, that serve all Tacomans.
10. Truly walkable neighborhoods with reasonable transit options to go farther when needed.



The above word cloud was created from public responses to open ended questions asked on the TMP website. The size of each word indicates the frequency that each word was used.



# City of Tacoma **TRANSPORTATION MASTER PLAN**