



CHAPTER 3

PLANNING CONTEXT

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**.



TABLE OF CONTENTS



1. Introduction	7
a. Overall Vision	9
b. Regional Context	11
c. Relevant Plans	12
2. Public Outreach	17
a. Plan Guidance & Community Outreach	18
3. Planning Context	31
a. History	33
b. People & Economy	36
c. Regional Transportation System Today	41
d. Forecasts & Growth	50
4. Future Vision	53
a. Goals & Policies	55
b. The Layered Network	66
c. Modal Networks	70
i. Pedestrian Priority Network	70
ii. Bicycle Priority Network	76
iii. Transit Priority Network	80
iv. Freight Priority Network	88
v. Auto Priority Network	92
d. Demand-side Approaches	99
e. Roadway Typologies	105
f. Project List	108
5. Implementation	111
a. Financial	113
b. Performance Measurement & Project Prioritization	120
6. Future Conditions	129
a. 2040 and Beyond	131
Glossary	135
Appendix	141
a. Model Documentation	
b. Detailed Project List	
c. Mobility Master Plan Update	
d. Impact Fee Evaluation	
e. City Pedestrian Safety Improvement Project	





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TACOMA CITY COUNCIL AND CITY MANAGER

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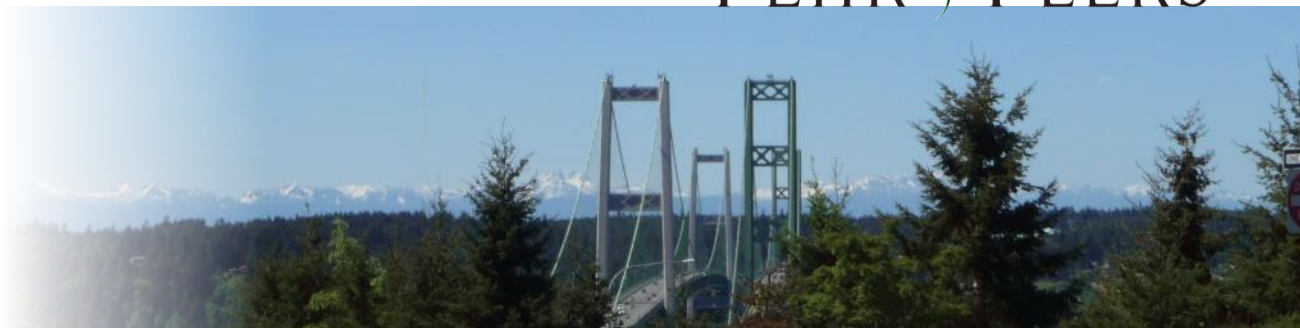
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City of Tacoma **TRANSPORTATION MASTER PLAN**



CHAPTER 1

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



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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.



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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**.





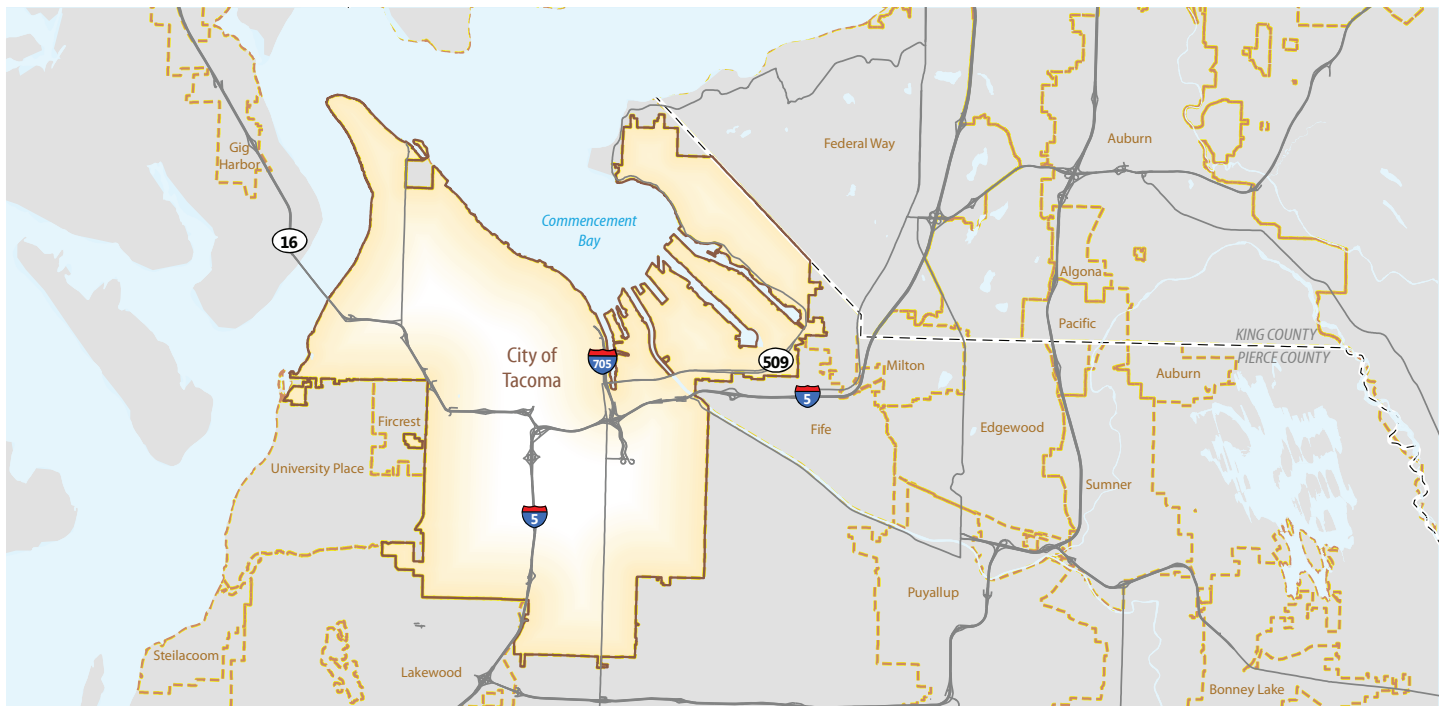
This TMP recommends projects, programs, and strategies aimed at achieving these goals, as well as encouraging a more vibrant and healthy community where people increasingly choose alternatives to driving alone.

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.



City of Tacoma TRANSPORTATION MASTER PLAN

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.

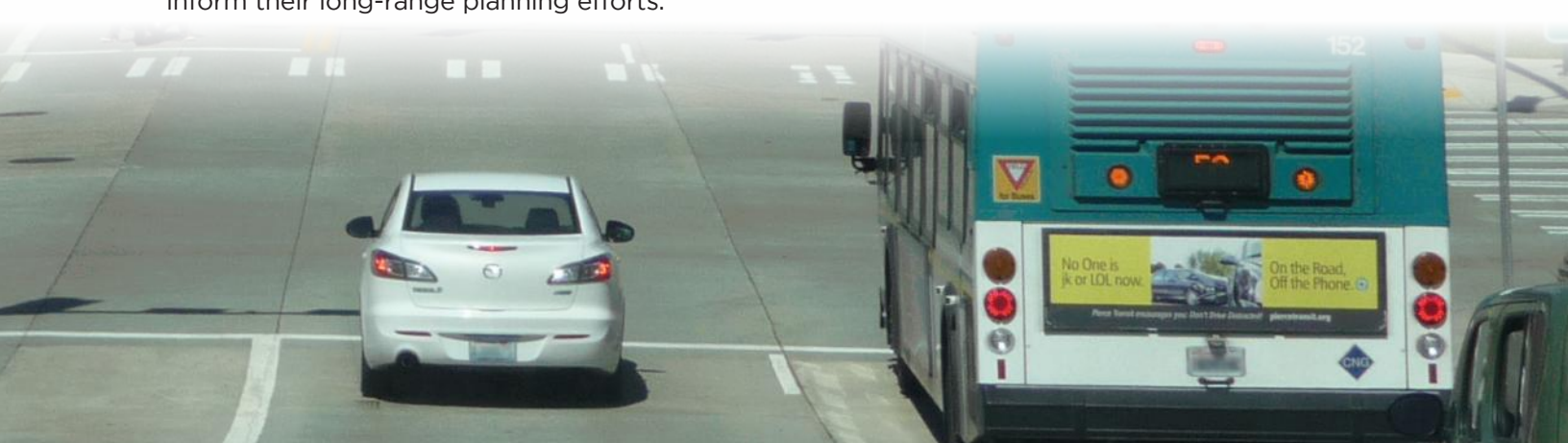


The **Puget Sound Regional Council** (PSRC) is the region's metropolitan planning organization made up of cities, towns, counties, ports, tribes, transit agencies, and major employers. PSRC has set policy for King, Pierce, Snohomish, and Kitsap Counties through Vision 2040, which lays out the long term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

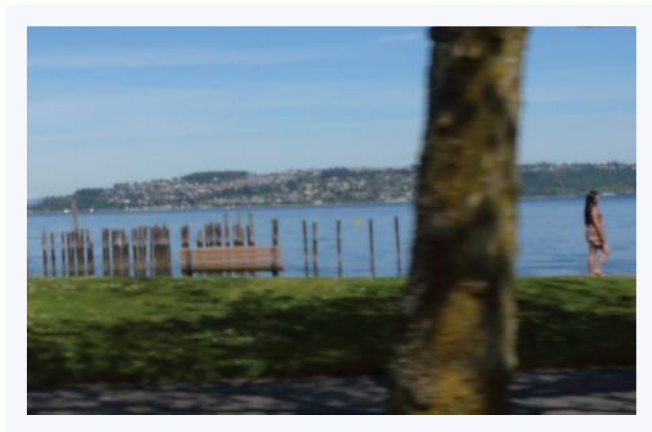




The **Puyallup Tribe of Indians**, or S'Puyalupubsh, are a federally recognized Coast Salish Native American tribe forcibly relocated onto reservation lands more than 100 years ago. Today they have an enrolled population of 4,000, of whom 2,500 live on the reservation. In the 1980s, the Tribe claimed 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

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.

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



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





City of Tacoma **TRANSPORTATION MASTER PLAN**



City of Tacoma TRANSPORTATION MASTER PLAN





History

Tacoma is a city with a rich history and a bright future. Home to the Puyallup tribe for thousands of years, Tacoma stands on a land of great natural beauty and resource abundance. Incorporated in 1875, Tacoma was branded the “City of Destiny” and selected as the western terminus of the Northern Pacific Railroad. Since the 1880s, Tacoma grew from a railroad outpost to a bustling port City of the early 20th Century.

In the middle of the 20th Century, Downtown Tacoma struggled, losing residents to suburbanization and jobs to downtown Seattle. Things began to turn around as the City led a downtown revival starting in the late 20th Century. This revival was accompanied by the establishment of the University of Washington, Tacoma campus, the restoration of Union Station, opening of Tacoma Link, and introduction of museums (America’s Car Museum, Washington State History Museum, Museum of Glass, Tacoma Art Museum) that restored Tacoma as a destination place.

In recent years, Tacoma has only accelerated this revival. In 2008, Tacoma was named by Prevention Magazine as one of the most livable and walkable communities in the country. The City has achieved this while also working hand-in-hand with the Port of Tacoma to be simultaneously a great place to live and a great place for commerce. This TMP seeks to build on this rich history and provide a transportation system that truly serves the “City of Destiny.”

Tacoma also has a deep multi-modal transportation history including a sizeable streetcar network, bicycle facilities, waterborne passenger service, a growing automobile network that started prior to World War I, and even two airfields. Tacoma is one of the older cities in the Puget Sound area and has always been an important connection in the regional transportation network.

The following text on specific transportation infrastructure history was adapted from *Vanishing Tacoma* (Caroline Gallaci and Ron Karabaich, 2013)

STREETCARS

Streetcars were an important part of Tacoma’s transportation system for about 50 years (approximately 1890 to 1940). In fact, notable streetcars lines existed on the following streets:



Source: Tacoma Public Library

- North Tacoma Avenue (tracks were laid in 1880). The streetcar lines moved continually outward from Downtown north of Division Street, helping create some of Tacoma’s most historic neighborhoods.
- K Street (now Martin Luther King Jr. Way) was an area that was an ethnic center for immigrants, and still is today. The streetcar was operational in 1925.
- South McKinley Avenue. A streetcar line linked this neighborhood to the Downtown. This streetcar line was also operational in 1925.
- Sixth Avenue. This streetcar line connected the University of Puget Sound to the Downtown area. During 1940, the tracks were removed and sold as scrap.

Streetcars transformed the city as lines radiated outward from Downtown helping establish some of Tacoma’s first neighborhoods, including present-day Stadium, Manitou, Proctor, and South Tacoma. By 1941 most of Tacoma’s streetcar tracks were gone, buses were the major public transit mode, and the automobile was having a major influence on how transportation investments were being made.



City of Tacoma TRANSPORTATION MASTER PLAN



Source: Tacoma Public Library

RAILWAY

In 1902, the Seattle-Tacoma Interurban Railway was launched. The railway was run by the Puget Sound Electric Railway Company and operated between 1902 and 1928.

BICYCLE FACILITIES

Bicycle riding was popular in Tacoma in the late 1800s and the Tacoma Wheelmen's Bicycle Club was formed in 1888.



Source: Tacoma Public Library

In fact, Tacoma even had a bicycle-only bridge crossing Galliher Gulch (near present day Holy Rosary Church). The bridge was promoted as the "longest, highest, and only exclusive bicycle bridge in the world".

AIRFIELDS

During the 1940s the Tacoma Flying Service was one of three companies with headquarters at Mueller-Harkins Airport in what is now Lakewood. This company had contracts with the Federal government to train new pilots under the Civilian Pilot Program. There was one airfield in Tacoma, known as Oswald's, which was located near what is present-day Tacoma Community College. There was also a landing strip in Northeast Tacoma.

WATERBORNE PASSENGER TRANSPORTATION

In 1911, the City of Tacoma had its first dock, which was situated below what is present-day Murray Morgan Bridge. The Tacoma Municipal Dock, as it was called, was the focal point for all public waterborne passenger transportation. The dock served both steamers and ferry boats whose routes included traveling to Seattle and crossing the Narrows. The last ferry service from the dock was in 1940. The dock was demolished in 2002 due to neglect.



Source: Tacoma Public Library

AUTOMOBILES

The automobile arrived in Tacoma prior to World War I and its influence has continued to present day. By 1945 it was the dominant form of transportation. For many, the automobile meant greater mobility and now a family could live outside established neighborhoods helping create Tacoma's suburbs. Freeway development expanded the reach of the automobile throughout the Puget Sound region. During the 1960s, I-5 was constructed with numerous interchanges with other highways such as SR 16, I-705, SR 7, and SR 167. The SR 16



Source: Tacoma Public Library

corridor became a controlled-access freeway with the construction of the Nalley Valley Viaduct in 1969.



I-705 is a short Interstate Highway spur route of Interstate 5 located entirely within Tacoma. I-705 serves as the connector between Interstate 5, Downtown Tacoma, Tacoma’s waterfront, North Tacoma, and the Tacoma Dome. I-705, completed in 1990, was the last portion of the Interstate Highway System to be constructed in Washington State. Initially envisioned as an important link for mobility, many residents and policy makers now view I-705 as a major barrier between Downtown and the waterfront.

DEMOGRAPHICS (2010 CENSUS)

As of the 2010 census there were 198,397 people, 78,541 households, and 45,716 families residing in the city.¹ The population density was 3,865 inhabitants per square mile. There were 81,102 housing units at an average density of 1,619 per square mile. In 2010, the racial makeup of the city was 64.9% White, 12.2% African American, 8.2% Asian, 1.8% Native American, 1.2% Pacific Islander, and 8.1% were from two or more races. Hispanic or Latino of any race were 11.3% of the population. Non-Hispanic Whites were 60.5% of the population, compared to 89.7% in 1970. In terms of these statistics, Tacoma’s peer cities include Bellevue, Renton, and Everett.

Tacoma’s historical population growth is shown to the right. The household and job allocations the City is planning for represent significant growth by 2040. Tacoma may not see this level of growth in that time frame but the TMP prepares the City for development up to these levels.

Tacoma’s Housing and Transportation Affordability Index, which represents the cost of housing and transportation, indicates that living in and getting around Tacoma costs the average household 43 percent of its income.²

¹ 2010 Census Brief CS2010BR-14.

² Center for Neighborhood Technology, 2015.

HISTORICAL POPULATION		
CENSUS	POP.	%±
1870	78	—
1880	1,098	1,307.7%
1890	36,006	3,179.2%
1900	37,714	4.7%
1910	83,743	122.0%
1920	96,965	15.8%
1930	106,817	10.2%
1940	109,408	2.4%
1950	143,673	31.3%
1960	147,979	3.0%
1970	154,581	4.5%
1980	158,501	2.5%
1990	176,664	11.5%
2000	193,556	9.6%
2010	198,397	2.5%
Est. 2013	203,446	2.5%

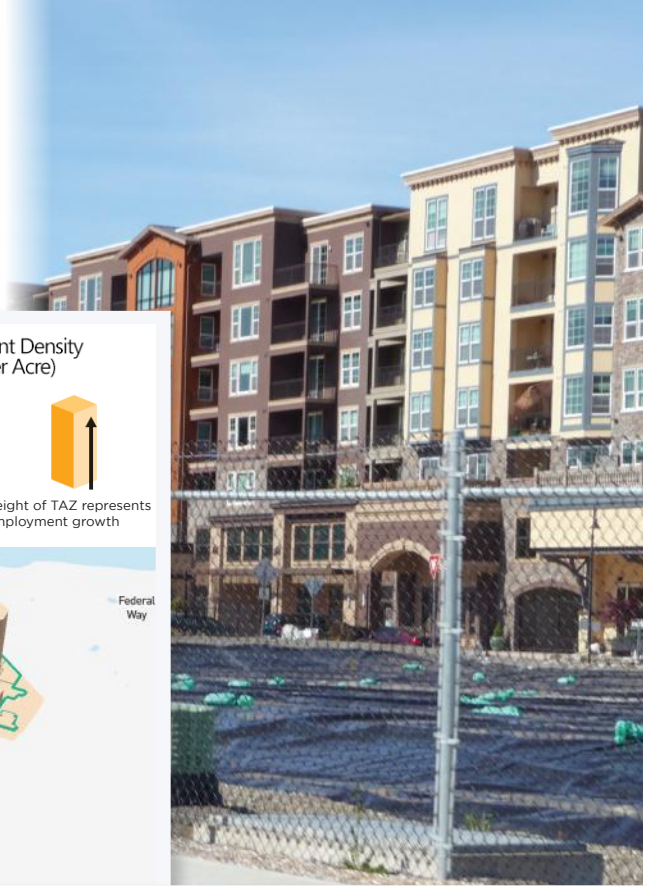
Source:
U.S. Decennial Census 2013 Estimate



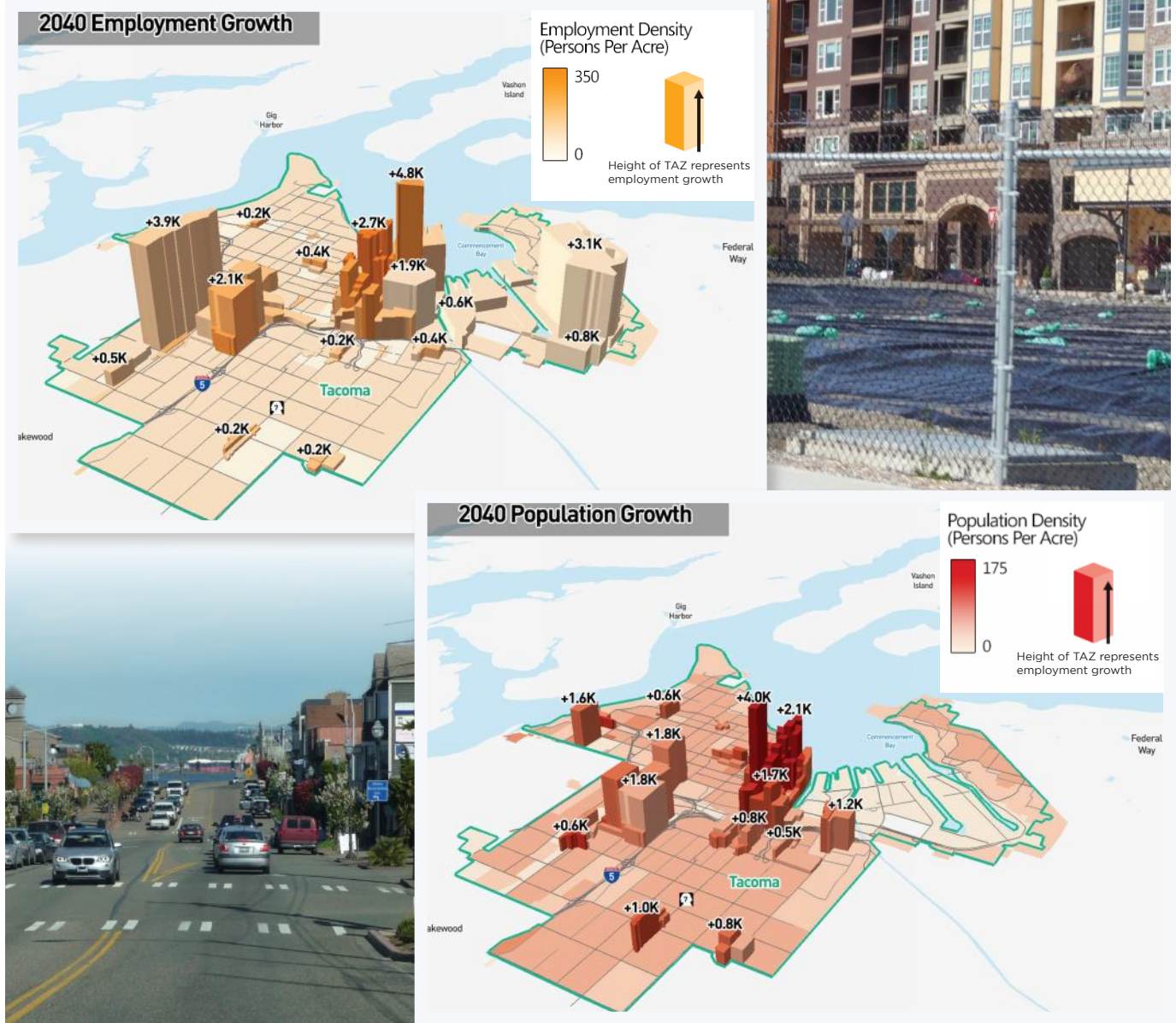
City of Tacoma TRANSPORTATION MASTER PLAN

People & Economy

One of the key mandates of this plan is accommodating expected future growth in Tacoma. Between now and 2040, Tacoma can expect to plan for 105,639 new residents and 95,713 new jobs, according to the PSRC.



SPATIAL DISTRIBUTION OF CITY'S 2040 GROWTH





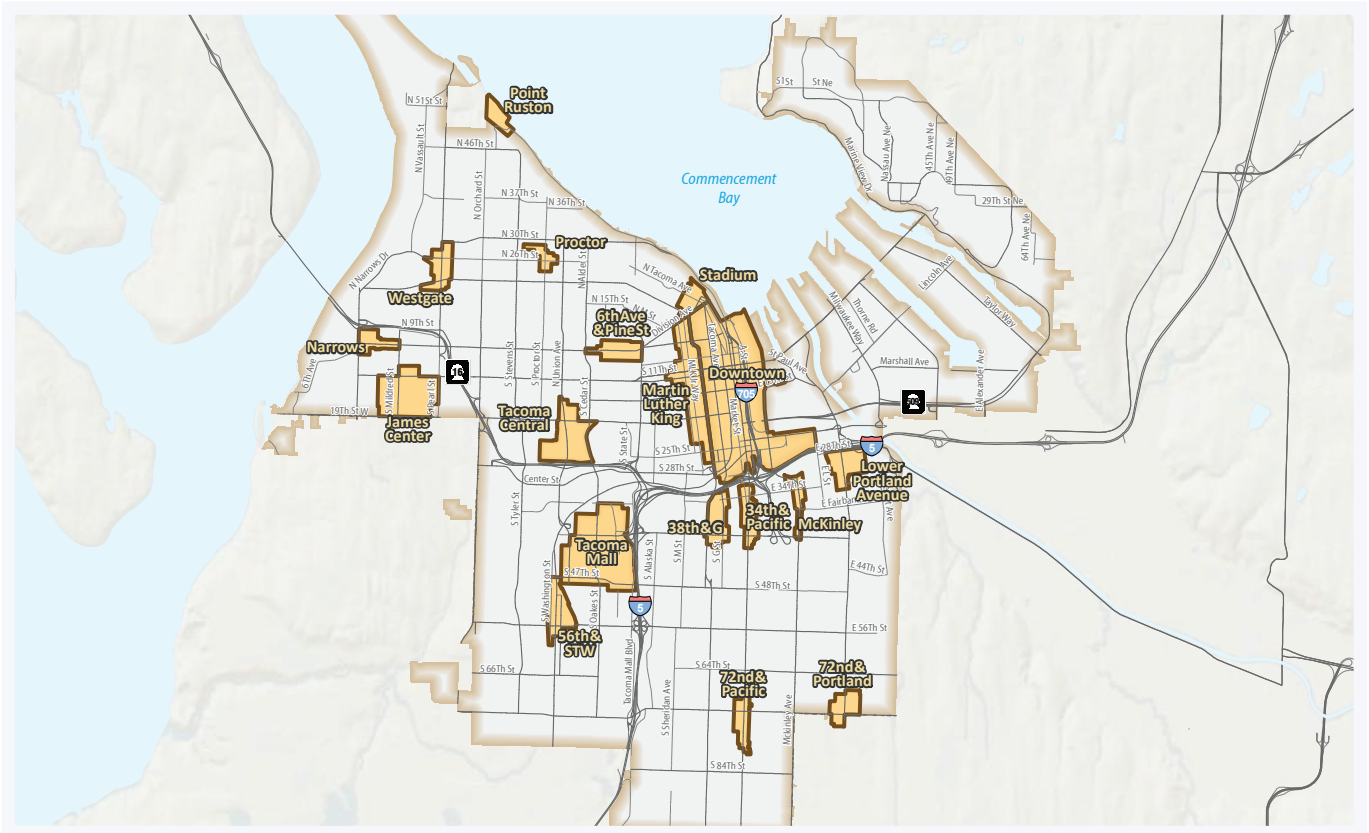
MIXED USE CENTERS

The City has established a vision for where this growth in households and employment will occur. Much of the City's growth is intended to occur within 18 Mixed Use Centers (MUCs). These MUCs are intended to be "urban villages"—places that are distinctive, attractive, and rich in amenities and that provide more convenience and choice for residents and employees. A key strategy within MUCs is creating dense, walkable environments that are served by transit. Within MUCs, the City would focus on creating Complete Streets that accommodate a range of transportation choices.

REGIONAL GROWTH CENTERS

A key element of VISION 2040 is focusing future growth into dense, walkable, mixed-use areas called Regional Growth Centers (RGC). Tacoma has two RGCs - Downtown and the Mall Area. These RGCs represent an important subset of the City's designated MUCs, as these regional centers are high priority locations for transportation investments that will reduce overall vehicle miles traveled (VMT) and greenhouse gas emissions (GHG).

DESIGNATED MIXED USE CENTERS





City of Tacoma TRANSPORTATION MASTER PLAN

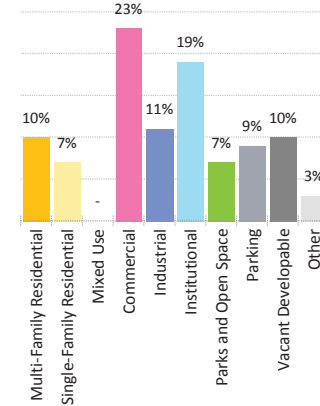
DOWNTOWN TACOMA

The Downtown Tacoma RGC includes a wide variety of commercial, industrial, residential, institutional, and civic uses. Downtown Tacoma includes several city, county, and state government offices, as well as hospitals and schools, including the University of Washington, Evergreen State College and Bates Technical College. Downtown Tacoma includes a number of restaurants and small retailers, which are supported by patrons from other businesses and offices within walking distance in Downtown. The Tacoma Dome and Tacoma Convention Center accommodate a variety of events and exhibits, and cultural opportunities are offered in facilities like the Tacoma Art Museum, the Washington State History Museum, Broadway Center for the Performing Arts, the International Museum of Glass, and the Children’s Museum, all within walking distance of each other. Refurbished historic theaters such as the Rialto, Pantages, Temple, and Theater on the Square provide both entertainment and a sense of Tacoma’s rich history. The remodeled Union Depot Federal Court Building, the Old City Hall Historic District, and the Union Station Warehouse Historic District also contribute to the character of the center. Downtown Tacoma includes many small blocks, creating a fine-grained street network that is easily accessible to users by any mode.

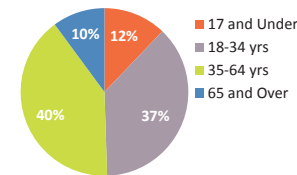
Tacoma Downtown covers 1,424 acres with a net developable acreage of 807 acres (57% of gross acres). In terms of its role in the city overall, Downtown Tacoma currently contains 4.3 percent of the city’s land area, 7 percent of the population, 9 percent of the housing, and 33 percent of the employment. Today, commute mode share in Downtown is 72 percent single occupancy vehicles (SOV), 10 percent high occupancy vehicles (HOV), 10 percent transit, and 7 percent walk and bicycle.



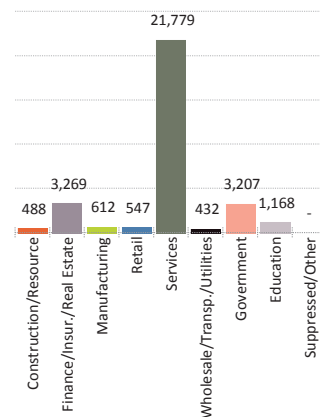
Current Land Use (807 net acres)



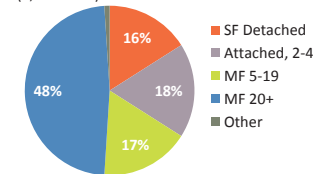
Age of Residents (13,360 residents)



Jobs by Sector (31,502 jobs)



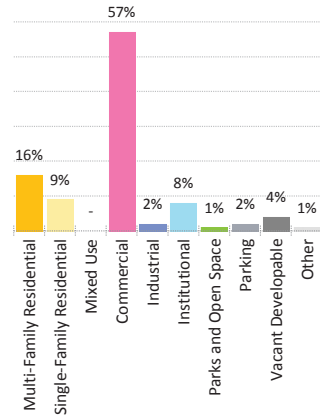
Housing Units, by Type (8,495 units)



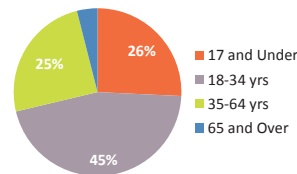
Source: PSRC



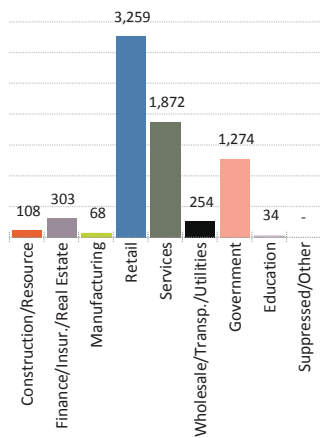
Current Land Use
(394 net acres)



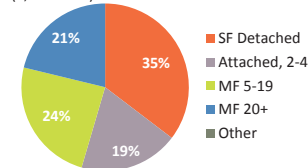
Age of Residents
(3,761 residents)



Jobs by Sector
(7,171 jobs)



Housing Units, by Type
(1,798 units)

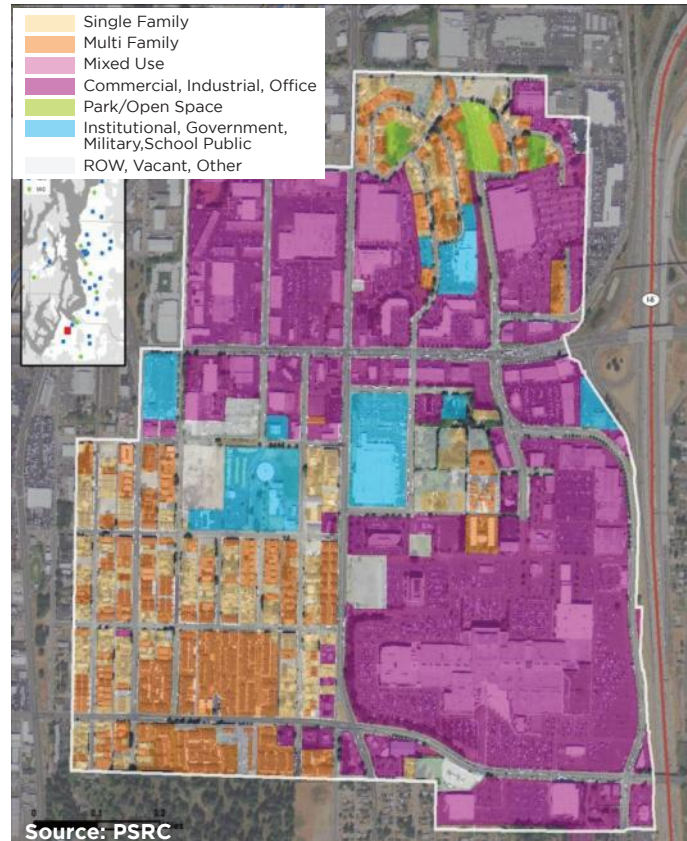


Source: PSRC

TACOMA MALL

Lying approximately two miles southwest of Downtown Tacoma, the Tacoma Mall RGC is an important retail district within the city. The City anticipates that the Tacoma Mall area will remain a major retail center, and that it will accommodate future growth, including the development of new office, supporting retail, and multifamily residential uses. The Tacoma Mall area covers 485 acres with a net developable acreage of 394 acres (81% of gross acres). In terms of its role in the city, the Tacoma Mall RGC contains 1.5 percent of the city's overall land area, 2 percent of the population, 2 percent of the housing, and 7 percent of the city's employment.

The City is currently developing a subarea plan for the Tacoma Mall area that will identify additional multimodal transportation improvements. Today, commute mode share in the Tacoma Mall area is 83 percent single occupancy vehicles, 8 percent high occupancy vehicles, 5 percent transit, and 4 percent walk and bicycle.



Source: PSRC



REGIONAL MANUFACTURING/ INDUSTRIAL CENTERS

Another key element of VISION 2040 is focusing employment into eight dense nodes called Manufacturing/Industrial Centers (MIC). Tacoma has one MIC – the Port of Tacoma. MICs represent some of the region’s most productive and intensely developed manufacturing and industrial lands.

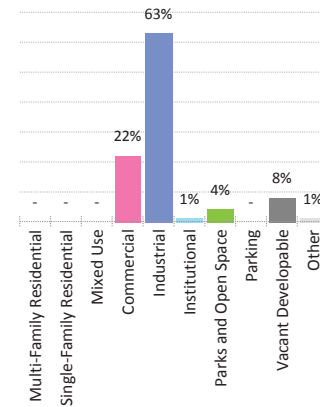
PORT OF TACOMA

The Port of Tacoma MIC comprises 5,160 acres of waterfront land and adjoining waterways on Tacoma’s Commencement Bay. The center includes the natural deep-water port and industrial lands adjoining Hylebos Waterway, Blair Waterway, Sitcum Waterway, the Puyallup River, Saint Paul Waterway, Middle Waterway, Milwaukee Waterway, and Thea Foss Waterway. The Port is home to Tacoma and Pierce County’s highest concentration of industrial and manufacturing activity, a major part of which is focused on port and marine terminals, marine cargo, on-dock intermodal rail yards, container terminals, roll-on/roll-off facilities, non-containerized cargo facilities, automobile import facilities, shipyards, boat building, and drydocks. The Port of Tacoma estimated the value of international trade passing through the Port in 2011 at \$34.5 billion, with the value of domestic trade estimated at \$3 billion. The industrial development district includes warehousing, transloading, manufacturing, fabrication, and storage on sites close to marine cargo terminals. The Center has excellent connections to two transcontinental railroads and the regional highway system.

Seventy-six percent of the Port of Tacoma MICs 5,160 acres are developable. In terms of its role in the city, the Port of Tacoma MIC contains 16 percent of the city’s overall land area, 0.7 percent of the population, 0 percent of the housing, and 9.5 percent of the city’s employment.

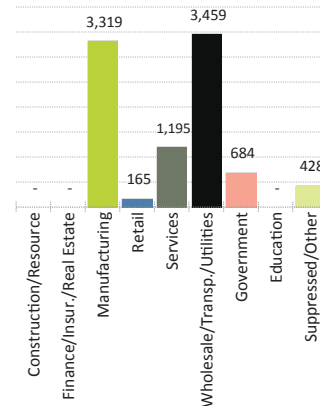
Current Land Use

(3,941 net acres)

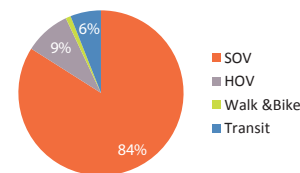


Jobs by Sector

(9,236 jobs)



Mode Shares



Source: PSRC





Regional Transportation System Today

TRAVEL PATTERNS

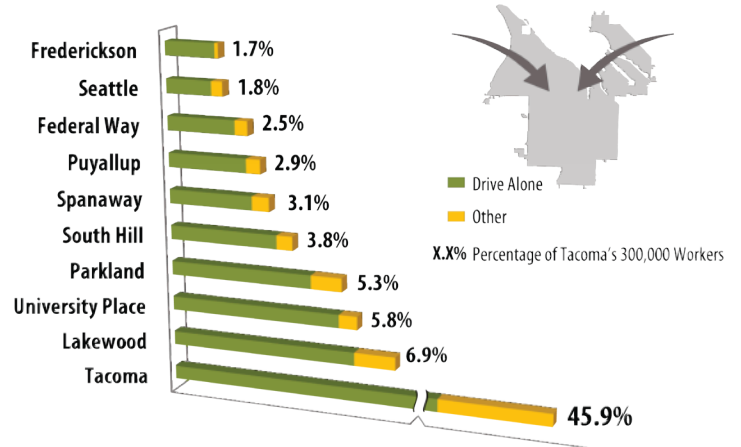
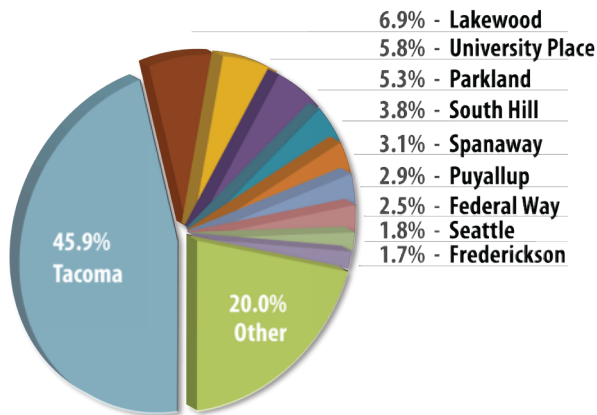
Tacoma's regional setting is important. Nestled in the South Sound, the City is bounded by Puget Sound and Commencement Bay (a deep water harbor of international significance), as well as the communities of Fife, Federal Way, Fircrest, Lakewood, University Place, and unincorporated Pierce County. Tacoma sits just north of a major military installation, the Joint Base Lewis McChord (JBLM), 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 importance (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, and numerous regional recreational trails.

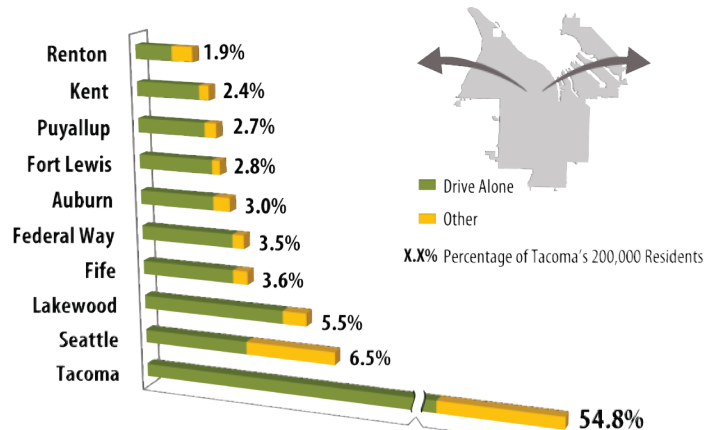
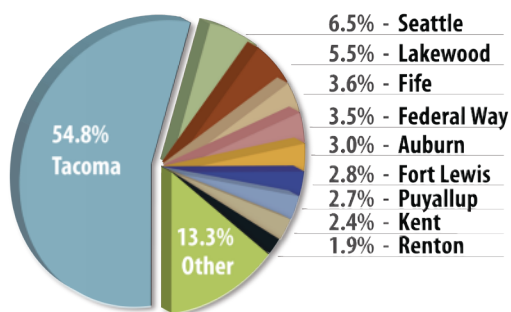
Given this strategic location, transportation conditions in the City are strongly influenced by forces beyond the City's control, including pass-through JBLM employees, freight vehicles from the Port, and travelers commuting between Pierce County communities and employment centers to the north.

The following charts show the commute flows of workers traveling into and out of Tacoma.

Top Ten Locations Where Tacoma's 300,000 Workers Travel From:



Top Ten Locations Where Tacoma's 200,000 Residents Go to Work:

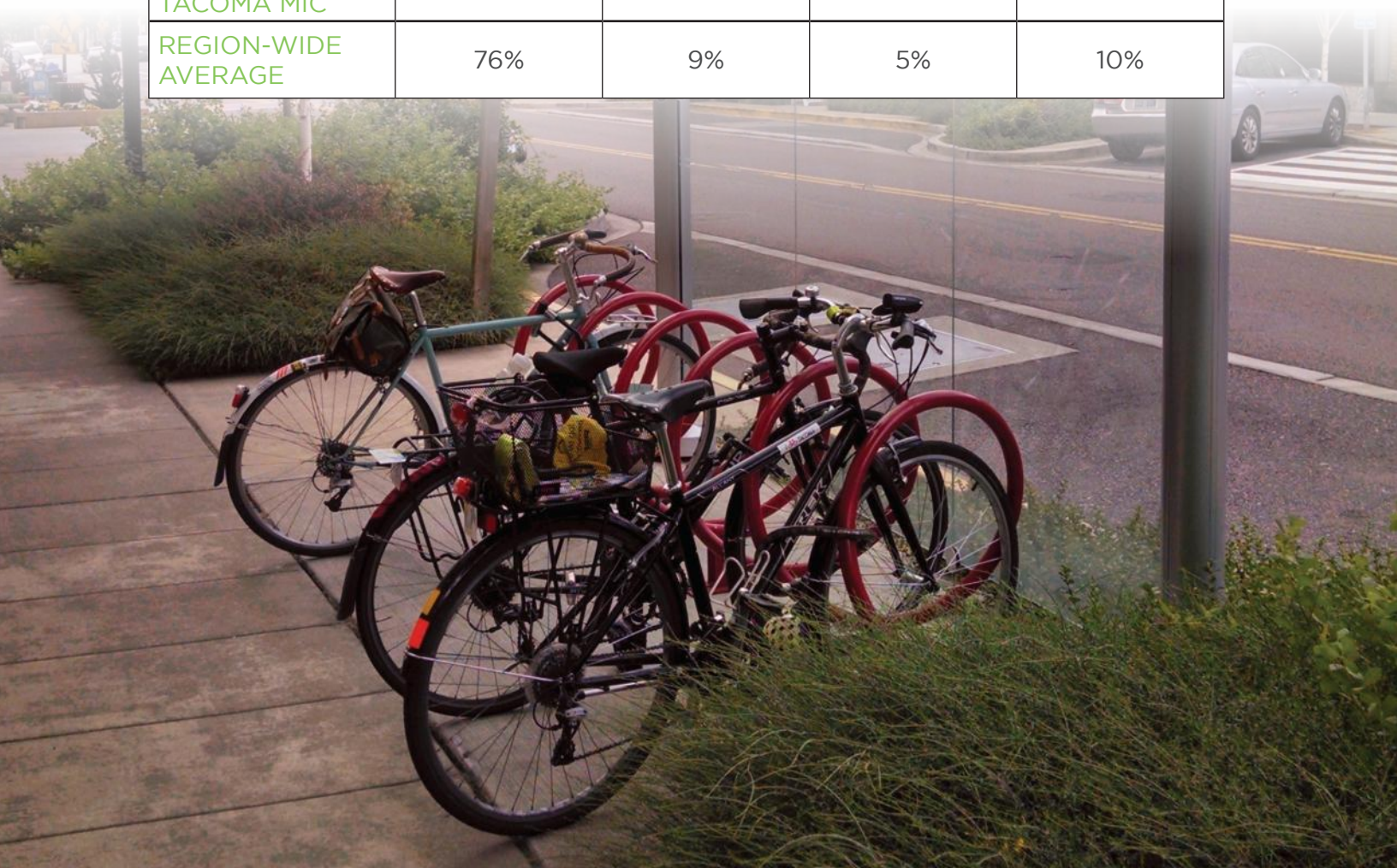




MODE SPLIT

The PSRC reports on mode split within the regional growth centers (RGCs) and manufacturing/industrial centers (MICs). The following table compares mode split (based on work trips measured in 2010) measured in the Downtown and Mall area RGCs and the Port of Tacoma MIC with regional averages.

CENTER	SOV	HOV	WALK/ BICYCLE	TRANSIT
TACOMA DOWNTOWN RGC	72%	10%	7%	10%
TACOMA MALL RGC	83%	8%	4%	5%
REGION-WIDE RGC AVERAGE	59%	9%	10%	22%
PORT OF TACOMA MIC	87%	8%	1%	3%
REGION-WIDE AVERAGE	76%	9%	5%	10%



PLANNING CONTEXT



PEDESTRIAN



Tacoma residents enjoy a dense grid network and sidewalk coverage throughout much of the City.

While sidewalk coverage is fairly good, the City would like to see more travel accomplished through active modes like walking and bicycling. Access for people with disabilities is also an important aspect of the pedestrian system. As such, the City has placed substantial recent investments in the completion of a Mobility Master Plan (MoMaP), construction of walking and bicycling facilities like the Prairie Line Trail and Schuster Parkway, and construction of \$2.5 million in pedestrian safety improvements Citywide in 2015.



TRAILS



ACCESSIBILITY RAMPS

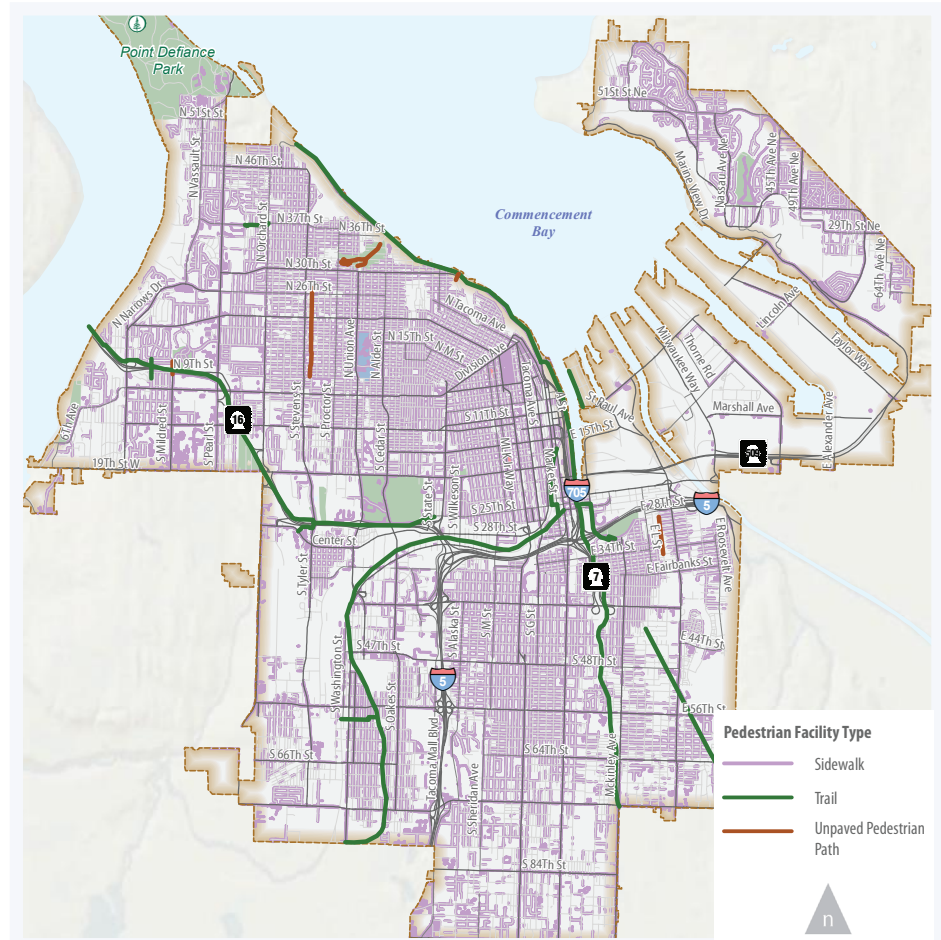
WALKING FACILITIES IN TACOMA



SIDEWALKS



HIGH-VISIBILITY CROSSWALKS



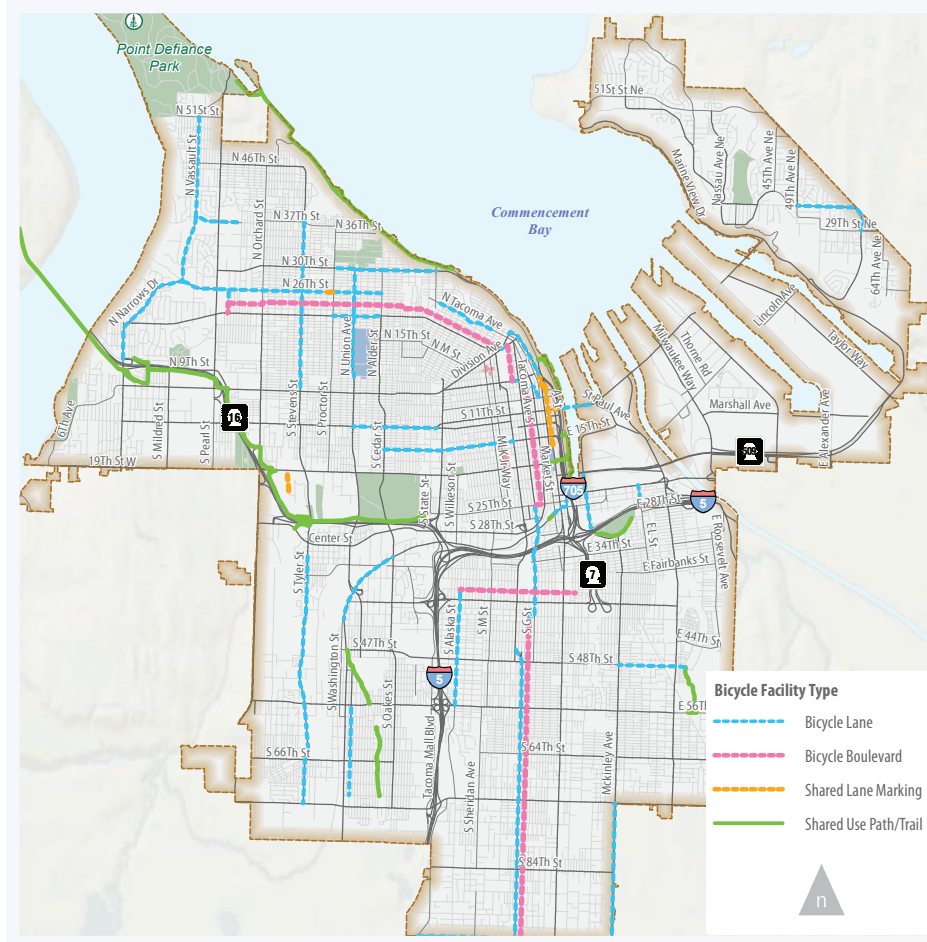


City of Tacoma TRANSPORTATION MASTER PLAN

BICYCLE

In contrast to the City's mature pedestrian network, bicycle facilities in Tacoma are relatively new. The map shows the location of trails, bicycle lanes, bicycle boulevards, and shared lane markings within the City. The 2009 MoMaP, while planning for all active transportation modes, placed a significant emphasis on advancing the transportation network for bicycles. The MoMaP includes an annual look at how the City is progressing in building out its active transportation network. This work was likely a major factor in the League of American Bicyclists 2012 designation of Tacoma as a Bicycle Friendly Community at the Bronze Level.

BICYCLE FACILITIES IN TACOMA



SHARED LANE MARKING



SHARED USE PATH



BICYCLE LANE



BICYCLE BOULEVARD



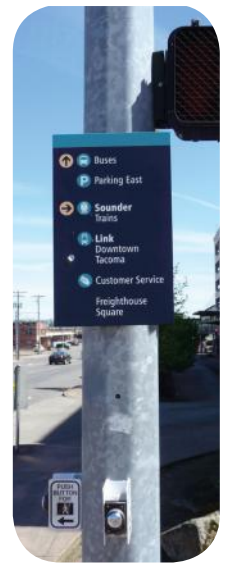
TRANSIT

Pierce Transit and Sound Transit are the primary operators of transit service in Tacoma. Pierce Transit operates 42 bus routes in the City that collectively cover 391 route miles. Pierce Transit has an annual ridership of 13 million and many of these trips start or end in Tacoma.

PIERCE TRANSIT SERVICE CUTS

Since the recession in 2008, Pierce Transit has cut service by 31% and moved to a high ridership and efficiency service plan to move the most people with the limited resources available. Voters rejected two separate sales tax measures in 2011 and 2012 that would have maintained service. However, increased sales tax revenues due to the economic recovery, elimination of some planned improvements, and sale of surplus property have allowed Pierce Transit to maintain 2012 service levels and even restore some service in 2014.

Sound Transit operates six express bus routes in Tacoma, in addition to Sounder Commuter Rail and Link Light Rail services. Sounder trains connect between Lakewood and Seattle, offering several round trips per day, but generally favor a commute flow into Downtown Seattle. Sounder Trains have stops in South Tacoma and at the Tacoma Dome. Link Light Rail connects the 1.6-mile distance between Downtown Tacoma and the Tacoma Dome Station. Link Light Rail is currently a free service, although it is set to start charging in September 2016.



TRANSIT SERVICES IN TACOMA





City of Tacoma TRANSPORTATION MASTER PLAN

FREIGHT



While freight and delivery vehicles are accommodated on streets throughout Tacoma, a major generator of freight volumes in Tacoma is the Port. The transportation conditions in the port area were evaluated extensively in the *2011 Tideflats Area Transportation Study* and the *2014 Port of Tacoma Land Use and Transportation Plan*. Key components of these plans are captured below. The complex nature of the Tideflats area results in a variety of transportation opportunities and constraints. Transportation challenges include bottlenecks with heavy congestion, interaction between rail and roads, and bridge conditions. Daily traffic volumes (from 2011) in the vicinity of the Port of Tacoma are shown below.

I-5 is a primary artery through the area, carrying over 180,000 daily vehicles. SR 509, which traverses the Tideflats, carries 30,000 vehicles per day. The Port is served by three main interchanges with I-5 at Port of Tacoma Road, 54th Avenue E, and Portland Avenue. Trucks rely on all three interchanges to access the shipping terminals within the Port.

AVERAGE DAILY TRAFFIC VOLUMES IN PORT AREA (2011)



PLANNING CONTEXT



A key regional connection is River Road E (SR 167). This principal arterial travels along the west side of the Puyallup River and connects I-5 with the SR 167 freeway in Puyallup. The “SR 167 gap” is currently among the top priorities for completing the state highway system.

The City has designated a network of “Heavy Haul Routes” which identifies those routes that carry the highest volumes of truck traffic and require roadway designs in line with this function.

- The Port of Tacoma handled 17.4 million tons of cargo in 2012, making it the 23rd largest port in the United States.
- The Port of Tacoma owns approximately half of the 5,000 acres in the Tideflats area.
- Port activities support 29,000 jobs and generate more than \$3 billion in economic activity.
- This economic activity translates to more than \$223 million in state and local taxes for education, police, fire services, and road improvements.

DESIGNATED HEAVY HAUL ROUTES AND TRUCK CORRIDORS



The state designates truck corridors based on the tonnage they accommodate.

- **T-1:** more than 10 million tons per year
- **T-2:** 4 million to 10 million tons per year
- **T-3:** 300,000 to 4 million tons per year
- **T-4:** 100,000 to 300,000 tons per year
- **T-5:** at least 20,000 tons in 60 days and less than 100,000 tons per year



City of Tacoma TRANSPORTATION MASTER PLAN



AUTO

Tacoma has a mature and well-connected street network. Congestion is highest during the morning and evening peak periods and is most pronounced along important state routes (I-5, SR 16, SR 509) and city facilities that connect with these state routes.

Tacoma's current level of service (LOS) policy is based on automobile delay alone but seeks to provide priority treatment to transit and HOVs on arterial corridors and heavy trucks on Port area arterials by allowing for a lower LOS for vehicular traffic within the identified corridors.

This TMP reevaluates Tacoma's auto LOS policy given the variety of objectives (livability, fiscal sustainability, equity) that the City is looking to achieve.

ESTIMATED TRAFFIC FLOWS AND CONGESTION LEVELS IN TACOMA (2013)



SAFETY

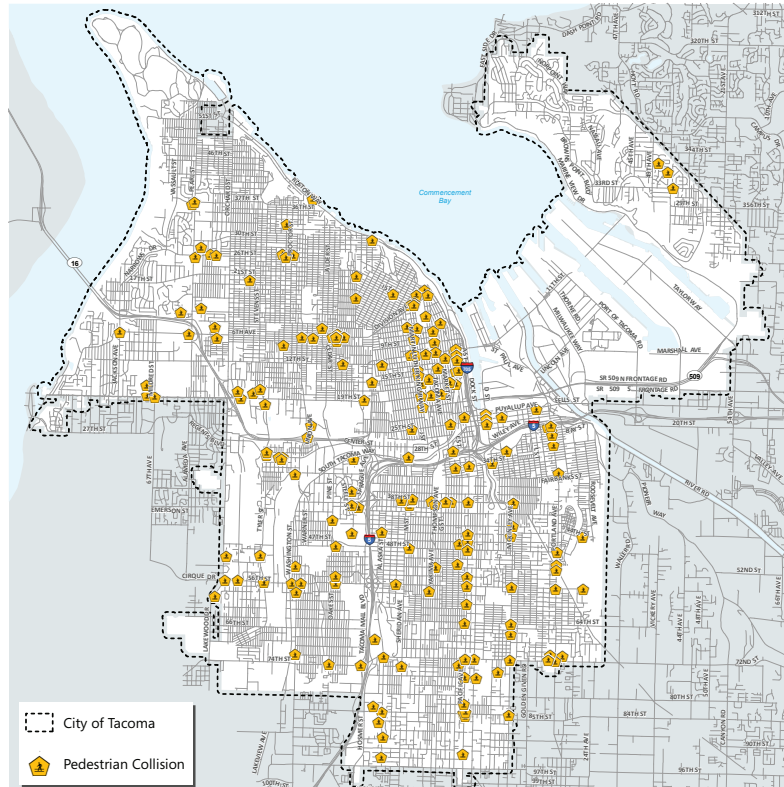
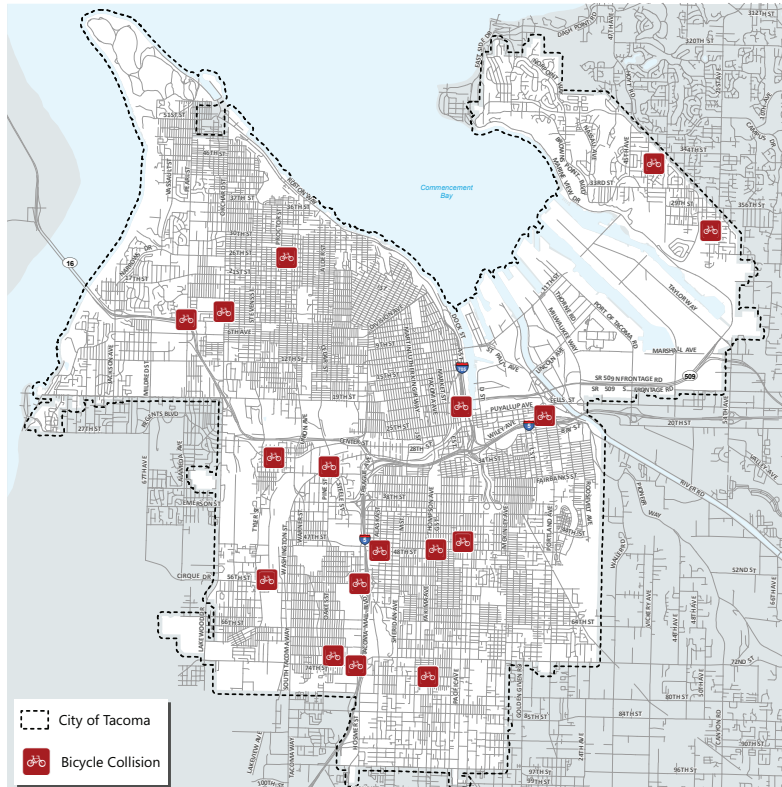
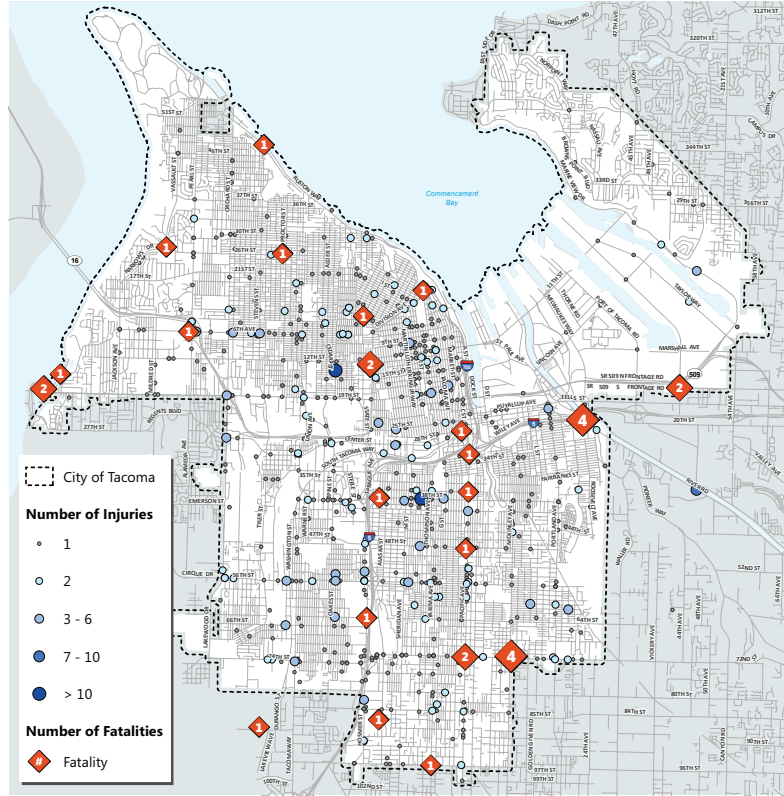
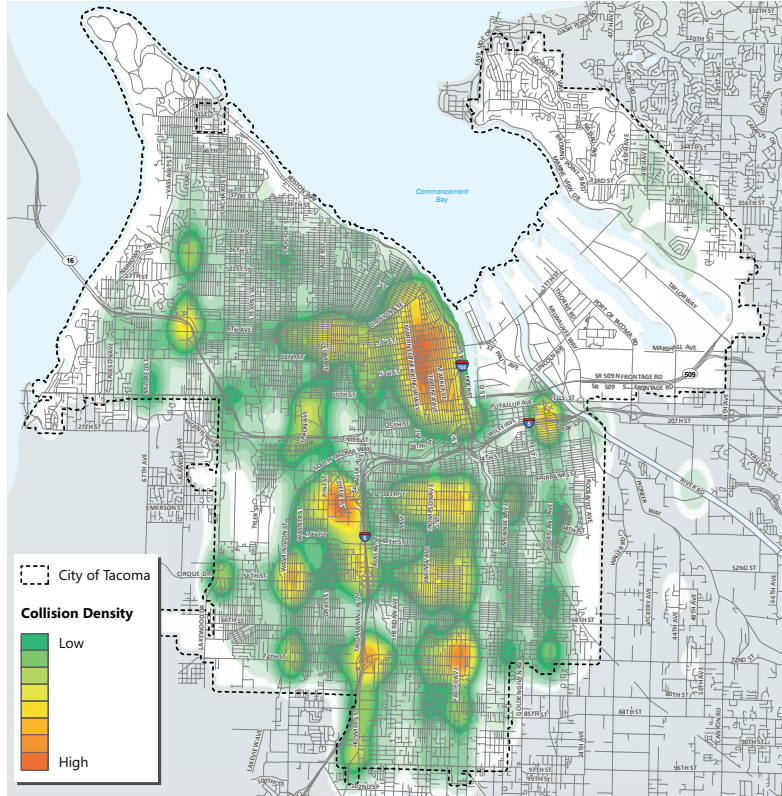
A key goal of this plan is to address locations where safety is a concern. The maps on the following page show locations where collisions were reported between 2010 and 2014. The data highlight locations with high overall collision rates and collisions that resulted in injuries or fatalities, and those that include a bicyclist or pedestrian. Many locations with a high number of crashes are located on corridors with pedestrian, bicycle, and transit treatments recommended. These engineering treatments, along with education, enforcement, and evaluation of traffic safety can improve conditions in Tacoma.



PLANNING CONTEXT



REPORTED COLLISIONS IN TACOMA (2010-2014)



FUTURE VISION

IMPLEMENTATION

FUTURE CONDITIONS

May 2015 | 49

Forecasts & Growth

The Growth Management Act (GMA) requires that this TMP supports the land uses envisioned in the Comprehensive Plan. Thus, an important component of this TMP's development was forecasting how growth in the City (including the MUCs, RGCs and Port of Tacoma), as well as throughout the region, would influence demand on Tacoma's transportation network. A description of the travel demand modeling process is provided below with more detail about land use assumptions and model documentation provided in **Appendix A**.

- The Tool.** In 2014, the City of Tacoma updated its travel model based on the PSRC regional travel model. This model forecasts traffic volumes during the evening peak period (3-6pm) along many of Tacoma's key streets and intersections. This tool provides a reasonable foundation for estimated year 2014 traffic volumes, as well as for developing year 2040 forecasts, as the underlying land use assumptions have been updated to match the land use forecasts for the current Comprehensive Plan.
- Estimate Land Use Growth in the City.** As a part of the Comprehensive Plan update, the City is planning for growth in housing units and employment through 2040. As described earlier, much of this growth is directed to the MUCs and at the Port of Tacoma. In total, the City plans for 105,639 new residents and 95,713 new jobs.
- Capture Regional Growth Patterns.** Other communities throughout the region are going through this very same process, based on direction from PSRC. Since travel does not stop at a jurisdiction's borders, it is important to capture how regional growth could influence travel patterns on Tacoma's streets.
- Translating Land Uses into Trips.** The next step is evaluating how the City and regional growth assumptions described in this plan translate into walking, biking, transit, and auto trips. The travel model represents the number of housing units and employees in spatial units called traffic analysis zones (TAZs). TAZs can be as small as a few street blocks to as large as an entire neighborhood. They provide a simplified means to represent trip making rather than modeling individual parcels. The travel model estimates trips generated from each TAZ (both inside and outside of the City) using established relationships between different land use types with trip making. These trips are then assigned onto the roadway network to estimate how much traffic would be on each street during the evening commute hour.



Screenshot of the Tacoma travel model network's roadway network capacity classes. Red links represent state highways and other colors are city arterials.

Model Refinements. The final step is refining the forecasts based on reality checks that the travel model may not capture. In this case, forecasts were refined to reflect the more walkable, urban characteristic planned for Tacoma's downtown by recognizing that some short trips could be made by walking and biking rather than driving. Moreover, travel patterns were refined to reflect existing driver preferences.

PLANNING CONTEXT





City of Tacoma **TRANSPORTATION MASTER PLAN**