

Transportation Element

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Foreword

The Transportation Element includes three sections. The first and third sections pertain to general transportation policies and implementation, while the second section specifically addresses nonmotorized transportation issues. The three sections cross-reference and complement each other.

Section I – General Goal and Policies – contains an overall transportation goal and a number of general policies that provide guidelines and direction to achieve the goal. These policies are compiled in the following seven categories:

- Land Use and Transportation
- Transportation System Management
- Multimodal System
- Commute Trip Reduction
- Environmental Stewardship
- Financing and Funding Sources
- Intergovernmental Coordination and Citizen Participation

Section II – Mobility Master Plan – specifically addresses nonmotorized transportation issues. The section is derived and extracted from the *2010 Mobility Master Plan Study*, a comprehensive study that provides a vision, policies and an implementation plan for how the City of Tacoma can improve conditions for pedestrians and cyclists citywide over the next fifteen years. Issues addressed in this section include:

- Guiding Principles
- Prioritizing Transportation Investment
- Vision and Goals
- Policies – pertaining to Implementation, Livability, Environmental Sustainability, Transit Integration, Connectivity and Access, Maintenance, Education and Encouragement, Health and Safety, Engineering, Enforcement, Evaluation, and Funding
- Definitions and Terminology
- Implementation

The *2010 Mobility Master Plan Study*, along with its technical appendices, such as the Design Guidelines (Appendix E of the *2010 Mobility Master Plan Study*), should be used as the official guide for the planning, identification, funding, prioritization, design, construction, and maintenance of pedestrian and bicycle infrastructure and services. It should be updated on a regular basis to keep the information current and to ensure its consistency with the Comprehensive Plan and such relevant documentations as the Complete Streets Design guidelines and the Public Works Design Manual.

Section III – General Plan Implementation – contains implementation strategies for the general goal and policies as contained in Section I, with some references to nonmotorized transportation. Issues addressed in this section include:

- System Inventory
- Level of Service Standard and Concurrency Management
- Multiyear Financing Plan
- Parking Management
- Regional Coordination
- State-owned Transportation Facilities
- Maps of Arterials, Transit System and Designated Centers
- Project Selection and Evaluation Criteria
- Long-Term Transportation Improvement Projects List – Unfunded

Section I – General Goal and Policies

In accordance with the community's desire for efficient, well-maintained, and safe transportation facilities, and timely transportation improvements, it is the goal of the City to:

Achieve a multimodal transportation system that efficiently moves people and goods with optimum safety and speed, maximizes the conservation of energy, and minimally disrupts the desirable features of the environment.

The following policies provide guidelines and direction to achieve the goal and for the continued development and improvement of citywide transportation facilities and services.

Land Use and Transportation

Policy Intent

Land use type, intensity, and distribution, as a result of developments, greatly influences travel choices and decisions on placement and investments of transportation facilities. Because land use and transportation are fundamentally linked, it is important that transportation facilities be designed to meet both community desires and Federal, state, regional, and local standards for functionality, safety, service, and efficiency.

Accommodating a large percentage of future growth through transit-oriented development (TOD) will help create a safer, more comfortable pedestrian environment, encourage alternative transportation, promote active living, and can enhance the quality of life of residents.

Elements of TOD generally include:

- A mix of land uses, including residential and commercial development;
- Moderate to high density housing;
- Pedestrian orientation/connectivity;
- Convenient access to transportation choices, including transit, bike, and pedestrian facilities;
- Reduced size of surface parking facilities; and
- High quality design.

TOD development can also incorporate specific strategies and innovative techniques such as:

- Transit ride-free areas;
- Neighborhood collector or shuttle transit service;
- Transit marketing;
- Car-sharing; and
- Location efficient mortgages.

Policies

T-LUT-1 Land Use Considerations

Development, expansion, or improvement of transportation facilities should be coordinated with existing and future land use patterns and types of development.

T-LUT-2 Land Use Patterns

Encourage land use patterns and developments, especially in mixed-use centers, that support non-single occupancy vehicle travel, increase community access, improve intermodal connectivity, and encourage short trips easily made by walking or bicycling for recreation and commuting.

T-LUT-3 Centers and Corridors

Give high priority to improvement of transportation facilities and services within designated centers and along identified corridors connecting the centers. Examine parallel low traffic roadways for potential pedestrian and bicycle movement and improvements.

T-LUT-4 Support Economic Bases

Give high priority to those transportation facilities that provide the greatest opportunity to serve and support the existing economic bases and will aid the City in attracting new investments.

T-LUT-5 Accessibility

Situate new transportation facilities in a manner that will assure reasonable access for all modes to places of employment and attraction in the City.

T-LUT-6 Concurrency

Ensure that the City's transportation network adequately serves the existing and projected land use developments. If adequate service levels are not maintained, pursue improvements to the transportation systems, mitigations of impacts, or modifications to the land use assumptions, where appropriate.

T-LUT-7 Street Rights-of-Way

Establish procedures to implement the authority granted to the City by RCW 35.79 to inventory, evaluate, and preserve right-of-way needs for future transportation or recreational purposes, and wherever possible, make advanced acquisition in order to minimize inconvenience to affected property owners and to safeguard the general public interest.

T-LUT-8 Partner with Transit

Partner with Pierce Transit and Sound Transit to coordinate land use and transportation planning and to promote transit-oriented development.

T-LUT-9 Transit Oriented Development

Encourage and promote transit-oriented development (TOD) and provide incentives for development that includes specific TOD features.

Transportation System Management

Policy Intent

Effective Transportation System Management (TSM) measures should be utilized to increase the efficiency of the transportation system and the safety of its users – pedestrians, bicyclists, and motorists.

Because transportation facilities can impact the character of neighborhoods and the overall design of a community, the City may consider traffic-calming measures. Implementation of traffic calming design shall be completed comprehensively to ensure that existing design standards for roadway functional class are not compromised and to safeguard against shifting traffic problems from one neighborhood to another or from arterials to residential streets.

The policies below can help improve the livability in residential environments by discouraging through traffic and excessive traffic volumes on residential and collector arterials, and by encouraging the landscaping and beautification of transportation facilities.

Policies

T-TSM-1 Street Classifications

Adhere to nationally recognized arterial functional class standards to help differentiate roads designed to carry high volumes of traffic and those designed for residential use.

T-TSM-2 Street System Design

Encourage street system design in a grid pattern, which has frequent interconnections to facilitate transit, bicycle, and pedestrian connections; strongly discourage cul-de-sacs.

The City will take steps to enhance its ability to secure roadway funding, from a variety of sources, for the replacement and/or re-design of roadways that are damaged or fail prematurely as a result of overweight vehicles use. The City shall work with its business and transit partners to establish overweight thresholds and roadway designs for improving the longevity of roadway pavement.

T-TSM-3 Traffic Calming Measures

Use sanctioned engineering approaches, such as medians, streetscapes, bulb-outs, traffic circles, traffic controls and bike lanes to protect neighborhood streets from cut-through traffic, high volumes, high speeds, and pedestrian/vehicle conflicts when warranted and integrated with emergency response vehicle access.

T-TSM-4 Transportation Facilities Maintenance

Revise transportation criteria, when warranted, to keep the City's transportation projects competitive for grant funding and for prioritizing transportation facilities in need of maintenance, rehabilitation or expansion.

T-TSM-5 Downtown Parking System

Develop, in partnership with parking stakeholders, a downtown parking system that seeks balance among competing uses, is financially self-supporting, helps attract investment, discourages turning arterial capacity into angle parking spaces, and meets the needs of both private and public users.

Implement the elements of the Business Plan for the Downtown Parking System. The Plan calls for increased level of parking enforcement, centralization of municipal parking assets, establishment of a fee based parking system, the creation of more off-street parking when warranted, and maintaining a self-reliant parking enterprise system.

Develop and maintain criteria for the purpose of identifying and prioritizing parking facilities in need of repair or expansion. For example, use nationally recognized parking facility criteria to determine if expansion of the municipal parking system is warranted.

Encourage the redevelopment of large stand-alone downtown parking facilities into commercial building space with parking to accommodate a diversity of uses consistent with Destination Downtown Design standards.

T-TSM-6 Level of Service Standards

Establish level of service standards that are consistent with regional and state standards for roadways that reflect arterial functional classifications and the differing development patterns, growth objectives, accessibility for vehicles, transit, pedestrian and bicycle use.

Multimodal System

Policy Intent

An efficient multimodal system is designed to accommodate the needs for the safe and efficient movement of people and goods. The city recognizes that freight mobility and access are critical to Tacoma’s economic development. Additionally, the city recognizes that transportation needs and travel choices change over time as alternatives to car travel become available. It is the intent of these policies to reduce car use; minimize intermodal conflicts; enhance freight mobility; and accommodate the mobility needs of Tacoma residents and visitors.

Policies

T-MS-1 Transportation Demand Management

Support and promote Travel Demand Management (TDM) strategies aimed at reducing the number and length of car trips and increasing the efficiency of the transportation system.

T-MS-2 Roadway Capacity

Assess roadway capacity on the basis of a facility’s total people-carrying capacity in addition to its vehicle-carrying capacity.

T-MS-3 Inter-Modal Conflict

Support programs, regulations, and design standards that separate at-grade crossing conflicts to increase safety and to increase the capacity and timeliness of both over-land and rail freight.

T-MS-4 Transit Planning

Support future transit planning among local and regional governmental agencies to improve the reliability, availability, and convenience of transit options.

T-MS-5 Transit Operational Efficiency

Allow sidewalks to extend up to the travel lane on certain arterial streets to serve as passenger loading platforms to improve transit operational efficiency and safety by avoiding merging and weaving maneuvers into traffic by buses. In principle, such sidewalk extensions may be located along arterial streets on transit routes, with minimum of two travel lanes in each direction and posted speed limit of 35 mph or less. Dimensions must be in compliance with established standards for roadway and traffic engineering and transit facilities.

T-MS-6 Moving Freight

Maintain Tacoma as a primary hub for regional, Alaskan, and military goods movement and as a gateway to national and international markets. Support the integrated development and operation of air, trucking, rail, and water terminal facilities to enhance the freight transportation system and strengthen the City’s economic base. Consider the needs for delivery and collection of goods at local businesses by truck.

T-MS-7 Special Transportation Needs

Recognize and accommodate the special transportation needs of the elderly, children, the disabled and the socio-economically disadvantaged in all aspects of transportation planning, programming and implementation. Use local, state or Federal, design standards that satisfy the communities desire for a high level of accommodation for the disabled.

T-MS-8 Partner with Pierce Transit

Partner with Pierce Transit so that resources may be combined and an efficient multimodal transit system may be created.

T-MS-9 Car-Sharing

Explore car-sharing programs and public-private partnerships with car-sharing businesses to reduce auto-ownership dependence.

T-MS-10 Encourage Transit Ridership to Manufacturing/Industrial Centers

Encourage transit ridership to and from manufacturing/industrial centers by implementing pedestrian improvements near transit stops, outreach to industrial employers and working with Pierce Transit to improve the frequency and location of transit service between high density residential areas and manufacturing/industrial areas.

T-MS-11 Truck Movement and Infrastructure Design

Identify and address areas within manufacturing/industrial centers where efficient truck access and circulation is hindered by infrastructure gaps and inadequate design; ensure future transportation improvements address the needs of large trucks.

T-MS-12 Complete Streets

Apply the Complete Streets guiding principle[1], where appropriate, in the planning and design for new construction, reconstruction and major transportation improvement projects[2], to appropriately accommodate all users, moving by car, truck, transit, bicycle, wheelchair, or foot to move along and across streets. The Complete Streets guiding principle shall also be used to evaluate potential transportation projects, and to amend and revise design manuals, regulations, standards and programs as appropriate to create over time an integrated and connected network of complete streets that meets user needs while recognizing the function and context of each street.

- [1] The Complete Streets guiding principle is to design, operate and maintain streets to enable safe and convenient access and travel for all users – pedestrians, bicyclists, transit riders, and people of all ages and abilities, as well as freight and motor vehicle drivers – and to foster a sense of place in the public realm.
- [2] Major transportation improvement projects include but are not limited to street and sidewalk construction; street and sidewalk lighting; street trees and landscaping; street amenities; drainage, pedestrian and bicycle safety improvements; access improvements for freight; access improvements, including compliance with the Americans with Disabilities Act; and public transit facilities accommodation including, but not limited to, pedestrian access improvements to transit stops and stations.

T-MS-13 Walkability

Provide height bonuses and other incentives to developments that promote walkability through pedestrian orientation, providing amenities such as weather protection and seating, and improving pedestrian connectivity.

T-MS-14 Minimize Conflicts in Manufacturing/Industrial Centers

Design non-motorized facilities in manufacturing/industrial centers in a manner that minimizes potential conflicts with trucks and trains to allow for the safe and efficient movement of both freight and people.

Commute Trip Reduction

Policy Intent

As required by the Commute Trip Reduction Efficiency Act of 2006 (RCW 70.94.521-551) and the associated Washington Administrative Code WAC 468-63, the Tacoma City Council adopted the Commute Trip Reduction Plan on July 10, 2007 (Resolution No. 37220) and adopted the Commute Trip Reduction Ordinance into the Tacoma Municipal Code Chapter 13.15 on December 9, 2008 (Ordinance No. 27771).

The CTR Plan provides guidelines for the City and major employers affected by the State law to implement effective strategies to achieve the goals of 10% reduction in drive-alone trips and 13% reduction in vehicle miles traveled by 2011. The CTR Ordinance establishes requirements for affected employers, including an appeals process, and procedures for the City for program administration, monitoring, enforcement and intergovernmental coordination.

The CTR Plan and Ordinance are designed to achieve the following objectives: improve air quality, reduce traffic congestion, and reduce the consumption of petroleum fuels. With the focus on employer-based programs that encourage the use of alternatives to driving alone for the commute trip, CTR represents a centerpiece of the overall strategy of Transportation Demand Management (TDM).

In addition to the mandated program activity, the City of Tacoma is also participating in a voluntary, pilot program encouraged and funded by the State, whereby Downtown Tacoma is designated as a Growth and Transportation Efficiency Center (GTEC). More aggressive CTR strategies will be implemented within the GTEC, involving selected target audiences besides the CTR-affected employers. Expected outcomes of the pilot program are the reduction of auto-dependent trips and the alleviation of the burdens on State highway facilities within and

between GTECs. The GTEC program is effective from July 2008 through June 2012.

There are a number of Comprehensive Plan policies and strategies that are supportive of CTR and TDM, including policies contained in the Transportation Element, transportation-efficient land use policies contained in the Generalized Land Use Element, and traffic management strategies contained in the Neighborhood Element. The following policies are intended to provide additional tools to ensure the successful implementation of the CTR Plan and Ordinance, and contribute to accomplishing the City's strategic goals of healthy environment, sustainable economy and livable community.

Policies

T-CTR-1 Comprehensive Planning and CTR

Incorporate Commute Trip Reduction in the planning for land use, transportation, housing, capital facilities, environmental protection, open space and recreation facilities, neighborhoods and communities, and other applicable disciplines of comprehensive planning. This will be accomplished by promoting CTR related and supportive policy aspects, such as those listed below:

- Promote transit-oriented development;
- Encourage maximum parking requirements for new development;
- Require nonmotorized connections between retail, living and work places;
- Evaluate land use changes to the Comprehensive Plan and determine how the development furthers the goals of CTR;
- Realize the Complete Street concept;
- Strive for job-housing balance;
- Support an integrated, regional high capacity transit system;
- Enhance walking and bicycling environment;
- Require parking for bicycles where applicable; and
- Ensure that connectivity, accessibility and transferability among multiple modes of transportation are adequate, efficient, safe and friendly for pedestrians and bicyclists.

T-CTR-2 Funding for CTR

Assign higher funding priority to and actively pursue funding opportunities for improvement projects and programs that are related to, supportive of, or integrated with Commute Trip Reduction.

T-CTR-3 Collaboration on CTR

Join force with appropriate jurisdictions and organizations to coordinate the Commute Trip Reduction program efforts; to best utilize and multiply each others' resources, success stories and innovative practices; and to ensure that fair and consistent services are provided to employers across jurisdictions and employers with worksites located in more than one jurisdiction.

T-CTR-4 Climate Change and CTR

Integrate the Commute Trip Reduction program efforts into the work program of the Office of Sustainability and the Sustainable Tacoma Commission on Climate Change (established pursuant to City Council Resolution No. 37631, adopted on October 21, 2008) to effectively reduce carbon emissions and improve air quality.

T-CTR-5 Innovation and Expansion of CTR

Pursue innovative measures of Commute Trip Reduction beyond the statutory suggestions and endeavor in expanding the scope of CTR beyond the statutory requirements, in order to maximize the effects of CTR.

T-CTR-6 Monitoring and Evaluation of CTR

Continually monitor and evaluate the effectiveness of employers' Commute Trip Reduction programs and the City's CTR policies, and implement changes needed to achieve and exceed the statutory goals.

T-CTR-7 Leadership in CTR

The City of Tacoma as an employer should take the leadership role and set a positive example by maintaining a strong Commute Trip Reduction program for its employees.

Environmental Stewardship

Policy Intent

The City of Tacoma recognizes that environmental stewardship must be a central focus in establishing a transportation system that serves today's users and future generations. This is consistent with the City of Tacoma's compliance with the Washington Clean Air Act, the Commute Trip Reduction Law, the National Environmental Policy Act, and the State Environmental Policy Act. It also supports the City's interest in reducing stormwater and air

pollution by lessening the use of petroleum fuel vehicles.

Policies that reduce car use and encourage transit, walking and bicycling are key to reducing transportation-related environmental impacts and can be found throughout the Comprehensive Plan. In addition, The City's Climate Action Plan guides the City toward reductions in greenhouse gas (GHG) emissions by such measures as decreasing use of the conventional internal combustion engine automobile.

Transportation contributes to more than 50% of Tacoma's GHG emissions. In an effort to achieve the GHG reductions laid out in its Climate Action Plan, the City encourages the use of a variety of vehicles and devices for transportation that are free of emissions. These vehicles and devices include Low Speed Electric Vehicles, bicycles, skateboards, and other forms of active transportation. Low Speed Electric Vehicles (LSV) are defined by State law and must have head lamps, stop lamps, seat belts, parking brakes, a vehicle identification number and also must be licensed and insured. LSVs include Neighborhood Electric Vehicles that reach maximum speeds of 20 – 25 mph and Medium Speed Electric Vehicles that reach maximum speeds of 25 – 35 mph. LSVs are allowed on local roadways; however, for safety and maintaining free traffic flow, such vehicles should only be driven on streets where conditions are appropriate and consistent with State law.

Electric Vehicles (EV) need predictable and convenient charging options before they will be considered a reliable choice to the average driver. Washington State Law (SSHB 1481) mandates implementation of EV charging station programs. Most EVs can receive charges of varying volts from 110, 220 to 440 in a variety of public and private settings. Tacoma recognizes the provision of charging stations will encourage EV ownership and is working to supply them to the public. EV charging technology is still evolving and the City will keep up with advances as they develop.

The intent of the following policies is to encourage the use of emission-free vehicles and devices and to plan and implement transportation projects that will not negatively impact the quality of the environment and will

contribute to the City's overall efforts in addressing issues associated with global warming and climate change.

Policies

T-ES-1 Minimum Environmental Disruption

Ensure environmentally sensitive design and management of the transportation system to minimize the disruption of natural and desirable manmade elements of our environment.

T-ES-2 Noise and Air Pollution

Encourage the reduction of noise and air pollution from various modes of transportation; promote the use of alternative fuels for vehicles; and ensure the City of Tacoma meets ambient air quality standards.

T-ES-3 Congestion Management

Encourage the use of alternative modes, and thereby slow the increase in the use of single-occupant vehicles and the increase of environmental degradation associated with their use.

T-ES-4 Stormwater Management

Employ Best Management Practices (BMPs) for stormwater management, Low Impact Development (LID) measures, and effective street cleaning to alleviate a major source of groundwater pollution due to roadway uses.

T-ES-5 Urban Design

Give maximum consideration to aesthetics and beautification while insuring compatibility with safety standards in the design and location of both local and state owned transportation facilities to ensure a positive contribution to the appearance and form of the city.

T-ES-6 Public Awareness

Initiate and support public awareness campaigns that focus attention on the societal and environmental impacts and costs of travel choices, and that increase the public's awareness and acceptance of the range of travel choices available. Partner with Pierce Transit to organize a marketing campaign that improves the "image" of bus transit and encourages ridership.

T-ES-7 Electric Vehicles

Encourage and promote the use of electric vehicles as they are developed in all automobile, truck and commercial vehicle classes. Neighborhood Electric Vehicles and Medium Speed Electric Vehicles may travel Tacoma’s street network where appropriate and consistent with State law. Encourage the use of such vehicles in a way that conditions are safe and don’t impede traffic flow.

T-ES-8 Emission-free Vehicles and Devices

Where appropriate and applicable, encourage the use of transportation devices that have a minimal impact to the environment and do not emit greenhouse gases such as skateboards and bicycles, electric personal assistive mobility devices, Low Speed Electric Vehicles and other innovations.

T-ES-9 Skateboards

Recognize skateboards as an environmentally friendly means of transportation and valid mode of travel. Skateboards are allowed on sidewalks but not roadways except crossing at intersections per Washington State Law. Explore revising State law to allow individual jurisdictions to manage skateboard use on local roadways.

T-ES-10 Electric Vehicle Infrastructure

Provide for a broad range of charging opportunities at public and private parking venues.

Financing and Funding Sources

Policy Intent

Emphasize investments for the preservation of the existing transportation facilities. Seek funding from a variety of sources and consider pursuing new opportunities for roadway maintenance revenue. In addition, the City will continue to use cost saving strategies, efficiencies, and accountability as guidelines for the best use of the available funds.

Policies

T-FFS-1 Reliable Financing

Ensure adequate procedures are in place for the purposes of jointly funding, from public and private sources, transportation system improvements necessitated in whole or in part by developments and growth within the City.

T-FSS-2 Development Incentives

Make transit-oriented development (TOD) more economically attractive by providing development bonuses and/or incentives for incorporating TOD elements, walkability, and/or bicycle and pedestrian facilities.

T-FSS-3 Transportation Funding for Manufacturing/Industrial Centers

Support priority funding for strategic transportation investments that improve freight mobility within manufacturing/industrial centers.

Intergovernmental Coordination and Citizen Participation

Policy Intent

Transportation issues do not respect jurisdictional boundaries. Also, transportation concerns may vary from neighborhood to neighborhood. It is intended that the City’s transportation planning and implementation utilize best practices and tools for greater regional coordination and address the specific needs of individual neighborhoods.

Policies

T-ICCP-1 Intergovernmental Coordination

Coordinate with federal, state, regional, and local agencies to assure a planned and coordinated regional transportation system.

T-ICCP-2 Nonmotorized Regional Coordination

Coordinate the planning, construction, and operation of pedestrian and bicycle facilities with other agencies where City of Tacoma corridors continue into neighboring jurisdictions.

T-ICCP-3 Funding Coordination

Coordinate with jurisdictions at local, regional and state levels, the state legislature and the private sector to increase overall funding and provide for reliable financing of growth related transportation improvements.

T-ICCP-4 Citizen Participation

Ensure citizen participation in all transportation planning to accommodate their needs and desires.

Section II – Mobility Master Plan

Policy Intent

The Mobility Master Plan Section of the Transportation Element provides a vision, policies and an implementation plan for how the City of Tacoma can improve conditions for pedestrians and bicyclists citywide over the next fifteen years. This section was distilled from Tacoma's *2010 Mobility Master Plan Study*. It moves the City towards social, economic and environmental sustainability and serves as a cornerstone for Tacoma's climate action diminution strategies. A sustainable non-motorized transportation network is vital for Tacoma to achieve a substantial reduction in carbon emissions, as well as to provide a healthier environment for its residents.

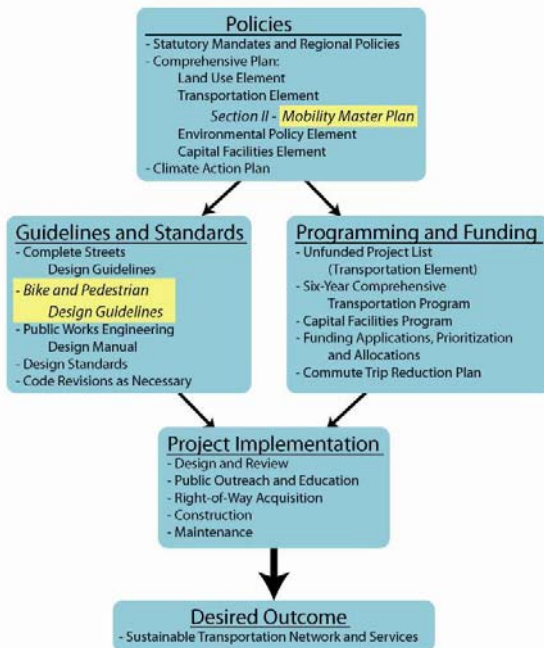
The Mobility Master Plan Section envisions an interconnected bicycle and pedestrian network that provides safe routes to neighborhoods, schools, transit, business districts recreational facilities, and other destinations.

The implementation of a new set of mobility policies will improve Tacoma residents' health, enhance their quality of life, help protect the City's natural resources and be a source of pride to the community. It will also lead toward the goal of achieving "Bicycle Friendly Community" status by the League of American Bicyclists.

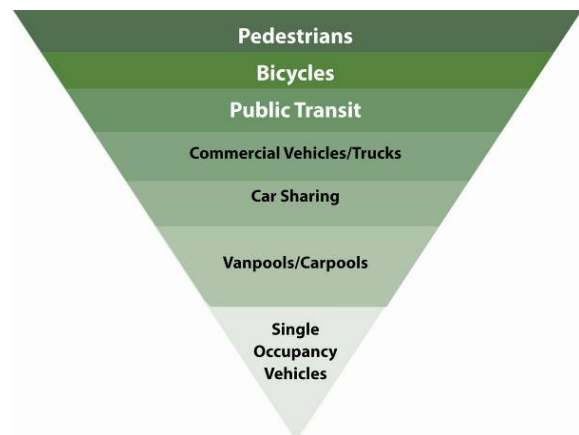
The Mobility Master Plan Section is consistent with the City's Complete Streets policy and its associated design guidelines. The Mobility Master Plan Design Guidelines (Appendix E of the *2010 Mobility Master Plan Study*) provide a comprehensive set of tools for designing and implementing pedestrian and bicycle infrastructure. Tacoma's streets vary significantly in width, speed and usage and the Design Guidelines provide a wide array of options to make them more user-friendly.

Prioritizing Transportation Investment

The 'Green Transportation Hierarchy' is a recent movement that recognizes transportation modes that have the least environmental impact and greatest contribution to livability. Intended as a prioritization strategy, the Green Transportation Hierarchy promotes funding and development of facilities for modes that affordably enhance access for the majority of Tacoma residents, rather than using level of service standards focused on vehicle movement. The hierarchy gives precedence to pedestrians, then to bicyclists and public transit. Commercial vehicles and trucks are also recognized as having priority over passenger vehicles.



Mobility Master Plan integration with City Policies



This hierarchy defines pedestrians as including individuals using assistive devices for mobility and sensory disabilities including walkers, wheelchairs, scooters, service animals, and canes. Throughout the Mobility Master Plan, the term “pedestrian” refers to a person moving from place to place, on foot and/or with the use of an assistive mobility device (when that person has a disability and/or medical condition). “Walking” or “to walk” are the terms used to describe this movement of a pedestrian.

The City of Tacoma will use this model as a conceptual tool for elevating pedestrians, bicycles and public transit in the planning and design of streets in a manner that is consistent with the City’s Complete Streets policy and Climate Action Plan. It gives recognition to the most vulnerable users of the streets: pedestrians and bicyclists of all ages and abilities.

Guiding Principles

The guiding principles were established by the Mobility Master Plan Steering Committee to serve as a statement of values and to convey the impact they want this Plan to have on Tacoma’s future. The principles stand as a guide for policy, development and implementation of this plan – addressing the questions of what we do, why we do it, and how we do it.

- **Accessibility** – Incorporate the needs of people with disabilities into planning, design, construction and maintenance of the transportation system.
- **Connectivity** – Prioritize projects that connect multi-use residential centers, transportation hubs and activity districts and downtown.
- **People** – Prioritize movement of people as a measure of mobility over movement of cars.
- **Equity** – Establish geographic and modal equity across Tacoma.
- **Safety** – Prioritize the safety and comfort of pedestrians and bicyclists on all Tacoma streets
- **Sustainability** – Develop a comprehensive pedestrian and bicycle network as a critical step in realizing a sustainable and livable Tacoma.
- **Multimodal** – Make multiple travel modes safe and available to all users.



REI Bike Basics Class at the 2010 Bike Swap



2010 Zeit Bike by Eric Holdener
Tacoma Art Museum



Pierce Transit Security Officers at the 2010 Bike Swap

Vision and Goals

The vision establishes the overarching concept that acts as a source for future inspiration in Tacoma’s transportation planning. And the policies help guide the city towards fulfilling the vision. The vision and a new set of mobility policies support and bolster the nonmotorized transportation policy intent of Tacoma’s Comprehensive Plan Transportation Element. Tacoma’s *2010 Mobility Master Plan Study* is the document with comprehensive planning, implementation and funding strategies that complements the policies in this section. The chapters and appendices in the Mobility Master Plan clarify how the policies, recommended networks and implementation strategies were derived and how they can be advanced.

Vision

Tacoma is a world-class walking and biking community in which pedestrians and bicyclists are top priorities in transportation planning. Tacoma's transportation system is useable and welcoming to people of all abilities. Streets accommodate bicyclists in large numbers, sidewalks are user-friendly, and residents share the road safely and are fully mobile without an automobile.

Goals

- Achieve “Bicycle Friendly Community” status as designated by the League of American Bicyclists by 2015 by developing and enhancing the five Es: Engineering, Education, Evaluation, Enforcement, and Encouragement.
- Complete a safe and comfortable bicycling system that connects all parts of the city (north to south/east to west) and accommodates all types of cyclists by 2025.
- Complete an accessible network of pedestrian supportive infrastructure, including sidewalks, curb ramps, accessible pedestrian signals and shared-use paths, in high-priority pedestrian areas.
- Create a safer street environment that reduces intermodal crashes involving bicyclists, pedestrians and motor vehicles by at least 10% from 2010 rates by 2015 and work to meet Washington State’s Target Zero goal of eliminating fatal and serious injuries by 2030.
- Increase the nonmotorized mode split to 5% by 2015 and continue gains thereafter in order to achieve the Climate Action Plan goal of reducing greenhouse gases emissions from transportation sources.
- Increase transit use by enhancing pedestrian access and bicycle support facilities through the development of bikeways and walkways that serve transit hubs.
- Implement a benchmarking and measurement system to gauge success for pedestrian and bicycle infrastructure improvements and usage.
- Apply implementation and maintenance strategies that expand and sustain Tacoma’s pedestrian and bicycle infrastructure.
- Promote healthy lifestyles by offering improved opportunities for active living for people of all abilities through the development of a robust non-motorized network, including bikeways, sidewalks, and linear parks.

Policies

Bicycling and walking are low-cost and effective means of transportation that are non-polluting, energy efficient, versatile, healthy and fun. Combined with transit they add to the efficiency of the local transportation system. The Mobility Master Plan lays out strategies for system-wide expansions and improvements. The Plan specifies what needs to be done by 2025 to achieve the City's goals of becoming a better and more accessible walking, bicycling and transit friendly community and reducing greenhouse gas emissions. Tacoma is in an excellent position to capitalize on existing pedestrian- and bicycle-friendly attributes, to increase the number of residents and visitors who travel by foot, bicycle and transit, and to increase the transportation options for people with disabilities. Tacoma can take advantage of the anticipated population growth in high-density centers, existing education programs, and high-quality multimodal connections to develop a world class system of bikeways and walkways.

The following policies support the vision, goals and guiding principles and will serve to create a more balanced transportation system throughout Tacoma.

T-MMP-1 Implementation

Implement the Mobility Master Plan's recommendations for developing an active transportation network that reduces auto travel, increases the number of nonmotorized users of all ages and abilities, and improves the health of our people and local ecology.

T-MMP-2 Livability

Prioritize infrastructure improvements that connect residential areas to local retail, business, and community services, so residents can access more of the services they need close to home by walking, biking, and using assistive devices.

T-MMP-3 Environmental Sustainability

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

T-MMP-4 Transit Integration

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

T-MMP-5 Connectivity and Access

Plan new development on a grid pattern for good street connectivity and access for pedestrians and bicyclists.

T-MMP-6 Maintenance

Ensure that pedestrian and bicycle facilities are clean, safe, and accessible, and promote active use.

T-MMP-7 Education and Encouragement

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

T-MMP-8 Health and Safety

Promote active lifestyles by working with the Tacoma-Pierce County Health Department (TPCHD) to provide education programs and safe and accessible routes for pedestrians and bicyclists of all ages and abilities.

T-MMP-9 Engineering

Apply high-quality engineering and design to bicycle and pedestrian physical infrastructure.

T-MMP-10 Enforcement

Enhance safety for all road users through increased traffic enforcement on city streets, walkways, and bikeways.

T-MMP-11 Evaluation

Establish benchmarking measurements and monitor the effectiveness of the Mobility Master Plan on an annual basis.

T-MMP-12 Funding

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

Definitions

Pedestrians

Throughout this document, the term “pedestrian” refers to a person moving from place to place, on foot and/or with the use of an assistive mobility device (when that person has a disability and/or medical condition). “Walking” or “to walk” are the terms used to describe this movement of a pedestrian.

Facility Types

Depending on their location and context, the recommended facility types for Tacoma’s bicycle network would include the following facilities:

Bicycle Boulevards

Bicycle Boulevards are shared roadways that use a combination of traffic calming measures and other streetscape treatments to slow vehicle traffic while facilitating safe and convenient bicycle travel. Bicycle boulevards should provide safe, efficient, and pleasant travel for bicyclists by using engineering techniques to reduce vehicular traffic speeds and to facilitate bicycle travel through intersections

(e.g. stop signs for cross-traffic or bicycle-actuated signals at arterial streets).

Appropriate treatments depend on several factors including traffic volumes, vehicle and bicycle circulation patterns, street connectivity, street width, physical constraints, and other parameters. Treatments can include pavement markings, signage, traffic calming (e.g. speed bumps, chicanes, curb extensions, etc.), and traffic diversion.

Bike Lanes

Designated exclusively for bicycle travel, bike lanes are separated from vehicle travel lanes with striping and also include pavement stencils

and signage. Bike lanes are appropriate on streets where traffic volumes and speeds indicate a need for modal separation, rather than on roadways where bicyclists can comfortably share the lane with drivers, due to lower vehicle speeds and volumes that allow drivers to safely pass cyclists.

Shared Lane Markings

Shared lane markings (also known as “sharrows”) are high-visibility pavement markings that help position bicyclists within a shared vehicle/bicycle travel lane. These markings are typically used on streets where dedicated bike lanes are desirable but are not possible due to physical or other constraints.



Tacoma's
Bike Boulevard Symbol



Shared Lane Marking

Cycle Tracks

A cycle track is a hybrid type bicycle facility combining the experience of a separated path with the on-street infrastructure of a conventional bike lane. Cycle tracks provide exclusive space for bicycles that is physically separated from pedestrians and cars. Cycle tracks are appropriate on streets with higher traffic volumes where greater separation is needed, and where cross-traffic is limited.

Shared-Use Paths

The Revised Code of Washington defines shared-use paths as “a facility physically separated from motorized vehicular traffic within the highway right of way or on an exclusive right of way with minimal crossflow by motor vehicles. It is designed and built primarily for use by bicycles, but is also used by pedestrians, joggers, skaters, wheelchair users (both nonmotorized and motorized), equestrians, and other nonmotorized users” (RCW 1020.03). Shared-use paths provide additional width over a standard sidewalk and, when constructed next

to the road, shared-use paths must have some type of vertical (e.g., curb or barrier) or horizontal (e.g., landscaped strip) buffer separating the path area from adjacent vehicle travel lanes.

Transit

Throughout this document, the term transit refers to all existing and proposed transit vehicles and types provided by Pierce Transit and Sound Transit. Existing transit service is provided by bus, the Sounder commuter rail and the LINK light rail. Future transit service may also include streetcars.

Streetcars

Streetcars operate on rails on city roadways and often share a travel lane with automobiles. Streetcars were a basic mode of travel in Tacoma from 1888 to 1938 and helped spur the development of many of Tacoma's commercial districts. The streetcar network linked neighborhoods and business districts to downtown and other noteworthy destinations including Pt. Defiance Park. The network also included a cable car system that looped up and down the steep slopes of downtown on South 11th and South 13th Streets so people could avoid the strenuous hill climb on foot. By 1912 Tacoma had developed a comprehensive streetcar line with 125 miles of track in the city and additional electric rail connecting Tacoma to Seattle. But as automobiles began to dominate the streets, streetcars became less financially feasible and the streetcar line closed in 1938.

Tacoma hopes to regain some of the efficiency of its historic rail system with a new streetcar line. Tacoma's 1.6 mile LINK light rail opened in 2003 and connects the Tacoma Dome area to the downtown theater district. The City is currently planning for expansion of the LINK with streetcars. Tacoma envisions an efficient and sustainable streetcar network that will serve to enhance both the non-motorized and motorized transportation systems. As the streetcar line is developed and designed, access for pedestrians and bicycles will be evaluated and planned simultaneously so users have many mode options for arriving at the station and their destination. Streetcars will be pivotal in creating a more fully integrated multimodal transportation system for Tacoma's future.



Tacoma LINK Light Rail



Pierce Transit SHUTTLE



Bikes and Transit Coexist

Implementation

The recommended pedestrian and bicycle network improvements were developed with a thorough analysis of existing conditions utilizing a variety of methodologies, including the Pedestrian Zone Analysis, Pedestrian Crash Analysis, Bikeway Quality Index and Cycle Zone Analysis. Detailed descriptions of existing conditions analyses can be found in Appendix D of the *2010 Mobility Master Study*. The recommended pedestrian network improvements should be consistent with the City of Tacoma’s *2008 ADA Transition Plan*. This Plan outlines the City’s strategic priorities for curb ramp and sidewalk improvements.

The following table lists the criteria used to evaluate potential projects for the pedestrian and bicycle networks. These criteria, listed in the order of importance, were developed with input from public workshops and the Steering Committee.

Table 1. Infrastructure Project Evaluation Criteria

Criterion	Measurement
Enhances system connectivity/Closure of critical gap	To what degree does the project fill a missing gap in the bicycle and/or pedestrian system? How well does the project overcome a barrier in the current bicycle and pedestrian network?
Interface with other transportation modes (e.g., transit)	To what degree does the project connect to transit facilities?
Geographic distribution of City coverage	To what degree does the project offer potential benefits to the wider, regional community by offering opportunities for increased connectivity to surrounding communities, other regional walkways/bikeways etc.?
Cost Effectiveness	How difficult will it be to implement the project? This criterion takes into account constraints like topography, existing development, presence or lack of available right-of-way, and environmental and political issues.
Suitability for bicycling and/or walking with improvements	Does the route have potential to be safe and/or comfortable for bicycling after improvements have been made?
Destinations served	Does the project provide connectivity to key destinations, including schools, parks, employment, commercial centers, and civic centers?
Improvement that serves an immediate safety need	Can the project potentially improve bicycling and walking at locations with perceived or documented safety issues? This criterion takes into account available crash data as well as feedback from the Steering Committee and Tacoma residents.
Integration into the existing local and regional bikeway/walkway system	How many user generators does the project connect to within reasonable walking or bicycling distance, such as schools, parks, Downtown, colleges and universities, etc.?
Projected reduction in vehicle trips and vehicle miles traveled	To what degree will the project likely generate transportation or recreational usage based on population, corridor aesthetics, etc.? Does the project serve transportation needs, reducing the need for drive-alone trips, and promoting bicycling as a viable alternative to driving?

After careful evaluation of all potential bicycle projects through the lens of the criteria shown in Table 1 and with comments from the public and Steering Committee expertise, Short Term, Medium Term and Long Term Project Lists were created and are shown in Tables 8, 9 and 10 and Maps 2, 3, 4.

Short Term Bike Project Priority List

The selection of initial bicycle infrastructure projects will be critical to the Plan's acceptance, implementation and eventual use by the community. To this end, the Short Term Bike Project Priority List (Table 2; Map 2) suggests a recommended order of building the Short Term Bicycle Plan (projects 1-10). Projects 11-31 offer direction for engineering and planning purposes. Sequential implementation of this Short Term Bike Project Priority List will best enable Tacoma to quickly and efficiently realize an equitable City-wide system that attracts experienced cyclists as well as the interested but concerned new riders. The creation of bike boulevards wherever practical is favored over bike lanes on heavily traveled arterials.

While the quality and integrity of these recommendations are believed sound, implementation of projects of this scope are complex. The Short, Medium and Long Term Bicycle and Pedestrian Project Lists may change according to available funds, new roadway projects, new development, evolving best practices, changing land use patterns, and other factors. The Short Term Bike Project Priority List as well as the Medium and Long Term Project Lists should be reviewed annually to ensure they reflect current realities on the ground.



Bike to a Better Tacoma at the Hub
May 2008



Bike Commuters from UW-Tacoma
Summer 2008



Mobility Master Plan Public Workshop at South Park
September 2009

Table 2. Short Term Bicycle Project Priority List¹

Priority	Street	From-To	Length (miles)	Cost ² Estimate	Facility Type
Completed and Underway Projects					
Complete	Tyler St	S 60th St – S Manitou Wy	1.46	\$275,000	Bike Lane
Construction Phase	S Park Ave	S 40th St – E 96th St	3.66	\$177,000	Bicycle Boulevard
Construction Phase	S 40th St	S Park Ave – S G St	0.06	\$11,000	Bike Lane
Construction Phase	Delin St/S G St/S 36th St/Tacoma/S 38th St	S 25th St – S 48th St	1.73	\$312,000	Bike Lane
Construction Phase	Fawcett Ave/S 25th St	6th Ave – Tacoma	1.51	\$84,000	Bicycle Boulevard
Construction Phase	6th Ave	S G St – Fawcett Ave	0.10	\$4,000	Sharrow ³
Construction Phase	S G St	Division Ave – 6th St	0.39	\$19,000	Bicycle Boulevard
Construction Phase	Division Ave	Yakima Ave – N G St	0.07	\$20,000	Shared-Use Path
Construction Phase	N 23th/N 24th/Yakima Ave	Highland – Division Ave	3.39	\$164,000	Bicycle Boulevard
Construction Phase	N Highland St	N 23rd St – N 21st St	0.11	\$5,000	Bicycle Boulevard
Construction Phase	N 26th St	N Stevens St – Pearl St	0.79	\$143,000	Bike Lane
Construction Phase	N 26th St	N Proctor – Alder	0.50	\$90,000	Sharrow/Bike Lane
Construction Phase	S 37th St.	A St – S Hosmer St	1.55	\$75,000	Bicycle Boulevard
Construction Phase	S Alaska St	S 38th St – S 37th St	0.10	\$19,000	Bike Lane
Construction Phase	N 30 th St	Alder St – McCarver St	0.59	\$110,000	Bike Lane/Sharrow
Construction Phase	Historic Water Ditch Trail – Phase 2	S 80 th / S Tacoma Way – S 72 nd and S 60 th – S 56 th Streets	1.82	\$488,000	Shared-Use Path
Total Completed and Underway			17.83	\$1,996,000	
Short Term					
1	N Stevens St	N 46th St – N 37th	0.62	\$118,000	Bike Lane
1 ⁴	Stevens/ Tyler St	6th Ave – S Wright Ave	1.76	\$332,000	Bike Lane
2	S 47th St/S 48th St/E C St/E 46th St/E E St	S Tacoma Wy – McKinley Ave	3.20	\$603,000	Bike Lane
3	Puyallup Ave	Pacific Ave – City Line	1.71	\$322,000	Bike Lane
4	Orchard	S19th – N 26 th	1.70	\$307,000	Bike Lane
5	N 1st St/Broadway	N Tacoma Ave – Prairie Line Trail	1.43	\$69,000	Bicycle Boulevard
6	NE Nassau Ave	Browns Pt Blvd – NE Northshore Pkwy	1.06	\$200,000	Bike Lane
7	S 11th St	Ferry St – Pacific Ave	1.25	\$236,000	Bike Lane

¹ All improvements to a WSDOT facility must be coordinated with and approved by WSDOT Olympic Region Development Services

² Cost estimates in 2010 dollars

³ Sharrow = Shared Lane Marking used in situations where bicyclists share the travel lane with motor vehicles

⁴ Projects have the same priority number when they are part of a continuous corridor

Transportation Element – City of Tacoma Comprehensive Plan

Priority	Street	From-To	Length (miles)	Cost ² Estimate	Facility Type
8	S 12th St	S Jackson Ave – S Union Ave	2.51	\$473,000	Bike Lane
9	6th Ave	Ainsworth Ave – E Broadway	0.87	\$165,000	Bike Lane
9	Ainsworth Ave	N Steele St – 6th Ave	0.49	\$24,000	Bicycle Boulevard
9	N 11th St	N Pearl St – N Steele St	2.25	\$109,000	Bicycle Boulevard
10	S Washington	S 60 th – S 43 rd (S Tacoma Way)	1.20	\$230,000	Bike Lane
11	N Alder/N Cedar St	N 22nd St – SR 16	2.79	\$527,000	Bike Lane
11	S Oakes St/S Pine St	SR16 – S 74th St	3.11	\$587,000	Bike Lane
12	Historic Water Ditch Trail	Pine – C St	2.78	\$745,000	Shared-Use Path
13	Schuster Parkway Trail	S 7 th – Ruston Way	1.50	TBD	Trail
14	Pipeline Road Trail	E 40th St – Waller Rd and 72 nd	2.31	\$618,000	Shared-Use Path
14	E I St/E K St/E Wright Ave /Pipeline Rd	D St at Tacoma Dome/McKinley Park/Pipeline Road Trail	1.20	\$58,000	Bicycle Boulevard
14	Sheridan Ave	6th St – S 25th St	1.37	\$66,000	Bicycle Boulevard
14	S 25th St	S State St/Scott Pierson Trail – Sheridan Ave	0.21	\$40,000	Bike Lane
15	Prairie Line Trail	Pacific Ave to Water Ditch Trail	0.80	\$214,000	Shared-Use Path
16	S 64 th St	S Alaska Way – Waller Rd	3.31	\$160,000	Bicycle Boulevard
16	S 66 th St	Orchard St – Tacoma Mall Blvd	2.14	\$103,000	Bicycle Boulevard
17	S 43 rd St/E E St/E 40 th St	A St – Portland Ave	1.90	\$92,000	Bicycle Boulevard
18	S 37 th St/Sprague Ave	Water Ditch Trail – S Steele St	0.87	\$165,000	Bike Lane
19	NE 51 st St/NE Northshore Pkwy	NE Harbor View Dr – Hoyt Rd	2.07	\$391,000	Bike Lane
19	NE Slayden Rd	NE Marine View Dr – NE Harbor View Dr	0.41	\$15,000	Sharrow
20	N Baltimore St	N 46 th – N 26 th St	1.67	\$81,000	Bicycle Boulevard
21	N Pearl St/Ferry Landing	N 51 st St – Ferry Station	0.50	\$18,000	Sharrow
22	S 80 th /82 nd St	S Hosmer – McKinley Ave	2.07	\$100,000	Bicycle Boulevard
23	S Alaska St	S 56 th – 96 th St S	2.51	\$473,000	Bike Lane
24	S Mildred St	S 12 th St – S 19 th St	0.50	\$94,000	Bike Lane
25	Dock St	S Schuster Pkwy – E D St	1.62	\$59,000	Sharrow
25	N 51 st St/Gallagher Dr	N Vassault St – Ruston Way	1.15	\$218,000	Bike Lane
25	Ruston Way	N 49 th St – Schuster Parkway	2.37	\$87,000	Sharrow
26	S Oxford St/S 8 th St/S Meyers St/S 15 th St	N Skyline Dr – S 19 th St	1.15	\$56,000	Bicycle Boulevard
27	N 37 th St	N Shirley St – N Orchard St	0.27	\$73,000	Shared-Use Path
28	E Side Foss (D Street)	Murray Morgan Bridge to E 3 rd St	0.42	\$113,000	Shared-Use Path
29	S A St	E 96th St – E 37th St	3.78	\$183,000	Bicycle Boulevard
30	Pearl St	N 11 th – N 9 th (Scott Pierson)	0.20	\$53,000	Shared-Use Path
31	Jackson St	N 10 th St – Scott Pierson Trail	0.10	\$18,000	Bike Lanes
Total Short Term			65.13	\$8,595,000	

Demonstration Projects

In addition to the proposed bicycle and pedestrian improvements, the City should start with a few demonstration projects to get momentum going. These projects will also serve to develop enthusiasm and interest from Tacoma residents, and to draw attention to the City's support for nonmotorized transportation options. Demonstration projects include:

- Install **wayfinding signage** throughout the City indicating to pedestrians and bicyclists their direction of travel, location of destinations, and the walking or riding time/distance to those destinations. Wayfinding signs increase users' comfort and accessibility of the bicycle system and also visually cue motorists that they are driving along a bicycle route and should use caution.
- Hold a **Sunday Parkways** event along Schuster Parkway or other locations to encourage community members and families to become familiar with bicycling in Tacoma.
- Establish a **Safe Routes to Employment** program with a focus on downtown.
- Use **arterial retrofits**, also known as road diets, to implement bike lanes on key roads.
- Implement **downtown improvements**, including a cycle track and shared lane markings on Pacific leading from Tacoma Art Museum to north downtown.
- Develop **bicycle boulevards** on Fawcett, Park and other identified roadways.



Tandem Recumbent Cyclists in front of the University of Puget Sound

Bikeway Recommendations

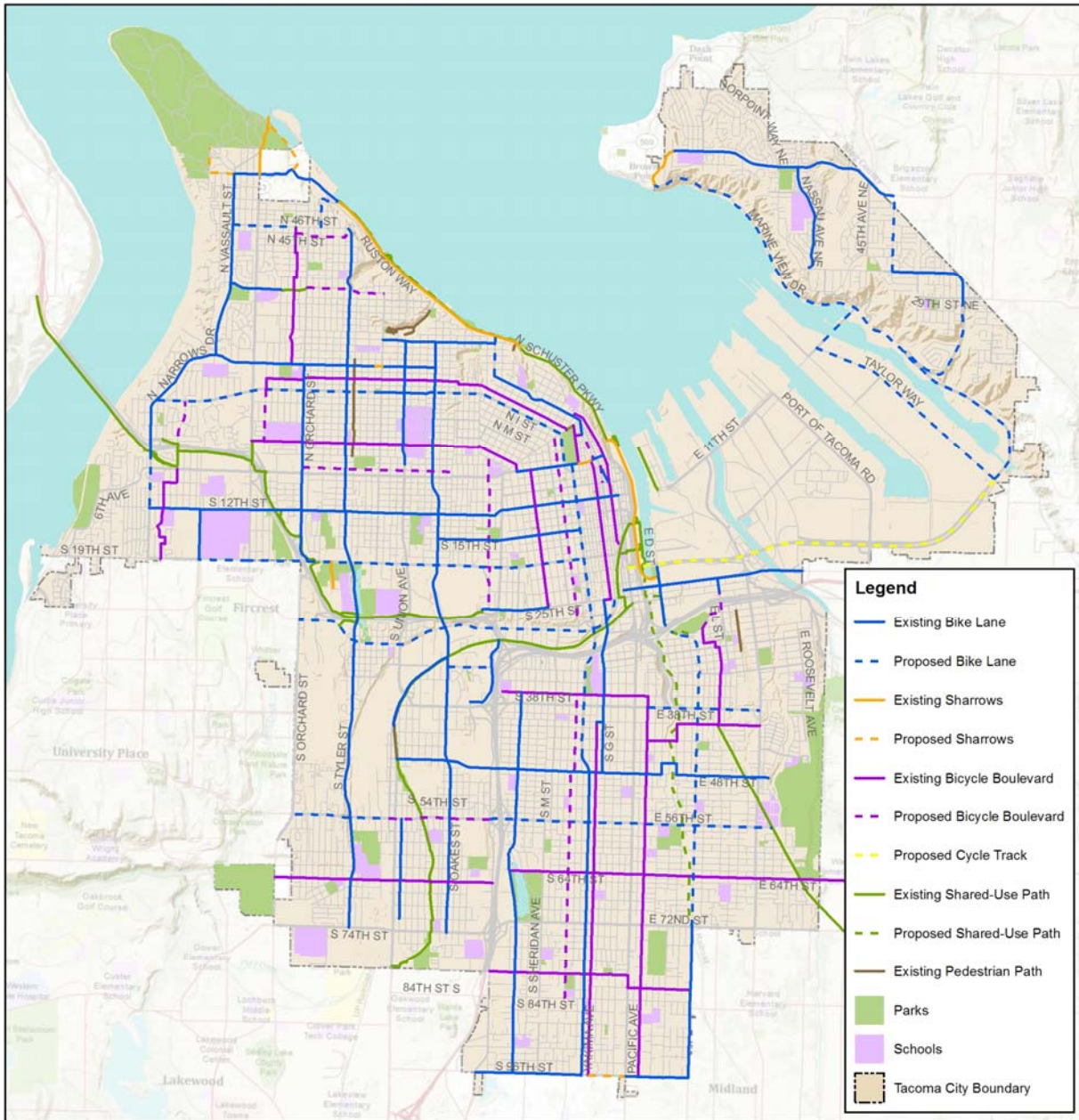
Tacoma's bikeway implementation projects would primarily occur through roadway re-striping, which may require lane narrowing, parking reduction, or removal of a center turn lane. Depending on funding or other constraints, bike lane project implementation could occur in multiple phases. When there is an elimination of parking the City will work with the Commission on Disabilities to determine how best to mitigate the loss for people with disabilities.

Maps 2-4 outline the improved bicycling network.

It is important to note that bicycles are permitted on all public roads in the State of Washington, except where prohibited, such as on interstates in urban areas like Tacoma. As such, Tacoma's entire street network is effectively the community's bicycle network, regardless of whether or not a bikeway stripe, stencil, or sign is present on a given street. The designation of certain roads as bike routes is not intended to imply that these are the only roadways intended for bicycle use, or that bicyclists should not be riding on other streets. Rather, the designation of a network of on-street bikeways recognizes that certain roadways are preferred bicycle routes for most users, for reasons such as directness or access to significant destinations, and allows Tacoma to then focus resources on building and maintaining this primary network.



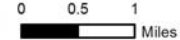
Tacoma Bike Month Participants, May 2009



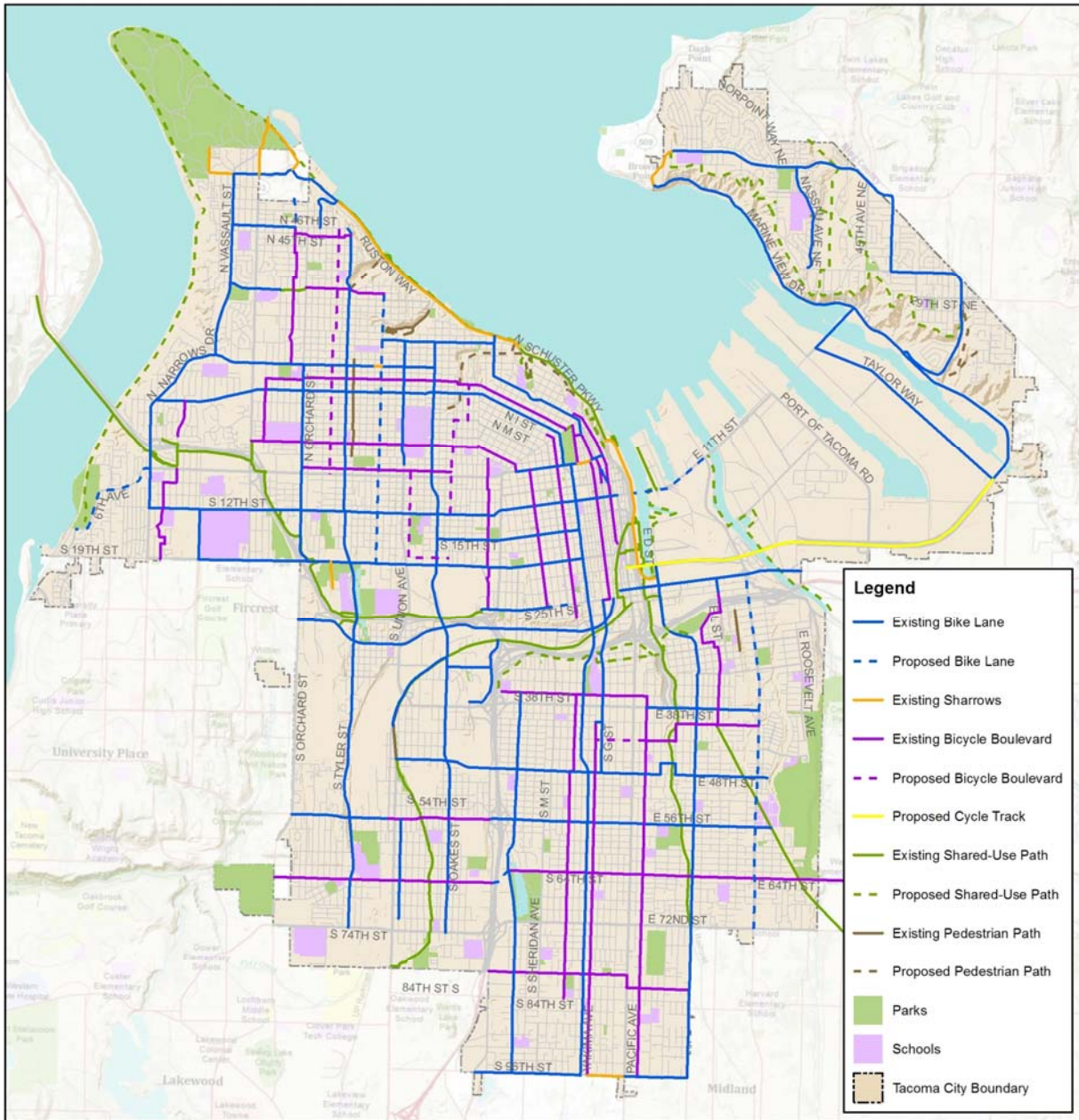
Map 3. Medium Term Bicycle Network Recommendations

City of Tacoma
 Mobility Master Plan

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 Author: City of Tacoma | Community & Economic Development Department | GIS Analysis & Data Services
 Date: June 2012



- Bike Lane:** separated from vehicle travel lanes with striping, pavement stencils, and signage.
- Sharrows:** high-visibility pavement markings that position bicyclists within a shared vehicle/bicycle travel lane.
- Bicycle Boulevard:** shared residential streets with slow vehicle traffic, pavement markings and signage.
- Cycle Track:** exclusive space for bicycles physically separated from pedestrians and cars.
- Shared-Use Path:** separated from vehicular traffic, shared facility for bicyclists and pedestrians.
- Pedestrian Path:** separated from vehicular traffic for pedestrians only.



Map 4. Long Term Bicycle Network Recommendations

City of Tacoma
 Mobility Master Plan

File Name: \\geobase-wincided\GADS\2012\R024\CompPlan\Map4_CP.mxd
 Author: City of Tacoma | Community & Economic Development Department | GIS Analysis & Data Services
 Date: June 2012



- Bike Lane:** separated from vehicle travel lanes with striping, pavement stencils, and signage.
- Sharrows:** high-visibility pavement markings that position bicyclists within a shared vehicle/bicycle travel lane.
- Bicycle Boulevard:** shared residential streets with slow vehicle traffic, pavement markings and signage.
- Cycle Track:** exclusive space for bicycles physically separated from pedestrians and cars.
- Shared-Use Path:** separated from vehicular traffic, shared facility for bicyclists and pedestrians.
- Pedestrian Path:** separated from vehicular traffic for pedestrians only.

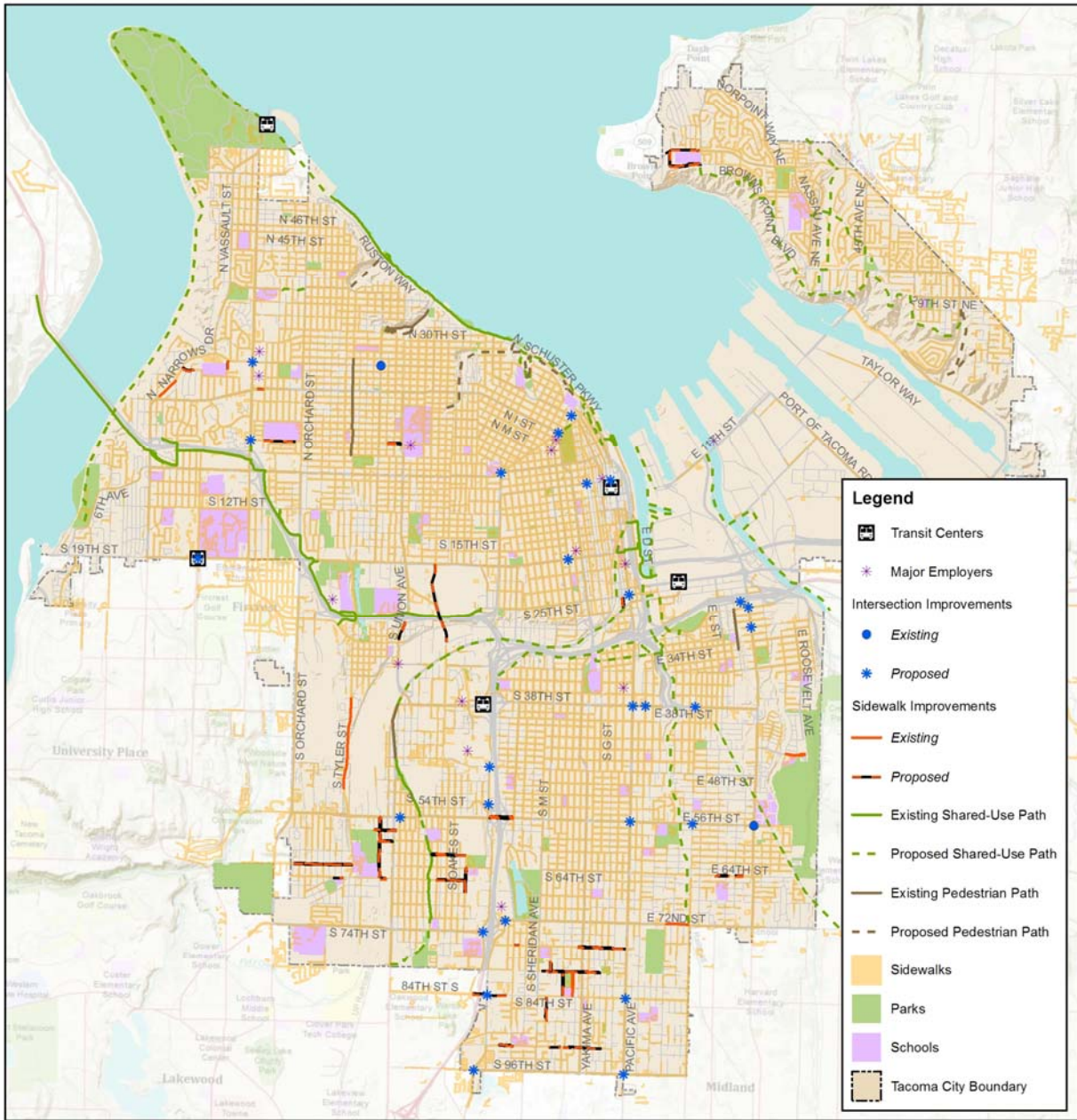
Sidewalk Recommendations

Locations identified as high priority for sidewalk development and pedestrian intersection treatments are areas with higher densities of pedestrian attracting land uses, particularly schools, employment centers, parks and transit centers. Streets recommended for sidewalk improvements are shown in Map 5.

Table 3. Proposed Sidewalk Improvements*

Priority	Street	From-To	Length (miles)
Completed and Underway Projects			
Complete	S I St	S 80th St – S 84th St	0.40
Complete	E 72nd St	E D St – McKinley Ave	0.22
Complete	S Tyler St	S 38th St – S 52nd St	1.55
Complete	N Narrows Dr	N Narrows Dr – Bridgeview Dr	0.22
Complete	E 44th St	E Portland Ave – Swan Creek Park	0.22
Construction Phase	S J St	S 80th St – S 84th St	0.49
Construction Phase	S 60th St	S Adams St – South Tacoma Way	0.25
Construction Phase	S C St	S 25th St – S Tacoma Wy	0.20
Total Completed and Underway:			3.55
Short Term			
1	S 76th St	Alaska Ave – Pacific Ave	0.89
2	NE 51st St	Slayden Rd – Browns Point Blvd	0.35
3	S 66th St	S Verde St Aly – South Tacoma Wy	0.60
4	S 64th St	E J St – E N St	0.42
5	S 66th St	S Junett St – Wapato	0.30
6	S 84th St	Tacoma Mall Blvd – S Alaska St	0.41
7	N Vassault, E	N 26th St – N 24th St	0.09
8	S 92nd Ave	S Hosmer – S D St	0.91
9	S L St	South End Neighborhood Center – S 80th St	0.18
10	N 24th St	N Narrows Dr – Lenore Dr	0.22
11	NE Harbor View Dr/NE 49th St	NE 51st St – Browns Point Blvd	0.90
12	S Wapato	S 64th St – S 68th St	0.51
13	S 64th St	S Orchard St – Tyler St	1.16
14	S 80th St	S Sheridan Ave – S Tacoma Ave	1.09
15	McKinley	E. D St – Wright St	0.30
Total Short Term:			8.33
Medium Term			
16	S 58th St	S Durango St – South Tacoma Way Aly	0.43
17	S Adams St	S 56th St – S 66th St	0.80
18	N 21st St	W of N Pearl St – Highland St	0.07
19	Union Ave	Center – Hwy 16	0.20
20	S Pine St/S Cedar St	S 19th – Hood St	0.80
21	N 11th St	N Highland St – N Orchard St	0.32
22	S 62nd St	S Clement Ave – S Wapato St	0.61
23	N 11th St	N Adams St – N Union Ave	0.27
24	S M St	S 84th St – S 88th St	0.34
25	S 56th St	Tacoma Mall Blvd – S Alaska St	0.49
Total Medium Term:			4.33

* The projects in this table are recommended in addition to projects recommended in the City's *ADA Transition Plan*



Map 5. Pedestrian Network Improvements

City of Tacoma
 Mobility Master Plan

File Name: \\geobase-wincided\GADS\R2012\R024\CompPlan\Map5_CP.mxd
 Author: City of Tacoma | Community & Economic Development Department | GIS Analysis & Data Services
 Date: June 2012



- Bike Lane:** separated from vehicle travel lanes with striping, pavement stencils, and signage.
- Sharrows:** high-visibility pavement markings that position bicyclists within a shared vehicle/bicycle travel lane.
- Bicycle Boulevard:** shared residential streets with slow vehicle traffic, pavement markings and signage.
- Cycle Track:** exclusive space for bicycles physically separated from pedestrians and cars.
- Shared-Use Path:** separated from vehicular traffic, shared facility for bicyclists and pedestrians.
- Pedestrian Path:** separated from vehicular traffic for pedestrians only.

Intersection Improvement Recommendations

Intersection improvements are recommended for locations that previously experienced pedestrian crashes or that were identified by members of the public as needing improvement. Intersection improvements include high-visibility crossings, curb extensions, ADA-compliant curb ramps, and other treatments as outlined in the Design Guidelines (Appendix E of the *2010 Mobility Master Plan Study*). Priority locations for intersection improvements include:

Table 4. Proposed Intersection Improvements

Priority	Intersection	Original Prioritization ¹
Completed/Underway		
Complete	N 26th St & N Proctor St	Not Classified ²
Complete	E Portland Ave & E 56th St	Medium
Construction Phase	S Commerce St & S 9th St	Short
Construction Phase	S 25th St & Pacific Ave	Short
Planning Phase	S Mildred St & S 19th St	Long
Short-Term		
1	Tacoma Ave S & S 9th St	Short
2	S I St & Division Ave	Short
3	Division St & Sprague & 6th Ave	Not Classified
4	Tacoma Mall Blvd & S 48th St	Long
5	S J St & S 19th St	Long
Medium-Term		
6	E 56th & E McKinley Ave	Medium
7	A St & S 38th St	Medium
8	Tacoma Ave & N 1st St	Medium
9	S 74th St and Tacoma Mall Blvd.	Medium
10	S 72nd St and Hosmer	Medium
11	I-5 NB off-ramp terminus at Portland Ave/E 28th St ³	Medium
12	S Puget Sound Ave & S 56th St	Medium
13	S 84th & Pacific Ave	Medium
14	S 96th St & Pacific Ave	Medium
15	S Steele St & S 96th St	Medium
16	S 38th & McKinley Ave	Not Classified
17	E Portland Ave & E 32nd St	Not Classified
18	N 11th St & N Pearl St	Not Classified
19	S Hosmer St & S 84th St	Medium
20	S 38th St & Pacific Ave	Medium
21	E Portland Ave & E 29th St	Medium
22	S 54th and Tacoma Mall Blvd	New
Long-Term		
23	N 26th & N Pearl St	Long
24	S 56th St & Pacific Ave	Long

¹ Original prioritization in the Mobility Master Plan. S=Short Term. M=Medium Term. L=Long Term. NC= Not Classified, projects that were listed in the MoMaP but mistakenly left off the prioritized list. New=Projects not included in the Mobility Master Plan. This column will not be included once the Comprehensive Plan is approved by City Council.

² Not previously classified on lists but included in the text or maps of the Mobility Master Plan

³ Work at this location is being done under the I-5: Portland Ave to Port of Tacoma Rd – Northbound HOV Project. This project will also include minor re-channelization at the off-ramp terminus at Portland Avenue/E 28th Street as well as rebuild the signal. Construction is scheduled to begin January 2012. Project information is available at <http://www.wsdot.wa.gov/Projects/PierceCountyHOV>

Sub-Area Plan Recommendations

There are certain areas of the city that pose the greatest challenges to pedestrian and bicycle movement where more intensive analysis is warranted. The following areas are recommended for sub-area plans to determine best active transportation routes and access:

- Tacoma Mall
- NE Tacoma
- Tacoma Community College – and its associated transit hub
- Downtown – Comprehensive Transportation Vision
- Tideflats (Port)

Low Impact Pedestrian Trails

The City of Tacoma has a number of low-impact trails that provide recreational opportunities for pedestrians and in some cases serve as pedestrian routes through open space corridors. When planning for these trails, on-street bicycle and pedestrian access to these facilities and bicycle parking should be considered. These trails include:

- Garfield Gulch
- Julia’s Gulch
- Bayside Trails
- Puget Gulch

Implementation Costs

Tacoma has the potential to build on the existing walkway and bikeway networks and transform itself into a community where walking and bicycling for transportation and recreation are popular activities. This section lays out the approximate cost for completing the system. This network builds upon previous and on-going local and regional planning efforts and reflects the extensive input offered by City staff, the Mobility Master Plan Steering Committee, bicycle and pedestrian stakeholder groups and Tacoma residents.

The charts below show the total projected mile of new facilities as well as the approximate cost. All cost estimates include only the pedestrian and bicycle facility treatment and not any additional costs of roadway expansion or improvement. Please note: these cost figures and those provided in the charts below are in 2010 dollars.

The time frames are as follows: short term is 1-5 years, medium term 6-10 and long term, 11-15 years. The total implementation cost of the Tacoma Mobility Master Plan is estimated at approximately \$42.2 million, as shown in Table 6. Approximately 11% (\$4.6 million) of the total build out is in planning/construction phase or has been completed. Short-term recommendations account for approximately \$15.3 million.



Bicycles parked at the 2008 “Bike to a Better Tacoma” event



2009 City Council and Planning Commission Bike Ride on the Scott Pierson Trail

Table 5. Tiered Facility Lengths

Facility Type	Completed/ Underway	Short Term	Medium Term	Long Term	Total
Bicycle Boulevards	10.61	22.76	12.18	5.57	51.12
Bike Lanes	5.23	29.19	31.83	10.18	76.43
Sharrows	0.10	4.90	1.38	0.00	6.38
Cycle Tracks	0	0	3.84	0.00	3.84
Sidewalks	3.30	8.33	4.33	0.00	15.96
Shared-Use Paths	1.89	6.78	5.66	25.92	40.25
Total	21.13	71.96	59.22	41.67	193.98

Table 6. Summary of Construction Costs for Recommended Projects

Facility Type	Completed/ Underway	Short Term	Medium Term	Long Term	Total
Bicycle Boulevards	\$524,000	\$1,101,000	\$590,000	\$270,000	\$2,485,000
Bike Lanes	\$960,000	\$5,499,000	\$5,840,000	\$1,835,000	\$14,134,000
Shared Lane Markings	\$4000	\$179,000	\$51,000	\$0	\$234,000
Cycle Tracks	\$0	\$0	\$1,029,000	\$0	\$1,029,000
Sidewalks	\$2,384,000	\$6,454,000	\$3,381,000	\$0	\$12,219,000
Intersection Improvements	\$210,000	\$210,000	\$714,000	\$84,000	\$1,218,000
Shared Use Paths*	\$508,000	\$1,816,000	\$1,517,000	\$7,055,000	\$10,896,000
Total	\$4,590,000	\$15,259,000	\$13,122,000	\$9,244,000	\$42,215,000

* Costs do not include projects programmed in the FY 2010-2015 Capital Facilities Program, including the Historic Water Ditch Trail and Pipeline Road Trail.

All cost estimates include only the pedestrian and bicycle facility treatment and not any additional costs of roadway expansion or improvement. Intersection cost estimates are based on the average cost of installing eight new ADA ramps and four crosswalks per intersection. Additional work may be required at some intersections to make them safe for cyclists and pedestrians. Table 7 provides an estimate of maintenance costs for the recommended projects. Maintenance costs do not include sweeping and other repair that is part of regular street maintenance activities. Maintenance costs are estimated annually, with the overall cost amortized by the frequency of maintenance tasks.

Table 7. Summary of Maintenance Costs for Recommended Projects

Facility Type	Completed/ Underway	Short Term	Medium Term	Long Term	Total
Bicycle Boulevards	\$4,700	\$10,200	\$5,500	\$2,500	\$22,900
Bike Lanes	\$128,700	\$718,200	\$754,200	\$250,700	\$1,851,800
Sharrows (or Shared Lane Markings)	\$100	\$4,100	\$1,100	\$0	\$5,300
Cycle Tracks	N/A	\$0	\$130,000	\$0	\$130,000
Shared Use Paths	\$64,000	\$229,400	\$191,600	\$891,300	\$1,376,300
Total	\$197,500	\$961,900	\$1,082,400	\$1,144,500	\$3,386,300

Table 8. Short Term Project Costs

Street	From - To	Length (Miles)	Construction Cost	Maintenance Estimate ¹
Bicycle Boulevards				
Ainsworth Ave	N Steele St – 6th Ave	0.49	\$24,000	\$200
E I St/E Wright Ave/E K St/Pipeline Rd	McKinley Park – Pipeline Road Trail	1.20	\$58,000	\$500
N 11th St	N Pearl St – N Steele St	2.25	\$109,000	\$1,000
N 1st St/Broadway	N Tacoma Ave – Prairie Line Trail	1.43	\$69,000	\$600
N Baltimore	N 46th – N 26th St	1.67	\$81,000	\$800
S 43rd St/E E St/E 40th St	S A St – Portland Ave	1.90	\$92,000	\$900
S 64th St	S Alaska Way – Waller Rd	3.31	\$160,000	\$1,500
S 66th St	Orchard St – Tacoma Mall Blvd	2.14	\$103,000	\$1,000
S 80th/82nd St	S Hosmer – McKinley Ave	2.07	\$100,000	\$900
S A St	E 96th St – E 37th St	3.78	\$183,000	\$1,700
S Oxford St/S 8th St/S Meyers St/S 15th St	N Skyline Dr – S 19th St	1.15	\$56,000	\$500
Sheridan Ave	6th St – S 25th St	1.37	\$66,000	\$600
Bike Lanes				
6th Ave	Ainsworth Ave – E Broadway	0.87	\$165,000	\$21,500
N 51st St/Gallagher Dr	N Vassault St – Ruston Way	1.15	\$218,000	\$28,400
N Alder/N Cedar St	N 30th St – SR 16	2.79	\$527,000	\$68,700
N Stevens St	N 46th St – N 37th	0.62	\$118,000	\$15,400
NE Nassau Ave	Browns Pt Blvd – NE Northshore Pkwy	1.06	\$200,000	\$26,100
NE 51st St/NE Northshore Pkwy	NE Harbor View Dr – Hoyt Rd	2.07	\$391,000	\$50,900
Orchard	S 19th – N 26th	1.70	\$307,000	\$41,900
Puyallup Ave	Pacific Ave – City Line (bike lane only)	1.71	\$322,000	\$42,000
S 11th St	Ferry St – Pacific Ave	1.25	\$236,000	\$30,800
S 12th St	S Jackson Ave – S Union Ave	2.51	\$473,000	\$61,700
S 25th St	S State St/Scott Pierson Trail – Sheridan Ave	0.21	\$40,000	\$5,200
S 37th St/Sprague Ave	Water Ditch Trail – S Steele	0.87	\$165,000	\$21,500
S 47th St/S 48th St/E C St/E 46th St/E E St	S Tacoma Wy – McKinley Ave	3.20	\$603,000	\$78,600
S Alaska	S 56th – 96th St S	2.51	\$473,000	\$61,700
S Mildred St	S 12th St – S 19th St	0.50	\$94,000	\$12,200
S Washington St	S 60th – S 43rd (S Tacoma Way)	1.20	\$230,000	\$29,500
S Oakes St/SPine St	SR 16 – S 74th St	3.11	\$587,000	\$76,500
Stephens/ Tyler St	6th Ave – S Wright Ave	1.76	\$332,000	\$43,200
Jackson St	N 10th – Scott Pierson Trail	0.10	\$18,000	\$2,500

¹ Maintenance costs include re-striping, signage replacement, and roadway patching depending on facility type. Estimates do not include sweeping and other repair that is part of regular street maintenance activities. Estimated maintenance costs are presented on an annual basis, however the overall cost has been amortized by the frequency of maintenance tasks. For example, the need for re-striping is estimated to occur every other year, so the total cost (\$4.50 per LF) is divided in half for the annual estimate.

Transportation Element – City of Tacoma Comprehensive Plan

Street	From - To	Length (Miles)	Construction Cost	Maintenance Estimate ¹
Sharrows²				
Dock St	S Schuster Pkwy – E D St	1.62	\$59,000	\$1,400
N Pearl St/Ferry Landing	N 51st St – Ferry Station	0.50	\$18,000	\$400
NE Slayden Rd	NE Marine View Dr – NE Harbor View Dr	0.41	\$15,000	\$300
Ruston Way	N 49th St – Schuster Parkway	2.37	\$87,000	\$2,000
Sidewalks				
S 76th St	Alaska Ave – Pacific Ave	0.89	\$698,000	
NE 51st St	Slayden Rd – Browns Point Blvd	0.35	\$274,000	
S 66th St	S Verde St Aly – South Tacoma Wy	0.60	\$433,000	
S 64th St	E J St – E N St	0.42	\$329,000	
S 66th St	S Junett St – Wapato	0.30	\$217,000	
S 84th St	Tacoma Mall Blvd – S Alaska St	0.41	\$321,000	
N Vassault, E	N 26th St – N 24th St	0.09	\$71,000	
S 92nd Ave	S Hosmer – S D St	0.91	\$713,000	
S L St	South End Neighborhood Center – S 80th St	0.18	\$141,000	
N 24th St	N Narrows Dr – Lenore Dr	0.22	\$172,000	
NE Harbor View Dr/NE 49th St	NE 51st St – Browns Point Blvd	0.90	\$705,000	
S Wapato	S 64th St – S 68th St	0.51	\$400,000	
S 64th St	S Orchard St – Tyler St	1.16	\$909,000	
S 80th St	S Sheridan Ave – S Tacoma Ave	1.09	\$854,000	
McKinley Ave	E D St – Wright St	0.30	\$217,000	
Intersection Project Improvements				
S I St & Division Ave			\$42,000	
Tacoma Ave S & S 9th St			\$42,000	
Division St & Sprague & 6th Ave			\$42,000	
Tacoma Mall Blvd & S 48th St			\$42,000	
S J St & S 19th St			\$42,000	
Shared-Use Paths³				
E Side Foss (D Street)	Murray Morgan Bridge – E 3rd St	0.42	\$113,000	\$14,200
Pearl Street	N 11th – N 9th (Scott Pierson)	0.20	\$53,000	\$6,800
Historic Water Ditch Trail ³	North	2.78	\$745,000	\$94,100
N 37th St ³	N Shirley St – N Orchard St	0.27	\$73,000	\$9,200
Pipeline Road Trail ³	E 40th St – Waller Rd	2.31	\$618,000	\$78,100
Prairie Line Trail	Pacific Ave to Water Ditch Trail	0.80	\$214,000	\$27,000
Total Short Term Projects		71.96	\$15,259,000	\$962,000

² Sharrows, or Shared Lane Markings, are roadways marked with a bicycle symbol and chevrons where cars and bicycles share the same space. The Sharrow delineates the area where the cyclist is safest riding.

³ Costs for the Historic Water Ditch Trail, N 37th St Trail and Pipeline Road Trail have been allocated into the FY 2010-2015 CIP and are not included in cost estimate totals.

Table 9. Medium Term Project Costs

Street	From - To	Length (mile)	Construction Cost	Maintenance Estimate ¹
Bicycle Boulevards				
Court D/St Helens Ave	S G St – S 9 th St	0.64	\$31,000	\$300
J St	N 3 rd St – S 27 th St	1.87	\$91,000	\$800
J St	S 37 th St – S 84 th St	3.05	\$148,000	\$1,400
N 37 th St	N Orchard St – N Proctor St	0.78	\$38,000	\$300
N 45 th St/N Verde St/N 45 th St	N Baltimore St – N Stevens St	0.57	\$28,000	\$300
N 7 th St	N Orchard St – N Pine St	1.48	\$72,000	\$700
N Highland St	N 23 rd St – N 21 st St	0.11	\$5,000	\$0
S 56 th St	S Washington St – S State St	1.16	\$56,000	\$500
Skyline Dr	N 17 th /Westgate Blvd – N 11 th St	0.36	\$17,000	\$200
State St	S 25 th St – N Grant Ave	1.53	\$74,000	\$700
Upper Park St/E 29 th St/E L St	E 26 th St to McKinley Park	0.63	\$30,000	\$300
Bike Lanes				
Center St	S Orchard St – S 25th St	3.44	\$649,000	\$84,600
E 11th St/Taylor Way	SR 509 – Marine View Dr	2.76	\$521,000	\$67,900
E 38th St	A St – Portland Ave	1.11	\$210,000	\$27,400
E McKinley Ave	S 72nd St – E D St	3.17	\$598,000	\$78,000
Jackson Ave	SR 16 – S 12th St	0.60	\$114,000	\$14,800
Marine View Rd	SR 509 – NE Slayden Rd	0.51	\$97,000	\$12,600
McCarver St/Tacoma St	N Schuster Pkwy – S Tacoma Ave	1.50	\$283,000	\$36,900
N 17th St/Westgate Blvd/N 21st St	N Narrows Dr – N Proctor St	2.23	\$420,000	\$54,800
N 21st St/N I St/S I St	N Alder St – Division Ave	1.66	\$313,000	\$40,800
N 46th St	N Vassault St – N Baltimore St	0.61	\$116,000	\$15,100
NE 49th Ave	NE 45th Ave – NE 33rd St	0.70	\$155,000	\$21,000
N Ferdinand St	Ruston Way – N 46th St	0.49	\$93,000	\$12,100
N Highland	N 21st – N 11th	0.51	\$110,000	\$14,000
NE Norpoint Way	Marine View Dr – NE 29th St	1.20	\$58,000	\$15,100
Puyallup Ave	Holgate – Pacific Ave	0.10	\$18,000	\$2,300
S 19th St	Mildred – Yakima Ave	3.80	\$716,000	\$93,400
S 35th St	S Pine St – S Sprague St	0.43	\$82,000	\$10,700
S 56th St	S State St – Pipeline Trail	2.90	\$547,000	\$71,300
S 56th St	S Orchard St – S Washington St	0.96	\$181,000	\$23,600
S Yakima Ave /Thompson Ave	S 27th St – S 56th St	2.28	\$430,000	\$56,100
Tacoma Ave	N 3rd St – S 2nd St	0.30	\$65,000	\$7,500
Yakima Ave	Wright Park – S 27th St	1.49	\$282,000	\$36,700

¹ Maintenance costs include re-striping, signage replacement, and roadway patching depending on facility type. Estimates do not include sweeping and other repair that is part of regular street maintenance activities. Estimated maintenance costs are presented on an annual basis, however the overall cost has been amortized by the frequency of maintenance tasks. For example, the need for re-striping is estimated to occur every other year, so the total cost (\$4.50 per LF) is divided in half for the annual estimate.

Transportation Element – City of Tacoma Comprehensive Plan

Street	From - To	Length (mile)	Construction Cost	Maintenance Estimate ¹
Sharrows²				
Five Mile Dr/N 51st St	N Vassault St – N 54th St	0.48	\$18,000	\$400
Ruston connection	N 51st St – Ferry Landing Road	0.53	\$19,000	\$400
S 96th St	Park – Pacific	0.37	\$14,000	\$300
Cycle Tracks				
SR 509	Pacific Ave – Marine View Dr	3.84	\$1,029,000	\$130,000
Sidewalks				
S 58th St	S Durango St – S Tacoma Way Aly	0.43	\$337,000	
S Adams St	S 56th St – S 66th St	0.80	\$627,000	
N 21st St	W of N Pearl St – Highland St	0.07	\$55,000	
Union Ave	Center – Hwy 16	0.20	\$144,000	
S Pine St/S Cedar St	S 19th – Hood St	0.80	\$627,000	
N 11th St	N Highland St – N Orchard St	0.32	\$251,000	
S 62nd St	S Clement Ave – S Wapato St	0.61	\$478,000	
N 11th St	N Adams St – N Union Ave	0.27	\$212,000	
S M St	S 84th St – S 88th St	0.34	\$266,000	
S 56th St	Tacoma Mall Blvd – S Alaska St	0.49	\$384,000	
Intersection Improvements				
A St & S 38th St			\$42,000	
E 56th & E McKinley Ave			\$42,000	
E Portland Ave & E 29th St			\$42,000	
S 74th St & Tacoma Mall Blvd			\$42,000	
S 72nd St & Hosmer			\$42,000	
I-5 NB off-ramp terminus at Portland Ave/E 28th St			\$42,000	
S 38th St & Pacific Ave			\$42,000	
S 38th & McKinley Ave			\$42,000	
E Portland Ave & E 32nd St			\$42,000	
N 11th & N Pearl			\$42,000	
S 84th & Pacific Ave			\$42,000	
S 96th St & Pacific Ave			\$42,000	
S Hosmer St & S 84th St			\$42,000	
S Puget Sound Ave & S 56th St			\$42,000	
S Steele St & S 96th St			\$42,000	
Tacoma Ave & N 1st St			\$42,000	
S 54th & Tacoma Mall Boulevard			\$42,000	
Shared-Use Paths				
Pipeline Trail Connection		0.97	\$260,000	\$32,900
Schuster Parkway Trail		1.30	\$349,000	\$44,000
Total Medium-Term Projects:		56.75	\$12,432,000	\$1,010,200

² Sharrows, or Shared Lane Markings, are roadways marked with a bicycle symbol and chevrons where cars and bicycles share the same space. The Sharrow delineates the area where the cyclist is safest riding

Table 10. Long Term Project Costs

Street	From - To	Length (mile)	Construction Cost	Maintenance Estimate ¹
Bicycle Boulevards				
Cheyenne St	N 46th – 6th	2.46	\$119,000	\$1,100
N Fife St/N 15th St/N Pine St	N Yakima Ave – S 12th St	1.86	\$90,000	\$800
S 18th St	S Puget Sound Ave – S Pine St	0.40	\$20,000	\$200
S 43 rd St	Park Ave – A St	0.50	\$110,000	\$1,100
S Puget Sound Ave	N 7th St – S 18th St	0.85	\$41,000	\$400
Bike Lanes				
N Baltimore St	N 49th St – N 46th St	0.29	\$55,000	\$7,200
Portland Ave	Puyallup Ave – S 72nd St	3.52	\$665,000	\$86,700
Proctor St	N 37th St – S 19th St	2.67	\$504,000	\$65,700
Regents St/Center St	Princeton – Tyler St	1.29	\$243,000	\$31,700
S 11th St	Dock St – E Portland Ave	0.85	\$161,000	\$21,000
S 25th St	S Sheridan Ave – MLK Jr Way	0.21	\$40,000	\$5,200
S 66th St/S 64th St Bridge	Tacoma Mall Blvd – S Alaska St	0.20	\$37,000	\$4,900
Uphill Bike Lanes				
6th Ave	S Walters Rd – S Jackson Ave	1.15	\$130,000	\$28,300
Intersection Improvements				
N 26th & N Pearl St			\$42,000	
S 56th St & Pacific Ave			\$42,000	
Shared-Use Paths				
E Side Foss	S 11th – Waterway Park	1.65	\$443,000	\$56,000
Garfield/Ruston Way Connection	Garfield Gulch – Ruston	0.76	\$204,000	\$25,800
Hill Climb Access	Stadium Way – Schuster	0.23	\$63,000	\$8,000
NE Tacoma Trail Network	Slayden Road – Norpoint Way	8.79	\$2,357,000	\$297,700
Puyallup River Levee Trail	City Limits – 11th St	2.1	\$670,000	\$84,600
Point Defiance Trail (Metro Parks)	Point Ruston – Vashon Ferry	2.26	\$605,000	\$76,500
PresRidge Trail	SR 7 – Jennie Reed	2.31	\$620,000	\$78,300
PresRidge Trail	34th St Detour	0.64	\$170,000	\$21,500
West Slope Trail	Point Defiance – Titlow	6.03	\$1,616,000	\$204,100
Total Long Term Projects		41.02	\$9,047,000	\$1,106,800

¹ Maintenance costs include re-stripping, signage replacement, and roadway patching depending on facility type. Estimates do not include sweeping and other repair that is part of regular street maintenance activities. Estimated maintenance costs are presented on an annual basis, however the overall cost has been amortized by the frequency of maintenance tasks. For example, the need for re-stripping is estimated to occur every other year, so the total cost (\$4.50 per LF) is divided in half for the annual estimate.



First Annual Tacoma Bike Swap, May 2009

Implementation Strategies

Implementation strategies and their related action items support the goals and policies and projects outlined above.

1. Implementation

Implement the Mobility Master Plan's recommendations for developing an active transportation network that reduces auto travel, increases the number of nonmotorized users of all ages and abilities, and improves the health of our people and local ecology.

Action 1.1: Connected Network

Complete the connected network shown on Maps 2, 3, 4 and 5 of sidewalks, trails, bike lanes, bike boulevards, shared lane markings, and cycle tracks throughout the city that serves pedestrians and all bicycle user groups. Complete short term network by 2015, medium term by 2020, and long term by 2025.

Action 1.2: Monitor Progress

Monitor the implementation progress of the Mobility Master Plan to ensure long-term success.

Action 1.3: Meet or Exceed Standards

Design all bicycle and pedestrian facilities to meet or exceed the latest federal, state, and local standards so there is universal access for all users of the system.

Action 1.4: Partner with Transit

Work cooperatively with adjoining jurisdictions and transit agencies to coordinate nonmotorized planning and implementation activities.

Action 1.5: All Ages and Abilities

Increase pedestrian trips and bicycle ridership with a system that provides facility types and designs that are comfortable for pedestrians and bicyclists of all ages and abilities. The overarching goal is to create a system that will invite the interested but concerned rider as well as the strong, fearless rider to shift from automobile to bicycle travel. Inexperienced cyclists are most likely to use high quality bike boulevards, shared use trails, and cycle tracks.

Action 1.6: Wayfinding Signage

Install wayfinding signage in proximity to bike lanes, bike boulevards, shared-use paths and destinations.

Action 1.7: Land Use Considerations

Prioritize the completion of proposed shared-use paths that maximize access to key recreational and transportation destinations in order to encourage recreational and commute trips.

Action 1.8: End of Trip Facilities

Install bike racks, accessible parking and other support infrastructure at destinations citywide, including transit stations, retail area, parks, public facilities, and other high-traffic areas.

Action 1.9: Implementation Committee

Commence a Mobility Master Plan Implementation Committee to provide oversight and direction for the implementation of the Plan.

Action 1.10: Bicycle and Pedestrian Coordinator

Create a full time position in Public Works for a bicycle and pedestrian engineering coordinator to assist in implementation of the Mobility Master Plan.

Action 1.11: Network Prioritization Timeline

Implement short (1-5 years), medium (6 – 10 years) and long-term (11 – 15 years) bicycle networks in prioritized order to build a solid foundation of connectivity.

Action 1.12: Network Prioritization Criteria

When prioritizing projects within the medium and long term networks or evaluating new future projects the following guidance should be used:

- (1) Projects that provide the greatest connectivity to the greatest number of people or neighborhoods;
- (2) Projects that provide connections to transit;
- (3) Projects that provide safe routes to school;
- (4) Projects that connect major employers or employment areas to residential areas in order to increase commute trips by bike or walking;
- (5) Projects that connect residential areas to local retail, business and community services so residents can access daily goods and services by walking or biking;
- (6) Projects that complete the trail system and access key recreational and transportation destinations including adjacent communities; and
- (7) Projects that are easily implemented and improve connectivity, expand coverage, and maximize motor vehicle separation.

Action 1.13 Develop Partnerships

Collaborate with neighboring jurisdictions, transit agencies and community groups to implement the Mobility Master Plan and to encourage active transportation.

2. Livability

Prioritize infrastructure improvements that connect residential areas to local retail, business, and community services, so residents can access more of the services they need close to home by walking, biking, and using assistive devices.

Action 2.1: Local Retail and Services

Coordinate with local business associations, Tacoma-Pierce County Chamber, neighborhood groups and other active associations to encourage and support local retail and services for residents.

Action 2.2: 20-Minute Neighborhoods

Encourage and support the development of “20-minute neighborhoods” where goods and services can be obtained within short distances via active transportation modes, thereby reducing the need for automobile trips.

Action 2.3: Commercial Nodes

Identify opportunities to encourage and support the development and re-development of businesses and urban spaces in Tacoma into bicycle and pedestrian accessible commercial nodes.

Action 2.4: Residential Connections

Ensure that bicycle and pedestrian facilities connect residential areas to urban, commercial and employment centers.

Action 2.5: Development Incentives for Promoting Walkability

Provide height bonuses and other incentives to developments that promote walkability and that provide amenities such as weather protection, seating and improved pedestrian connectivity.

Action 2.6: ADA Accessibility

Ensure that all new facilities are ADA-compliant to provide access for pedestrians of all abilities.

3. Environmental Sustainability

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

Action 3.1: Climate Action Plan

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

Action 3.2: Parking Strategies to Reduce Driving

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

Action 3.3: End of Trip Facilities for Active Commuting

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

Action 3.4: Establish Vehicle Miles Traveled Goals

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

4. Transit and Streetcar Integration

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

Action 4.1: Connections and Transfers

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

Action 4.2: Incorporating Bikeways into Transit Projects

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

Action 4.3: Support Bus, Rail, and Streetcar Network

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

Action 4.4: Routes to Transit

Provide safe and accessible routes and intersections to transit for pedestrians of all abilities.

Action 4.5: Bicycle Facilities at Transit Hubs

Provide safe end-of-trip facilities (bike parking, bike lockers, etc) at all streetcar stations and transit facilities served by four or more routes.

5. Connectivity and Access

Plan new development on a grid pattern for good street connectivity and access for pedestrians and bicyclists.

Action 5.1: Cul-de-Sac Connectivity

Enhance mobility in existing cul-de-sac development with shared-use paths for through access for pedestrians and bicyclists to adjacent street corridors.

Action 5.2: Regional Connectivity

Work cooperatively with adjoining jurisdictions on bicycle and pedestrian connections and trail projects to ensure regional links for commuters and recreational users in and outside of Tacoma

6. Maintenance

Ensure pedestrian and bicycle facilities are clean, safe, and, accessible, and promote active use.

Action 6.1: Prioritize Safety

Prioritize pedestrian and bicyclist safety during construction and maintenance activities and ensure that the City's accessibility guidelines are followed.

Action 6.2: Inspection and Maintenance

Create safe and accessible bikeways and walkways through regular inspection and maintenance.

Action 6.3: Bicycle and Pedestrian Routes through Construction Zones

Identify safe, convenient, well-marked and accessible alternative routes for bicyclists and pedestrians through construction zones.

Action 6.4: Establish Routine Maintenance Program

Establish a routine maintenance program that encourages citizens to report maintenance issues that impact bicyclist and pedestrian safety.

Action 6.5: Ongoing Maintenance Strategy

Develop an on-going city-wide maintenance strategy for nonmotorized transportation facilities.

7. Education and Encouragement

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

Action 7.1: Safety Education

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

Action 7.2: Linking Trips Education

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

Action 7.3: Promotion through City Sponsored Events

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

Action 7.4: Safety Education for Children

Educate school children on safe pedestrian and bicycle behavior.

Action 7.5: Education on Laws and Regulations

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

Action 7.6: Education for Drivers

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

Action 7.7: Safe Routes to Schools

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

Action 7.8: Proper and Safe Behavior

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

Action 7.9: Awareness of Pedestrians with Disabilities

Improve the general public’s awareness of the transportation needs and requirements of people with a variety of mobility and sensory disabilities via the City’s website and other education programs.

8. Health and Safety

Promote active lifestyles by working with the Tacoma-Pierce County Health Department (TPCHD) to provide educational programs and safe and accessible routes for bicyclists and pedestrians of all ages and abilities.

Action 8.1: Partner with TPCHD

Collaborate with the Tacoma-Pierce County Health Department on active living and active transportation projects that address and seek to reduce health-related issues such as obesity.

Action 8.2: Reduce Crashes

Reduce crashes involving bicyclists, pedestrians, and motor vehicles by at least 10 percent by 2015.

Action 8.3: Address Conflicts

Use current engineering best practices for minimizing and mitigating conflicts between bicycles, pedestrians and motor vehicles.

Action 8.4: Barriers and Hazards

Reduce barriers and hazards to nonmotorized users by ensuring safe and sufficient crossings of major roadways and by providing routes that minimize steep slopes.

9. Engineering

Apply high-quality engineering and design to bicycle and pedestrian physical infrastructure.

Action 9.1: Signal Prioritization

Install signal prioritization for nonmotorized users in appropriate locations.

Action 9.2: Bicycle Detection at Intersections

Install bicycle detection mechanisms at signalized intersections.

Action 9.3: Traffic Calming

Install traffic calming facilities where appropriate for improved nonmotorized travel.

Action 9.4: Separated Bicycle Facilities

Install separated bicycle facilities where bike lane striping does not provide appropriate riding conditions.

Action 9.5: Design Guidelines

Adopt and adhere to facility standards which support the Pedestrian and Bicycle Design Guidelines as presented in the *2010 Mobility Master Study, 2008 ADA Transition Plan, and Complete Streets Design Guidelines*.

10. Enforcement

Enhance safety for all road users through increased traffic enforcement on city streets, walkways and bikeways.

Action 10.1: Traffic Law Enforcement

Enforce traffic laws consistently for all users through collaboration with the Tacoma Police Department.

Action 10.2: Traffic Skills Course

Collaborate with law enforcement and the court system on the development of a traffic skills education course aimed to reduce aggressive and/or negligent behavior among drivers, bicyclists and pedestrians by providing the option of taking a traffic skills education course in lieu of fines for traffic violations.

Action 10.3: Obstruction Prevention

Prevent the obstruction of dedicated bikeways and walkways.

Action 10.4: Violation Reporting

Develop and promote efficient mechanisms for reporting behaviors and conditions that endanger cyclists and pedestrians to law enforcement.

11. Evaluation

Establish benchmarks measurements and monitor the effectiveness of the Mobility Master Plan on an annual basis.

Action 11.1: Bicycle Tracking

Track citywide trends in bicycle usage through the use of Census data, annual user surveys, annual bicycle counts, and PierceTrips.com.

Action 11.2: Bicycle Collision Data

Monitor bicycle collision data with the goal of reducing bicycle-related collisions.

Action 11.3: Pedestrian/Bicycle Report Card

Produce a regular report card tracking pedestrian and bicycle trends in Tacoma including percent of the system that has been completed, funds invested, identification of ongoing problems, public feelings of safety, status of reaching Health and Safety goals, and educational outreach efforts.

Action 11.4: Track Implementation

Track citywide implementation of improved and increased walkway and bikeway facilities, ADA accessible features, and amenities with supervision of the Implementation Committee.

Action 11.5: Collaboration

Collaborate with state, regional and federal partners to reform system performance measures and mobility standards in order to reflect the movement of persons rather than vehicles and to favor green transportation.

12. Funding

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

Action 12.1: Prioritize Funding

Prioritize funding and construction of nonmotorized facilities in recognition of the livability, environmental and health benefits these forms of mobility provide.

Action 12.2: Grant Funding

Pursue state, regional and federal grant funding for shared-use paths and other nonmotorized facilities.

Action 12.3: Multiple Strategies

Work with the Implementation Committee, advocates and elected officials to identify and pursue multiple strategies to increase funding for green transportation.

Action 12.4: Dedicated Portion of Transportation Budget

Dedicate a percentage of the City's overall transportation budget to nonmotorized transportation projects.

Action 12.5: Simultaneous Improvements

Leverage investments made in road improvement projects by installing improved bicycle and pedestrian projects simultaneously regardless of the priority previously placed upon the bike or pedestrian facilities.

Action 12.6: New Dedicated Source of Funding

Pursue establishment of a new dedicated source of funding for Mobility Master Plan improvements, such as a portion of an additional locally determined vehicle tab tax, impact fees, street utility tax, and levy lid lift.



Cyclists cruising down 9th Street

Section III – General Plan Implementation

System Inventory

Street and Highway System

Tacoma is served by two interstate freeways, i.e., I-5 and I-705, and several state highways, including SR-16, SR-7, SR-167, SR-163, and SR-509. Key north-south arterials include S. Tacoma Way, Pacific Avenue, Portland Avenue, McKinley Avenue, Jackson Avenue, Pearl Street, Orchard Street, Stevens Street, Proctor Street, Union Avenue, Sprague Avenue, Port of Tacoma Road, and Schuster Parkway. Key east-west arterials include 6th Avenue and N. 30th, N. 26th, N. 21st, S. 12th, S. 19th, S. 38th, S. 56th and S. 74th/E. 72nd Streets. A 2001 inventory indicates that Tacoma has approximately 282 lane-miles of principal arterials, 209 of minor arterials, 164 of collector arterials, and 582 of residential streets, with a total of approximately 1,237 lane-miles. See Transportation Figure 1.

Nonmotorized Facilities

Implementation strategies for nonmotorized facilities are included in Section II – Mobility Master Plan. All the references to nonmotorized transportation in this Section remain valid and complement those in Section II.

Municipal Parking Facilities

The 2004 inventory of the downtown municipally owned parking facilities consists of 3310 stalls and represents an increase of 840 stalls or 34% from the year 2001. The following table depicts the facilities of the municipal parking enterprise.

Facilities	Stalls
Tacoma ('A' St.) Parking Garage	954
Convention Center	566
Park Plaza North	492
Park Plaza South	381
I-705 Parking Lots (3)	321
Museum of Glass Broadway Parking Lot	180
Municipal Building Parking Lot/Garage	136
Bicentennial Pavilion	120
Union Station Parking Lot	86
Carlton Bldg Lot/Garage	74
Total	3,310

Public Transportation

Pierce Transit is responsible for transit service for all of Pierce County, including Tacoma. Sound Transit, the Puget Sound regional transit authority, runs Link light rail, Sounder commuter rail and Regional Express buses connecting Tacoma with the region. The 1.6-mile light rail in downtown Tacoma has 5 stations at the Tacoma Dome, S. 25th and Pacific, Union Station, S. 13th and Commerce, and the Theatre District. It is the first modern light rail system in Washington State. Greyhound Bus also provides intercity transit service between Seattle and Portland from Tacoma. See Figure 2.

Goods Movement

The Port of Tacoma is the fifth largest container port in North America. It serves local, regional, national, and international markets. Freight shipments into and out of the Port totaled nearly 1.74 million TEUs (twenty-foot equivalent units) in 2003. This shipping activity generates significant amount of truck traffic to and from port facilities. The City and the Port have been working collaboratively with the regional jurisdictions, ports and railroads in improving the freight transportation system throughout the region via the FAST Corridor Project.

Rail, Air and Water Transportation

Rail service in Tacoma is provided for both passenger and freight use. Passenger service is provided by Amtrak, while Union Pacific Railroad (UPRR) and Burlington Northern Santa Fe Railroad (BNSF) handle freight service. The Tacoma Public Utilities operates two rail services: the Tideflats Rail Division operates trains to transfer and move freight within the Port of Tacoma area, and the Mountain Rail Division owns the railroad tracks and right-of-way for the route to Mount Rainier referred to as the "Train to the Mountain." The Tacoma Narrows Airport provides a design capacity of 230,000 aircraft operations annually. There are twelve marinas in Tacoma serving both the public and private sector. The Washington State Ferries provides ferry service between Point Defiance in Tacoma and Tahlequah on Vashon Island in King County.

Level of Service Standard and Concurrency Management

Level of Service Standards for City Arterials

For the purposes of the system-wide level of service (LOS) determination, the City’s arterials are divided into three categories: (a) arterial connecting corridors, as shown in Figure 4 and primarily associated with designated centers; (b) Port Industrial area arterials, aggregated because of the regional economic importance and the preponderance of heavy truck traffic; and (c) all other arterials and collectors on the transportation network not included in the first two categories.

- **Arterial Corridors:** 85% of the arterial lane-miles within the designated arterial corridors must exhibit a **LOS "E" or better** (volume-to-capacity ratio of 0.99 or below). The focus of arterial corridors in this transportation plan is on moving people as opposed to moving vehicles. As such, we are suggesting that a lower level of service (LOS E) be provided to vehicular traffic within the identified arterial corridors. In addition, priority treatment for transit and High Occupancy Vehicles (HOVs) will be provided within the arterial corridors.
- **Port Area Arterials:** 85% of the arterial lane-miles within the Port area must exhibit a **LOS "D" or better** (volume to capacity ratio of 0.89 or below). System evaluation of the Port area should include an assessment of the number of heavy trucks on specific routes, grades, turning radii, intermodal transfer facilities and access into and out of the Port area.
- **All Other Arterials and Collectors:** 85% of the arterial lane-miles within the aggregate of facilities included in this designation must exhibit a **LOS "D" or better** (volume to capacity ratio of 0.89 or below).

Level of Service Standards for Highways of Statewide Significance

The Growth Management Act (GMA) stipulates that local agencies must include the adopted LOS for designated Highways of Statewide Significance (HSS) in their local plans. In the past, the State LOS standard for both HSS and

non-HSS routes was “D-mitigated” in urban areas and “C” in rural areas. A new HSS standard has been adopted in the recent past. Because congestion within the transportation system has become more severe over the years, a measurement was needed to realistically establish how state transportation facilities compare to each other in actual total use as opposed to a one-hour “PM Peak” scenario.

The Washington State Department of Transportation (WSDOT) now uses a percentage of actual travel speeds compared to posted speeds. This new congestion measurement is discussed in the Highway System Plan 2007-2026 (HSP) on page 66 in the Needs section of the Mobility chapter. When determining congested areas from a policy standpoint for identification of future roadway deficiencies, WSDOT uses this new measurement approach. Since WSDOT is required by law to set LOS for HSS, the HSP calls out LOS for HSS and non-HSS facilities. These are the LOS standards that should be used for mitigation purposes, as follows:

- For HSS including ramp intersections, the LOS is set by WSDOT (per RCW 47.06.140):
 - Urban Areas: LOS D
 - Rural Areas: LOS C
- For regionally significant state highways (non-HSS), the LOS thresholds adopted by the local metropolitan or regional transportation planning organization shall apply. In the absence of an adopted LOS threshold, the LOS for HSS shall apply. Where there is a specific inter-local agreement with WSDOT, the applicable LOS threshold levels are established by the agreement.

The Puget Sound Regional Council (PSRC) established the following LOS standards by for non-HSS facilities.

The PSRC uses Annual Average Daily Traffic to one-hour capacity ratio (AADT/C) to determine the severity of congestion over a 24-hour period. Index values under this system range from 1 (little to no congestion) to 24 (theoretically, congestion over the entire 24-hour day). This congestion indicator enables the comparison of each highway’s daily volume of traffic to a one-hour capacity.

The PSRC established thresholds to identify “congested” highways at the index values of 10 for urban highways and 6 for rural highways. When compared to traditional peak hour measures, these thresholds approximate LOS D operation in urban areas and LOS C operation in rural areas. Highways above these thresholds are identified as deficient. All HSS facilities within the City boundaries (i.e., I-5, I-705, SR 16, SR 167 and SR 509) have an LOS standard of ACR 10, where ACR means the annual average daily traffic to one-hour capacity ratio.

There have been some other revisions to LOS standards for non-HSS facilities as well. On October 30, 2003, the PSRC’s Executive Board adopted LOS standards for regionally significant state highways (non-HSS) in the central Puget Sound region. Regionally significant state highways are state transportation facilities that are not designated as being of statewide significance. The PSRC took this action to comply with 1998 amendments to GMA.

Adoption of LOS standards for non-HSS followed a year-long process involving WSDOT and the region’s cities and counties. As part of the next major update to Destination 2030, the PSRC will consider additional performance measures, such as travel time, transit service levels, pedestrian, bicycle, etc.

The non-HSS LOS standard is a three-tiered arrangement designed to try and fit the needs of the Puget Sound region.

- Tier 1 (LOS E-mitigated) is applied to all of the designated urban centers as well as a three-mile buffer around the most heavily traveled freeways (I-5, I-90, I-405, SR 167, and SR 520).
- Tier 2 (LOS D) is applied to the “outer” urban area outside the three mile buffer area and connecting the principal UGA to the smaller UGAs.
- Tier 3 (LOS C) is applied to rural highway routes that would not fit into the Tier 2 category.

Within Tacoma city limits, there are two non-HSS that fall under Tier 1 (LOS E-Mitigated) category, i.e., SR163 (Pearl Street) from SR16 to the Point Defiance Park entrance and SR 7 (Pacific Avenue) from I-5 to 96th Street.

Periodic Concurrency Assessments

Concurrency tests of the City’s transportation network are conducted on a periodic basis, using the EMME/2 computerized transportation model. The latest assessment was conducted in 2002 to determine if the existing road system would be sufficient to meet the City’s transportation needs for the immediate (6 years) and long-term (20 years) future. The following tables illustrate the test results.

Transportation Concurrency Evaluation for 2002

Arterial Grouping	LOS Standard	Year 2002 LOS: % ALM at or better than standard	Concurrent?
Arterial Corridors	85% ALM* at 0.99	96.5	Yes
Port Area Arterials	85% ALM* at 0.99	95.9	Yes
All Other Facilities	85% ALM* at 0.99	90.6	Yes

*ALM = Arterial Lane Miles

Transportation Concurrency Evaluation for 2025

Arterial Grouping	LOS Standard	Year 2025 LOS: % ALM at or better than standard	Concurrent?
Arterial Corridors	85% ALM* at 0.99	88.3	Yes
Port Area Arterials	85% ALM* at 0.89	86.3	Yes
All Other Facilities	85% ALM* at 0.89	84.9	No

*ALM = Arterial Lane Miles

Considering this and other analysis, the City does not anticipate a problem maintaining current LOS for the transportation system. However, should future analysis show a degradation of the transportation system, the City’s land use assumptions found in the *Land Use Plan* would have to be reviewed to determine if they should be modified to bring the transportation system back into concurrency.

Travel Demand Forecasting and Traffic Impact Analysis

The concurrency assessment mentioned above is part of the on-going travel demand forecasting process that incorporates the following elements:

- Trip Generation, which estimates the trips produced by and attracted to each transportation analysis zone (TAZ);
- Trip Distribution, which links the trip ends from trip generation to form matrices of zone-to-zone travel demand;
- Traffic Assignment, which determines zone-to-zone travel routes over the transportation network and accumulates the zone-to-zone travel demand (by mode) using each network segment; and
- Mode Split, which estimates how much of the total zone-to-zone travel demand uses each mode of travel available.

The forecasting is conducted using the EMME/2 model, in cooperation and coordination with the models used by Pierce County and the Puget Sound Regional Council. In addition to travel demand forecasting, EMME/2 is also used in traffic impact analyses for specific projects or development proposals, in order to determine the need for mitigation and maintain the concurrency requirements.

Designated Centers and Connecting Corridors

The primary mission of the transportation system will be to accommodate the mobility and accessibility needs of designated mixed use and manufacturing/industrial centers and connecting corridors. Designated mixed use centers are intended to be walkable places with a mix of housing, jobs, shopping and other activities close together, and served by excellent transit service. Whereas, manufacturing/industrial centers are areas primarily for intensive manufacturing, industrial and related uses.

Connecting corridors are major transportation routes consisting of freeways, highways, principal arterial streets, and transit routes that provide access into and out of the city, act as travelways connecting centers, both local and

regional, and/or support high levels of transit service. Figure 3 illustrates designated mixed use and manufacturing/industrial centers, and connecting corridors.

Multiyear Financing Plan

Six-Year Comprehensive Transportation Program

Developed pursuant to RCW 35.77.010, this program represents the City's multiyear financing plan for transportation improvements. The program is based upon anticipated revenues versus desirable projects. There are always more projects than available revenues. Therefore, the primary objective of the program is to integrate the two to produce a comprehensive, realistic timeline for the orderly development and maintenance of the City's transportation system.

Unfunded Projects List

The list of long-term, unfunded projects contained in this plan indicates the community's desire for system improvement and arterial concurrency requirements. The selection and prioritization of projects is based on the Project Selection and Evaluation Criteria and Rating System, which is also contained in this plan.

Capital Facilities Program

The program provides coordinated planning, programming and implementation of capital facilities and services, including transportation projects, within a six-year time span. It is updated annually.

Parking Management

In 1999, the Tacoma City Council approved the creation of the Parking Work Group, which consists of various City departmental representatives. The Parking Work Group was authorized to develop a Business Plan for the Downtown Parking System. The plan elements, drafted in consultation with parking stakeholders, aim to maximize the efficiency of the existing parking supply, reduce parking scofflaw activity, support economic development

opportunities, create a Parking Enterprise System, consolidate parking services under a single responsibility center, technology upgrades including pay stations, and improved maintenance of municipal parking facilities.

In 2007, the City of Tacoma conducted a parking study that was focused on the mixed-use centers with the exception of Downtown Tacoma. The recommendations include the development of center-wide parking management plans, Transportation Demand Management (TDM) programs, and specific code changes and incentives to encourage the use of alternative modes of transportation. Additional details and specific policy direction may be found in the General Land Use Element.

Regional Coordination

The City will continue to coordinate with other regional entities to address transportation issues, which do not respect jurisdictional boundaries. Listed below is an example of transportation related agencies, coalitions and projects that Tacoma is actively and dutifully involved in:

- Washington State Department of Transportation
- Puget Sound Regional Council – on VISION 2040 (Regional Growth Strategy) and Destination 2040 (Regional Transportation Plan
- Sound Transit – on the continued development of the commuter rail system, a part of the Phase I projects, as well as the implementation of the voter-approved Phase II projects
- Pierce Transit – on the continued transit system improvement in Tacoma
- Pierce County – on travel demand forecasting and modeling, commute trip reduction and other county-wide transportation issues
- Port of Tacoma – on Tideflats transportation improvements
- FAST – Freight Action Strategy along the Tacoma-Seattle-Everett Corridor
- RAMP – Regional Access Mobility Project Coalition of Pierce County

State-owned Transportation Facilities

The table following the text of this section depicts the inventory of State-owned transportation facilities within Tacoma.

For illustration purposes, Levels of Service (LOS) are calculated using the methodology of volume/capacity ratio that is applied for Tacoma local streets, as shown below:

LOS	V/C
A	0.50-0.59
B	0.60-0.69
C	0.70-0.79
D	0.80-0.89
E	0.90-0.99
F	1.00 and above

Note that there is no "Future LOS" calculated, because the future capacity is unknown and the growth factors will be reevaluated in conjunction with a land use forecast update as soon as a year 2030 forecast traffic model is established in cooperation with Pierce County. Before a more reliable forecast is produced, it is reasonable to suggest that those highway sections where 2017 AADT exceeds existing capacity may need either capacity improvements or traffic mitigation that includes promoting alternative transportation modes.

In addition, the City acknowledges that the concurrency requirement does not apply to transportation facilities and services of statewide significance in Tacoma.

The following acronyms are used in the table:

- **ARM** = Actual Route Miles – With this system all routes begin at 0.00 and the total is the actual length of each state highway within your jurisdiction.
- **HSS** = Highways of Statewide Significance – A new term as a result of HB 1487
- **non- HSS** = Regionally significant state highways – A new term as a result of HB 1487

- **Access Classification** (based on RCW 47.50 and WAC 468.52) – This is the access classifications which were determined for state highways in 1992-1993.
- **HPMS** = Highway Performance Monitoring Section – A nationally recognized source for traffic data, that WSDOT will be using for our analysis of the state highway system for the update of Washington's Transportation Plan.
- **AADT** = Average Annual Daily Traffic (for a full 365-day year).

(Inventory of State-owned Transportation Facilities within Tacoma – see next two pages)

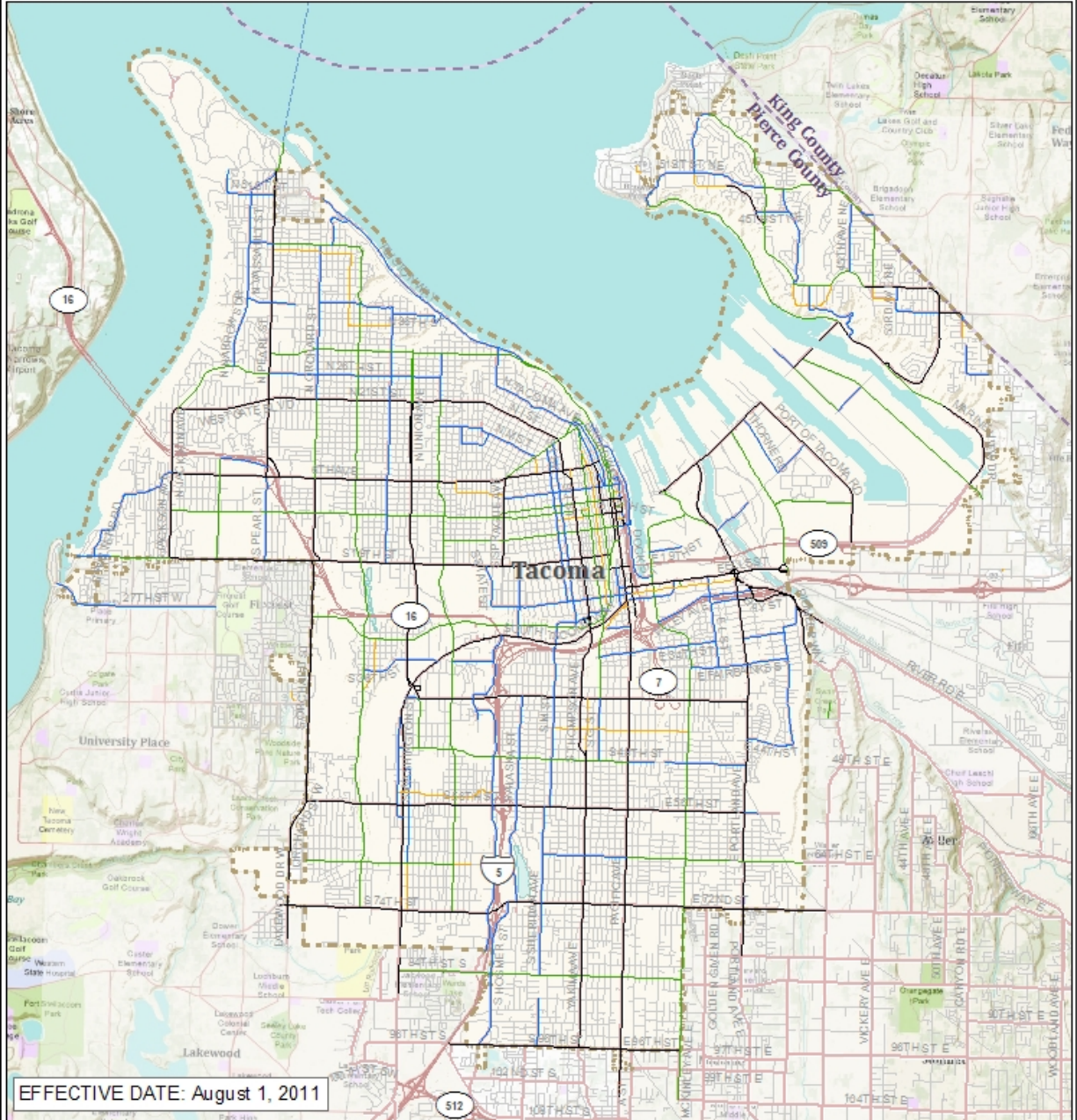
Inventory of State-Owned Transportation Facilities within Tacoma															
Required Information											HPMS Segments within Tacoma			Information Provided by City	
State Route	Enter City (ARM)	Leave City (ARM)	Length	Federal Functional Class	HSS or non-HSS	Access Classification	Posted Speed	# Lanes	Begin HPMS Section (ARM)	End HPMS Section (ARM)	Existing AADT	Capacity	Daily Truck %	2017 AADT	Existing LOS
I-5	129.23	136.60	7.37	Urban Interstate	HSS	Full Limited Access	60	8	129.23	130.75	146,760	204,000	9%	218,078	0.72
								8	130.75	131.89	176,278	204,000	9%	261,940	0.86
								6	131.89	132.46	176,278	178,500	9%	261,940	0.99
								8	132.46	133.92	191,385	204,000	10%	284,388	0.94
								10	133.92	135.09	203,816	255,000	10%	302,860	0.80
								7	135.09	135.60	180,008	178,500	8%	267,482	1.01
SR 7	53.16	58.26	5.10	Urban Other Principal Arterial	Non-HSS	Class 3 - S 99th St to 38th St I/C Class 1 - 38 St I/C to Vic E 34 St U-xing Limited access @ I-5 I/C	35 to 55	4	53.16	55.86	25,570	28,700	2%	37,996	0.89
								4	55.86	56.46	22,587	28,700	2%	33,563	0.79
								4	56.46	57.2	18,158	28,700	2%	26,982	0.63
								4	57.2	57.43	19,294	28,700	2%	28,670	0.67
								2	57.44	57.48	12,015	15,100	3%	17,854	0.80
								3	57.48	57.6	12,015	22,650	3%	17,854	0.53
								4	57.6	57.65	12,015	30,200	3%	17,854	0.40
								6	57.65	57.96	14,928	45,300	3%	22,182	0.33
								5	57.96	58.08	14,928	37,750	3%	22,182	0.40
								3	58.08	58.2	14,928	22,650	3%	22,182	0.66
							4	58.2	58.26	34,769	30,200	3%	51,665	1.15	
SR 16	0.00	5.62	5.62	Urban Principal Arterial	HSS	Full Limited Access	40 to 55	4	0.00	0.13	77,945	102,000	4%	115,822	0.76
								4	0.13	0.30	110,699	102,000	4%	164,493	1.09
								4	0.30	0.75	108,070	102,000	4%	160,586	1.06
								4	0.75	1.48	93,610	102,000	4%	139,100	0.92
								4	1.48	1.80	101,456	102,000	4%	150,758	0.99
								4	1.80	1.93	89,030	102,000	4%	132,294	0.87
								5	1.93	2.54	89,030	127,500	4%	132,294	0.70
								5	2.54	2.57	64,090	127,500	7%	95,234	0.50
								5	2.57	5.01	68,090	127,500	7%	101,178	0.53
							4	5.01	5.62	82,559	102,000	7%	122,678	0.81	

Transportation Element – City of Tacoma Comprehensive Plan

SR 163	0.00	2.85	2.85	Urban Other Principal Arterial	Non-HSS	Class 4	30 to 35	4	0.00	0.09	28,107	28,700	3%	41,766	0.98
								4	0.09	0.20	27,545	28,700	3%	40,930	0.96
								4	0.20	0.69	22,424	28,700	3%	33,321	0.78
								4	0.69	0.97	21,363	28,700	3%	31,744	0.74
								4	0.97	1.70	14,682	28,700	3%	21,817	0.51
								4	1.70	2.33	13,282	28,700	3%	19,736	0.46
								4	2.26	2.33	13,282	28,700	3%	19,736	0.46
								4	2.33	2.39	8,100	28,700	3%	12,036	0.28
							2	2.39	2.85	5,106	14,350	3%	7,587	0.36	
SR 163	3.08	3.37	0.29	Urban Other Principal Arterial	Non-HSS	Class 4	25	3	3.08	3.09	3,898	21,525	3%	5,792	0.18
								2	3.09	3.25	3,218	14,350	3%	4,782	0.22
								3	3.25	3.34	2,711	21,525	3%	4,028	0.13
								2	3.34	3.37	1,355	14,350	3%	2,013	0.09
SR 167	0.00	0.76	0.76	Urban Principal Arterial	HSS	Class 3	35	1	0.00	0.27	5,236	7,175	5%	7,780	0.73
								2	0.27	0.28	20,716	14,325	5%	30,783	1.45
								4	0.28	0.61	38,967	28,700	5%	57,903	1.36
								4	0.61	0.76	24,512	28,700	5%	36,424	0.85
SR 509	0.00	8.89	8.89	Urban Other Principal Arterial to ARM 6.39 Urban Minor Arterial for remainder	HSS (to Port)	Classification to be revised due to new alignment	35 to 50	4	0.00	2.35	23,065	30,200	4%	41,658	0.76
								4	2.35	3.88	11,535	30,200	4%	20,833	0.38
								4	3.88	5.70	11,535	28,700	4%	20,833	0.40
								2	5.70	9.00	8,402	14,350	4%	15,175	0.59
I-705	0.00	1.50	1.50	Urban Interstate	HSS	Full Limited Access	60	4	0.00	0.02	34,418	91,800	2%	62,163	0.37
								4	0.02	0.39	42,217	91,800	2%	76,249	0.46
								4	0.39	0.99	52,775	91,800	2%	95,318	0.57
								4	0.99	1.50	39,504	91,800	2%	71,349	0.43

Transportation Figure 1

Classification of Arterials



EFFECTIVE DATE: August 1, 2011

- Arterials**
- Principal
 - Collector
 - Minor
 - Not Classified

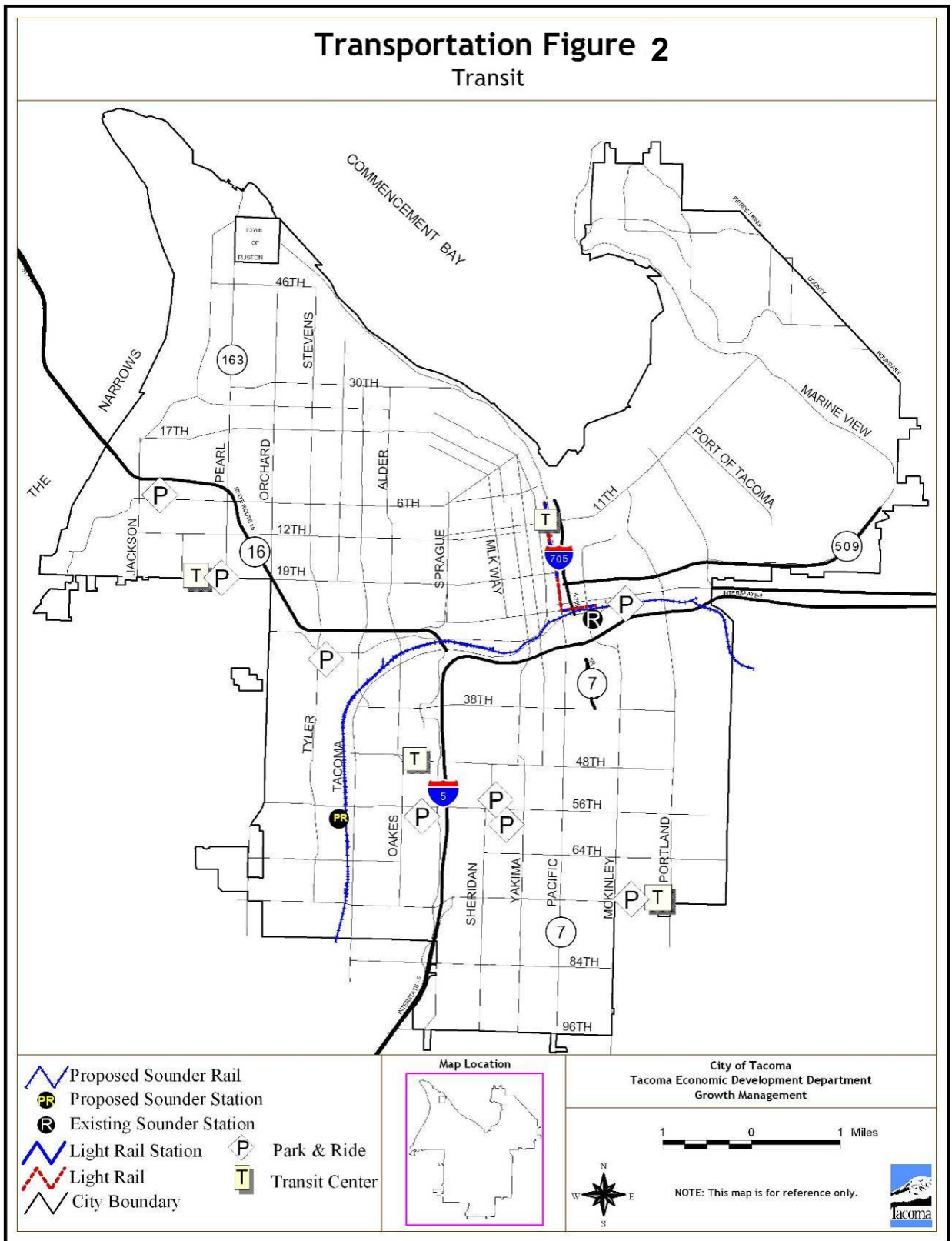


City of Tacoma
Community & Economic Development Department
GIS Analysis & Data Services



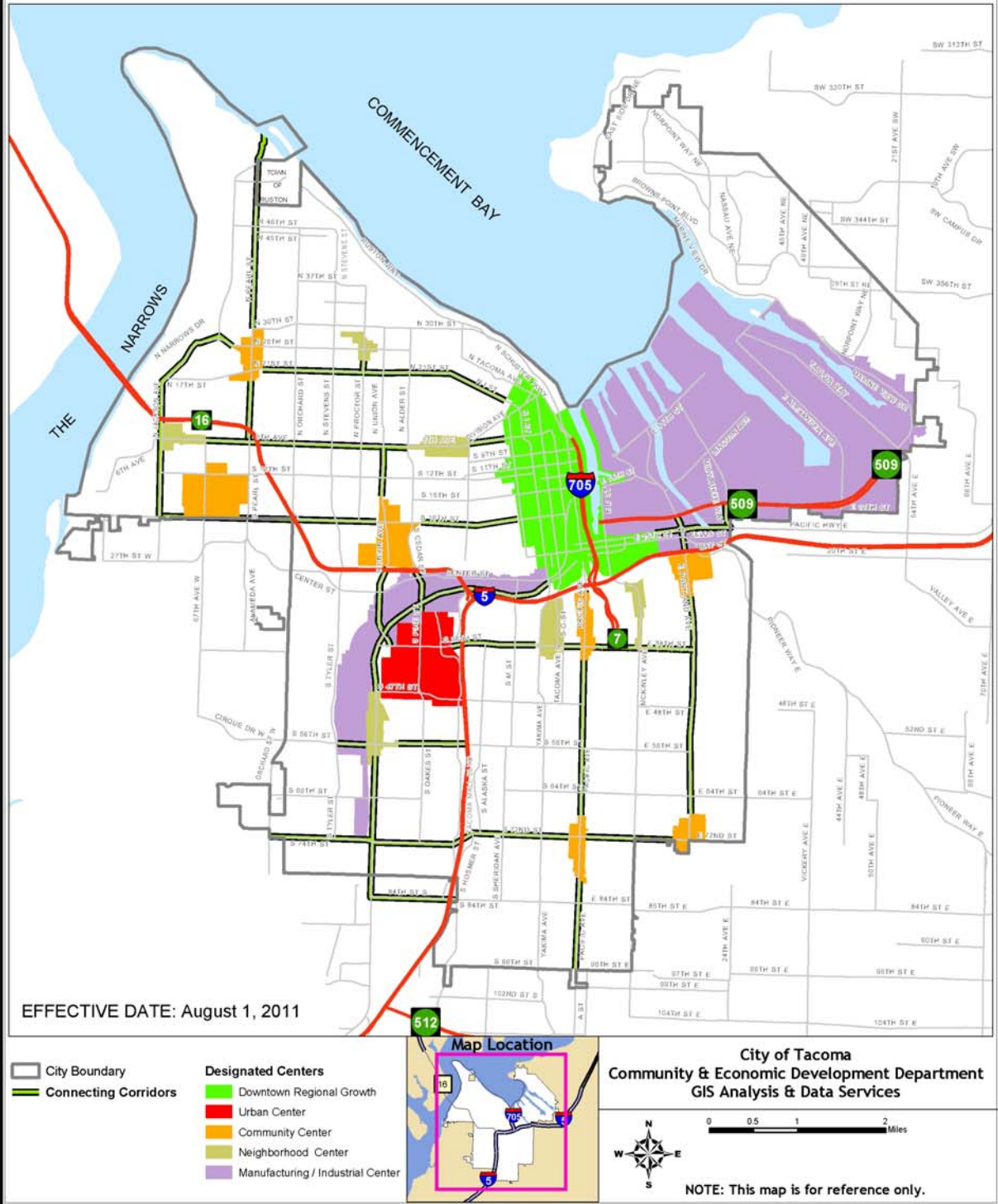
NOTE: This map is for reference only.

Transportation Figure 2
Transit



Plot date: October 6, 2004

Transportation Figure 3 Designated Centers and Connected Corridors



Plot Date: 7/25/2011

File Name: \\Geobase-win\CED\GADSR2011R230\TGC.mxd

Created By: CEDD, GIS ANALYSIS & DATA SERVICES

Project Selection and Evaluation Criteria

The Community and Economic Development Department (CED) and Public Works Department (PW) jointly developed an evaluation/prioritization process to provide a method of prioritizing projects in such a way as to:

- Make it easier for the City to compete for grants that bring tax dollar back to the community.
- Ensure that the transportation policies are carried out and that development regulations of the Comprehensive Plan and GMA concurrency requirements are met.
- Ensure that the public are aware of and involved in the planning, identification and prioritization of transportation projects.
- Provide equitable consideration to all modes of travel in the short and long range planning, programming and implementation of transportation projects.
- Program, at a higher priority, capital and transportation facilities improvements that will alleviate and mitigate impacts on the environment and reduce energy consumption, such as those projects in the City's designated mixed-use centers, which will allow for higher intensity, more efficient land development.

The prioritization process will be used by CED and PW program managers to determine which projects should be included in the *Six-Year Comprehensive Transportation Program* for funding and implementation. Program managers will also use the project criteria score as a base when applying for project funding. However, projects could be implemented in the short-term without regard to the project score, if funding became available or other constraints have been minimized. The following criteria allows for equitable comparison of each project within the program.

Project Selection and Evaluation Criteria and Rating System

1. Program: Arterial Streets – New Construction or Major Improvement

I. Safety

- **Accidents** - Answer “Yes”, if the roadway has greater than 10 accidents
- Per Million Vehicle Miles (score is weighted by total number of accidents). The accident data is compiled by the Public Works Dept and includes only those incidents investigated by an enforcement agency.

II. Average Daily Traffic

- **Traffic Volumes** - Answer “Yes”, if the current volumes are greater than 5,000 (ADT). The total prioritization score is weighted by total volume.

III. Encourage Alternatives to Driving Alone

- **High Pedestrian Route** - Answer “Yes”, if the location is with ¼ mile radius of transit centers, schools, libraries, high density retail, museums, major employment centers, within the CBD, elderly care facilities etc.
- **Bike Route** - Answer “Yes”, if the location is on a Bicycle Route as identified in the City's *Comprehensive Plan*.
- **Enhancement to Pierce Transit** - Answer “Yes”, if the project location would assist Transit in access to the street system or mobility once within the street system.
- **HOV Lane** - Answer “Yes”, if the improvement provides new HOV lanes and/or accessibility to other HOV facilities.

IV. Enhance Freight Mobility

- **Port/Industrial Location** - Answer “Yes”, if the project location is within the Port Area or within another highly industrialized area of the City.

V. Environmental/Public Support

- Answer “Yes” if project creates no significant impact on environment.

- Answer “Yes” if project creates no significant relocation/ROW impacts.
- Answer “Yes”, if the location has been brought to the attention of the Public Works Department by a source outside (e.g., the City Council, Neighborhood Councils, neighborhood groups, business groups, and individual citizens) of City staff and/or has known other support (documentation via letters of support is encouraged).

VI. Comprehensive Plan

- **Project located on a Corridor connecting Centers** - Answer “Yes”, if the project is located on a Corridor as identified in the City’s Comprehensive Plan.
- **Project located in a “Center”** - Answer “Yes”, if the project is located in a designated Center as identified in the City’s Comprehensive Plan.
- **Project included in the Comprehensive Plan** - Answer “Yes”, if the project is recommended in the City’s Comprehensive Plan and/or its adopted elements.

VII. Physical Road Character

- **Structural Condition** - Answer “Yes”, for the roadway structural condition as measured by the Public Works Department’s Pavement Management System (PMS).
- **Horizontal Adequacy** - Answer “Yes”, if the roadway’s horizontal curves do not meet the 1995 Washington State “City and County Design Standards” for the Construction of Urban and Rural Arterials and Collectors.
- **Vertical Adequacy** - Answer “Yes”, if the roadway’s vertical curvature does not meet the 1995 Washington State “City and County Design Standards”.
- **Drainage Adequacy** - Answer “Yes”, if the roadway does not have a contained storm drainage system. The score is weighted based on the ability of the roadway’s drainage system to minimize flooding of the street and adjacent properties.

- **Lane Width Adequacy** - Answer “Yes”, if the roadway’s lane widths do not meet the 1995 Washington State “City and County Design Standards”.
- **Pedestrian Adequacy** - Answer “Yes”, if the roadway does not have a continuously paved sidewalk. The score is weighted based on the availability of a clear walk area adjacent to the street.

**2. Program:
New Traffic Signals**

I. Safety

- **Traffic Signal Warrant Met** - Answer “Yes”, if the location meets any one of the 11 “Warrants” specified in the *Manual on Uniform Traffic Control Devices (MUTCD)*.
- **Top 50 Accident Location** - Answer “Yes”, if the intersection is included on the most recent Top 50 listing of intersection accident locations. This listing is compiled by the Public Works Department and included all accidents investigated by an enforcement agency. Accidents not investigated are not included within this report.
- **Public Support** - Answer “Yes”, if the location has been brought to the attention of the Public Works Department by a source outside (e.g., the City Council, Neighborhood Councils, neighborhood groups, business groups, and individual citizens) of City staff and/or has known other support (documentation via letters of support is encouraged).

II. Accessibility/Transportation System Completeness

- **Project provides a key connection in City road system** - Answer “Yes”, if the location is at the intersection of two arterial streets.

III. Encourage Alternatives to Driving Alone

- **High Pedestrian Generator** - Answer “Yes”, if the location is with ¼ mile radius of transit centers, schools, libraries, high density retail, museums, major employment centers, within the CBD, elderly care facilities etc.

- **Bike Route at Intersection** - Answer “Yes”, if the location is on a Bicycle Route as identified in the City’s *Comprehensive Plan*.
- **Enhancement to Pierce Transit** - Answer “Yes”, if the signalization of the location would assist Transit in access to the street system or mobility once within the street system.

IV. Enhance Freight Mobility

- **Port/Industrial Location** - Answer “Yes”, if the intersection location is within the Port Area or within another highly industrialized area of the City.

V. Matching Funds

- Answer “Yes”, at the appropriate level of commitment of local (City of Tacoma) funds.

VI. Comprehensive Plan

- **Project located on a Corridor connecting Centers** - Answer “Yes”, if the project is located on a Corridor as identified in the City’s *Comprehensive Plan*.
- **Project located in a “Center”** - Answer “Yes”, if the project is located in a designated Center as identified in the City’s *Comprehensive Plan*.
- **Project included in the Comprehensive Plan** - Answer “Yes”, if the project is recommended in the City’s *Comprehensive Plan* and/or its adopted elements.

3. Program: Traffic Signal Upgrades

I. Safety

- **Location does not have a conflict monitor**- Answer “Yes”, if the existing signal control equipment is electromechanical and is without a conflict monitor. Also answer “Yes” if the signal control equipment is presently non-NEMA (National Electrical Manufacturers Association)
- **Top 50 Accident Location** - Answer “Yes”, if the intersection is included on the most recent Top 50 listing of intersection

accident locations. This listing is compiled by the Public Works Department and included all accidents investigated by an enforcement agency. Accidents not investigated are not included within this report.

- **Left Turn Phasing needed** - Answer “Yes”, if the intersection currently has an accident history and traffic volume profile indicative of a location that could benefit from the implementation of “protected” or “protected permissive” left turn signal phasing.
- **Pedestrian Signal indications not existing** - Answer “Yes”, if the intersection presently does not have pedestrian signal indications
- **Signal Coordination needed** - Answer “Yes”, if the location is presently not interconnected but is within a ¼ mile distance of the nearest adjacent signal. Also answer “Yes”, if the location is within a network of interconnected traffic signals of an electromechanical type.
- **Public Support** - Answer “Yes”, if the location has been brought to the attention of the Public Works Department by a source outside (e.g., the City Council, Neighborhood Councils, neighborhood groups, business groups, and individual citizens) of City staff and/or has known other support (documentation via letters of support is encouraged).

II. Accessibility/Transportation System Completeness

- **Project provides a key connection in City road system** - Answer “Yes”, if the location is at the intersection of two arterial streets.

III. Encourage Alternatives to Driving Alone

- **High Pedestrian Generator** - Answer “Yes”, if the location is with ¼ mile radius of transit centers, schools, libraries, high density retail, museums, major employment centers, within the CBD, elderly care facilities etc.
- **Bike Route at Intersection** - Answer “Yes”, if the location is on a Bicycle Route as identified in the City’s *Comprehensive Plan*.

- **Enhancement to Pierce Transit** - Answer “Yes”, if the upgrade of the intersection signalization would assist Transit in access to the street system or mobility once within the street system.

IV. Enhance Freight Mobility

- **Port/Industrial Location** - Answer “Yes”, if the intersection location is within the Port Area or within another highly industrialized area of the City.

V. Matching Funds

- Answer “Yes”, at the appropriate level of commitment of local (City of Tacoma) funds.

VI. Comprehensive Plan

- **Project located on a Corridor connecting Centers** - Answer “Yes”, if the project is located on a Corridor as identified in the City’s Comprehensive Plan.
- **Project located in a “Center”** - Answer “Yes”, if the project is located in a designated Center as identified in the City’s Comprehensive Plan.
- **Project included in the Comprehensive Plan** - Answer “Yes”, if the project is recommended in the City’s Comprehensive Plan and/or its adopted elements.

4. Program: Guardrails/Barricades/Crash Attenuators

I. Safety

- **Inadequate Clear Zone** - Answer “Yes”, if the existing clear zone does not conform to the recommendations contained within the *Roadside Design Guide* as published by AASHTO (American Association of State Highway Officials) 1988.
- **Sub-standard existing protection** - Answer “Yes”, if existing protection is in place but does not conform to current WSDOT design standards.
- **Accident History/Potential** - Answer “Yes”, if the location has a history or high potential for accidents that could be

prevented, contained or absorbed by installation

- **Arterial Street** - Answer “Yes”, if the location is on an arterial street
- **Public Support** - Answer “Yes”, if the location has been brought to the attention of the Public Works Department by a source outside (e.g., the City Council, Neighborhood Councils, neighborhood groups, business groups, and individual citizens) of City staff and/or has known other support (documentation via letters of support is encouraged).

II. Encourage Alternatives to Driving Alone

- **High Pedestrian Generator** - Answer “Yes”, if the location is with ¼ mile radius of transit centers, schools, libraries, high density retail, museums, major employment centers, within the CBD, elderly care facilities etc.
- **Bike Route at Intersection** - Answer “Yes”, if the location is on a Bicycle Route as identified in the City’s *Comprehensive Plan*.
- **Transit Route** - Answer “Yes”, if the location is on a Pierce Transit or school bus route.

III. Enhance Freight Mobility

- **Port/Industrial Location** - Answer “Yes”, if the intersection location is within the Port Area or within another highly industrialized area of the City.

IV. Matching Funds

- Answer “Yes”, at the appropriate level of commitment of local (City of Tacoma) funds.

V. Comprehensive Plan

- **Project located on a Corridor connecting Centers** - Answer “Yes”, if the project is located on a Corridor as identified in the City’s Comprehensive Plan.
- **Project located in a “Center”** - Answer “Yes”, if the project is located in a designated Center as identified in the City’s Comprehensive Plan.
- **Project included in the Comprehensive Plan** - Answer “Yes”, if the project is

recommended in the City's Comprehensive Plan and/or its adopted elements.

**5. Program:
Railroad Crossing Surface
Improvements**

I. Safety

- **Arterial Street** - Answer "Yes", if the crossing is on an arterial street
- **Public Support** - Answer "Yes", if the location has been brought to the attention of the Public Works Department by a source outside (e.g., the City Council, Neighborhood Councils, neighborhood groups, business groups, and individual citizens) of City staff and/or has known other support (documentation via letters of support is encouraged).

II. Encourage Alternatives to Driving Alone

- **High Pedestrian Generator** - Answer "Yes", if the location is with ¼ mile radius of transit centers, schools, libraries, high density retail, museums, major employment centers, within the CBD, elderly care facilities etc.
- **Bike Route at Intersection** - Answer "Yes", if the location is on a Bicycle Route as identified in the City's *Comprehensive Plan*.
- **Transit Route** - Answer "Yes", if the location is on a Pierce Transit or school bus route.

III. Enhance Freight Mobility

- **Port/Industrial Location** - Answer "Yes", if the intersection location is within the Port Area or within another highly industrialized area of the City.

IV. Matching Funds

- Answer "Yes", if the railroad is providing the level of participation required by their crossing franchise.

V. Comprehensive Plan

- **Project located on a Corridor connecting Centers** - Answer "Yes", if the project is located on a Corridor as identified in the City's Comprehensive Plan.

- **Project located in a "Center"** - Answer "Yes", if the project is located in a designated Center as identified in the City's Comprehensive Plan.
- **Project included in the Comprehensive Plan** - Answer "Yes", if the project is recommended in the City's Comprehensive Plan and/or its adopted elements.

**6. Program:
Mid-block Pedestrian Signals**

I. Safety

- **Meets Pedestrian Signal Warrants** - Answer "Yes", if the signal meets "Warrant 3 - Minimum Pedestrian Volume" or "Warrant 4 - School Crossing" as specified in the *Manual on Uniform Traffic Control Devices* (MUTCD)
- **Long Block - > 1000 feet between legal crosswalks** - Answer "Yes", if the distance between legal crosswalks (marked or non-marked) reaches or exceeds approximately 1000-feet. This would imply that the maximum distance that would have to be traveled to reach a legal crosswalk would be about 500-feet.
- **Pedestrian Accident Location** - Answer "Yes", if the intersection currently has an accident history and a traffic volume profile indicative of a location that could benefit from the implementation of a pedestrian signal.
- **Traffic Volumes** - Answer "Yes", at the appropriate traffic volume (conflicting traffic) level.
- **No Pedestrian Refuge Island** - Answer "Yes", if the location is presently without a raised pedestrian refuge island.
- **More than one moving lane of traffic in each direction** - Answer "Yes", if the cross street traffic lane configuration has more than one lane of traffic in at least one of the directions. Note: A center two-way left turn lane will not be considered as a "moving" lane of traffic.
- **Public Support** - Answer "Yes", if the location has been brought to the attention of the Public Works Department by a source outside (e.g., the City Council, Neighborhood Councils, neighborhood

groups, business groups, and individual citizens) of City staff and/or has known other support (documentation via letters of support is encouraged).

II. Encourage Alternatives to Driving Alone

- **High Pedestrian Generator** - Answer “Yes”, if the location is with ¼ mile radius of transit centers, schools, libraries, high density retail, museums, major employment centers, within the CBD, elderly care facilities etc.
- **Bike Route at Intersection** - Answer “Yes”, if the location is on a Bicycle Route as identified in the City’s *Comprehensive Plan*.
- **Enhancement to Pierce Transit** - Answer “Yes”, if the installation would improve the ability of Pierce Transit patrons to access transit services.

III. Enhance Freight Mobility

- **Port/Industrial Location** - Answer “Yes”, if the intersection location is within the Port Area or within another highly industrialized area of the City.

IV. Matching Funds

- Answer “Yes”, at the appropriate level of commitment of local (City of Tacoma) funds.

V. Comprehensive Plan

- **Project located on a Corridor connecting Centers** - Answer “Yes”, if the project is located on a Corridor as identified in the City’s *Comprehensive Plan*.
- **Project located in a “Center”** - Answer “Yes”, if the project is located in a designated Center as identified in the City’s *Comprehensive Plan*.
- **Project included in the Comprehensive Plan** - Answer “Yes”, if the project is recommended in the City’s *Comprehensive Plan* and/or its adopted elements.

7. Program: Railroad Signalization

I. Safety

- **Vehicle Volume * Train Volume > 20,000** - Answer “Yes”, if the product of vehicle and train volumes exceeds the threshold given above.
- **Arterial Street** - Answer “Yes”, if the location would be on a City of Tacoma arterial street.
- **Public Support** - Answer “Yes”, if the location has been brought to the attention of the Public Works Department by a source outside (e.g., the City Council, Neighborhood Councils, neighborhood groups, business groups, and individual citizens) of City staff and/or has known other support (documentation via letters of support is encouraged).

II. Encourage Alternatives to Driving Alone

- **High Pedestrian Generator** - Answer “Yes”, if the location is with ¼ mile radius of transit centers, schools, libraries, high density retail, museums, major employment centers, within the CBD, elderly care facility, etc.
- **Bike Route at Intersection** - Answer “Yes”, if the location is on a Bicycle Route as identified in the City’s *Comprehensive Plan*.

III. Enhance Freight Mobility

- **Port/Industrial Location** - Answer “Yes”, if the intersection location is within the Port Area or within another highly industrialized area of the City.

IV. Matching Funds

- **Location, Scope and funding approved by the WUTC** - Answer “Yes”, if the proposed signal location has been formally reviewed and approved by the *Washington Utilities and Transportation Commission*.

V. Comprehensive Plan

- **Project located on a Corridor connecting Centers** - Answer “Yes”, if the project is located on a Corridor as identified in the City’s *Comprehensive Plan*.
- **Project located in a “Center”** - Answer “Yes”, if the project is located in a

designated Center as identified in the City's Comprehensive Plan.

- **Project included in the Comprehensive Plan** - Answer "Yes", if the project is recommended in the City's Comprehensive Plan and/or its adopted elements.

8. Program: Public Stairway Repair

I. Degree of Deterioration

- Answer "yes" if the degree of deterioration is severe.
- Answer "yes" if the degree of deterioration is moderate.
- Answer "yes" if the degree of deterioration is slight.

II. Accessibility/Transportation System Completeness

- Answer "yes" if the stairway is five or fewer blocks from a public school.
- Answer "yes" if the stairway, if closed, would require a detour of more than five blocks.
- Answer "yes" if the stairway, if closed, would require a detour of from four to five blocks.
- Answer "yes" if the stairway, if closed, would require a detour of less than four blocks.
- Answer "yes" if written public support of repair of the stairway has been received.

III. Comprehensive Plan

- Answer "Yes", if the project is located in a designated Center as identified in the City's Comprehensive Plan.
- Answer "Yes", if the project is recommended in the City's Comprehensive Plan and/or its adopted elements.

9. Program: Curb Ramp Construction

I. Safety

- Answer "yes" if a written or telephone request has been received from a disabled person.
- Answer "yes" if a written request has been received from a disabled advocate group.
- Answer "yes" if other written public support of the proposed curb ramps have been received.

II. Accessibility/Transportation System Completeness

- Answer "yes" if one or more ramps already exist at the intersection.
- Answer "yes" if the intersection is on a designated arterial street.

III. Encourage Alternatives to Driving Alone

- Answer "yes" if the sidewalk is on a designated transit route.

IV. Comprehensive Plan

- Answer "Yes", if the project is located in a designated Center as identified in the City's Comprehensive Plan.
- Answer "Yes", if the project is recommended in the City's Comprehensive Plan and/or its adopted elements.

10. Program: Missing Link New Sidewalk Construction

I. Safety

- Answer "yes" if the missing sidewalk is five or fewer blocks from a public school.
- Answer "yes" if the missing sidewalk is two or fewer blocks from a senior group housing building.
- Answer "yes" if the missing link sidewalk is on a public school bus route.
- Answer "yes" if written public support of the sidewalk construction has been received.

II. Accessibility/Transportation System Completeness

- Answer "yes" if on a designated city arterial street.

III. Encourage Alternatives to Driving Alone

- Answer “yes” if the sidewalk is known to be a high pedestrian use sidewalk (e.g., Ruston Way, CBD, vicinity of Dome, etc.).
- Answer “yes” if the sidewalk is on a designated bicycle route.
- Answer “yes” if the sidewalk is on a designated transit route.

IV. Comprehensive Plan

- Answer “Yes”, if the project is located in a designated Center as identified in the City’s Comprehensive Plan.
- Answer “Yes”, if the project is recommended in the City’s Comprehensive Plan and/or its adopted elements.

**11. Program:
Nonmotorized Facilities –
Bikeways**

- Use the following table to prioritize bikeway projects.

Criteria to Prioritize Classes 1, 2, 3 or 4 Bikeway Projects	Maximum Points (Partial Credit for Minor Compliance)	Maximum Points per Category
<p><u>Category I – Network</u></p> <p><i>Is regional, i.e., lying on a corridor which is:</i></p> <ul style="list-style-type: none"> • an existing or potential designated route or • a regional route or connected to other jurisdiction’s bike corridor <p><i>Is important to Tacoma by connecting to or very close to:</i></p> <ul style="list-style-type: none"> • employment area or center or transit center (+2) • major destination, large park • middle or high school, elementary school (+0.5 each) • counts for Class 4 projects [Parks - Titlow, Marine, Pt. Defiance, Wapato, Swan Creek] <p><i>Lacks alternative accommodation</i> (+0.5 for each ½ mile to alternate)</p> <p><i>Additions to existing network:</i></p> <ul style="list-style-type: none"> • joins two completed similar segments (+1) • extends or joins a complete, similar segment (+0.5) • crosses a major barrier (e.g., freeway, gulch, railroad) (+3) 	<p style="text-align: center;">+5</p> <p style="text-align: center;">+4</p> <p style="text-align: center;">+4</p> <p style="text-align: center;">+3</p>	<p style="text-align: center;">16</p>
<p><u>Category II – Safety</u></p> <p><i>Proposed project provides an:</i></p> <ul style="list-style-type: none"> • accommodation on a shared-use path separated from traffic (+6) • accommodation on a non-arterial street (+4) • accommodation on a 2-lane arterial (+2) • accommodation on a 4-lane arterial (0) <p><i>Traffic</i></p> <ul style="list-style-type: none"> • volumes – vehicles per lane per hour (vplph) for street or if no street, as in a bike bridge, nearest acceptable street that fulfills alignment needs: <ul style="list-style-type: none"> 50 – 150 vplph (+1) 150 – 250 vplph (+2) 250 – 350 vplph (+3) >350 vplph (+4) • posted speed limit: <ul style="list-style-type: none"> 31 to 35 mph (+1) over 35 mph (+2) <p><i>Existing hazard location:</i></p> <ul style="list-style-type: none"> • Design or road condition hazard (e.g., free right turn or bad edge), letter of noticed problem (+2) • Reported accidents (+2) 	<p style="text-align: center;">+6</p> <p style="text-align: center;">+6</p> <p style="text-align: center;">+4</p>	<p style="text-align: center;">16</p>
<p><u>Category III – Support</u></p> <ul style="list-style-type: none"> • Significant funding secured (20%) • City’s Comprehensive Plan & elements • Listed for consideration in a Neighborhood Council process • Letters of support received by City, newspaper (+0.5 each) 	<p style="text-align: center;">+4</p> <p style="text-align: center;">+2</p> <p style="text-align: center;">+1</p> <p style="text-align: center;">+1</p>	<p style="text-align: center;">8</p>

Long-Term Transportation Improvement Projects List – Unfunded

The following table includes all unfunded mobility related projects that would improve traffic flows and capacities needed through the next 20 years. The list is updated as needed to reflect the community's desires and the City's needs for concurrency and is intended for use as the primary source of roadway projects for inclusion in the *Six-Year Comprehensive Transportation Program*. Once projects have moved to the Six-Year Program, they are removed from this Unfunded List. Non-capacity projects such as maintenance, street lighting, street trees, landscaping, and sidewalks will be identified through other processes or programs such as neighborhood plans, LID's and scheduled maintenance.

Unfunded Roadway Related Projects	
Programs/Projects	Improvement Type
<i>Arterial Street Projects – 1060/61 UNFUNDED</i>	
<i>Arterial Street Projects – New Construction</i>	
6 th Avenue at Sprague and Division	Roundabout
E. 48 th St. from Pacific to McKinley	Roadway Improvement
E. 56 th St. from McKinley Ave. to 'A' St.	Roadway Improvement
E. Fairbanks St. from E. McKinley to Roosevelt Ave.	Roadway Improvement
N. 26 th Street from Huson St. to Pearl St.	Roadway Improvement
N. 37 th Street from Shirley to Orchard	New link
38 th Street NE. from BPB to 33 rd Street N.E.	Roadway Improvement
Norpoint Way at Browns Pt. Blvd.	Intersection Improvement
Norpoint Way from Marine View Dr.. to NE 29 th St.	Arterial Improvement
Northshore Pkwy. From Norpoint to 49 th Ave. NE	Roadway Improvement
N. Orchard from 6 th Ave. to N. 46 th St.	Roadway Improvement
N. Union St. from N. 18 th to N. 30 th	Roadway Improvement
Pacific Ave from 72 nd to South City limits	Arterial Boulevard Treatment
Pine Street near Tacoma Mall	Arterial Improvement
Point Defiance Entrance Redesign and Beautification Project (Pearl at Pt. Defiance Park entrance and N. 51 st from Vassault to Pearl Street)	Possible roundabout and arterial rechannelization, lighting, signage, nonmotorized accommodation and medians
Roosevelt Ave. from Wright Ave. to E. 44 th St.	Roadway Improvement
S. 19 th Street from Jackson to Seashore	Roadway Improvement
S. 19 th St. to S. 21 st St. from Jefferson to Tacoma Ave.	Roadway Transition
S. 31 st from Orchard to Mullen	New Arterial
S. 35 th to S. 36 th St. between Pine to Sprague	Roadway Transition
S. 47 th /48 th St. from S. Tacoma Way to Tyler	New Link
S. 48 th /49 th St. from Tyler to Orchard	New Link – Roadway Improvement
S. 66 th Street from Oakes to Puget Sound	Roadway Improvement
S. 66 th Street from Tacoma Mall Blvd. to Oakes St.	New Link
S. Alaska from S. 56 th to S. 72 nd St.	Roadway Improvement
*SR-167 w/ full Interchange at I-5	Limited Access Roadway from Port of Tacoma to Puyallup

Tacoma Ave. from 4 th to S. 25 th	Tacoma Avenue Beautification – Design & rebuild Tacoma Ave between Division Ave and Center St to include landscaping, streetscape, pedestrian crossings (S 4 th , 8 th , 10 th) and light rail accommodations.
East-West Corridor (from S. 38 th at S. Tacoma Way to 40 th St. W. at Orchard)	New Arterial
Norpoint Way between Marine View Dr. & 29 th St. NE	Arterial Improvement
E. 34 th between E. Portland & Roosevelt	Arterial Improvement
Mildred between S. 12 th & 19 th	Arterial Improvement
S. 12 th between Cedar & Stevens	Arterial Improvement
Thompson between S. 35 th & S. 45 th	Arterial Improvement
E. Roosevelt between E. 34 th & George	Arterial Improvement
East Fairbanks between Portland & Roosevelt	Reconstruct to eliminate potholes and to restabilize roadway
South Thompson between South 37 th and 46 th Street	Reconstruct to eliminate potholes and to restabilize roadway
South 74 th Street between South Tacoma Way and West City Limits	Reconstruct to eliminate potholes and to restabilize roadway
North Alder between North 15 th & 19 th Streets	Reconstruct to eliminate potholes and to restabilize roadway
Non-Arterial Street Projects	
E. 37 th between Portland & Roosevelt	Roadway Improvement
Wright Ave. east of Portland Ave.	Roadway Improvement
Traffic Signals – New Construction	
E. 84 th & McKinley	New Signal
E. 96 th & McKinley	New Signal
Norpoint Way at 45 th Ave. NE	New Signal
Northshore Pkwy at 45 th Ave. NE	New Signal
Northshore Pkwy at Browns Pt. Blvd.	New Signal
Northshore Pkwy at Norpoint Way	New Signal
Rehabilitation Projects – Sidewalk and Curb Ramps (Neighborhood Planning Projects) (To be determined)	
Rehabilitation Projects – Bridge Repairs and Maintenance	
Union Ave. from So Tacoma Way to So 35 th St.	Redeck
Traffic Safety Projects – UNFUNDED	
Traffic Enhancements – Guardrail/Barricade/Fence (Locations to be determined)	
RXR Surface Improvements, Railroad Signalization/Control	
S. 56 th and Washington Street	Vertical separation of RXR and Roadway
S. 74 th and S. Tacoma Way	Vertical separation of RXR and Roadway
Pine Street and South Tacoma Way	Vertical separation of RXR and Roadway

Midblock Pedestrian Signals (Locations to be determined)			
N. 26 th in proximity to North and South Westgate Plaza's	Pedestrian Crossing		
Pearl Street between N. 21 st and N. 26 th	Pedestrian Crossing		
Miscellaneous Projects			
E. 11 th and Dock St.	Pedestrian Access Project		
*I-5 @ River Road (SR-167)	Reconfigure Interchange		
*Southbound I-5 at 38 th Street – direct access to Tacoma Mall Blvd.	Improved Ramp Access		
Hill Climb Access from Fireman's Park to Dock St.	Nonmotorized access		
Water Trails (per the OSHRP, these are conceptual recreational boating routes and associated docking facilities and they connect Tacoma's waterfront from the Foss Waterway around Pt. Defiance to the Titlow Marina.)	Nonmotorized Recreational boating route and docking facilities		
Bike Facilities and Trails (1140 Fund) – New		SUP = Shared Use Path	
Location	Limits		Type
Union Ave.	S. 19th St.	SR-16	SUP
Puyallup R. Levee Trail	E. 11th St.	City Boundary	SUP
Pipeline Trail	McKinley St.	City Boundary	SUP
West Slope Trail (per 1989 Shoreline Trails Plan and OSHRP)	Point Defiance Park	City limits at S. 19 th St.	SUP
Waterfront Connection Trail (with connection to CBD)	Dock St./ Thea Foss	Ruston Way/ Asarco/ Point Defiance	SUP
Water Ditch Trail Extension (connect existing and funded trail east to Chambers Creek)	Oak Tree Park	City Boundary, extending to Chambers Creek (City of University Place)	SUP
Tacoma Dome To Sumner Trail	Tacoma Dome area	Eastern City Limits extending into Pierce County	SUP
Trail to the Mountain (follows rail corridor south beyond the City limits ultimately connecting to Mt Rainier)	Tacoma Dome area	City Boundary at E McKinley & 72nd St, continues south along rail line	SUP
Center for Urban Waters E. D St	Murray Morgan Bridge	E 3rd St	SUP
Prairie Line Trail (former BNSF Rail Corridor)	Dock Street	South 27th Street	SUP
Tacoma Dome to Point Defiance Trail (completion and enhancement of non-motorized route)	Tacoma Dome area	Point Defiance Park	SUP
Bayside Trails (trail system providing recreational access to the Schuster Slope and a connection from downtown to the Schuster Parkway)	Garfield Gulch	Stadium Way	Ped Path

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Garfield Gulch Trail/Public Access (provides pedestrian access to the gulch and from residential area at the top of the slope to the Schuster Parkway)	Tennis Court/ Borough Rd	Schuster Parkway	Ped Trail
Buckley Gulch Public Access (provides visual and/or pedestrian access to portions of the gulch)	N. 29th Street	N. 16th Street	Ped Trail
Puget Gulch Trail/Public Access (provides pedestrian access to the gulch and from residential areas and Puget Park to Ruston Way)	N. Monroe Street	Ruston Way	Ped Trail
Mason Gulch Public Access (trail or viewpoints providing visual and/or pedestrian access to portions of the gulch)	N. 37th Street	Waterview Street	Ped Trail
Swan Creek Trail System (public access to/within this open space corridor – the City will strive to coordinate/leverage resources with Metro Parks Tacoma)	River Road	E. 64th Street	Ped Trail
Point Defiance Trail System (public access to/within the park – the City will strive to coordinate/leverage resources with Metro Parks Tacoma)	Within/connecting to Pt Defiance Park		Ped Trail
Northeast Tacoma Trail Network (slope top of Marine View Dr. Includes an extension from Browns Pt. Blvd. to Northshore Parkway and a connector between Crescent Heights and Alderwood Parks.)	Slayden Rd.	Norpoint Way	SUP
President’s Ridge Trail (along the south side of I-5)	S. 38th St. interchange	McKinley Park	SUP
E. N St.	E. 35th St	E. 29th St	Ped Trail
E. 34th St. steps	West of Portland Ave.		Ped Trail
<i>Shared-Use Paths Requested of WSDOT</i>			
*S.R. 509 (East West Rd.)	Marine View Dr.	Pacific Ave.	SUP
*Cedar St. Underpass	SR-16		Lane
*D. St. Overpass	I-5		Lane
*S. 48th St. Overpass	I-5		Lane
*S. 56th St. Overpass	I-5		Lane
*S. 72/74th St. Overpass	I-5		Lane
*S. 84th St. Overpass	I-5		Lane
*Sprague Overpass	SR-16		Lane
Notes:			
* Indicates projects would be built with primarily non-city funding sources, which are also unfunded until further confirmation.			
** Indicates project has received at least partial funding and is also included in the Six-Year Transportation Program.			

The list includes projects that have been identified by other jurisdictions (e.g., WSDOT, Pierce County, the Port of Tacoma, and the Puyallup Tribe of Indians) and will be developed jointly with the City. Inclusion within the Unfunded Project List is a necessary step for competitive funding. Those Tacoma projects that truly reflect the desire of the community but are not part of the Washington Transportation Plan are intended to assist the State in determining future listing and funding of such projects, as appropriate.

The following is a list of projects compiled from the Neighborhood Action Strategies or based on the recommendations of the various Neighborhood Councils.

Transportation Projects from Neighborhood Action Strategies	
Location	Improvement Type
64 th Ave NE between 26 th St NE and 28 th St NE; 65 th Ave NE between 19 th St NE and 24 th St NE; 19 th St NE between 65 th Ave NE and city limits east	Northwood Arterial Improvements – Provide sidewalks and curbing along main thoroughfares within city limits, 24 th St NE, 65 th Ave NE, and 19 th St NE
29th Street NE from 53rd Avenue NE to Norpoint Way	Curb and Gutter, Sidewalks, Streetlights, Storm Drainage, Asphalt Paving
33rd Street NE/Browns Point Blvd from 49th Avenue NE to 45th Avenue NE	Curb and Gutter, Sidewalks, Streetlights, Storm Drainage, Asphalt Paving
51st St. NE from Browns Point Blvd to Harborview Dr.	Curb and Gutter, Sidewalks, Streetlights, Storm Drainage, Asphalt Paving
53rd Avenue NE from 29th St NE to 33rd St NE	Curb and Gutter, Sidewalks, Streetlights, Storm Drainage, Asphalt Paving
6th Ave (Huson to Jackson)	Streetscape improvements and construct bike lanes
6 th Ave from Jackson to Orchard	6 th Ave Traffic Calming – Install landscape medians on 6 th Ave between Jackson and Orchard
Baltimore (N 46th to Orchard)	Streetscape improvements and construct bike lanes
Browns Point Blvd from 45th Avenue NE to 42nd Avenue NE	Complete Curb and Gutter, Sidewalks, Asphalt Paving on the south side
Browns Point Blvd from 51st St. NE/Northshore Pkwy to Parkview Dr.	Curb and Gutter, Sidewalks, Streetlights, Storm Drainage, Asphalt Paving
Browns Point Blvd from Parkview Dr. to Norpoint Way	Curb and Gutter, Sidewalks, Streetlights, Asphalt Paving on the west side
Browns Pt. Blvd. from 33rd to Norpoint Way NE	Roadway improvements (street, sidewalk, barrier removal)
McKinley Ave. from S. 72nd to S. 96th Streets	Arterial improvement
Mildred (S 19th to SR 16)	Streetscape improvements and construct bike lanes
Mildred/N 51st (Pearl to Point Defiance Park)	Stripe bike lanes
N 14th (Orchard to Pearl)	Stripe bike Lanes
N 21st (Huson to Pearl)	Complete street construction, include streetscape improvements and construct bike lanes
N 21st (Proctor to Pearl)	Complete sidewalk network
N 26th (Vassault to Huson)	Stripe bike lanes
N 30th (Pearl to Huson)	Stripe bike lanes
N 45th (Vassault to Huson)	Stripe bike Lanes
N. 36th & Alder Way	Design and construct a walkway on one side of North 36th Street and Alder Way to achieve improved pedestrian access to the waterfront.
N. 51st & Vassault	Evaluate need for Caution Light or other mechanism at the intersection
Nalley Valley Area/ S. 48th St Extension	Improve access west to Orchard St.
Nalley Valley Area/ Union Ave. access	Improve/add access to industrial area

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Norpoint Way NE from 29th St NE to Marineview Drive	Complete Curb and Gutter, Sidewalks, Streetlights: 1 lane southbound, 2 lanes northbound, turn lane at Point Woodworth, sidewalks one side only
Norpoint Way NE from approx. 200' west of Nahane West to Nahane East	Complete Curb and Gutter and asphalt paving
Norpoint Way NE from Browns Point Blvd to Agnes Road	Curb and Gutter, Sidewalks, Streetlights, Asphalt Paving on the north side
Northshore Pkwy from East City Limits to Nassau Avenue	Complete Curb and Gutter, Sidewalks, Asphalt Paving on the north side
Northshore Pkwy from Norpoint Way NE to Ridge Drive	Complete Curb and Gutter, Sidewalks, Asphalt Paving on the north side
Old Town District	Pedestrian waterfront access over rail lines
Orchard (Huson to N. 46th)	Streetscape improvements and construct bike lanes
Orchard (N 46th to N 35th)	Streetscape improvements, widen roadway and construct bike lanes
Pearl St (S 19th to Pt Defiance)	Complete sidewalk & bike lanes
S 12th (Huson-Jackson) Streetscape Improvements Extension recommended through Central NC Area with possible removal of planter strips	Streetscape improvements and construct bike lanes
S 12th St (Orchard to Jackson)	Complete streetscape improvements and construct bike lanes
S 19th (SR 16 to Jackson) Recommend extension into Central Neighborhood NC	Complete streetscape improvements and construct bike lanes
S 54th St @ I-5 off-ramp (proposed)	Design and construct barrier for local access only traffic
S. 96th from Pacific to McKinley Ave.	Provide arterial improvement
Tacoma Ave & N 6th St	Feasibility of a roundabout
Thompson from S. 34th to S. 37th	Slow traffic on Thompson St.
Walters Rd (S 19th to 6th)	Install sidewalk, curb and gutter
E. M Street between Harrison and E. 34 th Streets	Asphalt Paving
E. 34 th St. from E. M St. to McKinley Ave.	Curb and Gutter, Sidewalks, Streetlights, Storm Drainage
Division Lane from approximately the 600 block to the 400 block	Install a landscape median allowing for angle parking
E. N St. from Morton to E. 35 th St.	Curb and Gutter, Sidewalks, Streetlights, Storm Drainage
Fairbanks St. from E. L St. to Grandview Ave.	Roadway Rehabilitation
E. T St. from E. 32 nd to E. 38 th St.	Roadway Rehabilitation
South 19 th from Jefferson to Market	UWT Hillclimb – Design & build extension of UW Tacoma hill climb (S 19 th) from Jefferson to Market to include stairs, ADA ramps, decorative paving, landscaping, streetscape, art, and lighting.
Yakima from Center to S 34 th and Tacoma from Center to S 34 th	Lincoln Park Freeway Lid – Design & construct a landscaped lid over I-5 between Yakima/Thompson and Tacoma/G Streets to reconnect downtown with neighborhood.
S 23 rd & Pacific Ave	S 23 rd & Pacific Crossing – Design & build signalized crossing at S 23 rd & Pacific Ave, which includes decorative pavement

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Browns Pt Blvd from 38 th Ave NE to Norpoint Way NE (to the north-west)	Browns Pt Blvd Improvement Project Phase II – Roadway improvements between 38 th Ave NE and Norpoint way NE to include sidewalks.
Browns Point Blvd from 33 rd St NE at the west near 43 rd Ave NE and 33 rd St NE at the east near Meeker Ave	Browns Pt Blvd Improvement Project Phase III – Roadway improvements between 33 rd St NE at the west near 43 rd Ave NE and 33 rd St NE at the east near Meeker Ave to include sidewalks and access to Alderwood Park & Kobetich Library
Northshore Parkway from Nassau to Norpoint Way	Northshore Parkway Improvements – Provide uphill (eastbound) passing lane, bike lanes, sidewalks on north side, landscaping between Nassau and Norpoint Way, and evaluate signal at 45 th Ave NE and/or 42 nd Ave NE
Northshore Parkway	Dash Point State Park Access – Provide parking along Northshore Parkway and a path between parking & trail system in Dash Point
Marine View Drive from 1902 Marine View Drive to Norpoint Way	Marine View Drive Improvements – Extend two-way left turn lane to driveway of 1902 Marine View Drive, which includes widening roadway
St Helens and 6 th Avenue and Baker	St Helens Gateway Renovation Project – Improve the intersection of St Helens, 6 th Ave, and Baker St to include a rain garden, art, landscaping, converting Baker to one-way, and pedestrian crosswalk treatments consistent with the Broadway LID.
S 66 th & South Tacoma Way	S 66 th & South Tacoma Way Roundabout – Install a new roundabout for better cross traffic
Manitou from Tyler to Gunnison	Manitou Rehabilitation – Repave Manitou between Tyler and Gunnison to eliminate ruts and cracks. Neighborhood does not want a slurry seal.
S 58 th & Puget Sound Avenue	S 58 th & Puget Sound Intersection Traffic Calming – Install traffic calming devices and/or realign Puget Sound to provide better sight distance
Jackson between S 19 th and SR 16	Jackson Ave Traffic Calming – Install traffic calming devices on Jackson between S 19 th and SR 16
Browns Point Blvd from 33 rd St NE to intersection with Norpoint Way near 21 st Ave NE	Complete sidewalks along at least one side of Browns Point Blvd from 33 rd Street NE to intersection with Norpoint Way near 21 st Ave NE with priorities between Crescent Heights to Norpoint Way, Norpoint Way to 51 st St NE, Howard’s Corner to McMurray Rd, and 51 st St NE to the north end of Norpoint Way NE.

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SR509 and Slayden Road	Install traffic control devices on all legs of the intersection to improve access and intersection movements.
McMurray Road from Marine View Drive to Browns Point Blvd	Install streetlights and sidewalk on at least one side
45 th Street NE from Nassau Ave NE to Norpoint Way	Install pedestrian protected crosswalk
Jackson Ave from S 19 th St to SR 16	Install traffic calming devices
N 23 rd St and Shirley St	Install a roundabout or traffic calming devices near the intersection for pedestrians crossing to Kandle Park
South Tacoma Gateways	South Tacoma Gateways – Install streetscape improvements at all arterial entryways to the South Tacoma Neighborhood Council area
S 60 th from Oakes to Pine Street	Install sidewalk
Washington Street from S 54 th to S 58 th Street	Improve existing sidewalk and add separation between on-street parking
South Tacoma Sound Transit Station	Complete sidewalks along S 58 th and S 60 th to connect to South Tacoma Way
S 68 th St between S Mullen and S Gove St	Install sidewalks on the north side
S 60 th at Lawrence, Montgomery, and Alder St	Install ADA ramps at each intersection.
McKinley Hill to downtown Tacoma	Complete sidewalks
Residential areas located just north of the intersections of East 38 th and Howe and East 38 th and K Streets	Install streetlights and pedestrian improvements, such as crosswalks
E 54 th St from Pacific Ave to Bell St	Street improvements
Railroad Crossings at E 48 th and E 52 nd	Improve roadway over railroad tracks
Pedestrian overpass between Old Town Business District and Ruston Way	Grade separated pedestrian link over the rail lines
N 29 th Crossing between White and Carr St	Install pedestrian crossing/connection between Ursich Park and Old Town Park
North 9 th and North 11 th St	Rehabilitate cobblestone streets
N Steele and M St	Install historic style streetlights
Sprague Ave from SR 16 to S 19 th St	Install streetscape improvements at entryway
6 th Avenue from Sprague to Alder St	Complete sidewalk network and provide crosswalks
Union Ave between SR 16 and S 23 rd St	Complete sidewalk network and provide crosswalk between shopping center and Senior Center
S 15 th , S 19 th , Prospect, and Trafton St	Provide street improvements to unimproved streets in this area.