Agenda Item GB-2

City of Tacoma
Community & Economic Development Department

TO: Planning Commission

FROM: Shanta Frantz, Comprehensive Planning Division

SUBJECT: Annual Amendment Application #2013-04 Transportation Element

DATE: September 12, 2012

At the September 19th meeting the Commission will review the proposed amendments to the Transportation Element of the Comprehensive Plan. The proposed amendments seek to:

- Update, reprioritize and consolidate projects contained in the Mobility Master Plan (MoMaP) and the Long-Term Transportation Improvement Projects List – Unfunded (Unfunded Projects List);
- Incorporate "Environmental Justice" into a few relevant policies and the Project Selection and Evaluation Criteria; and
- Make minor changes and corrections to text and maps throughout the document for consistency.

Attached is a draft staff report describing the proposed amendments to the Transportation Element, with "Exhibit A" showing the amendments in tracked changes format. Staff intends to seek the Commission's authorization of the staff report for distribution for public review (along with other proposed amendments included in the 2013 Annual Amendment Package). The public review will occur in February-March 2013, prior to the public hearing, which is tentatively scheduled for March 20, 2013.

If you have any questions, please contact me at (253) 591-5388 or shanta.frantz@cityoftacoma.org.

c: Peter Huffman, Assistant Director

Attachments (2)

2013 Annual Amendment Application No. 2013-04
Transportation Element

STAFF REPORT

Application #:	2013-04
Applicant:	Community & Economic Development Department
Contact:	Shanta Frantz, Comprehensive Planning Division
Type of Amendment:	Comprehensive Plan Text Change and Map Updates
Current Land Use Intensity:	N/A
Current Area Zoning:	N/A
Size of Area:	Citywide
Location:	Citywide
Neighborhood Council Area:	All
Proposed Amendment:	Amend the Transportation Element of the Comprehensive Plan

General Description of the Proposed Amendment:

The proposed amendments to the Transportation Element of the Comprehensive Plan primarily include: (a) updating, reprioritizing and consolidating projects contained in the Mobility Master Plan (MoMaP) and the Long-Term Transportation Improvement Projects List – Unfunded (Unfunded Projects List); (b) incorporating "Environmental Justice" into a few relevant policies and the Project Selection and Evaluation Criteria; and (c) making minor changes and corrections to text and maps throughout the document for consistency.

A general summary of the proposed amendments are listed below (see details in Exhibit "A"):

1. Revise "non-motorized transportation" to "active transportation" to align with current industry standards.
2. Revise "travel demand forecasting" to "transportation demand forecasting", the more applicable industry terminology.
3. Update information pertaining to the Growth and Transportation Efficiency Center (GTEC) and the City's first transportation demand management association, Downtown on the Go (DTOG).
4. Acknowledge the City's recent designation as a Bicycle Friendly Community by the League of American Bicyclists.
5. Revise citation for the definition of "shared-use paths". This was a scrivener's error.
6. Enhance the "Demonstration Projects" section within the MoMaP to expand the Safe Routes to School program and establish Safe Routes to Transit, Parks and Employment programs.
7. Update MoMaP tables with current project information.

8. Eliminate the "Bike Facilities and Trails (1140 Fund) – New table from the Unfunded Projects List and move projects to the existing MoMaP tables and the proposed Low-Impact Pedestrian Trails and Shared-Use Paths table in the MoMaP. All of other projects within this table reflect current community efforts to develop our low-impact pedestrian trail resources.
9. Incorporate "Environmental Justice" into the Transportation Element in the following manners:
    a. Revise **T-LUT-5 Accessibility** to add environmental justice criteria and a definition of "traditionally underserved and vulnerable populations".
    b. Add environmental justice background information to the **Policy Intent for Multimodal System**.
    c. Revise **T-MS-7 Special Transportation Needs** to add environmental justice criteria and a definition of "traditionally underserved and vulnerable populations".
    d. Add "Environmental Justice" to the Project Selection and Evaluation Criteria section for certain transportation programs/projects to align with current community standards and most regional and federal grant funding sources.
10. Remove the table for prioritizing classes of bikeway projects. This table was created in the 1990s. Since then, bikeway classifications and criteria for development have been updated with current industry standards (e.g., bike lanes, bicycle boulevards, sharrows, etc.) as reflected in the MoMaP.
11. For the Unfunded Project List: add one new project to the Arterial Street Projects for Pacific Avenue between South 43rd and 56th Streets and revise the 6th Avenue from Sprague to Alder Streets project under Neighborhood Action Strategies.

Additional Information:

The MoMaP section provides a vision, policies and an implementation strategy for how the City of Tacoma can improve conditions for bicycling and walking citywide over the next fifteen years. It moves the City towards social, economic and environmental sustainability and serves as a cornerstone for Tacoma's climate action goals. It is critical that the information contained in the MoMaP section is kept current and that the recommended projects are adequately prioritized for implementation. Of equal importance is to review the project lists within the MoMaP to those on the Unfunded Projects List to simplify, remove any redundancies and clarify project descriptions as necessary.

The Unfunded Projects List reflects the desires of the community and exemplifies the City's intent to maintain the service level of the transportation system citywide and meet the concurrency requirements of the Growth Management Act. Projects are selected based on community input and staff recommendation for inclusion in the Unfunded Project List to gain eligibility for future funding. When funding becomes available, unfunded projects may be selected and moved to the Six-Year Program for detailed budgeting and implementation.

Public Outreach:

Mobility Master Plan:

The proposed amendments to this section are from staff observation and expertise, requests from the public and with the oversight of the Bicycle and Pedestrian Action Committee (BPAC), which is a citizen-based group, established to assist the City in implementing the MoMaP. The BPAC is made up of 15 residents from the pedestrian and bicycling community and has met at least monthly over the past year to oversee the implementation of the MoMaP and to plan and analyze future projects.

Unfunded Project List:
Two (2) unfunded projects were among the project ideas submitted by Neighborhood Business Districts in the summer of 2012, in response to the Public Works Department's community outreach efforts for the annual update of the 2012-2018 Six-Year Program. An initial screening of the project ideas suggested that these projects did not meet the selection criteria for inclusion in the Six-Year Program, but should be considered for inclusion in the Unfunded Project List to gain eligibility for future funding.

Applicable Provisions of the Growth Management Act (and other state laws):

The Growth Management Act (GMA) requires that the transportation element of local comprehensive plans shall include a number of sub-elements. Two of the sub elements are:

- "Facilities and services needs, including …… identification of state and local system needs to meet current and future demands." *(RCW 36.70A.070(6)(a)(iii)(F))*
- "Pedestrian and bicycle component to include collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles." *(RCW 36.70A.070(6)(a)(vii))*

The proposed changes to the MoMaP and the Unfunded Project List include a variety of projects addressing the needs of vehicular traffic, pedestrians and bicyclists, and are consistent with these GMA provisions.

Applicable Provisions of the Comprehensive Plan:

Updating project information in the MoMaP and the Unfunded Project List, with input received from the community, realizes a number of policies and provisions in the Transportation Element of the Comprehensive Plan, including but not limited to the following:

- 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-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-ICCP-4 Citizen Participation – Ensure citizen participation in all transportation planning to accommodate their needs and desires.
- "The Short Term Bike Project as well as the Medium and Long Term Project Lists should be reviewed annually to ensure they reflect current realities on the ground." (See the MoMaP section, under "Implementation")

Amendment Criteria:

Applications for amendments to the Comprehensive Plan and Land Use Regulatory Code are subject to review based on the adoption and amendment procedures and the review criteria contained in TMC 13.02.045.G. Proposed amendments are required to be consistent with or achieve consistency with the Comprehensive Plan and meet at least one of the eleven review criteria to be considered by the Planning Commission. The following section provides a review of each of these criteria with respect to

the proposal. Each of the criteria is provided, followed by staff analysis of the criterion as it relates to this proposal.

1. **There exists an obvious technical error in the pertinent Comprehensive Plan or regulatory code provisions.**

   Staff Analysis: This proposal will be part of an on-going effort to fix scrivener's errors, eliminate redundancies and align the project lists and the maps within the Transportation Element as projects are added, revised, and/or completed. Staff will also continue to propose updates as industry standards and community expectations and needs change.

2. **Circumstances related to the proposed amendment have significantly changed, or a lack of change in circumstances has occurred since the area or issue was last considered by the Planning Commission.**

   Staff Analysis: The proposed amendments include incorporating "Environmental Justice" into a few relevant policies and the Project Selection and Evaluation Criteria. Environmental justice is the term that recognizes the unfortunate U.S. history of large civic and public works projects located in low-income and minority neighborhoods, thereby creating possible disproportionate adverse human health and environmental impacts on such communities. Environmental justice has its roots in the civil rights movement and was codified as Title VI of the federal Civil Rights Act of 1964. When first coined, the circumstance was often referred to as "environmental injustice". The construction of interstates and freeways during the post war boom is commonly cited as an example of transportation projects that did not account for the people and environment that they often displaced or impacted. In 1994, Presidential Executive Order 12898 directed federal agencies to make environmental justice part of its mission. In 1997, the USDOT issued Order 5610.2 with guidelines on how environmental justice should be incorporated into the transportation decision-making process. (Source: PSRC, Vision 2040 Plan)

   The effect of this federal action is that all projects that receive federal funds directly or indirectly through regional agencies must show that the project managers have considered whether the project will have a possible adverse human health and environmental impact on low-income or minority populations. As such, the City already evaluates transportation projects for environmental justice when those projects are funded by grants with federal monies attached. By adding environmental justice to the Transportation Element's "Project Selection and Evaluation Criteria" section, it will also be considered for those arterial streets, curb ramps, sidewalk connections, and bikeway facility projects that will not be funded with federal monies.

3. **The needs of the City have changed, which support an amendment.**

   Staff Analysis: The bicycle and pedestrian project lists are continually evolving as some projects get built and other projects need to be reprioritized.

4. **The amendment is compatible with existing or planned land uses and the surrounding development pattern.**

   Staff Analysis: Not applicable.

5. **Growth and development, as envisioned in the Plan, is occurring faster, slower, or is failing to materialize.**

   Staff Analysis: Not applicable.

6. **The capacity to provide adequate services is diminished or increased.**

   Staff Analysis: Not applicable.

7. **Plan objectives are not being met as specified, and/or the assumptions upon which the plan is based are found to be invalid.**

   Staff Analysis: Not Applicable.

8. **Transportation and and/or other capital improvements are not being made as expected.**

   Staff Analysis: Not Applicable.

9. **For proposed amendments to land use intensity or zoning classification, substantial similarities of conditions and characteristics can be demonstrated on abutting properties that warrant a change in land use intensity or zoning classification.**

   Staff Analysis: Not applicable.

10. **A question of consistency exists between the Comprehensive Plan and its elements and RCW 36.70A, the County-Wide Planning Policies for Pierce County, Multi-County Planning Policies, or development regulations.**

    Staff Analysis: Not applicable.

Economic Impact Assessment:

The proposed projects in the MoMaP and the Unfunded Project List, when funded and implemented, are expected to generate positive economic effects to the community by improving the transportation system and hence increasing development opportunities. However, the impacts to the City's transportation budget are unknown until funding sources are determined and projects are designed and ready to proceed.

Staff Recommendation:

Staff recommends that the proposed amendment be forwarded for public review and comment.

Exhibit:

A. Proposed Amendments to the Transportation Element (track changes document)

DRAFT COMPREHENSIVE PLAN CHANGES
September 19, 2012

Transportation Element

Index:

Note: These amendments show all of the proposed changes to the existing Transportation Element. The sections included are only those portions of the element that are associated with these amendments. New text is underlined and text that has been deleted is shown as ~~strikethrough~~.

Commute Trip Reduction

T-CTR-1 Comprehensive Plan and CTR
T-CTR-2 Funding for CTR
T-CTR-3 Collaboration on CTR
T-CTR-4 Climate Change and CTR
T-CTR-5 Expansion of CTR
T-CTR-6 Evaluation of CTR
T-CTR-7 Leadership on CTR

Environmental Stewardship

T-ES-1 Minimum Environmental Disruption
T-ES-2 Noise and Air Pollution
T-ES-3 Congestion Management
T-ES-4 Stormwater Management
T-ES-5 Urban Design
T-ES-6 Public Awareness
T-ES-7 Electric Vehicles
T-ES-8 Emission-free Vehicles and Devices
T-ES-9 Skateboards
T-ES-10 Electric Vehicle Infrastructure

Financing and Funding Sources

T-FFS-1 Reliable Financing
T-FSS-2 Development Incentives
T-FSS-3 Transportation Funding for Manufacturing/Industrial Centers

Intergovernmental Coordination and Citizen Participation

T-ICCP-1 Intergovernmental Coordination
T-ICCP-2 Funding Coordination
T-ICCP-3 Regional ~~Nonmotorized~~ Active Transportation Coordination
T-ICCP-4 Citizen Participation

* * *

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~~ active 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~~ active 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~~ active 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. Evaluate whether a transportation facility may be developed and/or sited to help avoid impacting the human and environmental health of traditionally underserved neighborhoods or vulnerable populations. Alternatively, consider how a project may be sited or enhanced to improve the human and environmental health of traditionally underserved neighborhoods or vulnerable populations. Traditionally underserved or vulnerable populations may

include, but are not be limited to, minorities, seniors, youth, low-income, those with limited English proficiency, and/or the physically challenged.

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.

In implementing an efficient multimodal system, the City recognizes that evaluating transportation projects using environmental justice criteria is consistent with current community standards and is aligned with project analysis for most regional and federal grant funding.

When considered early in the planning process, environmental justice is an approach that strives to avoid decisions that can have a disproportionate adverse human health and environmental impact on traditionally underserved neighborhoods and vulnerable populations than on the population as a whole. Traditionally underserved or vulnerable populations may include, but are not limited to, minorities, seniors, youth, low-income, those with limited English proficiency, and/or the physically challenged.

The possible adverse impacts of transportation projects may include, but are not limited to, disruptions in community cohesion, restricted access, safety concerns, higher exposures to hazardous materials, raised noise levels, and increased water and air pollution. (Source: Puget Sound Regional Council's Draft EIS for Transportation 2040 Plan, May 29, 2009).

By adding environmental justice in transportation planning, the City may consider how multimodal projects can be developed and/or sited to help avoid impacting the human and environmental health of traditionally underserved neighborhoods or vulnerable populations. Alternatively, environmental justice may be used to site and/or enhance multimodal projects to improve the human and environmental health of traditionally underserved and vulnerable populations.

Policies
T-MS-1 Transportation Demand Management
Support and promote ~~Travel~~ Transportation 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.

Evaluate whether a transportation facility may be developed and/or sited to help avoid impacting the human and environmental health of traditionally underserved neighborhoods or vulnerable populations. Alternatively, consider how a project may be sited or enhanced to improve the human and environmental health of traditionally underserved neighborhoods or vulnerable populations. Traditionally underserved or vulnerable populations may include, but are not be limited to, minorities, seniors, youth, low-income, those with limited English proficiency, and/or the physically challenged.

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~~ was effective from July 2008 through June 2012. The City used State GTEC funds and partnered with Pierce Transit, ~~-~~and the Tacoma-Pierce-County Chamber of Commerce to create the City's first transportation demand management association, Downtown on the Go (DTOG).

- DTOG has a Board made up of downtown businesses and local transportation agencies. Its purpose is to be the transportation advocate for anyone whose daily life is downtown by:
    - Advocating for transportation choices and land use policies

that promote a vibrant and integrated downtown; and

- Educating and encouraging downtown employers, employees and residents about transportation choices other than driving alone such as transit, ridesharing, biking, walking, and flexible work arrangements.

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 ~~Pan~~ 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~~ active transportation 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.

* * *

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~~ Active Transportation Regional Coordination
Coordinate the planning, construction, and operation of pedestrian and bicycle facilities and shared-use paths with other agencies where City of Tacoma corridors continue into neighboring jurisdictions. Including, but not limited to: extension of the Water Ditch Trail, Pipeline Trail, Tacoma Dome to Sumner Trail and the Trail to Mountain Corridor.

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.

* * *

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~~ active 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 E's: Engineering, Education, Evaluation, Enforcement, and Encouragement.
- The City of Tacoma achieved Bronze level Bicycle Friendly Community status by the League of American Bicyclists in May 2012. Tacoma will continue to work to attain higher level status (up to platinum) through implementation of bikeways and addressing the five E's.
- 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~~ active transportation 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~~ active transportation 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 and convenience 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~~ active transportation ~~mobility~~ access 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) and other agencies 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.

* * *

Shared-Use Paths

The ~~Revised Code of Washington~~WSDOT Design Manual~~.~~ 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. Shared-use paths are primarily used by bicyclists and pedestrians, including joggers, skaters, and pedestrians with disabilities, including those who use nonmotorized or motorized wheeled mobility devices. With appropriate design considerations, equestrians may also be accommodated by a shared-use path facility~~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~~ Section 1515.03, July 2012). 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

* * *

Table 2. Short Term Bicycle Project Priority List[1]

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/Wright Park	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~~Complete	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~~Complete	S Alaska St	S 38th St – S 37th St	0.10	$19,000	Bike Lane
~~Construction Phase~~Complete	N 30th St	Alder St – McCarver St	0.59	$110,000	Bike Lane/Sharrow
Construction Phase	Historic Water Ditch Trail – Phase 2	S 80th / S Tacoma Way – S 72nd and S 60th – S 56th 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 26th	1.70	$307,000	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

Priority	Street	From-To	Length (miles)	Cost[2] Estimate	Facility Type
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
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 60th – S 43rd (S Tacoma Way)	1.20	$230,000	Bike Lane
11	S 66th St	Orchard St – Tacoma Mall Blvd	2.14	$317,000	Lanes/Sharrows / Bike Boulevard
~~11~~12	N Alder/N Cedar St	N 22nd St – SR 16	2.79	$527,000	Bike Lane
~~11~~12	S Oakes St/S Pine St	SR16 – S 74th St	3.11	$587,000	Bike Lane
~~12~~13	Historic Water Ditch Trail	Pine – C St	2.78	$745,000	Shared-Use Path
~~13~~14	Schuster Parkway Trail	S 7th – Ruston Way	1.50	TBD	Trail
~~14~~15	Pipeline Road Trail	E 40th St – Waller Rd and 72nd	2.31	$618,000	Shared-Use Path
~~14~~15	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~~15	Sheridan Ave	6th St – S 25th St	1.37	$66,000	Bicycle Boulevard
~~14~~15	S 25th St	S State St/Scott Pierson Trail – Sheridan Ave	0.21	$40,000	Bike Lane
~~15~~16	Prairie Line Trail (Hood Street)	~~Pacific Ave~~Foss Waterway to ~~Water Ditch Trail~~S 17th to S 25th St	0.80	~~$214,000~~ TBD	Shared-Use Path
~~16~~17	S 64th St	S Alaska Way – Waller Rd	3.31	$160,000	Bicycle Boulevard
~~16~~	~~S 66th St~~	~~Orchard St – Tacoma Mall Blvd~~	~~2.14~~	~~$103,000~~	~~Bicycle Boulevard~~
~~17~~18	S 43rd St/E E St/E 40thSt	A St – Portland Ave	1.90	$92,000	Bicycle Boulevard
~~18~~19	S 37th St/Sprague Ave	Water Ditch Trail – S Steele St	0.87	$165,000	Bike Lane
~~19~~20	NE 51st St/NE Northshore Pkwy	NE Harbor View Dr – Hoyt Rd	2.07	$391,000	Bike Lane
~~19~~20	NE Slayden Rd	NE Marine View Dr – NE Harbor View Dr	0.41	$15,000	Sharrow
~~20~~21	N Baltimore St	N 46th – N 26th St	1.67	$81,000	Bicycle Boulevard
~~21~~22	N Pearl St/Ferry Landing	N 51st St – Ferry Station	0.50	$18,000	Sharrow

Priority	Street	From-To	Length (miles)	Cost[2] Estimate	Facility Type
~~22~~23	S 80th/82nd St	S Hosmer – McKinley Ave	2.07	$100,000	Bicycle Boulevard
~~23~~24	S Alaska St	S 56th – 96th St S	2.51	$473,000	Bike Lane
~~24~~25	S Mildred St	S 12th St – S 19th St	0.50	$94,000	Bike Lane
~~25~~26	Dock St	S Schuster Pkwy – E D St	1.62	$59,000	Sharrow
~~25~~26	N 51st St/Gallagher Dr	N Vassault St – Ruston Way	1.15	$218,000	Bike Lane
~~25~~26	Ruston Way	N 49th St – Schuster Parkway	2.37	$87,000	Sharrow
~~26~~27	S Oxford St/S 8th St/S Meyers St/S 15th St	N Skyline Dr – S 19th St	1.15	$56,000	Bicycle Boulevard
~~27~~28	N 37th St	N Shirley St – N Orchard St	0.27	$73,000	Shared-Use Path
~~28~~29	E Side Foss (D Street)	Murray Morgan Bridge to E 3rd St	0.42	$113,000	Shared-Use Path
~~29~~30	S A St	E 96th St – E 37th St	3.78	$183,000	Bicycle Boulevard
~~30~~31	Pearl St	N 11th – N 9th (Scott Pierson)	0.20	$53,000	Shared-Use Path
~~31~~32	Jackson St	N 10th St – Scott Pierson Trail	0.10	$18,000	Bike Lanes
33	Dome District to Puyallup Connection	Analysis for best route to River Road/Pioneer from Dome District and reverse direction	.25/TBD	TBD	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~~ active 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/Ciclovia** (open streets) 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.~~**Safe Routes** programs provide education and encouragement programming and infrastructural improvements so people can more safely and conveniently access destinations via walking, bicycling and transit.
- ~~Establish~~Expand the~~a~~ **Safe Routes to School program**.to work with interested schools of all levels citywide
- Establish a **Safe Routes to Employment** program with a focus on larger employment centers and downtown Tacoma.
- Establish a **Safe Routes to Parks program** with a focus on Regional, Signature and Community Parks as defined by Metro Parks Tacoma.
- Establish **Safe Routes to Transit** ~~**Centers and Transit Hubs**~~ **programs** for improved access to Sound Transit, Pierce Transit and Amtrak facilities.
- 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~~the Schuster Parkway trail.
- ~~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.

* * *

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~~Complete	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~~S 19th St	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*

* * *

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~~Complete	S Commerce St & S 9th St	Short
~~Construction Phase~~Complete	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

[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 being 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)

Bicycles parked at the 2008
"Bike to a Better Tacoma" event

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

Low-Impact Pedestrian Trails

The City of Tacoma has a number of low-impact pedestrian 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. However, when a low-impact pedestrian trail is not designed for bicycles, then on-street bicyclists should be parking and then walking the trails. Preliminary trail descriptions are located in the Table below. A notation is included indicating whether a trail is envisioned only as low-impact pedestrian trails (LIPT) or may have an opportunity to be designed as a shared-use path (SUP). Multi-use paths are also listed in the MoMaP tables as Shared-Use Paths.

The City recognizes that the design, planning and creation of some low-impact pedestrain trails will be require collaboration with our partners including, but not limited to, Metro Parks of Tacoma, the Port of Tacoma and our surrounding jurisdictions.

~~These trails include:~~

- ~~Garfield Gulch~~
- ~~Julia's Gulch~~
- ~~Bayside Trails~~
- ~~Puget Gulch~~

Table 5. Low-Impact Pedestrian Trails and Shared-Use Paths

Program/Project	From - To		Trail Type
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 Point Defiance Park		SUP/LIPT
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 Road	Norpoint Way	SUP/LIPT
B Street Trail (trail within and view points within/adjacent to B Street Gulch)	Dock Street/Puyallup Avenue vicinity	Northeast portion of the McKinley neighborhood	SUP/LIPT
E. N St. (Pedestrian connection between the top of the hill towards E. Portland Avenue (see "goat trail" in 2008 City aerials - requested by the ENACT)	E. 35th Street	E. 29th Street	LIPT
E. 34th St. steps - (Improvement of existing steps - requested by the ENACT)	West of Portland Avenue		LIPT
Bayside Trails (trail system providing recreational access to the Schuster Slope and a connection from downtown to the Schuster Parkway)	Garfield Gulch	Stadium Way	LIPT
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 Road	Schuster Parkway	LIPT
Buckley Gulch Public Access (provides visual and/or pedestrian access to portions of the gulch)	N.29th Street	N. 16th Street	LIPT

Program/Project	From - To		Trail Type
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	LIPT
Mason Gulch Public Access (trail or viewpoints providing visual and/or pedestrian access to portions of the gulch)	N. 37th Street	Waterview Street	LIPT
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	LIPT
Julia's Gulch Trail System (natural areas trails for habitat restoration, wildlife viewing and recreation)	Adjacent to Norpoint Road	29th Street NE	LIPT
First Creek Trail System (trail and/or view points within the First Creek corridor)	E. 29th Street	Swan Creek vicinity	LIPT

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.

Table ~~5~~6. 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~~7. 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. Projected costs are approximate and based on a simple 10' asphalt path with two feet of crushed gravel on either side. This may not be an adequate width to accommodate the growing number of users in many instances.

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~~8. 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~~9. 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

[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.

Street	From - To	Length (Miles)	Construction Cost	Maintenance Estimate[1]
Jackson St	N 10th – Scott Pierson Trail	0.10	$18,000	$2,500
Sharrows[2]				
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 Paths[3]				
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] (construction phase)	~~North~~	~~2.78~~	~~$745,000~~	~~$94,100~~

[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. Projected costs for trails are approximate and based on a simple 10' asphalt path with two feet of crushed gravel on either side. This may not be an adequate width to accommodate the growing number of users.

Street	From - To	Length (Miles)	Construction Cost	Maintenance Estimate[1]
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**

Table ~~9~~10. 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 9th St	0.64	$31,000	$300
J St	N 3rd St – S 27th St	1.87	$91,000	$800
J St	S 37th St – S 84th St	3.05	$148,000	$1,400
N 37th St	N Orchard St – N Proctor St	0.78	$38,000	$300
N 45th St/N Verde St/N 45th St	N Baltimore St – N Stevens St	0.57	$28,000	$300
N 7th St	N Orchard St – N Pine St	1.48	$72,000	$700
N Highland St	N 23rd St – N 21st St	0.11	$5,000	$0
S 56th St	S Washington St – S State St	1.16	$56,000	$500
Skyline Dr	N 17th/Westgate Blvd – N 11th St	0.36	$17,000	$200
State St	S 25th St – N Grant Ave	1.53	$74,000	$700
Upper Park St/E 29th St/E L St	E 26th 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

[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.

Street	From - To	Length (mile)	Construction Cost	Maintenance Estimate[1]
Yakima Ave	Wright Park – S 27th St	1.49	$282,000	$36,700
Sharrows[2]				
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~~S 19th St	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	Collaborate with neighboring jurisdictions for connectivity	0.97	$260,000	$32,900
Schuster Parkway Trail	Cost is for 10' asphalt trail alone and does not include slope stabilization or other infrastructure	1.30	$349,000	$44,000

[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

Street	From - To	Length (mile)	Construction Cost	Maintenance Estimate[1]
Total Medium-Term Projects:		**56.75**	**$12,432,000**	**$1,010,200**

Table ~~10~~11. 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	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 43rd 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	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	Point Ruston – Vashon Ferry	2.26	$605,000	$76,500
Dome to Pt. Defiance	Foss Esplanade to Pt. Ruston	6.2	Unknown	TBD
President's Ridge Trail	SR 7 – Jennie Reed – S. 34th St	2.~~31~~95	$~~620~~790,000	$~~78,300~~99,80
~~PresRidge Trail~~	~~34th St Detour~~	~~0.64~~	~~$170,000~~	~~$21,500~~
West Slope Trail	Pt. ~~oint~~ Defiance –/Titlow/S. 19th	6.03	$1,616,000	$204,100
Trails with undetermined alignment. Coordination with neighboring jurisdictions critical for connectivity.				
Trail to Mountain Corridor	Tacoma Dome to Mt. Rainier	TBD	Unknown	TBD
Tacoma Dome to Sumner	Tacoma Dome to Sumner	TBD	Unknown	TBD
Total Long Term Projects		**~~41.02~~ 38.2**	**$~~9,047,000~~ 6,627,000**	**$~~1,106,800~~ 801,1000**

[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.

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~~ active transportation 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~~ active transportation 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.

* * *

4. Transit and Streetcar Integration

Coordinate with Sound Transit and Pierce Transit to expand ~~nonmotorized~~ active transportation 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~~ active 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~~ active 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~~ active transportation 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~~ active transportation 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 safety and ~~nonmotorized~~ active transportation 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~~ active transportation 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~~ active transportation 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~~ active 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. 72ndStreets. 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*~~ *Active Transportation Facilities*

Implementation strategies for ~~nonmotorized~~ active transportation facilities are included in Section II – Mobility Master Plan. All the references to ~~nonmotorized~~ active 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**

* * *

~~*Travel*~~ *Transportation Demand Forecasting and Traffic Impact Analysis*

The concurrency assessment mentioned above is part of the on-going ~~travel~~ transportation 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~~ transportation 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.

* * *

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~~ transportation 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

* * *

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.
- Use environmental justice principles to evaluate whether a project may have a disproportionate adverse human health and environmental impact on traditionally underserved neighborhoods or vulnerable populations (e.g. minorities, seniors, youth, low-income, those with limited English proficiency, and/or the physically challenged). Alternatively, evaluate whether a project will provide a transportation opportunity or improved mobility for such neighborhoods or populations.

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. The following programs are dependent on the City's ability to fund them. 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/Environmental Justice

- 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).
- Answer "Yes" if the project has been evaluated for possible disproportionate adverse human health and environmental impacts on traditionally underserved neighborhoods or vulnerable populations (e.g. minorities, seniors, youth, low-income, those with limited English proficiency, and/or the physically challenged).
- Answer "Yes" if the project will provide a transportation opportunity or improved mobility for traditionally underserved neighborhoods or vulnerable populations (e.g. minorities, seniors, youth, low-income, those with limited English proficiency, and/or the physically challenged).

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.

* * *

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. Environmental Justice

- Answer "Yes" if the project has been evaluated for possible disproportionate adverse human health and environmental impacts on traditionally underserved neighborhoods or vulnerable populations (e.g. minorities, seniors, youth, low-income, those with limited English proficiency, and/or the physically challenged).
- Answer "Yes" if the project will provide a transportation opportunity or improved mobility for traditionally underserved neighborhoods or vulnerable populations (e.g. minorities, seniors, youth, low-income, those with limited English proficiency, and/or the physically challenged).

~~IV~~V. 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. Environmental Justice

- Answer "Yes" if the project has been evaluated for possible disproportionate adverse human health and environmental impacts on traditionally underserved neighborhoods or vulnerable populations (e.g. minorities, seniors, youth, low-income, those with limited English proficiency, and/or the physically challenged).
- Answer "Yes" if the project will provide a transportation opportunity or improved mobility for traditionally underserved neighborhoods or vulnerable populations (e.g. minorities, seniors, youth, low-income, those with limited English proficiency, and/or the physically challenged).

~~IV~~V. *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~~ Active Transportation Facilities – Bikeways

- ~~Use the following table to prioritize bikeway projects.~~See the "Implementation" section of the Mobility Master Plan and its associated Tables for guidance on project evaluation and prioritization for bikeway facilities.

I. Environmental Justice

- Answer "Yes" if the project has been evaluated for possible disproportionate adverse human health and environmental impacts on traditionally underserved neighborhoods or vulnerable populations (e.g. minorities, seniors, youth, low-income, those with limited English proficiency, and/or the physically challenged).
- Answer "Yes" if the project will provide a transportation opportunity or improved mobility for traditionally underserved neighborhoods or vulnerable populations (e.g. minorities, seniors, youth, low-income, those with limited English proficiency, and/or the physically challenged).

~~Criteria to Prioritize Classes 1, 2, 3 or 4 Bikeway Projects~~	~~Maximum Points (Partial Credit for Minor Compliance)~~	~~Maximum Points per Category~~
~~Category I – Network~~		~~16~~
~~*Is regional, i.e., lying on a corridor which is*~~: ~~• an existing or potential designated route *or*~~ ~~• a regional route *or* connected to other jurisdiction's bike corridor~~	~~+5~~	
~~*Is important to Tacoma by connecting to or very close to:*~~ ~~• 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]~~	~~+4~~	
~~*Lacks alternative accommodation* (+0.5 for each ½ mile to alternate)~~	~~+4~~	
~~*Additions to existing network:*~~ ~~• 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)~~	~~+3~~	
~~Category II – Safety~~		~~16~~

~~***Proposed project provides an:***~~ ~~• 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)~~	~~+6~~	
~~***Traffic***~~ ~~• 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:~~ ~~50 – 150 vplph (+1)~~ ~~150 – 250 vplph (+2)~~ ~~250 – 350 vplph (+3)~~ ~~>350 vplph (+4)~~ ~~• posted speed limit:~~ ~~31 to 35 mph (+1)~~ ~~over 35 mph (+2)~~	~~+6~~	
~~***Existing hazard location:***~~ ~~• Design or road condition hazard (e.g., free right turn or bad edge), letter of noticed problem (+2)~~ ~~• Reported accidents (+2)~~	~~+4~~	
~~**Category III – Support**~~ ~~• 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)~~	 ~~+4~~ ~~+2~~ ~~+1~~ ~~+1~~	~~8~~

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**
Arterial Street Projects – 1060/61 UNFUNDED	

Arterial Street Projects – New Construction	
6th Avenue at Sprague and Division	Roundabout
E. 48th St. from Pacific to McKinley	Roadway Improvement
E. 56th St. from McKinley Ave. to 'A' St.	Roadway Improvement
E. Fairbanks St. from E. McKinley to Roosevelt Ave.	Roadway Improvement
N. 26th Street from Huson St. to Pearl St.	Roadway Improvement
~~N. 37th Street from Shirley to Orchard~~ ****in 6 YR Program****	~~New link~~
38th Street NE. from BPB to 33rd Street N.E.	Roadway Improvement
Norpoint Way at Browns Pt. Blvd.	Intersection Improvement
~~Norpoint Way from Marine View Dr.. to NE 29th St.~~ ****Duplicate****	~~Arterial Improvement~~
Northshore Pkwy. From Norpoint to 49th Ave. NE	Roadway Improvement
N. Orchard from 6th Ave. to N. 46th St.	Roadway Improvement
N. Union St. from N. 18th to N. 30th	Roadway Improvement
Pacific Ave from 72nd 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. 51st from Vassault to Pearl Street)~~ ****in 6 YR Program****	~~Possible roundabout and arterial rechannelization, lighting, signage, nonmotorized accommodation and medians~~
Roosevelt Ave. from Wright Ave. to E. 44th St.	Roadway Improvement
S. 19th Street from Jackson to Seashore	Roadway Improvement
S. 19th St. to S. 21st St. from Jefferson to Tacoma Ave.	Roadway Transition
S. 31st from Orchard to Mullen	New Arterial
S. 35th to S. 36th St. between Pine to Sprague	Roadway Transition
S. 47th/48th St. from S. Tacoma Way to Tyler	New Link
S. 48th/49th St. from Tyler to Orchard	New Link – Roadway Improvement
S. 66th Street from Oakes to Puget Sound	Roadway Improvement
S. 66th Street from Tacoma Mall Blvd. to Oakes St.	New Link
~~S. Alaska from S. 56th to S. 72nd St.~~ ****in 6 YR Program****	~~Roadway Improvement~~
*SR-167 w/ full Interchange at I-5	Limited Access Roadway from Port of Tacoma to Puyallup
Tacoma Ave. from 4th to S. 25th	Tacoma Avenue Beautification – Design & rebuild Tacoma Ave between Division Ave and Center St to include landscaping, streetscape, pedestrian crossings (S 4th, 8th, 10th) and light rail accommodations.
East-West Corridor (from S. 38th at S. Tacoma Way to 40th St. W. at Orchard)	New Arterial
Norpoint Way between Marine View Dr. & 29th St. NE	Arterial Improvement
E. 34th between E. Portland & Roosevelt	Arterial Improvement
Mildred between S. 12th & 19th	Arterial Improvement
S. 12th between Cedar & Stevens	Arterial Improvement
~~Thompson between S. 35th & S. 45th~~ ****Duplicate****	~~Arterial Improvement~~
E. Roosevelt between E. 34th & George	Arterial Improvement
East Fairbanks between Portland & Roosevelt	Reconstruct to eliminate potholes and to restabilize roadway
South Thompson between South ~~37th~~ 35th and 46th Street	Reconstruct to eliminate potholes and to restabilize roadway

South 74th Street between South Tacoma Way and West City Limits	Reconstruct to eliminate potholes and to restabilize roadway
North Alder between North 15th & 19th Streets	Reconstruct to eliminate potholes and to restabilize roadway
Pacific Avenue (between South 43rd and South 56th Streets)	Roadway Improvement- Complete Street elements, specifically pedestrian amenities
Non-Arterial Street Projects	
E. 37th between Portland & Roosevelt	Roadway Improvement
Wright Ave. east of Portland Ave.	Roadway Improvement
Traffic Signals – New Construction	
E. 84th & McKinley	New Signal
E. 96th & McKinley	New Signal
Norpoint Way at 45th Ave. NE	New Signal
Northshore Pkwy at 45th 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 35th St.	Redeck
Traffic Safety Projects – UNFUNDED	
Traffic Enhancements – Guardrail/Barricade/Fence (Locations to be determined)	
RXR Surface Improvements, Railroad Signalization/Control	
S. 56th and Washington Street	Vertical separation of RXR and Roadway
S. 74th 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. 26th in proximity to North and South Westgate Plaza's	Pedestrian Crossing
Pearl Street between N. 21st and N. 26th	Pedestrian Crossing
Miscellaneous Projects	
~~E. 11th and Dock St.~~ ****in 6 YR Program****	~~Pedestrian Access Project~~
~~*I-5 @ River Road (SR-167)~~ ****WSDOT Project****	~~Reconfigure Interchange~~
~~*Southbound I-5 at 38th Street – direct access to Tacoma Mall Blvd.~~ ****in 6 YR Program****	~~Improved Ramp Access~~

Hill Climb Access from Fireman's Park to Dock St.	~~Nonmotorized~~ Active transportation 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~~ recreational boating route and docking facilities

~~***Bike Facilities and Trails (1140 Fund) – New***~~ ~~***SUP = Shared Use Path***~~

~~**Location**~~	~~**Limits**~~		~~**Type**~~
~~Union Ave.~~ **~~in MoMaP – Tables 3 and 10~~**	~~S. 19th St.~~ Center	~~SR-16~~ ~~S 19th St~~	~~SUP~~
~~Puyallup R. Levee Trail~~ **~~Requested by community but challenges with inter-agency coordination/support (e.g., BNSF, Puyallup Tribe, Army Corps)~~**	~~E. 11th St.~~	~~City Boundary~~	~~SUP~~
~~Pipeline Trail~~ **~~in 6 YR Program~~**	~~McKinley St.~~	~~City Boundary~~	~~SUP~~
~~West Slope Trail (per 1989 Shoreline Trails Plan and OSHRP)~~ **~~moved to MoMaP – Table 11~~**	~~Point Defiance Park~~	~~City limits at S. 19th St.~~	~~SUP~~
~~Waterfront Connection Trail (with connection to CBD)~~ **~~moved to MoMaP Table 11~~**	~~Dock St./ Thea Foss~~	~~Ruston Way/ Asarco/ Point Defiance~~	~~SUP~~
~~Water Ditch Trail Extension (connect existing and funded trail east to Chambers Creek)~~ **~~moved to MoMaP Table 11~~**	~~Oak Tree Park~~	~~City Boundary, extending to Chambers Creek (City of University Place)~~	~~SUP~~
~~Tacoma Dome To Sumner Trail~~ **~~moved to MoMaP – Table 11~~**	~~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~~ **~~moved to MoMaP – Table 11~~**	~~Tacoma Dome area~~	~~City Boundary at E McKinley & 72nd St, continues south along rail line~~	~~SUP~~
~~Center for Urban Waters E. D St~~ **~~moved to MoMaP – Table 9~~**	~~Murray Morgan Bridge~~	~~E 3rd St~~	~~SUP~~
~~Prairie Line Trail (former BNSF Rail Corridor)~~ **~~in 6 YR Program~~**	~~Dock Street~~	~~South 27th Street~~	~~SUP~~
~~Tacoma Dome to Point Defiance Trail (completion and enhancement of non-motorized route)~~ **~~moved to MoMaP – Table 11~~**	~~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)~~ **~~moved to LIPT Table 5~~**	~~Garfield Gulch~~	~~Stadium Way~~	~~Ped Path~~
~~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)~~ **~~moved to LIPT Table 5~~**	~~Tennis Court/ Borough Rd~~	~~Schuster Parkway~~	~~Ped Trail~~

~~Buckley Gulch Public Access (provides visual and/or pedestrian access to portions of the gulch)~~ ****moved to LIPT Table 5****	~~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)~~ ****moved to LIPT Table 5****	~~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)~~ ****moved to LIPT Table 5****	~~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)~~ ****moved to LIPT Table 5****	~~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)~~ ****moved to LIPT Table 5****	~~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.)~~ ****moved to LIPT Table 5****	~~Slayden Rd.~~	~~Norpoint Way~~	~~SUP~~
~~President's Ridge Trail (along the south side of I-5)~~ ****Located in MoMaP – Table 11****	~~S. 38th St. interchange~~	~~McKinley Park~~	~~SUP~~
~~E. N St.~~ ****moved to LIPT Table 5****	~~E. 35th St~~	~~E. 29th St~~	~~Ped Trail~~
~~E. 34th St. steps~~ ****moved to LIPT Table 5****	~~West of Portland Ave.~~		~~Ped Trail~~
~~Shared-Use Paths Requested of~~ WSDOT Projects requiring Bike and Pedestrian Facilities			
*S.R. 509 (East West Rd.)	Marine View Dr.	Pacific Ave.	~~SUP~~ Lane
*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**
64th Ave NE between 26th St NE and 28th St NE; 65th Ave NE between 19th St NE and 24th St NE; 19th St NE between 65th Ave NE and city limits east	Northwood Arterial Improvements – Provide sidewalks and curbing along main thoroughfares within city limits, 24th St NE, 65th Ave NE, and 19th 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
6th Ave from Jackson to Orchard	6th Ave Traffic Calming – Install landscape medians on 6th 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~~ ****Duplicate****	~~Roadway improvements (street, sidewalk, barrier removal)~~
~~McKinley Ave. from S. 72nd to S. 96th Streets~~ ****Done****	~~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
Norpoint Way NE from 29th St NE to Marine View Drive	Complete Curb and Gutter, Sidewalks, Streetlights~~: 1 lane southbound, 2 lanes northbound, turn lane at Point Woodworth, sidewalks one side only~~ ****this portion completed****
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~~ ****Duplicate****	~~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. 34th Streets	Asphalt Paving
E. 34th 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. 35th St.	Curb and Gutter, Sidewalks, Streetlights, Storm Drainage
Fairbanks St. from E. L St. to Grandview Ave.	Roadway Rehabilitation
E. T St. from E. 32nd to E. 38th St.	Roadway Rehabilitation

South 19th from Jefferson to Market	UWT Hillclimb – Design & build extension of UW Tacoma hill climb (S 19th) from Jefferson to Market to include stairs, ADA ramps, decorative paving, landscaping, streetscape, art, and lighting.
Yakima from Center to S 34th and Tacoma from Center to S 34th	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 23rd & Pacific Ave	S 23rd & Pacific Crossing – Design & build signalized crossing at S 23rd & Pacific Ave, which includes decorative pavement
Browns Pt Blvd from 38th Ave NE to Norpoint Way NE (to the north-west)	Browns Pt Blvd Improvement Project Phase II – Roadway improvements between 38th Ave NE and Norpoint way NE to include sidewalks.
Browns Point Blvd from 33rd St NE at the west near 43rd Ave NE and 33rd St NE at the east near Meeker Ave	Browns Pt Blvd Improvement Project Phase III – Roadway improvements between 33rd St NE at the west near 43rd Ave NE and 33rd 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 45th Ave NE and/or 42nd 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 6th Avenue and Baker	St Helens Gateway Renovation Project – Improve the intersection of St Helens, 6th 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 66th & South Tacoma Way	S 66th & 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 58th & Puget Sound Avenue	S 58th & Puget Sound Intersection Traffic Calming – Install traffic calming devices and/or realign Puget Sound to provide better sight distance
Jackson between S 19th and SR 16	Jackson Ave Traffic Calming – Install traffic calming devices on Jackson between S 19th and SR 16
Browns Point Blvd from 33rd St NE to intersection with Norpoint Way near 21st Ave NE	Complete sidewalks along at least one side of Browns Point Blvd from 33rd Street NE to intersection with Norpoint Way near 21st Ave NE with priorities between Crescent Heights to Norpoint Way, Norpoint Way to 51st St NE, Howard's Corner to McMurray Rd, and 51st St NE to the north end of Norpoint Way NE.
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
45th Street NE from Nassau Ave NE to Norpoint Way	Install pedestrian protected crosswalk
Jackson Ave from S 19th St to SR 16	Install traffic calming devices
N 23rd 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 60th from Oakes to Pine Street	Install sidewalk
Washington Street from S 54th to S 58th Street	Improve existing sidewalk and add separation between on-street parking
South Tacoma Sound Transit Station	Complete sidewalks along S 58th and S 60th to connect to South Tacoma Way
S 68th St between S Mullen and S Gove St	Install sidewalks on the north side
S 60th 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 38th and Howe and East 38th and K Streets	Install streetlights and pedestrian improvements, such as crosswalks
E 54th St from Pacific Ave to Bell St	Street improvements
Railroad Crossings at E 48th and E 52nd	Improve roadway over railroad tracks
Pedestrian overpass between Old Town Business District and Ruston Way	Grade separated pedestrian link over the rail lines
N 29th Crossing between White and Carr St	Install pedestrian crossing/connection between Ursich Park and Old Town Park
North 9th and North 11th St	Rehabilitate cobblestone streets
N Steele and M St	Install historic style streetlights

~~Sprague Ave from SR 16 to S 19th St~~ ****Done****	~~Install streetscape improvements at entryway~~
6th Avenue from Sprague to Alder St	Complete sidewalk network and provide crosswalks, lighting, landscaping and bulbouts
~~Union Ave between SR 16 and S 23rd St~~ ****Done****	~~Complete sidewalk network and provide crosswalk between shopping center and Senior Center~~
S 15th, S 19th, Prospect, and Trafton St	Provide street improvements to unimproved streets in this area.