DRAFT

City of Tacoma Comprehensive Plan Amendment

Transportation Element Section II: Mobility Master Plan

January 20, 2010
**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 bicycling and walking citywide over the next twenty years. This section was culled from Tacoma’s 2010 Mobility Master Plan. It moves the City towards social, economic and environmental sustainability and serves as a cornerstone for Tacoma’s climate action goals. A sustainable non-motorized transportation network is vital for Tacoma to achieve a substantial reduction in carbon emissions and to provide a healthier environment for its residents.

The Mobility Section envisions an interconnected bicycle and pedestrian network that provides safe routes to neighborhoods, schools, transit, business districts and recreational facilities. The implementation of these policies will improve Tacoma residents’ health, enhance their quality of life, help protect the City’s natural resources and be a source of pride to the community. It will also lead us toward the goal of achieving “Bicycle Friendly Community” status by the League of American Bicyclists.

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

**Guiding Principles**

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

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

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

The City of Tacoma will use this model as a conceptual tool for elevating pedestrians, bicycles and public transit in the planning and design of streets per Complete Streets policy and the city’s Climate Action Plan. It gives recognition to the city’s most vulnerable users.

Vision and Policies

The Vision establishes the overarching concept that acts as a source for future inspiration in Tacoma’s transportation planning. Policies help guide the city towards fulfilling the vision. The Vision and policies support and bolster the nonmotorized transportation policy intent of Tacoma’s Comprehensive Plan’s Transportation Element. Tacoma’s 2010 Mobility Master Plan 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.

Mobility Master Plan Vision

Tacoma is a world-class walking and biking community in which pedestrians and bicyclists are top priorities in transportation planning. Streets accommodate bicyclists in greater 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 Wheelmen by 2015 by developing and enhancing the five Es: Engineering, Education, Evaluation, Enforcement, Encouragement

- Complete a safe and comfortable bicycling system that connects all parts of the city (north to south/east to west) and accommodates all types of cyclists

- Complete an accessible network of pedestrian supportive infrastructure, including sidewalks, curb ramps and trails in high-priority pedestrian areas

- Create a safer street environment to reduce intermodal crashes involving bicyclists, pedestrians and motor vehicles by at least 10% by 2015 and by 50% by 2030

- Increase the nonmotorized mode split to 5% by 2015 and continue gains thereafter to aid in the Climate Action Plan goal to reduce greenhouse gases emissions from transportation sources

- Increase transit use by enhancing pedestrian access and bicycle support facilities to transit 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 and usage

- Follow implementation and maintenance strategies to expand and sustain Tacoma’s pedestrian and bicycle infrastructure

- Increase healthy lifestyles by offering improved opportunities for active living through walking and bicycling
Mobility Master Plan Policies

Bicycling and walking are low-cost and effective means of transportation that are non-polluting, energy efficient, versatile, healthy and fun. And transit adds to the efficiency of the transportation system. The Mobility Master Plan lays out strategies for system-wide expansions and improvements and specifies what needs to be done to achieve the City’s goal of becoming a better walking, bicycling and transit friendly community. Tacoma is in an excellent position to capitalize on existing pedestrian and bicycle-friendly attributes and to increase the number of residents and visitors who travel by foot, bicycle and transit. Tacoma can take advantage of the anticipated population growth in high-density centers, existing education and encouragement programs and high-quality multimodal connections to develop a world class system of bikeways and walkways that sustainably activate the streets with people of all abilities.

The following policies support this vision and goals and will serve to create a more balanced transportation system throughout Tacoma.

Policies

T-MMP-1 Implementation
Complete the 2010 Mobility Master Plan’s recommendations for a nonmotorized network to reduce auto travel, increase the number of nonmotorized users of all ages and abilities, and improve the health of our people and planet.

T-MMP-2 Engineering
Provide safe and accessible nonmotorized routes through high-quality engineering and design of bicycle and pedestrian physical infrastructure.

T-MMP-3 Environmental Sustainability
Encourage and improve the appeal of modes of transportation with negligible carbon emissions such as walking and biking while reducing the miles traveled by single occupancy vehicles in Tacoma.

T-MMP-4 Transit Integration
Coordinate with Sound Transit and Pierce County Transit to expand nonmotorized mobility through the integration of bicycling and walking with the transit system.

T-MMP-5 Maintenance
Ensure pedestrian and bicycle facilities are clean, safe, accessible, and promote active use citywide.

T-MMP-6 Education and Encouragement
Improve the safety and awareness of the walking and biking environment in Tacoma through comprehensive education and encouragement programs targeted at all populations in the city. Specific programs are detailed in the 2010 Mobility Master Plan.

T-MMP-7 Enforcement
Enhance safety for all road users through increased enforcement on city streets, walkways and bikeways.

T-MMP-8 Livability
Encourage trips to local retailing, business, and community services, so residents can access more of the services they need close to home by walking and biking.

T-MMP-9 Health and Safety
Promote active transportation by all residents by working with Pierce County Health Department to provide education and encouragement programs as well as safe and accessible routes for bicyclists and pedestrians of all ages and abilities.

T-MMP-10 Evaluation
Monitor bicycle and pedestrian benchmarking measurements and implementation of the 2010 Mobility Master Plan and its effectiveness in achieving the stated vision and goals.

T-MMP-11 Funding
Pursue a variety of funding sources to implement the expansion and enhancement of walkways and bikeways in Tacoma. A comprehensive list of funding opportunities can be found in the 2010 Mobility Master Plan.
Implementation

The recommended pedestrian and bicycle network improvements were developed with a thorough analysis of existing conditions with a variety of methodologies, including the Bikeway Quality Index and Cycle Zone Analysis. Detailed descriptions of existing conditions analyses can be found in Appendix D of the 2010 Mobility Master Plan.

The following table lists criteria used to evaluate potential projects. These criteria and their respective weights were developed with input from the public workshops and the Steering Committee expertise.

<table>
<thead>
<tr>
<th>Criterion</th>
<th>Measurement</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Enhances system connectivity/Closure of critical gap</td>
<td>To what degree does the project fill a missing gap in the bicycle and/or pedestrian system? How well does the project overcome a barrier in the current bicycle and pedestrian network?</td>
<td>20</td>
</tr>
<tr>
<td>Interface with other transportation modes (e.g., transit)</td>
<td>To what degree does the project connect to transit facilities?</td>
<td>15</td>
</tr>
<tr>
<td>Geographic distribution of City coverage</td>
<td>To what degree does the project offer potential benefits to the wider, regional community by offering opportunities for increased connectivity to surrounding communities, other regional walkways/bikeways etc.?</td>
<td>12</td>
</tr>
<tr>
<td>Cost Effectiveness</td>
<td>How difficult will it be to implement the project? This criterion takes into account constraints like topography, existing development, presence or lack of available right-of-way, and environmental and political issues.</td>
<td>11</td>
</tr>
<tr>
<td>Suitability for bicycling and/or walking with improvements</td>
<td>Does the route have potential to be safe and/or comfortable for bicycling after improvements have been made?</td>
<td>11</td>
</tr>
<tr>
<td>Destinations served</td>
<td>Does the project provide connectivity to key destinations, including schools, parks, employment, commercial centers, and civic centers?</td>
<td>10</td>
</tr>
<tr>
<td>Improvement that serves an immediate safety need</td>
<td>Can the project potentially improve bicycling and walking at locations with perceived or documented safety issues? This criterion takes into account available crash data as well as feedback from the Steering Committee and Tacoma residents.</td>
<td>8</td>
</tr>
<tr>
<td>Integration into the existing local and regional bikeway/walkway system</td>
<td>How many user generators does the project connect to within reasonable walking or bicycling distance, such as schools, parks, Downtown, colleges and universities, etc.?</td>
<td>8</td>
</tr>
<tr>
<td>Projected reduction in vehicle trips and vehicle miles traveled</td>
<td>To what degree will the project likely generate transportation or recreational usage based on population, corridor aesthetics, etc.? Does the project serve transportation needs, reducing the need for drive-alone trips, and promoting bicycling as a viable alternative to driving?</td>
<td>5</td>
</tr>
</tbody>
</table>
The Steering Committee used these criteria to rate potential projects and to create short-term, medium-term and long-term project lists (in order to ensure a well-planned network in each phase). The results are in Maps 2, 3 and 4.

The short-, medium-, and long-term projects may change according to available funds, changing priorities, new roadway projects that coincide, new development and redevelopment opportunities, or other factors. It should be noted that the purpose of this evaluation was to understand the relative priority of projects so that the City may apportion available funding to the highest priority projects. The short-term project list, and perhaps the overall system and segments themselves, may change over time as a result of changing bicycling patterns, land use patterns, and implementation constraints and opportunities. Medium- and long-term projects are also important and may be implemented at any point in time as part of a development or public works project. The ranked lists should be considered a “living document” and should be frequently reviewed to ensure they reflect current Tacoma priorities. Table 4 provides length estimates by phase for all infrastructure projects.

At the request of the Planning Commission, the Steering Committee is currently involved in a process to create a top ten list for bicycle and pedestrian projects for clear prioritization at the beginning of implementation. This list will be inserted here before this document goes out for public review.
Demonstration Projects

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

- Install wayfinding signage throughout the City indicating to bicyclists their direction of travel, location of destinations, and the riding time/distance to those destinations. Wayfinding signs increase users’ comfort and accessibility of the bicycle system and also visually cue motorists that they are driving along a bicycle route and should use caution.
- Hold a Sunday Parkways event along Schuster Parkway to encourage community members and families to become familiar with bicycling in Tacoma.
- Establish a Safe Routes to Employment (TPU) program with a focus on downtown.
- Use Arterial retrofits, also known as road diets, to implement bike lanes on key roads, including: Tyler/Stephens, Oaks/Cedar, S47th/48th St, and S 12th St.
- Implement Downtown Improvements, including a cycle track and shared lane markings on Pacific leading from Tacoma Art Museum to north downtown.
- Develop Bicycle Boulevards on Fawcett, Park and other identified roadways.

Bike Lane Recommendations

Tacoma’s bike lane 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. The following Table and Maps 2 -5 outline the improved bicycling network.

It is important to note that bicycles are permitted on all roads in the State of Washington, except interstates. As such, Tacoma’s entire street network is effectively the community’s bicycle network, regardless of whether or not a bikeway stripe, stencil, or sign is present on a given street. The designation of certain roads as bike routes is not intended to imply that these are the only roadways intended for bicycle use, or that bicyclists should not be riding on other streets. Rather, the designation of a network of on-street bikeways recognizes that certain roadways are preferred bicycle routes for most users, for reasons such as directness or access to significant destinations, and allows Tacoma to then focus resources on building out this primary network.
### Table 2. Proposed Bike Lanes

<table>
<thead>
<tr>
<th>Street</th>
<th>From - To</th>
<th>Length (miles)</th>
<th>Implementation Method</th>
</tr>
</thead>
<tbody>
<tr>
<td>6th Ave</td>
<td>S Walters Rd - S Jackson Ave</td>
<td>1.15</td>
<td>Uphill bike lane/downhill SLM</td>
</tr>
<tr>
<td>Alameda</td>
<td>S 19th - Princeton</td>
<td>0.21</td>
<td>Parking reduction</td>
</tr>
<tr>
<td>Center St</td>
<td>S Tyler St - S 25th St</td>
<td>2.81</td>
<td>Road diet</td>
</tr>
<tr>
<td>Jackson Ave</td>
<td>SR 16 - S 12th St</td>
<td>0.60</td>
<td>Remove CTL</td>
</tr>
<tr>
<td>McCarver St/Tacoma St</td>
<td>N Schuster Pkwy - S Tacoma Ave</td>
<td>1.50</td>
<td>Parking reduction</td>
</tr>
<tr>
<td>McKinley Ave</td>
<td>72nd - E D St</td>
<td>3.17</td>
<td>Restripe/parking reduction</td>
</tr>
<tr>
<td>N 11th St</td>
<td>Sprague - Yakima</td>
<td>0.82</td>
<td>Remove CTL</td>
</tr>
<tr>
<td>N 17th St/ Westgate Blvd/ N 21st St</td>
<td>N Narrows Dr - N Steele St</td>
<td>2.25</td>
<td>Narrow lanes</td>
</tr>
<tr>
<td>N 21st St/N 1st</td>
<td>N Alder St - Division Ave</td>
<td>1.34</td>
<td>Narrow lanes</td>
</tr>
<tr>
<td>N 26th</td>
<td>Madison - Alder</td>
<td>0.59</td>
<td>Remove CTL/narrow lanes</td>
</tr>
<tr>
<td>N 30th St</td>
<td>Alder St - McCarver St</td>
<td>0.52</td>
<td>Parking reduction</td>
</tr>
<tr>
<td>N 46th St</td>
<td>N Baltimore St - N Stevens St</td>
<td>0.52</td>
<td>Remove lane</td>
</tr>
<tr>
<td>N 51st St</td>
<td>N Vassault St - Ruston Way</td>
<td>1.15</td>
<td>Narrow lanes</td>
</tr>
<tr>
<td>N Alder/Cedar St</td>
<td>N 22nd St - SR 16</td>
<td>2.79</td>
<td>Restripe/remove CTL/parking reduction</td>
</tr>
<tr>
<td>N Baltimore St</td>
<td>N 49th St - N 46th St</td>
<td>0.29</td>
<td>Stripe</td>
</tr>
<tr>
<td>N Ferdinand St</td>
<td>Ruston Way - N 46th St</td>
<td>0.49</td>
<td>Narrow lanes</td>
</tr>
<tr>
<td>N Stevens St</td>
<td>N 46th St - N 37th</td>
<td>0.47</td>
<td>Stripe</td>
</tr>
<tr>
<td>Portland Ave</td>
<td>Puyallup - S 72nd St</td>
<td>3.52</td>
<td>Stripe</td>
</tr>
<tr>
<td>Proctor St</td>
<td>N37th St - S 19th St</td>
<td>2.67</td>
<td>Parking reduction/ narrow lanes</td>
</tr>
<tr>
<td>Puyallup Ave</td>
<td>I-705 - E Portland Ave</td>
<td>1.05</td>
<td>Stripe</td>
</tr>
<tr>
<td>Regents St/Center St</td>
<td>Princeton - Tyler St</td>
<td>1.29</td>
<td>Road Diet</td>
</tr>
<tr>
<td>S 11th St</td>
<td>Dock St - E Portland Ave</td>
<td>0.85</td>
<td>Remove CTL</td>
</tr>
<tr>
<td>S 12th St</td>
<td>S Jackson Ave - S Sprague Ave</td>
<td>1.50</td>
<td>Remove CTL</td>
</tr>
<tr>
<td>S 19th St</td>
<td>Mildred - Yakima Ave</td>
<td>3.80</td>
<td>Remove CTL</td>
</tr>
<tr>
<td>S 35th St/Sprague</td>
<td>S Pine St - S 37th Overpass</td>
<td>0.73</td>
<td>Parking reduction/narrow lanes</td>
</tr>
<tr>
<td>S 47th St/S 48th St</td>
<td>S Tacoma Wy - McKinley</td>
<td>0.71</td>
<td>Parking reduction</td>
</tr>
<tr>
<td>S 56th St</td>
<td>S State St - E Portland Ave</td>
<td>2.75</td>
<td>Remove CTL/narrow lanes/parking reduction</td>
</tr>
<tr>
<td>S 66th/64th St Bridge</td>
<td>Over I-5</td>
<td>0.20</td>
<td>Narrow lanes</td>
</tr>
<tr>
<td>S Alaska St</td>
<td>S 56th - 96th St S</td>
<td>2.51</td>
<td>Stripe</td>
</tr>
<tr>
<td>S Alaska St</td>
<td>S 37th St - S 38th St</td>
<td>0.11</td>
<td>Stripe</td>
</tr>
<tr>
<td>S Mildred St</td>
<td>S 12th St - S 19th St</td>
<td>0.50</td>
<td>Remove CTL</td>
</tr>
<tr>
<td>S Oakes St/SPine St</td>
<td>SR16 - S 74th St</td>
<td>1.78</td>
<td>Remove CTL/parking reduction</td>
</tr>
<tr>
<td>S Thompson Ave</td>
<td>Center St - S 37th St</td>
<td>0.87</td>
<td>Narrow lanes</td>
</tr>
<tr>
<td>Stephens/Tyler St</td>
<td>6th Ave - S Wright Ave</td>
<td>0.31</td>
<td>Narrow lanes/ remove CTL/SLM</td>
</tr>
<tr>
<td>S Yakima Ave/Thompson</td>
<td>S 37th St - S 56th St</td>
<td>1.28</td>
<td>Narrow lanes/SLM/land reduction</td>
</tr>
<tr>
<td>Tyler St</td>
<td>S 60th St - S Manitou Wy</td>
<td>1.46</td>
<td>SLM/ remove CTL</td>
</tr>
<tr>
<td><strong>Total Mileage:</strong></td>
<td></td>
<td><strong>46</strong></td>
<td><strong>Total Mileage:</strong></td>
</tr>
</tbody>
</table>

CLT = Center Turn Lane  
SLM = Shared Lane Marking
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 Pedestrian Map 6.

**Table 3. Recommended Sidewalk Improvements**

<table>
<thead>
<tr>
<th>Street</th>
<th>From - To</th>
<th>Length (miles)</th>
</tr>
</thead>
<tbody>
<tr>
<td>E 44th St</td>
<td>E Portland Ave - Swan Creek Park</td>
<td>0.08</td>
</tr>
<tr>
<td>E 44th St</td>
<td>E Portland Ave - Swan Creek Park</td>
<td>0.22</td>
</tr>
<tr>
<td>E 72nd St</td>
<td>E D st - McKinley Ave</td>
<td>0.22</td>
</tr>
<tr>
<td>N 11th St</td>
<td>N Highland St - N Orchard St</td>
<td>0.32</td>
</tr>
<tr>
<td>N 11th St</td>
<td>N Adams St - N Union Ave</td>
<td>0.27</td>
</tr>
<tr>
<td>N 21st St</td>
<td>W of N Pearl St- Highland St</td>
<td>0.07</td>
</tr>
<tr>
<td>N 24th St</td>
<td>N Narrows Dr - Lenore Dr</td>
<td>0.22</td>
</tr>
<tr>
<td>N Narrows Dr</td>
<td>N Narrows St - Bridgeview Dr</td>
<td>0.22</td>
</tr>
<tr>
<td>N Vassault, E</td>
<td>N 26th St - N 24th St</td>
<td>0.09</td>
</tr>
<tr>
<td>NE 51st St</td>
<td>Slayden Rd - Browns Point Blvd</td>
<td>0.35</td>
</tr>
<tr>
<td>NE Harbor View Dr/NE 49th St</td>
<td>NE 51st St - Browns Point Blvd</td>
<td>0.90</td>
</tr>
<tr>
<td>S 56th St</td>
<td>Tacoma Mall Blvd - S Alaska St</td>
<td>0.49</td>
</tr>
<tr>
<td>S 58th St</td>
<td>S Durango St - South Tacoma Way Aly</td>
<td>0.43</td>
</tr>
<tr>
<td>S 60th St</td>
<td>S Adams St - South Tacoma Way</td>
<td>0.25</td>
</tr>
<tr>
<td>S 62nd St</td>
<td>S Clement Ave - S Wapato St</td>
<td>0.61</td>
</tr>
<tr>
<td>S 64th St</td>
<td>S Orchard St - Tyler St</td>
<td>1.16</td>
</tr>
<tr>
<td>S 64th St</td>
<td>E J St - E N St</td>
<td>0.42</td>
</tr>
<tr>
<td>S 66th St</td>
<td>S Junett St - Tacoma Mall Blvd</td>
<td>1.06</td>
</tr>
<tr>
<td>S 66th St</td>
<td>S Verde St Aly - South Tacoma Wy</td>
<td>0.23</td>
</tr>
<tr>
<td>S 76th St</td>
<td>Alaska Ave - Pacific Ave</td>
<td>0.89</td>
</tr>
<tr>
<td>S 80th St</td>
<td>S Sheridan Ave - S Tacoma Ave</td>
<td>1.09</td>
</tr>
<tr>
<td>S 84th St</td>
<td>Tacoma Mall Blvd - S Alaska St</td>
<td>0.41</td>
</tr>
<tr>
<td>S 92nd Ave</td>
<td>S Hosmer - S D St</td>
<td>0.91</td>
</tr>
<tr>
<td>S Adams St</td>
<td>S 56th St - S 66th St</td>
<td>0.80</td>
</tr>
<tr>
<td>S I St</td>
<td>S 80th St - S 84th St</td>
<td>0.40</td>
</tr>
<tr>
<td>S J St</td>
<td>S 80th St - S 84th St</td>
<td>0.49</td>
</tr>
<tr>
<td>S L St</td>
<td>South End Neighborhood Center - S 80th St</td>
<td>0.18</td>
</tr>
<tr>
<td>S M St</td>
<td>S 84th St - S 88th St</td>
<td>0.34</td>
</tr>
<tr>
<td>S Pine St</td>
<td>16 - S Hood St</td>
<td>0.25</td>
</tr>
<tr>
<td>S Pine St</td>
<td>N of S 36th St</td>
<td>0.03</td>
</tr>
<tr>
<td>S Pine St</td>
<td>S 48th St - S 50th St</td>
<td>0.14</td>
</tr>
<tr>
<td>S Pine St</td>
<td>S 60th St - S 72nd St</td>
<td>0.75</td>
</tr>
<tr>
<td>S Tyler St</td>
<td>S 38th St - S 52nd St</td>
<td>1.55</td>
</tr>
<tr>
<td>S Wapato</td>
<td>S 64th St - S 68th St</td>
<td>0.51</td>
</tr>
</tbody>
</table>

**Total Mileage:** 13
Intersection Improvement Recommendations

Intersection improvements are recommended for locations that previously experienced pedestrian crashes or that were identified by members of the public in the open houses or website. Priority locations for intersection improvements include:

- E Portland Ave & E 56th St
- S J St & S 19th St
- S 38th St & Pacific Ave
- S 84th & Pacific Ave
- E 56th & E McKinley Ave
- E Portland Ave & E 29th St
- Tacoma Mall Blvd & S 48th St
- S 56th St & Pacific Ave
- S 38th & McKinley Ave
- S Hosmer St & S 84th St
- S Steele St & S 96th St
- S 96th St & Pacific Ave
- S Puget Sound Ave & S 56th St
- A St & S 38th St
- N 26th & N Pearl St
- Tacoma Ave S & S 9th St
- S Commerce St & S 9th St
- S Mildred St & S 19th St
- N 11th St & N Pearl St
- S 25th St & Pacific Ave
- E Portland Ave & E 32nd St
- N 26th St & N Proctor St
- S I St & Division Ave
- Tacoma Ave & N 1st St
- Division St & Spruce & 6th Avenue

Intersection improvements include high-visibility crossings, curb extensions, ADA-compliant curb ramps, and other treatments as outlined in Appendix E, Design Guidelines.
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 mileage for new facilities as well as the approximate cost. The time frames are as follows: short term is 1-5 years, medium term 6-10 and long term, 11-20 years.

### Table 4. Tiered Facility Lengths

<table>
<thead>
<tr>
<th>Facility Type</th>
<th>Short Term</th>
<th>Medium Term</th>
<th>Long Term</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bicycle Boulevards</td>
<td>25.3</td>
<td>20.2</td>
<td>7.0</td>
<td>52.5</td>
</tr>
<tr>
<td>Bike Lanes</td>
<td>20.8</td>
<td>21.3</td>
<td>12.3</td>
<td>54.4</td>
</tr>
<tr>
<td>Shared Lane Markings</td>
<td>0.5</td>
<td>4.6</td>
<td>0.0</td>
<td>5.1</td>
</tr>
<tr>
<td>Sidewalks</td>
<td>0.1</td>
<td>13.0</td>
<td>0.0</td>
<td>13.1</td>
</tr>
<tr>
<td>Shared Use Paths</td>
<td>0.0</td>
<td>1.6</td>
<td>13.2</td>
<td>14.8</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>46.6</strong></td>
<td><strong>60.7</strong></td>
<td><strong>32.5</strong></td>
<td><strong>139.8</strong></td>
</tr>
</tbody>
</table>

### Table 5. Tiered Facility Costs

<table>
<thead>
<tr>
<th>Facility Type</th>
<th>Short Term</th>
<th>Medium Term</th>
<th>Long Term</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bicycle Boulevards</td>
<td>$1,104,000</td>
<td>$882,000</td>
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</tr>
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<td>Bike Lanes</td>
<td>$828,000</td>
<td>$850,000</td>
<td>$490,000</td>
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<tr>
<td>Shared Lane Markings</td>
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<tr>
<td>Sidewalks</td>
<td>$29,040</td>
<td>$3,775,200</td>
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<td>$3,804,240</td>
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<tr>
<td>Shared Use Paths</td>
<td>$0</td>
<td>$211,200</td>
<td>$1,742,400</td>
<td>$1,956,600</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$1,978,040</strong></td>
<td><strong>$5,870,400</strong></td>
<td><strong>$2,537,400</strong></td>
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### Table 6. Maintenance Costs

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<th>Long Term</th>
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</thead>
<tbody>
<tr>
<td>Bicycle Boulevards</td>
<td>$160,000</td>
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<tr>
<td>Bike Lanes</td>
<td>$140,000</td>
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<td>$370,000</td>
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<tr>
<td>Shared Lane Markings</td>
<td>$3,000</td>
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<td>$35,000</td>
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<tr>
<td>Shared Use Paths</td>
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<td>$456,456</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>$303,000</strong></td>
<td><strong>$606,000</strong></td>
<td><strong>$734,000</strong></td>
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## Table 7. Short Term Project Costs

<table>
<thead>
<tr>
<th>Street</th>
<th>From - To</th>
<th>Length (mi)</th>
<th>Construction Cost Opinion</th>
<th>Annual Maint.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bicycle Boulevards</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A St</td>
<td>E 96th St - E 37th St</td>
<td>3.78</td>
<td>$165,000</td>
<td>$24,000</td>
</tr>
<tr>
<td>Ainsworth Ave</td>
<td>N Steele St - Division Ave</td>
<td>0.41</td>
<td>$18,000</td>
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</tr>
<tr>
<td>Broadway</td>
<td>Jefferson Ave - Division Ave</td>
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<tr>
<td>S. J St.</td>
<td>Division - 27th</td>
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<td>$76,000</td>
<td>$11,000</td>
</tr>
<tr>
<td>N 11th St</td>
<td>N Pearl St - N Steele St</td>
<td>2.25</td>
<td>$98,000</td>
<td>$14,000</td>
</tr>
<tr>
<td>N Yakima Ave</td>
<td>Pearl St - Division Ave</td>
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<td>$8,000</td>
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<tr>
<td>Park Ave</td>
<td>E 96th St - S 37th St</td>
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<td>$165,000</td>
<td>$24,000</td>
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<tr>
<td>S 37th St</td>
<td>A St - S Hosmer St</td>
<td>1.44</td>
<td>$63,000</td>
<td>$9,000</td>
</tr>
<tr>
<td>S 64th</td>
<td>S Alaska Way - Pipeline</td>
<td>2.83</td>
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<td>$18,000</td>
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<tr>
<td>S 66th St</td>
<td>Tacoma Mall - Tyler</td>
<td>1.38</td>
<td>$60,000</td>
<td>$9,000</td>
</tr>
<tr>
<td>S 80th/82nd St</td>
<td>S Hosmer - McKinley Ave</td>
<td>2.07</td>
<td>$90,000</td>
<td>$13,000</td>
</tr>
<tr>
<td>S Ainsworth/6th Ave/</td>
<td>S G St/Court D/St Helens Ave</td>
<td>Division Ave - S 9th St</td>
<td>1.61</td>
<td>$70,000</td>
</tr>
<tr>
<td>Yakima Ave</td>
<td>Wright Park - S 27th St</td>
<td>1.49</td>
<td>$65,000</td>
<td>$9,000</td>
</tr>
<tr>
<td><strong>Bike Lanes</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Center St</td>
<td>S Tyler St - S 25th St</td>
<td>2.81</td>
<td>$112,000</td>
<td>$19,000</td>
</tr>
<tr>
<td>McCarver St/Tacoma St</td>
<td>N Schuster Pkwy - S Tacoma Ave</td>
<td>1.50</td>
<td>$60,000</td>
<td>$10,000</td>
</tr>
<tr>
<td>N 21st St/N I St</td>
<td>N Alder St - Division Ave</td>
<td>1.34</td>
<td>$53,000</td>
<td>$9,000</td>
</tr>
<tr>
<td>N Alder/Cedar St</td>
<td>N 22nd St - SR 16*</td>
<td>2.79</td>
<td>$111,000</td>
<td>$19,000</td>
</tr>
<tr>
<td>N Stevens St</td>
<td>N 46th St - N 37th</td>
<td>0.47</td>
<td>$19,000</td>
<td>$3,000</td>
</tr>
<tr>
<td>S 12th St</td>
<td>S Jackson Ave - S Union Ave</td>
<td>2.51</td>
<td>$100,000</td>
<td>$17,000</td>
</tr>
<tr>
<td>S 47th St/S 48th St</td>
<td>S Tacoma Wy - McKinley</td>
<td>2.98</td>
<td>$119,000</td>
<td>$20,000</td>
</tr>
<tr>
<td>S Mildred St</td>
<td>S 12th St - S 19th St</td>
<td>0.50</td>
<td>$20,000</td>
<td>$3,000</td>
</tr>
<tr>
<td>S Oakes St/SPine St</td>
<td>SR16 - S 74th St</td>
<td>1.78</td>
<td>$71,000</td>
<td>$12,000</td>
</tr>
<tr>
<td>S Thompson Ave</td>
<td>Center St - S 37th St</td>
<td>0.87</td>
<td>$35,000</td>
<td>$6,000</td>
</tr>
<tr>
<td>Stephens/ Tyler St</td>
<td>6th Ave - S Wright Ave</td>
<td>1.76</td>
<td>$70,000</td>
<td>$12,000</td>
</tr>
<tr>
<td>Tyler St</td>
<td>S 60th St - S Manitou Wy</td>
<td>1.46</td>
<td>$58,000</td>
<td>$10,000</td>
</tr>
<tr>
<td>Center St</td>
<td>S Tyler St - S 25th St</td>
<td>2.81</td>
<td>$112,000</td>
<td>$19,000</td>
</tr>
<tr>
<td><strong>Shared Lane Markings</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>N Pearl St/Ferry Landing</td>
<td>N 51st St - Ferry Station</td>
<td>0.50</td>
<td>$17,000</td>
<td>$3,000</td>
</tr>
<tr>
<td><strong>Total Short Term Projects</strong></td>
<td></td>
<td></td>
<td>$1,931,000</td>
<td>$303,000</td>
</tr>
</tbody>
</table>

**Shared Lane Markings**, or sharrows, are roadways marked with a bicycle symbol and chevrons where cars and bicycles share the same space. The sharrow delineates the area where the cyclist is safest riding.
### Table 8. Medium Term Project Costs

<table>
<thead>
<tr>
<th>Street</th>
<th>From - To</th>
<th>Length (mile)</th>
<th>Construction Cost Opinion</th>
<th>Annual Maint.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bicycle Boulevards</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Baltimore</td>
<td>N 46th - Westgate</td>
<td>1.67</td>
<td>$73,000</td>
<td>$10,000</td>
</tr>
<tr>
<td>E 40th St/Pipeline Rd</td>
<td>McKinley Ave - Pipeline Trail</td>
<td>0.27</td>
<td>$12,000</td>
<td>$2,000</td>
</tr>
<tr>
<td>Fawcett Ave</td>
<td>Tacoma Ave - S 25th St</td>
<td>1.31</td>
<td>$57,000</td>
<td>$8,000</td>
</tr>
<tr>
<td>J St</td>
<td>S 37th St - S 84th St</td>
<td>3.05</td>
<td>$133,000</td>
<td>$19,000</td>
</tr>
<tr>
<td>N 37th St</td>
<td>N Mason Ave - N Proctor St</td>
<td>1.04</td>
<td>$45,000</td>
<td>$6,000</td>
</tr>
<tr>
<td>NE Norpoint Way</td>
<td>Marine View Dr - NE 29th St</td>
<td>1.20</td>
<td>$53,000</td>
<td>$8,000</td>
</tr>
<tr>
<td>S 56th St</td>
<td>S Washington St - S State St</td>
<td>1.16</td>
<td>$51,000</td>
<td>$7,000</td>
</tr>
<tr>
<td>SR 509/Marine View Dr</td>
<td>Pacific Ave - NE Slayden Rd</td>
<td>8.96</td>
<td>$391,000</td>
<td>$56,000</td>
</tr>
<tr>
<td>State St</td>
<td>S 25th St - N Grant Ave</td>
<td>1.53</td>
<td>$67,000</td>
<td>$10,000</td>
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<tr>
<td><strong>Bike Lanes</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alameda</td>
<td>S 19th - Princeton</td>
<td>0.21</td>
<td>$9,000</td>
<td>$1,000</td>
</tr>
<tr>
<td>E 11th St/Taylor Way</td>
<td>SR 509 - Marine View Dr</td>
<td>2.76</td>
<td>$110,000</td>
<td>$19,000</td>
</tr>
<tr>
<td>E 38th St</td>
<td>A St - Portland Ave</td>
<td>1.11</td>
<td>$44,000</td>
<td>$8,000</td>
</tr>
<tr>
<td>Jackson Ave</td>
<td>SR 16 - S 12th St</td>
<td>0.60</td>
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<td>$4,000</td>
</tr>
<tr>
<td>N 11th St</td>
<td>Sprague - Yakima</td>
<td>0.82</td>
<td>$33,000</td>
<td>$6,000</td>
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<tr>
<td>N 17th St/Westgate Blvd/N 21st St</td>
<td>N Narrows Dr - N Proctor St</td>
<td>2.23</td>
<td>$89,000</td>
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<tr>
<td>N 26th St</td>
<td>Madison - Alder</td>
<td>0.59</td>
<td>$24,000</td>
<td>$4,000</td>
</tr>
<tr>
<td>N 30th St</td>
<td>Alder St - McCarver St</td>
<td>0.59</td>
<td>$23,000</td>
<td>$4,000</td>
</tr>
<tr>
<td>N 51st St</td>
<td>N Vassault St - Ruston Way</td>
<td>1.15</td>
<td>$46,000</td>
<td>$8,000</td>
</tr>
<tr>
<td>N Ferdinand St</td>
<td>Ruston Way - N 46th St</td>
<td>0.49</td>
<td>$20,000</td>
<td>$3,000</td>
</tr>
<tr>
<td>Puyallup Ave</td>
<td>I-705 - E Portland Ave</td>
<td>1.05</td>
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<td>$7,000</td>
</tr>
<tr>
<td>S 19th St</td>
<td>Pearl - Mildred</td>
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<td>$19,000</td>
<td>$3,000</td>
</tr>
<tr>
<td>S 35th St/Sprague</td>
<td>S Pine St - S 37th Overpass</td>
<td>0.73</td>
<td>$29,000</td>
<td>$5,000</td>
</tr>
<tr>
<td>S 56th St</td>
<td>S State St - E Portland Ave</td>
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<td>$110,000</td>
<td>$19,000</td>
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<td>S Orchard St - S Washington St</td>
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<td>$7,000</td>
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<td>S 56th - 96th St S</td>
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<td>$100,000</td>
<td>$17,000</td>
</tr>
<tr>
<td>S Alaska St</td>
<td>S 37th St - S 38th St</td>
<td>0.11</td>
<td>$4,000</td>
<td>$1,000</td>
</tr>
<tr>
<td>S Yakima Ave/Thompson Ave</td>
<td>Center St - S 56th St</td>
<td>1.97</td>
<td>$78,000</td>
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<tr>
<td><strong>Shared Lane Markings</strong></td>
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<td></td>
<td></td>
<td></td>
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<tr>
<td>Ruston connection</td>
<td>N 51st St - Ferry Landing Road</td>
<td>0.53</td>
<td>$18,000</td>
<td>$4,000</td>
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<tr>
<td>Ruston Way/Schuster Pkwy</td>
<td>N 49th St - I-705</td>
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</tr>
<tr>
<td>S 96th St</td>
<td>Park - Pacific</td>
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<td>$3,000</td>
</tr>
<tr>
<td><strong>Total Medium Term Projects</strong></td>
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<td></td>
<td><strong>$1,902,000</strong></td>
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</tbody>
</table>
### Table 9. Long Term Project Costs

<table>
<thead>
<tr>
<th>Street</th>
<th>From - To</th>
<th>Length (mile)</th>
<th>Construction Cost Opinion</th>
<th>Annual Maint.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bicycle Boulevards</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cheyenne St</td>
<td>N 46th - 6th</td>
<td>2.46</td>
<td>$108,000</td>
<td>$15,000</td>
</tr>
<tr>
<td>Junett</td>
<td>S 15th - N 21st</td>
<td>1.57</td>
<td>$68,000</td>
<td>$10,000</td>
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<tr>
<td>Lawrence</td>
<td>S 18th - N 26th</td>
<td>2.13</td>
<td>$93,000</td>
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</tr>
<tr>
<td>Oxford</td>
<td>12th - 9th</td>
<td>0.48</td>
<td>$21,000</td>
<td>$3,000</td>
</tr>
<tr>
<td>Skyline</td>
<td>SR16 - N 21st</td>
<td>0.34</td>
<td>$15,000</td>
<td>$2,000</td>
</tr>
<tr>
<td><strong>Bike Lanes</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>McKinley</td>
<td>72nd - E D St</td>
<td>3.17</td>
<td>$126,000</td>
<td>$22,000</td>
</tr>
<tr>
<td>N 46th St</td>
<td>N Baltimore St - N Stevens St</td>
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<td>$21,000</td>
<td>$4,000</td>
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<tr>
<td>N Baltimore St</td>
<td>N 49th St - N 46th St</td>
<td>0.29</td>
<td>$12,000</td>
<td>$2,000</td>
</tr>
<tr>
<td>Portland Ave</td>
<td>Puyallup Ave - S 72nd St</td>
<td>3.52</td>
<td>$140,000</td>
<td>$24,000</td>
</tr>
<tr>
<td>Proctor St</td>
<td>N37th St - S 19th St</td>
<td>2.67</td>
<td>$106,000</td>
<td>$18,000</td>
</tr>
<tr>
<td>Regents St/Center St</td>
<td>Princeton - Tyler St</td>
<td>1.29</td>
<td>$51,000</td>
<td>$9,000</td>
</tr>
<tr>
<td>S 11th St</td>
<td>Dock St - E Portland Ave</td>
<td>0.85</td>
<td>$34,000</td>
<td>$6,000</td>
</tr>
<tr>
<td>McKinley</td>
<td>72nd - E D St</td>
<td>3.17</td>
<td>$126,000</td>
<td>$22,000</td>
</tr>
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<td><strong>Total Long Term Projects</strong></td>
<td></td>
<td>19</td>
<td><strong>$795,000</strong></td>
<td><strong>$128,000</strong></td>
</tr>
</tbody>
</table>

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

Complete the 2010 Mobility Master Plan’s recommendations for developing a nonmotorized network to reduce auto travel, increase the number of nonmotorized users of all ages and abilities, and improve the health of our people and planet.

**Action 1.1: Monitor Progress**
Monitor the implementation progress of the 2010 Mobility Master Plan to ensure long-term success.

**Action 1.2: Meet or Exceed Standards**
Design all bicycle and pedestrian facilities to meet or exceed the latest federal, state, and local standards so that there is universal access for all users of the system.

**Action 1.3: Partner with Transit**
Work cooperatively with adjoining jurisdictions and transit agencies to coordinate nonmotorized planning and implementation activities.

**Action 1.4: Connected Network**
Complete a connected network of bike lanes, bike boulevards, bike routes, and trails throughout the city that serve all bicycle user groups.

**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.

**Action 1.6: Wayfinding Signage**
Install wayfinding signage in proximity to trails and destinations.

**Action 1.7: Land Use Considerations**
Prioritize the completion of proposed trails that maximize access to key recreational and transportation destinations in order to encourage recreational and commute trips.

**Action 1.8: End of Trip Facilities**
Install bike racks and other end-of-trip facilities at destinations citywide.

2. Engineering

Provide safe and accessible nonmotorized routes through high-quality engineering and design of bicycle and pedestrian physical infrastructure.

**Action 2.1: Signal Prioritization**
Ensure signal prioritization for nonmotorized users.

**Action 2.2: Bicycle Detection at Intersections**
Install bicycle detection mechanisms at signalized intersections.

**Action 2.3: Traffic Calming**
Install traffic calming facilities where necessary for improved nonmotorized travel.

**Action 2.4: Separated Bicycle Facilities**
Install separated bicycle facilities where bike lane striping does not provide appropriate riding conditions.

**Action 2.5: Design Guidelines**
Adopt and adhere to facility standards established in the Bicycle and Pedestrian Design Guidelines as presented in the 2010 Mobility Master Plan and Complete Streets Design Guidelines.

3. Environmental Sustainability

Encourage and improve the appeal of modes of transportation with negligible carbon emissions such as walking and biking while reducing the miles traveled by single occupancy vehicles in Tacoma.

**Action 3.1: Prioritize Funding**
Prioritize funding and construction of nonmotorized facilities in recognition of the livability, environmental and health benefits these forms of mobility provide.
4. Transit Integration
Coordinate with Sound Transit and Pierce County Transit to expand nonmotorized mobility through the integration of bicycling and walking with the transit system.

**Action 4.1: Connections and Transfers**
Increase the number of multimodal trips that include bicycling and walking 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 an exclusive right-of-way.

**Action 4.3: Support Bus and Streetcar Network**
Support a frequent and convenient bus and streetcar network to magnify the impact of planning for movement on foot and by bicycle.

**Action 4.4: Routes to Transit**
Provide safe and accessible routes to transit for pedestrians.

**Action 4.5: Bicycle Facilities at Transit Hubs**
Provide safe end-of-trip facilities (bike parking, bike lockers, etc) at all transit facilities served by four or more routes.

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

**Action 5.1: Prioritize Safety**
Prioritize pedestrian and bicyclist safety during construction and maintenance activities.

**Action 5.2: Inspection and Maintenance**
Create safe and accessible bikeways and walkways through regular inspection and maintenance.

**Action 5.3: Bicycle and Pedestrian Routes through Construction Zones**
Identify safe, convenient and accessible alternative routes for bicyclists and pedestrians through construction zones.

**Action 5.4: Establish Routine Maintenance Program**
Establish a routine maintenance program that encourages citizens to report maintenance issues that impact bicyclist and pedestrian safety.

**Action 5.5: Ongoing Maintenance Strategy**
Develop an on-going city-wide maintenance strategy for nonmotorized transportation facilities.

6. Education and Encouragement
Improve the safety and awareness of the walking and biking environment in Tacoma through comprehensive education and encouragement programs targeted at all populations in the city. Specific programs are detailed in the 2010 Mobility Master Plan.

**Action 6.1: Safety Education**
Educate the general public on bicycle and walking safety issues and encourage nonmotorized transportation with programs that target pedestrians, bicyclists and motorists.

**Action 6.2: Linking Trips Education**
Educate the general public about linking trips (trip-chaining) to reduce the number of trips taken per day.

**Action 6.3: Promotion through City Sponsored Events**
Promote bicycling and walking through City-sponsored events and expand Bike Month activities.

**Action 6.4: Safety Education for Children**
Educate school children on safe walking and bicycling behavior.

**Action 6.5: Education on Laws and Regulations**
Educate the general public on bicycle and walking laws and regulations via the City’s website and other education programs.
Action 6.6: Education for Drivers
Educate drivers (transit drivers, delivery drivers, etc) on bicyclist rights and safe motoring behavior around bicyclists.

Action 6.7: Safe Routes to Schools
Establish Safe Routes to School Programs in collaboration with Tacoma schools.

Action 6.8: 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.

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

Action 7.1: Traffic Law Enforcement
Enforce traffic laws consistently for all users through collaboration with the Tacoma Police Department.

Action 7.2 Aggressive Behavior
Reduce aggressive and/or negligent behavior among drivers, bicyclists and pedestrians by offering traffic skills education for traffic violations.

Action 7.3 Obstruction Prevention
Increase enforcement efforts to prevent the obstruction of dedicated bikeways and walkways.

Action 7.4: Violation Reporting
Develop and promote efficient mechanisms for reporting behaviors and conditions to law enforcement that endanger cyclists and pedestrians.

8. Livability
Encourage trips to local retailing, business, and community services, so residents can access more of the services they need close to home by walking and biking.

Action 8.1: Local Retail and Services
Coordinate with local business associations, Tacoma-Pierce County Chamber of Commerce, neighborhood groups and other active associations to encourage and support local retail and services for residents.

Action 8.2: 20-Minute Neighborhoods
Encourage and support the development of “20-minute neighborhoods” where goods and services can be obtained within short distances by walking or bicycling, reducing the need for automobile trips.

Action 8.3: Commercial Nodes
Identify opportunities to encourage and support the development and re-development of businesses and urban spaces in Tacoma into bicycle- and pedestrian-accessible commercial nodes.

Action 8.4: Residential Connections
Ensure bicycle and pedestrian facilities connect residential areas to daily goods and services.

Action 8.5 Development Incentives for Promoting Walkability
Provide height bonuses and other incentives to developments that promote walkability through pedestrian orientation and providing amenities such as weather protection, seating and improve pedestrian connectivity.

9. Health and Safety
Promote active transportation by all residents by working with Pierce County Health Department to provide education and encouragement programs as well as safe and accessible routes for bicyclists and pedestrians of all ages and abilities.

Action 9.1: Partner with TPCHD
Collaborate with the Tacoma-Pierce County Health Department on active living and active transportation projects that address and reduce health-related issues such as obesity in Tacoma residents.

Action 9.2: Reduce Crashes
Reduce crashes involving bicyclists, pedestrians and motor vehicles by at least 10 percent by 2015.
**Action 9.3: Prioritization of Improvements**
Prioritize improvements that impact areas with higher rates of crashes involving nonmotorized modes, using current best practices for minimizing and mitigating conflicts between bicycles, pedestrians and motor vehicles.

**Action 9.4: Feeling of Safety**
Substantially increase the proportion of cyclists who feel safe cycling in Tacoma.

**Action 9.5: Barriers and Hazards**
Reduce barriers and hazards to nonmotorized users by ensuring safe and sufficient crossings of major roadways and providing routes that minimize steep slopes.

**10. Evaluation**
Monitor bicycle and pedestrian benchmarking measurements and implementation of the 2010 Mobility Master Plan and its effectiveness in achieving the stated vision and goals.

**Action 10.1: Bicycle Tracking**
Track citywide trends in bicycle usage through the use of Census data, annual user surveys, and annual bicycle counts.

**Action 10.2: Bicycle Collision Data**
Monitor bicycle collision data to seek continuous reduction in bicycle-related collisions.

**Action 10.3: Bicycle Collision Data**
Monitor pedestrian collision data to seek continuous reduction in pedestrian-related collisions.

**Action 10.4: Bicycling/Ped Report Card**
Produce a regular report card tracking bicycling and walking trends in Tacoma, percent of the system that has been completed, funds invested, identification of ongoing problems and how those problems are being addressed, status of reaching Health and Safety goals, and educational outreach efforts.

**Action 10.5: Track Implementation**
Track citywide implementation of improved and increased walkway and bikeway facilities and amenities.

**11. Funding**
Pursue a variety of funding sources to implement the expansion and enhancement of walkways and bikeways in Tacoma. A comprehensive list of funding opportunities can be found in the 2010 Mobility Master Plan.

**Action 11.1: Collaboration**
Collaborate with state, regional and federal partners to reform system performance measures and mobility standards to reflect the movement of persons rather than vehicles and favor green transportation.

**Action 11.2: Grant Funding**
Pursue state, regional and federal grant funding for trails and other nonmotorized facilities.

**Action 11.3: Multiple Strategies**
Work with a task force, advocates and elected officials to identify and pursue multiple strategies to increase funding for green transportation.

**Action 11.4: Prioritization**
Build as much of the bicycle transportation system as possible, as quickly as possible: prioritize projects that are easily implemented that also improve connectivity, expand coverage and maximize separation from motor vehicle traffic.

**Action 11.5: Dedicated Portion of Transportation Budget**
Dedicate a percentage of the City’s overall transportation budget to nonmotorized transportation projects.

**Action 11.6: Simultaneous Improvements**
Install improved bicycle and pedestrian project simultaneous with road improvement projects regardless of the priority previously placed upon the bike or pedestrian facilities.