



ORDINANCE NO. 27892

1
2 AN ORDINANCE relating to the Comprehensive Plan; amending the
3 Comprehensive Plan by adding a new element to be known as the
4 Urban Forest Policy Element; revising the Transportation Element by
5 amending the existing sections and adding a new section to be known as
6 the Mobility Master Plan, updating the Unfunded Project List, and
7 improving consistency with state transportation plans; revising the
8 Growth Strategy and Development Concept Element regarding the
9 boundary of the South 56th and South Tacoma Way Mixed-Use Center
10 and the intensity and zoning relationship chart, and to reduce the
11 intensity classification from Medium to Single-Family for certain
12 properties in the vicinity of South 54th Street and South Birmingham
13 Street.

9 WHEREAS the Planning Commission ("Commission") annually
10 recommends changes to the Comprehensive Plan ("Plan") and the Land Use
11 Regulatory Code ("Code"), pursuant to the Growth Management Act ("GMA"),
12 and
13

14 WHEREAS the changes for the year 2010 are presented in two separate
15 ordinances for ease of review: one to amend the Plan and one to amend the
16 Code, and

17 WHEREAS, additionally, this year a companion resolution regarding
18 pedestrian and bicycle design guidelines is being presented, and
19

20 WHEREAS this ordinance covers proposed amendments to the Plan,
21 which include: (1) adding a new element to be known as the Urban Forest
22 Policy Element, which will provide new planning and policy guidance regarding
23 the importance of trees and other vegetation and their relationship to the built
24 environment. This element sets an ambitious Citywide tree canopy coverage
25 goal, calls for City leadership to achieve this goal, promotes education and
26



community stewardship, and clarifies current management strategies;

(2) revising the Transportation Element by adding a new section to be known as the Mobility Master Plan, which establishes new policy guidance and calls for and identifies a proposed pedestrian and bicycle network that will help achieve a safe, comfortable, and connected pedestrian, bicycle, and transit environment throughout Tacoma; amending existing sections to be consistent with this new policy direction, reflect recently completed projects and State transportation plans and projects, and to support the use of electric vehicles; (3) amending the Growth Strategy and Development Concept Element to remove certain properties in the vicinity of South 54th Street and South Birmingham Street from the South 56th and South Tacoma Way Mixed-Use Center and reduce their intensity classification from Medium to Single-family, and to clarify the intensity and zoning relationship chart, and

WHEREAS, on May 25, 2010, the City Council held a public hearing to receive public comment on the Commission's recommendation on the proposed revisions; Now, Therefore,

BE IT ORDAINED BY THE CITY OF TACOMA:

Section 1. That the City Council adopts the Findings and Recommendations of the Planning Commission, dated May 5, 2010.

Section 2. That the "Generalized Land Use Plan Map" contained in the Growth Strategy and Development Concept Element of the Comprehensive Plan is hereby amended to modify the boundary of the South 56th and South Tacoma Way Mixed-Use Center, as set forth in the attached Exhibit "A,"



and to change the land use intensity classification from Medium to
Single-Family for certain properties in the vicinity of South 54th Street and
South Birmingham Street, as set forth in the attached Exhibit "B."

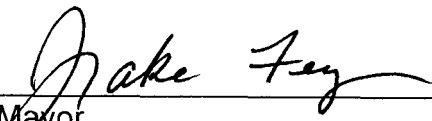
Section 3. That the Growth Strategy and Development Concept Element
of the Comprehensive Plan is hereby amended to modify the Zoning District
and Intensity Classification Relationship Chart, as set forth in the attached
Exhibit "C."

Section 4. That the Transportation Element of the Comprehensive Plan
is hereby amended, as set forth in the attached Exhibit "D."

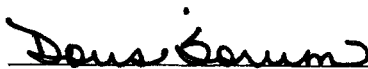
Section 5. That the Comprehensive Plan is hereby amended by adding
a new element, known as the Urban Forest Policy Element, as set forth in the
attached Exhibit "E."

Section 7. That the effective date of this ordinance shall be
August 1, 2010.

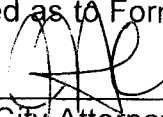
Passed JUN 15 2010


Deputy Mayor

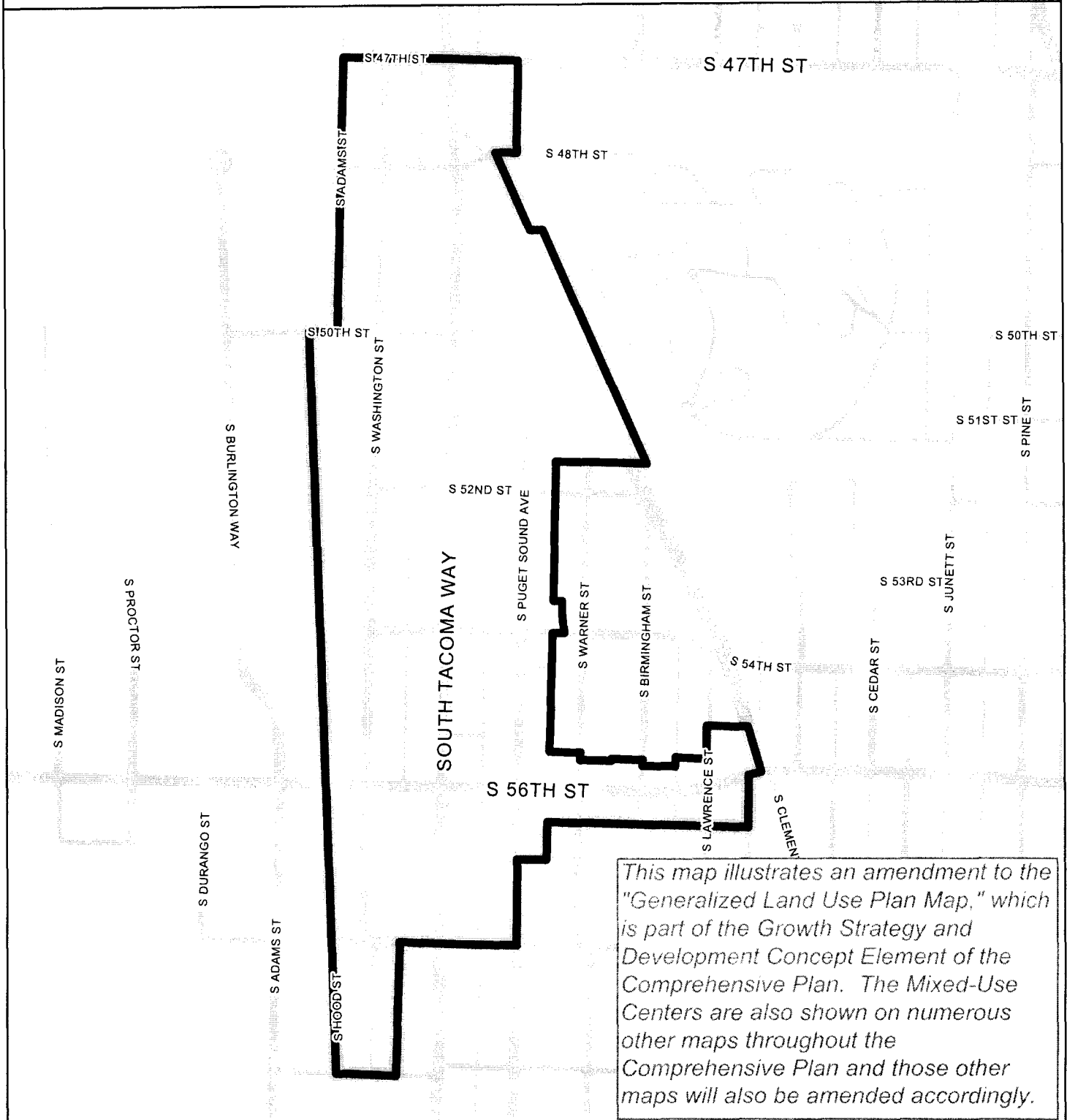
Attest:


City Clerk

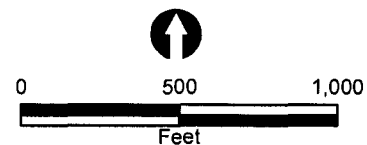
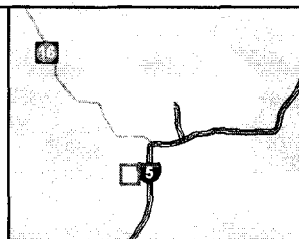
Approved as to Form:


Deputy City Attorney

56th and South Tacoma Way Existing & Proposed Mixed-Use Center Boundary



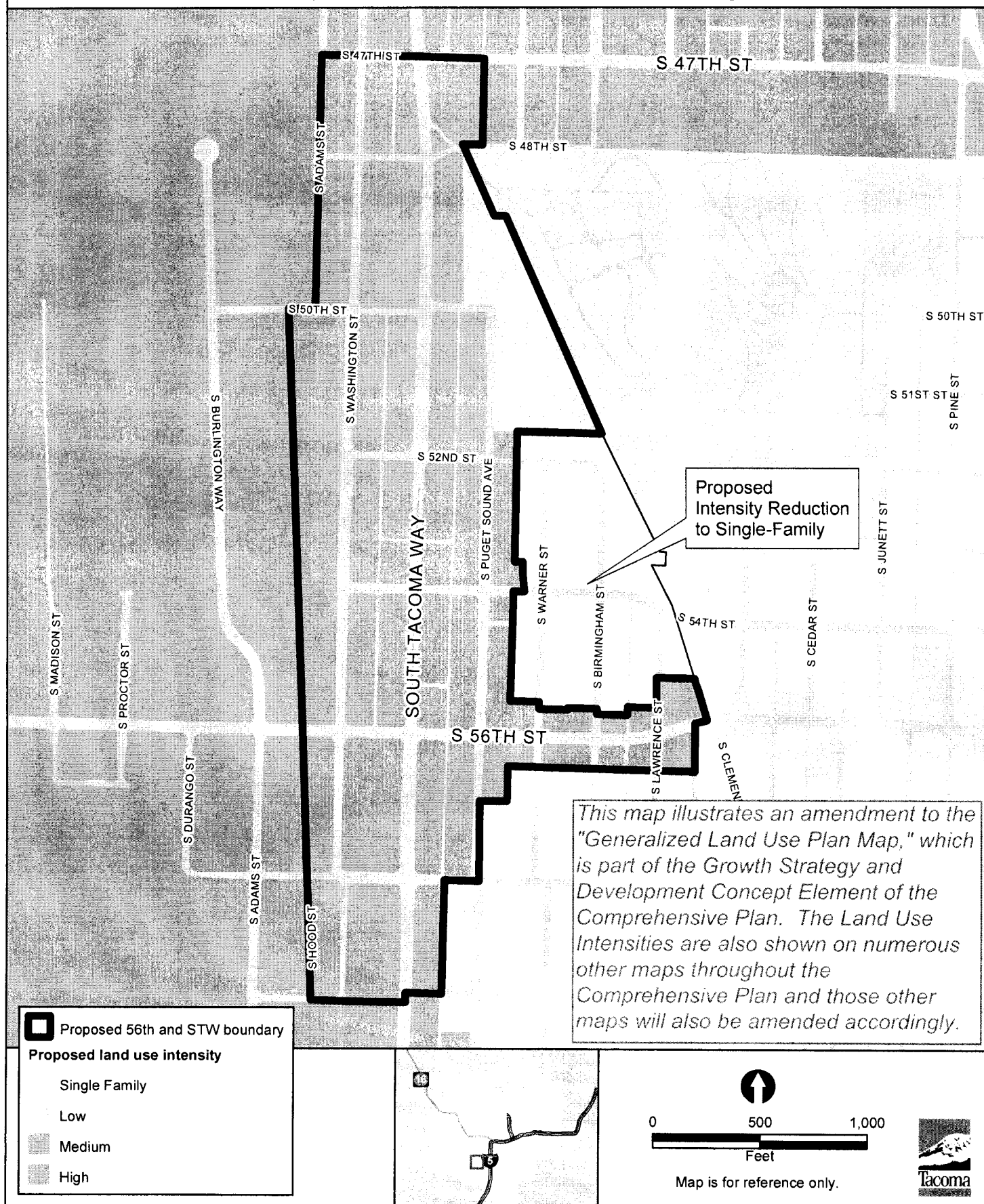
 Proposed 56th and STW boundary
 Existing 56th and STW boundary



Map is for reference only.



56th and South Tacoma Way Proposed Land Use Intensity





2010 Annual Amendment Amendments to the Comprehensive Plan

*Note – These amendments show all of the changes to the *existing* Comprehensive Plan. The sections included are only those portions of the plan that are associated with these amendments. New text is underlined and text that is deleted is shown in ~~strikebrough~~.

Growth Strategy & Development Concept Element

Section VIII – Generalized Land Use Plan Map

* * *

The following chart depicts the relationship between intensity designations, designated mixed-use and manufacturing/industrial centers and zoning classifications. Some zoning classifications may be appropriate in more than one intensity designation.

Relationship of Comprehensive Plan Designations and Zoning Classifications

Comprehensive Plan Designations	Typical Zoning Classifications*	
High Intensity (outside mixed-use centers)	R-5 HM	Multiple Family Dwelling District Hospital Medical District
Medium Intensity (outside mixed-use centers)	R-4L R-4 C-2 PDB M-1 M-2	Low-Density Multiple Family Dwelling District Multiple Family Dwelling District General Community Commercial District Planned Development Business District Light Industrial District Heavy Industrial District
Low Intensity	R-3 R-4L HMR-SRD T C-1	Two Family Dwelling District Low-Density Multiple Family Dwelling District Historic Mixed Residential District Transitional District General Neighborhood Commercial District
Single Family Detached Housing Area	R-1 R-2 R-2SRD	One-Family Dwelling District One-Family Dwelling District Residential Special Review District
Downtown Mixed-Use Center	DR DMU WR DCC UCX-TD	Downtown Residential Downtown Mixed-Use Warehouse Residential Downtown Commercial Core Urban Center Mixed-Use District – Tacoma Dome

Comprehensive Plan Designations	Typical Zoning Classifications*	
Urban Mixed-Use Center	UCX RCX URX	Urban Center Mixed-Use District Residential Commercial Mixed-Use District Urban Residential Mixed-Use District
Community Mixed-Use Center	CCX RCX HMX URX	Community Commercial Mixed-Use District Residential Commercial Mixed-Use District Hospital Medical Mixed-Use District Urban Residential Mixed-Use District
Neighborhood Mixed-Use Center	NCX RCX CIX HMX URX NRX	Neighborhood Commercial Mixed-Use District Residential Commercial Mixed-Use District Commercial Industrial Mixed-Use District Hospital Medical Mixed-Use District Urban Residential Mixed-Use District Neighborhood Residential Mixed-Use District
Manufacturing / Industrial Center	PMI M-2 M-1	Port Maritime and Industrial District Heavy Industrial District Light Industrial District

** This chart does not include shoreline and overlay zoning districts. Other zoning classifications may be present in the designated areas due to a number of factors including non-conforming use rights.*

Transportation Element *Proposed Amendments*

*Note – This exhibit shows all of the changes to the *existing* text of the Comprehensive Plan. The sections included are only those portions of the plan that are associated with these amendments. New text is underlined and text that is deleted is shown in ~~strikethrough~~.

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Foreword

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

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

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

Section II – Mobility Master Plan – specifically addresses nonmotorized transportation issues. The section is derived and extracted from the 2010 Mobility Master Plan, a comprehensive study that 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. Issues addressed in this section include:

- Guiding Principles
- Prioritizing Transportation Investment
- Vision
- Policies – pertaining to Implementation, Engineering, Environmental Sustainability, Transit Integration, Maintenance, Education and Encouragement, Enforcement, Livability, Health and Safety, Evaluation, and Funding
- Facility Type Definition
- Implementation – addressing Bike Lanes, Sidewalks, Intersections, and Implementation Costs for all facility types

The 2010 Mobility Master Plan Study, along with its technical appendices, such as the Design Guidelines (Appendix E of the 2010 Mobility Master Plan Study), should be used as the official guide for the planning, identification,

funding, prioritization, design, construction, and maintenance of pedestrian and bicycle infrastructure and services. It should be updated on a regular basis to keep the information current and to ensure its consistency with the Comprehensive Plan and such relevant documentations as the Complete Streets Design guidelines and the Public Works Design Manual.

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

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

Section I – General Goal and Policies

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

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

The following policies provide guidelines and direction to achieve the goal and for the continued development and improvement of citywide transportation facilities and services. ~~The policies as categorized are land use and transportation, transportation system management, multimodal system, nonmotorized transportation, environmental stewardship, financing and funding sources, and intergovernmental coordination and citizen participation.~~

Land Use and Transportation

Policy Intent

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

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

Elements of TOD generally include:

- A mix of land uses, including residential and commercial development;
- Moderate to high density housing;
- Pedestrian orientation/connectivity;

- Convenient access to transportation choices, including transit, bike, and pedestrian facilities;
- Reduced size of surface parking facilities; and
- High quality design.

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

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

Policies

T-LUT-1 Land Use Considerations

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

T-LUT-2 Land Use Patterns

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

T-LUT-3 Centers and Corridors

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

T-LUT-4 Support Economic Bases

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

T-LUT-5 Accessibility

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

T-LUT-6 Concurrency

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

T-LUT-7 Street Rights-of-Way

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

T-LUT-8 Partner with Transit

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

T-LUT-9 Transit Oriented Development

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

Transportation System Management

Policy Intent

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

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

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

Policies

T-TSM-1 Street Classifications

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

T-TSM-2 Street System Design

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

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

T-TSM-3 Traffic Calming Measures

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

T-TSM-4 Transportation Facilities Maintenance

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

T-TSM-5 Downtown Parking System

Develop, in partnership with parking stakeholders, a downtown parking system that seeks balance among competing uses, is financially self-supporting, helps attract investment, discourages turning arterial capacity

into angle parking spaces, and meets the needs of both private and public users.

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

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

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

T-TSM-6 Level of Service Standards

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

Multimodal System

Policy Intent

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

Policies

T-MS-1 Transportation Demand Management

Support and promote Travel Demand Management (TDM) strategies aimed at

reducing the number and length of car trips and increasing the efficiency of the transportation system.

T-MS-2 Roadway Capacity

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

T-MS-3 Inter-Modal Conflict

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

T-MS-4 Transit Planning

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

T-MS-5 Transit Operational Efficiency

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

T-MS-6 Moving Freight

Maintain Tacoma as a primary hub for regional, Alaskan, and military goods movement and as a gateway to national and international ~~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. ~~Develop a permit program to help ensure ongoing maintenance of the arterials used by the commercial delivery businesses.~~

T-MS-7 Special Transportation Needs

Recognize and accommodate the special transportation needs of the elderly, children, the

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

T-MS-8 Partner with Pierce Transit

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

T-MS-9 Car-Sharing

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

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

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

T-MS-11 Truck Movement and Infrastructure Design

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

T-MS-12 Complete Streets

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

[1] The Complete Streets guiding principle is to design, operate and maintain streets to enable safe and convenient access and travel for all users – pedestrians, bicyclists, transit riders, and people of all ages and abilities, as well as freight and motor vehicle drivers – and to foster a sense of place in the public realm.

[2] Major transportation improvement projects include but are not limited to street and sidewalk construction; street and sidewalk lighting; street trees and landscaping; street amenities; drainage, pedestrian and bicycle safety improvements; access improvements for freight; access improvements, including compliance with the Americans with Disabilities Act; and public transit facilities accommodation including, but not limited to, pedestrian access improvements to transit stops and stations.

T-MS-13 Walkability

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

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

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

Nonmotorized Transportation

Policy Intent

~~Walking and bicycling provide many benefits to individuals as well as to the community. An integrated, safety-oriented pedestrian and bicycle system increases mobility choices, reduces reliance on single-occupant vehicles, provides convenient access to schools, designated centers, transit and ferry systems, parks, and other recreation areas throughout the City, and encourages regular physical activity to enhance health and wellness. It is the intent of the following policies to promote and facilitate the effective use of nonmotorized transportation.~~

Policies

T-NT-1 — Identification of Projects

Assign high priority to pedestrian and bicycle projects that serve the following objectives: address safety issues; provide access to designated centers; encourage safe and active routes to schools; provide linkages to the transit, ferry, and school bus systems; complete planned pedestrian or bicycle facilities or trails; and provide system connectivity.

T-NT-2 — Potential Corridors

Recognize, encourage, and support street systems, rail corridors, rights-of-way, off-road trail systems, easements, utility corridors, state highway systems, greenbelts, and other corridors as potential links to the bicycle and pedestrian system.

T-NT-3 — Education and Enforcement

Develop and promote effective education campaigns for the motorized and nonmotorized public, focusing on safety issues such as the “rules of the road” aspect.

T-NT-4 — Design Standards

Support safety-oriented and connective nonmotorized project design standards consistent with the guidelines and concepts outlined in the American Association of State Highway and Transportation Officials (AASHTO) and the Americans with Disabilities Act (ADA).

T-NT-5 — Development Access

Support and encourage locating and designing public offices and services, new developments, and new construction to be accessible by and accommodate transit and nonmotorized uses. Partner with Pierce Transit to ensure consistency.

T-NT-6 — Alternative Transportation Facilities

Encourage the development of facilities for users of alternative transportation, such as bicycle storage and showering stations.

T-NT-7 — Walkability

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

T-NT-8 — Safety

Consider pedestrian and bicycle safety in all infrastructure decisions, particularly at crosswalks and intersections.

T-NT-9 — Active Living

Partner with the Tacoma-Pierce County Health Department and other organizations to promote wellness and active living through such activities as walking and cycling.

T-NT-10 — Minimize Conflicts in Manufacturing/Industrial Centers

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

Commute Trip Reduction

Policy Intent

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

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

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

In addition to the mandated program activity, the City of Tacoma is also participating in a voluntary, pilot program encouraged and funded by the State, whereby Downtown Tacoma is designated as a Growth and Transportation Efficiency Center (GTEC). More aggressive CTR strategies will be implemented within the GTEC, involving selected target audiences besides the CTR-affected employers. Expected outcomes of the pilot program are the reduction of auto-dependent trips and the alleviation of the burdens on State highway facilities within and between GTECs. The GTEC program is effective from July 2008 through June 2012.

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

Policies

T-CTR-1 Comprehensive Planning and CTR

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

- Promote transit-oriented development;
- Encourage maximum parking requirements for new development;
- Require nonmotorized connections between retail, living and work places;
- Evaluate land use changes to the Comprehensive Plan and determine how the development furthers the goals of CTR;
- Realize the Complete Street concept;
- Strive for job-housing balance;

- Support an integrated, regional high capacity transit system;
- Enhance walking and bicycling environment;
- Require parking for bicycles where applicable; and
- Ensure that connectivity, accessibility and transferability among multiple modes of transportation are adequate, efficient, safe and friendly for pedestrians and bicyclists.

T-CTR-2 Funding for CTR

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

T-CTR-3 Collaboration on CTR

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

T-CTR-4 Climate Change and CTR

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

T-CTR-5 Innovation and Expansion of CTR

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

T-CTR-6 Monitoring and Evaluation of CTR

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

T-CTR-7 Leadership in CTR

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

Environmental Stewardship

Policy Intent

The City of Tacoma is required to comply with the Washington Clean Air Act, the Commute Trip Reduction Law, the National Environmental Policy Act, and the State Environmental Policy Act. Policies that exist in other parts of the transportation element that reduce car use, support transit, and encourage walking and bicycling are key to reducing transportation-related environmental impacts. It is the intent of the following policies that planning and implementation of transportation projects will not greatly impact the quality of the environment or worsen existing conditions, and will contribute to the City's overall efforts in addressing issues associated with the global warming and climate change.

Policies

T-ES-1 Minimum Environmental Disruption

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

T-ES-2 Noise and Air Pollution

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

T-ES-3 Congestion Management

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

T-ES-4 Stormwater Management

Employ Best Management Practices (BMPs) for stormwater management, Low Impact Development (LID) measures, and effective

street cleaning to alleviate a major source of groundwater pollution due to roadway uses.

T-ES-5 Urban Design

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

T-ES-6 Public Awareness

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

T-ES-7 Electric Vehicles

Encourage and promote the use of electric vehicles; provide for a broad range of opportunities for vehicle recharge.

Financing and Funding Sources

Policy Intent

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

Policies

T-FFS-1 Reliable Financing

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

T-FSS-2 Development Incentives

Make transit-oriented development (TOD) more economically attractive by providing development bonuses and/or incentives for

incorporating TOD elements, walkability, and/or bicycle and pedestrian facilities.

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

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

Intergovernmental Coordination and Citizen Participation

Policy Intent

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

Policies

T-ICCP-1 Intergovernmental Coordination

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

**T-ICCP-2 Nonmotorized Regional
 Coordination**

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

T-ICCP-3 Funding Coordination

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

T-ICCP-4 Citizen Participation

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

The following pages from T-14 through T-44 are the proposed addition to the Transportation Element with regard to the Mobility Master Plan. For easy reading and because the entire section is new material, changes have not been tracked. Tracked changes resume on page T-45.

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 twenty years. This section was distilled 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 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 and

recreational facilities.

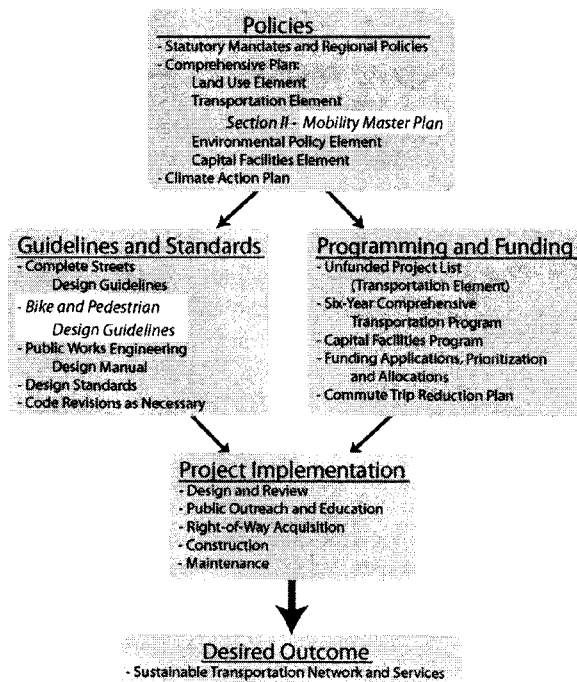
The implementation of a new set of mobility policies will improve Tacoma residents' health, enhance their quality of life, help protect the City's natural resources and be a source of pride to the community. It will also lead toward the goal of achieving "Bicycle Friendly Community" status by the League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

The Mobility Master Plan Section is consistent with the City's Complete Streets policy and its associated design guidelines. The Mobility Master Plan Design Guidelines (Appendix E of the 2010 *Mobility Master Plan Study*) provide a comprehensive set of tools for 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.

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.

This hierarchy defines pedestrians as including individuals using assistive devices for mobility and sensory disabilities including walkers, wheelchairs, scooters, service animals, and canes. Throughout the Mobility Master Plan, the

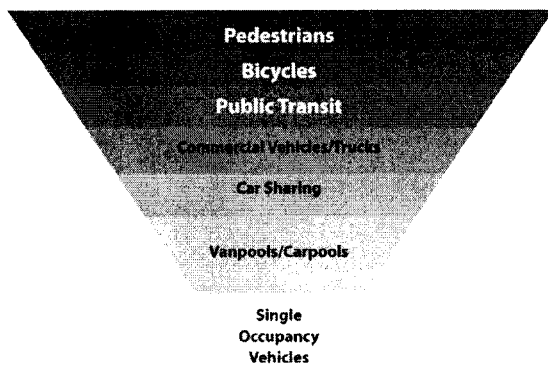


Mobility Master Plan Integration with City Policies



Tacoma-Pierce County Bike Month Mascots

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



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

Guiding Principles

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

- **Accessibility** - Incorporate the needs of people with disabilities into planning, design, construction and maintenance of the transportation system.
- **Connectivity** - Prioritize projects that connect multi-use residential centers, transportation hubs and activity districts and downtown.
- **People** - Prioritize movement of people as a measure of mobility over movement of cars.
- **Equity** - Establish geographic and modal equity across Tacoma.

- **Safety** – Prioritize the safety and comfort of pedestrians and bicyclists on all Tacoma streets
- **Sustainability** – Develop a comprehensive bicycle and pedestrian network as a critical step in realizing a sustainable and livable Tacoma.
- **Multimodal** - Make multiple travel modes safe and available to all users.

Vision and Policies

The Vision establishes the overarching concept that acts as a source for future inspiration in Tacoma’s transportation planning. And the policies help guide the city towards fulfilling the vision. The Vision and a new set of mobility policies support and bolster the nonmotorized transportation policy intent of Tacoma’s Comprehensive Plan’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 and how they can be advanced.

Vision

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

Goals

- Achieve “Bicycle Friendly Community” status as designated by the League of American Bicyclists by 2015 by developing and enhancing the five Es: Engineering, Education, Evaluation, Enforcement, and Encouragement

- Complete a safe and comfortable bicycling system that connects all parts of the city (north to south/east to west) and accommodates all types of cyclists by 2025
- Complete an accessible network of pedestrian supportive infrastructure, including sidewalks, curb ramps, accessible pedestrian signals and shared-use paths, in high-priority pedestrian areas
- Create a safer street environment that reduces intermodal crashes involving bicyclists, pedestrians and motor vehicles by at least 10% from 2010 rates by 2015 and work to meet Washington State's Target Zero goal of eliminating fatal and serious injuries by 2030.
- Increase the nonmotorized mode split to 5% by 2015 and continue gains thereafter in order to aid in 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 reduce 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 2010 Mobility Master Plan's recommendations for developing a nonmotorized network that reduces auto travel, increases the number of nonmotorized users of all ages and abilities, and improves the health of our people and local ecology.

T-MMP-2 Livability

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

T-MMP-3 Environmental Sustainability

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

T-MMP-4 Transit Integration

Coordinate with Sound Transit and Pierce County Transit to expand nonmotorized mobility through the integration of pedestrian and bicycle facilities-with the transit system.

comprehensive list of funding opportunities can be found in the 2010 Mobility Master Stud

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 Celebrate Bike Month, Sunday Parkways, and supporting campaigns.

T-MMP-8 Health and Safety

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

T-MMP-9 Engineering

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

T-MMP-10 Enforcement

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

T-MMP-11 Evaluation

Establish benchmarking measurements and monitor the effectiveness of the 2010 Mobility Master Plan on an annual basis.

T-MMP-12 Funding

Pursue a dedicated source of funding to implement the expansion and enhancement of walkways and bikeways in Tacoma. Supplement dedicated funds with other funding sources. A

Definitions

Pedestrians

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

Facility Types

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

Bike Lanes

Designated exclusively for bicycle travel, bike lanes are separated from vehicle travel lanes with striping and also include pavement stencils and signage. Bike lanes are appropriate on streets where traffic volumes and speeds indicate a need for modal separation, rather than on roadways where bicyclists can comfortably share the lane with drivers, due to lower vehicle speeds and volumes that allow drivers to safely pass cyclists.

Shared Lane Markings

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

Bicycle Boulevards

Bicycle Boulevards are shared roadways that use a combination of traffic calming measures and other streetscape treatments to slow vehicle traffic while facilitating safe and convenient bicycle travel. Bicycle boulevards should provide safe, efficient, and pleasant travel for bicyclists by using engineering techniques to reduce vehicular traffic speeds and to facilitate bicycle travel through intersections (e.g. stop signs for cross-traffic or bicycle-actuated signals at arterial streets). Appropriate treatments depend

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

Cycle Tracks

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

Shared-Use Paths

The Revised Code of Washington defined shared-use paths as “A facility physically separated from motorized vehicular traffic within the highway right of way or on an exclusive right of way with minimal crossflow by motor vehicles. It is designed and built primarily for use by bicycles, but is also used by pedestrians, joggers, skaters, wheelchair users (both nonmotorized and motorized), equestrians, and other nonmotorized users” (RCW 1020.03). Shared-use paths provide additional width over a standard sidewalk and, when constructed next to the road, shared-use paths must have some type of vertical (e.g., curb or barrier) or horizontal (e.g., landscaped strip) buffer separating the path area from adjacent vehicle travel lanes.

Definitions (continued)

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 So. 11th and So. 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.

But 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.

Implementation

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

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

Table 1. Infrastructure Project Evaluation Criteria

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

After careful evaluation of all potential bicycle projects through the lens of the criteria shown in Table 1 and with comments from the public and Steering Committee expertise, Short Term, Medium Term and Long Term Project Lists were created and are shown in Tables 2, 10 and 11 and Maps 2, 3, 4.

Short Term Bike Project Priority List

The selection of initial bicycle infrastructure projects will be critical to the Plan's acceptance, implementation and eventual use by the community. To this end, the Short Term Bike Project Priority List (Table 2; Map 2) suggests a recommended order of building the Short Term Bicycle Plan (projects 1-25). Projects 26-30 offer direction for engineering and planning purposes. Sequential implementation of this Short Term Bike Project Priority List will best enable Tacoma to quickly and efficiently realize an equitable City-wide system that attracts experienced cyclists as well as the interested but concerned new rider. The creation of bike boulevards wherever practical is favored over bike lanes on heavily traveled arterials.

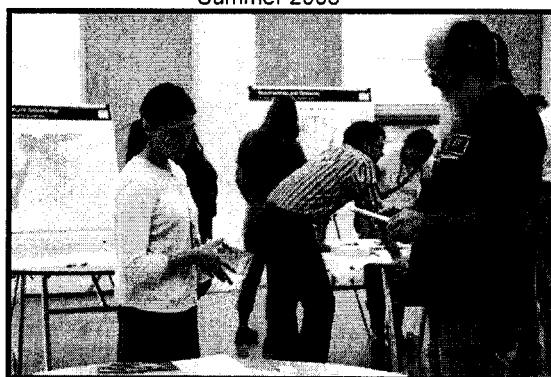
While the quality and integrity of these recommendations are believed sound, implementation of projects of this scope are complex. The Short, Medium and Long Term Bicycle and Pedestrian Project Lists may change according to available funds, new roadway projects, new development, evolving best practices, changing land use patterns, and other factors. Table 2 as well as the Medium and Long Term Project Lists should be reviewed annually to ensure they reflect current realities on the ground.



Bike to a Better Tacoma at the Hub
May 2008



Bike Commuters from UW-Tacoma
Summer 2008



Mobility Master Plan Public Workshop at South Park
September 2009

Table 2. Short Term Bicycle Project Priority List*

Priority	Street	From-To	Length (mi)	Construction Cost Opinion	Project Type
1	S A St	E 96th St - E 37th St	3.78	\$183,000	Bicycle Boulevard
2	Division Ave	Yakima Ave - N G St	0.07	\$20,000	Cycle Track
2	N 26th/N 24th/Yakima Ave	Pearl St - Division Ave	3.39	\$164,000	Bicycle Boulevard
2	N Highland St	N 23rd St - N 21st St	0.11	\$5,000	Bicycle Boulevard
2	S G St	Division Ave - 6th St	0.39	\$19,000	Bicycle Boulevard
3	Fawcett Ave/S 25th St	6th Ave - Delin St	1.51	\$84,000	Bike Lane
3	Delin St/S G St/S 36th St/Tacoma/S 38th St	S 25th St - S 48th St	1.73	\$84,000	Bicycle Boulevard
4	S 37th St/S Alaska St	A St - S Hosmer St	1.55	\$75,000	Bicycle Boulevard
5	S Park Ave	S 38th St - E 96th St	3.66	\$177,000	Bicycle Boulevard
6	N Stevens St	N 46th St - N 37th	0.62	\$118,000	Bike Lane
6	Stephens/ Tyler St	6th Ave - S Wright Ave	1.76	\$332,000	Bike Lane
6	Tyler St	S 60th St - S Manitou Wy	1.46	\$275,000	Bike Lane
7	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
8	N 1st St/Broadway	N Tacoma Ave - Prairie Line Trail	1.43	\$69,000	Bicycle Boulevard
9	Puyallup Ave	Pacific Ave - City Line	1.71	\$322,000	Bike Lane
10	NE Nassau Ave	Browns Pt Blvd - NE Northshore Pkwy	1.06	\$200,000	Bike Lane
11	S 11th St	Ferry St- Pacific Ave	1.25	\$236,000	Bike Lane
11	S 12th St	S Jackson Ave - S Union Ave	2.51	\$473,000	Bike Lane
12	Historic Water Ditch Trail - S of 55th		1.82	\$488,000	Shared-Use Path
13	6th Ave	Ainsworth Ave - E Broadway	0.87	\$165,000	Bike Lane
13	Ainsworth Ave	N Steele St - 6th Ave	0.49	\$24,000	Bicycle Boulevard
13	N 11th St	N Pearl St - N Steele St	2.25	\$109,000	Bicycle Boulevard
14	Historic Water Ditch Trail - North		2.78	\$745,000	Shared-Use Path
15	N Alder/N Cedar St	N 22nd St - SR 16*	2.79	\$527,000	Bike Lane
15	S Oakes St/S Pine St	SR16 - S 74th St	3.11	\$587,000	Bike Lane
16	Pipeline Road Trail	E 40th St - Waller Rd	2.31	\$618,000	Shared-Use Path
16	E K St/E Wright Ave	McKinley Park - Pipeline Road Trail	1.20	\$58,000	Bicycle Boulevard
17	Sheridan Ave	6th St - S 25th St	1.37	\$66,000	Bicycle Boulevard
17	S 25th St	S State St/Scott Pierson Trail - Sheridan Ave	0.21	\$40,000	Bike Lane
18	Prairie Line Trail	Pacific Ave to Waterditch Trail	0.80	\$214,000	Shared-Use Path
19	S 64 th St	S Alaska Way - Waller Rd	3.31	\$160,000	Bicycle Boulevard
19	S 66 th St	Orchard St - Tacoma Mall Blvd	2.14	\$103,000	Bicycle Boulevard
20	S 43 rd St/E E St/E 40 th St	G St - Portland Ave	1.90	\$92,000	Bicycle

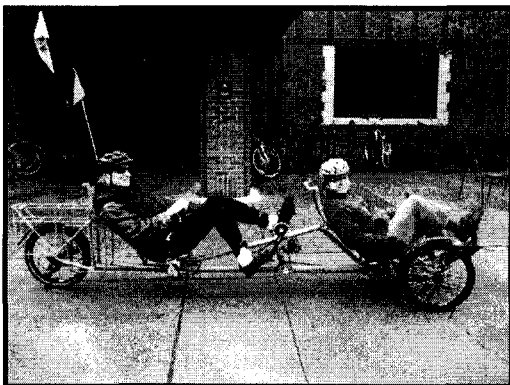
Priority	Street	From-To	Length (mi)	Construction Cost Opinion	Project Type
					Boulevard
21	S 37 th St/Sprague Ave	Waterditch Trail - S Steele St	0.87	\$165,000	Bike Lane
22	NE 51 st St/NE Northshore Pkwy	NE Harbor View Dr - Hoyt Rd	2.07	\$391,000	Bike Lane
22	NE Slayden Rd	NE Marine View Dr - NE Harbor View Dr	0.41	\$15,000	SLM
23	N Baltimore St	N 46 th - N 21 st St	1.67	\$81,000	Bicycle Boulevard
24	N Pearl St/Ferry Landing	N 51 st St - Ferry Station	0.50	\$18,000	SLM
25	S 80 th /82 nd St	S Hosmer - McKinley Ave	2.07	\$100,000	Bicycle Boulevard
26	S Alaska St	S 56 th - 96 th St S	2.51	\$473,000	Bike Lane
27	S Mildred St	S 12 th St - S 19 th St	0.50	\$94,000	Bike Lane
28	Dock St	S Schuster Pkwy - E D St	1.62	\$59,000	SLM
28	N 51 st St/Gallagher Dr	N Vassault St - Ruston Way	1.15	\$218,000	Bike Lane
28	Ruston Way	N 49 th St - Schuster Parkway	2.37	\$87,000	SLM
29	S Oxford St/S 8 th St/S Meyers St/S 15 th St	N Skyline Dr - S 19 th St	1.15	\$56,000	Bicycle Boulevard
30	N 37 th St	N Shirley St - N Orchard St	0.27	\$73,000	Shared-Use Path
31	E D St. - Urban Waters	Murray Morgan to E 3 rd St	0.42	\$113,000	Shared-Use Path

* All improvements to a WSDOT facility must be coordinated with and approved by WSDOT Olympic Region Development Services (Dale Severson, 360-357-2736 or SeversonD@wsdot.wa.gov)

Demonstration Projects

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

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



Tandem Recumbent Cyclists in front of the University of Puget Sound

Bikeway Recommendations

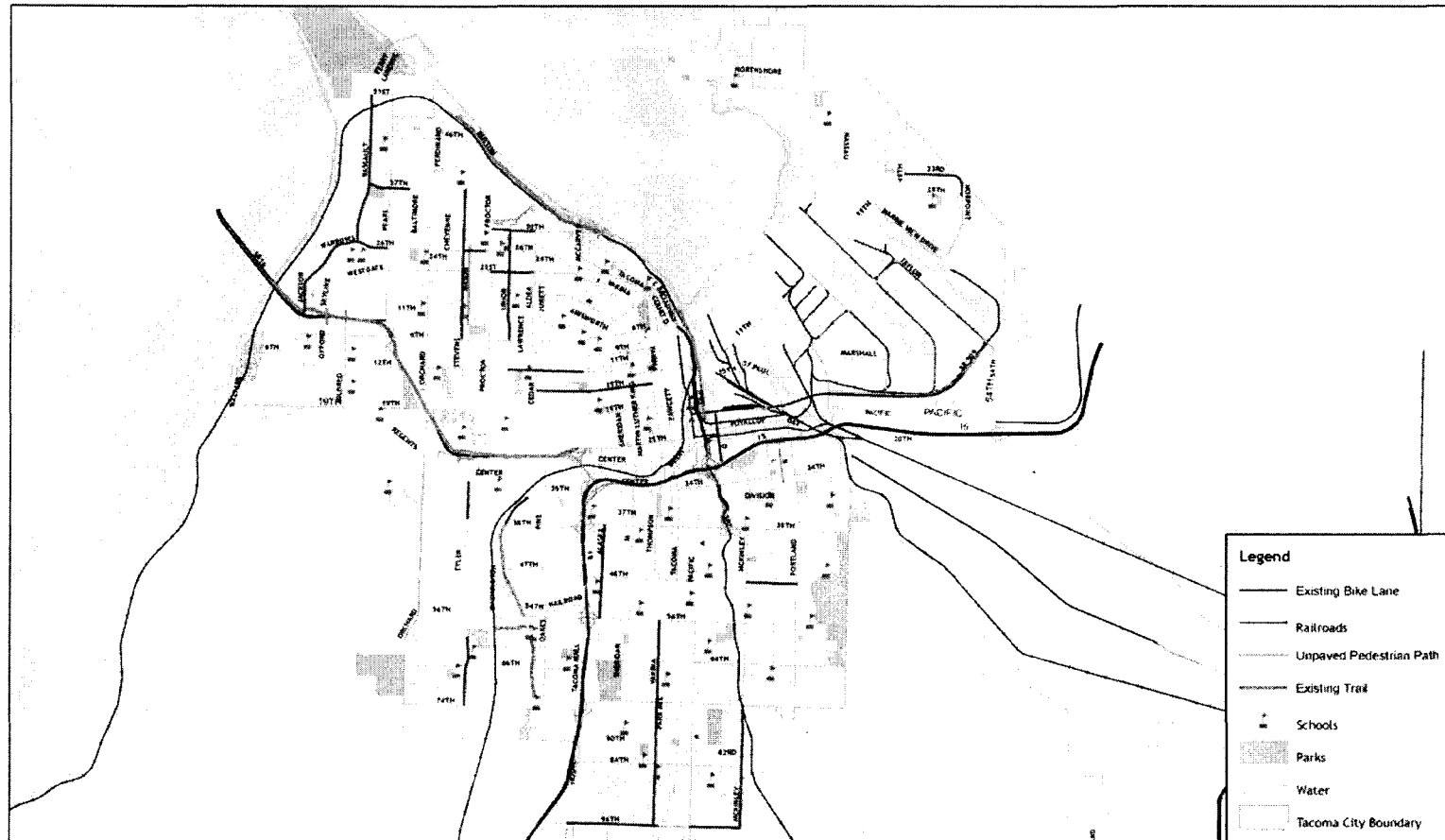
Tacoma's bikeway implementation projects would primarily occur through roadway re-striping, which may require lane narrowing, parking reduction, or removal of a center turn lane. Depending on funding or other constraints, bike lane project implementation could occur in multiple phases. When there is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

Maps 2 -4 outline the improved bicycling network.

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



Tacoma Bike Month Participants, May 2009



Map 1. Existing Bicycle Network

City of Tacoma
Mobility Master Plan
Source: City of Tacoma Mobility of Tacoma and PAC
Author: M
Date: May 2015



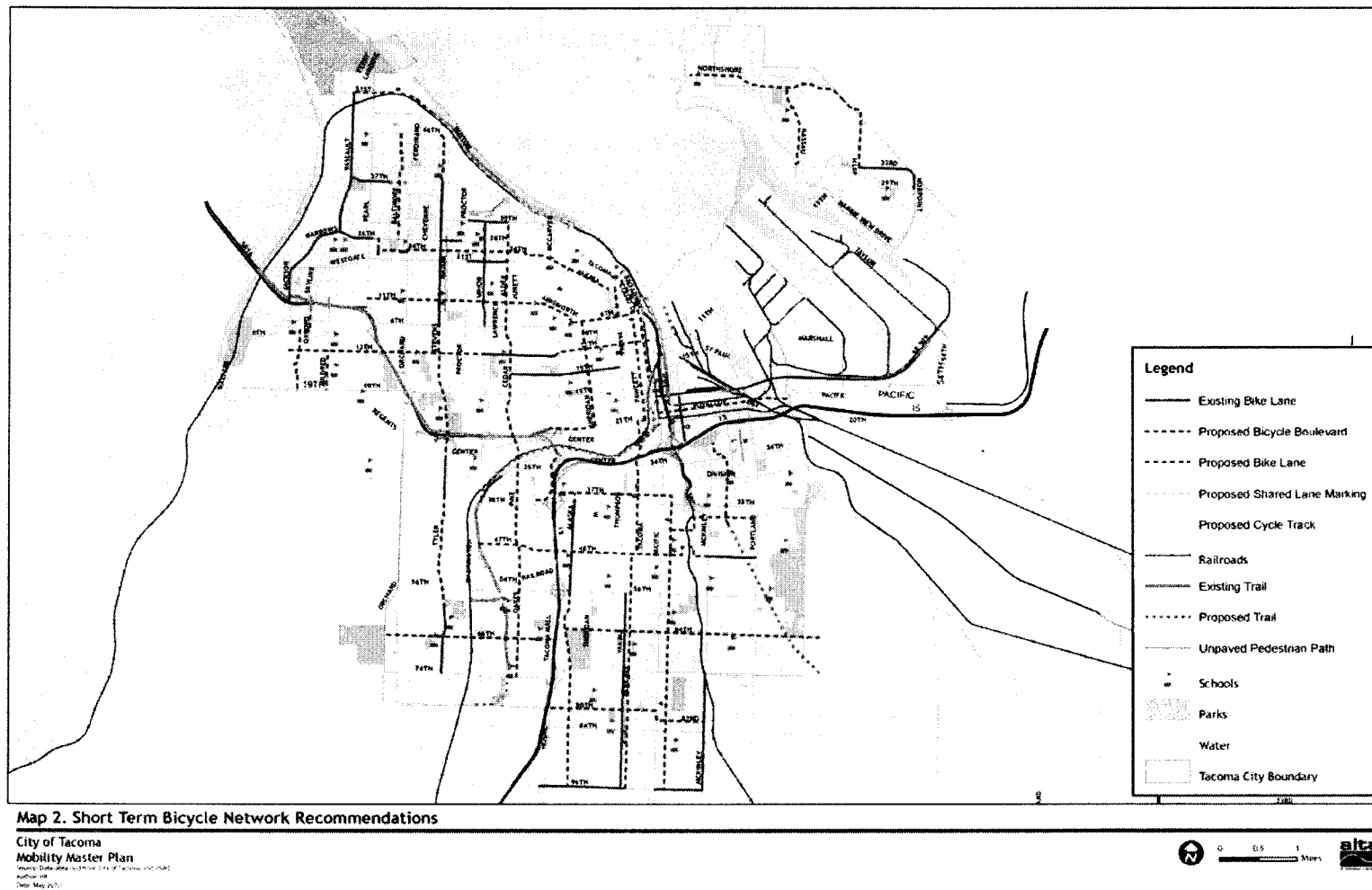
Bike Lane: separated from vehicle travel lanes with striping, pavement stencils and signage

Shared Lane Marking: high-visibility pavement markings that position bicyclists within a shared vehicle/bicycle travel lane

Bicycle Boulevard: shared roadways with slow vehicle traffic

Cycle Track: exclusive space for bicycles that is physically separated from pedestrians and cars

Trail: separated from vehicular traffic, shared facility for bicyclists and pedestrians



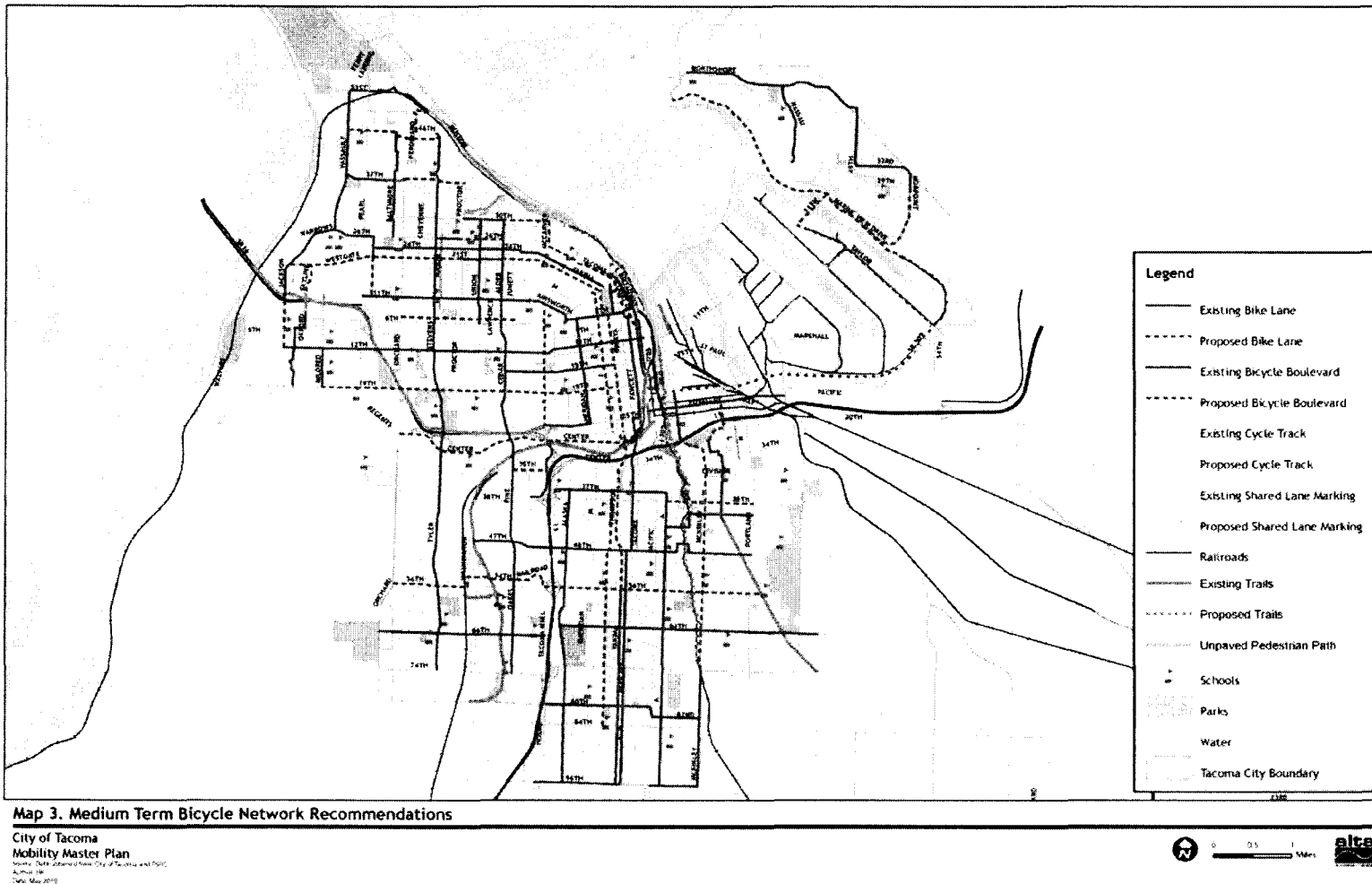
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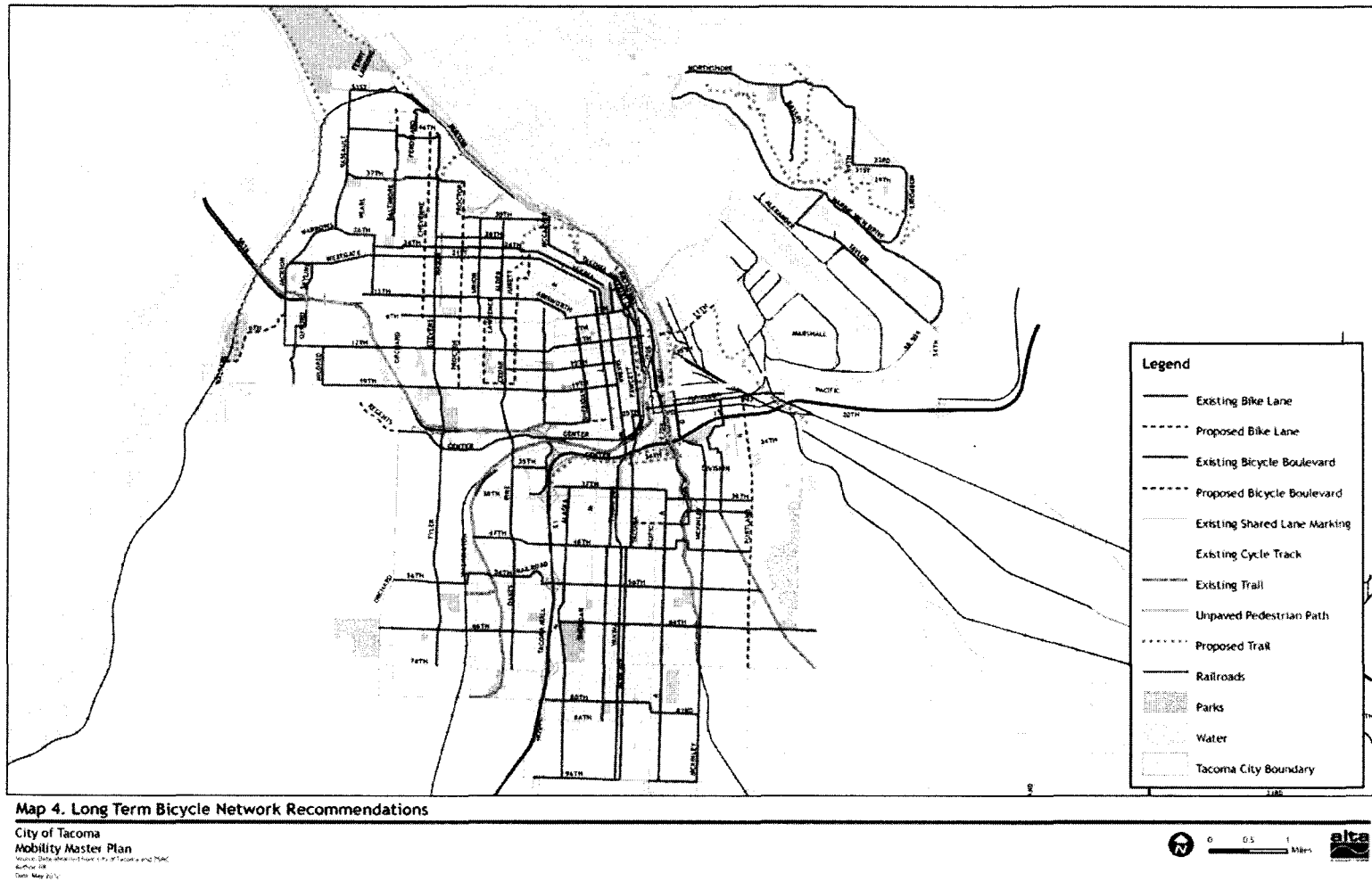
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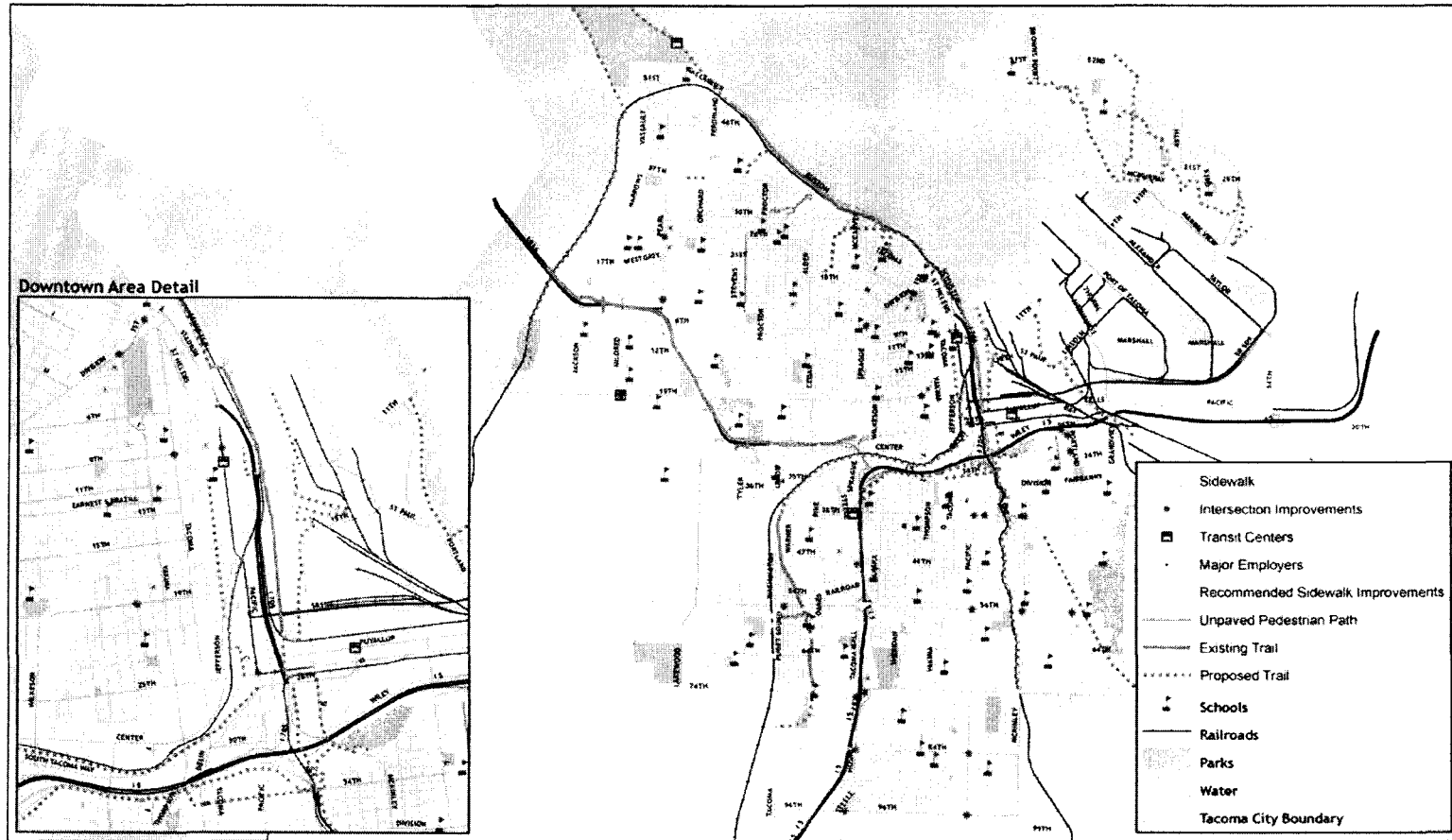
Sidewalk Recommendations

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 5.

Table 3. Proposed Sidewalk Improvements*

Street	From-To	Length (miles)
E 44th St	E Portland Ave - Swan Creek Park	0.22
E 72nd St	E D St - McKinley Ave	0.22
N 11th St	N Highland St - N Orchard St	0.32
N 11th St	N Adams St - N Union Ave	0.27
N 21st St	W of N Pearl St - Highland St	0.07
N 24th St	N Narrows Dr - Lenore Dr	0.22
N Narrows Dr	N Narrows St - Bridgeview Dr	0.22
N Vassault, E	N 26th St - N 24th St	0.09
NE 51st St	Slayden Rd - Browns Point Blvd	0.35
NE Harbor View Dr/NE 49th St	NE 51st St - Browns Point Blvd	0.90
S 56th St	Tacoma Mall Blvd - S Alaska St	0.49
S 58th St	S Durango St - South Tacoma Way Aly	0.43
S 60th St	S Adams St - South Tacoma Way	0.25
S 62nd St	S Clement Ave - S Wapato St	0.61
S 64th St	S Orchard St - Tyler St	1.16
S 64th St	E J St - E N St	0.42
S 66th St	S Junett St - Tacoma Mall Blvd	1.06
S 66th St	S Verde St Aly - South Tacoma Wy	0.23
S 76th St	Alaska Ave - Pacific Ave	0.89
S 80th St	S Sheridan Ave - S Tacoma Ave	1.09
S 84th St	Tacoma Mall Blvd - S Alaska St	0.41
S 92nd Ave	S Hosmer - S D St	0.91
S Adams St	S 56th St - S 66th St	0.80
S C St	S 25th St - S Tacoma Wy	0.20
S I St	S 80th St - S 84th St	0.40
S J St	S 80th St - S 84th St	0.49
S L St	South End Neighborhood Center - S 80th St	0.18
S M St	S 84th St - S 88th St	0.34
S Tyler St	S 38th St - S 52nd St	1.55
S Wapato	S 64th St - S 68th St	0.51
Total Sidewalk Improvements		15

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



Map 5. Pedestrian Network Improvements

City of Tacoma
Mobility Master Plan

Source: Data obtained from City of Tacoma and PSRC

Author: FH

Date: May 2010



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. 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:

- 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 Ave
- I-5 SB ramp termini at S 74th St/Tacoma Mall Blvd.
- I-5 NB ramp termini at S 72nd St
- I-5 NB off-ramp terminus at Portland Ave/E 28th St¹



Walking Audit of St. Helens with Dan Burden



Walkable Transit Oriented Development in Downtown Tacoma

¹ Work at this location is being done under the I-5: Portland Ave to Port of Tacoma Rd – Northbound HOV Project. This project will also include minor re-channelization at the off-ramp terminus at Portland Avenue/E 28th Street as well as rebuild the signal. Construction is scheduled to begin January 2012. Project information is available at 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 non-motorized routes and access:

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



Nice pedestrian environment in
St. Helen's Neighborhood

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. **All cost estimates include only the pedestrian and bicycle facility treatment and not any additional costs of roadway expansion or improvement.**

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 \$38.4 million, as shown in Table 6. Short-term recommendations account for approximately \$13.7 million. *(Please note: these cost figures and those provided in the charts below are in 2010 dollars)*



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



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

Table 4. Tiered Facility Lengths

Facility Type	Short Term	Medium Term	Long Term	Total
Bicycle Boulevards	33.58	12.19	5.59	51.35
Bike Lanes	29.16	32.43	10.19	71.78
Shared Lane Markings	4.90	1.38	0.00	6.28
Cycle Tracks	0.07	3.84	0.00	3.91
Sidewalks	8.30	8.30	0.00	16.60
Shared-Use Paths	8.40	5.66	27.56	41.61
Total	84.42	63.80	43.33	191.54

Table 5. Summary of Construction Costs for Recommended Projects

Facility Type	Short Term	Medium Term	Long Term	Total
Bicycle Boulevards	\$1,625,000	\$590,000	\$270,000	\$2,485,000
Bike Lanes	\$5,505,000	\$5,950,000	\$1,835,000	\$13,290,000
Shared Lane Markings	\$179,000	\$51,000	\$0	\$230,000
Cycle Tracks	\$20,000	\$1,029,000	\$0	\$1,049,000
Sidewalks	\$5,995,000	\$5,995,000	\$0	\$11,990,000
Intersection Improvements	\$4,000	\$95,000	\$37,000	\$136,000
Shared Use Paths*	\$400,000	\$1,517,000	\$7,384,000	\$9,301,000
Total	\$13,728,000	\$15,227,000	\$9,526,000	\$38,481,000

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

All cost estimates include only the pedestrian and bicycle facility treatment and not any additional costs of roadway expansion or improvement. 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 6. Summary of Maintenance Costs for Recommended Projects

Facility Type	Short Term	Medium Term	Long Term	Total
Bicycle Boulevards	\$15,000	\$5,500	\$2,500	\$23,000
Bike Lanes	\$717,400	\$768,600	\$250,700	\$1,736,700
Shared Lane Markings	\$4,100	\$1,100	\$0	\$5,200
Cycle Tracks	\$2,500	\$130,000	\$0	\$132,500
Shared Use Paths	\$284,200	\$191,600	\$932,800	\$1,408,600
Total	\$1,023,200	\$1,096,800	\$1,186,000	\$3,306,000

Table 7. Construction Costs for Proposed Sidewalk Projects

Street	From-To	Length (miles)	Cost Estimate
E 44th St	E Portland Ave - Swan Creek Park	0.22	\$172,000
E 72nd St	E D St - McKinley Ave	0.22	\$172,000
N 11th St	N Highland St - N Orchard St	0.32	\$251,000
N 11th St	N Adams St - N Union Ave	0.27	\$212,000
N 21st St	W of N Pearl St - Highland St	0.07	\$55,000
N 24th St	N Narrows Dr - Lenore Dr	0.22	\$172,000
N Narrows Dr	N Narrows St - Bridgeview Dr	0.22	\$172,000
N Vassault, E	N 26th St - N 24th St	0.09	\$71,000
NE 51st St	Slayden Rd - Browns Point Blvd	0.35	\$274,000
NE Harbor View Dr/NE 49th St	NE 51st St - Browns Point Blvd	0.90	\$705,000
S 56th St	Tacoma Mall Blvd - S Alaska St	0.49	\$384,000
S 58th St	S Durango St - South Tacoma Way Aly	0.43	\$337,000
S 60th St	S Adams St - South Tacoma Way	0.25	\$196,000
S 62nd St	S Clement Ave - S Wapato St	0.61	\$478,000
S 64th St	S Orchard St - Tyler St	1.16	\$909,000
S 64th St	E J St - E N St	0.42	\$329,000
S 66th St	S Junett St - Tacoma Mall Blvd	1.06	\$831,000
S 66th St	S Verde St Aly - South Tacoma Wy	0.23	\$180,000
S 76th St	Alaska Ave - Pacific Ave	0.89	\$698,000
S 80th St	S Sheridan Ave - S Tacoma Ave	1.09	\$854,000
S 84th St	Tacoma Mall Blvd - S Alaska St	0.41	\$321,000
S 92nd Ave	S Hosmer - S D St	0.91	\$713,000
S Adams St	S 56th St - S 66th St	0.80	\$627,000
S C St	S 25th St - S Tacoma Wy	0.20	\$157,000
S I St	S 80th St - S 84th St	0.40	\$314,000
S J St	S 80th St - S 84th St	0.49	\$384,000
S L St	South End Neighborhood Center - S 80th St	0.18	\$141,000
S M St	S 84th St - S 88th St	0.34	\$266,000
S Tyler St	S 38th St - S 52nd St	1.55	\$1,215,000
S Wapato	S 64th St - S 68th St	0.51	\$400,000
Total Sidewalk Improvements		15	\$11,990,000

Table 8. Short Term Project Costs

Street	From - To	Length (Miles)	Construction Cost	Maintenance Estimate ¹
Bicycle Boulevards				
Ainsworth Ave	N Steele St - 6th Ave	0.49	\$24,000	\$200
E I St/E Wright Ave/EKSt/Pipeline Rd	McKinley Park - Pipeline Road Trail	1.20	\$58,000	\$500
Delin St/S G St/S 36th St/Tacoma/S 38th St	S 25th St - S 48th St	1.73	\$84,000	\$800
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 26th/N 24th/Yakima Ave	Pearl St - Division Ave	3.39	\$164,000	\$1,500
N Baltimore	N 46th - N 26th St	1.67	\$81,000	\$800
N Highland St	N 23rd St - N 21st St	0.11	\$5,000	\$0
S 37th St/S Alaska St	A St - S Hosmer St	1.55	\$75,000	\$700
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 G St	Division Ave - 6th St	0.39	\$19,000	\$200
S Oxford St/S 8th St/S Meyers St/S 15th St	N Skyline Dr - S 19th St	1.15	\$56,000	\$500
S Park Ave	S 38th St - E 96th St	3.66	\$177,000	\$1,600
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
Fawcett Ave/S 25th St	6th Ave - Delin St	1.51	\$284,000	\$37,100
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
Puyallup Ave	Pacific Ave - City Line	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	Waterditch Trail - S Steele St	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 Oakes St/SPine St	SR16 - S 74th St	3.11	\$587,000	\$76,500
Stephens/ Tyler St	6th Ave - S Wright Ave	1.76	\$332,000	\$43,200
Tyler St	S 60th St - S Manitou Wy	1.46	\$275,000	\$35,800
Shared Lane Markings²				
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

Street	From - To	Length (Miles)	Construction Cost	Maintenance Estimate ¹
Cycle Tracks				
Division Ave	Yakima Ave - N G St	0.07	\$20,000	\$2,500
I St. along Wright Park	6 th St. to Division	0.03	\$10,000	\$1,250
Sidewalks				
Total Short-Term Sidewalks		8.3	\$5,995,000	
Intersection Project Improvements				
S 25th St & Pacific Ave			\$1,000	
S Commerce St & S 9th St			\$1,000	
S I St & Division Ave			\$1,000	
Tacoma Ave S & S 9th St			\$1,000	
Shared-Use Paths³				
E Side Canal	North of 11th St Bridge	0.42	\$113,000	\$14,200
Historic Water Ditch Trail*	North	2.78	\$745,000	\$94,100
Historic Water Ditch Trail*	S of S 55th St	1.82	\$488,000	\$61,600
N 37th St	N Shirley St - N Orchard St	0.27	\$73,000	\$9,200
Pipeline Road Trail*	E 40th St - Waller Rd	2.31	\$618,000	\$78,100
Prairie Line Trail	Pacific Ave to Waterditch Trail	0.80	\$214,000	\$27,000
Total Short Term Projects		84.33	\$13,738,000	\$1,021,450

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.

² 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.

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

Table 9. Medium Term Project Costs

Street	From - To	Length (mile)	Construction Cost	Maintenance Estimate ¹
Bicycle Boulevards				
Court D/St Helens Ave	S G St - S 9 th St	0.64	\$31,000	\$300
J St	N 3 rd St - S 27 th St	1.87	\$91,000	\$800
J St	S 37 th St - S 84 th St	3.05	\$148,000	\$1,400
N 37 th St	N Orchard St - N Proctor St	0.78	\$38,000	\$300
N 45 th St/N Verde St/N 45 th St	N Baltimore St - N Stevens St	0.57	\$28,000	\$300
N 7 th St	N Orchard St - N Pine St	1.48	\$72,000	\$700
N Highland St	N 23 rd St - N 21 st St	0.11	\$5,000	\$0
S 56 th St	S Washington St - S State St	1.16	\$56,000	\$500
Skyline Dr	N 17 th /Westgate Blvd - N 11 th St	0.36	\$17,000	\$200
State St	S 25 th St - N Grant Ave	1.53	\$74,000	\$700
Upper Park St/E 29 th St/E L St	Puyallup Ave - McKinley Park	0.63	\$30,000	\$300
Bike Lanes				
Center St	S Orchard St - S 25 th St	3.44	\$649,000	\$84,600
E 11 th St/Taylor Way	SR 509 - Marine View Dr	2.76	\$521,000	\$67,900
E 38 th St	A St - Portland Ave	1.11	\$210,000	\$27,400
E McKinley Ave	S 72 nd St - E D St	3.17	\$598,000	\$78,000
Jackson Ave	SR 16 - S 12 th 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 17 th St/Westgate Blvd/N 21 st St	N Narrows Dr - N Proctor St	2.23	\$420,000	\$54,800
N 21 st St/N I St/S I St	N Alder St - Division Ave	1.66	\$313,000	\$40,800
N 26 th	Madison - Alder	0.59	\$112,000	\$14,600
N 30 th St	Alder St - McCarver St	0.59	\$110,000	\$14,400
N 46 th St	N Vassault St - N Baltimore St	0.61	\$116,000	\$15,100
N Ferdinand St	Ruston Way - N 46 th St	0.49	\$93,000	\$12,100
NE Norpoint Way	Marine View Dr - NE 29 th St	1.20	\$58,000	\$500
Puyallup Ave	Holgate - Pacific Ave	0.10	\$18,000	\$2,300
S 19 th St	Mildred - Yakima Ave	3.80	\$716,000	\$93,400
S 35 th St	S Pine St - S Sprague St	0.43	\$82,000	\$10,700
S 56 th St	S State St - Pipeline Trail	2.90	\$547,000	\$71,300
S 56 th St	S Orchard St - S Washington St	0.96	\$181,000	\$23,600
S Yakima Ave/Thompson Ave	S 27 th St - S 56 th St	2.28	\$430,000	\$56,100
Yakima Ave	Wright Park - S 27 th St	1.49	\$282,000	\$36,700
Shared Lane Markings²				
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

Transportation Element – City of Tacoma Comprehensive Plan

Street	From - To	Length (mile)	Construction Cost	Maintenance Estimate ¹
Cycle Tracks				
SR 509	Pacific Ave - Marine View Dr	3.84	\$1,029,000	\$130,000
Sidewalks				
Total Medium-Term Sidewalks		8.3	\$5,995,000	
Intersection Improvements				
A St & S 38th St			\$7,000	
E 56th & E McKinley Ave			\$7,000	
E Portland Ave & E 29th St			\$7,000	
E Portland Ave & E 56th St			\$7,000	
I-5 SB ramp termini at S 74th St/Tacoma Mall Blvd			\$8,000	
I-5 NB ramp termini at S 72nd St			\$6,000	
I-5 NB off-ramp terminus at Portland Ave/E 28th St			\$10,000	
S 38th St & Pacific Ave			\$7,000	
S 84th & Pacific Ave			\$7,000	
S 96th St & Pacific Ave			\$7,000	
S Hosmer St & S 84th St			\$7,000	
S Puget Sound Ave & S 56th St			\$7,000	
S Steele St & S 96th St			\$7,000	
Tacoma Ave & N 1st St			\$1,000	
Shared-Use Paths				
Pipeline Trail Connection		0.97	\$260,000	\$32,900
Norm Dicks Trail		3.39	\$908,000	\$114,700
Schuster Parkway Trail		1.30	\$349,000	\$44,000
Total Medium-Term Projects:		64.59	\$13,834,000	\$868,100

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.

² 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



First Annual Tacoma Bike Swap, May 2009

Table 10. Long Term Project Costs

Street	From - To	Length (mile)	Construction Cost	Maintenance Estimate ¹
Bicycle Boulevards				
Cheyenne St	N 46th - 6th	2.46	\$119,000	\$1,100
N Fife St/N 15th St/NPine St	N Yakima Ave - S 12th St	1.86	\$90,000	\$800
S 18th St	S Puget Sound Ave - S Pine St	0.40	\$20,000	\$200
S 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	N37th 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 Wy	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			\$7,000	
S 56th St & Pacific Ave			\$7,000	
S J St & S 19th St			\$6,000	
S Mildred St & S 19th St			\$7,000	
Tacoma Mall Blvd & S 48th St			\$10,000	
Shared-Use Paths				
Cummings/Ruston Way Connection		0.51	\$136,000	\$17,100
E Side Canal		1.65	\$443,000	\$56,000
Garfield/Ruston Way Connection		0.76	\$204,000	\$25,800
Hill Climb Access		0.23	\$63,000	\$8,000
Market Street Trail		0.72	\$193,000	\$24,400
NE Trail		6.09	\$1,631,000	\$206,000
NE Trail East Wing		0.72	\$194,000	\$24,500
NE Trail Plateau		1.33	\$356,000	\$44,900
NE Trail Plateau Connection		0.41	\$111,000	\$14,000
NE Trail West Wing		0.24	\$65,000	\$8,300
North Levee Road Trail		2.50	\$670,000	\$84,600
Old Town/Ruston Way Connection		1.15	\$307,000	\$38,800
Point Defiance Trail		2.26	\$605,000	\$76,500
PresRidge Trail		2.31	\$620,000	\$78,300
PresRidge Trail 34th St Detour		0.64	\$170,000	\$21,500
Shoreline Trail		6.03	\$1,616,000	\$204,100
Total Long Term Projects		46.30	\$10,087,000	\$1,259,100

¹ Maintenance costs do not include sweeping and other repair that is part of regular street maintenance activities.

Implementation Strategies

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

1. Implementation

Implement the 2010 Mobility Master Plan's recommendations for developing a nonmotorized network that reduces auto travel, increases the number of nonmotorized users of all ages and abilities, and improves the health of our people and local ecology.

Action 1.1: Connected Network

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

Action 1.2: Monitor Progress

Monitor the implementation progress of the 2010 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 that there is universal access for all users of the system.

Action 1.4: Partner with Transit

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

Action 1.5: All Ages and Abilities

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

Action 1.6: Wayfinding Signage

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

Action 1.7: Land Use Considerations

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

Action 1.8: End of Trip Facilities

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

Action 1.9: Implementation Committee

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

Action 1.10: Bicycle and Pedestrian Coordinator

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

Action 1.11: Network Prioritization Timeline

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

Action 1.12: Network Prioritization Criteria

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

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

coverage, and maximize motor vehicle separation

Action 1.14. Develop Partnerships

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

2. Livability

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

Action 2.1: 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 2.2: 20-Minute Neighborhoods

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

Action 2.3: Commercial Nodes

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

Action 2.4: Residential Connections

Ensure that bicycle and pedestrian facilities connect residential areas to goods and services that are often needed on a daily basis.

Action 2.5: Development Incentives for Promoting Walkability

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

Action 2.6 ADA Accessibility

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

3. Environmental Sustainability

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

Action 3.1 Climate Action Plan

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

Action 3.2 Parking Strategies to Reduce Driving

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

Action 3.3 End of Trip Facilities for Active Commuting

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

Action 3.4 Establish Vehicle Miles Traveled Goals

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

4. Transit and Streetcar Integration

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

Action 4.1: Connections and Transfers

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

Action 4.2: Incorporating Bikeways into Transit Projects

Consider incorporating bikeways in transit projects that include exclusive transit use of a

right-of-way, such as bus mall, bus rapid transit or streetcar.

Action 4.3: Support Bus, Rail, and Streetcar Network

Support a frequent and convenient bus, rail, and streetcar network to magnify the impact of planning for movement as 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 Item 5.2: Regional Connectivity

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

6. Maintenance

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

Action 6.1: Prioritize Safety

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

Action 6.2: Inspection and Maintenance

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

Action 6.3: Bicycle and Pedestrian Routes through Construction Zones

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

Action 6.4: Establish Routine Maintenance Program

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

Action 6.5: Ongoing Maintenance Strategy

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

7. Education and Encouragement

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

Action 7.1: Safety Education

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

Action 7.2: Linking Trips Education

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

Action 7.3: Promotion through City Sponsored Events

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

Action 7.4: Safety Education for Children

Educate school children on safe pedestrian and bicycle behavior.

Action 7.5: Education on Laws and Regulations

Educate the general public on bicycle and pedestrian laws and regulations via the City's website and other education 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.

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 Pierce County Health Department to provide education 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 in Tacoma residents.

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

Action 8.4: Barriers and Hazards

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

9. Engineering

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

Action 9.1: Signal Prioritization

Ensure signal prioritization for nonmotorized users.

Action 9.2: Bicycle Detection at Intersections

Install bicycle detection mechanisms at signalized intersections.

Action 9.3: Traffic Calming

Install traffic calming facilities where necessary for improved nonmotorized travel.

Action 9.4: Separated Bicycle Facilities

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

Action 9.5: Design Guidelines

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

10. Enforcement

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

Action 10.1: Traffic Law Enforcement

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

Action 10.2: Traffic Skills Course

Collaborate with law enforcement and the courts 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 2010 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: Bicycling/Ped Report Card

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

Action 11.4: Track Implementation

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

Action 11.5: Collaboration

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

12. Funding

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

Action 12.1: Prioritize Funding

Prioritize funding and construction of nonmotorized facilities in recognition of the

livability, environmental and health benefits these forms of mobility provide.

Action 12.2: Grant Funding

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

Action 12.3: Multiple Strategies

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

Action 12.4: Dedicated Portion of Transportation Budget

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

Action 12.5: Simultaneous Improvements

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

Action 12.6: New Dedicated Source of Funding

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



Cyclists cruising down 9th Street

Section II-III-General Plan Implementation

System Inventory

Street and Highway System

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

Nonmotorized Facilities

The city's paved walkways include over 700 miles of sidewalk, located primarily along city roadways and right-of-ways. The *Unfunded Project List* provides a list of city streets that warrant improvement for bicyclists. See Transportation Figure 2. Implementation strategies for nonmotorized facilities are included in Section II – Mobility Master Plan. All the references to nonmotorized transportation in this Section remain valid and complement those in Section II.

Municipal Parking Facilities

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

Facilities	Stalls
Tacoma ('A' St.) Parking Garage	954
Convention Center	566
Park Plaza North	492
Park Plaza South	381
I-705 Parking Lots (3)	321
Museum of Glass Broadway Parking Lot	180
Municipal Building Parking Lot/Garage	136

Bicentennial Pavilion	120
Union Station Parking Lot	86
Carlton Bldg Lot/Garage	74
Total	3,310

Public Transportation

Pierce Transit is responsible for transit service for all of Pierce County, including Tacoma. Sound Transit, the Puget Sound regional transit authority, runs Link light rail, Sounder commuter rail and Regional Express buses connecting Tacoma with the region. The 1.6-mile light rail in downtown Tacoma has 5 stations at the Tacoma Dome, S. 25th and Pacific, Union Station, S. 13th and Commerce, and the Theatre District. It is the first modern light rail system in Washington State. Greyhound Bus also provide intercity transit service between Seattle and Portland from Tacoma. See Figure 3.

Goods Movement

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

Rail, Air and Water Transportation

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

and Tahlequah on Vashon Island in King County.

Level of Service Standard and Concurrency Management

Level of Service Standards for City Arterials

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

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

Level of Service Standards for Highways of Statewide Significance

The Growth Management Act (GMA) stipulates that local agencies must include the adopted LOS for designated Highways of Statewide Significance (HSS) in their local plans. In the past, the State LOS standard for both HSS and non-HSS routes was "D-mitigated" in urban areas and "C" in rural areas. A new HSS standard has been adopted in the recent past. Because congestion within the transportation system has become more severe over the years, a measurement was needed to realistically establish how state transportation facilities compare to each other in actual total use as opposed to a one-hour "PM Peak" scenario.

WSDOT now uses a percentage of actual travel speeds compared to posted speeds. This new congestion measurement is discussed in the Highway System Plan (HSP) on page 66 in the Needs section of the Mobility chapter. When determining congested areas from a policy standpoint for identification of future roadway deficiencies, WSDOT uses this new measurement.

The new congestion measurement approach does not provide a level of service (LOS) standard. Since WSDOT is required by law to set LOS for highways of state significance (HSS), the HSP calls out LOS standards for HSS and non-HSS facilities in Appendix G of the 2010 Mobility Master Plan Study. These are the LOS standards that should be used for mitigation purposes, as follows:

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

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

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

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

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

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

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

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

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

Periodic Concurrency Assessments

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

Transportation Concurrency Evaluation for 2002

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

*ALM = Arterial Lane Miles

Transportation Concurrency Evaluation for 2025

Arterial Grouping	LOS Standard	Year 2025 LOS: % ALM at or better than standard	Concurrent?

Arterial Corridors	85% ALM* at 0.99	88.3	Yes
Port Area Arterials	85% ALM* at 0.89	86.3	Yes
All Other Facilities	85% ALM* at 0.89	84.9	No

*ALM = Arterial Lane Miles

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

Travel Demand Forecasting and Traffic Impact Analysis

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

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

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

Designated Centers and Connecting Corridors

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

Connecting corridors are major transportation routes consisting of freeways, highways, principal arterial streets, and transit routes that provide access into and out of the city, act as travelways connecting centers, both local and regional, and/or support high levels of transit service.

Figure 4 illustrates designated mixed use and manufacturing/industrial centers, and connecting corridors.

Multiyear Financing Plan

Six-Year Comprehensive Transportation Program

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

Unfunded Projects List

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

Capital Facilities Program

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

Parking Management

In 1999, the Tacoma City Council approved the creation of the Parking Work Group, which consists of various City departmental representatives. The Parking Work Group was authorized to develop a Business Plan for the Downtown Parking System. The plan elements, drafted in consultation with parking stakeholders, aim to maximize the efficiency of the existing parking supply, reduce parking scofflaw activity, support economic development opportunities, create a Parking Enterprise System, consolidate parking services under a single responsibility center, technology upgrades including pay stations, and improved maintenance of municipal parking facilities.

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

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 2030 2040 (Regional Growth Strategy) and

Destination 2040 (Regional Transportation Plan, to be updated as Transportation 2040)

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

State-owned Transportation Facilities

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

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

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

Note that there is no "Future LOS" calculated, because the future capacity is unknown and the growth factors will be reevaluated in conjunction with a land use forecast update as soon as a year 2030 forecast traffic model is established in cooperation with Pierce County. Before a more reliable forecast is produced, it is reasonable to

suggest that those highway sections where 2017 AADT exceeds existing capacity may need either capacity improvements or traffic mitigation that includes promoting alternative transportation modes.

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

The following acronyms are used in the table:

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

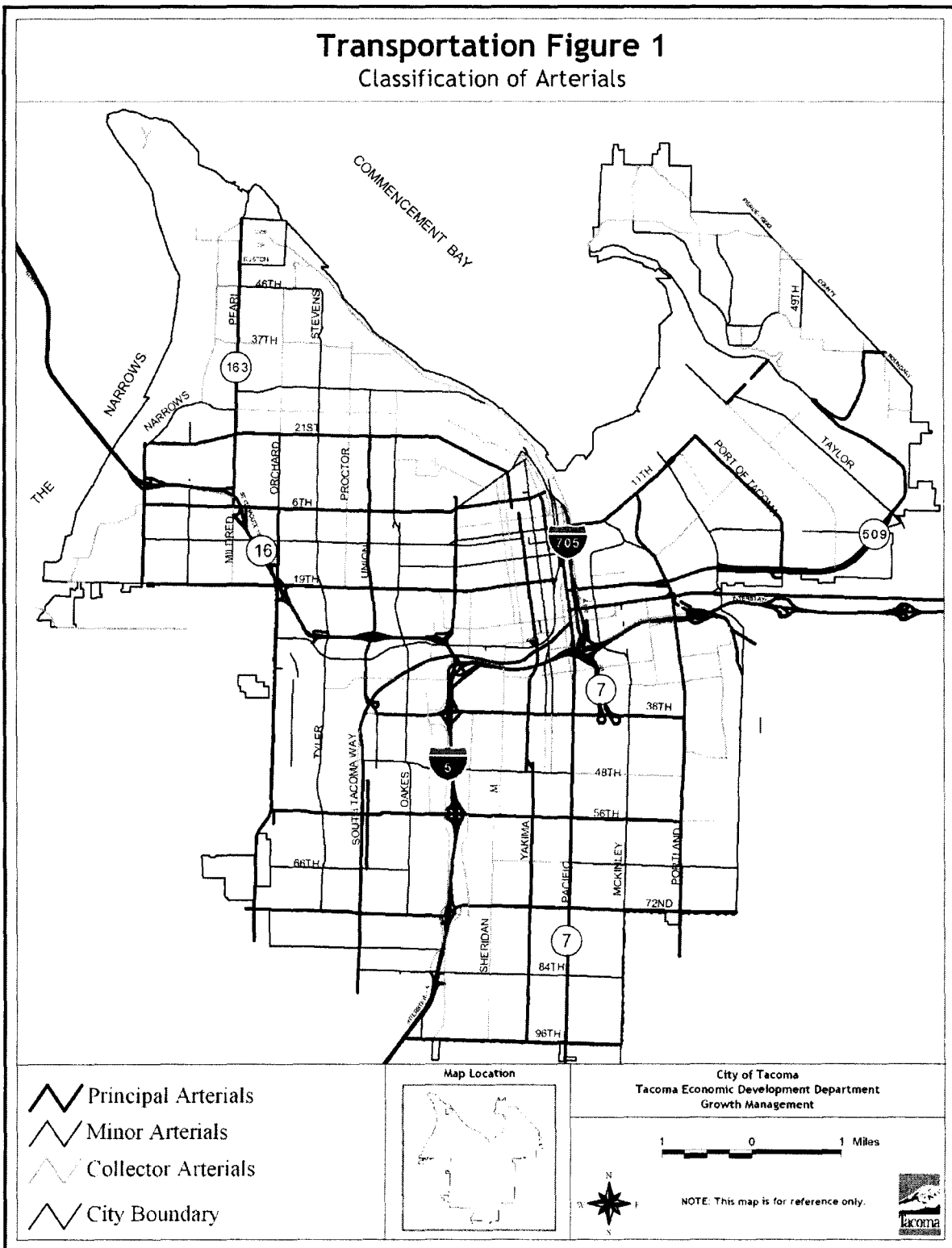
- **non- HSS** = Regionally significant state highways – A new term as a result of HB 1487
- **Access Classification** (based on RCW 47.50 and WAC 468.52) – This is the access classifications which were determined for state highways in 1992-1993.
- **HPMS** = Highway Performance Monitoring Section – A nationally recognized source for traffic data, that WSDOT will be using for our analysis of the state highway system for the update of Washington's Transportation Plan.
- **AADT** = Average Annual Daily Traffic (for a full 365-day year).

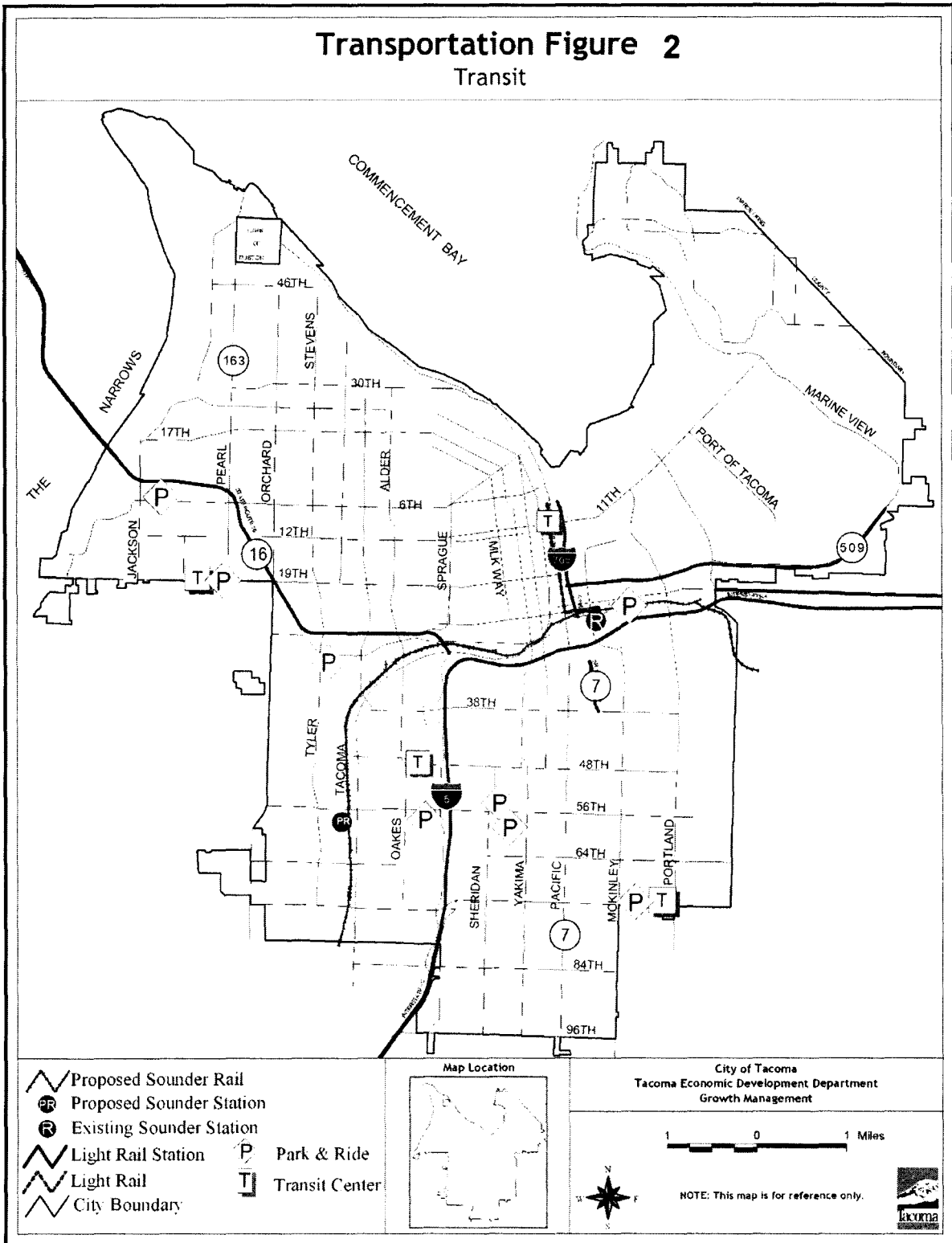
(Inventory of State-owned Transportation Facilities within Tacoma – see next two pages)

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

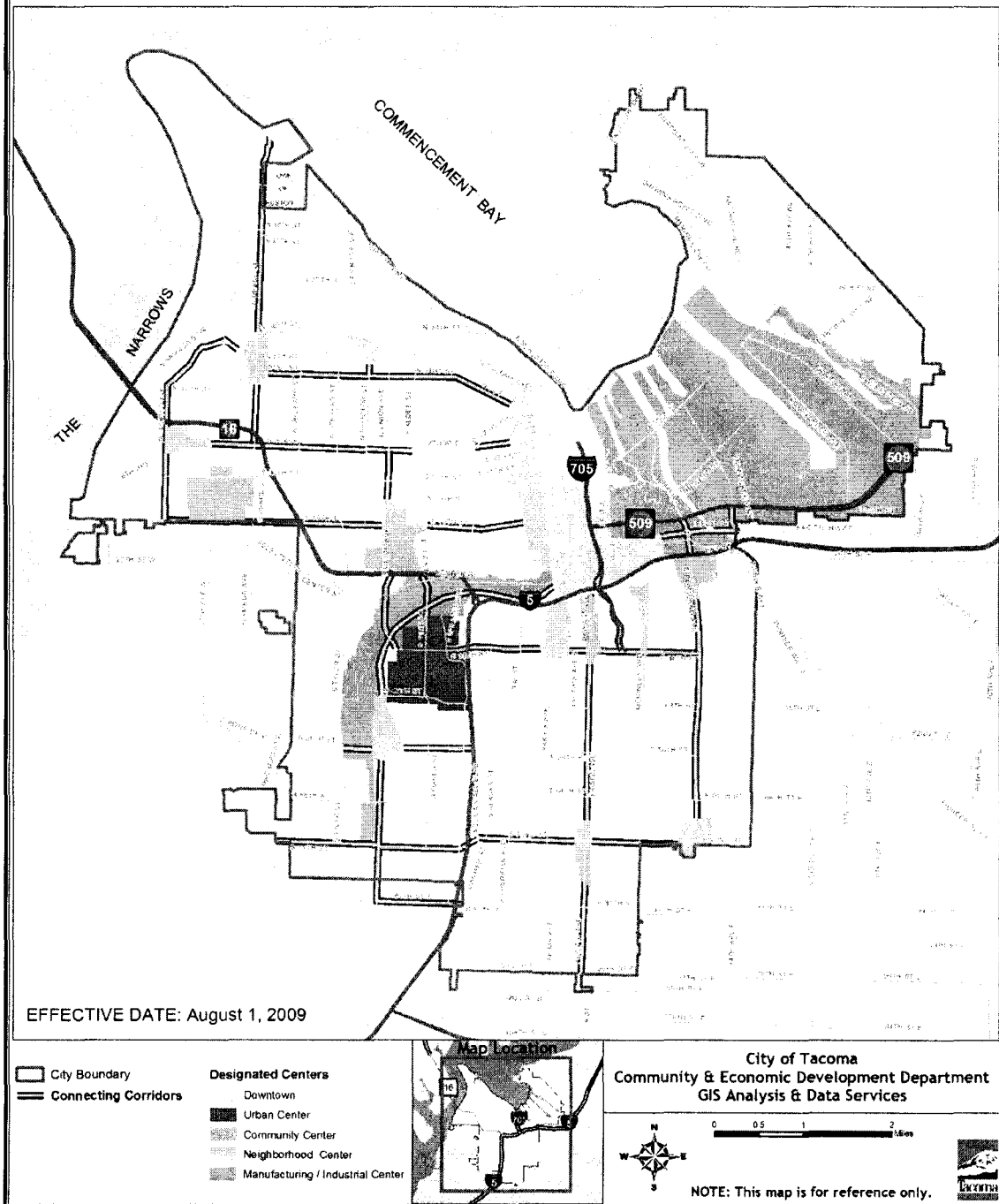
Transportation Element – City of Tacoma Comprehensive Plan

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





Transportation Figure 3 Designated Centers and Connected Corridors



Plot Date: 8/1/2009

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Created By: CEDD, GIS ANALYSIS & DATA SERVICES

Project Selection and Evaluation Criteria

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

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

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

Project Selection and Evaluation Criteria and Rating System

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

I. Safety

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

II. Average Daily Traffic

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

III. Encourage Alternatives to Driving Alone

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

IV. Enhance Freight Mobility

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

V. Environmental/Public Support

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

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

VI. Comprehensive Plan

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

VII. Physical Road Character

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

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

2. Program: New Traffic Signals

I. Safety

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

II. Accessibility/Transportation System Completeness

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

III. Encourage Alternatives to Driving Alone

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

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

IV. Enhance Freight Mobility

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

V. Matching Funds

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

VI. Comprehensive Plan

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

3. Program: Traffic Signal Upgrades

I. Safety

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

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

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

II. Accessibility/Transportation System Completeness

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

III. Encourage Alternatives to Driving Alone

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

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

IV. Enhance Freight Mobility

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

V. Matching Funds

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

VI. Comprehensive Plan

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

4. Program: Guardrails/Barricades/Crash Attenuators

I. Safety

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

prevented, contained or absorbed by installation

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

II. Encourage Alternatives to Driving Alone

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

III. Enhance Freight Mobility

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

IV. Matching Funds

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

V. Comprehensive Plan

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

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

5. Program: Railroad Crossing Surface Improvements

I. Safety

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

II. Encourage Alternatives to Driving Alone

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

III. Enhance Freight Mobility

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

IV. Matching Funds

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

V. Comprehensive Plan

- **Project located on a Corridor connecting Centers** - Answer "Yes", if the project is located on a Corridor as

identified in the City's Comprehensive Plan.

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

6. Program: Mid-block Pedestrian Signals

I. Safety

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

of the Public Works Department by a source outside (e.g., the City Council, Neighborhood Councils, neighborhood groups, business groups, and individual citizens) of City staff and/or has known other support (documentation via letters of support is encouraged).

II. Encourage Alternatives to Driving Alone

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

III. Enhance Freight Mobility

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

IV. Matching Funds

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

V. Comprehensive Plan

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

7. Program: Railroad Signalization

I. Safety

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

II. Encourage Alternatives to Driving Alone

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

III. Enhance Freight Mobility

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

IV. Matching Funds

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

V. Comprehensive Plan

- **Project located on a Corridor connecting Centers** - Answer "Yes", if the project is located on a Corridor as

identified in the City's Comprehensive Plan.

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

8. Program: Public Stairway Repair

I. Degree of Deterioration

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

II. Accessibility/Transportation System Completeness

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

III. Comprehensive Plan

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

9. Program: Curb Ramp Construction

I. Safety

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

II. Accessibility/Transportation System Completeness

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

III. Encourage Alternatives to Driving Alone

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

IV. Comprehensive Plan

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

10. Program: Missing Link New Sidewalk Construction

I. Safety

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

II. Accessibility/Transportation System Completeness

- Answer “yes” if on a designated city arterial street.

III. Encourage Alternatives to Driving Alone

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

IV. Comprehensive Plan

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

11. Program: Nonmotorized Facilities – Bikeways

- Use the following table to prioritize bikeway projects.

Criteria to Prioritize Classes 1, 2, 3 or 4 Bikeway Projects	Maximum Points (Partial Credit for Minor Compliance)	Maximum Points per Category
<u>Category I – Network</u> <i>Is regional, i.e., lying on a corridor which is:</i> • an existing or potential designated route or • a regional route or connected to other jurisdiction's bike corridor <i>Is important to Tacoma by connecting to or very close to:</i> • 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] <i>Lacks alternative accommodation</i> (+0.5 for each ½ mile to alternate) <i>Additions to existing network:</i> • 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)	+5 +4 +4 +3	16
<u>Category II – Safety</u> <i>Proposed project provides an:</i> • accommodation on a <u>trail shared-use path</u> 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) <i>Traffic</i> • 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) <i>Existing hazard location:</i> • Design or road condition hazard (e.g., free right turn or bad edge), letter of noticed problem (+2) • Reported accidents (+2)	+6 +6 +4	16
<u>Category III – Support</u> • 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 2004-2024 Transportation Improvement Projects List – Unfunded

The following table includes all unfunded roadway mobility related projects that would improve traffic flows and capacities needed through 2024 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.

NOTE: An additional column titled "Project Scope" will be added to allow for description of projects. Refer to MoMaP project lists for bikeways with map and Table numbers.

Unfunded Roadway Related Projects	
Programs/Projects	Improvement Type
Arterial Street Projects – 1060/61 UNFUNDED	
Arterial Street Projects – New Construction	
Alexander Ave. from Lincoln Ave. to E. 11 th St.	Roadway Improvement
Downtown Arterial Improvement Project	Maintenance of existing facilities
6 th Avenue at Sprague and Division	Round-a-bout
E. 48 th St. - Pacific to McKinley	Roadway Improvement
E. 56 th St. -McKinley Ave. to 'A' St.	Roadway Improvement
E. Fairbanks St. from E. McKinley to Roosevelt Ave.	Roadway Improvement
N. 26 th Street from Huson St. to Pearl St.	Roadway Improvement
N. 37 th Street from Shirley to Orchard	New link
38 th Street NE. from BPB to 33 rd Street N.E.	Roadway Improvement
Norpoint Way at Browns Pt. Blvd.	Intersection Improvement
Norpoint Way from Marine View Dr. to NE 29 th St.	Arterial Improvement
Northshore Pkwy. From Norpoint to 49 th Ave. NE	Roadway Improvement
N. Orchard from 6 th Ave. to N. 46 th St.	Roadway Improvement
N. Union St. from N. 18 th to N. 30 th	Roadway Improvement
Pacific Ave from 72 nd to South City limits	Arterial Boulevard Treatment
Pine Street near Tacoma Mall	Arterial Improvement
Point Defiance Entrance Redesign and Beautification Project (Pearl at Pt. Defiance Park entrance and N. 51 st from Vassault to Pearl Street)	Possible roundabout and arterial rechannelization, lighting, signage, nonmotorized accommodation and medians
Roosevelt Ave. from Wright Ave. to E. 44 th St.	Roadway Improvement
Ruston Way at N 48 th to Ferry Land Rd.	New Link to Pt. Defiance Ferry Deck
S. 19 th Street from Jackson to Seashore	Roadway Improvement
S. 19 th St. to S. 21 st St. from Jefferson to Tacoma Ave.	Roadway Transition
S. 31 st from Orchard to Mullen	New Arterial
S. 35 th to S. 36 th St. between Pine to Sprague	Roadway Transition
S. 47 th /48 th St., S. Tacoma Way to Tyler	New Link
S. 48 th /49 th St. from Tyler to Orchard	New Link-Roadway Improvement

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S. 66 th Street from Oakes to Puget Sound	Roadway Improvement
S. 66 th Street from Tacoma Mall Blvd. to Oakes St.	New Link
S. Alaska from S. 56 th to S. 72 nd St.	Roadway Improvement
S. Sheridan from S. 56 th to S. 84 th St.	Roadway Improvement
*SR-167 w/ full Interchange at I-5	Limited Access Roadway from Port of Tacoma to Puyallup
Tacoma Ave. from 6 th to S. 25 th St	Arterial Boulevard Treatment
Waterview (Ferdinand) St. from lower curve to Ruston Way	Roadway Improvement
East-West Corridor (from S. 38 th at S. Tacoma Way to 40 th St. W. at Orchard)	New Arterial
Norpoint Way between Marine View Dr. & 29 th St. NE	Arterial Improvement
E. 11 th & Paul St.	Intersection Improvement
E. 34 th between E. Portland & Roosevelt	Arterial Improvement
Mildred between S. 12 th & 19 th	Arterial Improvement
S. 12 th between Cedar & Stevens	Arterial Improvement
Thompson between S. 35 th & S. 45 th	Arterial Improvement
E. Roosevelt between E. 34 th & George	Arterial Improvement
N. 30 th St.	Roadway Rehabilitation
Grandview	Arterial Improvement
Grandview & Pioneer	Intersection Improvement
Lincoln Ave.	Arterial Improvement
Taylor Way	Arterial Improvement
Non-Arterial Street Projects	
E. 31 st between Portland & E. R St.	Roadway Improvement
E. 37 th between Portland & Roosevelt	Roadway Improvement
E. R St.	Roadway Improvement
Wright Ave. east of Portland Ave.	Roadway Improvement
Traffic Signals – New Construction	
N. 11th & Orchard	New Signal
N. 26th & Alder	New Signal
E. 48th & McKinley	New Signal
E. 84th & McKinley	New Signal
E. 96th & McKinley	New Signal
E. L Street at Wiley Ave. and E. 28th St.	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	
Puyallup Avenue Bridge	Rehabilitation
Union Ave.- 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. 56 th and Washington Street	Vertical separation of RXR and Roadway
S. 74 th and S. Tacoma Way	Vertical separation of RXR and Roadway
Pine Street and South Tacoma Way	Vertical separation of RXR and Roadway
Midblock Pedestrian Signals (Locations to be determined)	
N. 26 th in proximity to North and South Westgate Plaza's	Pedestrian Crossing
Pearl Street between N. 21 st and N. 26 th	Pedestrian Crossing
Miscellaneous Projects	
E. 11 th and Dock St.	Pedestrian Access Project
*I-5 HOV lanes	Ramp and Overpass Projects
*I-5 HOV Direct Access-Tacoma Dome Area	New Access
*I-5 @ River Road (SR-167)	Reconfigure Interchange
*I-5 to E. 26 th Street	Variable Message Sign – WSDOT Congestion Control Center
*Southbound I-5 at 38 th Street – direct access to Tacoma Mall Blvd.	Improved Ramp Access
*Tacoma Rail Mountain Division "The Train to the Mountain"	Freight Mobility and Passenger Excursion
Hill Climb Access from Fireman's Park to Dock St.	Nonmotorized access
Market Street from S. 11 th to S. 21 st St.	Pedestrian overcrossings
Thea Foss Access from Wright Park/Stadium area to Thea Foss Waterway	Nonmotorized access
Northeast Tacoma Trail Network (along the slope top of Marine View Dr. from Slayden Rd. to Norpoint Way, with an extension from Browns Pt. Blvd. to Northshore Parkway and a connector between Crescent Heights and Alderwood Parks)	Feasibility study for shared-use path and nonmotorized access
President's Ridge Trail (along the south side of I-5, from S. 38 th St. interchange, through north of Lincoln Park, to McKinley Park)	Feasibility study for shared-use path and nonmotorized access
Lincoln Avenue Bridge over the Puyallup River	Bridge repair, replacement and/or new construction
Water Trails (per the OSHRP, these are conceptual recreational boating routes and associated docking facilities. They connect Tacoma's waterfront from the Foss Waterway around Pt Defiance to the Titlow Marina.	Nonmotorized Recreational boating route and docking facilities

<i>Bike Facilities and Paths Trails (1140 Fund) – New</i> <i>SUP= Shared Use Path</i>			
Location	Limits		Type
Union Ave.	S. 19th St.	SR-16	Trail SUP
Sprague St.	S. 9th St.	Interstate 5	Trail
Sixth Ave.	Vassault St.	Pearl St.	Trail
Schuster Pkwy	McCarver	S. 9th St.	Trail
S. 74th St.	Orchard St.	Tyler St.	Trail
S. 56th St.	Orchard St.	Washington St.	Trail
S. 56th St.	Oakes St.	Alaska St.	Trail
S. 38th St.	Tacoma Mall Blvd.	M St.	Trail
S. 19th St.	Pine St.	Sprague St.	Trail
Puyallup R. Levee Trail	E. 11th St.	City Boundary	SUP
Pipeline Trail	McKinley St.	City Boundary	SUP
Pine St.	S. 38th St.	Mall Entrance	Trail
Pearl St.	N. 30th St.	Sixth Ave.	Trail
Pacific Ave.	S. 19th St.	Puyallup Ave.	Trail
Pacific Ave.	I-5 Interchange	E. 34th St.	Trail
Pacific Ave.	E. 48th St.	E. 64th St.	Trail
Pacific Ave.	E. 74th St.	E. 96th St.	Trail
Landfill	Orchard St.	Tyler St.	Trail
Jackson St.	Narrows Dr.	6th Ave.	Trail
E. 11th St.	Broadway Ave.	St. Paul Ave.	Trail
Center St.	Orchard St.	Tyler St.	Trail
West Slope Trail (per 1989 Shoreline Trails Plan and OSHRP)	Point Defiance Park	City limits at S. 19 th St.	Trail SUP
Waterfront Connection Trail (with connection to CBD)	Dock St./Thea Foss	Ruston Way/Asarco/Point Defiance	Trail SUP
Yakima Ave./Thompson St.	Center St.	S. 38th St.	Lane
Yakima Ave.	S. 48th St.	S. 56th St.	Lane
Union Ave.	6th Ave.	N. 21st	Lane
Union Ave.	Sixth Ave.	S. 19th St.	Lane
Union Ave.	SR-16	S. 38th St.	Lane
Tyler St.	S. 19th St.	S. 56th St.	Lane
Tacoma Mall Blvd.	S. 74th St.	City Boundary	Lane
Stevens St.	N. 11th St.	S. 19th St.	Lane
South Tacoma Way	Pine St.	S. 96th St.	Lane
Sixth Ave.	Jackson Blvd.	Highland Hill (Vassault)	Lane
Sixth Ave.	Pearl St.	Orchard St.	Lane
Sixth Ave.	Stevens St.	Sprague St.	Lane
S. 9th St.	Commerce St.	Pacific Ave.	Lane
S. 96th St.	Steele St.	Sheridan	Lane
S. 96th St.	City Bdy @ S. Tac Wy	Steele St.	Lane
S. 84th St.	I-5	Yakima Ave.	Lane
S. 74th St.	Sheridan St.	Portland Ave.	Lane
S. 72nd/S. 74th St.	Tyler St.	Sheridan St.	Lane

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S. 56th St.	Washington St.	Oakes St.	Lane
S. 56th St.	Alaska St.	Fawcett St.	Lane
S. 56th St.	Pacific Ave.	D St.	Lane
S. 38th St.	Warner St.	Tacoma Mall Blvd.	Lane
S. 38th St.	M St.	A St.	Lane
S. 19th St.	Mildred St.	Pine St.	Lane
S. 19th St.	Sprague Ave.	M.L. King, Jr. Way	Lane
S. 12th St.	Mildred St.	Sprague St.	Lane
S. 11th St.	Sprague Ave.	Ainsworth Ave.	Lane
S. 11th St.	Tacoma Ave.	Pacific Ave.	Lane
Puyallup Ave.	Pacific Ave.	City Boundary	Lane
Portland Ave.	Lincoln Ave.	E. 72nd St.	Lane
Pioneer Way	River Road E.	City Boundary	Lane
Pine St.	S. 19th St.	S. 38th St.	Lane
Pine St.	Mall Entrance	S. 47th St.	Lane
Pearl St.	N. 46th St.	N. 30th St.	Lane
Pearl St.	Sixth Ave.	S. 12th St.	Lane
Pacific Ave.	S. 9th St.	S. 19th St.	Lane
Pacific Ave.	Puyallup Ave.	I-5 Bridge	Lane
Pacific Ave.	E. 34th St.	E. 48th St.	Lane
Pacific Ave.	E. 64th St.	E. 72nd St.	Lane
N. 30th St.	Orchard	Proctor	Lane
N. 30th St.	Proctor St.	McCarver	Lane
N. 21st St.	Pearl	Orchard	Lane
Mildred St.	S. 19th St.	N. 6th St.	Lane
McKinley Ave.	E. 38th St.	E. 64th St.	Lane
Marine View Dr.	Norpoint Way	Slayden Rd/Eastside Rd.	Lane
E. 26th St. / River Rd E.	Portland Ave.	City Boundary	Lane
E. 11th St.	St. Paul Ave.	Port of Tacoma Rd.	Lane
Division Ave.	I St.	Tacoma Ave.	Lane
Commerce / Stadium Way / N. 1st St.	S. 9th St.	Tacoma Ave.	Lane
Center St.	Tyler St.	Pine St.	Lane
A St.	S. 9th St.	S. 12th St.	Lane
Yakima Ave /Thompson	S. 38th St.	S. 48th St.	Shared
Yakima Ave. / "I" St.	Division Ave.	Center St.	Shared
Yakima Ave.	S. 56th St.	S. 96th St.	Shared
Westgate Blvd.	Narrows Blvd.	Pearl St.	Shared
Vassault St.	Narrows Dr.	N. 51st St.	Shared
Tacoma Mall Blvd.	S. 38th St.	S. 74th St.	Shared
Tacoma Ave.	Sixth Ave.	Center St.	Shared
Stevens St.	N. 46th St.	N. 11th St.	Shared
St. Helens/Broadway/Jefferson	Center St.	Division	Shared
St. Paul St.	E. 11th St.	Portland Ave.	Shared
Sprague St.	S. 38th St.	S. Tacoma Way	Shared
Sixth Ave. Extended	Mountain View St.	Jackson Blvd.	Shared
Sixth Ave.	Orchard St.	Stevens St.	Shared
Sixth Ave.	Division Ave.	Tacoma Ave.	Shared
S. Oakes St.	S. 56th St.	S. 74th St.	Shared

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S. 9th St.	Sprague St.	Pacific Ave.	Shared
S. 84th St.	Yakima Ave.	Pacific Ave.	Shared
S. 66th St.	Orchard St.	Oakes St.	Shared
S. 64th St./E. 64th St.	Yakima St.	City Boundary (Waller)	Shared
S. 56th St.	Fawcett St.	Pacific Ave.	Shared
S. 56th St.	D St.	M St.	Shared
S. 47th /48th St.	Washington St.	Pacific Ave.	Shared
S. 38th St.	S. Tacoma Way	Warner St.	Shared
S. 38th St.	McKinley Ave.	Portland Ave.	Shared
S. 38th St.	A St.	McKinley Ave.	Shared
S. 35th St.	Tyler St.	S. Tacoma Way	Shared
S. 25th St.	Yakima Ave.	Portland Ave.	Shared
S. 19th St.	Grandview St.	Mildred St.	Shared
S. 19th St.	M.L. King, Jr. Way	Pacific Ave.	Shared
S. 15th St.	Sprague Ave.	Pacific Ave.	Shared
S. 15th St.	Ainsworth Ave.	Yakima Ave.	Shared
S. 13th St.	Tacoma Ave.	Pacific Ave.	Shared
S. 12th St.	Jackson Blvd.	Mildred St.	Shared
S. 12th St.	Sprague Ave.	Tacoma Ave.	Shared
S. 11th St.	Ainsworth Ave.	Tacoma Ave.	Shared
Ruston Way	Town of Ruston	McCarver St.	Shared
Proctor St.	N. 37th St.	S. 12th St.	Shared
Portland Ave.	S. 72nd St.	City Boundary	Shared
Portland Ave.	E. 11th St.	Puyallup Ave.	Shared
Port of Tacoma Rd.	E. 11th St.	East-West Rd.	Shared
Pearl St.	N. 51st St.	N. 46th St.	Shared
Pearl St.	S. 12th St.	S. 19th St.	Shared
Orchard St.	N. 37th St.	Lakewood Blvd (S. 60th)	Shared
Northshore Pkwy/51st/Slayden	Marine View Dr.	King Co.	Shared
Norpoint Way	Marine View Dr.	29th St. NE	Shared
N. Ferdinand St.	N. 46th St.	Ruston Way	Shared
N. 46th St.	Pearl St.	Stevens St.	Shared
N. 30th St.	Pearl St.	Orchard	Shared
N. 26th St.	Narrows Dr.	Pearl St.	Shared
N. 21st St.	Alder	Division	Shared
N. 21st St.	Orchard	Pearl	Shared
N. 11th St.	Pearl St.	Orchard St.	Shared
N. 11th St.	Alder St.	Steele/Ainsworth	Shared
Milwaukee Way	S.R. 509	Puyallup Ave.	Shared
McKinley Ave /E. D St.	St. Paul St.	E. 38th St.	Shared
Marine View Dr.	Eastwest Rd.	Norpoint Way	Shared
M.L. King, Jr. Way	S. 19th St.	S. 23rd St.	Shared
M St.	South Tacoma Way	S. 38th St.	Shared
J. St.	S. 12th St.	Center St.	Shared
E. 56th St.	Pipeline Rd.	Swan Cr. Park	Shared
E. 34th St.	Tacoma Ave. S.	McKinley Ave.	Shared
E. 25th St.	Pacific Ave.	E. G St.	Shared
Division Ave.	Sixth Ave.	T St.	Shared

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Center St.	Pine St.	Tacoma Ave.	Shared
Browns Pt. Blvd.	to end (33rd Ave NE)	Pierce Co.	Shared
Alexander Ave.	E. 11th St.	East-West Rd.	Shared
Alder/Cedar	N. 30th St.	S. 19th St.	Shared
Alaska St.	S. 38th St.	S. 56th St.	Shared
Ainsworth Ave.	Division Ave.	S. 19th St.	Shared
53rd Ave. NE	Norpoint Way NE	29th St. NE	Shared
49th Ave. NE	31st St. NE.	King Co.	Shared
33rd St. NE/49th Ave NE / 31st St. NE / 53rd Ave NE / 29th St. NE	Brown's Pt. Blvd	City Boundary	Shared
31st St. NE	49th Ave. NE	53rd Ave. NE	Shared
29th St. NE	53rd Ave. NE	King Co.	Shared
Water Ditch Trail Extension (connect existing and funded trail east to Chambers Creek)	Oak Tree Park	City Boundary, extending to Chambers Creek (City of University Place)	SUP
Tacoma Dome To Sumner Trail	Tacoma Dome area	Eastern City Limits extending into Pierce County	SUP
Trail to the Mountain (follows rail corridor south beyond the City limits ultimately connecting to Mt Rainier	Tacoma Dome area	City Boundary at E McKinley & 72 nd St. continues south along rail line	SUP
Center for Urban Waters E. D St	Murray Morgan Bridge	E 3 rd St	SUP
Prairie Line Trail (former BNSF Rail Corridor)	Dock Street	South 27 th Street	SUP
Tacoma Dome to Point Defiance Trail (completion and enhancement of non-motorized route)	Tacoma Dome area	Point Defiance Park	SUP
Bayside Trails (trail system providing recreational access to the Schuster Slope and a connection from downtown to the Schuster Parkway)	Garfield Gulch	Stadium Way	Ped Path
Garfield Gulch Trail/Public Access (provides pedestrian access to the gulch and from residential area at the top of the slope to the Schuster Parkway)	Tennis Court/Borough Rd	Schuster Parkway	Ped Trail
Buckley Gulch Public Access (provides visual and/or pedestrian access to portions of the gulch)	N. 29 th Street	N. 16 th Street	Ped Trail
Puget Gulch Trail/Public Access (provides pedestrian access to the gulch and from residential areas and Puget Park to Ruston Way)	N. Monroe Street	Ruston Way	Ped Trail
Mason Gulch Public Access (trail or viewpoints providing visual and/or pedestrian access to portions of the gulch)	N. 37 th Street	Waterview Street	Ped Trail
Swan Creek Trail System (public access to/within this open space corridor—the City will strive to coordinate/leverage resources with Metro Parks Tacoma)	River Road	E. 64 th Street	Ped Trail

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Point Defiance Trail System (public access to/within the park—the City will strive to coordinate/leverage resources with Metro Parks Tacoma)	Within/connecting to Pt Defiance Park		Ped Trail
Northeast Tacoma Trail Network (slope top of Marine View Dr. Includes an extension from Browns Pt. Blvd. to Northshore Parkway and a connector between Crescent Heights and Alderwood Parks.)	Slayden Rd.	Norpoint Way	SUP
President's Ridge Trail (along the south side of I-5)	S. 38 th St. interchange	McKinley Park	SUP
E. N St.	E. 35 th St.	E. 29 th St.	Ped Trail
E. 34 th St. steps	West of Portland Ave.		Ped Trail

<i>Trails Shared-Use Paths Requested of WSDOT</i>			
*Jackson Ave. Overpass	S.R. 16		Trail
*Narrows Bridge	S.R. 16		Trail
*S. 38th St. Overpass	I-5		Trail
*S.R. 509 (East West Rd.)	Marine View Dr.	Pacific Ave.	Trail SUP
*SR-16	Narrows Bridge	Sprague St.	Trail
*Cedar St. Underpass	S.R. 16		Lane
*D. St. Overpass	I-5		Lane
*G. St. Overpass	I-5		Lane
*Pearl Street Underpass	S.R. 16		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	S.R. 16		Lane
*Tacoma Ave. Overpass	I-5		Lane
*Tyler St. Underpass	S.R. 16		Lane
*Union Ave. Underpass	S.R. 16		Lane
*Yakima St. Overpass	I-5		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 new projects taken from the Neighborhood Action Strategies.

Transportation Projects from Neighborhood Action Strategies	
Programs/Projects	Improvement Type
19th St NE/65th Ave NE/24 Street NE/64th Ave NE from East City Limits at 68th Ave NE to N. City Limits	Curb and Gutter, Sidewalks, Streetlights, Storm Drainage, Asphalt Paving
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 (Mildred to Pearl)	Construct median, left turn lanes, streetscape improvements
Alaska from S. 56th to S. 72nd Streets	Provide arterial improvement along So. Alaska St. from So. 56th to 72nd Streets
Alaska St. from S. 48th to S. 56th Streets	Provide arterial improvement along So. Alaska St. from So. 48th to 56th Streets
Alder & N 21st	Construct left hand turn pocket on southern segment
Baltimore (N 46th to Orchard)	Streetscape improvements and construct bike lanes
Browns Point Blvd from 45th Avenue NE to 42nd Avenue NE	Complete Curb and Gutter, Sidewalks, Asphalt Paving on the south side
Browns Point Blvd from 51st St. NE/Northshore Pkwy to Parkview Dr.	Curb and Gutter, Sidewalks, Streetlights, Storm Drainage, Asphalt Paving
Browns Point Blvd from Parkview Dr. to Norpoint Way	Curb and Gutter, Sidewalks, Streetlights, Asphalt Paving on the west side
Browns Pt. Blvd. From 33rd to Norpoint Way NE	Roadway improvements from 33rd Avenue north to Norpoint Way NE (street, sidewalk, barrier removal)
I-5 HOV project	Improve bicycle and pedestrian access across and along freeway
Jackson Ave (SR 16 to S 19th)	Streetscape improvements and construct bike lanes

Transportation Element – City of Tacoma Comprehensive Plan

Jackson Ave (SR 16 to S 19th)	Install sidewalk & bike lanes
Landfill Trail to SR 16 Trail East/West Trail links to Orchard across landfill, Tacoma Mall, & proposed Pipeline Trail, Tacoma Mall Blvd. @ S 66th St (Pedestrian access)	Nonmotorized Improvements
McKinley from S. 72nd to S. 96th Streets	Provide arterial improvement along McKinley Ave. from So. 72nd to 96th Streets
McMurray from Marineview Drive to Intersection	Traffic Signal
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 (Orchard to Huson, Bennett; Baltimore to Villard; Highland alley)	Complete sidewalk network
N 26th (Vassault to Huson)	Stripe bike lanes
N 30th (Pearl to Huson)	Stripe bike lanes
N 30th @ N. Proctor and N. Stevens	Study and install left turn lanes
N 45th (Vassault to Huson)	Stripe bike Lanes
N 26th & Narrows	Evaluate the need for a traffic signal at North 26th & Narrows and if traffic engineering deems necessary develop
N 26th & Vassault	Evaluate the need for a caution light or other mechanism at intersection of North 46th and Vassault
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 intersection of North 51st and Vassault
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 49th Ave NE	Curb and Gutter, Sidewalks, Streetlights, Storm Drainage, Asphalt Paving, Traffic Signal at 49th & Norpoint, Signal at 53rd & Norpoint
Norpoint Way NE from 29th St NE to Marineview Drive	Complete Curb and Gutter, Sidewalks, Streetlights: 1 lane southbound, 2 lanes northbound, turn lane at Point Woodworth, sidewalks one side only
Norpoint Way NE from approx. 200' west of Nahane West to Nahane East	Complete Curb and Gutter and asphalt paving
Norpoint Way NE from Browns Point Blvd to Agnes Road	Curb and Gutter, Sidewalks, Streetlights, Asphalt Paving on the north side

Transportation Element – City of Tacoma Comprehensive Plan

Northshore Pkwy from East City Limits to Nassau Avenue	Complete Curb and Gutter, Sidewalks, Asphalt Paving on the north side
Northshore Pkwy from Norpoint Way NE to Ridge Drive	Complete Curb and Gutter, Sidewalks, Asphalt Paving on the north side
Old Town District	Pedestrian waterfront access over rail lines
Orchard (Huson to N. 46th)	Streetscape improvements and construct bike lanes
Orchard (N 46th to N 35th)	Streetscape improvements, widen roadway and construct bike lanes
Pearl St (S 19th to Pt Defiance)	Complete sidewalk & bike lanes
S 12th (Huson-Jackson) Streetscape Improvements Extension recommended through Central NC Area with possible removal of planter strips	Streetscape improvements and construct bike lanes
S 12th St (Orchard to Jackson)	Complete streetscape improvements and construct bike lanes
S 19th (SR 16 to Jackson) Recommend extension into Central Neighborhood NC	Complete streetscape improvements and construct bike lanes
S 54th St @ I-5 off-ramp (proposed)	Design and construct barrier for local access only traffic
S Tyler (6th Ave to SR-16)	Bike lane striping
S Yakima (6th Ave to Center St)	Bike lane striping and signage
S. 96th from A Pacific St. to McKinley Ave.	Provide arterial improvement along So. 96th St. from "A" to McKinley Ave. Streets
Tacoma Ave & N 6th St	Feasibility of a roundabout
Thompson from S. 34th to S. 37th	Slow traffic on Thompson St. from So. 34th to So. 37th St.'s
Walters Rd (S 19th to 6th)	Install sidewalk, curb and gutter
E. M Street between Harrison and E. 34 th Streets	Asphalt Paving
E. 34 th St. from E. M St. to McKinley Ave.	Curb and Gutter, Sidewalks, Streetlights, Storm Drainage
Division Lane from approximately the 600 block to the 400 block	Install a landscape median allowing for angle parking
E. N St. from Morton to E. 35 th St.	Curb and Gutter, Sidewalks, Streetlights, Storm Drainage
E. N St. from E. 35th to E. 29th St.	Construct pedestrian trail
E. 34th St. steps west of Portland Ave.	Improve pedestrian trail
Fairbanks St. from E. L St. to Grandview Ave.	Roadway Rehabilitation
E. R St. from 1-5 to E. 35th St.	Roadway Rehabilitation
E. T St. from E. 32 nd to E. 38 th St.	Roadway Rehabilitation
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Urban Forest Policy Element
New Comprehensive Plan Element

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Section I -

Vision

The City of Tacoma takes the lead in establishing a citywide tree canopy cover of 30 per cent by the year 2030 ("30-by-30") through effective education, extensive outreach, innovative partnerships and pragmatic implementation strategies.



Copper Beech at Wright Park

Introduction

An urban forest means different things to different people. Depending on one's point of reference, it can be as small as one's yard or the trees in the planting strip or right-of-way, or it can be as obvious and as large as Point Defiance, the entire City of Tacoma or even the Puget Sound region. This element refers

to the urban forest as the natural and planted vegetation within the City of Tacoma.

Trees are an integral part of our communities and the ecological systems in which they exist. They provide significant economic, social and ecological benefits, such as carbon sequestration, reduction of the urban heat island effect, energy savings, reduction of stormwater runoff, improvement of water quality, provide healing and calming qualities, and increase the value of business and residential properties. Planting and maintaining trees helps a city become more sustainable and reduce the negative impacts on the ecosystem from urban development. Trees are as necessary as water, infrastructure, and energy to sustaining healthy communities. The health of the urban forest is directly linked to the health of the Puget Sound.

Our urban forest is a collection of individual trees and plants that could be living in traditional landscape settings or forest remnants in parks, open spaces, and private property. It encompasses the living components of the complex urban landscape and is an integral part of Tacoma's infrastructure. Our urban forest influences and is influenced by the built environment that surrounds it. The juxtaposition of built and living creates the environment that is the City of Tacoma. In our urban forest, a single tree may be as important as a patch of forest remnant.

Tacoma's urban forest exists on different types of property that are managed differently depending on ownership, uses, and the vegetation present. Properties where the urban forest can be

found include City-owned property, other publicly-owned property, such as parks and schools, private property, and rights-of-way.

Urban forests and forests in developing areas face a number of challenges that rural or wilderness forests do not. A rural forest area is often owned by a single owner or limited number of owners and can be managed through relatively simple single-purpose policies. In contrast, our urban forest is overlaid with a complex set of ownerships, values, and goals with differing maintenance levels and approaches towards tree planting and preservation. Urban forest growing conditions vary greatly from the natural forest processes and are often in conflict with other needs and management goals; therefore, a multi-faceted approach to management of our urban forest needs to be utilized to create a high-quality human habitat and to strike a balance between the needs of the community and the needs of individuals.

For additional discussion on the importance of trees and open spaces, please see the City of Tacoma Open Space Habitat and Recreation and Environmental Policy Elements, and the City of Tacoma's Climate Action Plan.

Purpose and Intent

The purposes of the Urban Forest Policy Element are to identify and define the common goals and values of citizens, businesses, property owners, and local agencies in our urban forest ecosystem, and to direct and coordinate management in ways that meet the overall intent to promote, conserve, protect and improve our urban forest,

while flexibly accommodating a diverse range of land ownerships, uses and activities. Partnerships, such as with Metro Parks Tacoma which is responsible for managing a large portion of the urban forest, are crucial to achieving the goals set forth in this element.

This element was created to help our community better understand our urban forest as an important community resource and asset; to keep our community safe and reduce risks from an improperly managed urban forest; and to achieve a more attractive, healthy and livable city. This can be achieved by shifting our focus and thinking from the existing development model to a different model. A model that recognizes the importance of trees and other vegetation and their interaction with the built environment for the improvement of the quality of life in Tacoma should be used.



Deodara Cedar

This Urban Forest Policy Element strives to preserve, protect, and improve the health and general welfare of the public by promoting the planning, management and preservation of trees and forests. This purpose will be accomplished by providing direction for a range of future actions, including

establishing programs, practices, regulations, standards, and guidelines that reflect the best available science and best management practices to result in a safe and healthy urban forest.

The focus of this element is to set forth guidance on managing vegetation on city properties and within the public right-of-way, and providing education and outreach to support citywide actions to manage the urban forest. This approach is in harmony with and supplemental to existing state and federal laws, including, but not limited to, the Forest Practices Act. A point of clarification: because the City is highly urbanized, little or no commercial timber harvest occurs here. Therefore, the City is not exercising its discretion under the Growth Management Act to assume jurisdiction over the regulation of timber harvest from the Washington State Department of Natural Resources.

Benefits of the Urban Forest

A Well-Managed, Healthy Urban Forest:

- Provides opportunities to develop neighborhood and community partnerships that benefit the participants physically, sociologically and psychologically.
- Can lessen the impacts of drought, tree diseases, insect pests, construction, storm damage and stormwater runoff.
- Benefits the entire community economically, aesthetically, and ecologically.
- Supports the conservation, protection and enhancement of Tacoma's

watersheds and the Puget Sound, and promotes the health of fish habitat.

- Has a positive effect on surrounding businesses and residences and people's sense of well-being.

The following objectives establish the guiding principles for the intent, policies, and recommendations that follow. The objectives and policies will be used in conjunction with other goals, objectives, and policies of the Comprehensive Plan.

Objectives

- Promote and facilitate communication and coordination among City Departments, as well as Tacoma Public Utilities, Metro Parks Tacoma, Tacoma Public Schools, Port of Tacoma, Puyallup Tribe of Indians, Tacoma-Pierce County Health Department, adjacent municipalities, local universities and colleges, non-government organizations community property owners, developers, and contractors, concerning their respective actions that affect the urban forest and urban ecosystem, both within the City and within adjacent jurisdictions.
- Establish incentives and programs, and review and update regulations and standards to support urban forest management and enhancement taking into consideration the needs of differing land uses, both current and future.
- Use the Urban Forest Policy Element as the foundation for an Urban Forest Management Plan and Manual for City staff, agencies, contractors,

developers, engineers, and others living or doing business in Tacoma on the maintenance, preservation, and enhancement of the urban forest using the best science and management practices available.

- Increase public involvement in urban forest management and community stewardship.
- Mitigate tree loss and tree damage caused by construction activities, invasive species, and tree diseases and pests.
- Promote sustainable, green streetscapes that provide an amenable, safe, attractive, and comfortable pedestrian environment.
- Explore cost-effective options to increase and sustain the tree canopy in Tacoma to maximize the environmental benefits including carbon sequestration, cleaner air, improved water quality, interception of rainfall, and infiltration of stormwater, reducing runoff and flooding.
- Reduce infrastructure conflicts with trees.
- Increase the awareness of the urban forest, the urban ecosystem, benefits and how our actions affect the health and livability of Tacoma and surrounding areas.

Expectations and Implementation

The Vision statement sets the goal of achieving 30 percent tree canopy coverage by the year 2030. Achieving

this ambitious goal will require both tree retention and planting. It cannot happen solely through planting on public lands, and will require both strong City leadership and widespread public participation. Therefore, education, outreach, incentives and neighborhood tree planting programs are all essential components of reaching the 30 by 30 goal. Setting a canopy coverage goal also calls for an assessment of the existing tree canopy cover, and periodic re-assessments, in order to benchmark progress.

In recognition that this element calls for a change in urban forest management within the city, implementation of policies within this element will be conducted in phases, as resources become available and as directed by the City Council. The phased implementation will be detailed in the Urban Forest Management Plan to be developed as the first implementing action.

Implementation steps may include education and outreach, development and expansion of programs and changes to regulations and standards. Where applicable, implementation steps will be developed with an open public process. Recognizing that there may be costs and other impacts associated with some implementation steps, every effort will be made to be sensitive to differing viewpoints, to solicit input from all stakeholders and to craft an Urban Forestry Program that cost-effectively achieves its goals. Revisions to City permitting and review processes should be integrated into existing codes and processes to reduce duplication and avoid conflicts. Any revision should be crafted to achieve the intent in a manner

that is as streamlined and simplified as possible.

This policy is intended to supplement existing urban forest management goals and policies and to add new policies to address concerns that are not already addressed in the Open Space Habitat and Recreation Element or elsewhere in the Comprehensive Plan. In particular, the Open Space Habitat and Recreation Element provides detailed guidance on the management of urban forest areas located on City open space lands. Together these policies will provide thorough guidance that will serve as a foundation for citizens and staff to manage our urban forest and maximize the benefits to the fullest extent.

Section II - General Policies

The policies listed below are generally applicable and intended for the entire Tacoma urban forest existing in **rights-of-way, private and public properties.**

Urban Forest Management

Trees are recognized as an essential asset of the City of Tacoma urban forest infrastructure. As with other City infrastructure, regular maintenance and management sustains the benefits provided to the City of Tacoma; however, an urban forest is a unique infrastructure, in that the value and benefits increase with management over time. In contrast, the absence of management can lead to a range of problems including utility conflicts, property damage from fallen trees, and the spread of infectious pests and diseases. Therefore, proper management is necessary for a healthy and safe urban forest for Tacoma's citizens and visitors,

including maximizing its contribution to quality of life, wildlife habitat and recreational opportunities.

UF-1 Urban Forest Infrastructure

Consider Tacoma's urban forest together with other infrastructure systems when planning, designing, and/or maintaining infrastructure.

UF-2 Management
Achieve a balance between the competing needs of the environment, budget limitations, utilities and infrastructure, safety, the rights of property owners and the desires of the public.

UF-3 Public Safety
Take reasonable measures to mitigate trees that pose a high level of risk to public health and safety.

UF-4 Resource Needs
Ensure adequate resources to manage Tacoma's urban forest and ecosystem, to educate the public about the benefits of Tacoma's urban forest, to coordinate with others concerning forestry management, and to provide assistance and training on proper forestry practices.

UF-5 Urban Forestry Account
Establish an Urban Forestry Account for the maintenance, preservation, education improvement, and support of Tacoma's urban forest.

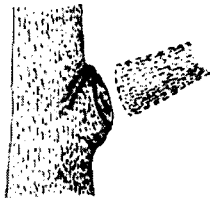
**UF-6 Funding Sources
for Maintenance**
Find or develop new funding sources such as assessment districts, fundraising, donations, grants for projects, or an urban forest utility fee to fund adequate tree maintenance.

UF-7 Urban Forest Management Plan

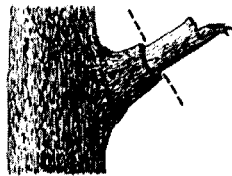
Create an Urban Forest Management Plan (UFMP), consisting of an analysis of existing conditions and a detailed work program for policy implementation. Update the UFMP often to reflect changing policies and regulations, standards, best management practices, and accomplishments.

UF-8 Urban Forest Manual

Create, and regularly update, an Urban Forest Manual using the best available science and current best management practices, accepted standards and guidelines to support the UFMP, and this element.



Pruning cuts should be made just outside the branch collar.



On a dead branch that has a collar of live wood, the final cut should be made just beyond the outer edge of the collar

A drawing demonstrating proper pruning cuts.

UF-9 Citizen Advisory Board

Establish an Urban Forest and Open Space Advisory Board to support the development of the urban forestry program and to take an active role in ensuring increased citizen involvement and oversight of urban forestry and open space activities. The Citizen Advisory Board should be broadly representative of community interests and of pertinent technical expertise.

UF-10 Tree Care Services

Develop an approach to educate tree care firms, or individuals that wish to provide

professional tree maintenance services, about Tacoma's policies, regulations, and standards to ensure the proper care of our urban forest.

UF-11 Tree Valuation

Develop tree valuation methods that closely reflect the complete value of trees for use when assessing fines, determining damages or estimating loss.

UF-12 Coordination of Efforts and Partnerships

Develop partnerships and coordinate and cooperate with federal, state, regional and local governmental jurisdictions, local community non-profits and the private sector, to preserve, restore, manage, and design our urban forest.

UF-13 Public Agencies

Public agencies that maintain an Urban Forestry Program (see glossary) should be given autonomy in meeting the intent and policies of this element in exchange for the sharing of urban forest management data, provided that the agency agrees to periodic review of the agency's progress in meeting the City's urban forestry goals.

UF-14 Diverse Land Uses

Develop incentives, programs and/or regulations to meet the intent of this element that are tailored to the needs and characteristics of differing land uses.

UF-15 Equity

Provide equitable urban forest resources and services throughout the city regardless of geographic, racial or social differences.

UF-16 Recognition

Achieve recognition from state and national urban forestry programs.

Develop a local recognition program for citizens, businesses, and agencies to encourage community stewardship of the urban forest.

Urban Forest Records and Information

Proper integrated management of our urban forest requires basic information to be collected and readily available, such as quantity of canopy cover, condition and health of the forest, diversity of species, etc. Collecting data on the urban forest will help to reduce risks, identify and target priority planting areas, identify current and desired canopy cover, and quantify benefits provided by the urban forest.

UF-R-1 Historical Records and Information

Collect and make available historical and new urban forestry information to the public.

UF-R-2 Management Data

Collect data regarding Tacoma's urban forest, such as quantity of canopy cover, forest condition and diversity of species, to support the creation of an Urban Forest Management Plan (UFMP).

UF-R-3 Partnerships

Partner with federal, state, regional and local governmental jurisdictions, community non-profits, the private sector and others to share urban forest and ecosystem resources.

Education and Outreach

Public education and outreach are essential parts of any strategy to improve the urban forest. Education and outreach can expand public awareness of the importance of the urban forest, the benefits offered by this asset, and proper

management techniques of this unique infrastructure and therefore increase community stewardship of the urban forest. Strong community stewardship increases the likelihood of meeting Tacoma's urban forestry goals, increasing community leadership, civic pride and engagement, improved natural systems and a greater understanding by the community.

UF-EO-1 Education

Provide appropriate resources, advice, and educational materials to communicate policies, incentives, standards, and regulations in relation to the management of Tacoma's urban forest. Increase awareness of urban forest ecosystem issues such as proper plant selection, planting practices, and maintenance, invasive species, insects and diseases, and appropriate use of native species.



Fall Tree Festival October 2008- An outreach special event encouraging families to be active in their urban forest.

UF-EO-2 Promote Stewardship

Increase the awareness of the benefits of street trees and the urban forest, and the threats to their health, through a citywide education effort. Develop programming that leverages the commitment of citizens to engage in stewardship of Tacoma's natural resources.

UF-EO-3 Incentives

Develop voluntary and incentive-based programs to build broader community support for the urban forest, enhance canopy cover, and flexibility in management.

UF-EO-4 Partnerships

Partner with federal, state, regional, tribal and local governmental jurisdictions, community non-profits, the private sector and others in education and outreach efforts.

Preservation

Preservation of our urban forest ecosystem is critical to achieving the objectives set forth in this element, including an enhanced quality of life for the citizens of Tacoma. Inherently there is a time lapse between the planting of a tree and realizing its full benefits; Tacoma's urban forest is not easily or readily replaceable. Therefore, preservation of existing healthy trees is crucial. Elements of our urban forest have significant cultural, historical or ecological meaning to residents and deserve to be recognized and preserved for future generations to enjoy. In addition to ecological benefits, an urban forest provides significant return by creating appealing streets, calming traffic, softening the built environment and increasing property values. Trees and forests provide buffering and screening between differing land uses and are a source of community identity and civic pride.

Achieving tree preservation goals will require actions citywide by a broad range of stakeholders. The City will lead by example through responsible planting, care and maintenance of trees

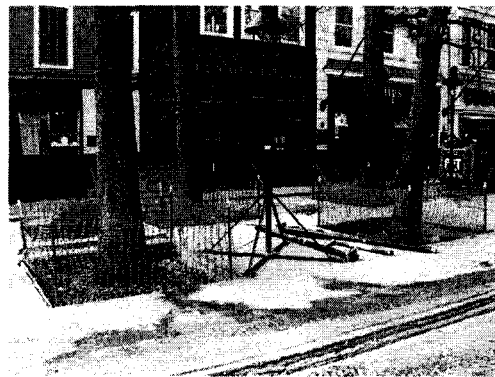
on its own property. The City will support and encourage voluntary efforts through incentives, education and outreach, and technical and material support. Incentives to encourage tree retention may include landscaping code modifications, flexibility in City requirements for infrastructure improvements, reductions of City fees related to stormwater management, and other approaches.

UF-PR-1 Retention of Trees

Encourage and promote the retention of trees, whenever practicable and appropriate, through education, outreach and incentives.

UF-PR-2 Flexible Regulatory Approaches

Recognizing differing land use needs and characteristics, structure regulatory approaches in a manner that provides flexibility and various options to support the preservation of trees. Examine regulations to remove disincentives for tree planting, care, and maintenance.



Fencing used around trees to help protect them through construction.

UF-PR-3 Protection of Trees During Development

Promote the long-term health and survival activities of trees that are retained during construction.

UF-PR-4 Heritage Trees

Establish a Heritage Tree Program for the voluntary recognition and protection of trees with unusual or unique historical, ecological, cultural and/or aesthetic significance. Recognize that trees are living things, and all living things have a finite lifespan; therefore, Heritage Trees that are dead or in a state of decline may need to be removed to ensure public safety.

UF-PR-5 Threatened Native Tree Species

Protect rare and threatened species from the impacts of urbanization. Establish incentives, regulations and education efforts to protect and preserve native tree species, especially threatened species such as Oregon White Oaks (*Quercus garryana*) or Pacific Madrone (*Arbutus menziesii*).

UF-PR-6 Native Remnant Forests

Contribute to, and preserve the integrity of, the native remnant forest both within and adjacent to the right-of-way. Encourage the planting of native species, or compatible trees and plants that are found not to be a threat to the ecology of the native forest remnant in adjacent areas.

UF-PR-7 Protect Steep Slopes

Pursue retention of existing trees and vegetation that help stabilize steep slope areas in order to increase public safety, maintain slope stability, decrease soil erosion, and retain environmental function and natural character.

UF-PR-8 Partnerships

Partner with federal, state, regional, tribal and local governmental jurisdictions, community non-profits,

and the private sector to increase sound preservation of our urban forest.

Planting, Care and Maintenance

Proper planting, care and maintenance are necessary to ensure that objectives set forth in this element are met and to sustain or enhance the quality of life in the built environment for Tacoma now and in the future. In addition, trees can be used to accomplish other land use goals and should be a significant part of Tacoma's visual identity, contributing to a special "sense of place" within the Pacific Northwest and bringing a sense of natural beauty to the built environment. Planting and protecting trees in Tacoma will help to maintain strong and healthy neighborhoods and business districts by enhancing Tacoma's identity and civic pride.



Shovels ready to plant trees.

UF-PCM-1 Planting Priorities

Prioritize tree planting and landscaping in street and freeway rights-of-way, in particular in highly visible locations such as business districts and major corridors. Include utility rights-of-way, parks, school sites, and other publicly owned property when and where appropriate.

UF-PCM-2 Species Selection

Encourage the selection of project, location, and site condition appropriate species. Avoid and/or minimize conflicts with existing public infrastructure, natural systems, and/or utility facilities.

UF-PCM-3 Tree Planting Program

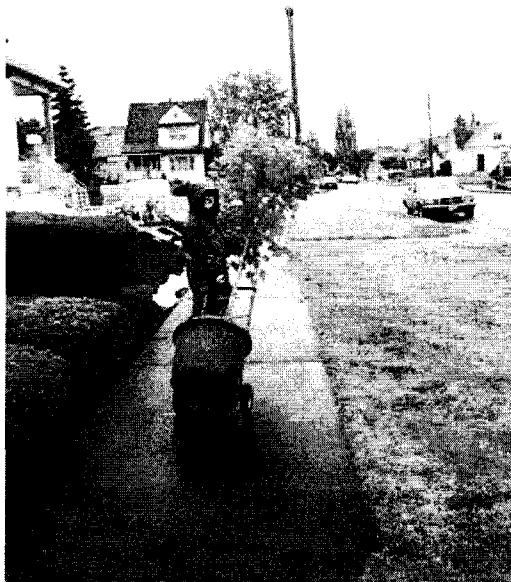
Maintain a tree program to provide free trees for citizens to plant in the rights-of-way. Encourage residents and property owners to plant and maintain trees on their own property, especially in areas where planting strips are too narrow to sustain mature shade trees.

UF-PCM-4 Planting Native Species

Encourage the planting of native species, especially trees, where appropriate.

UF-PCM-5 Tree Canopy Cover

Achieve 30 percent citywide tree canopy cover by the year 2030 as an important step in becoming a healthy and sustainable city.



A property owner is moving a tree during a neighborhood group planting.

UF-PCM-6 Demonstration Projects

Develop demonstration projects, in diverse areas representative of the range of land use and development patterns in the City, implementing outreach and education strategies targeted toward achieving the City's tree canopy goal. Implementation of the demonstration projects should be a high priority in the Urban Forest Management Plan. Learn from what works and implement effective strategies citywide.



New trees at S 23rd and S Alaska St

UF-PCM-7 Invasive Species Removal

Help identify and encourage removal of invasive species and noxious weeds to protect native plant and animal habitat. Provide public education about the detriment of invasive and noxious weed species to the urban forest.

UF-PCM-8 Non-Native Removal

Refrain from removing non-native plants solely because they are non-natives. Plant removal should be related to other valid management policies, including habitat restoration.

UF-PCM-9 Survival of Newly Planted Trees

Promote the survival of newly planted trees through proper maintenance using

community education, management standards and regulations. Encourage planting to occur generally between the months of September and April, or if planting occurs during other months, that adequate steps are taken to ensure tree survival.

UF-PCM-10 Landscape Maintenance Management Plans

Ensure that landscaping in new developments is properly cared for and survives, both during the plant establishment period and in perpetuity through such means as landscape management plans, maintenance agreements, and monitoring.

UF-PCM-11 Partnerships

Partner with federal, state, regional, tribal, and local governmental jurisdictions, community non-profits, the private sector and others to increase the reforestation of Tacoma.

Planning and Design

Proper planning and design provides consistent conditions for growing healthy trees. Trees are an integral aspect of the Tacoma landscape and add to the livability of Tacoma. They provide aesthetic and economic value to property owners and the community at large. Inherently there is a time lapse between the planting of a tree and realizing the full benefits of a mature tree. Therefore preservation of existing mature healthy trees through planning and design is crucial to our health and the health of Tacoma's urban forest.

UF-PD-1 City Design Coordination

Establish coordination among City departments and utility providers when planning and designing public projects

that include landscaping and tree planting.

UF-PD-2 Infrastructure Design

Design streets, sidewalks and other infrastructure with thorough consideration of trees during the planning, design and construction processes.



A tree that has overgrown the rooting space it was given.

UF-PD-3 Soils

Encourage retention and use of native soils for areas intended to be used for plants in new developments. Encourage use of soils engineered to be supportive of tree health in planting pits, continuous trenches, planting islands in parking lots, and other similar areas as necessary to provide a sustainable growing environment for trees where native soils and growing conditions are not sufficient or optimal.

UF-PD-4 Soil Compaction

Discourage the compaction of soils and encourage soil amendments in areas intended to be used for plants to increase or maintain infiltration of stormwater on-site and reduce run-off.

UF-PD-5 Landscaping and Stormwater Management

Align the City's landscape regulations and stormwater management manual to promote the integration of landscaping elements and low impact development stormwater management approaches. Emphasize use of techniques which can effectively achieve multiple urban forestry and stormwater management objectives, including native vegetation preservation, native soil retention and soil amendment, stormwater dispersion and infiltration.

UF-PD-5 Partnerships

Partner with federal, state, regional, tribal, and local governmental jurisdictions, community non-profits, the private sector and others to enhance the planning and design of public and private development and improvements in Tacoma.

Sustainable Urban Forest

Sustainability can be described as maintaining a level of ecological balance by avoiding degradation or depletion of a resource. An urban forest that is managed sustainably is healthier and allows more trees to mature and more species to thrive. Healthy forests ultimately increase the ecological, social, and economic benefits of the forest and improve with forest management. In keeping with Tacoma's existing policies to become a more sustainable city, Tacoma's urban forest should be no

exception. While preservation, planting, care and maintenance, and the "30 by 30" canopy cover goal are strategies of urban forestry that meet sustainability goals there are also other ways to increase the sustainability of our urban forest. This section is intended to address those methods.

UF-S-1 Partnership

Partner with federal, state, regional, tribal and local governmental jurisdictions, community non-profits, the private sector and others to increase the sustainability of Tacoma's urban forest ecosystem.

UF-S-2 Species Diversity

Provide adequate species diversity and an appropriate mix of tree types (evergreen vs. deciduous). Provide varied forms, textures, structure, flowering characteristics and other aesthetic benefits to enhance the types of street environments found in the City.

UF-S-3 Species Distribution

Encourage varied distribution of species throughout the City to protect the health of our urban forest.

UF-S-4 Mixed Ages

Provide a mixed-age tree population. Recognize and plan for growth and aging of the urban forest over time.

UF-S-5 Green Waste

Recycle all green waste generated by the maintenance of the urban forest. Encourage the highest and best sustainable uses of wood from removed trees.

**UF-S-6 Natural Landscape
Care**

Encourage the practice of natural landscape care.



South Yakima and 6th Ave planting project 2008

UF-S-7 Nutrients

Discourage over-fertilization and reduce stormwater runoff pollution by avoiding use of synthetic fertilizers, especially those with high nutrient levels, in landscapes. Encourage the use of low-nutrient naturally derived products to provide a more sustainable nutrient source to the urban forest when needed.

UF-S-8 Green Roofs

Encourage the installation of green roofs on new buildings and retrofits, if possible and practicable. Encourage use of rooftops on existing buildings for container gardening if buildings cannot sustain a green roof.

Urban Agriculture

Urban food production can help provide food security for residents, reduce greenhouse gas emissions, and help meet Tacoma's goal to become a more sustainable city. Urban agriculture encompasses comprehensive and diverse food production--including community gardens and animal husbandry--involving the raising, cultivation,

processing, marketing and distribution of food in urban areas. The most striking feature of urban agriculture is that it is integrated into the urban economic and ecological system: urban agriculture is embedded in --and interacting with-- our urban forest ecosystem. Linkages between urban agriculture and our urban forest ecosystem include the use of typical urban resources for both, direct impacts of urban agriculture that are both positive and negative on our urban forest ecosystem, and competition for land with other urban functions. In addition, both are influenced by urban policies and management.

**UF-UA-1 Urban Agriculture
Program and
Partnerships**

Create an urban agriculture program. Encourage and assist partners to support and/or create urban agriculture programs and policies. Work with partners to establish a model community garden program, including strategies to increase quantity, quality, security, land use, mitigate soil contamination and address other issues that affect community gardens.

UF-UA-2 Education

Implement an education and outreach program to increase the awareness of the benefits of locally and sustainably grown food. Encourage the use of integrated pest management, sustainable water usage, and natural and organic methods to produce food.

UF-UA-3 Community Gardens

Establish a target level of service for community gardens. Identify and prioritize the establishment of new gardens in the UFMP for areas that do not meet this level of service.

UF-UA-4 Plant Selection

Encourage the use of native and/or regionally produced edible plants or seeds for use in urban agriculture. Educate citizens about the selection and care of plants in a manner that does not threaten the health of the urban forest ecosystem.



Garden tomatoes

UF-UA-5 Support

Increase support for urban agriculture and community gardens through partnerships and resource sharing.

UF-UA-6 Land

Identify existing and potential community garden sites and give high priority to community gardens in appropriate locations, in consideration of the full range of community benefits. Work to secure additional community gardening sites through long-term leases or through ownership as permanent public assets.

UF-UA-7 Zoning

Adopt zoning regulations that establish community gardens as a permitted or conditional use in appropriate locations.

UF-UA-8 New Housing Developments

Encourage new affordable housing units to contain designated yard or other shared space for residents to garden.



Colorful bean flowers in a raised bed garden

UF-UA-9 New Construction

Encourage development in Mixed-Use Centers, Downtown, and commercial areas to incorporate green roofs, edible landscaping, and the use of existing roof space for community gardening. Community garden space should count towards open space requirements.

UF-UA-10 Security

Encourage local law enforcement to recognize the risk of vandalism of and theft from community gardens and provide appropriate surveillance and security to community gardens. Recognize that the community itself should assist law enforcement in addressing security concerns.

More discussion of this topic can be found in the Open Space, Habitat and Recreation Element.

***Section III –
Rights-of-way and Public
Property***

The policies below are intended to apply solely to the urban forest on ***rights-of-way and City-owned properties.***

Ownership of Forest/Trees

Proper management of the urban forest includes an understanding and agreement of who is responsible for maintaining and who owns trees and vegetation in the rights-of-way. Street trees are trees growing in the rights-of-way, usually next to an improved surface, such as a street, alley, or sidewalk. The policies below are intended to help ensure that the maximum benefits are enjoyed from our urban forest through clarifying ownership and maintenance responsibilities.

UF-ROW-1 Partnerships

Develop partnerships for maintenance and enhancement of the rights-of-way and public property, such as Business Improvement Areas, Local Improvement Districts, and community stewardship groups.

UF-ROW-2 Unimproved Rights-of-Way

Trees and other vegetation in unimproved rights-of-way are typically owned by and shall be the responsibility of the abutting property owner to maintain in perpetuity with proper permitting. Exceptions include maintenance necessary for utilities such as overhead power lines. Unimproved rights-of-way may be used, when appropriate and with the proper permitting and design review, for natural drainage systems to manage stormwater,

urban forest management, or urban agricultural purposes.

UF-ROW-3 Improved Rights-of-Way

Trees and other vegetation in the improved rights-of-way are typically owned by and shall be the responsibility of the abutting property owner to maintain in perpetuity, with proper permitting, unless the trees and other vegetation were planted by and/or routinely and historically maintained by the City or other public agency. Exceptions include maintenance necessary for utilities such as overhead power lines. Improved rights-of-way may be used, when appropriate and with the proper permitting and design review, for natural drainage systems to manage stormwater, landscaping, or urban agricultural purposes.

UF-ROW-4 Medians

Medians that are planted within the City on public streets, unless otherwise designated, shall typically be the responsibility of the City of Tacoma to maintain. Medians may be used for natural drainage systems to manage stormwater or landscaping. Where there are safety concerns, medians should not be used for community gardens.



South Tacoma Way Median

UF-ROW-5 Traffic Circles, Cul-de-sac Islands & Bulb-outs

Traffic circles, cul-de-sac islands bulb-outs and other similar traffic calming devices in neighborhoods are typically the responsibility of the neighborhood to maintain with proper permitting. Encourage planting of trees and shrubs that are low maintenance. Plantings shall not pose a public safety hazard. Due to safety concerns, traffic circles, bulb-outs, and other similar traffic calming devices should not be used for community gardens.

UF-ROW-6 Roundabouts

Roundabout center islands shall typically be the responsibility of the City to maintain. Roundabouts should be planted in accordance with traffic guidelines. Due to safety concerns, roundabouts should not be used for community gardens.

UF-ROW-7 Review Maintenance Approaches

Consider potential approaches for the City to support, facilitate and/or actively manage the ongoing maintenance of street trees, in recognition of the benefits they provide to the public and the capacity of the City to effectively maintain them.

Planning and Design Within the Right-of-way and on City Property

Street trees provide invaluable benefits to the public. Street tree planting and design standards facilitate achieving Tacoma's desired tree canopy coverage, and enhance the overall appearance of commercial and neighborhood development. In a built environment such as Tacoma, conflicts between the infrastructure systems are inevitable.

The policies below are intended to reduce the frequency and severity of those conflicts that affect the urban forest. In addition, the City will seek every opportunity to lead by example when developing City-owned property.

UF-RPD-1 Recommended Street Tree List

Maintain and update the Recommended Street Tree List. Encourage diverse plantings in developments, especially those that support wildlife habitat.

UF-RPD-2 Poor Practices

Prohibit poor practices that harm the health of the tree, such as topping or indiscriminate pruning, and the inappropriate use of spikes, of street trees and trees located on City land.

UF-RPD-3 Air and Root Space

Increase the dedicated airspace and dedicated root volume available for street tree planting to provide better accommodation of large canopy street trees and assist with achieving the optimum canopy coverage goal.

UF-RPD-4 Tree Grates

Discourage the use of tree grates due to maintenance, rooting volume and expense concerns. Consider open boulevards, continuous trenches, or alternatives to tree grates, such as other landscaping, before the use of tree grates.



A continuous trench with pavers

***UF-RPD-5* Avoid Conflicts Between
Trees and Sidewalks**

Aim to preserve trees when sidewalk infrastructure conflicts occur, whenever practicable and appropriate, provided the species is appropriate for its location per City regulations and standards. Explore the use of alternative sidewalk materials as appropriate.



Installation of alternative sidewalk material

***UF-RPD-6* Removal of
Inappropriately
Located Trees**

Implement a voluntary removal/replacement program of inappropriately located trees within the rights-of-way, such as under overhead utility lines, to reduce tree/infrastructure conflicts.

***UF-RPD-7* New Plantings Near
Existing Utilities**

Develop standards and educate the public about appropriate species when planting under overhead utilities, over underground utilities and adjacent to streets to reduce future conflicts.



Inappropriate trees under power lines

***UF-RPD-8* Buildings**

Allow street trees and trees located on City-owned property to be trimmed away from buildings, if desired by the abutting property owner. Such pruning shall be conducted in a manner and to the extent that does not significantly harm the tree(s) and with the proper permit.

***UF-RPD-9* Business Signs**

Allow street trees to be trimmed to increase visibility of business signs. Such pruning shall be conducted in a manner and to the extent that does not significantly harm the tree(s) and with the proper permit. Encourage the use of non-traditional signage or placement of signage below the canopy for increased visibility. Educate business owners about the value of trees to their businesses.

***Removal of Trees within the
Right-of-way and on Public
Property***

Despite the best of our intentions to preserve and protect Tacoma's urban forest, sometimes trees need to be removed. Trees can be removed for various reasons, some of which may

include threats to public safety, right-of-way improvements or maintenance, or consistency with a management plan. Trees are living things with a finite lifespan, particularly in a built environment with multiple goals and expectations to balance. The intent of the policies below is to provide guidance on when to remove a tree located within the right-of-way and how to prevent unnecessary tree loss.

UF-REM-1 Existing Street Trees

Retain existing street trees whenever practicable, appropriate and desired by the abutting property owner(s). Provide education and assistance for their necessary care.

UF-REM-2 Existing Trees on City Land

Retain as many mature trees as practicable and appropriate during development of City owned land.



A severely damaged tree before removal

UF-REM-3 Tree Removals from Streets and City Property

Discourage the removal of safe, healthy and appropriate trees located on City property or within rights-of-way, while recognizing the abutting property owners' discretion to remove street trees, with proper permitting.

UF-REM-4 Posting Public Notice

Notify the public of impending removals of mature trees located in the rights-of-way and on City properties.

UF-REM-5 Permit Requirements

Establish a fee for removal permits for mature trees located in the right-of-way.

UF-REM-6 Replacements

Require the replacement of trees removed from rights-of-way and City properties. Replacements should at least be equivalent at maturity to the canopy cover lost or quantity of tree(s) removed, whichever is practicable.

Scenic Areas

Views and vistas of some sort are afforded from almost everywhere in Tacoma. The City's topography and setting provide a variety of interesting and panoramic views. From open hillsides, one can see as far south as Mt. Rainier, as far north as Maury and Vashon Islands, as far west as the Olympic Mountains, and as far east as the Cascade Mountains. Views from the flatlands may be equally dramatic, taking in the broad sweep of hillsides and features across the water such as Gig Harbor, Browns Point, and the Downtown skyline. Downtown is a visual landmark, creating both interesting and dramatic vistas from within and an interesting and memorable

horizon point for vistas from the hills and flatland neighborhoods that surround it.



The intent of this section is to recognize that Tacoma's hillsides have aesthetic values, natural resources (soil, wildlife, vegetation), safety hazards (susceptibility to landslides, erosion, and fire), and access constraints that limit their capacity for development. This policy aims to achieve an appropriate balance between public scenic views and conservation of the City's topography and green spaces.

Views provide a variety of significant and tangible benefits for both residents and visitors to the City. Views contribute to the economic environment of the City by substantially enhancing property values. Views contribute to the visual environment of the City by providing inspiring panoramas and distinctive supplements to architectural design. Views contribute to the cultural environment of the City by providing a unifying effect, allowing individuals to relate different areas of the City to each other in space and time.

This section seeks to provide guidance for balancing the often conflicting objectives of view enhancement,

maximizing the health of the urban forest, and protecting steep slopes and other critical areas, specifically on City-owned land. The City's standard approach to management of its forested lands is to prioritize urban forest health, and to allow only limited and sensitive tree pruning for the purpose of improving private views. In the case of publicly beneficial views over City owned land, the City recognizes that both the public views and the urban forest are important. Therefore, City management decisions should strike a balance between enhancing public views and other objectives, including maintaining urban forest health, slope stability, critical areas health, natural character and other issues, while also taking into account any policies or objectives that may apply specifically to the area.

This section includes a list of public views over City or parks owned land. The list is not intended to represent all valuable public views in the City, but specifically to provide guidance for when tree-view conflicts exist over city or parks land. Additional publicly beneficial views over City or parks owned lands may be identified and added to this list through future action. The policies below are intended to apply solely to the urban forest on *rights-of-way and City-owned properties*.

***UF-SA-1* Public Views Established**

The following scenic views over public property and rights-of-way are recognized as publicly beneficial to Tacoma. Other public views which can be demonstrated to have a similar value to the public may also be considered Public Views:

- Views from Stadium Way of Commencement Bay, Browns Point and Mt. Rainier
- Panoramic views from Ruston Way of Commencement Bay, Vashon and Maury Islands, Mt. Rainier
- Views from N Stevens St of Mason Gulch, Commencement Bay and Browns Point
- Views from Marine View Drive of the Port, Commencement Bay, and Downtown Tacoma
- Views from Narrows Drive of The Narrows, bridges and Gig Harbor
- Views from designated viewpoints within Point Defiance Park
- Views of downtown, Commencement Bay and the Cascades from McKinley Hill
- Views of the Cascades from East Grandview Drive

***UF-SA-2* Public Views Protected**

Protect designated publicly beneficial views through proper ongoing maintenance and management of open space areas, subject to resource availability.



***UF-SA-3* New Plantings**

New planting on public property should consider the potential impact on designated publicly beneficial views and seek a balance between view and habitat restoration objectives.

***UF-SA-4* Overlooks and Pullouts**

Explore the development of scenic overlooks and pullouts where the terrain allows, keeping conservation of natural features and habitat areas in mind.



***UF-SA-5* Enhance Underutilized Visual Resources**

Enhance Tacoma's underutilized visual resources, including the waterfront, creeks, architecturally significant buildings or landmarks, and major thoroughfares. Encourage the development of plazas, pocket parks, pedestrian walkways, and rooftop gardens in Tacoma's major activity centers and enhance the appearance of these and other public spaces with landscaping and art.

***UF-SA-6* Achieve Balance**

Achieve a balance between the often-conflicting needs/desires of the public and private interest in trees and vegetation through accepting, allowing and working toward partial views over or through city properties and rights-of-way.

UF-SA-7 Steep Slopes and Views

Protect the integrity and stability of steep slopes during view enhancement through creation of partial views and reforestation with view friendly vegetation.

UF-SA-8 Planned Landscaping

In the case of areas that have been landscaped to enhance the pedestrian experience, such as parkways and boulevards, the landscaping plan/design should be given precedence in tree management decisions.

UF-SA-9 Partnerships

Partner with the community, the private sector and others to achieve a balance between public and private needs/desires, maintain or enhance partial views, and decrease environmental impacts due to tree and vegetation removals.

Further discussion of this topic can be found in the Open Space, Habitat and Recreation and Environmental Elements of Tacoma's Comprehensive Plan.

Section IV –

Glossary

NOTE: This glossary seeks to clarify terms used only within this element, and is not intended to apply to other elements or City documents except where specifically noted.

Affordable housing shall have the same meaning as described in Chapter 13.06 of the Tacoma Municipal Code.

Continuous trenches, and boulevards, also called planting strips, shall have the

same meaning as described in Chapter 10.14 of the Tacoma Municipal Code (TMC). They are a shared planting pit that accommodates several trees and their root systems in a streetscape design.

Disturbance means the interruption of settled soil by excavation or fill.

Establishment period is the time following the transplanting/installation of trees for a minimum of three years where maintenance is crucial to the survival of trees.

Green Roof is the roof of a building that is partially or completely covered with vegetation and soil, or another growing medium, planted over a waterproofing membrane.

Heritage Trees are trees that have been voluntarily nominated, publicly recognized as valuable to the citizens of Tacoma, and designated for protection from removal, due to their unusual or unique historical, ecological, cultural and/or aesthetic significance.

Landscape management plan or management plan means a comprehensive plan addressing the long-term goals and strategic planning related to vegetation planting, pruning, removal, and maintenance needs to encourage the sustainability of the urban forest.

Maintenance includes planting, pruning, trimming, watering, feeding, protecting, and any other activity intended to help a tree achieve its mature size, full environmental function, and ensure public safety.

Mature Tree is a tree that measures at least 6-inches in diameter at standard height (4½ feet above existing soil grade, also known as diameter at breast height).

Native Species, in reference to the urban forest, shall mean plants that were historically found in the Puget Sound region and which are ecosystem appropriate.

Natural Drainage Systems mean methods of stormwater management methods such as rain gardens and bioswales. Please refer to the Surface Water Management Manual for more information.

Partial view means less than 180 degree unobstructed views of water, land or other commonly desirable views. Partial views consist partly of trees and other plants as well as windows or clearings through the vegetation for views.

Planting pit is a tree planting site that is surrounded on all sides by paved surfaces. A typical planting pit is an opening in the sidewalk of an otherwise paved boulevard or plaza. It may be raised, sunken, or at the same level as the surrounding pavement.

Right-of-way includes the area of land, the right to possession of which is secured by the City for right-of-way purposes and includes the traveled portion of the public streets and alleys, as well as the border area, which includes, but is not limited to, any sidewalks, planting strips, traffic circles, or medians. "Right-of-way" may also be unimproved, such as rights-of-way without pavement and/or grading.

Roundabout is a circular intersection, typically on arterial streets or highways, with yield control at the entrances and a raised center island. A roundabout may have two or more lanes of traffic around the island and generally has a truck apron so that all vehicles can traverse the intersection.

Site Plan Review shall have the same meaning as described in Chapter 13.11 of the Tacoma Municipal Code.

Steep Slopes areas are generally defined as areas with 40% or greater slope. In some cases, areas with less than 40% slope will require special consideration due to soils, drainage or other factors (see the City's Critical Areas regulations).

Street tree means a tree whose trunk is wholly or partially located within the right-of-way.

Traffic circle is a small raised island in the center of a residential intersection around which traffic circulates.

Tree is a woody perennial that generally matures over fifteen feet in height, generally has a minimum mature canopy width of ten feet and is capable of being shaped and pruned to develop a branch-free trunk to at least seven feet in height.

Tree Canopy - Per the Evergreen Communities Act (RCW 35.105.210 (10)) "Tree canopy" means the layer of leaves, branches, and stems of trees that cover the ground when viewed from above and that can be measured as a percentage of a land area shaded by trees.

Tree Care consists of the maintenance of trees including, but not limited to, pruning, fertilizing, pest or disease treatment, and removal.

Tree Unit is a measurement of tree density that calculates a quantity of units based upon sizes, conditions, and locations of trees on a site prior to development.

Urban agriculture encompasses a wide range of activities--including community gardens--involving the raising, cultivation, processing, marketing and distribution of food in urban areas.

Urban ecosystem shall mean the relationships of living things, including people, and the built environment. In an urban ecosystem, humans influence ecological factors such as plants, air, soil, and animals. Human decisions, such as where to build houses, parks, highways, and schools, are influenced by ecological factors.

Urban Forest Manual is a compilation of City Urban Forestry practices and standards developed using the best available science and current best management practices.

Urban Forester is a qualified person whose responsibility is to maintain the urban forest.

Urban forestry is the art and science of planning, managing, and protecting natural and planted vegetation in urban areas.

Urban forest management data consists of information such as quantity of canopy cover; forest condition; diversity of genera, species and age

class; and identification of pests, diseases and management needs.

Urban Forest Management Plan (UFMP) consists of identification and analysis of the structure and nature of the urban forest (including identified areas for enhanced protection, such as historical areas and/or areas with high quantity of threatened species) and the effectiveness of specifications and policies impacting said urban forest. The plan will include the following:

- Prescribed precautions to protect ecosystem health and mitigate the probability of catastrophic events such as fire
- Prioritize planting locations
- Define methods to begin addressing conflicts between trees and infrastructure, canopy loss, and forest health decline
- Identify maintenance issues and practices and define protocols and standards to measure urban forest conditions and health
- Address operations and management of the urban forest
- Recommend education and marketing options to promote the plan
- When necessary, complete a programmatic environmental review.

Urban Forestry Program consists of a minimum of the following: An Urban Forester to manage vegetation and carry out an UFMP with supporting goals and management policies consistent with this element.



REQUEST FOR RECEIVED
☒ **ORDINANCE** ☐ **RESOLUTION**
MAY 13 2010

Request #:

12596

Ord./Res. #:

27892

1. DATE: May 12, 2010

CITY CLERK'S OFFICE

2. SPONSORED BY: COUNCIL MEMBER(S) N/A		
3a. REQUESTING DEPARTMENT/DIVISION/PROGRAM Community & Economic Development Department, Long- Range Planning Division	4a. CONTACT (for questions): Donna Stenger	PHONE: 591-5210
3b. "DO PASS" FROM ☐ Yes ☐ No ☒ To Committee as information only [see section 7] ☐ Did not go before a Committee	4b. Person Presenting: Donna Stenger	PHONE: 591-5210
3c. DID THIS ITEM GO BEFORE THE PUBLIC UTILITY BOARD? ☐ Yes, on ☒ Not required	4c. ATTORNEY: Jeff Capell	PHONE: 591-5638
 Department Director/Utility Division	N/A Budget Officer/Finance Director	 City Manager/Director Utilities

5. REQUESTED COUNCIL DATE: June 8, 2010

The Council is holding its public hearing on the annual amendments on May 25, 2010 and needs to adopt the amendments to the Comprehensive Plan by June 30 to fulfill State requirement that the Plan cannot be amended more frequently than once per year. In addition, this meeting date has been widely publicized as part of the annual amendment review process.

6. SUMMARY AGENDA TITLE: (A concise sentence, as it will appear on the Council agenda.)

Amending the Comprehensive Plan by adding a new Urban Forest Policy Element; revising the Transportation Element by adding a new section, known as the Mobility Master Plan, and amending existing sections to provide policy support for the use of electric vehicles; revising the Growth Strategy and Development Concept Element regarding the boundary of the 56th & South Tacoma Way Mixed-Use Center and the intensity & zoning relationship chart; and revising the Generalized Land Use Element to reduce the intensity classification from Medium to Single-Family for certain properties in the vicinity of South 54th & Birmingham.

7. BACKGROUND INFORMATION/GENERAL DISCUSSION: (Why is this request necessary? Are there legal requirements? What are the viable alternatives? Who has been involved in the process?)

The Comprehensive Plan and Land Use Regulatory Code are amended each year. The 2010 amendments are presented in two separate ordinances, one for the Plan amendments and one for the Code amendments. Additionally, this year a companion resolution regarding pedestrian and bicycle design guidelines is being presented. This is the first ordinance, which contains the proposed Comprehensive Plan amendments.

This year the Planning Commission recommends adding a new element to the Comprehensive Plan, the Urban Forest Policy Element, which will provide new planning and policy guidance regarding the importance of trees and other vegetation and their relationship to the built environment. The element sets an ambitious citywide tree canopy coverage goal, calls for City leadership to achieve this goal, promotes education and community stewardship, and clarifies current management strategies. 369

REQUEST (CONT)**CITY CLERK USE ONLY**

Request #:

12596

Ord/Res #:

27892

Commission also recommends a substantial revision to the Transportation Element by adding a new section known as the Mobility Master Plan (MoMaP). The MoMaP establishes new policy guidance and calls for and identifies a proposed pedestrian and bicycle network that would help achieve a safe, comfortable and connected pedestrian, bicycle and transit environment throughout Tacoma. In addition, the Commission recommends revisions to the Growth Strategy and Development Concept and Generalized Land Use Elements to remove certain properties in the vicinity of South 54th & Birmingham from the 56th & South Tacoma Way Mixed-Use Center and reduce their intensity classification from Medium to Single-Family and to clarify the intensity & zoning relationship chart.

The Mobility Master Plan and Urban Forest Element are, by request, going to the Environment and Public Works Committee on May 18. The entire package of Comprehensive Plan amendments is going to Study Session on May 25.

8. LIST ALL MATERIAL AVAILABLE AS BACKUP INFORMATION FOR THE REQUEST AND INDICATE WHERE FILED:

Source Documents/Backup Material	Location of Document
Comprehensive Plan and Land Use Regulatory Code, Proposed Amendments for 2010, Planning Commission Recommendation (May 5, 2010)	CEDD or at www.cityoftacoma.org/planning
Planning Commission Public Testimony Document (April-May 2010)	CEDD or at www.cityoftacoma.org/planning
Planning Commission Public Review Document (March 3, 2010)	CEDD or at www.cityoftacoma.org/planning

9. WHICH OF THE CITY'S STRATEGIC GOALS DOES THIS ITEM SUPPORT? (CHECK THE GOAL THAT BEST APPLIES)

- A. ☐ A SAFE, CLEAN AND ATTRACTIVE COMMUNITY
- B. ☒ A DIVERSE, PRODUCTIVE AND SUSTAINABLE ECONOMY
- C. ☐ A HIGH-PERFORMING, OPEN AND ENGAGED GOVERNMENT

10. IF THIS CONTRACT IS FOR AN AMOUNT OF \$200,000 OR LESS, EXPLAIN WHY IT NEEDS LEGISLATIVE APPROVAL:

N/A

11. FINANCIAL IMPACT: ☐ EXPENDITURE ☐ REVENUE

- A. ☒ NO IMPACT (NO FISCAL NOTE)
- B. ☐ YES, OVER \$100,000, Fiscal Note Attached
- C. ☐ YES, UNDER \$100,000, (NO FISCAL NOTE)
- Provide funding source information below:

FUNDING SOURCE: (Enter amount of funding from each source)

Fund Number & Name:	State \$	City \$	Other \$	Total Amount
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If an expenditure, is it budgeted? ☐ Yes ☐ No Where? Cost Center:

Acct #:

Ordinance No. 27892

First Reading of Ordinance: JUN 08 2010 *Amended*

Final Reading of Ordinance: JUN 15 2010 *AMENDED*

Passed: JUN 15 2010

Roll Call Vote:

MEMBERS	AYES	NAYS	ABSTAIN	ABSENT
Mr. Boe	✓			
Mr. Campbell	✓			
Mr. Fey	✓			
Mr. Lonergan	✓			
Mr. Manthou	✓			
Mr. Mello	✓			
Ms. Walker	✓			
Ms. Woodards	✓			
Mayor Strickland				✓

MEMBERS	AYES	NAYS	ABSTAIN	ABSENT
Mr. Boe				
Mr. Campbell				
Mr. Fey				
Mr. Lonergan				
Mr. Manthou				
Mr. Mello				
Ms. Walker				
Ms. Woodards				
Mayor Strickland				