



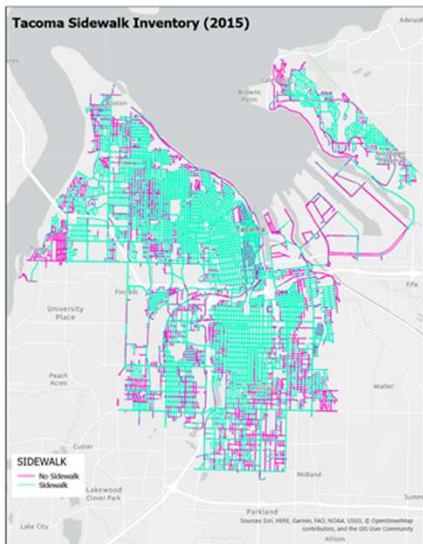
# The State of Sidewalks in Tacoma

City of Tacoma | Public Works

City Council Study Session  
March 22, 2022  
Item No. 4



## OVERVIEW



- Why sidewalks?
- Completing our Network by 2050
- Unfit/Unsafe Sidewalks:  
Repair & Replacement
- How are communities addressing missing and unsafe sidewalks?

## WHY SIDEWALKS?

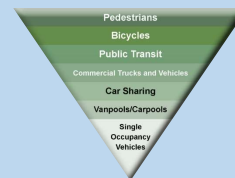
- Equity
- Climate Action Plan
- Safety
- ADA-accessible Community
- Age Friendly Communities
- Affordable Housing
- Community Support

### FAST FACTS

People of color & low-income residents are **more likely** to walk & bicycle than the Puget Sound region as a whole

44% of Tacoma's GHG emissions come from transportation

Tacoma residents identified making it easier to walk as a high community priority in the 2020 Community Satisfaction Survey



City of Tacoma  
Transportation Master Plan  
Green Transportation Hierarchy

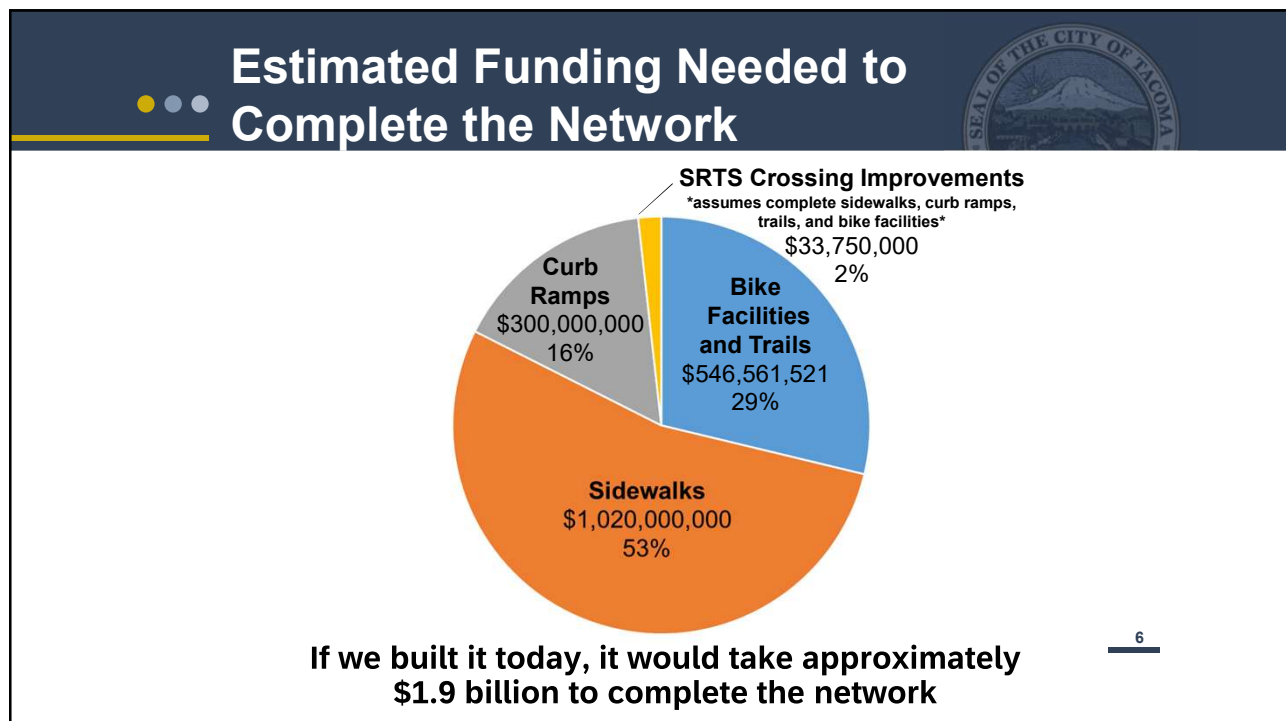
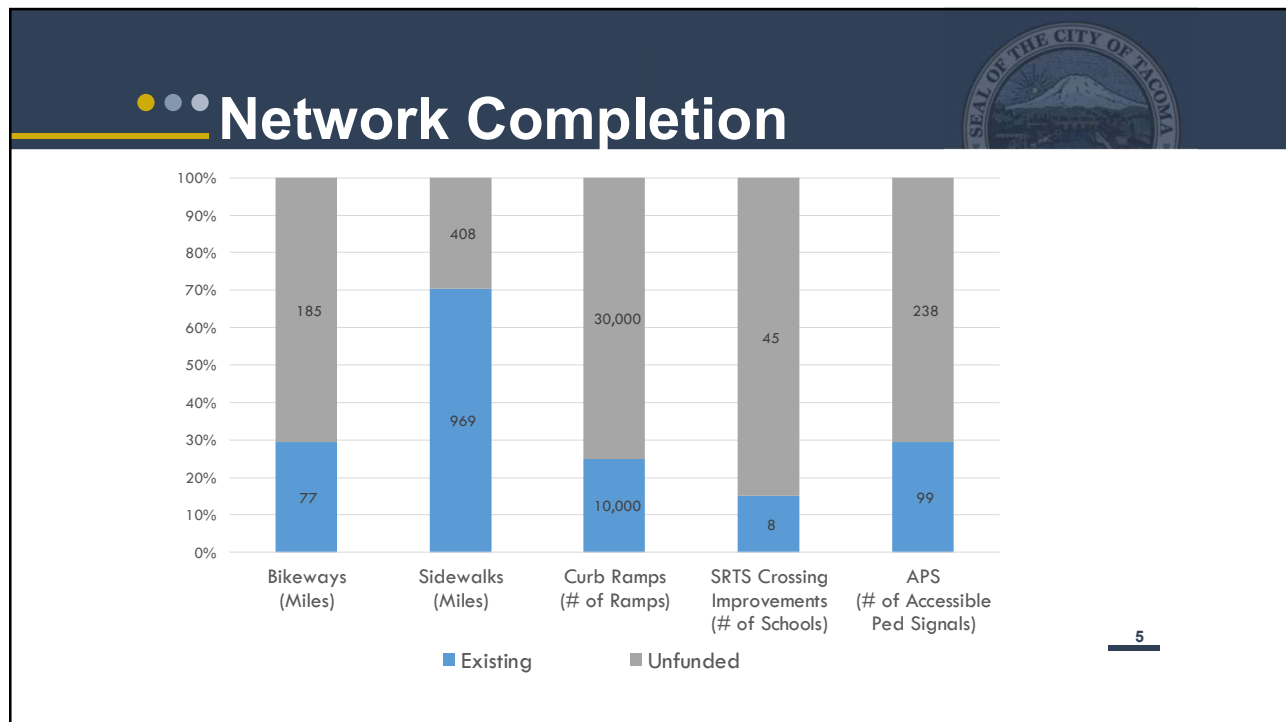
3

## Data Caveats!

This data is intended to provide a high-level overview of total and relative active transportation investments – please keep in mind the following caveats:

- Data assumes consistent construction costs
- Data uses high-level cost/mile estimates
- Data only addresses new infrastructure gaps, not existing infrastructure in need of repair/redesign
- Data does not include all relevant infrastructure types (i.e., costs to upgrade all signals to APS and adding new crossings)
- Data continues to be updated; so numbers shift

4



## Achieving Network Completion

Infrastructure Type	Current Average Annual Progress	Annual Progress Needed To Complete Network by 2050
Bikeways	3 miles	6.4 miles
Sidewalks	0.5 miles	14 miles
Curb Ramps	560 ramps	1,034 ramps
SRTS Crossing Improvements	\$350,000	\$1.2 million
<b>Total Active Transportation Expenditures</b>	<b>\$16,056,533</b>	<b>\$65,527,983</b>

**Estimated Time to Network Completion\* at  
Current Pace  
119 years**

**Completing our active transportation network by 2050 will  
require over a 408% increase over current spending levels**

7

\*Estimate does not include APS needs due to current data availability on upgrade costs

## Unfit/Unsafe Sidewalks

**Conditions that may render a sidewalk to be unfit or unsafe include, but are not limited to:**

1. A height differential or separation greater than ½ inch in height located on the sidewalk surface.
2. Cracks, separation, or hole in the sidewalk greater than 1 inch in width.
3. Undermined sidewalk.
4. Intersecting cracks that divide a sidewalk panel into multiple parts resulting in missing or depressed sidewalk.

Program focus is on the sidewalk surface – so missing link sidewalks & curb ramps (unless abutting) are not included within this program.

**Historic Funding: \$500,000 per year**  
**Council dedicated additional \$500,000 for unfit/unsafe sidewalks to address backlog as part of 2022 mid-mod.**



8

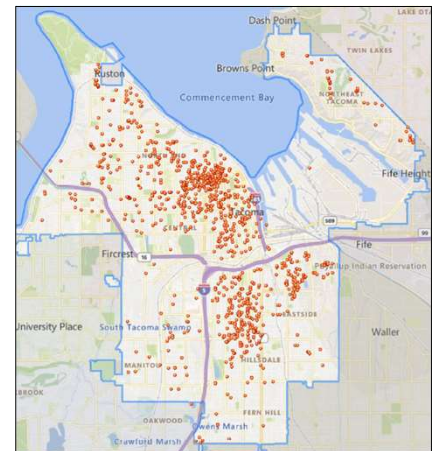
## Unfit/Unsafe Sidewalks

### Sidewalk Replacement Program Overview

- Complaints (usually via 311)
- Inspection
- When funding available within project area:
  - City-funded for low-income residents
  - \$6/square foot for non-qualified residents
- Construction – Street Operations Division or Streets Initiative Packages

**New in 2021:** Use of Pierce County Exempt data to identify low-income properties in project areas to pre-qualify for City-funded free sidewalk replacement

The City does not have sidewalk condition data for the entire network; so this map shows where the City has received complaints



## Sidewalk Beveling/Repair Pilot Project



Note: This repair method may be temporary and is not applicable to all trip hazards

- \$25,000 Pilot Project
- Utilized Existing City of Seattle Contract
- Evaluated Sidewalk Adjacent to 12 City-Owned Properties
- 277 Trip Hazards Removed (~\$89/hazard)
- Rapid Evaluation and Repair



### 946 Pacific Avenue Base of Stairs to Commerce Street



**Before:**  
1.125" &  
0.75" Lifts



**After: ADA  
Compliant**

10

## Priority Actions

### What we're doing now:

- Vision Zero – including significant data effort
- Ongoing programs: SRTS, bike/ped, SI, ADA
- Grant season – applying for funding for priority active transportation projects

### What we're doing soon:

- Policy review & updates
- Transportation Master Plan Update: Pedestrian Prioritization

### What's still needed:

- Plan to fill funding gaps (grant match, direct funding, new funding options, staff)



11

## How are communities addressing missing and unsafe sidewalks?

### Point of Sale Sidewalk Repair (Pasadena, CA & Oakland, CA)

- Satisfactory sidewalk inspection required prior to property sales; repair required if sidewalk is damaged. Doesn't apply to adding new sidewalks.
  - Pasadena: applies single-family or multi-family homes
  - Oakland: applies to almost all property sales and major renovation (>\$100,000) permits

### Transportation Impact Fees (Many, incl. Pierce County, Puyallup, Fife)

- Impact fees can pay for new sidewalks and other active transportation infrastructure; money is pooled and used for system improvements

### Streets Initiative 2.0 (Move Seattle Levy)

- The Move Seattle transportation levy was centered around Vision Zero and dedicated \$95 million to filling sidewalk gaps, plus funding for repair and other active transportation priorities

12





# **The State of Sidewalks in Tacoma**

City of Tacoma | Public Works

**City Council Study Session**

**March 22, 2022**

**Item No. 4**

