



**TO:** Elizabeth A. Pauli, City Manager  
**FROM:** Brennan D. Kidd, P.E., Principal Engineer, Public Works Department  
Kurtis D. Kingsolver, P.E., Public Works Director/City Engineer *JKD*  
**COPY:** City Council and City Clerk  
**SUBJECT:** Ordinance – Revisions to the Model Traffic Ordinance and Heavy Haul Industrial Corridor Amendment – December 3, 2019  
**DATE:** November 4, 2019

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**SUMMARY:**

An ordinance amending Chapter 11.05 and Chapter 11.55 of the Tacoma Municipal Code, relating to the Model Traffic Ordinance and Heavy Haul Industrial Corridor, to revise City regulations applicable to street traffic.

**STRATEGIC POLICY PRIORITY:**

- Ensure all Tacoma residents are valued and have access to resources to meet their needs.
- Assure outstanding stewardship of the natural and built environment.

The recommended revisions will reflect existing conditions, proposed development, and create consistency with the Transportation Master Plan.

**BACKGROUND:**

Chapter 11.05 Model Traffic Ordinance and Chapter 11.55 Heavy Haul Industrial Corridor of the Tacoma Municipal Code include the street traffic regulations of the City and all of the state vehicle laws applicable to street traffic in the City. The proposed ordinance will allow the City to regulate and enforce vehicle laws in alignment of the adopted Transportation Master Plan. It also provides a means to improve and address traffic conditions for proposed developments.

Staff presented the first two of the following proposed amendments to the Transportation Commission on June 19, 2019, and the Infrastructure, Planning, and Sustainability Committee on July 17, 2019. The third proposed amendment is being advanced so that the intended permanent change in speed limit on Taylor Way can be implemented during construction.

The Puyallup Tribe of Indians (Puyallup Tribe) is constructing a new casino and hotel in the vicinity of East 28<sup>th</sup> Street to the north, East 32<sup>nd</sup> Street to the south, Portland Avenue to the west, and SR167/the Puyallup Tribe cemetery to the east. A Traffic Impact Analysis, dated February 12, 2019, conducted by Transportation Engineering Northwest, includes a traffic operational analysis of key access intersections and identification of any transportation mitigation measures to offset traffic impacts including the operation of a portion of East R Street as a one-way (southbound) roadway.

Pursuant to an original agreement and process (spanning 2000 to 2002) between the Washington State Department of Transportation and the City of Tacoma to turn back portions of Port of Tacoma Road and the associated SR 509 North and South Frontage Roads of SR 509, an updated agreement was executed by both parties in July 2012. As described in the “Turnback and Maintenance Agreement” (GMB 1005), the City was to accept the aforementioned roadway facilities and right of way for maintenance and operation purposes. The areas identified along the SR 509 corridor included the North and South Frontage Roads from Milwaukee Way to approximately 2,000 feet east of Port of Tacoma Road. The proposed modifications to Chapter 11.05 would formally list “SR 509 North Frontage Road” and “SR 509 South



Frontage Road” (instead of “East-West Road”) as Minor Arterial roadways, designate them to have a forty miles per hour limit and fifty miles per hour limit, and define them as Heavy Haul Corridors.

Taylor Way is an important arterial serving the Port of Tacoma Manufacturing Industrial Center, carrying between 4 million tons and 10 million tons of freight every year. The City received approximately \$17 million in grant funds to improve access on Taylor Way. The design for reconstruction of Taylor Way includes designation of a consistent thirty-five miles per hour limit, rather than its current forty miles per hour limit, for the safe and efficient movement of people and goods.

**ISSUE:**

The proposed amendments are a result of City staff and stakeholder group requests. The recommended changes, summarized and displayed in the attachment, will reflect existing conditions, proposed construction, and provide consistency with the Transportation Master Plan.

The proposal will amend the following sections of Chapters 11.05 and 11.55:

- 11.05.150 One-way streets designated
- 11.05.490 Arterial streets designated
- 11.05.530 Thirty-five miles per hour limit – Streets designated
- 11.05.540 Forty miles per hour limit – Streets designated
- 11.05.543 Fifty miles per hour limit – Streets designated (new)
- 11.55.020 Defined terms

**ALTERNATIVES:**

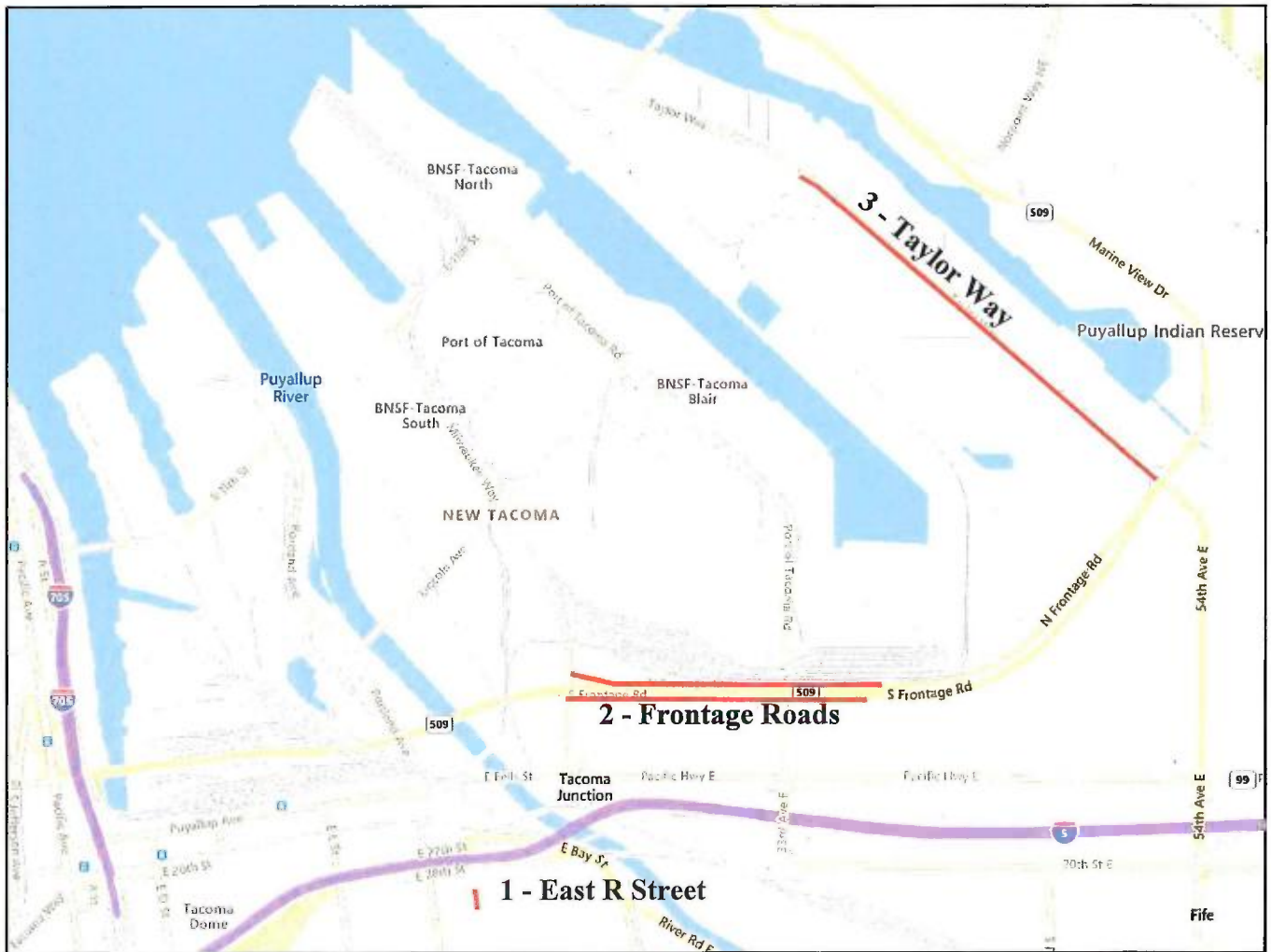
Approval of the proposed amendments can be completed at a later date. No action on the arterial streets, speed limit, heavy haul corridor, and one-way designations may result in a delay of project completion, or inappropriate or ineffective enforcement of traffic laws.

**RECOMMENDATION:**

The Public Works Department recommends amending Chapters 11.05 and 11.55 of the Tacoma Municipal Code, relating to the Model Traffic Ordinance and Heavy Haul Industrial Corridor. The proposed amendments are consistent with the City’s street designations, design speeds, and existing conditions.

**FISCAL IMPACT:**

There is no fiscal impact.



MAP ID	CODE	PROPOSED CHANGE	ALIGNMENT WITH TRANSPORTATION MASTER PLAN
1	11.05.150 One-way streets designated	<ul style="list-style-type: none"> <li>Add East R Street from East 29<sup>th</sup> Street to East 30<sup>th</sup> Street</li> </ul>	Policy 1.1 Intergovernmental Coordination Policy 2.3 Improve Safety Policy 6.6 Support Economic Bases
2	11.05.490 Arterial streets designated	<ul style="list-style-type: none"> <li>Add SR 509 North Frontage Road (minor) from Milwaukee Way to 2040 ft east of Port of Tacoma Road</li> <li>Add SR 509 South Frontage Road (minor) from Milwaukee Way to 1920 ft east of Port of Tacoma Road</li> <li>Remove East-West Road (minor) proposed north frontage along future SR 509 (minor) from Milwaukee Way to East City Limits and through vicinity west of Taylor Way</li> </ul>	Policy 1.1 Intergovernmental Coordination Policy 3.16 Moving Freight Policy 6.5 Industrial Access,
2	11.05.540 Forty miles per hour limit – Streets designated	<ul style="list-style-type: none"> <li>Add SR 509 North Frontage Road from Milwaukee Way to 2040 ft east of Port of Tacoma Road</li> <li>Add SR 509 South Frontage Road from Milwaukee Way to Port of Tacoma Road</li> <li>Remove East-West Road (SR-509 Frontage Roads) between Milwaukee Way and Taylor Way</li> </ul>	Policy 1.1 Intergovernmental Coordination Policy 3.16 Moving Freight Policy 6.5 Industrial Access
2	11.05.543 Fifty miles per hour limit – Streets designated (new)	<ul style="list-style-type: none"> <li>Add SR 509 South Frontage Road from Port of Tacoma Road to 1920 east of Port of Tacoma Road</li> </ul>	Policy 1.1 Intergovernmental Coordination Policy 3.16 Moving Freight Policy 6.5 Industrial Access
2	11.55.020 Defined terms	<ul style="list-style-type: none"> <li>Add SR 509 North Frontage Road from Milwaukee Way to 2040 ft east of Port of Tacoma Road</li> <li>Add SR 509 South Frontage Road from Milwaukee Way to Port of Tacoma Road</li> </ul>	Policy 1.1 Intergovernmental Coordination Policy 6.5 Industrial Access,
3	11.05.530 Thirty-five miles per hour limit – Streets designated	<ul style="list-style-type: none"> <li>Add Taylor Way from Lincoln Avenue to South City Limits</li> </ul>	Policy 2.3 Improve Safety Policy 3.1 Complete Streets/Layered Network Policy 3.16 Moving Freight Policy 6.5 Industrial Access
3	11.05.540 Forty miles per hour limit – Streets designated	<ul style="list-style-type: none"> <li>Remove Taylor Way from Lincoln Avenue to South City Limits</li> </ul>	Policy 2.3 Improve Safety Policy 3.1 Complete Streets/Layered Network Policy 3.16 Moving Freight Policy 6.5 Industrial Access