

Transportation Element

Index:

Section I – Goal and Policies

Goal

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

Policies

Land Use and Transportation

T-LUT-1	Land Use Considerations
T-LUT-2	Land Use Patterns
T-LUT-3	Centers and Corridors
T-LUT-4	Support Economic Bases
T-LUT-5	Access to Work
T-LUT-6	Concurrency
T-LUT-7	Street Rights-of-Way
T-LUT-8	Partner with Transit
T-LUT-9	Transit-Oriented Development

Transportation System Management

T-TSM-1	Roadway Classifications
T-TSM-2	Street System Design
T-TSM-3	Traffic Calming Measures
T-TSM-4	Transportation Facilities Maintenance
T-TSM-5	Downtown Parking System
T-TSM-6	Level of Service Standards

Multimodal System

T-MS-1	Transportation Demand Management
T-MS-2	Roadway Capacity
T-MS-3	Inter-Modal Conflict
T-MS-4	Transit Planning
T-MS-5	Transit Operational Efficiency
T-MS-6	Freight Transportation
T-MS-7	Special Transportation Needs
T-MS-8	Partner with Pierce Transit
T-MS-9	Car-Sharing
T-MS-10	Encourage Transit Ridership to Manufacturing/Industrial Centers
T-MS-11	Truck Movement and Infrastructure Design
T-MS-12	Complete Streets

Nonmotorized Transportation

T-NT-1	Identification of Projects
T-NT-2	Potential Corridors
T-NT-3	Education and Enforcement
T-NT-4	Design Standards
T-NT-5	Development Access
T-NT-6	Alternative Transportation Facilities
T-NT-7	Walkability
T-NT-8	Safety
T-NT-9	Active Living
T-NT-10	Minimize Conflicts in Manufacturing/Industrial Centers

Commute Trip Reduction

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

Environmental Stewardship

T-ES-1	Minimum Environmental Disruption
T-ES-2	Noise and Air Pollution
T-ES-3	Congestion Management
T-ES-4	Stormwater Management
T-ES-5	Urban Design
T-ES-6	Public Awareness

Financing and Funding Sources

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

Intergovernmental Coordination and Citizen Participation

T-ICCP-1	Intergovernmental Coordination
T-ICCP-2	Funding Coordination
T-ICCP-3	Regional Non-Motorized Coordination
T-ICCP-4	Citizen Participation

Section II – Implementation

System Inventory

Level of Service Standard and Concurrency
Management

Multiyear Financing Plan

Parking Management

Regional Coordination

State-owned Transportation Facilities

Maps:

Figure 1 – Classification of Arterials

Figure 2 – Nonmotorized Network

Figure 3 – Transit

Figure 4 – Designated Centers and
Connecting Corridors

Project Selection and Evaluation Criteria

2004-2024 Transportation Improvement Projects
List – Unfunded

Section I – 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.

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.

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 goods movement and as a gateway to national and overseas 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.

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.

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.

Section II – 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. 26th, N. 21st, S. 12th, S. 19th, S. 38th, S. 56th and S. 74th 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.

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 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 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 2040 (Regional Growth Strategy) and Destination 2030 (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

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).

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

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

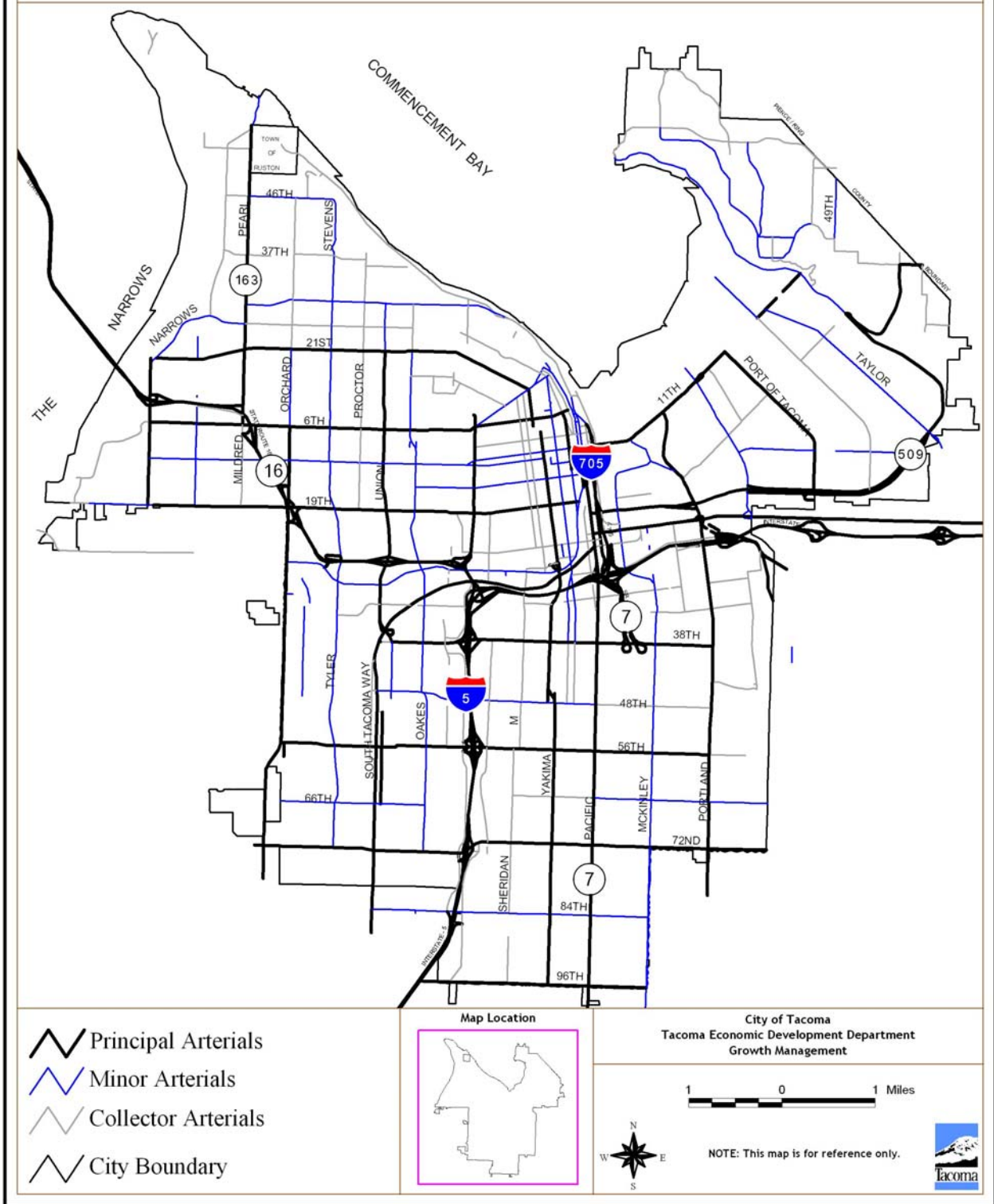
Inventory of State-Owned Transportation Facilities within Tacoma																						
Required Information											HPMS Segments within Tacoma			Information Provided by City								
State Route	Enter City (ARM)	Leave City (ARM)	Length	Federal Functional Class	HSS or non-HSS	Access Classification	Posted 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

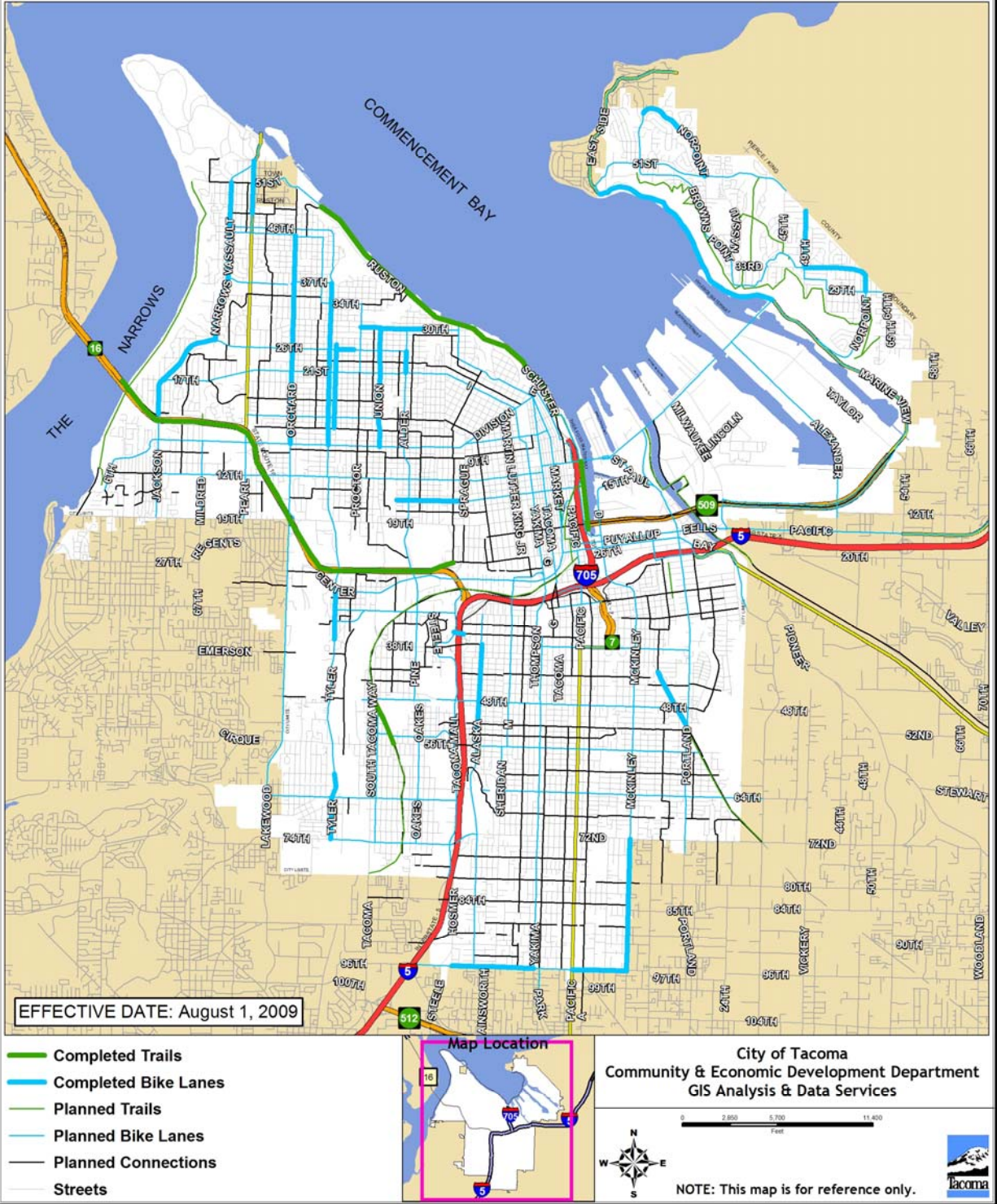
SR 163	0.00	2.85	2.85	Urban Other Principal Arterial	Non-HSS	Class 4	30 to 35	4	0.00	0.09	28,107	28,700	3%	41,766	0.98
									0.09	0.20	27,545	28,700	3%	40,930	0.96
									0.20	0.69	22,424	28,700	3%	33,321	0.78
									0.69	0.97	21,363	28,700	3%	31,744	0.74
									0.97	1.70	14,682	28,700	3%	21,817	0.51
									1.70	2.33	13,282	28,700	3%	19,736	0.46
									2.26	2.33	13,282	28,700	3%	19,736	0.46
									2.33	2.39	8,100	28,700	3%	12,036	0.28
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
									3.09	3.25	3,218	14,350	3%	4,782	0.22
									3.25	3.34	2,711	21,525	3%	4,028	0.13
									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
									0.27	0.28	20,716	14,325	5%	30,783	1.45
									0.28	0.61	38,967	28,700	5%	57,903	1.36
									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
									2.35	3.88	11,535	30,200	4%	20,833	0.38
									3.88	5.70	11,535	28,700	4%	20,833	0.40
									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
									0.02	0.39	42,217	91,800	2%	76,249	0.46
									0.39	0.99	52,775	91,800	2%	95,318	0.57
									0.99	1.50	39,504	91,800	2%	71,349	0.43

Transportation Figure 1

Classification of Arterials



Transportation Figure 2 Nonmotorized Network

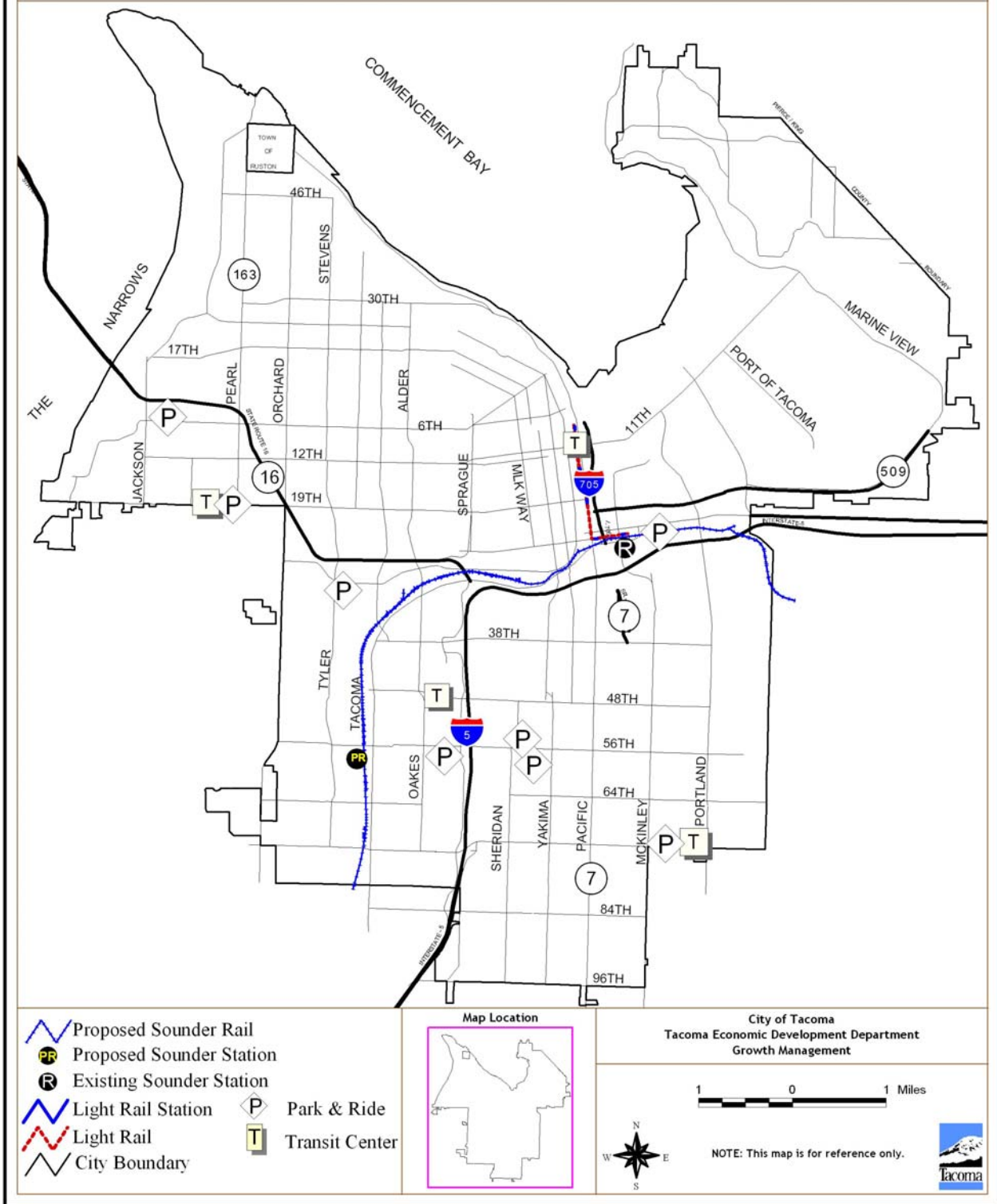


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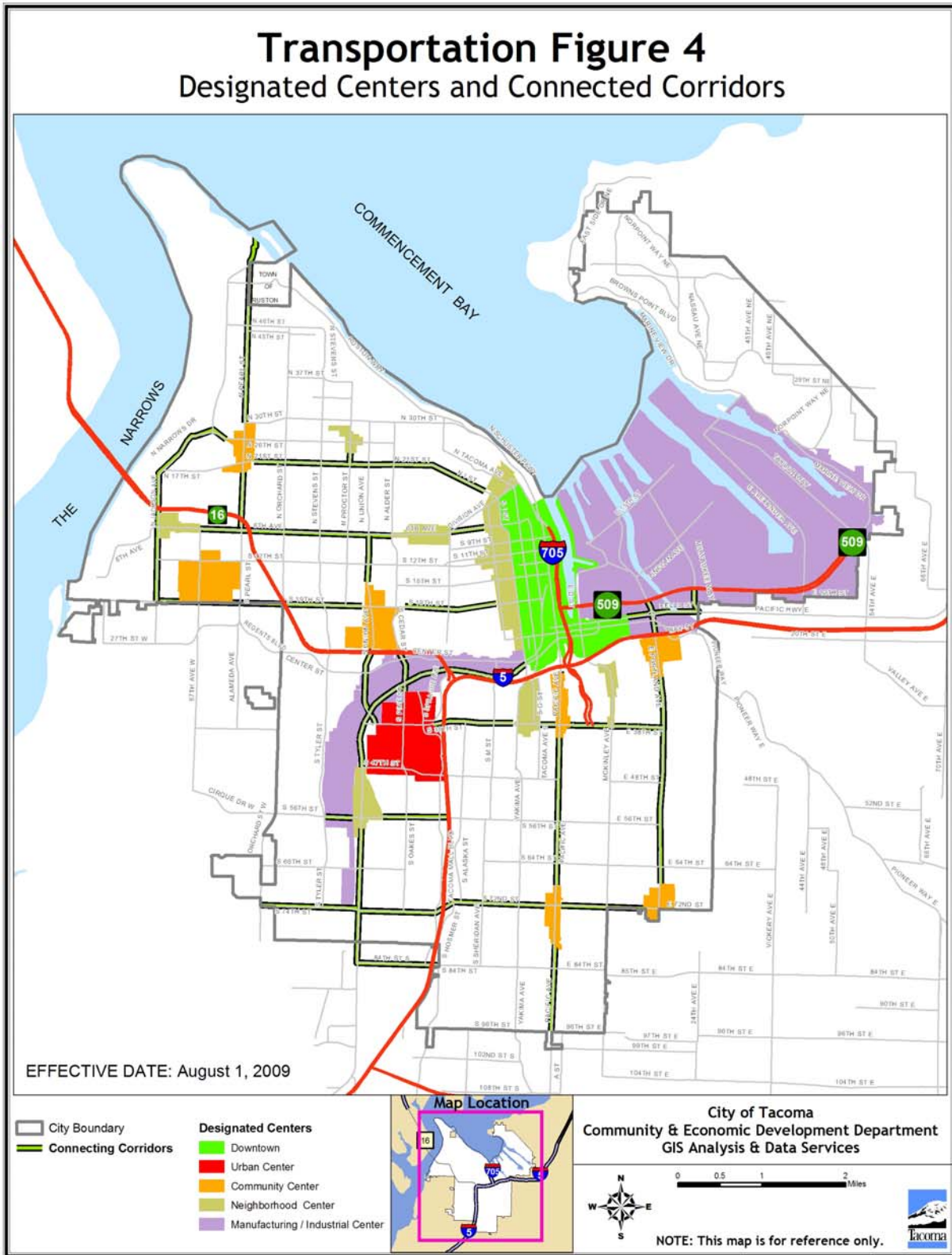
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Transportation Figure 3 Transit



Transportation Figure 4 Designated Centers and Connected Corridors



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.

<p>11. Program: Nonmotorized Facilities – Bikeways</p>

- 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
<p><u>Category I – Network</u></p> <p><i>Is regional, i.e., lying on a corridor which is:</i></p> <ul style="list-style-type: none"> • an existing or potential designated route or • a regional route or connected to other jurisdiction’s bike corridor <p><i>Is important to Tacoma by connecting to or very close to:</i></p> <ul style="list-style-type: none"> • 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] <p><i>Lacks alternative accommodation</i> (+0.5 for each ½ mile to alternate)</p> <p><i>Additions to existing network:</i></p> <ul style="list-style-type: none"> • 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) 	<p style="text-align: center;">+5</p> <p style="text-align: center;">+4</p> <p style="text-align: center;">+4</p> <p style="text-align: center;">+3</p>	<p style="text-align: center;">16</p>
<p><u>Category II – Safety</u></p> <p><i>Proposed project provides an:</i></p> <ul style="list-style-type: none"> • accommodation on a trail 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) <p><i>Traffic</i></p> <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> 50 – 150 vplph (+1) 150 – 250 vplph (+2) 250 – 350 vplph (+3) >350 vplph (+4) • posted speed limit: <ul style="list-style-type: none"> 31 to 35 mph (+1) over 35 mph (+2) <p><i>Existing hazard location:</i></p> <ul style="list-style-type: none"> • Design or road condition hazard (e.g., free right turn or bad edge), letter of noticed problem (+2) • Reported accidents (+2) 	<p style="text-align: center;">+6</p> <p style="text-align: center;">+6</p> <p style="text-align: center;">+4</p>	<p style="text-align: center;">16</p>
<p><u>Category III – Support</u></p> <ul style="list-style-type: none"> • 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) 	<p style="text-align: center;">+4</p> <p style="text-align: center;">+2</p> <p style="text-align: center;">+1</p> <p style="text-align: center;">+1</p>	<p style="text-align: center;">8</p>

2004-2024 Transportation Improvement Projects List – Unfunded

The following table includes all unfunded roadway related projects that would improve traffic flows and capacities needed through 2024. 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*. Non-capacity projects such as maintenance, street lighting, street trees, landscaping, and sidewalks will be identified through other processes or programs such as neighborhood plans, LID’s and scheduled maintenance.

Unfunded Roadway Related Projects	
Programs/Projects	Improvement Type
<i>Arterial Street Projects – 1060/61 UNFUNDED</i>	
<i>Arterial Street Projects – New Construction</i>	
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.49 th to Ferry Land Rd.	New Link to Pt. Defiance Ferry Dock
S. 19 th Street from Jackson to Seashore	Roadway Improvement
S. 19 th St. to S. 21 st St.	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
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 trail 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 trail and nonmotorized access		
Lincoln Avenue Bridge over the Puyallup River	Bridge repair, replacement and/or new construction		
Bikes and Paths (1140 Fund) – New			
Location	Limits		Type
Union Ave.	S. 19th St.	SR-16	Trail
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	Trail

Transportation Element – City of Tacoma Comprehensive Plan

Pipeline Trail	McKinley St.	City Boundary	Trail
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)	Point Defiance Park	City limits at S. 19 th St.	Trail
Waterfront Connection Trail (with connection to CBD)	Dock St./Thea Foss	Ruston Way/Asarco/Point Defiance	Trail
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
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

Transportation Element – City of Tacoma Comprehensive Plan

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. 1 st 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
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

Transportation Element – City of Tacoma Comprehensive Plan

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.	'I' St.	Shared
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
<i>Trails 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
*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
<p>Notes:</p> <p>* Indicates projects would be built with primarily non-city funding sources, which are also unfunded until further confirmation.</p> <p>** Indicates project has received at least partial funding and is also included in the Six-Year Transportation Program.</p>			

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

Transportation Element – City of Tacoma Comprehensive Plan

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
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
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 stripping
S Yakima (6th Ave to Center St)	Bike lane striping and signage

S. 96th from A 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. 35 th to E. 29 th St.	Construct pedestrian trail
E. 34 th 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. 35 th St.	Roadway Rehabilitation
E. T St. from E. 32 nd to E. 38 th St.	Roadway Rehabilitation
E. Grandview Ave. from E. 32 nd to E. Sherman St.	Roadway Rehabilitation