

PERFORMANCE MEASUREMENT & PROJECT PRIORITIZATION

As described in the goals and policies section, the system completeness LOS standard enforces the build out of Tacoma's transportation system concurrent with development; however, prioritizing which projects to include in the city's 25-year project list will require a careful balance of many considerations, including:

- **Multimodal System:** safe and welcoming travel by all modes
- **Equity:** a multimodal system that prioritizes improvements in low-income communities with the highest need
- **Safety:** safe travel
- **Health/Environment:** physical health of users and environmental protection
- **System Preservation:** preserving existing transportation assets
- **Financial Stewardship:** effective leveraging and expenditure of funds
- **Congestion:** managing congestion on critical corridors

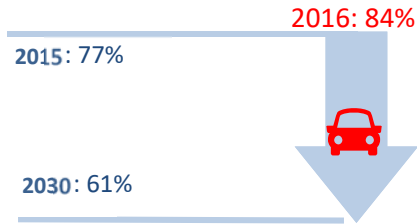
Evaluating projects according to their contributions to each of these seven city priorities should guide project prioritization and regular transportation system performance monitoring. Each city goal has specific measures that help quantify priorities and track progress over time. The City of Tacoma currently tracks some of these performance measures while others will require initial benchmarking and repeated data collection in the future. The Targets and Actions on the next page present the components of Tacoma's biannual transportation report card. Some of these measures may fluctuate over time rather than changing steadily so the City will have to track overall trends as it collects more data points over multiple bienniums.

System completeness is a major policy shift for Tacoma. This new standard moves beyond prescribing that a certain speed or intersection delay threshold be met. Instead project evaluation and prioritization will be multimodal and guided by performance measures discussed in this section.

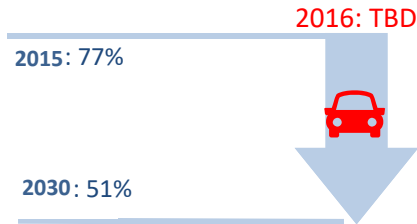
TARGETS

Multimodal System (Mode Split and Investment per Mode)

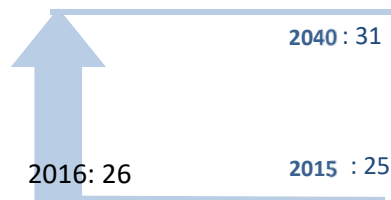
MS1: Decrease single occupancy vehicle trips citywide by 22% of 2015 levels (American Community Survey).



MS2: Decrease single occupancy vehicle trips in Downtown Tacoma Regional Growth Center by 35% of 2015 levels (Puget Sound Regional Council).



MS3: Increase the number of employers participating in the Commute Trip Reduction program by 25% of 2015 levels.



MS4: Upgrade status from League of American Bicyclists to Gold status by 2040.



MS5: Attain Silver status from Walk Friendly Communities by 2040.



Equity (Investment per Community and Investment per Mode)

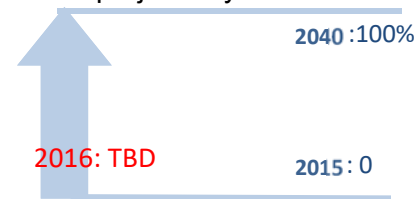
E1: Complete 50% of Transportation Master Plan projects in areas with 25% or greater minority, according to WSDOT Application for Local Planning and Community Accessibility (ALPACA) survey by 2040.



E2: Complete 50% of Transportation Master Plan projects in areas with 25% or greater poverty, according to WSDOT Application for Local Planning and Community Accessibility (ALPACA) survey by 2040.

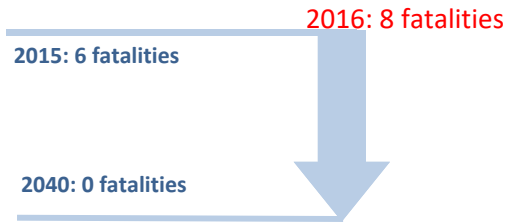


E3: Complete 100% of Transportation Master Plan Tier 1 projects by 2040.

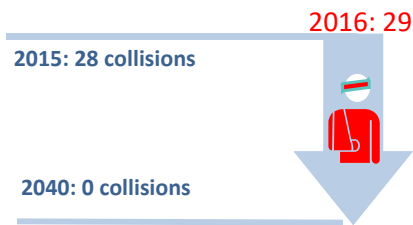


Safe Travel for All People/Modes (Crash Reduction)

ST1: Reduce bicycle & pedestrian fatalities by 100%.

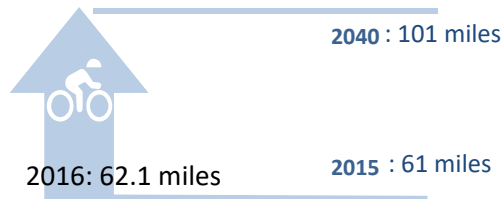


ST2: Reduce bicycle and pedestrian youth (18 years of age and under) collisions by 100% of 2015 collisions.

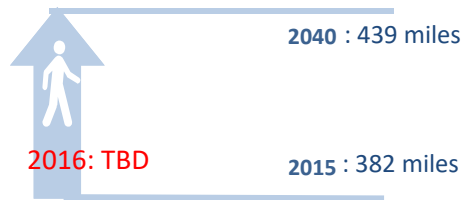


Health/Environment (Physical Activity and Air Quality)

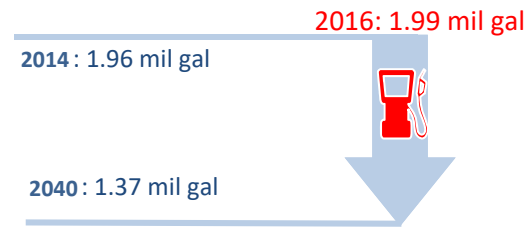
HE1: Increase miles of bicycle infrastructure by 65% of 2015 miles.



HE2: Increase miles of missing link sidewalks installed by 15% of 2015 levels.

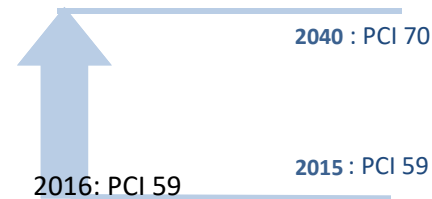


HE3: Decrease transportation fossil fuel use by 30% of 2014 levels.

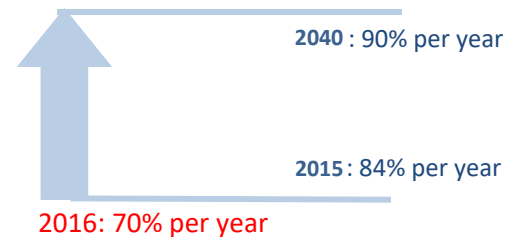


System Preservation (Pavement Quality and Streetlights)

SP1: Increase Tacoma's Overall Pavement Condition Index (PCI) from 59 (Marginal) to 70 (Good) by 2040.



SP2: Increase percentage of replaced and maintained reported streetlight infrastructure each year.



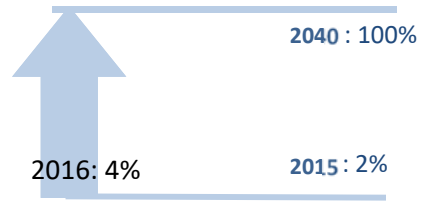
Financial Stewardship (Maintenance Funding and Leveraging of Funds)

FS1: Increase non-Public Works dollars leveraged for capital project delivery.



Congestion (Vehicle Delay)

C1: Increase signal timing performance by evaluating and implementing field improvements for all signals by 2040.



FS2: Complete residential maintenance of 5,614 blocks as identified in the Streets Initiative Report.



ACTIONS

| | ACTION | PROGRESS RATING (1-5) | 2016 STATUS |
|-------------|--|------------------------------|--|
| TMP1 | Advocate for dollars spent on active transportation projects. | 2 | The Transportation Commission oversees the Tacoma Streets Initiative capital funds to ensure projects meet the goals of the TMP, specifically for active transportation. |
| TMP2 | Establish dedicated and stable funding for active transportation education, encouragement, safety programs, and infrastructure improvements. | 3 | Through the Tacoma Streets Initiative, \$2.5 million/year is dedicated to active transportation. |
| TMP3 | Synchronize and recalibrate the timing of traffic signals on all Tacoma arterials. Repair, improve, or upgrade infrastructure as needed to maximize signal efficiency. | 2 | Acquired grant funding to synchronize ~10% of the City's traffic signals. Have acquired no dedicated funding for infrastructure specific to traffic signal efficiency upgrades. |
| TMP4 | Become a Bicycle Friendly Silver Community by implementing the next 5 prioritized Mobility Master Plan roadway projects and next 32 trail projects. | 2 | Grant funding received to implement several Mobility Master Plan projects in 2018. |
| TMP5 | Identify infrastructure needs at school via community meetings and/or walking audits. | 1 | The Safe Routes to School (SRTS) Implementation Plan will be finalized in August 2017. Lister ES and First Creek MS will conduct walking audits in Fall 2018 as part of the SRTS grants received. Two additional schools will be reviewed as part of the \$500k allocation in the 2017-2018 Biennial Budget. |
| TMP6 | Develop and implement a project-based curriculum for teachers to integrate active transportation into lessons | 1 | The City was not awarded a Washington Traffic Safety Commission grant to work with elementary and middle school teachers on developing a curriculum. |
| TMP7 | Develop sidewalk, curb ramp and crosswalk inventories to prioritize future investments, as part of a Pedestrian Mobility Strategy. | 2 | Draft sidewalk inventory data completed June 2017. Public Works partnered with UWT to develop an app allowing City inspectors to inventory and provide conditions on curb ramps. Over 20 locations were inventoried in the pilot program. |
| TMP8 | Develop Subarea Plans for all Mixed-Use zones and ensure that 20-Minute neighborhoods, bicycle access and transit access are priorities. | 2 | The Tacoma Mall Subarea Plan is currently being developed and adoption is anticipated by the end of 2017. |

| | | | |
|--------------|---|---|--|
| TMP9 | Support fulfillment of pothole requests submitted through Tacoma311 within seven business days. | 4 | Street Operations current level of service is 2 to ten days depending on the number of requests and season. The average is 6 days. |
| TMP10 | Track completion of projects in the Transportation Master Plan Project Detail List. | 1 | Capital projects pursuing grant funding are vetted against the Transportation Master Plan Project Detail List and the Transportation Master Plan's goals for compliance. |
| TMP11 | Track miles of vehicular and bicycle lanes restriped. | 3 | The City restriped half of arterial lanes in Tacoma. Actual number of lanes to be determined. |
| TMP12 | Track and increase the Pavement Condition Index (PCI) for bicycle facilities. | 1 | The City's has not identified the PCI for streets with bicycle facilities yet, to determine what the overall PCI rating is. |

1: None 2: Little Progress 3: Some Progress 4: Good Progress 5: Completed



BICYCLE BOULEVARD - Low speed, low volume streets with traffic calming measures such as speed humps, roundabouts, chicanes, and stop signs to allow bicyclists to comfortably use the road in a low stress setting. These facilities should parallel major streets and provide paint, markings, and/or crossing beacons at major roads. Bicycle priority is indicated on these streets by signs and pavement markings, including sharrow. These facilities are appropriate for users of all ages and abilities. Refer to NACTO's guidelines for design consideration.

BICYCLE LANE – a designated lane for exclusive use by bicycles, flowing in the same direction as traffic. Generally, bicycle lanes are 5-6 feet wide and are indicated by pavement markings and signage. Bicycle lanes are typically placed on the right side of the road, between a travel lane and curb or other road edge. Bicycle lanes allow for more predictable behavior from motorists and bicyclists, visually remind motorists of the presence of bicyclists, and increase roadway efficiency for more bicycle and motorist volumes. Bicycle lanes are most appropriate on streets with less than 3,000 daily vehicles, and a posted speed limit of 25 mph or less.

BUFFERED BICYCLE LANE – Buffered bicycle lanes add a painted buffer of 18 inches to 3 feet wide to a typical bicycle lane to increase separation from motor vehicles. Buffered bicycle lanes are appropriate in areas where standard bicycle lanes are considered, streets with higher traffic speeds and volumes, or streets with additional width to accommodate a buffer. An added buffer to a bicycle lane provides bicyclists room to pass each other, gives clearance to the door zone of parked cars if the bicycle lane is adjacent to parking, and provides a greater sense of safety for less confident bicyclists.

COMMUTE TRIP REDUCTION / TRANSPORTATION DEMAND MANAGEMENT – a law adopted in Washington State in 1991 with the intent to improve air quality, reduce traffic congestion, and reduce the consumption of petroleum fuels through employer-based programs that encourage the use of alternatives to the single-occupant vehicle (SOV) for the commute trip. These strategies are also known as transportation demand management (TDM) more generally.

COMPLETE STREETS – streets that are equitably designed to enable safe and efficient use by all users regardless of mode of travel

GREENROADS® – a sustainable transportation project rating system for new and upgraded road construction projects

GREEN TRANSPORTATION HIERARCHY – a prioritization strategy that recognizes transportation modes that have the least environmental impact and greatest contribution to livability

INTELLIGENT TRANSPORTATION SYSTEMS – advanced applications that aim to provide innovative services relating to different modes of transportation and traffic management. ITS enables various users to be better informed and make safer, more coordinated, and 'smarter' use of transportation networks.

2017 TRANSPORTATION MASTER PLAN PROPOSED AMENDMENTS (10/25/17)

NEW MODAL PRIORITIES & PROJECT DETAIL LIST - ADDITIONS & MODIFICATIONS TO APPENDIX B

| ID | NAME | DESCRIPTION | COMMENTS | AMENDMENT |
|----|---|--|---|---|
| 1 | A Street - Prairie Line Trail to Stadium Way | Construct a protected bike facility | This project provides a high quality facility that is needed in north end of Downtown, compliments Prairie line at south end, connects to Prairie via existing ramps, connects to Stadium Way Bike Lanes and future Schuster Parkway shared use path via S 7th St , Pac Avenue rebuild was great for pedestrians, but lacking for bikes, A St has lots of RW and vehicle capacity for all 7 blocks after freeway exit (BPTAG) | Staff approves |
| 2 | South Tacoma Way - S 43rd to C Streets | Construct a shared use path | This proejct completes the Water Flume Trail. The City already built it to shared use standards from S M St to S C St, and has committed to do so from S Pine St to S M St via grants, just complete the link, no need to water down the quality on the most vital stretch (BPTAG) | This project is in the TMP, but may need some clarification on project detail |
| 3 | Pearl Street - S 12th to N 11th Streets | Construct a combination of shared use path and protected bike facility | This project provides a vital missing link between bike facilities at S and N limits, significant bike/pededstrian destinations in area, high traffic volume necessitates separation from vehicles, SR-16 allows for no low stress parallel routes (BPTAG) | Staff approves |
| 4 | East I Street - E 40th to McKinley Avenue | Construct a bike boulevard | This project proposes to move the bike boulevard to I St as recommended by BPTAG for Pipeline Train grant application and as shown in winning grant application. This is not adding a new bike blvd to the map. It is simply moving the bike blvd. (BPTAG) | Staff approves |
| 5 | South M Street - S 37th to S 25th Streets | Construct bike lanes | Nalley Valley has 3 East-West routes, but no North-South routes to connect the neighborhood on either side of the valley to the routes at the bottom. M St would provide that conenction and has modest traffic volumes and a wide ROW (BPTAG) | Staff approves |
| 6 | South 35th/36th Street - S Tacoma Way to Tyler Street | Construct bike lanes | This route provides one of the easiest grades out of the Nalley Valley, connects to major bike facilities on Tyler and Water Flume, major employer TPU and former Nalley's location (BPTAG) | Staff approves |
| 7 | South 8th Street - Pine to Sprague Avenue | Construct a bike boulevard | This route parallels 6th Business District, connects to important North-South bike boulevards on Pine and State St (BPTAG). Transportation Commission reviewed in 2015 as part of the BPTAG high priority projects. | Staff approves |
| 8 | East 48th Street - C to E Streets | Construct shared use path (bridge) | This project would be located on East 48th Street. At E 48th st, there is a short deviation towards E 46th st and then back to E 48th st. This is due to the road not crossing railroad tracks at E 48th st. I'd propose that this deviation be eliminated and that a bicycle/pedestrian crossing only be built across the tracks at E 48th St. This is proposed to be a bicycle boulevard and this natural barrier will keep it safe from cars. The track crossing will have to be built safely. (BPTAG) | Staff approves |
| 9 | Wilkerson - S Tacoma Way to S 19th Streets | Construct bike lanes or similar facility | This will involve going around Stanley elementary school and a brief time on S. 19th. This is not part of any other component on the TMP so conflicts are minimized. (BPTAG) | Staff approves |
| 10 | Ainsworth - S 19th to S 15th Streets | Construct bike lanes or similar facility | This will involve going around Stanley elementary school and a brief time on S. 19th. This is not part of any other component on the TMP so conflicts are minimized. (BPTAG) | Staff approves |
| 11 | East 34th Street Hill Climb | Reconstruct stair connection between East M and Portland Avenue | A design report was assembled in September 2010 for the East 34th Street Stair Climb, which is a priority for the ENACT. The design and construction were unfunded at the time. The redevelopment of Destiny Middle School has revived the need for the project. (ENACT, PW Staff) | Staff approves |
| 12 | Missing Link Arterial Sidewalks | Construct sidewalks and necessary safety infrastrucutre along arterials where no sidewalk currently exists. The priority is to complete sidewalk networks. | This project was included in the 6YR Program in the past, but was unfunded. With funding opportunities, such as grants and development partnerships, reestablishing this project will be beneficial and meets the top priority of the TMP. (PW Staff) | Staff approves |

Appendix C – Bicycle Implementation Strategies

Prioritizing Transportation Investment

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

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

Chapter 5 Implementation discusses funding strategies to build out the City's transportation system. To successfully achieve the City's vision and goal, a unique set of specific strategies is required that goes beyond construction of infrastructure. This Appendix identifies methods for strengthening execution of the recommendations and ensuring that bicyclists are top priorities in transportation planning.

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

Table 1. Infrastructure Project Evaluation Criteria

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



Bike Commuters from UW-Tacoma
Summer 2008



Mobility Master Plan Public Workshop at South Park
September 2009

Demonstration Projects

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

- Install **wayfinding signage** throughout the City indicating to pedestrians and bicyclists their direction of travel, location of destinations, and the walking or riding time/distance to those destinations. Wayfinding signs increase users' comfort and accessibility of the bicycle system and also visually cue motorists that they are driving along a bicycle route and should use caution.
- Hold a **Sunday Parkways** event at other locations throughout the city to encourage community members and families to become familiar with bicycling in Tacoma.
- Safe Routes programs provide education and encouragement programming and infrastructural improvements so people can more safely and conveniently access destinations via walking, bicycling and transit.
- Expand the Safe Routes to School program to work with interested schools of all levels citywide.
- Establish a **Safe Routes to Employment** program with a focus on larger employment centers and downtown.
- Establish a Safe Routes to Parks program with a focus on Regional, Signature, and Community Parks as defined by Metro Parks Tacoma.
- Establish Safe Routes to Transit programs for improved access to Sound Transit, Pierce Transit, and Amtrak facilities.
- Use **Arterial retrofits**, also known as road diets, to implement bike facilities on key streets,
- Implement **Downtown Improvements**, including bicycle facilities connecting destinations around downtown as well as coming from areas outside of downtown.



Tandem Recumbent Cyclists in front of the University of Puget Sound

Bikeway Recommendations

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

The Bicycle Priority Network map in the TMP outlines the improved bicycling network.

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

As part of the Bicycle Priority Network, bike boulevards are an effective and necessary facility to creating a complete network. Bike Boulevards are typically located on residential streets with lower traffic speed and volume. Because of this, they are attractive routes for cyclists of all ages and abilities. On Bike Boulevards, motorists and cyclists share the road. For this reason, pavement markings, wayfinding signage, bike route signage, traffic calming, and intersection control are key components to a bike boulevard.

Sub-Area Plan Recommendations

There are certain areas of the city that pose the greatest challenges to pedestrian and bicycle movement where more intensive analysis is warranted. The following areas recently (Fall 2014) had sub-area plans completed:

- South Downtown, North Downtown, Hilltop

Key bicycle recommendations from those sub-area plans include:

- South Downtown
 - As appropriate, carry out planning, design, and construction of proposed open space projects including the Prairie Line Trail, Foss Waterway Esplanade, Central and Waterway parks on the Foss, bridge to the south end of the Foss, UWT central open space and stairs, Hillside shared-use street, Hillside-to-Brewery District pedestrian corridor, and others
 - Implement Complete Streets reconfigurations of Puyallup Avenue, Jefferson Avenue, and South C Street, in that order of priority.
- North Downtown
 - A goal of maintaining and enhancing the existing development fabric and capitalizing on local and regional transit resources within the Subarea while supporting walkability, a variety of transportation modes, and future infrastructure improvements
 - Establish a citywide policy that prioritizes projects to improve active transportation access to Link stations
 - Implement the Schuster Parkway Promenade multimodal corridor project, including key connections to and along the waterfront
- Hilltop
 - A goal of creating a village that promotes walking, biking, and transit as a means of transportation in addition to vehicular.
 - Implement Tacoma's Complete Streets typologies in Hilltop

The following areas are recommended for sub-area plans to determine best active transportation routes and access:

- Tacoma Mall (*in progress August 2014-December 2017*)
 - NE Tacoma
 - TCC – and its associated transit hub
 - Tideflats (Port)
-

Implementation Strategies

Implementation strategies and their related action items support the goals and policies of the Transportation Master Plan. The strategies and actions shown in the following table are organized according to the six goals in the TMP.

| Goal | Strategy | Action | |
|---|--|--|--|
| 1. Intergovernmental Coordination and Citizen Participation | 1.1 Collaborate with neighboring jurisdictions on active transportation projects | 1.1.1 | Collaborate with state, regional and federal partners to reform system performance measures and mobility standards in order to reflect the movement of persons rather than vehicles and to favor transportation modes that have the least environmental impact and greatest contribution to livability. (see Appendix D Pedestrian Implementation Strategies 1.1.1) |
| | | 1.1.2 | Work cooperatively with adjoining jurisdictions on bicycle connections and trail projects to ensure regional links for commuters and recreational users in and outside of Tacoma. |
| | 1.2 Strengthen Active Transportation project and program delivery processes | 1.2.1 | Develop a pilot program for temporary implementation of bicycle facilities. Experiment and test improvements of a bicycle facility in order to determine traffic operation pros and cons and/or modal trade-offs associated with the incorporation of the bicycle facility prior to final design and implementation. |
| | | 1.2.2 | Provide training of city staff, including DOT and Police Department. Training can include best practice facility design, safety countermeasures, maintenance/new materials capabilities, and bicycle detection and count technology. Include training that pertains to active transportation-related research and studies such as, economic, safety, perception surveys, etc. |
| | 1.3 Work cooperatively with adjoining jurisdictions and transit agencies to coordinate active transportation planning and implementation activities. | 1.3.1 | Coordinate with Sound Transit and Pierce Transit to expand bicycle and transit mobility through the integration of active transportation facilities with the transit and streetcar systems. |
| | | 1.3.2 | Support a frequent and convenient bus, rail, and streetcar network to magnify the impact of planning for movement as bicyclists. |
| | | 1.3.3 | Consider incorporating bikeways in transit projects that include exclusive transit use of a right-of-way, such as bus mall, bus rapid transit or streetcar. |
| | | 1.3.4 | Provide safe end-of-trip facilities (bike parking, bike lockers, etc) at all streetcar stations and transit facilities served by four or more routes. |
| | 1.4 Enhance safety for all road users through increased traffic enforcement on city streets and bikeways. | 1.4.1 | Enforce traffic laws consistently for all users through collaboration with the Tacoma Police Department. (see Appendix D Pedestrian Implementation Strategies 1.4.1) |
| | | 1.4.2 | Collaborate with law enforcement and the courts system on the development of a traffic skills education course aimed to reduce aggressive and/or negligent behavior among drivers, bicyclists and pedestrians by providing the option of taking a traffic skills education course in lieu of fines for traffic violations. (see Appendix D Pedestrian Implementation Strategies 1.4.2) |
| 1.4.3 | | Develop and promote efficient mechanisms for reporting behaviors and conditions that endanger cyclists to law enforcement. | |

| Goal | Strategy | Action | |
|------------------------------|--|--------|---|
| 2. Community/ Environment | 2.1 Promote active lifestyles by working with Pierce County Health Department (TPCHD) to provide education programs and safe and accessible routes for bicyclists and pedestrians of all ages and abilities. | 2.1.1 | Collaborate with the Tacoma-Pierce County Health Department on active living and active transportation projects that address and seek to reduce health-related issues such as obesity. (see Appendix D Pedestrian Implementation Strategies 2.2.1) |
| | 2.2 Apply high-quality engineering and design to physical infrastructure. | 2.2.1 | Install traffic calming facilities where necessary for improved safety and active transportation travel. (see Appendix D Pedestrian Implementation Strategies 2.2.1) |
| | | 2.2.2 | Use current best engineering practices for minimizing and mitigating conflicts between bicycles, pedestrians, and motor vehicles. (see Appendix D Pedestrian Implementation Strategies 2.2.2) |
| | | 2.2.3 | Reduce barriers and hazards to active transportation users by ensuring safe and sufficient crossings of major roadways and by providing routes that minimize steep slopes. (see Appendix D Pedestrian Implementation Strategies 2.2.3) |
| Goal | Strategy | Action | |
| 3. Multimodal System | 3.1 Ensure active transportation facilities are clean, safe, and, accessible, and promote active use. | 3.1.1 | Increase bicycle ridership with a system that provides facility types and designs that are low stress for bicyclists of all ages and abilities. Inexperienced are most likely to use high quality bike boulevards, shared use trails, and cycle tracks. |
| | | 3.1.2 | Prioritize bicyclist safety during construction and maintenance activities, and ensure that the City's accessibility guidelines are followed. |
| | | 3.1.3 | Create safe and accessible active transportation facilities through regular inspection and maintenance. (see Appendix D Pedestrian Implementation Strategies 3.1.3) |
| | | 3.1.4 | Develop an on-going city-wide maintenance strategy for active transportation facilities. (see Appendix D Pedestrian Implementation Strategies 3.1.4) |
| | | 3.1.5 | Increase the number of multimodal trips that include traveling as a bicyclist for at least one trip segment by improving and simplifying connections and transfers. |
| | 3.2 Establish benchmarks measurements and monitor the effectiveness of the Transportation Master Plan on a biannual basis. | 3.2.1 | Monitor the implementation progress of the Transportation Master Plan. (see Appendix D Pedestrian Implementation Strategies 3.2.1) |
| | | 3.2.2 | Track citywide trends in bicycle usage through the use of Census data, biannual user surveys, annual bicycle counts, and PierceTrips.com. |
| | | 3.2.3 | Monitor bicycle collision data with the goal of reducing bicycle-related collisions. |
| | | 3.2.4 | Produce a regular report card tracking bicycling trends in Tacoma including percent of the system that has been completed, funds invested, identification of ongoing problems, public feelings of safety, status of reaching Health and Safety goals, and educational outreach efforts. |
| | | 3.2.5 | Track citywide implementation of improved and increased bikeway facilities, ADA accessible features, and amenities with supervision of the Implementation Committee. |
| | 3.3 Apply high-quality engineering and design to bicycle physical infrastructure. | 3.3.1 | Design all bicycle facilities to meet or exceed the latest federal, state, and local standards so that there is universal access for all users of the system. |
| | | 3.3.2 | Install signal prioritization for bicycle users in appropriate locations. |
| | | 3.3.3 | Install bicycle detection mechanisms at signalized intersections. |

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| | | 3.3.4 | Install separated bicycle facilities where bike lane striping does not provide appropriate riding conditions. |
| | | 3.3.5 | Prioritize the completion of proposed shared-use paths that maximize access to key recreational and transportation destinations in order to encourage recreational and commute trips. (see Appendix D Pedestrian Implementation Strategies 3.3.4) |
| Goal | Strategy | Action | |
| 4. Environmental and Fiscal Stewardship | 4.1 Establish Vehicle Miles Traveled Goal | 4.1.1 | Work with the City's Commute Trip Reduction Coordinator, Puget Sound Clean Air Agency, Puget Sound Regional Council, or other relevant agencies to set biannual per-capita vehicle-miles-traveled goals that will encourage residents to drive less. (see Appendix D Pedestrian Implementation Strategies 4.1.1) |
| | 4.2 Pursue a dedicated source of funding to implement the expansion and enhancement of walkways and bikeways in Tacoma. Supplement dedicated funds with other funding sources. | 4.2.1 | Prioritize funding and construction of active transportation facilities in recognition of the livability, environmental, and health benefits these forms of mobility provide. (see Appendix D Pedestrian Implementation Strategies 4.2.1) |
| | | 4.2.2 | Pursue state, regional, and federal grant funding for shared-use paths and other active transportation facilities. (see Appendix D Pedestrian Implementation Strategies 4.2.2) |
| | | 4.2.3 | Work with the Transportation Commission, Bicycle & Pedestrian Technical Advisory Group, advocates, and elected officials to identify and pursue multiple strategies to increase funding for green transportation. (see Appendix D Pedestrian Implementation Strategies 4.2.3) |
| | | 4.2.4 | Dedicate a percentage of the City's overall transportation budget to active transportation projects. (see Appendix D Pedestrian Implementation Strategies 4.2.4) |
| | | 4.2.5 | Leverage investments made in road improvement projects by installing improved bicycle projects simultaneously regardless of the priority previously placed upon the bike facilities. (see Appendix D Pedestrian Implementation Strategies 4.2.5) |
| | 4.2.6 | Pursue establishment of a new dedicated source of funding for active transportation improvements, such as a portion of an additional locally determined vehicle tab tax, impact fees, street utility tax, and levy lid lift. (see Appendix D Pedestrian Implementation Strategies 4.2.6) | |
| 4.3 Encourage and improve the appeal of modes of transportation with negligible carbon emissions, such as walking, biking, and use of assistive devices, thereby reducing the miles traveled by single occupancy vehicles. | 4.3.1 | Support Tacoma's Climate Action Plan by developing a comprehensive bicycle network. Assist in realizing the goal of reducing Tacoma's greenhouse gas emission levels to 40 percent below 1990 levels by 2020, and 80 percent below 1990 levels by 2050. (see Appendix D Pedestrian Implementation Strategies 4.3.1) | |
| Goal | Strategy | Action | |
| 5. Transportation Demand Management | 5.1 Increase the public's awareness and usage of the bicycle and pedestrian network in Tacoma through targeted education and encouragement programs | 5.1.1 | Educate the general public on bicycle safety issues and encourage active transportation with programs that target pedestrians, bicyclists and motorists. |
| | | 5.1.2 | Educate the general public about linking trips (trip-chaining) to reduce the number of trips taken per day. (see Appendix D Pedestrian Implementation Strategies 5.2.1) |
| | | 5.1.3 | Encourage active transportation through City-sponsored events and expanded Bike Month activities. |
| | | 5.1.4 | Educate school children on safe bicycle behavior. |
| | | 5.1.5 | Educate the general public on bicycle laws and regulations via the City's website and other education programs. |
| | | 5.1.6 | Educate drivers (transit drivers, delivery drivers, etc.) on bicyclist rights and safe motoring behavior around bicyclists. Provide appropriate materials to pedestrians, motorists, and cyclists convicted of specified violations. |

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| | | 5.1.7 | Establish Safe Routes to School Programs in collaboration with Tacoma schools. Apply for Safe Routes to Schools grants through the Washington Department of Transportation. (see Appendix D Pedestrian Implementation Strategies 5.1.7) |
| | | 5.1.8 | Educate bicyclists on proper and safe behavior for biking via the City's website and other education programs. |
| | | 5.1.9 | Improve the general public's awareness of the transportation needs and requirements of people with a variety of mobility and sensory disabilities via the City's website and other education programs. (see Appendix D Pedestrian Implementation Strategies 5.1.9) |
| | 5.2 Provide and encourage amenities that support active transportation. | 5.2.1 | Give incentives for bicycle storage, locker rooms, and shower facilities for all major office building construction and remodeling projects in the downtown core. |
| | | 5.2.2 | Install wayfinding signage in proximity to active transportation facilities and destinations. (see Appendix D Pedestrian Implementation Strategies 5.2.2) |
| | | 5.2.3 | Install bike racks and other support infrastructure at destinations citywide, including transit stations, retail area, parks, public facilities, and other high-traffic areas. |
| Goal | Strategy | Action | |
| 6. Land Use and Transportation | 6.1 Prioritize infrastructure improvements that connect residential areas to local retailing, business, and community services, so residents can access more of the services they need close to home by walking, biking, and use of assistive devices | 6.1.1 | Coordinate with local business associations, Tacoma-Pierce County Chamber of Commerce, neighborhood groups and other active associations to encourage and support local retail and services for residents. (see Appendix D Pedestrian Implementation Strategies 6.1.1) |
| | | 6.1.2 | Identify opportunities to encourage and support the development and re-development of businesses and urban spaces in Tacoma into bicycle- accessible commercial nodes. |
| | | 6.1.3 | Ensure that bicycle facilities connect residential areas to goods and services that are often needed on a daily basis. |
| | 6.2 Plan new development and redevelopment in ways that create street connectivity and access for active transportation users | 6.2.1 | Support changing parking policies to prioritize on-street parking only where needed to support local business while recognizing the need to provide accessible parking. (see Appendix D Pedestrian Implementation Strategies 6.2.2) |
| | | 6.2.2 | Conduct regular reviews of the Municipal Code sections that pertain to the rules of the road and to new development to identify changes that would facilitate better bicycling conditions. |
| | | 6.2.3 | Enhance mobility in existing cul-de-sac development with shared-use paths for through access for bicyclists to adjacent street corridors. |

Appendix D – Pedestrian Implementation Action Strategies Prioritizing Transportation Investment

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

This hierarchy defines pedestrians as including individuals using assistive devices for mobility and sensory disabilities including walkers, wheelchairs, scooters, service animals, and canes. Throughout Appendix D, the term “pedestrian” refers to a person moving from place to place, on foot and/or with the use of an assistive mobility device (when that person has a disability and/or medical condition). “Walking” or “to walk” are the terms used to describe this movement of a pedestrian.

The City of Tacoma’s TMP draws on this model as a conceptual tool for elevating pedestrians, bicycles, and public transit in the planning and design of streets in a manner that is consistent with the City’s Complete Streets policy and the City’s Climate Action Plan. It gives recognition to the city’s most vulnerable users of the streets: pedestrians and bicyclists of all ages and abilities. Chapter 5 Implementation discusses funding strategies to build out the City’s transportation system. To successfully achieve the City’s vision and goal, a unique set of specific strategies is required that goes beyond construction of infrastructure. This Appendix identifies methods for strengthening execution of the recommendations and ensuring that pedestrian are top priorities in transportation planning.

Pedestrian Recommendations

The Transportation Master Plan adopts the 20-Minute Neighborhood approach to pedestrian recommendations due to its focus on making existing activity zones conducive to walking.

The 20-Minute Neighborhood approach identifies areas that are good candidates for walking based on three of the Ds of built environment that influence travel: density, distance, and destinations. Each of these factors has its own components, which are measured as follows:

Density

- Population density by housing units per acre

Distance

- Intersection density
- Topography
- Distance to transit

Destinations

- Major employers
 - Schools
 - Parks
 - Libraries
 - Grocery stores
-

20-Minute Neighborhoods

Within the 20-Minute Neighborhoods, the TMP recommends that the City adopt the yellow standard as its accommodation goal for pedestrian facilities. The standards also break out the Pedestrian Priority Areas, as identified by the 20-Minute Neighborhood Analysis, from other areas of Tacoma.

Table 1. Pedestrian Accommodation Goals - Sidewalks

| Quality of Facility | Within 20-Minute Neighborhoods | Other Areas |
|---------------------|---|--|
| High | Complete sidewalks with buffers on both sides of arterials and collectors | Complete sidewalks on both sides of arterials and collectors |
| Acceptable | Complete sidewalks without buffers both sides of arterials and collectors | Sidewalks present |
| Needs Improvement | Incomplete or no sidewalk | Incomplete or no sidewalk |

For the sidewalk accommodation goal, buffering between sidewalks and travel lanes can be accomplished through landscaping, amenity zones, parking, or any other measure beyond a curb that separates pedestrians from moving vehicles. The group also felt that while sidewalks may be recommended on local streets to address specific safety concerns, they need not be required for all local streets.

Intersection Recommendations

The City of Tacoma will use the Pedestrian Crossing Improvement Project (completed 2014) for identifying intersection projects. The Pedestrian Crossings Improvement Project provides for the identification, evaluation, and construction of pedestrian crosswalks, and associated facilities, at intersections citywide. While the primary motivation for the project is the installation of marked crosswalks, other improvements will be installed to enhance the marked crossings.

Crosswalks should be present every other block or 600 feet, whichever is lesser, in Pedestrian Priority Areas to meet the yellow standard, which the TMP recommends for the pedestrian accommodation goal. Crosswalks should be present in other areas of the city in order to meet the yellow standard.

Table 2. Pedestrian Accommodation Goal – Crosswalks

| Quality of Facility | Within 20-Minute Neighborhoods | Other Areas |
|---------------------|--|--|
| High | Crossing every 300 feet in pedestrian activity area or downtown that meets Tacoma's current best design practice | Existing marked crossings meet Tacoma's current best design practice |
| Acceptable | Crosswalks present every 600 feet | Crosswalks present |
| Needs Improvement | No crosswalks within 600 feet | No crossings present |

Sub-Area Plan Recommendations

There are certain areas of the city that pose the greatest challenges to pedestrian movement where more intensive analysis is warranted. The following areas recently (Fall 2014) had sub-area plans completed:

- South Downtown, North Downtown, Hilltop

Key pedestrian recommendations from those sub-area plans include:

- South Downtown
 - Designate South Jefferson Avenue between 21st and 25th; 25th Street between I-705 and Fawcett Avenue; East C Street; and South C Street as primary pedestrian streets
 - As appropriate, carry out planning, design, and construction of proposed open space projects including the Prairie Line Trail, Foss Waterway Esplanade, Central and Waterway parks on the Foss, bridge to the south end of the Foss, UWT central open space and stairs, Hillside shared-use street, Hillside-to-Brewery District pedestrian corridor, and others
 - Implement Complete Streets reconfigurations of Puyallup Avenue, Jefferson Avenue, and South C Street, in that order of priority.
- North Downtown
 - A goal of maintaining and enhancing the existing development fabric and capitalizing on local and regional transit resources within the Subarea while supporting walkability, a variety of transportation modes, and future infrastructure improvements
 - Complete the Stadium to Schuster pedestrian connection
 - Establish a citywide policy that prioritizes projects to improve active transportation access to Link stations
 - Implement the Schuster Parkway Promenade multimodal corridor project, including key connections to and along the waterfront
 - Implement the City's proposed pedestrian corridor projects in North Downtown as identified in the Transportation Master Plan
- Hilltop
 - A goal of creating a village that promotes walking, biking, and transit as a means of transportation in addition to vehicular.
 - Expand pedestrian networks within Hilltop and with the rest of the city. Top priority locations include South 19th Street, South 11th Street, and South 6th Avenue.
 - Implement Tacoma's Complete Streets typologies in Hilltop

The following areas are recommended for sub-area plans to determine best active transportation routes and access:

- Tacoma Mall (*in progress August 2014-December 2017*)
 - NE Tacoma
 - TCC – and its associated transit hub
 - Tideflats (Port)
-

Pedestrian Crossing Improvements Project - Summary

Overview

The Pedestrian Crossing Improvements Project provided for the identification, evaluation, and construction of pedestrian crosswalks, and associated facilities, at intersections citywide. While the primary motivation for the project was the installation of marked crosswalks, other improvements were identified to enhance the marked crossings.

The first phase of the project included approximately \$2.5 million on planning, designing, and constructing pedestrian crossing improvements throughout the City: \$300,000 allotted to each council district and \$1 million to the Downtown area (as defined by zoning). This project also investigated opportunities to extend the effectiveness of other programs, such as the Hazardous Sidewalk Replacement program, City Safety grants, and the implementation of the City's American with Disabilities Act Transition Plan. An additional \$1.5 million was allocated for the 2015-2016 biennium to continue the work begun in 2014.

This project included a robust public outreach effort to identify potential improvement locations, and received over 650 responses from the public pertaining to over 300 locations throughout the City. These locations were evaluated using a prioritization framework developed by Tacoma staff and the public.

Engineers later developed preliminary cost estimates that were used in packaging the locations for construction.

Data Collection

The project team collected input from a variety of sources regarding the potential locations for pedestrian crossing improvements and the criteria to be used in prioritizing these locations. Crossing improvement locations were identified through a rigorous public input process and current City documents, including the 2009 Mobility Master Plan. In-person meetings and an online survey were tools used to collect data, in addition to letters and emails received from Neighborhood Council representatives, Parent Teacher Associations, local businesses, nonprofit organizations, as well as the general public.

Evaluation

The public process identified the following criteria that were used to evaluate potential projects:

- Pedestrian and vehicle counts
- Proximity to schools
- Vehicle/pedestrian collision history
- Proximity to parks
- Proximity to hospitals
- Proximity to bus stops
- Proximity to libraries
- The number of times a location was identified through this project's outreach process, regardless of other characteristics
- Proximity to major employers and commercial centers
- Proximity to bicycle/trail systems
- Proximity to senior centers/senior housing

These criteria were weighted based on responses by people completing the online survey and people attending the public meetings. The evaluation criteria were then used to identify top ranking locations for pedestrian improvements.

Engineering and Construction

The project team worked sequentially through the top ranked projects in each Council District and the Downtown Area using the following evaluation process:

- **In-House Review:** the project team worked with key City staff to review existing transportation documents on identified crossing improvement locations, aerial imagery, and comments received to determine the appropriate treatment for top ranked locations.
- **Field Review:** City staff and the project team visited crossing improvement locations to evaluate site specific elements that would impact project implementation and cost. This included reviewing existing curb ramp construction and field review of utilities, such as lighting and traffic signals, including vehicle detection.

Relation to the Transportation Master Plan

The Transportation Master Plan places a priority on pedestrian mobility, and assumes that all streets will accommodate pedestrians to some degree. Because local connections and crosswalks are integral components of pedestrian safety and mobility, it is critical that the City develop a process for systematically addressing the need for this type of improvement. While the TMP includes a recommendation for conducting an inventory of sidewalk infrastructure, and then subsequently identifying necessary improvements to the sidewalk network, this process will not necessarily satisfy all of the pedestrian improvements which will be needed to support the transportation system envisioned in the TMP.

The Pedestrian Crossing Improvements Project identified extensive needs throughout the City, and created a process for prioritizing those needs. While the City has made significant strides toward addressing the needs identified during this process, there are many needs which are still unmet, and many more which were not identified during the public outreach process for this project. The City should build on the work done as part of the Pedestrian Crossing Improvement Project by developing a process for updating the list of pedestrian crossing projects, and by updating the prioritization process to ensure it satisfies the community's identified priorities and the goals and policies within the TMP.

Implementation Strategies

Implementation strategies and their related action items support the goals and policies of the Transportation Master Plan. The strategies and actions shown in the following table are organized according to the six goals in the TMP.

| Goal | Strategy | Action | |
|---|--|--------|---|
| 1. Intergovernmental Coordination and Citizen Participation | 1.1 Collaborate with neighboring jurisdictions on active transportation projects | 1.1.1 | Collaborate with state, regional and federal partners to reform system performance measures and mobility standards in order to reflect the movement of persons rather than vehicles and to favor transportation modes that have the least environmental impact and greatest contribution to livability. (see Appendix C Bicycle Implementation Strategies 1.1.1) |
| | | 1.1.2 | Work cooperatively with adjoining jurisdictions on pedestrian connections and trail projects to ensure regional links for commuters and recreational users in and outside of Tacoma. |
| | 1.2 Strengthen Active Transportation project and program delivery processes | 1.2.1 | Develop a pilot program for temporary implementation of pedestrian facilities. Experiment and test improvements of a pedestrian facility in order to determine traffic operation pros and cons and/or modal trade-offs associated with the incorporation of the pedestrian facility prior to final design and implementation. |
| | | 1.2.2 | Provide training of city staff, including DOT and Police Department. Training can include best practice facility design, safety countermeasures, and maintenance/new materials capabilities. Include training that pertains to active transportation-related research and studies such as, economic, safety, perception surveys, etc. see Appendix C Bicycle Implementation Strategies 1.2.2) |
| | 1.3 Work cooperatively with adjoining jurisdictions and transit agencies to coordinate active transportation planning and implementation activities. | 1.3.1 | Coordinate with Sound Transit and Pierce Transit to expand pedestrian and transit mobility through the integration of active transportation facilities with the transit and streetcar systems. |
| | | 1.3.2 | Support a frequent and convenient bus, rail, and streetcar network to magnify the impact of planning for movement as pedestrians. |
| | | 1.3.3 | Provide safe and accessible routes and intersections to transit for pedestrians of all abilities. |
| | 1.4 Enhance safety for all road users through increased traffic enforcement on city streets, and walkways. | 1.4.1 | Enforce traffic laws consistently for all users through collaboration with the Tacoma Police Department. (see Appendix C Bicycle Implementation Strategies 1.4.1) |
| | | 1.4.2 | Collaborate with law enforcement and the courts system on the development of a traffic skills education course aimed to reduce aggressive and/or negligent behavior among drivers, bicyclists and pedestrians by providing the option of taking a traffic skills education course in lieu of fines for traffic violations. (see Appendix C Bicycle Implementation Strategies 1.4.2) |
| | | 1.4.3 | Develop and promote efficient mechanisms for reporting behaviors and conditions that endanger pedestrians to law enforcement. |

| 2. Community / Environment | 2.1 Promote active lifestyles by working with Pierce County Health Department (TPCHD) to provide education programs and safe and accessible routes for bicyclists and pedestrians of all ages and abilities. | 2.1.1 | Collaborate with the Tacoma-Pierce County Health Department on active living and active transportation projects that address and seek to reduce health-related issues such as obesity. (see Appendix C Bicycle Implementation Strategies 2.1.1) |
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| | 2.2 Apply high-quality engineering and design to physical infrastructure. | 2.2.1 | Install traffic calming facilities where necessary for improved safety and active transportation travel. (see Appendix C Bicycle Implementation Strategies 2.2.1) |
| | | 2.2.2 | Use current best engineering practices for minimizing and mitigating conflicts between bicycles, pedestrians, and motor vehicles. (see Appendix C Bicycle Implementation Strategies 2.2.2) |
| | | 2.2.3 | Reduce barriers and hazards to active transportation users by ensuring safe and sufficient crossings of major roadways and by providing routes that minimize steep slopes. (see Appendix C Bicycle Implementation Strategies 2.2.3) |
| 3. Multimodal System | 3.1 Ensure active transportation facilities are clean, safe, and, accessible, and promote active use. | 3.1.1 | Increase pedestrian trips ridership with a system that provides facility types and designs that are low stress for pedestrians and bicyclists of all ages and abilities. Inexperienced are most likely to use high quality bike boulevards, shared use trails, and cycle tracks. |
| | | 3.1.2 | Prioritize pedestrian safety during construction and maintenance activities, and ensure that the City's accessibility guidelines are followed. |
| | | 3.1.3 | Create safe and accessible pedestrian facilities through regular inspection and maintenance. |
| | | 3.1.4 | Develop an on-going city-wide maintenance strategy for pedestrian facilities. |
| | | 3.1.5 | Increase the number of multimodal trips that include traveling as a pedestrian for at least one trip segment by improving and simplifying connections and transfers. |
| | 3.2 Establish benchmarks measurements and monitor the effectiveness of the Transportation Master Plan on a biannual basis. | 3.2.1 | Monitor the implementation progress of the Transportation Master Plan. (see Appendix C Bicycle Implementation Strategies 3.2.1) |
| | | 3.2.2 | Monitor pedestrian collision data with the goal of reducing pedestrian-related collisions. |
| | | 3.2.3 | Produce a regular report card tracking walking trends in Tacoma including percent of the system that has been completed, funds invested, identification of ongoing problems, public feelings of safety, status of reaching Health and Safety goals, and educational outreach efforts. |

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| | | 3.2.4 | Track citywide implementation of improved and increased walkway and ADA accessible features, and amenities with supervision of the Transportation Commission and Bicycle & Pedestrian Technical Advisory Group. |
| | 3.3 Apply high-quality engineering and design to pedestrian physical infrastructure. | 3.3.1 | Design all pedestrian facilities to meet or exceed the latest federal, state, and local standards so that there is universal access for all users of the system. |
| | | 3.3.2 | Install signal prioritization for pedestrian users in appropriate locations. |
| | | 3.3.3 | Ensure that all new facilities are ADA-compliant to provide access for pedestrians of all abilities. |
| | | 3.3.4 | Prioritize the completion of proposed shared-use paths that maximize access to key recreational and transportation destinations in order to encourage recreational and commute trips. (see Appendix C Bicycle Implementation Strategies 3.3.5) |
| | | | |
| 4. Environmental and Fiscal Stewardship | 4.1 Establish Vehicle Miles Traveled Goal | 4.1.1 | Work with the City's Commute Trip Reduction Coordinator, Puget Sound Clean Air Agency, Puget Sound Regional Council, or other relevant agencies to set biannual per-capita vehicle-miles-traveled goals that will encourage residents to drive less. (see Appendix C Bicycle Implementation Strategies 4.1.1) |
| | 4.2 Pursue a dedicated source of funding to implement the expansion and enhancement of walkways and bikeways in Tacoma. Supplement dedicated funds with other funding sources. | 4.2.1 | Prioritize funding and construction of active transportation facilities in recognition of the livability, environmental, and health benefits these forms of mobility provide. (see Appendix C Bicycle Implementation Strategies 4.2.1) |
| | | 4.2.2 | Pursue state, regional, and federal grant funding for shared-use paths and other active transportation facilities. (see Appendix C Bicycle Implementation Strategies 4.2.2) |
| | | 4.2.3 | Work with the Transportation Commission, Bicycle & Pedestrian Technical Advisory Group, advocates, and elected officials to identify and pursue multiple strategies to increase funding for green transportation. (see Appendix C Bicycle Implementation Strategies 4.2.3) |
| | | 4.2.4 | Dedicate a percentage of the City's overall transportation budget to active transportation projects. (see Appendix C Bicycle Implementation Strategies 4.2.4) |
| | | 4.2.5 | Leverage investments made in road improvement projects by installing improved pedestrian projects simultaneously regardless of the priority previously placed upon the pedestrian facilities. |
| | 4.2.6 | Pursue establishment of a new dedicated source of funding for active transportation improvements, such as a portion of an additional locally determined vehicle tab tax, impact fees, street utility tax, and levy lid lift. (see Appendix C Bicycle Implementation Strategies 4.2.6) | |
| 4.3 Encourage and improve the appeal of modes of transportation with negligible carbon emissions, such as walking, biking, and use of assistive devices, thereby reducing the miles traveled by single occupancy vehicles. | 4.3.1 | Support Tacoma's Climate Action Plan by developing a comprehensive pedestrian network. Assist in realizing the goal of reducing Tacoma's greenhouse gas emission levels to 40 percent below 1990 levels by 2020, and 80 percent below 1990 levels by 2050. | |

| 5. Transportation Demand Management | 5.1 Increase the public's awareness and usage of the bicycle and pedestrian network in Tacoma through targeted education and encouragement programs | 5.1.1 | Educate the general public on walking safety issues and encourage active transportation with programs that target pedestrians, bicyclists and motorists. |
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| | | 5.1.2 | Educate the general public about linking trips (trip-chaining) to reduce the number of trips taken per day. (see Appendix C Bicycle Implementation Strategies 5.1.1) |
| | | 5.1.3 | Encourage active transportation through City-sponsored events and activities.. |
| | | 5.1.4 | Educate school children on safe pedestrian behavior. |
| | | 5.1.5 | Educate the general public on pedestrian laws and regulations via the City's website and other education programs. |
| | | 5.1.6 | Educate drivers (transit drivers, delivery drivers, etc.) on pedestrian rights and safe motoring behavior around pedestrians. Provide appropriate materials to pedestrians, motorists, and cyclists convicted of specified violations. |
| | | 5.1.7 | Establish Safe Routes to School Programs in collaboration with Tacoma schools. Apply for Safe Routes to Schools grants through the Washington Department of Transportation. (see Appendix C Bicycle Implementation Strategies 5.1.7) |
| | | 5.1.8 | Educate pedestrians on proper and safe behavior for walking via the City's website and other education programs. |
| | | 5.1.9 | Improve the general public's awareness of the transportation needs and requirements of people with a variety of mobility and sensory disabilities via the City's website and other education programs. (see Appendix C Bicycle Implementation Strategies 5.1.9) |
| | 5.2 Provide and encourage amenities that support active transportation. | 5.2.1 | Give incentives for locker rooms, and shower facilities for all major office building construction and remodeling projects in the downtown core. (see Appendix C Bicycle Implementation Strategies 5.2.1) |
| | | 5.2.2 | Install wayfinding signage in proximity to pedestrian facilities and destinations. |
| 5.2.3 | | Install benches, accessible parking and other support infrastructure at destinations citywide, including transit stations, retail area, parks, public facilities, and other high-traffic areas | |
| 6. Land Use and Transportation | 6.1 Prioritize infrastructure improvements that connect residential areas to local retailing, business, and community services, so residents can access more of the services they need close to home by walking, biking, and use of assistive devices | 6.1.1 | Coordinate with local business associations, Tacoma-Pierce County Chamber of Commerce, neighborhood groups and other active associations to encourage and support local retail and services for residents. (see Appendix C Bicycle Implementation Strategies 6.1.1) |
| | | 6.1.2 | Encourage and support the development of "20-minute neighborhoods" where goods and services can be obtained within short distances via active transportation modes, thereby reducing the need for automobile trips. |
| | | 6.1.3 | Identify opportunities to encourage and support the development and re-development of businesses and urban spaces in Tacoma into pedestrian-accessible commercial nodes. |

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| | | 6.1.4 | Ensure that pedestrian facilities connect residential areas to goods and services that are often needed on a daily basis. |
| | 6.2 Plan new development and redevelopment in ways that create street connectivity and access for active transportation users | 6.2.1 | Provide height bonuses and other incentives to developments that promote walkability and that provide amenities such as weather protection, seating, and improve pedestrian connectivity. |
| | | 6.2.2 | Support changing parking policies to prioritize on-street parking only where needed to support local business while recognizing the need to provide accessible parking. (see Appendix C Bicycle Implementation Strategies 6.2.1) |
| | | 6.2.3 | Conduct regular reviews of the Municipal Code sections that pertain to the rules of the road and to new development to identify changes that would facilitate better walking conditions. |
| | | 6.2.4 | Enhance mobility in existing cul-de-sac development with shared-use paths for through access for pedestrians to adjacent street corridors. |
| | | | |