



Public Comments

Meeting: Wednesday, November 6, 2024

Submittal: Written comments received at planning@cityoftacoma.org

Subjects: Comments are addressing the following Discussion Item(s) on the agenda:

F1 – One Tacoma Comprehensive Plan Update – Transportation

**No. of
Comments:** One



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¿Necesitas información en español? Cần thông tin bằng tiếng Việt? 한국어로 정보가 필요하십니까? ត្រូវការព័ត៌មានជាភាសាខ្មែរ?

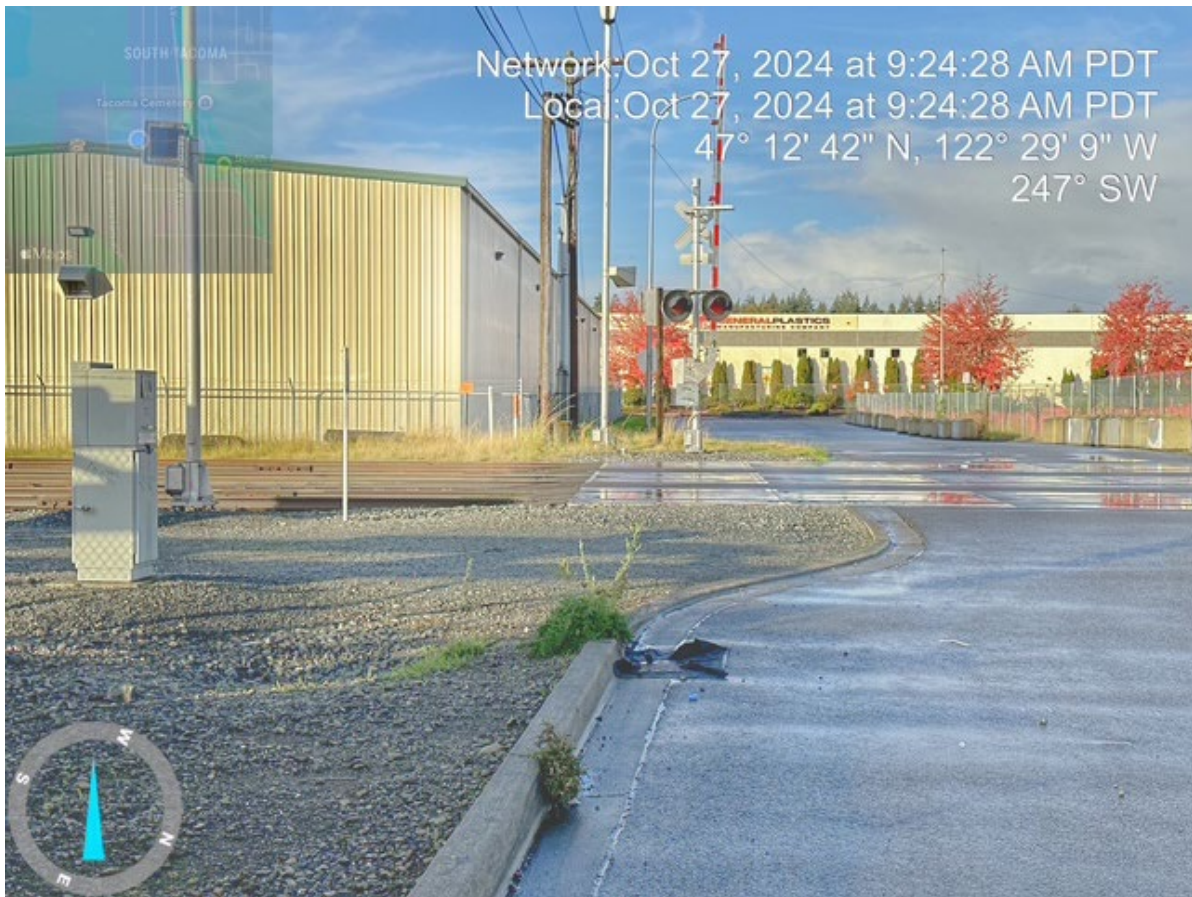
Нужна информация на русском? Потрібна інформація українською мовою? ☎ Contact TacomaFIRST 311 at (253) 591-5000.

From: [Kit Burns](#)
To: [Planning](#)
Cc: [Wilhelme, Carrie](#); [Kammerzell, Jennifer](#); [Chavez, Ramiro](#); [Schultz, Shirley](#); [Huffman, Peter](#); [Bushnell, Joe](#); [Joseph Bushnell](#); [Scott, Jamika](#)
Subject: Fwd: Sidewalks in South Tacoma. S. 56th St. S. Burlington Way. S. 50th St.
Date: Wednesday, November 6, 2024 10:22:03 AM
Attachments: [TacomaTMP_FINAL_Oct15th_2015_modal_map_excerpts - auto.pdf](#)

I wish to share this with the Planning Commission and the Transportation Commission. Comments on agenda items to be considered and discussed.



This is the view of S. 50th Street heading to Bridge Industrial, a more than \$500 million project. It is unclear why they are apparently not required to install a sidewalk on the South side of the street. This is one of the streets for Bridge Warehouse site access. Perhaps if Tacoma adopts a “Complete Streets” Action Plan the City could have sidewalks completed by the adjacent developer?



On the other side of the tracks is a sidewalk which appears to conform to City Street standards “Detail SU-04, SU-04a”.

Unfortunately this sidewalk ends and does not extend to S. Washington or S. Tacoma Way. Incomplete Streets. Dangerous not just because of the RR tracks.

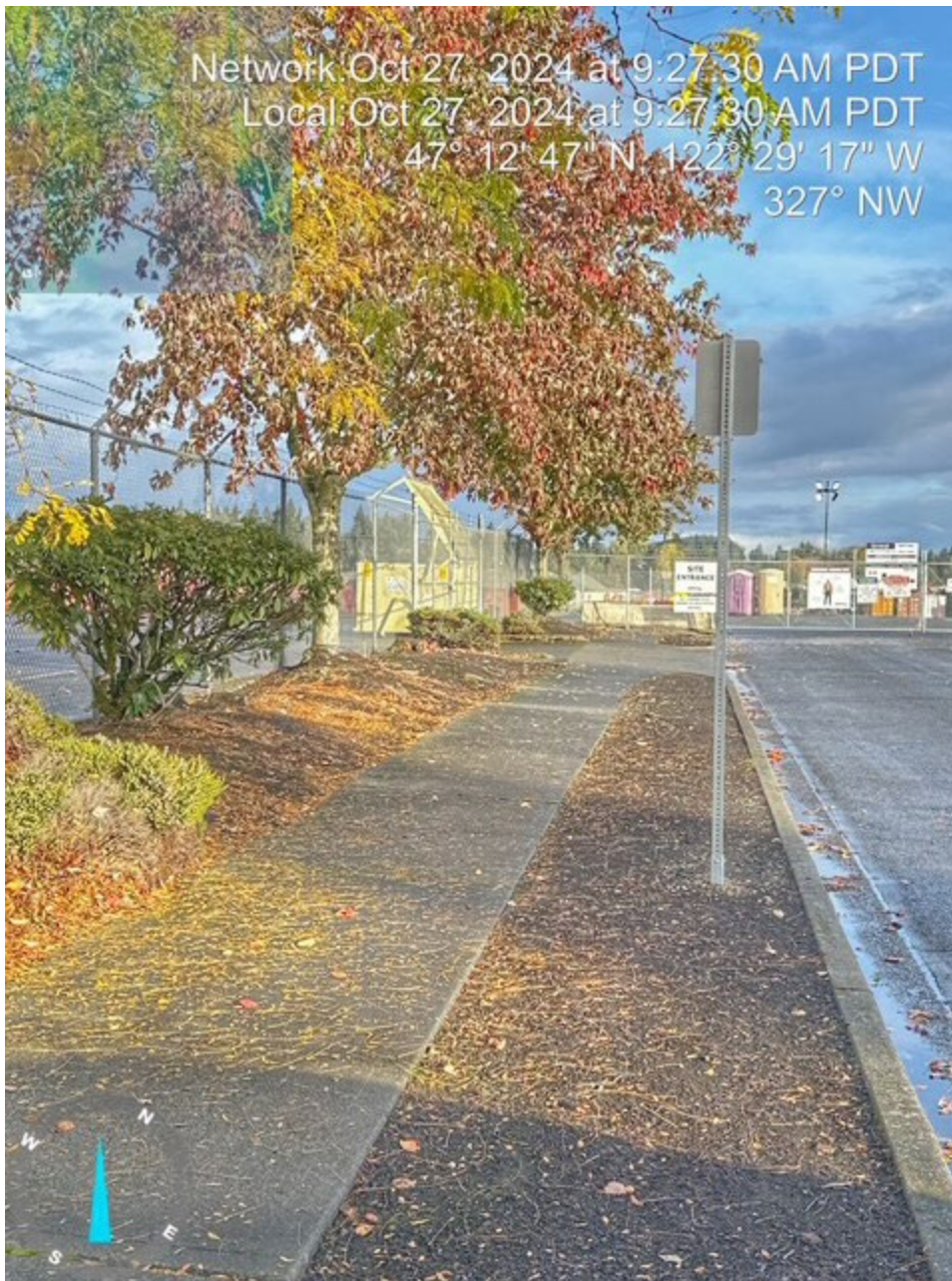


At track crossing the north sidewalk will be completed but will be "residential style." It should follow the City's Design Manual. ROW Details for Sidewalks in Commercial/Industrial Zones are apparently not being followed.



A \$500 million project has impact and affects the neighborhood. On the south side of S. 50th St.

No sidewalks here? One wonders why.



A residential style sidewalk was approved even though this is in a commercial/industrial area.

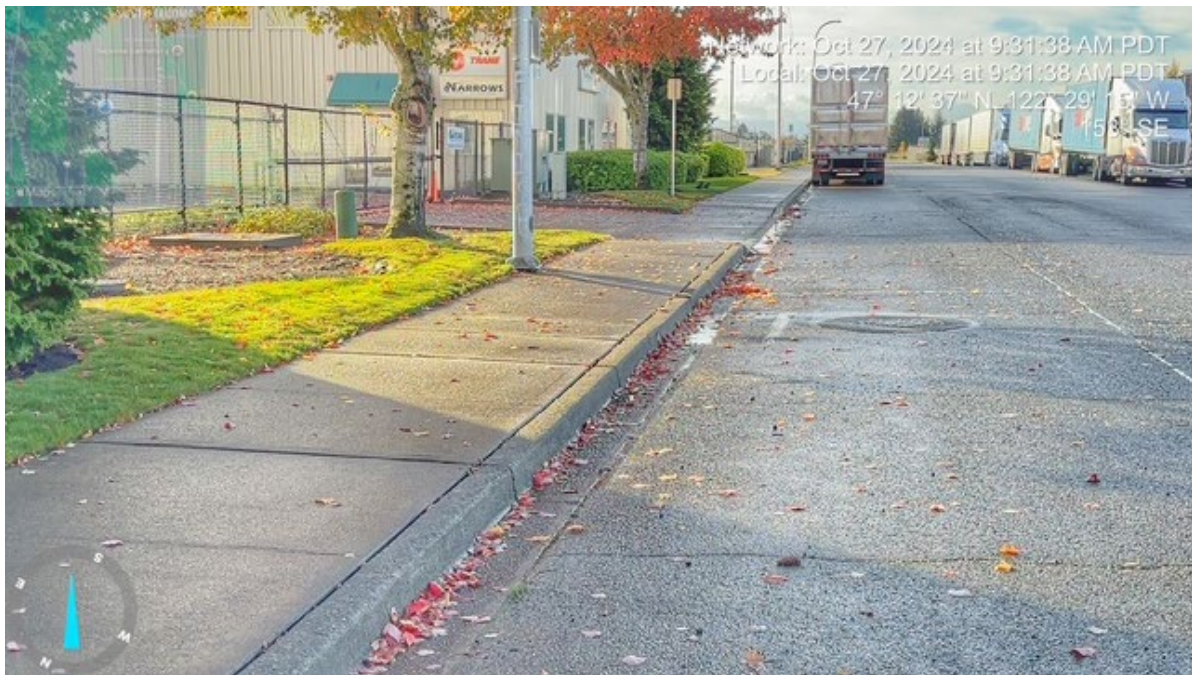
The 5 foot planting strip is completely free of weeds and grass. The City should find out what type of herbicide is being used.

This area of the site is only several feet (7'-15') above the shallow unconfined aquifer.

The Bridge Industrial project is less than 1,000 feet from wells 11A, 6B, and 4A.

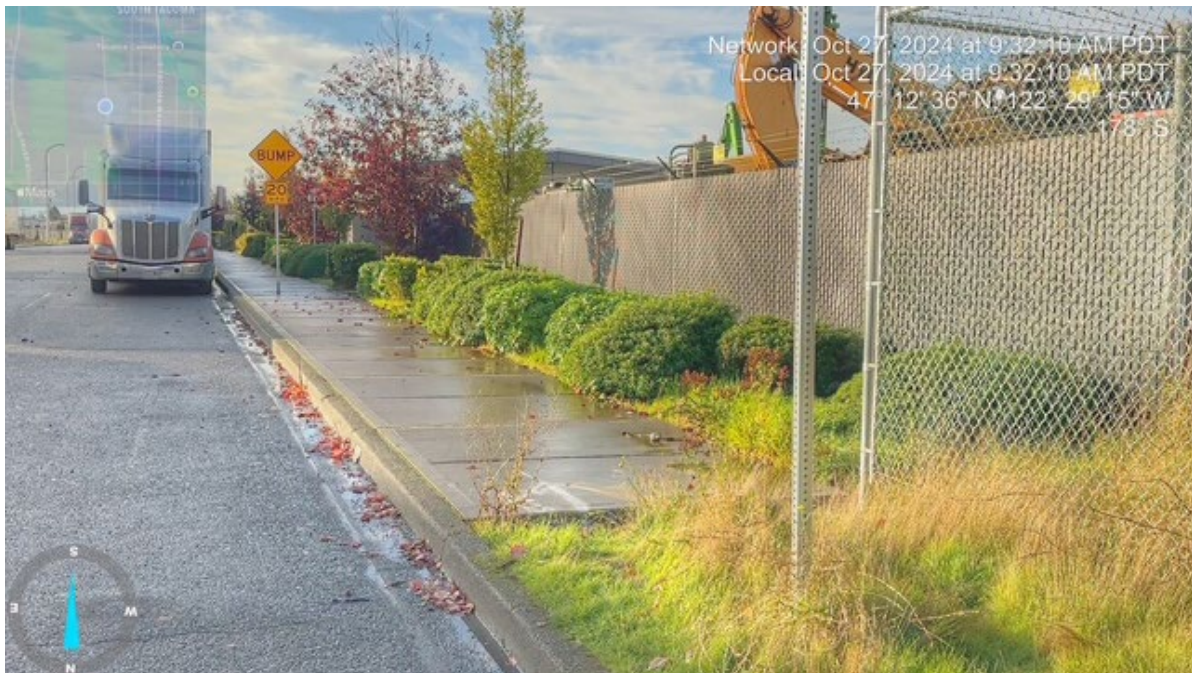
These wells provide 8.9, 3.9, and 1.9 MGD when in use.

Well 11A is the most productive well in the TPU System at 8.8 Million Gallons per Day.



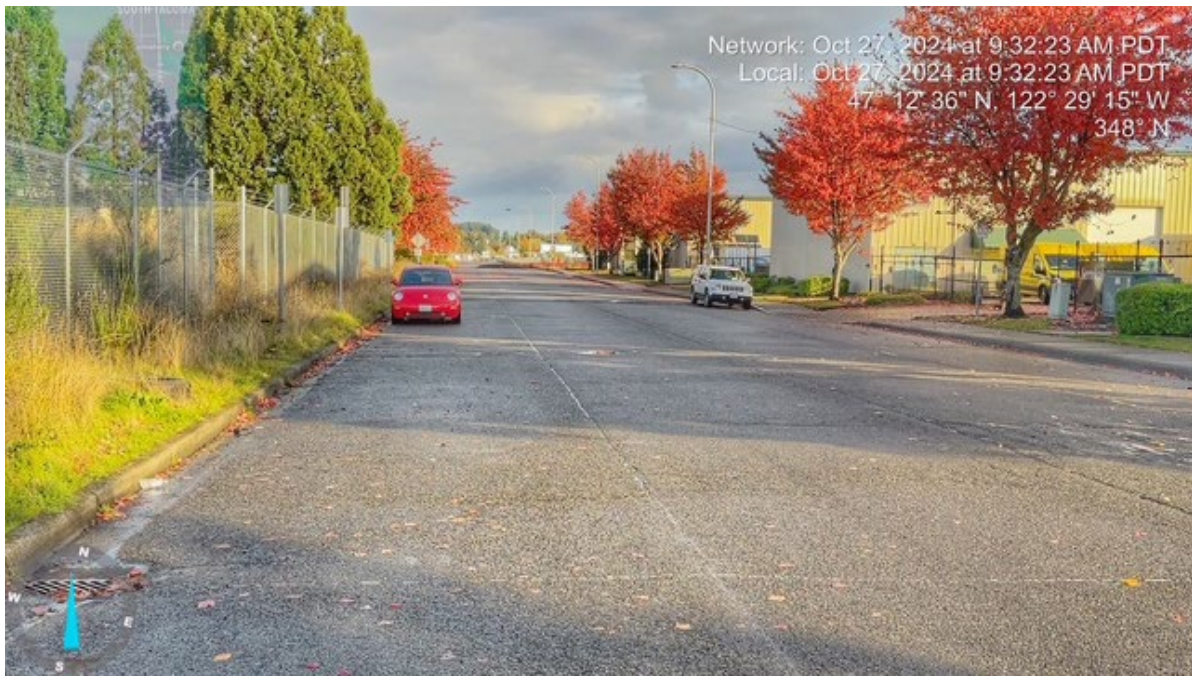
On S. Burlington Way it appears the City of Tacoma followed its street standards at this location.

This is located on the East side of the S. Burlington Way



“Where the Sidewalk Ends” is a book by Shel Silverstein. “Must be in Tacoma!”

This is on the West side of S. Burlington Way adjacent to Sutter Metals. Looking to the South.



S. Burlington Way looking to the North to the Bridge Industrial Site. Sutter Metals on the left.



Here the sidewalk on the East side of the street is narrowed to five feet even though there is room for a 7 foot walk.



The sidewalk on this part of S. Burlington Way is only 5 feet wide.

During weekdays it is bumper to bumper parking. The city does not appear to follow its 'standard sidewalk details'.

There is no room for a bicycle lane on this street. 5 feet is uncomfortable for two people to pass each other.

It was hoped there would be a bike lane on the S. Madison street connection.

It appears the City PDS is not following the discussion by the hearing examiner for a bikeway and 10 foot wide sidewalk through the Bridge Industrial Project.

It becomes narrowed down to 5 feet width south of the newly constructed S. 48th St and meanders down S. Madison Street.



The TENW traffic report didn't mention the existing trucking companies (11 or so) in the area.

We were assured that the investigation of the traffic was thorough.

It is odd that TENW failed to mention this during the 5 day hearing. The city didn't mention it either, as I recall.

I was stunned to find out the City has records reporting from 2018 (24 hour traffic) that along S. 56th there are about 700 trucks a day in the area.

Not mentioned in anyone's report to my knowledge nor in the hearing. Kept quietly.



West side of S. Burlington Way adjacent to Sutter Metals.



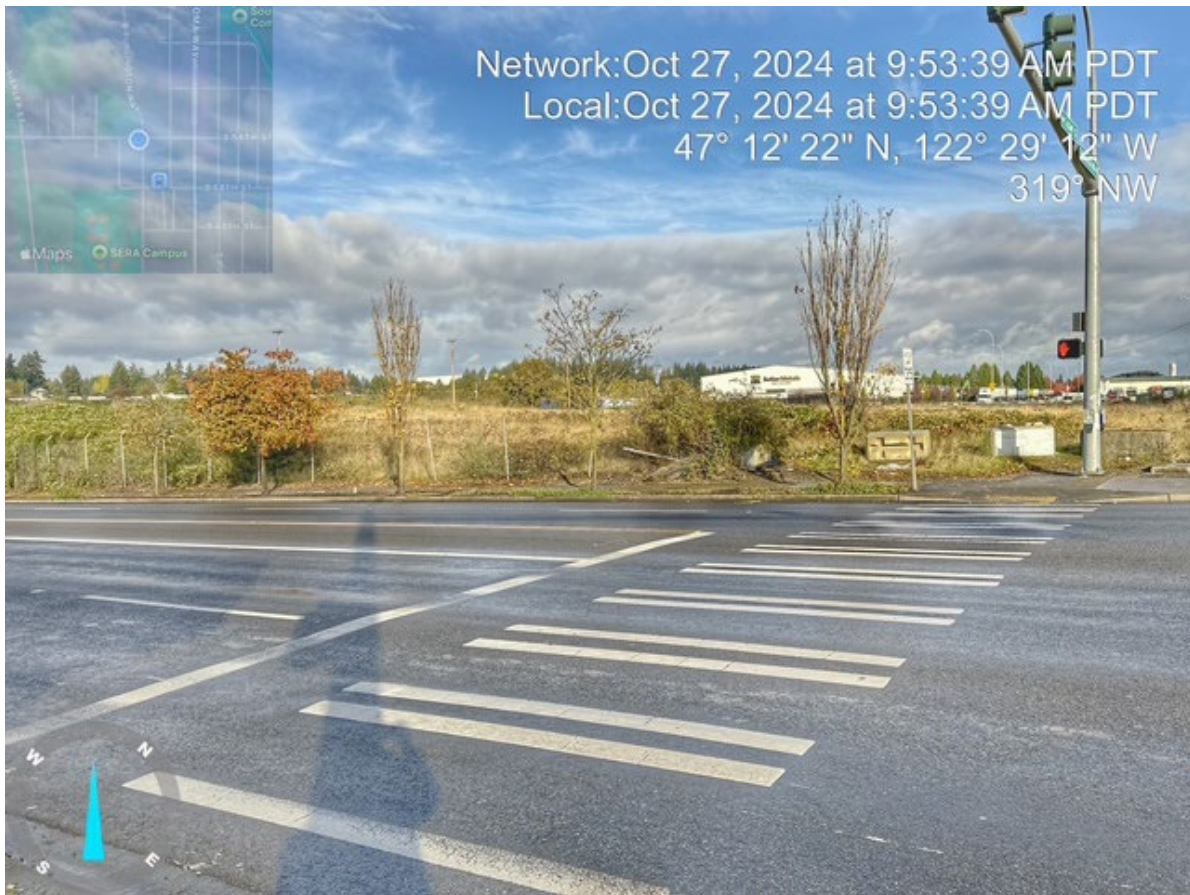
Residential street design on what is clearly an arterial street.

The heavy use of this street will not allow it to be reduced for a single bike lane.

To add a bike lane and reduce the street width would create impassable traffic at critical times during the day.

A possible solution option would be to make the walkways 10 feet wide and allow bikes to use them as their route.

The walk should go from the curb and all existing poles must be relocated to the back of the walks.



The tree selection appears to be season remainders with a mix that has been cobbled together.

At this intersection showing the North side of S. 56th St and its intersection the City/TENW did not consider trucks taking a right turn from S. 56th onto S. Burlington Way.

I have seen trucks with 53 foot trailers being blocked by vehicles in the center turning lane. I am not aware of any planned fixes at this time. Hopefully this will be addressed.

We are told that Bridge traffic will be coming too the site from the north access road.

This is in view of the widening of the entry to S. Madison St. (next to St. Vincent DePaul just down the street)

The sidewalks on both sides of S. 56th Street should have the existing trees removed and a 7 or 8 foot sidewalk (10 feet would be best).

On both sides of the street, both North and South sides, the existing trees and poles should be removed and placed at the back of the walkway.



Only a 5 foot wide walk next to the S. 56th arterial.

Per standard street roadway of the City of Tacoma design details this should be at least 7 feet wide adjacent to the curb.

An 8 foot or 10 foot walk would be better with larger trees of a common species to create an "Avenue" tying the neighborhood together with a consistency.



One should consider similar comments on the Tyler Street Arterial. (This is not a view of Tyler Street) Tyler street faces very similar issues.

It appears that traffic along Tyler Street will be increasing in years to come. Particularly considering Home in Tacoma.

The sidewalks should follow City Details. Trees and utility poles need to be moved to the back of the sidewalks.

Cleaning up S. 56th Street from I-5 to Tyler way should be a primary focus of the City. With the volume of traffic which varies in intensity throughout the day a bike lane cannot be installed.

The double lanes with a center turning lane are basic requirements that must be maintained on this heavily traveled route..

I would be happy to make a site visit with staff and discuss specific issues and concerns. In view of the City transportation fund, Tacoma Vision Zero, The City's Master Transportation Plan, and other plans such as from Sound Transit in this area, I think it would be a good idea.

Sincerely,

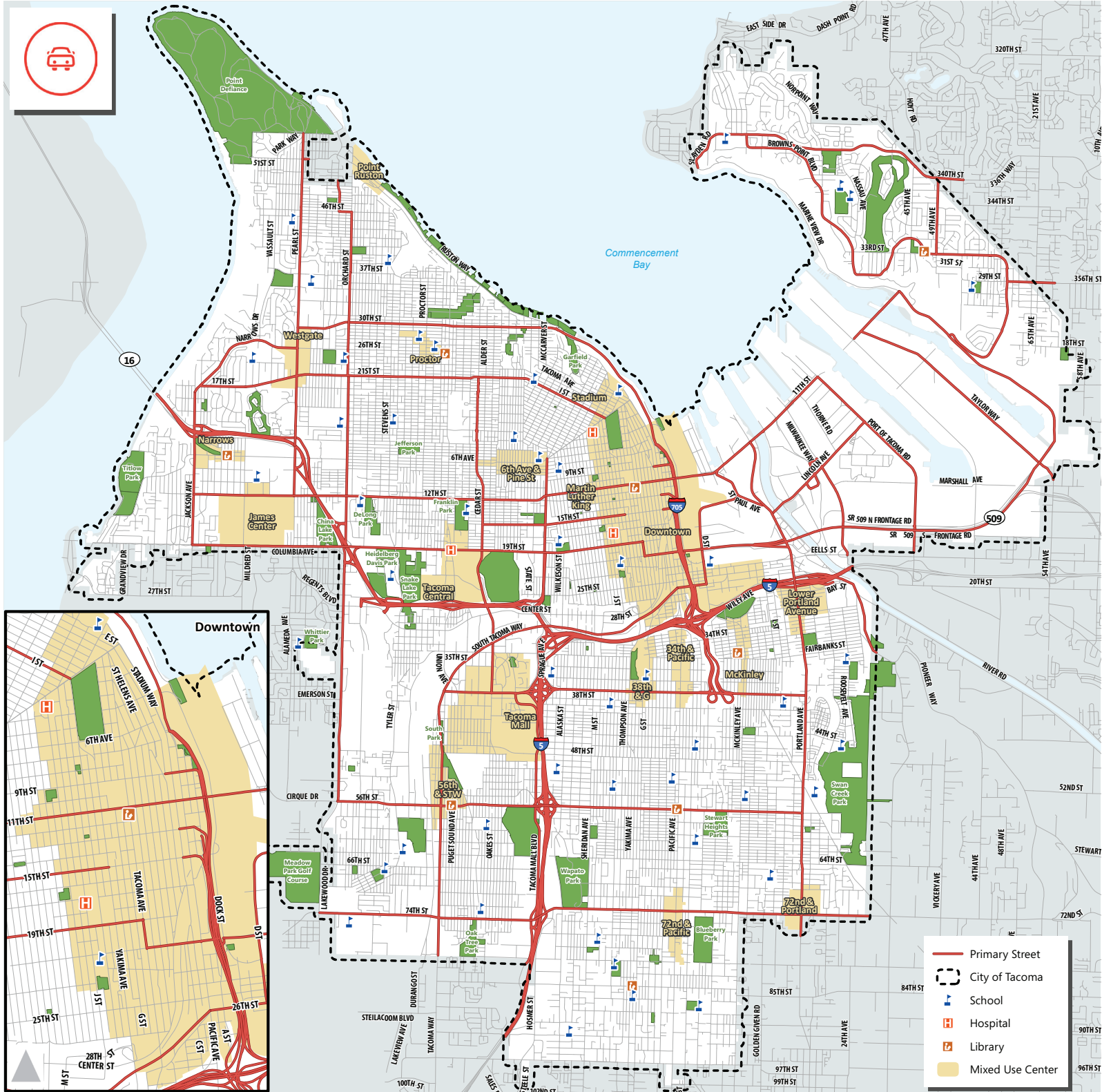
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FUTURE VISION



AUTO PRIORITY NETWORK



FUTURE VISION

IMPLEMENTATION

FUTURE CONDITIONS

November 2015 | 93



City of Tacoma TRANSPORTATION MASTER PLAN

PRIORITY NETWORKS (ALL MODES)

