



# TACOMA || TIDEFLATS

## SUBAREA PLAN

# Steering Committee

August 8, 2024 | Fabulich Center



# Agenda

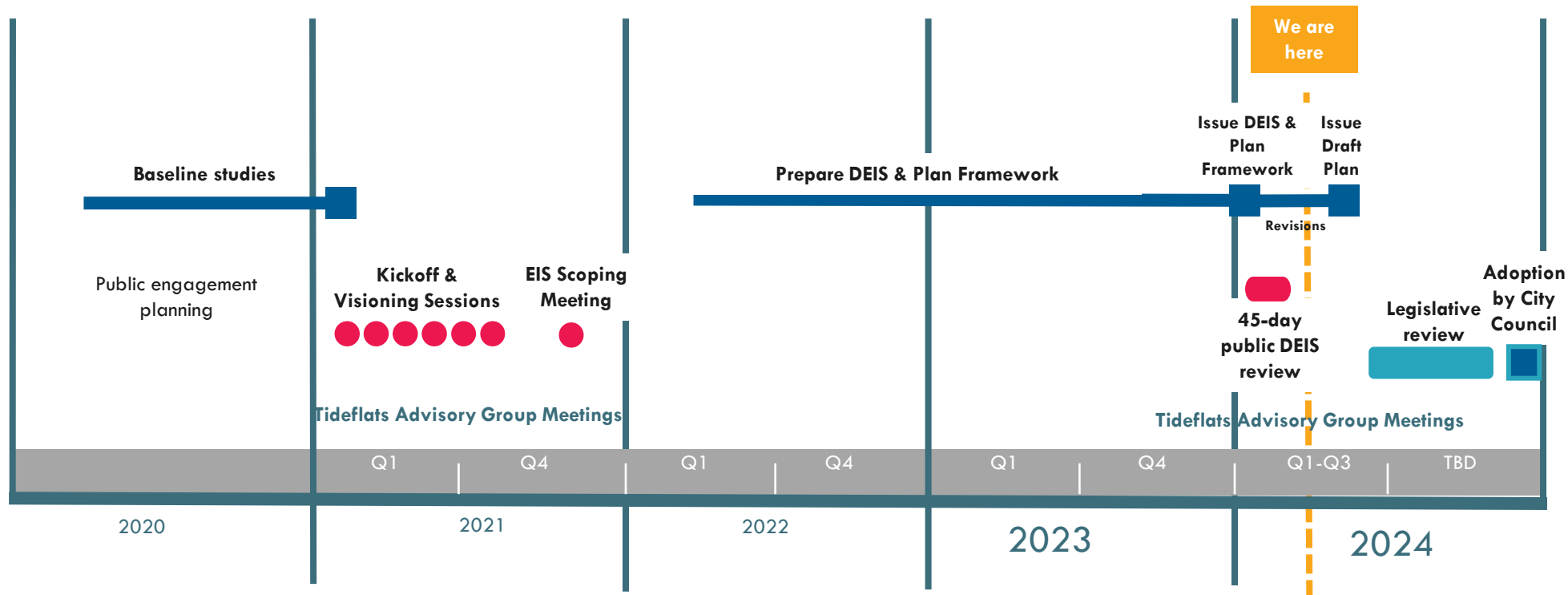
- A. Approval of Agenda
- B. Discussion Items
  - 1. Land Use
  - 2. Transportation
- C. Upcoming Agendas
- D. Other Items of Interest



# Project Status & Schedule

- Draft EIS was released
- Draft Plan work is ongoing (see *Discussion Item*)

- Community Engagement
- Document Milestones
- Tideflats Advisory Group (TAG) Meetings



# Discussion Items

1. Land Use – Core Area Designation





# Prior Steering Committee Review

## Character Area Land Use Concepts

- Blair/Sitcum
- Northeast Tacoma
- I-509 to Fife Transition
- Puyallup River
- Middle Peninsula
- Foss Peninsula
- Portland Ave Station Area



# RCW 36.70A.085: Comprehensive plans—Port elements.

3) Port elements adopted under subsections (1) and (2) of this section must be developed collaboratively between the city, the applicable port, and the applicable tribe, which shall comply with RCW [36.70A.040\(8\)](#), and must establish policies and programs that:

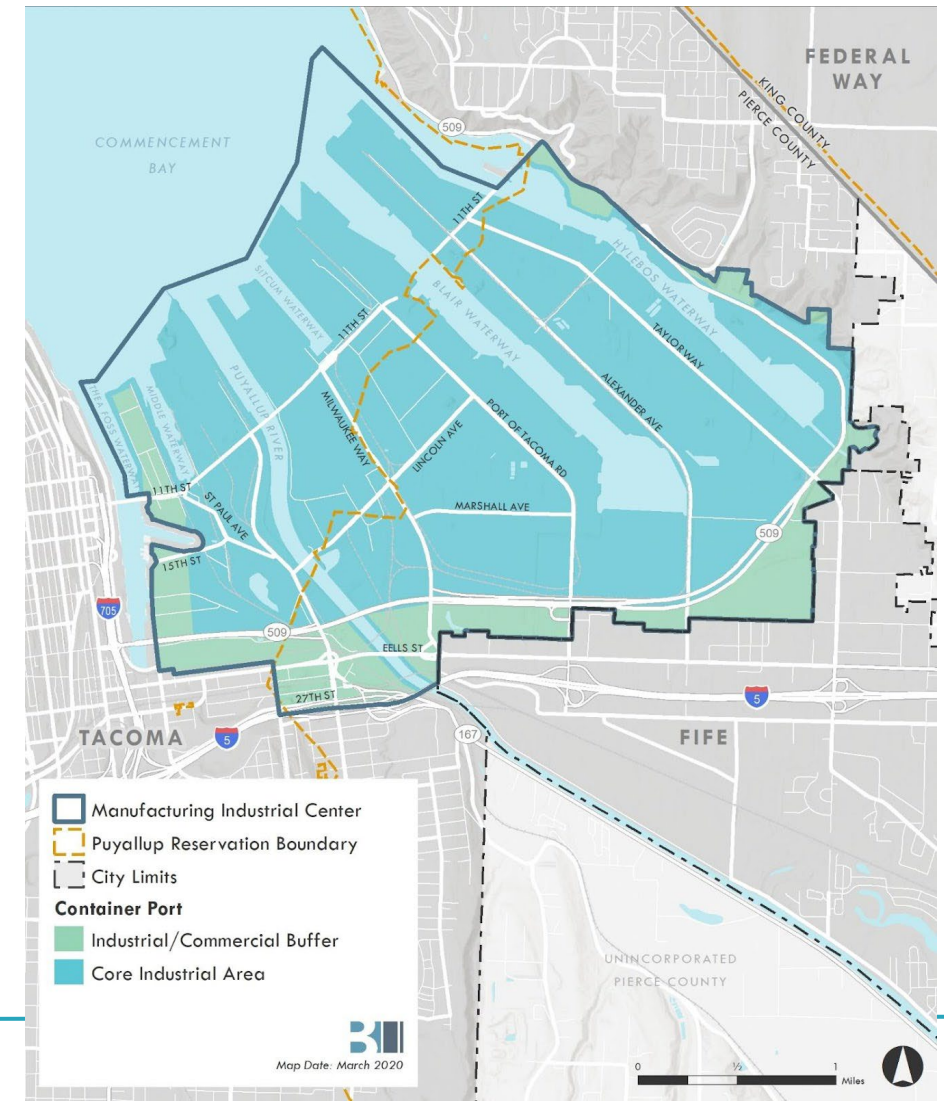
- (a) Define and protect the core areas of port and port-related industrial uses within the city;
- (b) Provide reasonably efficient access to the core area through freight corridors within the city limits; and
- (c) Identify and resolve key land use conflicts along the edge of the core area, and minimize and mitigate, to the extent practicable, incompatible uses along the edge of the core area.

(4) Port elements adopted under subsections (1) and (2) of this section must be:

(a) Completed and approved by the city according to the schedule specified in RCW [36.70A.130](#); and

(b) Consistent with the economic development, transportation, and land use elements of the city's comprehensive plan, and consistent with the city's capital facilities plan.

(5) In adopting port elements under subsections (1) and (2) of this section, cities and ports must: Ensure that there is consistency between the port elements and the port comprehensive scheme required under chapters [53.20](#) and [53.25](#) RCW; and retain sufficient planning flexibility to secure emerging economic opportunities.





# Discussion Items

## 2. Transportation



## Subarea Plan Framework: Transportation



- **Guiding Principle 8.** Climate science and greenhouse gas impacts are integrated into plans, programs, and investments. The subarea is more climate resilient by identifying and protecting vital infrastructure subject to to climate change impact.
- **Guiding Principle 9.** Proactive investment in infrastructure supports mobility, economic development, environmental protection, and climate resiliency.
- **Guiding Principle 10.** The Subarea Plan identifies steps to achieve decarbonization of Port and industrial activity and to accelerate emission reductions.



# Planning Requirements: Transportation

- Identify strategies to **address deficiencies in the center's transportation network**
- Prioritize transportation projects that provide access to freight intermodal facilities to **optimize freight movement**
- **Reduce commute impacts** through Transportation Demand Management (TDM) strategies consistent with the Regional Transportation Plan
- Support an **integrated multimodal transportation network**, including freight, transit, pedestrian, and bicycle facilities and linkages to adjacent neighborhoods and districts
- Identify strategies to **achieve a mode-split goal that advances a more sustainable mix** of auto, transit, and non-motorized trips

# Existing Transportation Facilities – Vehicle

## Vehicle Facilities

- Private vehicles are the primary mode of transportation
- Delay/congestion:
  - Long periods of delay on roads and intersections connecting the Subarea to the regional roadway network
  - Shorter delay at specific warehouses, distribution centers and terminals within the Subarea
- Limited over-water connections to the Subarea, leading to limited access points to/from the regional road network

## Parking

- Abundant on- and off-street parking for general purpose vehicles
- Limited parking options for larger trucks
  - Firms exist that provide off-street parking lots, but many drivers still opt to park on-street
  - Off-street staging areas at times inadequate to accommodate truck demand, leading to spill-over that takes up on-street parking space





# Existing Transportation Facilities – Freight

## Rail Facilities

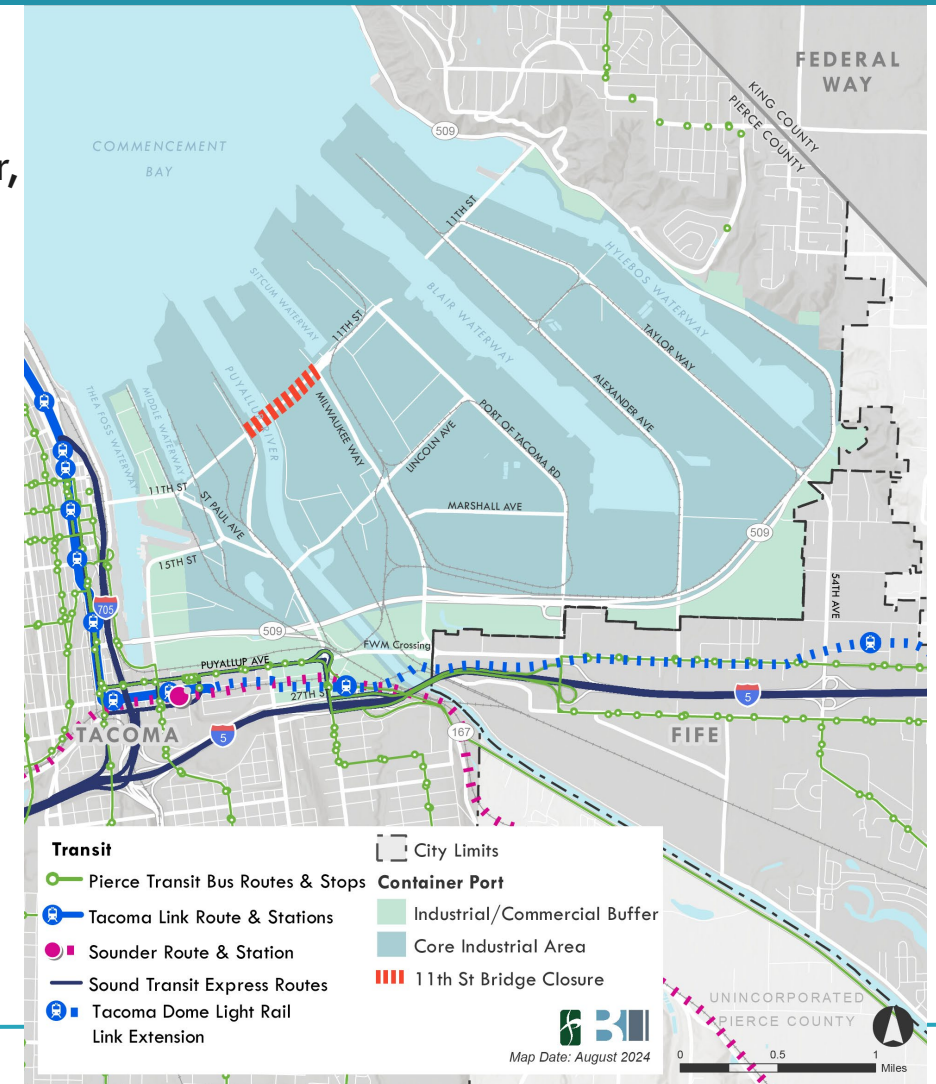
- Multiple Class 1 rail facilities serving the Port and connecting to Strategic Rail Corridor Network
- Various rail infrastructure supports the terminals and other facilities within the Subarea
- Several major and minor at-grade rail crossings. These can lead to:
  - Increased vehicle delay
  - Safety conflicts between rail and other modes



# Existing Transportation Facilities – Transit

## Transit Facilities

- Only Tacoma Runner on-demand transit runs within Subarea. However, robust existing and planned transit facilities on the periphery of the Subarea
  - Link Light Rail (Tacoma Dome Link Extension to Federal Way via Fife also planned)
  - Commuter Rail
  - Various Express and Local Bus Routes
- Industrial core of the Subarea is not currently served by transit
- Tacoma Dome Link Extension planned for 2035



# Existing Transportation Facilities – Active Modes

## Pedestrian Facilities

- Major roads outside of the industrial area generally have sidewalks on at least one side of street
  - Some of these sidewalks do not meet City minimum widths or ADA standards, and do not form a connected network
- Sidewalks generally not present within Subarea, and there is limited pedestrian-scale lighting in the area
- Pedestrian crossings:
  - Limited marked crossings within the Subarea
  - Limited pedestrian access opportunities into and out of the Subarea itself, mostly centered on high vehicle traffic corridors

## Bicycle Facilities

- Limited bicycle facilities in Subarea, including striped lanes, multiuse trails, and wide shoulders
- Most major roadways do not have bicycle facilities
- As with pedestrians:
  - Some areas have limited lighting
  - Limited bicycle access opportunities into and out of the Subarea itself, mostly centered on high vehicle traffic corridors



# Planned Vehicle and Transit Facilities Assumed in Analysis

1. SR 167/I-5 to SR 509 – Phase 1B
2. I-5/Port of Tacoma Road Interchange – Phase 2B
3. SR 509 & Alexander Avenue East Interchange
4. Tacoma Dome Link Extension – Federal Way to Tacoma Dome
5. E Portland Ave Safety Improvements – E 72<sup>nd</sup> to Puyallup Ave
6. Puyallup Avenue Corridor Improvements
7. High-Capacity Transit Corridor – Downtown Tacoma to Parkland
8. Tacoma T-Line to Tacoma Community College



# Existing and Planned Active Mode Facilities

## Trail and Bicycle Facilities

- Various planned shared use trails and/or bicycle lanes planned in and around the subarea
- Active mode facilities planned to connect to/from planned TDLE stations





# EIS Alternatives Analysis

	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3	ALTERNATIVE 4
Employment 2044	12,527	16,813	20,008	12,527
Households 2044	2,288	2,090	2,576	31,116

	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3	ALTERNATIVE 4
Vehicle Miles Travelled	1,856,000	1,962,000	2,073,000	1,852,000
VMT per Capita (VMT/service population)	72	65	62	72





# EIS Alternatives Findings

## Auto/Freight & Transit Facilities

- As growth occurs in the study area, operations will be degraded to below the City's identified standard for this EIS (Level of Service [LOS] D):
  - Portland Avenue E and E 26th Street (all alternatives)
  - Portland Avenue E and SR 509 Ramps (all alternatives)
  - Alexander Avenue E and SR 509 (all alternatives)
  - Puyallup Avenue and Portland Avenue E (Alternatives 2 and 3 only)
  - Alexander Avenue E and 12th Street (Alternative 3 only)

## Rail Facilities

- Growth in traffic volume under all four alternatives would increase delay for auto, freight, and transit users due to rail crossings and the length of queues resulting from additional rail crossings.

## Parking Facilities

- While there is enough parking supply to accommodate existing demand, growth in the area may cause demand to exceed supply in high-demand areas such as near truck terminals, resulting in the need to explore options to support truck parking through a more centralized approach.

# EIS Alternatives Findings

## Safety

- All the alternatives will increase traffic volume in the study area compared to existing conditions. As more vehicles travel in the study area, this could potentially lead to an increase in the number of collisions.
- It is possible that Alternatives 2 and 3 could result in an increase of serious and/or fatal collisions in the study area compared to Alternatives 1 and 4 due to the higher anticipated vehicle traffic under these alternatives.

## Active Mode Facilities

- Pedestrian and bicycle activity is expected to continue to increase compared to existing conditions.
- The City has identified several corridors within the study area where facilities are needed to improve safety and comfort for people bicycling, walking, or rolling.
- The development alternatives are not expected to preclude any planned pedestrian or bicycle improvements and would likely result in improved infrastructure because they would be subject to development standards for pedestrian and cyclist-oriented frontage improvements.

# Draft Actions from EIS

## Common to All Alternatives (Location-Specific)

**Action TI-1:** Finish reconstruction of the Fishing Wars Memorial Bridge to restore the connection from Puyallup Ave to Pacific Hwy, fill the gap in the bicycle and pedestrian network, and lift the weight restriction to open Pacific Hwy, west of Port of Tacoma Road as a transit and freight corridor.

**Action TI-2:** Perform a detailed engineering study at the intersection of Portland Avenue and E 26th Street to determine appropriate traffic control updates for the intersection. This should be done in coordination with Sound Transit.

**Action TI-3:** Coordinate with WSDOT to identify appropriate improvements at the Portland Avenue on- and off-ramps with SR 509.

**Action TI-4:** Coordinate with WSDOT to update designs and planning for the intersection of Alexander Avenue and SR 509 to balance safe and efficient access at the intersection with the travel demand expected as part of the SR 167 extension.

**Action TI-5:** Coordinate with WSDOT to identify appropriate capacity improvements at the 54th Avenue E and Pacific Highway intersection to facilitate right-turning movement at the intersection.

**Action TI-6:** Recognize the Port of Tacoma MIC is dependent on adjacent transportation infrastructure owners and partner with WSDOT and the City of Fife to coordinate sequencing and construction of planned roadway projects to maintain freight fluidity as well as improve transit and multimodal access at a system-level.

## Common to All Alternatives (Subarea-Wide)

**Action TI-7:** Identify high-priority locations to implement intelligent transportation systems (ITS) and other transportation systems management and operations (TSMO) improvements.

**Action TI-8:** Implement a transportation management association (TMA) for the subarea. The purpose of this TMA would be to implement policies and supportive tools to improve travel demand management, such as establishing parking maximums/minimums, reducing spillover parking, unbundling parking costs, increasing parking taxes/fees and reviewing/revising transit pass provision programs for employees within the subarea.

**Action TI-9:** Develop city-led and private partnerships to encourage the development of safe and accessible infrastructure for all modes within the MIC road network. Safety needs identified include pedestrian crossing and access improvements to facilitate access into and out of the subarea as well as along key corridors within the subarea itself.

**Action TI-10:** Consider parking strategies that manage on-street parking demand and supply, including implementing time limits/restricted parking zones and implementing additional off-street truck staging and processing facilities. To facilitate additional off-street truck staging, perform a siting study to determine feasible locations for potential staging areas.

**Action TI-11:** Consider coordinating with railroad owners on safety or grade separation projects to support movement of freight by rail and compatibility with the roadway network.



# Draft Actions from EIS

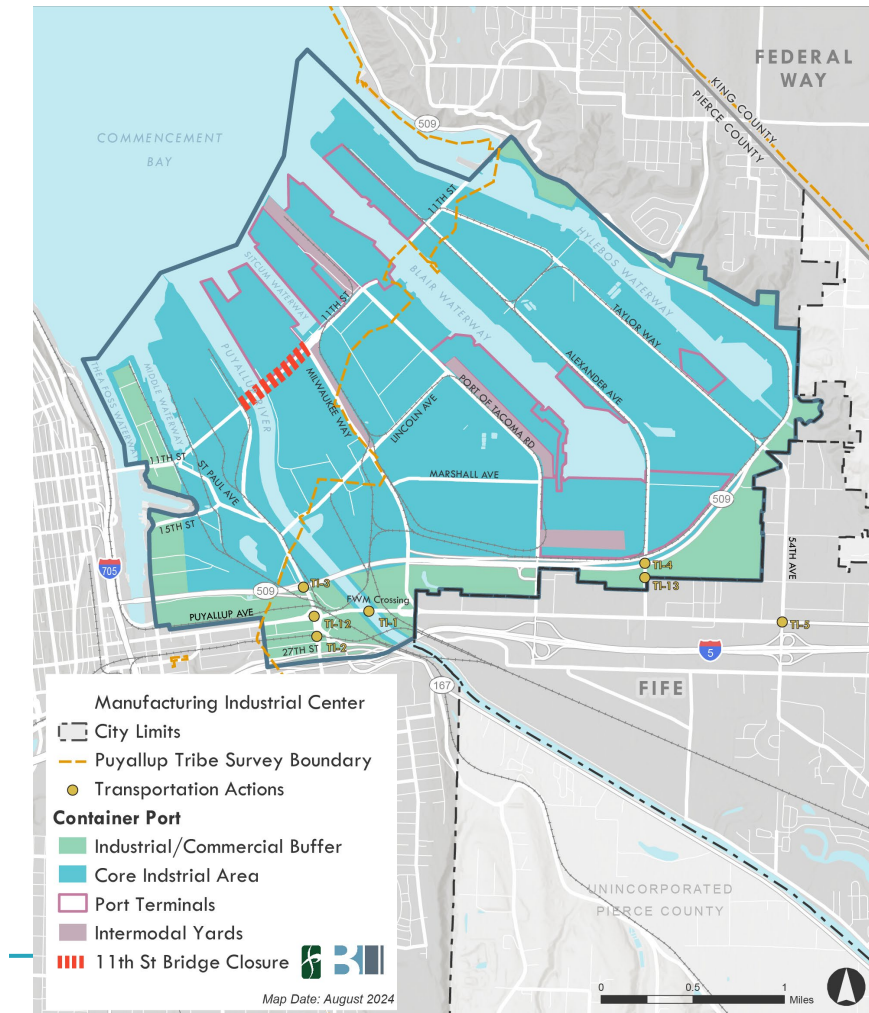
## Alternatives 2 & 3

**Action TI-12:** Evaluate potential multimodal and capacity improvements along Portland Avenue as well as Puyallup Avenue to improve traffic flow at the intersection of Portland Avenue and Puyallup Avenue.

## Alternatives 3 Only

**Action TI-13:** Perform a detailed engineering study to confirm the appropriate intersection control and configuration at the intersection of Alexander Avenue E and 12th Street E.

Location-Specific Actions Map



# List of Potential Priority Actions

Project	Description
<b>54th Ave &amp; SR 509 Intersection</b> ***Port Priority **Fife Priority	Project is to add a second left turn lane to NB 54th Ave at the intersection with SR 509 to alleviate congestion. The City of Fife is currently negotiating with WSDOT whether an IJR is required. An \$800,000 earmark has been awarded to the City of Fife for this project.
<b>Lincoln Ave &amp; Portland Ave</b> ***Port Priority	This project is to improve the intersection of Lincoln Ave and Portland Ave to reduce intersection delay. In 2022, the Port prepared several design concepts and have forwarded them to the City. An earmark request to Rep. Kilmer's Office was submitted, but does not appear to be receiving a recommendation to advance. A \$2.5 million earmark has been awarded to the City of Tacoma to support this project.
<b>Milwaukee Way &amp; Pacific Hwy</b> ***Port Priority	This intersection is the last intersection before the FWMB. The pending replacement and removal of the weight restriction of the FWMB provides an opportunity to improve this intersection for freight and improve the utility of Milwaukee Ave for Port business and freight activities.
<b>Port of Tacoma Rd Interchange</b> ***Port Priority **Fife Priority	Phase 2 will add a new crossing over I-5 and complete the couplet functionality to improve fluidity at this interchange.
<b>Portland Ave Freight Access</b> ***Port Priority	Project to reconstruct Portland Ave from Lincoln Ave to I-5 to heavy haul standards, improve the intersection with SR 509, and install additional fiber connections for ITS. The project was not funded through the FY2027-28 PSRC grant process. Project needs to be monitored to avoid impact to the future improvements at Lincoln Ave and Portland Ave.

# List of Potential Priority Actions

Project	Description
<b>Portland Ave Freight Access</b> ***Port Priority	Project to reconstruct Portland Ave from Lincoln Ave to I-5 to heavy haul standards, improve the intersection with SR 509, and install additional fiber connections for ITS. The project was not funded through the FY2027-28 PSRC grant process. Project needs to be monitored to avoid impact to the future improvements at Lincoln Ave and Portland Ave.
<b>70th Ave Grade Separation</b> **Fife Priority	A new overpass to provide grade separation between 70th Ave and the UP arrival tracks to the Port of Tacoma. The arrival tracks can occasionally block access at the crossing due to congestion at Bullfrog Junction. This project is located on the Canyon Rd corridor and is the last 2 lane bottleneck between Fredrickson and the Port of Tacoma, but they are independent.
<b>Lincoln Ave Bridge Widening or 11th St Bridge Replacement</b>	2022 Tacoma Tideflats Truck Modeling identified the need to add additional lanes for traffic to cross the Puyallup River. No defined concept at this time.
<b>54th Ave Interchange</b> **Fife Priority	A reconfiguration of the 54th Ave interchange that would include a bypass road on the west side of Fife's City Center to divert trucks around.
<b>Alexander Ave Grade Separation</b>	A concept of unknown feasibility was developed as part of SR 167 completion work for grade separation at Alexander Ave. If possible, this would provide an opportunity to extend the Arrival and Departure tracks to the east making them longer and usable without blocking the entrance to PCT.
<b>City of Tacoma Tideflats ITS</b>	A new project expected to enter the scoping phase in 2024 to upgrade ITS in the Tacoma Tideflats.
<b>Lincoln Ave Corridor Improvements</b>	Improvements to the Lincoln Ave corridor were a part of the 2022 Tacoma Tideflats Truck Modeling work to ideate ways to improve freight fluidity.
<b>Sound Transit TDLE</b> **Fife Priority	This is a light rail project to connect Federal Way to Tacoma. Of interest is the station area in Fife, located adjacent to 54th Ave and a new station along Portland Ave in Tacoma. Both are expected to increase the potential for ROW competition between freight, transit, and pedestrians.
<b>Wapato Way frontage road Lane</b> **Fife Priority	A new frontage road along SR 167 with a stated intent of providing an alternate route for trucks around the future Fife City Center.
<b>WUT Entrance Improvements</b>	WUT has expressed concern with the way the terminal's entrance to the public street works. NWSA staff regularly coordinates with the City on the short-term operational needs but long-term improvements are needed to support business growth.

# List of Potential Priority Actions

Project	Description
54th Ave Grade Separation	Train operations along the UP tracks resulted in the closure of this crossing due to safety concerns involving Columbia Junior High School. Traffic cannot cross at this location until grade separation is achieved, limiting access to residences and the Puyallup Tribe Youth Center on the south side of the track.
Puyallup Ave Corridor Improvements	Reconstruction of Puyallup Ave to concrete and complete street improvements in the area around the future TDLE Tacoma Dome station.
SR 167 Completion ***Port Priority **Fife Priority	Part of the Puget Sound Gateway, this project will connect SR 167 in Puyallup to SR 509 at the Port of Tacoma
Fishing Wars Memorial Bridge ***Port Priority	This bridge is currently closed and was previously weight restricted despite connecting Pacific Hwy in Fife to Tacoma across the Puyallup River. The closure is decreasing travel times on I-5, reducing system resiliency, and leading to cut through traffic in the Tacoma Tideflats.
Canyon Rd Extension	An extension of Canyon Road to 70th Ave in Fife that would improve system resiliency by providing a secondary connection to the Frederickson MIC. This project relates to the 70 <sup>th</sup> Ave railroad crossing.
SR 509 Completion	Connection of SR 509 limited access to I-5. This is a part of the Puget Sound Gateway Completion project.
SR 18 Widening to I-90	This is a two-phase project to widen SR 18 from Maple Valley to I-90. The corridor provides a vital connection from the Port of Tacoma to Ellensburg as well as an opportunity to improve the flow of traffic on I-90.
I-5 & SR-18 interchange	This project to complete 'Phase 2' of the triangle interchange between SR 18 and I-5. The interchange sees a notable number of trucks from the Port of Tacoma, but it is unknown the level of benefit freight as most of benefits targeted were for WB SR-18 and most maritime freight is entering EB SR-18 at this location. There is no funding path forward for this project.
SR 509 & Alexander Improvements	This project involves adding a double left hand turn lane to the intersection of SR 509 and Alexander and considering interchange modifications to combine the East/Westbound segments into one controlled intersection.
54th Ave Grade Separation	Train operations along the UP tracks resulted in the closure of this crossing due to safety concerns involving Columbia Junior High School. Traffic cannot cross at this location until grade separation is achieved, limiting access to residences and the Puyallup Tribe Youth Center on the south side of the track.



# Preliminary Discussion

Project Management Team requests Steering Committee direction on the **Priority Transportation Actions**.

Are there any Actions that need to be added or adjusted?

What Actions should be considered high-priority?

What Actions could be considered low-priority/visionary?

# Upcoming Agendas

Date	Topic(s)
Sep 12	<b>Transportation – Finalize</b>
Oct 10	<b>Draft Plan and SC Recommendation</b>

