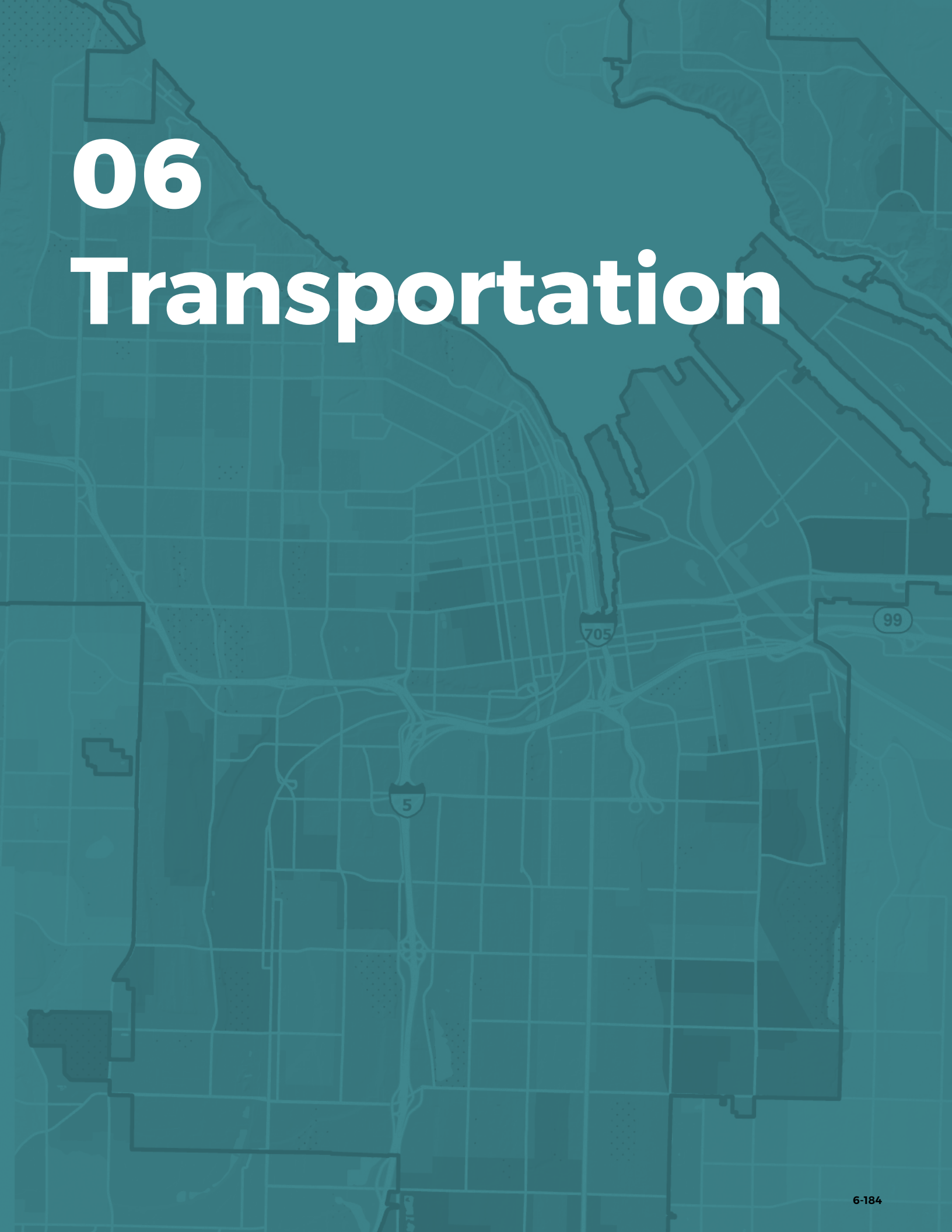
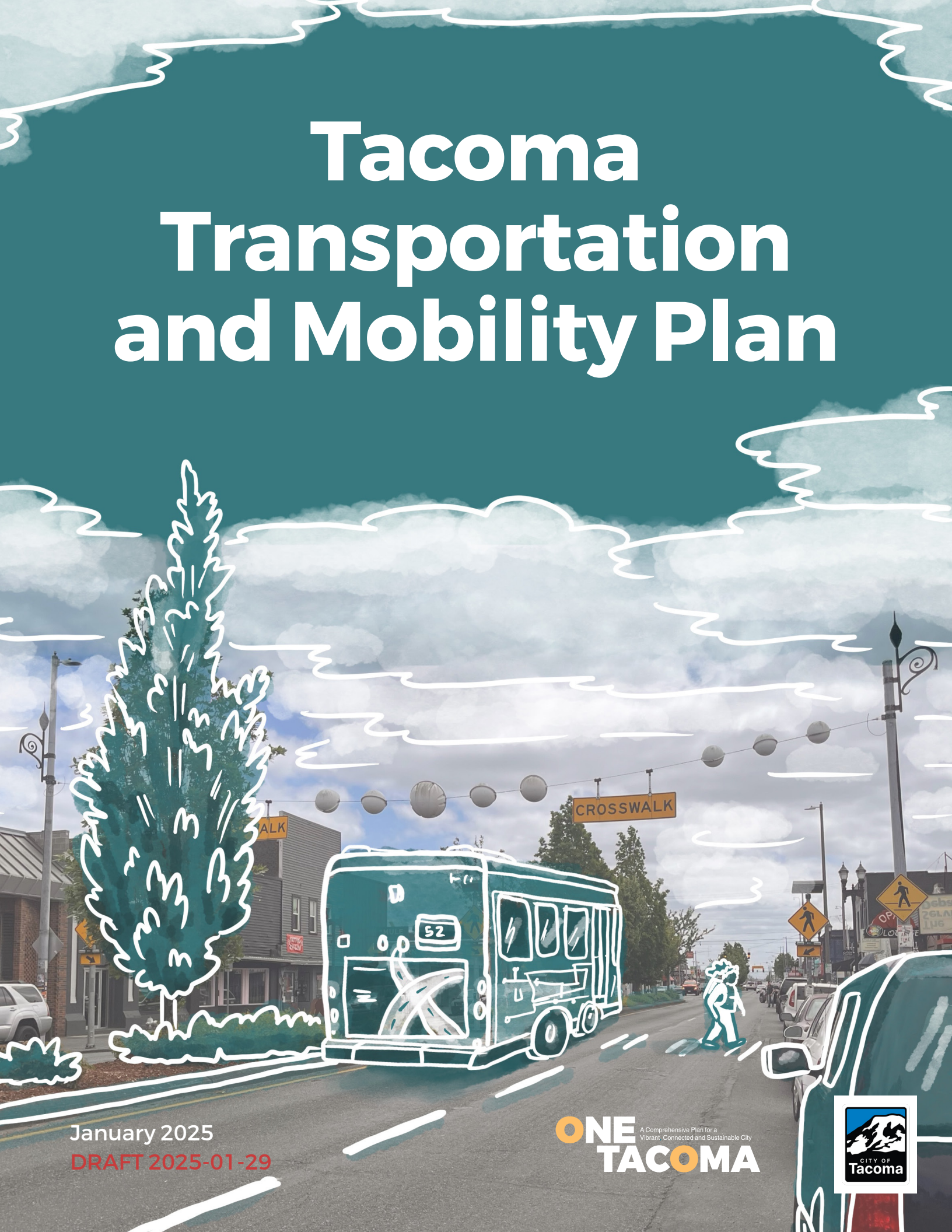
06 Transportation



Tacoma Transportation and Mobility Plan



January 2025

DRAFT 2025-01-29

ONE TACOMA

A Comprehensive Plan for a Vibrant Connected and Sustainable City

CITY OF Tacoma

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Introduction

01

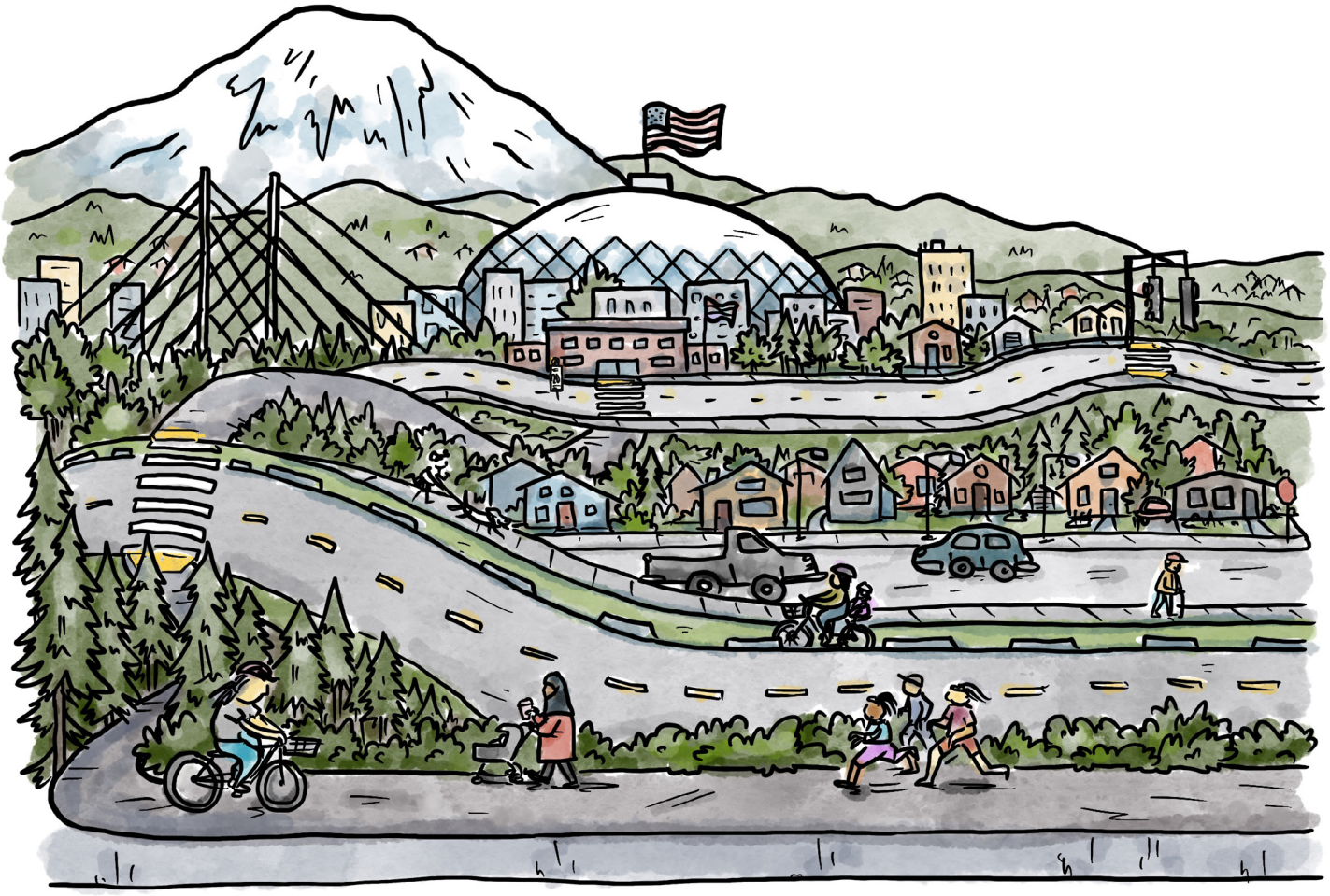
Tacoma's sense of identity is unmistakable. The city is surrounded by a beautiful natural environment, made up of unique neighborhoods that are full of character, and enlivened by a thriving arts and cultural scene. The Port of Tacoma and the city's position along Interstate 5 (I-5) make it an important economic center in the region. Tacoma's affordability, relative to other parts of the Puget Sound, has helped the city maintain a diverse community and support local businesses, although rising costs are gradually impacting this dynamic.

The city's transportation system is a crucial asset that shapes this sense of place. It links people to destinations like parks, groceries, local businesses, and places of employment; it gets essential goods and services to people and businesses; and ultimately it connects people to each other. As Tacoma grows, the need for better ways to move throughout the city and access the broader region becomes even more important. A safe, equitable, and reliable transportation system is critical for Tacoma to be a healthy and thriving place, where people want to live, work, and play.

The Tacoma Transportation and Mobility Plan (TMP) evaluates the current transportation system, identifies needed improvements, and lays out a roadmap to improve walking and rolling, biking, public transit, and other modes of transportation that make it safer and healthier to move around the city and region.

IN THIS CHAPTER:

- What is the Transportation and Mobility Plan?
- Why is a Transportation and Mobility Plan Needed?
- How to Read this Document



WHAT IS THE TRANSPORTATION AND MOBILITY PLAN?

The TMP is part of Tacoma's One Tacoma: Comprehensive Plan and outlines the City's transportation priorities for the next 25 years. It ensures Tacoma meets the requirements of the Washington State Growth Management Act (GMA), which requires local transportation plans to align with future land use, population, and job growth goals. The TMP builds on the 2015 Transportation Master Plan, refining the City's long-term vision, goals, and priorities. The plan also details the policies, strategies, projects, and actions needed to keep Tacomans safe, connected, and thriving.

GROWTH MANAGEMENT ACT (GMA) REQUIREMENTS

Washington State's Growth Management Act requires cities to create transportation plans that align with land use decisions and financial planning. For Tacoma, this means:

- Developing a transportation plan that supports the future land uses outlined in the Comprehensive Plan.
- Considering how Tacoma's growth will impact nearby communities, such as Ruston, Fife, Federal Way, Lakewood, Fircrest, University Place, and unincorporated Pierce County.
- Setting performance goals for all travel options, ensuring the transportation system works for everyone.
- Identifying projects, policies, and programs that align with these performance goals.
- Creating a practical financial plan to make sure key projects and programs can be completed.

WHY IS A TRANSPORTATION AND MOBILITY PLAN NEEDED?

Tacoma is experiencing significant growth, welcoming new residents, businesses, institutions, and destinations. To manage this growth while supporting long-time residents, the city needs a multimodal transportation system that can move more people while also increasing safety, reducing emissions, and improving accessibility. This requires reducing reliance on cars and expanding access to other transportation options including high-quality public transit, walking, rolling, and bicycling.

The TMP sets strategies and actions to make transit, walking, rolling, and biking the safest, most affordable, and most convenient ways to move around the city and connect to the region. It is an opportunity to rethink how different modes of travel have been prioritized in the past and shift toward a future transportation network that aligns with Tacoma's long-term vision.

HOW TO READ THIS DOCUMENT

The chapters of the TMP build on one another, showing how the City's goals shape the policies and projects needed to bring our vision to life.

CHAPTER 02: COMMUNITY PERSPECTIVES

Community inputs that shape the TMP, gathered through years of process, and joint public engagement with the Comprehensive Plan.

CHAPTER 03: VISION AND GOALS

Community-driven transportation vision and goals that form the foundation of the TMP. Supported by key policies that guide the development of strategies, projects, and programs.

CHAPTER 04: OUR OPPORTUNITY

Key challenges and opportunities that shape the future of our transportation system.

CHAPTER 05: A SAFE, EQUITABLE, AND INTEGRATED TRANSPORTATION SYSTEM

An approach informed by Tacoma's core values, guiding decision-making about how to use limited street space and financial resources.

CHAPTER 06: ELEMENTS OF OUR TRANSPORTATION SYSTEM

The vision for each key element of our transportation system and the strategies and actions that get Tacoma there.

CHAPTER 07: IMPLEMENTING THE TRANSPORTATION AND MOBILITY PLAN

List of projects and an approach to get priorities funded, engage with partners in delivery, and measure the results of progress.

Five appendices provide detailed plans for essential transportation modes—pedestrian, bicycle, transit, auto, and freight—as well as other critical street and public space functions, such as curb use and the public realm.

A: Key Terms

B: Modal and Functional Elements

C: Multimodal Level of Service

D: Project List

E: Model Documentation

Community Perspectives

04

ENGAGEMENT OVERVIEW

As part of the One Tacoma: Comprehensive Plan update process, the City of Tacoma provided community members with a forum to have their voices heard and to ensure diverse voices and community perspectives underpin TMP recommendations and strategies.

IN THIS CHAPTER:

- Engagement Overview
- Key Community Inputs

9

9 Community Visioning Workshops attracting over 300 attendees

1

Ideas Wall thematic open public comment forum

8

8 community events including pop-ups at schools, parks, and other community destinations

5K

Mailer to 5,000 households

7 languages

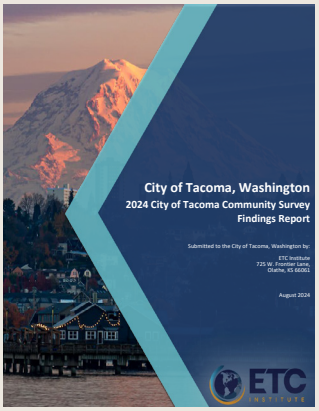
Multilingual survey (in English, Spanish, Vietnamese, Khmer, Korean, Russian, and Ukrainian) distributed by Language Ambassadors

1.6K

1,600 comments gathered through various channels

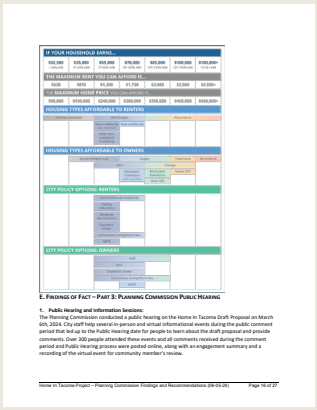
BUILDING ON RECENT ENGAGEMENT EFFORTS

The City of Tacoma's conversation with the community is active and ongoing. In addition to One Tacoma outreach, the city has recently engaged with the community through planning efforts for:

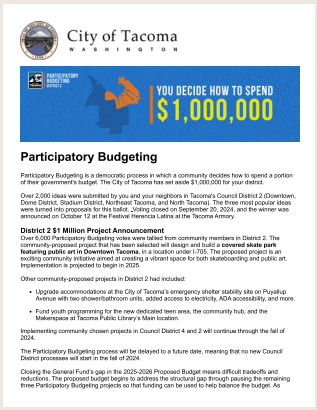


2024 COMMUNITY SURVEY

VISION ZERO

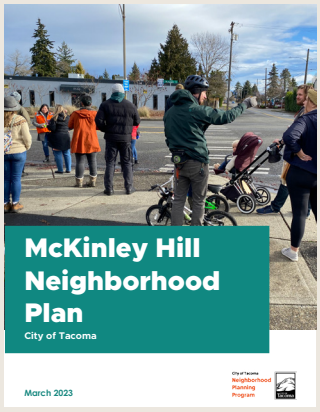


HOME IN TACOMA

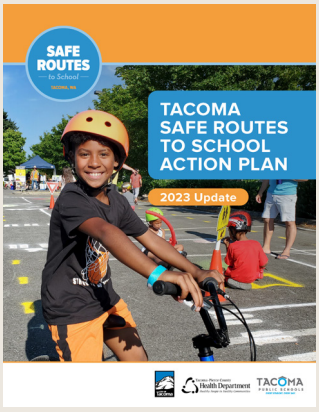


PARTICIPATORY BUDGETING

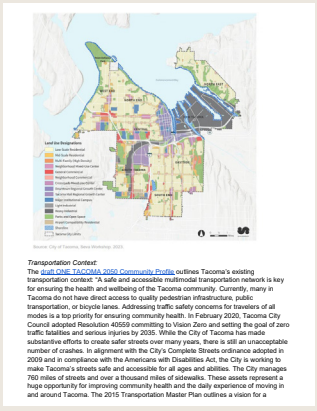
SUB-AREA PLANNING



NEIGHBORHOOD PLANNING



SAFE ROUTES TO SCHOOL ACTION PLAN UPDATE



COMMUTE TRIP REDUCTION FOUR-YEAR PLAN UPDATE: 2025–2029

KEY COMMUNITY INPUTS

Community members identified transportation and mobility as prominent themes throughout the One Tacoma: Comprehensive Plan engagement process. Access to community destinations, reliable transit, safe and comfortable places to walk, roll, and bike all emerged as priorities. Key areas of focus from community input include:

15-MINUTE NEIGHBORHOODS

Participants identified access to amenities as an important priority. There was broad support for 15-Minute Neighborhoods and related concepts such as increasing walkability, reducing car reliance, and being able to easily access amenities and community-serving destinations.

RELIABLE PUBLIC TRANSIT

Community members commented on the need for more reliable transit and advocated for expansion of high-capacity transit like light rail or bus rapid transit. Other important highlights included frequent service, safe stations and stops, and better off-peak service.

SAFE BICYCLE AND PEDESTRIAN MOBILITY

Participants felt that a lack of safe and connected bicycle and pedestrian infrastructure limited their use of active modes to complete daily trips. Street safety was an important theme, with a particular focus on accessibility for older adults, children, and people with reduced mobility. People voiced support for traffic calming measures to slow down drivers and improve safety.

BEAUTIFYING STREETS, NEIGHBORHOOD IDENTITY, AND SENSE OF PLACE

Prominent community concerns included a lack of cleanliness and street maintenance.

BEYOND ENGAGEMENT FOR ONE TACOMA

Beyond engagement for One Tacoma, the City has heard support from the community for initiatives that make it easier and safer to travel through other planning processes. Key themes that continue to emerge in conversation with community conversations include support for:

- Reliable transit
- Traffic calming
- Pedestrian safety
- Residential bike ways
- Street maintenance
- Slower driving speeds
- Repurposing right-of-way for community and tree coverage

Vision and Goals

03

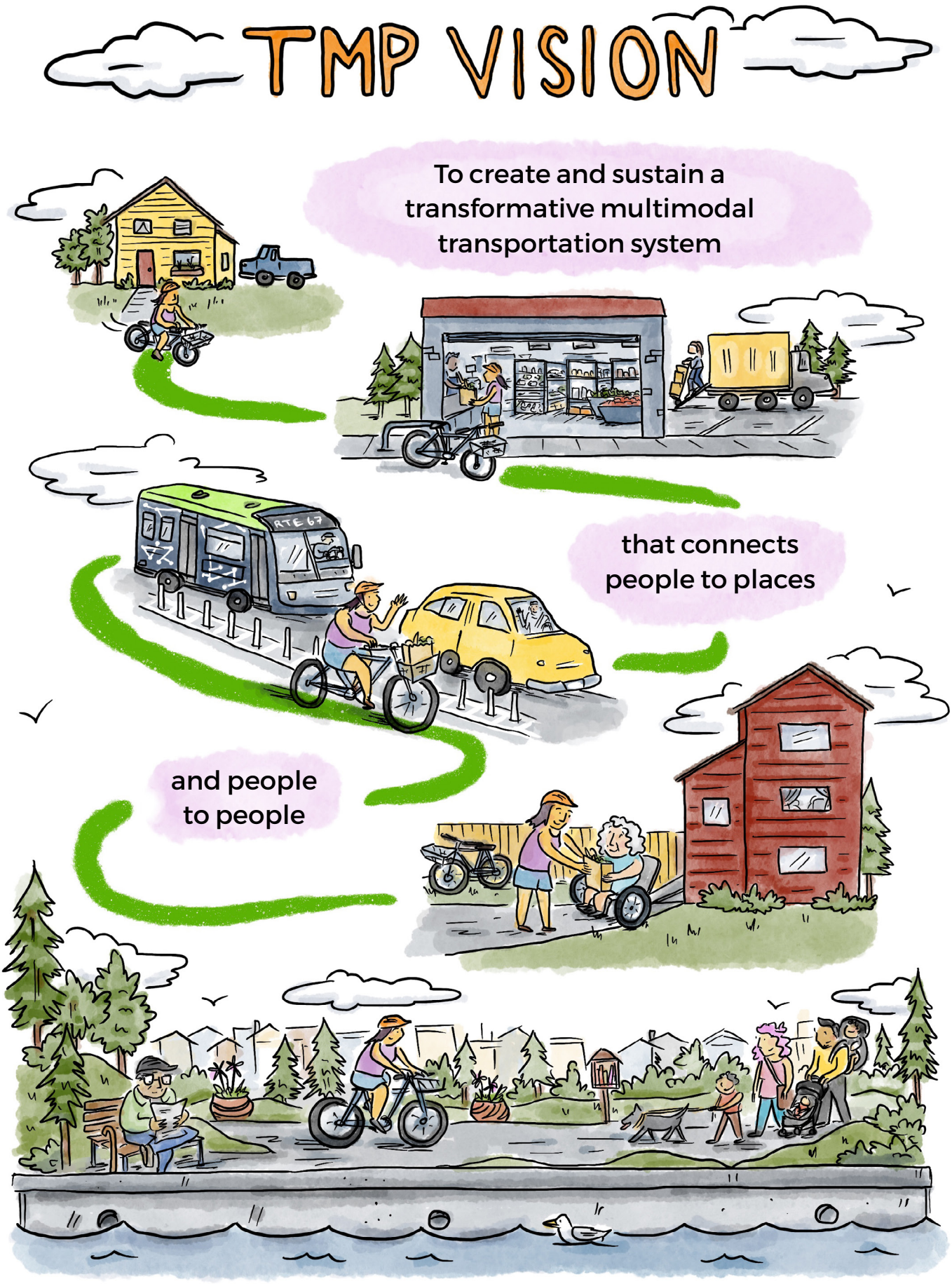
The vision and goals guide the development of strategies, projects and programs, and provide a reference against which different projects are assessed and prioritized.

The TMP vision statement and goals are rooted in community input and were developed in partnership with the City's Transportation Commission.

IN THIS CHAPTER:

- Vision
- Goals

TMP VISION


To create and sustain a transformative multimodal transportation system
that connects people to places
and people to people

GOALS

The vision is supported by eight goals and related policies that guide the strategies, actions, and projects recommended in the plan. The goals offer a high-level overview of what is needed to achieve Tacoma's vision, while the policies provide specific guidance to accomplish those goals.

GOAL 1
Advance Equity and Livability

GOAL 2
Ensure a Safe and Comfortable Experience

GOAL 3
Make Tacoma an Environmentally Sustainable and Healthy Place to Live

GOAL 4
Cultivate Meaningful Partnerships

GOAL 5
Promote Transparent Decision-Making

GOAL 6
Connect the Tacoma Community

GOAL 7
Maintain and Upgrade Tacoma's Transportation Resources

GOAL 8
Support a Thriving Economy

Vision

THE DESTINATION

The overarching idea of where we want to go as a city

Goals

THE DIRECTION WE TAKE TO GET THERE

The aspirational direction for the city and what the realized benefit or impact looks like

Policies

THE STEPS WE TAKE TO GET THERE

Describes what the City needs to do in order to realize our goals and vision

Goal 1: Advance Equity and Livability

Harm is repaired, and burdens from legacy transportation infrastructure decisions are alleviated by prioritizing investments identified through equitable engagement in communities that have experienced disproportionate impacts and disinvestment.

a. Center the voices of communities of color, individuals with a lived experience of poverty, and underrepresented groups when planning, designing, and making-decisions about key transportation policies, projects, and programs.
b. Prioritize policies, programs, and projects that remove systemic and physical barriers and address harm from past and contemporary infrastructure decisions.
c. Provide accessible and dignified services to all persons ensuring all travelers regardless of mobility status can safely and effectively navigate the transportation system at every part of their journey.
d. Plan and design transportation investments to support and strengthen community assets and reduce displacement risk.
e. Empower communities affected by harm or disinvestment to shape their neighborhoods' futures by fostering inclusive participation and encouraging reciprocal dialogue, while utilizing technical guidance from subject matter experts for collaborative decision-making and meaningful change.
f. Prioritize investment in affordable transportation options so everyone can take the trips they need to make, when they need to make them.

Goal 2: Ensure a Safe and Comfortable Experience

All users of the transportation system can move freely and without fear of traffic violence, supported by safe, comfortable, and intuitive multimodal travel options.

g. Advance the commitment to zero fatal and serious injury crashes by implementing safe and equitable design and practices that uphold the principle that no loss of life is acceptable on Tacoma's transportation network.
h. Design a street network that is safe and accessible for vulnerable road users, including pedestrians, bicyclists, and other small mobility users, ensuring complete networks of ADA-compliant pedestrian facilities and a comprehensive bicycling system that connects all parts of Tacoma and accommodates all types of riders.
i. Reduce vehicle speeds to increase safety for all street users, prioritizing safety and mobility over vehicle capacity.
j. Concentrate safety investments in areas with the highest risk of fatal and serious injury collisions, guided by safety and equity data, while secondarily enhancing routes to key destinations such as schools, transit stops, mixed-use centers, and health-serving destinations.
k. Foster a public realm that people want to spend time in, where communities are empowered to look out for each other, and all people can use without fear of harassment or threats.
l. Design and maintain the transportation network to secure safe and reliable emergency access, facilitating rapid response for emergency vehicles and efficient emergency evacuation routes.

3 Goal 3: Make Tacoma an Environmentally Sustainable and Healthy Place to Live

Transportation and land-use strategies enable a citywide shift towards a greener future, delivering better outcomes for the environment and ultimately for the people who live here.

m. Prioritize active travelers and public transit riders in the planning, design, and construction of streets using the Green Transportation Hierarchy.
n. Design new transportation infrastructure to be climate resilient and withstand the impacts of climate change.
o. Incentivize modes that improve air quality, reduce vehicle emissions, and offer convenient alternatives to driving.
p. Establish land use, zoning, and design regulations that create development patterns and street designs that minimize conflicts between road users and prioritize and incentivize transit and active transportation.
q. Support the transition from fossil fuels to electric and cleaner transportation technologies, including electric fleets and emission-free vehicles and devices for all types of motorized mobility.
r. Transform streets into green streets by incorporating features such as trees, bioswales, and permeable pavement to manage stormwater, reduce urban heat, and enhance air quality.
s. Promote active transportation and public realm activation by creating safe, accessible, and engaging public spaces that encourage walking, rolling, biking, and social interaction to support physical health and mental well-being.

4 Goal 4: Cultivate Meaningful Partnerships

Local, regional, state, and intergovernmental efforts are coordinated and aligned, supporting a more seamless multimodal transportation system.

t. Develop shared goals with other agencies, which balance local and regional needs, to help guide and navigate trade-offs in ongoing coordination.
u. Establish and maintain regular communication channels across departments and agency partners to identify opportunities for better alignment in decision-making, funding, and planning processes.
v. Equip Tacoma city staff with the skills and resources to engage in multimodal transportation planning and design using a Safe Systems Approach, promoting partnerships across work groups and departments to foster collaborative improvements.
w. Promote ongoing capacity building for community organizations to strengthen local advocacy networks.
x. Collaboratively define scope and responsibilities for using the city right-of-way early in the planning process, while balancing enhancements with the need for effective project delivery.
y. Pursue City-led initiatives to raise revenue for the development, operation, and maintenance of the city's multimodal transportation system, leveraging the resources of private development, and local, regional, state, and federal partnerships.

Goal 5: Promote Transparent Decision-Making

Transportation decisions are made openly and with community, and lessons from projects are captured and used to make future work better, while success and challenges are shared to improve community trust.

z. Use a data-driven approach for transportation investments, making the decision-making process accessible and clear to the public.

aa. Track and publicize the measurable outcomes of transportation investment.

ab. Create defined processes for how lessons learned are used to inform and improve future projects.

ac. Regularly provide progress updates in ADA-accessible formats that are easy for all members of the public and stakeholders to understand and engage with, considering language needs and literacy levels.

ad. Solicit community input to navigate tradeoffs that prioritize safety and equity while striving to address community needs.

Goal 6: Connect the Tacoma Community

Streets and the public realm serve as essential public spaces, which are inclusive for all ages and abilities, foster social interaction, provide multimodal access, and enrich quality of life.

ae. Support land use policies and investments in transportation infrastructure that transform the Frequent Transit Network into conduits for equitable transit-oriented development.

af. Reallocate street space to prioritize people, creating enjoyable places that also facilitate goods delivery and mobility.

ag. Create streets as public spaces that are enjoyable for people to travel to and through, give people a sense of pride and community care, and encourage them to travel by walking, biking, or rolling.

ah. Redesign streets that divide neighborhoods by creating frequent safe and accessible crossing opportunities, slowing driver speeds through arterial traffic calming, and increasing tree canopy.

ai. Support land use and grid street patterns that promote mixed-use developments, bringing housing, retail, workplaces, and recreational spaces closer together to create walkable neighborhoods.

Goal 7: Maintain and Upgrade Tacoma's Transportation Resources

Infrastructure is preserved and modernized to support the city's sustainable and multimodal future.

aj. Pursue reliable sources of funding that align with Tacoma's multimodal transportation investment priorities.

ak. Keep streets, sidewalks, bikeways, bridges, trails, and transit facilities well-maintained and able to meet the needs of all transportation users.

al. Prioritize maintenance of transportation facilities in areas of historic underinvestment.

am. Prepare Tacoma for emerging mobility trends and technology and leverage proven technology to improve safety and efficiency.

an. Invest in the timely maintenance of transportation assets to reduce long-term repair and upkeep costs.

ao. Foster and strengthen partnerships to support clean, safe, and vibrant public spaces that contribute to neighborhood and business vitality and community well-being.

Goal 8: Support a Thriving Economy

An effective multimodal transportation system facilitates connections that enable people, goods, and services to access businesses, jobs, essential services, and recreational and cultural destinations, boosting economic vitality.

ap. Promote safe, reliable, and convenient multimodal transportation options that support seamless commutes and enhance workforce mobility.

aq. Enhance access to local businesses through improved transit, active transportation, and inviting public realm in mixed-use centers, fostering welcoming business environments for people to visit, gather, and invest in.

ar. Include small and disadvantaged businesses in the planning, design, and construction of transportation projects to advance Tacoma's transportation vision.

as. Facilitate the safe movement of goods within and through the city, to get supplies to local businesses and connect the Port with the broader region, while reducing local impact.

at. Remediate the impacts of I-5 and current and legacy state routes on the commercial success of designated growth areas to support economic vitality and sustainable development.

au. Advance flexible curb management to adapt to changing land use and support economic development while balancing the diverse needs of all users.

Our Opportunity

04

The City of Tacoma is a lively, diverse, and dynamic community with a population of 217,332, making it the third largest city in Washington State and the urban center of Pierce County. Tacoma is expected to grow significantly, welcoming an estimated 60,000 new housing units and 94,000 new jobs by 2050. This projected growth will increase the demand on Tacoma's transportation systems and assets including streets, bridges, and trails.

IN THIS CHAPTER:

- What Shapes Transportation Needs in Tacoma?
- Regional Partners
- Asset Management
- Travel Trends and

WHAT SHAPES TRANSPORTATION NEEDS IN TACOMA?

TACOMA'S GROWTH STRATEGY DIRECTS NEW DEVELOPMENT TO SPECIFIC AREAS THAT CAN ACCOMMODATE IT MOST SUSTAINABLY

Downtown Tacoma and the Tacoma Mall area have been designated as Regional Growth Centers and will be key areas for development over the next 25 years. The One Tacoma: Comprehensive Plan also identifies mixed-use centers that will help manage a significant portion of future population and job growth by providing housing, employment opportunities, transit-oriented development, a strong multimodal transportation network, and community destinations. With the adoption of the Home in Tacoma zoning and standards package, future population and job growth will also be concentrated along transit corridors connecting to regional growth and mixed-use centers. As Tacoma grows, the city is actively working to increase the availability of affordable housing options and enhance housing diversity.

TACOMA SITS IN A NATURAL DELTA REGION AND ON THE TRADITIONAL LANDS OF THE PUYALLUP TRIBE OF INDIANS

The city works closely with the Puyallup Tribe to support their transportation needs, which include supporting tribal members access to schools, jobs, healthcare, and cultural sites, such as gathering places for ceremonies and community events. Reliable public transit is especially crucial for elders, youth, and those without personal vehicles. The Tribe has emphasized the need for better pedestrian safety near the Emerald Queen Casino, a major regional attraction surrounded by auto traffic coming from the nearby Port of Tacoma and I-5. The Tribe's transportation planning focuses on sustainability and sovereignty, emphasizing environmental stewardship and the importance of creating self-sufficient, connected communities.

THE PORT OF TACOMA IS AN IMPORTANT HUB FOR INTERNATIONAL TRADE AND IS ONE OF THE BUSIEST PORTS IN THE UNITED STATES

Near the southern end of the Puget Sound, Commencement Bay offers a naturally deepwater port for ocean-going vessels. In 1837, the Northern Pacific Railway chose the Bay as the terminus of its first transcontinental rail line. The Port plays a crucial role in the region's economy by managing millions of tons of cargo each year. It supports over 43,000 jobs in Pierce County and generates nearly $3 billion in labor income while handling more than $25 billion in commerce. The Northwest Seaport Alliance, which jointly manages the Port of Tacoma with the Port of Seattle, was formed to increase international competitiveness through coordinated operation of these two nearby port facilities.

TACOMA SERVES AS A HUB FOR VARIOUS TRANSIT SERVICES, INCLUDING PIERCE TRANSIT, SOUND TRANSIT, THE POINT DEFIANCE-TAHLEQUAH FERRY, GREYHOUND, AND AMTRAK

The city is anticipating significant new investments in regional transit funded by the Sound Transit 3 (ST3) expansion program. This includes the arrival of Link Light Rail at Tacoma Dome Station in 2035, which will provide frequent, all-day connections between Tacoma and Pierce County to destinations in King and Snohomish Counties. Additionally, the T Line will be extended to connect more neighborhoods in Tacoma to Downtown and to intercity rail at the Tacoma Dome Station. Sound Transit is also investing over $65 million in multimodal improvements to enhance access to the South Tacoma Station, Tacoma Dome Station, and planned Portland Avenue Station. These substantial investments in Tacoma's high-capacity transit networks have the potential to stimulate new growth and greatly enhance Tacoma's connections with the surrounding region.

I-5 CONNECTS PEOPLE AND FREIGHT TO COMMUNITIES UP AND DOWN THE WEST COAST INCLUDING JOINT BASE LEWIS MCCHORD (JBLM), A MAJOR MILITARY INSTALLATION JUST SOUTH OF TACOMA

I-5 travels north through Tacoma, bending east before passing Downtown and the Port of Tacoma, and entering Fife. At the bend, State Route 16 (SR-16) branches northwest, connecting Tacoma to Kitsap County via the Tacoma Narrows Bridge. I-5 is also a source of pollution for local neighborhoods near the freeway and a major impediment to local travel, particularly for people looking to walk, roll, or bike between neighborhoods divided by the freeway.

REGIONAL PARTNERS

Tacoma coordinates transportation and land use planning with other regional jurisdictions such as Pierce Transit, Sound Transit, Pierce County, Puget Sound Regional Council (PSRC) and Washington State Department of Transportation (WSDOT), to ensure people and goods can access the broader region. Ruston, Fife, Federal Way, Fircrest, Lakewood, University Place, Puyallup, and unincorporated Pierce County partner with the City to ensure people and goods move efficiently between communities.

The TMP outlines both transportation priorities that are within the City's direct purview, as well as those that would need to be a joint effort between Tacoma and its regional partners. The TMP can serve as an opportunity to solidify Tacoma's priorities and serve as a starting point for coordination with regional partners.

PIERCE TRANSIT

SOUND TRANSIT

PIERCE COUNTY

PUGET SOUND REGIONAL COUNCIL (PSRC)

WSDOT

RUSTON

FIFE

FEDERAL WAY

FIRCREST

LAKEWOOD

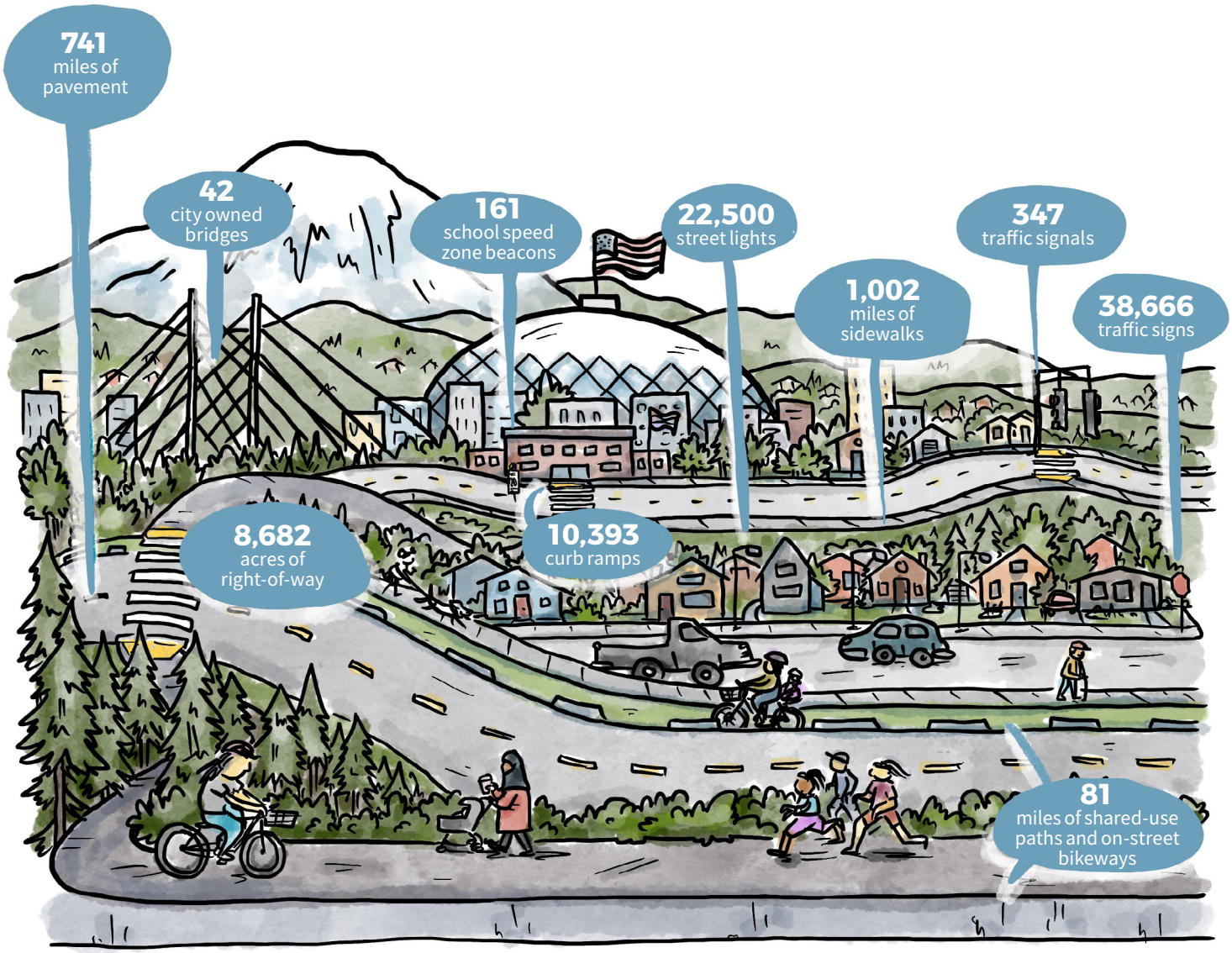
UNIVERSITY PLACE

PUYALLUP

ASSET MANAGEMENT

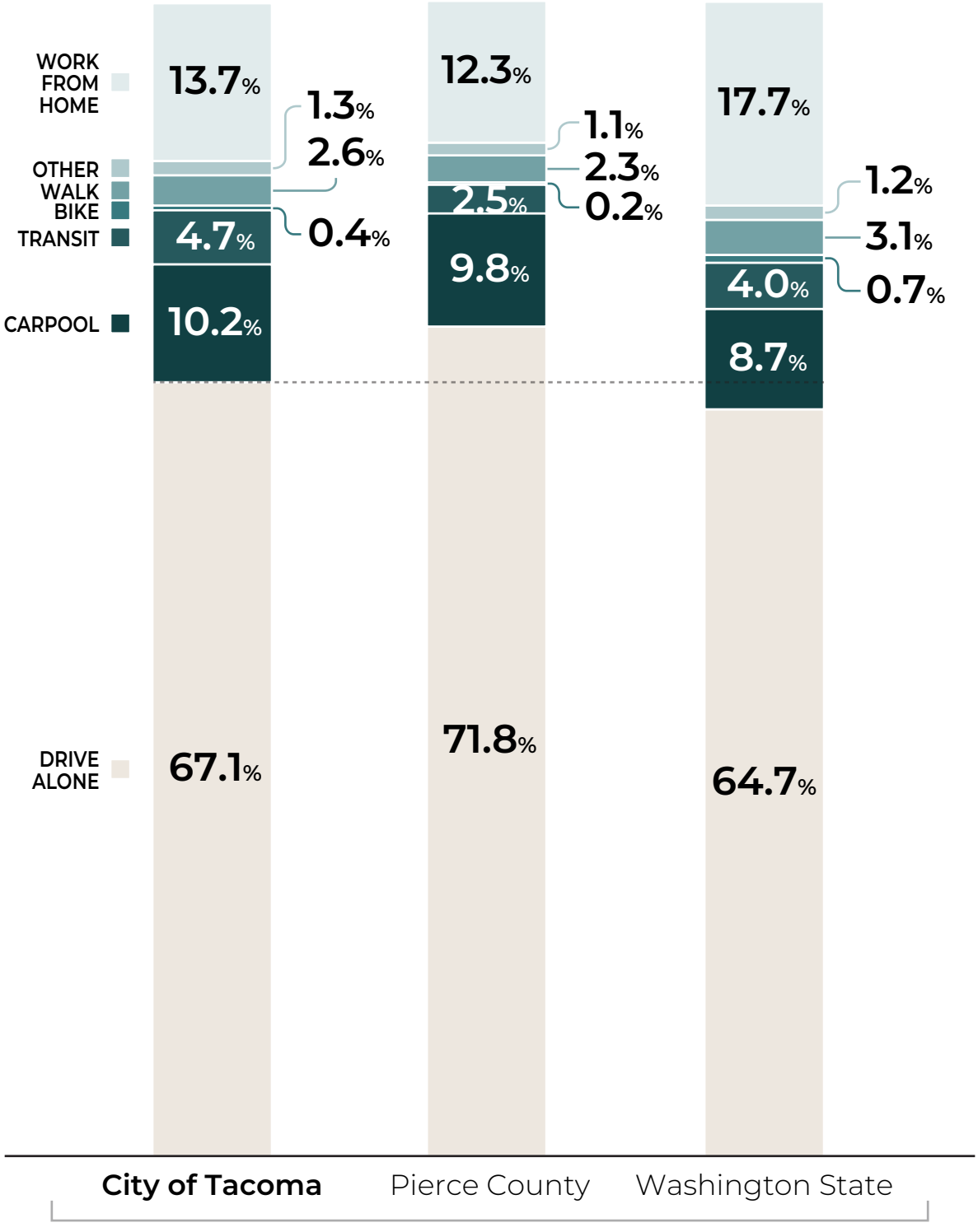
The City of Tacoma is responsible for maintaining and operating its transportation system to ensure it remains in a state of good repair. This requires strategic planning to identify and prioritize assets in need of maintenance to uphold systemwide quality. As new assets such as bikeways and traffic signals are added, the City's maintenance responsibilities—and associated costs—continue to grow. However, current funding falls short of meeting the demands of maintaining the existing transportation system, let alone supporting the upkeep of new multimodal infrastructure.

A proactive approach to maintenance is critical. By investing in regular, routine repairs, the City can extend the lifespan of its infrastructure and avoid the higher costs associated with premature asset replacement. Over the past decade, the City has made significant strides in improving its asset management systems to track and maintain an expanding catalog of infrastructure. Despite this progress, a comprehensive inventory of all assets is still incomplete. Reliable, consistent asset condition data is essential for guiding these investments, enabling data-driven decisions that maximize the value and longevity of Tacoma's transportation system.



TRAVEL TRENDS AND MODE SHIFT

People in Tacoma predominantly use cars to get around, with two-thirds of the population driving alone on their commute. Car usage in Tacoma is slightly higher than the State average but lower than the average for Pierce County, reflecting a slightly higher incidence of active mode and transit usage for work trips.

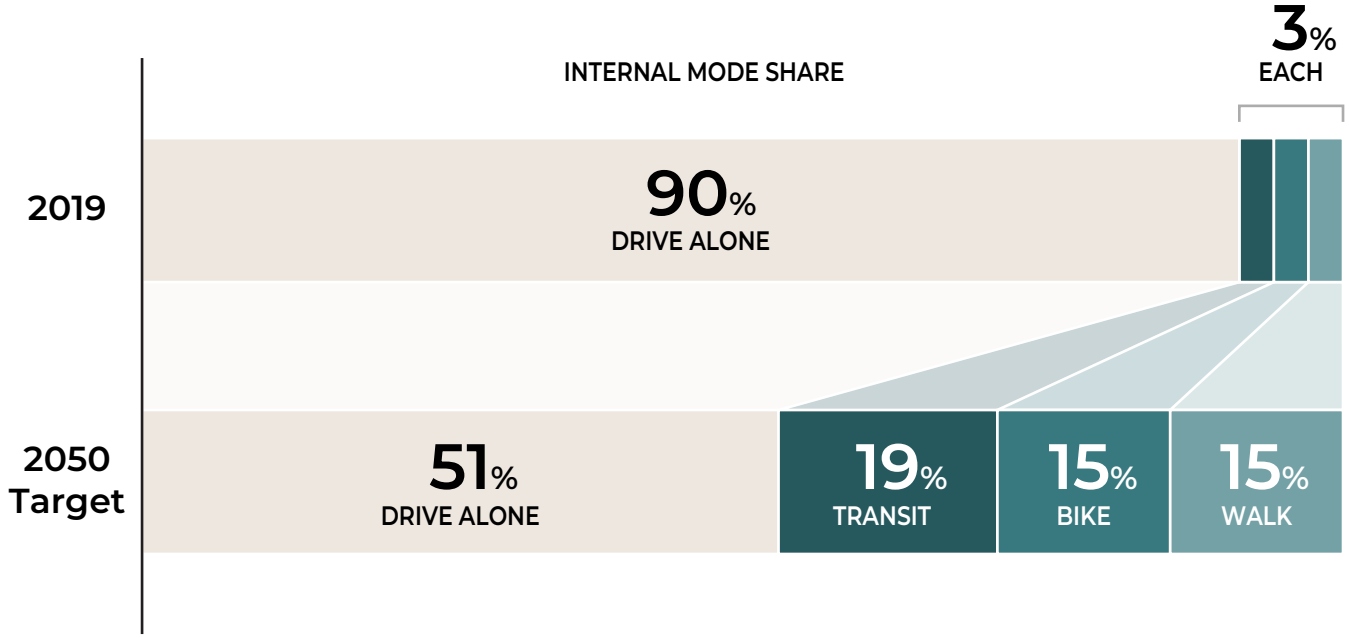


HOW PEOPLE GET TO WORK

Source: American Community Survey, 2023, 5-Year Estimates, Table S0801

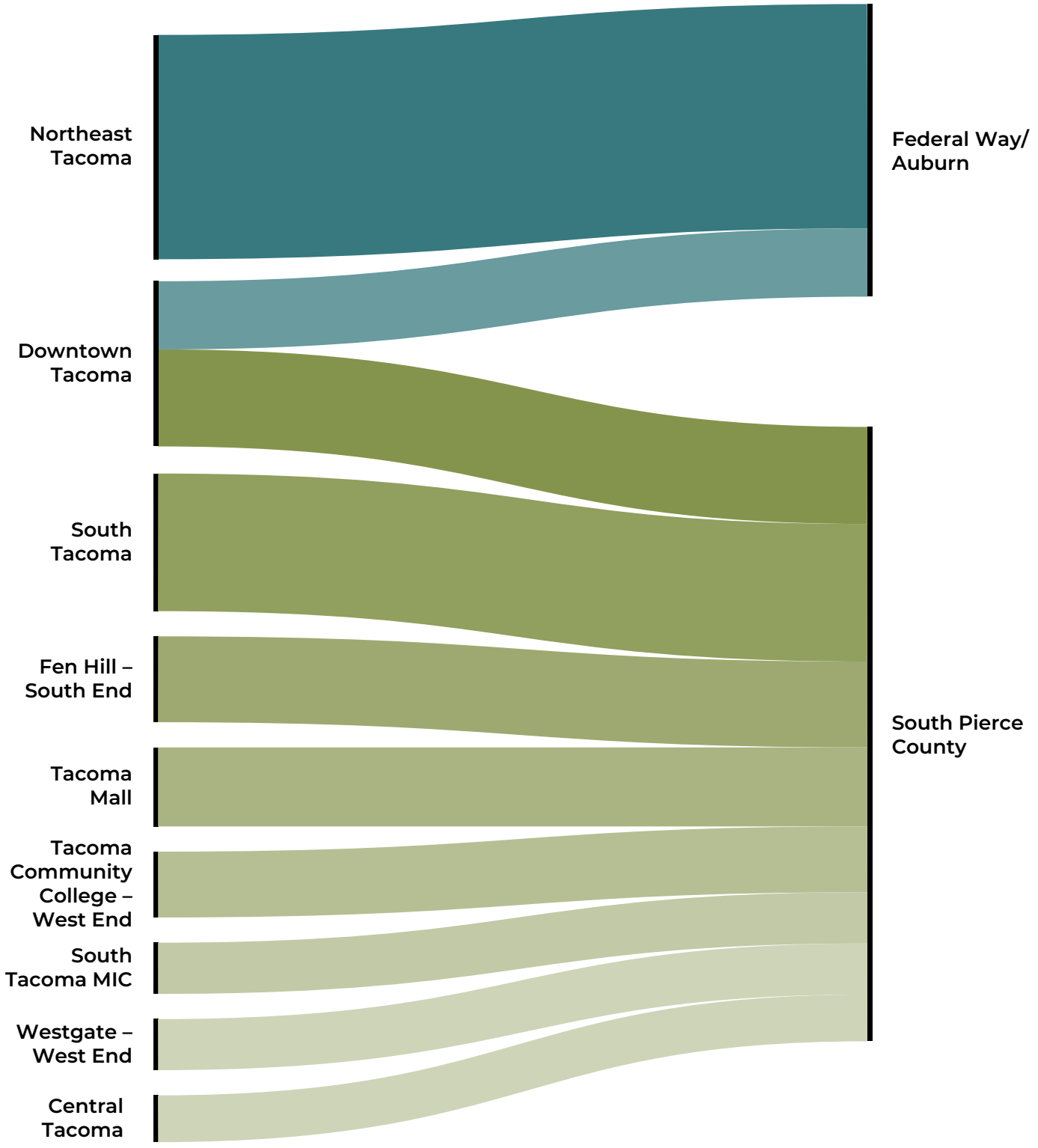
Mode Shift Goals

Tacoma's Climate Action Plan (CAP) sets a goal for shifting trips away from drive alone trips towards other, more sustainable modes of transportation. As a part of the CAP's net zero modeling scenario, a set of target assumptions were established by the City to achieve its ultimate target of net zero GHG emissions by 2050. This created a target for Tacoma to improve mode shares to reach 15% biking, 15% walking, and 19% transit by 2050, and reduce personal vehicle trips from 90% to 51% for internal trips.



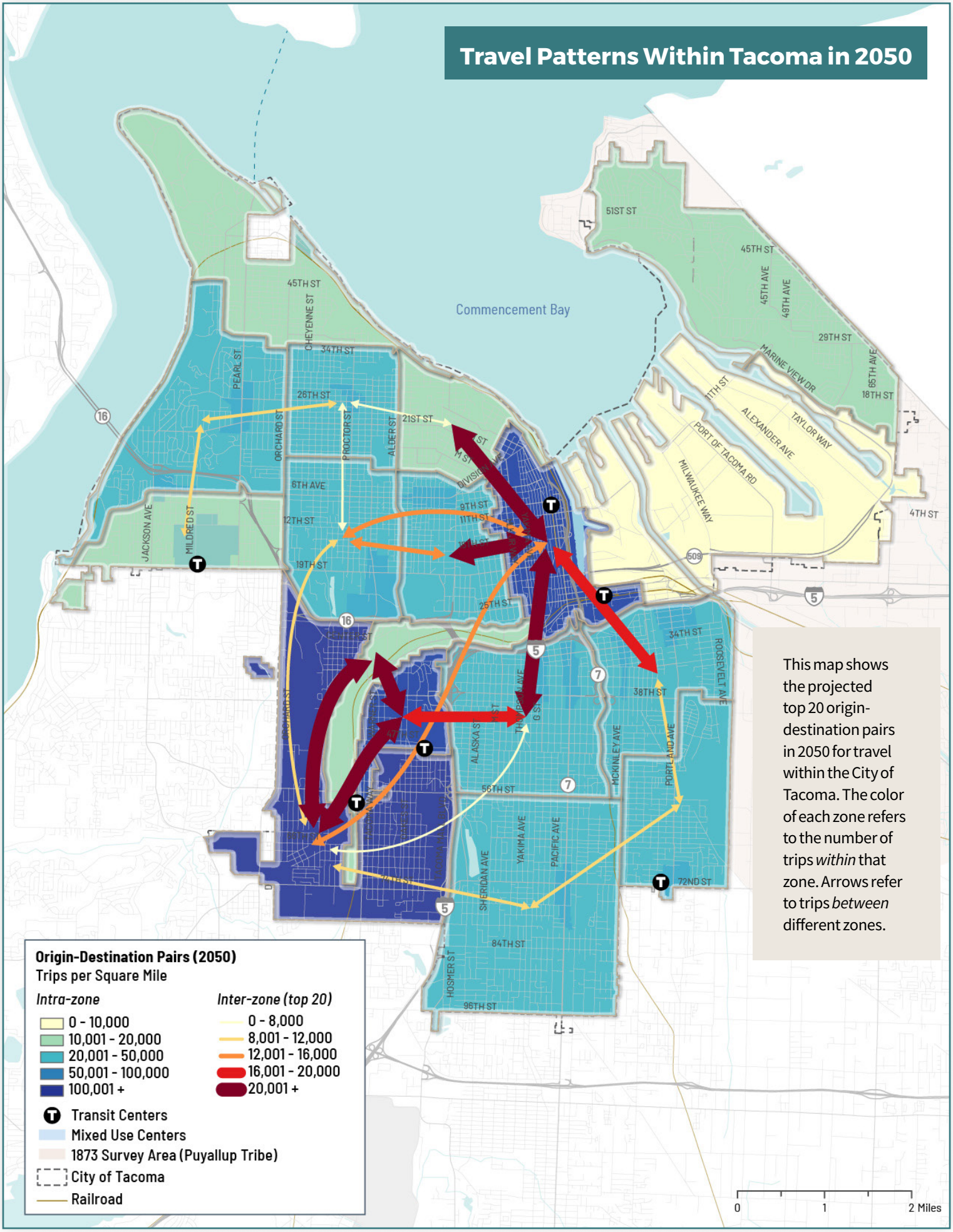
Regional Travel Patterns in 2050

The diagram below shows the projected top 10 origin-destination pairs in 2050 for travel between Tacoma and areas outside of the city.



TRAVEL PATTERNS IN 2050: TOP 10 REGIONAL ORIGIN-DESTINATION PAIRS

Travel Patterns Within Tacoma in 2050



This map shows the projected top 20 origin-destination pairs in 2050 for travel within the City of Tacoma. The color of each zone refers to the number of trips *within* that zone. Arrows refer to trips *between* different zones.

Origin-Destination Pairs (2050)
Trips per Square Mile

Intra-zone
- 0 - 10,000
- 10,001 - 20,000
- 20,001 - 50,000
- 50,001 - 100,000
- 100,001 +

Inter-zone (top 20)
- 0 - 8,000
- 8,001 - 12,000
- 12,001 - 16,000
- 16,001 - 20,000
- 20,001 +

- Transit Centers
- Mixed Use Centers
- 1873 Survey Area (Puyallup Tribe)
- City of Tacoma
- Railroad

KEY OPPORTUNITIES

The TMP is an opportunity to align transportation investments with Tacoma's broader goals. It is a roadmap that guides where, when, and why the City should invest. The TMP connects transportation priorities with other key issues that shape daily life in Tacoma, such as land use, safety, climate change, and future growth.

Make Tacoma streets safer for everyone. Tacoma's Vision Zero goal is to eliminate traffic deaths and serious injuries by 2035. This means designing streets and infrastructure that slow down cars, support walking, rolling and biking, and improve compliance with traffic laws.

Build a transportation system that works for all Tacomans. Everyone—no matter their income, ability, or background—deserves access to safe, affordable, and reliable transportation. The TMP puts special focus on people with a lived experience of poverty, people of color, and individuals with disabilities, as well as others who have not benefited or have been harmed by past transportation decisions.

Keep neighborhoods connected and easy to get around. The City's Home in Tacoma initiative encourages a wider variety of housing—like duplexes, triplexes, and mid-scale apartments—in areas that were traditionally single-family neighborhoods. This program addresses housing shortages, promotes sustainable growth, and helps create more affordable, inclusive communities while maintaining neighborhood character. Importantly, it puts housing where transit services already exist, making it easier for people to walk, roll, bike, or take transit to local amenities.

Reduce our impact on the environment with cleaner transportation options. The CAP calls for shifting to sustainable transportation, like walking, biking, and public transit, and switching to electric vehicles for moving both people and goods. TMP policies and projects help guide Tacoma towards a more sustainable transportation system.

Prepare for new regional transit connections. When the Sound Transit Link Light Rail extends to Tacoma Dome Station in 2035, it will greatly improve access to the rest of the region. The TMP will help Tacoma get ready for the new transit and land use changes these connections will bring.

Celebrate Tacoma's unique neighborhoods and community spirit. Tacoma is known for its strong neighborhood identity. The TMP makes streets more inviting and pedestrian-friendly, creating spaces where people feel safe, connected, and surrounded by the character that makes the city special.

Invest in a balanced, multimodal transportation system. By creating coordinated plans for all the modes and street functions that comprise the transportation network and by focusing on key corridors, the TMP guides transportation spending, building a system where walking and rolling, biking, taking transit, and driving work together for everyone.

Encourage a culture of movement beyond driving. When more people choose to walk, bike, or take transit, those options become safer and more enjoyable. In Tacoma, 23% of trips are just one mile or less—creating spaces that support walking, rolling, and biking can enable a shift toward healthier, more sustainable ways of getting around.

A Safe, Equitable, and Integrated Transportation System

05

Thousands of people and goods travel in Tacoma each day. These journeys are made possible by our roads, bridges, sidewalks, bicycle facilities, trails, transit services, and other transportation assets. Travelers barely think twice when all goes smoothly, yet behind the scenes there is a lot happening to make sure Tacoma's multimodal transportation assets and services are safe and reliable.

The TMP is a 25-year plan to create a safe, accessible, multimodal transportation system that meets diverse community needs. The TMP includes seven critical transportation modes and functions of the street (see a summary of each in Chapter 6 and full detailed elements in B). Each of these elements calls for dedication of street space and implementation of strategies that optimize travel for people walking, rolling, bicycling, riding transit, and traveling in vehicles. On certain streets, these priorities overlap, and spatial needs exceed the available right-of-way. The integrated network approach guides TMP priorities in these situations.

IN THIS CHAPTER:

- Integrated Network Approach
- Priority Corridors

INTEGRATED NETWORK APPROACH

The TMP uses local values—expressed through TMP goals—to allocate limited street space (reflected in the modal vision maps in Chapter 6) and identify areas that require future study and design.

The following process can be used to identify, resolve, and establish future planning needs for important multimodal transportation corridors.

Overlay the modal and functional element maps with planned land use to understand spatial needs:

1

Identify important synergies and opportunities to advance TMP goals and policies.

For example, where might pedestrian infrastructure and transit needs be addressed through a single project?

2

Identify potential conflicts (spatial or policy) and recommend further action or study.

For example, what corridors have multiple modal facilities planned, but insufficient street space to accommodate them all?

3

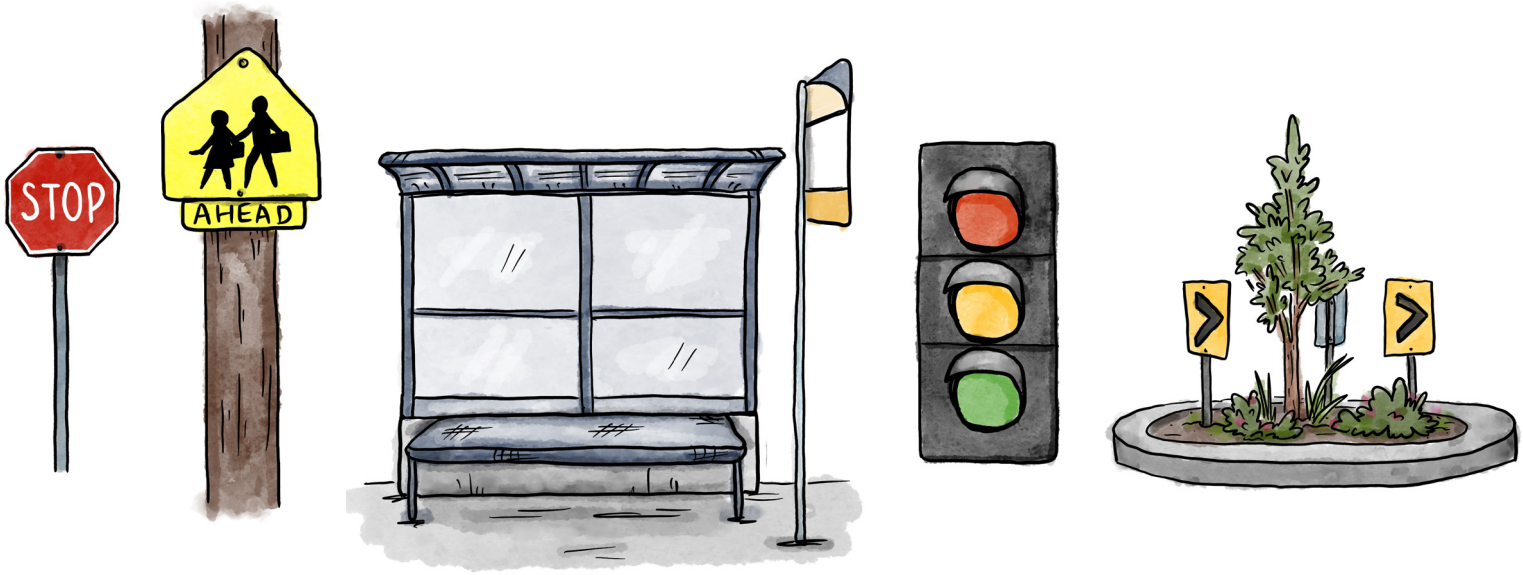
Resolve conflicts by adjusting modal element maps or refining key strategies and actions.

4

Identify specific projects or investments that will be required to resolve potential conflicts (see the TMP Project List in D).

5

Identify corridors that require future refinement or planning studies to optimize limited space and support TMP goals.



Considerations for Prioritization

Where implementation of modal elements requires more space than is available, five key considerations are used to determine priorities.

SAFETY

The safety of Tacoma's most vulnerable travelers is top priority. Tacoma's High Risk Network identified in the Vision Zero Action Plan give priority to projects that reduce risk, improve safety, and support the Safe Systems Approach.

EQUITY

The Tacoma Equity Index is a tool developed to identify areas of the community with lower access to opportunity. This tool is used to ensure that people in these areas have equitable access to connected walking, rolling, and bicycling networks, high-quality transit, and other mobility options.

GREEN TRANSPORTATION HIERARCHY

Everyone is a pedestrian at some point during their trip regardless of the travel mode used. To rebalance the transportation system, street design and operations will need to prioritize people walking or rolling first, followed by people biking or using micromobility and people taking transit, followed by commercial trucks and vehicles, and then people driving.

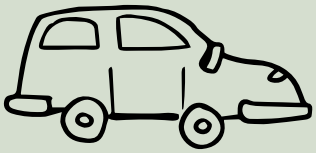
DEMAND

The TMP is guided by the One Tacoma: Comprehensive Plan and the guidance it provides for future land uses. Designated growth centers and corridors shape demand for travel, today and in the future. The regional travel demand model helps with understanding travel patterns and the corridors travelers will select to make those trips.

PHYSICAL CONSTRAINTS

Tacoma's arterial streets do the heavy lifting in moving people by all modes, moving goods, and providing access to homes, businesses, and industrial lands. Spatial needs often exceed the available street space. Where this occurs, our approach assesses:

- Whether a parallel street can accommodate key functions (e.g., can a street that parallels a major arterial be designated a bikeway/greenway)?
- Is a more detailed study or design process required to determine the proper set of corridor investments?



CENTERING SAFETY AND EQUITY

Tacoma's Vision Zero Action Plan sets actions to eliminate fatal and serious injury crashes on Tacoma streets. Successful outcomes will improve the lives of people in areas that offer lower access to opportunity and meet the City's Climate Action Plan goals to reach net-zero emissions by 2050.

The Vision Zero Action Plan is built around the widely adopted principles of the Safe Systems Approach, stressing the need for design, programming, and systems redundancy to overcome the inevitability of human mistakes in protecting our most vulnerable travelers. The TMP advances Vision Zero commitments to:

- Design streets that make safe behavior the default.
- Change our codes and policies, such as reducing speed limits, adding automated enforcement traffic cameras in key locations, and calming traffic in our neighborhoods, that result in safer roadways for all.
- Educate drivers to be safe and respectful of all road users.
- Create systems for evaluation that allow corrective action.
- Significantly increase our investments in active transportation projects (sidewalks, crossings, bikeways) and ensure that every transportation project is approached as an opportunity to improve safety.

High Risk Network corridors and intersections identified in the Vision Zero Action Plan are critical to defining TMP needs and prioritizing projects. Tacoma's Equity Index and High Risk Network mapped together are key indicators of where we can invest to build a safe and equitable transportation system.


Tacoma's High Risk Network
Commencement Bay
Vision Zero High Risk Network
High Risk Network
Schools
Hospitals
Mixed Use Centers
1873 Survey Area (Puyallup Tribe)
Parks
City of Tacoma
Railroad
0
1
2 Miles

PRIORITY CORRIDORS

The process outlined above identified several corridors that require additional planning, design, and community engagement to balance multiple mobility, safety, and access needs. Investments in these corridors will have the opportunity to address multiple systems needs through coordinated investment. Future priority corridor studies will:

- Identify specific projects and programs needed to address High Risk Corridors for pedestrians, bicyclists, and motorists.
- Apply an equity lens so corridor investments prioritize needed investments in areas with Very Low and Low Access to Opportunity as identified in Tacoma Equity Index.
- Balance modal and functional space priorities where corridors are identified for multiple investments, including conducting further study and analysis to inform street design decisions.
- Inform investment decisions being made by partner agencies (e.g., the preferred location of a transit capital project).
- Align street design and transportation improvements with the mobility needs generated by planned land uses.

These corridors take priority for future corridor planning studies and should be coordinated with neighborhood and sub-area plans to ensure consistency with future land use decisions.

CORRIDORS RECOMMENDED FOR FURTHER PLANNING STUDIES

- Pacific Avenue *(already underway)*
- East Portland Avenue *(beginning in late 2025)*
- 74th and 72nd Streets
- 38th Street
- 56th Street
- North Pearl Street
- Center Street
- 6th Avenue and 19th Street (*studied together to inform major transit investments)*
- South 47th and 48th Streets
- Yakima Avenue

Elements of Our Transportation System

06

This chapter describes each of the elements, the role that mode or function plays as a part of an integrated transportation system, and the key opportunities or challenges related to that mode. The City has set long-term outcomes for each element and recommends specific strategies and actions to advance towards that vision. Combined, these elements shape Tacoma's opportunity to meet its transportation vision.

Tacoma streets are used by people walking, rolling, bicycling, riding transit, traveling by car, making deliveries, hailing rides, and are also places people use for relaxing, eating, and socializing. Each of these uses has specific demands on the street, from right-of-way to design and amenities. While *A Safe, Equitable, and Integrated Transportation System* explores how to prioritize different uses of the street based on context, the *Elements of Our Transportation System* chapter delves into each of these modes and functions in more detail. The seven elements for the TMP's modes and functions are:

IN THIS CHAPTER:

- Pedestrian Element
- Bicycle Element
- Transit Element
- Freight Element
- Auto and Street Element
- Curb Management Element
- Public Realm and Activation

PEDESTRIAN

Element Outcome:
Safe, accessible, and comfortable mobility for people walking and rolling on all our city streets.

BICYCLE

Element Outcome:
All ages and abilities network provide safe, comfortable access to our city.

TRANSIT

Element Outcome:
Frequent, reliable mobility connecting all neighborhoods and to the region.

FREIGHT

Element Outcome:
Dependable access to Port facilities and regional freeways.

AUTO AND STREET

Element Outcome:
Improve street safety, provide vehicular mobility and access, and ensure reliable emergency vehicle access.

CURB MANAGEMENT

Element Outcome:
Efficient and flexible access for people, goods, and services.

PUBLIC REALM AND ACTIVATION

Element Outcome:
Places for community life to unfold.

While the individual elements focus on the context and needs for each specific mode or function, they also incorporate components related to other uses of the street. While some modes present conflicts and trade-offs with each other, many are also interconnected. For example, nearly all transit trips begin as pedestrian trips, so improving pedestrian pathways is important to both modes, particularly on streets connecting neighborhoods to transit corridors. Safety is a key issue for both pedestrians and bicyclists, and encouraging walkable, mixed-use development advances goals found under the transit, pedestrian, and public realm elements.

Full elements for each mode and function are provided in B. This chapter summarizes key components of each element including:

- How the element helps Tacoma meet the TMP Vision and Goals
- A network map (for key modes like walking, biking, and transit)
- Key strategies
- Priority actions

COMPLETE STREETS

The City has had a Complete Streets policy in place since 2008. The policy aims to create a safe, accessible, and equitable transportation network for all users while fostering a sense of place in the public realm. The City recognizes that not every street can accommodate every need, and that collectively, two or more streets can combine to serve as a complete corridor.

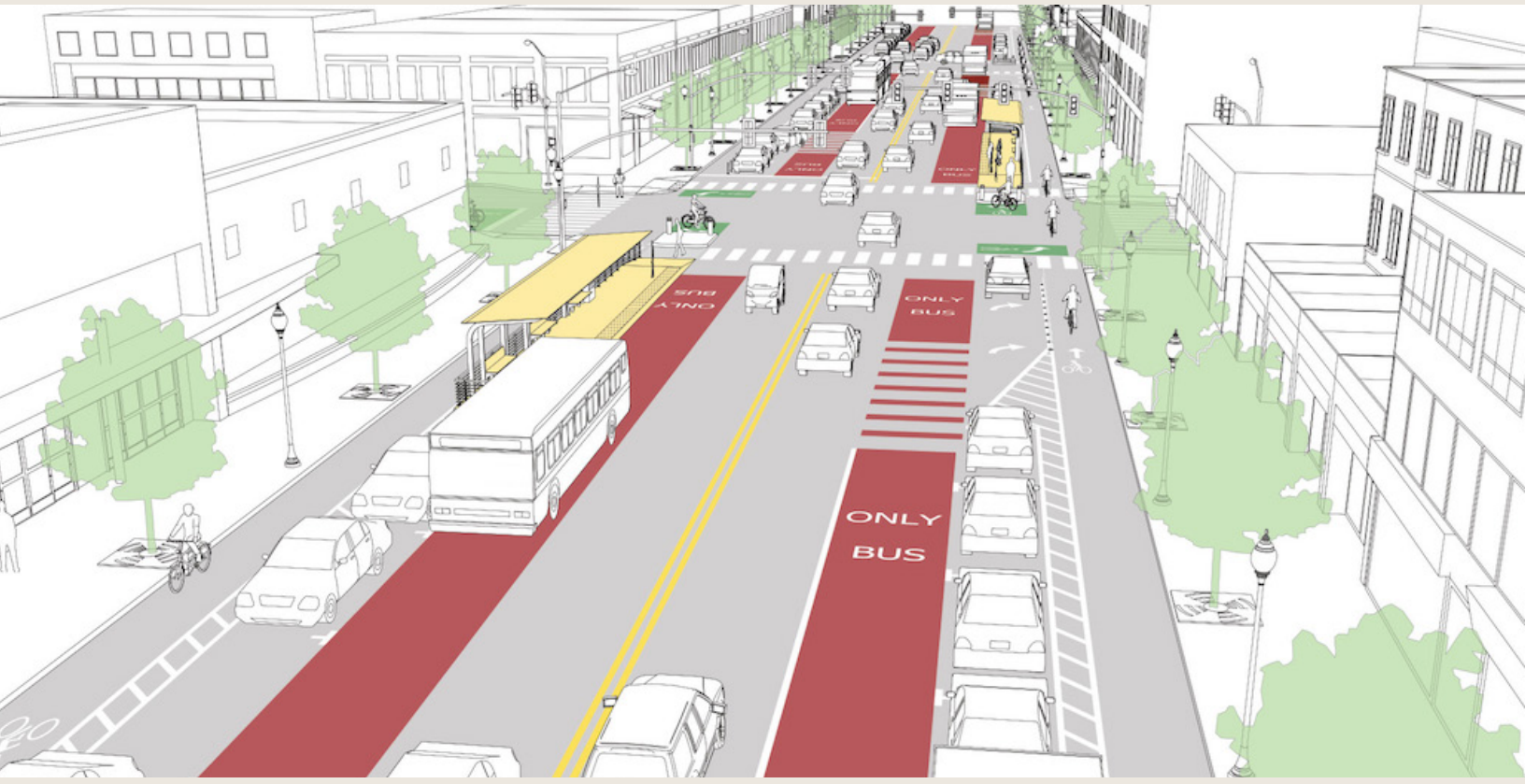


Image credit: Transit Street Design Guide, NACTO, 2016

PEDESTRIAN ELEMENT

Envisioning a pedestrian-friendly future that welcomes people of all ages and abilities to walk and roll.

Tacoma envisions a pedestrian-friendly future—with a complete, accessible and connected pedestrian network that welcomes people of all ages and abilities to walk and roll. In this future, Tacomans choose to walk and roll for most of their short trips – because it allows people to connect with their neighbors and community and offers a comfortable and convenient way to get to school, work, transit, and our favorite local businesses.

Tacoma is committed to this vision, but the City still has a long way to go to make it a reality. The pedestrian network is far from complete and significant barriers exist. Barrier curbs, missing link sidewalks, and unimproved and inaccessible crossings make Tacoma's pedestrian network difficult to navigate, particularly for people with disabilities, youth, and elderly. Additionally, not all neighborhoods face the same challenges when walking and rolling. Many neighborhoods do not have easy access to everything they need to thrive, both because things like grocery stores, schools, parks, and local businesses may not be in close proximity and the routes to get there are not safe or accessible.

Building a complete pedestrian network with connected sidewalks, accessible curb ramps, and frequent safe crossings will help Tacoma meet some of our most important goals as a community: those relating to safety, equity, access, and climate. When pedestrians are prioritized through infrastructure design and investments, policies and programs, the City is helping build a healthy, livable, and thriving Tacoma.

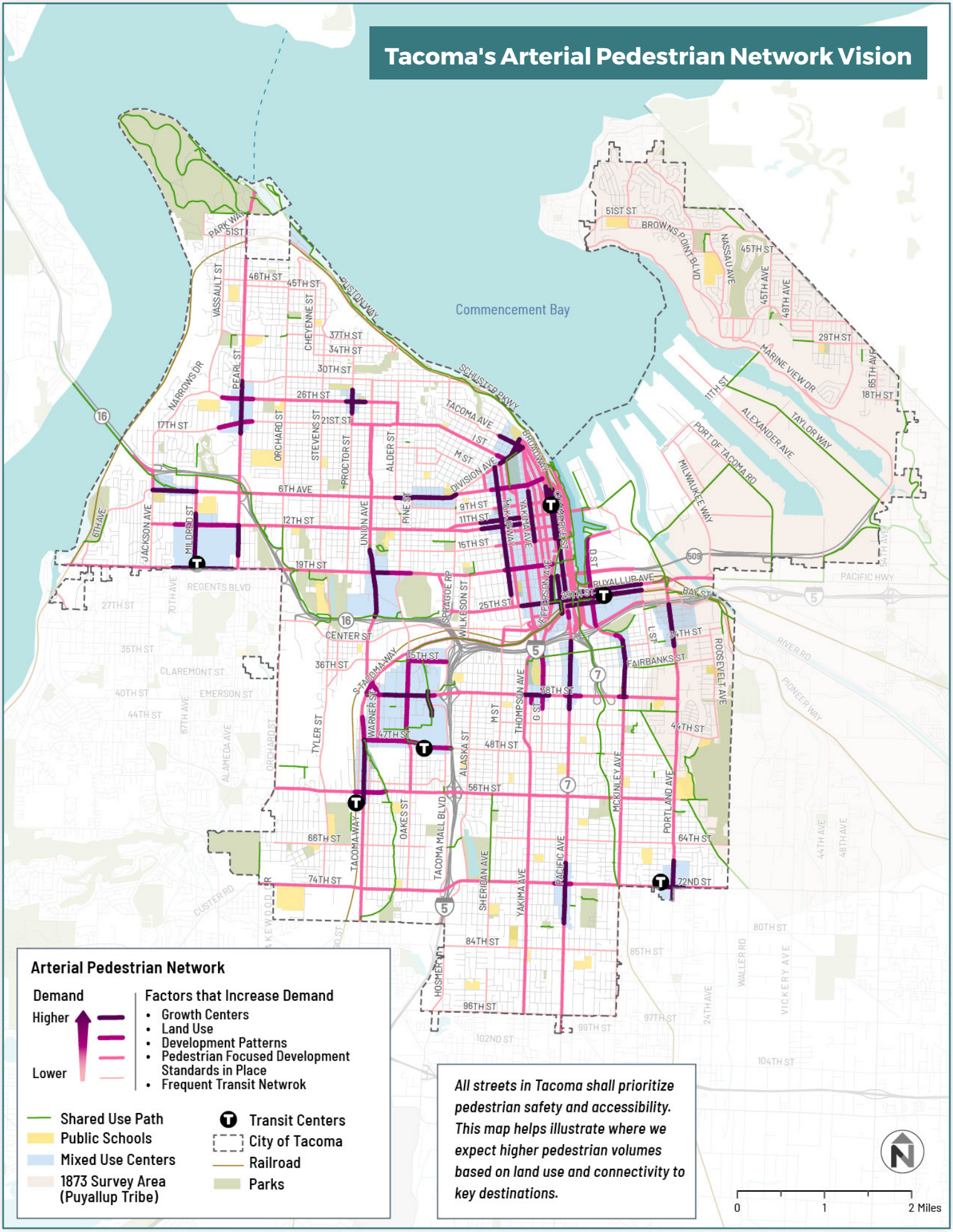
WALKING AND ROLLING

Pedestrians include people:

- Walking
- Using assistive mobility devices, like wheelchairs and walkers
- Using human-powered modes, like skateboards, roller skates, or scooters

Throughout this plan, the terms "pedestrian" or "walking and rolling" will be used to encompass all these active ways of traveling.

Tacoma's Arterial Pedestrian Network Vision



Arterial Pedestrian Network

Demand

Higher

Lower

Factors that Increase Demand

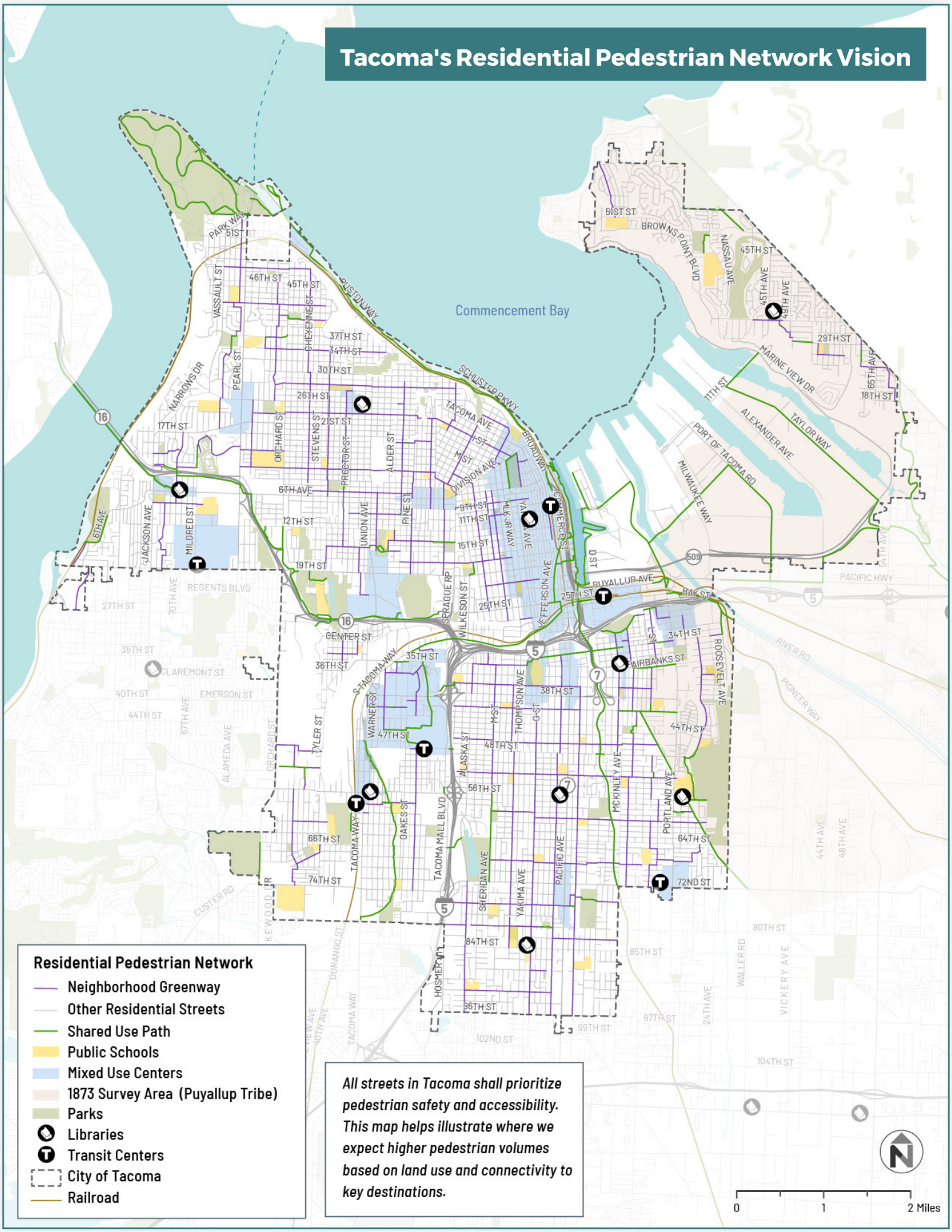
- Growth Centers
- Land Use
- Development Patterns
- Pedestrian Focused Development Standards in Place
- Frequent Transit Netwrok

- Shared Use Path
- Public Schools
- Mixed Use Centers
- 1873 Survey Area (Puyallup Tribe)
- Transit Centers
- City of Tacoma
- Railroad
- Parks

All streets in Tacoma shall prioritize pedestrian safety and accessibility. This map helps illustrate where we expect higher pedestrian volumes based on land use and connectivity to key destinations.

0 1 2 Miles

Tacoma's Residential Pedestrian Network Vision



Pedestrian Strategies

The following strategies guide how Tacoma will balance and invest in its pedestrian infrastructure and programs that make it safer, more viable, and more enjoyable to traverse the city on foot or by rolling.

1. Build out a safe, connected, equitable, and comfortable pedestrian network—including sidewalks, street crossings, and shared-use paths—for all ages and abilities which allows people to meet their daily needs by walking and rolling to schools, parks, jobs, businesses, mixed use centers, health care, and community destinations.
2. Prioritize Tacoma's pedestrian investments based on safety, equity, and connectivity to address disparities in safety and access and maximize the impact of City investments. Use a data-driven Vision Zero Safe Systems Approach to proactively address the greatest barriers to pedestrian safety and accessibility.
3. Expand funding for the construction and maintenance of active transportation infrastructure so Tacoma is on-track to meet the City's Climate Action Plan's goal of a complete active transportation network by 2050 and the Vision Zero goal of eliminating crashes that cause serious injuries or deaths by 2035.
4. Establish pedestrian safety, accessibility, and connectivity as critical considerations in every project that improves the public right-of-way. During project scoping, pursue opportunities to advance the City's active transportation goals and implement the Transportation and Mobility Plan. During project construction, ensure pedestrian safety and access through the construction zone or provide safe and accessible detours.
5. Enhance mobility by prioritizing investments in ADA-compliant pedestrian pathways and crossings connecting to and along the Frequent Transit Network.
6. Ensure that every public school, library, park, and community center in Tacoma has safe, accessible, and connected pedestrian routes and crossings. Work with Tacoma Public Schools and Parks Tacoma on capital planning to encourage them to include pedestrian safety and access as key elements in their capital projects.
7. Ensure that the City's zoning and land use codes and development requirements support pedestrian safety, accessibility and mobility, with frequent and responsive updates to further the City's active transportation and transit goals.
8. Re-imagine how the public right-of-way is used. Create vibrant public spaces that encourage people to walk and roll and provide opportunities for play and connection. Support people-friendly places through art, trees and landscaping, and community gathering spaces.
9. Harness funding and opportunities when private development occurs to build safe pedestrian connections to and through the development site, ensuring that people can walk and roll to and from the new development.
10. Increase opportunities to safely cross busy arterials, state highways, heavy and light rail crossings, and other barriers to pedestrian connectivity by installing new and/or enhanced crossings, improved lighting, and other treatments.
11. Document and prioritize pedestrian improvements needed to comply with the Americans with Disabilities Act (ADA) and create a fully accessible pedestrian network. Accelerate implementation of improvements that make streets accessible for all, including sidewalks (connection and condition), curb ramps, and accessible pedestrian signals.
12. Support neighborhood traffic calming and neighborhood greenway projects that help reduce traffic volumes and speeds and make neighborhood streets safer and more comfortable for people walking and rolling. Invest in arterial crossing treatments that make it easier for pedestrians to use these calm and comfortable routes for transportation.
13. Support programs that emphasize the joy and community connections that walking and rolling offers—including open streets events and Safe Routes to School programs.

14. Support a climate resilient transportation system – help buffer pedestrians from the short-term effects of climate change (i.e., plant shade trees, awnings, covered walkways, partner with transit agencies during heat and air quality events, etc.) while working towards mode shift and policy changes at the local, state, and federal levels that can help prevent additional climate impacts.
15. Enhance transparency by expanding opportunities for community members to understand and help shape the City's approach to pedestrian safety and accessibility and share their expertise on what it's like to walk and roll in their neighborhoods.

Pedestrian Actions

The following actions are specific, direct steps that the City will take to realize the desired outcomes for the Pedestrian Element.

NUMBER	ACTION
P.1	Implement a project initiation process to ensure that all capital projects in the public right-of-way center safety for all users and support Complete Streets and active transportation safety and access.
P.2	Develop conceptual designs for high priority pedestrian improvements – based on safety, equity, and connectivity—to tee up pedestrian projects for future grant opportunities and leverage opportunities presented by private development.
P.3	Develop and implement policies for low-cost, high impact strategies to enhance pedestrian safety - including Leading Pedestrian Interval (LPI), No Right Turn on Red, quick-builds, and daylighting.
P.4	Complete the I-5 Crossing Study to address pedestrian connectivity and safety across I-5. Develop an implementation plan to fund study recommendations including short-term improvements, grant and funding requests, and partnerships with WSDOT.
P.5	Update the City of Tacoma's Design Manual and Tacoma Municipal Code to support pedestrian safety and access.
P.6	Collect and maintain inventory and condition data on the active transportation network including sidewalks and crosswalk and bikeway striping to help prioritize maintenance and capital expenditures.
P.7	Identify the level of funding needed to maintain the City's pedestrian assets and upgrade existing facilities to meet best practices for pedestrian safety and accessibility. Develop a funding strategy and schedule for maintenance and upgrades.
P.8	Create a dashboard showing annual progress towards completing the City's pedestrian network, making intersections ADA accessible, and upgrading signals with accessible pedestrian signals (APS) and LPI.
P.9	Evaluate the City's pedestrian infrastructure for compliance with the ADA and Public Right-of-Way Accessibility Guidelines (PROWAG), prioritize barriers for removal, and dedicate adequate funding to ensure a fully accessible infrastructure network by 2050. Document and include this information in the City's ADA Self-Evaluation and Transition Plan.

BICYCLE ELEMENT

Becoming a bike-friendly city where bicycling is both accessible and enjoyable.

Tacoma is committed to becoming a bike-friendly city, where safe, comfortable, and connected bike routes support community cohesion, enhance well-being, and enable community members of all ages and abilities to meet their needs. In Tacoma's bike-friendly future, choosing this affordable, healthy, and environmentally friendly mode of transportation is seamless, supported by robust infrastructure, comprehensive programs, and forward-thinking policies that ensure bicycling is both accessible and enjoyable.

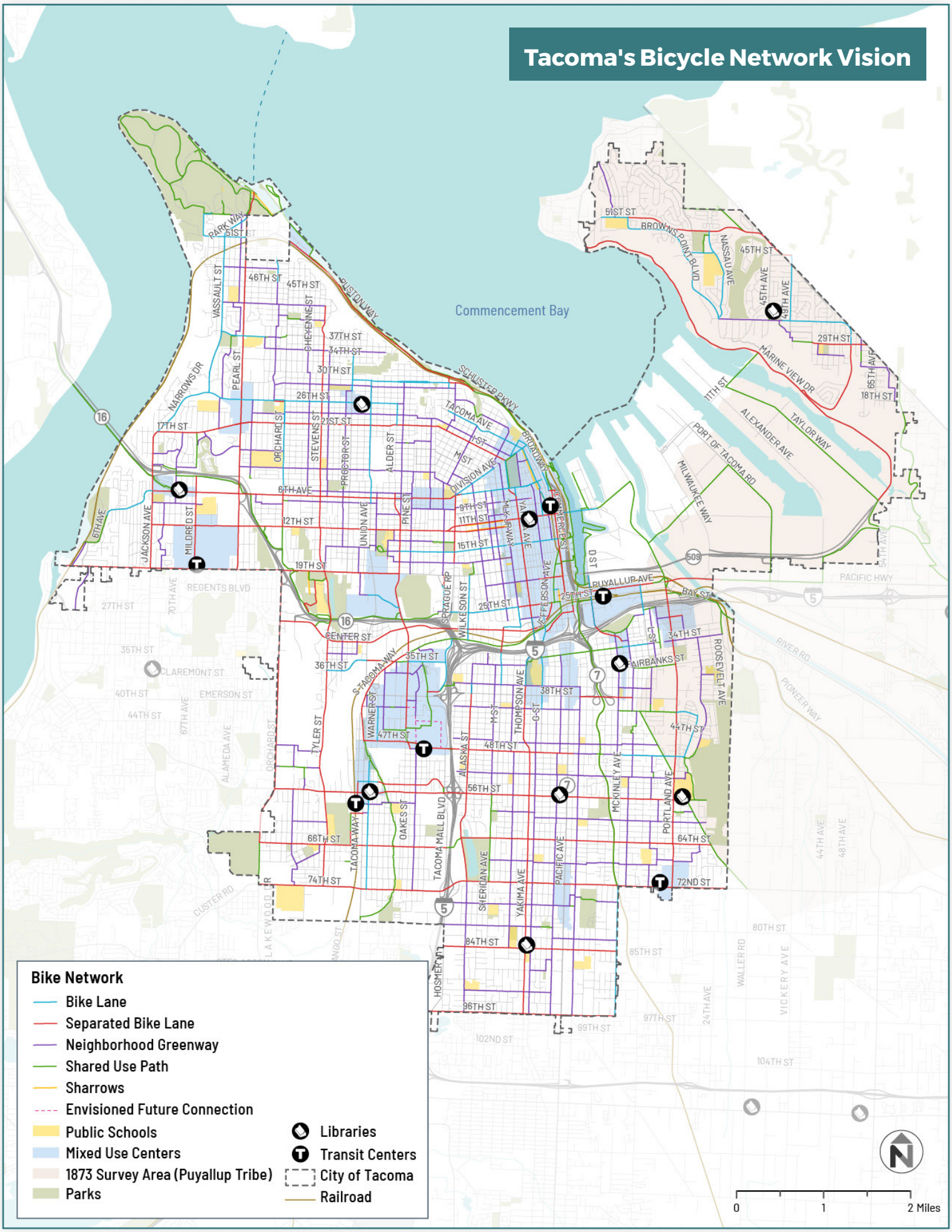
Tacoma has made notable progress toward realizing a bike-friendly vision, yet there remains significant work ahead. The current bicycle network is fragmented. Many neighborhoods and key destinations lack provisions for bike travel altogether. To meet Tacoma's safety, equity, and climate goals, it is essential to develop a connected bike network that is safe and accessible for individuals of all ages and abilities, alongside implementing supportive policies and programs to address disparities within the transportation system.

BICYCLING

Bicyclists include people riding:

- Bicycles
- Tricycles
- Adaptive bicycles
- E-bikes

In Tacoma, people using electric motorized foot scooters and electric personal assistive mobility devices (EPAMDs) are also allowed to use bicycle facilities and paved shared use paths.


Tacoma's Bicycle Network Vision
Commencement Bay
Bike Network
Bike Lane
Separated Bike Lane
Neighborhood Greenway
Shared Use Path
Sharrows
Envisioned Future Connection
Public Schools
Mixed Use Centers
1873 Survey Area (Puyallup Tribe)
Parks
Libraries
Transit Centers
City of Tacoma
Railroad
0
1
2 Miles

Bicycle Strategies

The following strategies guide how Tacoma will become a bike-friendly city by making it safer, more comfortable, connected and joyous to bike in throughout the city.

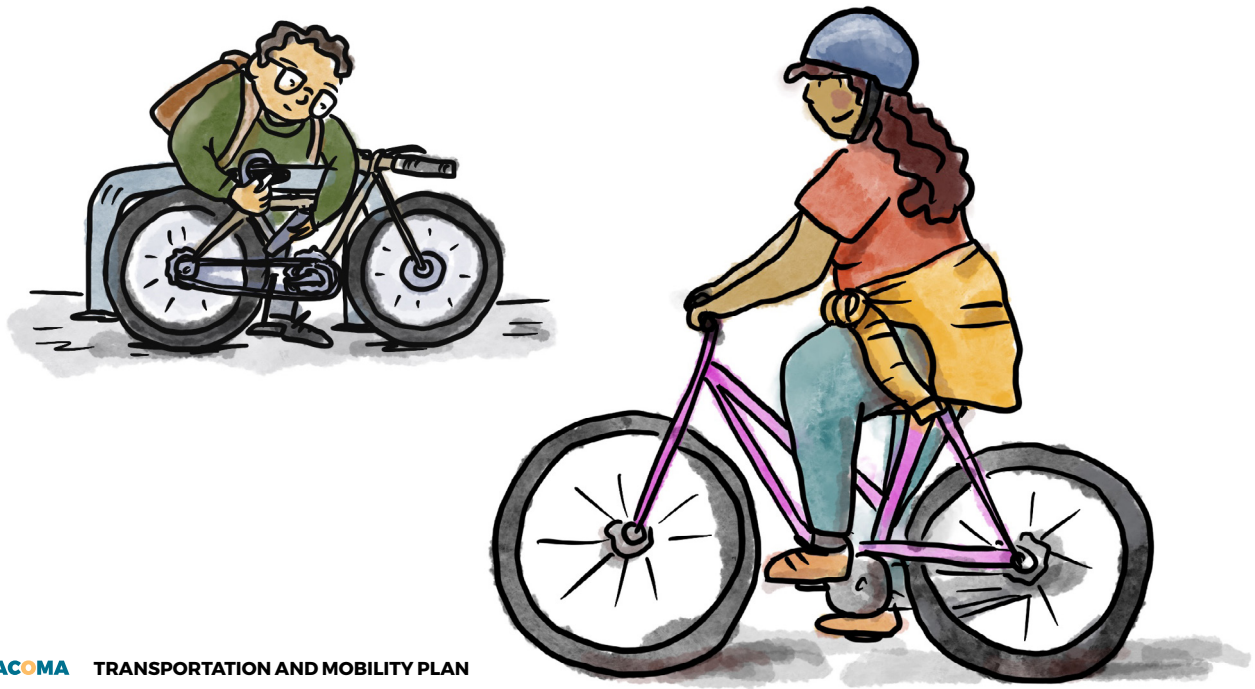
1. Build out a connected, all ages and abilities bicycle network, including separated bike lanes, neighborhood greenways, and shared use paths, which allows people to meet their daily needs by bike, and safely access schools, parks, jobs, businesses, mixed use centers health care, and community destinations.
2. Prioritize Tacoma's bicycling investments based on safety, equity, and connectivity to address safety and access disparities and maximize the impact of City investments. Use a data-driven Vision Zero Safe Systems Approach to proactively address the greatest barriers to bicycle safety and access.
3. Expand funding for the construction and maintenance of active transportation infrastructure so Tacoma is on-track to meet the City's Climate Action Plan's goal of a complete active transportation network by 2050 and the Vision Zero goal of eliminating crashes that cause serious injuries or deaths by 2035.
4. Ensure that bicycle safety and connectivity are key considerations in projects that improve the public right-of-way. During project scoping and design, pursue opportunities to advance the City's active transportation goals. During project construction, ensure bicycle safety and access through the construction zone and provide safe detours.
5. Enhance mobility by investing in safe bike connections to transit. Encourage transit agencies to support people on bikes by expanding secure bicycle parking and encouraging transit agencies to support bicycles on transit.
6. Ensure that every public school, park and community center in Tacoma has safe, accessible, and connected bicycle routes and crossings, along with secure on-site, covered bicycle parking. Work with Tacoma Public Schools and Parks Tacoma on capital planning to encourage them to include bicycle safety, access, and secure bicycle parking as key elements in their capital projects.
7. Ensure that the City's zoning and land use codes and development requirements support bicycle safety, access and mobility, with frequent and responsive updates to further the City's active transportation and transit goals.
8. Strengthen partnerships with the Puyallup Tribe of Indians, transit agencies, Parks Tacoma, Tacoma Public Schools, WSDOT, and adjacent jurisdictions to improve bike transportation planning, cross-jurisdiction connectivity, construction, and education/outreach coordination.
9. Harness funding and opportunities when private development occurs to build safe bicycle connections to and through the development site, ensuring that people can bicycle to and from the new development and safely secure their bicycle on-site.
10. Increase opportunities to safely cross busy arterials, state highways, heavy and light rail crossings, and other barriers to bicycle connectivity by installing new and/or enhanced crossings, improved lighting, and other treatments.
11. Reduce barriers to bicycling through education and encouragement programs, supportive end-of-trip infrastructure such as covered bike parking, enhanced wayfinding, and improving access to bikes, especially e-bikes. Implement transportation demand management strategies and incentivize the use of active transportation and transit.
12. Support neighborhood traffic calming and neighborhood greenway projects that help reduce traffic volumes and speeds and make neighborhood streets safer and more comfortable for people bicycling. Invest in arterial crossing treatments that make it easier for people on bikes to use these calm and comfortable routes for transportation.
13. Support programs that emphasize the joy and community connections that bicycling offers, including open streets events and Safe Routes to School bike programs.
14. Enhance transparency by expanding opportunities for community members to understand and help shape the City's approach to bicycle safety and access and share their expertise on what it's like to bicycle in their neighborhoods.

15. Support micromobility options, like scooters and shared bikes, through infrastructure, transit integration, and connections to key destinations while ensuring pedestrian accessibility is not negatively impacted.
16. Educate all drivers, including transit and freight operators, on the rights of bicyclists and safe practices for sharing the road. Issue warnings to those who block bike lanes or obstruct them with items such as garbage cans, followed by enforcement for repeat offenses.
17. Pursue partnerships and grant opportunities to develop programs that provide incentives for purchasing or using e-bikes and e-scooters, expanding access and encouraging sustainable transportation options.
18. Work proactively with emergency services, transit agencies, USPS, and solid waste to develop shared solutions and best practices for common issues in bikeway design.

Bicycle Actions

The following actions are specific direct steps that the City will take to realize the desired outcomes for the Bicycle Element.

NUMBER	ACTION
B.1	Update the City's standard plans to reflect best practices in bikeway design including, but not limited to, arterial bike crossings, bike crossing markings and signals, sharrow placement, volume management and traffic calming on neighborhood greenways, and bike lane and transit stop interactions.
B.2	Develop conceptual designs for high-priority bicycle projects to position them for future grant opportunities and to leverage opportunities presented by private development.
B.3	Create a maintenance plan for the bikeway network, including cleaning, repairs, and re-striping, and develop a funding strategy to ensure facilities remain safe and welcoming.
B.4	Collect data on the City's existing wayfinding signage and develop a plan to enhance wayfinding by strategically locating additional wayfinding signs.
B.5	Expand neighborhood greenways and coordinate with city programs, such as repaving and traffic calming, to align budgets and priorities. Integrate traffic calming into more projects and upgrade existing greenways with enhanced traffic calming and crossing treatments to meet current best practices.
B.6	Update the City's traffic control handbook to require bicycle safety and connectivity through/around construction zones.



TRANSIT ELEMENT

A frequent and reliable transit network operating as the backbone of Tacoma's multimodal transportation system.

Transit plays an essential role in Tacoma's transportation system. To deliver its transportation goals, Tacoma needs a frequent and reliable transit network that provides access to jobs, schools, healthcare, and essential non-work destinations. Transit is the backbone of Tacoma's multimodal transportation system and helps to mitigate the impacts of automobile travel as the city grows, improve air quality and reduce emissions, and to ensure all travelers have a reliable, affordable means to traverse the city and connect to the region.

Pierce Transit delivers bus service in Tacoma and surrounding Pierce County communities. Sound Transit is the regional provider of express bus, commuter rail, and light rail services. The City of Tacoma plays a critical role in ensuring transit is reliable and accessible through management of streets and signal systems, provision and maintenance of safe pedestrian and bicycle access to bus stops, rail stations, and transit centers, and through a range of other programs that encourage use of transit and non-motorized travel. Tacoma collaborates with its transit agency partners to ensure service offerings align with the city's current needs and to plan for transit that supports planned land use growth.

TRANSIT

Tacoma has a diverse set of transit offerings designed to respond to its natural setting and land use patterns. In addition to countywide Pierce Transit service, Sound Transit, Amtrak, and WSDOT connect Tacoma with other cities in the region.

Pierce Transit:

- 31 bus routes on set schedules, plus additional regional express bus routes
- *SHUTTLE* is a ride-request, door-to-door service for qualifying persons with disabilities within 3/4-mile of a bus route
- *Rideshare* provides vehicles for three or more people to share a commute
- *Runner* on-demand public transportation allows people to book rides in dedicated microtransit zones at Joint Base Lewis McChord, Parkland/Spanaway/Midland, Ruston Way, and Port of Tacoma Tideflats

Sound Transit

- *Sounder* commuter rail from Seattle to Tacoma
- Tacoma Dome *Link Light Rail* Extension will extend light rail to Tacoma (expected in 2035)
- *T Line:* street running light rail that connects downtown Tacoma to the Tacoma Dome Station and the Hilltop Neighborhood

WSDOT

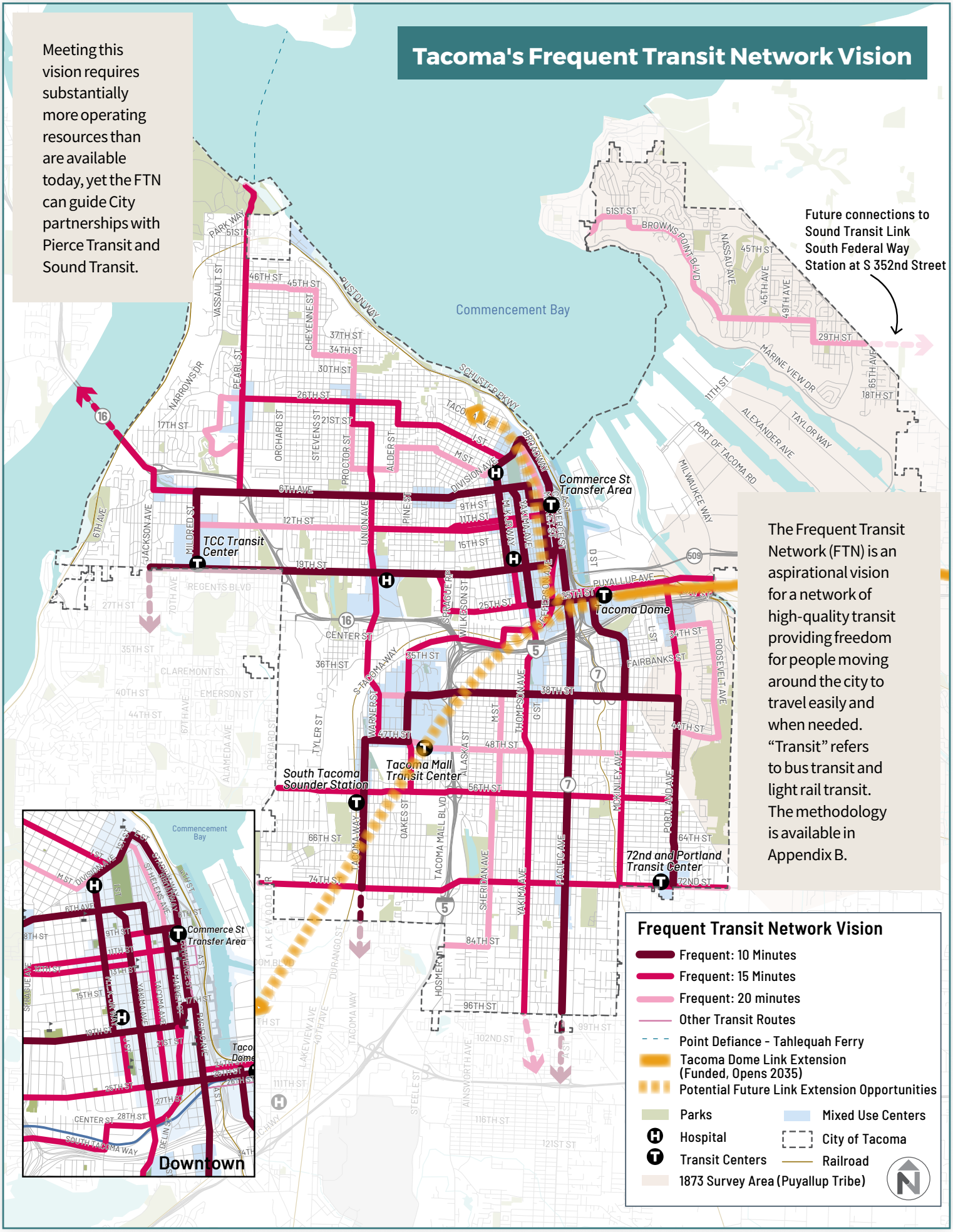
- *Point Defiance – Tahlequah Ferry* connects to the southern tip of Vashon Island

Amtrak

- *Amtrak Cascades* runs from Vancouver BC to Eugene Oregon, connecting Tacoma to Portland and Seattle

Tacoma's Frequent Transit Network Vision

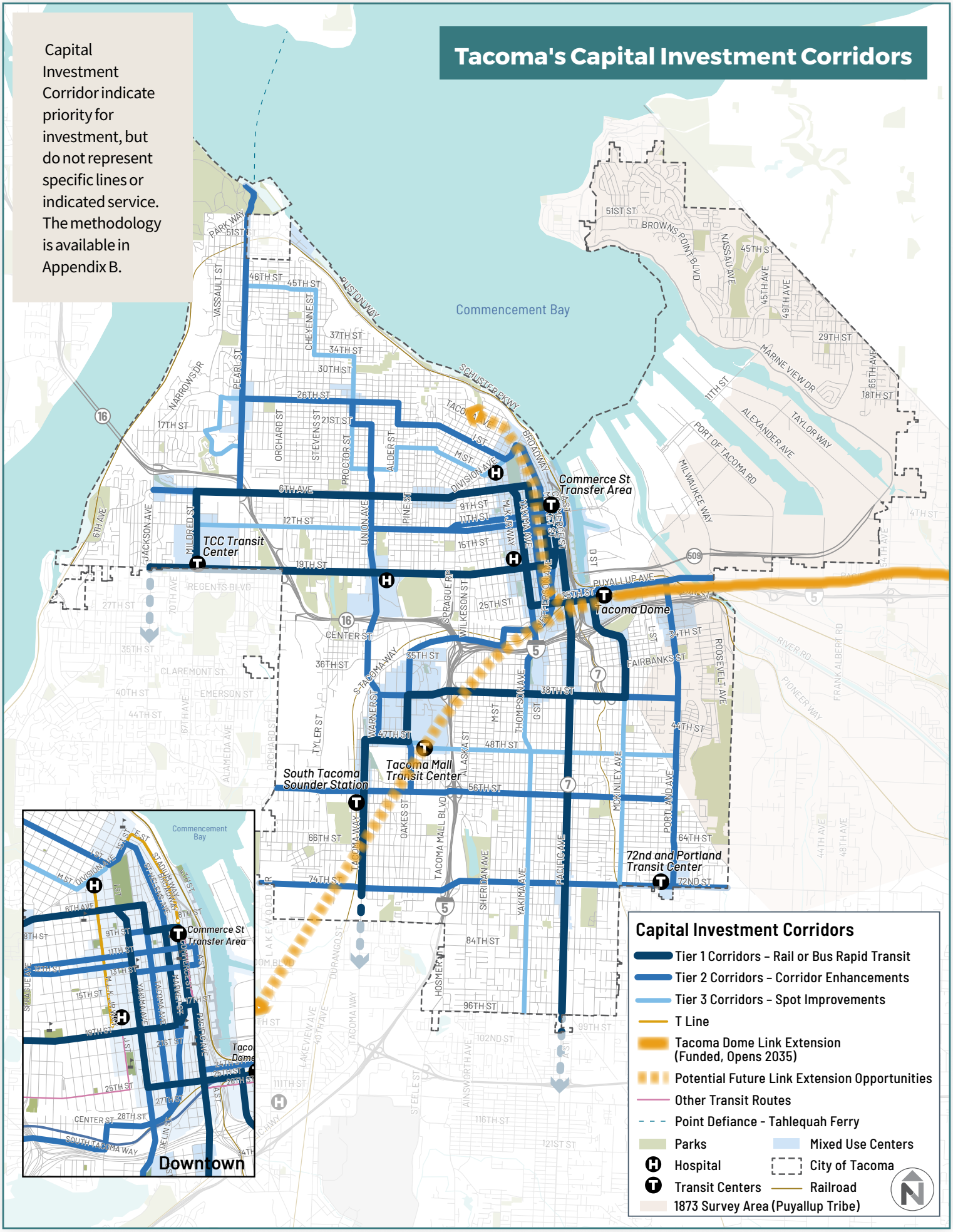
Meeting this vision requires substantially more operating resources than are available today, yet the FTN can guide City partnerships with Pierce Transit and Sound Transit.



The Frequent Transit Network (FTN) is an aspirational vision for a network of high-quality transit providing freedom for people moving around the city to travel easily and when needed. "Transit" refers to bus transit and light rail transit. The methodology is available in Appendix B.

Tacoma's Capital Investment Corridors

Capital Investment Corridor indicate priority for investment, but do not represent specific lines or indicated service. The methodology is available in Appendix B.



Transit Strategies

The following strategies guide how Tacoma will partner and invest in a complete public transportation system that can provide reliable, affordable, and dignified travel for people of all abilities traveling in Tacoma and connecting to the region.

1. Fund and develop a transit network that is frequent, reliable, and safe by building toward the Frequent Transit Network (FTN) vision (page 45), making transit the most reliable and affordable means to travel in and around Tacoma.
2. Actively engage in transit service planning with Pierce Transit and Sound Transit, and advocate for service plans to match the city's FTN and connectivity needs for major destinations.
3. Explore avenues to expand service and improve transit frequency and span in Tacoma (using the FTN as a guide). This could include exploring local source funding used to develop service buy-up agreements with Pierce Transit.
4. Work with transit agency partners (Pierce Transit and Sound Transit) to balance the provision of intra-city transit and regional transit, ensuring people can effectively use transit for their trips within Tacoma and their trips in the greater region.
5. Replace high-ridership bus routes with enhanced bus service or bus rapid transit, or other forms of high-capacity transit such as Pierce Transit's Fast, Frequent, and Reliable Network.
6. Focus on developing Commerce Street as a local and regional transit center, and as a focal point for transit service. Support changes to Commerce Street to accommodate this shift, which could include re-routing personal vehicles.
7. Begin planning efforts to prepare for future high-speed rail in Tacoma.
8. Implement bus lanes and transit signal priority on the FTN, particularly priority capital investment corridors (page 46). Reconfigure streets (e.g., use of turn-lanes, on-street parking) to prioritize the efficient movement of transit.
9. In corridors with the highest levels of transit demand, congestion, and critical connectivity function, study high-capacity transit alternatives, including rail (see Tier 1 Corridors on page 46). Evaluate where there are opportunities for federal funding to expand rail.
10. Use quick-build projects to test and deploy tactical transit treatments, such as dedicated bus lanes or passenger platforms that allow buses to stop in-lane, or on streets where operational issues or delays have been identified. Quick-build or temporary treatments should be replaced with permanent transit treatments if they are successful.
11. Invest in incremental and spot improvements which bolster reliability and use capital projects to eliminate chokepoints. Consider transit improvements as arterial corridors are repaved and there are opportunities to reallocate space through low-cost paint and post type treatments.
12. Incentivize transit-oriented development to attract businesses needed by transit riders, and incorporate amenities like food and beverage vendors, and restrooms at transit centers.
13. Create areas near and connected to transit that are safe, comfortable, welcoming, and foster a sense of community. Ensure adequate lighting, seating, shade, tree canopy, and public art. Build and maintain safe and accessible pedestrian and bike connections. Install pedestrian-scale lighting at transit waiting areas and areas connecting to transit stops.
14. Align with Pierce Transit and Sound Transit in identifying and conducting early planning for future Bus Rapid Transit and rail corridors. Plan for development, capital projects, zoning changes, and right-of-way preservation so land uses are supportive of transit when the project opens.
15. Plan for interface between transit and other modes, particularly for people accessing transit by walking, rolling, or bicycling. Create low stress active transportation networks connecting to transit and plan for safe and navigable interchanges between transit and active modes.

16. Provide high-quality rider information at transit stops, including real-time arrival information, audible announcements in English and other languages, tactile information, maps, and wayfinding to help people easily navigate the system.
17. Promote ORCA for Business for large and smaller employers, and apartment and condominium complexes in Tacoma. Encourage employers and educational institutions to provide transit benefits to their employees and students.
18. Provide support for employers on commute trip reduction for their employees, including training, informational materials and guidance on employer-based transportation demand management strategies.
19. Work with local community-based organizations to implement community-based transportation behavior changes and encouragement measures.

Transit Actions

The following actions are specific, direct steps that the City will take to realize the desired outcomes for the Transit Element.

NUMBER	ACTION
T.1	Develop local source funding for transit that can supplement Pierce Transit operating funds. The City of Tacoma uses the FTN vision to direct operating resources to Pierce Transit to increase frequency and span in key corridors, along with future route expansion plans.
T.2	Develop a program within Tacoma Public Works to analyze, plan, and develop bus speed and reliability projects, signal improvements, and tactical bus treatments. Make prioritization of street space for high-frequency transit a top issue.
T.3	Assess needs and develop a plan to bring all pedestrian facilities in proximity to the FTN up to ADA compliance.
T.4	Conduct corridor or area planning for central Tacoma that includes a clear decision about transit priorities for 19th Street and 6th Avenue, allowing Tacoma to take a clear position in advocating for corridor investments in future Sound Transit rail expansion and Pierce Transit BRT efforts.
T.5	Continue to develop staff expertise and capacity in transit planning and design, allowing for Tacoma to be a more active partner in working with transit agency partners to design transit capital projects, identify priority access improvements, and realize investment in local service priorities.
T.6	Partner with Sound Transit to support delivery of future Link light rail expansions and improvements to Sounder commuter rail, including improved service frequency, construction of infill stations, station access improvements, and identification of future expansion and right-of-way preservation (including a connection between Tacoma Dome Station and the Tacoma Mall).
T.7	Utilize existing funds from the ride-sharing fee adopted in 2014 to establish a program for accessible taxis in Tacoma.

FREIGHT ELEMENT

Supporting Tacoma's economy and connecting goods to people and businesses.

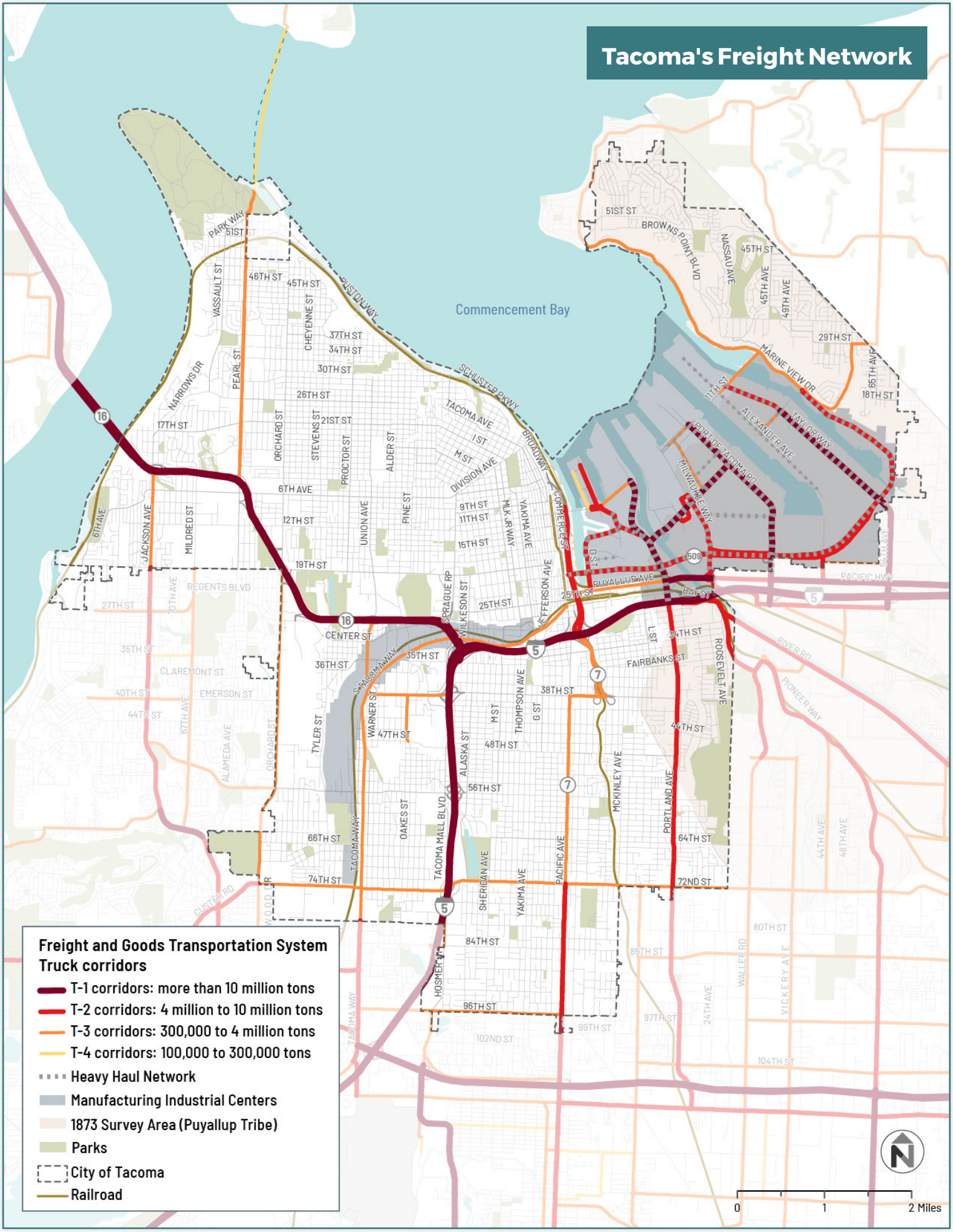
Tacoma's identity as "Grit City" is deeply tied to its industrial heritage and freight movement, which have been integral to the city's economic success and cultural fabric. From its origins as a key port city in the late 19th century to its position today as a hub for global trade, Tacoma's freight network has supported local industries and connected the city to the world. As Tacoma continues to grow and evolve, the city's freight system remains a vital component of the economy, ensuring that essential goods reach businesses and residents efficiently. The vision for Tacoma's freight network is one that balances economic vitality with the health, safety, and well-being of the community.

While freight is essential to Tacoma's economy, it also presents significant challenges that must be addressed to maintain community livability. Traffic congestion from large trucks can strain the city's roadways, contributing to delays and reducing safety for all road users. Noise and air pollution from freight vehicles disproportionately affect neighborhoods near industrial areas, especially those with vulnerable populations. These challenges highlight the need to plan and manage freight movement in a way that supports economic activity without compromising the quality of life for Tacoma's residents.

The objective of the Freight Element is to ensure that freight movement continues to support the city's economy while minimizing negative impacts on the community and environment. By promoting sustainable practices, optimizing routes, and incorporating advanced technologies like Intelligent Transportation Systems (ITS), Tacoma seeks to create a system that is efficient, safe, and environmentally responsible. This element will guide Tacoma's approach to balancing freight needs with community health and livability, ensuring that as the city grows, it remains a place where both industry and residents can thrive.

THE PORT OF TACOMA

The Port of Tacoma is a critical component of the Northwest Seaport Alliance, a partnership with the Port of Seattle, making it one of the largest container ports in North America. It handles between 9 and 13 million tons of cargo annually, with significant trade links to Asia, particularly China, Japan, and South Korea. The Port's operations support over 43,000 jobs in Pierce County and contribute nearly $3 billion in labor income. It handles more than $25 billion of commerce, highlighting its vital role in the regional economy.


Tacoma's Freight Network
Commencement Bay
Freight and Goods Transportation System
Truck corridors
T-1 corridors: more than 10 million tons
T-2 corridors: 4 million to 10 million tons
T-3 corridors: 300,000 to 4 million tons
T-4 corridors: 100,000 to 300,000 tons
Heavy Haul Network
Manufacturing Industrial Centers
1873 Survey Area (Puyallup Tribe)
Parks
City of Tacoma
Railroad
0
1
2 Miles

Freight Strategies

Freight strategies guide how Tacoma will support critical freight and goods movement while balancing the impacts of large truck and rail traffic, prioritizing safety and centering the needs of vulnerable communities.

1. Minimize the impacts of freight activities near sensitive land uses by optimizing routes using Intelligent Transportation Systems (ITS), implementing noise and emission reduction measures, and enhancing multimodal infrastructure design to improve safety.
2. Reduce the number of at-grade heavy rail crossings to improve safety by prioritizing grade separation or alternative routing where feasible. Utilize clear safety measures, including audible and visual alerts, and ADA-compliant designs at all at-grade rail crossings.
3. Establish quiet zones in areas with high residential or community activity to minimize noise impacts from heavy rail operations.
4. Strengthen Tacoma as a primary hub for regional, Alaskan, military, and international goods movement, serving as a gateway to national and global markets by integrating the development and operation of air, trucking, heavy rail, and maritime terminal facilities to enhance the freight transportation system and bolster the City's economic base.
5. Design heavy haul freight network to optimize turn radii, use durable paving materials, and set appropriate lane widths for efficient and safe freight movement.
6. Enhance the safety and visibility of bicyclists using vertical and horizontal separation and other best practice design solutions where a freight route shares a street with a bicycle route.
7. Incorporate pedestrian comfort and safety into the design of designated freight corridors by including safe crossings (e.g. pedestrian refuse islands, extended walk time), creating a vegetated buffer between the sidewalk and road, and installing safety measures such as clear signage and driver mirrors at driveways frequented by freight traffic.
8. Enhance transit and active transportation access to manufacturing and industrial centers to ensure reliable, 24-hour connectivity for workers, including those without access to a car, accommodating the needs of those working non-traditional hours.
9. Implement freight signal priority, adaptive signals, and modernized infrastructure with optimized vehicle detection and signal timing to improve efficiency, safety, and reduce delays for freight movement.
10. Prioritize safety in the design, operation, and management of freight corridors by reducing conflict points between freight vehicles and other road users, implementing speed reduction measures, signal phase separation, and enhancing visibility at intersections.
11. Increase green infrastructure, including tree canopy, to absorb pollutants and improve air quality in industrial and freight-heavy areas.
12. Promote commercial vehicle safety through education and a consistent application of safety regulations and inspection procedures.
13. Establish a collaborative data-sharing platform where stakeholders (e.g., logistics firms, retailers, city authorities) can share data on traffic, routes, and delivery schedules.

Freight Actions

The City of Tacoma will work with key partners on the following actions to realize desired outcomes of the Freight Element.

NUMBER	ACTION
F.1	Use the freight model to facilitate the planning for future capital projects.
F.2	Regularly review operations and engage stakeholders to adapt strategies that balance freight movement with community health and livability.
F.3	Develop a freight routing plan that supports Tacoma's multimodal vision and minimizes impacts on surrounding neighborhoods while supporting the efficient movement of goods.
F.4	Support the Port of Tacoma's efforts to become environmentally sustainable by assisting with grant applications, advocating for green technology investments, and fostering partnerships that promote cleaner operations and reduced emissions.
F.5	Create standard plans to guide the safe integration of multimodal elements on designated freight corridors.
F.6	Support and partner to identify and implement freight electric charging opportunities throughout Tacoma's Manufacturing and Industrial Centers.

AUTO AND STREET ELEMENT

Moving all street users safely and reliably.

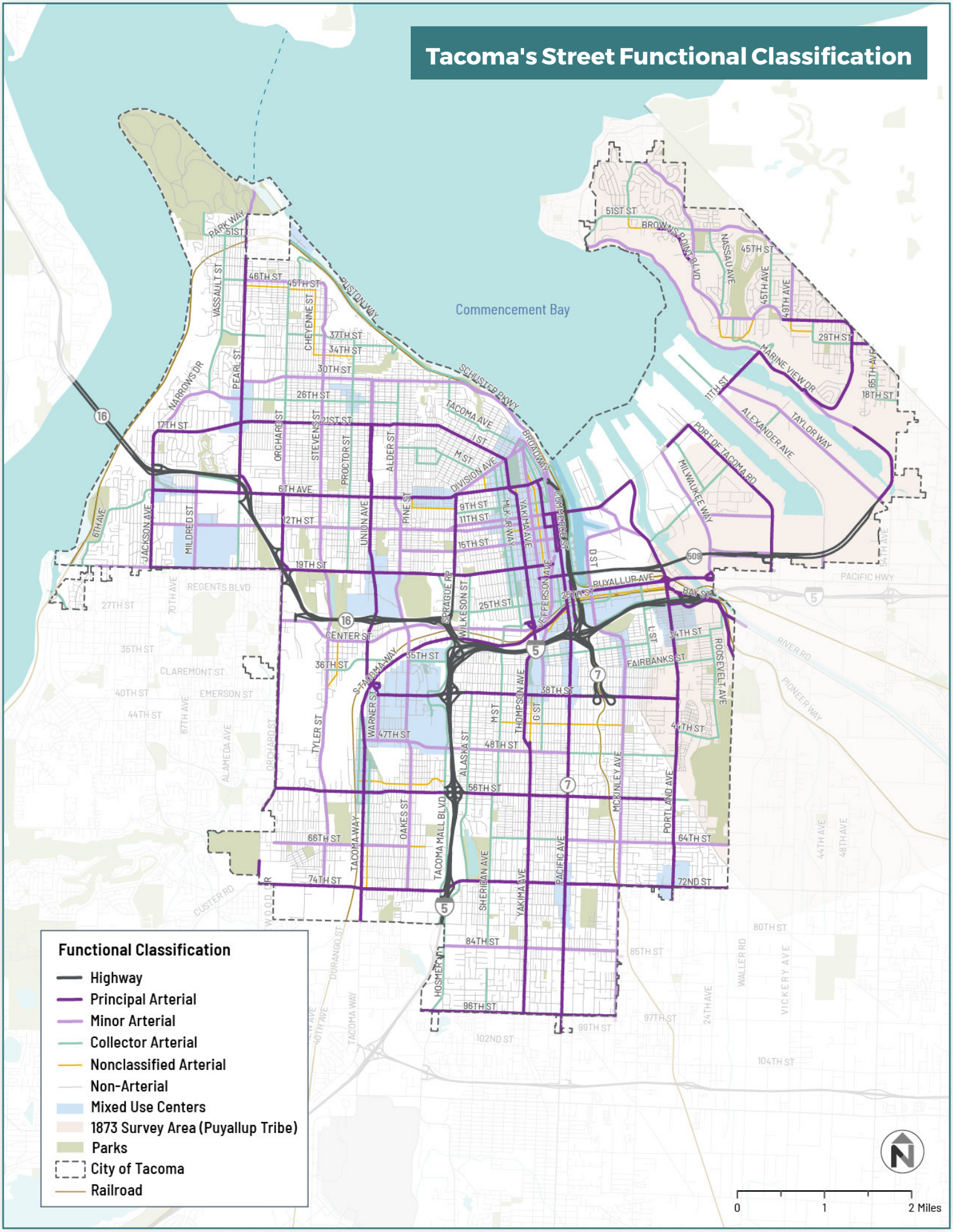
Streets are the backbone of the transportation system, serving all modes of travel including automobiles, trucks, transit, bicycles, and pedestrians. While the current reliance on automobiles is recognized, the City's approach is to redesign streets as spaces that support all users—creating a street system that prioritizes safety, sustainability, and multimodal transportation. By enhancing infrastructure for transit, walking, rolling, and biking, Tacoma aims to gradually shift away from automobile dependency, promoting a more connected and livable urban environment with a variety of safe and connected multimodal travel options.

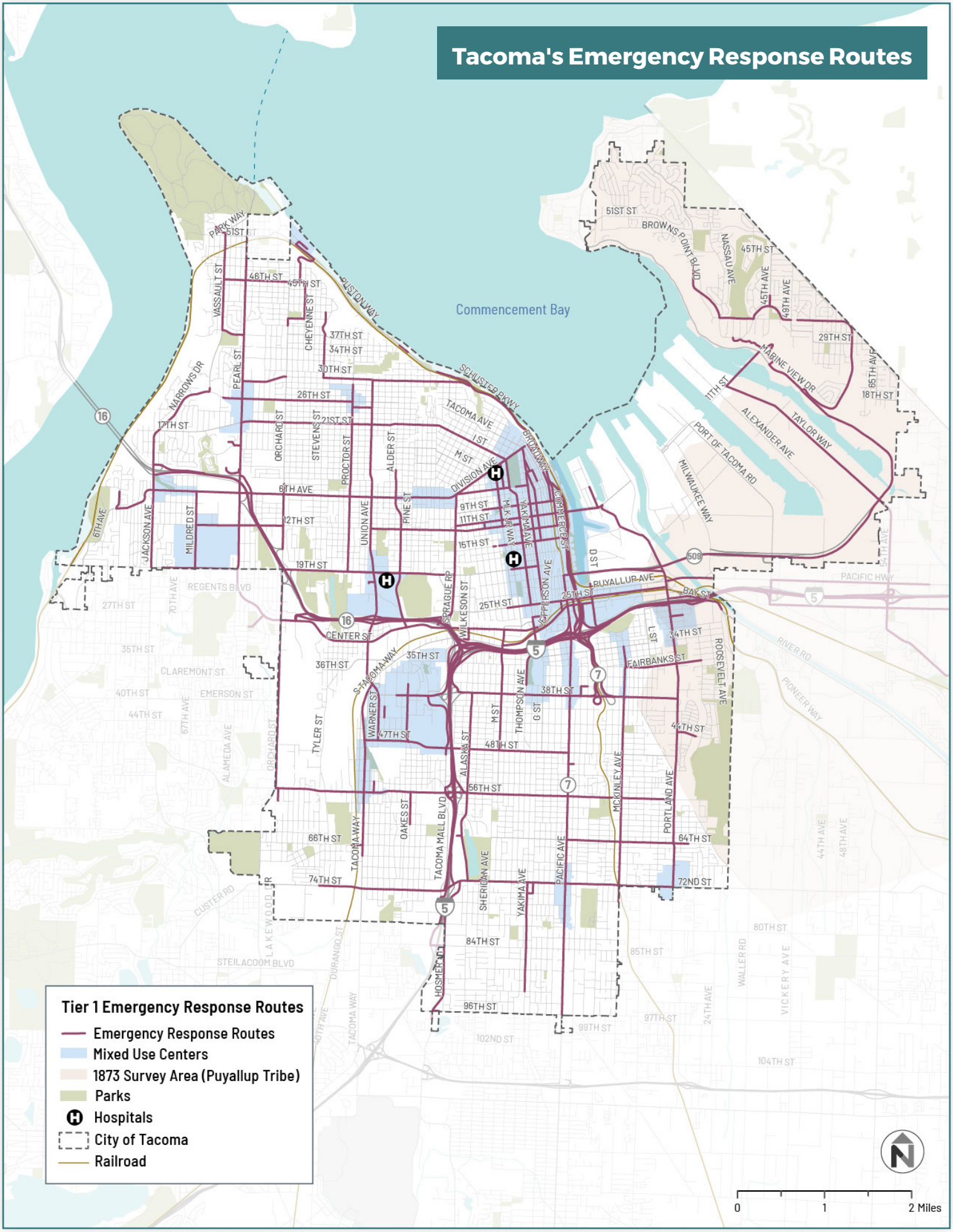
The prominence of automobiles in accessing work, education, healthcare, and leisure is largely due to past transportation and land use policies that prioritized car travel. Over time, this focus has shaped Tacoma's streets and influenced how residents interact within the built environment. While automobiles can provide convenience, this approach has contributed to increased greenhouse gas emissions, heightened congestion, and compromised safety.

Tacoma is committed to providing safe and reliable streets for those who need to drive—such as emergency responders, freight operators, service providers, and individuals who rely on a car —while also fostering a shift toward multimodal transportation. The Auto and Street Element emphasizes enhancing road safety and efficiency for all modes of travel, ensuring that every journey, regardless of how it's made, can be completed safely and without incident.

Tacoma streets will be designed to be no wider or faster than necessary. Rather than aiming to eliminate congestion or provide free-flow travel conditions, Tacoma's goal is to create a safe environment for all road users, while managing congestion effectively. By achieving these goals, Tacoma aims to reduce fatalities and serious injuries, improve street conditions, lower greenhouse gas emissions through mode shift, and create a more connected community.

Tacoma's street network serves a number of critical functions for road users. The map on page 54 shows the functional classification of Tacoma streets, which is indicative of volumes and the extent to which a street serves more a more local or citywide/regional function. The map on page 55 shows critical emergency response routes in the city. Safety on Tacoma streets is a key issue for vehicular travel, and the map on page 31 in Chapter 5 shows Tacoma's High Risk Network—corridors and intersections determined through crash data analysis and selected risk factors to be high risk locations for future fatal and serious injury crashes.


Tacoma's Street Functional Classification
Commencement Bay
Functional Classification
Highway
Principal Arterial
Minor Arterial
Collector Arterial
Nonclassified Arterial
Non-Arterial
Mixed Use Centers
1873 Survey Area (Puyallup Tribe)
Parks
City of Tacoma
Railroad
0
1
2 Miles


Tacoma's Emergency Response Routes
Commencement Bay
Tier 1 Emergency Response Routes
Emergency Response Routes
Mixed Use Centers
1873 Survey Area (Puyallup Tribe)
Parks
Hospitals
City of Tacoma
Railroad
0
1
2 Miles

Auto and Street Strategies

The following strategies guide how Tacoma will balance and invest in its limited street space to optimize this limited resource and best serve our community goals.

1. Employ best practices for stormwater management to reduce impact of runoff on roadways. Ensure stormwater elements are designed in compliance with Tacoma's most recently approved Stormwater Management Manual, Complete Streets Policy, Right of Way Design Manual, and Green Stormwater Infrastructure (GSI) Standard Plans.
2. Emphasize Low Impact Development design elements like tree retention, bioretention, infiltration, bioswales, permeable pavements, and street tree planting to improve aquifer recharge, reduce evapotranspiration, and reduce the risk of harmful pollutants entering our waterways.
3. Design narrower streets to minimize hard surfaces and reduce the overall project footprint, focusing on prevention rather than mitigation of environmental impacts.
4. Promote the long-term sustainability of transportation infrastructure by using the Greenroads® or equivalent rating system for planning, designing, construction, and maintenance by addressing them in the construction project specifications, allocating funds in capital budgets, and educating the public on the benefits of this pavement technology.
5. Work with emergency responders and transit operators on multimodal street design and curb management strategies to understand and support access, operations, and incident response.
6. Implement "daylighting" at intersections by restricting vehicle parking near intersections to enhance visibility for all road users. Use this approach as a proactive measure to improve safety and support enforcement of traffic laws.
7. Leverage ITS to improve the safety, efficiency, and reliability of the transportation network.
8. Promote the safety and livability of residential neighborhoods by implementing traffic calming measures that utilize design strategies such as speed reduction elements, pedestrian enhancements, and streetscape improvements to reduce vehicle speeds, discourage cut-through traffic, and enhance the overall quality of life for residents.
9. Implement road diets (reducing the number of lanes) and lower speeds to improve safety. Create space for other active transportation modes or public realm activation by working with the community to plan, design, and identify opportunities and tradeoffs to improve safety and access.
10. Support routine maintenance and cleanup measures such as street sweeping, along with other pollution source control efforts, through design and maintenance/operations of the transportation system.
11. Control the placement and design of driveways and intersections to improve safety and traffic flow. This may include consolidating driveways, adding medians, and regulating the number of access points to minimize conflict points.
12. Integrate public art and interesting design treatments into streets and bridges to enhance street aesthetics and create lively streetscapes that contribute to a greater sense of community and enjoyment.
13. Regularly inspect and maintain bridges to ensure structural integrity and public safety. Prioritize repairs and maintenance activities based on condition assessments, safety ratings, and the need to retrofit existing bridges with seismic design standards and climate adaptation measures to withstand natural disasters, sea-level rise, and extreme weather events.
14. Retrofit existing bridges and design new bridges to accommodate all users, including pedestrians, bicyclists, and transit, alongside motor vehicles. Incorporate sidewalks, bike lanes, and accessible pathways as standard design elements.
15. Address infrastructure gaps, inadequate design, safety hazards, and at-grade railroad crossing conflicts to increase safety, rail capacity, and timeliness of both over-land and rail freight, using appropriate programs, regulations, and design standards.
16. Proactively plan for emerging transportation technologies by creating adaptable infrastructure, policies, and regulations that facilitate the safe integration of autonomous vehicles, vehicle-to-vehicle (V2V) communication, and other innovations to enhance mobility and safety for all users.

17. Adopt an asset management approach for transportation infrastructure that emphasizes proactive maintenance, long-term cost efficiency, and safety enhancements, ensuring that all streets and assets are well-maintained and accessible for all modes of travel.
18. Facilitate transit and active transportation connections by encouraging street system design in a rectangular grid pattern with smaller block sizes, frequent interconnection, and clear wayfinding. Strongly discourage cul-de-sacs or dead-end streets and only allow them in new locations if a short multi-use path will connect the dead-end to another street.
19. Implement targeted traffic flow improvements that enhance efficiency while ensuring safety for all road users is maintained or improved, avoiding any compromise to pedestrian and bicyclist safety.
20. Coordinate with adjacent jurisdictions to align multimodal and safety improvements, creating seamless connectivity and consistent infrastructure across boundaries.

Auto and Street Actions

The City will prioritize the following actions to ensure safe and reliable vehicular mobility and balanced street uses that align with the community's multimodal transportation vision.

NUMBER	ACTION
A.1	Re-evaluate and update Tacoma's street classification system (such as arterial, collector, neighborhood greenway, and local streets) to better reflect modern transportation needs, land use changes, and community priorities.
A.2	Develop a toolkit of standard design strategies that seek to mitigate potential impacts to emergency response mobility as streets are redesigned to support multimodal transportation and traffic calming strategies are implemented to slow driver speeds.
A.3	Proactively plan and coordinate repaving projects to align with Vision Zero High Risk Network priorities and multimodal improvement opportunities, so that resurfacing projects are prepared in advance to maximize safety enhancements and support multimodal transportation.
A.4	Update the Complete Streets ordinance and design guidelines while developing an internal process and project checklist to ensure safe, multimodal, and sustainable design features are considered in the initial planning and design phases.
A.5	Identify and pursue diverse funding sources, including federal and state infrastructure grants, public-private partnerships, and local initiatives, to secure resources needed for the maintenance of bridges vital to commerce and multimodal access.
A.6	Develop a plan to deploy and expand ITS tools, such as signal coordination, transit signal priority, and emergency vehicle preemption, with a focus on supporting the Frequent Transit Network, priority freight corridors, and Vision Zero High Risk Network to enhance safety, improve reliability, and optimize traffic operations for key routes.
A.7	Upgrade outdated traffic signals with modern, adaptive technologies to enhance safety, manage congestion, and support multimodal needs.

CURB MANAGEMENT ELEMENT

Effectively managing curb space for better community and transportation outcomes.

The curb is where mobility and access intersect. Curb management policies balance overlapping demands in a way that aligns with community and neighborhood needs, as well as citywide goals: separating vehicles and pedestrians, ensuring ADA accessibility, allowing transit passengers to depart and arrive comfortably, reserving areas for loading passengers and goods, providing parking for autos and bikes, creating space for shared mobility, and making room for public interaction and human connection.

Traditionally, decisions on how best to manage the curb space, such as parking designation and time regulations, have been based on the adjacent building and road segment, assuming cars are the primary mode of transportation. Past policy and program elements reflect the complex and deeply entrenched system of automobile dependence. This approach often results in inefficient management and overbuilding of parking supply, leading to increased single-occupancy vehicle ownership, traffic growth, higher housing costs, and barriers to smart growth and efficient transit services.

As Tacoma grows in population and accommodates different forms of transportation, the need for strategic curb management becomes increasingly important. Additionally, the pandemic has shifted consumer preferences, increasing demand for curbside pickup, outdoor dining and gathering places, and other services. To meet these evolving needs, Tacoma must adopt flexible and innovative curb management strategies that balance the diverse demands on curb space and ensure that a wide variety of users can safely coexist on Tacoma's streets. This will ensure the efficient and equitable use of public spaces, enhancing mobility and supporting the city's growth and development.

Who Uses the Curb?

The curb serves multiple uses, balancing the needs of mobility, access, and public space. It provides parking for cars and bicycles, loading zones for goods and passengers, and access for transit vehicles. Additionally, curbs are used to manage stormwater with drainage infrastructure and support public amenities such as parklets, outdoor dining, and green space. Emerging needs like ride-hailing pick-up/drop-off zones, electric vehicle charging, and micromobility parking further diversify curb uses.

Curb Management Strategies

The following strategies guide Tacoma in managing curb space to more effectively serve the needs of all street users.

1. Develop a framework for flexible curb use that adapts to time of day and demand, such as allocating curb space for deliveries in the morning, ride-hailing or short-term parking during midday, and residential parking in the evening.
2. Broaden the application of dynamic curb allocation to promote non-traditional uses such as markets, parklets, open-street events.
3. Leverage technology to gain real-time insights on curbside patterns and commuter behaviors by using sensors, cameras, and apps to monitor and share curb usage data with drivers to enable the City to adjust policies based on actual patterns and prioritize curb activities more effectively.
4. Support transit and active transportation within curbside management to help reduce congestion, enhance safety, and promote environmentally friendly travel modes, shifting focus away from vehicle storage as the primary function.
5. Ensure the curb is designed to support accessibility for individuals with disabilities, including adding designated parking spaces, installing ramps, or creating more accessible drop-off zones.
6. Encourage the use of curb space for green infrastructure, such as rain gardens, to promote sustainability and reduce the environmental impact of certain curbside activities.
7. Integrate curb management into street redesigns and transportation planning to align with the City's broader transportation and mobility goals and create a cohesive, integrate transportation network.
8. Involve local communities, businesses, and other stakeholders in the planning process for curb management. Involvement with affected stakeholders early and often provides context for community needs which may differ from existing land uses.
9. Manage on-street and off-street parking as an integrated system, recognizing that well-managed off-street parking can reduce curb congestion and free up curb space for other uses.
10. Enforce parking regulations through data driven strategies and tiered enforcement measures, such as warnings for first time offenders and educational outreach in conjunction with fines.
11. Promote efficient land use by "right-sizing" parking to support smart growth, using tools like predictive parking impact analysis, shared use incentives, and parking in-lieu fees to assess current and future needs. Manage existing curb and off-street parking effectively before considering additional parking construction.
12. Establish sustainable funding sources to consistently support curb management services to help ensure compliance with regulations and enhancing safety for all users.
13. Support neighbors in implementing safety improvements on residential streets, such as red curb painting and tree planting in the ROW, to deter illegal parking behaviors and enhance community safety.

Curb Management Actions

The following actions outline how the City will more actively manage curb space, navigating tradeoffs between different user needs and responding to the surrounding context.

NUMBER	ACTION
CM.1	Implement dynamic pricing for parking and curb usage based on demand and to promote desired behaviors. Appropriately priced curbside parking achieves desired occupancy levels, increases turnover, and ensures that spaces are available for those who need them.
CM.2	Implement automated enforcement systems, such as license plate readers and cameras, to enforce parking regulations, time limits, and curb usage violations.
CM.3	Increase public awareness and understanding of parking regulations by using clear signage, mobile apps, and broad media campaigns.
CM.4	Establish Parking Benefit District program to define areas where meter revenue could be used for public services.
CM.5	Evaluate and update the building design code to promote flexibility in the operations of existing parking and future developed parking facilities.
CM.6	Implement a process for evaluating the effectiveness of various curbside management practices that serve very short-term users (less than 15 minutes) and zones that serve different users by time of day.
CM.7	Establish and phase in a clear brand and logo to help users become familiar with Tacoma's public parking options.
CM.8	Update municipal code to reflect the centralization of the curb management system.
CM. 9	Develop right-of-way guidebook for supporting appropriate electric vehicle charging strategies, including planning, permitting, infrastructure, and maintenance.

PUBLIC REALM AND ACTIVATION ELEMENT

Activating Tacoma's public realm to connect people to people and nature.

The City of Tacoma aims to inspire social interaction, build community, and reimagine a city where streets can be safely shared by pedestrians, multimodal forms of transportation, art, and new forms of placemaking that celebrate Tacoma's unique heritage and creative community. As the population in Tacoma continues to grow, public spaces become increasingly important. The Public Realm and Activation Element focuses on activating streets, sidewalks, alleys, and trails as a way to create vibrant, inclusive, and safe spaces for people to experience.

Tacoma's public right-of-way already faces multiple and sometimes competing demands including vehicle traffic, bicycle lanes, transit facilities, parking, street trees, and utilities. Balancing these demands with community uses will be challenging and may require new approaches to street design and management. Additionally, opportunities for people to access the public realm beyond functional and utilitarian purposes are limited, with most of these spaces concentrated in Very High or High Opportunity Areas as identified by Tacoma's Equity Index Map. This uneven distribution leaves many communities without accessible and inviting public spaces for recreation, social interaction, and community gathering.

The public right-of-way is a valuable asset which operates as a network of transportation conduits, primarily used for human movement. The City of Tacoma's objective is to strike a balance among the many needs of the right-of-way while committing to connect people to people and people to places. When reimagined with community-building in mind, these spaces can serve as multifunctional plazas, festival streets, farmers markets, cafes, block parties, and places where people freely and openly congregate together.

WHAT IS THE PUBLIC REALM?

Public Realm: Areas that are open and accessible to everyone, such as streets, sidewalks, and trails.

WHAT DO WE MEAN BY"ACTIVATION"?

Activation: The process of transforming underutilized or passive spaces into vibrant, engaging areas that encourage social interaction, economic activity, and community engagement. A commitment to activation embraces strategies that range from the planned and sanctioned to the informal and ephemeral.

What Activates the Public Realm?

The public realm is activated for people through elements that enhance engagement, safety, and enjoyment. These include street furniture like benches, trash receptacles, and bike racks; greenery such as street trees, planters, and landscaping that provide shade and visual appeal; and pedestrian-scale lighting that fosters safety and ambiance. Public art, wayfinding signage, and parklets create interest and encourage gathering, while features like widened sidewalks, curb extensions, and outdoor seating support social interaction. Open street events, such as street festivals and markets, further activate the ROW, making it vibrant and inviting for all.

Public Realm and Activation Strategies

The following strategies guide Tacoma in developing inviting, equitable, and community-centered public spaces.

1. Incorporate local art into the streetscape to reflect community identity and create a more engaging environment. Commission artist-designed, age-friendly street furniture and street features and consider multiple uses to encourage different types of activation.
2. Work with artists to mitigate illegal tagging on transportation infrastructure.
3. Coordinate with Pierce Transit and Sound Transit when planning street closures or large events to minimize disruptions and extend transit service times as needed. Engage early to develop detour plans, adjust schedules, and communicate changes, ensuring reliable and accessible transit access for riders during events.
4. Simplify the permit process and expand opportunities for outdoor dining, food and street vendors to activate sidewalks and streets through partnerships with neighborhood business districts, Business Improvement Areas, the Chamber of Commerce, and the business community.
5. Create inclusive urban spaces that actively encourage socialization by incorporating universal accessibility, abundant trees and native vegetation, strategic pedestrian lighting for social areas, comfortable seating, and clear signage.
6. Support small, low-cost, and community-driven projects ("tactical urbanism") to demonstrate the potential of spaces to be more people-focused (e.g., host events, paint streets, or install temporary urban furniture, parklets, or structures)
7. Promote safe and accessible active transportation in public spaces and during events by integrating bike connections, ample bike parking, and ADA-compliant routes and crossings.
8. Reallocate more street space for people-centered uses, identifying locations with an overabundance of space dedicated to vehicle mobility and storage in mixed-use centers.
9. Design, locate, and maintain transportation facilities to create an engaging, welcoming, and pleasurable environment that supports accessibility and active transportation choices through placemaking, beautification, activation, and other urban design tactics.
10. Promote flexible curb management strategies, so streets and amenity zones can be adapted to different uses, such as markets, parklets, or open street events.
11. Reduce barriers (permitting, fee structures, traffic control) to enable the community to program, activate, and manage public space with uses that are authentic and meaningful to them.
12. Conduct community workshops and outreach to gather input from residents and businesses, ensuring public realm designs and activation reflect local needs, culture, and identities, particularly in underserved neighborhoods.
13. Explore opportunities to implement car-free streets, woonerfs (shared streets prioritizing pedestrians and cyclists), and festival streets to improve safety, encourage active transportation, and create vibrant public spaces while ensuring accessibility for all. Identify suitable locations through community input and pilot projects, prioritizing underserved areas, local businesses, and neighborhood connectivity.
14. Activate spaces that have historically been underutilized or inaccessible due to design, access, or location challenges, such as freeway underpasses and neglected rights-of-way in mixed-use areas. Engage with users that often frequent these areas to transform these areas into welcoming, inclusive spaces that thoughtfully integrate the needs of existing communities.

Public Realm and Activation Actions

The following actions are specific, direct steps that the City will take to realize the desired outcomes for the Public Realm Element.

NUMBER	ACTION
PR.1	Update the Tacoma Municipal Code to expand the 1% for the Arts program to include all capital projects, including those undertaken by Tacoma Public Utilities.
PR.2	Implement the Public Art Mini-Plan for capital projects to strategically integrate art into the planning and development of transportation infrastructure projects.
PR.3	Integrate special event and film permitting process into existing permitting portal for more consistent standardized process.
PR.4	Develop a Public Realm and Activation Plan as part of the update to the Downtown Plan and Tacoma Dome Link Extension station area planning.
PR.5	Develop a best practice guide for events in the right-of-way and work with event organizers to educate them on how to host events in the right-of-way. The guide will include strategies for encouraging walking, biking, and transit use to events, supporting sustainable transportation and reducing traffic impacts.
PR.6	Develop a permanent curbside program to convert on-street parking into a parklet/streatery that includes best practices for siting and designing parklets/streateries, plan for maintenance, and allowance for organizations and businesses to participate.
PR.7	Identify locations for easy street closures in Regional Growth Centers and mixed-use centers to support and encourage open street events and activation.

Implementing the Transportation and Mobility Plan

07

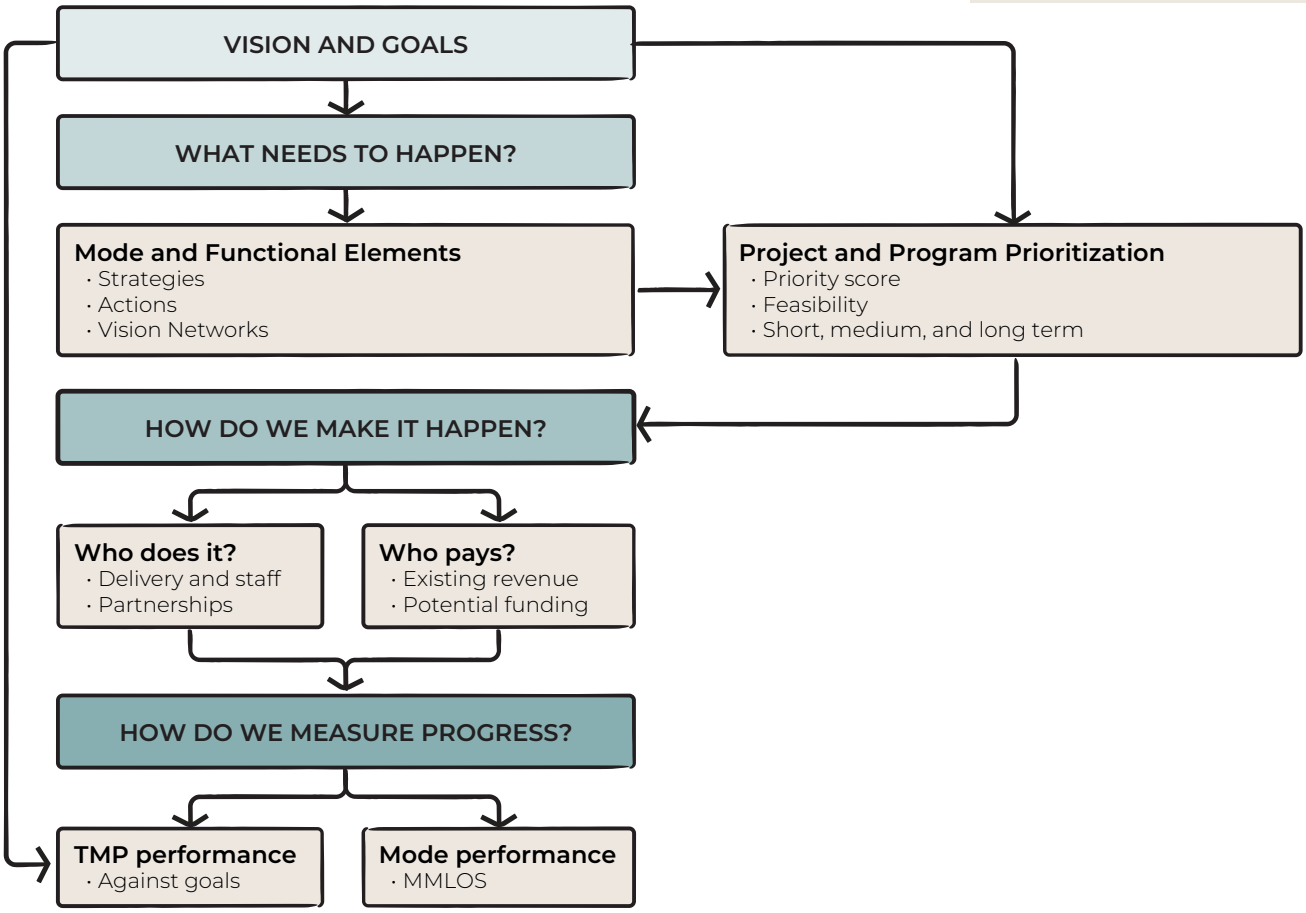
IMPLEMENTATION STRATEGY

The implementation strategy moves Tacoma towards its vision of creating and sustaining a transformative multimodal transportation system. While the mode and functional elements outline the "what" needs to happen, the implementation strategy describes the "how" of making the TMP a reality.

- What needs to happen: actions and strategies identified in the elements inform the development and prioritization of projects.
- How do we make it happen: once projects are identified, how are they delivered—defining who delivers (staff and partner agencies) and how projects are funded.
- How do we measure progress: what performance measures are in place to track progress towards implementing the TMP, meeting goals and moving Tacoma towards the TMP vision.

IN THIS CHAPTER:

- Implementation Strategy
- Challenges
- Program and Project Identification
- Funding
- Multimodal Level of Service
- Performance Measurement



CHALLENGES

Tacoma will inevitably face growing pains as we adapt to increased population, evolving travel patterns, and the demand for more sustainable and efficient transportation options.

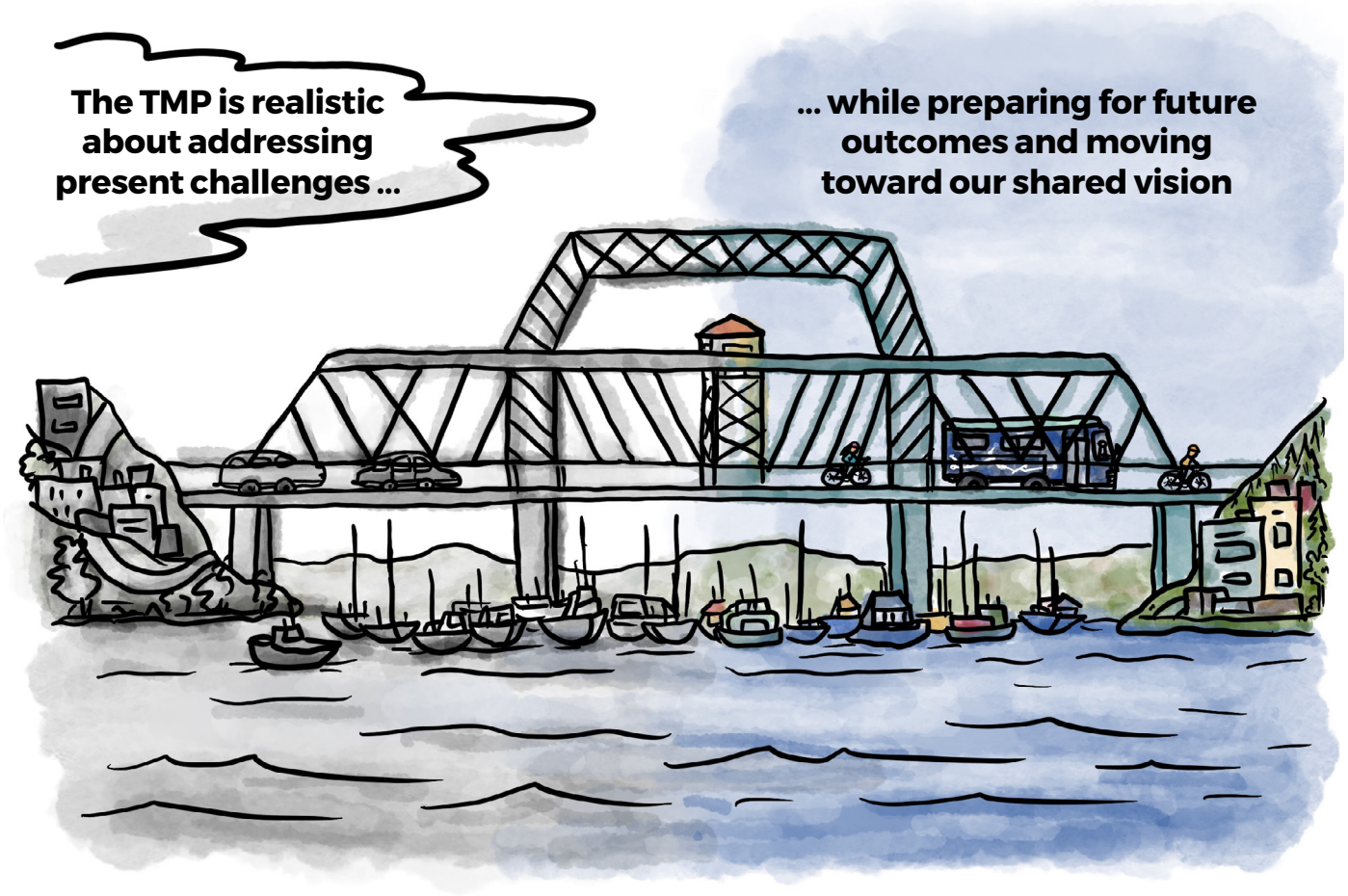
One of the more significant challenges lies in the reallocation of our limited right-of-way space. Historically, Tacoma's streets have been designed primarily to serve automobiles, but this approach is increasingly at odds with the need for a multimodal, people-centered transportation system.

Moving forward, the City must make strategic decisions to transform streets into spaces that prioritize walking and rolling, biking, and transit alongside vehicles. These changes often require difficult trade-offs and the need for community buy-in.

The TMP seeks to navigate this transition thoughtfully, striving to balance the needs of today with the vision for tomorrow. While the plan recognizes the importance of supporting current travel patterns and ensuring that residents and businesses can function effectively in the present, it also emphasizes the necessity of preparing for a future that prioritizes equity, sustainability, and livability.

ADDRESSING PRESENT CHALLENGES	PREPARING FOR FUTURE OUTCOMES
• Competing priorities • Behavioral shift • Cost of retrofitting and maintaining streets • Parking constraints	• Decrease in fatal and serious crashes • Age-friendly community • Economic boosts from more foot traffic • Improved public health • Inclusion and accessibility • Neighborhood cohesion • Youth independence

By setting clear goals and policies, the plan aims to create a transportation network that evolves with Tacoma's growth, ensuring that investments made today support a long-term vision of a vibrant, multimodal city. This approach reflects the City's commitment to a forward-thinking transportation system that serves all residents while addressing the challenges of reallocation, growth, and adaptation.



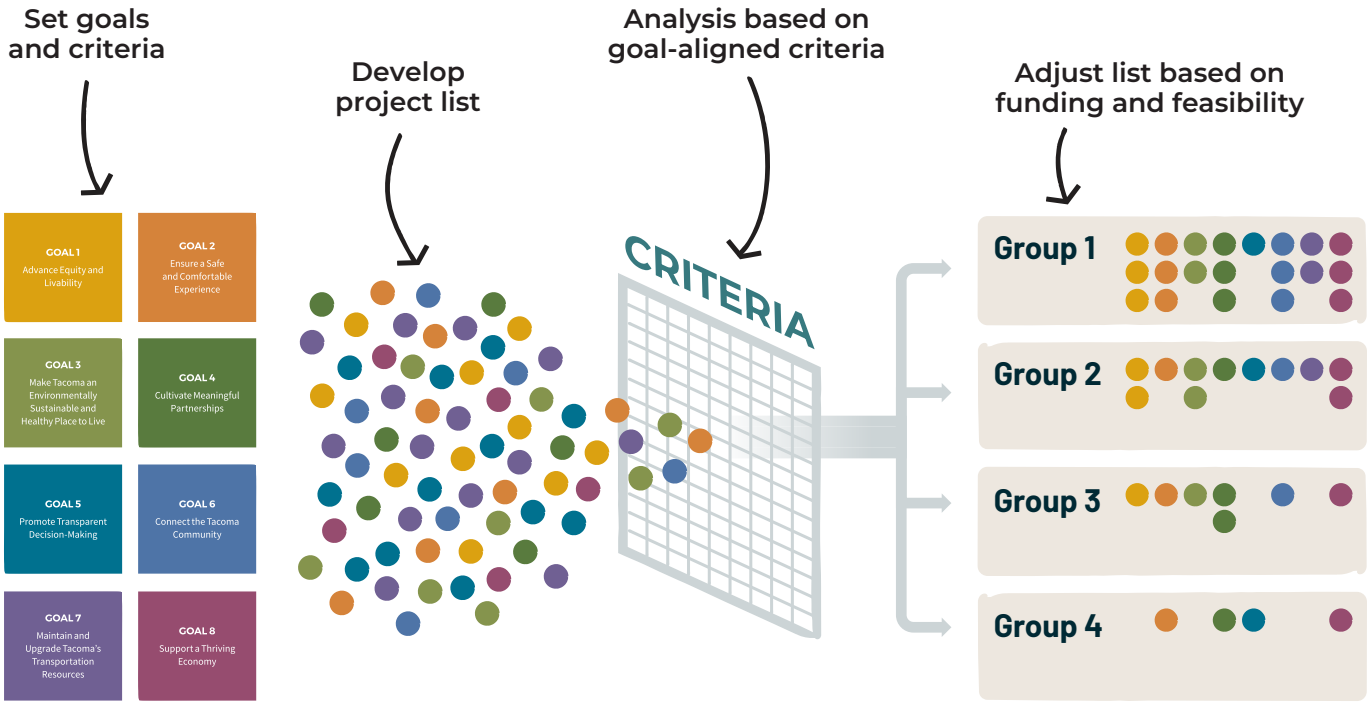
PROGRAM AND PROJECT IDENTIFICATION

To advance Tacoma towards the network visions and outcomes outlined in the mode and functional elements, specific projects and programs are needed to address deficiencies while improving safety, convenience and reliability.

In addition to the mode and functional element actions, which include specific project and programmatic recommendations, the City of Tacoma identifies projects through:

- Transportation Improvement Program (TIP)
- Existing planning documents
- Staff-identified need
- Resident or stakeholder input

The City has limited resources and cannot implement all identified projects and must make strategic decisions about which projects and programs are prioritized for funding and implementation. The TMP is a 25-year plan that includes both small, incremental projects and larger visionary ideas. These will be implemented as funding and resources are available. A goal-driven approach is used to determine both priority and feasibility. This process establishes the City's required six-year Transportation Improvement Plan (TIP), which is described in full in D.



Program and Project Prioritization

Tacoma utilizes a logic framework for project evaluation based on the TMP's stated goals. This approach evaluates each project or program on how well it helps move Tacoma towards its goals, provides transparency on how priorities are set, and sets the foundation for measuring progress. Goal aligned criteria for project prioritization are outlined below:

Goal 1 Criteria: Equity and Livability

- Located in Very Low or Low Areas of Opportunity
- Reduce physical barriers for people with disabilities

Goal 2 Criteria: Safe and Comfortable Experience

- On the High Risk Network
- Improves traffic safety

Goal 3 Criteria: Environmentally Sustainable and Healthy

- Improves air quality by reducing greenhouse gas emissions
- Strengthens land use and transportation connection

Goal 4 Criteria: Partnerships

- Supports local partners: Pierce Transit, Parks Tacoma, Tacoma Public Schools, Sound Transit, Puyallup Tribe of Indians, Port of Tacoma

Goal 5 Criteria: Transparent Decision-Making

- In a Sub-Area Plan or Neighborhood Plan

Goal 6 Criteria: Connect the Tacoma Community

- Improves the public realm
- Transforms arterial streets from barriers to safe, accessible corridors

Goal 7 Criteria: Maintain and Upgrade

- Improves the condition of existing assets

Goal 8 Criteria: Thriving Economy

- Improves transit speed and reliability
- Improves access in employment dense areas

Feasibility Screening

Following the prioritization analysis, top scoring projects are screened for feasibility; including cost, complexity, delivery capacity, and required partnerships (if City of Tacoma is not the delivery agency). This step helps determine which high-priority projects can be accomplished in the near-term, and which projects will need more support, funding, or partner resources to deliver. Projects that rate high on feasibility and goal-alignment are prioritized for implementation in the six-year TIP's high priority projects that are more complex to deliver or may take time to develop full-funding plans are aligned with a reasonable implementation timeline (short-, mid-, or long-term).

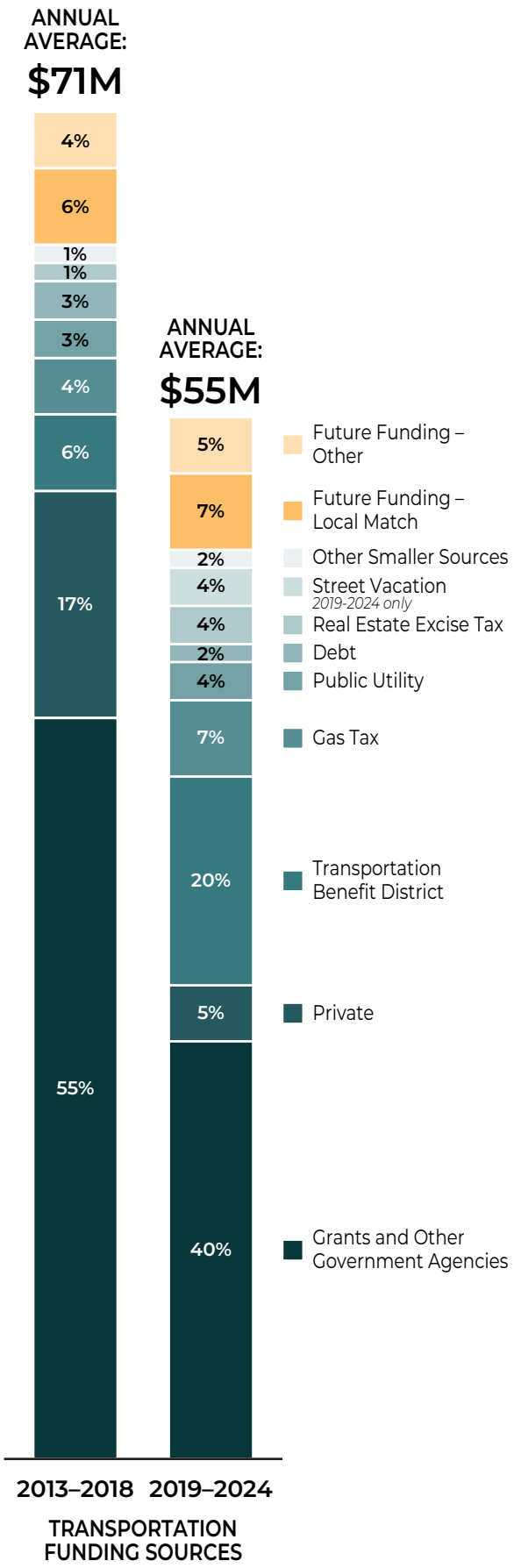
Funding

To deliver prioritized TMP projects and programs, the City needs to secure funding. The City is continually working to leverage additional grant funds to leverage existing revenue sources available to deliver transportation projects and programs.

Existing Revenue for Transportation Projects and Programs

The current sources of revenue that Tacoma uses for transportation projects are:

- **Grants and Other Governmental Agencies:** Grants are made by the Federal Government, the State of Washington, Puget Sound Regional Council, and other governmental agencies to help cities and counties pay a variety of transportation improvements. Most grants require a share of the project cost to be paid by the City. The City's share of project costs would need to come from other City revenues.
- **Private:** Most of the private funding of Tacoma's transportation projects is provided through local improvement districts (LIDs). LIDs are available only for transportation improvements that cause an increase in the value of property adjacent to or near the transportation improvement.
- **Transportation Benefit District:** Tacoma updated its Transportation Benefit District in 2024, expanding the use of funds to support broader street and transportation infrastructure needs beyond residential streets. Additionally, City Council approved continuing a 0.1% sales and use tax starting in April 2026, with at least 15% dedicated to safety improvements like sidewalks, streetlights, and traffic calming.
- **Gas Tax:** A portion of Tacoma's gas taxes is used for transportation capital maintenance, and a portion is used for operations and non-capital maintenance of the transportation network.
- **Public Utility:** When a transportation improvement project also provides the opportunity to improve or maintain utility lines, the public utilities can pay for a portion of the cost of the project.
- **Debt:** Debt funding in the form of bonds is available for transportation improvements when the City borrows money for the project, and then uses other sources of revenue to repay the debt.
- **Real Estate Excise Tax:** The City of Tacoma has adopted 0.5% real estate excise taxes (REET) authorized by state law. REET is collected each time a real estate transaction occurs in the city.
- **Street Vacation:** When the City no longer needs an alley or street, the land is "vacated" and sold.
- **Other Smaller Sources,** including Public Utility Rates, Interest Earnings, Public Works Street Operations, Port Heavy Haul fees.



Potential Funding Sources to be Leveraged

The City is continually exploring additional funding options to increase capacity to deliver the many critical transportation improvements identified in the TMP. To achieve the TMP vision, Tacoma will need to increase the amount of funding available for implementing transportation projects. The following sources are being evaluated or may be considered as viable options for additional transportation funding.

Potential future funding sources for further study include:

- **Impact Fees:** Impact fees are allowed to be charged to development to help fund their fair share of specific transportation projects that provide service and benefits to the community. Tacoma is currently in the process of studying Impact Fees as a priority for future funding.
- **Bonds:** Tacoma can issue bonds to borrow money for a variety of purposes. The City could obtain additional funding for transportation by issuing more bonds (debt). Borrowing money for transportation projects allows the costs to be repaid over the useful life of the improvement, but it increases the cost by the amount of interest paid on the debt.
- **Business License Fee:** Impose a license fee per employee that is used to build transportation improvements that benefit businesses.
- **Commercial Parking Tax:** Tax commercial parking businesses based on gross proceeds or number of stalls or tax the customer, similar to an admissions tax. Tax-exempt carpools, vehicles with disabled parking placards, and government vehicles are exempt from the tax.
- **Non-motorized Mitigation Fee:** Establish environmental standards that must be met by new development. Comparable programs require either payment of a fee per pedestrian/bicycle trip, or analyzing impact on sidewalks and bicycle facilities and then identifying, designing, and constructing specific improvements to mitigate impacts.
- **Property Tax Lid Lift:** Ask voters to increase property taxes by increasing the tax rate.
- **Automated Enforcement Fines:** The City currently has a red-light camera program, as well as automated school zone and speed enforcement program. When there are surplus monies in the automated enforcement fund, the surplus may be expended for transportation safety improvements.
- **Utility Tax:** Although a previous attempt to propose a utility tax was not approved by voters, the City could explore this possibility again.
- **Sidewalk Funds:** The City could explore innovative approaches and diverse funding sources to accelerate sidewalk improvements.

Project Delivery Partnerships

The City of Tacoma works with a number of regional partners to implement transportation projects and maintain infrastructure. Depending on the facility, mode, size and complexity of the project, Tacoma's partners sometimes act as the lead agency, and in other cases, partners are critical funders or stakeholders to a Tacoma-led project. Maintaining strong working partnerships with local and regional agencies or groups is critical to delivering the TMP.

WSDOT

Owner and operator of the State highway system – in Tacoma this includes I-5, SR 16, I-705, SR 7, SR 163, SR 167, and SR 509. WSDOT administrators federal and state transportation funds, and works with the City to improve the transportation system locally and regionally.

PORT OF TACOMA

A major landowner, operating and leasing significant piers, docks, wharves, cargo handling equipment, and related upland facilities. The Port serves as a major economic engine for Tacoma, creating thousands of family-wage jobs and serving as a catalyst for economic development.

SOUND TRANSIT

A regional provider of high-capacity transit services for King, Snohomish, and Pierce counties, including bus, commuter rail, and light rail. Sound Transit operates two commuter rail stations in Tacoma. Sound Transit also funds projects that enhance access to transit.

PIERCE TRANSIT

Operates buses, paratransit services for people with disabilities, on-demand runner service, rideshare, and a ride-matching database for those who wish to carpool. Pierce Transit also constructs improvements on city streets and is a partner in constructing transportation capital projects.

PUGET SOUND REGIONAL COUNCIL (PSRC)

The region's metropolitan planning organization made up of cities, towns, counties, ports, tribes, transit agencies, and major employers.

PUYALLUP TRIBE OF INDIANS

puyaləpabš are a federally recognized Coast Salish Native American tribe forcibly relocated onto reservation lands more than 100 years ago. The Tribe is an important partner in planning land use and transportation facilities in Tacoma, as well as improving city streets that serve the tribal community.

WASHINGTON TRAFFIC SAFETY COMMISSION

The State's designated highway safety office, with the goal of reducing traffic fatalities and serious injuries through its Target Zero Plan. The WTSC provides grant funding to support education and encouragement traffic safety efforts.

TACOMA-BASED MUNICIPAL PARTNERS

The City also partners with other internal or Tacoma-based municipal bodies, including the Tacoma Pierce County Health Department, Tacoma Public Schools, and Parks Tacoma.

MULTIMODAL LEVEL OF SERVICE

Washington State's Growth Management Act (GMA) requires that cities set performance goals for all travel options, ensuring the transportation system works for everyone.

"Multimodal level of service standards for all locally owned arterials, locally and regionally operated transit routes that serve urban growth areas, state-owned or operated transit routes that serve urban areas if the department of transportation has prepared such standards, and active transportation facilities to serve as a gauge to judge performance of the system and success in helping to achieve environmental justice."
—GMA

To meet the requirements set out by the GMA, Tacoma maintains a level of service (LOS) standard for pedestrian, bicycle, transit and auto networks. The cumulative effect of the targets is to evaluate and monitor transportation systems' person trip capacity and its relationship to planned land use growth. Identified deficiencies in different transportation networks inform the TMP's project list as well as project prioritization.

In line with WSDOT, Tacoma uses the Highway Capacity Manual and AASHTO Geometric Design of Highways and Streets to determine an auto-based LOS for their roadways, which can result in "grades" ranging from LOS A to LOS F. LOS E is the lowest level acceptable for Tacoma roadways and intersections, but exceptions may be permitted since Tacoma also recognizes elements of multimodal level of service (MMLOS) to consider their transportation network as a whole. WSDOT and the PSRC will set the acceptable LOS for Highways of Statewide Significance that fall inside city limits.

Proposed MMLOS standards for pedestrian, bicycle, and transit networks in Tacoma are summarized on the next three pages. A more detailed methodology for assessing MMLOS can be found in Appendix C.




Best level of service

1 Pedestrian Level of Service 1

A level that most people would find comfortable, accessible, and safe (youth, most individuals with disabilities, elderly)

EXAMPLE FACILITIES:

- Shared use path
- ADA compliant sidewalk protected by robust physical barrier on a 30-MPH roadway with 1 thru lane per direction and less than 3,000 ADT

2 Pedestrian Level of Service 2

Little traffic stress, but requires more attention, especially for children

EXAMPLE FACILITIES:

- Any street above 35 MPH a sidewalk and robust physical barrier
- A 30-MPH street with one thru lane in each direction and a 5 foot sidewalk with any ADT

3 Pedestrian Level of Service 3

Moderate traffic stress

EXAMPLE FACILITIES:

- A wide sidewalk on a 35-MPH street with 3 or more thru lanes and any ADT
- A 5-foot sidewalk on a 30-MPH street with 2 or more thru lanes in each direction and 7,000 or more ADT

4 Pedestrian Level of Service 4

High traffic stress, not comfortable for most people

EXAMPLE FACILITIES:

- A street with a posted speed limit of 35-MPH or more with no sidewalk or only a 5-foot sidewalk and no buffer
- A 5-foot sidewalk, no buffer, on a 35-MPH street

Worst level of service

Pedestrian Level of Service

Pedestrian level of service (LOS) is defined using pedestrian level of traffic stress. It is measured for Tacoma roadways based on the following factors:

- Average daily traffic (ADT)
- Posted speed limits
- Existing pedestrian facilities
  - Sidewalk presence
  - Curb ramps (ADA-compliant curb ramp, non-ADA compliant curb ramp, no ramp)
  - Width (standard 5 feet, wide >5 feet, extra wide >5 feet with buffer)
- Number of lanes

Pedestrian LOS is scored on a scale of 1 to 4 with one indicating the highest level of pedestrian service and four the lowest level of pedestrian service.

Best level of service

1 Bicycle Level of Service 1

A level that most riders of all ages and abilities would find comfortable and safe

EXAMPLE FACILITIES:

- Separated bike paths
- A sharrow on a 25-MPH street with 1 thru lane per direction, and ADT of 750 or less

2 Bicycle Level of Service 2

Comfortable for most adults, but requires more attention, especially for children

EXAMPLE FACILITIES:

- Unprotected 5-foot bike lane on a 30-MPH street with 1 thru lane per direction with less than 3,000 ADT
- Protected bike lane on a street with 2 thru lanes per direction

3 Bicycle Level of Service 3

Moderate traffic stress, tolerable for confident riders

EXAMPLE FACILITIES:

- A sharrow on a 30-MPH street with 2 thru lanes per direction and ADT under 7,000
- Unprotected bike lane on a street with 1 thru lane and speeds of 35 MPH

4 Bicycle Level of Service 4

High traffic stress, not comfortable for most riders

EXAMPLE FACILITIES:

- No facility on streets of 35 MPH or more
- No facility on a 30-MPH street with 3 or more thru lanes per direction

Worst level of service

Bicycle Level of Service

Bicycle level of service (LOS) is measured using bicycle level of traffic stress. It is evaluated for Tacoma roadways based on the following factors:

- Average daily traffic (ADT)
- Posted speed limits
- Existing bicycle facilities
- Number of lanes

Bicycle LOS is scored on a scale of 1 to 4 with 1 indicating the highest level of bicycle service and 4 the lowest level of bicycle service.

Best level of service

1 Transit Level of Service 1

Frequent service and easy, accessible pedestrian access to stations or stops

EXAMPLE FACILITIES:

- Buses run every 15 minutes during a majority of the day and sidewalks and curb ramps are complete and ADA-compliant within a 1/2 mile around bus stop (Pedestrian LOS 1). There are improved crossings approximately every 300 feet.

2 Transit Level of Service 2

Frequent service, poor pedestrian access to stations or stops

EXAMPLE FACILITIES:

- Buses run every 15 minutes, but sidewalks are poor or incomplete within a 1/2 mile of the stations.

3 Transit Level of Service 3

Infrequent service

EXAMPLE FACILITIES:

- Buses run every 30 minutes—an hour, but there are complete sidewalks within a 1/2 mile of the stations.

4 Transit Level of Service 4

Very low service, poor pedestrian access to stations

EXAMPLE FACILITIES:

- Buses run every hour, and there are incomplete sidewalks within a 1/2 mile of the stations.

Worst level of service

Transit Level of Service

Transit level of service (LOS) is determined using transit service and pedestrian access conditions. Tacoma will use it to evaluate bus stops on their Frequent Transit Network based on the following factors:

- Pedestrian LOS within 1/2 mile of a bus stop
- Frequency of service at bus stop

Transit LOS is scored on a scale of 1 to 4 with 1 indicating the highest level of transit service and 4 the lowest level of transit service. Ridership will be used to determine what Transit LOS is desired at each location.

PERFORMANCE MEASUREMENT

As the TMP is implemented over the next 25 years, it is important for the City to track and measure how actions and strategies are advancing Tacoma towards the TMP goals. For each TMP goal, performance measures tied to individual elements have been identified. These metrics should be tracked as the TMP is implemented to demonstrate the outcomes of TMP delivery.

GOAL ALIGNMENT	METRIC	DATA SOURCE
Goal 1: Equity and Livability	Percentage of investment in Low and Very Low Opportunity Areas	Public Works and Equity Index
Goal 1: Equity and Livability	Number of ADA curb ramps constructed	Public Works and Planning and Development Services
Goal 2: Safe and Comfortable	Miles of missing link sidewalk constructed	Public Works and Planning and Development Services
Goal 2: Safe and Comfortable	Number of fatal and serious injury crashes	WSDOT Crash Data
Goal 2: Safe and Comfortable	Miles of bicycle infrastructure constructed	Public Works and Planning and Development Services
Goal 3: Environmentally Sustainable and Healthy	Transportation GHG emissions	Environmental Services (Climate Action Plan)
Goal 3: Environmentally Sustainable and Healthy	Quantity of trees per linear feet of ROW (preserved and newly planted)	Pubic Works and Environmental Services
Goal 4: Partnerships	Complete 100% of TMP Tier 1 projects by 2050	TMP performance tracking
Goal 6: Connect the Community	Number of special events in the public ROW	Citywide Community Survey
Goal 7: Maintain and Upgrade	Tacoma's overall Pavement Condition Index (PCI)	Public Works
Goal 8: Thriving Economy	% of Tacoma households within a 10-minute walk of 15 minute or better transit service (6 AM to 7 PM)	Planning and Development Services and Pierce Transit