

## PEDESTRIAN ELEMENT

### Walking and Rolling

Pedestrians include people:

- Walking
- Using assistive mobility devices, like wheelchairs
- 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.

### 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 touches 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 investing in safe and accessible pedestrian connections to transit.
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 Metro 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, 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 missing link sidewalks, unfit/unsafe sidewalks, 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 walk and roll 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, 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.

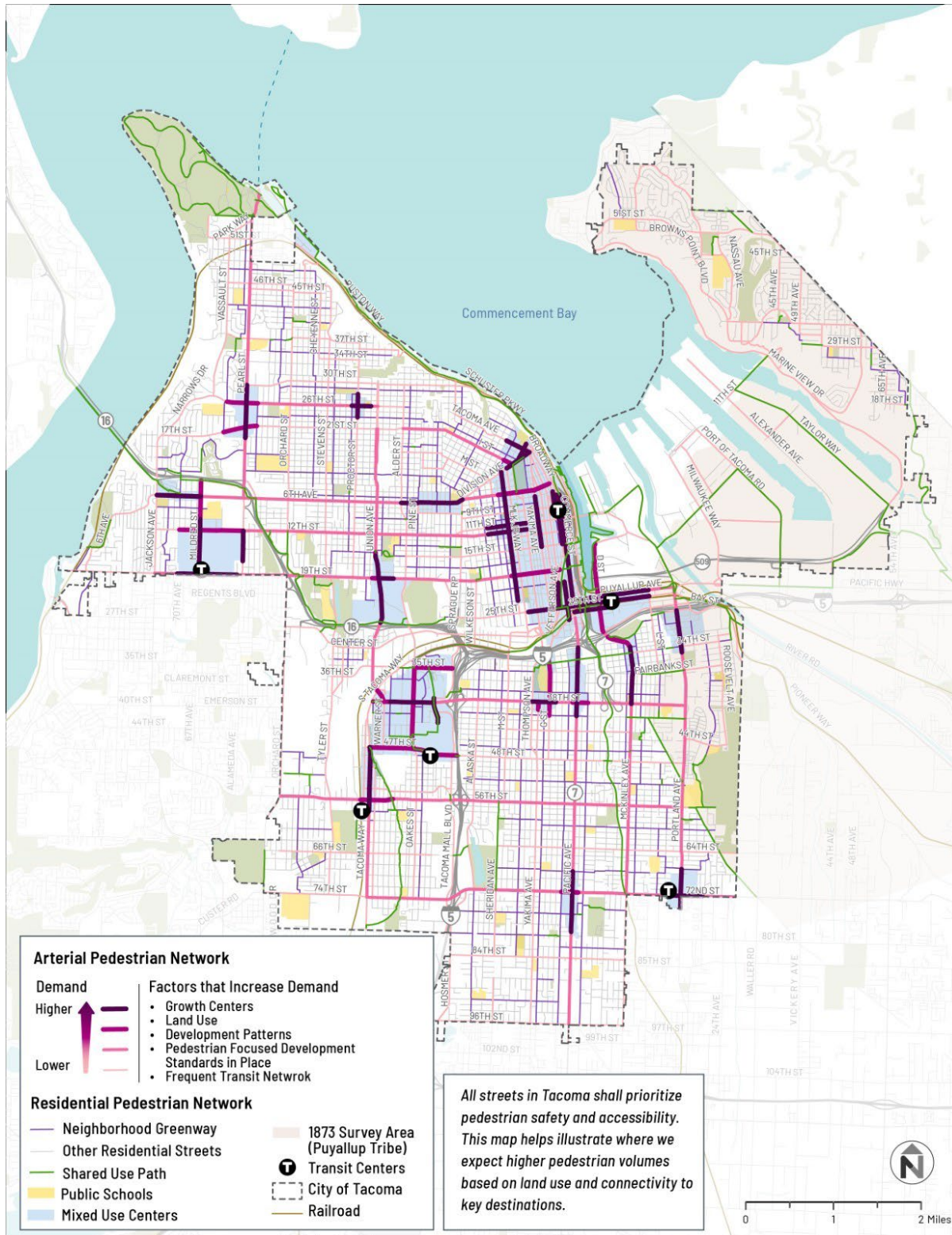
**PEDESTRIAN ACTIONS**

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

**Table X Pedestrian Element Actions**

#	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.
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 as new projects are built.
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.

**DRAFT PEDESTRIAN NETWORK MAP**



## **NEW FUNCTIONAL ELEMENT: PUBLIC REALM AND ACTIVATION ELEMENT**

### **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.

### **PUBLIC REALM AND ACTIVATION STRATEGIES**

*The following strategies guide Tacoma in developing inviting, secure, 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 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. Expand opportunities for outdoor dining, food and street vendors to activate sidewalks and streets through partnerships with 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 interventions through “tactical urbanism” projects to show the potential of spaces to be used by people (e.g., host events, paint street murals, or install temporary urban furniture, parklets, or structures, etc.).
7. Promote safe and accessible active transportation in public spaces and during events by integrating bike lanes, ample bike parking, and ADA-compliant pathways.
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 active transportation choices through placemaking, beautification, activation, and other urban design tactics.
10. Promote flexible curb management strategies, so streets and sidewalks 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 their 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, and festival streets to enhance pedestrian safety, promote active transportation, and create vibrant public spaces. Identify suitable locations through community engagement and pilot projects, prioritizing areas that support local businesses, cultural events, and neighborhood connectivity while ensuring accessibility for all users.
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, such as unhoused neighbors and skateboarders, to transform these areas into welcoming, inclusive spaces that thoughtfully integrate the needs of existing communities.

**PUBLIC REALM ACTIONS**

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

**Table X Public Realm and Activation Element Actions**

#	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 for events in the right-of-way guide sheet, and work with event organizers to educate them on best practices for hosting events in the right of way.
PR.6	Develop a permanent curbside program that converts 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.

## **NEW FUNCTIONAL ELEMENT: CURB MANAGEMENT ELEMENT**

### **CURB MANAGEMENT STRATEGIES**

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

1. Broaden the application of dynamic curb allocation, to promote non-traditional uses such as markets, parklets, open-street events. Establish a framework so curb uses can be adjusted based on time of day and demand. For example, designate curb spaces for deliveries during the morning, ride-hailing or short-term parking during midday, and residential parking in the evening.
2. 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.
3. 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.
4. 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.
5. Encourage the use of curb space for green infrastructure, such as rain gardens or electric vehicle charging stations, to promote sustainability and reduce the environmental impact of certain curbside activities.
6. Integrate curb management into street redesigns and transportation planning to align with the City's broader transportation and mobility goals and create a cohesive, integrated transportation network.
7. Involve local communities, businesses, and other stakeholders in the planning and decision-making process for curb management. Involvement with affected stakeholders early and often provides context for community needs which may differ from existing land uses.
8. 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.
9. 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.
10. 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.
11. Establish sustainable funding sources to consistently support curb management services to help ensure compliance with regulations and enhancing safety for all users.



**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.*

**Table X Curb Management Element Actions**

#	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.



# MEMO

**To:** Tacoma Transportation Commission

**From:** Grayson Reim, Vision Zero Coordinator, and Carrie Wilhelme, Principal Transportation Planner

**Date:** November 26, 2024

**Subject:** Commission Representation on Automated Enforcement Task Force

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## **Purpose of Presentation**

To support Tacoma's Vision Zero goal of zero traffic fatalities and serious injuries, the City of Tacoma is looking to expand the Automated Enforcement (AE) program. The city is forming a limited-duration Task Force to help guide the expansion. The purpose of today's presentation is to seek one Transportation Commissioner to participate on the AE Task Force.

## **Project Summary**

Automated enforcement cameras are an effective tool that can deter hazardous driving behaviors and improve safety for all road users. While the most impactful way to change driver behavior is through redesigning the roadway, in the short-term, automated enforcement may be the appropriate tool to reduce speed and crashes. The use of automated enforcement is identified as a Transformative Action in Tacoma's Vision Zero Action Plan.

Tacoma currently has seven intersections that have red-light automated enforcement cameras, two school zone enforcement cameras, and one automated speed enforcement camera. Effective June 6, 2024, Washington law expanded the types of locations where automated enforcement cameras can be used. The proposed Task Force will help guide the expansion of automated enforcement systems in Tacoma, balancing public safety improvements with equity considerations.

The Automated Enforcement Task Force will include representation from city staff, relevant Commissions, and community. The Task Force will help address equity by taking in consideration the potential impacts on different communities when expanding, review the methodology for selecting new camera locations to align with safety goals, and provide feedback on outreach strategies to inform the public effectively when new cameras are installed.

## **Next Steps and Action**

Action: Staff is seeking one Transportation Commission to serve on the Automated Enforcement Task Force. The meetings would begin in February 2025. The Task Force would meet for 1.5 hours twice a month in a hybrid setting mid-afternoon/lunch time.

## **More Information**

City of Tacoma Webpage for Automated Enforcement: [Automated Traffic Safety Cameras - City of Tacoma](#)