

PSRC's 2023 Transportation Alternatives Program Application

Application Type

TAP Project Category - Pedestrian and Bicycle Project

General Project Information

Project Title	RTP ID#	Sponsor
Portland Avenue Vision Zero Improvements: E 27th St to E 56th St	5761	Tacoma
Co-Sponsor	Certification Acceptance?	CA Sponsor
	Yes	

Project Contact Information

Name	Phone	Email
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Project Description

Project Scope: Please provide a clear and concise (300 words or less) description of the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? If this is part of a larger project, please be specific as to the portion on which the grant funds will be used.

The Portland Avenue Vision Zero Improvements: E 27th St to E 56th St project will complete the design of bicycle and pedestrian improvements on/adjacent to Portland Avenue from E 27th St to E 56th St.

The project will include pedestrian safety and ADA enhancements, protected bicycle facilities/shared use path along/adjacent to the corridor, traffic calming, improved access to transit, and new and improved bicycle and pedestrian crossings. This grant will fund the preliminary engineering phase which includes a traffic study, community engagement, survey, and design.

This project will help address critical safety concerns along one of Tacoma's High Risk Network corridors, increase safety and access within the Puyallup Tribe of Indians Reservation, support active transportation connections to a planned Sound Transit regional light rail station, the Lower Portland Avenue Mixed Use Center, the Port of Tacoma Manufacturing and Industrial Center, and key community destinations, and create a more equitable transportation system.

Project Justification, Need or Purpose: Please explain (in 300 words or less) the intent, need or purpose of this project. What is the goal or desired outcome?

Safety: Tacoma's Vision Zero Action Plan and Local Road Safety Plan identify Portland Avenue as one of Tacoma's highest crash corridors. Between 2018-2022, there were 631 crashes along this section of Portland Avenue, including 14 serious injury and 8 fatal crashes. This project will develop a design for Portland Avenue focused on improving safety for all road users.

Equity: This corridor is largely located within the Puyallup Tribe's Reservation and provides connectivity to the Tribe's existing and planned developments. The City of Tacoma looks forward to working closely with the Puyallup Tribe to improve safety, access and mobility along this critical corridor. According to this PSRC's Opportunity Index and the City's Equity Index, the project area has very low access to opportunity. Of the 19,915 residents in the census block groups adjacent to this project, 43% earn less than 200% of the federal poverty limit (compared to 29% citywide). This area is also racially and ethnically diverse: 66% of residents are people of color. This project is aimed at addressing the safety and access disparities faced by people of color and low-income residents in our transportation system.

Connectivity: Portland Avenue currently serves as a significant barrier to safe access and mobility, especially for people walking, rolling and bicycling. This project will help re-envision Portland Avenue as a complete street which connects communities. This project provides direct access to the Lower Portland Avenue Mixed Use Center, a local center of importance, and the Port of Tacoma Manufacturing Industrial Center, along with critical connectivity to the Downtown Regional Growth Center. It will be a key link between Tacoma's Eastside neighborhoods and Sound Transit's planned Portland Avenue Station as well as the Tacoma to Puyallup Regional Trail, providing safe multimodal access to the regional light rail and trail systems.

Project Location

Location	County/Counties
Portland Avenue	Pierce
Beginning Landmark	Ending Landmark
E 27th St & Portland Ave	E 56th St & Portland Ave

Map and Graphics

f-132-552-18617525_TRGTIn6r_CityofTacomaTAP23_PortlandAveVZ_ProjectMap.pdf, f-132-552-18617525_SclCO0EY_CityofTacomaTAP23_PortlandAveVZ_PhotoContextMap.pdf, f-132-552-18617525_YVrKDhoR_CityofTacomaTAP23_PortlandAveVZ_VisionZeroHighRiskNetworkandEquityIndexMap.pdf

Plan Consistency

Is the project specifically identified in a local comprehensive plan?

Yes

If yes, please indicate (1) the plan name, (2) relevant section(s), and (3) page number(s) for the relevant sections.

(1)City of Tacoma Comprehensive Plan

(2)Transportation Master Plan (<https://cms.cityoftacoma.org/Planning/OneTacomaPlan/1-7TransportationMasterPlan.pdf>)

(3)PDF Page Numbers:

a.p74-75: Text recognizes that all streets are pedestrian priority streets and map shows the sections of Portland Avenue within a 20 minute walkshed of mixed use centers.

b.p81: The Bicycle Priority Network Map identifies Portland Avenue as a planned bicycle route.

c.p180: Portland Avenue Multimodal Corridor Project is listed among the top priority projects.

If no, please describe how the project is consistent with the applicable local comprehensive plan,

including specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

Federal Functional Classification

Federal Functional Classification	Rural Functional Classification	Urban Functional Classification
		Principal Arterial

Support for Centers

Describe how the project will support the existing and planned housing/employment densities in the center.

The Portland Avenue Vision Zero Improvements: E 27th St to E 56th St project will provide access, opportunities, and connections to the City's Downtown Tacoma Regional Growth Center (RGC) - one of the 25+ Regional Growth Centers designated by Puget Sound Regional Council (PSRC) in VISION 2050, the Regional Transportation Plan and the Regional Economic Development Strategy. This project ends just 0.5 miles beyond the borders of the RGC, and people walking, rolling or taking transit along our project corridor will have easy access to the Center via the planned WSDOT Tacoma to Puyallup Trail, planned Sound Transit Tacoma Dome Link Light Rail Extension, bicycle and pedestrian improvements planned as part of the Portland Ave Freight & Access Project, and existing local bus service. Additionally, the project runs directly through the Lower Portland Avenue Mixed Use Center (MUC). The Lower Portland Avenue MUC is a Center of Local Importance (CoLI) and designated as a Crossroads Center. The City's CoLI reinforce and give priority to designated centers, employment areas, transit station areas, and corridors that are a focal point for growth and development within the City. Tacoma's centers are a focal point for accommodating more than 80% of the City's growth allocations.

This project also connects directly to the designated Port of Tacoma Manufacturing Industrial Center (MIC). The MIC is home to Tacoma and Pierce County's highest concentration of industrial and manufacturing activity and is the work site for about 9,800 employees. In recognition of the regional significance of the MIC, the City of Tacoma, Port of Tacoma, Puyallup Tribe of Indians, City of Fife, and Pierce County have partnered to develop a Tideflats Subarea Plan for adoption by the City of Tacoma as part of the City's Comprehensive Plan.

In alignment with PSRC's Vision 2050, the City of Tacoma is planning for an additional 105,977 residents by 2044, a 48% increase over the 2020 population. Tacoma is one of five designated Metropolitan Cities identified in Vision 2050.

Between 2010-2020, just 17% of the housing development in Pierce County took place within regional growth centers or near high-capacity transit. In order to reverse this trend, support the expected growth in the community, and reduce continued sprawl and conversion of forest, farmland and open space to new housing, the City is committed to supporting new housing policies.

In December 2021, Tacoma City Council adopted Phase 1 of the Home in Tacoma Project to address the housing crisis in Tacoma and plan for future growth, Phase 2 is underway and will:

- Support continued growth and promote affordability in designated centers and along corridors

- Allow diverse (missing middle) housing types, such as duplexes, triplexes, cottage housing and small multifamily, in designated low-scale areas including most currently single-family neighborhoods
- Allow medium-scale multifamily in designated mid-scale areas near centers, corridors, and transit
- Ensure new housing is well-designed and complements the scale of the neighborhood
- Expand and strengthen the City's affordability and anti-displacement policies and programs
- Guide housing growth to support multiple community goals and avoid unintended consequences

The Home in Tacoma Project's Housing Growth Scenario plans for significant growth along Portland Avenue, with mid-scale residential developments allowed and encouraged. City and regional plans also expect and support a significant amount of housing growth in Tacoma's Downtown Regional Growth Center. The Portland Avenue Vision Zero Improvements: E 27th St to E 56th St project will provide existing and new residents safe, affordable, and accessible multimodal options.

We also expect significant employment growth in this area. The Emerald Queen Casino and Hotel, which employs over 2,000 people, is located along Portland Ave. Additionally, the Puyallup Tribe of Indians planned Entertainment District is located alongside and within ¼ miles of Portland Ave. The planned District will redevelop approximately 18 acres for a new Administration Building, museum, and recreational fields. Sound Transit's planned Tacoma Dome Link Extension Portland Avenue station is also expected to spur significant transit-oriented commercial and residential development in this area.

While Tacoma looks forward to welcoming new neighbors and increasing the city's population by almost 50%, increasing the vehicle miles travelled in Tacoma at the same rate would have significant negative consequences for safety, the environment, and quality of life in our community. Projects like this one are essential to create a connected multimodal system that makes it safe and convenient for Tacoma's existing residents and community members, new residents and businesses, and visitors to get around the city.

Describe how the project will support the development/redevelopment plans and activities (objectives and aims) of the center

The City of Tacoma's Comprehensive Plan is crystal clear: safe, accessible and multimodal transportation is essential to meet our development plans and objectives for the Lower Portland Avenue Mixed Use Center, the Downtown Regional Growth Center, and the Port of Tacoma Manufacturing Industrial Center. From the City of Tacoma's Comprehensive Plan's Urban Form chapter:

"Centers will be the primary areas for growth and change in Tacoma over the next 25 years. Focusing new growth in centers helps achieve goals of having more Tacomans live in complete neighborhoods, use public transit and active transportation—walking, biking and rolling—to commute to work and complete errands, and it will help mitigate and prepare for the effects of climate change."

"Centers are compact, walkable and pedestrian-oriented urban places. They are connected by public transit and active transportation networks."

The City's Transportation Master Plan further builds on this vision:

"6.4 Support Mixed-Use Centers Serve and support the existing MUCs and aid Tacoma in attracting new investments by giving high priority to those transportation facilities that serve these centers. Increase the livability of the MUCs by providing transportation choices and integrating amenities that create a safe and inviting environment for walking, bicycling, and taking public transit. Transportation facilities should include context-sensitive design that considers the unique needs of each neighborhood, such as on-street parking and public spaces."

The Portland Avenue Vision Zero Improvements: E 27th St to E 56th St project runs through and will connect to centers slated for significant growth and change.

From the expected housing and employment growth described above, to Sound Transit's planned Tacoma Dome Link Extension described below, which will connect Tacoma to regional light rail service, to the Puyallup Tribe's major planned developments, change is coming fast for Portland Avenue.

This grant will enable the City to ensure that Portland Avenue is ready to support this growth by making this corridor a safe and accessible multimodal corridor, rather than the high-risk, car-centric street that exists today.

Category-Specific Criteria: Pedestrian and Bicycle Projects

Describe how the project extends or completes a regional or local pedestrian and bicycle system, and/or adds facilities to an existing pedestrian and bicycle system or network.

The Portland Avenue Vision Zero Improvements: E 27th St to E 56th St project fills a significant gap in Tacoma's active transportation system and connects directly to our local and regional active transportation and transit networks.

At its southern end, this project directly connects to the Pipeline Trail, a regional trail that connects Tacoma's Eastside to the McKinley neighborhood and mixed use center. The trail currently ends just past Tacoma city limits near 72nd St E and Waller Road, and Pierce County has funding to construct a 1.6 mile extension to Orangegate Park. The Portland Avenue Vision Zero Improvements project will significantly increase the utility of the Pipeline Trail for transportation – providing safe access for people walking and rolling to the jobs, housing, community destinations, religious institutions, healthcare, and retail along this urban corridor – and linking to the regional transit and trail system.

At its northern end, this project will link to the Portland Avenue Freight and Access Project (in design), which includes planned bicycle and pedestrian safety improvements that will connect people walking and rolling to the Tacoma to Puyallup Regional Trail.

The Tacoma to Puyallup Trail has received over \$65 million in construction funding from the WA State Legislature and is almost fully funded. The trail will connect downtown Puyallup to Fife and downtown Tacoma through the Puyallup Tribe of Indians Reservation, offering people who live and work in these communities safe active transportation access to jobs, schools, parks, and housing in our regional centers and beyond.

The Portland Avenue Vision Zero Improvements: E 27th St to E 56th St project will provide safe active transportation connections for Tacoma's Eastside residents – who face some of the greatest health, safety, and transportation disparities in our City – to myriad destinations and our regional trail and transit system while

addressing critical safety needs on one of Tacoma's highest risk corridors.

Describe how the project addresses a need in the community and reduces key barriers to use and functionality, i.e. travel distance, a steep slope, a comfort issue, or other identified barrier.

As discussed in-depth below, this project addresses significant safety needs along the Portland Avenue corridor, with 631 crashes along this section of Portland Avenue between 2018-2022. Making this corridor safe and comfortable for people walking and rolling is particularly important because there are not parallel alternate routes nearby that provide lower speed, lower stress alternatives. A combination of gulches (including one with a wetland and stream), steep slopes, biodiversity areas, and development patterns have created a street system in Eastside Tacoma with many dead-ends, rather than a connected grid network – making Portland a critical north-south connector. For people who live, work, learn, play or pray on Tacoma's Eastside – traveling across or along Portland Avenue is hard to avoid. This project aims to change this road that current bisects the neighborhood into one that connects communities.

Describe the connections to transit stops and stations provided by the project, including bus, rail, ferries, etc.

This segment of Portland Avenue includes stops for the following transit routes:

Sound Transit's Tacoma Dome Link Extension Project will link Tacoma to the regional light rail system, constructing a light rail extension between Tacoma and Federal Way and enabling Tacomans to access SeaTac airport, Seattle and regional destinations via light rail for the first time. This construction-funded project is slated to open in 2032. It will build two new light rail stations in Tacoma: the Tacoma Dome Station and the Portland Avenue Station. The Portland Avenue Vision Zero Improvements: E 27th St to E 56th St project, along with the Portland Avenue Freight Access Project and Sound Transit's station access projects, will connect Tacoma's Eastside residents to regional transit at the Portland Avenue station.

Pierce Transit Rt 41 has stops along Portland Avenue between E 44th – E 56th and north of E 32nd St. The route connects Portland Avenue to the Tacoma Mall Transit Center, Pacific Ave (home to Pierce Transit highest ridership route (Rt 1) and future location of Pierce County's first BRT route), Tacoma Dome Station (regional transit connections, T Line, Amtrak and Greyhound), and the Commerce St station downtown.

Pierce Transit Route 54's Portland Avenue stops are south of E 38th St. This route connects from Portland Avenue to the Lincoln and McKinley mixed use centers and the Tacoma Mall regional growth center.

Currently, access to these existing and planned transit stops can be very challenging. For example, bus stops for routes 41 and 54 at Portland Avenue and E 46th St lack any crossing enhancements and are signed as "no pedestrian crossing." The nearest improved crossings are at signals at E 48th St or E 44th St. Similarly, bus stops on both sides of Portland Avenue near E 29th St provides important transit access to the Puyallup Tribe's Emerald Queen Casino & hotel, a major employer and destination. However, the closest pedestrian crossings require navigating 4-5 lanes of uncontrolled vehicular traffic. This project is intended to significantly improve safe, convenient, and ADA accessible connections to transit – supporting current riders and increasing the number of Tacomans who take transit.

Describe the anticipated level of public usage within the community and how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users.

As discussed above, Portland Avenue provides a critical north-south connection linking schools, businesses, housing, and significant community destinations. It will link to both our regional trail and transit systems. As such,

we expect significant public usage of this project.

School Commutes: Once the Portland Avenue Vision Zero improvements are constructed, students and their families will be able to more safely access First Creek Middle School, and Roosevelt and Lister Elementary Schools. High school students who walk, roll or take transit to Lincoln High School will have safer north/south connectivity and crossings.

Work Commutes: Whether someone works in Downtown Tacoma, the Port Manufacturing Industrial Center, or for major employers like the Puyallup Tribe Entertainment District/Administration Office, Emerald Queen Casino & Hotel, Tacoma Public Schools, or Metro Parks Tacoma, Portland Avenue is a critical commute route.

Residents: Eastside residents who simply want to cross the street to pick up a gallon of milk or catch their bus, play at the park or Green Thumb Community Garden, walk or roll to their temple or church, or travel the full length of the corridor to connect to regional trails and transit will have a safer and more accessible community.

This project will support the many people who use this corridor every day now despite its current conditions and will encourage more people to use active transportation and transit along and across Portland Avenue.

Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.

The greatest loss of opportunity if this project does not move forward will be the continued loss of lives and serious injuries along this high risk corridor. The City of Tacoma has set a Vision Zero goal to eliminate fatal and serious injury crashes by 2035. We will not achieve Vision Zero without addressing Portland Avenue, one of our highest crash corridors.

Similarly, transportation is the City's largest contributor (44%) to greenhouse gas emissions. Tacoma's 2030 Climate Action Plan places a strong emphasis on providing safe and accessible active transportation and transit options and sets a 2050 net-zero emissions goal. Completing our active transportation network is one of the key action steps identified in Tacoma's Climate Action Plan.

Additionally, as Sound Transit moves forward with implementation of the Tacoma Dome Link Extension (TDLE) – we want Eastside residents to be able to safely walk and roll to the Portland Avenue station on Day 1 (and ideally, have our improvements completed before construction begins). Because Portland Avenue will play such a critical role in access to the Portland Avenue TDLE station, Portland Avenue, from Puyallup Avenue to E 40th St, is included on Sound Transit's list of potential non-motorized access improvement projects for the Portland Avenue station and may be eligible for future TDLE Non-Motorized Access and/or ST3 System Access funds. By doing the groundwork of developing a design for safe active transportation improvements along Portland Avenue, this grant would help make this project more competitive for ST access funds which could help fund construction.

We also expect to see significant growth along this corridor. The Puyallup Tribe continues to invest in significant developments near the Lower Portland Avenue Mixed Use Center, including the planned Puyallup Tribe Entertainment District that will house a new administration building, museum, and recreational fields. Metro Parks Tacoma is also in the planning process to renovate Portland Avenue Park, a 13.4 acre community park along Portland Avenue, to accommodate multiple users and activities, and provide high quality features and connectivity to the community.

The Tacoma City Council recently adopted a new housing growth vision called Home in Tacoma that updates housing policies, enables Missing Middle Housing in Tacoma's neighborhoods, calls for actions to ensure Tacoma gets housing growth right, and calls for actions to make housing more affordable. Portland Avenue is a designated Corridor in Home in Tacoma where Mid-scale Residential Zoning will be allowed and encouraged, as a complement to the planned growth in existing designated centers. If we do not address the safety and accessibility of Portland Avenue, we will miss an opportunity to ensure new & existing residents have access to multimodal transportation options.

Category-Specific Criteria: Equity

Section 1

Identify the population groups to be served by the project, i.e., people of color, people with low-income, older adults, people with disabilities, youth, people with Limited English Proficiency, populations located in highly impacted communities, areas experiencing high levels of unemployment or chronic underemployment, immigrants and refugees, and transit dependent populations.

This project will directly serve diverse communities that face significant disparities in safety, health, and access.

The following data is from the City of Tacoma Equity Index unless otherwise specified. In the census block groups/tracts abutting this project:

- Sixty-six percent (66%) of residents are people of color (EJ Screen). According to the City's Equity Index, 20% of nearby residents are Hispanic or Latino, 44% are white, 18% are Asian, 15% are Black or African American, 4% are American Indian or Alaska Native, 3% are Native Hawaiian and other Pacific Islander, 9% are some other race, and 8% are two or more races.
- Twenty percent (20%) of residents earn less than the federal poverty rate, and 43% of residents earn less than 200% of the federal poverty level, much higher than citywide averages of 14% and 29% respectively.
- Thirteen percent (13%) of nearby residents have a disability.
- Twelve percent (12%) of residents have limited English proficiency, compared to 4% citywide in Tacoma.
- Twenty-four percent (24%) of residents were born in a country other than the US, compared to 13% citywide in Tacoma.
- One-quarter (25%) of nearby residents are ages 65+ and 12% are ages nineteen or under.
- An estimated 31% of nearby residents (6,147 individuals) are non-drivers (WA State Legislature Joint Transportation Committee Nondriver Population in Washington State Webmap).

Eighty-seven percent (87%) of the project is located within the Puyallup Tribe of Indians reservation.

Identify the disparities or gaps in the transportation system / services for these populations that need to be addressed.

The City of Tacoma's Equity Index (cityoftacoma.org/equity/index) is one of the primary tools that city staff use to help ensure that they are making data-informed decisions to improve access to opportunity for all Tacoma residents and address disparities across our community. For example, a "Very high opportunity" area represents locations that have access to better opportunity to succeed and excel in life. The data indicators would include high performing schools, a healthy environment, access to transportation, safe neighborhoods, and sustainable employment. In contrast, "low opportunity" areas have more obstacles and barriers within the area. These communities have limited access to institutional or societal investments and experience greater disparities. According to the Equity Index Overview, the Portland Avenue Corridor is a Very Low Opportunity area, combining the indices of Livability, Accessibility, Economy, and Education. The PSRC Project Selection Resource Map's Opportunity Index also includes all of the census block groups abutting this project as very low opportunity areas.

Specific transportation-related disparities faced by the communities directly served by this project include:

Safety Disparities:

- In Tacoma, 75% of our highest risk roadways identified in our Vision Zero Action Plan are located in communities with low or very low access to opportunity, according to the City's Equity Index. Of the fifteen Vision Zero High Risk Network Priority Corridors listed in the City of Tacoma's Local Road Safety Plan, Portland Avenue and Pacific Avenue each had 28 fatal and serious injuries between 2016-2020, twice as many as the next highest crash corridor.
- In Washington State, American Indians and Alaska Natives have a traffic fatality rate four times higher than the next highest race/ethnicity. The number of pedestrians and bicyclists who died on reservations in WA State increased by 360% between 2012-2014 and 2015-2017 (Washington State Strategic Highway Safety Plan).

Health & Environmental Disparities:

- The Washington State Department of Health's Washington Environmental Health Disparities Map "is an interactive mapping tool that compares communities across our state for environmental health disparities." This map ranks all of the census tracts abutting this project as facing the highest levels of environmental health disparities in the state (ranked 10 out of 10).
- According to the PSRC Project Selection Resource Map, 10 of the 12 census block groups abutting the project are Air Quality Focus Areas, placing them in the top 10% of communities facing air quality issues in the region.

Access & Mobility Disparities:

*As a high-speed, high risk corridor, Portland Avenue presents a significant barrier that limits accessibility and mobility for nearby residents, limiting access to schools, jobs, and daily needs (grocery stores, medical facilities, etc.). These impacts are particularly stark for the many nearby residents who are non-drivers, individuals with disabilities that affect mobility, and those who rely on transit and active transportation.

Describe how the project addresses those disparities or gaps and benefits the population groups identified under Step 1.

The Portland Avenue Vision Zero Improvements: E 27th to E 56th Street project provides an opportunity to

address disparities in Tacoma's transportation system and make significant investments in building a safe, accessible, and multimodal transportation network in East Tacoma.

Per Resolution 40622 (Anti-Racist Tacoma), the City is committed to uncovering and addressing barriers that prevent people from achieving their full potential and creating better outcomes for all, including access to a safe transportation network. The City prioritizes active transportation projects based on safety, equity, and connectivity – all criteria that make Portland Avenue such a high priority project.

This project will specifically address the following disparities:

Safety Disparities: The intent of this project is to improve safety along one of Tacoma's highest risk corridors, designing a street that is safe and accessible for people using all transportation modes, with a special focus on the most vulnerable roadway users.

Health and Environmental Disparities: Transportation is the leading contributor to greenhouse gas emissions in Tacoma. This project will help reduce greenhouse gas emissions and transportation related air pollution by providing residents safe, accessible, and attractive alternatives to driving alone. According to the Puget Sound Clean Air Agency "...greenhouse gases...are the leading cause of climate change. In our region, climate change will likely lead to warmer, drier summers which increase levels of smog pollution, posing health risks to those with lung and heart diseases." Making Portland Avenue a safe place to walk, roll and take transit will also increase opportunities for healthy, active transportation and recreation. Busy roads also have negative impacts on mental health and community cohesion. This project will help re-envision Portland Avenue as a healthy community connector.

Access and Mobility Disparities: By investing in active transportation infrastructure and a safer roadway for all – this project would help improve access to affordable, accessible transportation, increase connections to transit – including the planned regional Tacoma Dome Link Extension, and make it easier for East Tacoma residents to safely access daily destinations like schools, parks, jobs, and retail.

Section 2

Describe the public outreach process that led to the development of the project. This could be at a broader planning level (comprehensive plan, corridor plan, etc.) or for the specific project. Include specific outreach or communication with the population groups identified in the previous section.

This design process will include significant community outreach, including site tours, design charrettes, and in-depth community conversations, building off the City's established relationships and engaging new partners to develop a plan to address one of Tacoma's High Risk Network corridors.

At the City of Tacoma's monthly check-in with Puyallup Tribe planning staff, we shared the draft concept for this grant and discussed partnership opportunities. While requesting a letter of support from the Puyallup Tribe takes longer than the TAP grant timeline allows, we recognize the Tribe as critical partners in this effort and look forward to working closely with the Puyallup Tribe throughout the design process.

This project will build on significant community outreach the City has conducted on Tacoma's Eastside – which has repeatedly identified Portland Avenue as a priority for safety improvements.

Outreach to date includes:

Vision Zero: As part of our Vision Zero planning process, the City did extensive outreach on how to achieve the City's goal of eliminating crashes that cause serious injuries and fatalities, using a data-based approach centering equity. Staff partnered with community-based organizations led by communities facing the greatest safety disparities. On the Eastside, staff worked with Golden Bamboo, a group of Vietnamese elders from Salishan that walk together regularly, who shared feedback about safety concerns and pedestrian access to transit, especially crossing and along Portland Avenue.

Safe Routes to School: Tacoma's Safe Routes to School program prioritizes schools for safety improvements and education and encouragement programs based on safety and equity data. Crossing improvements at First Creek Middle School and Lister Elementary School were completed in 2020, and included a year of focused engagement where families and students shared their concerns and hopes for the Portland Avenue Corridor.

Portland Avenue Park Master Plan: Metro Parks Tacoma recently completed a master plan for Portland Avenue Park (located on Portland Avenue, at E 35th St), which involved significant community outreach. Access to the park, traffic and pedestrian safety, and improved crossings were key community concerns. The park currently serves as the temporary home for the Asia Pacific Cultural Center who provides programming & representation for 47 cultures and countries.

Action Mapping Project: The Action Mapping project, led by University of Washington Tacoma, is a youth-oriented and community-based GIS project. The project annually engages middle- and high-school aged youth in a neighborhood sketch mapping activity that results in a geo-coded map with indicators of youth perceptions and experience. Portland Avenue is consistently identified as a route youth avoid if possible due to the feeling of not being safe.

Community-led Efforts: In addition to formal government-led processes, community-based organizations have also spearheaded multiple efforts to bring awareness to safety issues on Portland Avenue. Calavera Collective, a group of Latinx and Indigenous community members, hosts an annual Día de los Muertos event on Tacoma's Eastside. The 2022 event included a procession on Portland Avenue to help bring attention to the importance of active transportation access and safety on this corridor. Eastside Baptist Church, located on Portland Avenue south of E Fairbanks St, hosted a community conversation in September 2022 focused on Portland Avenue Transformation and how to convert Portland Avenue from a "stroad" to a safe, family-friendly corridor.

Other outreach efforts have occurred through the Home in Tacoma Affordable Housing Action Strategy initiative and 2023-2024 Participatory Budgeting project. The community has been clear: they want the City of Tacoma to address safety issues on Portland Avenue. This TAP grant will give us the resources we need to be responsive to these concerns and work with the community on design solutions to improve safety, access, and connectivity.

Describe how this outreach influenced the development of the project, e.g., the location, scope, design, timing, etc.

The extensive community outreach done to date, along with safety and equity data and the critical connectivity needs along this corridor, solidified Portland Avenue as a key priority for the City of Tacoma.

The outreach has also highlighted how many ways this corridor is used today, the barriers and challenges experienced by the community, and the level of stress and fear this high-crash corridor infuses into the lives of

people just trying to catch their bus, walk to school, or get to work.

We know that effectively addressing these community concerns won't be addressed through small scale spot improvements. Instead, this grant scope will allow us to undertake a significant redesign of Portland Avenue. We will build on the relationships we've built through years, and continue to engage new partners, to develop a design for this corridor that this community deserves.

Section 3

Is the project in an area of low, medium, or high displacement risk?

According to PSRC's Displacement Risk map, this project is located within a mix of medium and high displacement risk areas:

Medium Risk: E 27th St to I-5 & Pipeline Road to E 56th St

High Risk: I-5 to E 40th

Mixed Risk - Medium Risk (west side) & High Risk (east side): E 40th St to Pipeline Road

If the project is in an area of medium or high displacement risk, identify the broader mitigation strategies in place by the jurisdiction to address those risks.

The City's Tacoma's Affordable Housing Action Strategy (AHAS) is an organization-wide initiative to address Tacoma's housing affordability crisis through 27 strategic actions. The AHAS addresses anti-displacement through strategies that stabilize properties that already offer affordable rents or help lower the costs of owning a home, as well as building capacity of vulnerable and under-resourced renters. All of the action items in the AHAS aim to stabilize and expand housing options. As noted in AHAS, housing displacement hurts both displaced residents and the community at-large. Those action items most closely linked to anti-displacement include:

Action 1.7: Proactively partner with community-based groups to market existing programs to interested homebuyers, focusing on areas where residents are at-risk of displacement.

Action 2.2: Develop and adopt a preservation ordinance and identify clear priorities for the city's preservation efforts.

Action 3.1: Expand tenants' protections through a comprehensive policy.

Action 3.2: Create a range of resources for households experiencing a housing crisis.

Action 3.4: Create a source of local tax relief to stabilize more low-income homeowners.

The City tracks implementation of Affordable Housing Action Strategy with progress updates posted on the City webpage and regular public updates provided at City Council meetings, highlights include:

- The City conducted a Housing Disparity Study to examine disproportionalities in homeownership and the

inaccessibility of generational wealth building for communities of color.

- Rental Housing Code (TMC 1.95): City Council adopted Just Cause Eviction provisions—providing tenant protections and enforcement mechanisms for local and state law. July 2023 code updates include 120-day notice requirement for rent increases and a requirement that landlords comply with health and safety standards to raise rent or evict a tenant.
- Affordable Housing Fund: Resolution 40527 established the City's Affordable Housing Fund using sales and use tax revenue authorized under Substitute House Bill 1406, providing more capital to developers of Affordable Housing in Tacoma.

On November 16, 2021, Tacoma City Council adopted Resolution 40871 to re-affirm their commitment to anti-displacement strategies, using an equity-centered approach. It affirms the City of Tacoma's support of the use of data-informed tools to prevent displacement of local residents, such as community prioritization, with a focus on households from "low" and "very low" opportunity areas of the City, as well as Black, Indigenous, and People of Color households.

Additionally, the City's Comprehensive Plan dedicates Book Five to housing. Two of the five housing goals focus on furthering equity, mitigating involuntary displacement from rising housing costs, and removing disparities in housing access.

Category-Specific Criteria: Safety and Security

Describe how the project addresses safety and security.

The Portland Avenue Vision Zero Improvements: E 27th to E 56th St project will reduce the number and severity of crashes by using proven safety countermeasures to design a safe, multimodal corridor. Between 2018-2022, there were 631 crashes along Portland Avenue between E 27th and E 56th streets, including 14 serious injury and 8 fatal crashes. The planned improvements along/adjacent to Portland Avenue will reduce the risk of crashes by increasing the number and quality of safe crossings, adding protected bicycle facilities/shared use path, improving ADA access, and using elements like bulb outs and pedestrian refuge islands to slow speeds and increase pedestrian visibility.

The City conducted speed studies as part of the Vision Zero Action Plan and found significant speeding on Portland Avenue. At Portland Avenue and E 54th St (35 mph posted speed), the 85th percentile speed was 44.6mph and 76% of drivers were exceeding the speed limit. Given the high correlation between vehicular speeds and crash severity, by redesigning the road to reduce traffic speeds, this project will increase reaction time for drivers, hopefully allowing them to avoid collisions completely. Also, with lower speeds, any crashes that do occur will be less likely to cause serious injury or death.

Tacoma has also seen a severe increase in violent crimes during the last two years. The city saw 45 homicides in 2022 alone, which was up from the record 34 in 2021. Portland Avenue has been identified as one of the areas with an unprecedented increase in violent crimes, which includes a 14-year old that was fatally shot while waiting at a bus stop on Portland Ave. The American Planning Association's report on "The Benefits of Street-Scale Features for Walking and Biking" highlights research on co-benefits of active transportation investments. The report finds that active transportation projects "can offer "natural surveillance" or "eyes on the street" (12, 29, 40), which supports community trust and deters both actual crime and fear of crime (72)." Furthermore, the

community engagement elements of this project will allow us to work with the community on holistic approaches to improve safety and help build community ties.

Describe how the project helps protect vulnerable users of the transportation system, by improving pedestrian safety and addressing existing risks or conditions for pedestrian injuries and fatalities and/or adding or improving facilities for pedestrian and bicycle safety and comfort.

This project will design safe, connected and accessible pedestrian infrastructure and separated bicycle facilities (protected bike lanes and/or a shared use path).

The City's Local Road Safety Plan (an appendix to the Vision Zero Action Plan) includes a list of recommended proven roadway safety countermeasures for the Portland Avenue Corridor, based on existing risk factors and crash history. Many of these recommendations are specifically targeted towards improving safety for pedestrians and bicyclists:

- Evaluate and design for appropriate speed limits for all road users
- Install appropriate signs in advance of the NBD speed control area
- Consolidate/minimize access points
- Upgrade existing markings to thermoplastic pavement markings
- Install raised median with marked crosswalks at uncontrolled crossings
- Install pedestrian refuge islands at intersections in combination with continental-style high-visibility crosswalks
- Consider left turn hardening at intersections
- Install backplates with retroreflective tape on signal heads
- Install advanced stop markings and signs at enhanced pedestrian crossings
- Install protected bicycle facility
- Replace two way left turn lane (TWLTL) with raised median with consideration of access management
- Install bulbouts at crossings, especially where unallocated space is available
- Analyze conversion from four-lane roadways to three-lane roadways with center turn lane
- Evaluate necessity of parking lane and consider delineating the parking lane with pavement markings
- Remove or relocate fixed objects outside of clear zone as practical for the environment
- Reduce lane widths
- Evaluate signals for coordinated timing, protected left turns, and no right on red at existing signalized intersections
- Increase lighting at crossings and intersections
- Analyze reconfiguration of roadway space for best use
- Eliminate slip lanes
- Install right turn hardening, with truck aprons as needed

These work in concert with Citywide recommendations for:

- Leading Pedestrian Intervals (LPIs) and Accessible Pedestrian Signals (APS)
- Continental-style high-visibility crosswalks with American with Disabilities Act (ADA) compliant curb ramps
- Signal retiming to encourage safe speeds
- Missing link sidewalks
- Automated traffic safety cameras

The Vision Zero Action Plan and Local Road Safety Plan helped us prioritize this corridor and provided a suite of tools to address the safety issues we see along this corridor, with a strong focus on improved safety for the most

vulnerable road users, including pedestrians and bicyclists. This grant will allow the City of Tacoma use these recommended tools to redesign Portland Avenue into a safe, accessible, and multimodal corridor that priorities safety and access for the most vulnerable road users.

Does your agency have an adopted safety policy (e.g., Vision Zero, Target Zero, etc.)? How did these policies inform the development of the project?

In February 2020, Tacoma City Council adopted Vision Zero and the goal of zero traffic fatalities and serious injuries by 2035. A Vision Zero Action Plan was completed in September 2022. The Plan identified Tacoma's high-risk network and confirmed that Portland Avenue is one of top high-risk corridors in Tacoma. The Plan also lists the actions that must be taken in order to reach zero fatalities and serious injuries. Transformative Action 3 states, "Lower speed limits and implement traffic calming and safety features that achieve desired target speeds on arterial streets and where fatal and severe injury crashes occur most."

Since the approval of the Vision Zero Plan, Portland Avenue has been a significant focus of the City of Tacoma, including assessing high level concepts for protected bike lanes, shared use paths and a two-way cycle track along the corridor, building support and consensus with our elected officials, and seeking opportunities for collaboration with the Puyallup Tribe, transit, and community partners.

If funded, the Portland Avenue design project identify how to best implement active transportation connections and traffic calming features along this high priority corridor to achieve desired target speeds, improve safety, and transform Portland from an auto-priority corridor to a Complete Street, thereby setting Tacoma on a path to achieving Vision Zero.

Describe how the project reduces reliance on enforcement and/or designs for decreased speeds.

The City of Tacoma believes in the concept of "self-enforcing roadways," using road design principles as a method to reduce driver speeds and mitigate crashes. The Tacoma Vision Zero Action Plan deprioritizes enforcement, focusing instead on actions toward building, modifying, and supporting systems that contributed to road safety. This is in alignment with Tacoma's equity and anti-racist policies.

The posted speed limit of Portland Avenue is currently 30 MPH north of E Fairbanks St and 35 MPH, however the City's Vision Zero Action Plan speed studies documented significant speeding along this corridor, with over three-quarters of all drivers travelling over the speed limit at Portland Ave & E 54th St. In alignment with Vision Zero and the Safe Systems approach, Portland Avenue will be designed to support a speed limit of 25-30 MPH depending on conditions and land use context. Traffic calming features that will be included in the design, such as narrowing travel lanes, adding and enhancing bike and pedestrian facilities, and increasing crossing opportunities for people walking and rolling are proven countermeasures that slow drivers down, reducing reliance on enforcement.

PSRC Funding Request

Has this project received PSRC funds previously?	Please provide the project's PSRC TIP ID.
No	

PSRC Funding Request (cont.)

Phase	Year	Amount
-------	------	--------

PE/Design	2025	\$2119250
		\$
		\$

Total PSRC Funding Request: \$2119250

Total Estimated Project Cost and Schedule

Planning Phase

Fund Type	Fund Source	Funding Status	Amount
			\$
			\$
			\$
			\$
			\$

Total Planning Phase Cost: \$0

Expected year of completion for this phase:

Preliminary Engineering/Design Phase

Fund Type	Fund Source	Funding Status	Amount
Federal	TAP(PSRC)	Unsecured	\$2119250
Local	Local	Secured	\$370750
			\$
			\$
			\$

Total Preliminary Engineering/Design Phase Cost: \$2490000

Expected year of completion for this phase: 2027

Right of Way Phase

Fund Type	Fund Source	Funding Status	Amount
Local	Local	Unsecured	\$100000
Federal	Other Federal	Unsecured	\$400000
			\$
			\$
			\$

Total Right of Way Phase Cost: \$500000

Expected year of completion for this phase: 2028

Construction Phase

Fund Type	Fund Source	Funding Status	Amount
Local	Local	Unsecured	\$4000000
Federal	Other Federal	Unsecured	\$16000000
			\$
			\$
			\$

Total Construction Phase Cost: \$20000000

Expected year of completion for this phase: 2032

Other Phase

Fund Type	Fund Source	Funding Status	Amount
			\$
			\$
			\$
			\$
			\$

Total Other Phase Cost: \$0

Expected year of completion for this phase:

Project Summary

Total Estimated Project Cost:	Estimated Project Completion Date (month and year):
\$22990000	December, 2032

Financial Documentation

Please enter a description of your financial documentation in the text box below.

Tacoma City Council approved Resolution #28344 (attached) on February 9, 2016 authorizing a new fund for the dedication and segregation of funds received from voter-approved Proposition A and Proposition No. 3 which includes funding for motorized and non-motorized facilities. The taxes approved through this initiative are expected to generate \$175 million, revenues are on track to meet this target. More specifically, these funds are intended to be used as grant match to further the work on these facilities. Grant match dollars are available from this fund for this project. The grant match for this project is included in two categories (Bicycle & Pedestrian Safety and Miscellaneous Small Projects) as shown in the attached funding documentation sheets.

Tacoma City Council approved Ordinance #28857 (attached) on November 22, 2022 adopting the 2023-2024 Capital Budget to appropriate funds and estimated revenues. More specifically, Real Estate Excise Tax (REET) funds were appropriated to the Vision Zero Program in that adopted budget, which a portion will be used for this project's grant match. These funds have already been secured and set aside as local match. The Vision Zero Program is newer to Tacoma; however, it has been a priority for funding. The Vision Zero Program was allocated the following REET funds for implementation: 2021-2022 Biennial Budget \$500,000 and 2023-2024 Biennial Budget \$900,000.

Since these funds are already secured, the only financial step needed if this grant is awarded will be a budget modification form to move the existing, secured match funds to a new project account specific to the Portland Avenue Vision Zero Improvements: E 27th St to E 56th St project. This new account would be created and the budget modification form submitted upon award of this grant.

Please upload supporting documentation demonstrating all necessary matching funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.

f-132-346-18617525_7ptkUgsn_CityofTacomaTAP23_PortlandAveVZ__FinancialCommitmentLetter.pdf, f-132-346-18617525_9BaeCm81_CityofTacomaTAP23_PortlandAveVZ_FinancialCommitmentDocumentation.pdf

Project Readiness

Preliminary Engineering/Design

Are you requesting funds for ONLY a planning study or preliminary engineering?

Yes

What is the actual or estimated start date for preliminary engineering/design?

,

Is preliminary engineering/design complete?

What was the date of completion (month and year)?

,

Have preliminary plans been submitted to WSDOT for approval?

Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.

When are preliminary plans expected to be complete? For non-certified agencies, please enter the expected approval date.

,

Environmental Documentation

What is the current or anticipated level of environmental documentation required under the National Environmental Policy Act (NEPA) for this project? For more information on NEPA requirements, please refer to WSDOT's [Local Agency Guidelines Manual](#).

Has NEPA documentation been approved?

Please provide the date of NEPA approval, or the anticipated date of completion (month and year).

,

Right of Way

Will Right of Way be required for this project?

What is the actual or estimated start date for right of way (month and year)?

,

What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)? If federal funds are to be used on any phase of a project, federal guidelines for acquisition of right of way must be followed, including submittal of a right of way plan and funding estimates.

,

Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits. Refer to [Chapter 25 of WSDOT's Local Agency Guidelines Manual](#) for more information.

What is the zoning in the project area?

Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.

Does your agency have experience in conducting right of way acquisitions of similar size and complexity?

If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?

In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each (month and year). For example, these might include: True cost estimate of right of way; Relocation plan; Right of way certification; Right of way acquisition; FTA concurrence; Certification audit by Washington State Department of Transportation Right of Way Analyst; and, Relocation certification, if applicable. Sponsors should assume a minimum of one year to complete the ROW process, longer if there are significant or complex property purchases.

Construction

Are funds being requested for construction?

Do you have an engineer's estimate?

Please attach the engineer's estimate.

Identify the environmental permits needed for the project and when they are scheduled to be acquired.

Are Plans, Specifications & Estimates (PS&E) approved?

Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year)?

,

When is the project scheduled to go to bid (month and year)?

,

Other Considerations

Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.

This project will connect to planned bicycle and pedestrian improvements on Portland Avenue from Puyallup Avenue to E 27th St as part of the “Portland Avenue Freight and Access Improvement” project, currently in design with PSRC funding.

Also: the federal functional classification for Portland Avenue changes at I-5; so the northernmost half block of this project is a minor arterial, rather than a principal arterial like the rest of the corridor.

Describe the public review process for the project and actions taken to involve stakeholders in the project's development.

As described above, this project will build on significant outreach completed to date – continuing to deepen existing relationships and engage new partners as part of the design process.

We have attached letters of support from the following organizations:

Eastside Baptist Church
Pierce Transit
Sound Transit
Tacoma-Pierce County Health Department
Washington State Department of Transportation

Please upload any relevant documents here, if they have not been uploaded previously in this application.

f-132-480-18617525_W3XL3heO_CityofTacomaTAP23_PortlandAveVZ_LettersofSupport.pdf

End of the Application

NOTE: Sponsors may update and resubmit information included in the application until submission deadline. If you need assistance editing an application that has already been submitted, please contact Nick Johnson at njohnson@psrc.org to have it returned to you.



City of Tacoma
Public Works Department

June 26, 2023

Kelly McGourty
Director of Transportation Planning
Puget Sound Regional Council
1101 Western Avenue, Ste 500
Seattle, WA 98104

Dear Ms. McGourty,

The City of Tacoma proposes to design a connected bicycle and pedestrian facility along Portland Avenue, which according to the City's Equity Index, has very low access to opportunity. The Portland Avenue Vision Zero Improvements: East 27th Street to East 56th Street project will provide connections for active transportation users of the Tacoma Dome Link Light Rail system to Puyallup Tribe Reservation, Tacoma to Puyallup Regional Trail, Pipeline Trail, Cross-County Connector Trail, and the region's largest multimodal hub – the Tacoma Dome Station.

The City is requesting \$2,119,250 in Transportation Alternatives Program funds. The City is providing a 14.9 percent local match contribution of \$370,750. Match contributions will come from roadway improvement funds received from voter-approved initiatives, Proposition A and Proposition No. 3. On February 9, 2016, the Tacoma City Council passed Ordinance No. 28344 authorizing a new fund for the dedication and segregation of funds received from voter-approved Proposition A and Proposition No. 3, which includes funding for motorized and non-motorized facilities. Match contributions will also come from the Vision Zero Implementation Program funded through the City's Real Estate Excise Tax, which was adopted in the 2023-2024 Biennial Budget.

The City aims to reduce disparities in Tacoma's transportation system by providing safe active transportation access while providing essential connections to Link Light Rail stations. We appreciate the time commitment of the PSRC staff and PSRC board members. As such, we look forward to your review and consideration of our application.

Sincerely,

Josh Diekmann, P.E. PTOE
Interim Public Works Director/City Engineer



ORDINANCE NO. 28344

1 AN ORDINANCE relating to the budget of the City of Tacoma; creating a new fund
2 in the Treasury of the City of Tacoma, to be known and designated as the
3 "2015 Voted Streets Initiative Fund," for the dedication and segregation of
4 any funds received related to voter-approved Proposition A and Proposition
5 No. 3.

6 WHEREAS, on July 14, 2015, the Transportation Benefit District Board
7 adopted Amended Resolution No. TBD 008 to place ballot measure Proposition
8 No. 4, later referred to as Proposition A, authorizing a sales and use tax increase of
9 one tenth of one percent (0.1%) to fund street improvements, on the November 3,
10 2015, General Election ballot, and

11 WHEREAS, on July 14, 2015, the City Council adopted Resolution
12 No. 39236, to place ballot measure Proposition No. 3, authorizing a 1.5 percent
13 increase in the earnings tax on utilities companies and a levy lid lift of \$0.20/\$1,000
14 in assessed value over a period of ten years, on the November 3, 2015 General
15 Election ballot, and

16 WHEREAS, on July 28, 2015, the City Council passed Resolution
17 No. 39249, and the Transportation Benefit District passed Resolution No. 010, both
18 resolutions directing City staff to create a transparent fund structure to segregate
19 and dedicate any monies received from Proposition A and Proposition No. 3, should
20 they pass, and

21 WHEREAS voters approved Proposition A and Proposition No. 3, relating to
22 funding street improvements, in the November 2015 General Election, and

23 WHEREAS it is the intent of the City to establish a new and separate fund,
24 named the "2015 Voted Streets Initiative Fund," to segregate the revenues
25
26



collected as a result of Proposition A and Proposition No. 3, to be used for the
1 repair and improvement of City streets, and, further, to provide transparency of
2 revenues collection and expenditures related to the street initiatives; Now,
3
4 Therefore,

5 BE IT ORDAINED BY THE CITY OF TACOMA:

6 Section 1. That there is hereby created in the Treasury of the City of
7 Tacoma a new fund, to be known and designated as the "2015 Voted Streets
8 Initiative Fund," for the dedication and segregation of any funds received related to
9 voter-approved Proposition A and Proposition No. 3.
10

11 Passed **FEB 09 2016**

12
13 
14 Mayor

15 Attest:

16 
17 City Clerk

18 Approved as to form:

19 
20 Deputy City Attorney
21
22
23
24
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26

Local match has been allocated from these two programs in 2023, 2024, and 2025.

ACTIVE TRANSPORTATION COMMITMENTS

						2022 Act	2023 Act	2023 Plan	2024 Plan	2025 Plan	Total Allocation
PWK-00440-AT	N/A	Active Transportation Programs	Status	Proj Mgr	Spending						
PWK-00440-AT-01##	N/A	ADA Accessibility				-	(1,290)	962,134	-	195,000	1,157,134
PWK-00440-AT-02##	N/A	Bicycle & Pedestrian Safety				-	-	656,374	100,000	155,000	911,374
PWK-00440-AT-03##	N/A	Sidewalks				-	-	909,252	300,000	-	1,494,832
PWK-00440-AT-05##	N/A	Safe Routes to School/SRTS				-	461	41,390	-	20,000	61,390
PWK-00440-AT-06	N/A	Partnerships (PT, TPS, MPT, etc)		Kammerzell		-	-	50,000	50,000	-	100,000
PWK-00440-AT-07	N/A	Misc Small Projects		Kammerzell		24,754	-	75,246	50,000	25,000	175,883
Programs Total						24,754	(829)	2,694,396	500,000	395,000	3,900,613
Grand Total						2,981,696	1,032,542	12,530,090	7,361,044	783,420	29,622,243
LTD Spending						8,947,689	9,980,230	21,477,779	28,838,823	29,622,243	



ORDINANCE NO. 28857

1 AN ORDINANCE relating to the Comprehensive Plan and Capital Budget;
2 adopting the 2023-2028 Capital Facilities Program of the Comprehensive
Plan, and adopting the 2023-2024 Capital Budget.

3 WHEREAS in compliance with the Growth Management Act, the City
4 Council periodically adopts an updated Capital Facilities Program ("CFP") that
5 indicates existing and proposed capital facilities projects throughout the City,
6 and

7 WHEREAS a draft of the 2023-2028 CFP was presented to the Planning
8 Commission and recommended for approval on May 4 and 18, 2022, and a
9 public hearing was held on June 15, 2022, and

10 WHEREAS public hearings on the CFP were held at the City Council on
11 November 1 and 15, 2022, and

12 WHEREAS the CFP helps inform development of the City's Capital
13 Budget, and the budget was presented at a City Council work session on
14 November 1 and 8, 2022, and

15 WHEREAS, pursuant to RCW 35.34, the City must pass an ordinance that
16 appropriates estimated expenditures and revenues/use of available funds, and

17 WHEREAS funds within the Capital Budget are provided with multi-year
18 appropriation and are adopted separately from the City's Biennial Operating
19 Budget; Now, Therefore,

20
21
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23
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26



1 BE IT ORDAINED BY THE CITY OF TACOMA:

2 Section 1. That the 2023-2028 Capital Facilities Program, amending the
3 Comprehensive Plan, is hereby approved, said document to be substantially in the
4 form of the document on file in the office of the City Clerk.
5

6 Section 2. That the City of Tacoma 2023-2024 Capital Budget, attached
7 hereto as Exhibit "A," is hereby approved.

8 Section 3. That the Budget Director is hereby authorized to bring forward
9 into fiscal year 2023 all appropriations and allocations not otherwise closed,
10 completed, or deleted from prior years' capital budgets.
11

12 Passed November 22, 2022

13
14 *M. Woodards*
15 Mayor

16 Attest:

17 *Doris Soum*
18 City Clerk

19 Approved as to form:

20
21 *Debra Case*
22 Deputy City Attorney

Exhibit A

City of Tacoma, Washington
2023-2024 Capital Budget Ordinance
Project Balances, Transfers, other Obligations

Fund No.	Fund Name	Proposed Appropriation	Adjustments	Proposed Budget
Special Capital Funds				
1060	Transportation Capital and Engineering	17,495,012		17,495,012
1140	PWE Paths & Trails Reserve	4,582,836		4,582,836
3211	Capital Projects Fund	3,010,420		3,010,420
Total City of Tacoma Capital Budget		\$ 25,088,268	\$ -	\$ 25,088,268

Exhibit B

City of Tacoma, Washington
2023-2024 Capital Budget Ordinance
Project Balances, Transfers, other Obligations

WBS	Project Title	Capital Project Budget Adjustments
Fund No.	Fund Name	
1060	Transportation Capital and Engineering	
662000	Preliminary Design and Grant Preparation for Fishing Wars Memorial Bridge	500,000
662000	Site Reclamation	600,000
662010	Assistance for Local Improvement District Projects	400,000
PWK-00720	38th and Cedar Street Crossing	400,000
PWK-00720	Accessible Pedestrian Signal Project	150,000
PWK-00719	Housing Equity - Accessibility Infrastructure	500,000
PWK-00442	Maintain Bridge Operations	1,700,000
PWK-00714	Unfit/Unsafe Sidewalks Improvement Program	2,900,000
PWK-00800	I-5 Crossing Improvements - Project Recommendations	400,000
PWK-00800	Active Transportation Infrastructure Improvement Program	900,000
PWK-00801	Neighborhood Traffic Calming Infrastructure Improvement Program	100,000
PWK-00802	Safe Routes to School Infrastructure Improvement Program	1,100,000
PWK-00804	Install New Streetlights	200,000
PWK-00807	Traffic Enhancements Infrastructure Improvement Program	75,000
PWK-00808	Vision Zero Infrastructure Improvement Program	900,000
PWK-00808	Portland Avenue Safety & Active Transportation	1,000,000
PWK-01017	Escalation Funding - Railroad Crossing Improvements	500,000
PWK-G0032	Escalation Funding - Brewery District Revitalization	320,000
PWK-G0035	Escalation Funding - Portland Ave	250,000
PWK-G0041	Grant Match Funding - Links to Opportunity	1,000,000
PWK-G0042	Escalation Funding - East 64th Phase II	400,000
PWK-G0042	Grant Match Funding - East 64th Phase II	3,000,000
PWK-G0047	Escalation Funding - Safe Routes to Schools	100,000
661300	Ending Cash	100,012
		17,495,012
1140	PWE Paths & Trails Reserve	
668000	Scott Pierson Trail Enhancement Phase 1	250,000
PWK-G0014	Grant Match Funding - Prairie Line Trail	200,000
PWK-00561	Grant Match Funding - Water Flume Line Trail	3,000,000
PWK-00561	Escalation Funding - Water Flume Line Trail	450,000
PWK-00561	Rebuild Traffic Signal at South Tacoma Way and Wilkerson	650,000
668000	Capital Reserves	32,836
		4,582,836

Ordinance No. 28857

First Reading of Ordinance: NOV 15 2022

Final Reading of Ordinance: NOV 22 2022

Passed: NOV 22 2022

Roll Call Vote:

MEMBERS	AYES	NAYS	ABSTAIN	ABSENT
CM Blocker	X			
CM Bushnell	X			
CM Daniels	X			
CM Diaz	X			
CM Hines	X			
CM Rumbaugh	X			
CM Ushka	X			
CM Walker	X			
Mayor Woodards	X			

Voice Vote:

MEMBERS	AYES	NAYS	ABSTAIN	ABSENT
CM Blocker				
CM Bushnell				
CM Daniels				
CM Diaz				
CM Hines				
CM Rumbaugh				
CM Ushka				
CM Walker				
Mayor Woodards				



Olympic Region
5720 Capitol Boulevard, Tumwater
P.O. Box 47440
Olympia, WA 98504-7440
360-357-2600 / FAX: 360-357-2601
TTY: 1-800-833-6388
www.wsdot.wa.gov

July 11, 2023

Kelly McGourty
Puget Sound Regional Council
1011 Western Avenue Suite 500
Seattle, WA 98104

RE: City of Tacoma Portland Avenue Vision Zero Improvements: E. 27th St. to E. 56th St. Project

Dear Ms. McGourty:

On behalf of the Washington State Department of Transportation, I would like to express our support for the City of Tacoma's application for funding as part of the Transportation Alternatives Program grant. The project will complete the design of bicycle and pedestrian improvements on/adjacent to Portland Avenue from E. 27th to E. 56th Streets, which includes a connection under I-5.

Therefore, based on the conceptual information provided to us to date, WSDOT is in support of the City of Tacoma's request for 2023 Transportation Alternatives Program (TAP) grant funding provided that these improvements meet all applicable WSDOT design and construction requirements, including all applicable American with Disabilities Act (ADA) requirements, for any work that occurs on the I-5 system.

Thank you for the opportunity to express our support for this very worthwhile City of Tacoma project. If you have any questions, please contact me at (360) 357-2798 or email at SchuelJ@wsdot.wa.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. Schueler', written in a cursive style.

JoAnn Schueler, P.E.
Assistant Region Administrator for Multimodal Development and Delivery



**3575 Portland Avenue East
Tacoma, Washington 98404**
Reverend Frank A. Willoughby, Pastor

July 5, 2023

Kelly McGourty
Puget Sound Regional Council
1011 Western Avenue Suite 500
Seattle, WA 98104

**Subject: City of Tacoma Portland Avenue Vision Zero Improvements:
E 27th St to E 56th St Project**

Dear Ms. McGourty:

Eastside Baptist Church is pleased to write this letter of support for the City of Tacoma's Transportation Alternatives Program (TAP) application for the Portland Avenue Vision Zero Improvements: E 27th St to E 56th St project. Eastside Baptist Church is a long standing pillar in the community.

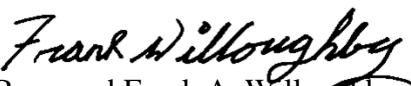
Portland Avenue has been a barrier for people living and working on the Eastside of Tacoma. In October 2022, members of Eastside Baptist Church organized a community forum facilitated by Front and Centered to discuss safety concerns and possible solutions. Specifically, how to improve pedestrian crossings and slow motorized traffic for people of all ages and abilities accessing our church services, the park, transit, or traveling across and along Portland Avenue. This project will help to bring the community together to address those critical safety concerns.

We recognize that Portland Avenue is an important corridor that connects east Tacoma to the Port of Tacoma, downtown Tacoma, Tacoma Dome Station, Puyallup Tribe of Indians Tribal Lands, and future Sound Transit Link Extension. More importantly, it serves a diverse community that has been disadvantaged for many years and continues to be a barrier.

A safe and accessible connection for people walking, bicycling, or utilizing transit to access our community is important. The Portland Avenue project will result in short- and long-term benefits to the Eastside community that we love and support.

We look forward to working closely with the City of Tacoma and hope you will fund this worthy project.

Serving Christ until He comes,


Reverend Frank A. Willoughby
Pastor

Deacon Charles Branch
Deacon Ministry

Deaconess Carolyn Jones
Deaconess Ministry

Sister Dorothy Eley
Trustee Ministry

Minister Dora Watson
Church Clerk

Sister Regina Douglass
Ministry Financial Secretary

Sister Kiana Harris
Mission Ministry

Deacon I.V. Reeves Jr.
Church School

Sister Ja Mesha Holland
Usher Ministry

Sister Debra Vines
Health Ministry

Sister Jacquelyn Harris
Women's Ministry

Deacon James Haslett
Laymen Ministry

Minister Kristy Jordan
Music Ministry

Minister Dora Watson
Youth Director

Church: (253) 472-6222 Fax: (253) 472-9333

Email: secretary@esbctacoma.com Website: eastsidebaptistchurch65.org



July 14, 2023

Kelly McGourty, Director of Transportation Planning
Puget Sound Regional Council (PSRC)
1011 Western Avenue, Suite 500
Seattle, WA 98104-1035

Subject: Transportation Alternatives Program Funding Application – Letter of Support

Dear Ms. McGourty,

I am writing you today to express Pierce Transit's support for the City of Tacoma's *Portland Avenue Vision Zero Improvements Project* funding application at \$2.11 million under the Federal Highway Administration's Transportation Alternatives Program (TAP) for FFYs 2024-2026. The proposed project identifies much needed bicycle and pedestrian improvements, along with ADA access enhancements, on or adjacent to E. Portland Avenue from E. 27th Street south to E. 56th Street. If awarded, the grant would fund the Preliminary Engineering/Design phase, including a traffic study, survey work, and a robust community engagement and outreach plan. It would also help address critical safety concerns along one of the City's High Risk Network corridors, plus increase safety and access within the Puyallup Tribe of Indians' reservation.

Pierce Transit is particularly supportive of the project area as it is directly served by two of our most productive fixed routes, the 41 and 54. We therefore produced an analysis of the ten southbound bus stops in the project area to supplement this application. Their average weekday boardings were 60.16 in 2022. By comparison, average weekday boardings in the northbound direction at the 13 bus stops in the project area were more than double that amount at 138.35. The past five-year (2018-2022) total boardings for the Route 41 were over 1.2 million (now ranked number 5 of 31) and for the Route 54 over 951,000 (now ranked number 11 of 31). In fact, both routes have shown steady year-over-year ridership gains in that five-year period. This has led our agency to consider both routes for enhancements or upgrades under a Transit Corridor Speed and Reliability Study, to commence in 2024 or as soon as the funding is secured.

In closing, we would like to reiterate our support for this application as, once constructed, the non-motorized safety and access improvements called out in the City of Tacoma's TAP project description can only help to increase transit ridership even further in an emerging corridor of utmost importance to us too.

Thank you for your kind consideration of this TAP funding application.

Kindest regards,

A handwritten signature in black ink, appearing to read "Chris Schuler", written in a cursive style.

Christopher Schuler
Chief Executive Officer (Acting)

Cc: Jennifer Kammerzell – City of Tacoma Public Works Dept.
Tina Lee, Planning Manager - Pierce Transit





July 12, 2023

Kelly McGourty
Puget Sound Regional Council
1011 Western Ave., Suite 500
Seattle, WA 98104

Subject: Sound Transit support of the City of Tacoma Portland Avenue Vision Zero Improvements: E 27th Street to E 56th Street Project

Dear Ms. McGourty:

On behalf of Sound Transit, I am writing in support of the City of Tacoma's Transportation Alternatives Program (TAP) application for the Portland Avenue Vision Zero Improvements: E 27th St to E 56th St project.

The Portland Avenue corridor will provide essential north/south pedestrian and bicycle connections in Tacoma – linking Tacoma's Eastside neighborhoods to Sound Transit's planned Tacoma Dome Link Extension (TDLE) Portland Avenue Station. This project will also provide important connectivity to the Puyallup Tribe's existing and planned developments, the Lower Portland Avenue Mixed Use Center, the Port of Tacoma Manufacturing Industrial Center, and the Tacoma to Puyallup Regional Trail.

In addition to providing crucial mobility and connectivity, this project also addresses safety and equity concerns. According to the City's equity index, the census tracts around this project have very low access to opportunity. Portland Avenue is also identified as part of Tacoma's High Risk Network and is a priority corridor for multimodal safety improvements in the City's Vision Zero Action Plan and Local Road Safety Plan.

As part of the TDLE process, Sound Transit has worked with City staff and the community to develop a list of infrastructure projects that would improve active transportation safety and access to planned TDLE stations. Our Fall 2020 TDLE outreach focused on station design and station access, and included an online open house and presentations to the Asia Pacific Cultural Center, Puyallup Watershed Initiative Active Transportation COI, Tacoma Area Commission on Disabilities, Tacoma Transit-Oriented Development Advisory Group, Tacoma Transportation Commission, Tacoma Bicycle and Pedestrian Technical Advisory Group and the Salishan Association. Feedback related to the Portland Avenue station included a desire to prioritize safe and reliable connections from the station to the community on the south side of I-5 and a desire to coordinate closely with the Puyallup Tribe of Indians regarding non-motorized access from the station to the new Emerald Queen Casino.

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As a result of this process, Portland Avenue, from Puyallup Avenue to E 40th St, is included on Sound Transit's list of potential non-motorized access improvement projects for the Portland Avenue station and may be eligible for future TDLE Non-Motorized Access and/or ST3 System Access funds.

This grant will fund design along this critical corridor, allowing key stakeholders including the Puyallup Tribe of Indians, Sound Transit, the City of Tacoma, community organizations and neighbors to come together to reenvision Portland Avenue as a complete street, which connects rather than bisects communities.

Sound Transit supports the City of Tacoma's application for the Portland Avenue Vision Zero Improvements: E 27th St to E 56th St project and thank you for considering the request.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. Henry', written over a horizontal line.

John S. Henry
Chief Financial Officer

July 19, 2023

Kelly McGourty
Transportation Director
Puget Sound Regional Council
1011 Western Avenue Suite 500
Seattle, WA 98104

Subject: City of Tacoma Portland Avenue Vision Zero Improvements: E 27th St to E 56th St Project

Dear Kelly McGourty,

On behalf of the Tacoma-Pierce County Health Department's Injury Prevention Program, **I am writing to ask PSRC to fund the Portland Avenue Vision Zero Improvements: E 27th St to E 56th St project in Tacoma.** This corridor has long been a safety concern for the eastside of Tacoma and is in one of our six Communities of Focus. These are areas of Pierce County that we know experience greater challenges to improved health, with transportation being an important metric for one's quality of life.

Portland Avenue is:

- One of the most heavily vehicular trafficked streets on the eastside of Tacoma serving as the primary corridor for the 35,000 neighbors that call the eastside home and all those who travel through it.
- With the continued development of the Tacoma Dome regional transit area, Lower Portland Avenue Mixed Use Center, and the development of the Puyallup Tribe of Indians Entertainment District, the area is sure to see more pedestrians, bicyclists, and transit usage each year.
- A major connector between two regionally significant trails - Tacoma to Puyallup Trail and Pipeline Trail, creating a continuous facility that is safe and comfortable for people of all ages and abilities.
- Located in a diverse neighborhood that faces the highest level of environmental health disparities (ranked 10/10) according to the WA State Environmental Health Disparities Map.

We need projects like this one – a project that focuses on one of our high-risk networks, in a low opportunity community where thoughtful improvements to the road design will save lives and improve air quality. If we make it easier for the community to access the regional transit hub down by the Tacoma Dome, or move between Tacoma and Puyallup by active transportation modes, we will improve the long-term health of our residents and prevent the loss of many lives to vehicular violence.

Thank you for your consideration, we hope you will fund this worthy project.

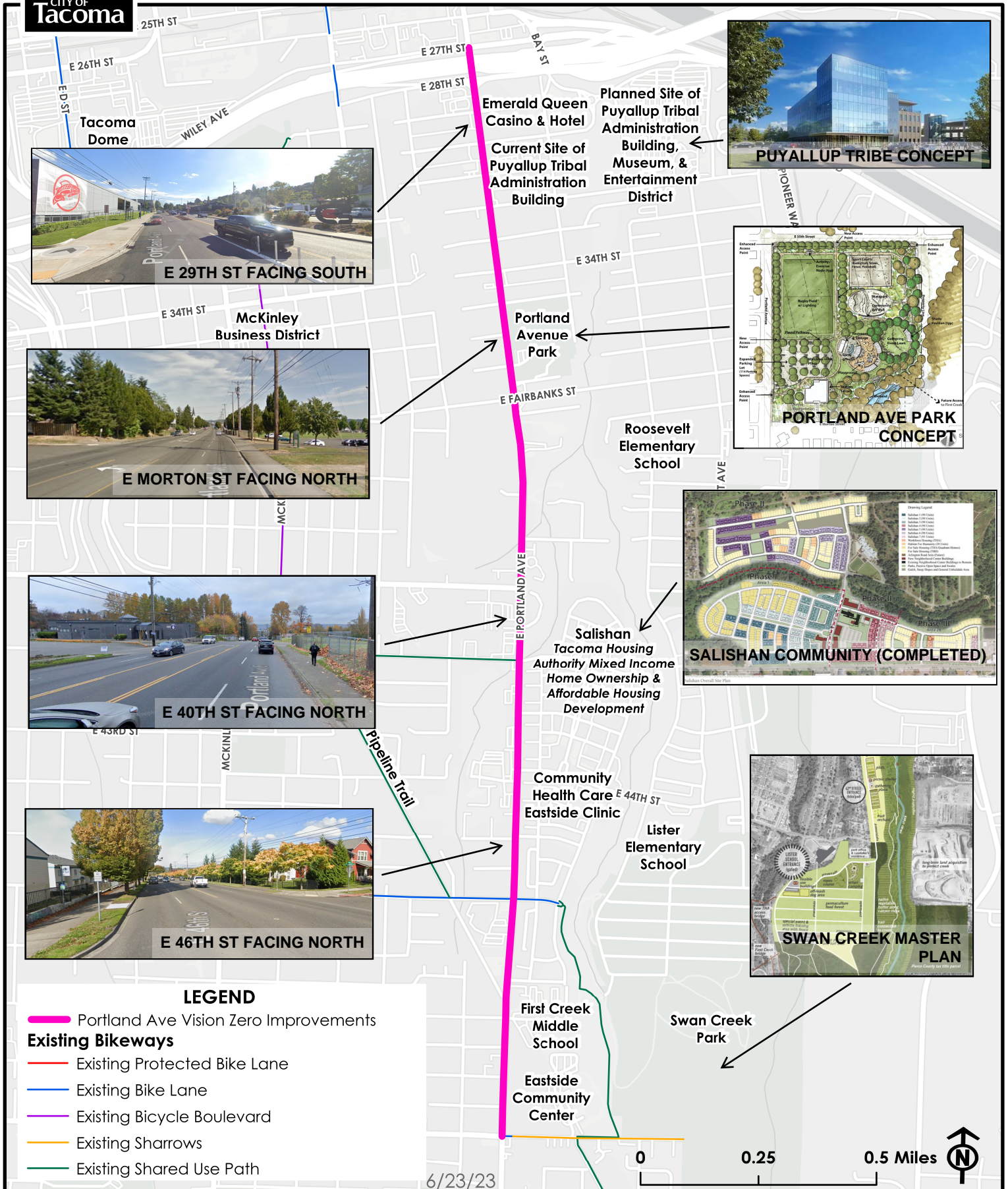
Sincerely,



Jennifer Halverson Kuehn, Injury Prevention

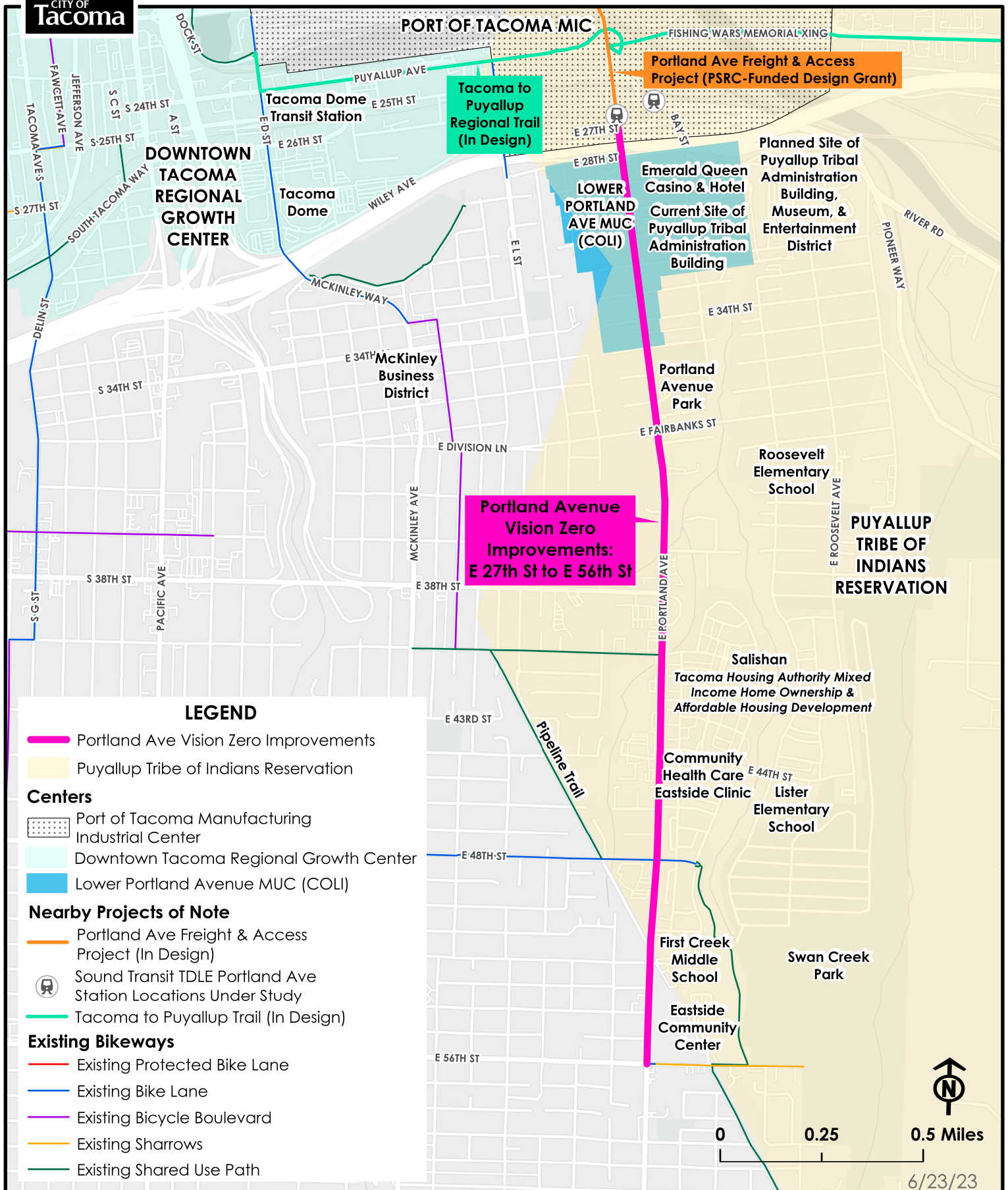


Portland Avenue Vision Zero Improvements: E 27th St to E 56th St





Portland Avenue Vision Zero Improvements: E 27th St to E 56th St



Excerpt from the City of Tacoma Vision Zero Action Plan showing the City's Equity Index and the Vision Zero High Risk Network

