

Comments received through April 2nd, 2015

Priority Comments to Review With Transportation Commission

Comment Number	Page #	Section Title	Comment/Issue	Recommended Solution	Transportation Commission Recommended Solution
1	57	Goals and Policies	Policy intent for goal three recognizes importance of freight mobility. It should also recognize the importance that auto mobility plays in the current system and acknowledge that continuing to support this system during the transition to the vision in the plan is important.	How comfortable is TC with adding language around auto mobility?	No Action
2	57	Goals and Policies	Policy 2.1 - "Mitigate these effects <b>when possible</b> " - strong language	Recommend keeping language as is	No Action
3	57	Goals and Policies	2.6? Improved Environment Through Congestion Management	Add new policy?	Delete "Environment" in Goal 2 pg 50. It's misleading.
4	57	Goals and Policies	3 - Goal. "have the least <b>environmental impact</b> " wouldn't this be a #2 goal?		No Action (see TC Comment #3)
5	60	Goals and Policies	3.8 - "equal spending throughout the City" - strong language, will it have a hamstring effect?	Could we revise to state: "...though equitable investments in a variety of transportation modes and throughout the City, in addition to..."	Approve Recommended Solution
6	60	Goals and Policies	3.8 - "in addition to potential catch up investment for areas in need as necessary." - bail out?	See comment 5	No Action
7	60	Goals and Policies	concurrency - review ever 2-4 years. Why this timeline? Why not regularly to ensure, or language similar to GMA?	Replace "periodic" with "regular" and delete ()	No Action
8	61	4	The policy intent of section 4 is really long and too focused on EVs. I'd much rather see emphasis on reduced vmt and that cars are the #1 contributor to all kinds of air (smog, NOx, ghg, fine particles) AND water pollution	Delete from LSVs to end. Add "The policy shift described above would support reduction in air and water pollution that affect quality of life in Tacoma." Also include ITS in the policy intent language.	On page 50, delete discussion from LSVs in 1st paragraph, but keep the last paragraph about presevation. Add a sentence to the policy intent in Goal 4 and make a reference to policy 3.17.
9	61	3.13	Change to: Encourage transit ridership by utilizing a combined fiscal effort with Transit partners to implement pedestrian improvements near transit stops...	We believe this is covered in existing policy language, but would TC like additional changes?	No Action
10	61	Goals and Policies	Policy 3.12: While we know that some transit supportive elements are outlined in a table on page 83 we feel strongly that they should be articulated in the policy itself. Under Policy 3.12 Pierce Transit suggests the following addition: "Transit supportive elements should include, but not be limited to a combination of treatments that may be utilized to maintain transit efficiency. These include designated transit only lanes, transit signal priority, transit queue jumps and treatments at transit stops."	Recommend add as written	Add a reference to "See page 83" (Transt-Supportive City Actions)
11	62	Environmental and Fiscal Stewardship	While ITS is listed as a policy under multimodal system, ITS also helps to meet the policy intent of the sustainability goal (4). ITS facilitates "doing more with less" for all surface modes without paving more lanes for automobiles -- accommodating more people and goods without increasing the footprint. Just as active modes contribute to multiple goals, ITS needs some acknowledgment across the spectrum. Although it does not need to be explicitly stated everywhere, 4.1, 4.2, 4.4, 4.5 (ITS is a credit point in Greenroads), and 4.10 are all enhanced by ITS. ITS also helps to make data-based, cost-saving strategic planning decisions for all modes.	Recommend discussion during meeting - move ITS from 3.17 (under multimodal system) to section 4.	No Action
12	63	4.10	How does this prioritization fit with the green hierarchy, equity, and TDM prioritization?	Change language to "Prioritize system preservation and..."	Approve Recommended Solution
13	63	4.9	Change to: Tacoma will work with its partners to understand street maintenance and rehabilitation needs, and to implement partnered plans for assuming responsibilities and fiscal liabilities of partner uses of City of Tacoma Rights of Way.	Recommend leave language as is	No Action
14	65	Goals and Policies	6.5 - "Preserve right-of-way needs for future transportation, recreation, streetscape, essential city service or other City-approved purposes." - What about the City's current effort to evaluate and dispense with unimproved rights-of-way?	There is currently an effort to catalogue available undeveloped ROW. The policy should be retained. It could be supplemented with language that says "The City should prioritize review of future ROW needs to determine which existing undeveloped rights-of-way should be retained."	No Action

15	69	Complete Streets Toolbox	On this page, one of the questions about implementing complete streets is whether or not the street is operating under capacity. This ignores the forecast demand. Constructing projects to meet forecast demand, and preserving existing capacity, are important policy decisions, and the document should reinforce that the expected demand (for all modes) should be evaluated when making planning and design decisions.	Change toolbox to discuss existing and forecasted volumes	Approve Recommended Solution	
16	71	Pedestrian Priority	High pedestrian use areas like UPS, TG Hospital, and TCC need improved ped facilities just like 20 min neighborhoods	Discuss potentially adding 20 minute neighborhoods that are not mixed use centers.	No Action	
17	71	Pedestrian Priority	Walk shed around parks, specifically Wapto Park	See comment 16	No Action	
18	80	Transit	The existing language sounds too much like direct investment in service (i.e., service buy-backs) are presumed.	Consider saying that as transit service ramps up, the City's investment in transit-supportive measures will become more important.	No Action	
19	81	Transit Map	While we know freight mobility is important we have concerns with Pacific Avenue from Downtown to the southern City limits. Both Sound Transit and Pierce Transit have identified this as a key transit corridor that currently and will continue to be served by high frequency transit services. If the two transit agencies are to provide a higher level of service, as envisioned in both agencies long range plans, designating it a freight priority would not be ideal for the customers. We recommend that this corridor not be designated as a freight corridor.	Pacific is a recognized conflicted corridor with a corridor study recommended. The treatments for freight accommodation may only consist of more durable paving and wider turn radii at key locations.	Show that Transit is the priority, Freight is the secondary, and conduct a study.	
20	94	Auto priority network	Suggest making all state routes auto priority networks. Pac Ave, for instance, was not included in auto network because it was on the freight and transit networks, but the	Recommend keeping map as is.	No Action	
21	121	Performance Measures	(additions) 1)Transportation Affordability Index 2)# of streetlights replaced with LED 3)# of Greenroads built 4)# of intersections with synchronization and updated signal timing 5)Bicycle Friendly Status	Recommend city staff review for availability of data and feasibility of regular monitoring	For #1, determine if it is easy to track equitability. If so, add that to the performance measures. For 2-4, no action. For #5, reference in the Performance Measures or Action Strategy Appendix.	
Network Maps					Transportation Commission Recommendation 4/15/15	Add a table of conflicting corridors with priorities that goes with page 104
Network Maps					Transportation Commission Recommendation 4/15/15	Take the dotted (secondary) line off the network maps

Additional Comments for TC to review (second priority)					
Comment Number	Page #	Section Title	Comment/Issue	Recommended Solution	Transportation Commission Recommended Solution
22	19	Coordination	Add: Work with existing partnering agencies to identify co-funding opportunities.	Recommend accept change	
23	56	Goals and Policies	Policy 1.4 - 1 sentence?		
24	57	Goals and Policies	Policy 2.2 - How to carry out "maximum considerations"?	Recommend drop "maximum"	
25	57	Goals and Policies	In Policy Intent, word choice for "remains in"	Recommend remove "remains in and"	
26	58	Goals and Policies	3.3 for all modes, and set at <b>higher</b> non-single occupancy vehicles (SOV) <b>levels</b> for RGCs than the rest of the city. (word choice with respect to targets)		
27	58	Goals and Policies	Spell out LOS (in 3.4) to distinguish from intersection operations LOS	Recommend accept change	
28	59	System completeness	Says it is a policy. Which policy number? Perhaps the policy should mandate use of this concept, and the pros/cons, details, and FAQ should be in the implementation section.	Recommend revise to "Policy 3.4"	
29	60	3.8	Equity in Transportation Support the transportation needs of traditionally underserved neighborhoods and vulnerable populations, as listed under Goal 2, through investment in equitable modes of transportation and equal spending throughout the City, in addition to potential catch-up investment for areas in need as necessary. What does "equal" mean here? especially given the green hierarchy and System Completeness model. Does this mean the same budget for projects (all) in every district?	Addressed in comment 5	
30	60		There should be a "Policies cont." at the top in green. There is a page in between the other policies	Recommend accept change	
31	61	3.17	Boost the efficiency, improve the safety, and reduce the environmental impact of the multimodal transportation system by taking advantage of intelligent transportation systems (ITS) and other technological innovations . really soft language	Recommend supplementing the language with additional recommendations: Incorporate ITS improvements into capital improvement projects, and the City should prioritize development of an ITS infrastructure plan for the City, with the goal of including more stand-alone ITS projects in the 6-year TIP.	
32	61	Goals and Policies	3.14 - Title - "(Light Rail)"?	Do we want to be technology specific with the title?	
33	61	Goals and Policies	4. - Environmental and Fiscal Stewardship - environmental already in goal #2?	Recommend change Goal 2 to "Community / Livability" and focus on environmental sustainability in Goal 4	
34	62	Policy 4.3	Section 4.3 Stormwater Management states: "Alleviate water pollution due to roadway uses by employing Best Management Practices for stormwater management, Low Impact Development measures, and effective street cleaning." Revise to include "Employ structural and operational best management practices for stormwater management to ensure stormwater discharges from roadways do not cause impacts to receiving waters. Encourage the use of Low Impact Development techniques to minimize impervious surfaces and minimize stormwater runoff."	No concerns with this language from staff / consultants.	
35	62	4.3	Stormwater Management Alleviate water pollution due to roadway uses by creating opportunities for less vmt employing Best Management Practices for stormwater management, Low Impact Development measures, and effective street cleaning. Language is Too soft.	See comment 34	
36	63	4.9 Street Maintenance and Rehabilitation	The maintenance backlog for traffic signals is just as dire (and definitely more impactful to safety) as the "pothole" issue and everything else explicitly stated on that list. Add "traffic signal systems" to the list between bicycle facilities and roadways.	Add as written	
37	64	5.7	Commute or Trip Options Reduce SOV trips by exploring programs and public-private partnerships that provide alternatives to driving a car alone through ridesharing, transit, bicycling, walking, or other options. Weak language	Recommend replace "exploring" with "supporting."	
38	66	Goals and Policies	6.9 - Title - "(Light Rail)" Network?	See comment 32	
39	74	Sidewalk quality table	Acceptable-other areas - Change from "Complete sidewalk on one side of roadway" to "sidewalks present"	Recommend accept change	
40	83	Transit	curb extensions - remove language "only if no transit delay." curb extensions are a transit-supportive measure, and support pedestrian connections to transit.	Recommend accept change	
41	85	Transit Map	Why is this route [S Stephens street streetcar] so close to the Union Ave route/corridor shown (which is more logical routing)?	Alignment is very conceptual at this time.	

42	120	Implementation	Revise text box language that says System Completeness "...does not prescribe that a certain speed or intersection delay threshold be met." Consider instead saying that performance is moving beyond simply measuring delay and becoming multifaceted? We still want to have some performance targets, especially for localized analyses/improvements.	Recommend revising language accordingly	
43	121	Performance Measures	GHG emissions - it would be more realistic to report VMT; we don't have the data to adequately report GHG attributable to all modes of transportation, or even just auto transportation, since this would need speed, delay, acceleration, vehicle type, etc.	Recommend adopting change	
44	121	Performance Measures	investment per mode - perhaps this could be measured by amount built on priority network?	There are three proposed investment per mode categories. Clarify that one is intended to apply explicitly to the modal network.	
45	123	Implementation	Delete first half of the sentence "The City cannot directly control how people travel..."	No concerns with this language from staff / consultants.	
46	n/a		Coordinate emergency response time with development	Does policy 1.5 cover this comment?	
47	n/a	Maps	Because Transit riders are generally pedestrians or bicyclists before and after they take transit, we recommend overlaying the pedestrian, bike and transit map to showcase what the future multi-modal system looks like to ensure that both Pierce Transit and City of Tacoma meet the objectives set under Policy 3.	Does all modes map on p104 address this need? Happy to provide this map to interested stakeholders offline.	
48		Freight Parking	In business districts, consider loading zones or other mechanisms for freight to make its way from trucks to businesses. Median islands make it impossible when on-street load zones are not available.	Include in Comment #50?	
49	102	TDM and Parking	When planning bicycle facilities care must be taken not to negatively impact businesses by removing parking (for customers, deliveries, etc.). Consider moving the bike lane to a street that does not require elimination of parking for businesses or can accommodate the bicycle facility.	Ties to Comment #50	
50	102	Parking Management	The Parking Technical Advisory Group (PTAG), formerly the Parking Management Advisory Task Force, was established in October 2009 (Ordinance No. 27840) to work alongside City staff to analyze parking policies and address parking issues within the downtown metered parking area. The PTAG influence has since grown to areas outside of the metered district, including reviews of off-street parking pricing and residential parking zones. The group continues to be an invaluable asset to the City as it provides varied and timely perspective as it reviews current parking policies and how they impact stakeholders. The group also makes periodic recommendations to the City Manager regarding policy and parking rate changes. Due to the dynamic nature of a parking system and the possibility of detrimental "unintended consequences", changes are made within a public input environment. These sessions have been instrumental in helping to educate and to help reduce impacts. A similar process should be utilized for mode use changes resulting from the "arterial priorities" in this document. The arterial changes could have a significant detrimental impact on critical on-street parking spaces that support abutting commercial properties, retailers, and businesses.	Replace 4th paragraph with this language.	

**Additional Comments**

Comment Number	Page #	Section Title	Comment/Issue	Recommended Solution	Transportation Commission Recommended Solution
51	2		In the six box grouping starting with "Being a Partner," I think "Protecting Community & Environment" should be moved over and be the first box in the upper left.	Recommend against, current ordering reflects policies	
52	2	Intro	Under Linking to Land Use box - add "the region's" before "Vision 2040" (same on page 10)		
53	11		Add Ruston to list of cities	Add	
54	11	Regional Context	Not that Tacoma has control, but after the highway system talk, include other modal options for completeness: "is served by PT, ST, IT, numerous regional recreational trails, and other state services such as Tahlequah Ferry and Amtrak."		
55	12		Text says "This TMP, combined with the Transportation Element of the Comprehensive Plan, fulfills [the GMA planning requirement]."	Recommend accept change	
56	13		include Pearl in State Routes	Recommend accept change	
57	13		Foss Waterway and Milwaukee Waterway?		
58	14		Pierce Transit - constructs improvements on City Streets and is a partner in constructing transportation capital projects.	Recommend accept change	
59	14	Intro	Under Pierce Transit - change "the disabled" to "people with disabilities"	Recommend accept change	
60	14	Intro	Blur out license plate in figure	Recommend accept change	
61	14	Relevant Plans	PSRC also maintains other transportation-specific plans. The Regional ITS Implementation Plan identifies South Tacoma Way and its connections to Pacific Highway/SR 99 and Pacific Avenue throughout the City as two Key Corridors in the regional ITS framework.		
62	15		Puyallup Tribe is also a partner in improving City streets which serve tribal community.	Recommend accept change	
63	15		Ruston is also an adjacent City.	Recommend accept change	
64	15		In the blue box, instead of "Other Tacoma Plans of Influence," I think it should say something like: "Other Influential Plans in the Making" or "Other Influential Plans." Feels clunky as is.	Recommend "Other Influential Plans"	
65	15	Other Tacoma Plans	It is the "Tideflats Emergency Response / Intelligent Transportation System" study	Recommend accept change	
66	19	Sustainability	Add "(VMT)" in second bullet	Recommend accept change	
67	19	Public Outreach	3rd bullet point under "Support All Modes" - word choice for "strategy"?		
68	19	Public Outreach	What is "Sustainable Transportation Analysis and Rating System"?		
69	21		The heading would read better if it said "Development Timeline." I don't believe we need it to say "TMP's."	Recommend "Timeline for Development of the TMP"	
70	21	Public Outreach	Change title to "Timeline for <b>THE</b> TMP's Development"	See comment 67	
71	21	Public Outreach	What do phases mean? (in headings for project schedule)		
72	21	Public Outreach	Hard to distinguish symbology for different public groups in chart		
73	25/26		Have symbols be smaller so the bullets don't get pushed off to the side so much	Recommend revise layout	
74	33	History	I thought St. Helens from at least 6th Ave north was an old trolley/streetcar segment?		
75	35	History	Growth table - if the projected growth were to be presented in this table, the format used (10-year increments) would show a forecast percentage growth (something like 15%) which looks big compared to historical growth. Nonetheless, it would be useful to have this information somewhere in this document (maybe an appendix?) because it helps determine how quickly the need will develop--and helps guide impact studies. I would like the bookend model forecasts already developed to be included somewhere in the document. Perhaps the expected range of forecast annual growth rates would be appropriate in the table (1.5% annual to 2040, for instance)?		
76	35	History	who all comprises this "many"? - "Initially envisioned as an important link for mobility, <b>many</b> now view I-705 as a major barrier between Downtown and the waterfront."	Clarify	
77	35	History	I suppose these stats are of interest to a limited few, but could be more meaningful by citing comparative stats from other cities similar to Tacoma: "As of the 2010 census there were 198,397 people, 78,541 households, and 45,716 families residing in the city. The population density was 3,865 inhabitants per square mile. There were 81,102 housing units at an average density of 1,619 per square mile."		

78	36	People and Economy	"expected to plan" - word choice ("can expect?")		
79	37	People and Economy	18 mixed use centers are shown, not 17, because DT shown, but it is a RGC, but so is Tacoma Mall	Recommend change 17 to 18	
80	37	People and Economy	"These RGCs represent an important subset of the City's designated MUCs," - correct terminology? Seems like a Regional Growth Center would be a larger class than MUC and RGC probably is a recognized regional characteristic while MUC is locally identified		
81	38	People and Economy	Current land use chart - can this [vacant development] availability support the envisioned growth of pop and emp? might have to note the vacancy rate for at least the "Commercial" column to suggest capacity for growth		
82	40		Charts should be centered above tide flats picture		
83	40	People and Economy	Missing footnotes in Jobs by sector figure	Recommend add footnotes	
84	41	Regional Trans Systems Today	add (JBLM) after Join Base Lewis McChord; add JBLM for <i>base</i> in "including pass-through <i>base</i> employees," in second column text	Recommend accept change	
85	41	Travel Patterns	There is a highways of regional "importance" typo	Recommend accept change	
86	41	Regional Trans Systems Today	Something seems off here, even though the percentages are of different things [referring to 45.9% and 54.8% for Tacoma in both pie chart figures		
87	42	Mode Split Table	Rename RGC Average to Regionwide RGC Average	Recommend accept change	
88	42	Mode Split	Column Titles: Make "center" -> "Regional growth center"	Recommend accept change	
89	42	Mode Split	Column Titles: Were SOV and HOV defined previously?	Recommend add "(SOV)" and "(HOV)" on p38 pr2	
90	42	Mode Split	is this Tacoma's RGC average? with column title change, may be able to just say "Average" or "Tacoma Average" - referring to mode split table, 3rd row	See comment 85	
91	43	Mode Split - Ped	High visibility crosswalk figure is not a good example - should at least have signs, if not beacons	Recommend swap photo	
92	43-47		What if the symbols came after the text or was smaller? I think it would look better to have the header/title line up with the text	Recommend revise layout	
93	44	Mode Split - Bike	Pac Ave example instead? - for shared lanes figure		
94	44	Mode Split - Bike	No figure example for Bicycle boulevard	Is "shared streets / bicycle boulevards" appropriate?	
95	44	Mode Split - Bike	what's the distinction between this [Shared Streets figure] and "Shared Lanes" above?	Recommend swap photo	
96	44	Bicycle	Good point in this section about performance measures and annual reporting in MoMap. Are all of these included in the TMP performance measures?		
97	45	Mode Split - Transit	the LRT is technically only a "streetcar" when traveling mixed with other traffic, which it does NOT do along most of Pacific Avenue; "Link Light Rail is a modern <i>street-car</i> that..."		
98	46	Freight	T-1/ etc shown; consider also showing STRAHNET		
99	47		The text box on the upper right should match with the text box under the pictures on the lower right	Clarify comment - referring to size and shape?	
100	48	Auto	"This TMP will reevaluate..." Change to present tense	Recommend "reevaluates"	
101	48	Mode Split - Auto	[Legend title for auto network figure ] V/C ratio not defined previously? mixing of metrics with title being "VC" [ratio] and color-coding being "LOS"?	Recommend change "VC Ratio" to "Level of Service"	
102	48	Mode Split - Auto	Blur out license plates in figure		
103	49	Mode Split - Auto	Grammar mistake - "The data to highlight locations..."	Recommend remove "to"	
104	49	Mode Split - Auto	"Puget Sound" on map should read "Commencement Bay"?	Recommend accept change	
105	49	Mode Split - Auto	Fatalities - hard to read numbers in red diamonds	Recommend remove numbers and use size only	
106	50	Forecasts and Growth	Should talk about travel demand implications of population and employment forecasts. More detail about this should be provided in the main body.		
107	54		Again, I think "Protecting Community & Environment" should come first in the upper left	Recommend against, current ordering reflects policies	
108	55		"1. Intergovernmental..." shouldn't be so close to the symbol		
109	56	Goals and Policies	PSRC Draft EIS for Transportation 2040 Plan - still a draft?	Recommend change to "Puget Sound Regional Council's Transportation 2040 Plan"	
110	56		Why doesn't this page have the symbol in the upper right light pages around it? I see, it's being used every other		
111	57	2.3	if you are saying "strive" for zero fatalities by 2030, just say striving now for zero fatalities. And why does this policy get a numerical target?		

112	57	2.5	what about reduced speed limits?		
113	58	3.2	Elevate active travelers and public transit riders in the planning and design (and funding) of streets using the Green Transportation Hierarchy. It isn't true if we don't put the implementation dollars to it.		
114	59		Blue is too bright. They should use the shade of blue/grey used previously as header color	Recommend accept change	
115	59	Goals and Policies	in Modal table - Write out percentage instead of just % sign	Recommend accept change	
116	59	Future Vision	System completeness - performance measures are listed as sample. Also, by having performance measures in description of system completeness, this implies that it is directly measured, instead of performance measures being used to select the projects on the list. System completeness is measured against the percent of projects constructed.	Clarify	
117	59	Goals and Policies	Modal table - are these to measure completeness or are they metrics for re-evaluating 20 yr list of projects?		
118	60	Goals and Policies	3.6 - "clear wayfinding" - what is intent of using this wording?	Recommend keep as is	
119	60	Goals and Policies	3.9 - "frequent collisions" - even if not ped-related?		
120	60	Goals and Policies	3.9 - "high quality" - intent?		
121	60	Goals and Policies	3.9 - "ADA" - and PROWAG?		
122	60	Goals and Policies	3.7 - "with disabilities using local, state, or federal design standards" - "or" condition...for federal requirements?		
123	62	Goals and Policies	bottom of first paragraph - "keep up with advances as they develop" - word choice for keep up with?	Recommend keep as is	
124	62	4.3	What about road diets? (for traffic calming and other streetscape and pollution reduction amenities)	Does this belong elsewhere?	
125	62	4.3	What about safe-routes to school and school speed zone tickets?	Does this belong elsewhere?	
126	62	4.3	What about something that says that on-street parking will not be prioritized if adequate off-street parking is available on roads with high priority transit, bicycle, streetscape, or stormwater needs.	Does this belong elsewhere?	
127	62	4.10	Prioritize roadway preservation projects and consider the long term maintenance costs of new capacity as part of the up-front cost of development.		
128	65		6.2 should be lined up with "6. Land Use and Transportation" on the left.	Recommend keep as is	
129	67	Layered Network	ITS can help tie most of those layers together.		
130	68	Climate Action Plan	Targets in CAP - are they reflectd in Performance Measures?		
131	68	Complete Streets Policy	Complete Streets Policy - Could this be viewed to be "out of line" with the layered system concept?		
132	69	Complete Streets Toolbox	Word choice for "ripe" at bottom of second paragraph	Recommend change to "good candidates for..."	
133	69	Complete Streets Toolbox	Blue box - "Is the roadway operating under capacity?" - even if by a fraction?		
134	70		you have Model Network twice on the same page. I would take out the first Model Networks and keep the second	Recommend change second "Modal Network" to "20-Minute Neighborhoods"	
135	70	Pedestrian Priority Network	Under Modal Network, second paragraph - Oakland -> "Oakland-Madrona" neighborhood	Recommend accept change	
136	70	Pedestrian Priority Network	Last sentence in second paragraph of Modal Network - "...but it also has no homes."	Recommend accept change	
137	70	Modal Network	discussion of 20-minute neighborhood says coverage in South Tacoma is more patchy. This implies sidewalk coverage is more patchy, and I don't think this was evaluated. This statement should say something closer to what is intended, like the centers are closer together in some parts of the City such as downtown.		
138	70	Pedestrian Priority Network	"walking", "the importance of people walking" - what about wheelchair users? "...people's accessibility"		
139	70	Pedestrian Priority Network	"A fragmented or missing pedestrian system is a major obstacle to active living, and contributes to obesity and other health related issues." - source?		
140	71	20 Min Neighborhoods	Why isn't Salishan a 20 min neighborhoods	See comment 16	
141	71	Modal Network Maps	Your map does not indicate the new Summit Public High School at the corner of Puyallup Avenue and D Street.	Recommend add school	
142	71	Maps	I think the downtown (including TDD) needs to be blown up to see the detail needed	Recommend add inset maps	
143	71	Pedestrian Priority	Dome District - C, D, G, 25, 26, and Puyallup Ave are primary pedestrian streets. G St is the dividing line for land use...G to Portland is industrial and G to Pacific is mixed use		
144	71	Pedestrian Priority	Our pedestrian corridor encompasses G, D, and C. Ped planning needs to take this into account		

145	71	Pedestrian Priority Network	hard to tell what the "sheds" are centered on and the use of something so close to white for the 10 minute, that outside the 20 minute ring, it looks to be the same		
146	72		the three pictures should be arranged on one side of the page or the other	Recommend revise layout	
147	72	Pedestrian	Title - Ped Facility Types -> to Ped Accomodations?	Recommend accept change	
148	72	Pedestrian	Pedestrian facility types - mixing and matching facility types, and types of accommodations. Also missing some treatments which facilitate crossings, such as hybrid beacons and full signalization.		
149	72	Pedestrian	Sidewalks - "Sidewalks are designated raised paths for pedestrians and non-motorized users to safely walk without the threat of vehicle traffic" - source? Not true for bikes in downtown		
150	72	Pedestrian	Title - Marked Crossings - should be a subset discussion of Crossings/Crosswalks		
151	72	Pedestrian	"...and high speeds need a dedicated crossing with high visibility crosswalks..." - need is strong language and what is meaning to lay person of "high visibility x-walks"?		
152	72	Pedestrian	"Crosswalks should be present every 600 feet..." - are these marked or unmarked? 600 feet measured from...?		
153	73		Have the two pictures be the same size.	Recommend resize photos	
154	73	Pedestrian	Top figure on page - "this is not a ped-actuated location (and shouldn't be associated with ped-actuated discussion since it could suggest all overhead warning beacons are ped-actuated)"		
155	73	Pedestrian	Replace "Flashing pedestrian" with "Pedestrian warning"		
156	73	Pedestrian	Replace "these signs alert" with "this treatment alerts.."		
157	73	Pedestrian	"the City's sidewalk data is out of date" - yet its being referenced/presented in this plan?		
158	73	Pedestrian	in toolbox - "longitudinal stripe vs. advanced design crosswalks" intent? Re-word		
159	73	Pedestrian	in toolbox - "buffers from vehicle traffic" - visibility?		
160	74		Center the "All Potential Projector" circle under the text on the right side of the page	Recommend revise layout	
161	74	System completeness	How does modal quality of service inform system completeness (which is based on projects)? This is described on Page 79 for bicycles, and perhaps a similar explanation should be included for other modes which discuss system completeness.		
162	74	Pedestrian	LOS - spell out for its use in this context		
163	74	Pedestrian	"higher-order" roadways -> change to "higher classified"?		
164	74	Pedestrian	Regarding the two tables - if you're just trying to achieve "system completeness," why would you strive to also achieve a "high" quality of facility...what's the motivation and/or why have a distinguishing characteristic?		
165	74/122	Performance Measures	performance measures shown under each mode (future vision). This creates confusion with performance measures in implementation chapter.	Clarify	
166	75	Bike Priority	Last sentence, first paragraph - hypen between cross town		
167	75	Bike Priority	Source: Portland, OR DOT - is there not a more national-level source for this same data?		
168	75	Bicycle Priority Network	The public outreach comments and MoMaP both identify a need for better bicycle detection. Some mention should be made as to the importance of traffic signals and other crossing treatments for network connectivity. The best safe and well-defined/protected linear facilities will not do much to attract the Interested But Concerned crowd if intersections are still a worrisome thing and the legacy of loops in Tacoma do not routinely and reliably detect cyclists. That being said, do not explicitly call out loops; the City would like to utilize more camera technology that will not get ground out of the pavement.		
169	76		The people symbol on the map. Should it be up by "Bicycle Priority Network" and not on the map?	Recommend keep as is	
170	76	Bike Priority	Commuter bike paths on Puyallup Avenue to TD Station		
171	76	Bike Priority	Bike Connection to Prairie Line Trail		
172	76	Bike Priority	Add bike lanes in neighborhood near Dash Pt Park. Lots of bicyclists and they don't always know where to go.		
173	76	Bike Priority	Add a bike route on N 21st between Pearl and Division		
174	76	Bike Priority	Bike facility paralleling SR-509 is identified as cycle track. This should be more general, since the type and location of facility have not yet been identified. E.g., a shared-use path may be appropriate. Moreover, the easterly connection to PLT may not be best supplied on 21st.		
175	76	Bike Map	In Legend - Shared Lane Marking - are these indicated on speed-appropriate roads (25 MPH)?		
176	76	Bike Map	Why are the parallel cycle tracks so close to each other?		
177	76	Bike Map	Why BB on Thompson?		
178	76	Bike Map	Why discontinuity in facility type [along 96th] if this is a long range/master plan?		
179	77	Bicycle Infrastructure	Eliminate physical barriers on bike lanes	Recommend keep as is	
180	77		The pictures would look better if centered under the text. Use space better	Recommend revise layout	



181	77	Bicycle Infrastructure	Bike Racks-A system to encourage businesses, stores, hospitals, (really anywhere) to increase the presence of bike racks for parking. This could be done through incentives, competitions, or educational flyers around how offering bike racks could be beneficial to their business by reaching out to a wider customer base.		
182	77	Bike Facilities	"...increase roadways efficiency for more bike and motorist volumes." what if the bike lane took the place of a vehicle lane then the vehicle efficiency wouldn't be improved		
183	77	Bike Facilities	"most appropriate on streets with less than 3k daily vehicles and a posted speed limit of 25 MPH or less" - basis for such a limiting criteria?		
184	77	Bike Facilities	Picture shown has speed limit of 30MPH, not 25 MPH		
185	77	Bike Facilities	Buffered Bike lanes - "room to pass each other" - not really the buffer's intended purpose		
186	77	Bike Facilities	Why not use Mildred photo??		
187	77	Bike Facilities	Top left figure - how about an example with the bike lane sign not on a utility pole (since this installation is usually not permissible)?		
188	77	Bike Facilities	Protected facilities - "feel stress" - word choice?		
189	77	Bike Facilities	bottom left figure - this isn't an example of a "protected" facility is it?		
190	78	Bike Facilities	Bike boulevards - "Bicycle priority is indicated..." word choice - the use of "priority" in this sense vs. the "priority networks"		
191	78	Bike Facilities	Left figure - poor non-local example? Why not park ave example from Top 4 Bikeways project		
192	79	Bike Priority	Last paragraph - "Under this approach, MLK Jr Way..." may be a poor example to use based on it being part of the LINK expansion route, which would change the overall roadway configuration, etc		
193	79	Bike Priority	Regarding the table (same as pg 74) - if you're just trying to achieve "system completeness," why would you strive to also achieve a "high" quality of facility...what's the motivation and/or why have a distinguishing characteristic?		
194	79	System Completeness Framework	Does MLK Jr. Way have bike lanes and is a cycle track actually proposed? J is the higher priority in this vicinity. And then a little further east, Yakima is the cycle track contender.		
195	80		The bus symbol should be moved over so it doesn't encroach into the margin. The previous symbols have been like that	Recommend move symbol	
196	80	Transit Priority	First paragraph - change period after management to comma	Recommend accept change	
197	80	Transit	Express buses between major hubs. Pierce transit serves a pretty large area, and some bus routes are very long, making them unattractive. Is it possible to have a hourly express bus that goes from transit center to transit center without stopping along the way?		
198	81	Transit Priority	Also would like to know why bus transit is using Puyallup Ave a busway rather than 26th which they had said they were going to use as access to TD Station.		
199	81	Transit Priority	how far is it to walk to transit? add a transit route between N 21st and 11th		
200	81	Transit Map	why so many "high" intensity in downtown...yes, the frequency is there, but that's about it (incongruent with "appropriate modes" per next page		
201	81	Transit Map	no HCT east-west in the southern portion of city?		
202	82	Transit Priority	add commas after using "e.g."	Recommend accept change	
203	82-83	Transit	Make color of columns / headings match map color	Recommend accept change	
204	82-83	High Intensity vs. Capacity	Was intent to call out High Intensity to correspond to the figure?	Recommend keep as is	
205	83	Transit Priority	row 5 - hyphen in second column for "in lane"	Recommend accept change	
206	83	Transit Priority	row 3 - "dedicated right of way or transit priority lanes" (and improving by only 10%) seems like an "easy" achievement that requires a significant ROW burden		
207	83	Transit Priority	row 5 - "selective use of curb extensions" - what about ped/transit relationship?		
208	83	Dedicated ROW	This may require a Street Occupancy Permit or other Agreement between City and Transit for exclusive use rights.		
209	83	Provision of Curbside...	Why is this a City responsibility and not that of the Transit partner operating the facilities?		
210	84	Transit Priority	Add comma after i.e. in second paragraph	Recommend accept change	
211	84		In the first paragraph, add after "...dedicated right of way, and transit priority lanes" : This may require a Street Occupancy Permit or other Agreement between City and Transit for exclusive use rights.	Recommend review by city staff	
212	84	Transit Priority	"ripe" in first paragraph - word choice		
213	85	Transit	HCT figure - how to convey reasoning behind cross-connection at Stevens?		
214	85	Transit	HCT figure - G Street connection to 34th/Pacific? Why not looped (or omitted)?		

215	85	Transit Map	Referring to streetcar line near Thomson Ave - odd route? - non-looping		
216	86	Transit	"The 2015 Element will identify..." That is this document?	Recommend change to "The 2015 Transportation Element of the City's Comprehensive Plan will identify..."	
217	86	Transit Priority	3rd para - "The following criteria should be used to prioritize corridors:" Word choice suggests these criteria wouldn't necessarily need to be followed		
218	88		The freight symbol is in the margin. (see previous comment) Picture should probably be a little smaller and not extend to the far edge	Recommend move symbol	
219	88-89		I think the bullets are too far to the right. They should be moved over to the left and line up with the paragraph above	Recommend keep as is	
220	89		Top right bullet should have a little extra space away from the Tacoma symbol	Recommend revise layout	
221	90		The Freight symbol is on the picture. Should it be next to "Freight Priority Network"?	Recommend keep as is	
222	90	Freight	Confirm Heavy Haul on SR-509 should continue to Norpoint	Recommend continuing to Norpoint	
223	90	Freight Map	Does the heavy haul end halfway up SR 509, as indicated?	Recommend continuing to Norpoint	
224	92		Symbol in the margin	Recommend move symbol	
225	92	State Highways and HSS	Include SR 163 in the description of state routes.	Recommend accept change	
226	93		Text on right side too close to symbol. Left and right text should match up. Drop lower on page and shrink the picture of Tacoma	Recommend revise layout	
227	93	Auto priority network	On legend - hard to distinguish minor arterial and collector	Definitely true on inset	
228	93	Auto priority network	in description of roadway classifications on right side - "protected" is odd word choice...what is the intent?		
229	94	Maps	Maps should show future route for 167 extension (even though it's not in the city)	Recommend accept change	
230	94	Auto Priority	Auto Priority on S 21st all the way to MLK, with no elimination of vehicular lanes for bicycles		
231	94	Auto Map	Large area of no N-S auto corridors in SE section of map	Pacific	
232	94	Auto Map	Dead end extension of priority route at Division Ave?		
233	94	Auto Map	Why is 15th St auto priority network between Cedar and MLK way?		
234	94	Auto Map	Why does network have little spurs in north downtown?		
235	95	Auto priority network	Change Access Spacing to Signal Spacing	Recommend accept change	
236	95	Auto priority network	Driveway spacing - further to farther	Recommend accept change	
237	95	Auto priority network	Access management - "...to adjacent parcels through roadway [INSERT "and driveway"] design."		
238	95	Auto priority network	Access management - "...for all different types of roadways." - word choice?		
239	95	Auto priority network	Driveway spacing - "Fewer driveways [INSERT "including combining access points for shared access],..."		
240	95	Auto priority network	Separated Turning Lanes - "as well as roundabouts" seems out of place, especially given the next bullet title, "Roundabouts"		
241	95	Auto priority network	Separated Turning Lanes - keeps through-traffic flowing (safety too)		
242	95	Auto priority network	First paragraph - Change "Department" to "Section"		
243	96		Bullets should be moved to the left and line up with margin	Recommend keep as is	
244	96	Auto priority network	Roundabouts - change "crash severity" to "the severity of crashes"	Recommend accept change	
245	96	Lighting	use unlit instead of unlighted?	Recommend accept change	
246	96	Auto priority network	Before Lighting - talk about pre-existing hurdles with respect to current/established land uses and their access points?		
247	96	Auto priority network	first bullet under lighting - "...occurs in <b>dark conditions</b> " - source?		
248	96	Auto priority network	first bullet under lighting - "crossing locations" - all locations, no matter the ped/veh vols?		
249	96	Auto priority network	what is source of second bullet point under lighting?		
250	99		I wouldn't have (TDM & Parking) in header. You mention it in the opening paragraph and then define it in the following one	Recommend accept change	
251	99	TDM and Parking	Spell out TDM and TMA		
252	99	TDM and Parking	In heading title for Commute Trip Reduction, add "(CTR)" and "(DOTG)"		
253	100		Biking looks lonely above the picture. It would be better to have text wrap around the picture	Recommend revise layout	
254	100	TDM and Parking	Missing period after first paragraph under Biking	Recommend accept change	
255	101		Orca card in the margin	Recommend move symbol	
256	101		Guaranteed is misspelled as gauranteed	Recommend accept change	
257	102		I would have text wrap around zip car. Carsharing header looks lonely	Recommend revise layout	
258	102	TDM and Parking	Spell out VMT	Recommend accept change	
259	102	TDM and Parking	Hyphen between University of Washington, Tacoma	Recommend keep as is	

260	102	TDM and Parking	Why advertise [Zipcar]...not the only "Carsharing" program (even if it's the only in Tacoma right now)		
261	102	TDM and Parking	last sentence, first column - don't the MUCs have time-restricted parking?		
262	102	Flexible Work Arrangements	Even when a travel day is not eliminated, offsetting one's commute from the peaks (9:30 to 6:30 five days a week) is another way flexibility can influence the peak demand.		
263	104	All Modes Map	In legend - walk sheds - referred to by minutes in prior map [now by mile/half-mile] - still issue with coloring		
264	105	Roadway Typologies	Why is Green Transportation Hierarchy discussions split in two between second and third paragraphs?		
265	106	Matrix	Could benefit from matrix being landscape on its own page		
266	106	Matrix	besides the matrix below, with their be a dichotomy key for assessing what elements "fit" with a combination of priority mode and secondary mode?		
267	106	Matrix	Reversed hatching for CTL (backwards)		
268	106	Matrix	Referring to bike treatments - are the diff. treatments from one side of road to the other intended to just show the options or would they really be different on one side vs. the other?		
269	106	Matrix	Second para - "green painted SLM are provided" - only allowed as "experimentation" per FHWA at this time		
270	108	Project List	A sample Ped/Bicycle/Trail project should include "APS and bicycle signal enhancements" or something to that effect to provide a project basis for critical cost-effective treatments at spot locations that are barriers to connectedness and usability of the greater network.	Recommend accept change	
271	108	Project List	Browns Point / 33rd intersect at acute angles; intersection is confusion for drivers and pedestrians	Add project to realign 33rd NE so it intersects Browns Point Blvd at close to a right angle, consider NB left turn lane and pedestrian crossing improvements.	
272	108	Project List	Pearl St & 6th Ave. Not pleasant to walk, drive, or bike through. A bike boulevard at N. 11th ends with no easy connection to the Scott Pearson Trail, the shopping/dining/exercise facilities on 6th and Pearl. In an ideal world, a cycle track or shared use path, would connect Fircrest to Point Defiance via Pearl. Connecting to the Scott Pearson Trail, the planned cycle track on S 12th, and multiple other avenues more friendly to people on foot and bike. There are already sidewalks along the east side of Pearl that could be converted to a wider two-way path from SR16 north to N45th, and the path could cross Pearl at 6th to continue on the west side of Pearl until the Tacoma boundary.		
273	108	Project List	Biggest worries with the TMP is the lack of a east/west connection for people on bikes serving the Westgate-N 21 corridor. There is a bike boulevard in the area, but bike boulevards are not nearly as efficient and involve uncontrolled (read: dangerous) crossings		
274	108	Project List	the 6th Avenue/Division corridor was only planned to have shared lane markings for people on bikes. Wouldn't it make sense to at least have a bike lane? As is made clear in the TMP, 6th and Division are not planned as a primary route for cars. Making the corridor more walkable will give small business more foot traffic, and make it easier for people to complete the short trips they take from home to store, and between different neighborhoods. But, there should be a legitimate infrastructure for people on bikes. The planned bike boulevards do not serve the same purpose, and have no meaningful connections to businesses in the area. There is no comfortable, efficient, way to ride a bike from the Stadium District to the main business district on 6th Ave.	We should consider elevating bikes on this corridor to receive a higher treatment	JR
275	108	Project List	no bicycle connection from the Dome District to Downtown and Prairie Line Trail	suggest they consider extending the bicycle path from D street to Puyallup to "A" street (pedestrian only), to Pacific Avenue and providing safe crossing at 21st intersection to Prairie Line Trail. We will be most likely have a new mixed use residence coming soon and leisure travelers from Amtrak - FHS, and bicyclists could have a route from Dome District to Downtown and waterfront - back to Dome District.	
276	108	Project List	"...TMP is setting a very long term vision for Tacoma" - I don't think 20 years is "very long"		

277	109	Project List	"Intelligent Transportation Systems to move people and goods more efficiently without adding lanes." should be included in the Auto Projects list. Or at the very least, a Citywide ITS Architecture Plan should be identified "to strategically plan for future ITS and leverage grant funding"		
278	113	Implementation	First bullet point in financial - "(1-10)" "labeled"? Same for second bullet point	Recommend accept change	
279	113	Implementation	Under "Existing Revenue..." change "10 types shown" to 11 (there are 11 shown)	Recommend accept change	
280	113	Financing	Don't pull funds from other services. Again, this comes from me just learning about this transportation plan. But in the process of creating a better system I don't want to cut other public services. Find new/different funding sources to do this.		
281	114	Implementation	3. - "It is estimated that the City..." it's been in place for almost two years...use actual instead?		
282	116		Can blue box be level with header in adjacent paragraph	Recommend revise layout	
283	116	Implementation - Revenue	Revenue - Close with stronger statement that says Tacoma needs to increase transportation funding. The options herein provide new sources of revenue which could help provide the funds needed		
284	116	Implementation - Revenue	In table - Impact Fees are available. Use something else to indicate uncertainty in amount without implying uncertainty in applicability	Clarify	
285	116	Implementation - Revenue	Text box - performing an impact fee study is a near term action of this TMP. What does this mean? Tacoma should implement an impact fee feasibility study?	Clarify	
286	116	Implementation	Last paragraph, second to last line - "number of trips that the projects will accommodate" - who's computing/maintaining this characteristic		
287	118	Implementation	G. - last paragraph - change lights (in 1.) to "beacons"?	Recommend accept change	
288	118	Implementation	D. - "Tax-exempt carpools, vehicles with handicapped decals,..." - "disability parking..."?		
289	119	Implementation - Revenue	Notes about Mayor's proposed ballot measure - remove; the likely measures are addressed in other items in this section.	Recommend review by city staff	
290	119	Implementation	H. - no commentary like the other topics?	Recommend add language	
291	119	Implementation	I. - Second paragraph - I thought the TBD fee could go to \$40 without voter approval?	Recommend review by city staff	
292	119	Implementation	I. Paragraph in second column - "The Municipal Research and Services Center's list of cities and counties [INSERT "in WA"?"	Recommend accept change	
293	119	Implementation	J. Insert after first paragraph - "Although the public did not provide enough voter support..."	Recommend add language	
294	121	Implementation	Data source in table should be specific. Or, description should be specific. At least, I want a white paper on each to ensure it is achievable		
295	121	Implementation	Table - for some metrics, it seems like it could fluctuate from one evaluation/quantification to another in the future...how does the "system completeness" approach account for this dynamic?		
296	121	Implementation	Referring to Data Source column - the data needs could have some unintended burdens (but may be necessary) on City resources		

297	121	Performance Measures	AIR QUALITY Tacoma's Green Ribbon Climate Action Task Force recommends exceeding the Kyoto Protocol by establishing even greater GHG reduction targets as part of the CAP. From 2000 to 2012, Tacoma reduced its greenhouse gas emissions from transportation sources by 15 percent, a strong step toward meeting its goal of reducing emissions to 15 percent below 1990 levels. By 2020, our goal is 40% reduction of ghg below 1990 levels.		
298	121 & 127		better when there is a little space between Tacoma symbol and text	Recommend revise layout	
299	122	Performance Measures	performance measures should be explicit, so we know what data is being tracked with each one.		
300	122	Implementation	How to measure "Increase in number of people and / or volume of goods moving through arterials"?		
301	122/124	Performance Measures	investment per mode - performance measure is not useful in selecting new projects for the project list, more as way to encourage balanced implementation of the project list. It is more useful as a reporting tool.		
302	122/124	Performance Measures	investment per mode - project lists are not adequate for tracking this, since every project's goal is to accommodate every mode.		
303	123	Implementation	In table - define what ACS is	Recommend add footnotes	
304	123	Implementation	Tacoma is aiming for ? Elsewhere, or in the TMP? If in TMP, should we state Tacoma should aim?	Clarify	
305	123	Implementation	Basis for mode split goals?	Clarify	
306	123	Implementation	In mode split table - with the bike/walk modes probably the least "attractive" for a SOV user to switch to, is it reasonable to expect the same percentage growth as the other modes?		
307	124	Implementation	Second para - concern about accuracy of VMT from this source (referring to WSDOT HPMS)	Recommend review by city staff	
308	124	Implementation	VMT - instead of saying Tacoma needs to conduct a travel survey, talk about other commercially available sources of data, such as INRIX?		
309	124	Implementation	Equity - areas have experienced lower level of investment - what is the basis of this statement?		
310	125	Implementation	Instead of saying City should monitor WSDOT collision data (which is available on an annual or by-request basis from WSDOT), just say monitor collision trends (We review TPD records and our collision database is automatically updated with information from TPD).	Recommend accept change	
311	125	Implementation	What is % of school walk routes with bike and ped, and why is it a metric? TPS sets walk routes based on available sidewalk infrastructure and safe crossings. While they coordinate with the City, they are the agency in charge of school walk routes. If they change the route, this metric would obligate the city to install a separated bike trail/ cycle track on the new route?		
312	126	Leveraging Non-City Funds	"Port of Tacoma Road from East 11th Street to Marshall Avenue"	Recommend accept change	
313	131	Chapter 6	Title Future Conditions--should this be beyond 2040?	Recommend keep as is	
314	131		"2040 & Beyond." It may look better to have "2040 and Beyond" when it's in a header	Recommend accept change	
315	131		"Saturation of women in the workplace..." Is this true?		
316	131		Trends only say auto-oriented. What about all infrastructure? Do we have ANY data to talk about what that will be? If uncertain, say so.		
317	132	Future Conditions	Under Technological - change "accidents" to "collisions"	Recommend accept change	
318	132	Future Conditions	Top figure on right - is this pic from Tacoma?		
319	All	All	Green Text hard to read on screen.	Recommend review color	
320	All	All	Electronic layout is nice. How will it be delivered to the City in a format which allows future modifications?		
321	Appendix	MoMap update	Why titled MoMap update? How can we include the important information without creating the impression that there are two parallel documents, or introducing the potential for conflicting information?		
322	Glossary		Add MoMap	Recommend accept change	
323	n/a		Security is top priority; lighting, surveillance, response, patrol	Acknowledge importance of CPTED as a design component. Also, within existing context discuss City's practices related to safety and personal security.	
324	n/a	Maps	All maps need to be bigger so that you can really see what street is being designed. It's hard to differentiate Market from Fawcett from Commerce, etc.	Consider 11x17 maps	
325	n/a	Bicycle Education	Increased Education to both drivers and bikers regarding visibility and safety of cyclists. Fewer accidents would encourage greater confidence in cyclists and would decrease tension between drivers and bikers		
326	n/a	Vision & Goals	Looks very good, nice job all of you		

327	n/a	Maps	Give to road profiles for the commercial centers & downtown a special box because they should not have any road calming of division in teh center of the road (medians or suicide lanes) as they have the tendency to be for the car rather than the pedestrian (shopper, customer, or client). Add that lane to the sidewalk in front of the buildings making them wider for stores and cafes to spill out into giving these commercial centers more buxx and active edges.		
328	n/a	Freight Priority	The slip ramp would certainly help the truck traffic. are they really a dead issue? (509 slip ramps)		
329	n/a	Maps	Maps to be clear and each community detailed and street along with the mode networks		
330	n/a		Look at improving trnsportation problem from Tacoma on I5 and bring Link Lt Rail from SeaTac to Tacoam Dome (preferrably Hwy 99)		
331	n/a		Plan for connectign D Street to Puyallup Ave to Prairie Line Trail and Dock St connection back to D		
332	n/a	Pedestrian Priority	Identify ped corridor - safety crossings at C, D, and G between 26th & Puyallup Ave. high traffic with ped traffic, especially at Dome events. no crosswalk on C Street		
333	n/a		Add a water taxi/mosquito fleet between Pt Defiance or Ruston and Thea Foss.		
334	n/a		Too much traffic in downtow, add growth to mall area		
335	n/a		More avenues = tree lined streets		
336	n/a	Modal networks	Would like a more clear / repeated definition of priority - does not imply that these modes are not accommodated on other corridors or that the identified corridor does not accommodate other modes.		
337	n/a	travel forecast	There does not seem to be much discussion of future demand, e.g., demand consistent with Transportation 2040 and then beyond. The two future forecasts will be important for identifying an unconstrained project list.		
338	n/a	All	No figure #'s?		
339	n/a	Bike Map	Cycle Tracks seems to be used/shown within the proposed Bike network as a "higher quality" facility, which they certainly can be for bicyclists; however, they have drawbacks (especially if intended to be two-way flow on one side of the road). If the intent is really to mean "protected" bike lanes, then why not use that term, which is used more so than cycletracks within the actual Plan content.		
340	n/a	Bike Map	why N-S BB on Thompson when Park provides the same level of facility with better continuity?		
341	n/a	Bike Map	Seems like too many bike lane facilities paralleling one another in the same area (Alder, Proctor, Union)		
342	n/a	Bike Map	Referring to SLM on Ruston Way - I don't think this is intended to show as a Shared Lane Marking...Ruston Trail provides a shared use path already		
343	n/a	Bike Map	Seems like N 45th St. should be a bike lane connection instead of a BB		
344	n/a	Context	In context chapter, give current Transportation Affordability Index rating		
345	n/a	General	I think that this reads much more like a traditional comp plan element (pages of goals and good intention statements [policies]) and not like a Master Plan, with clear targets and current status (baseline) upfront, and implementation "projects, programs, and strategies" following.		
346	n/a	MoMap	It seems clunky and uncoordinated to have the relatively old (5 years) MoMap just referenced as almost an appendix, especially when active transportation is seemingly such a high priority.		
347		Appendices	Appendices should include Project List, Complete Streets, Model Calibration, MoMap update, and Modal Implementation Strategies/Selction and Prioritization Criteria. Also, Impact fee white papter?	Recommend confirm with city staff	
348		Appendix	Include pedestrian crossing prioritization project summary document as part of pedestrian modal prioritization discussion.		
349			Show map of trails / unimproved trails / non-row trails.	While it is important to show trails as background/information to ped and bike maps, as these off-street trails connect to the on-street network, recommend separate maps for clarity and ease of understanding. Further recommend mapping/indicating which trails accommodate modes.	
350		Freight Priority Network	During inclement weather, freight routes in downtown need to be preserved and considered. East-west streets can exceed 20% grade making it not feasible for access	Add as consideration in freight section	