Agenda Item E-1

City of Tacoma
Planning and Development Services

To:	Planning Commission
From:	Lihuang Wung, Planning Services Division
Subject:	**Joint Meeting with the Transportation Commission**
Date of Meeting:	September 17, 2014
Date of Memo:	September 11, 2014

As part of the Planning Commission's meeting on September 17, 2014, there will be a joint session with the Transportation Commission to discuss the working relationship between the two commissions and review draft materials from the Transportation Master Plan (TMP).

The Transportation Commission was established by the City Council on May 7, 2013 per Resolution No. 38669 for the purpose of advising the City Council on transportation-related matters. In cooperation with Public Works staff and consultants, the Transportation Commission has been leading the development of the TMP at the request of the City Council. The TMP will also fulfill the requirements of the Washington State Growth Management Act (GMA) and the Puget Sound Regional Council's (PSRC) VISION 2040 multicounty planning policies.

While the Transportation Commission is leading the development of the TMP, the Planning Commission's responsibilities, pursuant to the Tacoma Municipal Code Chapter 13.02, include the integration of applicable elements of the TMP into the Comprehensive Plan, ensuring internal consistency with other elements of the Comprehensive Plan, and ensuring consistency with multicounty and countywide planning policies. It is also imperative for the Planning Commission to help ensure that the City's Comprehensive Plan and transportation related provisions receive proper certification by the PSRC in order to maintain eligibility for transportation funding.

Attached is the "Reporting Tool for Local Comprehensive Plans", excerpted from the PSRC's *Policy and Plan Review Manual*, which serves as a checklist and a communication tool between the PSRC and local jurisdictions for plan certification purposes. This plan review toolkit summarizes the required transportation elements of the Comprehensive Plan and should be a helpful reference for the Transportation Commission, the Planning Commission and staff in developing and reviewing the TMP.

At the joint session, staff will report on the status of the TMP, focusing on the following two components:

- Goals and Policies – Staff will present the draft Goals and Policies of the TMP. The Transportation Commission has been reviewing existing goals and policies in the Transportation Element of the Comprehensive Plan and identifying new goals consistent with City Council priorities.

- 20-Minute Neighborhoods – Staff will provide an overview of the 20-minute neighborhoods concept and the work done by the Transportation Commission's Bicycle and Pedestrian Technical Advisory Group to address multimodal access. The 20-minute neighborhood is the preferred approach using the "3 Ds" – density, distance, and destinations.

Attached are draft document and presentation materials associated with the above topics provided by Justin Resnick of Fehr and Peers, consultants assisting on the development of the TMP.

The goal of the joint meeting is to establish closer working cooperation between the commissions and to ensure the TMP's review and adoption process is carried out in a practical, effective and efficient manner. The Draft TMP is expected to be completed in December 2014, followed by its integration into the Comprehensive Plan and the public review process in early 2015. In order to ensure an efficient meeting and a timely review of the TMP, the Commissioners are suggested to come prepared with questions. If we are unable to get to all of the questions at the meeting, there will be opportunity for follow-ups with the Transportation Commission and consultants. If you have any questions, please contact me at (253) 591-5682 or lwung@cityoftacoma.org.

Attachments

c: Peter Huffman, Director

part 3: reporting tools

A set of *reporting tools* have been developed to assist countywide planning groups, local jurisdictions, and transit agencies as they work on updates and amendments to their policies and plans. These resources should be used in concert with the VISION 2040 document itself, which provides the broader context, as well as goals and explanations for the specifics and issues outlined here.

The reporting tools are also designed as an agency-to-agency communication piece as part of the Regional Council review of countywide planning policies, local plans, and transit agency plans. They provide the primary information used in assessing the consistency of policies and plan with VISION 2040 and relevant planning provisions in the Growth Management Act. Reporting tools for jurisdictions and agencies submitting policies or plans for review can be downloaded from the Regional Council's website at:
http://www.psrc.org/growth/planreview/reporting-tools/

Each of the reporting tools has two parts: a checklist and a set of related questions.

Checklist portion. The *checklist* part of each reporting tool is designed to serve as an aid to highlight key provisions that should be addressed as policy and plan updates and amendments are being prepared. Plans can demonstrate consistency without necessarily checking off each and every item listed on the checklists. In other words, other approaches and provisions may be appropriate and acceptable. (Note: Appendix E is designed to provide more detailed and in-depth information on issues and topics to be addressed in policies and plans.)

Set of Related Questions. The second part of the reporting tool includes a set of related *questions*. The questions are structured to focus broadly on the key themes in VISION 2040 and, where appropriate, planning requirements in the Growth Management Act. Countywide planning groups, local jurisdictions, and transit agencies are asked either to provide brief responses to each of the questions or to follow the outline of the questions and develop their own narrative to explain how their policies or plans address the major elements of VISION 2040.

Submitting a Completed Reporting Tool

The reporting tool includes two parts: a checklist and a set of related questions. The checklist part has been designed to assist staff in developing plan amendments and updates. The checklist is just that – a list of issues that simply could be "checked-off." The set of related questions should be used to explain why an item is not checked-off or maybe only partially addressed.

The plan document or amendment must also be submitted to the Regional Council as part of the review process.

Reporting tools and plan documents can be submitted to PSRC for review at: http://psrc.org/growth/planreview/reporting-tools/

When submitting a *reporting tool*, short responses are requested that summarize how the policies or plans address specific issues. In addition, citations or references to the policies or plans are useful. Any issue on the checklist that is not addressed should be explained.

What About Amendments? If a set of policies or plan is only being amended in part, then it is appropriate for only that portion of the *reporting tool* that relates specifically to the topics addressed in the amendment to be completed.

When Should the Reporting Tool Be Submitted? You are encouraged to begin working with the reporting tool at the very beginning of your update or amendment process. In particular, the checklist portion of the tool can be of value as you scope issues and topics to address.

An initial draft of a completed reporting tool can be submitted at any time while policies and plan provisions are being drafted – particularly to solicit review and comment from Regional Council staff. If not submitted earlier in the process, the reporting tool in draft form should be provided to the Regional Council no later than during the final 60-day review period before the update or amended is scheduled for adoption. If there are changes to any policies or plan provisions at the time of adoption, then associated revisions to the reporting tool should be provided to the Regional Council – along with the final version of the adopted policies or plans.

REPORTING TOOL FOR LOCAL COMPREHENSIVE PLANS

Local comprehensive plans are at the heart of planning under Washington's Growth Management Act. And they are the primary vehicle for implementing VISION 2040. At a minimum, local comprehensive plans should address the specific VISION 2040 implementation actions identified for counties and cities. They should also address each of the main policy topic areas and subtopics in VISION 2040 – since the multicounty planning policies serve as the established regional guidelines and principles required in state law to guide both regional and local planning.

For certification purposes, along with addressing the multicounty planning policies, the transportation-related provisions in local comprehensive plans need to demonstrate that they are consistent with *Transportation 2040*, the region's transportation plan, which also serves as the functional transportation element of VISION 2040. Finally, the local transportation provisions must also show that they have addressed the transportation planning requirements in the Growth Management Act.

Note: In addressing VISION 2040 and its related implementation actions, local jurisdictions determine what level of detail is appropriate in the comprehensive plan versus other planning documents or tools, such as development regulations, design standards, and other programs.

Overview of the Reporting Tool for Local Comprehensive Plans

The reporting tool has two parts: a checklist and set of related questions. The *checklist* portion is designed to provide local jurisdiction staff and other interested persons with an overview of the primary topics and issues to be addressed in local plans. The second part of the reporting tool includes a set of related *questions*. When answering the questions, please explain any provisions you are not able to check-off on the checklist.

The reporting tool is arranged according to the topic areas for the multicounty planning policies, with an expanded set of criteria for transportation – based on *Transportation 2040* and Growth Management Act requirements for transportation planning. It also addresses other issues related to VISION 2040, such as the *Regional Growth Strategy*, implementation actions, and monitoring. More in-depth guidance on specific issues is available in *Appendix E-2*.

Certification Requirements

To be certified, consistency must be demonstrated with: (1) the entire set of multicounty planning policies in VISION 2040, which serve as regional guidelines and principles, (2) Transportation 2040, the regional transportation plan, and (3) the transportation planning provisions in the Growth Management Act.

Reporting on VISION 2040 Implementation Actions. The review process also provides the opportunity to report on work taking place related to implementation of VISION 2040 actions. The reporting tool includes a question designed to gather information on implementation actions directed to local jurisdictions.

Regarding Amendments

For submitting amendments to comprehensive plans, please only use the portions of the reporting tool that specifically deal with the topics or issues addressed in the amendments. It is not necessary to complete the entire reporting tool.

reporting tool B: local comprehensive plans

part one: checklist

General Multicounty Planning Policies

- ✓ Describe planning coordination with other jurisdictions and agencies (including, where appropriate tribes) *(MPP-G-1)* ☐
- ✓ Describe efforts to identify existing and new funding for infrastructure and services *(MPP-G-3)*

The Environment

Stewardship ☐

- ✓ Address the natural environment in all aspects of local planning, basing decision-making on the environmental best-information available; incorporate regionwide planning initiatives, such as the Department of Ecology's water resource inventory areas (WRIA) process – or actions based on guidance from the International Council for Local Environmental Initiatives (ICLEI) *(MPP-En-1 through 7; En-Action-11)*

Earth & Habitat ☐

- ✓ Identify open space areas and develop programs for protecting and/or acquiring these areas *(MPP-En-8 and 9)*
- ✓ Coordinate planning for critical areas and habitat with adjacent jurisdictions *(MPP-En-9 through 11)*
- ✓ Include provisions for protecting and restoring native vegetation *(MPP-En-12)*

Water Quality ☐

- ✓ Take actions to maintain hydrological functions within ecosystems and watersheds, including restoration of shorelines and estuaries, as well as reducing pollution in water *(MPP-En-13 through 16)*

Air Quality ☐

- ✓ Include policies and implementation actions to address federal and state clean air laws and the reduction of pollutants including greenhouse gases *(MPP-En-17 through 19)*
- ✓ Incorporate the Puget Sound Clean Air Agency's adopted growth management policies into the comprehensive plan (see Appendix-E-1) *(MPP-En-17 through 19)*

Climate Change ☐

- ✓ Include specific provisions to reduce greenhouse gas emissions; include provisions addressing adaptation to the effects of climate change *(MPP-En-16, 20 through 25. MPP-DP-45, MPP-T-5 through 7; MPP-PS-1, 12, 13; RCW 80.80.020)*

reporting tool B: local comprehensive plans

part one: checklist

Development Patterns

Urban ☐

- ✓ Document growth targets[6] for population (expressed in housing units) and for employment *(MPP-DP-3)*
- ✓ Include provisions to develop compact urban communities and central places with densities that support transit and walking. *(MPP-DP-14)*
- ✓ Identify underused land and have provisions for redevelopment in a manner that supports the *Regional Growth Strategy(MPP-DP-15)*

Centers ☐

- ✓ Identify one or more central places as locations for more compact, mixed-use development *(MPP-DP-11)*
- ✓ Demonstrate how funding has been prioritized to advance development in centers and central places *(MPP-DP-7, 10, 13; MPP-T-12; MPP-H-6)*

Unincorporated Urban Areas ☐

***for counties*:**

- ✓ Establish urban development standards for urban unincorporated areas that are compatible with adjacent municipalities *(MPP-DP-19)*

***for cities*:**

- ✓ Include policies and programs to address annexation and the orderly transition of unincorporated areas to city governance *(MPP-DP-18)*

Rural *for counties* ☐

- ✓ Include policies and programs to ensure that development in rural areas is rural in character, and employs environmentally sensitive and sustainable land use practices. *(MPP-DP-21 through 28)*
- ✓ Develop actions and measures to address vested development that conflicts with regional and local growth management objectives *(MPP-DP-25)*
- ✓ Include provisions to encourage development to occur in existing activity areas. *(MPP-DP-36)*
- ✓ Include provisions to avoid new and expanded roadways in rural areas, as well as facilities that would primarily serve urban populations. *(MPP-DP-27; MPP-T-28)*

Resource Lands ☐

- ✓ Identify steps to limit development in resource areas. *(MPP-DP-29 through 32)*

[6] ***Regional Growth Strategy* and Planning Targets -** The Regional Growth Strategy in VISION 2040 provides guidance for local growth targets. Jurisdictions are asked to explain steps being taken to align with the regional guidance. It is recognized that the allocations in the Regional Growth Strategy are for 2040 and that the planning process between now and then may not be linear.

Development Patterns – Orderly Development

Regional Design ☐

- ✓ Incorporate design provisions in local plans and regulations that apply the *Transportation 2040* Physical Design Guidelines *(Transportation 2040 Physical Design Guidelines)*
- ✓ Include guidelines for environmentally friendly and energy-efficient building *(MPP-DP-33 through 42)*
- ✓ Preserve historic, visual, and cultural resources *(MPP-DP-34)*
- ✓ Ensure that the design of public buildings contributes to a sense of community *(MPP-DP-38)*

Health and Active Living ☐

- ✓ Include health provisions that address (a) healthy environment, (b) physical activity and well-being, and (c) safety *(MPP-DP-43 through 47; MPP-En-3, 19. MPP-T-4, 7, 11, 15, 16)*

Housing

- ✓ Include provisions to increase housing[7] production opportunities, including diverse types and styles for all income levels and demographic groups *(MPP-H-1 through 9)* ☐
- ✓ Include provisions to address affordable housing needs *(MPP-H-1 through 9)*
- ✓ State how regional housing objectives in VISION 2040 are being addressed – including housing diversity and affordability, jobs-housing balance, housing in centers, and flexible standards and innovative techniques *(H-Action-1 and 2)*

Economic Development

- ✓ Include an economic development element that addresses: *business, people*, and *places (Ec-Action-6; see MPP-Ec-1 through 22)* ☐
- ✓ Include provisions that address industry clusters *(MPP-Ec-3)*
- ✓ Focus retention and recruitment efforts on business that provide family wage jobs, industry clusters that export goods and services, and small/start up companies that are locally owned *(MPP-Ec-1, 3, 4, 5)*
- ✓ Include provisions and programs for distressed areas or areas with disadvantaged populations *(MPP-Ec-11, 12)*
- ✓ Ensure adequate housing growth in centers working collaboratively with the private sector – through the provision of infrastructure *MPP-Ec-6, 18, 20)*

[7] **Housing -** Jurisdictions should describe provisions and actions for meeting regional and local housing goals and targets – including affordable housing. Information should also address implementation strategies and actions, as well as monitoring programs for addressing housing goals and targets.

reporting tool B: local comprehensive plans

part one: checklist

Public Services

- ✓ Include provisions to promote more efficient use of existing services, such as waste management, energy, and water supply, through conservation – including demand management programs and strategies *(MPP-PS-3, 7, 8, 11, 12, 13, 19)* ☐
- ✓ Include provisions to promote renewable energy and alternative energy sources *(MPP-PS-12, 13; MPP-En-21 through 23; MPP-T-6)*
- ✓ Include provisions to meet long-term water needs, including conservation, reclamation and reuse *(MPP-PS-17 through 20; MPP-En-25)*

Transportation – VISION 2040 and Transportation 2040

Maintenance, Management and Safety ☐

- ✓ Develop clean transportation programs and facilities, including actions to reduce pollution and greenhouse gas emissions from transportation *(MPP-T-5 through 7))*
- ✓ Incorporate environmental factors into transportation decision-making, including attention to human health and safety *(MPP-DP-44; MPP-T-7)*
- ✓ Identify stable and predicable funding sources for maintaining and preserving existing transportation facilities and services *(MPP-G-4, 5: MPP-T-33)*
- ✓ Include transportation system management and demand management programs and strategies *(MPP-T-2, 3, 11, 23, 24)*
- ✓ Identify transportation programs and strategies for security and emergency responses *(MPP-T-8)*

Supporting the Growth Strategy ☐

- ✓ Focus system improvements to support existing and planned development as allocated by the *Regional Growth Strategy* *(MPP-T-9 through 22)*
- ✓ Prioritize investments in centers *(MPP-T-12; MPP-DP-7, 10, 13; MPP-H-6)*
- ✓ Invest in and promote joint- and mixed-use development *(MPP-T-10)*
- ✓ Include complete street provisions and improve local street patterns for walking and biking *(MPP-T-14 through 16)*
- ✓ Design transportation facilities to fit the community in which they are located ("context-sensitive design"); use urban design principles when developing and operating transportation facilities in cities and urban areas *(MPP-T-20, 21)*

Greater Options and Mobility ☐

- ✓ Invest in alternatives to driving alone *(MPP-T-23, 24)*
- ✓ Ensure mobility of people with special needs *(MPP-T-25)*
- ✓ Avoid new or expanded facilities in rural areas *(MPP-T-28; MPP-DP-27)*
- ✓ Include transportation financing methods that sustain maintenance, preservation, and operations of facilities. *(MPP-T-33)*

reporting tool B: local comprehensive plans

part one: checklist

Linking Land Use and Transportation ☐

- ✓ Integrate the ten *Transportation 2040* physical design guidelines in planning for centers and high-capacity transit station areas *(MPP-T-21; Transportation 2040 Physical Design Guidelines)*
- ✓ Use land use development tools and practices that support alternatives to driving alone – including walking, biking and transit use *(MPP-T-33; Transportation 2040 Chapter 1)*

Investments

See Financing below

Transportation – Growth Management Act Requirements

Land Use Assumptions and Forecast of Travel Demand ☐

- ✓ Demonstrate that travel demand forecasts and transportation need assessments are always based on land use assumptions[8] that correspond with the most recently adopted growth targets; ensure that population and employment assumptions are consistent throughout the comprehensive plan (i.e., land use element, transportation element, and housing element) *RCW 36.70A.070(6)(a)(i)*

Service & Facility Needs – *including Level-of-Service Standards & Concurrency* ☐

- ✓ Include inventories for each transportation system, including roadways, transit, cycling, walking, freight, airports, and ferries *RCW 36.70A.070(6)(a)(iii)(A)*
- ✓ Establish level-of-service standards that promote optimal movement of people across multiple transportation modes *RCW 36.70A.070(6)(a)(iii)(B); MPP-DP-54*
- ✓ Include state facilities and reflect related level-of-service standards *RCW 36.70A.070(6)(a)(iii)(C)*
- ✓ Address multiple transportation modes in concurrency programs *(RCW 36.70A.070(b) and 36.70A.108; MPP-DP-54 through 56)*
- ✓ Tailor concurrency programs, especially for centers, to encourage development that can be supported by transit *(MPP-DP-56)*

Financing and Investments – *including Reassessment Strategy* ☐

- ✓ Include a multiyear financing plan, as well as an analysis of funding capability *RCW 36.70A.070(6)(a)(iv)(A) and (B)*
- ✓ Include a reassessment strategy to address the event of a funding shortfall *RCW 36.70A.070(6)(a)(iv)(C)*

Intergovernmental Coordination ☐

- ✓ Coordinate with neighboring cities, the county, regional agencies, and the state *RCW 36.70A.070(6)(a)(v); MPP-G-1; MPP-T-9*

[8] **The Transportation Element Must Be Based on the Land Use Assumptions in the Comprehensive Plan** - A problem sometimes encountered in the certification of transportation-related provisions in local comprehensive plans is the use of different planning assumptions in the transportation element from the land use element. Comprehensive plans are to be internally consistent, which means that the same land use assumptions must be used for planning for housing, transportation, and other provisions in the plan.

reporting tool B: local comprehensive plans

part one: checklist

Demand Management ☐

see also Maintenance, Management, and Safety above

✓ Identify demand management strategies and actions, including but not limited to programs to implement the Commute Trip Reduction Act. *RCW 36.70A.070(6)(a)(vi); MPP-T-3; MPP-T-23; MPP-T-24*

Pedestrian and Bicycle Component ☐

see also Supporting the Growth Strategy and Greater Options & Mobility above

✓ Include strategies, programs, and projects that address nonmotorized travel as a safe and efficient transportation option – including pedestrian and bicycle planning, project funding and capital investments, education and safety. *RCW 36.70A.070(6)(a)(vii); MPP-T-14 through 16*

Land Uses Adjacent to Airports ☐

✓ Identify and address any airports within or adjacent to the jurisdiction *RCW 36.70.547 and 36.70A.070(6)(a)(iii)(A); MPP-T-31*

✓ Describe existing and planned uses near the airport, as well as policies and regulations that discourage incompatible uses *RCW 36.70.547*

In the spaces provided below, please describe provisions in the comprehensive plan with brief summaries – you may supplement your summary descriptions with citations or references to specific policies. If there are certain VISION 2040 issues that are not addressed in the plan, please explain why.

reporting tool B: local comprehensive plans

part two: questions

The Environment

(MPP-En-1 through 25; MPP-DP-29 through 32, 43 through 47; MPP-PS-1, 3, 7, 8, 12, 13, 19, 20, 24)

Explain how the plan addresses the environment and sustainable development. At a minimum please discuss the following:

- Using system approaches to planning for and restoring the environment
- Air quality and climate change (including clean transportation and reduced greenhouse gas emissions)
- Water quality
- Wise use of services and resources (including conserving water and energy, reducing waste, protecting resource lands)
- Human health and well-being

reporting tool B: local comprehensive plans

part two: questions

EXPLAIN HERE:

Population and Employment Growth

(MPP-G-4, 5; MPP-DP-1 through 28, 33 through 42, 48 through 56; MPP-H-1 through 9, MPP-Ec-1 through 22; MPP-PS-2, 4, 5, 21 through 24)

Explain how the plan guides residential and job growth. At a minimum, please discuss the following:

- Planning targets (housing and employment) that align with VISION 2040
- Planning for and achieving housing production (to meet the needs of all income levels and demographic groups)
- Adequate infrastructure and financing to serve existing communities and future development (including amenities)
- Promoting centers and compact urban development (including density, redevelopment and infill, design)
- Planning for unincorporated urban growth areas (joint planning) and annexation
- ***for counties:*** Rural development and rural character
- Economic development

EXPLAIN HERE:

Transportation Provisions

(MPP-G-4, 5; MPP-EN-7, 19, 23; MPP-DP-7, 10, 13, 17, 27, 40, 42, 43, 54 through 56; MPP-H-6, MPP-Ec-6; MPP-T-1 through 33; RCW 36.70A.070(6))

Explain how the plan addresses the following provisions from VISION 2040 and Transportation 2040 – the region's long-range transportation plan:

- Clean transportation
- Maintenance and safety
- Demand management
- Serving centers and compact communities
- Transportation facilities that fit the community in which they are located ("Context-sensitive design")
- Greater options and mobility

reporting tool B: local comprehensive plans

part two: questions

Explain how the plan complies with the following Growth Management Act requirements, including:

- Demonstrate that transportation provisions are based on the same assumptions for land use, as well as housing
- Facility and service needs – including level-of-service standards (and concurrency)
- Financing – including a reassessment strategy in case of funding shortfalls
- Interjurisdictional coordination
- Demand management
- Pedestrian and bicycle component

EXPLAIN HERE:

Consistency Assessment of Capital Facilities Programming Processes

(PS-Action-8)

Describe how capital improvement programs and other service and facility plans are consistent with and implement VISION 2040 and the growth management objectives in the comprehensive plan (PS-Action-8).

EXPLAIN HERE:

VISION 2040 Actions

Describe work underway or proposed to address the following VISION 2040 implementation actions:

- Expanded efforts to conduct environmental planning *(En-Action-11)*
- Identification of underutilized lands *(En-Action-16)*
- Collaboration with special districts on facilities siting and design *(PS-Action-6)*
- Collaboration with special districts on facilities location *(PS-Action-7 and 8)*
- ***for counties*** – review of special district plans *(PS-Action-5)*

EXPLAIN HERE:

Monitoring

(MPP-G-3)

Describe monitoring programs for

1) plan implementation and performance
2) tracking where residential and employment growth is occurring
3) achieving housing production
4) assessing the health and function of natural environmental systems – including protection and restoration
5) reducing pollution and greenhouse gas emissions

EXPLAIN HERE:

Other Topics

Explain any other provisions in the comprehensive plan of regional interest or significance, as well as any unique topics or issues.

EXPLAIN HERE:

FEHR PEERS

MEMORANDUM

Date: September 10, 2014

To: City of Tacoma Planning Commission and Transportation Commission

From: Justin Resnick, Fehr & Peers

Subject: Transportation Master Plan Goals and Policies

SE13-0317

The Transportation Commission (TC) has been working with City staff and the consultant team to establish goals and policies for the Transportation Master Plan and Transportation Element of the Comprehensive Plan that will steer decision making throughout the planning process. The TC has drafted a Land Use and Transportation goal and supporting policies and would like input from the Planning Commission due to the overlap in subject matter. These policies fall under Goal 6, and the land use portion of policy 5.1 on Transportation Demand Management is also of interest to both groups. The full draft goals and policies document as well as notes on the Transportation Commissioners' feedback are attached to this memo.

The TC would also like to discuss the overall approach to level of service, as the intention is to move to a multimodal policy that includes standards for all road users instead of only for motor vehicles. The "TMP Intro" Powerpoint slides accompanying this memo lay out the basic philosophy behind the Layered Network Approach, which the TC has been following thus far. The Commission has not yet reviewed draft level of service standards for every transportation mode, but the draft pedestrian walkway standards below serve as an example of what the standards might look like.

LOS	Within Pedestrian Priority Areas	Other Areas
GREEN	Complete sidewalks with buffers on both sides of arterials and collectors	Complete sidewalks on both sides of arterials and collectors
YELLOW	Complete sidewalks without buffers both sides of arterials and collectors	Complete sidewalk on one side of arterials and collectors
RED	Incomplete or no sidewalk	Incomplete or no sidewalk

Section I –
General Goal and Policies

Tacoma is a **sustainable** community with many diverse residents, businesses, and visitors who have various transportation priorities. The City is **strategic** in how it plans its transportation system with an emphasis on carrying the people and goods that foster Tacoma's culture, character, and competitiveness. The transportation system offers **multimodal** travel options that provide safe **access** for all users and neighborhoods and reinforce **healthy living**.

The following policies provide guidelines and direction to achieve the goals and for the continued development and improvement of citywide transportation facilities and services.

Key
#.# (policy number)
A-AAA-# (original policy number from Comp Plan or other source, to be removed in final draft)
TC Note calls out notes to the Commissioners for review.

1. Intergovernmental Coordination and Citizen Participation

Policy Intent
Proactively develop partnerships to best serve all users of the regional transportation system.

Policies

1.1 Intergovernmental Coordination (T-ICCP-1)
Actively coordinate with federal, state, regional, local, and tribal agencies to assure a well-planned regional transportation system that uses resources efficiently to serve all users.

1.2 Citizen Participation (T-ICCP-4)
Ensure citizen participation in all transportation planning efforts through workshops, volunteer commissions, social media, and other outlets to accommodate their needs and desires. Carry work done for subarea plans forward into more broad-reaching efforts.

1.3 Active Transportation Regional Coordination (T-ICCP-2)
Coordinate the planning, construction, and operation of pedestrian and bicycle facilities and shared-use paths with other agencies where key corridors extend outside of the City into neighboring jurisdictions. Including, but not limited to: extension of the Water Ditch Trail, Pipeline Trail, Tacoma Dome to Sumner Trail, and the Trail to Mountain Corridor.

1.4 Partner with Transit (T-LUT-8)
Partner with Pierce Transit, Sound Transit, local and regional government, and other regional agencies to combine resources to coordinate land use and transportation planning, promote transit-oriented development, and ultimately improve the reliability, availability, and convenience of transit options.

1.5 Climate Change and TDM (T-TDM-4)

DRAFT

Integrate the Transportation Demand Management program efforts into the work program of the Office of Sustainability and the Sustainable Tacoma Commission on Climate Change[1] to effectively reduce carbon emissions and improve air quality.

1.6 Enforcement (T-MMP-10)
Work with local law enforcement to enhance safety for all road users through increased traffic enforcement on city streets, walkways, and bikeways.

1.7 Health and Safety (T-MMP-8)
Promote active lifestyles by working with the Tacoma-Pierce County Health Department (TPCHD) and other agencies to provide education programs and safe and accessible routes for pedestrians and bicyclists of all ages and abilities.

2. Community / Environment

Policy Intent
Protect natural, as well as neighborhood, assets to create and connect places where people can live, work, and play in a safe and healthy environment.

Policies

2.1 Traffic Calming Measures (T-TSM-3)
Use sanctioned engineering approaches, such as medians, streetscapes, bulb-outs, traffic circles, traffic controls, and bike lanes to protect neighborhood streets from cut-through traffic, high volumes, high speeds, and pedestrian/vehicle conflicts when warranted and integrated with emergency response vehicle access.

2.2 Urban Design (T-ES-5)
Give maximum consideration to aesthetics, beautification, and safety in designing and locating transportation facilities to ensure a positive contribution to the appearance and form of the city.

2.3 Community Coordination
Consult with schools, community centers, Neighborhood Councils, and other community bodies on potential projects affecting them.

2.4 Implementation
Improve the health of Tacoma's people and local ecology by implementing a transportation network that reduces auto mode share, increases the number of pedestrians, bicyclists, and transit riders of all ages and abilities, and improves safety.
TC Note: We may choose to roll in the Mobility Master Plan here.

3. Multimodal System

Policy Intent
Prioritize movement of people and goods via modes that have the least environmental impact and greatest contribution to livability in order to build a balanced transportation network that provides mobility options, accessibility, and economic vitality for all.

[1] Established pursuant to City Council Resolution No. 37631, adopted on October 21, 2008.

DRAFT

Policies

3.1 Complete Streets / Layered Network (T-MS-12)
Develop and maintain a transportation network that accommodates all users, whether moving by foot, assistive device, bicycle, transit, truck, or car, while recognizing that not all streets provide the same quality of travel experience. Apply the Layered Network adopted as a part of the Transportation Master Plan in the planning and design for new construction, reconstruction, and major transportation improvement projects on all streets. The Layered Network principle shall also be used to evaluate potential transportation projects and to amend and revise design manuals, regulations, standards and programs as appropriate to create over time a system of streets that meets user needs while recognizing the function and context of each street.

3.2 Street Classifications (T-TSM-1)
Under the Layered Network classification system of streets, classify streets as State Highways, Boulevards, Urban Avenues, Neighborhood Connections, and Local Streets to guide development of transportation facilities according to the travel purposes they serve.
TC Note: This policy is a placeholder since we have not reached this portion of the Layered Network discussion yet.

3.3 Street System Design (T-TSM-2)
Encourage street system design in a grid pattern, which has frequent interconnections to facilitate transit, bicycle, and pedestrian connections; strongly discourage cul-de-sacs.

3.4 Green Hierarchy
Use the Green Transportation Hierarchy to elevate pedestrians, bicyclists, and public transit riders in the planning and design of streets since they have the least environmental impact and greatest contribution to livability.

3.5 Level of Service Standards (T-TSM-6)
Establish level of service standards that are consistent with regional and state standards for roadways that reflect the Layered Network and the differing development patterns, growth objectives, and accessibility for pedestrians, bicyclists, transit riders, and drivers.
TC Note: We will insert level of service standards here once finalized.

3.6 Concurrency (T-LUT-6)
Perform periodic review and monitoring (every 2-4 years) of the transportation network to ensure it adequately serves existing and projected land use developments. If adequate service levels are not maintained, pursue improvements to the transportation systems, mitigations of impacts, or modifications to the land use assumptions, where appropriate.
TC Note: This may be edited when we get to drafting concurrency.

3.7 Connectivity
Build on the existing trail network to reach underserved areas and neighboring jurisdictions, connect to and fill gaps in both the trail network and the bicycle and pedestrian networks, and provide easy access to trails for both transportation and recreational purposes for users from all parts of the City.

3.8 Special Transportation Needs (T-MS-7)
Recognize and accommodate the special transportation needs of the elderly, children, the disabled and the socio-economically disadvantaged in all aspects of transportation planning,

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programming and implementation. Use local, state or federal design standards that satisfy the community's desire for a high level of accommodation for the disabled.

3.9 Skateboards (T-ES-9)
Recognize skateboards as an environmentally friendly means of transportation and valid mode of travel. Skateboards are allowed on sidewalks but not roadways except crossing at intersections per Washington State Law. Explore revising State law to allow individual jurisdictions to manage skateboard use on local roadways.

3.10 Transit Operational Efficiency (T-MS-5)
Employ innovative street and transit stop designs on transit priority streets to support efficient operations and improve the safety of all roadway users. Dimensions should be in compliance with established standards for roadway and traffic engineering and transit facilities.

3.11 Encourage Transit Ridership to Employment Centers (T-MS-10)
Encourage transit ridership to and from major employment centers by implementing pedestrian improvements near transit stops, conducting outreach to employers, and working with Pierce Transit and Sound Transit to improve the frequency and location of transit service between high density residential areas and employment centers.

3.12 Inter-Modal Conflict (T-MS-3)
Support programs, regulations, and design standards that address infrastructure gaps, inadequate design, and at-grade crossing conflicts to increase safety, capacity, and timeliness of both over-land and rail freight, especially on identified heavy haul corridors. Design non-motorized facilities in manufacturing/industrial centers in a manner that minimizes potential conflicts with trucks and trains to allow for the safe and efficient movement of both freight and people.

3.13 Moving Freight (T-MS-6)
Maintain Tacoma as a primary hub for regional, Alaskan, and military goods movement and as a gateway to national and international markets. Support the integrated development and operation of air, trucking, rail, and water terminal facilities to enhance the freight transportation system and strengthen the City's economic base. Consider the needs for delivery and collection of goods at local businesses by truck.

3.14 Roadway Capacity (T-MS-2)
Assess roadway capacity on the basis of a facility's total people-carrying capacity in addition to its vehicle-carrying capacity.

4. Environmental and Fiscal Stewardship

Policy Intent
Design an environmentally and fiscally sustainable transportation system that serves its users through strategic planning efforts, funding, and projects.

Policies

4.1 Minimum Environmental Disruption (T-ES-1)
Ensure environmentally sensitive design and management of the transportation system to minimize the disruption of natural and desirable community amenities of our environment.

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4.2 Noise and Air Pollution (T-ES-2)
Encourage the reduction of noise and air pollution from various modes of transportation; promote the use of alternative fuels for vehicles; and ensure the City of Tacoma meets ambient air quality standards.

4.3 Stormwater Management (T-ES-4)
Employ Best Management Practices (BMPs) for stormwater management, Low Impact Development (LID) measures, and effective street cleaning to alleviate groundwater pollution due to roadway uses.

4.4 Congestion Management (T-ES-3)
Encourage the use of alternative modes, and thereby slow the increase in the use of single-occupant vehicles and the increase of environmental degradation associated with their use.

4.5 Greenroads
Consider the Greenroads rating system for planning, designing, and building new transportation infrastructure.

4.6 Electric Vehicles (T-ES-7)
Encourage and promote the use of electric vehicles as they are developed in all automobile, truck and commercial vehicle classes. Neighborhood Electric Vehicles and Medium Speed Electric Vehicles may travel Tacoma's street network where appropriate and consistent with State law. Encourage the use of such vehicles in a way that conditions are safe and don't impede traffic flow. Provide for a broad range of charging opportunities at public and private parking venues.

4.7 Emission-free Vehicles and Devices (T-ES-8)
Where appropriate and applicable, encourage the use of transportation devices that have a minimal impact to the environment and do not emit greenhouse gases such as skateboards and bicycles, electric personal assistive mobility devices, Low Speed Electric Vehicles and other innovations.

4.8 Mode Split Target
Increase the active transportation mode split to 15% by 2022 and 25% by 2035. Continue gains thereafter in order to achieve the Climate Action Plan goal of reducing greenhouse gas emissions from transportation sources.

4.9 Street Maintenance and Rehabilitation
The City will take steps to enhance its ability to secure roadway funding, from a variety of sources, for the replacement and/or re-design of roadways that are damaged or fail prematurely as a result of overweight vehicles use. The City shall work with its business and transit partners to establish overweight thresholds and roadway designs for improving the longevity of roadway pavement.

4.10 Fix It First
To the extent feasible, the City will prioritize roadway preservation projects ahead of building new capacity and consider the long term maintenance costs of new capacity as part of the up-front cost of development.

4.11 Transportation Facilities Maintenance (T-TSM-4)

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Revise transportation criteria, when warranted, to keep the City's transportation projects competitive for grant funding and to prioritize transportation facilities in need of maintenance and rehabilitation.

4.12 Reliable Funding (T-FFS-1)
Ensure adequate procedures are in place for the purposes of jointly funding and financing, from public and private sources, transportation system improvements necessitated in whole or in part by developments and growth within the City.

5. Transportation Demand Management

Policy Intent
Develop and implement transportation demand management strategies and programs that contribute to the overall effectiveness of the multimodal transportation system.

Policies

5.1 Comprehensive Planning and TDM (T-TDM-1)
Incorporate Transportation Demand Management in the planning for land use, transportation, housing, capital facilities, environmental protection, open space and recreation facilities, neighborhoods and communities, and other applicable disciplines of comprehensive planning. This will be accomplished by promoting TDM-related and supportive policy aspects, such as those listed below:

Employers
- Continue to require eligible employers to participate in the Commute Trip Reduction (CTR) program;
- Encourage employers to allow telecommuting and flexible work weeks for their employees;

Land Use
- Extend efforts of participation in the State Growth and Transportation Efficiency Center program and seek out additional opportunities to participate in similar efforts;
- Promote transit-oriented development;
- Evaluate land use changes to the Comprehensive Plan and determine how the developments further the goals of TDM;
- Provide a transportation network that supports job-housing balance and compact, mixed use development;
- Allow developments to adopt TDM strategies in exchange for lower parking requirements.

Active Transportation
- Require active transportation connections between retail, living, and work places;
- Require parking and end of trip facilities for bicycles where applicable and encourage them when possible;
- Ensure that connectivity, accessibility and transferability among multiple modes of transportation are adequate, efficient, safe and friendly for pedestrians and bicyclists, including safety improvements such as lighting and protected facilities;

Transit
- Support an integrated, regional high capacity transit system;
- Provide guaranteed ride home and taxi voucher programs for transit users;

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- Include park-and-ride lots at appropriate transit locations and allow their use by vanpools and other ridesharing services;
- Consider use of high-occupancy vehicle and business access / transit lanes on major mobility corridors.

Driving
- Support the establishment and growth of ridesharing;
- Expand car-sharing options around the City;
- Encourage Pay As You Drive auto insurance.

5.2 Funding for TDM (T-TDM-2)
Assign higher funding priority to and actively pursue funding opportunities for improvement projects and programs that are related to, supportive of, or integrated with Transportation Demand Management.

5.3 Collaboration on TDM (T-TDM-3)
Join forces with Pierce County, WSDOT, Pierce Transit, Sound Transit, transportation management associations, and other jurisdictions and organizations to coordinate the Transportation Demand Management program efforts; to best utilize and multiply resources, success stories, and innovative practices; and to ensure that fair and consistent services are provided to CTR-affected employers across jurisdictions and CTR-affected employers with worksites located in more than one jurisdiction.

5.4 Innovation and Expansion of TDM (T-TDM-5)
Pursue innovative measures of Transportation Demand Management beyond the statutory suggestions and endeavor to expand the scope of TDM beyond the statutory requirements of Commute Trip Reduction in order to maximize effectiveness.

5.5 Monitoring and Evaluation of TDM (T-TDM-6)
Continually monitor and evaluate the effectiveness of employers' Transportation Demand Management programs and the City's TDM policies, and implement changes needed to achieve and exceed the statutory goals.

5.6 Leadership in TDM (T-TDM-7)
The City of Tacoma as an employer should take the leadership role and set a positive example by maintaining a strong Transportation Demand Management program for its employees and educating other employers on its successes.

5.7 Car-Sharing (T-MS-9)
Explore car-sharing programs and public-private partnerships with car-sharing businesses to reduce dependence on private automobiles.

5.8 Education and Encouragement (T-ES-6)
Initiate and support public awareness campaigns that focus attention on the societal and environmental impacts and costs of travel choices, and that increase the public's awareness and acceptance of the range of travel choices available. Partner with Pierce Transit to organize a marketing campaign that improves the "image" of bus transit and encourages ridership. Consider programs such as Safe Routes to School, the Major Taylor Project, Downtown on the Go, and neighborhood-based efforts.

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6. Land Use and Transportation

Policy Intent
Build a transportation network that reinforces the benefits of smart land use planning.

Policies

6.1 Land Use Considerations (T-LUT-1)
Development, expansion, or improvement of transportation facilities should be coordinated with existing and future land use patterns and types of development to assure reasonable access for all modes to places of employment and attraction in the City.

6.2 Land Use Patterns (T-LUT-2)
Encourage land use patterns and developments, especially in mixed-use centers, that support non-single occupancy vehicle travel, community access, jobs-housing balance, intermodal connectivity, and short trips easily made by walking or bicycling for recreation and commuting.

6.3 20-Minute Neighborhoods (T-LUT-3)
Prioritize infrastructure improvements within and between 20-minute neighborhoods based around Tacoma's centers for growth and along identified corridors that connect residential areas to schools, local retail, business, and community services so residents can safely access more of the services they need close to home by walking, biking, transit, and using assistive devices.

6.4 Support Growth Centers (T-LUT-4)
Give high priority to those transportation facilities that provide the greatest opportunity to serve and support the existing centers for growth and will aid the City in attracting new investments.

6.5 Street Rights-of-Way (T-LUT-7)
Establish procedures to implement the City's authority to inventory, evaluate, and preserve right-of-way needs for future transportation or recreational purposes, and wherever possible, make advanced acquisition in order to minimize inconvenience to affected property owners and to safeguard the general public interest.

6.6 Transit Oriented Development (T-LUT-9)
Encourage and promote transit-oriented development (TOD) and provide incentives for development that includes specific TOD features.

6.7 Mixed Use Centers (MUC Complete Street Design Guide 1.2.1.3)
Support the livability of Mixed-use Centers by providing transportation choices and integrating amenities that create a safe and inviting pedestrian environment.

6.8 Development Incentives (T-MS-13)
Provide height bonuses and other incentives to developments that promote transit-oriented development, walkability, and/or bicycle facilities through supportive amenities and on-street infrastructure.

6.9 Parking (LU-MU-1)
Minimize the amount of land dedicated to parking and encourage alternative transportation by reduced off-street parking requirements, use of compact stalls, shared parking between uses, transportation demand management, multilevel parking structures, and other methods.

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6.10 Downtown Parking System (T-TSM-5)

Work with City parking advisory groups, businesses, employers, and other downtown parking stakeholders to support a downtown parking system that seeks balance among competing uses, is financially self-supporting, helps attract investment, and meets the needs of both private and public users.

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Transportation Commission Feedback

The Commission members broke up into two groups to review the policies. Group 1 reviewed goals 1, 2, and 5. Group 2 reviewed goals 3 and 4. Both groups reviewed goal 6.

Feedback included the following, listed for each goal:
1.2) Businesses = citizens
2.3) Add “businesses”
- Non-motorized category
- Motorized category

3.5) LOS standards should be discussed w/ PC
3.7) “Trails” – not “Connectivity”
3.9) Skateboarding called out specifically, but not included in active transportation – either define active transportation with all intended modes or say non-motorized / motorized.
4.4) “Slow the increase” not strong enough, consider using decrease.
4.5) “Consider” – it’s already been approved
4.6) Electric bikes? Define EV
- Electric vehicle stations

4.8) Mode split targets are specific – be more specific or general
- Define mode

4.9) Street maintenance & rehabilitation – overweight vehicles are own category
4.10) Delete “to the extent feasible”
5.1) Covers a lot, too large
5.7) Car-sharing sounds in the moment (Uber), avoid language going out of date. Make it more general about reducing car ownership.
6) Language to eliminate agency names – generalize
6.1) Design considerations for land use
6.2) Add “Addressing living close to work”
- Connectivity is used twice – intermodal & business district/locations (more like 3.7, but not trails…citywide)

6.4) Change from economic bases to employment centers
6.5) What inconveniences affected property owners? Eminent domain
6.10-6.11) Deleted language & reword
- Parking – higher level
- Mention Parking Technical Advisory Group specifically

General Comments
- We should consider the effects of developments on the transportation system and have standards for this.
- Some of these policies vary in level of specificity, should smoothen them out.
- Consider categorizing by mode and referencing all modes specifically.
- Might not want to mention organizations / efforts by name as they may age the document.

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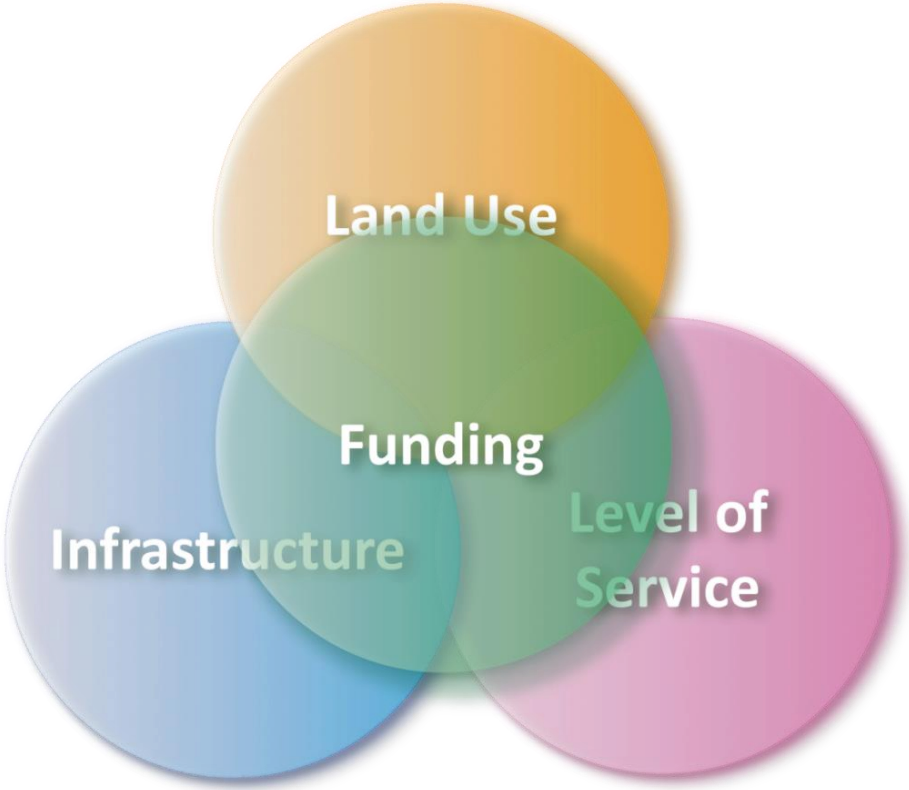
Planning Commission/ Transportation Commission Joint Meeting

September 17, 2014

GMA REQUIREMENTS FOR TRANSPORTATION

- Land use assumptions align with travel demand forecasts
- Intergovernmental coordination
- Facility recommendations align with level of service objectives
- Financially constrained



PLANNING FOR EVERYONE

Automobile Level of Service

A: +No delay at intersections.

C/D: +Drivers wait no more than 1 red light

F: -Longer delays at intersections.

Transit Quality of Service

A: +More frequent service, stops, and amenities.
+Attracts riders who choose transit over other modes.

C/D: +Good bus service
+Basic stops and amenities

F: -Limited or no service.
-Fewer stops and amenities

Bicycle Quality of Service

A: +Complete system for all types of users.
+Good condition, few stops, and conflicts with autos

C/D: Cyclists of various skill levels are able to bike comfortably to key destinations

F: -More gaps in system
-More stops and auto conflicts
-Poor pavement

Pedestrian Quality of Service

A: +Complete system
+Easier to cross
+Improved Comfort

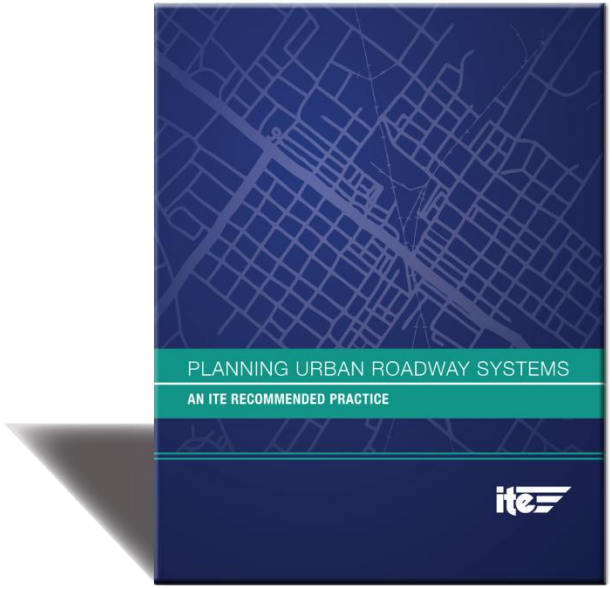
C/D: An adequately complete network of decent sidewalks

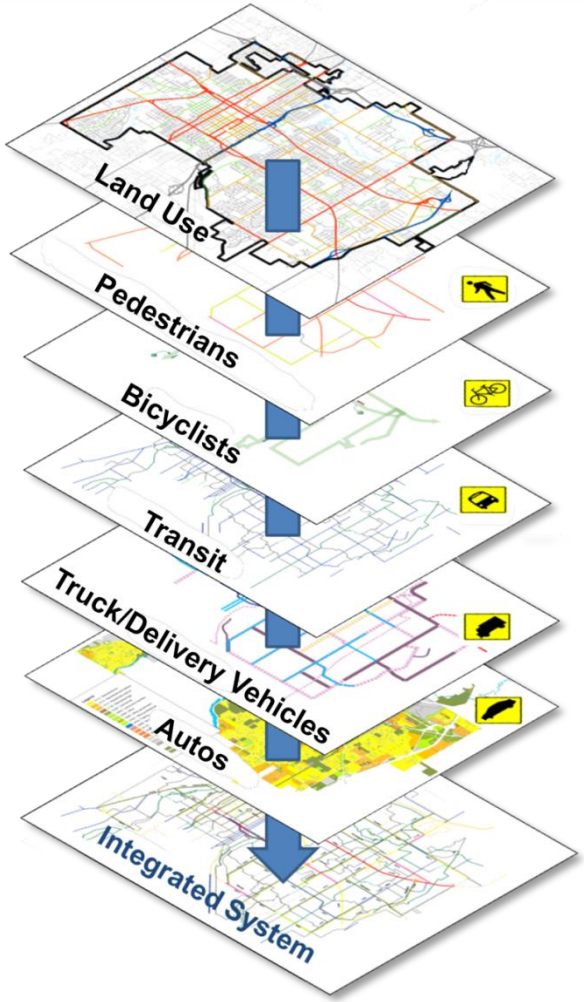
F: -Gaps in system.
-Poor pavement
-Less inviting.

Balance and prioritize design to meet street's purpose

COMPLETE STREETS/NETWORKS

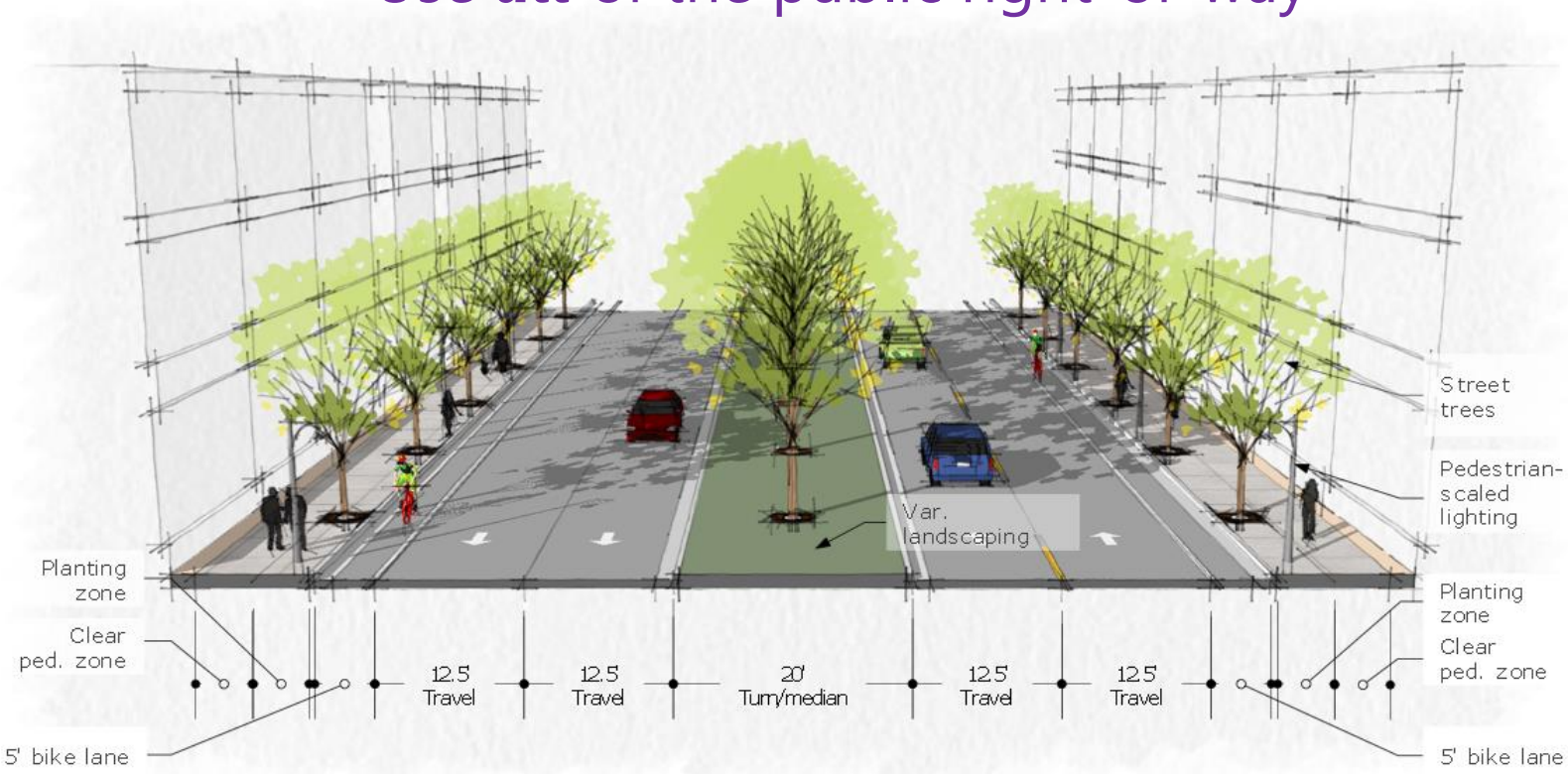
- **Modal priority networks establish where modes need to be best accommodated**
- **Develop LOS policies for following modes:**
  - » Pedestrian
  - » Bike
  - » Transit
  - » Auto/Freight





KEY PRINCIPLE:
NOT JUST CURB-TO-CURB

Use ***all*** of the public right-of-way

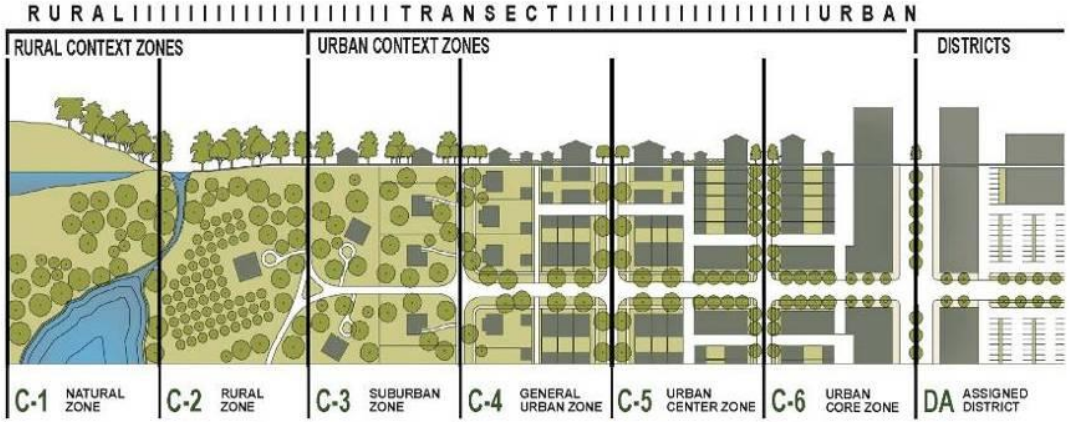


To relate to private development

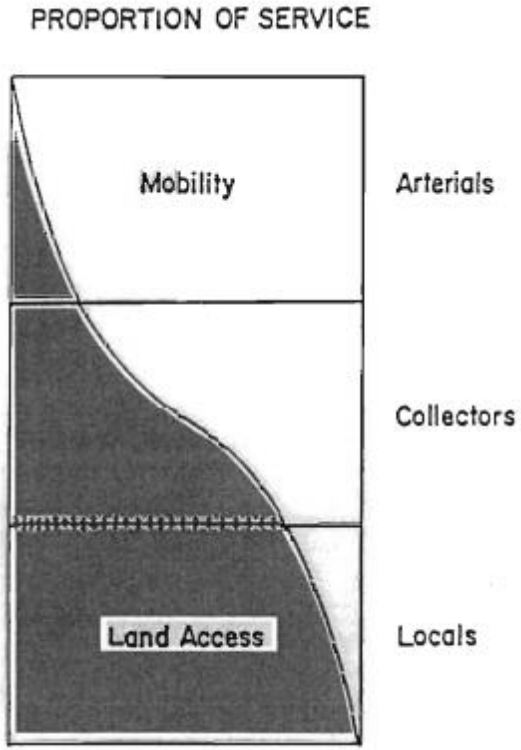
KEY PRINCIPLE: CONTEXT SENSITIVE

CONTEXT FACTORS

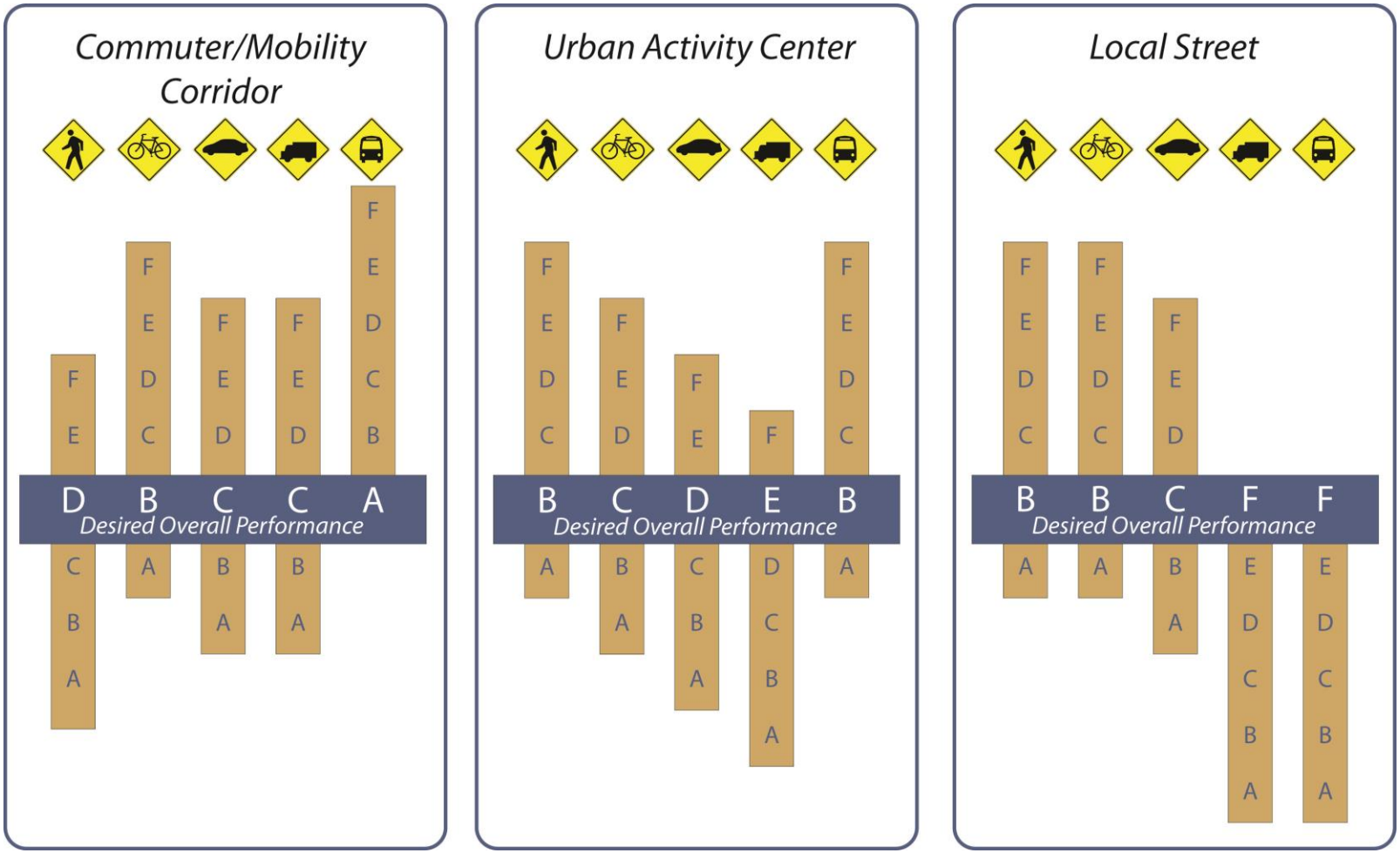
- Land Use Type
- Development Densities
- Form (e.g. height & setback)
- Corridor Users



CONVENTIONAL

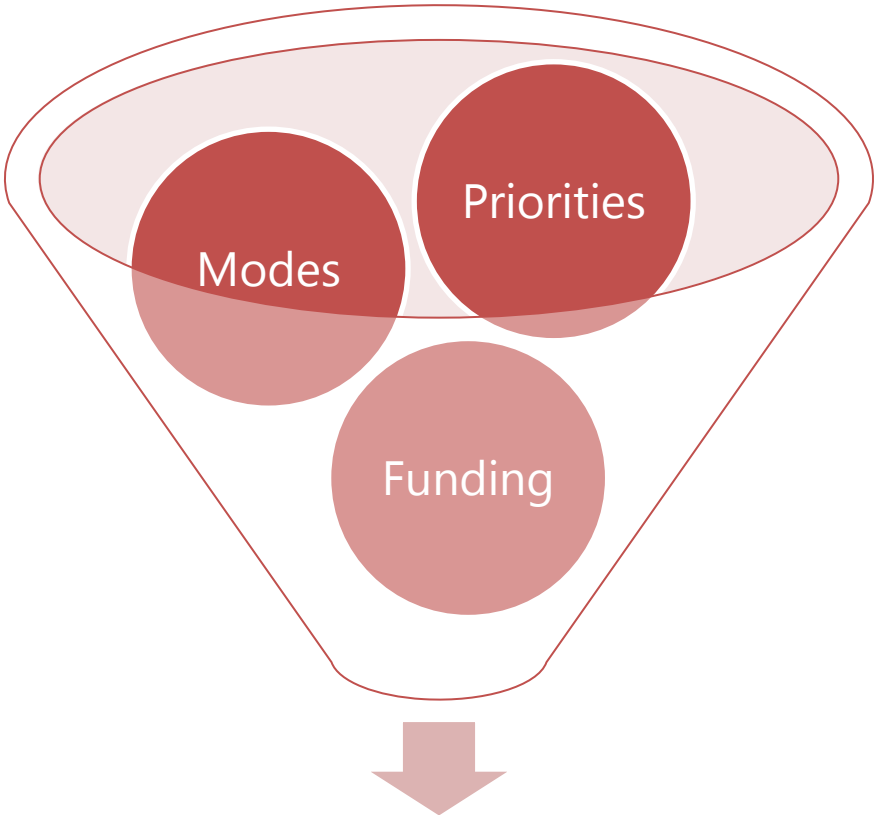


BUILDING REALISTIC EXPECTATIONS



TMP SCOPE OF WORK

- Public Engagement
- Existing Conditions
- Goals and Policies
- Focus Areas:
  - Land Use
  - Roadways
  - Transit
  - Non-Motorized
  - Port Access
- Performance Measures
- Cost Estimation
- Financial Plan
- GMA/Concurrency
- Plan Development



ARE WE THERE YET?

Tacoma TMP Schedule

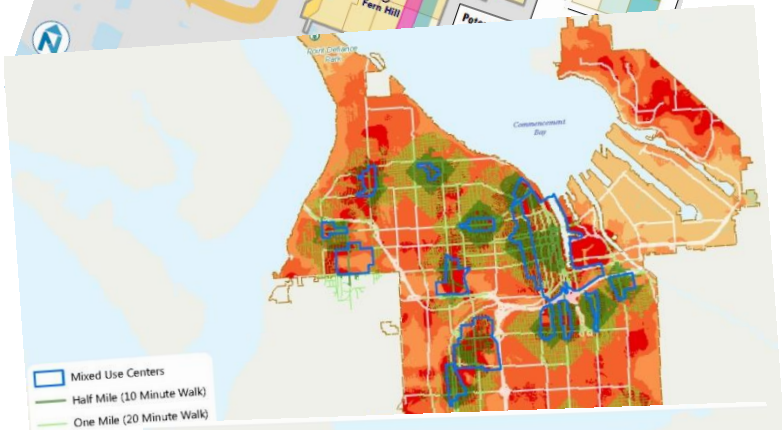
FEHR & PEERS
March 2014

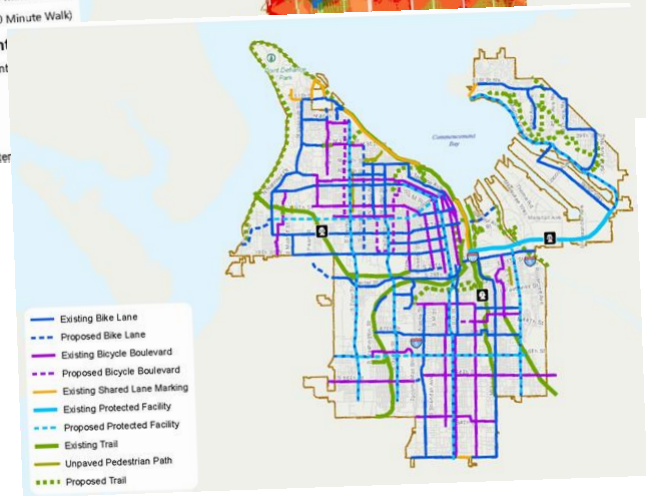
TASK	2014										2015				
Month	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May
Existing Conditions / Planning Context	■	■	■												
Land Use Forecasts	■	■	■	■											
Goals + Policies / Evaluation Criteria	■	■	■	■	■	■									
Travel Demand Forecasts/Model	■	■	■	■	■	■									
Transit Planning				■	■	■									
Roadway Network				■	■	■									
Bike + Pedestrian Planning				■	■	■									
Port Element				■	■	■									
Define Mode Improvement Options							■	■	■						
Conceptual Engineering And Cost Estimates								■	■						
Financial Plan					■				■	■					
Multi-Modal Concurrency										■	■				
Document Development										■	■	■	■		
Plan Adoption Process												■	■	■	
Public & Stakeholder Outreach / Transportation Commission	T	T IPS	T	T PC IPS	T	T P	T PC	T CSS IPS	T	T	T PC P CC	■	■	■	■
Project Management	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■

P Public Workshop
T Transportation Commission Meeting
CSS Council Study Session
CC City Council
PC Planning Commission
IPS Infrastructure, Planning, and Sustainability

TWO STAGE PROCESS

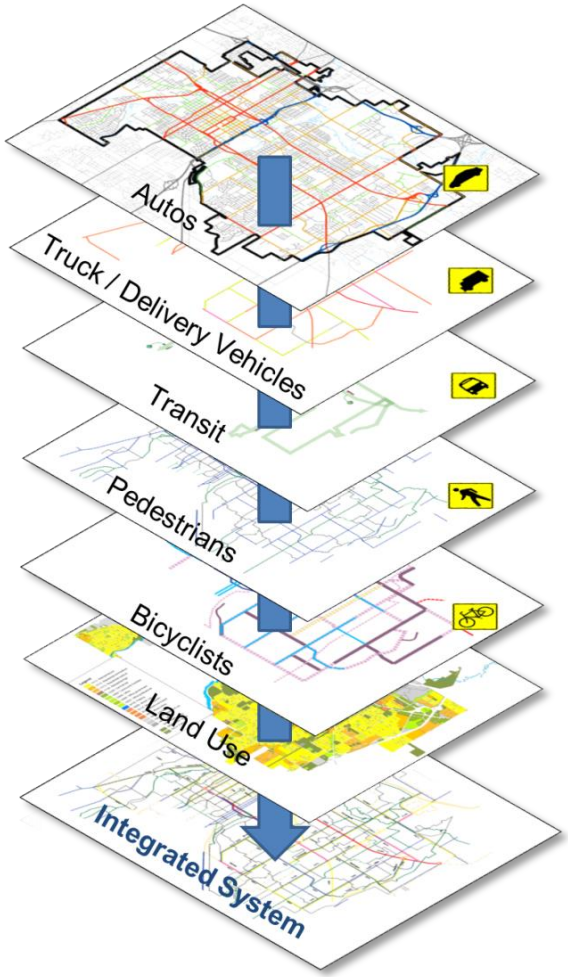
- **Initial Input:**
  - » Land use and policies
  - » Bike/ped modes (BPTAG)
  - » Transit
  - » Auto/freight
- **More Refined Input**
  - » Land use and policies (tonight)
  - » Bike/ped modes (August)
  - » Transit (August)
  - » Auto/freight (tonight)





BRINGING IT ALL TOGETHER

- Consider modes together
  - » Understand key corridors with priority conflicts
- Understand funding availability
- Understand City's land use vision
- Develop LOS standards and project list that aligns with all of the above



BRINGING IT ALL TOGETHER

Transportation Plan

LAYERED NETWORK

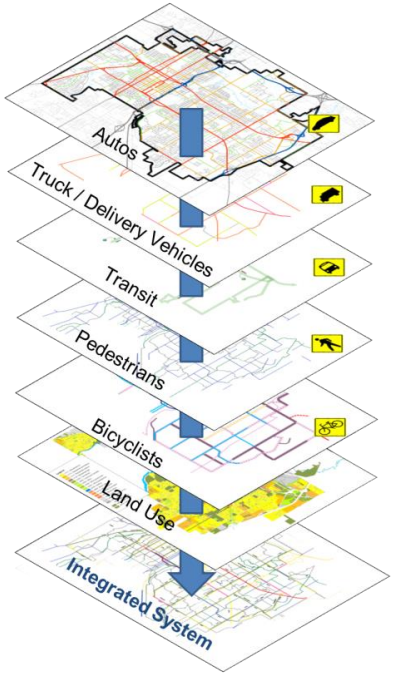
- Identifies priority users on individual streets
- Based on existing travel patterns and input from City staff and community

LEVEL OF SERVICE

- Auto
- Transit
- Pedestrian
- Bicycle
- Freight

TRANSPORTATION PROJECT LIST

- 20 Year List
- 6 Year (Capital Improvement Program)
- Concurrency
- Impact Fee Program



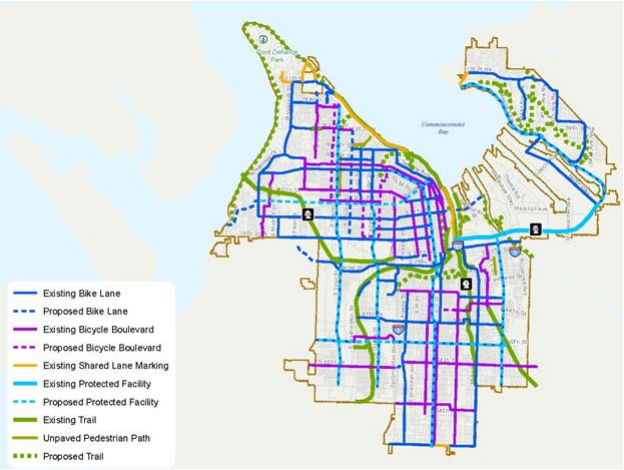
PEDESTRIAN LOS – SIDEWALK REQUIREMENTS

LOS	Within Pedestrian Priority Network
	Pedestrian facility* where indicated in Pedestrian Priority Network, with a buffer
	Pedestrian facility* provided on one side of the street
	No pedestrian facility

Crossing Requirements

LOS	In Downtown or Within a Half Mile of a School
	Enhanced crossing every 300-600** feet
	Marked crosswalk present every 600** feet
	No marked crosswalk present

* Pedestrian facility includes sidewalks and shoulders protected by a raised curb
** Distance may exceed 600 feet where no pedestrian demands are present



Questions?

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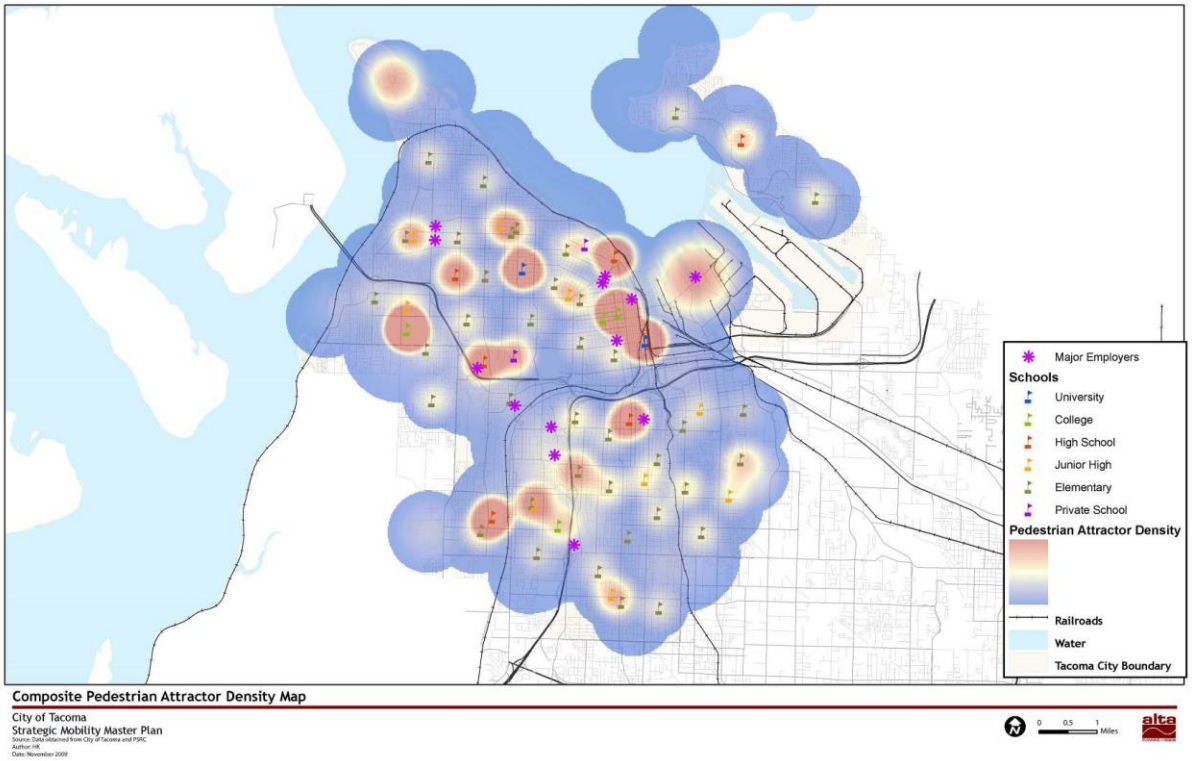
20-Minute Neighborhoods
Planning Commission / Transportation Commission Joint Meeting

Justin Resnick, Fehr & Peers

SEPTEMBER 17, 2014

EFFORTS IN MOMAP

Prioritize infrastructure improvements within and between 20-minute neighborhoods based around Tacoma's centers for growth and along identified corridors that connect residential areas to schools, local retail, business, and community services so residents can safely access more of the services they need close to home by walking, biking, transit, and using assistive devices



20-MINUTE NEIGHBORHOODS

FIGURE 12 - THE 20-MINUTE NEIGHBOURHOOD

SOURCE: DEPARTMENT OF TRANSPORT, PLANNING AND LOCAL INFRASTRUCTURE, 2013

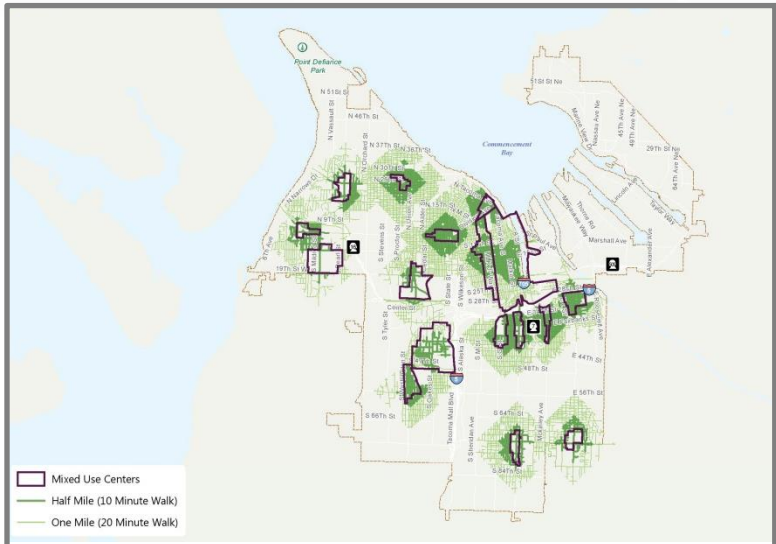
The Three D's

Density
- Population density by housing units per acre

Distance
- Intersection density
- Topography
- Distance to transit

Destinations
- Major employers, schools, parks, libraries, grocery stores

20-MINUTE WALKS AND GROWTH

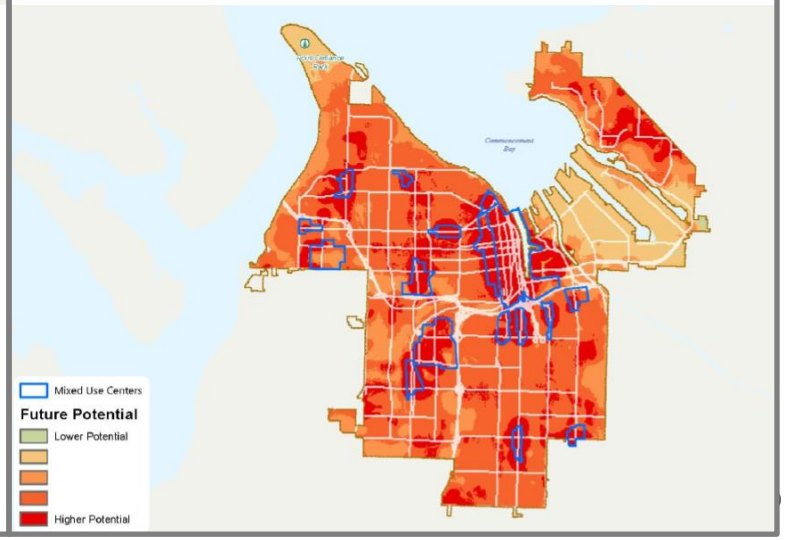


Walking Around Mixed Use Centers

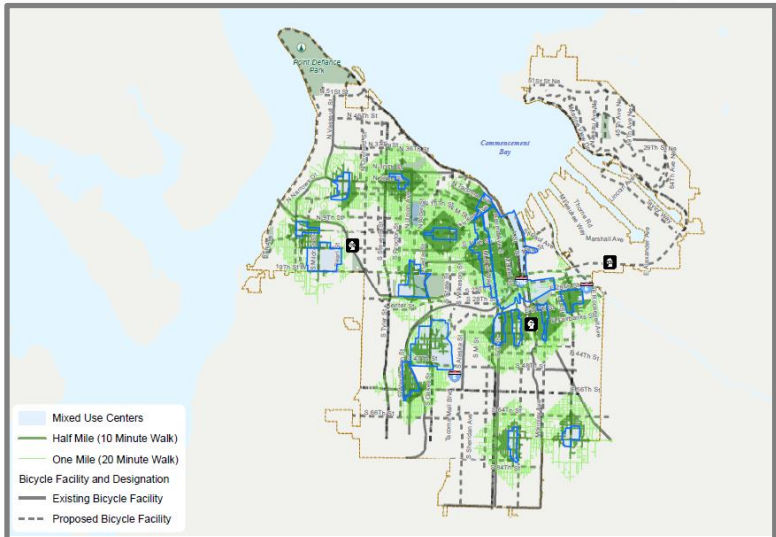
- Half mile (10 minutes) and one mile (20 minutes) walking from centroids
- Note street network completeness
- Sidewalk data unavailable

3 Ds Analysis Equally Weighted

- Focus on MUCs since they are the targeted growth areas
- Most MUCs are located at or near a potential 20-minute neighborhood
- What about the MUCs that have less walking potential? Lower priority for projects



CONNECTING 20-MINUTE NEIGHBORHOODS

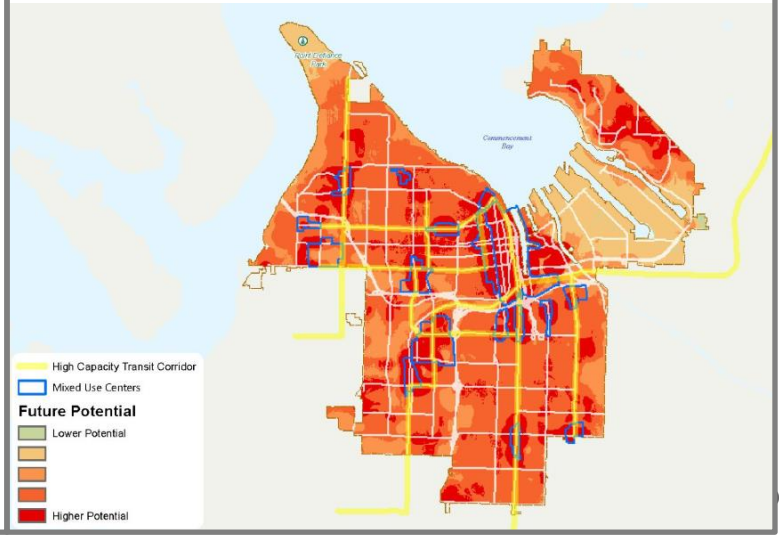


Connecting Bicycle Facilities

- Some MUCs connected by existing bicycle facilities
- All MUCs connected by fully built out bicycle network
- Consider separated bicycle facilities for important 20-min NBH connections

Connecting Transit Service

- Nearly all MUCs connected by proposed High Capacity Transit Corridors
- Excludes local service currently
- Think about higher quality of transit service along these corridors



ARTERIALS AND COLLECTORS IN 20-MINUTE NEIGHBORHOODS

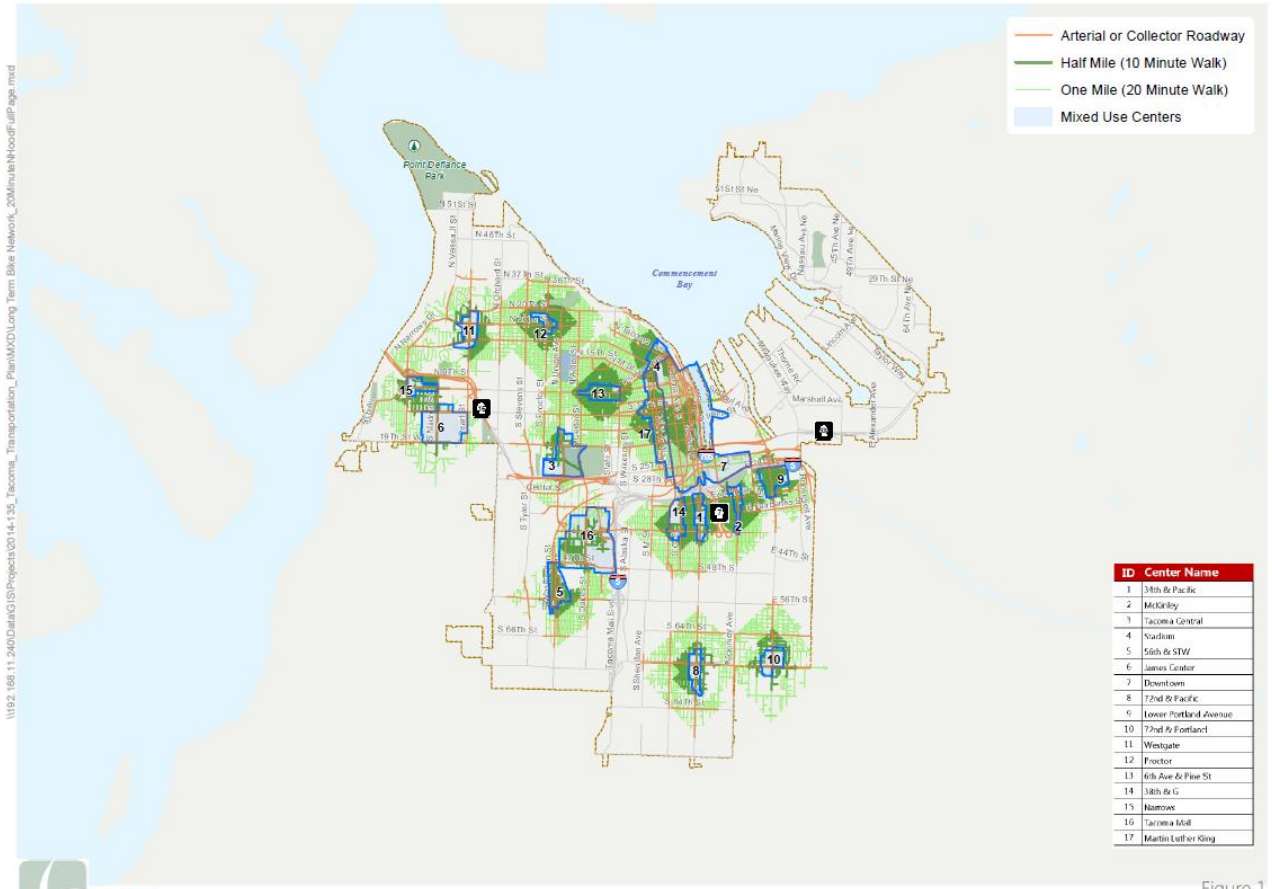


Figure 1

20 Minute Neighborhood

\\192.168.11.240\Data\GIS\Projects\2014-135_Tacoma_Transportation_Plan\MXD\Long Term Bike Network_20MinuteNHoodFullPage.mxd

ARTERIALS AND COLLECTORS IN 20-MINUTE NEIGHBORHOODS

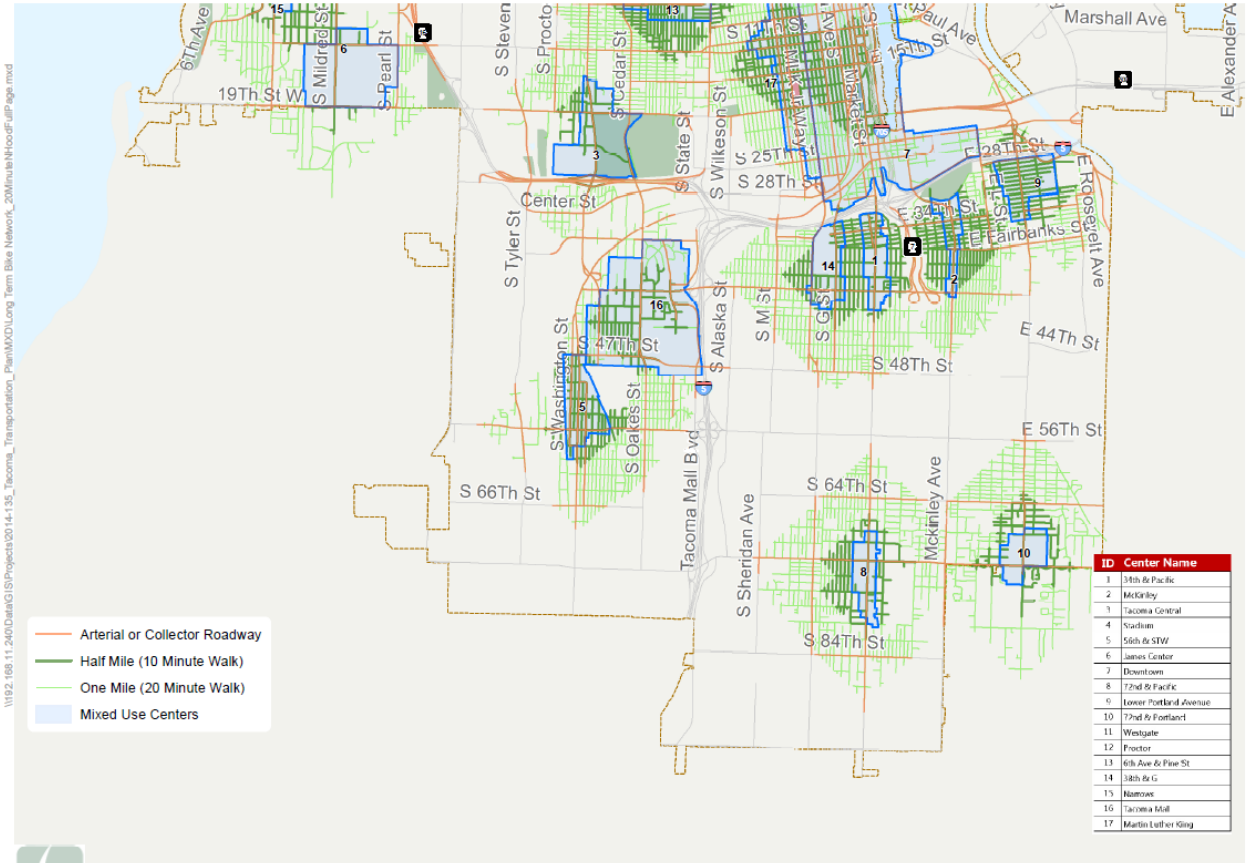
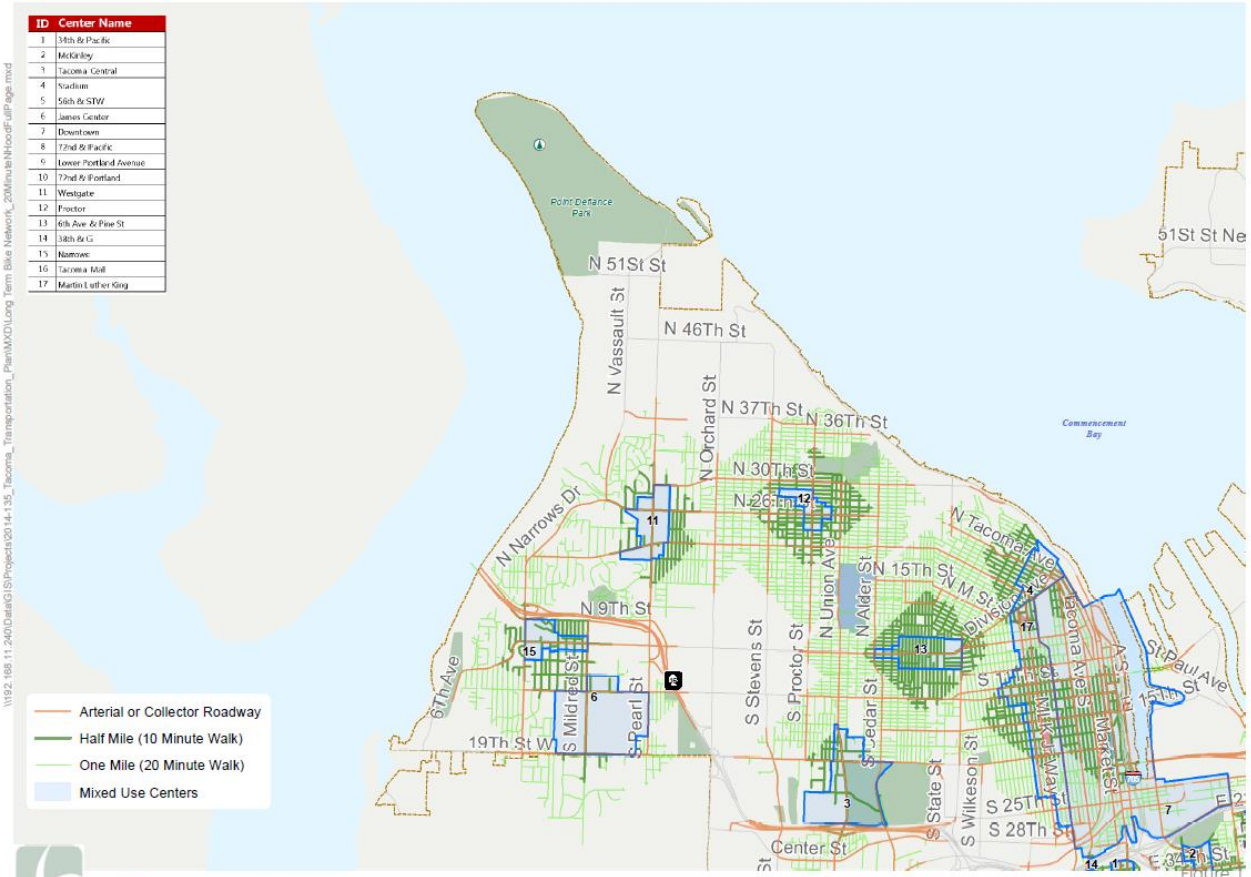


Figure 1

20 Minute Neighborhood

ARTERIALS AND COLLECTORS IN 20-MINUTE NEIGHBORHOODS



20 Minute Neighborhood

ARTERIALS AND COLLECTORS IN 20-MINUTE NEIGHBORHOODS

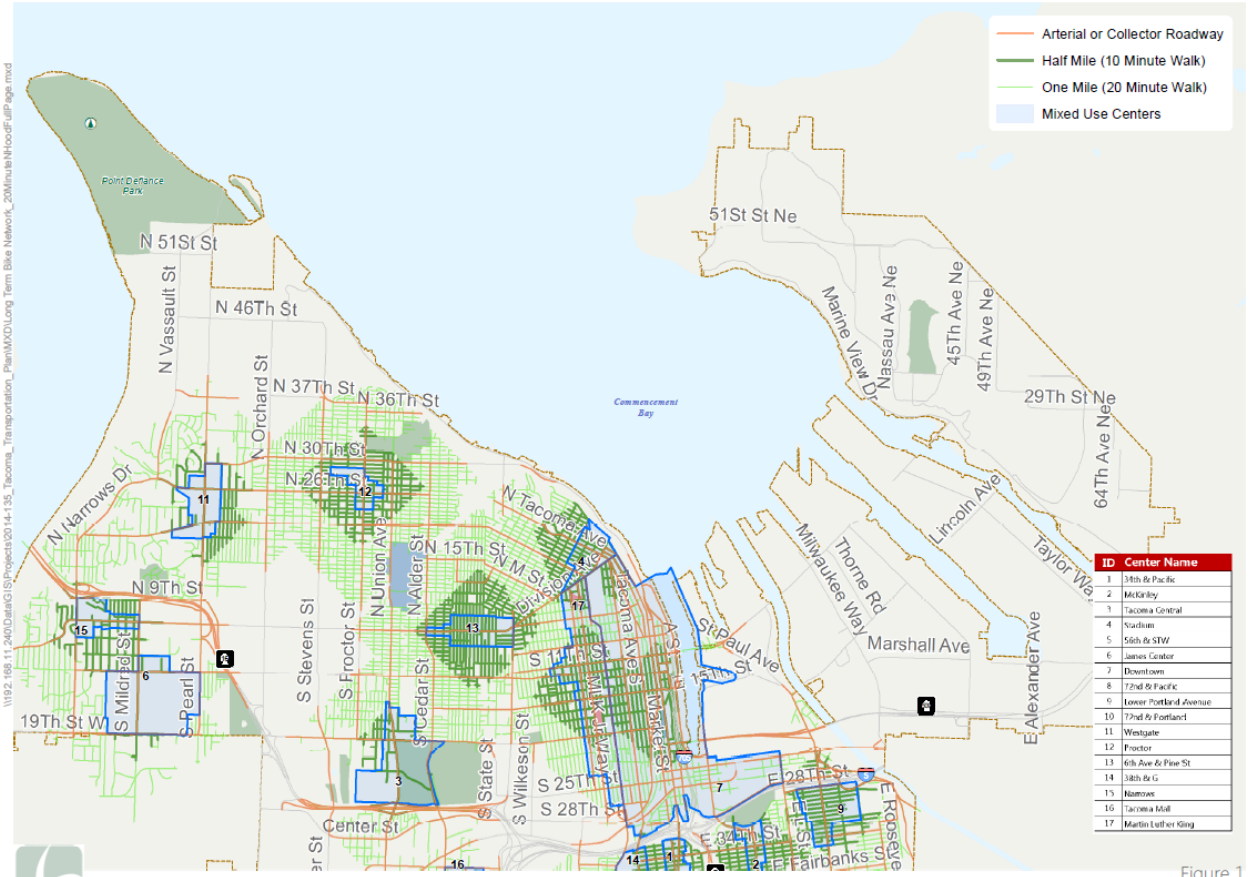


Figure 1

20 Minute Neighborhood

Questions?

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