



AGENDA

MEETING: Regular Meeting and Joint Meeting with the Transportation Commission (Hybrid)

DATE/TIME: Wednesday, July 17, 2024, 5:00 p.m.
(The joint session will begin at approximately 5:30 p.m.)

LOCATION: Council Chambers, 1st Floor of the Tacoma Municipal Building
747 Market Street, Tacoma, WA 98402

ZOOM INFO: Link: <https://www.zoom.us/j/84416624153>
Dial-in: +1 253 215 8782
ID: 844 1662 4153

A. Call to Order

- Quorum Call
- Land Acknowledgement
- Swearing in Newly Elected and Re-Elected Commissioners

B. Approval of Agenda

C. Approval of Minutes

- November 15, 2023

D. Public Comments

This is the time set aside for public comment on Discussion Items on this agenda.

- Written comments on Joint Discussion Item G1 must be submitted to Planning@cityoftacoma.org by 12:00 noon prior to the meeting. Comments will be compiled, sent to the Commission, and posted on the Commission's webpage at www.cityoftacoma.org/PlanningCommissionAgendas. To comment virtually, join the meeting using Zoom and raise your virtual hand. To comment in person, sign in at the back of the Council Chambers. Where necessary, the Chair may limit the allotted time for comment.
- Comments are not accepted for Discussion Item E1, as it is the subject of a recent public hearing.

E. Disclosure of Contacts and Recusals



The City of Tacoma does not discriminate on the basis of disability in any of its programs, activities, or services. To request this information in an alternative format or to request a reasonable accommodation, please contact the Planning and Development Services Department at (253) 905-4146 (voice) or 711 (TTY) before 5:00 p.m., on the Monday preceding the meeting.

¿Necesitas información en español? Cần thông tin bằng tiếng Việt? 한국어로 정보가 필요하십니까? ត្រូវការព័ត៌មានជាភាសាខ្មែរ?
Нужна информация на русском? Потрібна інформація українською мовою? Contact TacomaFIRST 311 at (253) 591-5000.

F. Discussion Items

1. 2025-2030 Capital Facilities Program Proposed Project List

- Description: Review public testimony on the proposed amendments to the 2025-2030 Capital Facilities Program (CFP) and consider forwarding a recommendation to the City Council.
- Action: Review and Consider Recommendation.
- Staff Contact: Nick Anderson (NAnderson@cityoftacoma.org)

G. Joint Discussion Items (beginning at approximately 5:30 p.m.)

1. One Tacoma Comprehensive Plan Update – including the Transportation Master Plan

- Description: Review the progress to date on the One Tacoma Comprehensive Plan update, including preliminary findings from the engagement process as well as initial review and findings from the Community Profile and Equity Assessment.
- Action: Review and Comment.
- Staff Contact: Stephen Atkinson (SAtkinson@cityoftacoma.org); Carrie Wilhelme (CWilhelme@cityoftacoma.org)

H. Upcoming Meetings (Tentative Agendas)

(1) Agenda for the August 7, meeting includes:

- South Tacoma Groundwater Protection District – Landscaping and Tree Canopy Standards

(2) Agenda for the August 21, meeting includes:

- To Be Determined

(3) September 4, 2024 – Potential Cancellation

I. Communication Items

(1) **Reports/Communications from Staff**

(2) **Status Reports by Commissioners** – Housing Equity Taskforce, Picture Pac Ave, Facility Advisory Committee, and the TOD Task Force.

(3) **IPS Agenda** – The Infrastructure, Planning, and Sustainability Committee’s next hybrid meeting is scheduled for Wednesday, July 24, 2024, at 4:30 p.m.; the agenda (tentatively) includes Board of Building Appeals interviews and presentations on the Planning Commission work program and transportation electrification. (Held at 747 Market Street, Tacoma, WA 98402, Conference Room 248 or virtually at <http://www.zoom.us/j/87829056704>, passcode 614650)

J. Adjournment



MINUTES (draft)

MEETING: Regular Meeting (hybrid)

DATE/TIME: Wednesday, November 15, 2023, 5:00 p.m.

PRESENT: Christopher Karnes (Chair), Anthony Steele (Vice-Chair), Morgan Dorner, Robb Krehbiel, Brett Marlo, Matthew Martenson, Jordan Rash (arrived at 5:07 p.m.), Sandesh Sadalge

ABSENT: Brett Santhuff

A. Call to Order

Chair Karnes called the meeting to order at 5:00 p.m. A quorum was declared.

Chair Karnes read the Land Acknowledgement.

B. Approval of Agenda

Vice-Chair Steele moved to approve the agenda as submitted. Commissioner Krehbiel seconded the motion. The motion passed unanimously.

C. Approval of Minutes

- October 4, 2023

Vice-Chair Steele moved to approve the October 4, 2023, meeting minutes. Commissioner Krehbiel seconded the motion. The motion passed unanimously.

D. Public Comments

Brian Boudet, Planning Manager, reported that no written comments were received for public comment.

No individuals addressed the Planning Commission.

Public Comment ended at 5:02 p.m.

E. Disclosure of Contacts and Recusals

There were no disclosures of contacts or recusals.

F. Discussion Items

1. Planning Commission Annual Report and Work Program

Commissioner Rash arrived here, at 5:07 p.m.

Boudet presented the draft Planning Commission Annual Report for 2022-2023 and Work Program for 2023-2025, including the reporting requirement and schedule, accomplishments, special notes, sources, projects with expected completion in 2023, preliminary work program for 2024, very preliminary work program for 2025, on-going issues, and emerging issues.

The Commission provided feedback on allowing sufficient time for the discussion of important topics, the homeownership aspect of Home In Tacoma, vice-chair status, landscape code and tree preservation, the South Tacoma Groundwater Protection District, the Commission's workload, sustainability issues and how they are being handled, home occupation expansion, and prioritization of the list.

Vice-Chair Steele moved to approve the Annual Report 2022-2023 and Work Program 2023-2025 with the discussed additions. Commissioner Krehbiel seconded the motion. The motion passed unanimously.

2. Proposed Historic Special Review and Conservation Districts Moratorium

Reuben McKnight, Historic Preservation Officer, outlined the proposed local historic district moratorium, including an overview of Resolution No. 41226, key considerations, public comments from the public hearing, the Landmarks Preservation Commission's review and feedback regarding whether a moratorium is warranted, and the review schedule.

Discussion ensued regarding property rights and homeowner knowledge of being a contributing property, potential benefits of the moratorium, possible conflicts between Home In Tacoma and historic district guidelines, whether a moratorium is the correct policy tool for improvement, designating staff time for a moratorium, the review of historic district applications, and the duration of the moratorium.

Vice-Chair Steele moved that a moratorium is warranted, would apply to new applications for historic districts, and would have a duration of 12 months. Commissioner Marlo seconded the motion. The motion passed with the following votes:

Ayes: 7 – Dorner, Karnes, Krehbiel, Marlo, Rash, Sadalge, Steele,

Nays: 1 – Martenson

H. Upcoming Meetings (Tentative Agendas)

(1) Agenda for the December 6, 2023, meeting includes:

- Neighborhood Planning Program – Proctor Neighborhood Plan – Recommendation
- Home In Tacoma Phase 2

(2) Agenda for the December 20, 2023, meeting includes:

- 2024 Comprehensive Plan Update
- South Tacoma Groundwater Protection District Code Update

(3) January 3, 2024 – Cancelled

I. Communication Items

The Commission acknowledged receipt of communication items on the agenda.

Chair Karnes reported that the TOD Task Force met and is working on their mission statement and a vision for collaboration between the Planning Commission and the Transportation Commission.

Boudet reported the following:

- There will be an opportunity for the commission to discuss how to best be efficient with the commission's and staff's time at upcoming individual commissioner lunches.
- The City Manager presented her proposed budget at the November 14, 2023, Study Session for the Mid Biennium Budget Modification process – which includes funding for ADU Accelerator project, improvements to permitting level of service, Home In Tacoma, health impact assessments in South Tacoma and Tideflats area, an online searchable code, Transportation Master Plan, Landscape Architect Review, and the McKinley overlook.

J. Adjournment

The meeting was adjourned at 6:20 p.m.

**These minutes are not a direct transcription of the meeting, but rather a brief capture. For full-length audio recording of the meeting, please visit:*

http://www.cityoftacoma.org/government/committees_boards_commissions/planning_commission/agendas_and_minutes/



City of Tacoma
Planning and Development Services

Agenda Item
F1

To: Planning Commission
From: Nick Anderson, Office of Management & Budget
Subject: 2025-2030 Capital Facilities Program – Public Hearing Debrief and Recommendation
Meeting Date: July 17, 2024
Memo Date: July 10, 2024

Action Requested:

Review public testimony on the proposed amendments to the 2025-2030 Capital Facilities Program and consider forwarding a recommendation to the City Council.

Discussion:

At the next meeting on July 17, 2024, the Planning Commission will conduct a public hearing on the proposed amendments to the Capital Facilities Program for 2025-2030. Following the public hearing, the Commission will review public testimony and consider forwarding a recommendation to the City Council. Attached for the Commission's review are a draft letter of recommendation and a draft of the findings and recommendations report.

Background:

The CFP serves as a planning document for capital projects and enables the City to seek funding for potential projects. The element is updated each biennium through development of the City's Capital Facilities Program (CFP). Since the amendment of the CFP occurs concurrently with the adoption of the City's biennial budget, it is not processed along with the annual amendments to the One Tacoma Comprehensive Plan, which is an exception allowed by the GMA (per RCW 36.70A.130).

The following proposal would update the six-year CFP from 2023-2028 to 2025-2030 with a revised project list. The projects vary in size and location and fall into the following categories: Community Development, Cultural Facilities, General Government Municipal Facilities, Libraries, Local Improvement Districts, Parks and Open Space, Public Safety, Solid Waste, Surface Water, Tacoma Power, Tacoma Rail, Tacoma Water, Transportation, and Wastewater.

The Capital Facilities Program from 2023-2028 is being amended pursuant to the State Growth Management Act's requirements and will be considered and adopted by the City Council concurrently with the 2025-2026 Operating and Capital Budgets, currently expected in November 2024.



Prior Actions:

On May 15, 2024, the Planning Commission reviewed the draft proposal and set a public hearing date and public comment period on the 2025-2030 Capital Facilities Program.

June 5, 2024, the Planning Commission conducted a public hearing on the proposed project list for the 2025-2030 Capital Facilities Program.

Staff Contact:

- Nick Anderson, Management Analyst, nanderson@cityoftacoma.org, (253) 591-5847
- Steve Atkinson, Principal Planner, satkinson@cityoftacoma.org, (253) 905-4146

Attachments:

- Attachment 1: Public Hearing Comments
- Attachment 2: DRAFT Letter of Recommendation
- Attachment 3: DRAFT Findings and Recommendations

c. Peter Huffman, Director



**Public Hearing – 2025-2030 Capital Facilities Program
Proposed Project List**

Public Comments Received

List 1 – Commenters of Oral Testimony
(Received at Public Hearing, June 5, 2024)

No.	Name	Page
1.	Theresa Pan Hosley	3
2.	Gregory Utz	3

List 2 – Commenters of Written Comments
(Received through June 7, 2024)

No.	Name	Page
1.	Theresa Pan Hosley	5



Oral Testimony

Public Hearing – 2025-2030 Capital Facilities Program Proposed Project List

June 5, 2024

1. **Theresa Pan Hosley** – I represent the Chinese Reconciliation Project Foundation. Monday night, I submitted a written comment. I don't know if you've had the opportunity to review it, but we can use these two minutes for our Vice President to read it to you. But what I want to say, is this project has been in the works since 1992. Our board is an all volunteer board - working on this. The project to us, especially to Chinese community, is a hope – a symbol of hope – a hope for a more harmonious community for our city of Tacoma and for future generations for a brighter and better future for our children.
2. **Gregory Utz** – The officers and members of the Board of the Chinese Reconciliation Project Foundation listed below wish to highlight the opportunity the City of Tacoma has to leverage a \$1 million matching fund provided by the Washington State Legislature in the spring of 2023 to further the completion of the Chinese Reconciliation Park on Tacoma's waterfront. This project is listed on your document "Proposed Project List for the 2025-2030 Capital Facilities Plan" under parks, but it is yet to show funding. The Chinese Reconciliation Park was proposed by a Citizens Advisory Committee in 1992, adopted by City Council Resolution No. 32415 in 1993, and site preparation began in 1995. In 2001, a Master Plan was adopted, and in 2005, ground was broken for actual construction. Phases I, II, and III have been completed and include shoreline development, symbolic landscape design, signage, a Chinese-style bridge and the "Fuzhou Ting", a pavilion gifted to the city by our sister city of Fuzhou, China. In 2016, the City Council adopted Resolution No. 39597, authorizing the use of City Council contingency funds in the amount of up to \$90,000 towards the Chinese Reconciliation Project Foundation's schematic design of a multicultural pavilion as outlined in Phase IV of the Chinese Reconciliation Park Master Site Plan. In 2019, that design was completed and adopted. In 2023, the legislature earmarked a million dollars of matching funds for the initial stages of Phase IV - the major indoor facility that is the center of the park - the "Multicultural Pavilion". This is the opportunity that we urge the Planning Commission to seize at this time. The Multicultural Pavilion will be a major new cultural venue, allowing everything from city events, such as this summer's hosting of approximately 150 Chinese delegates to a US China Summit on July 18, to community festivals and other cultural events, to revenue-producing private citizen events such as weddings. Currently, this potential gem on Tacoma's waterfront has one power plug, no water or toilet facilities, and a ground service of crushed construction gravel. It is a site



of enormous historical, cultural, and political significance and great possibility, and yet is unfinished and very difficult for anyone to use as intended. The Park and its pavilion would seem to triangulate perfectly between the various aspects of your purview: “community development, cultural facilities, general government municipal facilities, ... local improvement districts, parks and open space...: It has been more than 30 years since the City of Tacoma committed to this project. The members of the Board of the Chinese Reconciliation Project Foundation entrusted by the 1994 City Council resolution with the development of support for the project, urge you to consider funding the Park, to leverage the available state legislature funding opportunity, and to move us closer to a completed Chinese Reconciliation Park. It is unique in the country as an act of “reconciliation” and has been included as such by various groups around the world studying such projects. Tacoma has the opportunity to further its global reputation, as well as its public facilities, by moving forward with this long-envisioned Park.

--- (Public Hearing closed at 5:27 p.m.) ---

From: [Theresa Pan Hosley](#)
To: [Planning](#)
Subject: Written comments regarding 2025-2030 Capital Facilities Program
Date: Monday, June 3, 2024 10:02:40 PM
Attachments: [CRPF - Written Comments - 2025-2030 Capital Facilities Program 2024-06-03.pdf](#)

Dear Friends at Planning,

Please find attached our written comments regarding 2025-2030 Capital Facilities Program.

Please let me know if you need additional information or have any questions.

Thank you.

*Theresa

Best regards,
Theresa Pan Hosley



CHINESE RECONCILIATION
PROJECT FOUNDATION
塔可瑪社區協和促進會

[CRPF Tacoma](#) **Board President**
[Chinese Reconciliation Park](#) **Volunteer**
[Tacoma Moon Festival](#) **Organizer**



CHINESE RECONCILIATION PROJECT FOUNDATION

June 3, 2024

Members, The City of Tacoma Planning Commission,

The Officers and Members of the Board of the Chinese Reconciliation Project Foundation listed below wish to highlight the opportunity the City of Tacoma has to leverage a \$1,000,000 matching fund provided by the Washington State Legislature in the spring of 2023 to further the completion of the Chinese Reconciliation Park on Tacoma's waterfront.

This project is listed on your document "Proposed Project List for the 2025-2030 Capital Facilities Plan" under parks but is yet to show funding.

The Chinese Reconciliation Park was proposed by a Citizens Advisory Committee in 1992, adopted by City Council Resolution No. 32415 in 1993, and site preparation began in 1995. In 2001 a Master Plan was adopted and in 2005 ground was broken for actual construction. Phases I, II and III have been completed and include shoreline development, symbolic landscape design, signage, a Chinese-style bridge and the "Fuzhou Ting," a pavilion gifted to the city by our sister city of Fuzhou, China. In 2016 The City Council adopted Resolution No. 39597 authorizing the use of City Council Contingency Funds, in the amount of up to \$90,000, towards the Chinese Reconciliation Project Foundation's schematic design of a multicultural pavilion as outlined in Phase IV of the Chinese Reconciliation Park Master Site Plan. In 2019 that design was completed and adopted.

In 2023, the Legislature earmarked \$1,000,000 of matching funds for the initial stages of Phase IV- the major indoor facility that is the center of the park- the "Multicultural Pavilion." This is the opportunity that we urge The Planning Commission to seize at this time.

The Multicultural Pavilion will be a major new cultural venue allowing everything from City events (such as this summer's hosting of approximately 150 Chinese delegates to a US-China Summit on July 18) to community festivals and other cultural events, to revenue-producing private citizen events such as weddings. Currently this potential gem on Tacoma's waterfront has 1 power plug, no water or toilet facilities, and a ground surface of crushed construction gravel. It is a site of enormous historical, cultural and political significance and great possibility, and yet is unfinished and cannot be used for its projected community used.

The Park and its Pavilion would seem to triangulate perfectly between the various aspects of your purview: "community development, cultural facilities, general government municipal facilities, ... local improvement districts, parks and open space..." It has been more than 30 years since the City of Tacoma committed to this project. The Members of the Board of the Chinese Reconciliation Project Foundation, entrusted by the 1994 City Council Resolution with the development of support for the project, urge you to consider funding the Park to leverage



CHINESE RECONCILIATION PROJECT FOUNDATION

the available State Legislature funding opportunity and to move us closer to a completed Chinese Reconciliation Park. It is unique in the country as an act of "reconciliation" and has been noted as such by various groups around the world studying such projects. Tacoma has the opportunity to further its global reputation, as well as its public facilities, by moving forward with this long-envisioned park.

Thank you for your consideration,

Executive Board:



President: Theresa Pan Hosley
Vice President: Greg Youtz
Treasurer: Lucy Zhou
Secretary: Lotus Perry
Community Relations Chair: Jill Magnuson

Other Board Members:

Anne Tsuneishi
Calvin Pearson
Clarita Grant
Greg Yee
Larry Hosley
Linda C J Lee
Minh-Anh Hodge
Patrick Pow
Rini Ng
Yanjie Lu
Jun Zhu

Board Member Emerita:

Myrna Loy-Zolyomi
Suzanne Barnett



City of Tacoma
Planning Commission

Christopher Karnes, Chair
Anthony Steele, Vice-Chair
Morgan Dorner
Robb Krehbiel
Brett Marlo
Matthew Martenson
Jordan Rash
Sandesh Sadalge
Payton Swinford

July 17, 2024

The Honorable Mayor and City Council
City of Tacoma
747 Market Street, Suite 1200
Tacoma, WA 98402

RE: Proposed Capital Facilities Program for 2025-2030

Mayor Woodards and Members of the City Council

On behalf of the Tacoma Planning Commission, I am forwarding our recommendations on the proposed Capital Facilities Program for 2025-2030, which is an implementation element of the *One Tacoma* Comprehensive Plan.

Enclosed for your consideration is the "*Planning Commission's Findings of Fact and Recommendations Report, July 17, 2024*" which summarizes the proposal, the public review process, and the Commission's deliberations.

The Commission offers the following guidance to the City Council.

- **Consistency with the *One Tacoma* Plan.** The Commission finds that the proposed 6-year project list is generally consistent with the goals and policies of the *One Tacoma* Comprehensive Plan and promotes the general health, welfare, and safety of our community.
- **Growth, Level-of-service, and Equity.** The *One Tacoma* Plan prioritizes investments in neighborhoods that: 1. Are experiencing growth pressures; 2. Have service and facility deficiencies; and 3. Where there has been historic underinvestment and/or inequitable access to community services and facilities.
- **Mapping.** The Commission notes the implementation of a project mapping tool for the 2025-2030 cycle. This tool has been a request from the Commission for the past two cycles. It has been a useful tool to visualize the City's current projects as well as the broader set of public facilities, even those managed by other public agencies, in Tacoma. The Commission hopes this map will provide transparency to the public and requests that it be maintained through the City's various planning process. The map can be found at [this link](#). **Add additional comments, recommendations, and improvements to the map here.**
- **Areas of Improvement.** There is one area the Commission recommends the City work to improve the CFP process.

- *Prioritization.* In previous cycles, the City has utilized 13 questions to evaluate alignment with the *One Tacoma* comprehensive plan. This cycle did not rely on these questions for project prioritization. Rather, the process utilized prioritization criteria utilized through the Transportation Improvement Plan (TIP) process, overseen by the Transportation Commission, and the Facility Advisory Committee, a community advisory group on which two members of the Planning Commission participated. These processes are adequate for this process. The Commission intends to work with staff to craft a new prioritization process as it updates the One Tacoma Comprehensive Plan. The Commission looks forward to this process and its implementation in the next 2027-2032 CFP cycle.

Finally, the Commission notes the public comments concerning Chinese Reconciliation Park. These comments were in support of a project included in the Planning Commission's recommended project list, but currently unfunded. We therefore reaffirm and emphasize the need to complete the vision for the Chinese Reconciliation Park. Further, Council should actively consider funding options to begin the next phase of work.

With these considerations in mind, we recommend the 2025-2030 Capital Facilities Program for adoption by the City Council concurrently with the adoption of the City's Biennial Budget for 2025-2026.

Sincerely,

Christopher Karnes, Chair
Tacoma Planning Commission

Anthony Steele, Vice-Chair
Tacoma Planning Commission

Enclosure



TACOMA PLANNING COMMISSION
FINDINGS OF FACT AND RECOMMENDATIONS
Capital Facilities Program 2025-2030

July 17, 2024

A. SUBJECT:

Proposed Capital Facilities Program for 2025-2030.

B. SUMMARY OF THE PROPOSAL:

The proposal would update the six-year Capital Facilities Program (CFP). The CFP identifies and describes projects that are proposed for funding during the 2025-2030 timeframe. Proposed projects are consistent with and implement the policies of the *One Tacoma* Comprehensive Plan. Projects vary in sizes, are located citywide, and fall into the following categories: Community Development, Cultural Facilities, General Government Municipal Facilities, Libraries, Local Improvement Districts, Parks and Open Space, Public Safety, Solid Waste, Surface Water, Tacoma Power, Tacoma Rail, Tacoma Water, Transportation, and Wastewater.

As an element of the Comprehensive Plan, the CFP provides a bridge between the City's long-term plan and the budget process but does not appropriate funds. The CFP is prepared pursuant to the State Growth Management Act's requirements (RCW 36.70A.130) and will be considered for adoption by the City Council in November 2024 concurrently with the 2025-2026 Operating and Capital Budgets.

The Growth Management Act requires communities to plan for capital facilities and utilities to ensure that there is an adequate level of service in place to meet community needs over time. These facilities are provided in Tacoma by the City and other agencies. The following table identifies these facility and service types and the providers.

TYPE	PROVIDER
Provided by City	
Electric	Tacoma Public Utilities
General Municipal Facilities	Public Works Department
Fire	Fire Department
Libraries	Tacoma Public Libraries
Police	Police Department
Solid Waste	Environmental Services Department
Stormwater	Environmental Services Department
Wastewater	Environmental Services Department
Water	Tacoma Public Utilities
Provided by City + Other Entities	
Parks (including special public assembly facilities)	Public Works Department; Environmental Services Department; Metro Parks Tacoma
Telecommunications	Tacoma Public Utilities; Private providers

Transportation	Public Works Department; Tacoma Public Utilities; Pierce Transit; Sound Transit
Provided by Other Entities	
Natural Gas	Puget Sound Energy
Schools	Tacoma Public Schools

C. FINDINGS OF FACT:

1. **Comprehensive Plan and Development Regulations** – The City of Tacoma's Comprehensive Plan, *One Tacoma*, is the official statement concerning future growth and development and sets forth goals, policies and strategies for the health, welfare and quality of life of Tacoma's residents. The Comprehensive Plan consists of various policy elements and implementing programs. The Land Use Regulatory Code, i.e., Title 13 of the Tacoma Municipal Code, contains development regulations and is the key regulatory mechanism that supports the Comprehensive Plan. The Comprehensive Plan was first adopted in 1993 by Ordinance No. 25360, pursuant to the State Growth Management Act, and has been amended once every year thereafter. The Land Use Regulatory Code has also been amended on an as-needed basis – in most cases, concurrently with the annual amendments to the Comprehensive Plan.

2. **Planning Mandates and Guidelines** – The Growth Management Act requires that any amendments to the Comprehensive Plan and/or development regulations conform to the requirements of the Act, and that all proposed amendments, with certain limited exceptions, shall be considered concurrently so that the cumulative effect of the various changes can be ascertained. Proposed amendments to the Comprehensive Plan and/or development regulations must also be consistent with the following State, regional and local planning mandates and guidelines:
 - The State Growth Management Act (GMA);
 - The State Environment Policy Act (SEPA);
 - VISION 2050, the Growth Management, Environmental, Economic, and Transportation Strategy for the Central Puget Sound Region;
 - Tacoma 2025 Strategic Plan;
 - Transportation 2050, the action plan for transportation in the Central Puget Sound Region;
 - The Countywide Planning Policies for Pierce County;
 - TMC 13.02 concerning the procedures and criteria for amending the Comprehensive Plan and development regulations and for area-wide zoning reclassifications.

3. **Capital Facilities Program (CFP) Updates** – In recent years, the CFP has been updated on a biennial basis to reflect the changing needs and status of capital projects and to better coordinate with the City's biennial budget process. The updates are prepared by the Office of Management & Budget in conjunction with the Planning & Development Services Department based on project information submitted by various City departments. The CFP updates are conducted in a manner consistent with the above-mentioned planning mandates and guiding principles; however, the CFP updates are adopted separate from other proposed amendments to the Comprehensive Plan, which is an exception allowed by the GMA because they occur concurrently with the adoption or amendment of the City's budget [RCW 36.70A.130 (2)(a)(iv)].

4. **The 2025-2030 CFP Document** – The following table illustrates how the draft 6-year CFP document is organized. The project list is sorted first by prioritization tier and then by location. The full Capital Facilities Program book will be completed over the course of the 2025-2026 Budget Development process. The project map and public facilities location map—an additional component of the CFP update for this cycle, useful for the Commission, the public, and Council—can be found [here](#).

	DESCRIPTION OF PROPOSED AMENDMENT
1. Proposed Project List	This document provides the complete list of all 221 projects recommended for inclusion in the Capital Facilities Program for the 2025-2030 cycle. This also includes current estimates for the individual projects and secured funding to implement them.
2. Proposed Project List (with Detail)	This attachment identifies the full proposed project list for the 2025-2030 CFP, including both new projects and projects carrying forward from the previous 2025-2030 Capital Facilities Program. It contains additional information such as project descriptions, project status, and location.
3. New Projects List	There are 33 new projects proposed for addition to the Capital Facilities Program. This section identifies these new projects and the categories they are organized within.
4. Removed Project List	This section identifies projects from the 2023-2028 CFP that are proposed to be removed from the 2025-2030 updated CFP and provides the reason for the removal.

5. **Public Hearing** – The Planning Commission conducted a public hearing on the proposed 2025-2030 CFP on June 5, 2024.
6. **Notification for the Public Hearing** – The public hearing notice was distributed to individuals and entities on the Planning Commission’s mailing list that included the City Council, Neighborhood Councils, business district associations, civic organizations, environmental groups, the development community, the Puyallup Tribal Nation, adjacent jurisdictions, major employers and institutions, City and State departments, and other interested parties on May 22, 2024. A legal notice was published on the Tacoma Daily Index on May 23, 2024. A notice was sent to Joint Base Lewis-McChord (per RCW 36.70A.530(4)) on May 23, 2024, asking for comments within 60 days of receipt of the notice. A letter was sent to the chairman of the Puyallup Tribe of Indians on May 22, 2024, to formally invite the Tribe’s consultation on the proposed CFP update. The proposal was posted on the website of the Office of Management and Budget at www.cityoftacoma.org/facilityimprovement.
7. **Public Hearing Comments and Responses** – The Commission received comments concerning Chinese Reconciliation Park. Public comments note a \$1,000,000 grant that may be available from the State of Washington to help improve this important public asset. The Commission notes these comments and the matching funds that may be available to the City of Tacoma and MetroParks Tacoma. Consideration of resources that would unlock these matching funds and continue this important project should be considered by the City Council during its budget development process.

D. CONCLUSIONS AND RECOMMENDATIONS:

Consistency with the One Tacoma Comprehensive Plan. The Planning Commission concludes that the capital projects (new projects, in particular) included in the proposed Capital Facilities Program for 2025-2030 are consistent with the *One Tacoma* Comprehensive Plan (specifically the Public Facilities and Services Element, Policy PFS-4.10 concerning prioritization of capital improvements), are intended to enhance existing facilities (which is a primary goal of capital facility planning and programming), and where appropriate and applicable, are poised to leverage additional funds.

Growth, Level-of-service, and Equity. The One Tacoma Plan prioritizes investments in neighborhoods that: 1. Are experiencing growth pressures; 2. Have service and facility deficiencies; and 3. Where there has been historic underinvestment and/or inequitable access to community services and facilities.

Mapping. The Commission notes the implementation of a project mapping tool for the 2025-2030 cycle. This tool has been a request from the Commission for the past two cycles. It has been a useful tool to visualize the City's current projects as well as the broader set of public facilities, even those managed by other public agencies, in Tacoma. The Commission hopes this map will provide transparency to the public and requests that it be maintained through the City's various planning process. The map can be found at [this link](#). Add additional comments, recommendations, improvements to map here.

Areas of Improvement. There is one main area the Commission recommends the City work to improve the CFP process.

Prioritization. In previous cycles, the City has utilized 13 questions to evaluate alignment with the *One Tacoma* comprehensive plan. This cycle did not rely on these questions for project prioritization. Rather, the process utilized prioritization criteria utilized through the Transportation Improvement Plan (TIP) process, overseen by the Transportation Commission, and the Facility Advisory Committee, a community advisory group on which two members of the Planning Commission participated. These processes are adequate for this evaluation of the 2025-2030 CFP project list. The Commission intends to work with staff to craft a new prioritization process as it updates the One Tacoma Comprehensive Plan. The Commission looks forward to this process and its implementation in the next 2027-2032 CFP cycle.

Recommendation to Adopt the 2025-2030 Capital Facilities Program. The Planning Commission recommends that the City Council adopt the proposed Capital Facilities Program for 2025-2030. The Commission acknowledged that the document is essentially a compilation of proposed capital projects, that it will be completed with additional, non-project information at the time of the City Council's consideration for adoption, and that upon adoption it will replace the existing capital facilities program element of the *One Tacoma* Comprehensive Plan. **Add additional notes or comments here, if necessary.**



City of Tacoma
Planning and Development Services

**Agenda Item
G1**

To: Planning Commission and Transportation Commission
From: Stephen Atkinson, Planning Services Division
Subject: **2024 Comprehensive Plan Update**
Memo Date: July 10, 2024
Meeting Date: July 17, 2024

Action Requested:

Staff is seeking input on the proposed Integrated Transportation Network Framework. Discussion questions are provided below.

Discussion:

At the joint Planning Commission/Transportation Commission meeting on July 17, 2024, staff will provide a summary of progress to date on the One Tacoma Comprehensive Plan update, including preliminary findings from the engagement process as well as initial review and findings from the Community Profile and Equity Assessment.

- [Community Profile](#): The Community Profile includes information about the current context of the city and recent trends as a starting point for comprehensive plan research. The Community Profile is a working document, and each Comprehensive Plan chapter will expand on this research in the process of developing specific policies.
- [Equity Assessment Context History and Baseline](#): A review of relevant historical context, equity indicators, and baseline outcomes data disaggregated by race and ethnicity in Tacoma.
- [Equity Assessment Framework](#): A summary of equity priorities and policy and review rubrics used for the Comprehensive Plan policy audit.

Following this initial progress report, staff will lead the Commissions in a discussion of a proposed Integrated Transportation Network Framework.

Integrated Transportation Network Framework

It is often a challenge for the right-of-way to meet the demands and expectations of all modes and functions at any given time. Transit, bike lanes, emergency response access, parking, streeteries, trees, and sidewalks are just a few of the uses competing for the limited right-of-way. To help guide the City in allocating street space in alignment with city goals, the TMP project team is recommending an approach called the Integrated Transportation Network Framework that considers the mobility, access, and urban form functions of each street segment, considering land use context. The proposed framework identifies right-of-way allocation decisions that are common throughout Tacoma and have challenging decisions to be made. Framed by land use context and primary street function,



the decision guidance directs planners and engineers towards the highest and best use of limited right-of-way space.

Following the presentation, the TMP project team will be looking for the Commissions to answer the following discussion questions:

1. Do you support the presented framework as an approach to developing an integrated set of modal and functional networks?
2. Are there additional street functions or land use contexts that you feel should be included in the Integrated Transportation Network Framework?

Project Summary and Background:

One Tacoma Comprehensive Plan:

Tacoma's Comprehensive Plan, [One Tacoma](#), is the City's official statement concerning its vision for future growth and development. It identifies goals, policies, and strategies for maintaining the health, welfare, and quality of life of Tacoma's residents. The Comprehensive Plan is comprised of numerous individual elements, including elements addressing such important issues as urban form, design and development, environment and watershed health, parks and recreation, housing, economic development, and transportation and infrastructure.

The City of Tacoma amends its Comprehensive Plan on an annual basis as permitted by state law. In addition to these regular amendments, the [Growth Management Act](#) (GMA) requires counties and cities to periodically conduct a thorough review of their plans and regulations to bring them in line with any relevant changes in the GMA, and to accommodate updated growth targets. [RCW 36.70A.130](#) establishes the review procedures and schedule for Comprehensive Plan amendments and periodic review. Tacoma last completed such a "periodic update" in 2015 and is mandated to undertake and complete another "periodic update".

In addition, the City of Tacoma is the designated "Metropolitan City" for Pierce County and is allocated, through [Vision 2050](#) and the [Countywide Planning Policies](#), to accommodate a significant share of the region's population and employment growth. The Puget Sound Regional Council evaluates and certifies local comprehensive plans for consistency with the multi-county planning policies (see the [Plan Review Manual](#), page 27). The Comprehensive Plan update will include a review and update to ensure consistency with the goals and policies of Vision 2050.

Transportation Master Plan (TMP):

The Public Works Department is in the process of updating the Transportation Master Plan (TMP) in coordination with the One Tacoma Comprehensive Plan update. The TMP serves as the Transportation Chapter of the Comprehensive Plan. The purpose of the TMP is to provide a comprehensive strategy for developing and managing Tacoma's transportation

network to meet current and future needs. It aims to create a transportation system that is safe, sustainable, accessible, and connected by integrating various transportation modes, prioritizing multimodal options, and aligning with land use planning. Ultimately, the TMP will develop a blueprint for Tacoma's transportation future and guide infrastructure investment.

Prior Actions:

- December 20, 2023 : Recommended scope of work and engagement strategy.
- June 21, 2023: Reviewed planning requirements for the Periodic Update and recent legislative updates pertaining to housing and climate policy.

Background Documents:

- [Dept. of Commerce Checklist](#)
- [Vision 2050 Checklist](#)
- [One Tacoma Comprehensive Plan Update Work Plan](#)

Staff Contacts:

- Stephen Atkinson, Principal Planner, satkinson@cityoftacoma.org.
- Carrie Wilhelme, Principal Transportation Planner, cwilhelme@cityoftacoma.org
- Maryam Moeinian, Senior Planner, mmoeinian@cityoftacoma.org.
- Alyssa Torrez, Senior Planner, atorrez@cityoftacoma.org

Attachments:

- Attachment 1: TMP Network Integration Framework

c. Peter Huffman, Director

TRANSPORTATION MASTER PLAN UPDATE – INTEGRATED TRANSPORTATION NETWORK FRAMEWORK

OVERVIEW

The Tacoma Transportation Master Plan (TMP) update will develop a blueprint for Tacoma’s transportation future. The updated TMP will guide how the City of Tacoma plans and provides mobility, enables access to places and opportunities, creates places for public life, and creates a framework for transportation to support planned land uses and development.

The updated TMP will include seven modal and functional elements listed in Table 1:

Table 1: TMP Modal and Functional Elements

Mode or Function Element	<i>Element Vision or Outcome</i>
Pedestrian	<i>Safe, accessible, and comfortable mobility for people walking and rolling on all of our city streets.</i>
Bicycle	<i>All ages and abilities network provides safe, connected access to our city.</i>
Transit	<i>Frequent, reliable mobility connecting all neighborhoods and to the region.</i>
Freight	<i>Reliable access to Port facilities and regional freeways, and ensure essential items reach Tacoma businesses.</i>
Auto	<i>Streets designed to encourage slower speeds and support emergency response and goods delivery.</i>
Curb Management	<i>Effective and equitable curb allocation to assure access between destinations and the transportation network.</i>
Public Realm and Activation	<i>Places for people to connect and community life to unfold.</i>

Each element will require street space to achieve desired mobility and public realm outcomes. To ensure we are allocating street space in alignment with city goals, this memo proposes an approach to integrating the priorities of the modal plans to create a balanced and holistic system.

The TMP update is proposing to:

- Move from a “**layered network**” that designates priorities by mode to an “**integrated network**” that considers the mobility, access, and urban form functions of each street segment, considering land use context.
- **Consider changes to the types of corridors** designated in the Comprehensive Plan Urban Form Element.

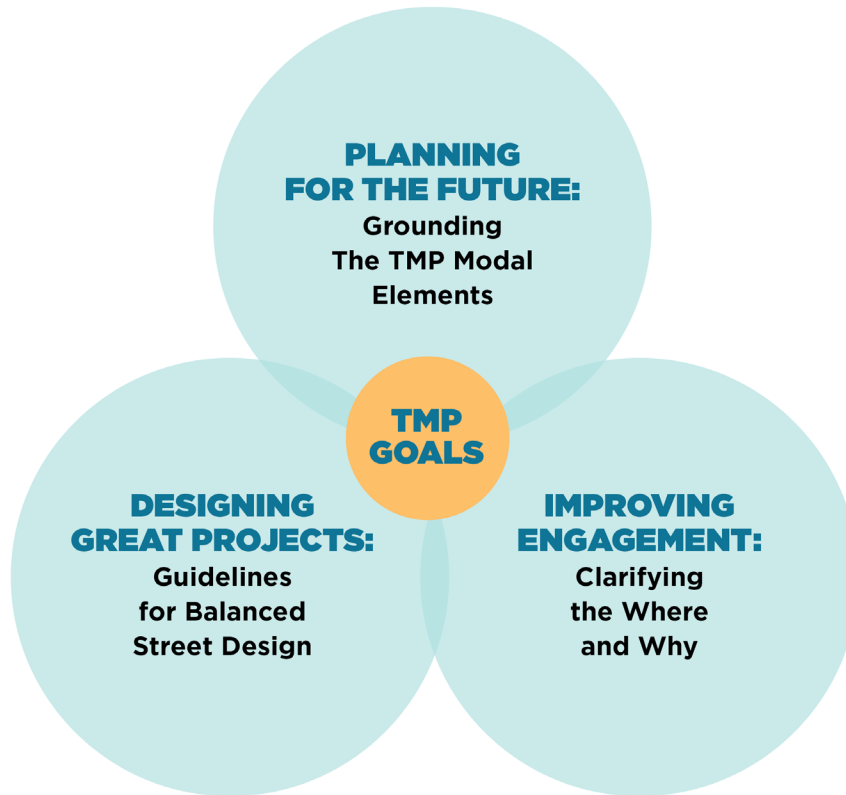
NETWORK INTEGRATION APPROACH

TMP modal and functional elements (listed in Table 1) need to be reconciled to ensure that Tacoma is developing the TMP within the constraints of its limited street rights-of-way and the multiple demands on those streets, particularly arterial corridors. This **Network Integration Framework** serves multiple purposes:

- **During TMP Development:** Guides the technical team in developing modal and functional elements that are balanced and realistic given ROW constraints.
- **Ongoing:** Guides city staff in ongoing and future planning efforts.
 - Sets a policy framework to guide future planning and project development efforts (many of the detailed decisions about street design and operations will be made in future corridor studies).
 - Supports community engagement efforts and community conversations by setting a clear policy foundation for decisions about how we align our values with street designs and uses.

Figure 1 illustrates how the network integration framework helps Tacoma deliver the TMP vision and goals.

Figure 1: Network Integration Framework Outcomes



Making Decisions about our Right of Way

Tacoma streets vary greatly in dimension, design, and adjacent land use, and they play different roles in the city and regional transportation network. Building an integrated transportation network requires us to look at the many dimensions and roles of our streets and balance street design and operations to meet TMP goals and individual user needs.

Three key dimensions of how we plan, design, and operate our streets are:

1. **Zones of the street** dictate appropriate uses and relationship to immediately adjacent uses, ensuring that our streets balance mobility, access, and other critical functions.
2. **Critical functions of the street** define the range of ways streets are used.
3. **Land uses and development patterns** (i.e., industrial, residential) influence the primary street users, the operating and design needs, and the street's role in the broader system (i.e., what types of places it connects, what modes it carries, and its roles in the regional network).

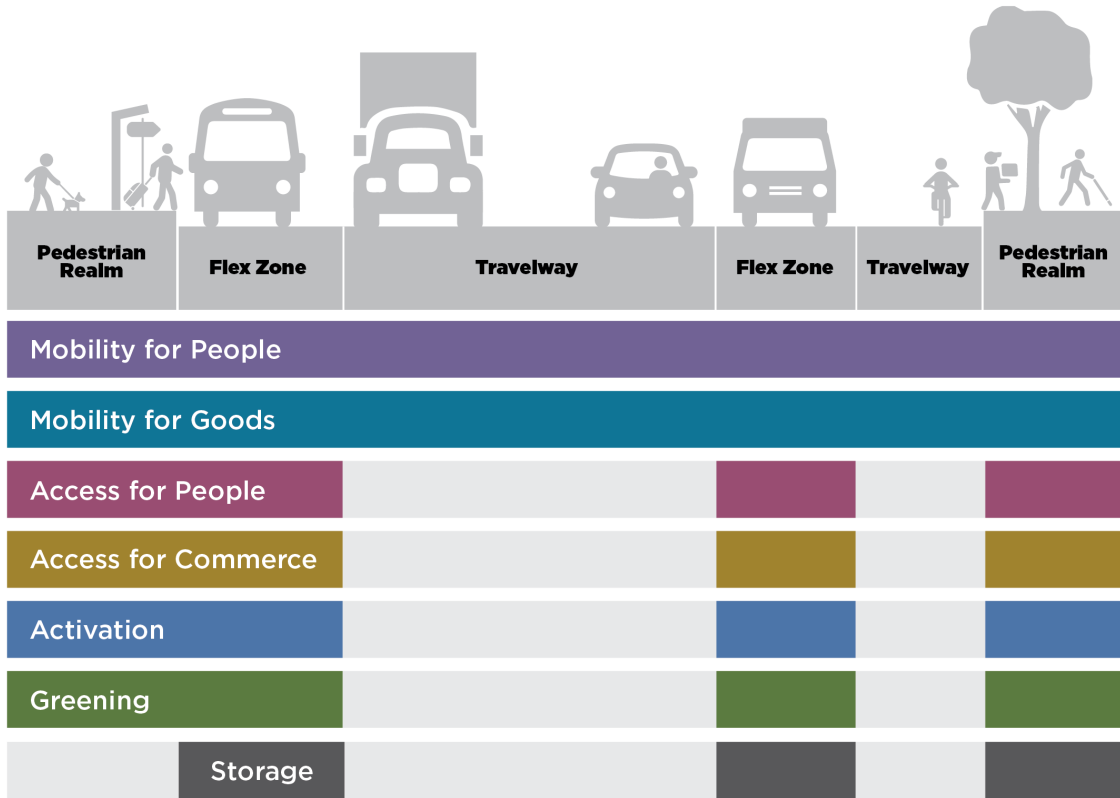
1. Zones of the Street

Most streets have three major zones when viewed from a cross-sectional perspective:

1. **Pedestrian Realm:** this is the zone we often call the sidewalk, but more broadly the space that serves people walking, rolling, or delivering goods. The pedestrian realm also houses fixed infrastructure such as street furniture, public seating, street trees that cool and beautify the street, bus platforms and shelters, bike racks, scooter and new mobility parking, public art, and café seating or dining.
2. **Flex Zone:** The space along the curb that is essential for people and goods to transition between the pedestrian realm to mobility functions in the travelway. This highly constrained and valuable space has the most competing uses since it can be used for access, mobility, and or public space uses. It's often the critical interface between how people travel and the places they are traveling to and from.
3. **Travelway:** The space "in" the street that is dedicated for mobility that can include moving goods, or traveling by bus, bike, e-mobility device, or private vehicle.

Figure 3 illustrates these three zones and how they typically accommodate the key functions of a street. It is notable that the "flex zone" has the most competing functions and is, therefore, a focus of right-of-way allocation tradeoffs.

Figure 3 Zones of the Street



2. Critical functions of the street

Streets provide many critical functions to the community. Mobility and access are those we most often associate with our transportation system, but streets are also used as places to store vehicles and mobility devices, as public space, places to celebrate, and important places for plants and trees that cool our neighborhoods and act as carbon sinks.

Table 2 Key functions of the Street

Function	Definition	Examples
Mobility for People	Move people in all modes	<ul style="list-style-type: none"> • General purpose travel lanes (including freight) • Sidewalks • Bus or surface rail lanes • Bicycle lanes or protected tracks
Mobility for Goods	Goods and materials travel reliably	<ul style="list-style-type: none"> • General purpose travel lanes (including freight)

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Function	Definition	Examples
Access for People	People arrive at their destinations or points of transfer	<ul style="list-style-type: none"> • Bus stop • Light rail station • Bike parking • Passenger load zone • Short-term parking
Access for Commerce	Goods and services reach their customers and markets	<ul style="list-style-type: none"> • Commercial vehicle load zone • Truck load zone • Alleyway entrances
Public Realm & Activation	People find places for relaxation, interaction, and joy on streets and in neighborhoods	<ul style="list-style-type: none"> • Street furniture • Street art • Street cafes • Public realm activation • Neighborhood street festivals
Urban Forest & Greening	Plantings enhance aesthetics, make the environment healthier, and cool our streets	<ul style="list-style-type: none"> • Street trees • Bioswales • Rain Gardens • Median plantings • Street planters
Storage	Vehicles and equipment are stored temporarily while people and workers go about their business.	<ul style="list-style-type: none"> • Bus layover • Street parking • Long-term parking • Temporary construction staging

3. Land use context

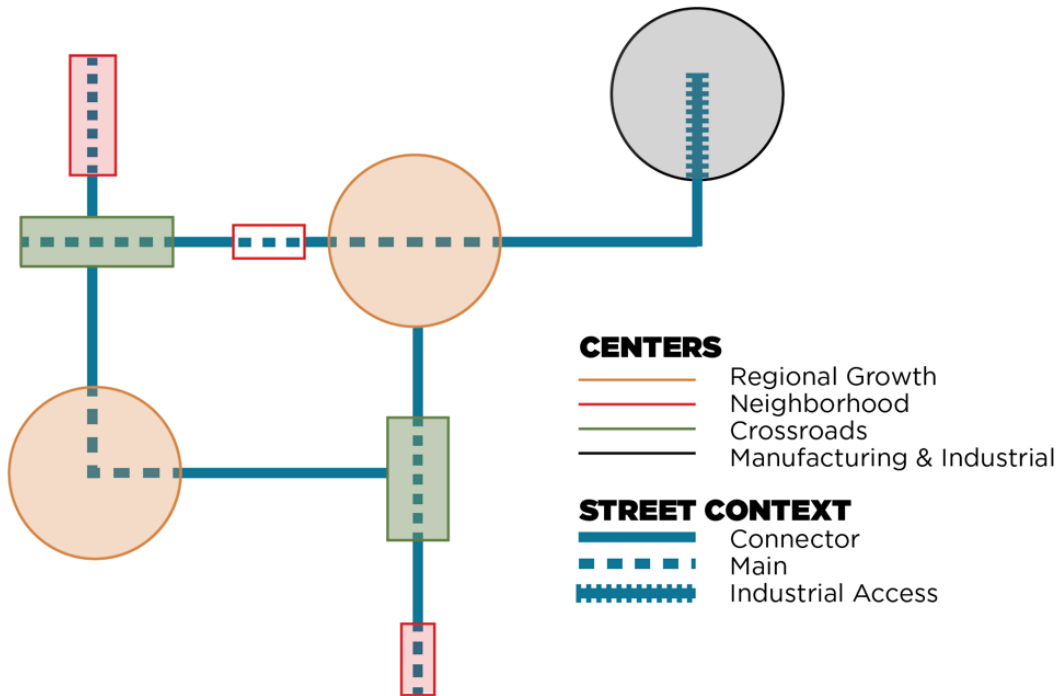
Tacoma's arterial street network does the heavy lifting for mobility and access. Clear guidance for how we allocate street space in these corridors is critical. That guidance is influenced by each street's role in the network and the land uses that it connects. For example, destination-rich streets in Crossroad Centers and Neighborhood Centers must provide access to commerce and serve as great places for people on foot, rolling, and cycling. Arterial streets that connect Growth Centers and Manufacturing and Industrial Centers are key connective tissue between these centers of commerce and industry.

The TMP Integrated Transportation Framework provides policy guidance for making tradeoff decisions about limited street space based on the street's role in the transportation system and the land use context it serves.¹

¹ The Tacoma Comprehensive Plan: Urban Form Element lists six street types: Avenue, Main Street, Transit Priority, Urban Residential, Freight Corridor, Bicycle Boulevard. This framework does not replace those categories, but may lead to those being redefined later in the Comp Plan and TMP Update process.

1. **Connector:** connects Growth Centers, Crossroads Centers, and Neighborhood Centers; often have lower density land uses; and play a key role in serving longer trips for people and goods moving between Regional Centers, the Port and industrial lands and commercial districts.
2. **Main:** destination streets that provide retail and commercial functions in Growth Centers, Crossroads Centers, and Neighborhood Centers. These are destination rich places where pedestrian quality and public realm is a high priority as well as curb use functions that ensure access for people and goods.
1. **Industrial Access:** adjacent to Manufacturing and Industrial Centers and make critical connections to regional and interstate highways. These streets are part of the Freight Street network and are designed to accommodate significant volumes of large vehicles such as single unit trucks, tractor trailers, and other delivery vehicles.

Figure 4: Examples of Street Types by Land Use Context



TMP Network Integration Decision Guidance

Allocating street right-of-way is complicated and requires policy decisions that touch the lives of many, influence residents and businesses, and affect social and economic outcomes for everyone who lives, works, and moves about the city. There is no simple, formulaic approach that standardizes these decisions. There is, however, need for guidance to ensure street design and operations decisions:

- Are guided by Tacoma's policy goals.
- Prioritize safety for our most vulnerable travelers.
- Consider the mobility needs of all users and trip types.
- Meet the access needs for adjacent buildings and land uses.
- Provide mobility options that include affordable, climate-friendly choices for all trips.

Doing so requires working through tradeoffs and centering decisions on TMP goals, not historic actions or priorities. Meeting draft goals will require Tacoma to:

- Reduce the percent of trips made in private vehicles.
- Reallocate street space to transit, walking/rolling, bicycling/micro-mobility to accommodate growth and increase non-driving mode share.
- Provide basic vehicular mobility throughout the city while making sustainable modes the most reliable and convenient mobility choices.
- Increase the capacity and connectivity of space-efficient, zero-emission modes.
- Prioritize safety countermeasures for vulnerable travelers (e.g., reduce vehicular speeds through design and operations).
- Support reliable travel times for freight and goods traveling on regional routes.
- Maximize the value of regional light rail investments by prioritizing walk, bike, micro-mobility, and transit access to stations and repurposing vehicular capacity for trips well-served by light rail.

The proposed framework identifies right-of-way allocation decisions that are common throughout Tacoma and have challenging tradeoff decisions to be made. Framed by land use context and primary street function, the decision guidance directs planners and engineers toward the highest and best use of limited right-of-way space.

The following is an example of what the integrated transportation network framework could look like in a Main Street context:

Main Streets

Regional Growth Centers, Crossroad Centers, and Neighborhood Centers are historically the areas in Tacoma that accommodate compact, mixed-use development. The streets that serve the heart of these centers – often along historic streetcar streets – are centers for community life and where people access goods and services. Providing housing, employment, services, and transportation within these compact areas and corridors ensures people can meet their daily needs on foot, bicycle or using transit. A focus on providing excellent walking and cycling access to these compact neighborhoods is critical to meeting Tacoma’s economic and climate goals.

On Main streets we prioritize:

- Access for people and goods (often meaning flex zone space is preserved to loading people and goods).
- Public realm and activation both on the sidewalk and in the flex zone.
- Safe and comfortable pedestrian environment, including sidewalks and frontage zones and frequent, well-marked pedestrian crossings.
- Storage for bicycle and micro-mobility devices

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Table 3: EXAMPLE of how the framework could be used for Main Street Context

Right-of-Way Zone	Priority Functions	Main Street Design and Operating Priorities
Pedestrian Realm	Access for People	<ul style="list-style-type: none"> Expanded frontage, sidewalk, and furnishing zones to provide more space for people, marked crosswalks and signalized intersections along primary and secondary pedestrian desire lines, investments in pedestrian infrastructure such as pedestrian lighting; all way walks, scrambles, raised intersections Frequent protected crossings to support walking and rolling connections to transit
	Access for Goods	<ul style="list-style-type: none"> Clear, accessible pathways from the flex zone to entrances for deliveries
	Greening & Activation	<ul style="list-style-type: none"> Seating, sidewalk cafés, vending, street furnishings to create activation and space public life Street trees, planters, permeable pavement, landscaping, rain gardens to green streets Lighting for safe and comfortable access at all times of day
Flex zone	Access for People	<ul style="list-style-type: none"> Space for people to transition from mobility to their destinations (e.g., transit bulbs, bicycle and micromobility parking, pick-up/drop-off zones) Shorter crossing distances, signal priority, and separated space to enhance the safety and comfort of people walking, rolling, bicycling, and using e-mobility
	Access for Goods	<ul style="list-style-type: none"> Designated Load zones for neighborhood retail commercial businesses / multi-family residential buildings without off-street access or where alleys are not present
	Mobility: Transit	<ul style="list-style-type: none"> Transit bulbs, off-set transit lanes and signal priority to support reliability and comfortable, convenient access to transit
	Mobility: Bike, E-mobility	<ul style="list-style-type: none"> Separated bike lanes or slow speed shared streets, especially where there are safety focus areas and network pinch points
	Mobility: Goods	<ul style="list-style-type: none"> Prioritize goods access
	Greening & Activation	<ul style="list-style-type: none"> Parklets, street cafes, vending, landscaping, public space investments, seating, lighting, and other enhancements to activate the public realm to support community life, walking, biking, and transit use.
	Storage	<ul style="list-style-type: none"> Storage for shared micro-mobility and e-mobility devices (e.g., bike and e-mobility parking and charging)

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Right-of-Way Zone	Priority Functions	Main Street Design and Operating Priorities
Travelway	Access for People	<ul style="list-style-type: none"> ▪ Median refuges for pedestrian and cyclists to improving crossing safety and calm traffic
	Mobility: Transit	<ul style="list-style-type: none"> ▪ Dedicate lanes or general-purpose operations to achieve transit reliably targets
	Mobility: Goods	<ul style="list-style-type: none"> ▪ Pathways for trucks and delivery vehicles to reach load zones and make turns (including shared transit and truck lanes where viable)
	Mobility: Bikes and E-mobility	<ul style="list-style-type: none"> ▪ Safer, comfortable connections for people of all ages and abilities on bikes, using e-mobility, or delivering goods to move along critical connections in the bike network (e.g., mobility lanes, car-free zones, shared slow speed streets)
	Mobility: Vehicular Access	<ul style="list-style-type: none"> ▪ Countermeasures that ensure safety for people walking, rolling, bicycling, and using e-mobility ▪ Basic vehicular mobility where Main Street also serves “Connector” function; consider turn lanes and intersection treatments where useful to improve safety for vulnerable travelers
	Mobility: Emergency Mobility and Location Access	<ul style="list-style-type: none"> ▪ Pathway to allow emergency response vehicles to bypass vehicles on their left (using center or oncoming traffic lanes) ▪ Space to allow vehicles to yield the right-of-way to emergency responders (i.e., move right into transit-only lanes to clear the lane)
	Mobility: Goods	<ul style="list-style-type: none"> ▪ Dedicate general-purpose operations to achieve freight reliability and provide turn radii to accommodate large vehicle movement
	Mobility: Bikes and E-mobility	<ul style="list-style-type: none"> ▪ Physically separated facilities and protected turn movements to enhance safety for people bicycling and using e-mobility along truck streets, especially where there are high rates of crashes and/or connections to the bike network
	Mobility: Vehicular Access	<ul style="list-style-type: none"> ▪ Lane widths and turn radii to accommodate truck movements and support reliable goods movement and accommodate truck movements
	Mobility: Emergency Mobility and Location Access	<ul style="list-style-type: none"> ▪ Pathway to allow emergency response vehicles to bypass vehicles on their left (using center or oncoming traffic lanes) ▪ Space to allow vehicles to yield the right-of-way to emergency responders (i.e., move right into transit-only lanes to clear the lane)

Discussion Questions:

1. Do you support the presented framework as an approach to developing an integrated set of modal and functional networks?

2. Are there additional street function or land use contexts that you feel should be included in the Integrated Transportation Network Framework?