




Agenda

Meeting: Regular Meeting (hybrid)
Date/Time: Wednesday December 13, 2023, 12:00 pm
Location: The Tacoma Municipal Building, 747 Market Street, Room 138
Zoom Info: Link: <https://www.zoom.us/j/85831009869>
 Dial-in: +1 253-215-8782
 ID: 858 3100 9869

ITEM	LEAD	DURATION
Call to Order		
1. Review of Meeting Notes of November 8, 2023 (Attachment C-1)		
2. Public Comment (Written comments accepted via e-mail to planning@cityoftacoma.org , due by 5:00 p.m. the day before the meeting) (attachment C-2)	Chair Wrenn	5 min.
Discussion / Action Items		
1. Discussion: TOD Vision for Tacoma	Chair Wrenn	20 min.
2. Discussion: Draft Transportation Master Plan Scope of Work (Attachment D-1)	Carrie Wilhelme Jennifer Kammerzell	20 min.
3. Discussion: Work Plan (Attachment D-2)	Chair Wrenn Carrie Wilhelme	15 min.

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Communication Items

- | | | |
|---|---------------|--------|
| 1. Future Agenda Items (tentative): | Chair Wrenn | 1 min. |
| a. PSRC Presentation on GMA and Transit in Comprehensive Planning | | |
| b. WSDOT Discussion Regarding Complete Streets | | |
| c. Existing Policy and Standards Review | | |
| d. Picture Pac Ave | | |
| e. Pierce Transit Long Range Planning | | |
| f. Comprehensive Plan and Transportation Master Plan Coordination | | |
| g. Four Corners | | |
| h. South Tacoma Sounder Access | | |
| i. TDLE | | |
| <hr/> | | |
| 2. New Business / Closing Comments | Elected Chair | 2 min. |

Adjournment

Next Meeting:

- Wednesday, January 10, 2024, 12:00 p.m.

Attachments:Call to Order Materials:

- C-1. Meeting Notes of November 8, 2023
- C-2. Public Comment

Discussion Items Materials:

- D-1. DRAFT Transportation Master Plan Scope of Work
- D-2. Potential Work Plan



Review of Meeting Notes of November 8, 2023



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CITY of TACOMA
TRANSIT-ORIENTED DEVELOPMENT TASK FORCE
MEETING SUMMARY

Meeting 2

MEETING DATE: November 8, 2023

Members Present: Pamela Wrenn (Chair), Troy Serad, Chris Karnes

Visitors: Rick Semple, Jori Adkins

Agency Partners: Mark Eldridge (PT)

Staff Support: Wesley Rhodes (COT/PDS), Carrie Wilhelme (COT/PW), Madeline Borowski (COT/PDS), Mary Crabtree (COT/PDS), Charla Kinlow (COT/PW)

CALL TO ORDER

Pamela Wrenn called the meeting to order at 12:09 p.m.

1. Review of Meeting Notes of October 11, 2023

The Group approved the Meeting 1 Summary with no changes.

2. Review of Public Comments

There were no public comments.

DISCUSSION/ACTION ITEMS

1. Additional Staff Support and Roles

Carrie Wilhelme invited discussion about future meeting attendance from subject matter experts. The Group concurred that coordination with the Office of Equity and the ADA Coordinator could be achieved through review of the group's purpose statement and future recommendations.

The Group also concurred that meeting attendance from the Office of Equity should be considered on an individual basis.

2. Revision of TOD Task Force Purpose Statement

The Group approved the purpose statement, with the following revision:

The purpose of the TOD Task Force is to provide coordinated policy direction on transit and transit-oriented development policies and plans, emphasizing equity, with a particular focus on the periodic update of the Comprehensive Plan, including the Transportation Master Plan.



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3. Discussion: TOD-Related Documents

In response to a request from Chair Wrenn, Wesley Rhodes proposed an overview of how equity (as related to transit and TOD) is incorporated in existing citywide policy, particularly the Comprehensive Plan and the Transportation Master Plan.

Carrie Wilhelme discussed equity as a key scoring criterion in prioritization of transportation-related funding and projects, as well as the need to update the Transportation Master Plan with a stronger focus on equity.

Wesley Rhodes discussed existing coordination between land use and transportation policy, particularly the designation of Mixed-Use Centers, which was originally developed alongside Pierce Transit in the 1990s. While the current Comprehensive Plan links land use with transit, it does not use the term transit-oriented development. Wesley also highlighted the opportunity to include transit-oriented development and equity guidance more explicitly in future policy updates.

4. Discussion: TOD Vision for Tacoma

The Group discussed and provided a list of desired outcomes for TOD in Tacoma. The list is to be further refined by taskforce members prior to the next meeting.

ADJOURNMENT

The meeting was adjourned at 1:00 p.m.



Public Comment

From: joriadkins@mac.com <joriadkins@mac.com>
Sent: Thursday, November 30, 2023 11:46 AM
To: Planning <planning@cityoftacoma.org>
Cc: Kinlow, Charla <CKinlow@cityoftacoma.org>; Rumbaugh, Sarah <SRumbaugh@cityoftacoma.org>; David D'Aniello <david.daniello@gmail.com>
Subject: Public Comments on TOD TaskForce Nov. 8 meeting, for December's meeting

Comments from Dome District Citizens who were at the meeting on Nov 8th

4. Discussion: TOD Vision for Tacoma - lead by Chair Wren, wanting outcomes rather than methods

The Transit Oriented District of Tacoma *has* to be the Dome District;
as it is the main hub of most all forms of public transportation coming in or going out of Tacoma.

The Dome District is also a part of the historic downtown of Tacoma.
The Downtown will always be the heart of the City with it's historic buildings giving life to the University, banks, theaters, museums, what little retail is left and a thriving nightlife. The Downtown would have public transportation that is frequent and efficient but not at the detriment of pedestrian priority, wide, safe sidewalks allowing serendipitous encounters that makes this an inviting, exciting, *inclusive*, place to live/work and play. Eventually, small businesses start taking over the street level storefronts because of this sidewalk culture that has been embraced here.

The Neighborhood commercial centers are smaller versions of the Downtown. As Proctor has become, since it now has some housing density within its core (though it is pretty much Market Rate), Hilltop follows but with much more equitable housing options related to income levels and ownership levels, all within easy walking distance to grocery shopping, coffee shops, and transit options. Of course, the Dome District has always had the VISION of a very dense, diverse and vibrant TOD neighborhood. Looking south of I-5; McKinley, Lincoln, South Park, Fern Hill, 1st Creek, etc would slowly grow their commercial center with dense housing, clinics, services, and community gathering spots re: cafes, close-in to that center.

The arterials that connect these Neighborhoods together often go through residential areas and the residents of these neighborhoods have realized that they are not Corridors, but very important Bus Routes, where Frequency out-does LOS, more routes through underserved neighborhoods is more important than consolidation of routes into Corridors and, as with trains, the prime place to focus density is near the stops that are forming as bus lines cross and become transfer points and shopping/service hubs.



A few other items The Dome District has had as a part of their Vision for almost 20 years —

- A Quiet Zone for the trains coming thru the Dome District -
- Look at ways to connect what is left of the street grid and extend it up into the Tacoma Dome parking lots -
- Although the boundary of the “Dome District” extends along Puyallup Ave out to Portland Ave, the Vision has been focused on creating the Neighborhood section to be from G street (old highway 99), to Pacific, and to encourage the industrially zoned section from G to Portland to be its own entity.
- So much rides on what Sound Transit’s Link does through the Dome District. When is the EIS to be released?

Thank you,

Rick Semple & Jori Adkins



DRAFT Transportation Master Plan Scope of Work



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DRAFT – Dec. 7, 2023

Tacoma Transportation Master Plan

The following scope of work refers to Nelson\Nygaard Consulting as **Consultant** and the City of Tacoma as **City**.

The Consultant and the City agree to share responsibilities for developing the Transportation Master Plan (TMP). Each task description identifies where City participation or leadership is expected.

SCOPE OF WORK

Task 1: Project Management & Meeting Support

The Transportation Master Plan (TMP) will be developed in coordination with the Comprehensive Plan consultant and city staff team over the course of 19 months (December 2023 – June 2025) and serve as the Transportation Element of the Comp Plan.

The Consultant will meet regularly with the City Project Manager and support internal and external project meetings.

1.1 Project Management, PMT, and TAG Coordination

Project Manager, Tom Brennan, and Deputy Project Manager, Sarah McMinimy, will be the primary points of contact. Nelson\Nygaard will meet virtually with City Project Manager (Client) on a biweekly basis.

The Client will identify members of the Project Management Team (PMT) to attend biweekly meetings on an as-needed basis and coordinate internally.

The City will develop a technical advisory group (TAG), which will include city staff and key partners. The Consultant will attend and support these meetings and key milestones.

The Consultant will prepare monthly invoices and progress reports outlining the work completed and upcoming tasks.

1.2 Kickoff Meeting

A kickoff meeting will be planned and held with the PMT and TAG. During the kickoff meeting, the Consultant and Client will confirm project objectives, scope of work, key

deliverables, schedule and major milestones, and communications protocols. The kickoff meeting will also cover data needs and availability, coordination with the Comprehensive Plan, and alignment with other relevant planning efforts.

The Consultant will prepare a final project schedule and summary of the work plan and key deliverables for review and finalization at the project kickoff meeting.

1.3 Comprehensive Plan Coordination [Comp Plan funded]

Nelson\Nygaard will coordinate with the Comprehensive Plan team to support engagement activities. Resources are set aside in the Comprehensive Plan budget to provide support in development engagement materials or attending meetings.

1.4 Committee and Presentation Support

Nelson\Nygaard will attend and/or provide supportive materials and talking points for up to 8 committee meetings and/or study sessions with the Transportation Commission, Planning Commission, IPS (Infrastructure Planning Subcommittee), and City Council. City staff will lead on other presentations but could request content for presentations or collateral for engagement efforts.

Task 2: Climate, Health, Safety, and Equity Framework

The Consultant will help City staff gain consensus on how the TMP will center equity, health, safety, and climate – all key cross-cutting themes to be addressed throughout the plan development. This task will develop a framework that ensures that the TMP aligns with the Comprehensive Plan Equity Assessment and related climate, safety, and health goals and outcomes.

2.1 Review Existing Plans and Policies

The Consultant will review existing plans and policies relevant to climate, health, safety, and equity. The Consultant will review local health impact assessments that Tacoma has completed or has in development to identify performance measures of interest.

2.2 Workshop and Framework Development

The Comprehensive Plan has a workshop scoped to develop an equity framework. The Consultant will attend this workshop, then prepare for and facilitate a workshop to take place on the heels of a Comprehensive Plan workshop focused on health, climate, safety, and equity outcomes related to future transportation policy and investment. N\N equity leader Ashley Price will facilitate this workshop with development support from Naomi Doerner. This could be held on the same day or during consecutive days.

The Consultant will translate findings from plan and policy review into potential transportation outcomes/measures for discussion and prepare a framework to measure equity outcomes in the TMP. The workshop will also address how related health, safety, and climate outcomes will be integrated in TMP development including policy updates, network integration, and development of modal elements.

The goal of this workshop will be to ensure key City staff and stakeholders are aligned behind consistent policy objectives and that TMP development is guided by that framework.

The attendees of this workshop will be determined during the development of the meeting approach and agenda.

Task 3: Develop Modal Integration Policy Framework

The Consultant will lead the development of a policy framework that will be used to determine priority uses of street space and integrate the policy and spatial needs of key modal and functional elements (see Task 4).

3.1 Refine TMP Goals, Objectives, and Performance Outcomes

The Consultant will document existing TMP goals and objectives and work with City staff to determine the need for refinement. Updates to goals and objectives could be based on:

- Comprehensive Plan outreach and updated goals
- New mandates from the Growth Management Act
- Opportunities to better center equity, safety, health, and climate in transportation goals
- Other Tacoma planning processes
- City Council input.

Detailed performance measures will be developed in a later task, but during this update the Consultant will document potential measurable outcomes to support TMP goals.

3.2 Develop Network Integration Policy Framework

The Consultant will work with the City to develop a policy framework that updates, integrates, and modernizes Tacoma's transportation systems and street functions. This framework will guide how decisions are made about right-of-way special and functional priorities and set overarching policy to guide the development and integration of modal elements developed in Task 4. The framework will tie investment policies to performance measurement and consider how Tacoma can seek investments that advance multiple priorities.

Land use context plays an important role in determining transportation priorities and how streets interact with adjacent buildings and uses. The Consultant will prepare and host a workshop with City staff (and stakeholders as needed) to discuss the relationship between land use and mobility needs, network planning, and facility selection.

Task 4: Modal and Functional Elements

The TMP update will undertake revisions to each modal element including updates to network vision, key policies, programs, and projects. Updates will address policies, projects, and programs that meet cross-cutting goals such as climate, safety, health, and equity.

The Consultant and City will share responsibilities for updates to the modal elements as described in this task.

It is assumed that modal or functional elements will be developed for:

- Pedestrian (City Lead/Consultant Support)
- Bicycle (City Lead/Consultant Support)
- Transit (Consultant Lead)
- Vehicular (City Lead/Consultant Lead)
- Freight (City Lead/Consultant Support)
- (NEW) Curb use, urban goods, shared mobility (City Lead/Consultant Support)
- (NEW) Public space and activation (City Lead/Consultant Support)

Task 4 will result in the development of policy, program, and project priorities for each modal network.

4.1 Develop Standard Modal Element Outline

The Consultant will develop a standard outline for each modal element. This will serve as a basis for updates to each element and ensure consistency across the document. The outline will describe key content and set guidelines for how the content is presented.

Common sections of each element **might** include:

- Background and relevant history
- Element vision
- How mode or function supports key city goals
- Challenges to be addressed.
- Best practice
- Policies

- Programs
- Projects/capital investments
- Level of service standards and measures / mode specific performance measures
- Network and/or project maps
- Coordination/integration with other elements
- Partnerships and implementation

4.2 Develop Modal Element Background and Vision

The lead for each modal element (see above) will conduct a brief background review and develop assessments to identify issues and opportunities. The lead will work with necessary parties to develop:

- An assessment of needs and opportunities
- A policy review to identify gaps and deficiencies.
- An assessment of requirements for network and system modernization based on known and emerging trends, community input, land use requirements, asset management needs, technology adaptation, climate adaptation, etc.
- A list of unconstrained priority network needs and investments based on initial technical analysis, community inputs, and modernization opportunities/requirements.
- Relevant best practices (local or national) that guide modal/system needs.
- Integration of demand side/demand management policies and programs into each element.
- Integration of education encouragement practices into each element.
- Mapping inputs to develop a modal vision map (unconstrained needs)

The element lead will document these using the Task 4.1 template.

4.3 Develop Network Maps

The Consultant will develop a base map for use in all modal network and project mapping. The Consultant will develop network maps for up to 5 modal elements, assuming transit, pedestrian, bicycle, freight, and vehicular maps will be required. The modal element leads will provide map inputs.

Two rounds of mapping are assumed:

1. Building from the existing, adopted modal maps, unconstrained vision maps will be developed to represent the unconstrained vision for each modal element. Draft versions of these maps could be used to help collect public input on project priorities, key connections, network gaps, etc.

2. Integrated maps, representing application of the network integration policy and identification of “key investment corridors.” Key investment corridors are those corridors with multiple modal and functional priorities that will require additional study beyond the TMP to establish street design and operational details.

4.4 Update/ Develop Element Specific Policies

Element leads (identified above) will lead a review of existing policies and updates or additions to those policies to:

- Align with refined TMP and Comprehensive Plan goals.
- Align with local and national best practice.
- Address new and emerging policy issues.
- Address climate, safety, health, and equity goals.
- Align with the Network Integration Policy and to support future right-of-way allocation decisions.

The lead will document policies in the Modal Element Template developed in Task 4.1. Consultant and City staff identified to support the element will serve as reviewers for element lead.

4.5 Update/Develop Mode-Specific Programs

The identified lead (see above) will update and/or develop new programs or developing recommendations for enhancements to existing programs. Programs for each modal element will vary and could include education demand management, behavior change, travel subsidy, etc. efforts. The lead will base program development on:

- Review of existing programs and their effectiveness
- Assessment of mobility needs
- Review of local and national best practices
- Demand management needs and assumptions
- Alignment with policy goals.

The lead will document policies in the Modal Element Template developed in Task 4.1. Consultant and City staff identified to support the element will serve as reviewers for element lead.

4.6 Develop Modal Project Lists and Identify Key Investment Corridors

Modal element leads will identify potential new projects required to deliver network improvements or improve other priority outcomes. Identified projects will be based on

DRAFT Transportation Master Plan Update SOW

City of Tacoma

modal assessments conducted in Task 4.1 as well as staff and regional partner inputs. These projects will supplement current TIP and CIP project lists and will be included in the Task 6 prioritization process.

The Consultant and City leads will organize internal workshops with planning and public works staff to review draft project lists and seek input on project needs, details and timing.

Capital costing is not included in the Consultant scope of work. It is assumed the City can use its delivery experience to assign order of magnitude costs sufficient for this level of planning.

ASSUMPTIONS

- The Consultant and City will share responsibility for updating/developing modal elements per the following table.

	Background & Vision	Mapping	Policy	Programs	Projects
Pedestrian	City w/Consultant Support	Consultant w/City Inputs	City	City	City
Bicycle	City w/Consultant Support	Consultant w/City Inputs	City	City	City
Transit	Consultant	Consultant w/City and Partner Inputs	Consultant	Consultant	Consultant
Freight	City w/Consultant Support	City w/Consultant Support	City w/Consultant Support	City w/Consultant Support	City w/Consultant Support
Vehicular	City w/Consultant Support	Consultant w/City Inputs	City/Consultant	City	City
Curb, Shared Mobility	City w/Consultant Support	N/A	City	City	City
Public Space and Activation	City w/Consultant Support	N/A	City	City	City

Task 5: Develop Multimodal Level of Service & Performance Measures

The Washington Growth Management Act established Transportation as a mandatory element of local comprehensive plans. Transportation Elements in comprehensive plans must contain an inventory of transportation facilities, level-of-service for transportation system must be defined, and LOS standards must be established, and transportation facilities must be planned and funded to accommodate growth. Historically, transportation LOS centered vehicle capacity, but State guidance now allows for consideration of multimodal approaches to meeting mobility needs associated with future growth.

The Consultant will develop a multimodal level of service (MMLOS) and concurrency standards and other mobility measures and targets for transportation corridors and Mobility Management Areas in Tacoma considering planned development patterns and will develop a multi-modal approach to measuring level-of-service and concurrency standards.

5.1 Review and Develop MMLOS Approach

The GMA provides broad discretion as to how local jurisdictions develop MMLOS standards. The Consultant will summarize state minimum requirements and document various approaches local Washington cities have taken to addressing GMA requirements. A memo will be developed to describe pros and cons to various approaches and describe appropriateness for Tacoma.

As part of this discussion, the Consultant will meet with City staff to discuss approaches to measuring multimodal travel demand and mobility, which could include:

- Person-based measures of demand and capacity
- Person-based measures of delay
- Network adequacy (Bellingham approach)
- Mode Share
- Percent Served (Employees, Residents)
- Geographic or district approaches to measuring level-of-service (Bellevue approach)

The initial “options” memo will be revised once agreement is reached to include a recommendations section. This will document the City’s preferred approach to measuring MMLOS. This will also consider new requirements (HB 1181) regarding measurement of climate outcomes.

5.2 Develop Metrics, Standards, and Monitoring Methods

Based on the outcomes of Task 6.1, the Consultant will work with the City to develop specific metrics, standards and monitoring methods that support the overall approach to MMLOS. This will include multimodal level of service standards that apply to all locally owned arterials, locally and regionally operated transit routes that serve urban growth areas, state-owned or operated transit routes that serve urban areas, and active transportation facilities. MMLOS standards will be developed with consideration to locally established equity and social justice goals.

If mode based or some combination, this could include specific MMLOS measures for:

- Vehicular level-of-service
- Transit level-of-service
- Bicycle level-of-service
- Pedestrian level-of-service

Standards may be defined for corridors and/or designated measurement areas depending on the selected approach.

The consultant will provide a table describing the overall MMLOS approach, key metrics, standards, and methods of measurement. The table will be accompanied by a memorandum and/or detailed PowerPoint deck that clearly communicates the approach.

5.3 Identify System Deficiencies

Based on analysis conducted in Task 4, the Consultant and City will apply MMLOS standards to assess future deficiencies. These will be applied per the MMLOS approach developed in Task 5.1.

This analysis will be based on a 2040 forecast of multimodal transportation demand (to be conducted by Fehr & Peers) needs for at least ten years based on the proposed land use plan. The GMA requires priority be given to inclusion of transportation facilities and services providing the greatest multimodal safety benefit to each category of roadway users for the context and speed of the facility.

It is assumed that identify modal leads will be responsible for conducting the assessment of:

- Transit (Consultant)
- Bicycle (City)
- Pedestrian (City)
- Vehicular (Consultant based on F&P inputs)

5.4 Identify Mitigations

The Consultant and City will identify mitigations required to bring transportation facilities to standard based on the MMLOS standards developed in Task 5.1.

It is assumed that Consultant/City leads for identifying mitigations will be consistent with Task 5.3.

Identified mitigation projects will be included in the project list developed in Task 7.

Task 6: Transportation Improvement Program

The Consultant will lead the development of a prioritization approach for identifying Six-Year Transportation Plan (TIP) investments.

Task 6.1 Develop TIP Prioritization Approach

The Consultant will develop guidance for a goal-based process that City staff can use in updating the City's Six-Year Transportation Improvement Program (TIP) and Capital Improvement Project (CIP) list. The intent of this work will be to develop a system that:

- Is applicable to multiple types of projects and programs.
- Is rooted in TMP goals and measures.
- Is spreadsheet based and can be easily replicated by City staff for regular updates to the TIP.
- Considers funding availability, project timing, duration, and other key factors in developing priority recommendations.
- Is transparent and can be used by staff to present priorities to City Council and other bodies.

The Consultant will identify two to three Washington peer cities that have similar processes and develop a brief review of each approach and relevant pros and cons for consideration by Tacoma.

6.2 TIP Implementation and Monitoring Strategy

The Consultant will work with City staff to apply the framework developed in Task 6.2 to prioritize a project list compiled in coordination with City staff. This task will align TMP policies with future TIP and CIP investments.

The City will provide a list of projects and project details to the Consultant that reflect historic priorities, current TIP and CIP priorities, and other City project priorities. These will serve as inputs along with projects identified during the development of the TMP and the TMP modal elements.

It is assumed that City staff will lead discussions with city leadership, City Council, etc. regarding the adoption of the Six-Year TIP and CIP.

Task 7: Develop TMP Document

Support compilation of supporting documentation, including summary of engagement activities, maps of modal networks, performance measures, and policy and program strategies.

7.1 Table of Contents and Storyboard

The Consultant will lead a storyboarding session with City staff that will:

- Develop a table of contents for the TMP document.
- Create a storyboard (graphic layout approach) for the condensed summary document.

The result of this session will be a clear depiction of each page or spread of the document, identification of key graphics, direction on the writing style/approach for the document, direction on the length of key text sections, etc.

7.2 Develop Draft Transportation Master Plan Summary Report

The Consultant will work with City staff to develop a TMP summary report that is highly-graphic in design and easily accessible for the lay audience. The report will be approximately 20 spreads (or 40 pages) and include the most essential plan content.

Key content could include:

- How TMP relates to Comprehensive Plan and other City and regional plans
- Key challenges for mobility in Tacoma
- Plan goals and objectives
- Key moves or guiding themes of the TMP
- Policy framework and performance measures, including approach to MMLOS
- Outreach and engagement summary
- Key modal network and integration approach
- Priority corridors or complete streets investment corridors
- Summary of key projects and investments
- Funding the Plan
- How to access more detail

The Consultant will be responsible for developing graphic content for the document. The Consultant will be the lead author with assistance from City of Tacoma staff (will author sections where City is lead).

7.3 Develop Transportation Master Plan Appendices

The Consultant will work with City staff to develop TMP appendices that share detail not available in the TMP Summary document. This could include:

- Network integration approach
- Modal and functional elements
- Technical guidance
- Detailed analysis results
- Other content critical to plan development

Content development responsibilities will be shared between the Consultant and City staff as identified throughout the scope of work.

The Consultant will be responsible for final formatting of all appendices. It is assumed that appendix documents will be formatted in MS Word.

7.4 Develop Transportation Master Plan Summary Slide Deck

The Consultant will develop a 15-20 slide PowerPoint presentation summarizing the key elements of the TMP. This presentation will be available for staff use in future presentations to socialize the TMP themes and recommendations.

Additional Future TMP Tasks:

- Climate Element to align with new GMA guidance (assumed this would be funded separately if grant is successful).

Assumptions:

- \$300,000 available for the initial phase of work
- Comprehensive Plan completion is scheduled for June 2025. Will assume TMP development in parallel
- City of Tacoma staff will provide support.
- Traffic modeling required for the Comprehensive Plan update (GMA requirements) will be developed outside the TMP. Traffic modeling consultant (F&P) will share model results with TMP team.



Potential Work Plan

Potential Topic	Advising Timeframe	Notes
<p>Comprehensive Plan Update</p> <ul style="list-style-type: none"> -Existing policy and standards review -Transportation Master Plan update & coordination -TOD integration into Comprehensive Plan 	<p>Review of existing standards and gap analysis can start immediately – Ongoing TMP and Comp Plan work in early 2024</p>	<p>This includes several discrete elements consisting of multiple levels of review and analysis. Work could start with a review of existing policy and standards using both site specific, and MUC level, case studies (might also have nexus with the conflicted corridors review). This could also include a gap analysis. the TMP focus will be on the transit modal element and connections to PT’s Long-Range Plan and the Comp Plan land use elements. Task Force should invite PSRC to come before comp plan/TMP work begins to brief on GMA and transit. Additionally, the Task Force may advise on how to incorporate TOD more explicitly into the Comp Plan.</p>
Picture Pac Ave	Now-end of 2024	Immediate ask might be to invite WSDOT to speak about their “complete streets” work and vision for the future of Pac Ave. Ongoing support of specific TOD-related elements of the plan.
Pierce Transit	Estimated Spring-Fall 2024	Coordinate and provide comment on Pierce Transit’s update to their Long-Range Plan including coordination with the TMP update.
Four Corners		Current work includes Thriving Communities (mostly focused on utilities), but Task Force could request communication with TCC re: master planning and potentially influence mixed-use center updates for comp plan
South Tacoma Sounder Access		
TDLE		