

## 1. INTRODUCTION

### 1.1 Framework Goal

The framework goal of the Transportation Element of the Comprehensive Plan is to:

*Provide an efficient and safe multi-modal transportation network for residents, employees, businesses, and visitors while maintaining a small town quality of life.*

The Transportation element specifically considers the operations and condition of the existing transportation network; the cause, scope, and nature of transportation problems based on the adopted Land Use Plan; projected transportation needs; and a funding an implementation plan to ensure that the City’s adopted level of service (LOS) is maintained.

This element contains updates and revisions to the 1995 Comprehensive Plan and a some subsequent Amendments. Amendments were also made in 2001. Those included policies urging county and regional transit agencies to provide better service to Pacific residents and link Pacific to the nearby multi-modal transit stations. A new Transportation Facilities map was also added in 2001.

The City of Pacific is located in King County and Pierce County, therefore its Transportation element has been developed in accordance with both King and Pierce County Countywide Planning Policies. It has been integrated with all other planning elements to ensure consistency throughout the Comprehensive Plan.

The Transportation element has also been developed in accordance with Section 36.70A.070 of the Growth Management Act (GMA), to address the motorized and non-motorized transportation needs of the City of Pacific. It represents the community's policy plan for the next 20 years.

#### **Growth Management Act Requirements**

The Growth Management Act (GMA) provides a framework for addressing land/use transportation linkages and a mechanism for assessing the impacts of planned growth. Although the GMA has very specific requirements, flexibility is written into the law so that each city can tailor its plan to its unique long range community vision and goals. The GMA requires development of a transportation element within the City’s Comprehensive Plan that contains:

Basic components of this element are:

- Inventory of transportation facilities and services, including roadways, transit, ferries, non-motorized and freight;
- Existing conditions of roadway links

- Future Conditions and needs assessment for ~~2010~~2025
- Future Conditions and needs assessment for ~~2025~~2035
- Goals and Policies
- ~~House Bill 1487~~RCW 47.06.140 Compliance
- Funding strategies for concurrency

### Concurrency

This element contains the City of Pacific's plan to provide specified levels of transportation service in a timely manner. The Level of Service (LOS) standards that are adopted in this plan will be maintained through upkeep of the existing circulation system and expansion of transportation services where needed.

The City has adopted a roadway link and intersection Level of Service standard of D. As specified by the GMA, new developments will be prohibited unless transportation improvements or strategies to accommodate the impacts of development are in compliance with concurrency. Improvements will be in place at time of development, or financially planned for within six years of development use. Concurrency will be applied in accordance with State statutes and the resources available to the City of Pacific.

**Comment [JM1]:** We may want to look at changing this.

### Major Transportation Considerations and Goals

Because transportation and land use are inter-related, and each has the ability to have a profound impact on the other, it is important to consider type and availability of transportation resources in the development of land use patterns. The City's Comprehensive Plan reflects this mutual dependency and need for coordination.

The City's Vision for coordinated land use and transportation system includes:

- Environmental stewardship of critical areas, including conservation of land, air, water, and energy resources.
- Encourage planning practices that promote livability, pedestrian and non-motorized transportation, and reduces air and noise pollution and traffic congestion.
- Encourage citizen participation in planning the future of the community.
- Support the local economy by providing a predictable development atmosphere, encouraging diversity in the range of goods and services, and ensuring that employment opportunities are balanced with a range of housing and commercial opportunities.

- Increase opportunities for enjoyment of recreational and cultural activities, providing a range of activities for all ages and users.

## 2. GOALS AND POLICIES

The following transportation goals and policies are considered essential for meeting the quality of life as outlined in the City’s long range Vision Statement. The policies specify what should be accomplished to reach the goals. These policies are intended to provide clear guidance for decision making. Accomplishments under these policies can be used to measure progress toward the goals.

### General Transportation

**GOAL T1: Provide an efficient and safe multimodal transportation system to improve mobility for residents, employees, and visitors of Pacific while maintaining the small town quality of life and supporting the economic vitality of the City.**

**Policy T1.1:** The City will plan for a safe, convenient and efficient transportation network for all residents and visitors of Pacific. This system should be compatible with neighboring cities, King and Pierce counties, Washington State, and other transportation providers.

**Discussion:** Private vehicles are the most common mode of travel throughout the region. It is anticipated that the majority of vehicle trips within Pacific will continue to be private vehicles. The City will need to modify the transportation network to meet the needs of increased demand.

**Policy T1.2:** Work with other jurisdictions to plan, fund, and implement multi-jurisdictional projects necessary to meet shared transportation needs (including right-of-way preservation and purchase).

**Discussion:** State Highways and arterials are part of the regional transportation network. They not only impact the citizens of Pacific, but the stakeholders of adjacent jurisdictions and the region. Coordination of planning and funding with other agencies is essential to complete projects cost-effectively.

**Policy T1.3:** Pacific will adopt a level of service (LOS) of “D” for all streets.

**The term "below the level of service standard" shall apply to situations where traffic attributed to a development results in either of the following:**

- a. An unacceptable increase in hazard or safety on a roadway.**
- b. An increase in congestion which constitutes an unacceptable adverse environmental impact under the State Environmental Policy Act.**

**Discussion:** It is not practical or economically feasible to eliminate all transportation delays. Therefore, a LOS of ‘D’ has been established for all streets. New development project will be required to perform a traffic impact analysis (TIA) to determine if there will be an adverse impact on the current level of service.

**Policy T1.4:** The City street system is made up of three functional classes:

- a. Arterials - a system of City, state, and county streets designed to move traffic from or to one area within the local area to or from another area. These streets should be adequate in number, appropriately situated, and designed to accommodate moderate to high traffic volumes with a minimum of disruption in the flow.
- b. Collector Streets - a system of the intra-county roads linking residential neighborhoods to the urban street system.

**Comment [JM2]:** We may want to consider changing this by function classification.

- c. Local Streets - a system of City streets which collect traffic from individual sites and carry the traffic to the arterial system.

Discussion: Street classifications are determined at the regional and local level. The regional classifications determines the availability of potential project funding on those roadways. The local classification identifies local limitations on roadway usage to reduce “wear and tear”.

**Policy T1.5:** Limit and provide access to the street network in a manner consistent with the function and purpose of each roadway classification.

Discussion: The City will seek consolidation of access points to state highways, arterials, and major collectors. This will complement the highway and arterial system, reduce interference with traffic flows on arterials, and discourage through traffic on local streets.

To achieve this level of access control, the City:

- Supports the State's controlled access policy on all state highway facilities;
- May acquire access rights along some arterials and major collectors;
- Encourages and may require landowners to work together to prepare comprehensive access plans that emphasizes internal circulation and discourage multiple access points to major roadways;
- Encourages consolidation of access in developing commercial and high density residential areas through shared use of driveways and local access streets.

**Policy T1.6:** Require dedication of roadway rights-of-way for new development consistent with the appropriate functional classification, adopted road standards, and the Comprehensive Plan.

Discussion: Private development will be required to prepare a traffic impact analysis to determine the impact on the current level of service. Projects impacting the level of service will be required to mitigate those impacts.

**Policy T1.7:** Design new residential streets to discourage cut-through traffic while maintaining the connectivity of the transportation system.

Discussion: Residential streets often have increased number of pedestrians. Measures to reduce speed to increase safety will be implemented in compliance with the MUTCD as determined during the planning phase of the project.

**Policy T1.8:** The City adopts the following policies on driveway access:

- Driveway accesses onto designated arterials and collectors shall be minimized.
- Wherever a development fronts on two or more streets, access shall be limited to the lowest-designated street.
- No subdivision of land shall be permitted which creates a new lot fronting on an arterial or collector street without establishment of cross easements for access and egress, and
- no such subdivision shall increase the total number of access points onto Pacific's arterial or collector streets.

Discussion: Arterial and collector streets frequently have a higher volume of traffic and occasionally increased speeds. Minimizing ingress/egress points on higher volume and higher speed roadways will maintain a higher level of service and reduce potential accidents.

**Policy T1.9:** Efficient movement of existing pass-through traffic should be accomplished through traffic light synchronization, speed reduction, access management, channelization improvements, and multimodal design features; and with a minimum of disruption to the local community.

Discussion: There are two pass-through east-west corridors in Pacific: Ellingson Road and Stewart Road. Ellingson Road connects SR 167 to Pacific, Algona, Auburn, and portion of unincorporated King and Pierce Counties. This corridor currently has seven traffic lights and one railroad crossing under the control of five jurisdictions. Stewart Road currently has five lights, proposed to increase to eight lights, and one railroad crossing under the control of five jurisdictions. The traffic flows westerly in the morning and easterly in the evening. Synchronized signals in these corridors will help to prevent a decrease in the level of service as the development in the rural areas increases.

### Citizen Participation

**GOAL T2: Develop a citizen participation program (Transportation Advisory Committee) to increase public involvement in transportation planning.**

**Policy T2.1:** Support and promote public involvement in Pierce Transit, King County Metro, and Regional Transit Authority decision-making.

Discussion: Stakeholders have different desires of their transportation system. There is a strong desire to receive input from the citizens and business owners regarding the transportation system. Some key elements of a successful transportation advisory committee are:

- Commitment of volunteers (this will provide consistency from year to year)
- Regionally dispersed
- Demographically diverse

### Pedestrian Mobility

**GOAL T3: Ensure adequate accommodation of pedestrian needs in all transportation policies and facilities.**

**Policy T3.1:** Sidewalks, trails, and other walking facilities should be extended throughout the City to allow more convenient and efficient pedestrian movement.

Discussion: The City is committed to providing safe alternative methods of transportation for pedestrians.

**Policy T3.2:** Where appropriate, the City will install new sidewalks in pedestrian corridors considered by the City to be high priority [i.e., parks and areas used by elderly or handicapped persons] within two years of **identification, as funds allow.**

Discussion: A planned and prioritized pedestrian network provides direction to staff when seeking funds for new projects. A list of end use generators must be identified as first step in the development of a pedestrian plan. Coordination with school transportation is also important provide safe facilities for students.

**Policy T3.3:** Whenever the City contemplates reconstruction or major maintenance (including resurfacing) work on a City street that is without sidewalks, it should fully explore the possibility of adding sidewalks at the time of the street improvement.

Discussion: State and Federal funding programs require evaluation of pedestrian needs for most roadway improvement projects. Most programs require that existing pedestrian facilities be reviewed and evaluated for conformance with current accessibility requirements.

**Policy T3.4** Pedestrian access to the transit system in all land use areas, including residential, commercial and industrial, should be ensured by providing convenient and attractive walkways to transit stops. Fences, walls, and development patterns that inhibit pedestrian access to transit stops are discouraged.

Discussion: The current transit system is very limited. Transit systems expand and contract with available funding. All arterials should provide sidewalks. Bicycle facilities should be evaluated based on alternative corridors and the proposed vehicle allocation. Pedestrian route of travel shall be evaluated for each new project to assure safe ingress/egress.

**Policy T3.5:** The City shall encourage consideration of the needs of pedestrians in all public and private development.

Discussion: Development shall be evaluated to determine the level of pedestrian potentially generated by a project and the likely route of travel. The project may be required to provide adequate facilities to provide a safe course of travel.

**Policy T3.6:** The City should ensure safe and comfortable pedestrian connectivity to transit stops in major employment areas.

**Comment [JM3]:** This is very similar to T3.4. Let's delete this.

**Level of Service (LOS)**

~~GOAL T4: The transportation network shall meet the City's adopted LOS D upon approval of development, or as identified for improvement within 6 years.~~

~~The term "below the level of service standard" shall apply to situations where traffic attributed to a development results in either of the following:~~

- ~~a. An unacceptable increase in hazard or safety on a roadway.~~
- ~~b. An increase in congestion which constitutes an unacceptable adverse environmental impact under the State Environmental Policy Act.~~

**Comment [JM4]:** This has been incorporated into T1.3.

**Freight Mobility**

**GOAL ~~T~~FT4:** Develop a transportation system that enhances the delivery and transport of goods and services. Improve existing, and construct new facilities for freight movement within the Sumner-Pacific MIC.

**Policy ~~T~~FT4.1:** *Facilitate the movement of freight and goods through Pacific with minimal adverse traffic and environmental impacts by developing viable, established truck routes connecting to highway systems, thereby minimizing impact to established residential and commercial areas. Design sidewalks and roadways to serve the needs of freight while minimizing potential conflicts between trucks and pedestrians.*

Discussion: A truck route map has been developed for the City. The current routes for trucks are primarily located in the light industrial zone. These corridors are upgraded as funding is available to facilitate the movements of larger vehicles.

**Policy ~~T~~FT4.2:** Enforce regulations so that, outside of designated routes, trucks do not utilize City streets, except for local deliveries and services.

Discussion: Roadway designs are based on vehicle capacity, anticipated weight load, trip generators, etc. Each road is designed to be cost effective. A road that is anticipated to accommodate large vehicles is designed at a higher standard than a road used primarily for passenger vehicles. Therefore, to preserve the transportation system, some roads permit truck traffic and others do not.

**Policy ~~T~~FT4.3:** Projects which enhance freight and goods movements which benefit largely State, Federal, or national needs should be constructed to minimize the impact on the City's local

transportation system. The primary beneficiaries of such projects, not the City of Pacific, should fund these projects and their mitigation.

Discussion: Development that will generate large vehicle traffic will need to identify a clear route for ingress / egress of the vehicles to their respective development without utilizing elements of the road system not intended for their use.

**Policy T5T4.4:** The City shall continue to work with the Freight Mobility Roundtable, Fast, and other regional groups to address regional needs mitigate local impacts, and support freight mobility in the Sumner-Pacific MIC and other designated areas.

Discussion: Importing and exporting is a large portion of the State’s economy. This requires warehousing of goods for redistribution throughout the country. Freight mobility is a critical element for Washington ports to compete with other west coast ports.

**Policy T5T4.5:** Identify and address areas within the Sumner-Pacific MIC where efficient truck access and circulation are hindered by infrastructure gaps and inadequate design. Ensure future transportation improvements address the needs of large trucks, including intersection turning radii, driveway design and street weight load capacity.

Discussion: The MIC has been in a holding pattern for several years. Included in this discussion is the expansion of the MIC to include parts of Auburn. The Cities of Pacific and Sumner are working in a cooperative effort to reduce obstacles to freight mobility in the Sumner Pacific MIC. This includes the current work on Stewart Road and Valentine Avenue. The final hurdle is the White River bridge and the final segment of Stewart Road to the bridge. These projects are in the planning phase at this time.

**Policy T5T4.6:** Promote public-private partnerships to address the need for improved parking, staging and related services for large trucks in or adjacent to the MIC.

Discussion: The City at the present time does not have land to allocate to large vehicle parking nor are there available funds for these types of projects. There may be some grant opportunities for funding these types of economic development. However, a development plan would need to be established to pursue funding.

### Parking – Land Use

**GOAL T6T5:** Develop guidelines that ensure adequate parking supply.

**Discussion:** Sufficient off-street automobile parking reduces transportation conflicts on streets and supports pedestrian and bicycle uses. The City should require parking to be designed for average need, not full capacity.

**Policy T6T5.1:** Develop off-street parking that is compatible with abutting uses and supports a pedestrian- oriented streetscape.

Discussion: The parking code can be evaluated and revised to require parking behind structures. The Civic Center site has been expanded and could be developed to include off street parking for the Neighborhood Business Zone.

**Policy T6T5.2:** New developments shall provide adequate off-street parking to meet their needs.

Discussion: The current code has formulas for calculating parking requirements. The adopted formulas should be reviewed and compared to other agencies. Additionally, a review of existing facilities should be conducted to determine if the previously required parking was adequate.

**Policy T6T5.3:** Encourage shared parking, ~~underground parking,~~ or parking structures.

**Comment [JM5]:** This policy does have some conflict with Policies T5.1 and T5.3. Is each business to provide their own parking or should it be shared?

**Comment [JM6]:** Underground parking is not practical in light of the high groundwater table.

Discussion: Generators of parking demand are often out of phase with each other: businesses often operate on an 8 to 5 schedule and generate demand during the week and dining establishments and houses of worship often have demands in the evening or on the weekends. If some of these facilities are adjacent to each other, parking can be shared.

### Environmental Impacts

**GOAL T7.6: Minimize the environmental impacts of all new road construction and road improvements.**

**Policy T7.6.1:** The City shall consider the impact of road construction on the environment and natural resources (particularly on sensitive areas, wildlife habitats, and water quality) as part of its environmental review process.

Discussion: Most transportation funding is provided by either State or Federal agencies. A critical element of all projects is an environmental evaluation. Environmental impacts will be reduced to the extent feasible and where it is not feasible, the impacts will be mitigated elsewhere.

**Policy T7.6.2:** Design transportation facilities within the Pacific Urban Growth Area to minimize adverse environmental impacts resulting from both their construction and operation.

Discussion: Most transportation funding is provided by either State or Federal agencies. A critical element of all projects is an environmental evaluation. Environmental impacts will be reduced to the extent feasible and where it is not feasible, the impacts will be mitigated elsewhere.

**Policy T7.3:** The City of Pacific will:

- Consider environmental costs of development and operation of the transportation system;
- Align and locate transportation facilities away from environmentally sensitive areas;
- Mitigate unavoidable environmental impacts wherever possible; and
- Solicit and incorporate the concerns and comments of interested parties.

Discussion: Most transportation funding is provided by either State or Federal agencies. A critical element of all projects is an environmental evaluation. Environmental impacts will be reduced to the extent feasible and where it is not feasible, the impacts will be mitigated elsewhere.

**Policy T7.4:** Storm water runoff from roads is a major cause of water quality degradation. All new road construction will employ the best management practices available to promote water quality compliance consistent with the adopted storm water management manuals.

Discussion: The Federal and State requirements for storm drainage require development of new facilities for roadway reconstruction and new roads. Therefore, any new roadway or reconstructed roadway will develop new stormwater facilities meeting State water quality and flow control requirements. Road resurfacing is exempt from this requirement.

### Air Quality

**GOAL T8: The City will coordinate transportation planning with air quality guidelines published by the Puget Sound Regional Council.**

**Policy T8.1:** Support efforts to improve air quality throughout the Pacific area and develop a transportation system compatible with the goals of the Federal and State clean air acts.

Discussion: Most transportation funding is provided by either State or Federal agencies. A critical element of all projects is an environmental evaluation. Environmental impacts will be reduced to the extent feasible and where it is not feasible, the impacts will be mitigated elsewhere. Additionally, air

quality receives the greatest impact from idling vehicles. The City has developed a LOS of D to reduce the number of idling vehicles.

**Policy T8.2:** Coordinate with King County Metro, Pierce Transit, and other jurisdictions on Commute Trip Reduction (CTR) programs for major employers in Pacific and its UGA.

**Discussion:** New road projects will coordinate with the long term plans of the public transportation agencies, to provide pedestrian and transit facilities as required for future projects.

**Policy T8.3:** Require studies of impacts to air quality generated by traffic from new major developments.

**Discussion:** The City has developed a LOS of D to reduce the number of idling vehicles. Each new project that is determined to generate a significant amount of traffic will be required to mitigate those impacts.

**Policy T8.4:** Promote other Transportation Demand Management (TDM) Programs.

**Discussion:** New road projects will coordinate with the long term plans of the public transportation agencies, to provide pedestrian and transit facilities as required for future projects.

**Policy T8.5:** Work with the private and other public sectors to introduce cleaner burning fuels for the existing motorized fleet, and vehicles powered by alternate fuel sources.

**Discussion:** The City has developed and annually reviews the fleet needs of various departments. A review of budget impacts on alternative fuel vehicles is incorporated into the decision making process.

**Policy T8.6:** Promote non-motorized transportation modes.

**Discussion:** The City has developed a series of sidewalks and trails. A long term plan to complete the network should be developed.

## Transit

**GOAL T9: Support improved transit coverage and service throughout the region to improve mobility options for Pacific.**

**Policy T 9.1:** Urge county and regional transit agencies to provide improved service to Pacific residents by providing routes, schedules, and ancillary facilities such as park & ride lots.

**Discussion:** Public transportation funding is often one of the first budget items to be cut. A valuation of the public transportation benefits needs to be conducted to educate the stakeholders of all costs associated with public transportation funds: reduced congestion; cost per rider mile; parking impacts; etc.

**Policy T9.2:** Provide for a Park and Ride location in Pacific along SR 167, and identify and evaluate additional locations that could be easily served by public transportation.

**Discussion:** The ideal location for most park and ride facilities is at or near freeway interchanges or the commuter rail system. These properties have higher land values. Colocation of commercial properties and park and ride facilities should be encouraged. Code revisions may be required.

**Policy T9.3:** Encourage King County Metro, Pierce Transit, and Sound Transit to link to each other, and coordinate increased bus service with commuter rail service and local service within Pacific.

**Discussion:** Public transportation funding is often one of the first budget items to be cut. A valuation of the public transportation benefits needs to be conducted to educate the stakeholders of all costs associated with public transportation funds: reduced congestion; cost per rider mile; parking impacts; etc.

**Policy T9.4:** Advocate frequent headways and express service, with priority given to higher density residential areas and popular destinations.

Discussion: Public transportation funding is often one of the first budget items to be cut. A valuation of the public transportation benefits needs to be conducted to educate the stakeholders of all costs associated with public transportation funds: reduced congestion; cost per rider mile; parking impacts; etc.

**Policy T9.5:** Support regional express bus service, good connections to commuter rail stops, and a rider-friendly fare system.

Discussion: Public transportation funding is often one of the first budget items to be cut. A valuation of the public transportation benefits needs to be conducted to educate the stakeholders of all costs associated with public transportation funds: reduced congestion; cost per rider mile; parking impacts; etc.

**Policy T9.7:** Consider transit facilities as mitigation for new developments that have probable significant impacts to the transportation system.

Discussion: Public transportation funding is often one of the first budget items to be cut. The codes can be revised to encourage private developers to construct compatible facilities for transit.

**Comment [JM7]:** Does the City have this type of control?

**Policy T9.9:** Promote programs to encourage carpooling, transit, and non-motorized transportation to reduce the transportation impacts of economic and residential development.

Discussion: The City website will provide links to carpooling and ride sharing programs.

**Policy T9.10:** Work with transit agencies to make transit use more attractive to existing and potential customers, through right-of-way, sidewalk, and roadway improvements at transit stops, and safe and weather protected passenger waiting areas.

Discussion: New road projects will coordinate with the long term plans of the public transportation agencies, to provide pedestrian and transit facilities as required for future projects.

**Policy T9.11:** Develop rider information packages for commuter, transit, rail, and air transportation opportunities.

Discussion: The City website will provide links to carpooling, ride sharing programs, and other alternatives to single passenger cars.

## Mobility and Capacity

**GOAL T10: Promote adequate capacity on roadways and intersections to provide access to homes and businesses.**

**Policy T10.1:** Preserve and maintain capacity of roadways by:

- Providing internal access between off-street parking areas in commercial areas through reciprocal agreements;
- Using intersecting streets as access points; or
- Designing subdivisions for efficient internal circulation.

Discussion: Current standards require access on non-arterials if property ownership permits this to occur. Current standards treat multiple properties owned by a single entity to be treated as a single property to reduce ingress/egress points..

**Comment [JM8]:** I am not sure I understand this point. If intersections are our access point congestion is increased. The thought may be that driveways should line up on opposite sides of the street to create an intersection as opposed to having them off set and creating congestion.

Many safety and capacity problems relate to driveways that connect to public roads. The design of new street improvements should include provisions to consolidate existing accesses where feasible.

**Policy T10.2:** Identify, acquire, and preserve rights-of-way by methods including:

- Requiring dedication of rights-of-way as a condition for development when the need for such rights-of-way is linked to the development;

- Requesting donations of rights-of-way to the public;
- Purchasing rights-of-way by paying fair value; and
- Acquiring development rights and easements from property owners.

Discussion: The City has developed right-of-way (ROW) acquisition policies. Any roadway corridor using Federal funds must adhere to the adopted and approved City policies.

**Policy T10.3:** Continue to work with adjacent jurisdictions and stakeholders to develop major transportation corridors.

Discussion: There are two pass-through east-west corridors in Pacific: Ellingson Road and Stewart Road. Ellingson Road connects SR 167 to Pacific, Algona, Auburn, and portion of unincorporated King and Pierce Counties. This corridor currently has seven traffic lights and one railroad crossing under the control of five jurisdictions. Stewart Road currently has five lights, proposed to increase to eight lights, and one railroad crossing under the control of five jurisdictions. The traffic flows westerly in the morning and easterly in the evening. Synchronized signals in these corridors will help to prevent a decrease in the level of service as the development in the rural areas increases.

### Multimodal Transportation

**GOAL T11: Provide for all multimodal means of transportation in a safe, compatible and efficient manner.**

**Policy T11.1:** Develop a curb ramp program to install wheelchair ramps at all curbed intersections.

Discussion: Most transportation funding is provided by either State or Federal agencies. These funding programs require that all ramps are compliant with current ADA guidelines.

**Policy T11.2:** Work with neighboring jurisdictions and other agencies to ensure that Pacific's bicycle routes and corridors are safe, functional, compatible, and interconnected.

Discussion: The City has worked with regional partners to obtain grant funding for non-motorized facilities of regional significance. The City will continue to pursue these funding sources until the network is complete. The City has developed a trail plan. The trail plan should be reviewed and determine if it is still relevant. If necessary, the plan should be updated.

**Policy T11.3:** Plan for the expansion of appropriate road shoulders to maintain safe areas for walking, jogging, and biking.

Discussion: Expansion of imperious surfacing requires an expansion of stormwater facilities. The city needs to develop the long term pedestrian network that permits low impact or pervious surfacing alternatives. The City has developed a trail plan. The trail plan should be reviewed and determine if it is still relevant. If necessary, the plan should be updated.

**Policy T11.4:** Accommodate the needs of bicyclists and pedestrians in the design and construction of all appropriate roadway improvements, with safety and traffic flow as primary considerations.

Discussion: Most transportation funding is provided by either State or Federal agencies. Most of these funding programs require that pedestrian facilities are provided to serve the stakeholder needs.

The design of roadway improvements can reduce barriers and increase safety for bicyclists and pedestrians. The location and design of walkways and trails should vary depending on adjacent land uses.

**Policy T11.5:** Work with King County Metro, Pierce Transit, Sound Transit, and businesses to evaluate and improve transit service and facilities that serve employment sites. Promote transit

connections between local and regional high density-population centers and the Sumner-Pacific MIC.

Discussion: The City website will provide links to carpooling, ride sharing programs, and other alternatives to single passenger cars, including regional transit programs. The City elected officials and staff currently participate in regional transportation planning groups.

**Policy T11.6:** Support public and private Transportation Demand Management (TDM) programs to promote alternatives to driving alone. Encourage Commute Trip Reduction (CTR) programs for businesses in the Sumner-Pacific MIC and other areas.

Discussion: The City website will provide links to carpooling, ride sharing programs, and other alternatives to single passenger cars, including regional transit programs. The City elected officials and staff currently participate in regional transportation planning groups.

To implement this policy, the City will work with major employers, such as schools and retail centers, to provide incentives for carpooling, transit use, non-motorized transportation, and telecommuting. The City can also support educational programs that communicate transportation options.

**Policy T11.7:** Encourage new commercial, office and industrial developments to provide physical features supportive of carpooling, transit, and non-motorized modes of travel.

~~Policy T11.8~~ **Policy T11.8:** The high density Urban Transit Center adjacent to the proposed Sumner-Pacific Station, which includes a mixture of urban transportation modes, should serve the Sumner-Pacific MIC and other areas of the City.

Discussion: The City website will provide links to carpooling, ride sharing programs, and other alternatives to single passenger cars, including regional transit programs. The City elected officials and staff currently participate in regional transportation planning groups.

Examples can include preferential parking for carpools, vanpools and bicycles; transportation information and bus schedules, special loading and unloading areas for transit, carpools, and vanpools; and strong pedestrian linkages to off-site destinations.

## Safety

### GOAL T12: Minimize transportation conflicts to ensure safety.

**Policy T12.1:** Conduct studies of high accident locations to support operational changes and designs that improve safety.

Discussion: Most transportation funding is provided by either State or Federal agencies. These funding programs require that a safety analysis be performed at critical areas. A warrant study is developed to determine intersection control needs as well as an evaluation of other elements that may be needed to improve safety.

**Policy T12.2:** Maintain and enhance the safety of roads in the City of Pacific.

*Discussion:* Examples of methods to improve safety include access management, improved signalization, left-turn-only arrows, center left turn lanes, turn prohibitions, median islands, lighting, and other techniques. (Note: City insurance rates drop with improved safety.)

Discussion: Most transportation funding is provided by either State or Federal agencies. These funding programs require that a safety analysis be performed at critical areas. A warrant study is developed to

determine intersection control needs as well as an evaluation of other elements that may be needed to improve safety.

**GOAL T13: Protect the livability and safety of residential neighborhoods from the adverse impacts of motor vehicles.**

**Policy T13.1:** Work with residents to encourage preservation of neighborhood character and safety on residential streets.

Reducing speeds and cut-through traffic can protect the livability and safety of residential neighborhoods. The City should explore a program whereby neighborhoods can buy traffic calming devices. The City should involve the Valley Regional Fire Authority and the Pacific Police Department in the implementation of this policy.

### Maintenance

**GOAL T14: Assign a high priority to meeting the maintenance needs of the transportation system so that it is safe and functional.**

**Policy T14.1:** Develop a regular maintenance schedule for all components of the transportation infrastructure.

Discussion: The City currently contracts with King County for annual maintenance of traffic signals. The City public works crew evaluates street surfaces monthly as part of the street sweeping program. Long term road maintenance programs are in development. However, until there is a Transportation Benefit District or similar mechanism developed, there is no long term funding source for street maintenance.

The City should base maintenance schedules on considerations for safety and resource conservation.

**Policy T14.2:** Encourage the maintenance and improvement of the street system when addressing the transportation and circulation concerns of the community.

Discussion: The City currently contracts with King County for annual maintenance of traffic signals. The City public works crew evaluates street surfaces monthly as part of the street sweeping program. Long term road maintenance programs are in development. However, until there is a Transportation Benefit District or similar mechanism developed, there is no long term funding source for street maintenance.

**Policy T14.3:** Develop strategies necessary to improve public streets to meet applicable road standards.

Discussion: The City public works crew evaluates street surfaces monthly as part of the street sweeping program. Long term road maintenance programs are in development. However, until there is a Transportation Benefit District or similar mechanism developed, there is no reliable long term funding source for street maintenance.

### Land Use and Transportation

**GOAL T15: Ensure that transportation system improvements are compatible with adjacent land uses and will minimize potential conflicts.**

**Policy T15.1:** Consider a complementary roadway pattern to increase accessibility to higher use areas and minimize traffic impacts on residential areas.

Discussion: Current design standards encouraged reducing access points to arterials.

**Policy T15.2:** Employ a functional roadway classification system and guidelines to:

- Control access to roads from adjacent developments;
- Route arterials and major collectors around residential neighborhoods;
- Prevent new residential areas from fronting on arterials;
- Incorporate transit, pedestrian, and bicycle access into major developments;
- Provide landscaping and noise buffers along major roadways;
- Provide facilities for bicyclists and pedestrians, and to access transit;
- Encourage changes to site plans to encourage pedestrian travel; and
- Improve pedestrian and vehicle circulation.

**Policy T15.3:** Increase the visual ambiance along the Ellingson and Stewart Road corridors.

**Discussion:** Current design standards encouraged reducing access points to arterials.

**Policy T15.4:** Develop and encourage programs, such as “adopt-a-road,” to assist in keeping roadsides and trails free of litter.

**Discussion:** The City should research adjacent jurisdictions for policies on adopt-a-road programs.

#### Non-Motorized

**GOAL T16: Provide clear and identifiable systems of walkways, sidewalks, and trails to develop an environment that will make the use of alternative transportation modes an attractive and viable option.**

**Policy T16.1:** Pacific shall investigate transportation routes and means for non-motorized transportation between neighborhoods and with neighboring cities.

**Discussion:** Private vehicles are the most common mode of travel throughout the region. It is anticipated that the majority of vehicle trips within Pacific will continue to be private vehicles. The City will need to modify the transportation network to meet the needs of increased demand. In addition, the City has a strong desire to maintain the existing street network.

**Policy T16.2:** Provide signals for pedestrians, and install mid-block crossings where appropriate.

**Discussion:** Private vehicles are the most common mode of travel throughout the region. It is anticipated that the majority of vehicle trips within Pacific will continue to be private vehicles. The City will need to modify the transportation network to meet the needs of increased demand. In addition, the City has a strong desire to maintain the existing street network.

**Policy T16.3:** Development in the Neighborhood Center should have non-motorized access and include characteristics such as limited setbacks, pedestrian-oriented streetscapes, and appropriate pedestrian crossings.

**Discussion:** Private vehicles are the most common mode of travel throughout the region. It is anticipated that the majority of vehicle trips within Pacific will continue to be private vehicles. The City will need to modify the transportation network to meet the needs of increased demand. In addition, the City has a strong desire to maintain the existing street network.

**Policy T16.4:** Provide a planned system of Linear Park Trails for pedestrians and bicyclists.

**Discussion:** Private vehicles are the most common mode of travel throughout the region. It is anticipated that the majority of vehicle trips within Pacific will continue to be private vehicles. The City will need to modify the transportation network to meet the needs of increased demand. In addition, the City has a strong desire to maintain the existing street network.

A Linear Park Trails System can serve both a recreational and a transportation function and enhance community character. This will be a system of “green streets” to connect parks, open space, recreation areas, transit, trails, schools, and shopping. To implement this policy, the City should preserve rights-of-way for future non-motorized trail connections and utilize utility easements for trails when feasible. The City can provide systems of walkways and trails through some of the following methods:

- Working with school districts to identify and construct high priority pedestrian and bicycle school routes.
- Requiring new commercial and multi-family developments to construct sidewalks or trails.
- Assisting neighborhoods in forming Local Improvement Districts (LIDs) for sidewalk or trail construction.

**Policy T16.5:** As general guidelines, give priority to improvements to the walkways and trails systems that:

- Increase public safety,
- Construct missing links in the existing bicycle and pedestrian system,
- Upgrade existing walkways and trails,
- Are along arterial streets, and
- Connect to key destinations.

Information on costs and benefits of improvements will be included in a walkway and trail plan to assist the City Council and Planning Commission in establishing funding priorities.

**Policy T16.6:** The City shall continue to support the expansion of the Interurban Trail as an integral part of the regional transportation system.

**Discussion:** The City has regularly pursued grants to complete the Interurban trail. The completion of the trail has been designed to a fifty percent (50%) level. This provides a level of detail to pursue funding. However, the critical areas criteria change periodically requiring additional funds for project mitigation.

**Policy 16.7:** The City shall seek to accommodate bicycles in its management and design of the City street network.

**Policy 16.8:** The City shall encourage the inclusion of convenient and secure bicycle storage facilities in all large public and private developments.

## Financing

**GOAL T17: Secure funding to ensure an adequate roadway network that meets the City’s LOS policy**

**Policy T17.1:** Funding efforts shall include:

- Identifying and pursuing long-term strategies to obtain grant funding.
- Maximizing opportunities for grant awards by matching project objectives with revenue sources and developing joint projects with neighboring jurisdictions and other agencies.
- Supporting efforts at the state and federal levels to increase funding for transportation systems.
- **Discussion: City staff are in regular contact with staff of the State transportation funding agencies. When legislation critical to transportation funding is being discussed in Olympia, staff make an effort to keep the City Council and Mayor aware of the issues.**

**Policy T17.2:** Balance financing of roadway improvements between existing and future users based on the principle of proportional benefit.

**Discussion: Balancing funding of road improvement between existing and future users is most easily accomplished through traffic impact fees. The City needs to evaluate the feasibility of establishing traffic impact fees based on current transportation improvement needs.**

Existing gas taxes and motor vehicle registration fees are not sufficient to meet the financial needs of Pacific’s transportation system. Other funding methods should be developed that are equitable and consistent with the benefits derived from improvements. Examples include, but are not limited to:

- Road Improvement Districts,
- LIDs,
- public/private partnerships,
- impact fees

The funding programs must be adequate to allow transportation improvements to be implemented concurrently with development. New development must pay a fair share of the cost to serve it.

**Policy T17.3:** Require that all road projects be adequately funded to include all required public safety and design standards.

**Discussion: Most transportation funding is provided by either State or Federal agencies. These funding programs require that a safety analysis be performed at critical areas. A warrant study is developed to determine intersection control needs as well as an evaluation of other elements that may be needed to improve safety.**

**Policy T17.4:** Identify and pursue long-term strategies to obtain grant funding.

**Discussion: City staff develop the transportation improvement plan in consultation with the Public Work Committee. Project needs are also discussed with funding agencies. In this process funding alternatives are evaluated and projects are selected on the highest likelihood of success. Local match for prioritized projects are programmed into the budget.**

The City should maximize opportunities for grant awards by matching project objectives with revenue sources and developing joint projects with neighboring jurisdictions and other agencies.

**Policy T17.5:** Develop interlocal agreements with neighboring jurisdictions and other agencies to develop funding sources for transportation improvements.

**Discussion: The Cities of Sumner and Pacific have been working cooperatively to construct road improvements within the MIC. This will continue until the road improvements are complete.**

The City should work with other agencies to mitigate the impacts of new development, coordinate joint projects, and establish a program for the maintenance of common corridors. The City can share

transportation resources and reduce overlap in transportation expenditures through interlocal agreements.

**GOAL T18: Prioritize transportation expenditures.**

**Policy T18.1:** Prioritize transportation expenditures in the following manner within current municipal boundaries:

1. Correct known safety hazards in the road system and improve traffic operations through low cost improvements;
2. Maintain the existing transportation system to prevent deterioration of facilities and avoid the need for major reconstruction of roads and bridges;
3. Widen existing or construct new roadways to alleviate current capacity problems and to accommodate increases in traffic.

**Policy T18.2:** Use a standardized, well documented, and objective process to establish priorities for transportation expenditures within the City’s UGAs.

*Discussion:* Traditionally, staff has worked with the Public Works committee to establish a project priority list. Often there are multiple priorities depending on the funding sources available and the county in which the projects are located. Most funding agencies will only fund projects on arterials.

**Policy T18.3:** Allocate resources in the City TIP and City Capital Facilities Funding Plan according to the prioritization guidelines listed in the Capital Facilities element.

The City will implement this policy through its TIP and concurrency management program.

*Discussion:* The development of the six-year TIP reviews potential funding sources and required local match. Funding agencies in the past have not required proof of the availability of local funds. This policy is changing, which will require the City to begin allocating the funds for projects as they are prioritized.

**GOAL T19: Respond to unanticipated circumstances and conditions that require modification of adopted plans or standards. These changes may be cultural, economic, environmental, or in another form that affects the transportation system.**

**Policy T19.1:** Annually update the TIP to reflect changes in revenue availability and roadway system needs.

*Discussion:* The development of the six-year TIP reviews potential funding sources and required local match. Funding agencies in the past have not required proof of the availability of local funds. This policy is changing, which will require the City to begin allocating the funds for projects as they are prioritized.

**Policy T19.2:** Develop a concurrency management program and revise it as part of the annual amendment process for the Comprehensive Plan.

*Discussion:* The development of the six-year TIP reviews potential funding sources and required local match. Funding agencies in the past have not required proof of the availability of local funds. This policy is changing, which will require the City to begin allocating the funds for projects as they are prioritized.

The intent of the concurrency management program is to ensure funding for transportation improvements needed to support new development and maintain adopted transportation LOS.

**Policy T19.3:** In the event that the City is unable to fund the transportation capital improvements needed to maintain adopted transportation LOS standards, pursue one or more of the following actions:

- Phase development that is consistent with the Land Use element until resources can be identified to provide adequate improvements;
- Revise the Land Use element to reduce the traffic impacts to the degree necessary to meet adopted transportation service standards;
- Reevaluate the City's adopted transportation LOS standards to reflect levels that can be maintained, given known financial resources;
- Require new and existing development to implement measures to decrease congestion and enhance mobility; and/or
- Place a moratorium on development in affected areas.

**Policy T19.4:** Analyze and strongly consider the use of development impact mitigation fees.

**GOAL T20: Support a continuous, cooperative, and comprehensive regional transportation planning process**

**Policy T20.1:** Support the comprehensive transportation process conducted by the PSRC pursuant to its designation as the Puget Sound's Metropolitan Planning Organization.

The PSRC is the primary forum for the development of regional transportation and strategies. The City is required to submit this Transportation element to the PSRC for review and certification of conformity with the Metropolitan Transportation Plan, as dictated by county, state, and federal guidelines.

**Policy T20.2:** Aggressively pursue improvements to the State Highways that runs ~~in or near~~through Pacific. The improvements can include:

- Capacity increases;
- HOV lanes or transit enhancements;
- ~~Improved pedestrian facilities, such as sidewalks, pedestrian crossings, and bus zone improvements;~~
- Interconnected and computerized signal systems, set for specific speeds; or
- Street lighting.

**Policy T20.3:** Work with King and Pierce counties to make sure bottlenecks do not occur in Pacific.

### 3. TRANSPORTATION INVENTORY

This inventory addresses the transportation network located within the City, including those which are the responsibility of the Washington State Department of Transportation (State Route 167 in King or Pierce County).

#### Roadways

##### *Roadway Classification*

**Figure 1** depicts the functional classification of the arterial roadway system serving the study area.

Identification of the roadway functions is the basis for planning roadway improvements and the appropriate standard (right-of-way width, roadway width, design speed) that would apply to each roadway facility. The following definitions serve as a general guide in determining street classifications.

**Principal Arterials** - Intercommunity roadways connecting primary community centers with major facilities. Principal arterials are generally intended to serve through traffic. It is desirable to limit direct access to abutting properties.

**Minor Arterials** - Intercommunity roadways connecting community centers with principal arterials. In general, minor arterials serve trips of moderate length. Access is partially controlled with infrequent access to abutting properties.

**Collector Arterials** - Streets connecting residential neighborhoods with smaller community centers and facilities as well as access to the minor and principal arterial system. Property access is generally a higher priority for collector arterials; through-traffic movements are served as a lower priority.

#### **State-owned transportation facilities and highways of statewide significance**

In 1998, the Washington State Legislature enacted the “Level of Service Bill” (House Bill 1487) which amended the Growth Management Act (GMA) to include additional detail regarding state-owned transportation facilities in the transportation element of comprehensive plans. Within Pacific, State Route 167 (SR 167) has been designated as a Highway of Statewide Significance (HSS) in WSDOT’s Highway System Plan (HSP). SR 167 provides the major north-south regional connection between Renton and the City of Puyallup. It connects to Interstate 405 in Renton and to SR 18 in Auburn. Through Pacific, SR 167 is a full limited access four lane freeway with interchanges at Ellingson Avenue and Stewart Road. It is classified as an urban principal arterial.

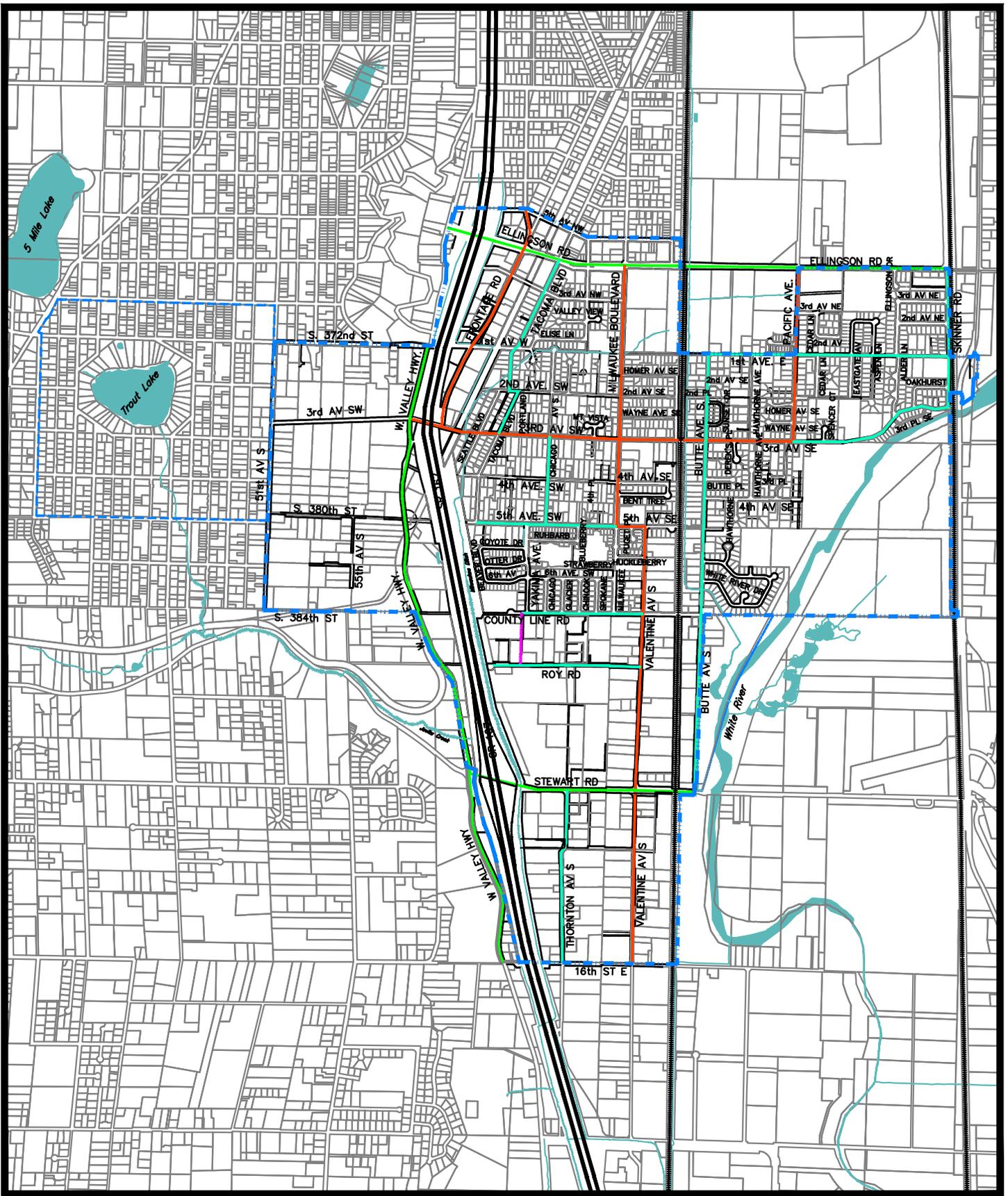
#### **Local Transportation System**

The City of Pacific transportation network consists of one freeway, four major arterials, several minor arterials and local access streets. The major arterials form a square roughly at the east-west and north-south boundaries of the city. There are several features (the White River, two rail lines, and SR 167) that limit east-west travel in the vicinity. The following is a listing and brief description of the major roadways serving the City of Pacific:

SR 167 is a north-south limited access freeway that extends from the City of Tacoma to the City of Renton. The roadway (also called Valley Freeway) has two lanes in each direction separated by a center median. Interchange access is provided at Ellingson Road and Stewart Road. The posted speed limit is 60 mph.

Ellingson Road is an east-west major arterial that runs from West Valley highway to East Valley Highway. The roadway has two lanes in each direction with curbs and sidewalks along most of the roadway. Traffic signals are present at intersections with **Frontage Road**, Milwaukee Boulevard, Pacific Avenue, C Street and A Street/East Valley Highway (in the City of Auburn).

Stewart Road is an east-west major arterial that extends from West Valley Highway to Butte Avenue. The roadway is called 8<sup>th</sup> Street east of City of Pacific and Jovita Boulevard west of the city limit. The roadway has a one lane in each direction with a left-turn lane between West Valley Highway and SR 167. East of SR 167 the roadway has one lane in each direction with **left turn lanes being installed at**



Scale in Feet

**LEGEND**

- ▬▬▬ City Limits
- - - Urban Growth Area (UGA)
- ▬▬▬ Freeway (State)
- ▬▬▬ Major Arterial
- ▬▬▬ Minor Arterial
- ▬▬▬ Collector

**Figure 8.1: City of Pacific  
Functional  
Classification  
Routes**

**Valentine Avenue intersection.** The intersections with West Valley Highway and Valentine Avenue are under traffic signal control.

West Valley Highway is a north-south major arterial that runs parallel to and just west of SR 167. The roadway has a single lane in each direction with minimal shoulders and a 40 mph speed limit. Much of the roadway has poor pavement condition.

Milwaukee Boulevard and Valentine Avenue are north-south minor arterials that, combined, provide a continuous connection from Ellingson Road to the south city limit. Milwaukee Boulevard has a single lane in each direction with full urban improvements from 3<sup>rd</sup> Avenue to the north.

Valentine Avenue is a narrow roadway with a single lane in each direction and minimal shoulders. North of Roy Road the roadway is signed for local access only. The roadway ends at 5<sup>th</sup> Avenue SE, offset approximately 500 feet from where Milwaukee Boulevard begins.

3<sup>rd</sup> Avenue South is a two lane roadway that extends east-west between Skinner Road and West Valley Highway. The roadway is designated a minor arterial between West Valley Highway and the Pacific City Park. The roadway is generally wide with urban improvements **between W. Valley & Pacific Avenue S.S.** The roadway is signed for local access only east of Frontage Road.

Pacific Avenue is a two-lane north-south minor arterial that extends from 4<sup>th</sup> Avenue SE, past Ellingson Road to 1<sup>st</sup> Avenue in Algona. The roadway is generally wide with urban improvements.

Frontage Road is a two-lane minor arterial that runs from 3<sup>rd</sup> Avenue SW, north into Algona. The roadway has urban improvements and on-street parking on both sides.

### **Public Transportation**

Transit is an important alternative to automobile travel for either regional or local trips. Transit is not only useful in reducing traffic volumes and pollution, but is often the only means of transportation available to some members of the community.

Pacific's greatest need is for mobility between towns and to urban areas. King County Metro provides local and regional bus service within the City and to the north. Pierce Transit and Sound Transit also provide public transportation in the region. The City of Pacific is currently working with these agencies to enhance connections within the City limits to include possible consideration of a park and ride lot.

### **Rail**

At one time the railroad was a vital link in the City providing both passenger and freight service. The City does not currently have passenger service, and within Pacific there is no reliance on the railway for freight service from the BNSF and Union Pacific (UPRR) railroads. The BNSF main line is used by Amtrak for through passenger rail service, and also by Sound Transit, which has stations in the cities of Auburn and Sumner, but no stops are provided in Pacific.

### **Non-motorized Facilities**

The City's pedestrian and bicycle facilities include each of the three categories described in the Puget Sound Regional Council (PSRC) Pedestrian/Bicycle component of *Destination 2030*. These components include:

- Category 1. Pedestrian and bicycle "travel chain" facilities which connect people to transit, ferry, and rail terminal from their origin to their destination.
- Category 2. Linear "long haul" pedestrian/ bicycle facilities which connect parts of the region. These facilities can be further grouped into on-road facilities and separated pedestrian/bicycle rights-of-way or trails.
- Category 3. Local "network" pedestrian and bicycle facilities in or near centers. These facilities have the potential for eliminating some short vehicle trips, which can benefit air quality and reduce congestion in some instances.

"Travel chain" facilities include sidewalks and shoulders on residential streets, used by pedestrians to reach the arterial streets served by bus routes. "Long haul facilities" include the sidewalks and shoulders of arterial streets, and the Interurban Trail, with its separate right-of-way and Trailhead at 3<sup>rd</sup> Avenue S.W., near SR167.

Continuity in pedestrian and bicycle access within the City provides for increased safety, comfort and ease for residents and recreational users. The City is striving to create a fully integrated system for these modes of transportation, yet recognizes the need to prioritize locations where it expects heavy use, such as routes connecting residential areas to recreational facilities and schools.

Regional pedestrian and bicycle traffic may use street-related facilities such as sidewalks, shoulders, and travel lanes or the Interurban Trail, which follows the Puget Power right-of-way to the north. The Trail's current southern terminus is in Pacific. Northbound pedestrian and bicycle traffic can reach Seattle from Pacific along the Interurban Trail.

### **Freight Mobility**

Truck traffic is vital to Pacific's industrial and commercial growth, as it is the mode used for transportation between most of these enterprises and their suppliers and customers. Truck traffic comprises a significant percentage of the total traffic on SR 167, on Ellingson Road, **W. Valley HWY**, Stewart Road, and on Valentine Avenue.

Gravel pits on East Hill, outside Pacific, generate considerable through truck traffic. Up to 100 one-way dump tandem or center dump truck trips per hour have been counted on Ellingson Road during gravel pit operations. The warehouse/industrial area of the City of Sumner generates heavy impacts on Valentine Avenue and Stewart Road on movements to and from SR 167. The heavy truck traffic is significant not only because of its impact on traffic flow but because of the structural impact on Pacific's street system.

## **4. EXISTING CONDITIONS**

### **Level of Service**

The Level of Service (LOS) calculation is the means by which the operation of road systems is measured to assure that adequate facilities are present or planned and funded to accommodate development. Level of Service is a qualitative term describing operating conditions a driver will experience while traveling on

a particular street or highway during a specific time interval. It ranges from LOS A (very little delay) to F (long delays, congestion). Agencies are required to adopt regulations prohibiting any development which would cause a facility to drop below identified standards.

Within the City of Pacific, Level of Service D has been established as the minimum acceptable standard for roadways and intersections.

### **Concurrency**

For this plan, only roadway segments were analyzed for concurrency. The City requires development to analyze impacts to specific intersections at the time a development is approved. The City maintains a list of critical intersections to the local transportation network. Any developments proposing more than 25 new trips through any of these intersections will be required to prepare a Traffic Impact Analysis that identifies any deficiencies resulting from the development, and a plan for mitigating the deficiency.

Roadways that are failing are likely to include intersections that are failing as well. Additional detailed study should be done on roadways that indicate a capacity failure in order to determine the most appropriate form of improvement, including turn lanes and other intersection improvements.

### **Roadway Capacity Analysis**

The current operation of the City of Pacific roadway network has been assessed using a ‘link capacity’ analysis. Each roadway in the city has a theoretical maximum vehicle carrying capacity for a given time frame. The functional classification, number of lanes, presence of traffic signals or turn-lanes are examples of features that affect the volume of traffic a particular roadway segment can handle.

For this study, the evening peak hour directional volumes were used as the basis for the LOS assessment. The ‘base year’ link volumes for a representative sample of roadway segments were provided by the City of Pacific and the City of Auburn. The counts were mostly conducted in late 2003 and early 2004. The traffic counts on Stewart Road were collected in 1999.

The Level of Service criteria used in this analysis are based on Federal Highway Administration methodologies described in the Highway Capacity Manual. The 1998 Florida Department of Transportation (FDOT) Level of Service Handbook has provided tables of generalized roadway level of service criteria using the methodologies outlined in the Highway Capacity Manual. The generalized tables are used as a first screening process to determine which facilities may be experiencing capacity constraint.

More specific roadway or intersection analysis may be required before prioritizing or designing potential roadway improvements. The level of service tables used is shown on Table 1.

<b>Table 1</b>				
<b>Generalized Level of Service Criteria</b>				
<b>Peak Hour Directional Volumes</b>				
Interrupted Flow Arterials - Class I (0 to 1.99 traffic signals per mile)				
Maximum Traffic Volume at Level of Service				
Number of Lanes	B	C	D	E*
Two, Undivided without left-turn lanes	460	660	700	700
Two, Undivided with left-turn lanes	570	820	880	880
Four, Undivided without left-turn lanes	930	1,310	1,390	1,390
Four, Undivided with left-turn lanes	1,180	1,660	1,760	1,760
Major City/County Roadways				
Maximum Traffic Volume at Level of Service				
Number of Lanes	B*	C	D	E
Two, Undivided without left-turn lanes	N/A	350	610	660
Two, Undivided with left-turn lanes	N/A	440	760	830
* Volumes are comparable because intersection capacities have been reached.				
** Cannot be achieved.				

**Figure 2** on the following page illustrates the City of Pacific’s existing roadway network and PM peak hour traffic volumes for major roadway segments. Traffic volume data was taken from several sources, including the City of Auburn, City of Sumner, and several development proposals. The following table provides a summary of the current Levels of Service.

**Table 2  
Existing Roadway Level of Service (LOS)**

		Current PM Peak Hour Directional Volume		Roadway Capacity at LOS D	Level of Service (Peak Direction)
Roadway Segment		EB (Eastbound)	WB (Westbound)		
	<del>Ellingson Road – East of C Street</del>	<del>1287</del>	<del>644</del>	<del>1,390</del>	<del>C</del>
<u>A</u>	Ellingson Road – West of C Street	614	771	1,390	B
<u>B</u>	3rd Avenue S. - West of Milwaukee Blvd	238	94	610	C
<u>C</u>	3rd Avenue S. - East of West Valley Hwy	135	49	610	C
<u>D</u>	Stewart Road (8 <sup>th</sup> Street) - East of Valentine Avenue <sup>(2)</sup>	519810	398543	700	D
<u>E</u>	Stewart Road (8 <sup>th</sup> Street)- West of Valentine Avenue <sup>(2)</sup>	641709	691660	700	D
<u>F</u>	Stewart Road (8 <sup>th</sup> Street) - West of SR 167 <sup>(3)</sup>	898667	545462	880	<del>FD</del>
<b>Roadway Segment</b>		<b>NB</b>	<b>SB</b>		
<u>G</u>	Frontage Road – South of Ellingson Road	108	186	610	C
<u>H</u>	W Valley Hwy North of 3rd Avenue S. <sup>(4)</sup>	7885	709624	700	<del>FD</del>
<u>I</u>	W Valley Hwy South of 3rd Avenue S. <sup>(4)</sup>	78135	636596	700	D
<u>J</u>	Valentine Avenue - North of Stewart Rd <sup>(2)</sup>	94143	138377	610	C
<u>K</u>	Valentine Avenue - South of Stewart Rd <sup>(2)</sup>	123211	132227	610	C

<sup>(2)</sup> Sumner Meadows Redevelopment Report prepared by Transportation Engineering Northwest April 2014  
<sup>(3)</sup> WSDOT traffic counts from 1/7/2014  
<sup>(4)</sup> Transpo Group traffic counts from XX/XX/2014 for West Valley Design Report

**Existing Traffic Operations**

Based on the described criteria, most roadways in the City of Pacific have sufficient capacity for current transportation needs. The following roadways which have potential capacity problems identified are listed and described below.

*Stewart Road (8<sup>th</sup> Street) between Valentine Avenue and West Valley Highway*

Stewart Road (8<sup>th</sup> Street) provides a major connection to SR 167 for the industrial areas of the south end of the City of Pacific and the north end of the City of Sumner. Currently, Stewart Road has a single lane in each direction with left-turn lanes between West Valley Highway and the northbound ramps to SR 167. Between SR 167 and Valentine Road the roadway has single lanes in each direction with left-turn lanes at



Valentine **Avenue**. Stewart Road near SR 167 is experiencing a traffic demand slightly above capacity, and east of SR 167 the roadway is near capacity.

Roadway projects are planned in the area that will improve the operation of Stewart Road within the City of Pacific. The current Pierce County Transportation Improvement Program identifies a project (jointly with the City of Pacific and WSDOT) to widen Stewart Road (8<sup>th</sup> Street) to five lanes from West Valley Highway to East Valley Highway.

#### West Valley Highway between Stewart Road and Ellingson Road

This roadway provides one lane in each direction with no left-turn lanes at intersections. Based on the existing traffic demand the roadway is currently operating at a LOS F condition. The operation of the roadway would be improved by providing left-turn channelization on West Valley Highway at major intersections. [Site distance visibility also needs to be improved.](#)

#### Intersection Improvements

**Table 2**, Existing Roadway LOS, indicates the general ability of the existing roadway network to handle current traffic loads. However, specific factors could cause localized difficulties at certain intersections or on short sections of roadway. Some of these factors could include the lack of turning lanes, and high levels of truck traffic.

If an isolated stop sign-controlled intersection experiences excessive delay or congestion, it may be appropriate to construct turn lanes or to improve the traffic control. Traffic control improvements could include implementing all-way stop control or constructing a traffic signal system. These types of isolated improvements are based on site-specific need and are not measures of the overall function of the transportation system. The implementation of intersection improvements is typically addressed in the 6-year planning efforts by the city and in Traffic Impact Analyses prepared for larger developments.

#### Other Improvements

In addition to intersection improvements, there are other measures that can be considered to improve the overall safety of **City** roadways. Potential safety measures may include:

- Widening the existing travel lanes
- Improving horizontal and vertical curves
- Constructing or widening shoulders
- Removing obstructions to improve sight distances
- Road surface maintenance
- Constructing turn lanes at intersections
- Constructing sidewalks or bike lanes
- Adding street lighting

#### Demand Management and Trip Reduction Strategies

In addition to capacity and safety enhancements to the existing system, the City also encourages managing demand on its facilities. This includes provision of non-motorized facilities such as bike and pedestrian paths and sidewalks, trail networks, and connections between modes such as auto and transit. The City would like to include better access to transit through increased bus service, and by providing a park and ride lot to connect with regional and local routes served by King County Metro, Sound Transit, and Pierce Transit.

## 5. PLANNED IMPROVEMENTS

A review of other agency Transportation Improvement Plans (TIP) provided the following list of projects that will affect the study area:

### **WSDOT**

The Highway Construction Capital Improvement & Preservation Program lists the following projects that will affect the study area:

#### **SR167**

##### 8<sup>th</sup> to 277<sup>th</sup> Southbound HOT Lane

WSDOT awarded a contract for extending the existing HOT/HOV lanes on SR 167 from 37<sup>th</sup> Street NW in Auburn to Stewart Road (Eighth Street East) in Pacific. HOT (High Occupancy Toll) lanes are lanes that are open to carpools, vanpools, transit and toll-paying solo drivers. In addition to preserving priority status for transit, HOT lanes allow solo drivers to use the surplus capacity in the lanes by paying a toll. Tolls for HOT lanes are set to ensure that these lanes keep flowing even when the regular lanes are congested

#### **City of Sumner**

##### 136<sup>th</sup> Widening Project

In partnership with the City of Pacific, the City of Sumner as project lead, is managing the 136<sup>th</sup> Street/Valentine Ave. S reconstruction project proposed for completion in Spring 2016.

##### 8<sup>th</sup> Street East - White River Bridge:

This project will widen the bridge over White/Stuck River and is a joint project with Pierce County. The City is in the design and pursuing construction funding. Anticipated completion is Fall 2018.

#### **City of Auburn**

##### Lake Tapps Parkway Preservation

This project will repair and overlay the existing travelled surface of Lake Tapps Parkway. This street is an extension of Stewart Road (8<sup>th</sup> St E).

##### A Street SE Non-Motorized Access Improvements

This project will improve pedestrian access in the A street corridor, a portion of which will pass through the City of Pacific.

#### **King County**

There are no scheduled projects in the Pacific vicinity on the current county TIP.

#### **Pierce County**

There are no scheduled projects in the Pacific vicinity on the current county TIP.

#### **City of Pacific 6-Year TIP**

The City of Pacific has transportation projects in various stages of development. These projects can be viewed within the current year Transportation Improvement Plan.

#### **Planned Improvements and the Future Network**

These improvements are included in the roadway networks for the future conditions analysis for 2010 and 2025 in the following sections.

## 6. FUTURE CONDITIONS

## Traffic Volume Projections

To assess the future transportation needs of the City of Pacific, and the ability of the existing roadway network to accommodate planned growth, traffic volumes were estimated for the ~~2010-2021~~ and ~~2025-2035~~ horizon years. The traffic volume projections were prepared using the Pierce County model with Sumner and Bonney Lake enhancements. The transportation model was created using a computerized transportation network model program.

### Forecasting Methodology

~~Traffic volume forecasts for Transportation Element of the Comprehensive Plan were developed using a traffic volume growth rate determined to be appropriate based on available data. Three different data sources were consulted in order to identify an appropriate growth rate and forecast traffic volumes in Pacific:~~

- ~~• Historical traffic volume data from the Washington State Department of Transportation (WSDOT) on State Route (SR) 167.~~
- ~~• Long-range 2030 forecasts of population and employment by the Puget Sound Regional Council (PSRC).~~
- ~~• Pierce County travel demand model data for 2004 and 2025.~~

~~The City of Pacific study area was modeled using the Emme/2 software package. Existing land use and demographic information was provided by the City of Pacific, adjacent communities and Pierce County.~~

~~The modeling process developed for this study involved four major steps:~~

- ~~• Construction of a computerized street network system of the Pierce County transportation system~~
- ~~• Developing a computerized land use zone system and database inventory of households and employment~~
- ~~• Preparing base year model traffic volumes using trip generation factors and land use types to calibrate the model to current conditions~~
- ~~• Developing future traffic volumes using projected land use changes~~

### Model Post-Process Calibration

~~The transportation model has been calibrated to a high degree of accuracy for the system-wide roadway network. However, the accuracy of model volumes for particular roadway segments may vary based on a variety of factors. To account for the occurrence of local variation, a ‘post-process’ calibration was applied to the model-generated traffic volumes.~~

~~The post-process calibration involved calculating the difference between the model-generated volumes for the 2000 base year and for the 2020 horizon year. This difference is considered the model volume growth increment. The model volume growth increment was then added to the actual traffic volume counts for each roadway segment. Similarly, the 2010 traffic volume scenario was calculated by applying a percentage of the model growth increment to the actual traffic counts.~~

~~For roadways not represented in the Pierce County model, the model growth increment was not available. For those roadways model growth rates were calculated for nearby roadways in the model network and then applied to the individual roadways in the City of Pacific study area.~~

**Future Conditions (6 Year)**

The City of Pacific annually develops a Transportation Improvement Program (TIP) to address roadway deficiencies. As described previously, the deficiencies can be capacity or safety related. Most of the improvements included in the 6-year TIP are intended to address safety-related deficiencies or pavement restoration. Each annual update is hereby adopted by reference in the transportation element of the county Comprehensive Plan and is available through the Public Works Department.

**6-Year Horizon Traffic Volumes**

Figure 3 shows estimated traffic volumes for the 2010-2025 horizon.

*Insert Figure 3 2010-2021 volumes*

**Comment [JM9]:** Is the graphic required? The Table presents the information.

The following table shows the estimated traffic volumes and Level of Service for the 2010-2021 horizon year. The capacity value for the Stewart Road (8<sup>th</sup> Street) corridor reflects the planned roadway widening project.

Table 3 Projected 2010-2025 Roadway Level of Service (LOS)					
Roadway Segment		Projected 2010-2025 PM Peak Hour Directional Volume		Roadway Capacity at LOS D	Level of Service (Peak Direction)
		EB	WB		
<b>A</b>	Ellingson Road – West of C Street	676748	822940	1,390	B
<b>B</b>	3rd Avenue - West of Milwaukee Blvd	264290	419111	610	C
<b>C</b>	3rd Avenue - East of West Valley Hwy	467165	7260	610	C
<b>D</b>	Stewart Road (8 <sup>th</sup> Street) East of Valentine Avenue	685987	564662	1,760	B
<b>E</b>	Stewart Road (8 <sup>th</sup> Street) - West of Valentine Avenue	747864	789805	1,760	B
<b>F</b>	Stewart Road - West of SR 167	4006813	610563	1,760	B
Roadway Segment		NB	SB		
<b>G</b>	Frontage Road – South of Ellingson Road	434132	234227	610	C
<b>H</b>	W Valley Hwy North of 3rd Avenue	92104	687761	700	DE
<b>I</b>	W Valley Hwy South of 3rd Avenue	87165	644727	700	CE
<b>J</b>	Valentine Avenue - North of Stewart Road	440174	467460	610	C
<b>K</b>	Valentine Avenue - South of Stewart Road	444257	436277	610	C

Assumes a 2.0% growth rate per year.

**Projected 2010-2021 Traffic Operations**

Based on the described criteria, most roadways in the City of Pacific will have sufficient capacity to accommodate the increase in traffic anticipated over the next six years.

*Recommended Improvements - Roadway Capacity*

**Ellingson Road Corridor Study**

The City should consider analyzing the Ellingson Road corridor for possible access control and left turn access measures. It is possible that the road could be re-striped as a 3-lane roadway with a center left turn lane. This would improve access into adjacent industrial and commercial properties and increase the efficiency of through traffic. Additional study is required before making any specific improvements.

**West Valley Highway Corridor Study**

The City should consider analyzing the West Valley Road corridor. Although traffic forecasts predict a slight reduction in volumes on the roadway, possibly due to the addition of the 167/24<sup>th</sup> interchange, further analysis is required to determine the accuracy of the model forecast and consider potential access control and left-turn provisions.

*Intersection Improvements*

While the roadways within the City appear to be adequate in terms of capacity, it is possible that intersections along some of those roadways may experience failure. Additional intersection analysis will be done as development proposals are submitted.

*Safety and Maintenance*

Although most of the current roadway system has adequate capacity, the city will continue to upgrade roadways to improve various safety elements. Roadway improvements may also be constructed to improve access to appropriately zoned lands to encourage economic Development.

**Figure 4 2025 Traffic Volumes**

**Comment [JM10]:** Is the graphic required? The Table presents the information.

**Projected 2025-2035 Traffic Operations**

As **Table 4** indicates, most of the existing roadways will continue to function at an acceptable LOS through the 2025-2035 horizon.

There are no additional recommended improvements beyond those identified in 2010. However, the City should continue to monitor impacts to specific critical intersections.

Table 4 Projected 2025-2035 Roadway Level of Service (LOS)				
Roadway Segment	Projected 2025-2035 PM Peak Hour Directional Volume		Roadway Capacity at LOS D	Level of Service (Peak Direction)
	EB	WB		
<u>A</u> Ellingson Road – West of C Street	809912	9321,146	1,390	C
<u>B</u> 3rd Avenue - West of Milwaukee Blvd	349354	480135	610	C
<u>C</u> 3rd Avenue - East of West Valley	234201	42473	610	C

	Hwy				
<u>D</u>	Stewart Road (8 <sup>th</sup> Street) East of Valentine Avenue	<del>11341,204</del>	<del>1005807</del>	1,760	BC
<u>E</u>	Stewart Road (8 <sup>th</sup> Street) - West of Valentine Avenue	<del>10351,054</del>	<del>1056981</del>	1,760	BC
<u>F</u>	Stewart Road (8 <sup>th</sup> Street) - West of SR 167	<del>1347991</del>	<del>818687</del>	1,760	D
<b>Roadway Segment</b>		NB	SB		
<u>G</u>	Frontage Road – South of Ellingson Road	<del>203160</del>	<del>350276</del>	610	D
<u>H</u>	W Valley Hwy North of 3rd Avenue	<del>123126</del>	<del>640927</del>	700	CF
<u>I</u>	W Valley Hwy South of 3rd Avenue	<del>108201</del>	<del>558886</del>	700	CF
<u>J</u>	Valentine Avenue - North of Stewart Road	<del>161212</del>	<del>245560</del>	610	C
<u>K</u>	Valentine Avenue - South of Stewart Road	<del>80314</del>	<del>146337</del>	610	C
Assumes a 2.0% growth rate per year.					

**Future Conditions (2025-2035)**

**Site-Specific Traffic Impact Analyses**

There are ~~currently several~~ very few proposals for development projects within the City. ~~If these occur, potentially a large amount of residential and commercial infill planned for the city could occur within a concentrated area. Therefore, the City is~~ has ~~establishing~~ established a Traffic Impact Analysis process to ensure consistency in identifying and analyzing impacts.

All large developments are required to prepare a Traffic Impact Analysis (TIA) of the projected traffic conditions expected at the completion of the proposed development. The TIA would identify if additional roadway improvements are needed to accommodate the new traffic generated by the specific development. The TIA for each successive development in a localized area would be required to include the estimated traffic from all of the other planned developments that were currently in the permitting process.

If the cumulative effect of development causes specific roadways or intersections to operate at less than acceptable standards, roadway improvements would need to be funded or constructed by the developer that would improve the operation of the roadway network to an acceptable level.

Developments proposed within the area will be responsible for providing more detailed analysis of intersections and roadways impacted by the development. The following is a list of intersections that are considered critical locations to the overall function of the City of Pacific roadway network:

**Critical Intersections**

Ellingson Road Corridor

- Ellingson Road/West Valley Highway
- Ellingson Road/State Route 167 Southbound Ramp Terminals
- Ellingson Road/State Route 167 Northbound Ramp Terminals

Ellingson Road/Frontage Road  
Ellingson Road/Tacoma Boulevard  
Ellingson Road/Milwaukee Boulevard  
Ellingson Road/Pacific Avenue  
Ellingson Road/C Street

3<sup>rd</sup> Avenue Corridor

3<sup>rd</sup> Avenue/West Valley Highway  
3<sup>rd</sup> Avenue/Frontage Road  
3<sup>rd</sup> Avenue/Chicago Boulevard  
3<sup>rd</sup> Avenue/Milwaukee Boulevard  
3<sup>rd</sup> Avenue/Butte Avenue  
3<sup>rd</sup> Avenue/Pacific Avenue

Valentine Avenue Corridor

Valentine Avenue/5<sup>th</sup> Avenue **SE**  
Valentine Avenue/Stewart Road

Stewart Road Corridor

Stewart Road/West Valley Highway  
Stewart Road/State Route 167 Southbound Ramp Terminals  
Stewart Road/State Route 167 Northbound Ramp Terminals  
Stewart Road/Thornton Avenue  
Stewart Road/Valentine Avenue

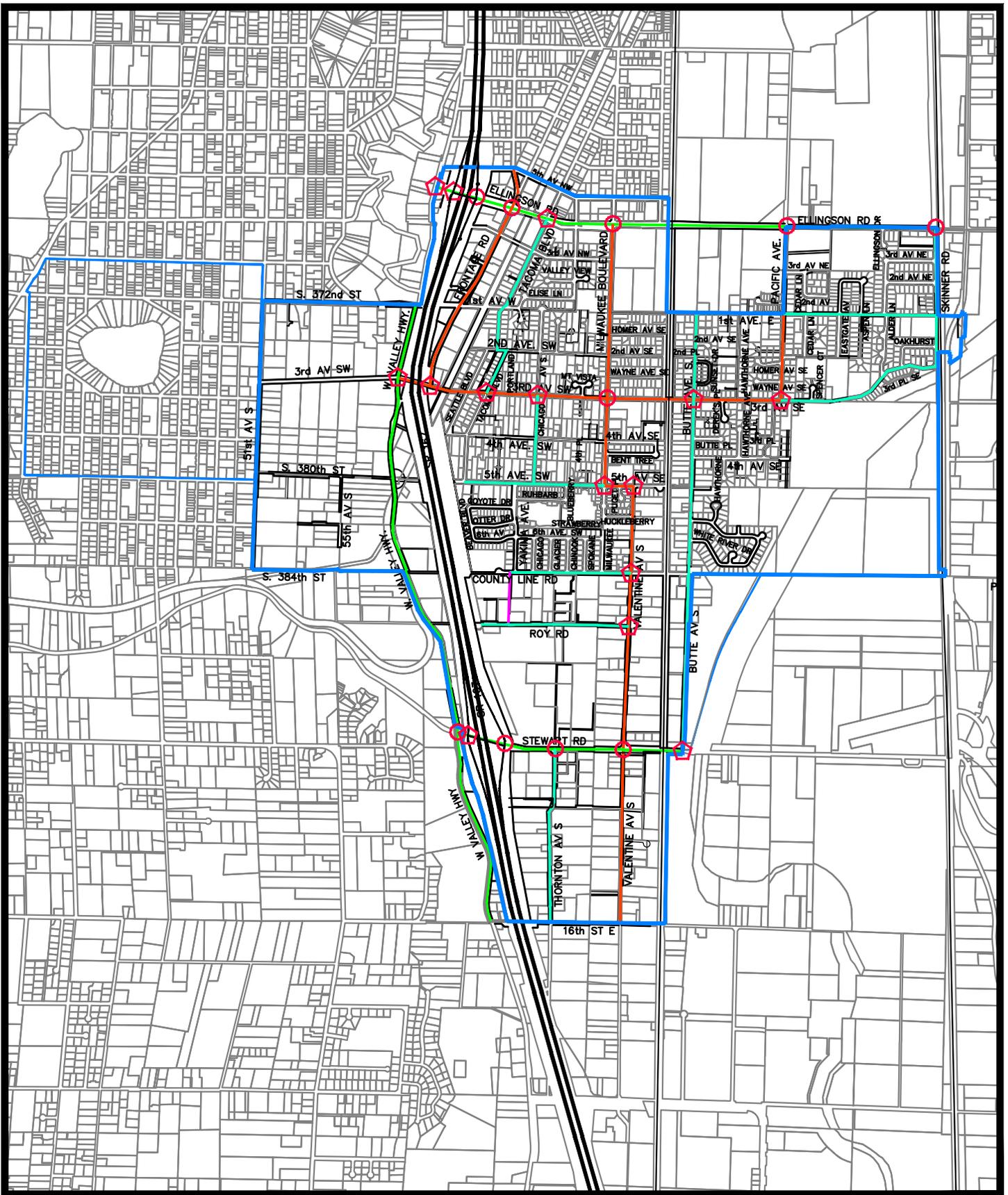
**Figure 8.X5** shows the critical intersections.

Traffic Impact Analyses prepared for new developments would be required to provide analysis of any critical intersection impacted by 25 or more new PM peak hour trips. Analysis of additional intersections could be required at the discretion of City of Pacific staff.

**Truck Traffic and Circulation**

The City of Pacific has a successful and growing industrial land base. Consistent with the industrial land-use is elevated levels of truck traffic. Current strategies are in place to provide distinct truck routes to minimize the conflict with residential and non-industrial commute traffic. The recommended truck primary routes are shown on **Figure 8.X6**. Traffic Impact Analyses prepared for commercial/industrial developments will be required to identify the amount of truck traffic that will be generated by the project during the morning and evening peak hours and average weekday.

For purposes of this analysis 'truck' is defined as any vehicle with a gross vehicle weight rating over 10,000 pounds and would include most combination and multiple-axle vehicles. The following levels of



Scale in Feet

**LEGEND**

- ▬▬▬ City Limits
- - - Urban Growth Area (UGA)
- ⊗ Signalized Intersection
- ⬠ Non-Signalized Intersection

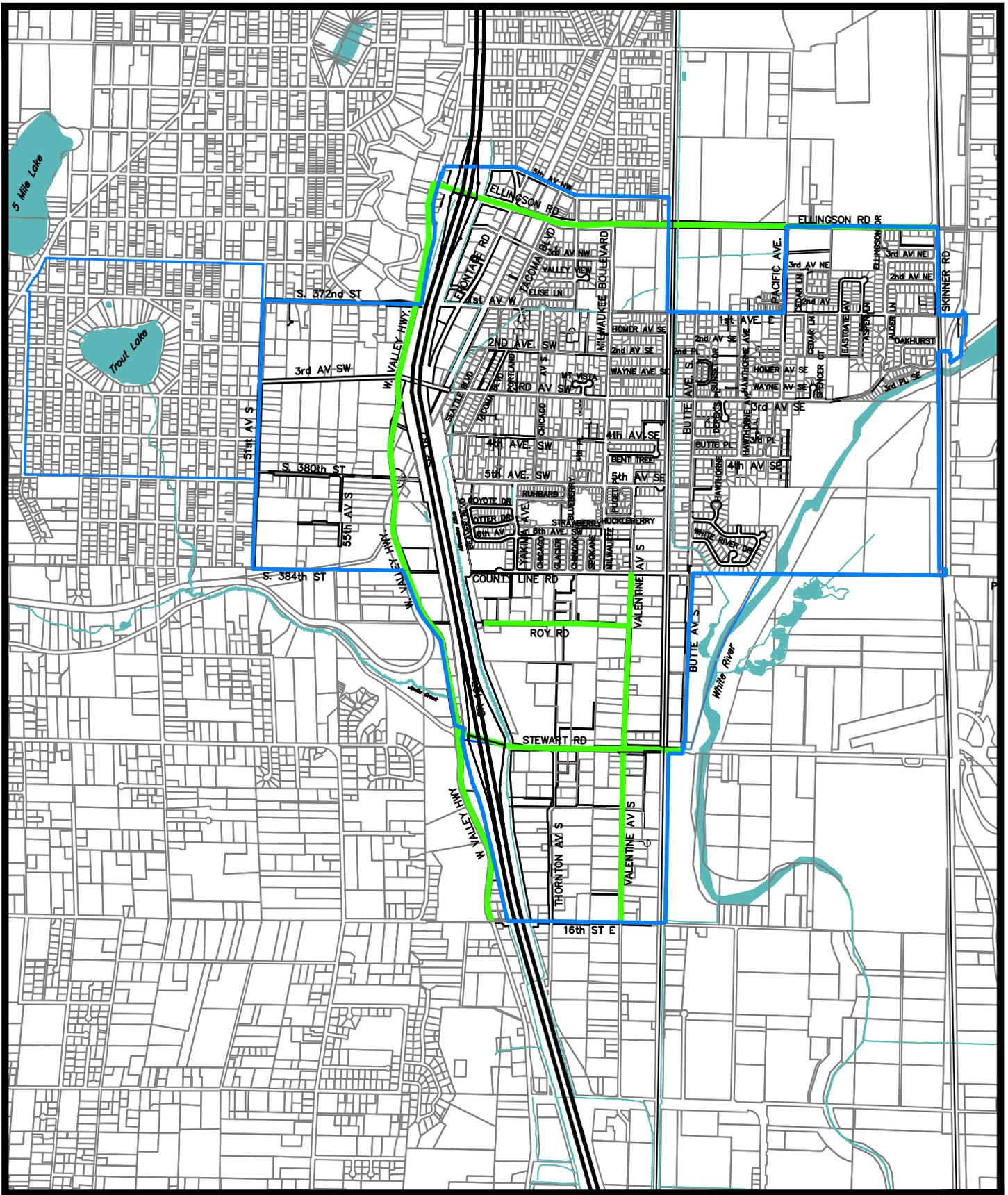
**Figure 8.X: City of Pacific  
Critical  
Intersections**

truck traffic would be deemed a significant increase according to the following guidelines.

The developer would be required to include with the Traffic Impact Analysis a pavement analysis for each roadway receiving an increase in truck traffic in excess of the limits defined above to determine if the roadway can accommodate the increase in truck loading.

<b>Table 5 Significant Truck Traffic Levels For New Developments</b>	
	Average Daily Volume
Designated Truck Routes	100
All other Streets	10

**Insert Figure 6 - ~~Truck Routes~~ Critical Intersections**



0 1,000 2,000  
Scale in Feet

**LEGEND**

- City Limits
- Urban Growth Area (UGA)
- Recommended Truck Routes

**Figure 8.X: City of Pacific  
Designated  
Truck Routes**

7. **RCW 47.06.140 HB 1487-COMPLIANCE (STATE FACILITIES)**

The 1998 legislation House Bill 1487 known as the “Level of Service” Bill, amended the Growth Management Act; Priority Programming for Highways; Statewide Transportation Planning, and Regional Planning Organizations. The combined amendments to these RCWs were provided to enhance the identification of, and coordinated planning for, “transportation facilities and services of statewide significance (TFSSS)” HB 1487 recognizes the importance of these transportation facilities from a state planning and programming perspective. It requires that local jurisdictions reflect these facilities and services within their comprehensive plan.

**State-Owned Transportation Facilities**

SR 167 provides the major link between the City of Pacific and the region. This limited access divided highway has interchanges at Ellingson Road and Stewart Road (8<sup>th</sup> Street East) to connect the city with the State highway system. It is the only state facility within the City limits.

**Estimates Of Traffic**

Figure 7 provides 20-year traffic volumes for SR-167. The volumes were generated ~~by the Puget Sound Regional Council (PSRC) model applying growth rate to recent traffic counts, which includes land use assumptions for 2025 for the City of Pacific.~~

**Highways of statewide significance (HSS)**

The Transportation Commission List of Highways of Statewide Significance includes SR 167 as an HSS within the City of Pacific and its growth area.

The City of Pacific affirms the establishment of LOS D as adopted by WSDOT for Highways of Statewide Significance.

**Regionally Significant State Highways**

In October 2003, the Puget Sound Regional Council Executive Board adopted level of service standards for regionally significant state highways in the central Puget Sound region. Regionally significant state highways are state transportation facilities that are not designated as being of statewide significance. The Regional Council took this action to comply with 1998 amendments (HB 1487) to the Growth Management Act.

Adoption of LOS standards for regionally significant state highways followed a year-long process involving WSDOT and the region's cities and counties. As part of the next major update to Destination 2030 Vision 2040, the Regional Council will develop additional performance measures, such as travel time, transit service levels, pedestrian, bicycle, etc.

**Level of Service Standards**

The PSRC 3-tiered approach to LOS is described below and illustrated in the attached PSRC map.

**Tier 1**

For this process, the “inner” urban area is generally defined as a 3-mile buffer around the most heavily traveled freeways (I-5, I-405, SR 167, SR 520, and I-90), plus all designated urban centers (most are located in the freeway buffer already). The proposed standard for Tier 1 routes is LOS E/mitigated, meaning that congestion should be mitigated (such as transit) when p.m. peak hour LOS falls below LOS E.

*Tier 2*

These routes serve the "outer" urban area - those outside the 3-mile buffer - and connect the "main" urban growth area (UGA) to the first set of "satellite" UGA's (e.g., SR 410 to Enumclaw). These urban and rural areas are generally farther from transit alternatives, have fewer alternative roadway routes, and locally adopted LOS standards in these areas are generally LOS D or better. The proposed standard for Tier 2 routes is LOS D.

*Tier 3*

Rural routes are regionally significant state routes in rural areas that are not in Tier 2. The proposed standard for rural routes is LOS C, consistent with the rural standard in effect for these routes once they leave the four counties in the PSRC region, such as SR 530 entering Skagit County.

The City of Pacific asserts that proposed improvements to state-owned facilities will be consistent with the Regional Transportation Plan (RTP) and the State Highway System Plan within Washington's Transportation Plan (WTP).

*Insert map-Figure \_ with HSSS*

## 8. FINANCING AND IMPLEMENTATION

The State of Washington’s Growth Management Act (GMA) requires that a jurisdiction’s transportation plan contain a funding analysis of the transportation projects it recommends. The analysis should cover funding needs, funding resources, and it should include a multi-year financing plan. The purpose of this requirement is to insure that each jurisdiction’s transportation plan is affordable and achievable. If a funding analysis reveals that a plan is not affordable or achievable, the plan must discuss how additional funds will be raised, or how land use assumptions will be reassessed.

### Federal Revenue Sources

The 1991 federal Intermodal Surface Transportation Efficiency Act (ISTEA) reshaped transportation funding by integrating what had been a hodgepodge of mode- and category-specific programs into a more flexible system of multi-modal transportation financing. For highways, ISTEA combined the former four-part Federal Aid highway system (Interstate, Primary, Secondary, and Urban) into a two-part system consisting of the National Highway System (NHS) and the Interstate System. The National Highway System includes all roadways not functionally classified as local or rural minor collector. The Interstate System, while a component of the NHS, receives funding separate from the NHS funds.

~~In 1998, the Transportation Efficiency Act for the 21st Century (TEA 21) continued this integrated approach, although specific grants for operating subsidies for transit systems were reduced.~~

~~The “TEA” Funding programs continue to evolve. Federal Funds are now administered through the Puget Sound Regional Council (PSRC) and WSDOT. To receive TEA21-Federal funds, cities must submit competing projects to their designated Regional Transportation Planning Organization (RTPO) or to the state DOT. Projects which best meet the specified criteria are most likely to receive funds. Projects which fund improvements for two or more transportation modes receive the highest priority for funding.~~

~~The status of TEA-Federal funds for 2004 is uncertain and pending federal approval on a two year cycle as of this writing.~~

### ~~Projects Eligible for National Highway System Funding~~

- ~~• Construction, reconstruction, resurfacing, restoration and rehabilitation and operational improvements to NHS segments~~
- ~~• Construction and operation improvements to non-NHS highway and transit projects in the same corridor if the improvement will improve service to the NHS, and if non-NHS improvements are more cost effective than improving the NHS segment.~~
- Safety improvements
- Transportation planning
- ~~• Highway research and planning~~
- ~~• Highway related technology transfer~~
- Start-up funding for traffic management and control (up to two years)
- Fringe and corridor parking facilities
- Carpool and vanpool projects
- Bicycle transportation and pedestrian walkways

**Comment [JM11]:** Highway references are not relevant to the City of Pacific.

- Development and establishment of management systems
- Wetland mitigation efforts

### **Historical Transportation Revenue Sources**

The City of Pacific historically has used three sources of funds for street improvements:

#### Income from Taxes

- Motor Vehicle Excise Tax (MVET)
- Motor Vehicle Fuel Tax (MVFT)

#### Income from Intergovernmental Sources:

- ~~HUD Block Grants~~
- Federal Aid (FAUS, FAS, ISTEPA, etc.)
- Urban Arterial Board
- TIB and STP Grants

#### Miscellaneous Income:

- Interest Earnings
- Miscellaneous Income
- Developer Contributions
- ~~Transportation Local~~ Improvement Districts (LID)

In the past, motor vehicle excise tax (MVET) and motor vehicle fuel tax (MVFT) allocations from the state have been the major sources of continuing funding for transportation capital improvements. Initiative 695, passed by the voters in 1999, removed MVET as a significant funding source, so the MVFT (“gas tax”) funding appear to be the only reliable source of transportation funds for the future. MVET and MVFT also provided funds for state and federal grants which are awarded competitively on a project-by-project basis and from developer contributions which are also usually targeted towards the developer’s share of specific road improvements.

### **Capital Costs for Recommended Improvements**

Based on the City’s adopted 20-year land use plan, and the traffic analysis conducted on the city’s roadway links, there are no capital improvements required in order to maintain the city’s adopted LOS D for area roadways. Therefore, no capital cost information is presented within this plan.

However, safety enhancements, maintenance projects, corridor studies, and local intersection improvements *are* included in the City’s TIP along with cost estimates and funding sources for each of those prioritized projects. The City is required to annually update and adopt a 6-year TIP. A copy of the City’s detailed TIP may be obtained from the Planning and Public Works Department.

### **Alternative Sources of Transportation Funds**

#### Transportation Benefit District

In 1987 the State Legislature created the option for local governments to form Transportation Benefit Districts (TBDs). A TBD is a quasi-municipal entity with the sole purpose of developing projects within the TBD boundary. The TBD has a variety of options from vehicle tab fees to property taxes.