

TRANSPORTATION ELEMENT

With proposed changes



Transportation Element

Introduction

The function of the Town's circulation system is to provide for the movement of people and goods. It ranges from the movement of an individual on foot or bicycle to commuters using the ferry system.

The Growth Management Act calls upon communities to rethink the traditional approach to transportation planning. The Act is explicit in its assertion that land use and transportation cannot be planned independent of each other.

How is this different than the past? Traditionally, communities have planned for transportation improvements in reaction to traffic congestion and other related problems. This approach can result in wider streets that encourage faster speeds, more traffic, and related impacts like noise and air pollution. Although our physical location limits the degree of growth that will occur over the next 20 years, we should anticipate the need to preserve and maintain existing transportation facilities as infill development occurs in and adjacent to the Town of Steilacoom. The approach taken in this element will allow the community to avoid the piecemeal transportation planning that typically happens in reaction to development on a project-by-project basis. In addition to circulation needs within the Town, this element will also address transportation issues associated with people and goods traveling through Steilacoom. Above all, the transportation element and its related goals and policies provides an opportunity for the residents of Steilacoom to articulate their desire for a transportation network that is in keeping with the character of the Town. Town residents clearly place a high priority on developing and maintaining policies and services that provide safe vehicular and pedestrian access to properties, while maintaining the maximum possible level of comfort, well-being and aesthetic enjoyment.

Growth Management Requirements

As described previously, GMA requires comprehensive plans to establish a direct link between land use and transportation. This linkage is largely made through requirements to ensure transportation facility needs created by a specific development are in place at the time permits are issued for the development.

To assist in its desire to connect land use and transportation, the GMA requires this transportation element to address the following subject areas:

- A description of land use assumptions used in estimating travel
- Estimated impacts to state-owned transportation facilities
- Facilities and service needs based on an inventory of existing facilities, travel forecasts and level of service standards.
- Finance, including an analysis of funding capability and a multi-year financing plan and a discussion of how additional funding will be raised or assumptions reassessed if probable funding falls short
- Intergovernmental coordination efforts
- Demand management strategies
- A pedestrian and bicycle component

- Consistency among the Transportation Element, the six-year plan required by RCW 35.77.010 and the ten-year state plan required by RCW 47.05.030

The GMA also requires counties to develop countywide planning policies that cover a wide range of subjects. The purpose of the policies is to ensure a level of consistency between all comprehensive plans within a given county. Adopted in June of 1992, and amended and updated on several occasions since, the County-Wide Policies for Pierce County, Washington include a policy on "Transportation Facilities and Strategies". This policy identifies facilities that are countywide in nature. In Steilacoom, these facilities include the ferry dock, railroad, and all transit stops and shelters. The policies go on to describe the multimodal network as roads, public transit facilities, nonmotorized facilities, ferries, airports, parking facilities, and facilities related to transportation demand management.

Finally, the Countywide policies require coordination on transportation issues ranging from level of service standards to sources of funding. Consistency with the County-Wide Policies and the requirements of the Growth Management Act must be demonstrated.

The Puget Sound Regional Council (PSRC) has been designated as the Regional Transportation Planning Organization (RPTO) and the Metropolitan Planning Organization (MPO) for the Snohomish, King, Kitsap and Pierce County area. The Town is a constituent member of the PSRC. MPOs are charged with developing regional transportation plans under federal laws. RPTOs are charged with developing regional transportation plans under state law. PSRC has adopted a Metropolitan Transportation Plan known as *Transportation 2040* for the Central Puget Sound area, including Steilacoom. The plan contains policies, goals and funding sources to address regional transportation issues. This Comprehensive Plan is consistent with *Transportation 2040*, although no regional transportation improvements are identified for Steilacoom in the regional plan.

RCW 36.70A.070 requires that the Town inventory state owned transportation facilities within its jurisdictional boundaries, and to estimate the impact of the Town's land use assumptions on state-owned transportation facilities. The Town has no state-owned transportation facilities within its borders.

1. Land Use Assumptions

The recommendations contained in the transportation element assume that **the only major change in** land uses in Steilacoom ~~will not significantly change~~ over the next 20 years **will be the development of the Master Planned Development area**, as set forth in the Land Use Element. For the most part, land use patterns will remain as they currently exist, although future land development regulations include flexible site development strategies that will allow infill development that helps achieve the goals and policies of the comprehensive plan. More detailed information regarding land use assumptions and population projections within the Town of Steilacoom are fully described in the land use and housing elements.

Also, the Town assumes that the existing Town street system will be adequate to handle the expected increase in population and use for the next 20 years, **not including development of the Master Planned Development area.** Therefore, no new roads are proposed. Transportation projects will concentrate on repair of existing infrastructure. Budgeting for future projects is based on this assumption. **Any upgrade to Chambers Creek Road and other Town streets due to the development of the Master Planned Development Area will be evaluated when a site development plan for the area is proposed.**

Projected land use and growth assumptions for adjacent areas and jurisdictions are described in the Comprehensive Plans for Pierce County and the Cities of Tacoma, University Place, DuPont, and Lakewood.

2. Traffic Impacts to State Owned Facilities

No specific traffic impacts to state-owned transportation facilities are contemplated by this plan. It is assumed that population growth in Steilacoom will place further demand on Interstate 5, Highway 16 and other state facilities in the region, but no larger a proportionate demand than Town residents currently place on the system. The *Washington Transportation Plan, 2007-2026*, produced by the Washington State Transportation Commission and the Washington State Department of Transportation pursuant to RCW 47.05.010, does not identify any state transportation needs or projects in the Steilacoom area.

The only state-owned transportation facility in the Town of Steilacoom is the ferry dock and facilities operated by the Department of Corrections to service McNeil Island. Since the closure of the penitentiary on the island, use of the ferry has dropped significantly. It provides service to the Department of Social and Health Services civil commitment facility on the island, as well as the closed prison.

3. Facilities and Service Needs

Inventory of Existing Transportation Facilities and Services

Figure 5.1 Summary of Inventory

| Facility or Service | Description |
|---------------------|------------------------------|
| Airports | None |
| Water: | |
| Port | None |
| Ferries: | |
| Pierce County | Anderson & Ketron Islands |
| DOC | McNeil Island facilities |
| Marinas | 1 Private facility |
| Surface: | |
| Freeway | None |
| State Highway | None |
| Town Streets | 32 miles of improved streets |
| HOV | None |
| Rail: | |

| | |
|---------------------------------------|--|
| Passenger | Amtrak (corridor only; no stops) |
| Freight | BNSF (corridor only; no stops) |
| Other | Private spur to former Industrial Area |
| Transit: | |
| Pierce Transit | Route 212 |
| Sound Transit | None |
| Non-motorized Facilities | |
| Sidewalks | 9.6 miles |
| Facilities of Statewide Significance | None |
| Facilities of Regionwide Significance | Pierce County Ferry Dock |

Historical Background

Steilacoom's transportation system has changed dramatically since incorporation in the mid-Nineteenth century. Early on, water provided an immediate and economically critical mode of transportation. The harbor was an integral part of an active trade route between Steilacoom and San Francisco. There was a time when more than one wharf dotted Steilacoom's shoreline. The Town was a regular stopover for the group of small ferries known as the "Mosquito Fleet". The first true road in Steilacoom was the Steilacoom-Olympia Road built in 1841. Traces of this road can still be seen in aerial photographs of the Farrell's Marsh area. A monument to this road can be found at the intersection of Olympia and Washington Streets.

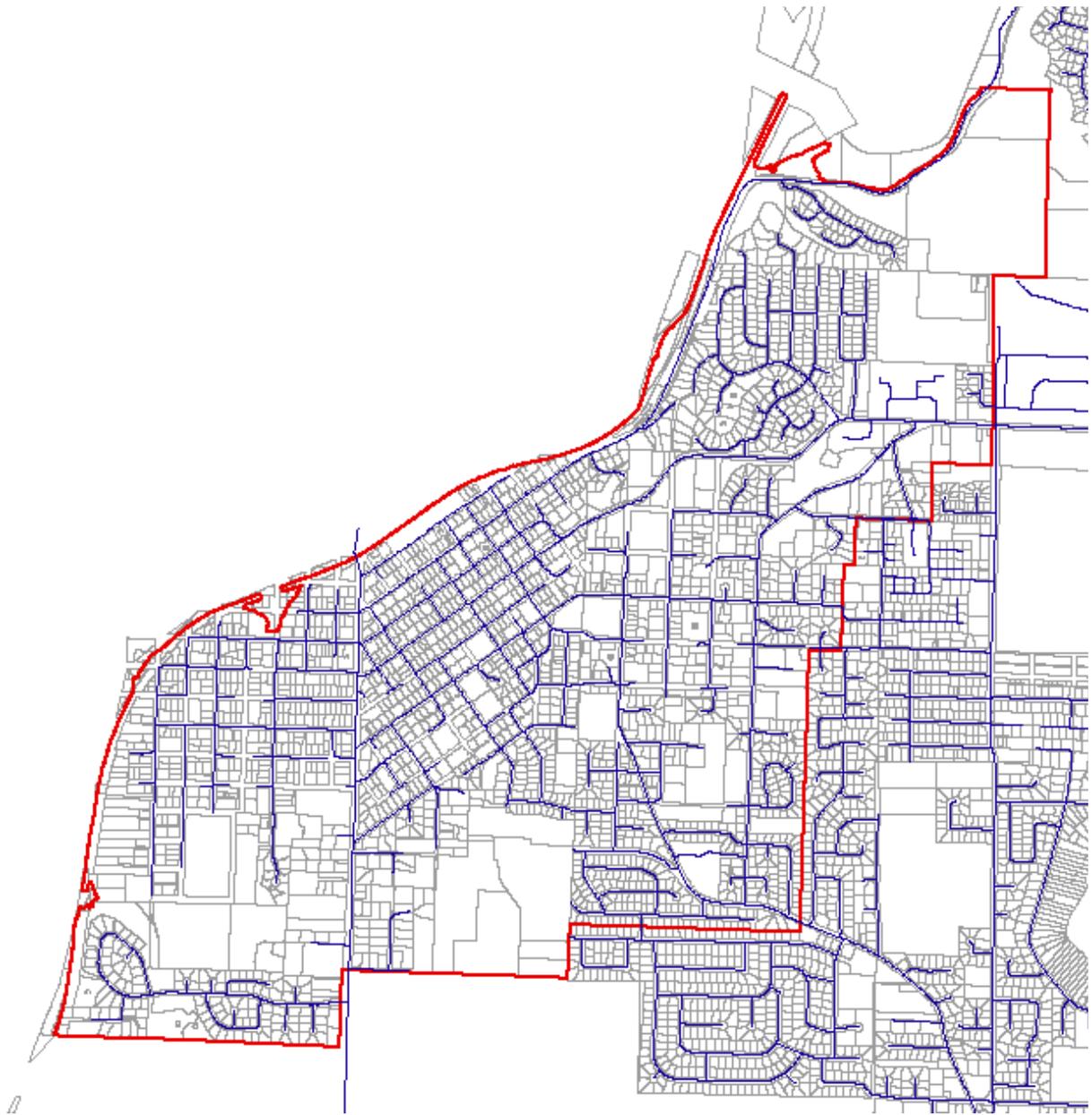
Another early land route connected Steilacoom and Puyallup. Known as the Byrd Mill Road, this route was a major route of escape during the Yakima Indian wars of 1855 and 1856. Eventually the name of this road was changed to Old Military Road when it was improved and extended to Seattle in the late 1850's. In 1941, the road was designated "State Historical Road Number One" by the State Legislature. A monument to this effect was placed at the intersection of Lafayette and Frederick Streets.

Rail first became important to Steilacoom residents in the early 1890's. It was at this time that the Tacoma-Steilacoom Railway was completed. The tracks for this nine-mile electric streetcar route were laid along what is now Chambers Creek Road. W.L. Bair's drug and hardware store was the end of the line. Constructed in fine detail, the streetcars provided excellent transportation between Steilacoom and Tacoma until 1915.

Over the years, the transportation system has become oriented toward the automobile. Employment opportunities within the Town boundaries are very limited. For this reason, most Steilacoom residents must commute to work. These same residents must also leave Town for retail shopping and other business, service, and recreational needs.

Most of Steilacoom's residential streets were platted in a grid pattern typical of the era. As seen in Figure 5.2, the majority of these street right-of-ways had been improved by 1994.

Figure 5.2 Improved Streets



Land Transportation Facilities

Street Network

Streets are public spaces for many activities and functions that are important elements of our community. Driving, biking, walking, rolling wheelchairs, pushing strollers, chatting with neighbors, and parking all occur in our streets.

The majority of the land transportation network is characterized by small residential streets that carry varying, but generally low, levels of traffic. Four relatively high volume streets -- Chambers Creek Road, Steilacoom Boulevard, Old Military Road, and Union Avenue -- connect the community to outlying urban areas and Interstate 5. Moderate volume roads that begin and end within Steilacoom include Rigney Road, Main Street, Lafayette Street, Rainier Street, Roe Street, Lexington Street, and Sequash Street. All other roads in Steilacoom are local residential streets.

The majority of the Town's rights-of-way were dedicated in plats before 1941. The Town has approximately 32 miles of paved public streets. Several miles of dedicated but unimproved rights-of-way exist throughout Town.

Steilacoom's low and moderate volume streets range from 20-28 feet in width. Typical widths for high volume streets are 28-44 feet. Most Steilacoom streets have been developed within public right-of-ways that are 60 or 66 feet wide. Dead end streets serving a limited number of properties often have right-of-ways that are 40 or 50 feet wide. That portion of the Union Avenue right-of-way extending from the ferry dock south to the intersection of the Jefferson Street right-of-way is 100 feet wide. Parking is available along some streets, although 2-hour time limits are enforced in **nearly all residential neighborhoods, especially in** the Old Town and Saltar's areas. Street edges are either vertical curb and gutter, rolled edge, or thickened asphalt edge. Some of the older streets in town have no particular edge treatment.

The standard speed limit in Steilacoom is 25 MPH, and 20 MPH in school zones. Speed limits are 30 MPH on three arterials: Chambers Creek Road from the Town limits to Sunnyside Beach; Union Avenue from the Town limits to Powell Street; and Steilacoom Boulevard from the Town limits to Puyallup Street.

Average daily traffic counts are valuable data used in determining levels of service and design standards. Adjusted daily traffic counts for the four entrance arterials are shown in Figure 5.3.

Figure 5.3 Adjusted Average Daily Traffic Counts 2008-2014

| | 2008 | 2010 | 2012 | 2014 |
|-----------------------------|-------------|-------------|-------------|-------------|
| Chambers Creek Road | 5241 | 4822 | 4330 | 4881 |
| Old Military Road | 1884 | 2849 | 3314 | 3613 |
| Steilacoom Boulevard | 11668 | 11057 | 9228 | 11027 |
| Union Avenue | 7300 | 7706 | 6683 | 7698 |

Source: Steilacoom Public Works

The data show that traffic has been relatively stable on three of the four roadways over the past six years, with the volume of traffic increasing on Old Military Road. The

heaviest traffic occurs during commuting hours in the morning and evening, with the peak hours on most roads around 4:00 PM. According to the US Census, fewer Steilacoom workers are driving to work alone. The 2005-2012 American Community Survey reports that about 76% of Steilacoom workers drive alone, compared to 85% in the 1990 Census. Traffic counts for inbound and outbound traffic are roughly equal during the midday hours of 9:00 AM to 3:00 PM. With the development of the Master Plan Development Area, traffic is expected to increase along Chambers Creek Road. Any upgrade in Chambers Creek Road and other Town streets due to the development of the Master Planned Development Area will be evaluated when a site development plan for the area is proposed.

Truck traffic is a significant concern to many Steilacoom residents. In addition to noise and congestion they generate, heavy trucks effectively increase the rate at which streets deteriorate. In order to prevent continued deterioration of the street system, the Town enacted a truck route ordinance in 2001. This route allows truck traffic traveling through Steilacoom to use Union Avenue, Rainier Street and Steilacoom Boulevard. This route has substantially lessened decreased the truck traffic through Town, as has the closure of the gravel pit north of Chambers Creek. Trucks with local destinations are, of course, allowed to use Town streets to reach their destination.

Transit Facilities and Services

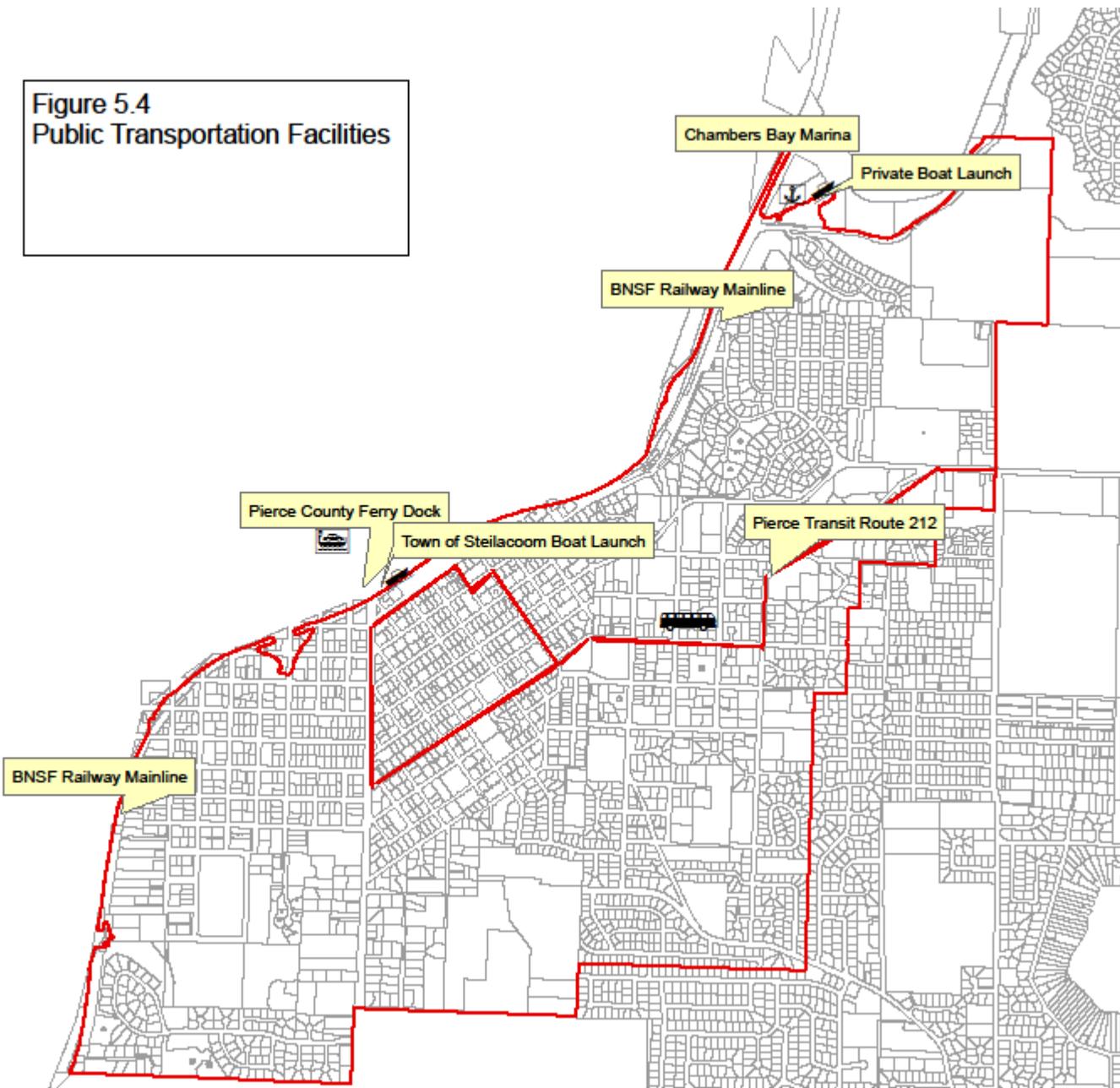
Pierce Transit's current motorbus system includes a local fixed route (Route 212) to and through Steilacoom. The ridership on the Steilacoom route is still relatively modest when compared to other fixed routes in the overall transit system. As indicated by Figure 5.4, the terminus for this route is found at the corner of Union Avenue and Commercial Street, near the ferry dock. This route provides bus transit to the Lakewood Transit Center. By changing busses at this transit center, Steilacoom residents are able to reach the Tacoma Mall, North Tacoma, Downtown Tacoma, and Parkland areas.

Pierce Transit's financial situation has forced service cuts throughout its system. In October 2011, Pierce Transit prioritized Pierce College over the Town for service on Route 212. Weekday Steilacoom service was reduced from twenty-seven to seven trips per day in each direction. For the sections of Route 212 that serve the Town and Pierce College, ridership fell from an average of over 2,000 boardings per month in October 2011 to an average of just under 700 boardings per month through the end of 2012. However, ridership began edging upward in 2013 (averaging 750 boarding per month) and the trend continued in 2014 (averaging 870 boardings per month).

Route 212 currently provides service from Steilacoom to the Lakewood Transit Center at two-hour intervals, beginning at 5:30 am and ending at 7:45 pm. There are five Saturday and four Sunday roundtrips. Demand for specialized services, such as vanpools and paratransit, is expected to increase over the next 20 years.

While Pierce Transit's short-range planning efforts do not call for increased routes in or around Steilacoom, changes in future land uses and commute patterns around Steilacoom and Pierce College may warrant service improvements.

Figure 5.4
Public Transportation Facilities



Pedestrian and Bicycle Facilities

Steilacoom prides itself on being a community of walkers. Residents walk for many different reasons -- to exercise, to recreate or socialize, to keep abreast with changes in their neighborhoods, and to get from one place to another without having to drive. Walking can be very pleasant and enjoyable in Town, however, many neighborhoods do not have safe facilities to walk on, have too much vehicular traffic or traffic which travels too fast. This Transportation Element recognizes that our streets are places where residents walk, talk and visit with one another, and not just places for vehicles. Our sense of community can be strengthened by providing facilities where people meet and talk with one another, allowing them to develop friendships, increasing neighborhood security, and leading to a stronger commitment to the Town. When everyone is driving in cars, there can be very limited social contact between neighbors and social contact is essential to developing a commitment to one's neighborhood and community. This Plan, therefore, encourages pedestrian facilities to be considered whenever feasible and reasonable, and supports increasing the safety of the pedestrian environment and aesthetic quality of streets and neighborhoods by the addition of planting strips. With the development of the Master Plan Development Area, traffic is expected to increase along Chambers Creek Road increasing the risk for walking from the Development Area to Sunnyside Park or into downtown. Walking and biking facilities upgrade along Chambers Creek Road and other Town streets due to the development of the Master Planned Development Area will be evaluated when a site development plan for the area is proposed.

The Town currently has a mixture of concrete sidewalks, asphalt pathways and gravel paths. Approximately 27,450 linear feet (or about 16% of the total length) of improved streets of Steilacoom streets have sidewalks on one side of the right-of-way. Approximately 9,200 linear feet of existing streets have (or 12% of total length of improved streets) sidewalks on both sides of the right-of-way.

The Town has begun a program to improve the previously unimproved trails and maintain the existing trails throughout Town. Many of these trails are in unimproved rights-of-way. The goal is to provide an interconnected walking trail and sidewalk system. Other trails are maintained as part of established subdivisions and are used somewhat more frequently. Lastly, trails are found in some of Steilacoom's open space and recreational facilities, most notably Farrell's Marsh.

Portions of Union Avenue, Lafayette Street, Worthington Street and Steilacoom Boulevard include bicycle lanes. Sequalish Street and Lexington Street were recently reconstructed to include bike lanes and sidewalks on both sides of the street. In these locations, bicycle lanes are indicated by pavement striping and are 5-8' wide.

Railroad

The railroad tracks depicted in Figure 5.4 along Steilacoom's shoreline were first built by the Northern Pacific Railway in 1912. Access to much of Steilacoom's tranquil and undisturbed beaches (upon which the local economy was significantly dependent) was lost as a result.

Now owned by the Burlington Northern and Santa Fe Railway Company, the double track is used by an average combined total of 60 freight and passenger trains per day, counting both directions. Neither passenger nor freight trains make scheduled stops in Steilacoom.

The Washington State Department of Transportation undertook a study of high-speed rail service in the Pacific Northwest Rail Corridor, running from Vancouver, British Columbia to Eugene, Oregon. The Amtrak Cascades Plan for Washington State (April 2000) calls for passenger trains to be re-routed from Tacoma through Lakewood to avoid the curves and single-track tunnels at Point Defiance, thus bypassing Steilacoom. The new route is currently slated to begin in 2017. **Passenger train service will begin using the Point Defiance bypass, an inland route, sometime in 2021, no longer running through Steilacoom.** Freight service will continue along Steilacoom's shoreline for the foreseeable future.

Regardless of future uses, the Town of Steilacoom looks forward to continuing to improve upon its constructive relationship with the BNSF Railway.

Steilacoom is fortunate to have a fine example of a small town train depot. Built in 1914, this depot is located near the intersection of Union Avenue and Commercial Street. The depot, last used for storage, is no longer in use. The restoration and reuse of the depot is consistent with goals and policies relating to historic preservation and is encouraged by this element.

Water Transportation Facilities

Ferry Facilities and Services

Water transportation facilities include two ferry terminals, one private marinas, and one public boat launch. Ferry operations are owned and maintained by the Pierce County Public Works Department and the Washington State Department of Corrections. Both of these agencies share the same dock area. As indicated by Figure 5.4, the dock facility is located at the northern end of Union Avenue. A portion of the Union Avenue right-of-way between Lafayette and Commercial Streets includes three ferry queuing lanes. As part of the reconstruction of Union Avenue in 1998, the capacity of the ferry queuing lanes was increased.

According to the *2013-2026 Fourteen-Year Ferry Program*, the Pierce County ferry fleet consists of the 54-car M/V *Christine Anderson* and the 54-car M/V *Steilacoom II*. The *Steilacoom II* can hold more foot passengers than the *Christine Anderson*.

The dock area is limited in its ability to accommodate additional ferry-related traffic and other activity. The Town, the State Department of Corrections and Pierce County jointly participated in the Steilacoom Ferry Location Study in 1995 to determine whether the landing should be moved to another location outside of Town. The study determined that the ferry landing should remain in Steilacoom. The location study also recommended further study of parking facilities around in the dock area. The Steilacoom Ferry Terminal Parking and Circulation Study was completed in 1997. It recommended improving the vehicle queuing lanes on Union Avenue, a parking structure, and better coordination between the Pierce Transit bus schedule and the

ferries, among other items. Neither funding nor public support for the parking structure materialized. The other recommendations have been adopted and put into effect.

The Washington Department of Corrections operates a ferry to McNeil Island. The state correctional center on the island closed in 2011. The ferry is used to provide maintenance support to the old prison facility and access to the State Special Commitment Center (SCC) for civilly committed sexual offenders, operated by the Department of Social and Health Services.

Private Marinas

There is a private marina at the mouth of Chambers Creek. The private marina at Saltar's Point burned in October 2009 and has not been rebuilt.

Public Boat Launch

The Town owned public boat launch is found in the ferry dock area at the end of Union Avenue. There is an associated Town owned float and gangway where small powerboats can be temporarily tied up after launching or before loading onto a trailer. Parking for trailers is available close by.

A private boat launch is located at the marine dry storage in Chambers Bay.

Air Transportation Facilities

There are currently no air transportation facilities within the Town of Steilacoom. Due to geographic constraints, community character, and lack of demonstrated need, the comprehensive plan does not contemplate the addition of airport facilities.

Military aircraft from Joint Base Lewis-McChord frequently fly over Steilacoom. Flight patterns are restricted to minimize noise impact in residential areas.

Level of Service Standards

Required by the Growth Management Act, level of service standards serve as a gauge to judge the performance of the overall transportation system. Level of service standards are often capacity based. Capacity based standards typically require a development to fund transportation improvements if the traffic levels created by that development cause the street or intersection to exceed predetermined levels.

An alternative approach to level of service is based on street design standards. This approach is often suitable in smaller communities where overall congestion is not expected to be a major issue. As shown by Figure 5.5, a functional classification system has been developed to assist in the improvement of existing and future streets and related facilities. The classification proposed for existing and proposed streets are based on existing and projected average daily traffic (ADT) and function. Function, in particular, is the primary consideration for both neighborhood collectors and residential streets, since these streets carry similar traffic levels. Function is described as a given street's role in the requirement to provide for the safe movement of people and goods. The use of these standards will allow the efficient, orderly improvement of not only the Town's streets, but also related facilities like transit stops, parking areas, bicycle lanes, sidewalks, and trails. Their adoption represents a desire to balance the needs of drivers

with the other groups that share the road -- residents, pedestrians, bicyclists, and bus riders, while improving and streamlining the administration of the Town's land development regulations.

Because these LOS are based on street function, rather than capacity, reductions in vehicle use due to transportation demand management techniques will not alter the LOS.

Minimum Design Standards

Figure 5.5 also summarizes minimum design standards for Steilacoom streets. The minimum standard allows safe passage of vehicles, including emergency vehicles; provided that the streets are being used for their intended function (i.e. people are only parking where parking has been incorporated into the street design). Unless otherwise noted, minimum standards are applied consistently to all streets according to the specific classification and street involved.

Figure 5.5 Design-based Level of Service Standards

| Classification | Streets | Primary Function | Minimum Standard | Discretionary Improvements |
|--|---|---|--|---|
| Principal Arterial 8000 - 30000 ADT | Steilacoom Boulevard* | Provides principal connection to adjacent urban centers | Two 12' driving lanes with center turn lane. Bike lane and pedestrian facilities on both sides. Planting strip where possible. No on-street parking. Thickened asphalt edge. | Center turn lane can be eliminated where there are no turning movements. Curb and gutter. Eliminate sidewalks where pedestrian traffic is low. Traffic calming strategies. |
| Minor Arterials 3000 – 9000 ADT | Commercial St (Wilkes to Union); Chambers Creek Rd; Lexington St; Lafayette St (Union Ave to Chambers Creek Rd); Old Military Rd* ; Puyallup St (between Starling and Rainier); Rainier St.; Rigney Rd; Roe St.; Sequalish St; Stevens St*. (south of Lexington St.); Union Ave | Provide secondary connection to adjoining urban areas. Also, connect residential neighborhoods to town center and public facilities | Two 11' driving lanes Paved path or sidewalk on at least one side of the street. Many minor arterials are designated bike routes. Thickened asphalt edge. | Parking lanes, curb and gutter, and paved paths and sidewalks can be required on both sides of the street where necessary. Asphalt paths may be more appropriate than concrete sidewalks in some cases. Planting areas between street and walkways, and traffic calming strategies should be given special consideration. |
| Downtown Streets | Commercial (Main to Union); Lafayette (Cedar to Union); Main St (Rainier to Commercial); Pacific | Preserve and enhance the character of the roadways adjacent to the town's central | Two 11' driving lanes, curb and gutter. Parking on one side. A bike lane if part | Other traffic calming strategies such as speed bumps, traffic circles, and curb extensions can be considered to further |

| | | | | |
|--|---|---|---|---|
| | (Rainier to Charlie's Park); Wilkes (Rainier to Commercial) | core by providing ample on-street parking facilities, reducing traffic speeds and improving pedestrian safety | of a designated route. 5-7' wide sidewalks on both sides of the street. | reduce speeds and discourage through traffic. |
| Neighborhood Collector Less than 4000 ADT | Gove St; Main St;* Martin St; Starling St; Third St; Washington St | Connect residential neighborhoods to other neighborhoods | Two 11' driving lanes with thickened asphalt edge | Sidewalks, bike lanes and parking lanes can be added where specified. Traffic calming strategies should be considered. |
| Residential Streets Less than 4000 ADT | All other streets | Low volume streets that provide access to individual residences | Two 11' driving lanes with thickened asphalt edge | Two 10' driving lanes may be used on dead end streets with a cul-de-sac or hammerhead that serve a limited number of properties. Sidewalks and parking lanes can be required if necessary. Traffic calming strategies should be considered. |
| | *For funding purposes, these roads are considered "principal or minor arterials" by Federal and State transportation agencies | | | |

A fifth classification, "downtown streets" is applied to those streets in the downtown core. As described by Figure 5.5, these standards are designed to preserve the character of the Town's central commercial area by recommending improvements that provide ample on-street parking and appropriate pedestrian facilities while reducing speeds and discouraging through traffic. This classification system was adopted into the Town's street standards ordinance in 2002.

Discretionary Improvements

As shown in the far right column of Figure 5.5, several transportation improvements are discretionary in nature. These improvements include parking lanes, bike lanes, sidewalks, planting strips, and trails. Traffic calming strategies described below, as well as vertical curb and gutter, should also be considered discretionary improvements for arterials, collectors, and residential streets. With the exception of bike and parking lanes, discretionary improvements are pedestrian-related. Safe and convenient pedestrian facilities should be fully integrated into the Town's transportation system as a means of accommodating and encouraging pedestrian recreational and commuter travel. These improvements have been designed so that, when completed, the Town will benefit from a fully connected pedestrian circulation network that will provide safe

routes to various destinations. Special emphasis has been placed on connections to schools, parks, and other public places.

Several factors should be considered when determining appropriate street edges. Topography, suitable provisions for stormwater, safety, level of pedestrian and bicycle traffic, construction and maintenance costs and aesthetics should all be weighed when deciding if a particular street should have vertical curb and gutter, rolled edge, or a raised asphalt edge.

As their name implies, discretionary improvements will not be required in all circumstances. For example, it may not be appropriate for all minor arterials to have sidewalks. Rather, they will be required and funded on a case-by-case basis, depending on street location, function, and neighborhood character. The standards and locations for discretionary improvements are explained below.

➤ Parking Lanes

Unless otherwise noted, on-street parking lanes will be provided on at least one side of the street. Angle parking should be considered as a potential traffic calming strategy to slow down or reduce resident and nonresident traffic. If appropriate, parking of this type will require approximately 18 feet of the right-of-way, depending on the angle of the stalls. In all other locations, parallel parking lanes will be 8 feet wide. Parking lane surfaces may be either asphalt or stabilized crushed rock, depending on aesthetic, maintenance, and stormwater conveyance considerations.

➤ Bike Lanes

Bike lanes will be a minimum of 5' wide where there is a vertical curb. Bike lane widths must be a minimum of 6' wide along streets without vertical curbs. Some streets will have both bike and parking lanes on the same side of the street. In this case, a total of 12' is required in addition to traffic lanes. Bike lanes should always be one-way facilities and carry traffic in the same direction as adjacent motor vehicle traffic. Wrong-way riding is a major cause of bicycle accidents and violates the Rules of the Road as stated in the Uniform Vehicle Code. Bicycle lanes may also be suitable for use by walkers and joggers if they are at least 8 feet in width.

➤ Sidewalks and Pedestrian Paths

Minimum standards call for sidewalks on both sides of the street for principal arterials and downtown streets. Sidewalks will be 5 feet wide and constructed of concrete. Downtown streets, however, will have sidewalks that range from 5-7 feet in width. Minor arterials should have a sidewalk or pedestrian path on at least one side of the street. Sidewalks and paths on neighborhood collectors and residential streets are discretionary. Pedestrian paths along streets are asphalt walkways which are normally 5 feet in width; however, these paths can be wider or narrower depending upon projected use and the natural characteristics of the land. Pedestrian facilities, whether sidewalks or paths, should be designed and constructed in a manner that allows for safe and convenient pedestrian movement throughout the Town. Pedestrian facilities should also be designed and sited to provide an aesthetically pleasant walking environment that complements and enhances adjacent neighborhoods.

➤ Planting Strips

Goals and policies first developed during the public involvement component of this comprehensive plan emphasize, among other things, the desire to separate pedestrian improvements from driving lanes wherever possible to improve safety. This separation can be accomplished with the addition of planting strips. Planting areas should also be used to soften and improve the street environment for pedestrians. The incorporation of planting strips should be considered in all proposed street improvements, but especially for higher volume streets like principle arterials, minor arterials, and neighborhood collectors. Planting strips should be vegetated with low maintenance, low growing drought tolerant plant materials that are native to the region. Provisions should be made to ensure the plants survive, including watering systems. Street trees may be considered where they will not adversely impact surrounding views or cause damage to the roadway.

➤ *Trails*

Trails are pedestrian improvements that are not associated with improved streets. Often, trails will be found within otherwise unimproved street right-of-ways. In other instances, trails may be required as part of new development. Where called for, trails should be constructed of stabilized, compacted crushed rock. Their widths may range from 4-6 feet depending on anticipated use. The removal of vegetation should be kept to the minimum to construct and maintain the improvement. In 1999, the Town adopted the Trails and Pathways Plan to implement pedestrian pathways and trails throughout Town.

Unimproved Street Rights-of-Way

Many of Steilacoom's unimproved streets were platted in the mid-1800s. As outlined in the transportation element goals and policies, this comprehensive plan recognizes that it may not be in the best public interest to improve all of the currently platted streets. By not improving all the platted streets, there will be a reduction in paved surfaces, stormwater runoff and long-term maintenance costs to the Town. Specific street and/or alley vacations are not recommended or proposed by this plan.

The following criteria should be considered to determine which streets should be left unimproved:

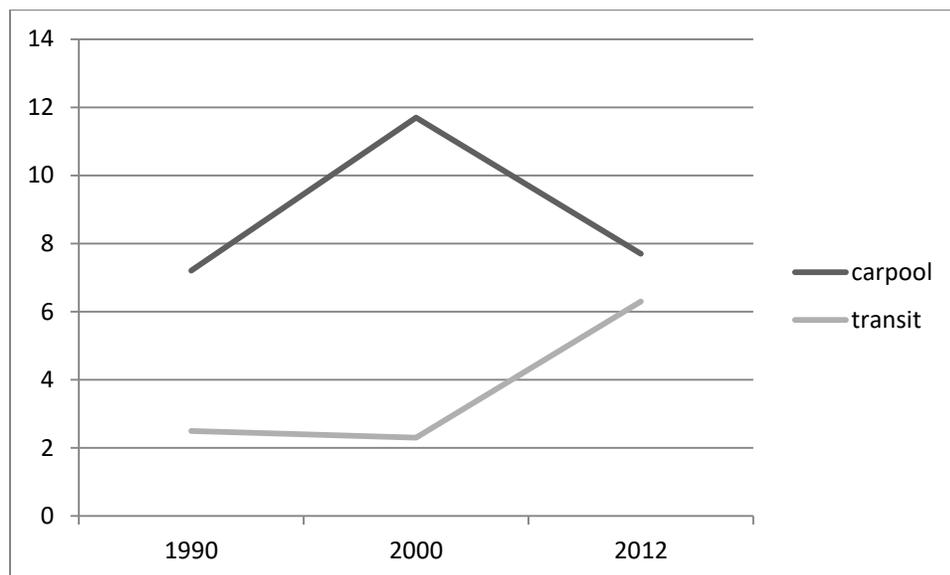
- *Street continuity and property access:* The transportation network must provide for vehicular and pedestrian travel while ensuring access to all platted lots.
- *Utility plans:* The decision to leave some streets unimproved must take into account and be consistent with the recommendations of current utility and capital facility plans and programs.
- *Consistency with comprehensive plan:* Decisions to leave street right-of-ways unimproved must be consistent with the land use element and all other applicable elements of the Town of Steilacoom Comprehensive Plan.
- *Preservation of open space and critical areas:* The street network should minimize construction and enhance pedestrian and other nonmotorized travel. Construction of trails and other open space improvements may be required in-lieu of the street. Also, wetlands and wildlife habitat corridors will be protected by leaving key right-of-ways undeveloped.

Transit Level of Service

The Town's LOS for transit is hourly service between 6 AM and midnight. Pierce Transit is currently not meeting this LOS due to its funding issues. As described in the inventory section of this element, the Town of Steilacoom is served by one Pierce Transit local fixed route. All of the Town's land area is within Pierce Transit's service area with SHUTTLE and vanpool service available. Approximately 70% of the Town's *land area* is within 1/4 mile of the local fixed route. The percentage of the Town's *population* that is within 1/4 miles of the fixed route is greater since most areas outside 1/4 mile of the fixed route are low-density single-family neighborhoods. The Cherrydale and Madrona neighborhoods are areas that are generally outside 1/4 mile of the transit fixed route. The Cormorant Passage subdivision and the western portion of Chapman's Part in the Saltar's neighborhood are also outside 1/4 mile of the transit fixed route at this time. With the exception of the 130-unit Steilacoom Woods complex, all Steilacoom multifamily developments are within 1/4 miles of the transit fixed route. All areas zoned for multifamily housing were developed before 1993. An increase in multifamily areas is not proposed by the land use element in this comprehensive plan. Likewise, no additional capital improvements or additional routes are prescribed for the Steilacoom area in the Pierce Transit System Plan.

Steilacoom's use of carpools and transit has varied over the last 20 years. Data from the US Census and the Census' American Community Survey shows that a relatively small portion of the workforce in Steilacoom uses either method to get to work. Transit ridership rose from 2.3% of Steilacoom commuters to 6.3% between 2000 and 2012.

Figure 5.6 Carpool and Transit Use in Steilacoom, 1990 – 2012, percentage of commuters (Source, 1990 and 2000 Census, 2008-2012 ACS)



Recent cuts in Pierce Transit service to Steilacoom will probably translate into fewer persons using transit to commute to work. The Town has made improvements to the streets used by Pierce Transit, including Lexington, Sequash, Main, Lafayette, Wilkes and Commercial Streets and Union Avenue. The reduction in service to the Town is a function of Pierce Transit's financial structure, not the state of the Town's infrastructure.

Level of Service Standards for State and Regional Facilities

RCW 36.70A.070 requires the Town to include in its inventory of transportation facilities those facilities owned by the State. As mentioned above, the only state facility is the Department of Correction's ferry dock. This Plan does not propose any level of service standards for state facilities.

The Pierce County Ferry system is a facility of regional significance. The ferry system provides between 10- 15 trips out of Steilacoom per day, depending on the day, sailing to Anderson and Ketron Islands. The Town does not set the schedule for the ferry system and the level of service is really set by the County. For purposes of this Comprehensive Plan, the LOS is 10 trips from the Steilacoom dock per day.

Specific Actions for Facilities below LOS Standards

Streets that do not meet the Town's LOS standards are prioritized and scheduled for remedying along with other street projects in the Six-Year Transportation Improvement Plan and Capital Facilities Plan.

Transit level of service standards are outside the Town's ability to unilaterally remedy. The Town is committed to discussions with Pierce County and Pierce Transit to ensure reasonable levels of service for ferry and bus service.

Traffic Forecasts

Traffic forecasts typically consist of projections based on existing traffic levels and anticipated land use patterns and growth rates. Their value is in their ability to estimate the effect of various growth patterns and land use types on an existing transportation system. Although they do give a general indication of trends and expectations, the forecasts completed for this plan are limited by the constraints inherent in the data set, growth assumptions, and traffic model that were used. Forecasts for each of Steilacoom's four major entrance arterials are provided in this element.

- Steilacoom Boulevard
- Old Military Road
- Chambers Creek Road
- Union Avenue

Traffic forecasts for the four arterials are set out in Figure 5.7. These forecasts are based on data collected by the Town between 2008 and 2014. The Town projects that traffic will increase slightly, but not dramatically. No major projects are seen either within or outside of Town that would increase the traffic on Town streets. **Because no proposal has been made as yet, the forecasts do not include the potential impact of the development of the Master Planned Development area.**

The traffic forecasts assume that no major changes will be made to the infrastructure outside of the Town. Pierce County has no plans to construct a bypass road between the Steilacoom-DuPont Road and Washington Boulevard. Construction of internal roadways within Joint Base Lewis-McChord may lessen congestion on Interstate 5,

which may in turn lessen the traffic seeking to bypass I-5 by going through Steilacoom. Those internal roadways are now under construction, so their impact will not be felt for several years. Improvements to Interstate 5 are also projected to speed traffic through the JBLM area.

Figure 5.7 Projected Average Daily Traffic Counts, 2014 - 2030

| Street | 2014 | 2016 | 2018 | 2020 | 2022 | 2024 | 2026 | 2028 | 2030 |
|-------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Chambers Creek Rd | 4881 | 4930 | 4979 | 5029 | 5079 | 5130 | 5181 | 5190 | 5190 |
| Old Military Rd | 3613 | 3649 | 3686 | 3722 | 3760 | 3797 | 3835 | 3840 | 3840 |
| Steilacoom Blvd | 11027 | 11137 | 11249 | 11361 | 11475 | 11589 | 11705 | 11710 | 11710 |
| Union Ave | 7698 | 7775 | 7835 | 7931 | 8011 | 8091 | 8172 | 8180 | 8180 |

With the development of the Master Plan Development Area, traffic is expected to increase along Chambers Creek Road. Any upgrade in Chambers Creek Road and other Town streets due to the development of the Master Planned Development Area will be evaluated when a site development plan for the area is proposed. Projected Average Daily Traffic Counts will be updated at that time.

Transportation Management and Expansion Needs to Meet Current and Future Demand

In general, the range of solutions available to address transportation needs fall into two categories -- those that *increase* the capacity of the existing system and those that *decrease* the demand for improvements. Often, solutions to transportation needs involve strategies from both demand side and supply side categories.

Transportation System Expansion Needs

According to the Puget Sound Regional Council, the region’s population of more than 3.5 million generated more than 80 million miles of travel every day in 2006, or 21.5 miles per person. *Transportation 2040* projects the region’s population will increase to nearly 5 million by 2040, and vehicle miles traveled is projected to increase from 80 million daily vehicle miles traveled to over 102 million daily vehicle miles traveled by 2040. Total daily person trips in the region are projected to increase 40 percent by 2040.

Steilacoom’s target population for 2035 is 6,835, an increase of 850 persons or 14% over the 2010 Census population of 5,985. This modest population increase, along with the recent reconstruction of the Town’s major streets, means that transportation expansion projects will concentrate on non-motorized improvements for the near future.

During the past decade, the Town has rebuilt most of its arterials and minor arterials including replacing underground utilities. The rehabilitation of these streets was required

to accommodate through traffic forecasted for the Town's principal and minor arterials, the increase in traffic created by infill development within the community, and the desire to provide a balanced transportation network that recognizes the needs of pedestrians and cyclists. Now that the majority of rehabilitation work has been completed, the Town will concentrate on pedestrian and non-motorized improvements, pavement overlays and intersection improvements. Pavement overlays are considered maintenance projects, and not expansion projects, so are not included in Figure 5.8 These, like all Steilacoom streets and related improvements, will be developed to the standards described in this element.

Figure 5.8: Transportation System Expansion Projects

| Street | Project Type | From | To |
|--|---------------------------|------------------|-------------------|
| Steilacoom Boulevard | Sidewalks & Bike Lanes | Puyallup Street | Farwest Drive |
| Pacific Street | Sidewalk | Sequalish Street | Rainier Street |
| Roe Street | Sidewalks, ADA retrofit | Rigney Road | Old Military Road |
| Union Avenue / Rainier Street intersection | Intersection improvements | | |
| Chambers Creek Road | Sidewalk & Bike Lane | Sunnyside Beach | Town limits |
| Martin Street | Sidewalk retrofit | Union Avenue | 2nd Street |
| Various rights-of-way, dedicated pathways | Trail system | Townwide | |

Mobility for All

The Town recognizes that not all segments of the population have equal access to transportation. Persons with disabilities, the elderly and the young may not be able to drive an automobile, and persons with low income might not be able to afford one. The Town's network of sidewalks, bike lanes and walking paths may not provide sufficient transportation options to those with mobility issues, particularly if travel is required outside of the Town limits. Since there are limited options for goods and services within Steilacoom, connections to Lakewood, University Place and Tacoma are especially important.

The Town is committed to ensuring all new sidewalks meet the federal Americans with Disabilities Act (ADA) standards, particularly with respect to width and sidewalk ramps.

Pierce Transit provides options for persons with mobility issues. The regular bus system is a low cost alternative to driving. Additionally, Pierce Transit offers discounted fares for seniors, youth, persons with disabilities, and those with a Medicare Card. Persons with certain physical limitations may also use the paratransit SHUTTLE service. SHUTTLE provides door-to-door transportation service for eligible participants. SHUTTLE is available within Steilacoom on weekdays.

Pierce Transit also organizes vanpools which can provide lower transportation costs for groups of 5 to 15 people.

The Town will continue discussions with Pierce Transit, Pierce County and other agencies to improve transportation options for the mobility impaired in the South Sound area.

4. Funding Needs and Sources

The GMA requires the Transportation Element of the Comprehensive Plan include a multi-year financing plan based on the identified needs in the transportation systems plan. The financing plan for the Transportation Element provides a basis for the Town's annual Six-Year Transportation Improvement Program (TIP). As required by the GMA, the financing program also includes a discussion of how additional funding will be raised and/or level of service standards will be reassessed to assure that the Transportation Element can adequately support the land use plan. Alternatively, the Town may reassess its land use plan.

The transportation financing program becomes a subset of the Town's Capital Facilities Plan Element. The GMA requires the Capital Facilities Element to include at least a six-year plan that finances capital facilities and identifies the sources of public money for the projects.

The Town's long range transportation plan consist of defined projects for the Six-year Transportation Improvement Plan (TIP) and a long term maintenance plan for the remaining 14 years of the Comprehensive Plan.

The Town evaluated existing and forecast traffic volumes, traffic operations, public safety, and street conditions to create a recommended list of transportation improvement projects. The improvements address safety and roadway preservation, upgrades to existing roads and construction of new non-motorized projects to support the forecast economic development and growth in the Town. These projects take advantage of known grant sources to maximize the dollars raised locally.

A brief description of each project is presented in Figure 5.9. Figure 5.9 identifies the roadway or intersection, the project limits, a description of the improvements, and a planning level cost estimate. Planning level cost estimates were prepared for each project based on typical per unit costs, by type of roadway and scope of the improvement.

Improvement to or construction of new local streets to serve new subdivisions are not explicitly defined in the long-range plan and are assumed to be built through developer mitigation requirements.

To maximize the use and efficiency of the existing and future transportation infrastructure, the Town of Steilacoom will continue with a comprehensive, systematic maintenance program. The program will evaluate arterials and local roadways for pavement condition, signage, sight distance restrictions (such as vegetation blocking sight lines), and neighborhood traffic impacts. Traffic control devices, including stop signs and other regulatory signage, will be monitored and serviced regularly. As needed, the program will also be used to evaluate speed limits based on functional classification, design, and roadway conditions.

The Town's manual Pavement Management System (PMS) provides a consistent and systematic approach for identifying maintenance projects each year. The PMS also provides input regarding the need to rebuild existing streets, instead of performing an overlay.

To assure that the existing and future transportation infrastructure is preserved in a cost-effective manner, the Town will allocate annual budget resources to maintaining existing infrastructure.

Figure 5.9 summarizes the list of capital transportation improvement projects based on the analyses of existing conditions and traffic forecasts. Further information on the source of funding for each project along with its implementation year is provided in the Capital Facilities Element in Figure 7.7.

Figure 5.10 summarizes the Town's projected transportation revenue for the 20-year life of the Comprehensive Plan. A total of \$11.6 million will be needed to fully fund the capital improvements over the 20 year horizon of the Transportation Element. Of these costs, over \$7.8 million are allocated for the Six-year TIP projects. The remaining \$3.8 million in capital costs are needed for the Town's long term maintenance plan.

Funding sources for transportation projects are primarily from general fund revenues and grants. In 2015, the Town Council authorized the creation of a Town-wide Transportation Benefit District, which could provide additional funds for transportation projects in the future. At this time, the Benefit District has not imposed any taxes or fees.

Most grant sources are for arterials. In the past decade, the Town has reconstructed or repaved the majority of streets meeting grant funding criteria. It is anticipated that grant funding will become harder to secure following completion of the projects in the TIP. Therefore, no grant funding is assumed beyond the year 2020, but the Town will continue to seek new grants as they become available.

Figure 5.9 Capital Transportation Improvement Projects

| Priority | Project Identification | Project Description | Estimated |
|----------|------------------------|---------------------|-----------|
|----------|------------------------|---------------------|-----------|

| number | | | Cost |
|--------|--|---|-------------|
| 1 | Lafayette St/Chambers Creek Road Overlay Project | Lafayette St/Ch. Creek Rd from Cedar St to Town limits Grind and overlay | \$660,000 |
| 2 | Union Avenue Overlay and Ramp Corrections Project | Union Ave from S. Town Limits to Commercial Street Grind and overlay, correct ADA sidewalk ramps | \$1,125,000 |
| 3 | Steilacoom Boulevard Non-Motorized Improvements (Town of Steilacoom portion) | Steilacoom Blvd. from Puyallup St to Farwest Drive Design/construct curb/gutter/sidewalk/bike lane within existing roadway | \$2,119,000 |
| 4 | Hewitt Drive Grind and Overlay Project | Hewitt Drive from Steilacoom Blvd. to Puget Drive Grind and overlay | \$483,000 |
| 5 | Martin Street Grind/Overlay/Sidewalk Project | Martin St. from Union Avenue to 2 nd Street Grind and overlay and sidewalk retrofit | \$1,270,000 |
| 6 | Lexington Street Grind and Overlay Project | Lexington St. from Roe St. to east Town limits Grind and overlay and sidewalks | \$360,000 |
| 7 | 3rd Street Grind and Overlay Project | 3 rd St. from Gove Street to Jackson Street Grind and overlay | \$452,000 |
| 8 | Frederick Street Grind and Overlay Project | Frederick St. from Sequalish St. to Lafayette St Grind and overlay | \$215,000 |
| 9 | 1 st Street Grind/Overlay/Geo-grid Project | 1 st Street from Champion St. to southern terminus Grind/Overlay/Geo-grid roadway | \$517,000 |
| 10 | Cambridge Court Overlay Project | Cambridge Ct. from Roe St to Cambridge Drive intersection Grind/Overlay/Geo-grid | \$180,000 |

| | | | |
|----|--|---|-----------|
| | | roadway | |
| 11 | Pacific Street Sidewalk Project | Pacific Street from Sequalish Street to Rainier Street Sidewalk replacement | \$260,000 |
| 12 | Natalie Lane Grind and Overlay Project | Natalie Lane, east and west sections Grind and Overlay | \$180,000 |

Figure 5.10 Financing Strategy Summary

| Revenue Sources | 2015 to 2035 Revenues |
|---------------------------------|------------------------------|
| Interest | \$21,500 |
| Motor Vehicle Fuel Taxes | \$3,144,950 |
| Other Revenue Sources | \$2,718,997 |
| Grants and Other Awards | \$3,732,125 |
| Cash | \$2,004,654 |
| Total Estimated Revenues | \$11,622,226 |

Reassessment Strategy

The funding strategy is based on grants and other outside funding that the Town does not control. The Town may be able to shift revenues from other funding programs to address specific needs as biennial budgets are prepared. In addition, the Town is committed to reassessing its transportation needs and funding sources each year as part of the annual Six-Year Transportation Improvement Program (TIP). This allows the Town to match the financing program with improvement projects. In order to maintain the vitality of the Town's transportation system, the Town should use the following principles in its funding program:

As part of the development of the annual Six-Year Transportation Improvement Program, the Town will:

- Balance improvement costs with available revenues;
- Review each project design to determine whether costs could be reduced through reasonable changes in scope or deviations from design standards;
- Vigorously pursue grants from state, federal, and regional agencies to help fund and implement improvements;
- Work with regional and local agencies to develop multi-agency grant applications for projects that serve regional travel;
- Consider the imposition of traffic impact fees and other funding sources; and
- If the actions above are not sufficient, consider changes in the level of service standards, revising the project, or revising the land use assumptions.

5. Intergovernmental Cooperation Efforts

The Town is committed to working with Pierce County, Pierce Transit, Joint Base Lewis-McChord, and the Cities of University Place, Lakewood and DuPont on transportation issues, including bicycle and pedestrian facilities, which are of mutual concern. Notice of projects concerning the Town's arterials is provided to the neighboring jurisdictions in time for their review and input.

Similarly, the neighboring jurisdictions provide the Town with notice of their planned transportation actions that affect Steilacoom.

Town's LOS are based on street standards, rather than capacity. Coordination of the Town's LOS with other jurisdictions that use capacity based LOS is resolved by matching the paving width and lane configuration with the other jurisdiction. The four arterials that connect the Town to other jurisdictions; Steilacoom Boulevard, Chambers Creek Road, Old Military Road and Union Avenue; all match the road widths and lane configurations of the roadway in the adjoining jurisdiction.

The major portion of the Town's road system is complete, and only small steady increases of use due to population increases are forecast. No new roads or other transportation systems are planned for the Town, or in the immediate surrounding area. Therefore, the Town does not foresee its transportation systems having any major impact on surrounding jurisdictions' transportation systems.

6. Transportation Demand Management

Receiving greater attention in recent years, transportation demand management strategies focus on measures that reduce the demand for new or expanded facilities. Examples include increases in transit service, promotion of car and vanpooling through the designation of HOV lanes, traffic calming strategies, and the use of land use and zoning policies that generate fewer trips. The following transportation demand strategies are recommended by this comprehensive plan:

➤ Traffic Calming

The traffic calming principles recommended by this plan seek to maximize mobility while creating a safer and more livable community. Taken together, they recognize that streets do not serve only the needs of cars. They are also for social interaction, walking, and cycling. This element lays the groundwork for strategies that reduce traffic flow and preserve the character of commercial and residential areas. Their principle objectives are to encourage motorists to slow down and pay more attention to pedestrians and bicyclists, and to create a safer and more pleasant environment for residents. Ultimately, these strategies can cause through traffic to choose alternate, more appropriate routes.

The application of specific strategies to individual streets should be carefully considered with extensive input from neighborhood residents to ensure the desired effect is achieved. The traffic calming strategies found below are among the tools that may be considered during implementation of this comprehensive plan.

Example Traffic Calming Strategies:

- Traffic circles
- Speed bumps or tables
- Raised crosswalks
- Medians, especially near intersections
- Angle parking, as opposed to parallel
- Full, semi and diagonal diverters
- Increased incentives to use public transit
- Narrow driving lanes
- Interrupted sight lines
- Narrow distance between curbing to create "neck-downs" or "chokers" (also called curb extensions)
- Textured pavement
- Neighborhood "speed watch" program
- Promote pedestrian and bicycle facility improvements
- Creation of cul-de-sacs by closing off an existing intersection
- Modify curbing to create "serpentine" shaped driving lane

➤ Pedestrian and Bicycle Facilities

This element lays the groundwork for an overall improvement in the Town's nonmotorized circulation system. When implemented, these improvements will create an integrated network that will provide an incentive to walk or bike across Town. Appropriately, this network will link up with other modes of transportation including transit and ferry service. The 1999 Trails and Pathways Plan further refined the pedestrian circulation system. In large part, the projects contemplated in the Trails and Pathways Plan have been completed.

The non-motorized circulation system is implemented through projects approved in the Six-Year Transportation Plan.

➤ Transit System Promotion

Proposed street standards take into account facilities that would promote the use of public transit. These facilities include, but are not limited to sidewalks, on-street parking, landscaped areas, and bicycle routes. Although the relatively low density, single-family residential infill development that will occur in the future will likely not justify significant increases in transit service, all new development, but especially public facilities, assisted living facilities, boarding houses, and group homes should all consider transit needs and services during site selection and site plan development.

To promote transit use, the Town of Steilacoom could also establish a cooperative program with Pierce Transit and area businesses that would support local commerce and encourage transit use.

➤ Improved Coordination of Ferry and Bus Schedules

Efforts to improve ferry and bus schedules are ongoing. Progress in coordinating schedules has been made in this area since the 1994 Comprehensive Plan. Efforts to

increase public transit have been hampered by Pierce Transit's reduction in service to the Town. The Town will continue to work with Pierce Transit and Pierce County to increase mobility and to decrease the number of single occupant vehicles arriving at the ferry dock area.

7. Bicycle and Pedestrian Facilities

The Town's efforts to increase and enhance bicycle and pedestrian facilities are described above. The Town has taken an integrated approach to non-motorized transportation. Discussion of both bicycle and pedestrian facilities are included in discussions of transportation expansion projects, intergovernmental cooperation, demand management and health and safety.

8. Consistency between Transportation Element and Six-year Plan

The Town's Transportation Element and six-year transportation plan are consistent with each other. The Element provides background information on transportation needs and deficiencies, and the six-year plan prioritizes the planned improvements based on budget, need and coordination with other utility plans.

The Town's Transportation Element and six-year plan are required to be consistent with the State's 10-year plan required by RCW 47.05.010. As stated above, the *Washington Transportation Plan, 2007-2026* does not identify any state transportation needs or projects in Steilacoom. The projects identified in this Element are not expected to have an impact on any state transportation facilities.

Air Quality

The central Puget Sound area (Snohomish, King and Pierce Counties) does not meet federal air quality standards for automobile emissions. Therefore, federal law requires certain actions be taken to reduce vehicle pollutants. In order to receive federal funding for transportation projects, the region and each jurisdiction within the region must demonstrate efforts to reduce vehicle pollutants.

The Town, through the Puget Sound Regional Council, supports development of transportation control measures and mobile source emission reduction programs to attain or maintain air quality health standards.

This plan promotes transportation strategies to reduce vehicle pollutants that are appropriate to a small town, i.e., pedestrian walkways, bicycle lanes, traffic calming devices, retention of open space corridors in unused rights of way, and encouragement of public transit.

Concurrency

The Growth Management Act requires that infrastructure keep pace with development through concurrency requirements. RCW 36.70A.070(6)(b) provides that new developments that cause the level of service on locally owned transportation facilities to drop below the standards adopted in the comprehensive plan be denied unless there are improvements or strategies to accommodate the new development approved concurrently with the development. “Concurrent” is defined to mean either that the improvements or strategies are in place at the time of the development or that there is a financial commitment to make improvements or implement the strategies within six years. Steilacoom has a concurrency ordinance in Chapter 18.36 SMC. Transportation facilities include multi-modal facilities, non-motorized facilities and facilities for the Town Center.

Health and Safety

The health of the general populace is supported by the provision of non-motorized transportation infrastructure including sidewalks, paths and bike lanes, all of which are encouraged by this element.

Additionally, the safety of the public is a priority in the design of streets, bike lanes and sidewalks. Good design separates vehicle, bike and pedestrian traffic and provides ample room for each. Design of walking paths and sidewalks shall comply with the Americans with Disabilities Act standards to allow use by all residents.

Transportation Goals and Policies

Like the Growth Management Act itself, the transportation element goals and policies reiterate the unmistakable relationship between transportation and land use. To the extent possible, the policy statements below communicate the desire to address the potential for significant increases in daily traffic by emphasizing non-motorized facilities and recommending the consideration of strategies that will reduce the speed of, if not divert nonresident traffic. The policies also recognize that streets are places where a variety of activities occur. Town streets are important to provide access and movement for pedestrians and bicyclists, and to a lesser degree, vehicles. Streets also provide residents a place to meet and socialize with one another.

Where the development of new streets and related improvements are called for, design-based level of service standards will be used to determine street or pathway cross-sections at the time new development or redevelopment is proposed. The use of these standards will ensure that transportation-related improvements will contribute to the overall character of the community, while being provided in a timely and predictable manner.

The goals and policies also address parking, and recognize the unique position in which the Town finds itself. The Town, though primarily residential, also is the location of the Anderson and Ketron Island ferry terminal and the state ferry to McNeil Island. Both of these region-serving ferry facilities share a common ferry dock facility and are located within the Town's Historic District. These ferry facilities require a great deal of parking which is currently provided immediately adjacent to the dock in the form of at-grade parking lots. The traffic associated with the ferry operations, and the visual and land use implication associated with such a large portion of the limited waterfront commercial area being devoted to parking are also addressed by the policies.

Transportation Goal 1: Traffic Reduction

Enhance the quiet, pedestrian-focused atmosphere of the Town by taking positive steps to reduce traffic levels created by Steilacoom residents and through traffic.

Policy T 1.1. Encourage coordinated efforts with neighboring jurisdictions, Pierce County and the State of Washington on transportation issues of mutual concern. Promote ways to mitigate impact of increased traffic from neighboring jurisdictions and facilities, and from ferry operations to Ketron, Anderson and McNeil Islands.

Policy T 1.2. The Town shall enhance traffic calming and demand management strategies to reduce vehicle trips and congestion caused by growth within the Town and in surrounding jurisdictions. Evaluation of such strategies should consider neighborhood compatibility and desired objectives.

Transportation Goal 2: Pedestrian Focus and Alternatives to the Automobile

Increase the pedestrian focus of the Town while promoting the use of alternative modes of transportation by providing and maintaining pedestrian and bicycle facilities.

Policy T 2.1. The development and redevelopment of streets and other transportation-related improvements should contribute to the pedestrian orientation of the community by including sidewalks, bicycle lanes, and paths. Such improvements should be physically separated from streets.

Policy T 2.2. Landscaping and other means to soften and enhance the pedestrian environment and aesthetic quality of the streetscape should be incorporated into the design of streets.

Policy T 2.3. Public transit use shall be promoted by working with transit providers to expand service as feasible, enhance existing transit facilities and ensure new development provides for needed transit improvements.

Policy T 2.4. Potential uses for unimproved street and utility right-of-ways shall include pedestrian and/or bicycle circulation facilities.

Policy T 2.5. Development of the Master Planned Development area should include a pedestrian and bicycle friendly design internally and include pedestrian and bicycle connections to the immediate area.

Transportation Goal 3: Maintenance and Expansion Needs

Identify and meet transportation system expansion and maintenance needs created by existing and projected traffic levels through adopted transportation improvement and trails plans.

Policy T 3.1. Establish design-based level of service standards for streets and associated improvements that complement neighborhood character while safely accommodating forecasted traffic levels. Traffic forecasts should be based on local and regional land use assumptions. System expansion needs created by new development must be constructed or planned within 6 years of development approval.

Policy T 3.2 All transportation system facilities should be designed, constructed and maintained to ensure safe movement of vehicles, goods, pedestrians, and bicycles. New transportation facilities should be designed, constructed and maintained to be useable by all persons, including those with special needs.

Policy T 3.3. The Town shall develop streets in accordance with the established grid structure, except where not feasible due to physical features.

Policy T 3.4 The Town shall improve safety in the transportation system by working toward the State of Washington's zero death and disabling injury target.

Policy T 3.5 The Town shall protect the transportation system from disasters by following the preparedness, prevention, mitigation, response and recovery strategies and procedures adopted in the Steilacoom Hazard Mitigation Plan and the State Comprehensive Emergency Management Plan.

Policy T 3.6. The Town shall seek to reduce the cost of the transportation system through its operations, pricing program, demand management and system management strategies.

Policy T 3.7. New development that results in a drop in the level of service on locally owned transportation facilities below the standards adopted in this comprehensive plan shall be denied unless there are improvements or strategies to accommodate the new development approved concurrently with the development. If not constructed with the development, transportation facilities must be constructed within six years of developmental approval. Transportation facilities include multi-modal facilities, non-motorized facilities and facilities for the Town Center.

Policy T 3.8 The Town will work with Pierce Transit, Pierce County and other agencies to increase mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young, and low-income populations.

Policy T 3.9 The Town shall utilize its existing SEPA authority to require a study of the impacts the development of the Master Planned Development area has on the Town's transportation network, and the immediate area. Necessary upgrades should be funded by the development to the extent allowed by law.

Transportation Goal 4: Parking

Parking areas should be provided and maintained for commercial, recreational, and residential areas.

Policy T 4.1. Parking area siting and design criteria should be established and enforced to ensure new facilities are adequately screened to reduce their negative aesthetic impacts.

Policy T 4.2. The adoption and enforcement of future and existing parking-related ordinances and policies should minimize the impact of nonresident parking in residential areas.

Policy T 4.3. The Town shall conduct periodic parking surveys to determine long and short term parking needs. The study should also include a plan of action to resolve identified problems or needs.

Policy T 4.4. The Town will address parking problems and solutions with other agencies and local jurisdictions. The Town recognizes that these solutions may have to be implemented outside of the Town boundaries.

Policy T 4.5. The Town encourages the reduction of waterfront and shoreline area used for at-grade parking. New at-grade parking in the waterfront and shoreline areas should be discouraged. Water dependent and water related businesses and park and recreational facilities are more appropriate uses for the waterfront and shoreline areas and should be encouraged.

Transportation Goal 5: Funding

Identify funding needs and sources necessary to complete identified transportation system improvements.

Policy T 5.1. Cost estimates and funding sources for transportation improvements shall be integrated into the capital facilities element of the comprehensive plan and the six-year street program required by RCW 35.77.110 on an annual basis.

Policy T 5.2. A discussion will be initiated during the budget process to determine how additional funding will be raised, or how land use assumptions will be reassessed to ensure that level of service standards are met if probable funding falls short of meeting identified needs.

Policy T 5.3. Preservation of existing infrastructure shall be considered in any funding decision.

Policy T 5.4 The Town shall review local transportation funding options during each budget cycle.

Policy T 5.5 Development of the Master Planned Development area should include an assessment of the costs and funding sources for all necessary traffic improvements.

Transportation Goal 6: Environmental Concerns

Promote a sustainable transportation system that provides infrastructure and services in a clean, effective, efficient and cost effective manner.

Policy T 6.1 The Town shall seek to reduce pollution in the Town's vehicle fleet through the use of cleaner fuels, less polluting vehicles and alternative fuels as those technologies become available.

Policy T 6.2 Transportation system improvements shall be designed and implemented to minimize and mitigate adverse environmental impacts on land use, air and water quality, energy consumption, and quality of life.

Policy T 6.3. Transportation facilities shall be located and constructed to discourage adverse impacts on water quality and other environmental resources. Low impact development techniques and other environmentally approaches should be used for the design, construction and use of transportation facilities.

Transportation Goal 7: Regional Network

Recognize that Steilacoom is part of a larger regional transportation network

Policy T 7.1. The Town shall provide funding for transportation facilities to maintain and enhance the Town Center.

Policy T 7.2. The Town shall coordinate with state and local transportation providers in support of regional transportation goals.

Policy T 7.3. The Town recognizes the ferry dock, railroad, and transit facilities as significant components of the regional multimodal transportation network.