

# CHAPTER 8

# TRANSPORTATION



## 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 and 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 subsequent Amendments. 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.

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 these basic components:

- 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
- 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.

## 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.
- Planning practices that promote livability, pedestrian and non-motorized transportation, and reduces air and noise pollution and traffic congestion.
- 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.

# REGULATORY CONSIDERATIONS

**GOAL T-1: 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.**

## POLICIES

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**Policy T-1.1:** 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. It is necessary that this system be coordinated with neighboring communities, the counties and state to provide a consistent blended transportation network.

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**Policy T-1.2:** 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.

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**Policy T-1.3:** Except as provided in Policy T-1.10, 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 projects 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.

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**Policy T-1.4:** 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 or City roads linking residential neighborhoods to the urban street system.

- 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 determine the availability of potential project funding on those roadways. The local classification identifies local limitations on roadway usage to reduce “wear and tear”.

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**Policy T-1.5:** 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.
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**Policy T-1.6:** Require dedication of roadway rights-of-way for new development consistent with the appropriate functional classification, adopted road standards, and the Comprehensive Plan.

**Discussion:** New development will result in additional traffic on City streets. 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.

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**Policy T-1.7:** 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 and to limit cut-through traffic to increase safety will be implemented in compliance with the Manual of Uniform Traffic Control Devices (MUTCD) as determined during the planning phase of the project.

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**Policy T-1.8:**

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.

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**Policy T-1.9:** 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.

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**Policy T-1.10:** West Valley Highway from Ellingson Road south to Stewart Road will be maintained at a “Level of Service” (LOS) “F” until additional improvements (such as HOV lanes or “hot lanes”) are completed by the State on State Route 167 to extend south of Stewart Road.

**Discussion:** The West Valley Highway runs parallel to State Route 167 (SR 167). Southbound traffic back-ups due to heavy traffic on SR 167 typically begins around 2:30pm and lasts to about 6:30/7:00pm. Being parallel to SR 167, the West Valley Highway suffers from heavy spill-over traffic from SR 167 that is avoiding back-ups on SR 167. This is one of the major reasons that lowers the projected LOS on West Valley Highway to LOS “F”. This is borne out in the higher projected southbound traffic volumes during pm peak periods in Tables 8.3 and 8.4.

Extending the HOV or “hot lanes” south on SR 167 to Stewart Road (8<sup>th</sup> Street E.) is currently under design (as part of a design/build process) with the State Department of Transportation (WSDOT). Once the HOV/“Hot Lanes” are extended, the City can re-examine raising the LOS on West Valley Highway to a higher LOS designation.

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## PEDESTRIAN MOBILITY

**GOAL T 2: Ensure adequate accommodation of pedestrian needs in all transportation policies and facilities.**

### POLICIES

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**Policy T-2.1:** 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 alternative methods of transportation for pedestrians. Priority should be given to sidewalks leading to schools.

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**Policy T-2.2:** 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. End use generators must be identified. Coordination with school transportation is also important to provide safe facilities for students.

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**Policy T-2.3:** 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.

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**Policy T-2.4** 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. However, 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.

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**Policy T-2.5:** The City should encourage consideration of the needs of pedestrians in all public and private development.

**Discussion:** Development should be evaluated to determine the level of pedestrians 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.

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**Policy T-2.6:** The City should ensure safe and comfortable pedestrian connectivity to transit stops in major employment areas.

**Discussion:** Safe and comfortable pedestrian connectivity helps to encourage increased transit use. The provision of sidewalks with planter strips between the curb and sidewalk provides a greater separation of pedestrian and vehicular traffic. This in turn provides a heightened sense of safety for pedestrians.

## FREIGHT MOBILITY

**GOAL T-3: 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.**

### POLICIES

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**Policy T-3.1:** Facilitate the movement of freight and goods through Pacific with minimal adverse traffic and environmental impact.

*Discussion:* The City should develop viable, established truck routes connecting to highway systems, thereby minimizing the impacts to established residential and commercial areas. These routes should be designed to provide sidewalks and roadways to serve the needs of freight while minimizing potential conflicts between trucks and pedestrians.

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**Policy T-3.2:** 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 to 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.

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**Policy T-3.3:** 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 provide 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.

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**Policy T-3.4:** 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.

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**Policy T-3.5:** Identify and address areas within the Sumner-Pacific MIC (Manufacturing Industrial Center) 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 Cities of Pacific and Sumner are working in a cooperative effort to reduce obstacles to freight mobility in the Sumner Pacific MIC (Manufacturing Industrial Center). 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.

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**Policy T-3.6:** 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:** Private business may have a better understanding of the need regarding the staging of large trucks within the MIC. This is often due to the economic consideration business need to consider in staging areas and services for large trucks.

## PARKING –LAND USE

**GOAL T4: Develop guidelines that ensure adequate parking supply.**

### POLICIES

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**Policy T-4.1** Ensure the new development provides adequate off-street parking for its operations.

**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.

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**Policy T-4.2:** Develop off-street parking that is compatible with abutting uses and supports a pedestrian-oriented streetscape.

**Discussion:** Pedestrian circulation throughout parking lots should be given careful consideration to minimize impacts between pedestrian traffic and vehicular traffic in parking lots.

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**Policy T-4.3:** New developments shall provide adequate off-street parking to meet their needs.

**Discussion:** Adequate off-street parking for new developments will mitigate the potential impacts of on-street parking along busy streets. On street parking can result in increased conflicts with vehicular movement on adjacent streets. The current Pacific Municipal Code (PMC) contains formulas for calculating parking requirements. The adopted formulas should be periodically checked to with other municipalities to ensure consistent requirements.

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**Policy T-4.4:** Encourage shared parking or parking structures.

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

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## ENVIRONMENTAL IMPACTS

**GOAL T5: Minimize the environmental impacts of all new road construction and road improvements.**

### POLICIES

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**Policy T-5.1:** 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.

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**Policy T-5.2:** 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 mitigated to the extent feasible. In some cases, the use of “low impact development” (LID) techniques should be considered.

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**Policy T-5.3:** 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:** Where possible, transportation facilities should be located around sensitive areas. This provides the benefit of avoiding impacts to sensitive areas and the added costs (mitigation) to construct facilities that may impact sensitive areas.

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**Policy T-5.4:** 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.

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## AIR QUALITY

**GOAL T6: The City will coordinate transportation planning with air quality guidelines published by the Puget Sound Regional Council.**

### POLICIES

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**Policy T-6.1:** 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.

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**Policy T-6.2:** 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.

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**Policy T-6.3:** Consider studies of impacts to air quality generated by traffic from new major developments.

**Discussion:** Depending on the type of development, traffic impacts are generated at a higher level. In these cases, the impacts to air quality should be considered as part of any environmental review.

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**Policy T-6.4:** 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 T-6.5:** 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.

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**Policy T-6.6:** 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.

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## TRANSIT

**GOAL T7: Support improved transit coverage and service throughout the region to improve mobility options for Pacific.**

### POLICIES

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**Policy T-7.1:** 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.

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**Policy T-7.2:** 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. These properties should be noted for possible acquisition. These properties also typically have the highest land values.

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**Policy T-7.3:** 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:** 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. The provision of transit service to Pacific residents will provide viable options for residents to commute to other destinations. This will help to decrease the demand on the City's road system.

**Policy T-7.4:** Advocate frequent headways and express service, with priority given to higher density residential areas and popular destinations.

**Discussion:** Providing more commuting options for Pacific residents lessens the impacts to the regional road network and helps to decrease air quality impacts due to fewer vehicular trips on the regions roadways.

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**Policy T-7.5:** Support regional express bus service, good connections to commuter rail stops, and a rider-friendly fare system.

**Discussion:** Providing more commuting options for Pacific residents lessens the impacts to the regional road network and helps to decrease air quality impacts due to fewer vehicular trips on the regions roadways.

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**Policy T-7.6:** Consider transit facilities as mitigation for new developments that have probable significant impacts to the transportation system.

**Discussion:** As the City’s Manufacturing Industrial Center (MIC) continues to develop, the provision of transit facilities to encourage commuting to jobs via transit should be considered.

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**Policy T-7.7:** Promote programs to encourage carpooling, transit, and non-motorized transportation to reduce the transportation impacts of economic and residential development.

**Discussion:** Updating the City’s website will provide links to carpooling and ride sharing programs.

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**Policy T-7.8:** *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.

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**Policy T-7.9:** 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.

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**Policy T-7.10:** Support and promote public involvement in Pierce Transit, King County Metro, and Regional Transit Authority decision-making.

**Discussion:** Promoting public involvement would allow decision makers hear the day to day needs of the travelling public, especially those would do not have the resources to own cars.

## MOBILITY AND CAPACITY

**GOAL T8: Promote adequate capacity on roadways and intersections to provide access to homes and businesses.**

### POLICIES

**Policy T-8.1:** 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:** 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. Connecting commercial parking lots providing interior traffic flow off of public streets will lessen the number of driveway cuts on public streets and the number of potential traffic conflicts.

**Policy T-8.2:** 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:** 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 acquisition of right-of-way (ROW) will be crucial to ensure the safe flow of traffic and provide for faster response times for emergency services.



**Road Widening of Stewart Road**

**Policy T-8.3:** Continue to work with adjacent jurisdictions and stakeholders to develop major transportation corridors.

**Discussion:** Coordination with adjacent jurisdictions is necessary to ensure a safe consistent transportation system. For example, access to Lakeland Hills, a major residential area in Auburn, passes through three jurisdictions; Pacific, Sumner and Auburn. This is via Stewart Road/8<sup>th</sup> Ave. in Pacific and Sumner. This street is one of only two major east/west routes across the White River Valley connecting Lakeland Hills to SR 167. Coordination with Sumner and Pierce County has resulted in major road improvements to this road to provide greater capacity and safety.

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## MULTIMODAL TRANSPORTATION

**GOAL T9: Provide for all multimodal means of transportation in a safe, compatible and efficient manner.**

### POLICIES

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**Policy T-9.1:** 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.

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**Policy T-9.2:** 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.

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**Policy T-9.3:** Plan for the expansion of appropriate road shoulders to maintain safe areas for walking, jogging, and biking.

**Discussion:** Expansion of impervious 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.

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**Policy T-9.4:** 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.

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**Policy T-9.5:** 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’s elected officials and staff currently participates in regional transportation planning groups.

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**Policy T-9.6:** 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.

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**Policy T-9.7:** Encourage new commercial, office and industrial developments to provide physical features supportive of carpooling, transit, and non-motorized modes of travel.

**Discussion:** 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. For example, the provision of secured bicycle racks may help entice employees to ride their bikes to work. The City can also support educational programs that communicate transportation options.

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**Policy T- 9.8:** 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’s 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.

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## SAFETY

**GOAL T 10: Minimize transportation conflicts to ensure safety.**

## POLICIES



**Policy T-10.2:** 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.) 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.

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**Policy T-10.3:** 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.

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## MAINTENANCE

**GOAL T 11: Assign a high priority to meeting the maintenance needs of the transportation system so that it is safe and functional.**

### POLICIES

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**Policy T-11.1:** 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.

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**Policy T-11.2:** 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 T-11.3:** 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 long term funding source for street maintenance.

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## LAND USE AND TRANSPORTATION

**GOAL T 12: Ensure that transportation system improvements are compatible with adjacent land uses and will minimize potential conflicts.**

### POLICIES

**Policy T-12.1:** Consider a complementary roadway pattern to increase accessibility to higher use areas and minimize traffic impacts on residential areas.

**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.

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**Policy T-12.2:** 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.

**Discussion:** The City should adopt a street grid classification system that would minimize pass through commercial traffic within defined residential neighborhoods. Where pass through traffic does occur, appropriate speed limits to help reduce the impact of traffic conflicts should be considered.

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**Policy T-12.3:** Increase the visual ambiance along the Ellingson and Stewart Road corridors.

**Discussion:** This policy can be achieved through the requirement of street landscaping both within and outside of the right-of-way. Commercial design standards developed to complement the landscaping should be considered.

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**Policy T-12.4:** Develop and encourage programs, such as “adopt-a-road,” to assist in keeping roadsides and trails free of litter.

**Discussion:** Adopt-a-road programs have proved successful on state highways to help decrease the amount of litter along those roads. The City should identify heavily travelled roads within the City where an “adopt-a-road” program may be successful. Removing litter from these roads will enhance the overall image of the City.

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## NON-MOTORIZED

**GOAL T 13: 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.**

### POLICIES

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**Policy T-13.1:** Pacific shall investigate transportation routes and means for non-motorized transportation between neighborhoods and with neighboring cities.

**Discussion:** The City working on a system of pedestrian/bike trails throughout the City that connect existing neighborhoods and with other jurisdictions. As street improvements are considered, the provision for bike lanes is considered based on the width of the right-of-way and the classification of the road. As part of new development, projects adjacent to the projected route of the Interurban Trail are required to construct that portion of the trail along their property.

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**Policy T-13.2:** Provide signals for pedestrians, and install mid-block crossings where appropriate.

**Discussion:** The City should evaluate its street system do determine where mid-block crossings may be necessary based upon the length of block and the businesses fronting either side of the street. A signal crossing should also be considered on Stewart Road for pedestrians and cyclists using the Interurban Trail.

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**Policy T-13.3:** 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:** New development within the Neighborhood Center should be designed to have access to the Interurban Trail located in the west of the Neighborhood Center through the provision of designated bike lanes on 3<sup>rd</sup> Ave. (this has been completed). This bike lane should also connect with the potential new pedestrian trail to be provided as part of the proposed levee improvements on the right bank of the White River in Pacific to be completed in 2017/2018.

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**Policy T-13.4:** Provide a planned system of Linear Park Trails for pedestrians and bicyclists.

**Discussion:** 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.

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**Policy T-13.5:** 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.

**Discussion:** 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. The City will continue to explore opportunities to expand the pedestrian and bicycle system where appropriate with the development of properties adjacent to potential pedestrian and bicycle corridors.

---

**Policy T-13.6:** 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 requires additional funds for project mitigation. Expansion of the Interurban Trail will also be required as new development locates adjacent to the projected route of the Interurban Trail.



**A portion of the Interurban Trail completed as part of the UPS development project.**

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**Policy T-13.7:** The City shall seek to accommodate bicycles in its management and design of the City street network.

**Discussion:** Bicycles are intended and expected users of all surface streets in the city. Based on right-of-way widths and the roads functional classification, the City will continue to determine where bicycle lanes would be warranted to provide non-motorize commuting options. On streets without bike lanes, bicycles shall be accommodated as users sharing the travel lanes of streets, with shared lane markings as necessary to guide cyclists to ride safely with traffic and to remind motorists to expect bicycles within travel lanes.

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**Policy T-13.8:** The City shall encourage the inclusion of convenient and secure bicycle storage facilities in all large public and private developments.

**Discussion:** Given the City’s commitment to provide non-motorize commuting options, the City should explore regulatory options to require new development to provide bicycle storage options (for example, secured bicycle racks) as part of new development and for public properties.

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## FINANCING

### GOAL T 14: Secure funding to ensure an adequate roadway network that meets the City’s LOS policy

#### POLICIES

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**Policy T-14.1:** 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:** The City will continue to try to secure grant funding for road improvements. Potential funding sources include the following.

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**Policy T-14.2:** Balance financing of roadway improvements between existing and future users based on the principle of proportional benefit.

**Discussion:** 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.

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**Policy T-14.3:** Require that all road projects be adequately funded to include all required public safety and design standards.

**Discussion:** The City has adopted design standards for roads that includes the required safety and design standards to protect the public.

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**Policy T-14.4:** Identify and pursue long-term strategies to obtain grant funding.

**Discussion:** 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. Potential funding sources include the following:

## **ROADS**

### *State Funding*

Transportation Improvement Board (TIB) – New and Preservation

### *Federal Funding*

Surface Transportation Program (STP) – New and Preservation

Congestion Mitigation and Air Quality Program (CMAQ) - New

## **TRAILS**

### *State Funding*

WSDOT Pedestrian and Bicycle Safety – New

### *Federal Funding*

Surface Transportation Program (STP) – New

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**Policy T-14.5:** Develop interlocal agreements with neighboring jurisdictions and other agencies to develop funding sources for transportation improvements.

**Discussion:** 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. The City is coordinating with the City of Sumner to complete the Stewart St. /8<sup>th</sup> Ave. corridor improvements. Coordination is critical between the City and the City of Sumner to obtain funds to complete the corridor improvement across the White River which requires the construction of a new bridge.

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**Policy T-14.6:** 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.

**Discussion:** The City should develop a maintenance program to inventory the condition of City streets which would allow the City to project potential maintenance costs which would allow the City to implement a yearly maintenance program based on projected yearly revenues.

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**Policy T-14.7:** Use a standardized, well documented, and objective process to establish priorities for transportation expenditures within the City’s UGAs.

**Discussion:** A standardized process will help the City determine additional City expenditures that would be necessary when annexation within the Urban Growth Area occurs.

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**Policy T-14.8:** Allocate resources in the City TIP and City Capital Facilities Funding Plan according to the prioritization guidelines listed in the Capital Facilities element.

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

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## PLAN UPDATES

**GOAL T 15: 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.**

### POLICIES

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**Policy T-15.1:** Annually update the TIP to reflect changes in revenue availability and roadway system needs.

**Discussion:** The TIP needs to be annually updated to accurately determine funding needs for roadway improvements. Forecasting these needs in advance will help the City procure revenue from a number of sources

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**Policy T-15.2:** Develop a concurrency management program and revise it as part of the annual amendment process for the Comprehensive Plan.

**Discussion:** 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 T-15.3:** 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 T-15.4:** Analyze and strongly consider the use of development impact mitigation fees.

*Discussion:* The use of impact fees will help to mitigate the impacts of new development. The fees can be targeted to provide for system improvements that will help ensure that the City meets its “Level of Service” (LOS) concurrency requirements under Revised Code of Washington (RCW).

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## REGIONAL PLANNING COORDINATION

**GOAL T 16: Support a continuous, cooperative, and comprehensive regional transportation planning process**

### POLICIES

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**Policy T-16.1:** Support the comprehensive transportation process conducted by the PSRC pursuant to its designation as the Puget Sound's Metropolitan Planning Organization.

*Discussion:* 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.

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**Policy T-16.2:** Aggressively pursue improvements to the State Highways that run ~~in or near~~ through Pacific. The improvements can include:

- Capacity increases;
- HOV lanes or transit enhancements;



- Interconnected and computerized signal systems, set for specific speeds; or
- Street lighting.

***Discussion:*** Improvements to the State Highways will help the City maintain its adopted “levels of service” (LOS) for its street systems. The City’s adopted LOS for its streets is “D”. Based on projected traffic volumes, the LOS for West Valley Highway will drop to “E”. This is primarily due to spillover traffic from SR 167 to West Valley during pm peak traffic volumes. Improvements to SR 167, including the extension of the “hot/HOV” lanes will help to improve the LOS for West Valley Highway.

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### 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*

**Map 8.1** 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, SR 18 in Auburn and SR 410 in Sumner. Through Pacific, SR 167 is a full limited access four lane freeway with interchanges at Ellingson Road and



**SR 167 from Pacific West Hill**

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, SR 167 and the steep slopes of West Hill) 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 in Pacific. The roadway is called 8<sup>th</sup> Street east of the 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 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. 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 *Transportation 2040*. 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 8.1.

<b>Table 8.1</b>				
<b>Generalized Level of Service Criteria</b>				
<b>Peak Hour Directional Volumes</b>				
<b>Interrupted Flow Arterials - Class I (0 to 1.99 traffic signals per mile)</b>				
	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
<b>Major City/County Roadways</b>				
	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.				

Map 8.1 at the end of this Chapter illustrates the City of Pacific’s existing roadway network. Table 8.2 illustrates the existing PM peak traffic volume data which was taken from several sources, including the City of Auburn, City of Sumner, and several development proposals. Existing and projected traffic counts in Tables 8.2, 8.3 and 8.4 are keyed to Map 8.3 at the end of this Chapter. The following table provides a summary of the current Levels of Service.

<b>Table 8.2 Existing Roadway Level of Service (LOS)</b>					
		<b>Current PM Peak Hour Directional Volume</b>		<b>Roadway Capacity at LOS D</b>	<b>Level of Service (Peak Direction)</b>
<b>Roadway Segment</b>		<b>EB (Eastbound)</b>	<b>WB (Westbound)</b>		
A	Ellingson Road – West of C Street (1)	775	828	1,390	B
B	3rd Avenue S. - West of Milwaukee Blvd	205	78	610	C
C	3rd Avenue S. - East of West Valley Hwy (4)	148	67	610	C
D	Stewart Road (8 <sup>th</sup> Street) - East of Valentine Avenue (2)	810	543	700	D
E	Stewart Road (8 <sup>th</sup> Street)- West of Valentine Avenue (2)	709	660	700	D
F	Stewart Road (8 <sup>th</sup> Street) - West of SR 167 (3)	667	462	880	F
<b>Roadway Segment</b>					
		<b>NB</b>	<b>SB</b>		
G	Frontage Road – South of Ellingson Road (5)	189	257	610	C
H	W Valley Hwy North of 3rd Avenue S. (4)	85	624	700	D
I	W Valley Hwy South of 3rd Avenue S. (4)	135	596	700	D
J	Valentine Avenue - North of Stewart Rd (2)	143	377	610	C
K	Valentine Avenue - South of Stewart Rd (2)	211	227	610	C
(1) Auburn Traffic County 05/2014 (2) Sumner Meadows Redevelopment Report prepared by Transportation Engineering Northwest April 2014 (3) WSDOT traffic counts from 1/7/2014 (4) Pacific Traffic Counts from 11/2013 (5) King County 2/2007					

**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. Within the City of Sumner, east of the White River Bridge, the road widening has been completed. Within the City of Pacific, west of the White River Bridge, it is anticipated that the road widening project will be completed by September of 2015. The last phase of the road widening project will be the replacement of the two lane bridge over the White River with a four lane bridge. The City of Pacific and the City of Sumner will be jointly applying for grants to complete this phase of the project.

#### 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 D 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 8.2**, 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**

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 Transportation Improvement Plan (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 2021 and 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 2040 forecasts of population and employment by the Puget Sound Regional Council (PSRC).
- Pierce County travel demand model data for 2004 and 2025.

### **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 2014 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**

**Table 8.3** shows estimated traffic volumes for the 2025 horizon. Map 8.3 illustrates estimated traffic volumes as shown in Tables 8.3 and 8.4.

The following table shows the estimated traffic volumes and Level of Service for the 2025 horizon year. The capacity value for the Stewart Road (8<sup>th</sup> Street) corridor reflects the planned roadway widening project.

<b>Table 8.3 Projected 2025 Roadway Level of Service (LOS)</b>					
		<b>Projected 2025 PM Peak Hour Directional Volume</b>		<b>Roadway Capacity at LOS D*</b>	<b>Level of Service (Peak Direction)</b>
<b>Roadway Segment</b>		<b>EB</b>	<b>WB</b>		
A	Ellingson Road – West of C Street	945	1,009	1,390	C
B	3rd Avenue - West of Milwaukee Blvd	250	95	610	C
C	3rd Avenue - East of West Valley Hwy	180	82	610	C
D	Stewart Road (8 <sup>th</sup> Street) East of Valentine Avenue	987	662	1,760	B
E	Stewart Road (8 <sup>th</sup> Street) - West of Valentine Avenue	864	805	1,760	B
F	Stewart Road - West of SR 167	813	563	880	C
<b>Roadway Segment</b>					
		<b>NB</b>	<b>SB</b>		
G	Frontage Road – South of Ellingson Road	230	313	610	C
H	W Valley Hwy North of 3rd Avenue	104	761	700	F
I	W Valley Hwy South of 3rd Avenue	165	727	700	F
J	Valentine Avenue - North of Stewart Road	143	377	880	B
K	Valentine Avenue - South of Stewart Road	257	277	880	B

\* West Valley Highway has a designated “Level of Service” (LOS) “F”

**Projected 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. West Valley Highway will continue to function at LOS F due to spillover

traffic from SR 167 during PM peak hours. This may be relieved once the Department of Transportation extends the “hot lanes” further south to the Stewart Road/8<sup>th</sup> Street corridor.

*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.

Table 8.4 - 2035 Traffic Volumes

**Projected 2035 Traffic Operations**

As **Table 8.4** indicates, most of the existing roadways will continue to function at an acceptable LOS through the 2035 horizon.

There are no additional recommended improvements beyond those identified in 2035. However, the City should continue to monitor impacts to specific critical intersections.

<b>Table 8.4</b>					
<b>Projected 2025 2035 Roadway Level of Service (LOS)</b>					
		<b>Projected 2035 PM Peak Hour Directional Volume</b>		<b>Roadway Capacity at LOS D*</b>	<b>Level of Service (Peak Direction)</b>
<b>Roadway Segment</b>		<b>EB</b>	<b>WB</b>		
A	Ellingson Road – West of C Street	1152	1239	1,390	C
B	3rd Avenue - West of Milwaukee Blvd	305	116	610	C
C	3rd Avenue - East of West Valley Hwy	220	100	610	C
D	Stewart Road (8 <sup>th</sup> Street) East of Valentine Avenue	1204	807	1,760	C
E	Stewart Road (8 <sup>th</sup> Street) - West of Valentine Avenue	1054	981	1,760	C
F	Stewart Road (8 <sup>th</sup> Street) - West of SR 167	991	687	1,760	B
<b>Roadway Segment</b>		<b>NB</b>	<b>SB</b>		
G	Frontage Road – South of Ellingson Road	281	382	610	D
H	W Valley Hwy North of 3rd Avenue	126	927	700	F
I	W Valley Hwy South of 3rd Avenue	201	886	700	F
J	Valentine Avenue - North of Stewart Road	212	560	610	B

K	Valentine Avenue - South of Stewart Road	314	337	610	B
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\* *West Valley Highway has a designated “Level of Service” (LOS) “F”*

**Future Conditions (2035)**

***Site-Specific Traffic Impact Analyses***

There are very few proposals for development projects within the City. The City has 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

**Map 8.4** 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 **Map 8.5**. 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 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 8.5 Significant Truck Traffic Levels For New Developments</b>	
	Average Daily Volume
Designated Truck Routes	100
All other Streets	10

**7. RCW 47.06.140 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 applying rates to recent traffic counts.

### ***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 Transportation 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).

## **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.

The "TEA" Funding programs continue to evolve. Federal Funds are now administered through the Puget Sound Regional Council (PSRC) and WSDOT. To receive 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 Federal funds is uncertain and pending federal approval on a two year cycle.

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

- Safety improvements
- Transportation planning
- 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
- 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:

- Federal Aid (FAUS, FAS, ISTEA, etc.)
- Urban Arterial Board
- TIB and STP Grants

#### Miscellaneous Income:

- Interest Earnings
- Miscellaneous Income
- Developer Contributions
- 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.

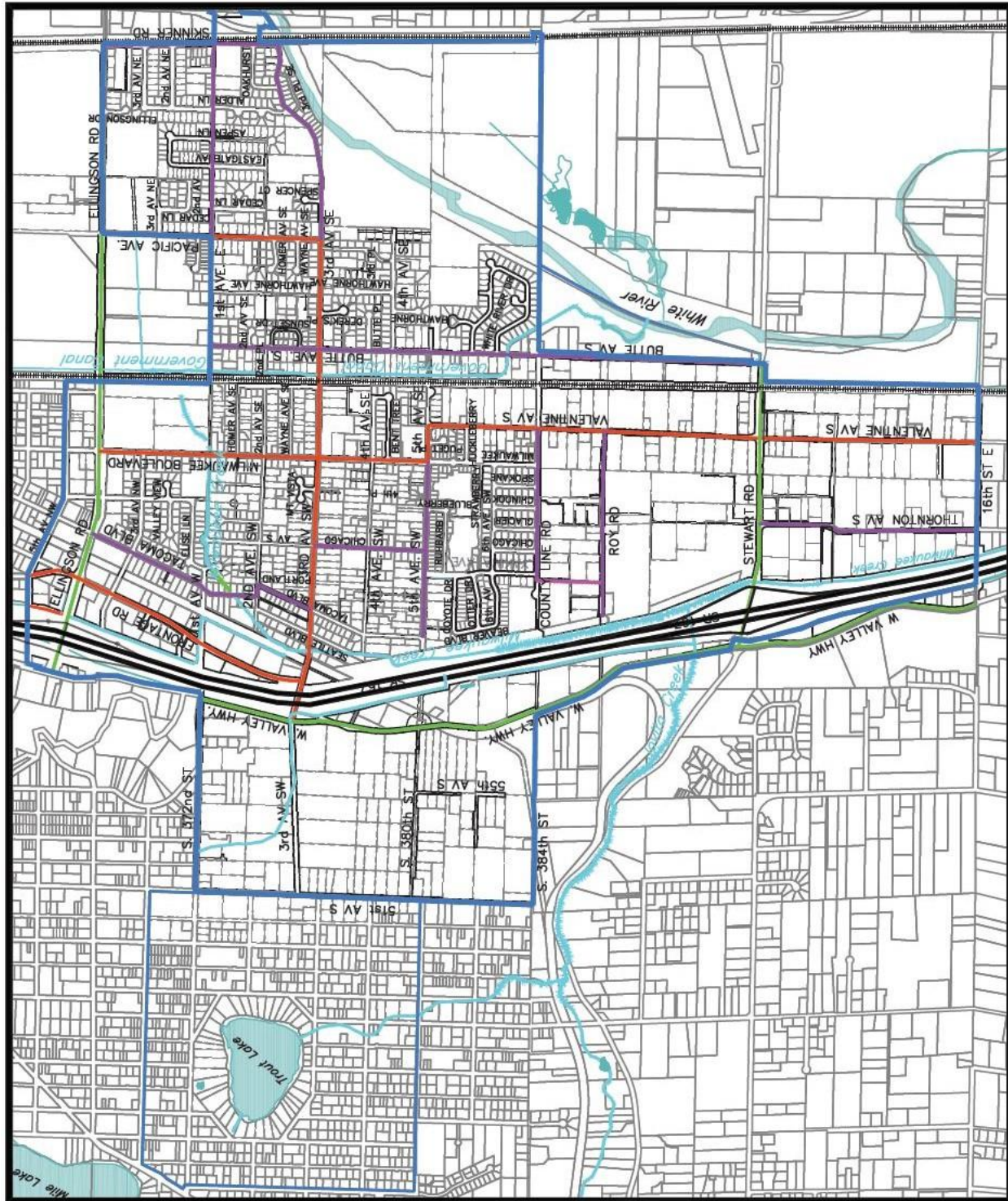
However, safety enhancements, maintenance projects, corridor studies, and local intersection improvements *are* included in the City’s TIP along with cost estimates and funding sources for each of those prioritized projects. The City is required to annually update and adopt a 6-year TIP. A copy of the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

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

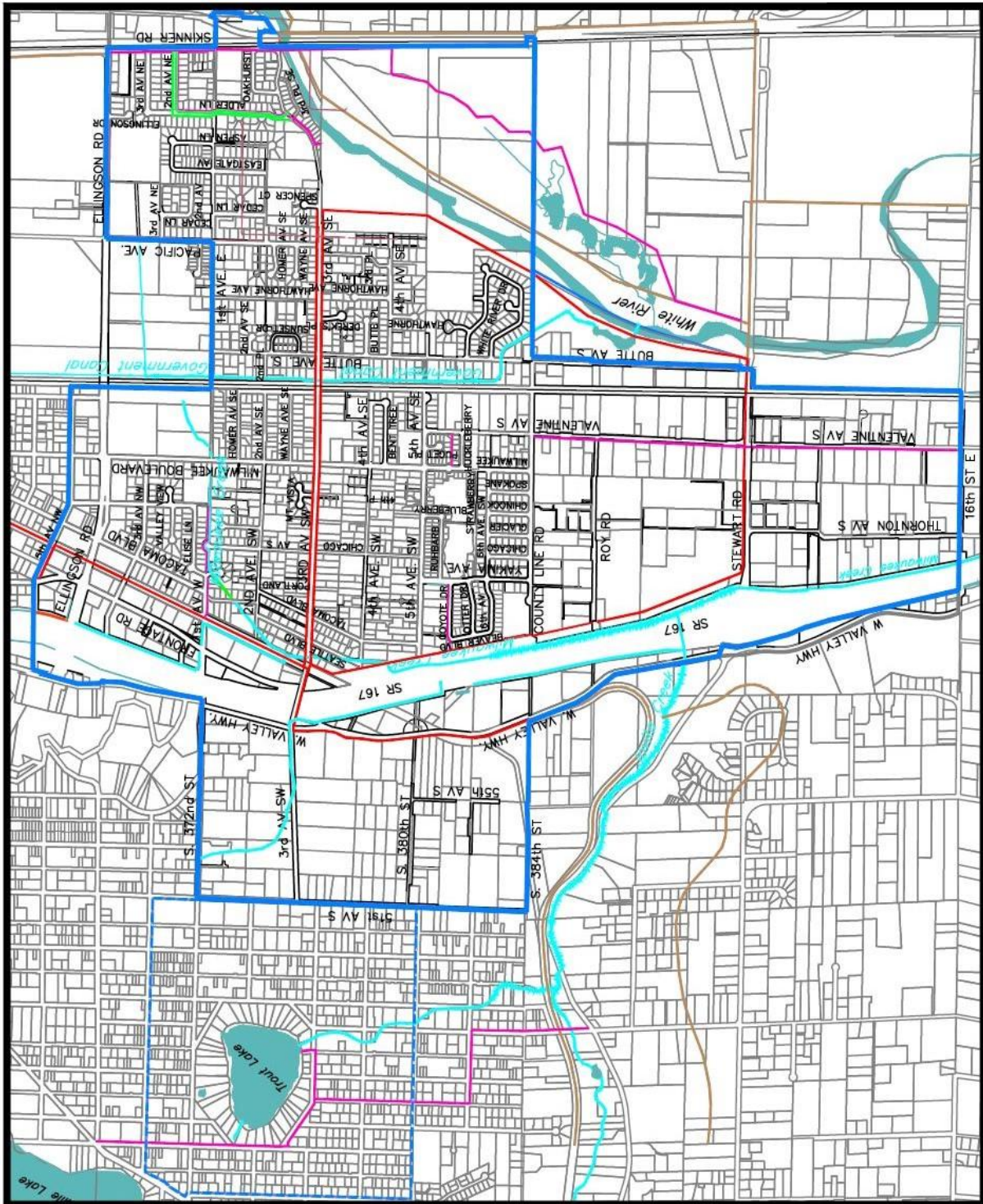
#### Transportation Benefit District

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.

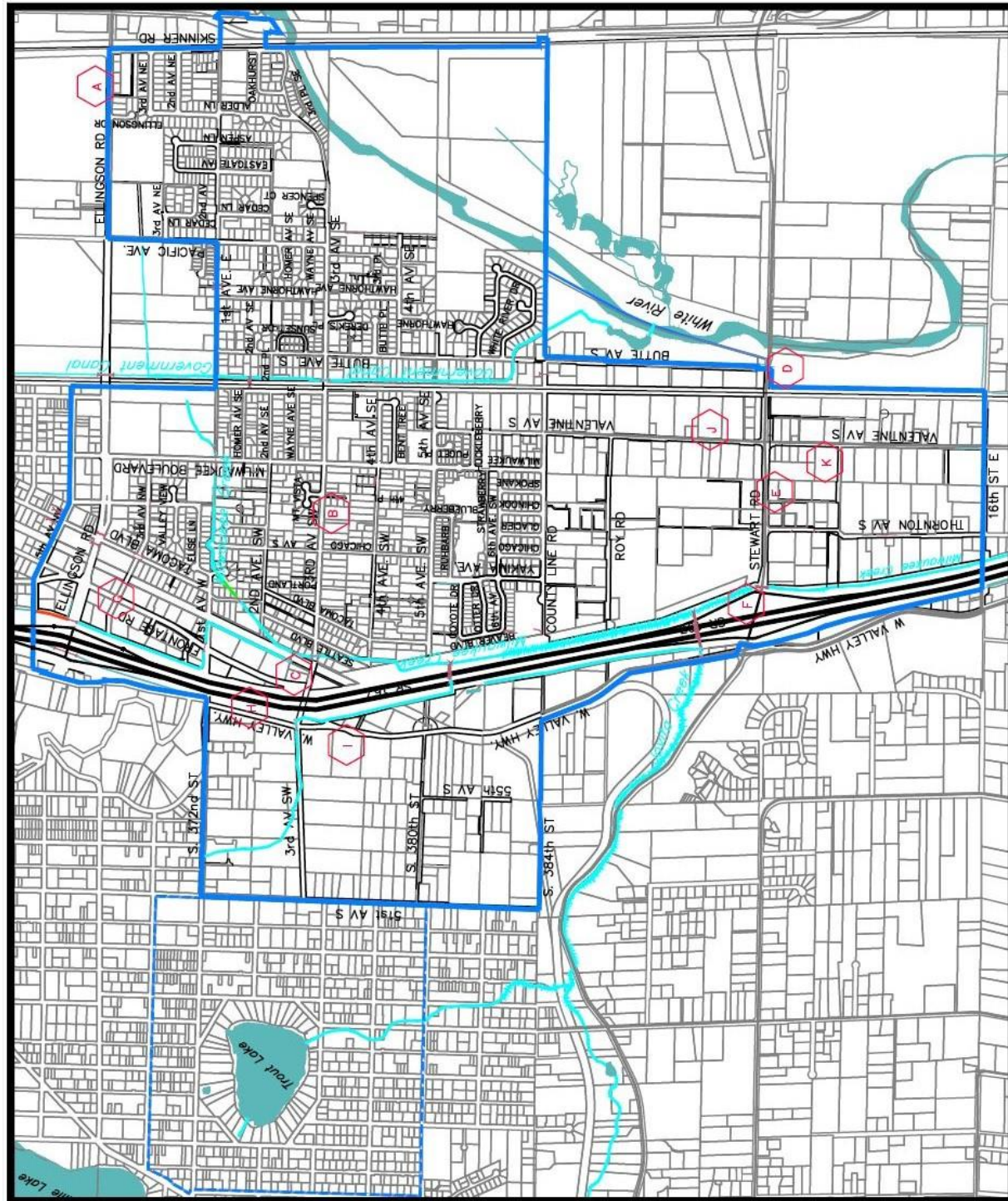
The TBD has a variety of options from vehicle tab fees to property taxes.



<p>Scale in Feet</p>	<p><b>LEGEND</b></p> <ul style="list-style-type: none"> <li><span style="color: blue;">—</span> City Limits</li> <li><span style="color: blue;">- - -</span> Urban Growth Area (UGA)</li> <li><span style="color: black;">—</span> Freeway (State)</li> <li><span style="color: green;">—</span> Major Arterial</li> <li><span style="color: orange;">—</span> Minor Arterial</li> <li><span style="color: purple;">—</span> Collector</li> </ul>	<p><b>Map 8.1: City of Pacific Functional Classification Routes</b></p> <p>4/7/2015 10:01:57 AM, Revision Date</p>
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<p>Scale in Feet</p>	<b>LEGEND</b>	<b>Map 8.2: City of Pacific Trails</b>	
		City Limits	
		Urban Growth Area (UGA)	
		Interurban Trail	
		Bike Lanes	
		Trail - General	
		Trail - Other Jurisdictions	
		4/7/2015 10:11:11 AM, Revision Date	



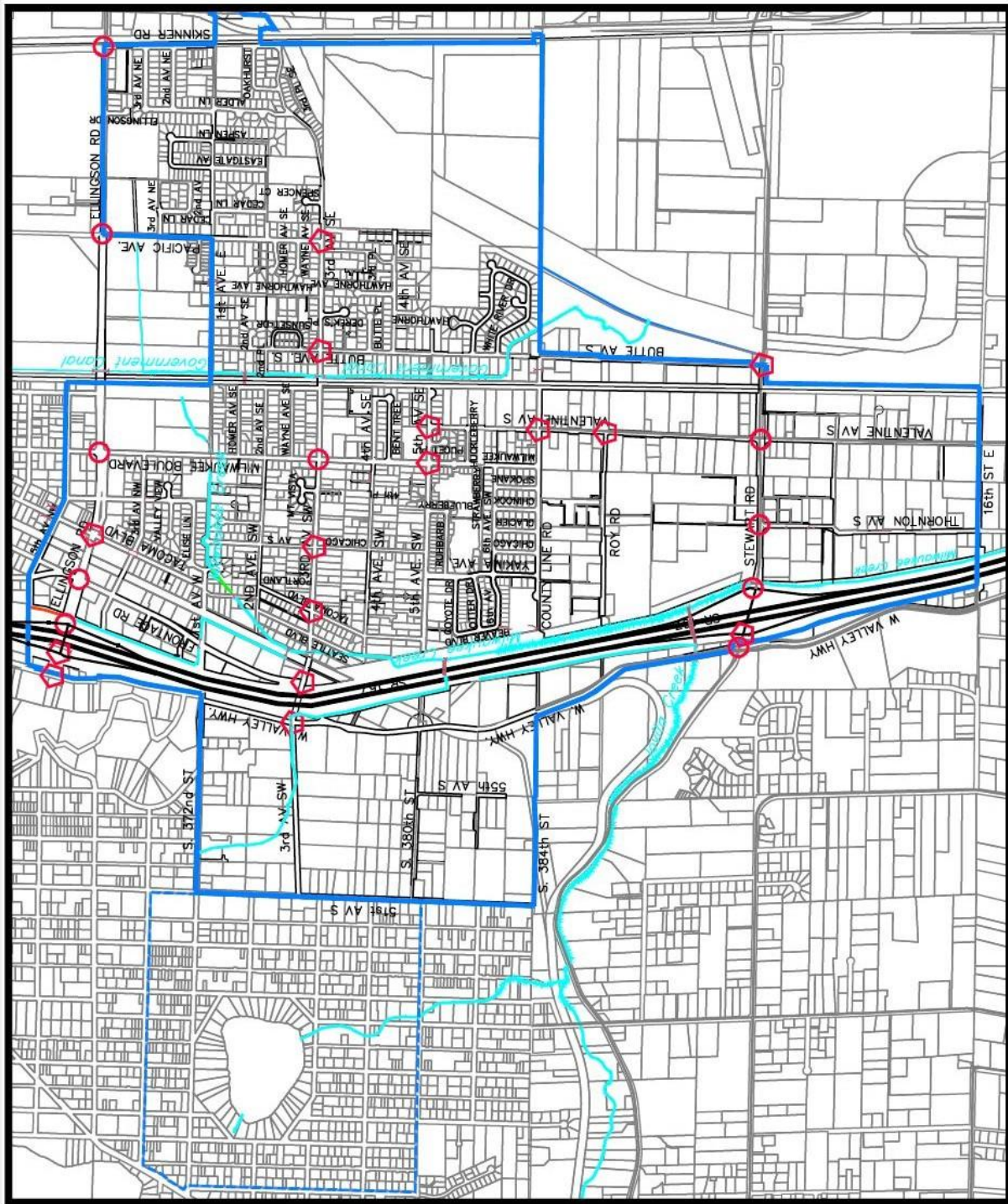
Scale in Feet

**LEGEND**

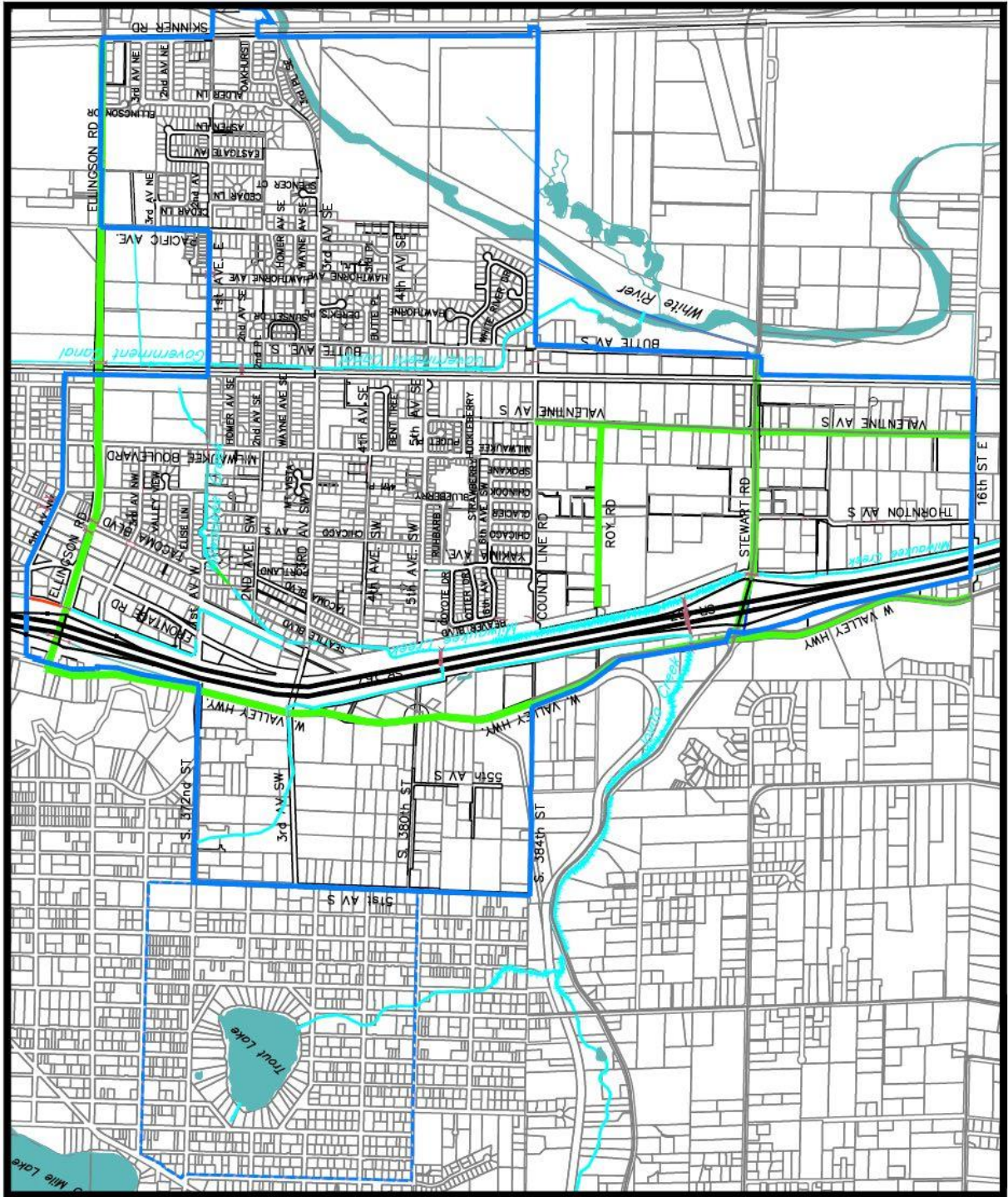
- City Limits
- - - Urban Growth Area (UGA)

**Map 8.3: City of Pacific  
Traffic Counts**

4/7/2015 10:04:08 AM, Revision Date



<p>Scale in Feet</p>	<p><b>LEGEND</b></p> <p> City Limits</p> <p> Urban Growth Area (UGA)</p> <p> Signalized Intersection</p> <p> Non-Signalized Intersection</p>	<p><b>Map 8.4: City of Pacific Critical Intersections</b></p> <p>4/7/2015 10:06:31 AM, Revision Date</p>
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<p>Scale in Feet</p>	<p><b>LEGEND</b></p> <ul style="list-style-type: none"> <li><span style="color: blue; font-weight: bold;">——</span> City Limits</li> <li><span style="color: blue; font-weight: bold;">- - - -</span> Urban Growth Area (UGA)</li> <li><span style="color: green; font-weight: bold;">——</span> Recommended Truck Routes</li> </ul>	<p><b>Map 8.5: City of Pacific Designated Truck Routes</b></p> <p>4/7/2015 10:07:44 AM, Revision Date</p>
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