

# **CHAPTER SEVEN - TRANSPORTATION ELEMENT**

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## **INTRODUCTION**

Traffic and motorized vehicle congestion can adversely impact the very character of any community. Careful planning to manage the congested areas must be a very high priority for the City to ensure adequate traffic flow; but even more so for a community that describes itself as a “pedestrian” *friendly small town, with a rural atmosphere.*

It is important that as Sequim achieves its vision of becoming the “*center of financial, commercial, retail, cultural, educational, recreational and medical services and activities . . .*” that its existing transportation will continue to be impacted by those traveling to and from the City, for their shopping, educational, cultural, employment, health and recreational needs.

The County has responsibility for many of the roads and streets abutting projects that are co-located in the City and the UGA. The County-Wide Planning Policies and the System Expansion Review Process are the regulatory tools that guide the County and the City when working on cross-jurisdictional projects. When asked to review UGA subdivisions, City staff utilizes its own infrastructure and transportation design standards, and oversees their regulatory enforcement.

## **RECOMMENDED ROADWAY FUNCTIONAL CLASSIFICATION SYSTEM**

The recommended functional classifications of roadways within the Sequim urban area are those listed below. This classification system of roadway networks continues to be modified according to the guidelines handed down by the state Department of Transportation. It is used by the City to determine how to serve both the existing traffic needs and the planned growth and the development of the transportation infrastructure that is anticipated for the next two decades.

- I. State Highways (Principal Arterial)
- II. Major and Minor Arterial Streets
- III. Major Collector Streets
- IV. Minor Collector Streets
- V. Public Local Access Streets
- VI. Private Local Access Streets
- VII. Public Alleys
- VIII. Private Roads and Streets

### **Class I Roadways: State Highways**

State Route 101 is a limited access, (except from Happy Valley Road East), high-speed roadway connecting Sequim with the rest of the region and the state. It is classified as a Highway of Statewide Significance and a Principal Arterial on the Federal Road network. Phase one of the SR101 By-pass has been completed with two travel lanes [of the four planned travel lanes], full diamond interchanges at River Road and Sequim Avenue; and the partial completion of the eastern Washington Street interchange which has an east bound on-ramp and west bound off-ramp only.

The completion of the SR101 By-Pass has become the number one priority of the City's Transportation Improvement Plan, because of its impact on the local and regional travelers who enter and depart our City at the three interchanges. It has added a significant amount of traffic back onto the downtown City streets because travelers do not have an east bound off ramp at Simdars nor a westbound ramp at that same interchange.

The State is currently developing a rest area facility at this interchange on the east side of Sequim which is expected to add even greater burden to our downtown streets since travelers will have to go through a significant part of the City before they are able to get back on the By-pass.

### **Class II Roadways: Major and Minor Arterials**

Arterial streets connect one area of town with another, connect the town with other areas of the county and provide for through traffic. Arterials will typically have higher traffic volumes and speeds than collectors; have no parking except in unique areas such as the downtown; have limits on access such as no private residential driveways, dedicated turn lanes, acceleration and deceleration lanes, restrictions to turning movements and have wider turning radii at intersections.

### **Class III and IV Major and Minor Collectors:**

Collectors are intended to collect and distribute trips between local streets and arterials. In order to prevent collectors from taking on the mobility functions of arterial streets, the intensity of development along collectors should be limited to compatible uses, and traffic control measures should be designed to discourage through movement and to restrict average speeds.

Major collectors connect neighborhoods to arterials, move traffic from one neighborhood to another and serve as a transition from residential to commercial or industrial areas. They will typically have bike lanes, limits on access and on-street parking, dedicated turn lanes, and controls at intersections with arterial streets and with other collectors.

Minor collectors will typically have a wider paving section than other local streets, have on-street parking and private driveway access. Their function is to collect

neighborhood traffic and take it to higher-level streets as well as permit safe flow of traffic through neighborhoods.

#### **Class V, VI and VII Local Access Roadways:**

Local alleys, lanes, roads and streets make up the balance of the public access roadway network and while they play an important incremental function in the grid system they are included for discussion purposes only.

#### **Class VIII Private Roads and Streets**

This last group of roadways and streets provides for travel in large subdivisions and Planned Unit Developments (PUD). The homeowners and property owners who live within large subdivisions or within a PUD maintain their private streets or roads according to the Covenants, Conditions and Restrictions (CC&R's) of the subdivision or PUD], and pay for that maintenance through a Home Owners Association assessment. These streets or roads are built according to the design standards of the City, but the Association has to enforce the rules.

### **ROADWAY DESIGN GUIDELINES**

The design requirements of any given roadway should depend upon the function that it serves, as well as the magnitude and character of the traffic volume. These guidelines assume typical mid-block right-of-way widths of 60 feet for most streets, except for Highway 101, which varies from 60 feet to 100 feet wide.

Both roadway widths and right-of-way widths are identified for each functional classification. For simplicity purposes, vertical curbs are shown for all curbed urban roadway cross-sections. However, sloped or rolled curbs are acceptable where lower traffic volumes prevail, especially on local streets and some collectors. Lesser roadway widths for private roadways may be allowed if approved by the City Council.

The exact physical requirements of each intersection approach are dependent upon a number of factors, which are difficult to predict in advance. Unique circumstances of travel patterns or land use character can necessitate modification of the typical right-of-way width, especially for the addition of left or right turn lanes. Maximum flexibility shall be retained wherever possible to modify major intersection approaches as needed in the future without the need to acquire additional land.

Obtaining sufficient right-of-way in advance of land use development for the needed number of future travel lanes, bicycle lanes, and turn lanes is important to minimize implementation costs.

A number of design treatments are available to reduce through traffic on local streets, including the use of cul-de-sacs and discontinuous street patterns, the use of traffic circles [also known as "roundabouts"] in the intersections of arterial and collector

streets, “speed tables,” narrowed street entrances to neighborhood areas, “local traffic only” signage, etc.

## **SIX YEAR TRANSPORTATION IMPROVEMENT PLANS**

The Capital Facilities Element provides a prioritized listing of the most important roadway construction projects within the Sequim urban area. This list is obtained from the City’s Six Year Transportation Improvement Plan (TIP), which is updated annually. It assumes the completion of the interchange on SR 101 By-Pass at Simdars and Washington and identifies project needs based upon the TIP’s forecast traffic volumes and Level of Service (LOS).

Although there are many other project needs, especially to improve the continuity of the east-west roadway network and to provide access to under-developed areas, the forecast capacity and Level of Service design requirements are given greater weight.

The City of Sequim ordinarily expends most of the available transportation revenue on system maintenance, administration, and overhead. Very little revenue is available for capital project construction, necessitating efforts to maximize the capture of outside funding through grants and by exacting the costs of necessary system improvements from development, where transportation impacts can be demonstrated.

Developers are required to provide traffic studies whenever their projects may impact the existing transportation system. The City may use its own traffic studies and traffic modeling tool to determine the development impacts on the City’s transportation system. If it is found that there is an impact as assessed by the City’s Level of Service requirements, the developers must provide the off-site improvements to the transportation system or contribute a proportionate share of the future cost for improvements to that offsite transportation system improvement.

These improvements can include traffic circles, stoplights, signage and other mitigating construction methods. There will also be a continuing requirement that these developers provide for public transportation access points within or adjacent to their residential communities.

## **NON-MOTORIZED TRANSPORTATION SYSTEM PLAN**

### **Pedestrian Improvements**

In conjunction with the preparation of the circulation element of the Sequim Comprehensive Plan, the City of Sequim prepared an inventory of sidewalks throughout the City. The sidewalk inventory indicated that fewer than half of the streets in the Sequim area have sidewalks. It is important to provide sidewalks to these areas to serve the community.

It was concluded that pedestrian routes to schools and other community facilities, particularly along Spruce, Hammond and Prairie Streets and 2nd, 3rd, and 4th Avenues

should be the highest priority for construction of continuous sidewalks. Also, the completion of pedestrian linkages between neighborhoods and commercial districts will continue to be pursued.

Lastly, the development of a system of exclusive non-motorized trails continues to provide pedestrians, bicycles, and other alternative, non-motorized modes of transportation. This includes construction methods that make sidewalks and street interfaces safe for wheelchair and other assisted mobility devices.

### **Non-Motorized Modes of Transportation**

This system provides for the establishment of three classes of facilities:

- I) Exclusive non-motorized trails for use only by pedestrians and bicyclists, and other alternative, non-motorized modes of transportation;
- II) Striped and signed bicycle lanes of adequate width should be on the shoulders of roadways; and
- III) Signed bicycle routes on low volume streets.

Implementation of the Non-Motorized Transportation System Plan continues to benefit the community. Additional trail expansions have been successfully completed with the assistance of private non-profit organizations, service groups, neighborhood citizen groups and through collaboration with County agencies.

### **Walking-Bike Trail**

The City of Sequim's Non-Motorized "Walking-Bike Trail" has become an essential component not only to the non-motorized transportation network within Sequim and its Urban Growth Area, but also continues to be a key component to the Parks and Recreation Master Plan. It acts as one of the cornerstones to a economic development strategy centered around the "small town and rural atmosphere" quality of life, and as an additional source of recreational opportunities within our community.

### **Olympic Discovery Trail (ODT)**

This walking, biking and horse-trail system is intended to link the communities of Forks and LaPush at the west-end of the County, with the Port Angeles and Sequim communities. It will also connect with the expanded trail that connects the eastern half of Jefferson County, including the communities of Gardiner/Diamond Point and Port Townsend.

It is a graded and paved asphalt trail (approximately 40% complete as of December 2005) for walkers/hikers and bicyclists, with a parallel earthen trail for horses. The land easements and right of way are being purchased with government grants. Most of the actual trail development and construction work is being done by community volunteers. The goal is to complete the trail before 2010.

Many community trails are being deliberately planned to connect to various segments of the ODT, and in Sequim this means the City's network of trails interconnect at various locations throughout the City. There are requirements in the Sequim Municipal Code for developers to connect to the ODT where and when feasible.

City staff has been directed to focus effort and resources on completing those uncompleted segments of the Trail which are within the City limits and its UGA boundaries. This project has been included in the Projects section of this Update (Appendix 4 at 7-n); and has been restated as Goal at the end of this chapter. It is also included in the City of Sequim's Transportation Improvement Plan 2006 thru 2011.

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## **CHAPTER SEVEN**

### **TRANSPORTATION ELEMENT GOALS**

“Goals” are measurable and observable outcomes that the *Comprehensive Plan* anticipates in conformance with the Growth Management Act.

#### **TRANG-1**

Provide for the design of roadways that incorporate community values and are safe, efficient, effective mechanisms for the movement of people and goods, within and throughout the City and its Urban Growth Area.

#### **TRANG-2**

Provide a balanced multi-modal transportation system that will support land use goals and adequately serve the future growth and development of the City of Sequim and its UGA, and that ensures safety and efficiencies.

#### **TRANG-3**

Develop and maintain a local and collector street system that provides reasonable property access and is consistent with, and supportive of, the City’s *Vision Statement*.

#### **TRANG-4**

Promote the development of safe and convenient pedestrian, bicycle, wheelchair-enabled and other disabled mobility resources consistent with American for Disabilities Act (ADA) standards, as well as other multi-modal transportation alternatives to and from residential neighborhoods, parks, schools, civic buildings, and the City’s commercial and employment areas.

#### **TRANG-5**

Provide safe and convenient linkages to accommodate non-motorized travel between local and regional systems; with a special emphasis on the linkages/connections to City’s Walking-Bike Trail system, Parks, Open Spaces and the completion of the Olympic Discovery Trail, within the City and its UGA.

#### **TRANG-6**

Encourage the use of public transportation, car and vanpools and other high occupancy vehicle modes, both as an alternative to single occupant vehicle travel and to provide mobility for people without a vehicle at their disposal.

#### **TRANG-7**

Establish availability of public transportation services at both regional and residential developments to encourage their use; provide standards, code revisions and incentives to ensure that developers will provide for the cumulative effects of additional transportation needs (affecting parking requirements, densities, transportation infrastructure, stormwater, our environment and Levels of Service).

#### **TRANG-8**

Establish and maintain a reasonable balance between sufficient parking supply and demand throughout the City’s commercial core to promote a pedestrian friendly core.

**TRANG-9**

Encourage and support the provision of regional air transportation services to satisfy the community's needs.

**TRANG-10**

Coordinate transportation system operations, planning, and project implementation with Clallam County, Clallam Transit, the Peninsula Regional Transportation Planning Organization and WSDOT.

**TRANG-11**

Educate the City, and its Urban Growth Area residents on the sources of higher traffic volumes and encourage their consideration for making fewer trips or using alternative transportation sources such as Transit or bicycles.

**TRANG-12**

Review the transportation study annually to evaluate the need to update the Transportation Improvement Plan based on the consequences of increasing residential and commercial development with the City and its UGA.

**TRANG-13**

Develop a schedule of funding mechanisms to ensure new development contributes its fair share to the financing of needed transportation improvements and expansions.

**TRANG-14**

Develop an intelligent traffic flow and circulation pattern throughout the City of Sequim and Urban Growth Area for both motorized and non-motorized traffic utilizing the arterials and collector streets.

**TRANG-15**

Control arterial access by the use of medians, frontage roads and collector streets.

**TRANG-16**

Limit the access to and from arterial streets that ingress and egress major shopping and residential areas of the community.

**TRANG-17**

Require developers using to provide adequate parking supply within their developments to ensure that the interior streets are always open for emergency services and for the neighborhood's traffic patterns.

**TRANG-18**

Develop design standards for collector and smaller streets to accommodate slower traffic uses, including pedestrian and non-motorized transportation, occurring in these neighborhoods.

**TRANG-19**

Require that all City streets, roads and intersections are developed and maintained at a level of service no lower than "D," in order to provide safe and immediate aid/service to community residents and businesses in the event of an emergency.

**TRANG-20**

Consider alternate methods to create and enhance traffic flow in the Downtown Core.

**TRANG-21**

Provide convenient, safe and accessible public parking for vehicles and recreational vehicles close to the downtown core and the community shopping centers.

**TRANG-22**

Update the City’s study of residential and commercial/retail parking supply adequacy periodically. Identify areas of inadequate parking supply and evaluate alternative remedial actions, such as providing for increased numbers of on-street spaces, implementing neighborhood permit parking programs or acquiring property for parking lot development.

**TRANG-23**

Provide a collector and local street system encouraging safe driving behavior, respecting the many competing uses of these streets, including cross-town and regional mobility, property access, vehicle storage, parking, transit services, bicycle and pedestrian uses.

**TRANG-24**

Obtain and preserve public rights-of-way or easements from developers, and preserve them for the implementation of exclusive bicycle/pedestrian/multi-modal trails, which is consistent with the Non-Motorized Transportation System Plan.

**TRANG-25**

Anticipate and plan for linkages to non-motorized routes of facilities designated by Clallam County and/or WSDOT through the Non-Motorized Transportation System Plan.

**TRANG-26**

Continue to re-evaluate off-street parking provisions of the zoning code and subdivision ordinance relative to ADA requirements and to allow adequate disabled (handicapped) parking supply minimums in priority transit corridors.

**TRANG-27**

Encourage WSDOT to anticipate needs for additional future off ramps located between existing interchanges; and completion of SR101 By-Pass from Palo Alto Road to the Dungeness River.

**TRANG-28**

Develop a plan to complete the sidewalk system in the City, which would include completing all linkages to Olympic Discovery Trail and City of Sequim’s Walking-Bike Trail, according to the City of Sequim’s Non-Motorized Transportation Plan.

**TRANG – 29**

Provide for a regional express transportation system that will enable the community’s residents to travel to the terminuses of the State Ferry System.

## **CHAPTER SEVEN**

### **TRANSPORTATION ELEMENT POLICIES**

“Policies” are the guidelines as to how the staff and the readers of the *Comprehensive Plan* shall achieve the goals of the Transportation Element of this *Comprehensive Plan*.

#### **TRANP-1**

Apply and implement roadway design guidelines consistently for all City and residential subdivision streets and roadways.

#### **TRANP-2**

Apply and implement arterial access guidelines consistently as they discourage direct access to arterial routes from individual parcels; control arterial access through the use of medians, frontage roads and collector-distributor streets; and control the location of access for commercial services adjacent to key intersections (exclusive of the SR 101 By-Pass intersections).

#### **TRANP-3**

Design residential development so it does not inhibit future transportation system improvements.

#### **TRANP-4**

Continue to design and maintain local and collector streets to reasonably accommodate pedestrian and bicycle trips that occur within neighborhoods (and many of them by children or youth), given that a majority of these trips take place in neighborhoods.

#### **TRANP-5**

Recognize that non-motorized uses are a legitimate function of the roadway network by making certain reasonable accommodations for bicycle and pedestrian modes of travel, and other alternative modes of transportation in rights-of-way, and on the sides of City streets and roads.

#### **TRANP-6**

Cooperate with the Clallam Transit System relative to the planning and operation of public transit services and facilities within the City, as well as at the time any major subdivision or planned unit development (PUD) is to occur.

#### **TRANP-7**

Restrict and enforce on-street parking as necessary for safety, capacity, loading of passengers/transit/goods, and emergency vehicle transiting through neighborhoods, and to provide priority spaces and transportation services for the disabled, and other purposes.

#### **TRANP-8**

Provide for minimal disruption of adjacent properties and streets; ensure minimal disturbance to landscaping/visual screening, lighting, and orientation, relative to buildings and streets by consistently applying design standards for off-street parking facilities.

**TRANP-9**

Pursue project funding from all potential sources aggressively and in an efficient and equitable manner, according to the priorities of the Capital Facilities Element and the Six Year Transportation Improvement Plan.

**TRANP-10**

Update transportation study requirements and a schedule of other funding mechanisms and/or other funding mechanisms periodically to ensure that new development contributes its fair share to the financing of needed transportation improvements, according to the concurrency requirements of this *Comprehensive Plan*.

**TRANP 11**

Apply and enforce the minimum level of service from the Capital Facilities Plan (Level of Service D or better) through the implementation of development regulations and project reviews and inspections.

**TRANP 12**

Encourage Transit System use and include provisions for bus turnouts, transit signage, bus stop stations, and other transit improvements.

**TRANP-13**

Encourage a direct relationship between the availability of public transportation and land uses, which may affect parking requirements, building densities, and inter-local transportation infrastructure requirements.

**TRANP-14**

Provide focused transportation services for citizens who are restricted to wheelchairs and motorized scooters, but who want and need to avail themselves of the community's retail, medical, educational and recreational opportunities within the community.

**TRANP-15**

Establish and maintain a reasonable balance between parking supply and demand, particularly in the Downtown Core.

**TRANP-16**

Develop and maintain an arterial roadway system that provides cost effective mobility and minimal community disruption that is concurrent with related development projects throughout the City and the UGA.

**TRANP-17**

Expand signage and striping of existing streets and roadways to provide safe bicycle travel lanes; and require developers to provide the same availability of bike paths or traffic lanes on their interior streets when appropriate.