

TRANSPORTATION ELEMENT

PURPOSE

The Transportation Element (including the goals and policies and the appendix) is intended to provide the legislative framework for all City decisions pertaining to infrastructure and the management of the transportation system consistent with the GMA and County-wide Planning Policies. The Transportation Element addresses existing conditions of the facilities, street classification, level of service, transit service, pedestrian and bicycle needs, travel demand management, and facility improvements needed to support future travel needs and potential funding strategies.

The GMA specifies the types of information that must be included in the Element and requires that the Transportation Element be consistent with the Land Use Element. A travel demand forecast model which anticipates growth through 2030 within the City and surrounding areas has been prepared. Specifically the Element must include:

- An inventory of facilities by transportation mode
- Level of service standards for all arterials and transit routes used to evaluate the performance of the transportation system
- Identification of deficiencies
- Proposed actions to bring the deficiencies into compliance
- Traffic forecasts of at least ten years based on the adopted land use plan
- Identification of system expansion needs to meet current and future travel demands
- Funding analysis for needed improvements as well as possible additional funding sources
- Identification of intergovernmental coordination efforts
- Identification of demand management strategies
- Development of concurrency policies and ordinance

Finally, as one of the jurisdictions in Pierce County, Orting's Transportation Element must be consistent with the Countywide Planning Policies. In general, the Countywide Planning Policies direct local jurisdictions to provide a balanced transportation system using all modes of transportation as efficiently as possible. It directs state, regional, county, and local cities to coordinate effectively when planning transportation improvements.

GOALS

- Goal T 1 Maintain a transportation system that accommodates the separation of through and local traffic, provides adequate internal**

circulation, and interconnects effectively to the regional highway, non-motorized, and public transportation systems is responsive to the mobility needs of City businesses and neighborhoods, and guides future developments.

- Goal T 2** Coordinate with local, regional, state, and federal agencies in the development and operation of the transportation system. In particular, support City, County, and state implementation of comprehensive solutions to capacity, safety, and circulation problems with SR 162.
- Goal T 3** Establish a safe and convenient pedestrian and bicycle circulation system linking residential communities with key destinations.
- Goal T 4** Fund transportation facility improvements with federal, state, and local public and private sources.
- Goal T 5** Realize the vision for Washington Ave N/S as Orting's main street, providing high quality aesthetic design in conjunction with multi-modal mobility, pedestrian safety, and infill economic development.
- Goal T 6** Meet federal and state air quality requirements and work with state, regional and other local agencies to develop transportation control measures and/or mobile source emission reduction programs that may be warranted to attain or maintain air quality requirements.

VEHICULAR TRANSPORTATION POLICIES


STREET NETWORK

- Pol. T 1** Periodically update traffic forecasts and levels of service analysis on all arterials in the City.
- Pol. T 2** Provide adequate, system-wide capacity on arterial streets to avoid diversion of excess traffic from congested arterials to neighborhood streets.
- Pol. T 3** Maintain truck routes on Principal Arterials and enforce truck use accordingly.
- Pol. T 4** Develop the local street system to ensure encourage connectivity between adjacent developments where feasible, and provide connections to arterials from neighborhood collectors.
- Pol. T 5** Existing non-through (dead-end) streets shall be linked together

whenever practical.

- Pol. T 6 Minimize the use of cul-de-sacs, dead-end streets and other designs that reduce connectivity between neighborhoods.
- Pol. T 7 Protect street rights-of-way from encroachment by structures, fences, retaining walls, landscaping, or other obstructions to preserve the public's use of the right-of-way, and to ensure safety and mobility.

STREET CLASSIFICATION

- Pol. T 8 Establish a consistent classification of streets as Principal, Minor, and Collector Arterials, Neighborhood Collector Streets and Local Streets according to function, based on federal, state, and regional guidelines so that needed traffic capacity may be preserved and planned street improvements will be consistent with those functions.
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- Washington Ave S.*
- Pol. T 9 Limit the number of residences that can be served by a dead end/ cul-de-sac street.

STREET DESIGN STANDARDS

- Pol. T 10 Maintain a comprehensive street improvement plan for city streets that implements the desired streetscape for each functional classification. Arterial street standards shall provide guidance on the width of lanes, driveway access, right-of-way width, sidewalks median treatments, setbacks, lighting, pedestrian facilities, landscaping, or other improvements.
- Pol. T 11 Design street improvements to fit the character of areas they serve.
- Pol. T 12 Maximize and maintain the capacity of arterial streets through the provision of turn lanes and other auxiliary lanes rather than street widening solutions.
- Pol. T 13 Encourage shared use of driveways served by arterials.
- Pol. T 14 Use street design standards to minimize pavement widths while accommodating on-street parking, and allowing cars to pass, thereby

slowing the speed of vehicles on local streets, improving pedestrian safety and allowing for landscaping.

- Pol. T 15 Require safe, attractive sidewalks on all new streets. Implement a program to improve pedestrian and bicycle use of existing streets.
- Pol. T 16 Provide comprehensive street lighting, including lights for pedestrians on sidewalks and trails, using such factors as adjacent land uses, hazardous street crossings, transit routes, schools, and parks.

TRAFFIC SAFETY

- Pol. T 17 Monitor traffic accidents, citizen input/complaints, traffic violations, and traffic growth to identify and prioritize locations for safety improvements.
- Pol. T 18 Consider the use of devices that increase safety of pedestrian crossings such as flags, in-pavement lights, raised crosswalks, colored and textured pavements.
- Pol. T 19 Consider the use of devices that increase safety of bicycle crossings such as signage, in-pavement lights, visibility improvements and textured pavements.



Kansas St SW and Calistoga St W.

NEIGHBORHOOD TRAFFIC CONTROL

- Pol. T 20 Consider design options for application of neighborhood traffic calming devices such as median barriers, speed humps, speed tables, raised crosswalks, raised intersections, traffic circles, roundabouts, chicanes, chokers, neck-downs, and textured pavements on local streets where traffic and pedestrian safety is of concern. Neighborhood Collectors shall receive the first priority followed by other local streets. Installation of neighborhood traffic control devices shall be avoided on arterials.

PROPERTY ACCESS

- Pol. T 21 Minimize local property access on Principal and Minor arterials.
- Pol. T 22 Consolidate existing access driveways on arterials when street improvements are implemented, or redevelopment proposals are made.

ENVIRONMENTAL

- Pol. T 23 Participate in regional efforts to improve air quality by promoting alternatives to the single occupant vehicles; use of cleaner fuels; implementing transportation demand management goals and policies and maintaining or improving the operating efficiency of the transportation system.
- Pol. T 24 Mitigate noise impacts when designing future roadway improvements.
- Pol. T 25 Reduce the amount of impervious surfaces (e.g., streets, driveways) to the extent practicable.
- Pol. T 26 Minimize harmful pollutants generated by transportation-related construction, operations, and maintenance activities from entering surface and groundwater resources.

LEVEL OF SERVICE

- Pol. T 27 Maintain intersection level of service (LOS) according to the following standards:
 - a. ~~LOS C~~ on all arterial intersections ~~in the Mixed Use Town Center~~
 - b. LOS D on all other arterial intersections
- Pol. T 28 Transportation improvement projects, strategies and actions needed to serve new developments shall be in place at the time new development occurs or be financially committed and scheduled for completion within six years of permit approvals.

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LAND USE/TRANSPORTATION

- Pol. T 29 Consider the effect of the City's growth and transportation improvement programs on other adjacent jurisdictions through coordination with county, state, and regional agencies.

DEVELOPMENT IMPACT MITIGATION

- Pol. T 30 Maintain and apply standardized transportation impact mitigation procedures and strategies.
- Pol. T 31 Require dedication of right-of-way as a condition of development approval when the need for such right-of-way is determined in the permit approval process
- Pol. T 32 Maintain a right-of-way use permit process to minimize environmental

and traffic impacts during construction.

PEDESTRIAN AND BICYCLE POLICIES

- Pol. T 33 Promote pedestrian and bicycle networks that safely access commercial areas, schools, transit routes, parks, and other destinations within Orting and connect to adjacent communities, regional destinations and routes.



Foothills Trail.

- Pol. T 34 Require new development to ensure safety, comfort and convenience of pedestrians and bicyclists.
- Pol. T 35 Designate and construct segregated internal pedestrian circulation systems in new or redeveloping commercial-retail districts. Provide connectivity ~~to nearby transit stops~~ using sidewalks, landscaping, covered walkways, or other treatments.
- Pol. T 36 Promote a comprehensive and interconnected network of pedestrian and bike routes within and between neighborhoods.
- Pol. T 37 Require trail routes and/or sidewalks where appropriate in PUD, plat and short plat approvals.
- Pol. T 38 Work progressively to provide and maintain sidewalks in established neighborhoods. Priority shall be given to ~~all public facilities such as transitschool bus routes, schools and parks, and multi-family housing, commercial areas, and~~ gaps in the existing sidewalk system.
- Pol. T 39 Provide striped, on-street bicycle facilities on arterial streets on paved shoulders or within wide curb lanes to ensure safety for bicyclists.
- Pol. T 40 Ensure that sidewalks meet requirements of the Americans with Disabilities Act.
- Pol. T 41 Identify non-motorized facility improvements on school walk routes to increase pedestrian safety.
- Pol. T 42 Require secure (racks and lighting) bicycle parking at commercial and institutional facilities along with automobile parking.

Pol. T 42Pol. T 43 Work to implement related non-motorized transportation

recommendations in the Orting Parks, Trails, and Open Space Plan and the Shoreline Master Program.

REGIONAL AND LOCAL COORDINATION POLICIES

Pol. T 43Pol. T 44 Ensure coordination and consistency with state, regional and local transportation plans.

Pol. T 44Pol. T 45 Coordinate the Six-Year Transportation Improvement Program with adjacent jurisdictions' where City projects have regional implications.

Pol. T 46 Participate in regional transportation planning to ensure that the City's interests are reflected appropriately.

Pol. T 45Pol. T 47 Engage in joint planning for regional trail improvements with Pierce County, WSDOT, and adjacent communities.

FUNDING AND IMPLEMENTATION POLICIES

FUNDING

Pol. T 46Pol. T 48 Maintain a street utility for the purpose of supporting preservation and ongoing maintenance and operations of its transportation systems pursuant to RCW 82.80.

Pol. T 47Pol. T 49 Maximize outside funding from regional, County, State, or Federal sources.

Pol. T 48Pol. T 50 Emphasize multimodal enhancements to the transportation system in funding transportation programs.

Pol. T 49Pol. T 51 Ensure the adopted impact fee rate schedule reflects the current land use and transportation forecasts and needs.

Pol. T 50Pol. T 52 Update the six-year Transportation Improvement Program (TIP) annually to implement the Long-Range Capital Facility Plan.

IMPLEMENTATION

Pol. T 51Pol. T 53 Maintain and monitor a scheduled street maintenance program including regular street sweeping to ensure that all arterial and neighborhood collector streets shoulders and/or designated bike lanes and trails are clear of sand, glass, and debris.

SYSTEM AIR QUALITY POLICIES

~~Pol. T 52~~Pol. T 54 The City's transportation system shall conform to federal and state Clean Air Acts by maintaining conformity with the Metropolitan Transportation Plan of the Puget Sound Regional Council and by following the requirements of Chapter 173-420 of the Washington Administrative Code.

~~Pol. T 53~~Pol. T 55 Travel in modes other than single-occupant vehicles shall be encouraged. Transportation demand management strategies will be employed to discourage the use of single-occupant vehicles and to encourage non-motorized transportation.

~~Pol. T 54~~Pol. T 56 Consider air quality effects of future development when considering annexations, amendments to the Comprehensive Plan and development regulations, and during project review processes.

~~Pol. T 55~~Pol. T 57 Establish standards for the control of particulate matter on paved public roads.



Washington Ave N and Whitesell St NE/NW.