

# Chapter 6

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## INTRODUCTION

To achieve University Place’s vision and goals, the Transportation Element is designed to guide development of the City’s transportation system to serve the community as envisioned in this Plan. The transportation policies in this Element are designed to guide the actions of the City public agencies and private decisions related to individual developments.

In accordance with the Comprehensive Plan, significant amounts of new residential and commercial development, with associated population and employment growth, are forecasted. University Place’s growth targets and projections through 2035 are summarized in the Land Use Element. Land uses surrounding the City are assumed to develop in a pattern consistent with the regional strategies, including *VISION 2040* and *Transportation 2040*. Land use and transportation forecasts for surrounding areas are integrated into the assumptions underlying the transportation improvement identified in this Element.

In developing a transportation system that serves current and future needs, the policies in this Element support programs, projects and services with long term benefits to the community that address economic, social and environmental needs. University Place’s transportation policies promote long term community benefits by:

- Developing a transportation system that supports mixed land uses, particularly in the City’s Regional Growth Center; and
- Offering multimodal travel choices that are safe for all users.

In promoting such benefits, the City seeks to address the need for a better transportation system -- one that is accessible with connections between places, helps improve air quality through the use of alternative fuels that reduce greenhouse gas emissions, and is designed to encourage healthier lifestyles and independent living, particularly for vulnerable populations.

The overarching objectives of the Element are to:

- Ensure that the transportation system, including all programs, projects and services, whether funded, built or operated privately or by a public sector agency, serve to achieve the preferred land use pattern contained in the Land Use Element;
- Ensure that the transportation system provides for the mobility and access needs of those who live, shop, visit, work and recreate in University Place; and
- Ensure the safe and environmentally sound use of the transportation system, and limit the loss of life due to fatality accidents.

# STATE AND REGIONAL PLANNING CONTEXT

## ***GROWTH MANAGEMENT ACT***

The Washington State Growth Management Act (RCW 36.70A) requires the City include a Transportation Element within its Comprehensive Plan. The Act identifies transportation facilities planning and, specifically, encouraging efficient multi-modal transportation systems based on regional priorities coordinated with local comprehensive plans, as a planning goal to guide the development and adoption of comprehensive plans and development regulations. The Transportation Element must include: (a) land use assumptions used in estimating travel; (b) facilities and services needs; (c) finance; (d) intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions; and (e) demand management strategies.

Two bills passed by the State Legislature in 2005 provide explicit policy direction to increase physical activity levels in Washington State by requiring an increase in the number of active community environments through urban planning and infrastructure development.

ESSB 5186 requires jurisdictions to specifically employ land-use and transportation approaches to promoting physical activity under the GMA. The Transportation Element must: “Include a pedestrian and bicycle component to include collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles” [RCW 36.70A.076(6)(a)(7)].

2SHB 1565 encourages a multimodal transportation approach. Specifically, the “Transportation Element required by RCW [36.70A.070](#) may include multimodal transportation improvements or strategies that are made concurrent with the development, in addition to improvements or strategies to accommodate the impacts of development authorized under RCW [36.70A.070](#)(6)(b).

## ***COMMUTE REDUCTION EFFICIENCY ACT***

The Commute Reduction Efficiency Act of 2006 (RCW 70.94.521-531) goal is to reduce congestion on the roadway network and help address the air pollution issues within the urban areas. This Act requires local governments to work with their larger employers to develop and implement strategies for reducing their single occupant auto trips. Jurisdictions affected by the commute trip reduction (CTR) law are required to develop local CTR plans that include the documenting of local transportation settings of the affected work sites and the strategies by which the rate of single occupant vehicle use may be reduced.

## ***VISION 2040 MULTICOUNTY PLANNING POLICIES (MPP)***

*VISION 2040* offers an integrated approach to addressing land use and transportation, along with the environment and economic development. It calls for a clean, sustainable transportation future that supports the regional growth strategy. Sustainable transportation involves the efficient and environmentally sensitive movement of people, information, goods and services – with a special focus on safety and health. Sustainable transportation minimizes

the impacts of transportation activities on air, water, and climate. It includes the design of walkable cities and bike-able neighborhoods, as well as using alternatives to driving alone. It relies on cleaner, renewable resources for energy.

The transportation-related multicounty planning policies in *VISION 2040* are presented in three groups. The first group of policies calls for maintaining, preserving, and operating the existing transportation system in a safer and more efficient way. They advance transportation that is less polluting. The second group of policies call for developing the system to support the regional growth center, particularly travel within and between centers. Investments are to be prioritized to serve centers and to support pedestrian-oriented, mixed-use development. The policies address complete streets to serve all users, green streets that are better for the environment, and context-sensitive design that guides the development of transportation facilities to better fit within the context of the communities in which they are located. There are policies addressing nonmotorized transportation as well as freight. The final group of policies addresses greater transportation options, including alternatives to driving alone, mobility choices for people with special needs, and avoiding new roads or capacity expansion in rural areas.

### ***PIERCE COUNTY COUNTYWIDE PLANNING POLICIES (CPP)***

The Pierce County Countywide Planning Policies is a written policy statement that establishes a countywide framework from which county and municipal comprehensive plans are developed and adopted. The framework is intended to ensure that municipal and county comprehensive plans are consistent.

The CPPs are intended to provide the guiding goals, objectives, policies and strategies for the subsequent adoption of comprehensive plans. CPPs that offer guidance for development of the Transportation Element include ones that address: *Transportation Facilities and Strategies; Natural Resources, Open Space, Protection of Environmentally-Sensitive Lands, and the Environment; Community and Urban Design, Health and Well-Being; and Promotion of Contiguous and Orderly Development and Provision of Urban Services.*

## **LOCAL PLANNING CONTEXT**

### ***TRANSPORTATION ASPIRATIONS***

Looking ahead 20 years...

***In the 2030s, University Place's transportation system offers people a variety of real choices for how they travel between where they live, work, shop and play.***

*Each year, more people walk, bicycle, carpool or use transit to travel within the City and to access the regional bus and light rail system. Land uses that reflect a vibrant community character have created a strong market demand for these options.*

*The City's transportation infrastructure reflects this by prioritizing more people-oriented travel that supports the community's land uses, manages its limited roadways most efficiently,*

*provides a transportation system that embodies the City's long term mobility goals, and achieves University Place's preferred land use pattern and vision.*

*The City has invested strategically and leveraged regional funds to ensure a safe, well-maintained system, improve transportation choices and mobility, and support the City's Regional Growth Center. Neighborhoods have increased access to the three districts located within the Regional Center, neighboring cities and the region. Significant investments in SR16, I-5, and regional and local transit routes have improved mobility for people and goods. In University Place roadway projects have been built where needed to improve safety and operating efficiency or to create more accessible connections. The City continues to maintain an effective system of access and circulation for delivery and freight. Streetscapes include lighting, are attractive and well designed, and enhance environmental quality for various travel modes.*

*In responding to significant energy costs and new vehicles' fuel options and technologies, the City has developed alliances with other agencies and the private sector to create new opportunities and efficiencies. In turn, these alliances support easy access to electric vehicle charging stations and other alternative fueling infrastructures, as well as access to information about travel conditions, incidents, and transit arrival and departure times.*

## **MAJOR TRANSPORTATION ISSUES**

- Developing, maintaining and managing an economically sustainable transportation system that supports the efficient movement of people, information, goods and services in a manner that is sensitive to community character and the environment, supportive of the economy, and protective of the safety, health and well-being of University Place residents, employees, and visitors.
- Ensuring the capacity of Bridgeport Way and other major arterials and intersections will accommodate projected population and employment growth in the region.
- Maintaining deteriorating roadways on a regular basis to provide a safe and comfortable road system that meets the needs and expectations of the community.
- Providing sidewalks, pedestrian paths and bicycle lanes throughout the City to provide safe and convenient passage for pedestrians and cyclists and to encourage walking and biking as an alternative to driving.
- Establishing a sustainable funding source for transportation facilities and services in order to maintain the existing network and respond to growth demands.
- Coordinating with local and regional transportation agencies and adjoining jurisdictions - including Tacoma, Fircrest, Lakewood and Pierce County, to ensure development of an efficient multimodal transportation network.
- Amending the City's plans and regulations to ensure consistency with the Puget Sound Regional Council's *VISION 2040*, and *Transportation 2040*, the Regional Transportation Plan, which contain specific growth management goals, policies and actions for cities with regional growth centers.
- Accommodating projected population and employment growth in the Regional Growth Center and other existing multi-family and commercial areas.
- Planning for natural disasters and large special events that can impact the community.

- Identifying and securing grant funding, which tends to be available for projects that add multi-modal components to existing facilities -- but not for projects that focus on adding vehicle capacity to meet level of service capacity needs.
- Establishing partnerships among community members, including residents, emergency responders, and others who work in some official capacity relating to transportation system infrastructure and performance, to increase support for alternative modes of transportation and the users of these modes.

## **GOALS AND POLICIES**

This Element contains the transportation goals and policies for the City of University Place. The following goals establish broad direction for transportation planning while the policies provide strategies for achieving the intent of each goal. Goals are preceded by an initial background statement that provides an intent or purpose for each goal.

### ***A MULTIMODAL TRANSPORTATION NETWORK***

The automobile is expected to remain the dominant mode of transportation for the foreseeable future. However, there appears to be increasing demand for, or desire to use, other forms of transportation. Mass transit, ride-sharing, biking, walking, as well as driving personal vehicles, are increasingly in the mix of choices being considered and used. In today's society, expanding the use of modes of transportation other than the privately-owned automobile will be important in reducing congestion on roadways, emissions, and fuel consumption. Improving circulation in the City for all modes of transportation will help promote the safe, convenient and reliable movement of people, goods and services.

A well-integrated multimodal transportation network will help support the City's other growth management goals and policies including those addressing economic vitality and livability. It will improve accessibility for all regardless of socioeconomic status or individual ability. It can be designed in such a way that it enhances the community around it and be compatible with natural systems. And, it can enhance University Place's role in the regional economy by supporting economic development within the City's Regional Growth Center.

### **GOAL TR1**

**Develop, maintain and operate a multimodal transportation system that provides for the safe, efficient and reliable movement of people, goods and services.**

#### **Policy TR1A**

Create a transportation network that includes vehicle, pedestrian, bicycle and transit components located throughout the City -- and connecting to adjacent communities -- to provide for the safe, efficient, convenient and reliable movement of people, goods and services.

#### **Policy TR1B**

Refine and implement the City's *Complete Street* design standards to provide safe and convenient access for all modes of transportation including private motor vehicles, transit, cyclists and pedestrians, thereby increasing capacity, increasing safety, and improving

street aesthetics and walkability. Include amenities in street designs, including trees and other landscaping, street lights, benches and waste receptacles to add to the pedestrian experience and further calm traffic.

#### **Policy TR1C**

Employ Context-Sensitive Design techniques in transportation projects that take into consideration aesthetics, historical and cultural elements, the environment, and other aspects of community character, while ensuring safety and accessibility.

#### **Policy TR1D**

Classify streets and arterials to reflect their desired use and function consistent with state and regional classifications. Classification should be based on present and future traffic volumes and the type of land uses along the streets.

#### **Policy TR1E**

Develop Mode Split Goals for the University Place Regional Growth Center consistent with VISION 2040 requirements. Establish these goals by defining mode categories to measure, e.g., all trips or just trips to work, determining existing mode splits, evaluating mode split trends, and predicting future mode splits. Mode splits will measure the daily trips made by travelers using different modes of transportation including single or high occupancy vehicles, transit, walking, or bicycling. The development of mode split goals should be done concurrently with the regional growth center subarea planning described in the Land Use Element.

### ***ACCESSIBILITY TO TRANSPORTATION***

Approximately one-third of the population does not drive or have access to an automobile. This group includes people who choose not to drive, people without licenses or with disabilities, people who are not able to afford a car, and young people under the driving age. These people rely on others to provide them private automobile mobility, public transit, walking and cycling. Providing facilities for all modes of transportation will help enable these individuals to meet their transportation needs and more fully participate in society.

### **GOAL TR2**

**Transportation improvements within the City should ensure alternative transportation choices are available to underserved areas and provide mobility choices for people with special needs including persons with disabilities, the elderly, young and low-income populations.**

#### **Policy TR2A**

Ensure compliance with Americans with Disabilities Act (ADA) requirements by making all street sidewalk and curb ramp areas accessible to all pedestrians, including those with disabilities, by constructing new pedestrian facilities in compliance with the ADA, and upgrading existing facilities to remove barriers and improve accessibility. Improvements should include appropriate pavement markings and signalization and facilitate the use of transit.

### **Policy TR2B**

Design and build *Complete Streets* with facilities for all modes of transportation. Connect residential neighborhoods to commercial mixed-use centers and public transit with sidewalks, paths and bike lanes to provide greater access to transportation choices for those who do not drive and those who have limited mobility resources.

## ***TRANSPORTATION SAFETY***

Transportation safety is affected by how the transportation system is designed, constructed, operated and maintained. Traffic conditions on residential streets can greatly affect neighborhood livability and environment. When streets are safe and pleasant, the quality of life is enhanced. When high vehicle speeds or excessive volumes of through traffic become a daily occurrence, residents' sense of community and personal well-being are threatened. These in turn can lead to related problems, such as collisions, conflicts with driveway access, and unreasonable safety risks for pedestrians and bicyclists. Generally, higher rates of speed equate to much higher fatality rates when vehicle-pedestrian accidents occur.

### **GOAL TR3**

**Improve the safety of the transportation system, reduce speeds and protect the quality of life in residential neighborhoods.**

#### **Policy TR3A**

Establish speed limits that reflect street function, adjacent land uses, and physical condition of the roadway. Promote travel at a lower rate of speed, where appropriate, to improve safety, help achieve the State's goal of zero deaths and disabling injuries, and create a more comfortable environment for pedestrians and cyclists. Achieve lower vehicular travel speeds through traffic calming and effective enforcement of appropriate speed limits.

#### **Policy TR3B**

Protect the quality of life in residential neighborhoods by monitoring traffic volumes and developing comprehensive, integrated and cost-effective traffic, bicycle and pedestrian safety improvements in residential areas. Such improvements may include sidewalks and pathways to connect to schools, parks, and transit stops. Additional improvements may include signage, bicycle facility and street improvements that include traffic calming design elements.

#### **Policy TR3C**

Establish and assign truck routes to the City's major delivery destinations along major arterials to avoid impacts on secondary arterials, collectors, and neighborhood streets. Heavy truck use of these streets, which are not designed to accommodate significant amounts of truck traffic, may increase maintenance and decrease safety.

#### **Policy TR3D**

Require shared access driveways and cross-access between developments when planning for public rights-of-way improvements and private development in order to reduce turning movement conflicts and enhance pedestrian and vehicular traffic safety. When

street improvements are implemented, consolidate private driveway access to properties along major, secondary, and collector arterials in order to reduce safety hazards and increase street capacity.

### **Policy TR3E**

Encourage the use of existing major arterials for the movement of through-traffic and freight in order to reduce the need for new capital projects and support the reliable movement of people, goods and services. Employ traffic calming measures on residential streets to discourage or slow neighborhood through-traffic.

### **Policy TR3F**

Use roundabouts, traffic circles, landscaped medians, pedestrian bump-outs and other traffic calming measures to reduce speeds and increase safety. Where appropriate, design these facilities to provide pedestrian refuge areas that reduce pedestrian crossing distances, reduce conflict points and enhance streetscape landscaping. Use other traffic calming measures that offer pedestrian protection such as on-street parking, or increase driver awareness of pedestrians through the use of textured pavement and signage.

### **Policy TR3G**

Avoid the creation of excessively large blocks and long local access streets that are uninterrupted by intersections, mid-block neck-downs, or other traffic calming elements in order to discourage higher motor vehicle speeds that reduce pedestrian and bicyclist safety.

### **Policy TR3H**

Avoid the construction of sidewalks next to street curbs and provide physical separation between traffic lanes and sidewalks to enhance pedestrian safety, add to sidewalk users' comfort, and encourage higher pedestrian usage. Wherever possible, separate pedestrians from traffic lanes by installing landscaped planter strips that include street trees.

## ***VEHICULAR AND PEDESTRIAN CIRCULATION***

Roadway, sidewalks, trails, designated bicycle areas, and other areas of public circulation should be designed to provide the highest level of safety for the protection of human life and to ensure that there are transportation choices for people of all ages and abilities. Pedestrian facilities must meet ADA accessibility requirements. Safe, convenient and interconnected transportation networks should be provided for all major modes of transportation. An integrated, safety-oriented pedestrian and bicycle system increases mobility choices, reduces reliance on single-occupant vehicles, provides convenient access to schools, designated centers, transit systems, parks and other recreation areas throughout the city, and encourages regular physical activity to enhance health and wellness.

### **GOAL TR4**

**Improve vehicular and pedestrian traffic circulation within the City to enhance the quality of life.**

#### **Policy TR4A**

Ensure that streets and sidewalks provide access between residential neighborhoods and areas that are common destinations, including commercial mixed-use areas, schools, and parks. Maintain and enhance continuity of the street and sidewalk pattern by avoiding dead-end and half-streets not having turnaround provisions and by requiring through-connections in new developments.

#### **Policy TR4B**

Seek opportunities to obtain private easements or use existing public rights-of-way or public easements to develop alternative routes or improved linkages between residential areas or from residential to parks and commercial areas. Work with property owners to create well-lighted pedestrian paths in established areas with poor connections. New pathways should tie into a network of walking trails and help improve pedestrian facility connectivity, thereby encouraging physical activity and overall health and well-being.

#### **Policy TR4C**

Design and improve residential collector arterials to reduce speeds and accommodate neighborhood concerns about safety, aesthetics and noise. Construct missing sections of these streets to improve emergency vehicle access and response times and overall transportation system connectivity. Design these street connections to have two travel lanes only, pedestrian and bicycle facilities, landscaping, streetlights, and other traffic calming elements that reduce speeds and enhance compatibility with adjacent residences.

#### **Policy TR4D**

Achieve a doubling of walking and biking over the planning horizon in accordance with federal and state goals while reducing collisions involving cyclists and pedestrians 5 percent per year.

### ***TRANSIT***

Transit is a key element of University Place's multimodal infrastructure and plays a critical role in providing connections, mobility and access both locally and regionally. PSRC's *VISION 2040* and *Transportation 2040* plans contain the regional growth and transportation strategies for the central Puget Sound region. These plans call for channeling future growth into regional growth centers and linking of these centers with light rail and other forms of transit. The Countywide Planning Policies for Pierce County expand on this strategy, providing guidelines for the designation and development of centers and measures to be taken by local jurisdictions in support of a regional high capacity transit system. PSRC and University Place's Comprehensive Plan have designated a Regional Growth Center for the Town Center, 27<sup>th</sup> Street Business, and Northeast Mixed Use Districts that warrants investment in transit to provide both local and regional connections.

### **GOAL TR5**

**Encourage use of public transportation to accommodate a larger proportion of the traveling public.**

**Policy TR5A**

Work with Pierce Transit to support the provision of local transit service on major, secondary, and collector arterials providing feeder service to residential areas and connections to adjacent jurisdictions. Local transit service should be expanded to serve the entire community including underserved neighborhoods and those individuals with special needs.

**Policy TR5B**

Coordinate with Pierce Transit and the Tacoma and University Place school districts to develop bus stops and shelters with seating to provide greater comfort for riders and encourage higher ridership.

**Policy TR5C**

Participate in Sound Transit's system planning process to help identify and evaluate potential options for system expansion, including alternatives that would extend light rail to portions of west Pierce County, including University Place. Work with Sound Transit and the community to determine long-term high capacity and express transit needs for the City and regional transportation partners. Consider Sound Transit's long-range plans to provide regional express bus service to the Tacoma Community College Transit Center during subarea planning for the City's Regional Growth Center. Work with citizens and other stakeholders to determine what regional high capacity transit modes and routes would best serve the community.

**Policy TR5D**

Use transit as a way to provide for access, circulation and mobility needs in University Place, especially in the City's Regional Growth Center, additional areas planned for higher intensity mixed-use development, and favorable pedestrian environments.

**Policy TR6D**

Support, and where appropriate require, the provision of bicycle racks or lockers at transit stops to simplify transit connections for bicyclists and encourage increased transit ridership.

***SIDEWALKS AND BICYCLE FACILITIES***

The needs of bicyclists, pedestrians and transit users must be integrated in all roadway projects. Sidewalk networks should be well connected with opportunities for regular safe street crossings. The availability of bicycle facilities can encourage people to bike rather than drive for short- and moderate-distance trips. If a roadway is designed to discourage vehicular speeding, it can be comfortably used by pedestrians and bicyclists alike. Transit-friendly design should support a high level of transit activity and include provisions for pedestrians safely crossing the street on their return trip.

Walking and bicycling provide numerous individual and community benefits related to health, safety, the environment, transportation and quality of life. People who cannot or prefer not to drive should have safe and efficient transportation choices.

## **GOAL TR6**

Develop facilities for pedestrians and bicyclists to achieve a walkable community to support active and independent living, health, environmental quality and cost savings for travel.

### **Policy TR6A**

Require sidewalk facilities on all new and substantially redeveloped public streets to enhance public safety. Ensure the provision of sidewalks in close proximity to schools to offer protection for children who walk to and from school. Assign high priority to projects that provide access to the City's Regional Growth Center, provide linkages to transit, and complete planned pedestrian facilities or trails. Provide pedestrian facilities on non-arterial streets to supplement principal pedestrian facilities located on arterials. Ensure that crosswalks, signing, and pedestrian-activated signals conform to the *Manual on Uniform Traffic Control Devices (MUTCD)*.

### **Policy TR6B**

Develop a system of bicycle routes that connects neighborhoods and is coordinated with surrounding jurisdictions to allow people to conveniently travel between and within neighborhoods and local parks, commercial mixed use areas and regional facilities. Coordinate the planning, design, and construction of these facilities with adjacent jurisdictions to ensure consistency with regional plans. Base the design and type of bicycle facilities on the design standards for the functional classification of the roadway.

### **Policy TR6C**

Require that during the project review process for new development or redevelopment:

- Projects are consistent with applicable pedestrian and bicycle plans, master plans and development standards;
- Planned facilities include required frontage and crossing improvements consistent with applicable pedestrian and bicycle plans;
- On-site bicycle trails and pedestrian facilities have formal, direct and safe connections between buildings and subdivisions and the general circulation system;
- New subdivisions and short plats include, consistent with state law, the required pedestrian facilities (frontage and off-site improvements) that assure safe walking conditions for students who walk to and from school;
- Construction and implementation of other multi-use trails and trail crossings, as described in the Park, Recreation and Open Space Plan, are coordinated with project review; and
- Safety and security considerations for pedestrians and bicyclists are factored into the review of development proposals.

### **Policy TR6D**

Pursue a *Bicycle Friendly Community* designation from the *League of American Bicyclists*. Consider the findings of the *League of American Bicyclists'* application feedback report in further developing the City's bicycle infrastructure and strengthening its policy and regulatory support for such improvements.

### **Policy TR6E**

Pursue a *Walk Friendly Community* designation from the UNC Highway Safety Research Center's *Pedestrian and Bicycle Information Center (PBIC)*. Consider the *PBIC* assessment tool findings in identifying areas of needed improvements that can form the framework for a more comprehensive pedestrian improvement plan.

### **Policy TR6F**

Adopt “Provide a Framework of Inter-Connected Sidewalks and Bicycle Facilities throughout the City” as a Level of Service standard for non-motorized transportation.

## **CONCURRENCY**

Transportation concurrency and level of service standards are key requirements of the GMA. By policy and regulation, the City of University Place is required to ensure that transportation programs, projects and services needed to serve growth are in place either when growth occurs or within six years. Regulations implementing concurrency and level of service (LOS) standards are contained in UPMC Chapter 22.20 Concurrency Management.

## **GOAL TR7**

**Maintain a consistent level of service on the arterial system that mitigates impacts of new growth and is adequate to serve adjoining land uses.**

### **Policy TR7A**

Except as otherwise designated, establish a capacity level of service (LOS) standard D for intersections and roadways on major arterials, secondary arterials, and collector arterials and minor streets where they intersect with a major or secondary arterial street.

### **Policy TR7B**

Ensure transportation facilities and services are in place concurrent with or within a reasonable time period to support growth as it occurs consistent with the Growth Management Act, as restated in *VISION 2040* and the Pierce County Countywide Planning Policies. Make sure facilities and services do not drop below the adopted level of service and thereby cause negative impacts such as congestion, diminished safety, environmental and health impacts. Ensure concurrency by requiring payment of traffic impact fees to be used for capacity improvements, using SEPA to mitigate development-related impacts, or requiring developers to pay a proportionate share of traffic mitigation measures to maintain the adopted level of service.

### **Policy TR7C**

Establish Quality Service Corridors within the Regional Growth Center and other commercial mixed-use areas where slower traffic is desirable to promote economic development and facilitate pedestrian safety. Apply a Level of Service E to designated Quality Service Corridors. Construct transportation improvements including curbs, gutters, sidewalks, landscape strips, streetlights and transit facilities to enhance pedestrian and bicyclist safety, support economic development, and contribute to an overall “Quality of Service.”

### **Policy TR7D**

Ensure that University Place's transportation concurrency management responses to growth have the effect of expanding travel choices and achieve a multimodal travel environment. Programs, projects and services in response to existing and growth-related travel include those that improve access and connections, including motor vehicle operations, public transit service levels, the walking and bicycling environment, and transportation demand management.

## **TRANSPORTATION REVENUE AND FUNDING**

The Capital Facilities Element's Six-Year Capital Improvements Plan for transportation facilities contains details of transportation revenue sources that the City can reasonably expect to receive during the life of the transportation facilities plan. Revenue sources vary widely in terms of the amounts available and the types of projects for which they may be used. In most cases, individual transportation projects are funded by a combination of funding sources, reflecting the fact that transportation projects have multiple purposes and serve multiple beneficiaries.

### **GOAL TR8**

**Develop an adequate and equitable funding program to make transportation improvements in a timely manner, as mandated by the Growth Management Act.**

#### **Policy TR8A**

Use regional, state, and federal funding sources for arterial street and other major improvements serving the City of University Place to ensure implementation of the City's transportation plan in an efficient, timely manner, concurrent with development. Ensure that the funding program recognizes and accommodates not only existing and future development in the City, but also regional traffic.

#### **Policy TR8B**

Supplement public funding sources with new revenue sources including, where appropriate, Local Improvement Districts (LIDs), traffic impact fees, a Transportation Benefit District and other funding sources. Ensure these new revenue sources are equitable and consistent with the benefits derived from improvements. Ensure that funding programs allow implementation of transportation improvements concurrently with development. Require new development to pay a fair share of the cost to serve it.

#### **Policy TR8C**

Collect traffic impact fees to ensure that transportation facilities necessary to support new development are adequate at the time the development is completed or shortly thereafter, without decreasing service levels below established minimum standards. Monitor the effectiveness of the City's traffic impact fee program and update fees as necessary to ensure that new development pays a proportionate share of costs for new facilities and services and does not pay arbitrary or duplicative fees for the same impact.

#### **Policy TR8D**

Secure grants available for sidewalk and bicycle lane improvements to implement alternative transportation action strategies and meet multi-modal and complete street goals and objectives.

## ***STREET MAINTENANCE AND MANAGEMENT***

The quality of life for many people is significantly affected by how well streets function for pedestrians, bicyclists, transit riders and motorists. To serve University Place well, streets require cost effective maintenance, safety and efficiency improvements.

### **GOAL TR9**

**Maintain the public street system to promote safety, comfort of travel, and cost-effective use of public funds.**

#### **Policy TR9A**

Administer a Pavement Management System (PMS) and comprehensive signage and markings program to address improvements for motorized and non-motorized travel and the impacts of present and projected land uses. Implement the PMS in a manner that can reduce the need to build higher cost capital improvements by extending the useful life of existing facilities. The maintenance program should include provisions for vegetation removal to improve sight distances, installing adequate crosswalk markings and signage, and repairing sidewalks as needed.

#### **Policy TR9B**

Protect the public investment in the existing transportation system by administering an effective maintenance and preservation program that lowers the overall life cycle costs of the transportation infrastructure and reduces the need for new capital facility improvements.

#### **Policy TR9C**

Utilize Transportation System Management (TSM) strategies to make the existing roadways more efficient. Maximize the efficiency of the existing roadway system to reduce or delay the need for system improvements. Use a variety of methods, including: coordinating traffic signal timing; implementing a signal retiming and coordination program to reduce delay and congestion at the City's signalized intersections as major improvements are implemented; making intersection improvements to facilitate turning movements; and restricting access along principal roadways.

## ***DEMAND MANAGEMENT STRATEGIES***

Transportation Demand Management (TDM) encompasses the range of actions and strategies that offer alternatives to single-occupant vehicle (SOV) travel and help to more efficiently use the transportation system. TDM focuses on more effectively using existing and planned transportation capacity, ensures the compatible use of the transportation system consistent with planned uses, helps accommodate growth consistent with community character and land use objectives, and serves to mitigate impacts and to better meet mobility needs.

## **GOAL TR10**

**Implement Demand Management Strategies to achieve efficient use of transportation infrastructure, increase the person-carrying capacity, accommodate and facilitate future growth, and achieve University Place’s land use objectives.**

### **Policy TR10A**

Utilize Transportation Demand Management strategies to achieve the City’s multimodal split targets to reduce congestion, emissions, fuel consumption and the need for new transportation facilities – especially new roads and capacity improvements. Continue coordinating with Pierce Transit on service levels, frequency and route location, and actively pursuing street improvements that include bike lanes, sidewalks and pedestrian crossings that provide a safe, convenient alternative to the use of the automobile. Consider developing vanpool and ride match programs in conjunction with Pierce Transit, advancing other private and public rideshare programs and systems, and actively promoting commute trip reduction practices, including complying with the requirements of the State Commute Trip Reduction

### **Policy TR10B**

Require large employers to implement a Commute Trip Reduction Program for employees, as mandated by the State Commute Trip Reduction Act.

### **Policy TR10C**

Implement TDM strategies that emphasize incentives rather than disincentives and avoiding the imposition of disincentives to single-occupant vehicle travel when the City determines that there is an absence of reasonable transportation alternatives.

### **Policy TR10D**

Provide physical features supportive of the use of alternative modes of travel and develop and maintain a list of acceptable TDM techniques and physical features.

### **Policy TR10E**

Encourage large employers to participate in Transportation Management Associations (TMAs) to support trip reduction activities.

### **Policy TR10F**

Support the development and implementation of TDM programs for both commute/ employer based, and non-commute/non-employer based sites including schools.

## **CONSISTENCY WITH PLANS AND POLICIES**

One of the most important planning tenets expressed in the Growth Management Act is the *consistency* requirement. With respect to transportation planning, University Place must ensure its transportation element is consistent with the land use element. This Element must be consistent with the City’s six-year capital improvement plans. There must be consistency between the City’s Comprehensive Plan, the Pierce County Comprehensive Plan, and the comprehensive plans of all municipalities within the County in accordance with the Pierce County Countywide Planning Policies. And, there must be consistency with the Puget Sound Regional Council’s (PSRC) Multicounty Planning Policies (MPPs).

## **GOAL TR11**

**Integrate land use and transportation planning to support active communities through the provision of a variety of travel choices, improve accessibility and mobility.**

### **Policy TR11A**

Make transportation choices based on projected population and employment growth that supports the distribution and intensity of land uses identified in the Land Use Element. Plan transportation facilities and services including roads, transit, pedestrian and bicycle keeping in mind the type and intensity of land uses -- including the location of high and low density housing, jobs, shopping, schools and parks.

### **Policy TR11B**

Within the Regional Growth Center, provide infrastructure and programs to support high occupancy vehicle use, local transit, regional high capacity transit and non-motorized transportation. Use mechanisms that can limit the use of single occupancy vehicles and encourage transit use including limiting off-street parking spaces, establishing maximum parking requirements, offering commute trip reduction programs, and implementing other transportation demand management measures. Locate higher densities and intensities of use close to transit stops to create a core area to support transit and high occupancy vehicle use. Pursue development of transit centers, bus pullouts, and other transit facilities. Establish incentives for developers to provide transit and transportation demand management supportive amenities to further encourage transit use. Design and construct *complete streets*, bicycle-friendly facilities including bike-activated signals and secure bicycle racks or lockers, and pedestrian pathways.

### **Policy TR11C**

Support VISION 2040 and the Regional Growth Strategy by promoting Transit Oriented Development and improving connections between the University Place Regional Growth Center and other growth centers. Work with Lakewood, Fircrest, Tacoma, Pierce Transit and Sound Transit to identify and improve transportation facilities between regional growth centers and along transit routes that connect them.

### **Policy TR11D**

Ensure Comprehensive Plan consistency with the Regional Transportation Plan, Transportation 2040, by prioritizing growth within the City's Regional Growth Center, supporting the development of a safe and efficient transportation network that supports a healthy environment and strong economy, encouraging increased utilization of clean and renewable energy and a reduction in greenhouse gas emissions, and promoting sustainable funding programs.

### **Policy TR11E**

Coordinate with state, regional and local transportation efforts to develop a highly efficient multimodal system that supports the Regional Growth Strategy. Coordinate with the State Department of Transportation, Puget Sound Regional Council, Sound Transit, the Pierce County Regional Council, Pierce Transit, BNSF, Pierce County and surrounding cities and

towns to integrate transportation systems for easy and efficient mobility of people, freight and services. Work with the City of Tacoma and transit providers on ways to provide multimodal opportunities along 56<sup>th</sup> Street between University Place and the Sounder Station at 56<sup>th</sup> Street and Washington in Tacoma.

## **ENVIRONMENTAL HEALTH**

The transportation system within University Place represents major public facilities whose quality of design, sensitivity to human needs, and integration with their surroundings can enhance an urban environment or erode it. The transportation system needs to be designed in a manner that contributes to the long-term benefit of the community and supports University Place's environmental health policies.

### **GOAL TR12**

**Reduce environmental impacts associated with transportation infrastructure and operations.**

#### **Policy TR12A**

Enhance strategies that improve air quality and reduce greenhouse gas emissions. The City should continue to build *complete streets* with sidewalks and bike lanes, coordinate with transit agencies, and build green streets to improve air and water quality. The City should develop infrastructure to encourage the use of electric and low emission vehicles by including electric vehicle charging stations in new and substantially redeveloped public facilities. As electric and low emission vehicle technology advances, the City should revise its regulations to encourage use of this technology.

#### **Policy TR12B**

Formalize the City's "Green Streets" program through adoption of design standards to improve water quality and create more appealing streetscapes. Emphasize the use of landscaping elements in street improvement projects that help curb stormwater runoff – bioswales, planters, rain gardens, and street trees – and that are mutually beneficial for mobility and ecology. Design these green elements to be deterrents of crashes and injuries and contribute to a more comfortable and visually interesting environment for all users. When designing *complete streets*, include plants and trees to clean runoff and manage stormwater at the site. Use traffic-calming elements like roundabouts, traffic circles, chicanes, islands, and curb extensions to provide site opportunities for bioswales, street trees, and rain gardens.

#### **Policy TR12C**

Develop strategies to reduce solid waste including the use of recycled materials in street paving and other maintenance projects in order to lower costs and reduce landfill use, provided the strategies and materials meet cost and durability objectives.

### **GOAL TR13**

**Consider benefits and impacts to health in the design of transportation infrastructure by providing opportunities for exercise, and reducing exposure to air, water and noise pollution.**

### **Policy TR13A**

Identify gaps in bike lanes and sidewalks and opportunities for pathway and trail connections between neighborhoods and to parks and schools to encourage greater pedestrian facility use and reduce reliance on automobiles. Construct improvements to the Chambers Creek and Leach Creek trail system to provide connections between parks and neighborhoods for walkers and cyclists.

### **Policy TR13B**

Design, build and maintain bike lanes, sidewalks, paths and trails to expand opportunities for walking and biking to improve individual and community health. Provide transportation facilities that are walkable and bicycle friendly to improve economic and living conditions so that industries and skilled workers continue to be retained and attracted to the City.

### **Policy TR13C**

Concentrate population and employment growth in the Regional Growth Center and other areas served by transit routes to reduce environmental impacts associated with growth and the construction of additional infrastructure. Integrate transportation and land use planning to meet environmental goals by reducing the impacts of the transportation system such as contaminated storm water run-off, greenhouse gas emissions, noise pollution and energy consumption.

## ***DISASTER PLANNING***

Safety planning and mitigation, including strategies for protecting the transportation system from disasters, are multidisciplinary efforts that can significantly improve the livability of the community. Many opportunities exist to implement relatively low-cost but effective safety measures at the local level. The City of University Place is committed to protecting its transportation system and making it safe for users of all modes of travel.

### **GOAL TR14**

**Protect the City's transportation system against disaster, and develop prevention and recovery strategies and coordinated responses.**

### **Policy TR14A**

Inspect and, if necessary, retrofit or reconstruct bridges to prevent failure in case of a seismic or other catastrophic event. Seek funding to retrofit, or if necessary replace, Chambers Creek Bridge.

### **Policy TR14B**

Develop street connections for improved emergency vehicle access, including an extension of 57th Avenue West north to Cirque Drive, and elimination of a gap in Alameda Avenue between 67<sup>th</sup> Avenue and Cirque Drive. Explore funding opportunities from agencies that provide for disaster mitigation to help pay for engineering and construction.

## Policy TR14C

Work with partner organizations including the Department of Homeland Security's Federal Emergency Management Agency (FEMA) and Pierce County Emergency Management to prepare for disasters by developing prevention and recovery strategies. Participate in emergency management preparedness training opportunities for transportation facilities. The City should consider using Code Red to inform residents of current or pending disasters or emergencies that impact the transportation system

## BACKGROUND INFORMATION

As groundwork for preparing the Transportation Element, the City prepared a Transportation Plan that includes a review of existing transportation conditions, traffic forecasts, level of service standards, recommended transportation improvements, and financial analysis and concurrency. This Transportation Element relies considerably on information developed in the Transportation Plan.

### **EXISTING CONDITIONS**

#### **Roadway Network**

In Washington State, classification of streets is necessary for receipt of state and federal highway funds. State law requires that cities and counties adopt a street classification system that is consistent with state and federal guidelines.

The roadway network in University Place consists of a hierarchy of streets that increasingly focus and concentrate traffic as one travels from residential neighborhoods toward commercial, mixed use and light industrial areas of the community. These streets are classified by their function, according to the character of the service they are intended to provide. Designation of functional classifications for streets is an integral part of managing street use and land use development. The City's functional classification system can be used for planning new routes, improvements to existing streets, and planning for area development in concert with the transportation network and providing minimum design standards or criteria to encourage the use of the street as intended. **Figure 6-1** depicts University Place arterial functional classifications. Definitions for each functional classification are presented below. Streets are divided into major (or principal) arterials, secondary arterials, collector arterials, neighborhood collector arterials, and local access streets in accordance with regional transportation needs and the functional use each serves. Function shall govern rights-of-way, road width, and road geometrics.

- Major Arterials. Major arterials provide service for major traffic movements within the City. They serve major centers of activity, intra-area travel between University Place and other suburban centers, between larger communities, and between major trip generators. Major arterials serve the longest trips and carry the major portion of trips entering and leaving the overall area. Typically they are one of the highest traffic volume corridors in the City. The design year ADT is approximately 5,000 to 30,000 vehicles per day or more. They frequently carry important intra-urban and inter-city bus routes.

The spacing of major arterials usually varies from about one mile in highly developed business areas to five miles or more in rural areas. Service to abutting land is subordinate

to the provision of routes for major traffic movements. It is desirable to place arterials on community and neighborhood boundaries or adjacent to, but not through, major shopping centers, parks, and other homogeneous areas.

- Secondary Arterials. Secondary arterials interconnect with and augment the major arterial system. Secondary arterials connect major arterials to collector arterials and small generators. They provide service to medium-size trip generators, such as less intensive commercial development, high schools and some junior high/grade schools, warehousing areas, active parks and ball fields, and other land uses with similar trip generation potential. They distribute travel to smaller geographic areas and communities than those identified with the major arterial system. They provide routes for trips of moderate length and somewhat lower level of travel mobility than major arterials. The design year ADT is approximately 2,500 to 15,000.

Spacing of secondary arterials is usually less than one mile in fully developed areas. They provide intra-community continuity and are typically a continuous street with a direct rather than a meandering alignment. They may carry local bus routes. Secondary arterials allow for more emphasis on land access than the major arterial system. They usually do not penetrate identifiable neighborhoods.

- Collector Arterials. Collector arterials distribute trips from major and secondary arterials to the ultimate destination, or may collect traffic from local streets and channel it into the major and secondary arterial systems. They carry a low proportion of traffic traveling through the entire subarea; they carry a high proportion of local traffic with an origin or destination within that area. Design year ADT is approximately 2,500 to 15,000. They may be on a somewhat meandering alignment and need not be particularly long or continuous. Spacing is typically about one-quarter mile in developed areas. Collector arterials provide both land access service and traffic circulation within residential neighborhoods, commercial, and industrial areas. They may penetrate identifiable residential neighborhoods.
- Neighborhood Collector Arterials. Neighborhood collector arterials distribute traffic between more principal traffic routes and local service streets within neighborhoods. All of them serve as fire response routes, some may be transit streets, and some may be designated as bike routes. Because neighborhood collector arterials serve multiple purposes, their use must strike a balance between efficiently moving traffic and preserving neighborhood livability.

Neighborhood collector arterials are found only in residential neighborhoods and provide a high degree of access to individual properties. This classification is not applied to streets in commercial and industrial areas. Both right-of-way and paving widths are typically narrower than on other arterials. Left-turn lanes are only infrequently used on neighborhood collector arterials, and then only at intersections having higher volumes. A great deal of flexibility exists for on-street parking on this street type. On most neighborhood collectors, bicycles share the travel lane with other motor vehicles, eliminating the need for striped bicycle lanes. Exceptions to this can occur in situations

where traffic volumes or speeds, roadway geometry, or other factors suggest that striped lanes will provide a safer design. Design year ADT is approximately 800 to 3,000.

- Local Street System. The local street system provides circulation and access for residential neighborhoods away from the arterial system. The local street system consists of local feeder streets, neighborhood streets, access lanes, private streets, and alleys. Local streets should be designed for a relatively uniform, low volume of traffic upon full development. The system should be designed to discourage excessive vehicle speeds, maximize pedestrian connectivity and safety, and minimize the necessity for traffic control devices.
- For developments or neighborhoods of moderate size or larger, the streets serving as primary access to and from the bordering arterial system should be considered for collector arterial classification. Traffic generators, such as schools or churches, within residential areas should be considered within the local circulation pattern, not only from within the subdivision, but from adjacent neighborhoods as well. There should be a limited number of access points with the arterial streets that border the subdivision.
- Local feeder streets serve as primary access to the development from the adjacent street system. They distribute traffic from local streets in residential neighborhoods and channel it to the arterial system. There are usually no bus routes, with the possible exception of school bus routes. They directly serve any major traffic generators within the neighborhood, such as an elementary school or a church. They usually serve one moderate-size neighborhood or a combination of a few small developments, rather than interconnecting two or more larger neighborhoods. They serve little, if any, through traffic generated outside the neighborhood. Typical ADT may reach up to 1,500.
- Neighborhood streets provide direct access from abutting land to the local street system. There are usually no bus routes on neighborhood streets. They are typically internal subdivision streets providing circulation within the subdivision or between subdivisions. Service to through traffic is deliberately discouraged. Cul-de-sacs are prohibited on neighborhood streets in small lot developments and discouraged in other locations. Such cul-de-sacs must include a central green court consistent with the City's low impact development goals and objectives. Typical ADT may reach up to 1,000.
- Access lanes are designed to accommodate traffic between clusters of dwelling units, most commonly within small lot developments. They are the smallest street sections that serve emergency vehicles. Access lanes with a hammerhead, central green court or auto courtyard are allowed in lieu of cul-de-sacs, which are prohibited. Private streets are streets privately owned and maintained by the owners of the parcels accessing the street.
- Alleys are public or private streets providing access to the rear boundary of two or more residential properties that front a public street or a common open space area that fronts a public street. Alleys are not intended for general traffic circulation.

### **Arterial Street Inventory (Existing Facilities)**

The major, secondary and collector arterials serving the University Place area form a grid system running east-west and north-south. The roadways either lead to residential areas with more circuitous local street connections or to principal state arterials such as State Route 16 (SR 16) or Interstate 5 (I-5).

Key north-south roadways from east to west within the grid system include:

- South Orchard Street, a major north-south Tacoma arterial traveling between the cities of Fircrest, Tacoma, and University Place, where the west right-of-way line provides the boundary with the City of Tacoma;
- 67<sup>th</sup> Avenue West, a secondary north-south arterial between the northerly city limits at 19<sup>th</sup> Street West and Bridgeport Way West on the south;
- Bridgeport Way West, the primary north-south major arterial that runs through the City's Town Center and provides a route to SR 16 to the north and I-5 to the south; and;
- Grandview Drive West, a collector arterial located on the west side of University Place between 27<sup>th</sup> Street West on the north and 64<sup>th</sup> Street West/Chambers Creek Road on the south.

Key east-west roadways from north to south within the grid system include:

- South 19<sup>th</sup> Street, a collector arterial located on the northern boundary of University Place, where the southerly right-of-way line provides the boundary with the City of Tacoma;
- 27<sup>th</sup> Street West/Regents Boulevard, a major arterial between 67<sup>th</sup> Avenue West and Bridgeport Way West, and a secondary arterial between Bridgeport Way West and Grandview Drive West;
- 40<sup>th</sup> Street West, a secondary arterial between Olympic Boulevard and Orchard Street West;
- Cirque Drive West, a secondary arterial that provides a connection between residential areas on the west side of University Place to Interstate 5 to the east; and
- Chambers Creek Road/64<sup>th</sup> Street West, a secondary arterial on the south side of University Place that roughly parallels Chambers Creek Canyon.

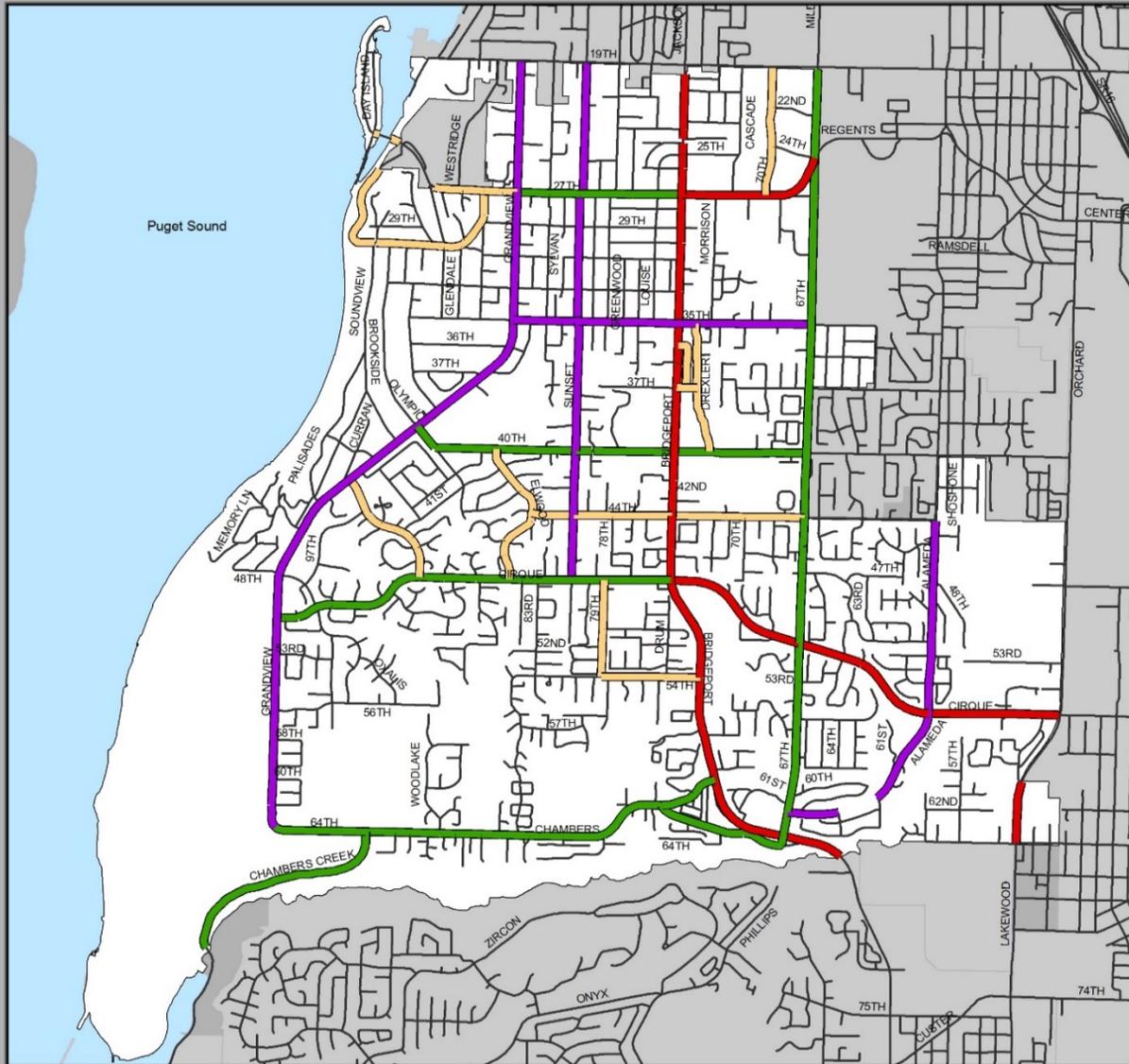
**Figure 6-2** shows characteristics of arterial roadways in University Place including lanes and medians. **Figure 6-3** shows the location and type of traffic controls along these arterials.

The City's Transportation Plan includes additional information regarding City arterial streets. This includes an inventory of the number of lanes, lane width, shoulder type and width, pavement condition and speed limits for each arterial.

### **Traffic Volumes**

Daily traffic volumes in 2010 at 60 locations throughout the City are shown in **Figure 6-4**. This figure shows that Bridgeport Way carries the largest daily traffic volumes in the City ranging from 19,000 to 26,900 vehicles per day. Volumes on other key arterials range from 1,200 to 19,500 vehicles per day.

# Figure 6-1 Functional Classification



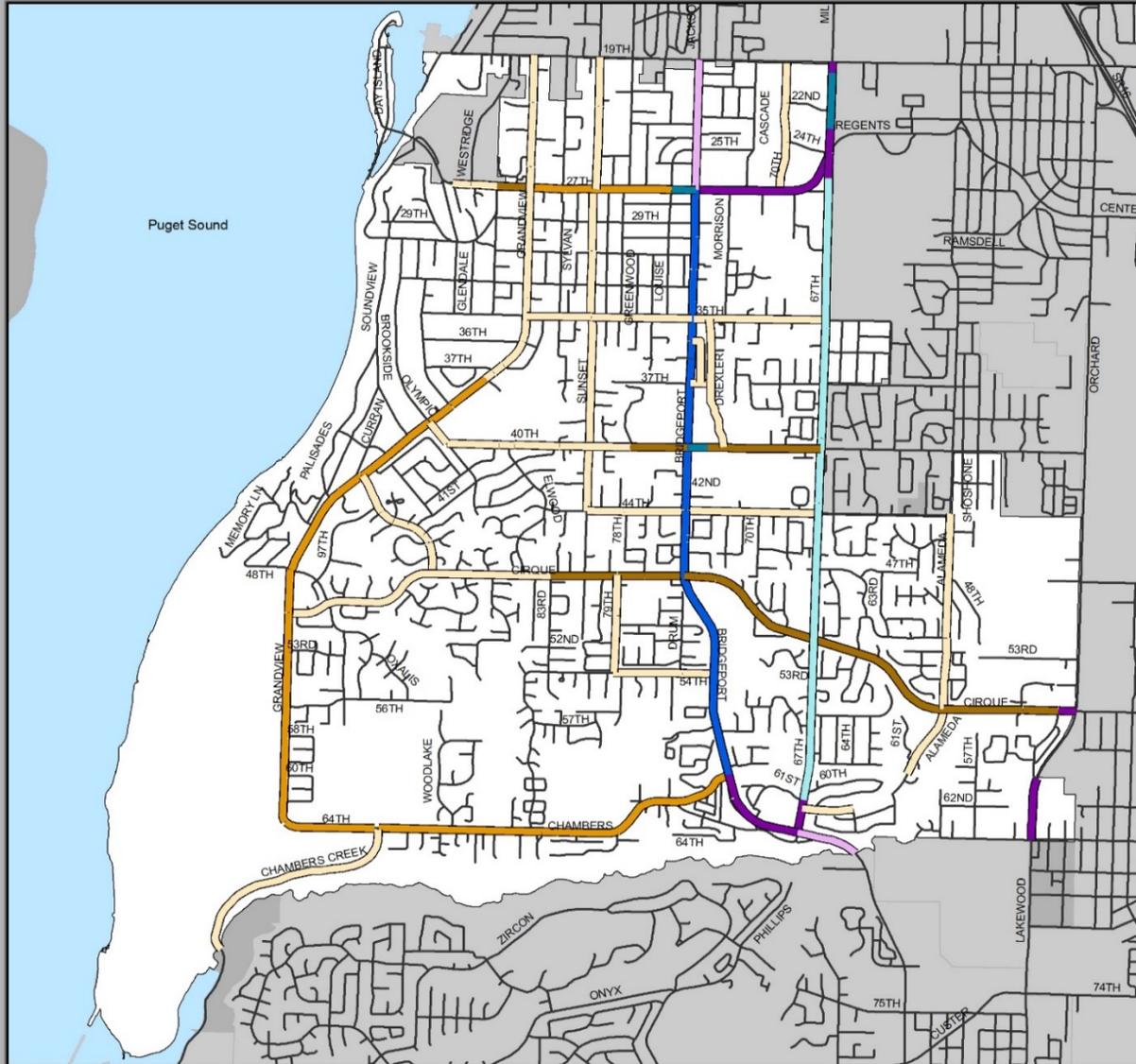
- |   |  |
|---|--|
| <span style="color: red;">—</span> Major Arterial       | <span style="color: purple;">—</span> Collector Arterial     |
| <span style="color: green;">—</span> Secondary Arterial | <span style="color: orange;">—</span> Neighborhood Collector |



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## Figure 6-2 Arterial Roadway Sections



- |  |  |
|--|--|
|  2 Lane                       |  3 Lane with Center Turn Lane |
|  2 Lane with Center Median    |  4 Lane                       |
|  2 Lane with Center Turn Lane |  4 Lane with Center Median    |
|  3 Lane with Center Median    |  4 Lane with Center Turn Lane |



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## **Levels of Service (LOS)**

Level of service (LOS) standards are measures describing both the operational conditions within a traffic stream and the perception of these conditions by motorists and/or passengers. Each LOS describes traffic conditions in objective terms such as speed, travel time, or vehicle density (i.e. number of vehicles per mile). The conditions are also qualitatively described in terms of a driver's ability to change lanes, to safely make turns at intersections, and to choose their own travel speed.

The LOS grading ranges are from A to F. LOS A describes conditions when no delays are present and low volumes are experienced. LOS E, on the other hand, represents an "at capacity" condition under which no more vehicles could be added to the intersection or road segment without a breakdown in traffic flow. LOS F indicates long delays and/or forced traffic flow. In most jurisdictions in the Puget Sound region, LOS D or better is defined as acceptable, LOS E as tolerable in certain areas, and LOS F as unacceptable.

The following summarizes level of service (LOS) characteristics for signalized intersections and unsignalized intersections.

### **a) Signalized Intersection LOS Characteristics**

- LOS A Traffic is light. Most vehicles arrive when the light is green and do not stop at all. Vehicle Delay Range is 0.0 to 10 seconds.
- LOS B Conditions are similar to LOS A, but more vehicles are forced to slow or stop at the light. Vehicle Delay Range is >10 to 20 seconds.
- LOS C The number of vehicles stopping is significant and individual cycle failures may begin to appear. Vehicle Delay Range is >20 to 35 seconds.
- LOS D Longer delay may result from longer cycle lengths, poor progression, and/or more traffic. Many vehicles stop and cycle failures become noticeable. Vehicle Delay Range is >35 to 55 seconds.
- LOS E This is the limit of acceptable delay. Cycle failures become a frequent occurrence. Vehicle Delay Range is > 55 to 80 seconds.
- LOS F Delays are considered unacceptable to most drivers. This often occurs when arrival rates exceed the capacity of the intersection. Vehicle Delay Range is more than 80 seconds.

### **b) Unsignalized Intersection LOS Characteristics**

- LOS A Average total delay is less than or equal to 10 seconds per vehicle.
- LOS B Average total delay is between 10 and 15 seconds per vehicle.
- LOS C Average total delay is between 15 and 25 seconds per vehicle.
- LOS D Average total delay is between 25 and 35 seconds per vehicle.
- LOS E Average total delay is between 35 and 50 seconds per vehicle.
- LOS F Average total delay is greater than 50 seconds per vehicle.

The City performed LOS analyses for existing intersections. The results are as follows:

### Intersections

Results of a 2010 intersection PM “peak hour” LOS analysis for University Place are shown in **Figure 6-5**. At that time, none of the key intersections operated at LOS E or F. The intersections at 40<sup>th</sup> Street and Bridgeport Way, 27<sup>th</sup> Street and Bridgeport Way and 67<sup>th</sup> and Regents Blvd. operated at LOS D. All remaining intersections operated at LOS C or better.

### Accident Analysis

The frequency and severity of accidents are weighed against the speed, volume, and functional classification of a roadway segment or intersection. All five variables are considered in determining if a certain location has an unusually high accident rate.

**Table 6-1** summarizes accident histories at intersections with the highest number of accidents in the City. The average shown is for two periods, from 1993 to 1996 and from 2011 to 2013, by measures of annual average rates.

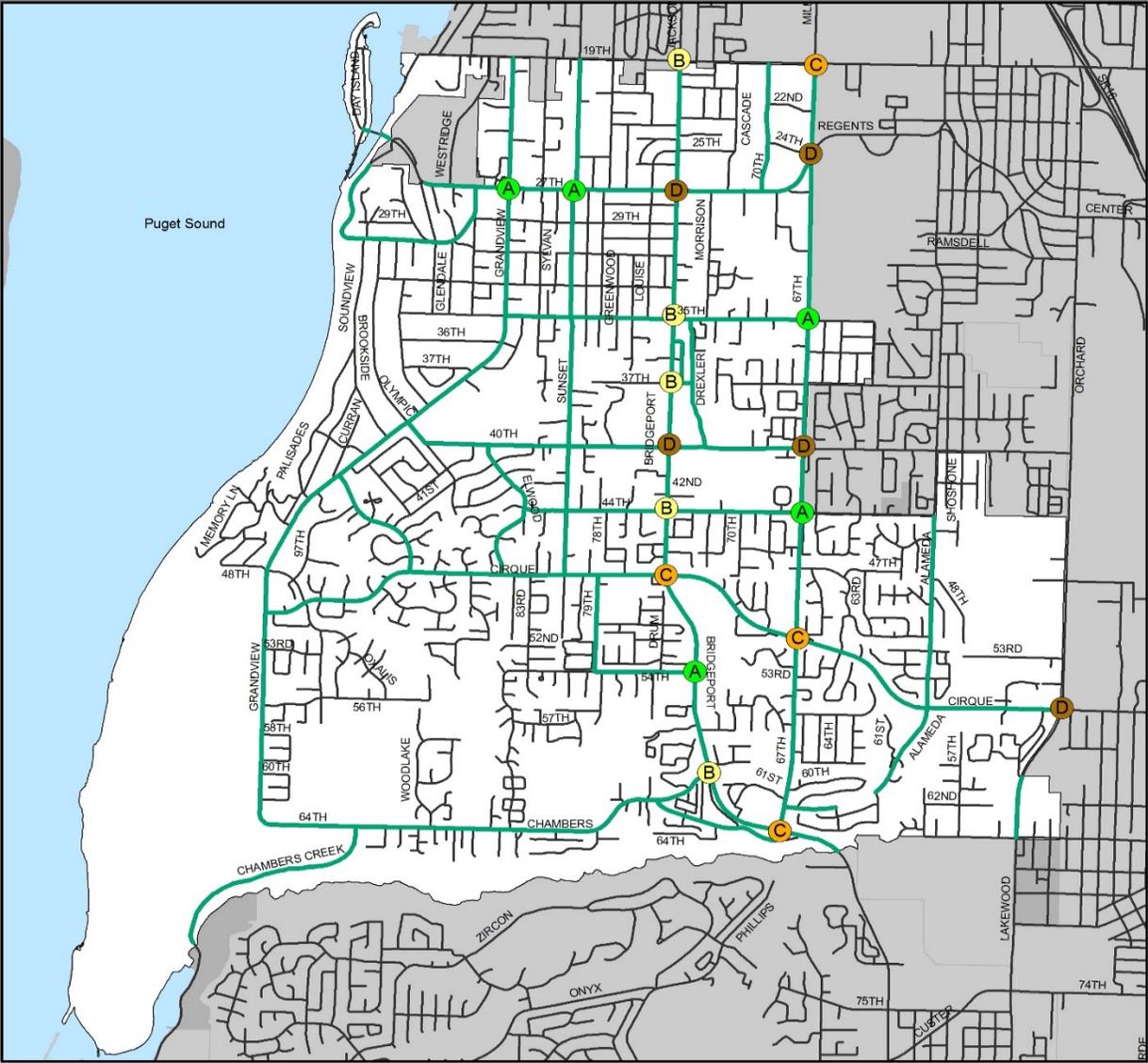
**Table 6-1  
Intersection Accident Rate Comparison**

Intersection	1993-1996		2011-2013		Accident Rate Reduction
	Average Annual Accidents	Accident Rate (acc/mev)*	Average Annual Accidents	Accident Rate (acc/mev)*	
67th Avenue W/35th Street W	2	0.4	0.33	0.05	87.5%
Cirque Drive/67th Avenue W	5	0.56	3.33	0.32	42.9%
Grandview Drive/27th Street W	4	1.75	2.33	0.51	70.9%
Bridgeport Way W/27th Street W	9	0.76	4.33	0.3	60.5%
Bridgeport Way W/Cirque Drive	5	0.42	3	0.22	47.6%
Bridgeport Way W/40th Street W	7	0.58	4.67	0.34	41.4%
Bridgeport Way W/Chambers Lane W	2	0.26	2	0.22	15.4%
Bridgeport Way W/67th Avenue W	4	0.33	2	0.18	45.5%

\* Accidents per million entering vehicles

Figure 6-5

2015 Level of Service



- A
- B
- C
- D



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In general, intersections with less than five accidents per year or an accident rate below 2.0 accidents per million entering vehicles are not considered high accident locations.

The highest accident rates in the City were experienced at the intersection of Bridgeport Way and 27<sup>th</sup> Street West. The second highest accident rate was recorded at the intersection of Bridgeport Way and 40<sup>th</sup> Street West. There were two fatality accidents during the study periods.

**Table 6-2** provides accident rate data for roadway segments and is shown in the number of accidents per million vehicle miles (acc/mvm).

Improvements made to Bridgeport Way between 1996 and 2013 include installing medians to limit left hand turning movements, and constructing curbs, gutters, sidewalks and bike lanes. New streetscape amenities include street lights, landscaping with trees and shrubs, benches, bike racks and waste receptacles. These changes have not only improved the multi-modal function and aesthetics of the street, but significantly contributed to increasing safety, and lowering accident rates at intersections and in the segments between them.

**Table 6-2  
Roadway Segment Accident Rate Comparison**

Roadway Segments	1993-1996		2011-2013		Accident Rate Reduction
	Average Annual Accidents	Accident Rate (acc/mvm)*	Average Annual Accidents	Accident Rate (acc/mvm)*	
Bridgeport Way W: 19 <sup>th</sup> Street W-67 <sup>th</sup> Avenue W	60	2.39	35	1.17	51.0%
67 <sup>th</sup> Avenue W/ Mildred Street W: 19 <sup>th</sup> Street W- Bridgeport Way W	23	1.84	10.33	0.59	67.9%
Cirque Drive: Grandview Drive- Orchard Street W	20	1.65	20	1.17	29.1%
27 <sup>th</sup> Street W/ Regents Boulevard: Grandview Drive- 67 <sup>th</sup> Avenue W	20	3.89	17.33	2.54	34.7%
44 <sup>th</sup> Street W: Bridgeport Way W	1	2.88	1	2.77	3.8%

\* Accidents per million vehicle miles

The second largest reduction in accidents occurred along 67<sup>th</sup> Avenue between 19<sup>th</sup> Street and Bridgeport Way. This decrease can be largely attributed to a “road diet” project shortly after 1996 when the road was reduced from a four lane road with no center turn lane to a three lane arterial with a center turn lane and bike lanes on both sides. Landscaped medians

were installed intermittently, thereby creating a traffic calming effect. The results were less speeding and fewer accidents.

## ***Public Transit***

### ***Pierce Transit***

Public transportation service in the area is provided by the Pierce County Transportation Benefit Authority (or PTBA, commonly known as Pierce Transit). Pierce Transit is a municipal corporation formed under the authority of RCW Chapter 36.57 and is governed by a ten-member Board of Commissioners comprised of elected officials representing thirteen jurisdictions, unincorporated Pierce County, and one non-voting union representative within the benefit area.

Pierce Transit covers 292 square miles of Pierce County containing roughly 70% of the county population. It provides three types of service: fixed route, SHUTTLE (paratransit), and vanpools that help get passengers to jobs, schools and personal appointments.

There are four fixed bus routes (2, 51, 52, and 53) that serve or stop in the City of University Place. These routes are shown in **Figure 6-6**. Route 2 connects the community with the Tacoma Community College (TCC) Transit Center and the Lakewood Transit Center via South 19<sup>th</sup> Street and Bridgeport Way West. Route 51 connects University Place to Tacoma's Proctor District and the Lakewood Sounder commuter rail station via South Orchard Street. Route 52 links the Narrows Plaza neighborhood with the adjacent TCC Transit Center and the Tacoma Mall Transit Center via Regents Boulevard in Fircrest and various arterials in Tacoma. Route 53 provides access to the TCC Transit Center and the Tacoma Mall Transit Center via 67<sup>th</sup> Avenue West, 27<sup>th</sup> Street West, Grandview Drive, 40<sup>th</sup> Street West, and South Orchard Street, eventually terminating in downtown Tacoma. Route 53 also provides access to the vicinity of the South Tacoma Sounder commuter rail station via South Orchard Street and South 66<sup>th</sup> Street, although the bus route alignment is three blocks south of the station. The buses serving these routes accommodate both riders with bicycles and wheelchairs.

SHUTTLE (paratransit) service is provided by Pierce Transit for persons with disabilities in accordance with the Americans with Disabilities Act of 1990 (ADA). Pierce Transit's SHUTTLE provides transportation for individuals who are unable to access or use fixed route bus services due to a disability. SHUTTLE eligibility standards and service characteristics are designed to meet the complementary paratransit requirements of the ADA. Using lift-equipped vans, SHUTTLE provides door-to-door service, or in some cases access to fixed route service. SHUTTLE provides service that is comparable to fixed route service in a geographic area and hours of service within each area.

SHUTTLE is provided directly by Pierce Transit and through contracted services with First Transit. The area served by SHUTTLE is generally defined by the area that is within three-quarters of a mile of a fixed route.

Pierce Transit also offers vanpool, special use van, and rideshare programs. Pierce Transit vanpools typically serve a group of 5 to 15 people sharing the ride in a 12- or 15- passenger

van. These vanpools commonly serve groups traveling to and from work, whose trip origin or destination is within Pierce Transit's service area. This highly successful program complements Pierce Transit's network of local and express services, providing commute alternatives to many destinations that cannot be effectively served by local fixed route services.

### Sound Transit

Regional transit service is provided by the Central Puget Sound Regional Transit Authority, commonly known as Sound Transit. Sound Transit plans, builds and operates express bus, light rail and commuter train services in the urban areas of King, Pierce and Snohomish counties. These services are intended to complement other transit services including those operated by Pierce Transit.

Sound Transit's Regional Transit Long-Range Plan establishes goals, policies, and strategies to guide the long-term development of the region's high capacity transportation (HCT) system. It is based on years of intensive planning, environmental analysis, and public outreach. It is intended to guide how the Sound Transit system can best address the region's mobility needs and support growth management objectives. The long-range plan will be implemented in a series of phases and will be updated over time.

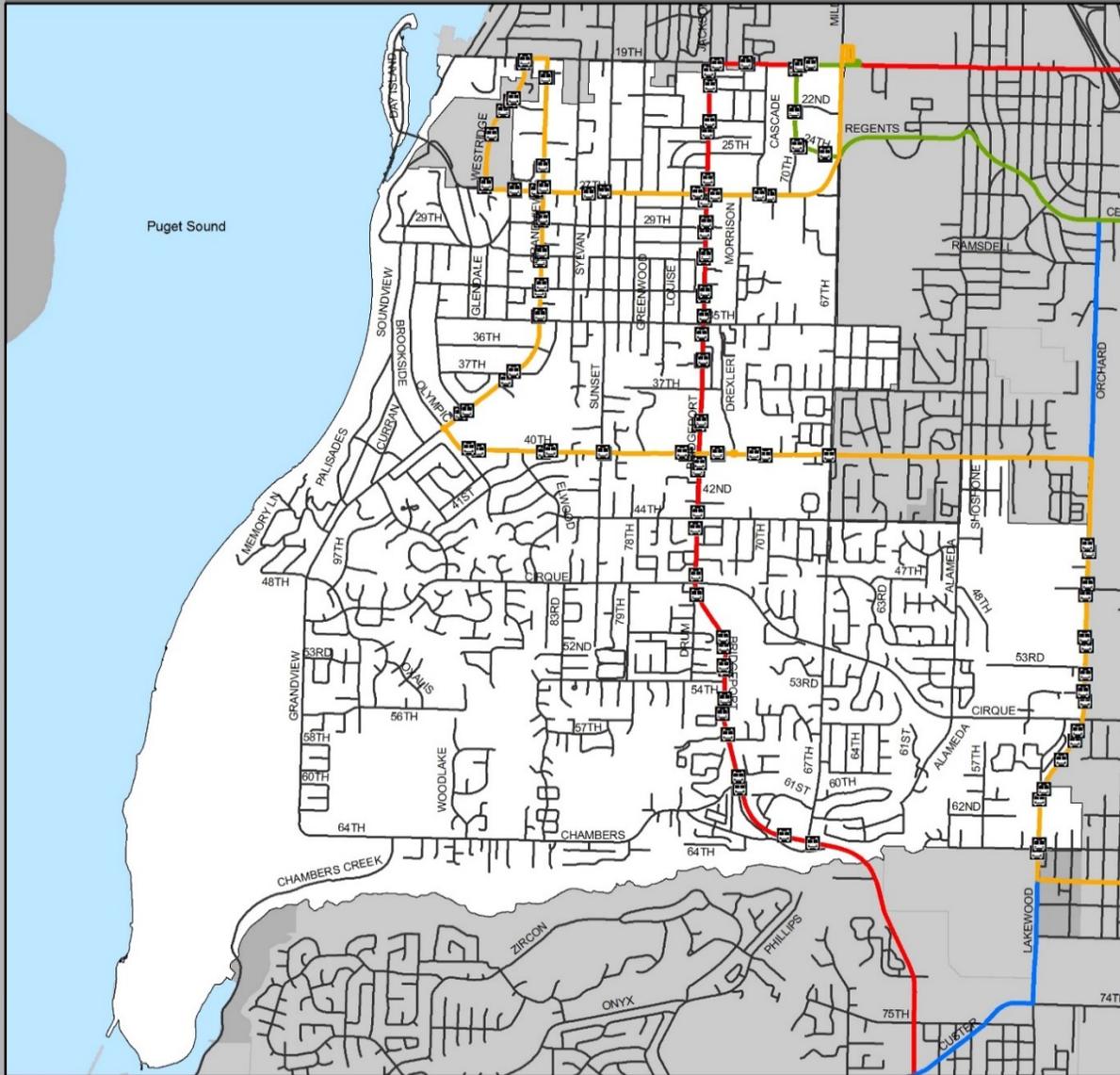
This long-range plan updates and modifies earlier adopted plans. In 1996, Sound Transit adopted *The Regional Transit Long-Range Vision* and *Sound Move*, --Sound Transit's initial phase of regional HCT investments. In 2005 the Long-Range Plan was updated and Sound Transit 2 (ST2) was the second phase of regional HCT investments. Where the long-range plan represents a broad regional framework for long-term investments, Sound Move and ST2 represent more detailed sets of projects for which voters approved funding. Most Sound Move and ST2 projects and services are being implemented and are successfully addressing many regional mobility needs.

Sound Transit will use this updated long-range plan as the basis for developing the next phase of investments – Sound Transit's next system plan. As with Sound Move and ST2, the next phase of system planning will encompass a specific set of projects and services designed to build upon the first two phases and to further expand mobility options for the citizens of the central Puget Sound region.

Sound Transit in Pierce County consists of three distinct lines of business: 1) Regional Express (bus); 2) Sounder (commuter rail); and, 3) Link (light rail). Sound Transit improvements in the general area include express bus service from Tacoma Community College Transit Center, the Lakewood Towne Center Transit Center, and the Tacoma Dome Station. Sounder operates commuter rail service from the Lakewood, South Tacoma and Tacoma Dome Stations north to Seattle via Puyallup, Sumner, Auburn, Kent and Tukwila. . Sounder service is available to Everett on the Seattle- Everett segment. In Pierce County, Sound Transit operates a light rail segment between downtown Tacoma and the Tacoma Dome station. Additional light rail service is planned for Tacoma.

Figure 6-6

### Pierce Transit Routes and Stops



- Route 2
- Route 52
- Route 51
- Route 53



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**Figure 6-7** shows existing sidewalk and bike lane locations in the City. The City has added a significant number of sidewalks and bike lanes since incorporation and the Transportation Improvement Plan includes more new facilities planned for the future.

Since incorporation, the City has built sidewalks and bike lanes on both sides of Grandview Drive, for almost all segments, between 19<sup>th</sup> Street West and Chambers Creek Road. The City has also built sidewalks and bike lanes on both sides of Bridgeport Way between 27<sup>th</sup> Street West and 54<sup>th</sup> Street, on both sides of 27<sup>th</sup> Street between Bridgeport Way and Grandview Drive, along one side of Sunset Drive between Cirque Drive and 19<sup>th</sup> Street, and along one side of Cirque Drive between Orchard Street and Sunset Drive. Sidewalk segments have been built in front of schools that did not have them, and extended sidewalks to connect schools with transit routes and activity centers. The City has built sidewalks to serve Curtis High and Curtis Junior High and Chambers primary schools. Bike lanes have been added to Bridgeport Way from 27<sup>th</sup> to Chambers Creek Road, on 67<sup>th</sup> Avenue West from Bridgeport Way to Regents Boulevard, on 27<sup>th</sup> Street West between Grandview Drive and Bridgeport Way, on Cirque Drive between 67<sup>th</sup> Avenue West and Bridgeport Way, and on Chambers Creek Road from Grandview to Bridgeport Way.

### ***Air, Water, and Rail Transportation***

University Place does not have an airport within its planning area. SeaTac International Airport, located approximately 25 miles north of the City, is the largest airport in Washington State. Regional, national, and international connections can be made through this airport. Shuttle services such as Shuttle Express provide door-to-door service between SeaTac and University Place residences and businesses. Sound Transit express buses provide service between the airport and the Tacoma Dome Station and other Tacoma-area locations.

Tacoma Narrows Airport is located on the west side of the Tacoma Narrows, south of the Tacoma Narrows Bridge. This general aviation airport provides a limited number of regional commuter flights, but does not offer national or international service.

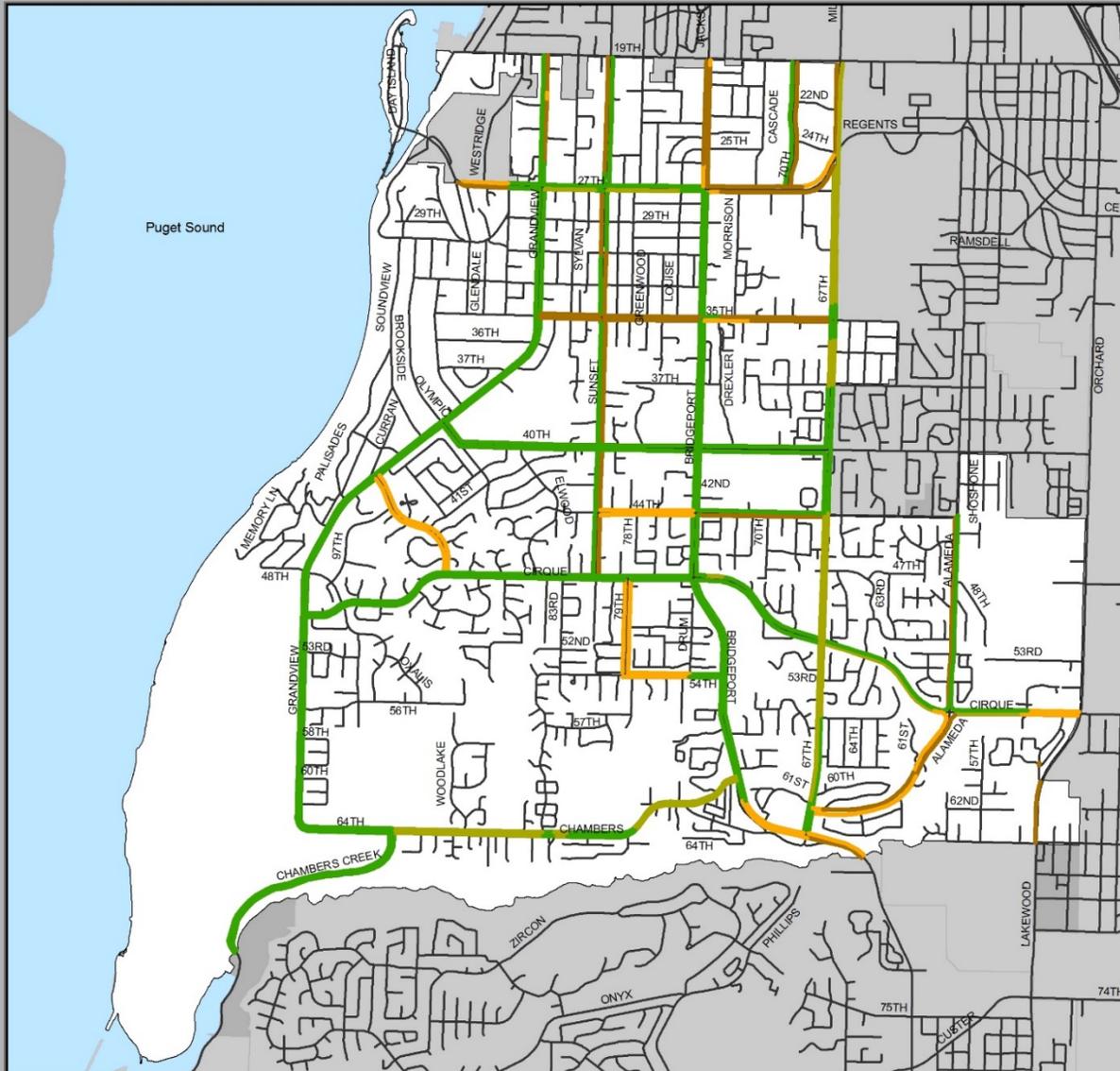
The Washington State Ferry System operates the Point Defiance-Tahlequah route connecting the south end of Vashon Island with the Tacoma area. The Point Defiance dock is located approximately five miles north of the City.

Pierce County operates the Steilacoom-Anderson Island and the Steilacoom-Ketron Island ferries. The Steilacoom ferry dock is located approximately three miles southwest of the City. An Amtrak station is located in the City of Tacoma at 1101 Puyallup Avenue. Service is provided from Tacoma to the north to Tukwila, Seattle, Edmonds, Everett, Mount Vernon, Bellingham, and Vancouver, British Columbia, and to the south to Olympia-Lacey, Centralia, Kelso-Longview, Vancouver, Portland, Oregon, and destinations further south. Amtrak service from Tacoma is also provided on the east-west corridor to Seattle, Wenatchee, Moses Lake, Ritzville and Spokane. There are no passenger rail stops within City limits.

The Burlington Northern-Santa Fe Railroad (BNSF) operates a rail line that traverses the City's shoreline with Puget Sound. An at-grade railroad crossing is located on 19<sup>th</sup> Street West.

Figure 6-7

# Non-Motorized Improvements



- Sidewalk
- Bikelane
- Sidewalk and Bikelane
- No Improvement



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Headquartered in Fort Worth, Texas, Burlington Northern Santa Fe Corporation (BNSF), through its subsidiary Burlington Northern and Santa Fe Railway, operates one of the largest railroad networks in North America, with 34,000 route miles covering 28 states and two Canadian provinces. BNSF was created on September 22, 1995, from the merger of Burlington Northern, Inc. and Santa Fe Pacific Corporation. Revenues are generated primarily from the transportation of coal, grain, intermodal containers and trailers, chemicals, metals and minerals, forest products, automobiles and consumer goods.

While providing a regional benefit, the presence of a railroad does have negative impacts on the community. Many homes are immediately adjacent to the Burlington-Northern railroad and experience noise and vibration impacts. Also, within University Place, the railroad runs along the western Puget Sound shoreline of the Chambers Creek Properties. The railroad's alignment in certain areas conflicts with a desire to increase public access to the shoreline. Continued efforts to address these conflicts are needed.

### ***Freight Transportation***

University Place designates truck routes in its Municipal Code. Truck routes are also designated in the WSDOT [Freight and Goods Transportation System Map](#). Designated truck routes include:

- Bridgeport Way West – north city limits to south city limits
- Cirque Drive – South Orchard Street to Bridgeport Way West
- Chambers Creek Road – Chambers Creek Bridge to Chambers Lane West
- Chambers Lane – Chambers Creek Road to Bridgeport Way West
- 64<sup>th</sup> Street West– Grandview Drive West to Chambers Creek Road
- 27<sup>th</sup> Street West – Grandview Drive West to Regents Boulevard
- Regents Boulevard – 27<sup>th</sup> Street West to 67<sup>th</sup> Avenue West
- Mildred Street – South 19<sup>th</sup> Street to Regents Boulevard
- 67<sup>th</sup> Avenue West – Regents Boulevard to Bridgeport Way West
- 40<sup>th</sup> Street – 67<sup>th</sup> Avenue West to Sunset Drive West

### ***Other Transportation Plans***

To ensure consistency and connectivity, the City consults the transportation plans of adjoining communities including Tacoma, Fircrest, Lakewood and unincorporated Pierce County. This Comprehensive Plan is also guided by transportation policies and actions contained in VISION 2040 and Transportation 2040, the Regional Transportation Plan.

### ***TRAFFIC FORECASTS***

Traffic forecasting is a way of estimating future traffic volumes based on expected population and employment growth. For University Place, traffic forecasts were prepared using current traffic counts, a travel demand forecasting computer model developed by PSRC and population and employment estimates contained in the Land Use Element.

### ***Methodology/Land Use Assumptions***

The area's projected population and employment growth provides a basis for estimating the growth in travel. Population growth generally results in more trips by residents in the area and employment growth generally results in more trips to offices, retail shops, schools, and other

employment or activity centers. To estimate future traffic volumes resulting from growth, computerized travel demand models are commonly used. In areas where travel corridors are limited, growth factors applied to present traffic counts can also be an effective forecasting approach.

PSRC has developed and improved travel demand forecasting models for use in the four-county central Puget Sound region. Models use Traffic Analysis Zones (TAZ) that include 2010 population and employment as baselines and incorporates land use and economic forecasts. Eight modeling steps are used in the process including land use forecasting, economic forecasting, vehicle availability, trip generation, trip distribution, mode choice, time of day and trip assignment. Numerous data sources are used to generate the forecast including, but not limited to, census data, buildable lands, real estate market and employment conditions and transportation information including PSRC's TAZ data.

To ensure consistency with the City's long-term land use vision, population, housing and employment forecast data in the Land Use Element were delineated by TAZ and provided to PSRC. The population and employment forecasts for each TAZ were then compared to the City's capacity analysis. The results of this comparison indicated that the model's projections and the City's capacity to accommodate population and employment are consistent.

The City's traffic forecast for 2035 assumes there will be 20,500 households and 10,400 jobs. Since transportation planning is not necessarily isolated to the City limits, transportation data immediately outside of the City limits was also used to forecast traffic volumes inside the City. Because of this approach, however, the forecast numbers do differ slightly from the estimates used in the Land Use Element. The Land Use Element estimates focus solely on population and employment growth within the City limits.

The highest year number of Average Daily Trips (ADT) in 2035 is projected to occur between 67<sup>th</sup> Avenue West and the University Place/ Lakewood city limits. This segment is projected to carry traffic of 34,000 ADT. Estimated year 2035 volumes on other arterials throughout the City range from 1,600 ADT to 27,000 ADT. Based on projected 2035 traffic volumes, the P.M. peak hour LOS for signalized intersections were calculated and are shown in **Figure 6-8**.

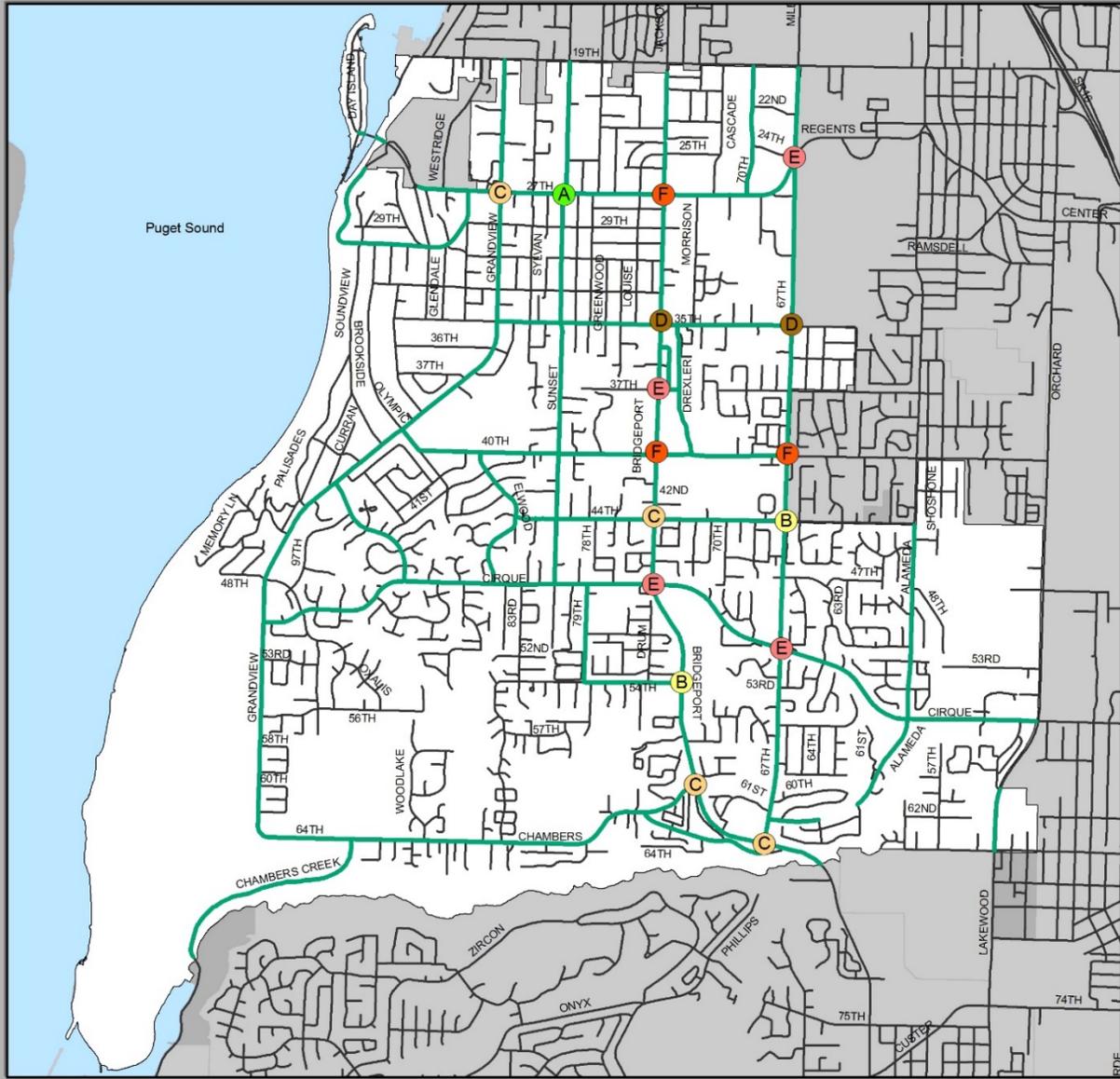
All signalized intersection P.M. peak hour LOS are expected to decrease between 2010 and 2035. In 2010, there were no signalized intersections operating at either LOS E or F. By the year 2035, seven signalized intersections will operate at LOS E or F assuming no improvements.

### ***ADOPTED LEVEL OF SERVICE (LOS) STANDARD***

The GMA requires the City to adopt a LOS standard for both arterials and transit. A LOS standard is a determination of the maximum level of congestion allowed on a roadway before improvements should be made. For example, if the established level of service for a specific roadway is LOS D, improvements should be made to that roadway if its level of service falls below LOS D (more congestion) or if projected growth would cause the road to exceed the LOS D standard.

Figure 6-8

2035 Level of Service without Improvements



- |   |   |  |
|---|---|--|
| <span style="color: green;">●</span> A  | <span style="color: orange;">●</span> C | <span style="color: red;">●</span> E     |
| <span style="color: yellow;">●</span> B | <span style="color: brown;">●</span> D  | <span style="color: darkred;">●</span> F |



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LOS standards help ensure that the transportation system can adequately serve expected growth and development consistent with local standards. In addition, the service level policy can become the basis for establishing a traffic impact mitigation fee system to provide “fair share” funding of needed transportation improvements.

### ***Motorized Level of Service (LOS)/Intergovernmental Coordination***

Congestion is measured in terms of delay and can be categorized into a LOS. Delay is a measure of mobility and access. It considers the additional travel time accrued by motorists due to less than ideal traffic conditions. Vehicle density and average travel speed can also measure congestion. While these measures involve different calculations, their influence on travel behavior remains the same. Delay is a convenient measure of congestion at intersections while average travel speed or vehicle density is a better indicator of congestion on long roadway sections or freeways.

To ensure consistency and coordination with adjacent governmental jurisdictions, the City reviewed LOS analyses and approaches used by other adjacent jurisdictions including Pierce County, Tacoma, Gig Harbor and Fircrest. Each jurisdiction’s methodology was reviewed and advantages and disadvantages of each jurisdiction’s approach were evaluated. (Refer to Transportation Plan for full discussion.)

Based on an analysis of local needs, preferences and the implications of differing levels of service and to ensure consistency with Fircrest, Tacoma and Pierce County LOS policies, the City selected a LOS D for most arterial streets. Certain segments or arterial streets may be designated as Quality Service Corridors, where a combination of transportation facilities and economic activity creates a slower moving vehicular traffic and pedestrian friendly atmosphere. Transportation improvements including sidewalks, bike lanes, on-street parking, landscaping and transit facilities also have a traffic calming effect that slows traffic in Quality Service Corridors. A LOS E is the adopted LOS for Quality Service Corridors. These LOS are adopted as policy statements in Goal TR7 of this Transportation Element.

### ***Public Transit – LOS***

Pierce Transit is developing a Long Range Plan (LRP) called *Destination 2040*, which will include performance measures prescribed under MAP-21. In addition, the LRP will include revised and updated service guidelines for 2015 and beyond. It should be noted, however, that the agency does not have Level of Service standards for fixed route services that are designed to align with the roadway network of the municipalities Pierce Transit serves – including University Place.

The Metropolitan Planning Organization (PSRC) is working with WSDOT to begin designing multimodal concurrency guidelines “to ensure that transportation infrastructure supports development as it occurs according to local standards.” As such, Pierce Transit will await PSRC’s and WSDOT’s specific guidelines for transit agencies once they are formally adopted. In the interim, more information is available at: <http://www.psrc.org/assets/11737/MultimodalConcurrencyPresentation.pdf>.

## ***RECOMMENDED TRANSPORTATION IMPROVEMENTS***

Over the next twenty years, increases in population and employment within University Place and surrounding communities will increase traffic volumes. To maintain or reduce levels of congestion on roadways and at intersections in University Place, certain transportation strategies will be needed.

The Transportation Plan identifies the following possible strategies:

- Improvements to existing roads and intersections.
- Construction of new roads to improve access and circulation.
- Enhancement of non-motorized travel facilities to encourage alternate modes of transportation such as walking, bicycling, and eliminating trips altogether through commute trip reduction.
- Shift in travel mode from private vehicles to transit and carpooling.
- Transportation Demand Management (TDM) strategies. TDM strategies help create or preserve existing capacity of roadways by reducing demand, thereby deferring or reducing the need for capacity improvements.
- Transportation System Management (TSM) strategies. TSM strategies focus on improving operations of the existing roadway system to reduce or delay the need for system improvements.

The above strategies will require close coordination with surrounding jurisdictions, Pierce Transit, and other agencies.

### ***Motorized Improvements***

To meet the adopted LOS standards, several improvements will be necessary. This section summarizes the necessary improvements along arterials and at intersections to accommodate growth and achieve concurrency.

Recommended projects are divided into two types: capacity improvements and non-capacity improvements. Capacity improvements address locations that will require infrastructure upgrades to meet GMA concurrency. Non-capacity improvements address functional classification changes, roadway maintenance and design upgrades, circulation improvements, and safety improvements. Most non-capacity projects are circulation projects aimed at improving emergency vehicle response time.

Planned roadway improvements are listed below and depicted in **Figure 6-9**. **Table 6-3** lists those capacity projects needed to maintain the adopted LOS through 2035. **Table 6-4** lists circulation projects needed to maintain the adopted LOS through 2035. Possible funding sources for projects are provided in a later section of this element. The Town Center Grid Map depicting planned road improvements associated with the redevelopment of the Town Center Zone is adopted by reference in Appendix C.

**TABLE 6-3  
PLANNED CAPACITY ROADWAY IMPROVEMENTS**

<b>Facility Name</b>	<b>Project Description</b>	<b>Estimated Cost</b>
Cirque Drive and 67 <sup>th</sup> Avenue West Intersection	Add east and west right turn lanes	\$500,000
Bridgeport Way West and 40 <sup>th</sup> Street West Intersection	Add east and west through lanes	\$750,000
40 <sup>th</sup> Street West and 67 <sup>th</sup> Avenue West Intersection	Install a westbound right turn pocket	\$500,000
Regents Boulevard and Mildred Street West Intersection	Limit eastbound 24 <sup>th</sup> Street vehicles to transit only	\$100,000
Bridgeport Way West and 27 <sup>th</sup> Street West Intersection	Add east and west through lanes.	\$350,000 <sup>1</sup>
Bridgeport Way West and Cirque Drive Intersection	Add north right turn lane	\$182,000
40 <sup>th</sup> Street West and Larson Lane Intersection	Construct one lane roundabout	\$1,250,000 <sup>2</sup>
<b>Total</b>		<b>\$3,632,000</b>

<sup>1</sup> Engineering and right-of-way acquisition complete.

<sup>2</sup> This project will be undertaken only in conjunction with redevelopment of adjacent properties.

**TABLE 6-4  
PLANNED CIRCULATION ROADWAY IMPROVEMENTS**

<b>Facility Name</b>	<b>Project Description</b>	<b>Estimated Cost</b>
Alameda Avenue – South Extension	Connect Alameda Avenue from Cirque Drive to 67 <sup>th</sup> Avenue with new two lane roadway	\$880,000
57 <sup>th</sup> Avenue West	Extend to Cirque Drive with new two lane local roadway.	\$965,000
Drexler Drive -- South <sup>1</sup>	Connect 40 <sup>th</sup> Street to 42 <sup>nd</sup> Street with new two lane roadway.	\$950,000
42 <sup>nd</sup> Street West <sup>1</sup>	Connect Drexler Drive to Bridgeport Way West with new two lane roadway	\$950,000
Larson Lane -- North	Connect 35 <sup>th</sup> Street to 36 <sup>th</sup> Street and 37 <sup>th</sup> Street to 38 <sup>th</sup> Street with new two lane roadway	\$2,300,000
Larson Lane Phase 1 <sup>1</sup>	Connect 36 <sup>th</sup> Street to 37 <sup>th</sup> Street with a new two lane roadway	300,000
Larson Lane Phase II <sup>1</sup>	Connect 38 <sup>th</sup> Street to 40 <sup>th</sup> Street with new 2 lane roadway	\$2,590,000
Larson Lane Phase III <sup>1</sup>	Connect 40 <sup>th</sup> Street to 42 <sup>nd</sup> Street with new 2 lane roadway	\$2,130,000
42 <sup>nd</sup> Street West Phase II <sup>1</sup>	Connect Larson Lane to Bridgeport Way West with new 2 lane roadway	\$914,000
37 <sup>th</sup> Street West	Connect Bridgeport Way to Sunset Drive – New two lane roadway with sidewalks along north side of the street	\$580,000
<b>Total</b>		<b>\$12,559,000</b>

<sup>1</sup> Project will be undertaken only in conjunction with redevelopment of adjacent properties.

**Figure 6-10** shows projected arterial intersection P.M. peak hour LOS with recommended improvements.

***Non-Capacity Project Improvements***

Refer to the City’s Transportation Plan for further discussion regarding non-capacity road improvement projects identified above.

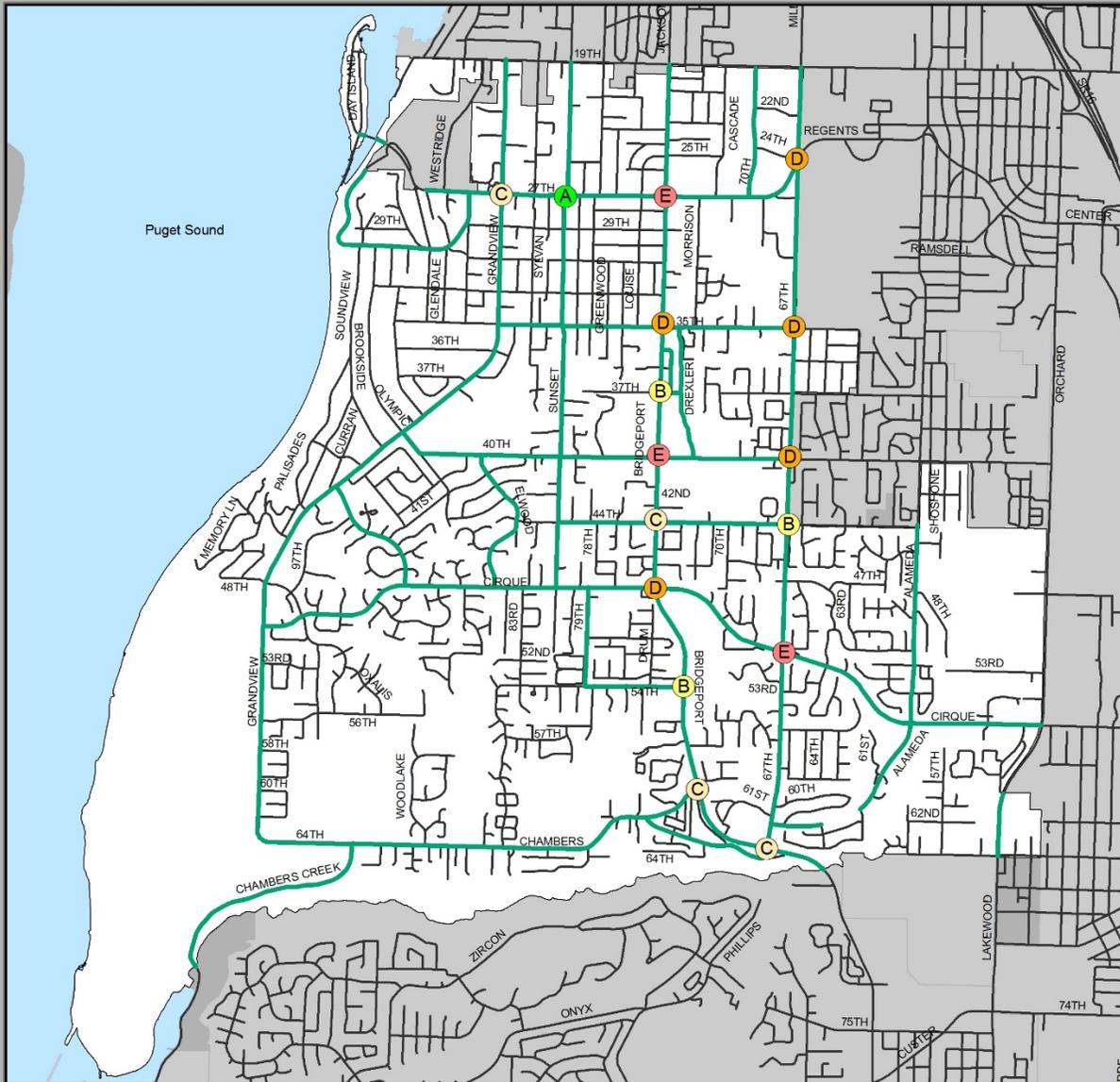
***Transit Improvements***

Proposed business strategies, capital projects, service changes, and capital facility improvements or investments over the next six years are documented in Pierce Transit’s *Transit Development Plan*, which is updated and submitted to WSODT annually. The agency’s current TDP does not include any proposals for specific service modifications or facility improvements in University Place. However, future capital improvements and route expansion in University Place may occur in high need areas and in conjunction with new commercial and residential development activity. Development proposals that will generate significant new demand for transit services may be required by Pierce Transit to mitigate impacts from increased demand by funding transit shelters and supportive facilities in close proximity to the development.



Figure 6-10

# 2035 Level of Service with Improvements



- A    ● C    ● E
- B    ● D



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### ***Air, Waterborne, Rail***

None of the regional air, marine, or rail facilities has a significant impact on the University Place transportation system.

### ***Non-Motorized Improvements***

Planned improvements to the non-motorized transportation system will serve to meet the adopted non-motorized LOS for a framework of inter-connected sidewalks and bicycle lanes throughout the City. A complete pedestrian and bicycle network will link neighborhoods with schools, parks, public services, and retail activity, allowing residents and visitors to walk or bicycle to these areas rather than drive.

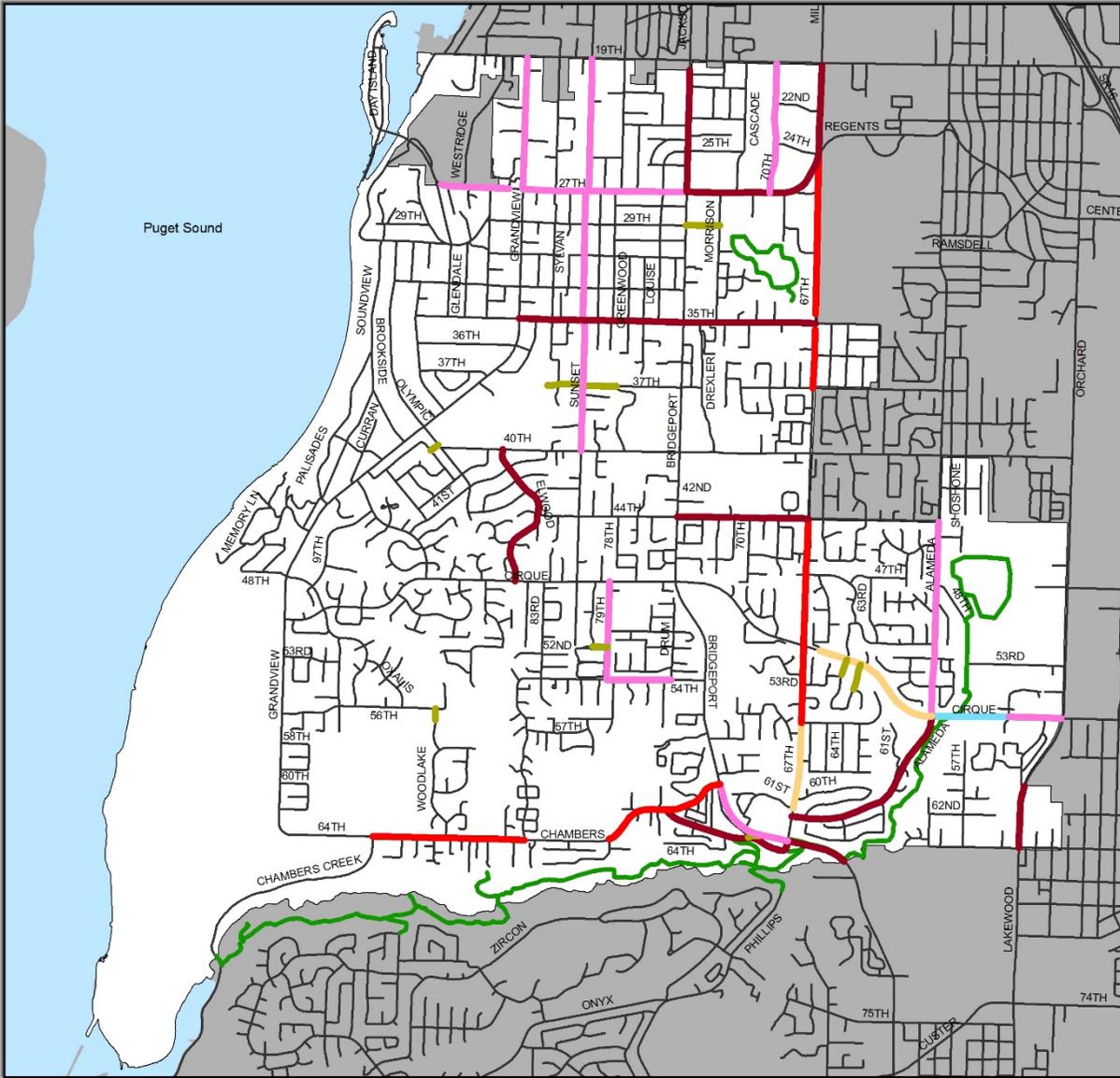
**Figure 6-11** depicts a Non-Motorized Facilities Plan for the City. This plan outlines pedestrian, bicycle path, and marine service improvements, many of which are also identified in the City's Parks, Recreation and Open Space Plan. All sidewalks and bicycle lanes shown on the Non-Motorized Facilities Plan will be completed during the planning period. When completed, the non-motorized facilities system will provide for a network of continuous pedestrian and bicycle facilities for circulation throughout University Place that connects to non-motorized facilities in the adjacent jurisdictions of Fircrest, Lakewood and Tacoma. When sidewalks and bike lanes are added to existing streets, stormwater facilities including curb, gutter and drainage lines, and pedestrian amenities such as landscaping and street lighting, will be installed. The total cost of planned sidewalk, bike lane improvements is \$68,186,000.

In addition to sidewalks and bicycle lanes, the following trails are included in the Non-Motorized Facilities Plan:

- Water (kayak and canoe) Trail – Surface Water Management site on Day Island Waterway to Chambers Bay.
- Leach Creek Hiking Trail – A trail extending along Leach Creek between Kobayashi Park and Creekside Park, extending upstream and connecting to the Pierce County Trail network running through Fircrest and Tacoma
- Chambers Creek Canyon Trail – A hiking trail extending downstream from Kobayashi Park to Chambers Bay and connecting to the Soundview and Grandview Trails on the Chambers Creek Properties and to neighborhoods along the canyon.
- Phillips Road / Chambers Creek Road Trail – A multi-purpose trail linking the north end of Phillips Road in Lakewood with Chambers Creek Road in University Place, passing through Kobayashi Park.
- Peach Creek Hiking Trail – A trail extending from Chambers Creek Canyon Trail up the Peach Creek drainage to Charles Wright Academy.
- Pierce County Chambers Creek Properties Multi-Purpose Trail – The Grandview and Soundview multi-use trails parallel Grandview Drive and the Puget Sound respectively. These existing trails provide pedestrian access to the northern portion of Chambers Creek Properties. Additional trails provide access around the north and central meadows and to Chambers Bay parallel to Chambers Creek Road.

**Figure 6-11**

**Planned Non-Motorized Improvements**



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\* Existing improvement on other side of street.



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- Colegate/City Hall/Multi-purpose Biking and Hiking Trail – A future trail connecting Curtis Junior and Senior High Schools to the Town Center along the 37<sup>th</sup> Street right-of-way.
- Paradise Pond Hiking Trail -- A hiking trail encircling Morrison Pond and connecting Paradise Pond Park to Adriana Hess Wetland Park with connections to adjacent residential areas.
- Bicycle Lanes – Bicycle Lanes exist on Bridgeport Way Grandview Drive, 67<sup>th</sup> Avenue West, Alameda Avenue, Orchard Street, 27<sup>th</sup> Street West, 40<sup>th</sup> Street West, Cirque Drive West, and 64<sup>th</sup> Street/Chambers Lane West. Additional bicycle lanes are proposed on all arterial streets.

### ***Sidewalks***

As development and redevelopment of land along arterial streets occurs, sidewalks will be constructed. In addition, the City has several projects in its six-year TIP that involve the construction of sidewalks. The City will continue to prioritize, fund, and construct sidewalks along high demand sections of various University Place arterials. Highest priority should be given to those sections with no sidewalks on either side of the roadway, sections with high vehicle volumes, sections that are critical links between activity areas of the City, and sections along roadways that serve schools.

### ***Pedestrian Circulation***

There are numerous opportunities to provide pedestrian connections to schools, between neighborhoods, and to commercial activity centers. Utilizing existing unopened rights-of-way, many of these connections can be made with minimal cost to the City. Other connections may require the purchase of right-of-way, resulting in higher costs but could provide vital links between neighborhood and schools, reducing the reliance on motorized transportation and reducing the need for school busing. Opportunities include:

#### Using existing rights-of-way

- 64<sup>th</sup> Avenue to Cirque Drive
- 65<sup>th</sup> Avenue to Cirque Drive
- 52<sup>nd</sup> Street from 79<sup>th</sup> Avenue West to 80<sup>th</sup> Avenue West
- 37<sup>th</sup> Street to Curtis High School (Two Segments)
- 29<sup>th</sup> Street from Bridgeport Way West to Morrison Road
- Chambers Creek Road to Bridgeport Way West

#### Obtaining additional rights-of-way

- 37<sup>th</sup> Street West from Sunset Drive to Curtis High School
- Woodlake Subdivision to Chambers Elementary School
- Heiteman Addition Subdivision to Curtis Junior High School
- 53<sup>rd</sup> Street to 57<sup>th</sup> Avenue Court

### ***Bicycle Improvements***

Bicycle lanes have been added to arterial streets as the City has completed road improvements or re-stripped lanes. Bicycle lanes were added to Grandview Drive, Bridgeport Way, and Sunset Drive between Cirque Drive and 19<sup>th</sup> Street as part of road improvement projects. Bicycle lanes have been added along Cirque Drive from Bridgeport Way to Orchard

Street, on 27<sup>th</sup> Street between Grandview Drive and Bridgeport Way, and on 67<sup>th</sup> Street between Bridgeport Way and Regents Boulevard when the roads were re-stripped. Elsewhere, bicyclists must share the right-most lane with motorists. **Figure 6-12** shows the City's proposed bicycle route system, which will extend along all arterial streets.

### ***Transportation Demand Management/Transportation System Management***

Transportation Demand Management (TDM) strategies can help create or preserve existing capacity of roadways by reducing demand, thereby deferring or negating the need for capacity improvements. Specific potential projects for TDM include:

- Developing a comprehensive transit information program with Pierce Transit,
- Working with Pierce Transit to develop vanpool and ride match services,
- Providing a continuous system of walkways and bikeways which service community activity centers, and
- Actively promoting commute trip reduction practices, including complying with the requirements of the State Commute Trip Reduction (CTR) Act.

Transportation Systems Management (TSM) strategies focus on improving the operations of the existing roadway system. Maximizing the efficiency of the existing system can reduce or delay the need for system improvements. TSM strategies include:

- Coordination of traffic signal timing,
- Traffic control devices at highly congested intersections,
- Implementing a signal retiming and coordination project to reduce delay and congestion at the City's signalized intersections as major improvements are implemented,
- Implementing intersection improvements to facilitate turning movements, and
- Access restriction along principal roadways.

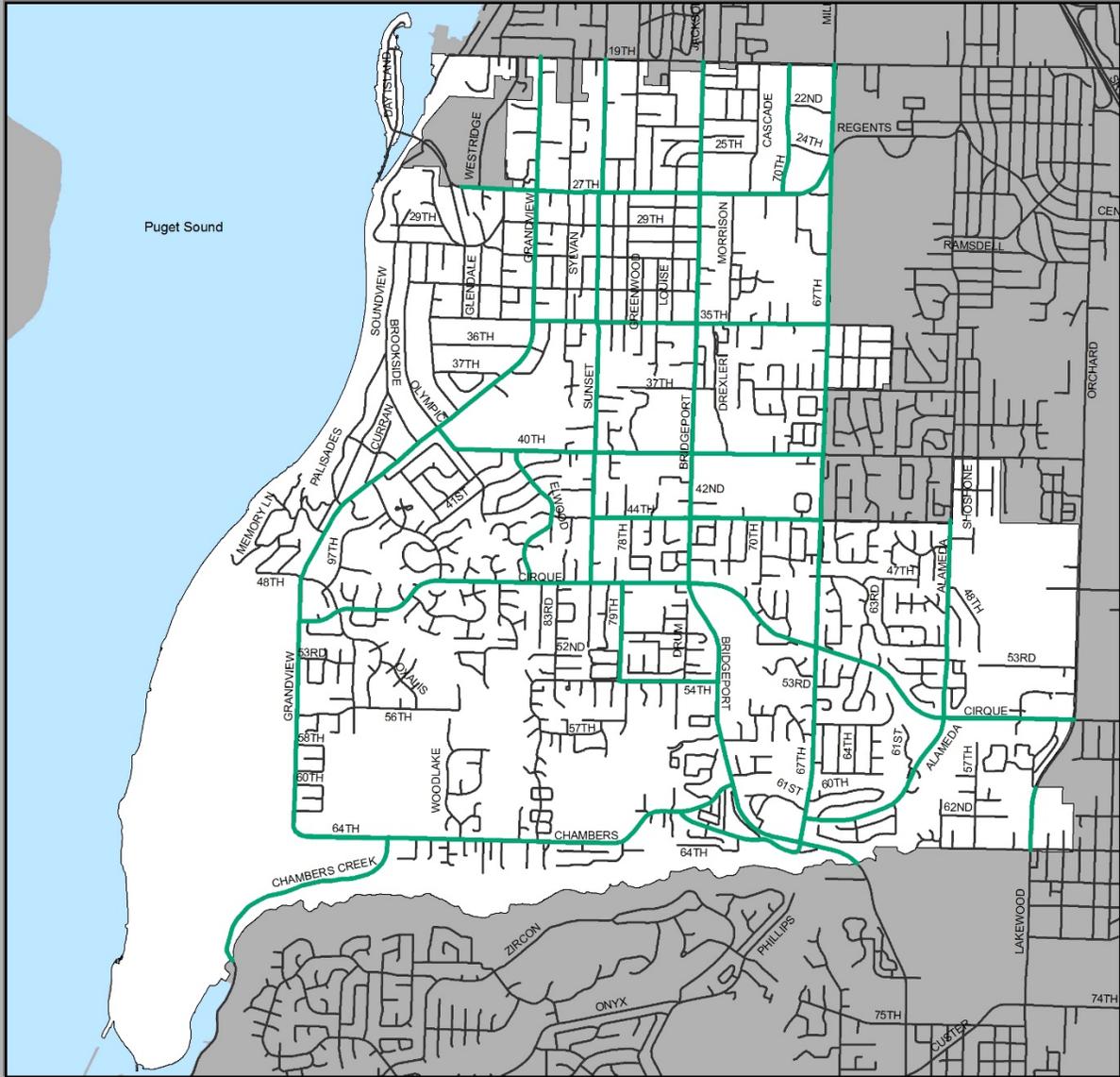
## ***FINANCING PLAN***

The Growth Management Act requires the Transportation Element to include a financing plan that serves in part as the basis for the City's Six-year Transportation Improvement Program.

### ***Funding Sources***

Transportation funding comes from a variety of local, regional, state, and federal sources. Funding sources can be divided into four primary categories: developer, local, state and federal. Some state and federal funds are allocated to the Puget Sound Regional Council, the region's Metropolitan Planning Organization, which then disperses the funds through grants and other programs.

**Figure 6-12**  
**Bicycle Lanes**



— Bike Lanes



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## ***Developer Funding***

### **Mitigation**

As new development occurs, transportation impacts associated with the development are mitigated by the developer. Transportation mitigation typically includes construction of intersection improvements, road widening, and installation of new or extended turn lanes, sidewalks, bike lanes and other improvements. These mitigation measures must be in place or provided concurrent with development to maintain adopted LOS.

*Developer Mitigation Forecast through 2035: \$6,584,000*

### **Traffic Impact Fee**

Since 2007 the City has imposed a Traffic Impact Fee (TIF) in accordance with GMA provisions to help mitigate the impact of new development. This is the primary way new development pays for its proportionate share of traffic impacts. Not all of the projects listed in **Table 6-3** and **Table 6-4** are eligible for TIF funding.

*Traffic Impact Fee Forecast through 2035: \$6,230,000*

## ***Local Funding Sources***

### **Arterial Street Fund**

The City receives a proportionate share of the State Motor Vehicle Fuel Tax, based on population. The amount varies depending on the amount of fuel sold in the State.

*Street Fund Forecast through 2035: \$2,302,343*

### **General Fund**

The General Fund is supported primarily from local taxes to provide governmental services such as police protection, jail services, court services, parks maintenance, building plan reviews and inspections, long range planning and zoning administration, construction and maintenance of streets, and general government administration.

### **Transportation Benefit District**

The City created a Transportation Benefit District (TBD) in 2009 but chose not to fund it until 2013. The TBD is funded through a vehicle license fee of \$20.00. TBD funds are restricted for use on road maintenance projects.

*Transportation Benefit District Forecast through 2035: \$5,940,000*

### **Surface Water Management Fund**

The City collects a surface water management fee on each City parcel to finance surface water and storm drainage elements of various road improvement projects. In addition, the City uses revenues from the Surface Water Management Fund to finance surface water and storm drainage capital improvement projects.

*Surface Water Management Fund Forecast through 2035: \$10,134,420*

### Real Estate Excise Tax

The Real Estate Excise Tax is levied on all sales of real estate, measured by the full selling price. The City has authorized a locally imposed tax of 0.5%, in two 0.25% increments. These revenues are restricted to financing capital projects as specified in the City's Capital Improvements Plan.

*Real Estate Excise Tax Forecast through 2035: \$7,285,949*

### **State Funding Sources**

State funding programs are administered to counties and cities through the Transportation Improvement Board (TIB) and the County Road Administration Board (CRAB). The State also funds projects through the *Safe Routes to Schools* program, and the *Pedestrian and Bicycle Safety* program.

*State Funding Forecast through 2035: \$5,078,000*

### **Federal Funding Sources**

Federal programs are currently funded under the *Moving Ahead for Progress in the 21st Century Act* (MAP-21) and are administered by the Highways and Local Programs Division of the Washington State Department of Transportation (WSDOT), in conjunction with the Puget Sound Regional Council (PSRC) and the Regional Federal Highway Engineer.

### CMAQ

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds transportation programs and projects that will, or are likely to, contribute to attainment of a National Air Quality Standard. WSDOT is required to consult with the Environmental Protection Agency to determine whether a transportation project or program will contribute to attainment of standards, unless such project or program is included in an approved state implementation plan. CMAQ funds cannot be used on projects resulting in the construction of new capacity available to single-occupant vehicles unless they are available to single-occupant vehicles at other than peak travel times. Allocation for CMAQ funds will follow the same criteria as Surface Transportation Program (STP) funds. To be eligible for funding under this program, a project must be on the Regional Transportation Improvement Program (TIP) list and rank high enough on the region's priority array. Funding is based on a Federal share of 86.5 percent, with a 13.5 percent local match.

### STP

The objective of the Surface Transportation Program is to fund construction, reconstruction, resurfacing, restoration, and rehabilitation of roads that are not functionally classified as local or rural minor collectors. STP also supports funding for transportation enhancements, operational improvements, highway and transit safety improvements, surface transportation planning, capital and operating cost for traffic management and control, carpool and vanpool projects, development and establishment of management systems, participation in wetland mitigation and wetland banking, bicycle facilities and pedestrian walkways.

STP funds have regional allocation through the PSRC. The PSRC sub-allocates funds by County region, based on the percentage of the population. Pierce County, as a region, will

receive an allocation of 21 percent from STP funds allocated to the PSRC. The Puget Sound Region is formed by the counties of King, Kitsap, Pierce and Snohomish. To be eligible for funding under this program, a project must be on the Regional TIP list and rate high enough within the region's priority array. Funding is based on a federal share of 86.5 percent, with a 13.5 percent local match.

*Federal Funding Forecast through 2035: \$53,709,000*

### **TRANSPORTATION IMPROVEMENT PLAN**

Projects included in this Plan are the result of evaluation of needs in various transportation areas including capacity and circulation.

Planned road improvements programmed during the next six years are included in the City's Six Year Transportation Improvement Plan (TIP) are hereby incorporated by reference. Whereas, the TIP is updated and adopted annually, the Comprehensive Plan is not.

### **CONTINGENCY**

The GMA requires a contingency plan if the Capital Improvements Plan demonstrates that resources to make the necessary improvements are inadequate to maintain adopted LOS standards. Strategies for maintaining or rectifying adopted LOS standards in the event of a shortfall may include pursuing new funds, reassessing land use assumptions to reduce the need for improvements, developing demand management strategies to reduce the need for or estimated cost of improvements, or lowering the LOS standard.

### **CONCURRENCY**

Concurrency describes a situation in which adequate facilities are available when the impacts of the development occur, or within a specified time thereafter.

Except along designated Quality Service Corridors, the City of University Place has adopted a level of service (LOS) standard of D on its arterial streets. Therefore, new development will not be permitted if it causes a particular transportation facility to decline below LOS D, unless improvements or strategies to accommodate the development's impacts are made "concurrent with" the development. For transportation, "concurrent with" means that the improvement must be in place at the time of development or within six years of completion and occupancy of the development that impacts the facility.

The City of University Place has adopted concurrency management regulations in UPMC Chapter 22.20 to implement its concurrency management program. In order to provide an equitable funding source for meeting the City's concurrency requirements, the City has adopted a Traffic Impact Fee program. Under this program, each development pays its proportionate share of system capacity needs. The projects funded under this program will help ensure these impacts are mitigated. Any impact fees collected must be expended or encumbered within the 10-year time frame established per RCW 82.02.070.