



City of Buckley

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To: Planning Commission
From: City Planner
Date: February 12, 2015
Comprehensive Plan, Element 5, Transportation

General Comp Plan Goals

- Review
 - Refine
 - Update
 - Reduce redundancy
 - Redirect the goal and/or policy
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The planning commission met October 29, November 19, December 3, 2012, and January 14, 2013, to discuss the transportation element of the comprehensive plan. It discussed the following aspects of transportation:

- Safety
- Design
- Connectivity / Sidewalks
- Non-Motorized Transportation
- Transit
- Economic development
- Environment
- Finance
- Concurrency
- Maintenance
- Construction

The commission developed goals and policies for consideration by the engineer developing the transportation element. After release of the transportation element in November, 2014, modifications were made February 2, 2015, for commission discussion and public comment.

Safety.

Goal 5.1.

Ensure all transportation modes are designed for safety.

Policy 5.1.1

All transportation modes throughout the city should provide safe access to goods and services.

Policy 5.1.2

Right-of-way improvements shall be done to the latest accepted design standards. If the design standards cannot be met, a deviation shall be prepared by the designer, and shall be reviewed for possible approval by the City Engineer.

Policy 5.1.3

Provide needed roadway striping and signing to maintain safe traffic operation service levels that are consistent with the most recent Manual of Uniform Traffic Control Devices (MUTCD).

Policy 5.1.4

The city should ensure adequate visibility for automobiles by enforcing landscape and fence height standards.

Policy 5.1.5

A code enforcement officer should be responsible for enforcing the vegetation height and breadth over sidewalks as well as beside roads.

Design.***Goal 5.2.***

Enhance the appearance, quality and function of the transportation system in residential and commercial districts.

General.**Policy 5.2.1**

Streets, trails, bikeways, and sidewalks should coordinate with a city theme (coal mining / brick buildings / logging).

Policy 5.2.2

All materials used for a project should meet the accepted design standards of the City.

Policy 5.2.3

Public art should be provided on public rights-of-way by new development to enhance the city's sense of place and/or the city theme.

Street grids.**Policy 5.2.4**

Street patterns should be planned as grid systems without dead ends or long blocks; clustered development, such as planned unit developments, should provide a trail system through the property and connect with adjacent rights-of-way or developed trails.

Policy 5.2.5

Future streets and their classifications should follow a regular distribution pattern that anticipates potential land uses and provides for orderly development.

Alleys.**Policy 5.2.6**

Alleys should be included in plat plans to eliminate the need for placing overhead wires, garages, and garbage cans in front of residences.

Policy 5.2.7

The size and capacity of transportation facilities should be appropriately matched to the surrounding land uses.

Policy 5.2.8

The city should consider the costs and benefits of both construction and maintenance when setting guidelines for street dimensions and rights-of-way.

Sidewalks.

Policy 5.2.9

Sidewalks should be designed to eliminate sheet flow and ponding on the walkway surface.

Policy 5.2.10

Crosswalks should be paved differently to ensure visibility.

Policy 5.2.11

Sidewalks that are likely to serve as parking areas or driveways should be designed as driveways to prevent the sidewalk from crumbling through use.

Policy 5.2.12

Sidewalks should have standard curbs (not rolled curbs).

Policy 5.2.13

Sidewalks should be sloped toward the street for drainage.

Policy 5.2.14

Pavement materials and landscaping should be used to create visual connections between trails and the downtown.

Connectivity.

Goal 5.3

Provide a variety of ways to get from one part of the city to another part of the city using a variety of transportation modes.

Walkways.

Policy 5.3.1

Sidewalks also should be part of the city's trail system.

Policy 5.3.2

Create a coordinated system of trails and walkways within the city.

Policy 5.3.3

Trails should lead downtown and to the shoreline.

Policy 5.3.4

Streets that dead end or end in cul-de-sacs should contain pedestrian links to the next street.

New Development.

Policy 5.3.5

Developers should provide bike and pedestrian connections to adjoining neighborhoods.

Policy 5.3.6

New development should provide links and signs to the trail system.

Policy 5.3.7

All new development should provide pedestrian and bicycle infrastructure, such as sidewalks, crosswalks, and bike paths.

Non-Motorized Facilities.

Goal 5.4.

Create a continuous network of non-motorized facilities.

Pedestrian.

Policy 5.4.1

Increase non-motorized trips within the City of Buckley.

Policy 5.4.2

The City of Buckley should implement transportation demand management measures that provide incentives for walking, biking, and public transportation and disincentives for automobile use.

Policy 5.4.3

The city should work with Washington State Department of Transportation (WSDOT) to make State Route (SR) 410 safer for pedestrians.

Policy 5.4.4

Non-motorized links across SR 410 should be by signalized crosswalks or a pedestrian route that is grade separated.

Policy 5.4.5

The city should ensure safe and secure access to non-motorized amenities.

Policy 5.4.6

Cars should not park on sidewalks.

Policy 5.4.7

Crosswalk safety at major intersections should be enhanced through the addition of visual cues such as paving and painting treatments, lighting and/or signage. Where crossing distances are long, i.e. across SR 410, raised medians should be constructed to serve as places of refuge for pedestrians.

Policy 5.4.8

Future Transit areas should include covered transit shelters.

Education.

Policy 5.4.9

Provide educational opportunities to provide information about Northwest ecology along bicycling and walking routes, as well as the foothills trail.

Policy 5.4.10

The city should work with outside cycling and walking groups such as Feet First or Cascade Cycling Group to provide outreach and education regarding the different modes of transportation to schools and other public facilities.

Bicycles.

Policy 5.4.11

The City should create a continuous bicycle route system linked to the foothills trail and other City Facilities. These routes should be part of a public outreach effort that creates knowledge of

the system. The outcome of the public outreach can then be transferred to City and County maps and other publications for circulation.

Policy 5.4.12

All new commercial and office developments and facilities shall include bicycle parking. Park and ride areas and areas for future transit facilities should include covered bicycle parking.

Policy 5.4.13

The city should foster Buckley's role as a destination point for recreational cycling by enhancing the town's visibility and identity.

Center of Local Interest.

Policy 5.4.14

The city should use the foothills trail between Park Street and Ryan Road as a Center of Local Importance to enhance provision of businesses, recreational activities, and public services.

Transit.

Goal 5.5.

The city should create park-and-ride lots that are connected to the trail system and will serve to connect with future transit services within the city's downtown and the SR 410 corridor.

Park and rides.

Policy 5.5.1

The city should ensure safe and secure access to park & ride lots by prioritizing areas around park & ride lots for lighting and other pedestrian amenity improvements.

Policy 5.5.2

The city should create a park & ride lot near downtown.

Policy 5.5.3

The city should examine opportunities for combining park & ride lots with a variety of land use activities to enhance the convenience of car-pooling.

Funding.

Policy 5.5.4

The city should continue to work with regional transit operators for future placement of transit stops within Buckley.

Policy 5.5.5

The city should continue working with WSDOT and Pierce County to jointly compete for funds to support mass transit funding to and from the City, as well as associated transportation improvements.

Environment.

Goal 5.6.

Transportation improvements should be constructed with reduced environmental impacts.

Policy 5.6.1

All transportation improvements should minimize impervious footprint and use current storm water techniques as required in Title 14 of the Buckley Municipal Code.

Policy 5.6.2

The city shall pursue low-impact street and parking lot design, construction and maintenance techniques to minimize impervious surface, water pollution and water runoff.

Policy 5.6.3

New roads and trails should be designed in such a way that they will not affect wetlands, natural preserves, parks and recreation areas, significant historical and cultural resources, and areas identified as critical wildlife habitat.

Policy 5.6.4

The city should provide plug-in charging stations for electric vehicles.

Finance.***Goal 5.8.***

The city should finance improvements after considering which project will provide the most benefit for citizens.

Policy 5.8.1

The City should develop a list of roadway and non-motorized improvements to be accomplished within the next six years and updated annually. Council should consider prioritization of the roadway improvements each spring.

Policy 5.8.2

The city should use both traditional and innovative methods for financing roadway improvements such as public/private partnerships, impact fees, and so forth.

Policy 5.8.3

The city should explore funding tools such as road improvement districts (rids), local improvement districts (lids), and other local funding mechanisms to finance projects that provide a primary local benefit.

Policy 5.8.4

WSDOT, Pierce County, and the City of Buckley should work together to share transportation resources and reduce overlap in transportation expenditures.

Policy 5.8.5

The city should require maintenance agreements for private roads that are executed by the responsible landowners.

Policy 5.8.6

The city should continue to compete for funds for transportation improvements.

Concurrency.

Goal 5.9

The city should ensure developers pay for impacts to roadway system, as required by concurrency.

Policy 5.9.1

Each development is financially responsible for related transportation costs.

Policy 5.9.2

A consistent level of service must be provided.

Policy 5.9.3

Transportation improvements needed to support new development shall be in place at the time of development to maintain transportation LOS standards.

Policy 5.9.4

New commercial and multifamily developments must provide roadway improvements as required by the future street map and the Development Guidelines and Public Works Standards.

Policy 5.9.5

A concurrency management system should be developed.

Policy 5.9.6

Alternatives for demand managements should be explored.

Maintenance.

Goal 5.10.

The city should minimize future maintenance costs by using technologies and techniques that increase pavement longevity.

Policy 5.10.1

Build and operate an efficient and cost-effective transportation system.

Policy 5.10.2

Design and construct improvements in a manner that likely will require the least amount of maintenance.

Policy 5.10.3

The city should investigate relinquishing street facilities that are no longer needed to serve city residents.

Policy 5.10.4

Create roadway pavement log of existing sidewalks and roadways to record deficiencies and repairs of roadways.

Policy 5.10.5

The city should provide budget funding for annual roadway paving improvements, such as potholes.

Policy 5.10.6

Obstructions blocking pedestrian walkways, such as vegetation over trails or sidewalks, should be maintained to eliminate barriers to pedestrians.

Construction.***Goal 5.11:***

Ensure transportation construction needs are met during and after construction.

Policy 5.11.1

Additional rights-of-way may be required for additional roads and pedestrian ways, as shown on adopted plans of the city.

Policy 5.11.2

Public notice of traffic impacts that will occur during construction activities should be provided two weeks in advance of the traffic impact.

Policy 5.11.3

Each transportation mode's right-of-way needs should be addressed when roads are constructed or upgraded with the appropriate traffic control measure as outlined by the Buckley City Development Guidelines and Public Works Standards and MUTCD.

Policy 5.11.4

Temporary erosion and sediment control measures shall be used in accordance with an approved stormwater pollution prevention plan. Final approval of the permit should depend on permanent stormwater detention and pollution prevention measures being in place.