

CHAPTER TRANSPORTATION

4



[PLACEHOLDER IMAGE]

4 TRANSPORTATION

INTRODUCTION

To achieve Sequim’s transportation vision, the Transportation Element goals and policies are designed to guide development of the transportation network. The City envisions a future transportation system that provides for all modes of travel by offering a robust network of roadways, bicycle, and pedestrian facilities. Streets are a dominant feature in the City – they form the backbone of the transportation network, but also shape how community members respond to their environment, in terms of physical activity and social interaction. Most of Sequim’s streets were designed with vehicular mobility as the primary objective, with little in the way of streetscape amenity. While there are a growing number of dedicated non-motorized facilities (sidewalks, bike lanes, and separated trails), the City’s non-motorized facilities still have a number of gaps.

The City’s key mobility challenges are listed below.

Vehicle Mobility

Traffic congestion along Washington Street through downtown is related to its intersection with Sequim Avenue. Since traffic on Sequim Avenue is only interrupted at the Washington traffic signal and the roundabout at Old Olympic Highway, many east-west travelers concentrate onto Washington. Lengthy queues can be seen year-round at the intersection of Washington Street with Sequim Avenue. The peak summer months bring significant congestion to Washington Street. During key festivals, queues can extend the entire length of Washington, and in some cases, back onto US US 101. The lack of controlled intersections along Sequim Avenue serves as a barrier to east-west mobility. Shifting some traffic away from Washington by improving other Sequim Avenue intersections is a primary transportation goal.

Outside of the core area, particularly in new developments, the roadway network includes many cul-de-sacs and dead end streets. Vehicle trips that should be relatively short require users to travel longer distances. This design funnels traffic to a few key roadways instead of spreading traffic across multiple roadways. Future land use and roadway development should focus on connecting roadways that currently dead-end to provide a more connected network of roadways.

Transit Service

Clallam Transit provides fixed-route, Paratransit and dial-a-ride service in Sequim. These services are frequent and extensive for a small city, running 30 - 45 minute frequencies and from 6:10 am to 9:30 pm. Unfortunately, many new Sequimites are retirees who want to maintain their reliance on their automobile from their former lifestyle and do not become adaptive to a multimodal lifestyle. Paratransit services are eligible to 85-year plus able-bodied persons although many retirees locate to non-service areas. Paratransit is complimentary ADA service to

Clallam Transit fixed-route services. The law requires Paratransit services within three-quarters of a mile of the fixed-route alignment.

Bicycle and Pedestrian Mobility

In examining the bicycle and pedestrian network, Sequim benefits from its location on the Olympic Discover Trail (ODT), a well-established street grid in the city center, existing bicycle facilities, and a community that is interested in active transportation. Challenges lie in creating more safe routes for cyclists into and through Sequim and providing a cohesive and ADA-compliant sidewalk network that improves mobility for pedestrians and mobility scooter users. Network development includes multiple routes for ODT users to travel through Sequim as well as access local destinations.

Trips Generated by Growth Outside the Urban Growth Area

For several decades, twice as much population growth has occurred outside the urban area as within it. Since this pattern has continued in an era of Growth Management that intends quite the opposite growth dynamic, the ramifications of continued growth of this level outside the city's urban growth area are significant. If the non-UGA Valley just experiences the same 2% annual growth as planned for the city, there will be over 3,500 new homes dispersed throughout the Valley by 2035. This magnitude of growth generates 25-30,000 additional car trips per day on rural roads, and most of these trips are destined for places in Sequim where the bulk of services and urban amenities are provided. These are travel volumes that adversely impact city mobility



that city capital financing resources cannot resolve. To many in Sequim, quality of life includes managing traffic to minimize the inconvenience of congestion; to maintain arterial capacity to accommodate local connections; and to avoid collateral damage to neighborhood street safety from suburban traffic seeking "short-cut" alternatives to arterial routes. Without intervention by the county through its plans and zoning to reverse the two-thirds "rural" / one-third urban growth split, the city's Layered Network cannot perform as designed to meet these mobility expectations of Sequim residents. The transportation impacts of Valley growth outside the UGA, if left unaddressed, jeopardize much of the good directions in this Chapter.

This Chapter is based on the *Transportation Master Plan (2013)* that provides more direction, details, and explanation of the City's current and future transportation systems and is an inherent part of this Comprehensive Plan.

VISION

Parts of the Vision guide the city's future Transportation systems:

- a more compact pattern of growth will create a future that is affordable in all ways – physically, environmentally, socially, and economically;
- improved street and path connectivity among places of living, shopping, services, employment, and recreation will increase mobility, convenience and transportation choices;
- new homes will fill in undeveloped residential lands to strengthen neighborhoods by enhancing safety, creating more livable streets, providing opportunities for mutual support, and promoting a social fabric where “small-town friendliness” is experienced every day;
- greater diversity in age, household type, ethnicity, income, lifestyle, housing, mobility, and economic activity will increase community opportunities, variety, and interest; and
- the community's image and identity will be promoted by active management and responsible stewardship of both the human-built and natural environments.

MULTI-MODAL TRANSPORTATION

TR GOAL 4.1 MULTI-MODAL TRANSPORTATION: Provide a safe, balanced and efficient multi-modal transportation system that adequately serves the future growth and development of the City.

POLICIES

TR 4.1.1 MOBILITY WITH GROWTH

Maintain the community's ability to make trips within and through the city with a transportation system that provides safe, convenient and efficient circulation even as the urban area grows by forty percent in 20 years.

Discussion: One of the qualities of a “small town” is the ability to get to destinations quickly and with little inconvenience. This usually means that routes are direct and the travel time somewhat predictable. In very small places, these are not an issue – there's just not enough separation among community destinations to create hindrances. As places get more populous and cover more area, however, the convenience and efficiency of the transportation system come under increasing stress. The solutions are several: 1) provide a range of mobility options, as provided in the Layered Network (Policy TR 4.2.1), 2) insure citywide connectivity by maintaining the functional characteristics of a grid – block size, interval of intersections, and street continuity, and 3) fully utilize the city's capacity for new housing that fills in existing residential districts that are in proximity to the community's primary destinations.

TR 4.1.2 NON-MOTORIZED MOBILITY CONNECTIVITY

Promote the development of safe and convenient pedestrian, bicycle, and mobility cart systems that encourage multi-modal access to and from residential neighborhoods, parks, schools, civic buildings and the City's commercial and employment areas

Discussion: The Layered Network is designed for high connectivity among the community’s major activity districts and residential neighborhoods by providing options for alternative modes of transportation. Each layer plays a critical role in achieving a multi-modal transportation future that offers mobility choices. For Sequim’s active senior population, the grid of sidewalks and pathways facilitates walking for health and affordable connectivity, and for those reliant on mobility scooters to access needs, there is a route system designed to meet those needs as well. Cars and bikes have network layers, too, with all layers combining to meet the diverse circulation needs of residents.

LAYERED NETWORK

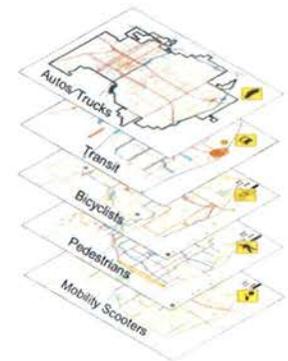
TR GOAL 4.2 TRANSPORTATION NETWORK: Provide a complete transportation network that safely accommodates all modes of travel while increasing efficiency and safety for all users.

POLICIES

TR 4.2.1 LAYERED NETWORK

Develop and maintain a Layered Network recognizing that not all streets provide the same quality of travel experience and as such, classifies streets as Boulevards, Urban Avenues, Downtown Main Streets, School Connections, Active Alleyways, Local Streets and Rural Transitions.

Discussion: The Network focuses on developing an inclusive transportation system that reinforces a core Vision element of a more walkable community, facilitates multi-modal accessibility, and provides for overall network function. It recognizes that it is difficult for a single roadway to meet the demands and expectations of all modes at any given time. In response to this challenge, the Layered Network creates a transportation system to meet the needs of all users.



TR 4.2.2 VARIETY OF STREET USES

Ensure the Layered Network continues to provide for all varieties of street uses including: regional mobility and cross-town trips, commuting, shopping and recreational travel, property access, vehicle storage, parking, transit use, walking, biking and use of mobility carts.

Discussion: The Layered Network is a multi-modal transportation strategy that evolves as the community grows and demand increases. Some of the modes in the Network are expected to become more popular as new homes fill in the city’s loose residential fabric outside the central area. As new residential plats are proposed, the city’s subdivision review process provides the

opportunity to reflect the types of mobility demand in planning, designing and budgeting for capital improvement projects that support these modes.

TR 4.2.3 WELL-CONNECTED NETWORK

Guide development of new Local Streets to form a well-connected network that provides for safe, direct and convenient access to the existing roadway network for automobiles, bicycles and pedestrians.

Discussion: To insure performance of local streets over time, design of new residential development is expected to be consistent with the Future Roadway Network. Loop streets and cul-de-sac subdivision elements that create discontinuities in the Network are to be particularly avoided except where topography or development-sensitive areas make Network connectivity prohibitive. Network connectivity is a foundation of healthy neighborhoods that rely on the street grid for all modes of circulating within and beyond the neighborhood (see Policy LU 3.4.7).

TR 4.2.4 CONSISTENCY

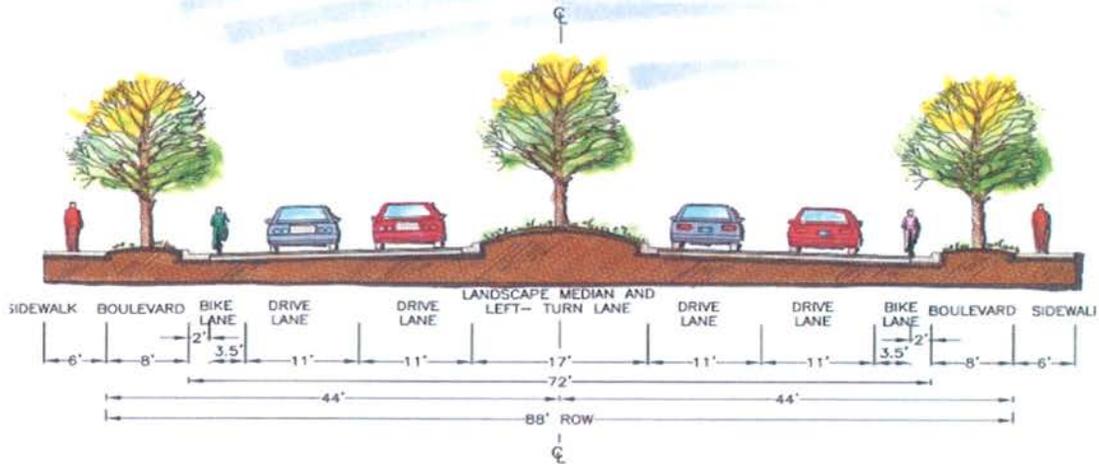
Require all urban development and improvements to be consistent with the Layered Network, Bicycle Network, Pedestrian Priority Routes, Mobility Cart Network and ADA requirements.

Discussion: The development review process provides the opportunity to ensure new developments meet all requirements necessary to create a successful layered network. The city's transportation planning history is one of missed opportunities, and part of that history is the lack of definitive expectations adopted in the Comprehensive Plan. *Consistency* is a discipline that is incumbent on city officials to respect by conducting development reviews consistent with this Plan's directions.

TR 4.2.5 DESIGN STANDARDS

Develop and enforce design standards consistent with the Layered Network for all arterial and local street types.

Discussion: Building streets to match the images in the Comprehensive Plan entails applying adopted design standards to project design and development. These standards are found primarily in the subdivision code and the Transportation Master Plan and may be a product of sub-area or master planning for specific districts. As mobility norms change over time and with the introduction of new transportation technologies, standards need to be updated to reflect new demands and behaviors.



SYSTEM DESIGN

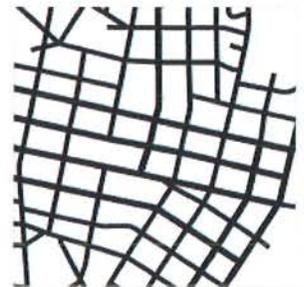
TR GOAL 4.3 MOBILITY BY DESIGN: Form a street network system that provides better connectivity, safety and mobility for all modes of circulation.

POLICIES

TR 4.3.1 GRID STREET SYSTEM

Employ a grid of blocks defined by local access streets in the design of new subdivisions to avoid concentration of vehicular trips, improve safety to neighborhood streets, enhance community connectivity, and provide route options for all modes of travel.

Discussion: A well-connected street grid enhances traffic flow and provides safe and convenient access for all (including people travelling on foot, by bicycle, and mobility scooter). This is particularly important in the more urban portions of the city, where it is anticipated that people will be traveling by means other than a personal automobile. However, even outside of the city center, it is critical that the transportation system be constructed to encourage the most efficient travel patterns possible.



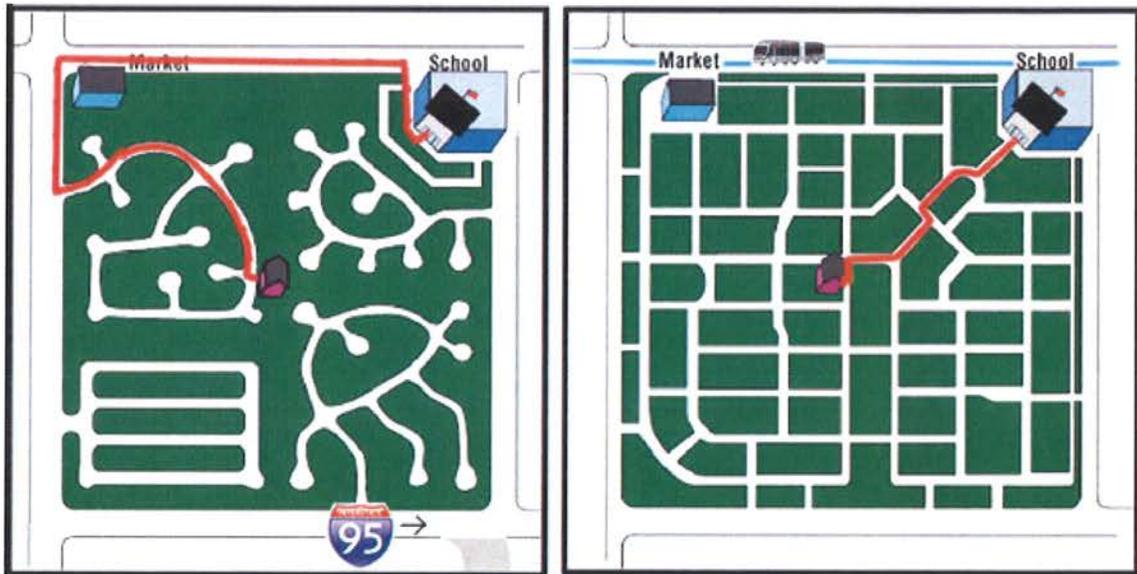


Fig. x. Subdivision design related to connectivity

Every major subdivision in Sequim since 1980 has the form of the drawing on the left in Fig. x. with loop streets and cul-de-sacs. A trip within the neighborhood is a 3-5 times greater distance than a pre-1980s subdivision with the traditional neighborhood form in the drawing on the right that follows the classic grid system. The traditional neighborhood design disperses traffic, creates shorter trips, and provides better neighborhood and community connections.

Fig. x. provides another real-life example in a big city, but the differences in form and the resulting consequences apply to cities and towns of any size.

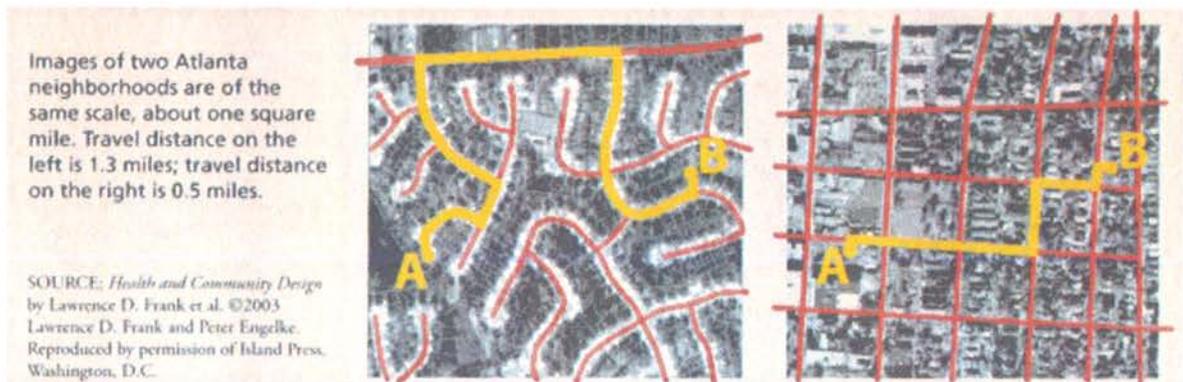


Fig. x Subdivision design impact on mobility

On the following page, Fig. x provides measurable design guidelines for creating a well-connected street grid. In order to be sensitive to the surrounding neighborhood context, two sets of guidelines have been established – one developed for Sequim’s city center and another for the City’s more rural and suburban districts. Many of these guidelines have been successfully implemented in other cities to create more walkable and connected communities.

Fig. 4.3.1.2 Connectivity Design Guidelines

Metric	Purpose	City Center ¹	Outside City Center
Arterial Intersection Spacing	Intersections that are appropriately spaced encourage walking while maintaining reasonable traffic flow.	500-700 feet	500-1,000 feet
Residential Intersection Spacing	Intersections that are appropriately spaced encourage walking and biking.	200-400 feet	300-450 feet
Cross Circulation Routes	Encourage travel by non-auto modes by shortening travel distances between uses.	Provided on all commercial blocks that are longer than 500 feet, connect surface parking lots wherever feasible	No standard, but used to provide connections for pedestrians and bicyclists at cul-de-sacs and dead end streets, connect surface parking lots wherever feasible
Cul-De-Sac Length	To increase connectivity, cul-de-sacs should be prohibited in the city center and discouraged elsewhere. Where approved, cul-de-sacs should be limited to a maximum length.	Not permitted	200-400 feet and must be approved by city engineer
Intersection Angles	Intersections that meet at right angles prohibit excessive vehicle speed and improve safety for all modes. Within the city center, all intersections should be “squared up”.	90°	60-90°

¹The city center is the area bounded by: Fir Street (north), 5th Street (west), US US 101 (south), and Blake Street (east).

TR 4.3.2 CALM NEIGHBORHOOD TRAFFIC

Apply design features to calm vehicular traffic within neighborhoods while maintaining a balance between the competing needs of community mobility and safe neighborhood streets.

Discussion: While a connected street grid distributes traffic flow onto multiple routes and minimizes travel distances for walking and biking as well as car travel, the grid also creates a potential for non-local, cut-through traffic and increased vehicle speeds on wide residential streets with long blocks. Traffic calming techniques address these potential problems while retaining all of the good attributes of an interconnected roadway system.

Traffic calming utilizes physical features to alter driver behavior as a means to improve safety for all roadway users and reduce impacts to adjacent land uses. It is a well-established practice worldwide, backed by substantial quantitative evidence of its benefits in reducing travel speeds and enhancing safety.



TR 4.3.3 ALLEYS

Incorporate alleys in new residential subdivisions to create safer pedestrian environments, eliminate vehicle-backing onto local access streets, provide convenient access to utilities and services, and decrease overall impervious surface area.

Discussion: Alleys were a feature of most residential subdivision designs for most of a century. Then came the mid-1950's advent of the suburbs with enclave subdivisions that strove to



establish identity uniqueness – mostly a marketing strategy – at the sacrifice of connectivity to adjacent development. Since travel distance to work, shopping, school, church – *everything* – was farther, cars assumed a much greater presence in everyday life. The form of suburban houses and the character of neighborhood streets evolved to fit

this higher standing of the automobile. The double-car garage and matching double-width driveway had little effect on neighborhood life; families retreated to large, fenced back yards for recreation and entertainment as the front yard and street lost the qualities for social engagement. With garages now attached to and extending the structure of the house and accessed from the street, the need for alleys waned into near non-existence in this era of “modern” subdivision design.

One of the changes this brought was the introduction of utility services at the street rather than from an alley. This was cheaper for developers, but it came at a cost: green service boxes sprouted throughout the new development with vaults and pedestals a ubiquitous visual element of a suburban streetscape. Without alleys, garbage cans joined these other alien elements every week or two.



The other major introduction to the residential streetscape this induced is the car, truck, boat, trailer, etc. parked in the driveway that is cut out of the traditional front yard – accumulated vehicles (and “toys”) came out from hiding benignly in the back yard to become a statement in the front yard. However, it isn’t a change that every neighbor has appreciated, and vehicles of all kinds parked in the front yard continue to be a point of conflict in most communities several decades after this shift away from alleys.

Saving the street for visitor and overflow parking is good for safety. Curbside parking narrows the travel width, slowing vehicle speeds. The presence of cars creates (along with street trees) an added safety barrier between errant drivers and walkers. Safety is also increased by eliminating the danger of backing from a front yard driveway onto a street, a risk to pedestrians as well as passing cars. The included driveway curb cut also disrupts the continuity of a flat sidewalk if there is a missing or narrow planter strip, creating a potential hazard to walkers, those on mobility carts, or kids on trikes.



The contribution of alleys to community friendliness is included among the qualities of good neighborhoods (see Policy LU 3.4.5). Alleys create an environmental benefit, too, especially if done as in Figure 4.3.3 (also see Policy EE 9.x.x.). The inclusion of alleys in residential project design is part of the platting requirements and development standards in subdivision regulations. Not all urban conditions and factors of the natural environment are conducive to alleys in all parts of every development – crafting criteria to provide for variation from an absolute requirement for alley-inclusive development is a part of revising subdivision regulations to implement the intent of this Plan.

TR 4.3.4 ENHANCE DOWNTOWN TRAFFIC FLOW

Enhance traffic flow through the Downtown District by prioritizing projects that improve East-West travel alternatives as identified in the Layered Network.

Discussion: Improving east-west mobility along alternative routes through the central area, such as on the Fir Street and Prairie Street corridors, allows a shift in traffic patterns away from

Washington Street. Although congestion on Washington Street largely occurs in the Downtown Core and is most acute at a mid-day peak hour, the alternative routes address perceived inconvenience for all motorists who make routine cross-city trips during normal 8-5 office hours.

TR 4.3.5 CROSS-CITY CONNECTIVITY

Maintain convenient cross-town street connectivity by creating alternative routes to Washington Street that are complimentary to the planned land use patterns of intersected neighborhoods.

Discussion: An effective street grid system supports access to commercial zones while preserving the character of neighborhoods. The street design on the alternative routes maintains the required operational performance without compromising Downtown neighborhood character if great attention is given to streetscape elements that enhance living such as good lighting, wide pedestrian buffer strips with consistent street-tree planting, resident on-street parking, and crosswalks at intersections.

TR 4.3.6 PRESERVATION FOR COMPLETE STREETS

Obtain and preserve public right-of-ways or easements from developers for the implementation of the Bicycle Network, Pedestrian Priority Routes and Mobility Cart Network on “complete” streets that serve all modes of personal transportation.

Discussion: The best opportunity to begin a *complete street* project is at the time that adjacent property applies for development approvals. If the need isn't secured then, it will only be more difficult to meet in the future after development has established a new set of physical conditions and new infrastructure as well as potential inflation of real estate values. It is important to secure these rights from even small projects that contribute small increments to full complete streets as in many cases these pieces eventually join to make a whole segment within the mode systems.

TR 4.3.7 CROSS-CIRCULATION EASEMENTS

Identify locations for cross-circulation easements between buildings in the Downtown Core that will help create a more walkable environment, provide shorter travel distances between destinations and promote a safe and enjoyable experience for pedestrians, bicycles, and mobility cart users.

Discussion: The attraction of a downtown is the access it provides to window-shopping, entertainment, eating, and other community life while enjoying chance social encounters. These are activities done while walking – free-flowing, mid-block, non-vehicular access throughout the Downtown adds to walking convenience and expands the area of the walkable district. Cross-circulation easements also increase access to off-street parking off Washington Street as well as to businesses without a high-exposure location on Washington.

TR 4.3.8 VEHICULAR LEVEL OF SERVICE (LOS)

Develop and maintain all City streets and intersections, and US 101 within the city limits, to provide a minimum of LOS D, except for Washington Street which is required to meet a minimum of LOS E.

Discussion: For most city streets, LOS D accommodates a high density of motorist traffic while maintaining a stable flow. This is a typical standard for small-to-mid-size urban communities that balances the costs of more travel lanes with the minor stresses of sharing the road with more cars. At LOS E, Washington Street operates at near-capacity, with speeds reduced to a low but uniform speed. The lower speeds are consistent with the function of Downtown to be the center of a residential neighborhood as well as a place that people walk to patronize businesses.

The LOS standard for US 101 is D for urban Highways of Statewide Significance which describes 101 within the City limits.

TR 4.3.9 PRIVATE STREETS

Include public rather than private streets in the design of all new subdivisions for the citywide benefits that public streets afford and to reduce the potential long-term public liability of private streets.

Discussion: Creating subdivisions that include only public streets enhances neighborhood and community connectivity, creates shared public spaces for neighbor interaction, increases routes for community walking, and affords greater dispersion and more route options for vehicles (which enhances safety). Streets are a primary structural element of community growth that determines the community’s form, operation, and character, and if streets are not public, the effectiveness of this role is diminished.



Residents as well as visitors are confused by the distinction between public and private streets when, as is common, there is no visible distinction between the two. A requirement that all streets be public communicates to all citizens that they are welcome to move freely *within* as well as through their community. This quality ties to the community value of being friendly – residential streets are the most common opportunity to experience friendliness as the community grows.

The decision to create private streets within new subdivisions is usually one driven by developer cost. The public street design standards often require wider travel lanes, width for on-street parking, formal curbs and gutters, and sidewalks on both sides, sometimes with the added specification that sidewalks be separated from the curb by a pedestrian buffer strip (with street trees for comfort and safety). When there is no city standard for private streets, some or many of these features are ignored in the design of subdivisions. There is a public “cost” to these

exclusions . . . reduced pedestrian safety and comfort, lower community visual quality, and higher levels of required street maintenance.

By 2015, 40% of streets in Sequim were private. Some of these posed significant maintenance liability due to inadequate construction. Understandably, when streets begin to fail, some homeowners look to the city to make repairs. Even when the city has no legal duty or even authority to maintain private streets, the burden felt by residents is significant. This issue grows with the increasing age of the private street system, and lack of homeowner association reserves – if there even *is* an active association – and deferred maintenance add to the financial liability that homeowners face.

The city’s subdivision regulations are the instrument to instill the public streets requirement in all new developments.

TR 4.3.10 ROUND-A-BOUTS

Utilize round-a-bouts in lieu of signalized intersections in arterial street design to maintain traffic flow in non-residential districts of the city.

Discussion: Round-a-bouts are cost-effective investments to maintain the flow of traffic on arterials without the expense and delay of a signal to control traffic at arterial intersections. The raised structure and circular pattern also slow traffic so that accidents that do occur generally happen at slower speeds and at less direct angles than standard signalized intersections – it’s rare for two cars to collide at high speed at a round-a-bout.



Round-a-bouts do impact pedestrian travel as crosswalks are set away from the circle of the intersection to avoid competing for the attention of drivers who are watching other cars merge into the circle. The priority in round-a-bouts is vehicles, not walkers. Where arterials pass through residential neighborhoods and the mode priority requires deference to pedestrians over vehicles, traffic-facilitating round-a-bouts are inappropriate. Within neighborhoods, including those that include a mixed use neighborhood center (see Policy LU 3.5.1) in the future, the preferred design

of arterial intersections includes sharper corner radii to slow vehicle speeds and crosswalk locations that minimize crossing distance corner-to-corner-to-corner.

Note that “round-a-bout” as used in this Plan is not the same feature as a “traffic circle.” Traffic circles are much smaller features introduced to an intersection, even on residential streets, as a traffic calming device. Size is determined by curb-to-curb street width and the access needs of emergency response and city service vehicles. Traffic circles are not precluded in Sequim neighborhoods but are considered on a case-by-case justification of need.



TR 4.3.11 SPECIAL PLANNING AREAS

Conduct sub-area planning for specified areas that pose opportunities to re-think the interface between future development patterns and multi-modal transportation to expand mobility choice, connect the community, or enhance the performance of the Layered Network.

Discussion: Among the locations that offer an opportunity to improve community connectivity, enhance transportation choice or improve the Layered Network are the 30-acre school district site, the community business / high-tech light industrial planned areas surrounding the intersection of Rhodefer and Washington, and the extension of Rhodefer over US US 101.

TR GOAL 4.4 PEDESTRIAN MOBILITY / MOBILITY CARTS: Enhance community health and improve active living for pedestrians and those in mobility carts by establishing a sidewalk and path network consisting of a variety of designated connected, safe and buffered walking / mobility cart environments.

POLICIES

TR 4.4.1 PEDESTRIAN AND MOBILITY SCOOTER PRIORITY NETWORK

Create a Pedestrian and Mobility Scooter Priority Network as one of the Transportation System layers to realize the community’s Vision elements for a walkable community and maintaining mobility options for all citizens.

Discussion: Sidewalks in Sequim are shared by pedestrians and mobility scooter users. A priority network layer was developed for these modes and is shown in **Fig. x.** The pedestrian/mobility scooter priority layer provides connections to Sequim’s downtown core, commercial and retail zones, medical facilities, schools and parks, the ODT, and residential neighborhoods.



TR 4.4.2 PEDESTRIAN AND MOBILITY SCOOTER LEVEL OF SERVICE

Utilize the adopted Transportation Master Plan to guide the design of future developments and capital projects to be consistent with the Layered Network, including Pedestrian and Mobility Scooter Priority Routes levels of service and American with Disabilities Act (ADA) requirements.

Discussion: The priority routes are served by a variety of street types, but all of them include provisions for sidewalks or shared use paths. All facilities are constructed or improved to meet current ADA standards. Sidewalk and trail projects within the pedestrian / mobility scooter layer receive higher priority than projects outside this area.

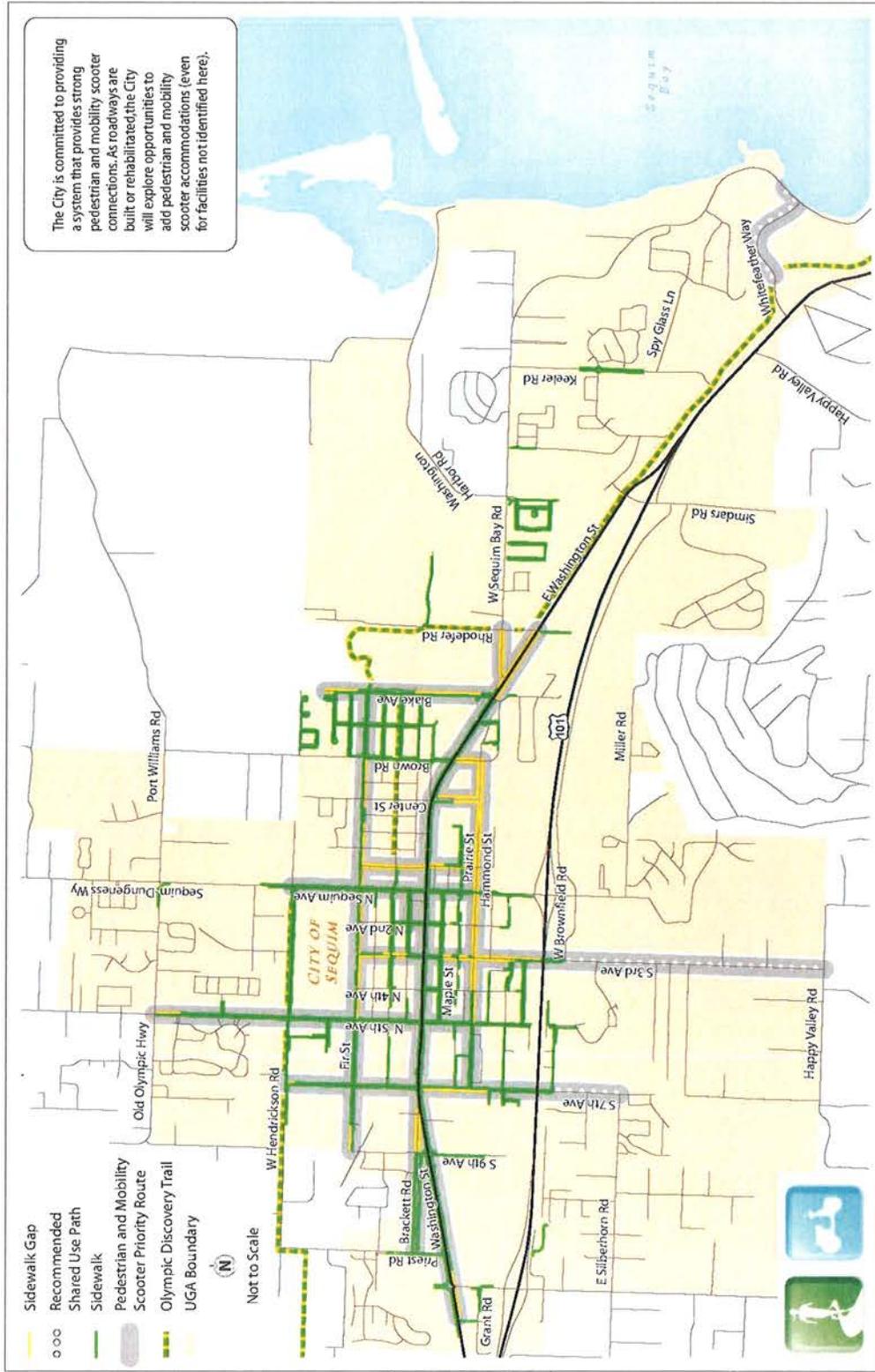


Fig. 4.4.1.1

TR 4.4.3 GOOD SIDEWALKS

Apply minimum standards of safety and comfort in the design of all new sidewalks to promote walking as alternative transportation, as good for personal health, and as a place of friendly encounters.

Discussion: Walking is among the greatest quality-of-life values embraced by the Sequim community. It is recognized by seniors as contributing to long life and to others as a basic means of getting around the community. Places that attract walking by designing sidewalks for safety and comfort are generally regarded as places of higher value.

Sidewalks are a feature of all “complete streets” that are inherent to the *Layered Network* system. Building sidewalks for safety is a fundamental design criteria, and it starts with the inclusion of a “pedestrian buffer strip” (planter strip) to separate walkers from the threat of errant drivers. Separation, itself, is little more than perceived safety, regardless of the width of the buffer strip. *Real* safety appears in the form of street trees, and the required space to grow a tree – typically between 3 to 5 feet – determines the width of the buffer strip.



Mature street trees establish a physical barrier as well as a psychological edge against the street. The trees define the realm between the planter strip and house as the domain of people and the area outside of it the domain of cars. Trees also provide added comfort in warmer weather by shading the sidewalk and reducing urban warming, and they improve urban health by cleaning the air.

The planter strip separation from the street edge provides room for a driveway transition to the street (the “ramp”) without changing the grade of the sidewalk, also making it safer for walking and mobility carts.

Fence placement and design is another feature that affects the safety and comfort of walking in a neighborhood setting. The role of good fence standards in neighborhood development is presented in policies LU 3.4.3 and LU 3.4.4.

TR GOAL 4.5 BICYCLE MOBILITY: Create a bike-friendly community with a bicycle network that meets the needs of a wide range of users

POLICIES

TR 4.5.1 BICYCLING TO CONNECT

Establish the Bicycle Network Layer to create a full system of connectivity to major community facilities and points of activity as well as recreational trails for leisure trips.

Discussion: The bicycle network provides connections to the Olympic Discovery Trail, schools and parks, and the downtown core from the residential neighborhoods across the



city. It also provides regional connectivity to the north and south of Sequim along 7th, 5th and 3rd Avenues. The ultimate bicycle network is intended to form a network of paths, lanes, and shared streets that collectively provide

“ODT Alternatives” that allow cyclists to proceed through Sequim using various routes, including some that pass through downtown Sequim (Fig. 4.5.1).



TR 4.5.2 BICYCLE MOBILITY LEVEL OF SERVICE

Provide bike lanes, separated paths or “sharrows” on all facilities in the Bicycle Network.

Discussion: Within the densest parts of the city, including residential neighborhoods and the downtown core, the bicycle plan envisions increased use of “sharrows,” bike lanes that *share r.o.w.* (share-row) with vehicles. In more rural portions of the city, including south of US US 101 and along West Sequim Bay Road, the ideal solution is a separated path that runs parallel to the existing roadway. All of the planned roadway types incorporate a context-appropriate bicycle accommodation, including bike-lanes, sharrows, wide-shoulders, and off-street trails.



TR 4.5.3 AMENITIES TO PROMOTE CYCLING

Make bicycling more attractive as an alternative transportation mode by providing amenities for riders at centers of work, transit, shopping, recreation, government agencies and other nodes of activity.

Discussion: By providing multiple routes through the City accessing residential and commercial areas as well as bike racks at primary destinations and wayfinding signs to guide cyclists to them, bicycle travel becomes a preferred transportation mode for many. Security is a primary consideration for using bicycles as alternative transportation, and codes that include racks or lockers at major destinations and places of employment as a standard requirement increase cycling as a mode choice.



TR GOAL 4.6 TRANSIT: Create a public transportation system that provides an alternative to vehicle travel and mobility alternatives for users without a vehicle at their disposal.

POLICIES

TR 4.6.1 TRANSIT INFRASTRUCTURE

Encourage transit system use by providing bus turnouts, transit signage, bus stops, sidewalks, benches and street crossings improvements where the future demand from adjacent land uses warrants such investments.

Discussion: One of the city’s roles in supporting transit utilization is to accommodate riders’ needs for safe, comfortable bus stops where ridership is high. A primary means to meet needs is to insure that there is adequate space within the city’s *complete streets* standards and to recognize opportunities to provide facilities when reviewing proposals for new private development.



TR 4.6.2 PLANNING & OPERATION

Coordinate with Clallam Transit and Jefferson Transit relative to the planning and operation of public transit services and facilities within the City.

Discussion: Maintaining regular coordination with transit agencies, including the regular review by Transit of city development plans and projects – including SEPA mitigation measures – provides opportunities to connect transit resources to Sequim’s *Directed-Growth* strategy, particularly the planned growth in the Senior Lifestyle and Downtown Neighborhood districts. Although availability of transit service has had little effect on the city’s urban form or the choices residents make about where to live, transit service as alternative transportation is attractive to those in the market for Downtown living and seniors who choose the Lifestyle district.

TR GOAL 4.7 COMMERCIAL & FREIGHT TRANSPORTATION: Maintain a road system for transporting freight within and through the city that meets the shipping needs of the entire Valley as well as city.

POLICIES

TR 4.7.1 MAINTAIN FREIGHT ROUTES

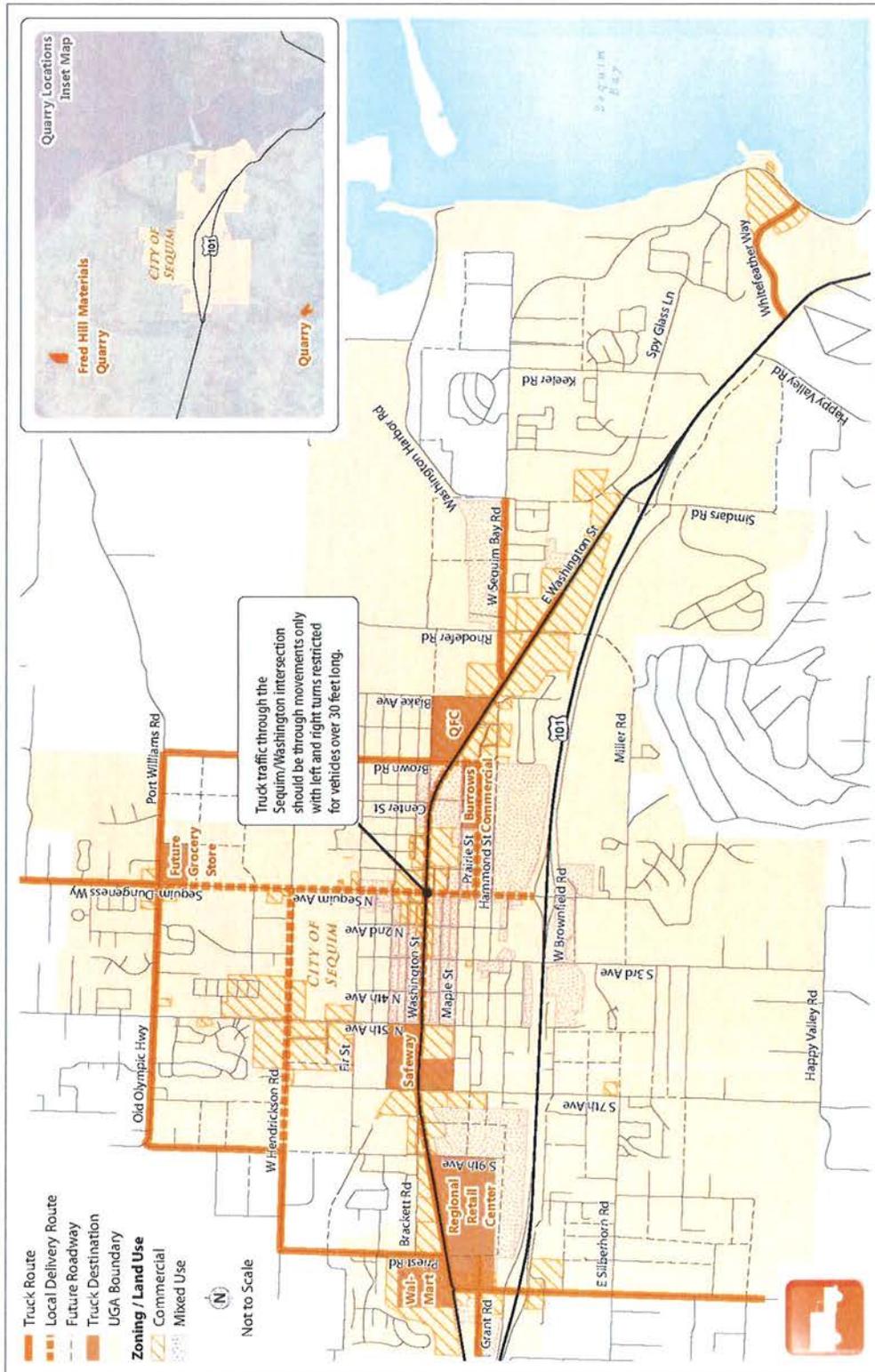
Designate and maintain freight routes for commercial and freight vehicles for delivery and shipment of goods within the city, minimizing the impacts of dust, exhaust, fumes, and noise to residents and businesses and the damage of heavy loads on streets not built for them.

Discussion: Freight services provide the community with goods and services and to transport local products to other places of demand. The Truck Route Network keeps trips on designated routes for safety and to minimize operational impacts to residents.

The truck routes layer was designed to facilitate both the movement of goods to retail destinations within the city and the shipment of goods from locations outside the city. Sequim's primary commercial districts are located along Washington Street nearby River Road, as well as just east of downtown. Outside of Sequim, truck destinations include farms on the Olympic Peninsula, construction sites including the planned water reclamation facility site, as well as two quarries located due north and south of the City.

The truck routes simultaneously allow for the movement of goods both locally and regionally while limiting truck traffic on key streets, such as Washington Street within the downtown core. To further encourage truck travel on these routes, roads should be designed to meet truck standards. This plan's layered network concept supports this goal by ensuring that all truck routes are designed as Boulevards or Rural Transition streets, which emphasize vehicular movement.

Figure 4.7.1.1 shows truck routes and local delivery routes as well as the location of the two quarries on the peninsula.



PARKING

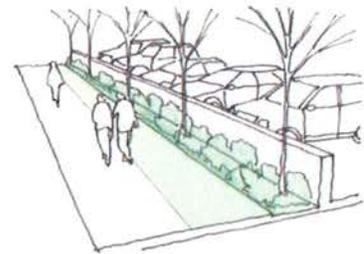
TR GOAL 4.8 PARKING: Balance the demand for parking with the availability of on-street and off-street parking facilities to support an attractive urban form and ensure the needs of businesses, drivers and pedestrians are equally met.

POLICIES

TR 4.8.1 PARKING GUIDELINES

Maintain and enforce guidelines for on-street and off-street parking facilities as specified in development codes.

Discussion: The way that parking is planned and designed has a major influence on the way that development interfaces with the transportation system, including its ability to



encourage travel by non-auto modes. The following best practices highlight approaches that the City of Sequim should implement to meet the City's multi-modal vision, while balancing parking availability with demand.

TR 4.8.2 PARKING STUDIES

Update the City's analyses of residential and commercial / retail parking supply adequacy periodically and update parking requirements as necessary.

Discussion: Access to a convenient and available parking supply is necessary for a healthy and competitive commercial district that encourages both residents and visitors to patronize local businesses. Sequim has two main commercial districts: Downtown (see TR 4.6.4) and the West End Regional Commercial Center. Both areas are expected to see new development, including redevelopment of existing properties, over the next 20 years.

West End Commercial Center

The West End Regional Commercial Center has significant potential for future development. As the stores in this area serve all residents in the Sequim-Dungeness Valley, it is important that adequate parking be provided to meet the demand. It is also important, however, that the City's vision for connectivity not be forgotten in this area. New development should be required to coordinate with adjacent parcels to coordinate parking lot connectivity between developments. This will ensure that vehicles and pedestrians can easily travel between

locations without requiring circuitous travel back to public roadways. This connectivity goal for new development is achieved by updates to the relevant development code and design guidelines.

TR 4.8.3 SHARED PARKING AGREEMENTS

Encourage shared parking agreements, particularly in mixed use districts such as the Downtown Core, to ensure that parking is not oversupplied and that these settings remain pedestrian-friendly environments.

Discussion: The benefit of shared or “joint-use” parking facilities is to get better utilization of the investment and land consumption required of parking (whether surface or in structures) in districts with demand occurring at different times of the day due to the types of uses. A common joint-use opportunity is residential uses located in proximity to offices or other similar employment in which the parking used by workers during the day is available to residents in the evening.

TR 4.8.4 PARKING DOWNTOWN

Provide convenient, safe and accessible public parking for vehicles and recreational vehicles in and around the Downtown Core.

Discussion: Parking lot utilization is often low, and the visual impact of surface lots detracts from the downtown’s aesthetic qualities. The 2011 Downtown Plan notes that “parking should be viewed as a shared resource that is managed, balanced with demand, and maintained to ensure use by customers of downtown businesses.” The Plan recommends that the City “ensure that parking is not over-supplied and is provided in a way that adds to the ambiance of downtown.” The Plan identifies the following strategies to reduce the number of additional off-street parking spaces required for new development and to provide existing businesses with additional parking supply.

- Allow, or require, shared parking among adjacent land uses
- Allow developers to pay in-lieu fees to reduce individual parking requirements where appropriate
- Reduce or waive parking minimums to encourage economic development
- Codify parking maximums to reduce excess parking spaces
- Apply stricter enforcement of short- and long-term parking regulations

TR 4.8.5 SPECIAL EVENT PARKING PLANS

Review and approve festival-specific parking plans to address parking and circulation needs for recurring festivals.

Discussion: The city’s largest festivals attract thousands of visitors from outside the city and Valley. Visitors arrive by personal automobiles – which generate great demand for parking that is often met on neighborhood streets – as well as tour buses, and private chartered shuttles. The city Community Development, Public Works, and Police departments assume lead roles in coordinating planning and implementation of special event parking plans with

event sponsors. The locations and rules for event parking are included in event contracts and temporary activity permits with the city.

REGIONAL TRANSPORTATION

TR GOAL 4.9 REGIONAL COORDINATION: Coordinate with regional transportation entities to ensure maximum connectivity and interoperability of transportation systems in the region.

POLICIES

TR 4.9.1 COORDINATE TRANSPORTATION EFFORTS

Coordinate transportation system operations, planning and project implementation with Clallam County, Jefferson County, the Peninsula Regional Transportation Planning Organization (PRTPO) and Washington State Department of Transportation (WSDOT).

Discussion: The Transportation element is certified by the Regional Transportation Planning Organization as the last step in coordinating regional transportation systems and fulfilling the mandated protocol to insure regional consistency. Sequim is a participating member of the RTPO which provides the primary mechanism for regional coordination on the Peninsula.

TR 4.9.2 COORDINATE MULTI-MODAL TRANSPORTATION

Coordinate multi-modal transportation efforts regionally to provide mobility options within Sequim.

Discussion: Mobility planning within the region includes options for transit, sidewalks, bike lanes, golf cart paths, local and regional trails and partnerships with public and private organizations. Expanding these mobility options within Sequim is part of the community’s vision and requires periodic promotion with regional partners to insure connected networks and funding.

TR 4.9.3 REGIONAL CONNECTIVITY

Coordinate with WSDOT and Clallam County to provide convenient linkages between existing and planned regional paths and trails.

Discussion: The benefit of regional planning for paths and trails is part of the Valley’s growing legacy as a primary venue of outdoor recreation. Although Sequim is a single “node” in the regional system – a place to start a trip on the ODT or stop for a visit along the way – adding spurs off the ODT serves cyclists and hikers with routes and facilities throughout the rural Valley. Coordination with other transportation planning agencies to make new links and expand the system adds to the attraction of the city and Valley to visitors.

TR 4.9.4 ANTICIPATE NEEDS

Create and improve interchanges and intersections along US 101 from Palo Alto Road to the Dungeness River to improve motorist safety and provide improved access at points of entry to the city and surrounding areas.

Discussion: The city's and region's high growth in traffic volumes since the construction of most elements of the Sequim Bypass make transportation safety, connectivity, and freight mobility high community priorities. The Simdars Road interchange and Happy Valley, Whitefeather, and Palo Alto Road intersections remain incomplete elements of the bypass. With the development of the John Wayne Enterprises property into resort and home sites, and construction of a new elementary school on the east side of the city expected to become reality relatively soon, local traffic will increase. The encouragement of commercial and high-tech industry on the city's east side will add to the loading.

For reasons of thrift, the state Department of Transportation (WSDOT) only constructed a west bound off ramp and east bound on ramp at Simdars Road, the other two legs are missing, forcing west bound surface street traffic to travel to the Sequim/Washington intersection in the middle of the city to access 101. This additional traffic will continue to degrade that intersection's LOS and eventually limit development along the East Washington Street corridor. That corridor and the Battelle property are the only areas in the city slated for High-Tech Light Industrial zoning and both rely on the Simdars Road interchange for US 101 access. Other corridor deficiencies include inadequate channelization and sight distance at the Palo Alto, Whitefeather, and especially, Happy Valley Road intersections, and a lack of beautification along the entire bypass route. The negative aspects of these deficiencies can only get worse as the Valley becomes more populous. The financial magnitude of these projects far exceeds the city's capacity even with impact fees targeted to these needs. As a state highway, local improvements to US 101 rests with State representatives and WSDOT management—but the city and county must maintain these projects among the highest priorities for funding. The Simdars interchange, in particular, is attractive as a stimulant for continued residential, tourism services, research, and high-tech light industrial development in the east end of the city.

TR 4.9.5 EXPRESS TRANSPORTATION

Encourage and support the provision of regional express transportation services that provide connections to air transportation and ferry terminals.

Discussion: Part of Sequim's allure is being a small, "manageable" community, but being less populous also means not being able to support scheduled shuttle services to points of travel departure such as airports and ferry terminals. As the community grows, opportunities for new transportation services are expected. The City has two limited roles in assisting development of these connections: 1) preserving the opportunity to locate services at places of highest population concentration and in concert with other components of the transportation network, and 2) listing these services under visitor information on the city's web site and in other visitor media.

FUNDING TRANSPORTATION

TR GOAL 4.10 FUNDING: Meet the community's growing needs for multi-modal transportation project funding to maintain quality of life as the continues to grow as a regional center.

POLICIES

TR 4.10.1 PRIORITIZE FUNDING

Prioritize project funding according to the priorities of the Capital Facilities Element and the Six Year Transportation Improvement Plan (TIP) for all modes of transportation and following the discipline of capital budgeting and spending conformity.

Discussion: Part of the value of comprehensive planning is increasing the community's probability of arriving where it intends to be after 20 years of growth and development. Making capital investments that are consistent with and advance the Comprehensive Plan's growth strategy is a key part of making planning "real." Annually review the transportation element of the CIP and TIP to align with available and potential funding.

TR 4.10.2 FUNDING SCHEDULE

Develop a schedule of funding mechanisms to ensure new development contributes its fair share to the financing of needed transportation improvements and expansions consistent with the Layered Network and concurrency requirements of this Comprehensive Plan.

Discussion: The City Transportation Improvement Program (TIP) is the prioritized list of project needs, including those associated with planned growth. The TIP includes the schedule of work that available funding supports based on projected service demand and adopted Level of Service. Transportation impact fees and SEPA mitigation costs are primary funding sources for transportation improvements associated with growth and development that are displayed in the TIP. Linking projected service demand to timing of funds generation is a primary function of the TIP to meet concurrency requirements – the assurance that improvements to the transportation system will occur concurrent with development to avoid a decline in level of service.

TR 4.10.3 ANNUAL REVIEW

Review the TMP and Transportation Chapter as the basis for annual updates to the TIP to maintain transportation concurrency for planned increased development in the City and its UGA.

Discussion: The unpredictable nature of state and federal transportation funding and the quickly changing mobility dynamics of growing places necessitate regular updates of the TIP to maintain concurrency. The TMP and the Transportation Chapter of the Comprehensive Plan provide the

direction on applying the limited dollars available to maintain the performance of the expanding Layered Network as development occurs. The TMP and Plan also afford the opportunity to rethink growth patterns and the link between the fabric of land uses and the mobility systems that bind it – this is a primary role of plans as a guide to capital spending.

CHAPTER

5

CAPITAL FACILITIES & UTILITIES



