CURRENT TRANSPORTATION PLANS, PROGRAMS, AND PROJECTS

BACKGROUND

In order to understand and effectively engage in the transportation future of Pierce County, it is important to understand the many plans and programs that influence, both directly and indirectly, the future of transportation in this County. This section provides information on a select number of the transportation plans that have been consulted in the development of this Transportation Element. Also referenced here are a number of programs and projects that directly relate to and sometimes implement the transportation plans.

TRANSPORTATION PLANS AND PROJECTS

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

The Washington State Department of Transportation (WSDOT) has a wide range of transportation plans and programs relating to almost all modes of travel. Among these plans and programs are:

- The 2015-2018 Statewide Transportation Improvement Program - This document is required in order for the State and jurisdictions to receive more than $2 Billion in funding within the program time period.

- The 2007-2026 Washington Transportation Plan - This is described as a data driven guide to transportation priorities. It is a compendium of the state of the State’s transportation services and facilities that culminates in policy recommendations for moving forward.

- The 2007-2026 Highway System Plan focuses on the state highways and is a component of the State Multimodal Transportation Plan. It is currently undergoing revision.

WSDOT has a number of other plans covering ferries, nonmotorized, rail, and generalized freight transport.

THE PUGET SOUND REGIONAL COUNCIL

The Puget Sound Regional Council (PSRC) covers the four counties of Kitsap, Snohomish, King and Pierce and their respective incorporated areas. Plans and projects of special note include:

- Vision 2040 - Built around the theme of People, Prosperity, and Planet, this plan adopted by the constituent jurisdictions in 2008, provides both a policy and a technical template around which member jurisdictions develop their local plans.

- Transportation 2040 - This plan is the transportation companion to Vision 2040 and identifies how the additional 1.5 million people and 2.2 million jobs will be accommodated by our transportation system.
• It should be noted that PSRC, like WSDOT, has a wide range of plans covering modes or programs such as Transportation Demand Management and Nonmotorized Travel.

• Transportation Prioritization – PSRC staff and constituent jurisdictions developed a methodology that takes all regional transportation projects and evaluates them using criteria derived from current plans. The resultant scoring from this process results in projects being categorized as being within the Constrained or Unprogrammed portion of the regional plan. Within the category of the Constrained portion of the plan are the subcategories of approved, conditionally approved, and unprogrammed. This categorization was used to balance the regional plan’s financial strategy. It is important to note that only the Constrained List projects are eligible to apply for the competitive federal transportation funding that PSRC administers.

### Pierce County

• **The 1992 Transportation Plan** – The plan was developed over a four year period and involved extensive technical studies and examined a variety of land use scenarios. This plan preceded the development and adoption of the comprehensive plan. This was originally a standalone document, until it later became was incorporated into the Transportation Element of the 1994 Pierce County first Comprehensive Plan. This document developed both policies and projects that carried over into the subsequent Transportation Element updates.

• **The Pierce County Nonmotorized Transportation Plan** – Pierce County council adopted this plan in June 1997, at which time it became part of the Transportation Element of the Comprehensive Plan. This plan created a vision, policies, and projects focusing on nonmotorized travel in the county. Nonmotorized transportation planning is exclusively discussed in the Active Transportation/Nonmotorized Transportation section of this Element.

• Various Pierce County Community Plans – There are 11 community plans that contain a transportation component and are listed in the previous section of this Element. The County facilitated meetings with communities reaching and documenting consensus on transportation policies and project needs.

• **Traffic Impact Fee Program** – Adopted in 2006, the Traffic Impact Fee Program is currently active in the County.

• The Transportation Concurrency Management System.

• **Six-Year Transportation Improvement Program** - Describes future plans for transportation programs, projects and priorities.

• Corridors and Connectors – This is an Ordinance adopted by the County Council in 2012 (Ordinance No. 2012-81), promoting the preservation of Right-of-Way for projects that allow additional connections within our roadway system (See Map 12-8 and Map 12-9). These maps are adopted as part of the Ordinance.
The Traffic Impact Fee (TIF) Program identifies 2025 corridor and intersection needs for County roadways. The TIF includes a schedule of fees for developers based on their location and proposed land use action. The TIF Program will be updated in the near future. Map 12-6 shows the 2025 roadway improvement needs that are part of the current system.

**Map 12-6: Road Improvements Needed by 2025**

Pierce County’s Transportation Concurrency Management System (TCMS) plays a vital role in maintaining system performance by identifying and monitoring currently congested locations and predicting potential near term congestion. Solutions are typically identified and prioritized in the Pierce County Six-Year Transportation Improvement Program (TIP). For currently identified congested locations see Map 12-7.
Map 12-7: 2012 Daily V/S Ratios

Figure 3-1
2012 Daily V/S Ratios

Legend:
- Concurrency Segment Limit
- Other Road
- Highway
- Pierce County Boundary
- Water Surface
- Incorporated Area
- State/Federal Land
- Unincorporated Area

2012 Daily Traffic Volume:
- 0.01 - 0.50
- 0.51 - 0.79
- 0.80 - 0.99
- 1.00 - 1.34
- 1.35 - 1.49
- 1.50 - 2.00
- 2.01 - 2.50
- 2.51 - 3.00
Map 12-9: Transportation Corridors and Connectors Right of Way Preservation Map