

Element 3

TRANSPORTATION



I. Introduction

A. Preface

The Transportation Element begins at the same point as the other elements of this Plan - with the community's vision of the future. As the community grows, decisions made regarding transportation issues must serve to implement that vision. In fact, transportation issues are often as crucial as land use decisions in shaping the community's future.

Traditionally, transportation "planning" has actually been merely reacting to worsening conditions. In contrast, the State of Washington's Growth Management Act requires that the transportation planning element be an integral part of a comprehensive planning document based on overall community goals. The element must support land use goals, be in accord with environmental goals, and be consistent with the rest of the comprehensive plan. In addition, the proposed transportation improvements must be compatible with the plans for neighboring jurisdictions and the region.

To meet these goals, the Transportation Element analyzes the current system, defines expected deficiencies as growth occurs, establishes level-of-service standards, provides strategies for overcoming the deficiencies, and establishes the means to implement system improvements. It provides the framework for a multi-modal transportation system to service existing and future land use as envisioned by the Plan's Land Use Element. The Transportation Element is a summary of the City's 2012-2040 Transportation System Plan, which contains goals, policies and implementation statements, and provides a detailed description of the existing and future transportation system needs and improvements. The Capital Facilities Element outlines the financial strategy for funding the needed transportation system improvements.

B. Public Participation

This Transportation Element and the City's Transportation Plan have been prepared and updated through an extensive public process. This has included public open houses, workshops, stakeholder meetings, and public hearings conducted by the Fife Planning Commission and the City Council.

C. State Growth Management Act

This Transportation Element has been prepared to comply with the state of Washington Growth Management Act (GMA). Transportation is a mandatory element of a comprehensive plan prepared under the GMA, and must be consistent with and support implementation of the associated land use element. The following must be included in the element:

- Land use assumptions used in estimating future travel;
- An inventory of transportation facilities and services including transit;
- A finance strategy;
- A discussion of intergovernmental coordination including inter-jurisdictional impacts of the transportation plan and land use assumptions; and
- Demand-management strategies.

A concurrency management ordinance must also be adopted and implemented ensuring that the level of service standards established by the Transportation Element are maintained. Fife Municipal Code Chapter 17.08 entitled “Traffic Congestion, Streets and Limitations on Development” applies concurrency management principles to development activities and satisfies this requirement.

D. Multicounty Planning Policies

The GMA requires that the legislative body of each county planning under the GMA adopt planning policies in cooperation with the municipalities in the county and their regional planning agency. In the central Puget Sound region, multicounty policies were developed to provide consistency between counties and cities consistent with regional goals. The significant transportation policies include:

- Inter-jurisdictional coordination of service levels.
- Compatibility between land use and transportation facilities that support the Regional Growth Strategy.
- Concurrency between land use growth and transportation system improvements.
- An emphasis on reduced environmental impacts including greenhouse gas emissions from transportation sources.
- Reducing demand by encouraging investment in alternatives to driving alone.
- An emphasis on the maintenance, management and safety of the roadway system.
- Consideration of a range of financing measures for transportation system improvements.
- Controlling access to transportation facilities where appropriate.

E. Sections of the Transportation Element

The remainder of the Transportation Element is divided into the following sections:

II. Existing Conditions - This section includes an analysis of existing conditions for each of the modes of travel.

III. Future Conditions - Projections of future travel demand based on the land use plan, population, and economic forecasts. This section includes the future analysis for each of the modes of travel.

IV. Summary of Recommended Solutions - This section synthesizes the information on existing conditions, projections of future conditions, and recommends improvement projects to accommodate future demand and meet the community’s vision. The summary includes a future project map and future levels of service.

V. Transportation Goals, Policies, and Implementation - The transportation goals and policies are expressions of the citizen's desired solutions to the challenges and opportunities. The implementation measures describe specific regulatory actions and improvement projects that will be undertaken to make the vision of the community a reality. Implementation measures also provide the link between the transportation element and the capital facilities element.

II. Existing Conditions

A. Physical Setting

Fife’s location makes it one of the busiest transportation crossroads in the region. Interstate 5, which forms the spine of the regional transportation system and is the nation’s major west coast highway, runs through the northern portion of the City. Fife is located near the Port of Tacoma, one of the largest and fastest growing seaports in the nation. Fife is also bisected by major railroad lines.

Traffic volumes in Fife are disproportionate to the City’s small population. These volumes include high volumes of trucks that pass through Fife, primarily to or from the Port of Tacoma. Extensive commercial and industrial development and the growth in the number of daytime employees has increased the need to fund significant street improvements. These transportation system demands are disproportionate to the level of state transportation funding which is disbursed to cities based upon their residential populations.

B. Existing Transportation System

Street System

The City of Fife classifies its street system as shown in **Table TR-1** and **Map TR-1**. Each classification indicates the types of uses that the roadway is intended to serve and provides an example street for each type of classification. For example, Pacific Highway E is considered to be a principal arterial meant to serve all types of local and regional traffic, including freight.

Minor arterials, such as 20th Street E, provide both local connections and serve through traffic. Finally, collectors and local access streets, such as Radiance Boulevard E and Willow Road E, are planned for slower speeds, more local traffic, and provide a calmer environment supporting pedestrian and bicycle travel.

Interstate 5 and Pacific Highway E are designated as Highways of Statewide Significance meaning Washington State Department of Transportation (WSDOT) has the primary responsibility for coordinating the transportation improvements for these facilities.

TABLE TR-1. Street Classification Types and Examples

Type	Description / Purpose	Example
Local	Primary function is to facilitate access to residential properties.	Willow Rd E
Collector Arterial	Provide for traffic movement within a community, and have connections to minor and principal arterials. Gives higher priority to local traffic rather than through traffic.	Radiance Blvd E
Minor Arterial	Inter-community connections that accommodate both local and through traffic.	20 th St E
Principal Arterial	Designed primarily for through traffic, including freight. Where possible, curb cuts are minimized to control access.	Pacific Hwy E
Freeway	Regional limited access highways connecting major centers.	I-5



Current Traffic and Levels of Service

Within the City, the highest traffic volumes are found along principal and minor arterials that provide access to/from I-5 and SR 509 – Pacific Highway E, Port of Tacoma Road, and 54th Avenue E. These corridors serve both local and regional needs and have average weekday traffic volumes in excess of 15,000 vehicles. Arterials located south of I-5 such as 20th Street E, Valley Avenue E, and 70th Avenue E, tend to serve a higher share of local traffic and have lower weekday traffic volumes.

Roadway traffic operations are typically assessed using intersection level of service (LOS), which is a measure of vehicle delay. The LOS is defined as the ability of a roadway or intersection to carry traffic volumes during peak levels, with LOS A representing free-flow conditions and LOS F being over-capacity with long delays.

Vehicle delay is typically analyzed during the busiest hour of the street system, when traffic volumes are at peak levels. In Fife, the peak of traffic operations corresponds with the afternoon commute hour, or the PM peak hour of the system, which typically falls between 4:00 and 6:00 in the afternoon.

The City of Fife’s adopted LOS standard is LOS D or better, which represents stable operating conditions, but with a high density of vehicles. Intersections that fail to meet the standard are considered deficient and require improvements or modifications to meet the standard. **Table TR-2** lists the existing LOS for the major intersections within the City.

Four intersections operate below the City LOS standard of D, based on the 2012 analysis:

- Port of Tacoma and Pacific Highway E
- 54th Avenue E and Pacific Highway E
- 62nd Avenue E and 20th Street E
- 66th Avenue E and N Levee Road E

The operation of the intersection of 66th Avenue E and N Levee Road E is affected by the vehicle queues from the intersection of 66th Avenue E and River Road E that back up across the bridge, resulting in poor intersection operations during the afternoon commute. The intersection at 54th Avenue E and Pacific Highway E operates at LOS E and experiences long delays and queues.

State Highway System

HB 1487 (1988) requires the local comprehensive plans identify state Highways of Statewide Significance and the State’s adopted level of service standards to help monitor performance of the State Highway system. Highways of Statewide Significance (HSS) include interstate highways and other principal arterials that are needed to connect major communities in the state

Transportation

Table TR-2. Existing (2012) Afternoon Peak Hour Intersection Operations

North/South Street	East/West Street	Existing Traffic Control	2012 Existing LOS
Port of Tacoma Road	Pacific Highway E	Signal	F
Port of Tacoma Road	I-5 Southbound Ramps	Signal	C
Port of Tacoma Road	I-5 Northbound Ramps	Yield	B
Port of Tacoma Road	20th Street E	TWSC	D
Industry Avenue E	20th Street E	TWSC	C
Alexander Avenue E	Pacific Highway E	Signal	B
46th Avenue E	Pacific Highway E	TWSC	C
Frank Albert Road E	20th Street E	TWSC	C
Frank Albert Road E	Industry Drive E	TWSC	C
51st Avenue E	Pacific Highway E	Signal	A
51st Avenue E	20th Street E	TWSC	C
52nd Avenue E	Pacific Highway E	Signal	A
54th Avenue E	12th Street E	Signal	A
54th Avenue E	Pacific Highway E (SR 99)	Signal	E
54th Avenue E	I-5 Southbound Ramps	Signal	D
54th Avenue E	I-5 Northbound Ramps	TWSC	D
54th Avenue E	20th Street E	Signal	D
54th Avenue E	23rd Street E	Signal	A
54th Avenue E	Valley Avenue E	Signal	B
54th Avenue E	N Levee Road E	TWSC	B
59th Avenue E	Pacific Highway E (SR 99)	Signal	B
62nd Avenue E	Pacific Highway E (SR 99)	TWSC	C
62nd Avenue E	20th Street E	TWSC	F
66th Avenue E	N Levee Road E	AWSC	F^
70th Avenue E	Pacific Highway E (SR 99)	Signal	D
70th Avenue E	20th Street E	Signal	D
70th Avenue E	Valley Avenue E	Signal	C
70th Avenue E	N Levee Road E	TWSC	B
Freeman Road E	20th Street E	Signal	B
Freeman Road E	Valley Avenue E	Signal	C
Freeman Road E	N Levee Road E	TWSC	C

TWSC = 2-Way Stop Control - LOS reported for the worst stop controlled movement.

AWSC = All-Way Stop Control.

^Poor operation due to queue backups from intersection at 66th Avenue E /River Road E.

In the city of Fife, there are two Highways of Statewide Significance identified on the “Transportation Commission List of Highway of Statewide Significance” (Dated July 26, 2009). These include:

1. Interstate 5; and
2. Pacific Highway East between 54th Avenue E and the eastern City limits.

The State Level of Service for these Highways of Statewide Significance is “D”.

Existing and 2040 State Highway LOS I-5 freeway LOS operations are as follows (measured by the density of traffic per lane during the PM peak hour):

Existing and 2040 I-5 Mainline Level of Service – PM Peak Hour

I-5 Segment	Existing Conditions	2040 Conditions
Northbound I-5 between Port of Tacoma Road and 54 th Avenue E	D	E
Northbound I-5 east of 54 th Avenue E Interchange	D	E
Southbound I-5 east of 54 th Avenue E Interchange	E	E
Southbound I-5 between 54 th Avenue E and Port of Tacoma Road	E	E

In addition, while not yet constructed, State Highway 167 is planned to extend through the City of Fife in the future.

The State of Washington has a Highway System Plan (2007) that identifies improvements to the State Transportation system. That Plan is presently in the process of being updated.

Due to revenue challenges, WSDOT will be looking at approaches that address transportation deficiencies through improved operational efficiency by getting the most out of existing highways by using traffic-management tools to optimize the flow of traffic, operational improvements, and maximize available capacity.

Mobility (capacity) related WSDOT projects currently funded include:

I-5 Intelligent Transportation System – the I-5 Southbound on ramp meters in Fife Vicinity (activated in March 2015).

The overall ***I-5/SR 16 Tacoma/Pierce County HOV Program***. This consists of a series of projects that build 70 high-occupancy-vehicle (HOV) lane miles on I-5, SR 16 and SR 167 in Pierce County, projects including:

- ***I-5 - Portland Avenue to Port of Tacoma Road – Northbound HOV***. Project construction underway.
- ***I-5 - Portland Avenue to Port of Tacoma Road – Southbound HOV***. Project in Design.

- ***I-5 - M Street to Portland Avenue – HOV.*** Project construction underway.

Projects that are currently unfunded, but anticipated to complete within the 20-year horizon includes:

SR 167, SR 509 and I-5 Puget Sound Gateway Project – This project includes the ***SR 167 Corridor Extension Phase 1***. Phase 1 builds only one lane in each direction between SR 161, the existing SR167 terminus at the Meridian interchange in Puyallup (Meridian Street), to I-5. There will be two lanes in each direction from the I-5/SR 167 Extension to the SR 167/54th Avenue.

Parking

The City does not own or operate public parking lots or garages. City zoning codes require all developments to provide off-street parking and parking is prohibited on most city streets. Over time, as more intense development occurs, especially in planned Downtown areas, more off street parking strategies would be appropriate including but not limited to on-street parking, more permissive shared parking and maximum parking requirements.

Non-motorized System

Non-motorized transportation primarily includes pedestrian and bicycle travel.

Pedestrian Facilities

There are existing sidewalks along most of the arterial streets in Fife and along residential streets in the southern area of the City, totaling approximately 39 miles of sidewalks. Many of the older streets, however, lack sidewalks and there are gaps in the sidewalk network along many arterial streets. In addition to sidewalks, the City has completed portions of off-street trail networks connecting neighborhoods, businesses and parks.

Existing pedestrian facilities are identified in **Map TR-2**. Sidewalks, trails, and crosswalks (signalized and unsignalized) are identified as is the primary “Pedestrian Activity Areas” in the City.



Map TR-2
Existing Pedestrian Facilities

Bicycle Facilities

There are 2.8 miles of bicycle lanes in the City of Fife, found along portions of Pacific Highway E and 54th Avenue E. The City has 8.9 miles of striped shoulders to be used as bicycle facilities. These include 25th Avenue E, and parts of 20th Street E, 70th Avenue E, Pacific Highway E, and Valley Avenue E. In addition to on-street bicycle facilities, the City maintains 4.9 miles of off-street trails.

Fife lies at the planned intersection of two regional trails, the Interurban Trail and the Riverwalk Trail (which provides access to the Foothills Trail). The plan for future non-motorized facilities will improve the connections to the regional trail system.

The City's existing adopted street standards for collector, minor arterial and principal arterial streets (including "Green Streets") provide for bike lanes on both sides of the street. Bike lanes are implemented as the City improves roads and/or through requirements of developers when street improvements are required.

Map TR-3 identifies existing Bicycle Facilities in the City of Fife, including both signed and unsigned bicycle routes.

Transit System

Pierce Transit provides fixed-route bus service in Fife with routes serving Milton, Federal Way, and downtown Tacoma. Route 500 travels between the Commerce Street transit corridor in downtown Tacoma and the Federal Way Transit Center via Pacific Highway E in Fife. Service is hourly, seven days a week.

Route 501 travels between the Commerce Street transit corridor in downtown Tacoma, the Fife Civic Center, Milton, and the Federal Way Transit Center. On weekends, Route 501 travels east-west through Fife along 20th Street E. On weekdays, the route detours from 20th Street E to serve homes and employment along Valley Avenue E and 70th Avenue E corridors. Service is provided hourly on weekdays and is limited to a few morning and evening runs on weekends.

Sound Transit provides regional transportation services within its district boundaries in Pierce, King and Snohomish counties. This includes Regional Express (bus), Sounder (commuter rail) and Link (light rail) services. A potential light rail line is identified in Sound Transit's Long Range Plan.

Map TR-4 identifies Transit Routes 500 and 501 as well as a potential Sound Transit light rail alignment in Fife.

Railroads

The main tracks of the Union Pacific Railroad pass through the southern part of Fife. In addition, a large switch yard is located south of Industry Drive E in Fife. The railroad has long range plans to expand both the tracks and yard. At grade railroad crossings exist at 70th Avenue E and Freeman Road E. Frank Albert Road E has a bridge providing a grade separated crossing of the tracks.





III. Future Conditions

A. Future Household and Employment

The future transportation system in Fife will be affected by population and employment growth, both at the local and regional level. This section describes the local land use and transportation network changes that are expected to affect transportation in Fife. The Transportation Element relies on Puget Sound Regional Council (PSRC) forecast data to 2040, which anticipates the number of households at 5,770 and employment at 22,740.

Transportation is a key issue for the City of Fife. The presence of Interstate-5, its interchanges and freight traffic to and from the Port of Tacoma, the anticipated development of the SR 167 extension through Fife and anticipated I-5 interchange improvements make the need for transportation strategies important to the community livability and economic development.

The Transportation Element's 2040 time horizon, as opposed to the 2035 analysis used in the Land Use Element, provides the City with a needed broader analysis of long-term transportation needs.

Puget Sound Regional Council (PSRC) data are used for both the 2035 and the 2040 throughout this Comprehensive Plan to ensure internal consistency in forecast information for housing units and employment. Current and future land uses were incorporated into the travel demand model.

Specifically, the 2040 locational distribution of PSRC housing unit and employment data appropriately incorporates land use assumptions contemplated in the City's 2035 Land Use Element. For example, both the land use and transportation assumptions anticipate the development of a Fife downtown/City Center.

Another key consideration is that the construction of SR 167 is also assumed in both the land use and transportation analysis. The Buildable Lands analysis in the Land Use Element does not count anticipated SR-167 right-of-way as potential buildable lands.

Anticipated Land Use Growth

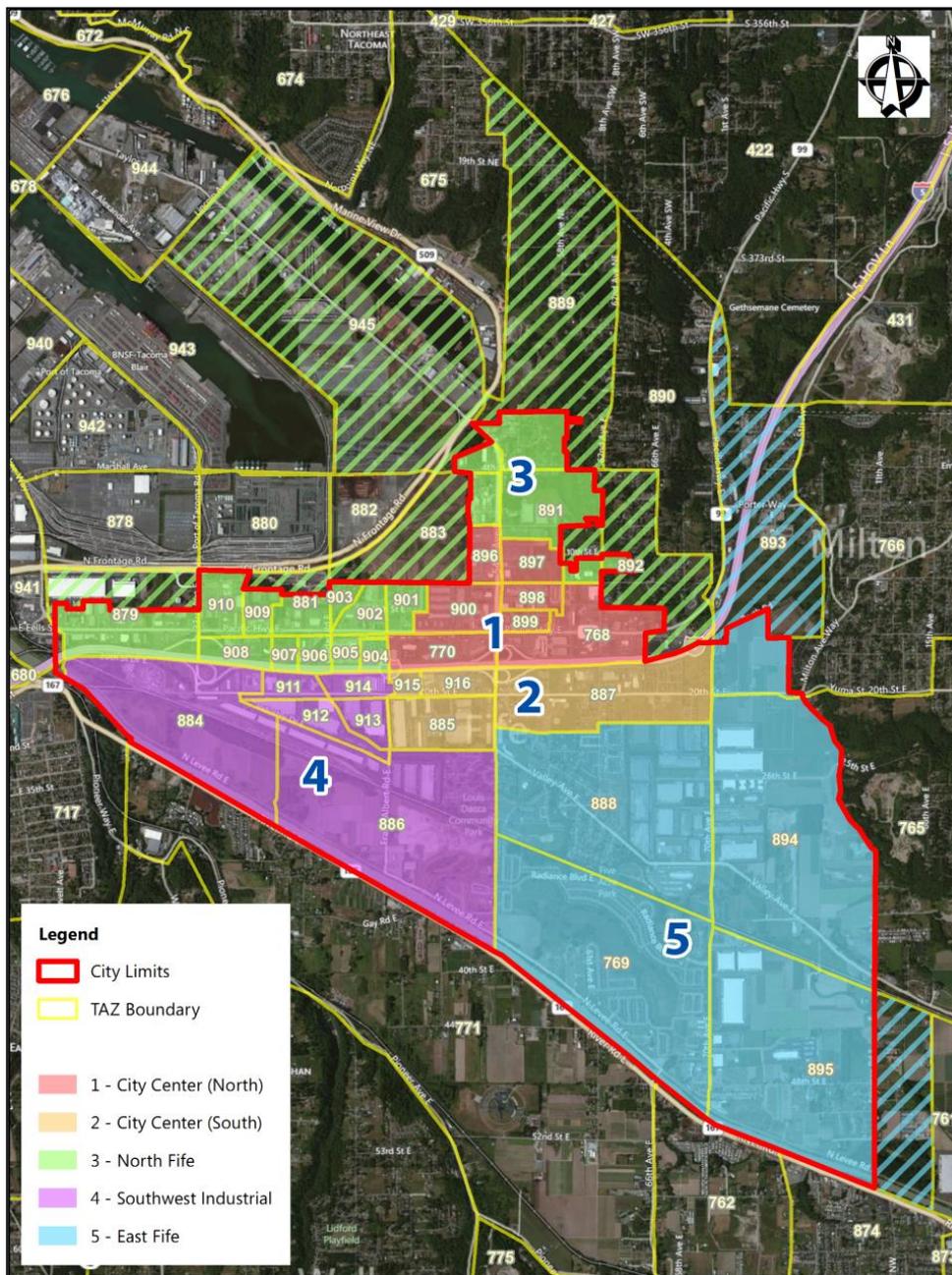
Fife land uses largely consist of single family homes and industrial facilities, with pockets of multifamily residential and commercial developments located near the City Center and along the Pacific Highway E corridor.

By 2040, the number of households is expected to increase from 3,760 to 5,770. This represents an increase of 53 percent, or an annual increase of about 1.5 percent. Employment is expected to increase by 63 percent, from 13,960 in 2012 to 22,740 in 2040. This represents an annual increase of 1.8 percent.

Household and employment growth for different parts of Fife were developed and apportioned into five different land use zones. These City "zones" are combinations of Traffic Analysis Zones (TAZs) used by the travel demand forecasting model. The locations of these five City zones and the TAZs included in each are identified in **MAP TR-5**.

Future growth is planned in the Fife City Center with a focus on compact, pedestrian scale development, as outlined in the City Center Vision. The Fife City Center is defined by zones 1 and 2. This area is expected to absorb a substantial portion of the growth in households and employment between 2012 and 2040. The number of City Center households is expected to increase by over 1,279 units by 2040. Employment in the City Center is expected to nearly double to 10,240 jobs.

MAP TR-5 City of Fife Land Use Zones



B. Projected Transportation System Operations

Concurrency Requirements - Street System

As provided for in the Growth Management Act, a concurrency management system must be in place requiring that adequate transportation facilities be in place to serve new development. Analysis conducted under the concurrency evaluation process will show whether acceptable levels of service will be maintained on the street system as a result of traffic added by the proposed development.

If the development will cause the LOS to be degraded below a standard set by the community, the development cannot go forward without a commitment either from the city, through the CIP, or by the developer, if the project is not on the 6 year CIP, to provide the necessary system improvements.

Future Changes in the Regional Transportation System

The City has worked with the Washington State Department of Transportation (WSDOT), Sound Transit, Pierce County, Army Corps of Engineers and adjacent cities to plan for future regional improvements to the transportation system. The analysis of the future transportation system includes the following projects to be built by other agencies.

SR 167 Extension – WSDOT plans to extend SR 167 from the City of Sumner to SR 509 near the Port of Tacoma. The SR 167 Extension would include new interchanges at I-5, Valley Avenue E/Freeman Road E, and a half interchange at 54th Avenue E, south of 4th Street E. This project is expected to improve congestion and safety and to reduce truck traffic on local roadways.

Interstate 5 HOV Lanes – WSDOT plans to extend the high occupancy vehicles (HOV) lanes from Port of Tacoma Road to SR 16, creating an additional lane in each direction to efficiently move transit, carpools and vanpools through the corridor, especially during periods of high congestion.

Link Light Rail Extension – Sound Transit plans to extend light rail between the City of SeaTac and the City of Tacoma. A light rail station is planned in Fife and Sound Transit is evaluating several possible alignments through the City.

Canyon Road E Extension – Pierce County plans to extend Canyon Road E from River Road E to Pioneer Way E. This project would reduce traffic congestion and provide a more direct route between the southern portion of Fife and southeast Tacoma.

North Levee Road E from Frank Albert Road E to Freeman Road E – As part of Army Corps of Engineers replacement of Puyallup River Levee, N Levee Road E would be reconstructed.

Puyallup Riverfront Trail – As part of Army Corps of Engineers replacement of Puyallup River Levee, a shared use path is planned along the north side of the Puyallup River.

Future Traffic Operations

To arrive at estimates of future traffic volumes, current and future land uses were incorporated into a travel demand model that also included regional growth expectations. The results of this analysis show that, as a whole, traffic is expected to increase in Fife by approximately 40 percent between 2012 and 2040. **Map TR-6** graphically shows the percent increase in traffic growth on certain city streets during the PM Peak hour between 2012 and 2040.

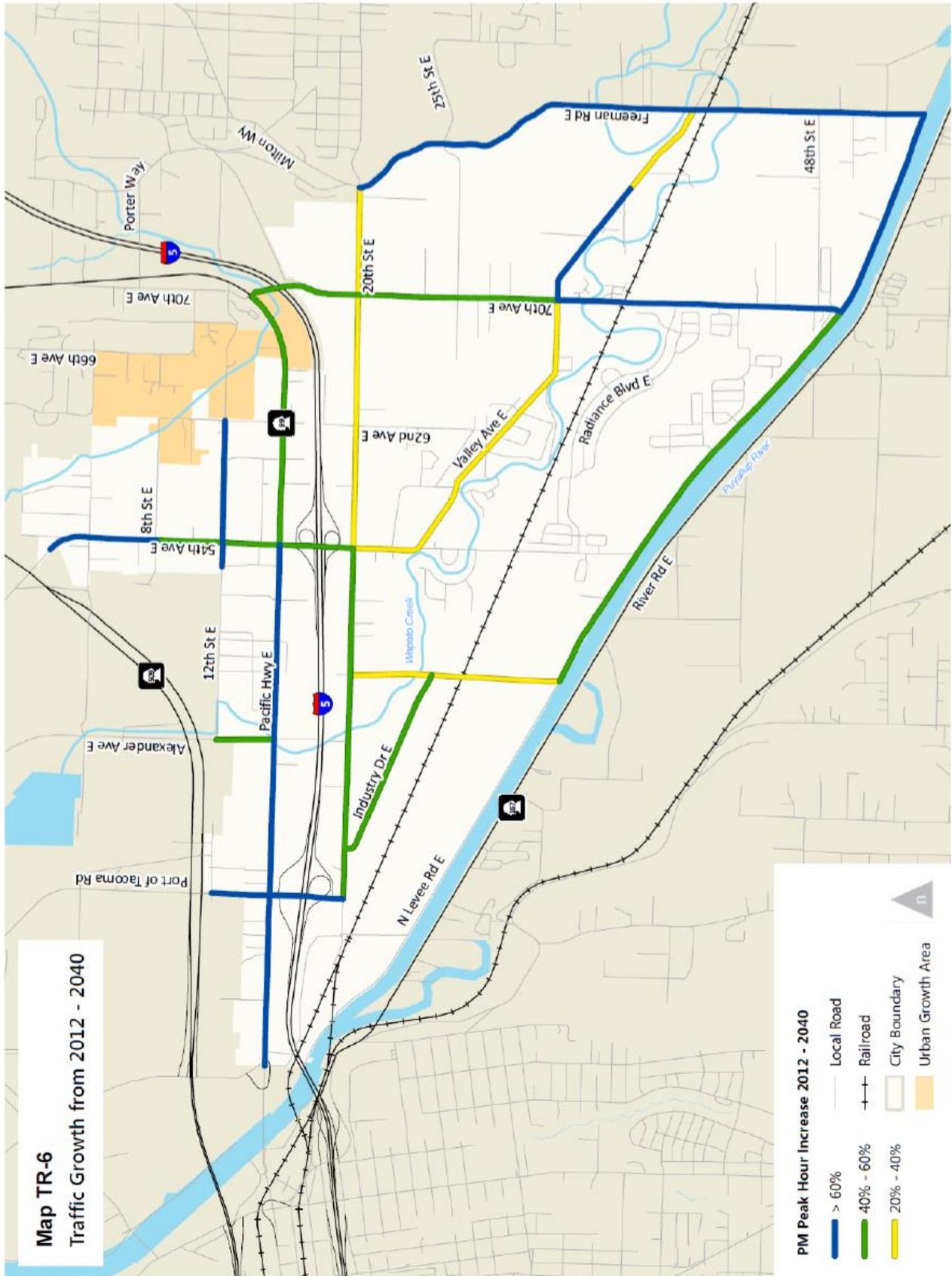
The 2040 traffic operations were assessed using intersection Level of Service (LOS). The 2040 results assume growth in land use and traffic volumes and include local and regional planned transportation improvements likely to be completed by 2040. These include projects such as the reconstruction of the I-5/Port of Tacoma Road interchange and intersection signalization projects within the City of Fife.

The analysis shows that the planned network will improve intersection operations at many locations, but will be inadequate to meet future growth in the vicinity of the planned City Center of Fife. The city policy will be to reevaluate a lower level of service in the future within the limits of the City Center to encourage a more multimodal and compact form of development. **Table TR-3** lists the forecasted 2040 afternoon peak hour LOS for the major intersections within the city.

The 2040 forecast predicts that nine of the intersections would operate below the City standard:

- 46th Avenue E and Pacific Highway E
- Frank Albert Road E and Industry Drive E
- 51st Avenue E and 20th Street E
- 54th Avenue E and Pacific Highway E
- 54th Avenue E and I-5 Southbound Ramps
- 54th Avenue E and I-5 Northbound Ramps
- 54th Avenue E and 20th Street E
- 54th Avenue E and N Levee Road E
- 62nd Avenue E and Pacific Highway E

All other intersections operate at the City standard or better under future conditions.



Transportation

TABLE TR-3. Future (2040) Afternoon Peak Hour Intersection Operations

North/South Street	East/West Street	Traffic Control	Future LOS
Port of Tacoma Road	Pacific Highway E	Signal	C
Port of Tacoma Road	I-5 Southbound Ramps	Signal	B
Port of Tacoma Road	I-5 Northbound Ramps	Signal*	B
Port of Tacoma Road	20th Street E	Signal*	C
Industry Avenue E	20th Street E	Signal*	B
Alexander Avenue E	Pacific Highway E	Signal	C
46th Avenue E	Pacific Highway E	TWSC	E
Frank Albert Road E	20th Street E	Signal*	C
Frank Albert Road E	Industry Drive E	TWSC	E
51st Avenue E	Pacific Highway E	Signal	C
51st Avenue E	20th Street E	TWSC	F
52nd Avenue E	Pacific Highway E	Signal	C
54th Avenue E	12th Street E	Signal	B
54th Avenue E	Pacific Highway E (SR 99)	Signal	F
54th Avenue E	I-5 Southbound Ramps	Signal	F
54th Avenue E	I-5 Northbound Ramps	TWSC	F
54th Avenue E	20th Street E	Signal	F
54th Avenue E	23rd Street E	Signal	B
54th Avenue E	Valley Avenue E	Signal	C
54th Avenue E	N Levee Road E	TWSC	E
59th Avenue E	Pacific Highway E (SR 99)	Signal	C
62nd Avenue E	Pacific Highway E (SR 99)	TWSC	F
62nd Avenue E	20th Street E	Signal*	C
66th Avenue E	N Levee Road E	NA**	NA**
70th Avenue E	Pacific Highway E (SR 99)	Signal	C
70th Avenue E	20th Street E	Signal	D
70th Avenue E	Valley Avenue E	Signal	D
70th Avenue E	N Levee Road E	Signal*	D
Freeman Road E	20th Street E	Signal	C
Freeman Road E	Valley Avenue E	Signal	C
Freeman Road E	N Levee Road E	TWSC	C

TWSC = 2-Way Stop Control - LOS reported for the worst stop controlled movement.

AWSC = All-Way Stop Control.

*Indicates planned 2040 improvement.

Future Traffic Operations – City Center Concept

The City of Fife has been pursuing a City Center vision that is in direct response to the traffic operational issues on 54th Avenue East and the City's desire to develop better multi-modal connections between the northern and southern portions of Fife.

The key elements of the concept include:

- Elimination of freeway on and off ramps on 54th Avenue E.
- Creation of a collector-distributor system along the north and south sides of the I-5 mainline.
- Addition of two I-5 southbound on and off ramps along Pacific Highway E. The preliminary locations of the ramps are at 51st Avenue E and 56th Avenue E (new road), and these locations may change as the interchange design is refined.
- Addition of two I-5 northbound on and off ramps along 20th Street E. The preliminary locations of the ramps are at 51st Avenue E and 58th Avenue E.
- New I-5 bridge crossings at Frank Albert Road E.

The City of Fife will continue to work with WSDOT, FHWA and other stakeholders to refine this design and to conduct required traffic and environmental studies to assess the potential issues and benefits of this concept.

The 2040 traffic operations were also assessed for the City Center Interchange Concept. The results analysis includes the City Center Interchange improvements in addition to the other 2040 planned improvements.

The analysis indicates that the City Center interchange would benefit traffic operations and address intersection issues. **Table TR-4** lists the 2040 afternoon peak hour intersection LOS with the City Center Interchange concept. With the addition of the City Center Interchange, the 2040 forecast predicts that the two intersections of Frank Albert Road E/Industry Drive E and 62nd Avenue E/Pacific Highway E would operate below the City's LOS D standard. The two intersections are stop sign controlled and future study of the intersections would identify if a signal or other improvement might correct the forecasted deficiency.

All other intersections operate at the City standard or better under future conditions.

Future Non-Motorized Operations

The establishment of an effective non-motorized transportation system has multiple benefits. Besides providing alternate modes of travel for commuters, reducing vehicle traffic congestion and advancing environmental sustainability, there are also recreational benefits. In providing recreational benefits, non-motorized transportation provides a means for people to participate in physical activity rather than having a sedentary lifestyle.

Map TR-7 and **Map TR-8** identify Future Pedestrian Needs and Future Bicycle Facility Needs respectively.

Transportation

Table TR-4. Future (2040) Intersection Operations with City Center Concept

North/South Street	East/West Street	Traffic Control	Future LOS
Port of Tacoma Road	Pacific Highway E	Signal	C
Port of Tacoma Road	I-5 Southbound Ramps	Signal	B
Port of Tacoma Road	I-5 Northbound Ramps	Signal*	B
Port of Tacoma Road	20th Street E	Signal*	C
Industry Avenue E	20th Street E	Signal*	B
Alexander Avenue E	Pacific Highway E	Signal	C
46th Avenue E	Pacific Highway E	Signal	C
Frank Albert Road E	20th Street E	Signal*	C
Frank Albert Road E	Industry Drive E	TWSC	E
51st Avenue E	Pacific Highway E	Signal	C
51st Avenue E	20th Street E	Signal**	C
52nd Avenue E	Pacific Highway E	Signal	B
54th Avenue E	12th Street E	Signal	B
54th Avenue E	Pacific Highway E (SR 99)	Signal	D
54th Avenue E	I-5 Southbound Ramps	NA	NA
54th Avenue E	I-5 Northbound Ramps	NA	NA
54th Avenue E	20th Street E	Signal	D
54th Avenue E	23rd Street E	Signal	B
54th Avenue E	Valley Avenue E	Signal	C
54th Avenue E	N Levee Road E	TWSC	D
59th Avenue E	Pacific Highway E (SR 99)	Signal	C
62nd Avenue E	Pacific Highway E (SR 99)	TWSC	E
62nd Avenue E	20th Street E	Signal**	C
66th Avenue E	N Levee Road E	NA^	NA^
70th Avenue E	Pacific Highway E (SR 99)	Signal	C
70th Avenue E	20th Street E	Signal	D
70th Avenue E	Valley Avenue E	Signal	D
70th Avenue E	N Levee Road E	Signal*	D
Freeman Road E	20th Street E	Signal	C
Freeman Road E	Valley Avenue E	Signal	C
Freeman Road E	N Levee Road E	TWSC	C

TWSC = 2-Way Stop Control - LOS reported for the worst stop controlled movement.

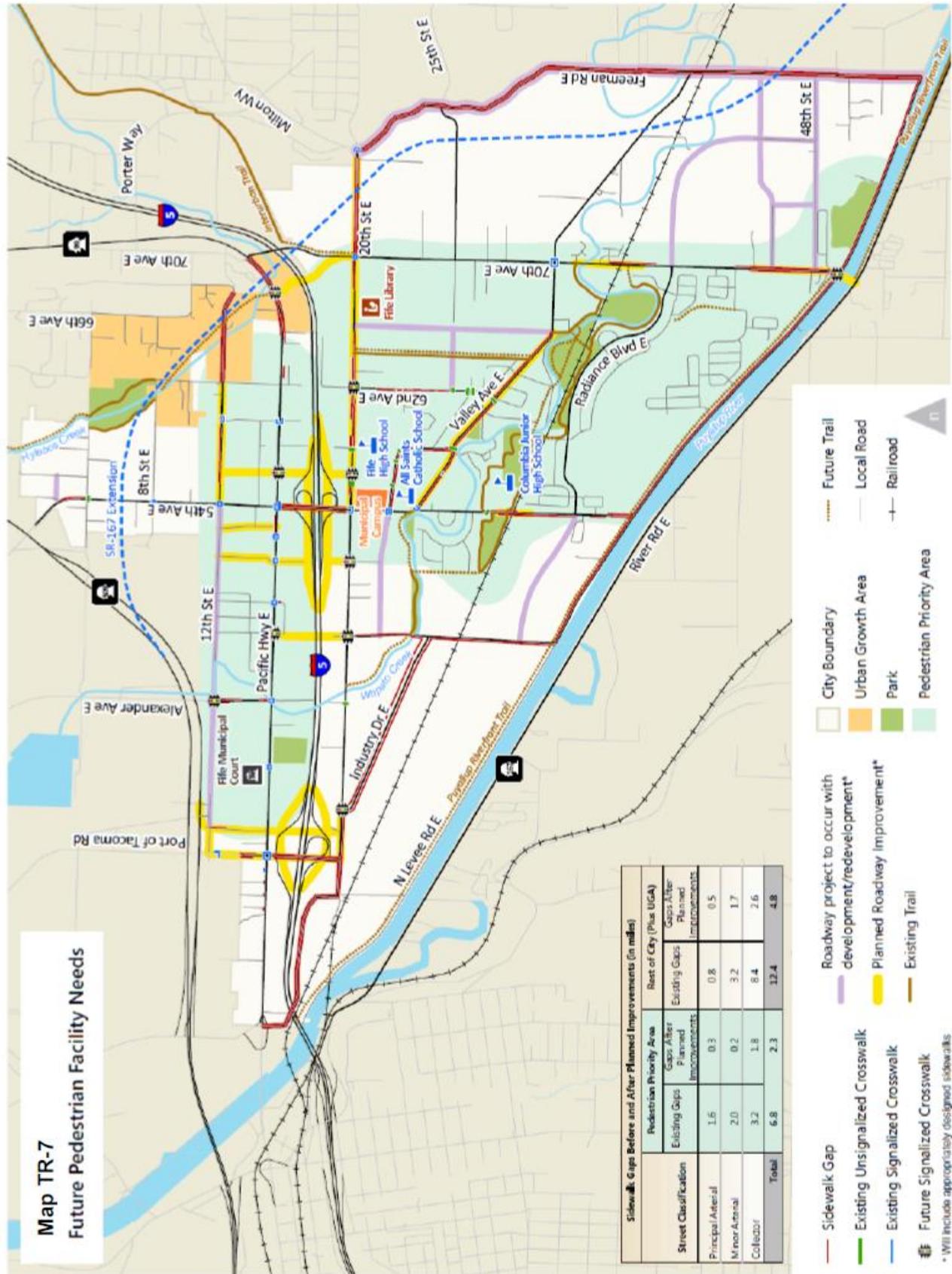
AWSC = All-

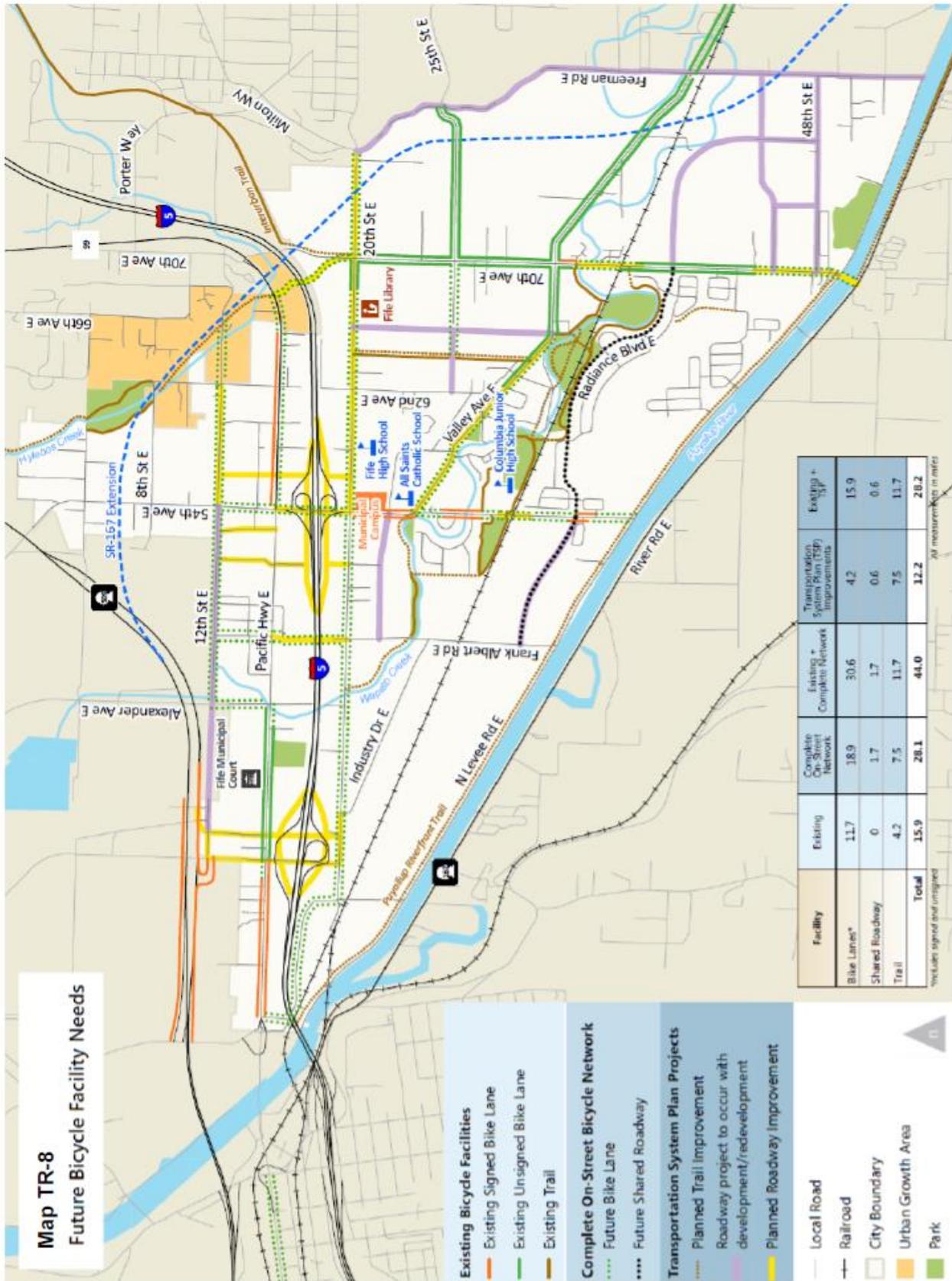
Way Stop Control.

*Indicates planned 2040 improvement.

**Indicates City Center improvement.

^Intersection removed with future Puyallup River Bridge at 70th Avenue E.





Pedestrians

Map TR-7 identifies sidewalks gaps by street classification and then gaps after planned improvements are implemented. The analysis is broken down by “Pedestrian Priority Area” and other areas in the City and urban growth area.

The Pedestrian Priority Area identifies areas including residential neighborhoods, parks, downtown Fife, schools, civic buildings and the potential future light rail station. This area supports the City of Fife Parks, Recreation and Open Space (PROS) Plan vision for connectivity and provides a method of prioritizing improvements.

City development standards for streets implements a service level that includes sidewalks on both sides of the street.

Table TR-5 identifies the total remaining miles of new sidewalks needed to satisfy the City’s sidewalk goals within and outside of the Pedestrian Activity Area.

Type	Pedestrian Priority Area	Other Areas of City	Sidewalk Miles Needed (Pedestrian Priority Area/ Other)
Existing Principal and Minor Arterials	Sidewalks on both sides	Sidewalks on both sides or parallel multi-use trail	0.5 / 2.2
Collector Arterial	Sidewalks on both sides or parallel multi-use trail	Sidewalk on one side or parallel multi-use trail	1.8 /2.6
New Roadways, including local streets	Sidewalks on both sides	Sidewalks on both sides	As needed

Bicycles

Map TR-8 identifies Future Bicycle Facility Needs for streets and trails. The intent of the bicycle network is to allow travel within Fife and to connect with neighboring jurisdictions and destinations.

The planned network for Fife is a system of off-street trail improvements and select on-street bicycle lane additions. In many cases, these network improvements will be constructed as part of planned roadway improvements or by developer improvements. The Fife Municipal Code street standard for collector streets, minor arterials and principal arterials calls for bike lanes on both sides of the street. Other bicycle improvements may be incorporated into routine roadway maintenance such as resurfacing or rehabilitation.

Certain streets may be excluded from bicycle lane improvements due to high vehicle speeds, frequent truck (freight) traffic, and the opportunity to use adjacent trails and/or inadequate street width. In some instances, a parallel street offers an opportunity for a more appropriate bicycle route.

Relationship to the Parks, Recreation and Open Space Plan

Goals, policies, and implementation strategies for pathways and bicycle routes are also depicted on the Bikeways/Pathways, Parks, Open Space Overlay Maps located in the City's adopted 2014 Comprehensive Park, Recreation and Open Space (PROS) Plan.

In general, the PROS Plan calls for a system of paths and bike routes that provide non-motorized transportation linking neighborhoods, parks, and public amenities. In addition, sidewalks and bike facilities are called for a long arterial streets to provide non-motorized access to commercial areas and employment centers.

Multi-Modal Concurrency

RCW 36.70A.108 speaks to Comprehensive Plan transportation elements and multimodal transportation. The provision provides that comprehensive plan transportation elements may optionally include multi-modal transportation improvements or strategies to be made concurrent with development.

The City of Fife street standards call for sidewalks and bicycle lanes on both sides of the street for collector, minor arterial and principal arterials. To the extent road improvements are provided concurrent with development, so too are the provision of sidewalks and bicycle facilities.

The policies in this element call for implementation of non-motorized facilities as well as adequate street crossings.

Completing the pedestrian and bicycle street network, supplemented by trails as promoted by the Parks and Recreation Element, is a key multi-modal strategy.

The City of Fife has a Parks and Recreation Board which provides input on matters related to non-motorized facilities and the qualitative "experience" of those using non-motorized facilities. These qualitative considerations include, for example, safety (visibility, sight distance), surface condition, and connectivity to a larger system and major facilities. City staff also has contacts with local bicycle groups. Improvements to the system and system planning are made through these processes, among others.

Transit and Level of Service

While the City of Fife recognizes that service levels provided by Pierce Transit are susceptible to the transit agency's funding availability, including vulnerability to economic conditions, revenue from sales tax activity from Fife businesses for the transit agency is not insignificant.

The City will consider the following level of service considerations:

- Shelters and other amenities where there are high level of use.
- Weekday and weekend service
- Transit service extending into the evenings
- Minimum 30-minute peak/60-minute midday bus frequencies.

In addition, the City will seek to provide sidewalks and marked crosswalks near transit stops with

high level of use as well as work with Pierce Transit to identify innovative ways to increase service levels to Fife residents and businesses.

IV. Summary of Recommended Solutions

This section summarizes, in narrative form, the transportation network that will result from implementation of these goals and how it responds to the deficiencies of the current system and those deficiencies that are expected to occur as growth continues.

Through examination of the information provided in this element and through experiences as Fife residents, the citizens recognize several major transportation problems that must be addressed and remedied. It is further recognized that these problems are interrelated. They are summarized in the **Table TR-6**.

TABLE TR-6 Summary of Major Transportation Problems and Solutions

Problem	Solution
<i>Traffic Congestion</i>	Intersection improvement. Creation of truck routes. Designation of new arterials. Increased emphasis on transit. Creation of bicycle routes and pedestrian/equestrian pathways.
<i>Impacts to Residential Neighborhoods</i>	Re-assignment of arterial designations away from the residential areas Creation of truck routes. Provide added traffic control measures for pedestrian and bicycles.
<i>Lack of Non-motorized Alternatives</i>	Develop pedestrian and bicycle systems. Encourage increased use of transit through land use and development standards. Develop Park-and-Ride lot(s).

Recommended Transportation Improvements

The Transportation Element's recommended improvements are divided into five main categories by project types. These projects include:

- **Priority Projects** – The priority projects are those of high importance to the existing or future operation of the transportation system. These projects may correct operational, connectivity or safety deficiencies, or may be first steps in the development of larger projects. The total cost of the priority projects is \$133,090,000.
- **City Center Roadway Network Projects** – This set of projects implements the vision of the City Center plan. These projects improve the operations of the I-5 interchange at 54th Avenue E, support the connection of neighborhood areas, allow for the development of bicycle and pedestrian facilities, and improve circulation in the City Center and throughout Fife. The total cost of the City Center Roadway Network Projects is \$119,260,000.
- **Non-Motorized Projects** – These include new trail connections, sidewalks and bicycle facilities. Some are specific projects, such as the completion of the shared use trail along Wapato Creek, while other projects will be included in the City's program to fund sidewalks and bicycle facilities. The total cost of the plan's recommended non-motorized improvements is \$10,230,000 in addition to projects funded by the City's annual Sidewalk and Bike Lane programs.
- **Projects to Occur with Development or Redevelopment** – These projects will happen over time as development occurs in the city. These projects may be required of development as part of the approval process, or may occur incrementally as part of frontage improvements.
- **Projects to be Built by Other Agencies** – These projects are improvements that serve both Fife and regional transportation needs. These include major freeway projects, new county roads, regional transit systems, and regional recreational trails.

Tables TR-7 (Priority Roadway Projects), **TR-8** (City Center Roadway Projects), **TR-9** (Non Motorized Projects), **TR-10** (Roadway Projects to Occur with Development) and **TR-11** (Roadway Projects to be Completed by Other Agencies) identify these projects.

Map TR-9 shows the transportation improvements identified in the above tables recommended for the meeting the City's 2040 transportation needs.

Transportation

Table TR-7. Priority Roadway Projects

Map ID	Project Description	Project Cost
R1	Port of Tacoma Road/I-5 Interchange - Reconstruct interchange between I-5 and SR 509. Reconstruct 34th Avenue E and 12th Street E to a 3-lane roadway. Include southbound truck lane on Port of Tacoma Road. Reconstruct 20th Street E from Port of Tacoma Road to Industry Drive E to a 4-lane roadway.	\$ 12,000,000
R2	20th Street E from 59th Avenue E to Freeman Road E - Reconstruct to a 3-lane roadway with sidewalks and bike lanes.	\$ 23,220,000
R3	52nd Avenue E from Pacific Highway E to 12th Street E - New connector.	\$ 3,660,000
R4	Valley Avenue E from 54th Avenue E to Brookville Gardens - Reconstruct to a 3-lane roadway with sidewalks; roundabouts at 58th Avenue E and 62nd Avenue E.	\$ 18,140,000
R5	54th Avenue E at UPRR rail crossing - Construct a grade separation structure to reconnect the street.	\$ 13,000,000
R6	12th Street E from 54th Avenue E to west of 59th Avenue E - Widen to 3-lane roadway with sidewalks.	\$ 5,000,000
R7	Canyon Road E Extension from River Road E to 44th Street E at 70th Avenue E - New bridge over Puyallup River (tied to Pierce County Canyon Road Extension Project).	\$ 10,000,000
R8	70th Avenue E at UPRR rail crossing - Build railroad grade separation.	\$ 22,000,000
R9	2nd Street E from 54th Avenue E to 55th Avenue E - New 2-lane street.	\$ 610,000
I1	Pacific Highway E and 54th Avenue E intersection - Add 2nd westbound left-turn lane.	\$ 530,000
I2	20th Street E and 62nd Avenue E intersection - New traffic signal.	\$ 1,890,000
I3	20th Street E and Frank Albert Road E intersection - New traffic signal.	\$ 1,720,000
I4	20th Street E and Industry Drive E intersection - New traffic signal.	\$ 1,250,000
I5	Freeman Road E intersection improvements - Add northbound left-turn lane and extend eastbound through/right-turn lane at 20th Street E intersection, add northbound and southbound left-turn lanes at Valley Avenue E intersection, and add southbound and eastbound left-turn lanes at N Levee Road E intersection.	\$ 7,140,000
I6	Pacific Highway E from Willow Road E to 59th Avenue E - Interconnect signals.	\$ 220,000
I7	Pacific Highway E from Alexander Avenue E to 54th Avenue E - Install street lighting.	\$ 6,940,000
I8	Pacific Highway E from western City limits to Port of Tacoma Road - Install street lighting.	\$ 5,770,000

Table TR-8. City Center Roadway Projects

Map ID	Project Description	Project Cost
CC1	54th Avenue E/I-5 Interchange redesign - Project includes new signals at two southbound I-5 ramp terminals on Pacific Highway E and two northbound I-5 ramp terminals on 20th Street E.	\$ 63,500,000
CC2	20th Street E from 50th Avenue E to 59th Avenue E - Widen to a 5-lane roadway with sidewalks and bike lanes.	\$ 15,600,000
CC3	54th Avenue E/I-5 Interchange southbound I-5 ramps - Extend two 2/3-lane roadways from Pacific Highway E to 12th Street E.	\$ 8,820,000
CC4	Frank Albert Road E overcrossing from 20th Street E to Pacific Highway E - Build new bridge over I-5; new signals at Pacific Highway E and 20th Street E.	\$ 28,900,000
CC5	Frank Albert Road E (46th Avenue E) from Pacific Highway E to 12th Street E - Widen to 3 lanes.	\$ 2,440,000

Table TR-9. Non-Motorized Projects

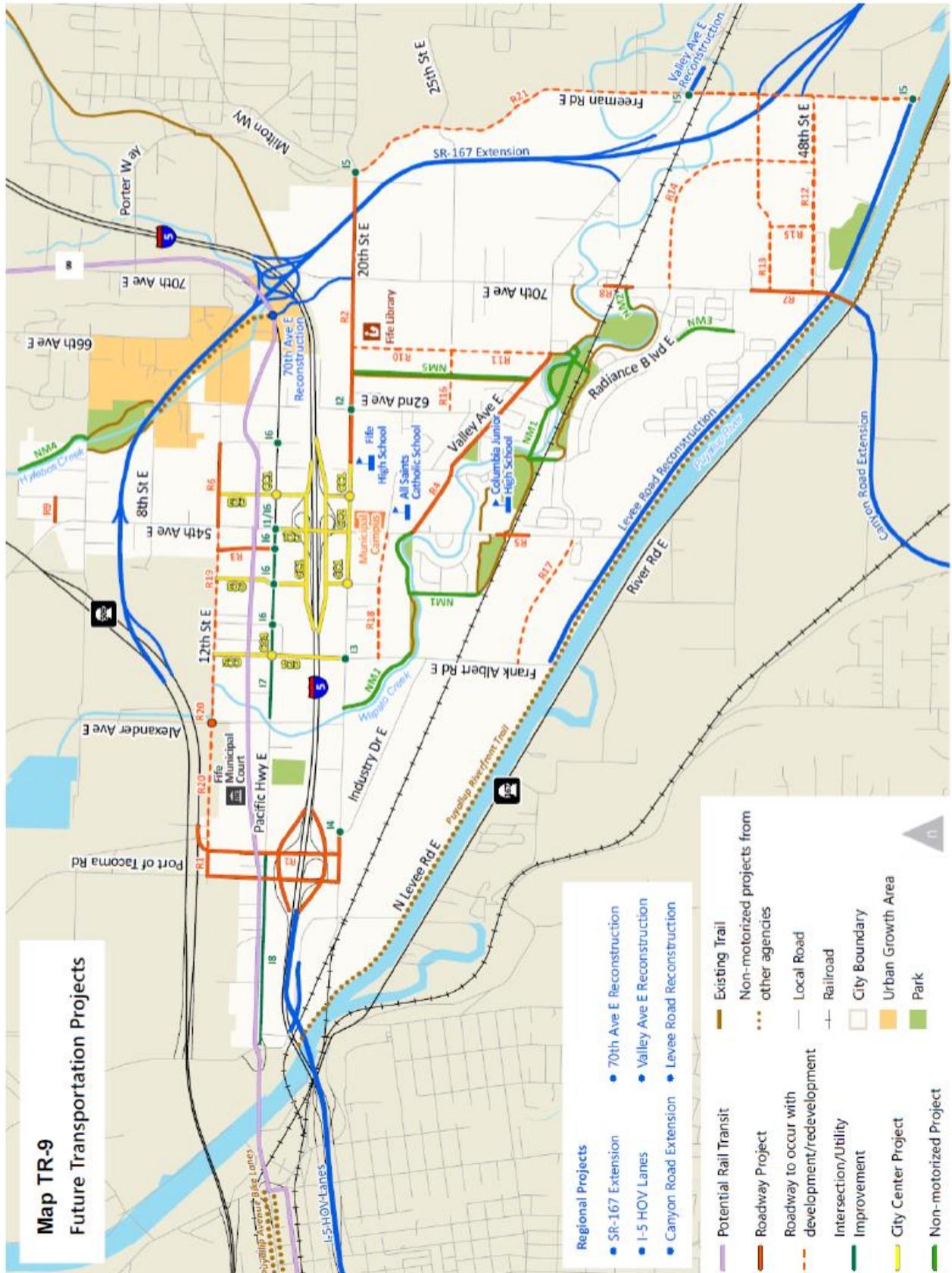
Map ID	Project Description	Project Cost
NM1	Wapato Creek Trail - Complete shared use trail along Wapato Creek.	\$ 5,910,000
NM2	New trail connection from Radiance Trail to 70th Avenue E - Construct shared use path.	\$ 340,000
NM3	New trail connection from Park Street E to 43rd Street E - Construct shared use path.	\$ 860,000
NM4	New trail connection from Hylebos Creek Nature Area to Place of Circling Waters - Construct shared use path.	\$ 980,000
NM5	64th Avenue E from 20th Street E to Valley Avenue E - Widen existing path to shared use trail.	\$ 2,140,000
NM6	City sidewalk program - Construct new sidewalks or shared use paths to connect pedestrian network on City principal, minor, and collector arterials.	Annually funded
NM7	City bike lane program - Construct new bike lanes to connect bicycle network on City principal, minor, and collector arterials.	Annually funded

Table TR-10. Roadway Projects to Occur with Development

Map ID	Project Description
R10	66th Avenue E from 20th Street E to 26th Street E - Construct new connector.
R11	66th Avenue E from 26th Street E to Valley Avenue E - Construct new connector (continuation of 66th Avenue extension from 20th Street E to 26th Street E).
R12	48th Street E from 70th Avenue E to Freeman Road E - Reconstruct road.
R13	45th Street E from 70th Avenue E and Freeman Road E- Reconstruction and extension of road.
R14	New arterial connector from 40th Street E to 78th Avenue E at 48th Avenue E - Construct new connection.
R15	74th Avenue E from 45th Street E to 48th Street E - Construct new road.
R16	26th Street E from 62nd Avenue E to 66th Avenue E - Construct new road.
R17	32nd Street E from Frank Albert Road E to 54th Avenue E - Construct new arterial connector.
R18	23rd Street E from Frank Albert Road E to 54th Avenue E - Extend 2-lane roadway.
R19	12th Street E from Alexander Avenue E to 54th Avenue E - Widen to 3-lane roadway with sidewalks.
R20	12th Street E from 34th Avenue E to Alexander Avenue E - Construct new connection; new signal at 12th Street E and Alexander Avenue E.
R21	Freeman Road E from 20th Street E to N Levee Road E - Reconstruct to a 2/3 lane road.

Table TR-11. Roadway Projects to be Completed by Other Agencies

Project Description
SR 167 Extension from SR 509 to SR 161 - Construct freeway extension with new interchanges at Valley Avenue E, I-5 and a half interchange at 54th Avenue E. Project includes the realignment and reconstruction of 70th Avenue E from 20th Street E to Pacific Highway as a 4-lane roadway.
I-5 HOV lanes from Port of Tacoma Road to SR 16 - Extend northbound and southbound HOV lanes.
Sound Transit Link Light Rail Extension - Federal Way to Tacoma.
Canyon Road E Extension from River Road E to Pioneer Way E - New arterial roadway.
Valley Avenue E east of Freeman Road E - Add fifth lane and restripe the eastbound right-turn lane to through/right turn at the Valley Avenue E and Freeman Road E intersection.
N Levee Road E from Frank Albert Road E to Freeman Road E - Reconstruct roadway as part of Army Corps of Engineers replacement of Puyallup River Levee.
Puyallup Riverfront Trail - Construct shared use path along the Puyallup River for the whole length of the City limits as part of Army Corps of Engineers replacement of Puyallup River Levee.



Street System

As part of the update process, new streets will be added to the functional classification and existing streets may be reclassified to reflect their expected change in use. In most cases, the changes are to a higher level of classification that reflects the facility’s role in the transportation system. The classification, from Local to Freeway, is determined based on the function, volume, and design of the facility. **Table TR-12** lists the existing and future classifications for each of the proposed changes in the street functional classification.

TABLE TR-12. Changes in Roadway Functional Classification

Road Name	Limits	Existing Classification	Future Classification
SR 167 Extension	SR 509 to SR 167r	New	Freeway
12th Street E	Port of Tacoma Road to Alexander Avenue E	New	Collector Arterial
Port of Tacoma Road	12th Street E to Ward Street	Unclassified	Principal Arterial
34th Avenue E	12th Street E to Pacific Highway E	Local	Principal Arterial
34th Avenue E	Pacific Highway E to 20th Street E	New	Principal Arterial
46th Avenue E	12th Street E to Pacific Highway E	Local	Collector Arterial
Frank Albert Road E	Pacific Highway E to 20th Street E	New	Minor Arterial
54th Avenue E	Valley Avenue E to Radiance Blvd E	Local	Collector Arterial
70th Avenue E	Pacific Highway E to 20th Street E	New	Principal Arterial
23rd Street E	Frank Albert Road E to 54th Avenue E	New	Collector Arterial
26th Street E	62nd Avenue E to 66th Avenue E	New	Collector Arterial
Radiance Blvd E	Frank Albert Road E to 54th Avenue E	New	Collector Arterial
Radiance Blvd E	70th Avenue E to 48th Street E	New	Collector Arterial
45th Street E	70th Avenue E to Freeman Road E	New	Collector Arterial

Transit Service

The plan calls for encouraging Pierce Transit to continue to provide transit service to existing and new residential areas. In addition, it calls for bus turn outs, transit shelters, and other facilities that encourage and facilitate transit ridership in both residential and commercial areas.

The City needs to also anticipate the eventual expansion of the regional transit system (e.g. Sound Transit), including the extension of the light rail system as part of a Sound Transit 3 ballot measure. That light rail station would connect Fife and Pierce County to the regional light rail system extending from Pierce County through King County to Snohomish County. It would connect Fife to the regional growth centers as well as the Seattle Tacoma International Airport. A light rail station in Fife should be aggressively pursued to support the City Center Vision and to enable people to live and work near the Port of Tacoma Manufacturing/Industrial Center and Tacoma Regional Growth Center.

Non-motorized

The planned network for Fife is a system of sidewalks, on-street bicycle facilities, and off-street trail improvements. In many cases, future non-motorized improvements will be constructed as

part of planned roadway improvements.

The City’s planned bicycle network will allow for travel within Fife and to connect with neighboring jurisdictions and destinations. Planned future bicycle facilities would add 18.9 miles of bicycle lanes and 7.5 miles of off-street trails in the city.

Sidewalks will be added under the Transportation Plan. The planned roadway improvements and roadway projects to occur with redevelopment would create 12.1 miles of sidewalks in the city. In addition to these planned non-motorized facilities, the city’s annual sidewalk and bicycle lane programs will construct improvements to complete missing links in the network.

Transportation Demand Management

The transportation element also supports the use of transportation demand management (TDM) strategies including implementation of a commute trip reduction plan for affected employers in the city. The City of Fife currently has an inter-local agreement with Pierce County to perform CTR services.

Funding Strategies

The cost of the improvement projects in the Transportation Plan though the year 2040 is estimated at approximately \$263 million. The City currently has five primary sources of revenue for transportation capital improvements: grants, traffic impact fees, public safety fines, fund transfers and bonds.

Table TR-13 below identifies existing sources of funding for transportation projects from 2014-2040. Approximately \$207 million is available from these existing revenue sources. **Table TR-14** that follows identifies potential additional funding sources available to cities for transportation projects, which are not currently used by the City of Fife. Approximately \$56 million would be needed from this menu of revenue sources (which totals \$186 million)

Revenue Sources	2014-2040 Amount (millions)
A Grants or Earmarks	\$ 112
B Impact Fees – Current Rates	\$ 32
C Transfers from Other Funds	\$ 34
D Public Safety Fines	\$ 18
E Renewal of Debt for Transportation Repaid Utility Tax	\$ 11
Total: Existing Revenue for Capital	\$ 207

Adequate capacity exists to fund the \$263 million in improvements identified over the 2014-2040 planning period. Existing sources which includes grants, impact fees, bonds and transfers are estimated to provide \$207 million of the funding needs. Nine additional revenue sources would fund up to \$186 million – sufficient to make up for the \$56 million difference between existing revenues and future transportation capital needs.

The funding strategies are consistent with the capital facilities element of the comprehensive plan as well as the goals, policies and implementation strategies identified in the Transportation Element.

Table TR-14. Potential Additional Revenue Sources for Transportation Projects

Potential Additional Revenue Sources		2014-2040 Amount (millions)
1	Proceeds from Voted General Obligation Bonds	\$ 36
2	Renewal of Other Utility Tax Debt	\$ 7
3-a	Business Gross Receipts Tax (“B&O Tax”) -OR-	\$ 65
3-b	Business License Fee for Transportation	\$ 25
4	Impact Fees – Increased Rates	\$ 13
5	Proceeds from Voted General Obligation Bonds	\$ 10
6	Real Estate Excise Tax	\$ 16
7-a	Sales Tax - Transportation Benefit District -OR-	\$ 39
7-b	Vehicle License Fee - Transportation Benefit District	\$ 34
Total: Potential Additional Revenue for Capital		\$ 186

Conclusion

This Transportation Element has reviewed the existing transportation conditions within the City of Fife. Based upon these existing conditions and future land use projections, future traffic volume forecasts were developed and used as a basis for determining future level of service and roadway design capacity needs. In addition to the capacity issues, citizen concerns about safety, mobility and pedestrian needs were gathered and incorporated into the recommendations. Consequently, the transportation recommendations are based on both technical analysis and community priorities.

V. Transportation Goals, Policies, and Implementation Strategies

The following Transportation Plan goals and policies provide specific direction for the City of Fife's future transportation system consistent with the City of Fife's overall Strategic Plan. Each goal and policy is aligned to support specific elements of the City's Strategic Plan.

The transportation goals and policies build on the positive aspects of the community and help shape the desired City form and design. Transportation options are enhanced and methods to implement the City's Strategic Plan addressed. Consistency with broader elements of the community vision including, but not limited to, land use, parks and economic development have been taken into consideration. This ensures that Transportation Plan goals and policies move the City in a direction consistent with the City's Strategic Plan.

Goal 1 Provide for a well-connected, efficient transportation system that offers choices in travel modes, seeks to reduce traffic congestion in Fife, and reduces dependence on the single occupancy vehicle.

Policy 1.1 Pursue opportunities to create a well-connected street and sidewalk network to give people more transportation options, reduce travel distances, encourage walking and biking, and improve traffic flow and emergency vehicle response times.

Implementation 1.1.1 Add new street and sidewalk connections as new development occurs within the City.

Implementation 1.1.2 Remove barriers to travel and enhance the social and economic integration of the City by adding new vehicle and non-motorized connections across I-5 and the Union Pacific Railroad track.

Implementation 1.1.3 Discourage cul-de-sacs and dead end roads.

Implementation 1.1.4 To improve connectivity, pursue safe options to reopen 54th Avenue East at the Union Pacific Railroad crossing, while maintaining the segment of 54th Avenue East between North Levee Road East and Valley Avenue East as a residential type street.

Policy 1.2 Develop a transportation system responsive to all transportation modes.

Implementation 1.2.1 Develop a cohesive bicycle and pedestrian system. Where possible, associate bicycle and pedestrian paths with open spaces, buffers, etc., rather than adjacent to or along streets.

Implementation 1.2.2 Establish and maintain a safe and efficient roadway network through the use of intersection improvements, added capacity, signal timing optimization, access management and intelligent transportation systems.

Implementation 1.2.3 Allow employers to propose and implement Transportation Demand Management Programs, subject to City approval, as a means of meeting code required parking.

Implementation 1.2.4 *Work with the Union Pacific Railroad and others to ensure public safety at all rail crossings.*

Policy 1.3 Work with transit providers to facilitate the extension of transit services and to maintain existing facilities.

Implementation 1.3.1 *Work with Sound Transit and other transit agencies to ensure that that the locations of high capacity transit routes and stations are consistent with the City’s land use and transportation plans.*

Implementation 1.3.2 *Encourage the provision of bus shelters.*

Implementation 1.3.3 *Work with Pierce Transit to establish transit service serving residential areas along Valley Avenue East, portions of 54th Avenue East, and North Levee Road East.*

Implementation 1.3.4 *Work with Pierce Transit to encourage the Adopt-a-Stop program at bus stops.*

Implementation 1.3.5 *Coordinate with transit agencies, human service agencies and other organizations to facilitate the provision of transportation services to special needs population including for those that might have limited mobility choices such as the elderly, those with disabilities, young and low income populations.*

Policy 1.4 Encourage speed reduction and minimize through traffic in residential areas.

Implementation 1.4.1 *Encourage speed reduction and discourage through traffic in residential areas, near schools, parks and other areas with particularly sensitive pedestrian safety needs through the use of traffic calming mechanisms such as street narrowing and traffic circles.*

Policy 1.5 Provide truck routes to ensure that industrial and commercial areas are adequately served, while minimizing the impacts of truck traffic on residential streets.

Implementation 1.5.1 *Maintain truck routes that reduce truck and commercial traffic impacts on residential areas, public uses and, in some cases, light commercial areas. Identify truck routes as an overlay to the street classification system to consistency of street design.*

Policy 1.6 Change street designations as needed to implement the goals and policies of the City of Fife Comprehensive Plan and other adopted plans.

Implementation 1.6.1 *Review all street designations and classifications on a regular basis and adjust designations to maintain consistency with the goals and policies of the Comprehensive Plan, Parks, Recreation and Open Space Plan, other functional plans and changing needs of the community.*

Implementation 1.6.2 *Ensure street design standards reflect the unique and distinct land use and neighborhood characteristics of the area they serve.*

Goal 2 Establish and enforce level of service standards and concurrency management strategies to manage traffic congestion and encourage a multimodal transportation system.

Policy 2.1 Adopt level of service standards that encourage the development of a multimodal transportation system and which recognize the unique transportation needs of the planned land use patterns and areas within the City.

Implementation 2.1.1 *Establish LOS standard D for arterial and collector roadways. Within the Fife City Center, consider establishing a lower level of service in the future to accommodate higher density mixed use development.*

Implementation 2.1.2 *As mandated by state law, the City adopts LOS standard D for SR 99 and I-5 (highways of statewide significance) or whichever LOS is currently adopted by the Washington State Department of Transportation.*

Implementation 2.1.3 *Pursue the following actions along City streets with transit service:*

- a. Provide high level of transit stop amenities,*
- b. Provide sidewalks and marked crosswalks near transit stops with high level of use/boardings, and*
- c. Encourage transit agencies to provide all day transit service with minimum 30-minute peak/60-minute midday bus frequencies.*

Implementation 2.1.4 *Pursue the following actions within designated pedestrian priority areas:*

- a. Provide sidewalks and/or wide shoulders on both sides of all arterial and collector routes, and*
- b. Provide adequate street crossings.*
- c. For other areas of the City, provide sidewalks and/or wide shoulders on all arterial routes and adequate crossings at existing or planned marked crosswalks.*

Policy 2.2 Require that transportation facilities be provided concurrent with development to maintain the City's Level of Service (LOS) standards.

Implementation 2.2.1 *Allow new development only if:*

- a. Transportation facilities are adequate at the time of development and transportation impacts will not reduce the LOS below the locally adopted minimum, or*

- b. *A financial commitment is in place to complete the necessary improvements or strategies to accommodate transportation impacts within six years.*

Policy 2.3 Consider alternative responses in the absence of concurrency.

Implementation 2.3.1 *In the absence of concurrency the City may:*

- a. *Allow the developer to propose increased public transportation service, ride sharing programs, demand management and/or other transportation demand management strategies;*
- b. *Approve the development subject to conditional approval through which the developer agrees to mitigate the impacts;*
- c. *Redesign or phase the project to reduce trip generation that is within the available capacity of the system; or*
- d. *Propose and implement other reasonable methods and strategies consistent with maintaining the adopted level of service.*

Implementation 2.3.2 *Amendments to the Comprehensive Plan may be adopted as an emergency amendment (RCW 36.70A.130) as an alternative to denial of a development proposal in the absence of concurrency.*

Policy 2.4 Actively use the required annual update of the Six-Year Transportation Improvement Program (TIP) as a means of ensuring consistency of planned transportation improvements with the Comprehensive Plan, seeking public input in prioritizing transportation needs and as a mechanism to actively program and seek transportation funding.

Implementation 2.4.1 *Seek input from the Planning Commission and other city boards and commissions as necessary prior to city council action on the Six-Year Transportation Program.*

Implementation 2.4.2 *To promote transparency, provide ample public notice of the City Council public hearing on the Six-Year Transportation Plan.*

Policy 2.5 Require new development to mitigate transportation impacts.

Implementation 2.5.1 *Require developers to conduct traffic studies or analyses, including level of service analysis, to identify development impacts on the transportation system.*

Implementation 2.5.2 *Require developers to mitigate site-specific development impacts, including street improvements adjacent to and internal to the development, the dedication of necessary rights of way as determined by the City, and improvements to address safety.*

Implementation 2.5.3 *Assess a transportation impact fee for all new development. The fees will be applied to growth related transportation system improvements as articulated in the project list.*

Policy 2.6 Requests for the vacation of existing rights of way shall only be approved when presented with a logical plan for development of an area and when there is no value to using the right of way for pedestrian or bicycle paths, or other public uses.

Implementation 2.6.1 *Requests for the vacating of City right-of-way shall be circulated to all City departments to ensure that the proposed vacation is consistent with City land use plans, does not inhibit goals for connectivity, and so that the potential of the right-of-way for use as open space, bicycle/pedestrian paths, or buffer areas is considered as part of the street vacation process.*

Goal 3 Promote and encourage the use of Transportation Demand Management (TDM) strategies to reduce traffic in the City.

Policy 3.1 Continue to implement the Commute Trip Reduction Plan for affected employees within the City.

Implementation 3.1.1 *Continue to implement a Commute Trip Reduction Ordinance and Plan requiring major employers, including the City, to take steps to reduce the proportion of their employees who commute to work in single occupancy vehicles.*

Policy 3.2 Encourage transit-oriented development in areas served by and planned to be served by transit.

Implementation 3.2.1 *Coordinate with transit providers to provide facilities supportive of transit-oriented development in areas which the City has identified as appropriate for that type of land use pattern. Facilities may include bus shelters and park-and-ride lots.*

Goal 4 Actively pursue agreements with adjacent and regional jurisdictions to mitigate traffic impacts in Fife caused by development in nearby areas.

Policy 4.1 Work with other agencies in the region to obtain agreements or implement improvements that mitigate adverse impacts of development on traffic conditions within the City of Fife.

Implementation 4.1.1 *Work with WSDOT to promote the construction of appropriate highway improvements to help relieve regional and local traffic congestion, including the extension of high occupancy vehicle (HOV) lanes on I-5 through Fife, SR 167 extension to the Port of Tacoma and I-5 interchange improvements at 54th Avenue East and Port of Tacoma Road.*

Implementation 4.1.2 *Work with Pierce County to encourage construction of the Canyon Road North Extension project to relieve traffic impacts at the Milroy Bridge.*

Implementation 4.1.3 *Where development is proposed outside of the City, provide City services only when the development has been adequately mitigated consistent with City transportation policies.*

Policy 4.2 **Actively seek and maintain representation on all governmental and civic groups and committees which are concerned with traffic problems and solutions for both the local area and Pierce County.**

Implementation 4.2.1 *Strategically identify external boards, committees and associations that address transportation issues of concern to Fife and the greater Fife area.*

Implementation 4.2.2 *Nominate and/or appoint staff, city councilmembers and/or citizen volunteers to represent the City's interests and goals on committees, boards and other public bodies that deal with transportation issues.*

Implementation 4.2.3 *Actively review and comment on transportation proposals that may support or detract from the City's implementation of the Comprehensive Plan, economic development initiatives and other efforts.*

Policy 4.3 **Protect the transportation system against natural disasters through participation emergency management planning and coordination with other agencies.**

Implementation 4.3.1 *As part of the emergency planning process with other communities, identify key transportation routes and prevention and recovery strategies to ensure accessibility during natural and other disasters.*

Implementation 4.3.1 *Where applicable, take into consideration natural features that could impact the transportation system when making transportation investment decisions.*

Goal 5 Maintain an environmentally sustainable transportation system, addressing sensitive habitat corridors, and air quality requirements.

Policy 5.1 **Ensure that the City's development regulations preserve existing habitat corridors values and functions and require enhancement of disrupted habitat corridors.**

Implementation 5.1.1 *Use and diligently maintain appropriate landscaping and beautification along traffic corridors to improve the appearance of the area and to preserve and encourage habitat areas.*

Implementation 5.1.2 *Ensure that the City's development regulations result in minimum disruption to habitat corridors when road crossings are proposed.*

Policy 5.2 Protect air quality from adverse impacts.

Implementation 5.2.1 Encourage the use of alternative modes of transportation to reduce reliance on the automobile, especially single occupancy vehicle trips, as the primary method of transportation.

Goal 6 Use transportation planning and projects to support and implement the City's Strategic Plan.

Policy 6.1 Review projects identified on the Six-Year Transportation Improvement Plan and long range project list for consistency with the City Strategic Plan, and give higher priority to projects that best implement and support the City's Strategic Plan

Implementation 6.1.1 Include in City staff reports related to the City Council's annual adoption of the Six-Year Transportation Improvement Plan and other transportation plan documents a discussion of the proposal's consistency with the City's Strategic Vision.

Implementation 6.1.2 Integrate transportation planning with other City plans including but not limited to those related to parks and recreation and economic development.