
Appendix J

Excerpts for Local Transportation Improvement Programs

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2015 Comprehensive Plan Periodic Update City of DuPont



2015 Comprehensive Plan

Approved October 27, 2015

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Chapter 9 – Transportation

Transportation is one of the elements of the City of DuPont’s Comprehensive Plan that is required by Washington’s Growth Management Act (GMA). This chapter briefly summarizes the Transportation Plan adopted as Appendix B to this plan further details about projects and financing are included in the Capital Facilities Plan (Appendix A).

Concurrency & Consistency

Concurrency is one of the key GMA requirements and refers to the timely provision of public facilities and services. Transportation concurrency means that adequate transportation facilities are in place to serve new development as it (development) occurs, or that a financial commitment be in place to complete the improvements or strategies within six years.

Concurrency may not be used to require new development to correct existing transportation deficiencies. To maintain level of service standards, local governments must have a program in place to correct existing transportation deficiencies.

Transportation is the only public facility where the GMA specifically requires development to be denied if concurrency is not met. While the GMA gives special attention to transportation concurrency, local governments have flexibility regarding how to apply concurrency to other public facilities and services within their plans and regulations. Concurrency is discussed the Capital Facilities & Utilities Chapter.

Land Use Assumptions

The GMA requires close coordination and consistency between transportation and land use in comprehensive plans. In updating this plan, DuPont’s transportation system forecasts and Level of Service (LOS) standards were coordinated with the plan’s land use policies and growth forecasts. The future land use map found in the Land Use Chapter, is the same as the 2001 plan, which in turn reflects the 1995 master plan.

Transportation System Overview

Conditions for Driving

The City of DuPont is a planned development adjacent to I-5, Joint Base Lewis-McChord (JBLM), and the Puget Sound; there are no state transportation facilities within the city. DuPont often experiences congestion during the peak hours on the main arterial streets leading into and out of the City due to its



The transportation plan is important to community residents, wrestling with providing access to primary employment centers, JBLM, and residential neighborhoods, while managing congestion on I-5 interchanges and local arterials. (Source: Studio Cascade Inc.)

proximity to the military base and I-5. An important goal for the City is to identify and implement projects that can reduce congestion on I-5, including coordinating with WSDOT to study an interchange reconfiguration at Barksdale Avenue (Exit 119), as well as providing multiple transportation options to reduce the single occupancy vehicle mode share.

Another challenge for the City is that not all developments are connected to the central downtown area. The El Rancho Madrona development, in the south west region of the City, does not have a direct auto connection to the rest of the City. Residents of this neighborhood can only access the other residential communities and downtown area via I-5.



The majority of DuPont's intersections operate within the adopted level-of-service standards. (Source: Studio Cascade Inc.)

Functional Classification

DuPont's roadway functional classification system is described below.

- **Principal Arterial:** Roadways that provide access between large subareas of an urban region, including access to the Interstate system. (Includes Center Drive).
- **Minor Arterial:** Roadways that connect principal arterials to smaller collector roadways, and distribute travel to small geographic areas and communities. (Includes Wilmington Drive, DuPont-Steilacoom Road, and McNeil Street west of Center Drive).
- **Major Collector:** Roadways that distribute trips from principal and minor arterials to destinations, or collect traffic from local roads and channel it to the arterial network. (Includes Barksdale Avenue, Palisade Boulevard, Bob's Hollow Lane, and Hoffman Hill Boulevard).
- **Local Access:** Roadways the provide circulation and access to residential neighborhoods. (Includes Spencer Court, Bradley Street, and Simmons Street, among others).

A Functional Classification Map of DuPont is shown in Figure U below.

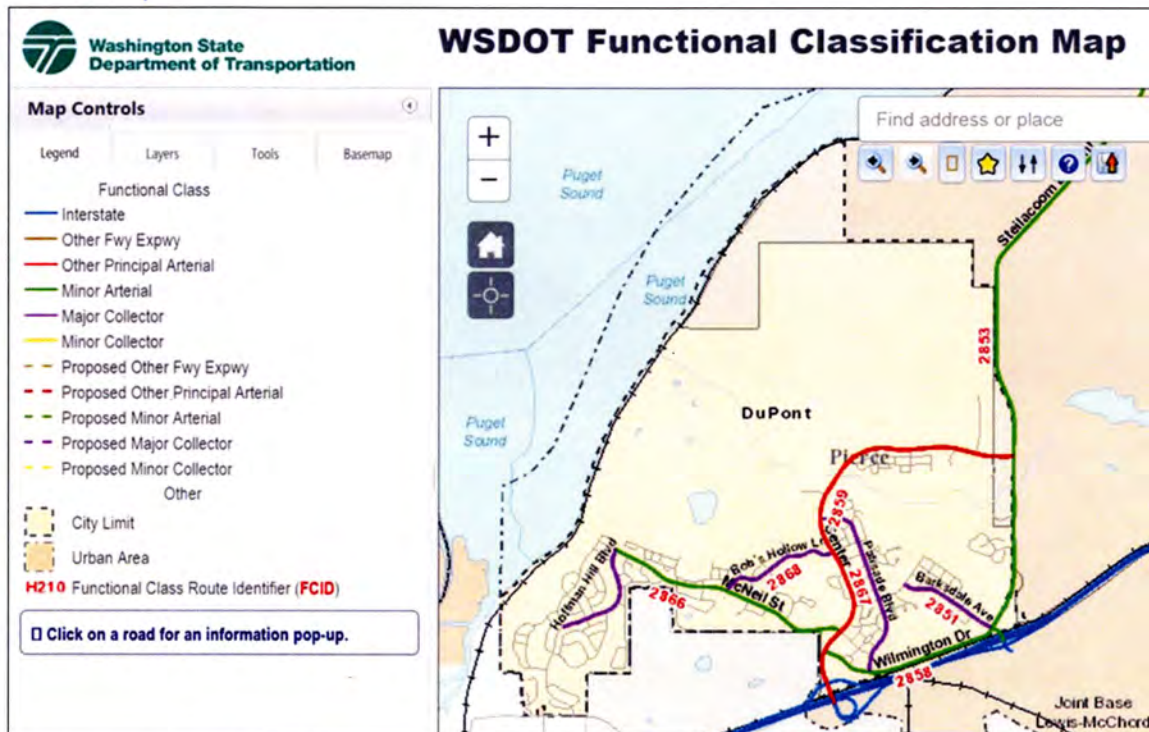


Figure T: Functional Classification Map

Existing Auto Level of Service Standards

The City streets and intersections have a LOS D threshold for peak hour traffic flow. DuPont-Steilacoom Road can drop to LOS E at the intersections with Barksdale Avenue and Center Drive. Administrative variance may be allowed where deemed necessary due to cost, right-of-way, or impact on other modes.

The two busiest arterials are Center Drive (principal arterial) and Wilmington Drive/DuPont-Steilacoom Drive (minor arterials), as they provide access into and out of DuPont. The existing PM peak hour LOS at intersections along City streets is shown in Figure V: Existing Traffic Conditions, based on traffic studies of recent developments within the City. Except at Center Drive & International Place, all intersections operate at LOS D or better. While the unsignalized Center Drive & International Place intersection is currently operating below LOS D, a capital improvement project will add a traffic signal at this intersection to improve operations to LOS B.

The level of service standards for state-owned transportation facilities is established by the Washington State Department of Transportation, in order to assist WSDOT the City of DuPont identifies that the level of service for Interstate 5 is LOS D. The purpose of identifying the I-5 LOS is to monitor performance of the system, evaluate improvement strategies, and facilitate coordination between the City's 6-year transportation improvement program with the Office of Financial Management's 10-year investment program. The City will continue coordinating with WSDOT to ensure that the capacity at freeway ramps is not exceeded.



Figure U: Existing Transportation Conditions 2014 for PM peak hour traffic

Future Conditions

Future projects include the construction of Loop Road to provide access to the First Park at Northwest Landing private development. Traffic volumes and operations at the time of project build out found that

most intersections will continue to operate at LOS D or better (see Northwest Landing Attachment). Operations at the I-5 ramps and Barksdale Avenue may drop below LOS D; however working with WSDOT to optimize the signal timing may improve operations. In addition, a potential future reconfiguration of the I-5 and Barksdale Avenue interchange (Exit 119) may alleviate some of congestion on I-5 and in the JBLM area.

The 20-year project list includes other key projects that would provide facilities to improve auto mobility.

Conditions for Transit

Sound Transit operates two express bus routes during the peak hours and in the peak direction. Route 592 travels northbound to Seattle in the AM period from Olympia via DuPont, and southbound in the PM period. Route 594 provides a handful of service between DuPont and Seattle via Tacoma. Both routes stop at the DuPont Station, adjacent to I-5 near Wilmington Drive and Palisade Boulevard. There is no local transit service within the City. Table 44 summarizes the available transit service.

Table 44: Existing Transit Service

Route	Service Area	Service Hours
592	Olympia – DuPont – Seattle	Weekdays, peak hour/ peak direction only
594	DuPont – Seattle	Weekdays, 1 trip in the peak hour/ peak direction only

Source: Sound Transit, Fehr & Peers, 2015

The City would like to explore opportunities to add appropriate local transit services as DuPont’s employment and population increases, including non-traditional and non-fixed route services such as shuttles and van-share programs. DuPont is also supportive of potential expansion of Sound Transit Sounder service to the south in the future, and restoring DuPont as an Amtrak stop.

Conditions for Walking & Biking

There is a strong, connected pedestrian network in the City. As a planned development, there are sidewalks along all arterials and most residential local streets. Walking through the community is pleasant with the landscaped buffers that separate sidewalks from traffic. The wide extent of the sidewalk network and the close proximity of the sidewalks to buildings makes walking a feasible mode choice to destinations.

The pedestrian and bicycle network in DuPont is also composed of paved and unpaved multi-use trails, as shown in Figure W. Bicyclists can use these trails, along with the bicycle lanes on Center Drive and Wilmington Drive, to travel through the City.

Future non-motorized projects the City is interested in exploring are providing appropriate connections between trails, making trails ADA accessible for people of all abilities, adding bicycle racks at appropriate destinations, and adding way-finding and milepost markers on trails for faster emergency response to incidents






Figure V: City of DuPont Trails (Source: City of DuPont 2009)

Non-motorized and Transit Level of Service Standards

Pedestrian and Bicycle Level of Service

Pedestrian and bicycle facilities are evaluated based on the LOS categories in the table below. The acceptable level of service threshold for pedestrian and bicycle facilities is "yellow," to maintain the existing facilities. This includes maintenance and preventing removal or degradation of the sidewalk, bicycle, and trails network.

LOS	Description
	Improve the network of paved trails that are ADA accessible and have marked wayfinding signage and milepost markers. Install bicycle racks at appropriate destination locations throughout the city.
	Maintain the existing sidewalk and bicycle network, including multi-use trails.
	Remove or degrade existing facilities.

Transportation Project List

The transportation project list found in Table 45 below identifies specific transportation projects for inclusion in the City’s transportation improvement program (TIP). Many of the projects identified are too expensive for the City to implement unilaterally, requiring partnerships and outside funding. The list represents the highest priority projects, a compilation from which the City will draw as it updates its Transportation Improvement Plan (TIP) annually.

Table 45: 20-year Transportation Project List

Project Title	Project Description	Road Name	Begin Terminus	End Terminus	Total Estimated Cost	State Funds	Local Funds
Wilmington Drive Overlay	Grind edges and overlay street.	Wilmington Drive	Barksdale Avenue	Palisade Boulevard	365,000	0	365,000
Center Drive/ International Place Traffic Signal	Install mast arm signal pole and left turn lanes.	Center Drive	International Place	International Place	371,400	0	371,400
DuPont Steilacoom Road Intersection Improvements	Install 2 nouthbound turn lanes and signal modifications	DuPont Steilacoom Road	Center Drive	750 feet south of Center Drive	801,000	0	801,000
Barksdale Avenue Pavement Repair	Install HMA prelevel, asphalt reinforcement grid, and 2" HMA overlay	Barksdale Avenue	DuPont-Steilacoom Road	Haskell Street	295,000	250,734	44,266
Northeast City Access Feasibility Study	Evaluate industrial access on Wharf Road. Evaluate need for traffic signal at Center Drive/ Sequalitchew Drive.				30,000	TBD	30,000
Center Drive Traffic Signal Coordination	Coordinate traffic signals along Center Drive.	Center Drive			25,000	TBD	25,000
Center Drive Pavement Overlay							
	I-5 to McNeil St	Center Drive	I-5	McNeil St	665,466	565,646	99,820
	McNeil St to Bob's Hollow Ln.	Center Drive	McNeil St	Bob's Hollow Ln	988,691	840,387	148,304
	Bob's Hollow Ln to Powerline Rd	Center Drive	Bob's Hollow Ln	Powerline Rd	1,173,744	997,682	176,062
	Powerline Rd to Hamilton	Center Drive	Powerline Rd	Hamilton Ave	704,246	598,609	105,637
	Hamilton Ave to International Pl	Center Drive	Hamilton Ave	International Pl	418,000	355,300	62,700

Project Title	Project Description	Road Name	Begin Terminus	End Terminus	Total Estimated Cost	State Funds	Local Funds
Hoffman Hill Blvd. Extension Feasibility Study Update	Preliminary Engineering/Feasibility Study to extend Hoffman Hill Blvd. to Mounts Road	Hoffman Hill Blvd.	Terminus	Mounts Road	63,700	0	63,700
Freight Mobility Study (note also implementation item)	Study to evaluate potential modification to the truck route. related to neighborhood compatibility, access, safety, and delay	Citywide	Citywide	Citywide	100,000	TBD	TBD
Bell Hill Pedestrian and Bike Connectivity Study	Evaluate feasibility of a pedestrian / bike connectivity between Bell Hill and other areas of the City.				30,000		30,000
I-5 Exit 119 Reconstruction	Construct new interchange to add capacity	Exit 119	I-5 interchange		TBD	TBD	TBD
DuPont-Steilacoom Road Improvements	Improve roadway to accommodate increased vehicular traffic	DuPont-Steilacoom Road	Wharf Rd	I-5 Exit 119	TBD	TBD	TBD
Southern portion of Loop Road	Design and construct new roadway				3,599,006		3,599,006
Sidewalk Program	Repair/ replace defective sidewalk panels	Citywide			405,000		405,000

Transportation Funding

DuPont currently spends approximately \$360,000 per year on transportation projects such as maintenance and street overlays. It is expected that this amount of funding will continue to be available in the future. Additional funding fluctuate year-to-year for various transportation projects depending on how successful DuPont is in competing for grants.

Transportation Goals and Policies

Goal 1	Continue working with regional partners to develop and implement projects that reduce I-5 congestion, including improvements to DuPont-Steilacoom Road and the Mounts Road connection.
T-1.1	Continue collaborating with regional partners, including Pierce County, PSRC, WSDOT, JBLM, and the Department of Defense to improve and enhance access to JBLM.

T-1.2	Continue to support the street and circulation system that minimizes reliance on I-5 as a means of access from one location in the City to another. Consider alternatives that allows residents in the El Rancho Madrona area to access the City's streets from Mounts Road.
T-1.3	Work with the Washington State Department of Transportation to coordinate access on freeway ramps so Level of Service is not exceeded.
T-1.4	Work with the Washington State Department of Transportation to consider technology that will reduce noise from I-5.
Goal 2	Support measures to restore local transit services, integrating the existing regional bus and rail mass transit services available in DuPont, Lakewood, Tacoma, and Olympia
T-2.1	Explore opportunities for Amtrak to include a future stop in DuPont.
T-2.2	Support Sound Transit efforts to expand Sounder and light rail services to DuPont.
T-2.3	Work with Pierce Transit and Intercity Transit to develop appropriate levels of transit services that will respond to a growing population and increased employment opportunities.
T-2.4	Coordinate the siting of transit facilities (e.g. bus stops and park and ride lots) shall be considered during the development of new residential, commercial and industrial areas where appropriate.
T-2.5	Support and encourage programs to educate citizens and incentivize reducing Single Occupancy Vehicle usage, including the Commute Trip Reduction (CTR) program, in an effort to reduce demand on the City's and the region's roadways.
T-2.6	Promote the use of high occupancy vehicles and other transportation management techniques in order to reduce GHG emissions and to minimize impacts on the region's transportation system.
Goal 3	Maintain the existing transportation system and fill gaps in the non-motorized network (including pedestrian sidewalks, trails, and the bicycle facilities).
T-3.1	Establish a sidewalk maintenance program to monitor long term upkeep, and to maintain safe conditions on existing sidewalks.
T-3.2	Prioritize future pedestrian facility improvements that increase pedestrian safety, link to key destinations, promote multimodal trips, improve conditions for the elderly and persons with disabilities, maintain safe conditions on existing sidewalks, and meet other priorities for pedestrians in DuPont.
T-3.3	Utilize a street grid or modified grid pattern within the villages except where constrained by severe topography (30 - 40 percent slopes). Allow deviations from the grid or modified grid only when, in the opinion of the City, excessive grading would be necessary so that street grades would not exceed 12 to 15 percent, depending on street classification.

T-3.5	Provide a system of streets that reasonably separates commercial traffic from residential traffic.
T-3.6	Add connectivity so that residents and workers have options in how they travel through DuPont. Key examples could include building the Mounts Road connection to provide a southern access to I-5 and focusing on filling gaps in the street network to better connect neighborhoods.
T-3.7	Evaluate the transportation network with the adopted multi-modal level of service (LOS) metrics in the Transportation Chapter.
T-3.8	Investigate funding sources for the maintenance of existing infrastructure.
T-3.9	Require mitigation under GMA and explore funding mechanisms, including local, state and federal grants, impact fees, transportation benefit districts, levies, and other options (including latecomer's agreements) to implement transportation projects and programs.
Goal 4	Monitor the progress of high speed rail services and ensure that impacts on DuPont are mitigated.
T-4.1	Coordinate with regional partners as plans for high speed rail services develop.
T-4.2	Plan for a commuter rail station at the existing DuPont Station facility.
Goal 5	Support the land use strategy and community values by investing in multi-modal transportation facilities.
T-5.1	Establish a road network that serves planned residential, commercial and industrial areas in an efficient manner and that spreads the traffic loads over a variety of appropriately developed roadways.
T-5.2	Construct arterial streets along the edges of the villages to connect the different City neighborhoods and to act as a defining element of the neighborhoods.
T-5.3	Establish a street pattern that provides choices of routes and integrates developing areas with established areas and does not functionally isolate new developments from the rest of the City.
T-5.4	Establish City streets as two lane-roadways, or two lane roads with turn lanes, that will result in reduced speeds for the safety of City residents. Use four lane roadways only where appropriate outside residential areas.
T-5.5	Provide for on-street parking and the use of traffic control devices, such as traffic circles, chicanes, speed humps, pedestrian crossing bulb-outs, and narrowing of intersections, to maintain residential street speeds at safe levels.
T-5.6	Alleys should be used to access residential garages and to keep the number of cuts in the curb, other than for streets and alleys, to a minimum, especially for developments that front on arterial streets.
T-5.7	Plant appropriate street trees that will have minimal impact to sidewalks in the future.

T-5.8	Require the construction of roads within the City to be concurrent with new development.
T-5.9	Use sound and environmentally responsible design principles in road construction.
T-5.10	Promote the design of roadways to minimize impacts upon the hydrologic system, including surface and ground water.
T-5.11	Provide for internal access roads within commercial and industrial areas to achieve convenient access and minimize pedestrian/ vehicular conflicts.
T-5.12	Restrict freight traffic to identified corridors within DuPont, managing that traffic to minimize negative impacts to adjoining residential areas.
T-5.13	Continue to include emergency service providers in review of roadway designs to ensure safe emergency vehicle passage. Design considerations include turn-arounds, travel lane widths, maximum road grades, parking locations, and avoiding dead-end street lengths and cul-de-sacs.
T-5.14	Encourage and promote the use of electric vehicles as they are developed in all automobile, truck, and commercial vehicle classes. Neighborhood Electric Vehicles and Medium Speed Electric Vehicles (MSV) may travel DuPont’s street network where appropriate and consistent with State law. Encourage the use of such vehicles in a way that conditions are safe and don’t impede traffic flow. Provide for a broad range of charging opportunities at public and private parking venues throughout the city, including minimum standards for new developments that provide parking facilities.
T-5.15	Guide the development of new streets and maintenance of existing streets to form a well-connected network that provides for safe, direct, and convenient access to the existing roadway network for automobiles, transit vehicles, bicycles, and pedestrians. Transportation investments should reinforce the City’s vision of connecting to downtown DuPont and JBLM.

Implementation Actions

The following actions, ordered by priority and urgency, implement the policies identified above. Each action item contains a direct policy reference, indicating how it relates to economic development policies – or other policies in this plan – as appropriate.

	Implementation Action
TA-1	<p>Perform a freight mobility study that:</p> <ul style="list-style-type: none"> • Considers a variety of route options that would be appropriate for use for commercial trucks into and out of existing and developing commercial, manufacturing, and industrial areas and evaluates potential impacts to existing and proposed residential areas • Analyzes the economic and social costs and benefits for all identified options • Identify spot improvements that would improve safety, and/or reduce delay
TA-2	Study, design and construct an alternative to Steilacoom-DuPont Road for pedestrians, joggers and cyclists.

TA-3	Identify and remedy trail segments that are under lighted or otherwise fail to serve pedestrian and cyclist needs.
TA-4	Conduct a study to establish a baseline for the number of walkers and bikers, in order to adopt a goal of doubling the walkers and bikers in DuPont.