

GOALS AND POLICIES

The purpose of the Jefferson County Transportation Element is to establish goals and policies in support of the desired and projected transportation system pursuant to the Washington State Growth Management Act. Accordingly, the overall goal of the transportation element is to “encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans” (RCW 36.70A.020(3)).

The transportation goals and policies are an integral part of the adopted plan and set forth the adopted Level of Service (LOS) standards and other policy commitments for Jefferson County. Individual goals are established for specific targeted issues relating to transportation planning. The overall set of goals relate to the following targeted issues:

Highways and Arterials	Goal 1
Public Transportation	Goal 2
Non-motorized Transportation	Goal 3
Land Development Standards	Goal 4, Goal 5, and Goal 6
Intergovernmental Coordination	Goal 7 and Goal 8
Demand Management	Goal 9
Environment and Energy	Goal 10
Transportation Improvement Program	Goal 11

Each goal statement is followed by policies that provide direction and mechanisms for reaching the stated Goals. Also, the Capital Facilities Element provides a list of specific transportation projects determined to be necessary to address deficiencies identified in roadway sections and at intersections. These projects are also listed in the County’s Six-year Transportation Improvement Plan.

HIGHWAYS AND ARTERIALS

GOAL

TRG 1.0 **Provide a safe, convenient, efficient and integrated highway and arterial system for the movement of people and goods, one that is functionally well maintained, reflects local environment, and meets the demands of the future.**

POLICIES

TRP 1.1 Provide for a Level of Service C, or better, for rural County Road facilities based upon Average Annual Daily Trips.

TRP1.2 Provide for a Level of Service D, or better, on all County Road facilities within Urban Growth Areas, the Port Ludlow Master Planned Resort, and Designated Tourist Corridors as established by the Peninsula Regional Transportation Planning Organization, based upon Average Annual Daily Trips.

TRP 1.3 Minimize life cycle costs of the County transportation system by preserving and maintaining both the adequacy and operating condition of the existing transportation system. ~~Preserve and maintain the existing highway and arterial system to avoid costly reconstruction.~~

- TRP 1.4** Maintain the efficiency of traffic flow by monitoring traffic, upgrading traffic control devices, and developing traffic management techniques as appropriate.
- TRP 1.5** Require that streets are designed and constructed to County standards to efficiently and effectively meet the needs of the community and promote overall transportation safety.
- TRP 1.6** Require use of access management techniques to regulate driveway access.
- TRP 1.7** ~~Through application of standards, reflect the rural aesthetic of the county;~~ Use roadway features in rural areas that enhance rural character, minimize impervious surfaces, and minimize cost to taxpayers and developers.
- TRP 1.8** Prevent glare and minimize pollution to the night sky through the use of appropriate roadway lighting and fixtures without compromising public safety.
- TRP 1.9** Encourage the retention or use of roadway features that enhance rural qualities by applying appropriate rural standards.
- TRP 1.10** Enhance urban qualities by applying appropriate urban standards in Urban Growth Areas and Master Planned Resorts.
- TRP 1.11** Design roadways in the County Road system according to their functional classification and forecasted 20-year traffic demand.

PUBLIC TRANSPORTATION

GOAL

- TRG 2.0** **Promote a coordinated and integrated public transportation system available to all residents, guests, and those without personal transportation options in Jefferson County.**

POLICIES

- TRP 2.1** Support existing public transportation programs and coordinate with the Peninsula Regional Transportation Planning Organization to improve the system as needed.
- TRP 2.2** Encourage cooperation between private transportation providers and public transportation providers.
- TRP 2.3** Provide 8,400 Annual Transit Revenue Service Hours (ATRSH) or a minimum Level of Service of 270 ATRSH per 1,000 County-wide population for fixed routes in Jefferson County. Additionally, as a planning guideline, seek to provide the Level of Service for Transit Service Links adopted by the Peninsula Regional Transportation Planning Organization's Plan for routes that have an origin or destination in Jefferson County, ~~and maintain a 472 ATRSH per 1,000 population for fixed routes in unincorporated Jefferson County.~~
- TRP 2.4** Provide convenient automobile and bicycle access to park and ride facilities on

arterial/collector routes where warranted and cost effective.

- TRP 2.5** ~~Ensure~~ ~~Require~~—that retail shopping facilities, offices, industrial and residential developments and similar uses are designed to accommodate public transit plans and goals by involving Jefferson Transit in the planning and permit review process.
- TRP 2.6** Identify and invest in road and pedestrian improvements that support transit reliability and safety, and encourage use of the public transportation system.
- TRP 2.7** Promote and enhance passenger and freight travel opportunities, including development of air and water transportation alternatives.

NON-MOTORIZED TRANSPORTATION

GOAL

- TRG 3.0** **Provide safe, accessible and convenient routes, trails, parking facilities, trail heads, and other amenities that promote the use of non-motorized travel in a manner that is integrated with other forms of transportation.**

POLICIES

- TRP 3.1** Using established standards and in accordance with the Non-motorized Transportation and Recreational Trails Plan, provide facilities for safe bicycle and pedestrian travel ~~when conducting roadway improvements projects and constructing new roadways.~~
- TRP 3.2** Encourage development of a non-motorized transportation network between all major activity centers in Jefferson County in accordance with the Non-motorized Transportation and Recreational Trails Plan.
- TRP 3.3** Promote the development of new trails and linkages between trails in accordance with the Non-motorized Transportation and Recreational Trails Plan and in coordination with ~~the County Parks and Recreation Division,~~ Federal, State, and regional agencies, utilities, and citizen groups.
- TRP 3.4** Promote development of an integrated trail system in the County in accordance with the Non-motorized Transportation and Recreational Trails Plan by seeking opportunities to provide links between existing trails during planning for improvements to the County transportation system and in review of land development proposals.
- TRP 3.5** Promote coordinated bicycle, equestrian, and pedestrian way improvements in accordance with the Non-motorized Transportation and Recreational Trails Plan, emphasizing access to schools, parks, employment and service centers, and mass transit facilities (ferry, bus, etc.).
- TRP 3.6** Require that roadway improvements and new subdivisions within the defined school pedestrian walking zone meet established standards intended to ensure the safety of pedestrians.
- TRP 3.7** Support educational opportunities for children and adults that will encourage safe use of

roadways, trails, and sidewalks for all transportation modes.

- TRP 3.8** Promote safe, convenient, and protected bicycle parking at activity centers such as schools, parks, commercial centers, employment and service centers, and mass transit facilities (ferry, bus, etc.) in accordance with the Non-motorized Transportation and Recreational Trails Plan.
- TRP 3.9** In coordination with the Parks, Recreation and Open Space Plan and the Non-motorized Transportation and Recreation Trails Plan, provide signage for on-street segments of bicycle, pedestrian, and equestrian routes in accordance with the Federal Manual on Uniform Traffic Control Devices (MUTCD).
- TRP 3.10** Promote development of adequate pedestrian walkways and crossings, where appropriate, including facilities separated from the roadway, in accordance with the Non-motorized Transportation and Recreational Trails Plan. Evaluate safety issues associated with pedestrian and bicycle travel near school sites and identify potential improvements.

LAND DEVELOPMENT STANDARDS

GOAL

- TRG 4.0** **Encourage land use types, mixes, and densities that promote efficient multi-modal transportation systems.**

POLICIES

- TRP 4.1** Reinforce the link between land use and public transportation by promoting urban residential densities within urban growth areas.
- TRP 4.2** Encourage land development proposals that are consistent with the County Comprehensive Plan Land Use Element and Rural Element and Urban Growth Area Element and utilize the capacity of the existing transportation system, including the capacity of transit and non-motorized modes, and avoid costly expansion of the system.
- TRP 4.3** Consider the use of impact fees as a means to ensure that adequate facilities (including, but not limited to transit, pedestrian facilities, bikeways, ~~or~~ and roadways and shoulders) are available to serve new growth and development, and to maintain adopted level of service standards for those facilities.
- TRP 4.4** Enhance transportation system safety by requiring appropriate facility design, including providing landscaping and setbacks adjacent to transportation facilities.
- TRP 4.5** Protect outstanding scenic vistas accessible from transportation facilities through site design, and provide visual, and where possible and appropriate, physical, access to these resources.
- TRP 4.6** Require that subdivision and commercial project designs address the following issues:
- a. Cost effective transit and delivery of emergency service;
 - b. Provisions for all transportation modes;

- c. Dedication of rights of way for existing and future transportation needs;
- d. Motorized and non-motorized access;
- e. Shoulders, sidewalks and bicycle pathways;
- f. Compatibility between motorized vehicles, pedestrians, bicyclists, and transit users;
- g. Inclusion of transit friendly design elements;
- h. Adequate parking for non-peak periods; and
- i. Frontage improvements and roadway features to meet urban design standards within the Irondale-Port Hadlock Urban Growth Area and, when appropriate, the Port Ludlow Master Planned Resort.

TRP 4.7 Provide adequate right-of-way for future transportation needs, through implementation of a systematic right-of-way acquisition program, by limiting encroachment of structures or ancillary uses into the right-of-way (e.g., setbacks), requiring right-of-way dedication or easements as part of development approval, and by acquiring right-of-way for future needs through purchase from willing sellers.

TRP 4.8 Ensure that unacceptable safety hazards will be mitigated. The definition of unacceptable will be based on analysis of the existing facility(s) and the current standards for that facility(s) contained in commonly used and adopted transportation publications.

TRP 4.9 Ensure that the Level of Service for County roads are met for existing and proposed development concurrent with proposed development prior to issuing development approvals.

TRP 4.10 Ensure that new developments that would generate traffic that would significantly decrease the Level of Service below the adopted Level of Service Standard for an intersection or roadway segment not be approved without stipulations for mitigation. When a new development would lower the Level of Service below the adopted Level of Service Standard, require the development proponent to mitigate the impact by one of the following:

1. Construct improvements that restore the Level of Service to the adopted Level of Service Standard;
2. Contribute an impact fee that is a proportionate share of the cost of improvements related to the development;
3. Implement alternative measures such as Transportation Demand Management (TDM), project phasing, or other appropriate measures determined by the County that will avoid the impact.

TRP 4.11 Encourage land use development patterns and support technologies that reduce the demand for increased capacity on roadways.

TRP 4.12 Ensure that proposed roads on unopened public rights-of-way are constructed to appropriate County standards based on their function, location, projected traffic, and potential for future circulation.

GOAL

TRG 5.0 Provide additional roadway aesthetic features that are consistent with surrounding land use.

POLICIES

- TRP 5.1** Develop additional features that enhance accessibility to and visibility of commercial establishments, and apply the features to the appropriate locations.
- TRP 5.2** Protect arterials and highways from encroachment and congestion by access, utilizing appropriate traffic mitigation techniques for commercial development and other impediments to flow.
- TRP 5.3** Ensure that local access roads provide through passage at appropriate speeds that minimize impacts to the surrounding area, and discharge to an appropriate facility.

GOAL

- TRG 6.0** **Ensure that the transportation system in Jefferson County encourages the efficient movement of goods, services and passengers and is integrated with the statewide system.**

POLICIES

- TRP 6.1** Coordinate with the Peninsula Regional Transportation Planning Organization (PRTPO) and other jurisdictions to ensure that adequate Washington State Ferry System service is provided to the community.
- TRP 6.2** Allow the use of public funds that ensure that appropriate transportation facilities are in place at the time of development in designated commercial and industrial zones.
- TRP 6.3** Ensure that access to the major air and water transportation facilities via County arterials and State highways is safe, efficient, and coordinated with other transportation modes.
- TRP 6.4** Recognize the existence and current use of private small airfields, landing strips, and private helistops in land use decisions, and ensure proposed expansions of these private facilities meet all required development criteria.

INTERGOVERNMENTAL COORDINATION

GOAL

- TRG 7.0** **Ensure that the Jefferson County Transportation Plan reflects public desire and is coordinated and consistent with the plans of state, regional, and local governments.**

POLICIES

- TRP 7.1** Ensure efficient management of all transportation resources through cooperation in planning and project development with Federal, State, regional, and local jurisdictions.
- TRP 7.2** Coordinate with relevant agencies in the development of Federal, State, and County regulations and guidelines for transportation of hazardous materials through the County.

- TRP 7.3** Reduce duplication of services, program costs, and increase the quality of service.
- TRP 7.4** Coordinate planning for transportation improvements and projects with the facilities/utility planning activities of other agencies and utilities in order to ensure that per-project costs are reduced, environmental impacts minimized, and community inconvenience and disruption lessened.
- TRP 7.5** Comply with the Americans with Disabilities Act of 1990 (ADA) in all transportation projects.

GOAL

- TRG 8.0** **Ensure that transportation planning includes extensive opportunities for public involvement.**

POLICIES

- TRP 8.1** ~~Consider convening~~ ~~Maintain~~ a transportation advisory committee to assist the County with transportation planning and implementation issues.
- TRIP 8.2** ~~Conduct a public process to develop local~~ ~~Continue to work with the public to review and revise application of established~~ criteria and standards for arterial, collector, and local access streets, commercial and residential development, and roadway maintenance.

DEMAND MANAGEMENT

GOAL

- TRG 9.0** **Promote demand management programs as a means of reducing traffic, minimizing environmental impacts, and optimizing existing transportation investments.**

POLICIES

- TRP 9.1** Encourage employers to offer flexible work schedules that reduce peak period travel and lessen the need for roadway capacity.
- TRP 9.2** Encourage employers to provide on-site facilities that encourage use of alternative transportation modes, such as transit shelters and covered bike racks, lockers, and showers at work sites
- TRP 9.3** Facilitate transportation demand management by coordinating and assisting in the development of transit amenities and non-motorized transportation facilities in County Road or highway improvements, including bus pullouts, passenger shelters, bypass lanes, park-and-ride facilities, sidewalks, bicycle lanes, and multi-purpose trails, where appropriate.
- TRP 9.4** Participate with State government and transit agencies in developing, promoting, and facilitating regional ridesharing through such programs as parking management, and ride match services and preferential parking for carpools and vanpools.

ENVIRONMENT AND ENERGY

GOAL

TRG 10.0 Provide transportation facilities and services that are energy efficient, protect and enhance the environment, and preserve the existing residential quality of life.

POLICIES

- TRP 10.1** Continue the County's ~~twenty-year~~ commitment to use only mechanical and manual methods to control roadside vegetation.
- TRP 10.2** Ensure that all transportation projects comply with the Jefferson County Unified Development Code Critical Environmentally Sensitive Areas Ordinance standards in order to protect critical areas, preserve open space, and maintain wildlife habitat in transportation projects and planning. Include the mitigation of adverse impacts on water resources, drainage patterns, and soils in the design of transportation facilities.
- TRP 10.3** Protect air quality by improving the operating efficiency of the overall transportation system, through the effective use of different modes.
- TRP 10.4** Promote the conservation of energy through transportation demand management policies and techniques.
- TRP 10.5** Address environmental retrofitting of transportation facilities, including the implementation of stormwater management facility best management practices (BMPs) and the replacement of culverts that impede fish passage, as opportunities and funding allows.
- TRP 10.6** Transportation facilities and services shall be sited, designed, or buffered to fit in harmoniously with their surroundings, as appropriate. When sited within or adjacent to residential areas, special attention should be given to noise, light, and glare impacts.
- TRP 10.7** Encourage buffering separation between motorized travel and non-motorized transportation modes, where appropriate and economically feasible.

TRANSPORTATION IMPROVEMENT PROGRAM

GOAL

TRG 11.0 Develop a transportation improvement program that is consistent with the Comprehensive Plan.

POLICIES

TRP 11.1 Roadway improvement projects included in the County's Six-Year Transportation Improvement Program shall be consistent with the goals and policies of the Transportation Element, other elements of the County's Comprehensive Plan, and the

Non-motorized Transportation and Recreational Trails Plan.

TRP 11.2 Projects included in the transportation improvement program shall be evaluated and ranked using the County's adopted Road Project Priority Programming System and ~~Intersection Rating Program~~ the criteria included therein.

TRP 11.3 In order to provide needed improvements to local access roads that function as collectors and ensure that appropriate standards are applied, consider developing a local functional classification system that includes sub-classifications for local access roads.

STRATEGIES

Action Items

1. Monitor traffic volumes and intersection performance within UGAs on all arterial and major collector facilities. (Corresponding Goal: TRG 1)
2. Develop access management techniques to regulate driveway access, including use of shared driveway access. Work with the Washington State Department of Transportation and property owners to develop appropriate access management measures that will minimize the impacts to SR 19 and SR 116 from new developments and redevelopments in the Irondale and Port Hadlock UGA. (Corresponding Goal: TRG 1)
3. Discourage direct access from individual lots to present and planned future arterials and collectors wherever possible. Access from these sites should be provided through local access or collector roadways. (Corresponding Goal: TRG 1)
4. Develop a method to assess the need for rural area parking facilities on County routes using appropriate service standards. (Corresponding Goal: TRG 2)
5. Develop site design standards for public transit facilities to be incorporated into County land use codes and regulations. (Corresponding Goal: TRG 2)
6. As appropriate, require that construction of new roadways and improvements to existing roadways address the safety needs of bicyclists and pedestrians in conformance with the Non-motorized Transportation and Recreational Trails Plan. (Corresponding Goal: TRG 3)
7. ~~Address the needs of nonmotorized users of the transportation network by developing a non-motorized comprehensive plan. The plan will include strategies that:~~ Develop a Non-motorized Project Priority Programming System that identifies and ranks projects necessary to provide safe bicycle and pedestrian travel; develop operation standards and a maintenance program that addresses the safety needs of non-motorized travelers, and; develop a proposal to the Board of County Commissioners for inclusion in the Six Year Transportation Improvement Plan for allocating transportation funds to support non-motorized transportation projects. (Corresponding Goal: TRG 3)
8. When appropriate opportunities occur, ~~Encourage opportunities to~~ develop abandoned railroad rights-of-way or utility corridors as future transportation corridors such as bikeways, pedestrian/equestrian trails, and roadways. (Corresponding Goal: TRG 3)
9. Develop incentives for developers to dedicate land for expansion of the County's trail network and adopt into land development regulations. (Corresponding Goal: TRG 3)
10. ~~Develop and adopt bicycle/pedestrian facilities standards compatible with County road standards and those applicable standards of adjacent jurisdictions and require compliance with these standards in the permitting and review process. (Corresponding Goals: TRG 3 and TRG 4)~~ (This action item has been addressed through the development of the Non-motorized Transportation and Recreational Trails Plan)
10. As appropriate, require that development proposals provide bicycle/pedestrian facilities that meet the standards in the Non-motorized Transportation and Recreational Trails Plan. (Corresponding Goals:

TRG 3 and TRG 4)

11. In cooperation with school districts, identify the boundaries of school pedestrian walking zones, develop standards and criteria for roadways within these areas, and define the types of improvement projects that would need to comply with these standards. Adopt the standards into the county subdivision code. (Corresponding Goal: TRG 3)
12. Encourage area school districts to discourage unsafe pedestrian and bicycle activities by students. (Corresponding Goal: TRG 3)
13. Identify existing deficiencies related to pedestrian walkways and crossings, and incorporate improvements into the Six-Year Transportation Improvement Program. (Corresponding Goal: TRG 3)
14. When implementing projects identified in the Non-motorized Transportation and Recreation Trails Plan, consider acquisition of out-of-use railroad rights-of-way to preserve these resources as future transportation corridors such as bikeways, pedestrian or equestrian trails, and roadways. (Corresponding Goal: TRG 3)
15. Develop criteria to be met to justify expansion of transportation system, and a list of alternatives to be considered before system expansion will be permitted. (Corresponding Goal: TRG 4)
16. Develop and adopt standards that enhance safety for inclusion into implementing ordinances. (Corresponding Goal: TRG 4)
17. Consider use of street design and traffic management alternatives to discourage unsafe travel speeds and inappropriate through traffic in neighborhoods, such as traffic calming devices, intersection configuration, or the use of curvilinear streets. (Corresponding Goal: TRG 4)
18. Develop and adopt site design standards and guidelines that encourage the preservation of outstanding vistas. (Corresponding Goal: TRG 5)
19. Design residential transportation facilities to discourage high speed through traffic, by utilizing appropriate design criteria, such as traffic calming facilities when supported by the surrounding area. (Corresponding Goal: TRG 5)
20. Develop a plan and criteria for the use and financial support for traffic calming facilities. (Corresponding Goal: TRG 5)
21. Review and revise, as necessary, performance standards for the review of proposed developments that ensure the proper functioning of transportation facilities. (Corresponding Goal: TRG 4 and TRG 5)
22. As necessary, review and revise minimum requirements for setbacks and rights-of-way (including pedestrian and non-motorized facilities) for new and existing roadways, based on the roadway functional classification. (Corresponding Goal: TRG 4 and TRG 5)
23. Develop and adopt criteria for the establishment of public roadways based on function, capacity, health and safety, access, public need, adopted County Road Standards, and the financial capability for maintenance and preservation. (Corresponding Goal: TRG 4 and TRG 5)

24. As needed, develop and adopt standards that require and promote efficient access, mobility and compatibility for motorized vehicles, pedestrians, bicyclists, and transit users. (Corresponding Goal: TRG 4, TRG 5, and TRG 6)
25. As necessary, develop and adopt land development standards that provide guidance in how to include transit-friendly design elements in developments and require all developments to adhere to these standards. (Corresponding Goal: TRG 4 and TRG 5)
26. Develop and adopt parking standards and provide a range of alternatives for meeting the need for parking while not generating an oversupply of parking. (Corresponding Goal: TRG 4 and TRG 5)
27. Explore opportunities for development of private or public passenger-only ferry service to Jefferson County. (Corresponding Goal: TRG 6)
28. Continue participation in intergovernmental planning efforts, and develop additional mechanisms to achieve this cooperation and coordination as needed. (Corresponding Goal: TRG 6, TRG 7, and TRG 8)
29. During the annual review of capital projects, identify services that may be duplicated, opportunities to reduce program costs, and ways to increase the quality of service. (Corresponding Goal: TRG 7 and TRG 8)
30. Develop coordinated planning and construction of capital and transportation projects with relevant parties (County, City, and State departments and agencies, utility companies, etc.) through periodic communications regarding future projects. Use the Regional Transportation Improvement Program and local Transportation Improvement Programs to identify these potentially collaborative projects. (Corresponding Goal: TRO 7 and TRG 8) -
31. Develop a mechanism in the project review process that requires inter-jurisdictional coordination, where projects involve various jurisdictions, to enable shared compliance with current ADA requirements. (Corresponding Goal: TRG 7)
32. Develop, as needed, a Transportation Demand Management (TDM) program that provides a range of TDM techniques appropriate to Jefferson County. (Corresponding Goal: TRG 9)
33. Require the use of stormwater management best management practices (BMPs) as found in the Washington Department of Ecology Stormwater Management Manual for Western Washington, or equivalent or the Washington Department of Transportation Highway Runoff Manual in the development of transportation projects. (Corresponding Goal: TRG 10)
34. As needed, review and revise maintenance standards and requirements that include the maintenance of stormwater management facilities. (Corresponding Goal: TRG 10)
35. Identify culverts that impede fish passage and develop a schedule for replacement ~~of these passageways~~ as funding permits. (Corresponding Goal: TRG 10)
36. As needed, review the County's adopted Road Project Priority Programming System ~~and Intersection Rating Procedure~~ and use the established project criteria in updating the County's transportation improvement program. (Corresponding Goal: TRG 10)
37. Include in ordinances a transportation concurrency management system that requires development

proponents to mitigate the LOS deficiencies that result from traffic generated by their projects for Category A Public Facilities: Rural, Urban Growth Area, and Master Planned Resort Roads and Designated Tourist Road Facilities. (Corresponding Goal: TRG 4.0)

38. Develop standards that provide pedestrian facilities along one side of local access streets and both sides of collectors and arterials. (Corresponding Goal: TRG 3.0)
39. Develop and implement a Truck Routing Plan to direct truck and heavy truck traffic away from residential neighborhoods. (Corresponding Goal: TRG 1.0)
40. Develop a traffic circulation plan within and adjacent to Urban Growth Areas that considers the adjacent land use and potential development patterns to ensure that the proper transportation facilities are planned. (Corresponding Goal: TRG 4.0)
41. Amend the Unified Development Code to provide a consistent and equitable process for opening public rights-of-way in existing plats. (Corresponding Goal: TRG 4.0)
42. Develop a County Road functional classification system that includes sub-classifications for local access roads. (Corresponding Goal: TRG 11.0)