

# Transportation Element

## Introduction

### Purpose and Relationship to GMA

The purpose of the Transportation Element is to establish goals and policies that will guide street network and design, street classification, level of service, transit facility and service, pedestrian and bicycle needs, travel demand management, and facility improvements needed to support future travel needs in the City.

The Transportation Element is developed in accordance with the Growth Management Act to direct the City of Newcastle's development of transportation facilities and services. RCW 36.70A.070 requires the City to plan, scheme or design all of the following:

*An inventory of facilities by transportation mode;*

*Level of service standards for all arterials and transit routes used to evaluate the performance of the transportation system;*

*Identification of deficiencies;*

*Proposed actions to bring the deficiencies into compliance;*

*Traffic forecasts of at least ten years based on the adopted land use plan;*

*Identification of system expansion needs to meet current and future travel demands;*

*Funding analysis for needed improvements as well as possible additional funding sources;*

*Identification of intergovernmental coordination efforts*

*Identification of demand management strategies;*

*Development of concurrency policies and ordinance.*

The Transportation Element is consistent with the King County Countywide Planning Policies and the elements of the Comprehensive Plan.

### Organization of the Element

This Element begins by listing the Transportation Goals for the City of Newcastle. The Goals are followed by Policies necessary to support a balanced transportation system using all modes of transportation efficiently. Costs for implementing the goals and policies of the Transportation Element are located in the Capital Facilities Element of the Comprehensive Plan. The Transportation Element is closely linked to the Land Use Element and the Parks, Trails and Recreation Element and the Capital Facilities Element.

The Transportation Appendix provides further information on the City's transportation system inventory, street classifications, Level of Service, transportation facilities. A travel demand model is included for 2020 based on the growth projections within the City and surrounding areas. The Appendix contains a variety of strategies for future transportation facilities and revenues.

## Transportation Goals

- TR-G1 The City of Newcastle should develop an efficient, safe, and environmentally sensitive street system that is responsive to the mobility needs of the existing City businesses and residents, and guides future developments.
- TR-G2 The City of Newcastle should establish and maintain transportation levels of service that support the adopted regional and City plan visions.
- TR-G3 The City of Newcastle should work with King County Metro and other transportation providers to provide local transit service which provides linkages between City neighborhoods, business districts, other important local destinations and the regional transit system.
- TR-G4 The City of Newcastle should establish a safe and convenient pedestrian and bicycle circulation system linking residential communities with key destinations.
- TR-G5 The City of Newcastle should encourage businesses with large numbers of employees to develop and implement transportation management plans that reduce single occupancy vehicles and travel during peak periods
- TR-G6 The City of Newcastle should coordinate with Local, Regional, State, and Federal agencies in the development and operation of the transportation system.
- TR-G7 The City of Newcastle should adequately fund transportation facilities and the implementation of the adopted transportation capital facility program with Federal, State, and local public and private sources.
- TR-G8 The City of Newcastle shall utilize existing opportunities and endeavor to create new and equitable means of financing the costs of maintenance and preservation of its transportation systems.

## Transportation Policies

### Street Network Policies

- TR-P1 The City of Newcastle shall maintain a street network plan for the entire City.
- TR-P2 Traffic forecasts and Levels of Service (LOS) analysis on all arterials in the Transportation Element shall be periodically updated.
- TR-P3 The City of Newcastle shall provide adequate, system-wide capacity on arterial streets to avoid diversion of excess traffic from congested arterials to local streets, and neighborhoods.
- TR-P4 The City of Newcastle shall designate Principal Arterials as truck routes and direct trucks to use arterials.
- TR-P5 Coal Creek Parkway shall be developed as a gateway to the City.
- TR-P6 The City of Newcastle shall maintain a system of arterials and local access streets that form an interconnected network for vehicular circulation.
- TR-P7 Develop the local street system to ensure maximum connectivity between adjacent developments, and provide connections to arterials from neighborhood collectors.

- TR-P8 Existing non-through streets shall be linked together whenever practical.
- TR-P9 The City of Newcastle shall encourage the connection of streets when considering subdivisions, or street improvement proposals while minimizing the use of cul-de-sacs, dead-end streets and other design features that reduce circulation options between neighborhoods.
- TR-P10 The use of Local streets by non-local traffic shall be discouraged. New Residential streets shall be designed to discourage cut-through traffic while maintaining the connectivity of the transportation system.
- TR-P11 The City of Newcastle shall preserve street rights-of-way from encroachment by structures, fences, retaining walls, obstructive landscaping, or other obstructions to preserve the public's use of the right-of-way, and to ensure safety and mobility.
- TR-P12 The City of Newcastle shall provide connections from Local access streets to at least two locations on Neighborhood collectors or Collector arterials.

**Street Classification Policies**

- TR-P13 The City of Newcastle shall develop a street network system using the following functional classifications: Principal, Minor and Collector arterials, Neighborhood Collector and Local streets, so that traffic capacity may be preserved and planned street improvements will be consistent with those functions.
- TR-P14 The City of Newcastle shall classify streets according to Federal, State, and Regional guidelines.
- TR-P15 The City of Newcastle shall limit the maximum number of residences served on a dead end and cul-de-sac streets.

**Street Design Standard Policies**

- TR-P16 The City of Newcastle's Public Works Standards shall be revised to reflect the goals of the transportation policies.
- TR-P17 The City of Newcastle shall design streets to fit the character of areas through which they pass.
- TR-P18 The City of Newcastle shall adopt street standards that provide guidance on lane width, driveway access, right-of-way width, pedestrian treatments, setbacks, parking, curbs lighting, and other improvements
- TR-P19 The City of Newcastle shall adopt standards for Arterials requiring landscape buffers between sidewalks and curbs where there is no parking.
- TR-P20 The City of Newcastle shall provide standards for narrower lane widths as necessary to accommodate on-street parking, slow the speed of vehicles on local streets, improve pedestrian safety and allow for landscaping.
- TR-P21 The City of Newcastle shall maximize and maintain the capacity of arterial streets through the provision of turn lanes and other auxiliary lanes in preference to adding capacity through major street widening projects.
- TR-P22 Curb cuts along Principal and Minor Arterials shall be minimized to increase safety, capacity, and operational efficiency.
- TR-P23 The City of Newcastle shall encourage shared use of driveways on arterials.
- TR-P24 The City of Newcastle shall require safe, sidewalks on all streets.

- TR-P25 The City of Newcastle shall develop street light installation criteria, using such factors as; types of adjacent land use, hazardous street crossings, transit routes, schools, and parks.

#### **Traffic Safety Policies**

- TR-P26 The City of Newcastle shall use traffic accidents and violation records, citizen input and complaints and traffic growth calculations to identify and prioritize locations for safety improvements.
- TR-P27 The City of Newcastle shall consider the use of devices that increase safety of pedestrians crossing streets such as flags, in-pavement lights, raised crosswalks, colored and textured pavements.

#### **Neighborhood Traffic Control Policies**

- TR-P28 The City of Newcastle shall evaluate its actions to minimize the impact of through traffic within residential neighborhoods by employing neighborhood traffic control strategies supported by the City's traffic engineer.
- TR-P29 The City of Newcastle shall develop specific criteria and guidelines to determine how neighborhood traffic control actions are warranted using such factors as volumes and speeds. Neighborhood Collectors shall receive the first priority followed by other local streets. Installation of neighborhood traffic control devices shall be avoided on arterials.

#### **Property Access Policies**

- TR-P30 Access to the street network shall be provided in a manner consistent with the function of each roadway.
- TR-P31 The City of Newcastle shall minimize local property access on Principal and Minor arterials.
- TR-P32 Existing access driveways on all arterials shall be consolidated when street improvements are implemented.
- TR-P33 The City of Newcastle shall encourage the linkage of new developments with existing neighborhoods using new streets.

#### **Environmental Policies**

- TR-P34 The City of Newcastle shall participate in regional efforts to improve air quality by promoting alternatives to the single occupant vehicles, use of cleaner fuels and by maintaining or improving the operating efficiency of the transportation system.
- TR-P35 Noise impacts shall be reviewed for possible mitigation when planned roadway improvements are designed.
- TR-P36 The City of Newcastle shall reduce the amount of impervious surfaces to the extent practicable.
- TR-P37 The City of Newcastle shall minimize levels of harmful pollutants generated by transportation-related construction, operations, and maintenance activities from entering surface and groundwater resources.

#### **Level of Service Policies**

- TR-P38 The City of Newcastle shall adopt by Ordinance the following LOS as the minimum standards:

- LOS E on arterial intersections within the Community Business Center area;
- LOS D on all arterial intersections outside the Community Business Center area.

- TR-P39 Transportation improvements, strategies and actions shall be in place at the time new development occurs or be financially committed and scheduled for completion within six years.
- TR-P40 The Transportation Element shall be revised if the Land Use or Capital Facility Element of the Comprehensive Plan are changed to maintain a balanced and consistent plan.
- TR-P41 The level of service standards shall be used to evaluate the performance of the transportation system.
- TR-P42 The City of Newcastle shall monitor the transportation impact of growth in households and employment in relation to the land use assumptions used to forecast traffic growth in the Transportation Element.

**Development Impact Mitigation Policies**

- TR-P43 The City of Newcastle shall adopt regulations and procedures to determine and mitigate transportation impacts on proposed developments.
- TR-P44 The City of Newcastle shall require new developments to mitigate on-site and off-site traffic impacts.
- TR-P45 The City of Newcastle should require dedication of right-of-way as a condition for development when the right-of-way is directly linked to the development.
- TR-P46 The City of Newcastle shall maintain a right-of-way use permit process to minimize environmental and traffic impacts during construction.

**Transit Service Policies**

- TR-P47 The City of Newcastle shall explore alternative transit service such as flexible routing, neighborhood circulators, and local dial-a-ride service.
- TR-P48 The City of Newcastle shall coordinate with King County Metro to provide carpool opportunities and expand accessible and convenient transit services throughout the city to meet the needs of the elderly, youth, low-income and disabled individuals.
- TR-P49 The City of Newcastle shall work with King County Metro, *Sound Transit*, and the Washington State Department of Transportation to explore opportunities for expanding transit services.

**Transit Facility Policies**

- TR-P50 The City of Newcastle shall encourage subdivision, commercial and retail project designs that facilitate cost-effective transit.
- TR-P51 The City of Newcastle shall work with King County Metro, *Sound Transit*, and the Washington State Department of Transportation to explore opportunities for expanding transit facilities.
- TR-P52 Transit facilities (stations, centers, park-and-rides, shelters, etc.) shall be designed with consistent architectural features and easily accessible to pedestrians.

- TR-P53 The City of Newcastle shall locate a new, safe, and attractive transit center in the Community Business Center area to service regional transit needs. The transit center shall be primarily financed and constructed by *Sound Transit* according to its Sound Move plan and designed consistently with the City's CBC/LBC guidelines.
- TR-P54 The City of Newcastle shall encourage transit shelters for protection from the weather. The transit shelters should be well-lighted and provide securing for bicycles.
- TR-P55 The City of Newcastle shall provide convenient and safe automobile, bicycle, and pedestrian access to transit facilities.

**Pedestrian and Bicycle**

- TR-P56 The City of Newcastle shall designate and construct segregated internal pedestrian circulation systems in new or redeveloping commercial-retail districts. Provide connectivity to nearby transit stops using sidewalks, landscaping, covered walkways, or other treatments.
- TR-P57 The City of Newcastle shall promote pedestrian and bicycle networks that safely access commercial areas, schools, transit routes, parks, and other destinations within Newcastle and connect to adjacent communities, regional destinations and routes.
- TR-P58 The City of Newcastle shall promote a comprehensive and interconnected network of pedestrian and bike routes within and between neighborhoods.
- TR-P59 The City of Newcastle shall develop street-oriented and separate pedestrian and bicyclist connections to encourage non-automobile access between adjacent neighborhoods and schools, parks, commercial areas and public transportation. Include locations where topographic or other constraints prevent connections for motor vehicles.
- TR-P60 The City of Newcastle shall identify non-motorized facility improvements on school walk routes to increase pedestrian safety.
- TR-P61 The City of Newcastle shall require trail routes or sidewalks where appropriate in PUD, plat, short plat and site plan approvals.
- TR-P62 The City of Newcastle shall develop a plan for construction of a network of sidewalks in established neighborhoods and along arterials. Priority shall be given to all public facilities such as transit routes, schools, parks, multi-family zoning, commercial areas, and gaps in the sidewalk system.
- TR-P63 Sidewalks shall meet requirements of the Americans with Disabilities Act.
- TR-P64 The City of Newcastle shall encourage public and private development proposals to enhance their street side environment to maximize safety and convenience of pedestrians and bicyclists.
- TR-P65 The City of Newcastle shall provide striped, on-street bicycle facilities on paved shoulders or within wide curb lanes to ensure a safe area for bicyclists on arterial streets.
- TR-P66 The City of Newcastle shall require secure (racks and lighting) bicycle parking at commercial and institutional facilities along with automobile parking.

### **Transportation Demand Management**

- TR-P67 The City of Newcastle shall identify potential locations for park and ride and shared lots, especially where existing lots are under utilized.
- TR-P68 The City of Newcastle should promote rideshare and transit programs by providing incentives, encouraging subdivision and commercial and retail project design that facilitates effective transit service, and requiring employers to provide preferential treatments for carpoolers and vanpoolers.
- TR-P69 The City of Newcastle shall encourage employers to offer flexible work schedules that reduce peak period travel and lessen the need for roadway capacity expansions.
- TR-P70 The City of Newcastle shall promote the use of alternatives to the single-occupant vehicles as a means of reducing the demand for construction of new streets and arterials.
- TR-P71 Energy conservation shall be promoted by implementing the Transportation Demand Management goals and policies.

### **Regional and Local Coordination**

- TR-P72 The City of Newcastle shall improve communication and develop approaches to common problems among governmental jurisdictions in King County and ensure coordination and consistency among State, Regional, and local transportation plans.
- TR-P73 The City of Newcastle shall update the Six-Year Transportation Improvement Program and send to adjacent jurisdictions before it is submitted for review at a regional level.
- TR-P74 The City of Newcastle's transportation plans should consider the effects on other jurisdictions.
- TR-P75 The City of Newcastle should coordinate with surrounding jurisdictions, to ensure that new development outside the City does not unreasonably impact its transportation system.
- In addition, The City of Newcastle should seek the cooperation of other jurisdiction to mitigate for their impacts on the City through the use of Interlocal Agreements.
- TR-P76 The City of Newcastle shall participate in regional transportation planning process to assure that City's interests are reflected in a regional transportation plan.
- TR-P77 The City of Newcastle shall support regional transportation planning activities as a member of the Eastside Transportation Partnership.
- TR-P78 The City of Newcastle shall support the I-405 Corridor Program preferred alternative, which includes general capacity expansion of I-405, a bus rapid transit system, travel demand management actions and arterial capacity expansions.

### **Funding and Implementation**

- TR-P79 The City of Newcastle shall seek to maximize use of outside funding sources that may be available from regional, County, State, or Federal sources.

- TR-P80 The City of Newcastle shall emphasize multimodal enhancements to the existing transportation system in funding transportation programs.
- TR-P81 The City of Newcastle shall update annually the adopted impact fee rate schedule to ensure that the cost allocation formula reflects the new land use and transportation forecasts.
- TR-P82 The City of Newcastle shall annually update the Six-Year Transportation Improvement Program to implement the Long-Range Capital Facility Plan.
- TR-P83 The City of Newcastle shall maintain a street sweeping and monitoring program to ensure that all shoulders and designated bike lanes are swept clear of sand, glass, and debris on all arterials and Neighborhood Collector streets.
- TR-P84 The City of Newcastle shall establish a scheduled monitored street maintenance program.

**List of Transportation Figures**

- TR-1 Functional Street Classification