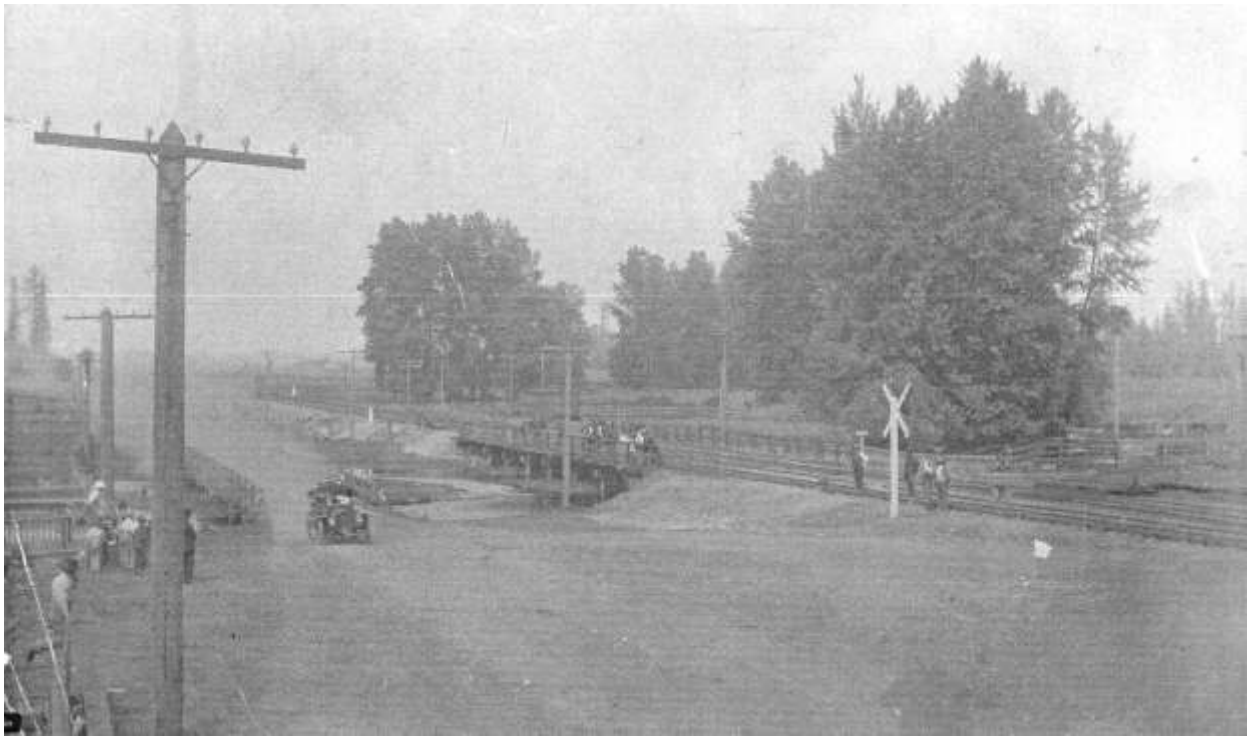
Transportation Element Table of Contents

CHAPTER 5

TRANSPORTATION ELEMENT



1909 Tacoma Olympia Auto Race

INTRODUCTION

To achieve Roy's vision and goals, the Transportation Element is designed to guide development of the City's transportation system to serve the community as envisioned in this Plan. The transportation policies in this element are designed to guide the actions of the City, public agencies and private decision-makers related to individual developments.

In accordance with the Comprehensive Plan, a limited amount of new residential, commercial and mixed use development, with associated population and employment growth, is forecasted. Roy's 2030 growth targets and additional projections through 2035 are contained in **Table 3-2** in the Land Use Element. Land uses surrounding the city are assumed to develop in a pattern consistent with the regional strategies, including *VISION 2040* and *Transportation 2040*. Land use and transportation forecasts for surrounding areas are integrated into the assumptions underlying the transportation improvement identified in this element.

In developing a transportation system that serves current and future needs, the policies in this element support programs, projects and services with long term benefits to the community that address economic, social and environmental needs. Roy's transportation policies promote long term community benefits by:

- Developing a transportation system that supports a mix of uses, from low- to moderate-density single-family neighborhoods, to commercial/mixed use development along SR 507, park and recreation facilities, schools, and public uses; and
- Offering multimodal travel choices and achieving *complete streets* that support safe and convenient access for all users.

In promoting such benefits, the City seeks to address the need for a better transportation system -- one that is accessible with connections between places, helps improve air quality through the use of alternative fuels that reduce greenhouse gas emissions, and is designed to encourage healthier lifestyles and independent living, particularly for vulnerable populations.

The overarching goals of this element are to:

- Ensure that the transportation system, including all programs, projects and services, whether funded, built or operated privately or by a public sector agency, serve to achieve the preferred land use pattern contained in the Land Use Element.
- Ensure that the transportation system provides for the mobility and access needs of those who live, shop, visit, work and recreate in Roy; and
- Ensure the safe and environmentally sound use of the transportation system, and limit the loss of life due to fatality accidents.

Organization of the Transportation Element

This element contains the following sections:

- Introduction
- State planning context
- Regional planning context
- Local planning context
- Goals and policies
- Land use assumptions
- Inventory of facilities and services
- Levels of service and arterial adequacy
- Current and projected demand
- Transportation demand management
- Multimodal transportation adequacy
- Funding capability and resources

The transportation improvement program is described in the Capital Facilities Element.

STATE PLANNING CONTEXT

GROWTH MANAGEMENT ACT

The Washington State Growth Management Act (RCW 36.70A) requires the City include a Transportation Element within its Comprehensive Plan. The Act identifies transportation facilities planning and, specifically, encouraging efficient multi-modal transportation systems based on regional priorities coordinated with local comprehensive plans, as a planning goal to guide the development and adoption of comprehensive plans and development regulations. The Transportation Element must include: (a) land use assumptions used in estimating travel; (b) facilities and services needs; (c) finance; (d) intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions; and (e) demand management strategies.

REGIONAL PLANNING CONTEXT

VISION 2040 MULTICOUNTY PLANNING POLICIES (MPPs)

The Puget Sound Regional Council's (PSRC) *VISION 2040* offers an integrated approach to addressing land use and transportation, along with the environment and economic development. It calls for a clean, sustainable transportation future that supports the regional growth strategy. Sustainable transportation involves the efficient and environmentally sensitive movement of people, information, goods and services – with attention to safety and health. Sustainable transportation minimizes the impacts of transportation activities on our air, water, and climate. It includes the design of walkable cities and bikeable neighborhoods, as well as using alternatives to driving alone. It relies on cleaner, renewable resources for energy.

The transportation-related multicounty planning policies in *VISION 2040* are presented in three groups. The first group of policies calls for maintaining, preserving, and operating the existing transportation system in a safer and more efficient way. They advance transportation that is less polluting. The second group of policies calls for developing the system to support regional growth centers, particularly travel within and between centers. Investments are to be prioritized to support pedestrian-oriented, mixed use development. The policies address complete streets to serve all users, green streets that are better for the environment, and context sensitive design, which guides the development of transportation facilities to better fit within the context of the communities in which they are located. Policies address nonmotorized transportation as well as freight. The final group of policies addresses greater transportation options, including alternatives to driving alone, mobility choices for people with special needs, and avoiding construction of new roads or capacity expansion in rural areas.

PIERCE COUNTY COUNTYWIDE PLANNING POLICIES (CPPs)

The GMA's transportation planning requirements and *VISION 2040* transportation planning policy directives are expounded upon in greater detail in Pierce County's

County-Wide Planning Policy on "*Transportation Facilities and Strategies".* This policy directs Roy, to the extent practicable, to:

- Promote a sustainable transportation system that assures the ability of future generations to provide transportation infrastructure and services in an effective, efficient, clean, and cost effective manner. (CPP Tr-1)
- Improve safety in the transportation system by working toward the state's "zero death and disabling injury" target. (CPP Tr-2)
- Deem the following transportation services Countywide in nature (for the purpose of this Policy):
    - State and federal highways;
    - Major arterials;
    - Transit facilities and services;
    - Waterborne transportation (ferries, shipping);
    - Airports (passenger or freight);
    - Rail facilities (passenger or freight);
    - Nonmotorized facilities. (CPP Tr-3)
- Include the following facilities and system components in the multi-modal network:
    - Roads, including major highways, arterials and collectors;
    - Public transit, including bus, rail, vanpool, paratransit, and park and ride lots and other emerging concepts;
    - Nonmotorized facilities;
    - Ferries;
    - Airports;
    - Parking facilities;
    - Facilities related to transportation demand management. (CPP Tr-4)
- Consider the impacts of its planning activities on neighboring jurisdictional (inclusive of WSDOT) roadway facilities when developing and administering its level of service standards.
    - Designate or adopt multimodal levels of service (LOS) per RCW 36.70A.108 such as:
        - For roadways and intersection; and
        - Transit levels of service (e.g., hours of service, headways, pedestrian environment, accessibility, safety, rider comfort, reliability, transfer necessity, cost, and travel time).
    - Enter into interlocal agreements, where necessary, to establish uniform, coordinated service levels between jurisdictions for countywide facilities. (CPP Tr-5)
- Establish an adopted LOS that may be:
    - Set below existing levels (thereby allowing reserve capacity for growth and minimizing the need for new capital investment;

  - Set above existing levels (thereby increasing comfort and convenience of travel, enhancing economic development and minimizing some environmental impacts;
  - Set at existing levels (thereby allowing new development to mitigate full marginal impacts;
  - Set at different levels of service in different zones;
  - Set at different levels of service based on facility classifications;
  - Set for multi-modal facilities;
  - Taken directly from standards developed by the Washington State Department of Transportation for highways of statewide significance and directly from standards developed by the Puget Sound Regional Council for regionally significant state highways. (CPP Tr-6)

- Determine the adequacy of transportation facilities, including transit infrastructure, taking into account existing development, approved but unbuilt development, current and future roadway conditions, and multiple modes of transportation through utilization of
  - Capacity-to-demand levels of service (LOS);
  - Availability of capacity based on current and future demand including phased capacity;
  - Appropriate standards of design across jurisdictional lines. (CPP Tr-7):
- Address substandard LOS for existing facilities by:
  - Designating funding mechanisms;
  - Prioritizing facility needs in capital improvement and transportation improvement programs to correct existing deficiencies;
  - Using transportation demand management;
  - Using transportation systems management to promote cost effective methods of moving people and goods;
  - Promoting nonmotorized travel. (CPP Tr-8)
- In cooperation with the transit and transportation agencies, establish:
  - Policies and/or regulations for park and ride facilities;
  - Parking requirements for public facilities so as to encourage public transit use. (CPP Tr-9)
- Address concurrency through the following methods:
  - Providing transportation facilities needed to accommodate new development within six years of development approval;
  - Limiting new development to a level that can be accommodated by existing facilities and facilities planned for completion over the next six years;
  - Encouraging new and existing development to implement measures to decrease congestion and enhance mobility through transportation demand and congestion management. (CPP Tr-10)
- Address compatibility between land use and transportation facilities by:

- Requiring new transportation facilities and services in areas in which new growth is appropriate or desirable to be phased within a twenty-year time frame consistent with six year capital improvement programs;
- Discouraging the extension of new transportation facilities into areas not planned for growth (e.g., outside urban growth areas) and avoiding planning of major roads and capacity expansion in rural and resource areas;
- Using development regulations to ensure that development does not create demands exceeding the capacity of the transportation system, including transit alternatives.
- Using land use regulations to increase the modal split between automobiles and other forms of travel:
    - Designating high densities in transit and transportation corridors and designated Transit Oriented Development (TOD) sites;
    - Dedications and impact fees to provide public transit facilities;
    - Requiring pedestrian-oriented design;
    - Encouraging or requiring mixed use development and TOD;
    - Facilitating ease of access for physically challenged individuals.
- Developing plans or planning provisions, where appropriate, to protect the continued operation of general aviation airports by using adopted land compatibility standards such as those published by the Federal Aviation Administration (FAA) and the Washington State Department of Transportation (WSDOT) to discourage incompatible land uses and development on adjacent land. (CPP Tr-11)

- Plan and implement programs, as appropriate, for designing, constructing and operating transportation facilities for all users, including motorists, pedestrians, cyclists, and transit users. (CPP Tr-12)
- Address environmental impacts of the transportation policies through:
    - Programming capital improvements and transportation facilities designed to alleviate and mitigate impacts on land use, air quality and energy consumption such as high-occupancy vehicle lanes, public transit infrastructure, or bicycle/pedestrian facilities designed for home-to-work travel;
    - Locating and constructing transportation improvements so as to discourage adverse impacts on water quality and other environmental resources. (CPP Tr-13)
- Use low-impact development practices or environmentally appropriate approaches for the design, construction and operation of transportation facilities to reduce and mitigate environmental impacts, including, but not limited to, storm water runoff from streets and roadways. (CPP Tr-14)
- In cooperation with transit agencies, promote the facilities and services to encourage alternatives to automobile travel and/or to reduce the number of vehicle miles traveled (modal split, trip generation and trip length) including:

  - Structural alternatives (public transit [such as grade separated guideways, for bus and rail applications]; construction of new high-occupant vehicle lanes; limitations on highway/roadway construction; carpool/vanpool facilities; non- recreational bicycle/pedestrian facilities);
  - Non-structural/regulatory alternatives (growth management [concurrency; urban growth areas]; road/congestion pricing; auto-restricted zones; parking management; site design; ridesharing incentives, and transportation systems and demand management). (CPP Tr-15)

- Work with transit agencies to identify and preserve existing rights-of-way in order to preserve options for future transit alignments. (CPP Tr-16)
- Work in cooperation with WSDOT and Port authorities to plan and implement projects and programs to meet freight mobility and access needs, including the establishment of programs designed to maintain, preserve and expand freight rail capacity including planning for needed capital improvements. (CPP Tr-17)
- Consider a number of financing measures, including but not limited to:
  - General revenues;
  - Fuel taxes;
  - Toll roads and other user fees;
  - Bonding;
  - Congestion pricing;
  - Public/private partnerships, and public/public partnerships;
  - Assessment and improvement districts, facility benefit assessments, impact fees, dedication of right-of-way and voluntary funding agreements;
  - Grants;
  - Others, as may be appropriate. (CPP Tr-18)
- Protect the transportation investments and preservation of assets through the proper operations and maintenance. (CPP Tr-19)
- Protect the transportation system against disaster, develop prevention and recovery strategies, and plan for coordinated responses by using transportation-related preparedness, prevention, mitigation, response, and recovery strategies and procedures adopted in the emergency management plans and hazard mitigation plans of the County and cities, as well as the Washington State Comprehensive Emergency Management Plan. (CPP Tr-20)

LOCAL PLANNING CONTEXT

TRANSPORTATION VISION

Looking ahead 20 years…

In the 2030s, Roy's transportation system offers people a variety of real choices for how they travel between where they live, work, shop and play.

Each year, more people walk or bicycle to travel within the community, or use transit or carpool to access jobs, services and public and private facilities within Puget Sound's

employment centers. The City's transportation infrastructure reflects this by prioritizing more people-oriented travel that supports the community's land uses, manages its limited roadways most efficiently, provides a transportation system that embodies the City's long term mobility goals, and achieves Roy's preferred land use pattern and vision.

The City has invested strategically and leveraged regional funds to ensure a safe, well-maintained system and improve transportation choices and mobility. Neighborhoods have increased access to public facilities and commercial and mixed use areas located along SR 507, in neighboring communities and the region. Roadway projects have been built in Roy where needed to improve safety and operating efficiency or to create more accessible connections. Streetscapes, especially along SR 507, include lighting, are attractive and well designed, and enhance environmental quality for various travel modes.

In responding to significant energy costs and new vehicles' fuel options and technologies, the City has developed alliances with other agencies and the private sector to support easy access to electric vehicle charging stations and other alternative fueling infrastructures, as well as access to information about travel conditions, incidents, and transit arrival and departure times.

MAJOR ISSUES

Roy is greatly impacted by heavy traffic on SR 507, especially during Joint Base Lewis McChord (JBLM) commute times. During these times, as well as during other heavy traffic periods including weekday and weekend times when people are traveling to and from the central Puget Sound region around the east side of JBLM through Roy, there are few gaps between vehicles long enough to permit vehicles in the community from crossing or entering the flow of traffic on the highway. The duration of these peak periods is lengthy, and travel speeds are slow, adding to the challenges of managing traffic flow through the community.

No signalized intersections exist in or close to Roy. The nearest signalized intersection is located at SR 507 and East Gate Road, which connects JBLM to the highway roughly four miles north of the City. This signal became operational in 2012. JBLM reopened the Roy Gate in 2014, which provides a connection between the Base and the northwest corner of Roy via Warren Street. While the recent gate opening makes possible more direct and convenient access between the two communities, traffic impacts on the local residential streets in Roy will need to be monitored and mitigated, if warranted.

The challenge of managing congestion is regional in nature yet the local impacts on the Roy community are strongly felt. Responses to this challenge and the development of more effective solutions to the identified problems are heavily dependent on efforts by the state (WSDOT), federal government (JBLM), and Pierce Transit -- coordinated with Roy and Pierce County.

GOALS AND POLICIES

This element contains the transportation goals and policies for the City of Roy. The following goals establish broad direction for transportation planning while the policies provide strategies for achieving the intent of each goal. Goals are preceded by an initial background statement that provides an intent or purpose for each goal.

A MULTIMODAL TRANSPORTATION NETWORK

The automobile is expected to remain the dominant mode of transportation for the foreseeable future. However, there appears to be increasing demand for, or desire to use, other forms of transportation. Mass transit, ride-sharing, biking, walking, as well as driving personal vehicles, are increasingly in the mix of choices being considered and used. In today's society, expanding the use of modes of transportation other than the privately-owned automobile will be important in reducing congestion on roadways, emissions, and fuel consumption. Improving circulation in the City for all modes of transportation will help promote the safe, convenient and reliable movement of people, goods and services.

A well-integrated multimodal transportation network will help support the City's other growth management goals and policies including those addressing economic vitality and livability. It will improve accessibility for all regardless of socioeconomic status or individual ability. It can be designed in such a way that it enhances the community around it and be compatible with natural systems. And, it can enhance Roy's role in the regional economy by supporting economic development.

GOAL T1

Develop, maintain and operate a multimodal transportation system that provides for the safe, efficient and reliable movement of people, goods and services.

Policy T1.1

Create a transportation network that includes vehicle, pedestrian and bicycle components located throughout the City -- and transit connections to adjacent communities -- to provide for the safe, efficient, convenient and reliable movement of people, goods and services.

Policy T1.2

Develop and implement *Complete Street* design standards to provide safe and convenient access for all modes of transportation including private motor vehicles, cyclists and pedestrians, and transit (when it becomes available in the community), thereby increasing capacity, increasing safety, and improving street aesthetics and walkability. Include amenities in street designs, including trees and other landscaping, street lights, benches and waste receptacles to add to the pedestrian experience and further calm traffic.

Policy T1.3
Employ Context-Sensitive Design techniques in transportation projects that take into consideration aesthetics, historical and cultural elements, the environment, and other aspects of community character, while ensuring safety and accessibility.

Policy T1.4
Classify streets and arterials to reflect their desired use and function consistent with state and regional classifications. Classification should be based on present and future traffic volumes and the type of land uses along the streets.

ACCESSIBILITY TO TRANSPORTATION

Approximately one-third of the region's population does not drive or have access to an automobile. This group includes people who choose not to drive, people without licenses or with disabilities, people who are not able to afford a car, and young people under the driving age. These people rely on others to provide them private automobile mobility, public transit, walking and cycling. Providing facilities for all modes of transportation will help enable these individuals to meet their transportation needs and more fully participate in society.

GOAL T2

Transportation improvements within the City should ensure alternative transportation choices are available to the community and provide mobility choices for people with special needs including persons with disabilities, the elderly, young and low-income populations.

Policy T2.1
Ensure compliance with Americans With Disabilities Act (ADA) requirements by making all street sidewalk and curb ramp areas accessible to all pedestrians, including those with disabilities, by constructing new pedestrian facilities in compliance with the ADA, and upgrading existing facilities to remove barriers and improve accessibility. Improvements should include appropriate pavement markings and signalization and facilitate the use of transit should it become available in the community.

Policy T2.2
Design and build *complete streets* with facilities for all modes of transportation. Connect residential neighborhoods to commercial and mixed use areas with sidewalks, paths and bike lanes to provide greater access to transportation choices for those who do not drive and those who have limited mobility resources.

TRANSPORTATION SAFETY

Transportation safety is affected by how the transportation system is designed, constructed, operated and maintained. Traffic conditions on residential streets can greatly affect neighborhood livability and environment. When streets are safe and pleasant, the quality of life is enhanced. When high vehicle speeds or excessive

volumes of through traffic become a daily occurrence, residents' sense of community and personal well-being are threatened. These in turn can lead to related problems, such as collisions, conflicts with driveway access, and unreasonable safety risks for pedestrians and cyclists. Generally, higher rates of speed equate to much higher fatality rates when vehicle-pedestrian accidents occur.

GOAL T3
Improve the safety of the transportation system, reduce speeds and protect the quality of life in residential neighborhoods.

Policy T3.1
Establish speed limits that reflect street function, adjacent land uses, and physical condition of the roadway. Promote travel at a lower rate of speed, where appropriate, to improve safety, help achieve the State's goal of zero deaths and disabling injuries, and create a more comfortable environment for pedestrians and cyclists. Achieve lower vehicular travel speeds through traffic calming and effective enforcement of appropriate speed limits.

Policy T3.2
Protect the quality of life in residential neighborhoods by monitoring traffic volumes and developing comprehensive, integrated and cost-effective traffic, bicycle and pedestrian safety improvements in residential areas. Such improvements may include sidewalks and pathways to connect to schools, parks, and transit stops -- should transit service become available in the community. Additional improvements may include signage, bicycle facility and street improvements that include traffic calming design elements.

Policy T3.3
Establish SR 507 as the City's primary truck route to support the reliable movement of people, goods and services, and avoid impacts on local neighborhood streets. Heavy truck use of local streets, which are not designed to accommodate significant amounts of truck traffic, may increase maintenance and decrease safety.

Policy T3.4
Require shared access driveways and cross-access between developments when planning for public rights-of-way improvements and private development, especially along SR 507, in order to reduce turning movement conflicts and enhance pedestrian and vehicular traffic safety. When street improvements are implemented, consolidate private driveway access to properties along SR 507 and other arterial streets in order to reduce safety hazards and increase street capacity.

Policy T3.5
Employ traffic calming measures on residential streets to discourage or slow neighborhood through-traffic.

Policy T3.6
Use landscaped medians, pedestrian bump-outs, roundabouts and other traffic calming measures to reduce speeds and increase safety. Where appropriate, design these facilities to provide pedestrian refuge areas that reduce pedestrian crossing distances, reduce conflict points and enhance streetscape landscaping. Use other traffic calming measures that offer pedestrian protection such as on-street parking, or increase driver awareness of pedestrians through the use of textured pavement and signage.

Policy T3.7
Avoid the creation of excessively large blocks and long local access streets that are uninterrupted by intersections, mid-block neck-downs, or other traffic calming elements in order to discourage higher motor vehicle speeds that reduce pedestrian and cyclist safety.

Policy T3.8
Avoid the construction of sidewalks next to street curbs or highway shoulders and provide physical separation between traffic lanes and sidewalks to enhance pedestrian safety, add to sidewalk users' comfort, and encourage higher pedestrian usage. Wherever possible, separate pedestrians from traffic lanes by installing landscaped planter strips that include street trees.

VEHICULAR AND PEDESTRIAN CIRCULATION

Roadway, sidewalks, trails, designated bicycle areas, and other areas of public circulation should be designed to provide the highest level of safety for the protection of human life and to ensure that there are transportation choices for people of all ages and abilities. Pedestrian facilities must meet ADA accessibility requirements. An integrated, safety-oriented pedestrian and bicycle system increases mobility choices, reduces reliance on single-occupant vehicles, provides convenient access to schools, commercial and mixed use centers, parks and other recreation areas throughout the city, and encourages regular physical activity to enhance health and wellness.

GOAL T4
Improve vehicular and pedestrian traffic circulation within the City to enhance the quality of life.

Policy T4.1
Ensure that streets and sidewalks provide access between residential neighborhoods and areas that are common destinations, including commercial and mixed use areas, schools, and parks. Maintain and enhance continuity of the street and sidewalk pattern by avoiding dead-end and half-streets not having turnaround provisions and by requiring through-connections in new developments.

Policy T4.2
Seek opportunities to obtain private easements or use existing public rights-of-way or public easements to develop alternative routes or improved linkages between

residential areas or from residential to parks and commercial or mixed use areas. Work with property owners to create well-lighted pedestrian paths in established areas with poor connections. New pathways should tie into a network of walking trails and help improve pedestrian facility connectivity, thereby encouraging physical activity and overall health and well-being.

Policy T4.3
Design and improve arterials to reduce speeds and accommodate neighborhood concerns about safety, aesthetics and noise.

TRANSIT

Regionally, bus service is provided by Pierce Transit within a service area that is focused on the more densely populated areas of Pierce County along the I-5 corridor and nearby communities. The nearest bus service to Roy is located at the Pierce Transit Roy Y Park and Ride approximately 8 miles northeast of Roy. The Pierce Transit Parkland Transit Center, located on Highway 7, is approximately 12 miles north of Roy. In addition, Sound Transit provides high capacity and express transit service within the greater Puget Sound region. Should regional bus service be extended to Roy in the future, transit could play an increasingly important role in providing connections, mobility and access -- both locally and regionally.

GOAL T5

Encourage use of public transportation to accommodate a larger proportion of the traveling public.

Policy T5.1
Participate in Pierce Transit's and Sound Transit's system planning processes to help identify and evaluate potential options for system expansion. Work with these transit agencies and the community to determine long-term transit needs for the City and regional transportation partners. Work with citizens and other stakeholders to determine what transit modes and routes would best serve the community.

SIDEWALKS AND BICYCLE LANES

The needs of cyclists and pedestrians must be integrated in all roadway projects. Sidewalk networks should be well connected with opportunities for regular safe street crossings. The availability of bicycle facilities can encourage people to bike rather than drive for short- and moderate-distance trips. If a roadway is designed to discourage vehicular speeding, it can be comfortably used by pedestrians and cyclists alike. Walking and bicycling provide numerous individual and community benefits related to health, safety, the environment, transportation and quality of life. People who cannot or prefer not to drive should have safe and efficient transportation choices.

GOAL T6

Develop facilities for pedestrians and cyclists to achieve a walkable community to support active and independent living, health, environmental quality and cost savings for travel.

Policy T6.1
Require sidewalk facilities on all new and substantially redeveloped public streets to enhance public safety. Ensure the provision of sidewalks in close proximity to schools to offer protection for children who walk to and from school. Assign high priority to projects that complete planned pedestrian facilities or trails. Support the provision of pedestrian facilities on non-arterial streets to supplement principal pedestrian facilities located on arterials. Ensure that crosswalks, signing, and pedestrian-activated signals conform to the *Manual on Uniform Traffic Control Devices (MUTCD).*

Policy T6.2
Develop a system of bicycle routes, pathways and other facilities that allows people to conveniently travel between and within neighborhoods and local parks, commercial and mixed use areas. Coordinate the planning, design, and construction of these facilities with the Washington State Department of Transportation when developing improvements, including park and ride facilities, along SR 507. Base the design and type of bicycle facilities on the design standards for the functional classification of the roadway.

Policy T6.3
Require that during the project review process for new development or redevelopment:

- Projects are consistent with applicable pedestrian and bicycle plans, master plans and development standards;
- Planned facilities include required frontage and crossing improvements consistent with applicable pedestrian and bicycle plans;
- On-site bicycle trails and pedestrian facilities have formal, direct and safe connections between buildings and subdivisions and the general circulation system;
- New subdivisions and short plats include, consistent with state law, the required pedestrian facilities (frontage and off-site improvements) that assure safe walking conditions for students who walk to and from school; and
- Safety and security considerations for pedestrians and cyclists are factored into the review of development proposals.

Policy T6.4
Explore opportunities to secure BNSF ROW for development of pedestrian and bicycle facility improvements, ideally in conjunction with adjoining jurisdictions that could support the construction and maintenance of a regional-scale trail system to serve the larger community.

CONCURRENCY

Transportation concurrency and level of service (LOS) standards are key requirements of the GMA. By policy and regulation, the City of Roy is required to ensure that transportation programs, projects and services needed to serve growth are in place

either when growth occurs or within six years. Regulations implementing concurrency and LOS standards are contained in RCC Chapter 11-10 Concurrency Management.

GOAL T7
Maintain a consistent level of service on the arterial system that mitigates impacts of new growth and is adequate to serve adjoining land uses.

Policy T7.1
Except as otherwise designated, establish a capacity LOS standard C for intersections and roadways on arterials and minor streets where they intersect with an arterial street.

Policy T7.2
Ensure transportation facilities and services are in place concurrent with or within a reasonable time period to support growth as it occurs consistent with the Growth Management Act, as restated in *VISION 2040* and the Pierce County Countywide Planning Policies. Make sure facilities and services do not drop below the adopted level of service and thereby cause negative impacts such as congestion, diminished safety, environmental and health impacts. Ensure concurrency by requiring payment of traffic impact fees to be used for capacity improvements, using SEPA to mitigate development-related impacts, or requiring developers to pay a proportionate share of traffic mitigation measures to maintain the adopted level of service.

Policy T7.3
Ensure that Roy's transportation concurrency management responses to growth have the effect of expanding travel choices and achieve a multimodal travel environment. Programs, projects and services in response to existing and growth-related travel include those that improve access and connections, including motor vehicle operations, the walking and bicycling environment, and transportation demand management.

TRANSPORTATION REVENUE AND FUNDING

The Capital Facilities Element's Six-Year Capital Improvements Plan for transportation facilities contains details of transportation revenue sources that the City can reasonably expect to receive during the life of the transportation facilities plan. Revenue sources vary widely in terms of the amounts available and the types of projects for which they may be used. In most cases, individual transportation projects are funded by a combination of funding sources, reflecting the fact that transportation projects have multiple purposes and serve multiple beneficiaries.

GOAL T8
Develop an adequate and equitable funding program to make transportation improvements in a timely manner, as mandated by the Growth Management Act.

Policy T8.1
Use regional, state, and federal funding sources for arterial street and other major improvements serving the City of Roy to ensure implementation of the City's transportation plan in an efficient, timely manner, concurrent with development. Ensure that the funding program recognizes and accommodates not only existing and future development in the City, but also regional traffic.

Policy T8.2
Utilize Transportation Benefit District funding to finance construction and maintenance of improvements to roadways, including non-motorized facilities such as sidewalks and bike paths, and the operation of other transportation management programs.

Policy T8.3
Supplement public funding sources with new revenue sources including, where appropriate, Local Improvement Districts (LIDs), traffic impact fees and other funding sources. Ensure these new revenue sources are equitable and consistent with the benefits derived from improvements. Ensure that funding programs allow implementation of transportation improvements concurrently with development. Require new development to pay a fair share of the cost to serve it.

Policy T8.4
Secure grants available for sidewalk and bicycle lane improvements to implement alternative transportation action strategies and meet multi-modal and complete street goals and objectives.

STREET MAINTENANCE AND MANAGEMENT
The quality of life for many people is significantly affected by how well streets function for pedestrians, cyclists, and motorists. To serve Roy well, streets require cost effective maintenance, safety and efficiency improvements.

GOAL T9
Maintain the public street system to promote safety, comfort of travel, and cost-effective use of public funds.

Policy T9.1
Administer a Pavement Management System (PMS) and comprehensive signage and markings program to address improvements for motorized and non-motorized travel and the impacts of present and projected land uses. Implement the PMS in a

manner that can reduce the need to build higher cost capital improvements by extending the useful life of existing facilities. The maintenance program should include provisions for vegetation removal to improve sight distances, installing adequate crosswalk markings and signage, and repairing sidewalks as needed.

Policy T9.2
Protect the public investment in the existing transportation system by administering an effective maintenance and preservation program that lowers the overall life cycle costs of the transportation infrastructure and reduces the need for new capital facility improvements.

DEMAND MANAGEMENT STRATEGIES

Transportation demand management (TDM) strategies can help create or preserve existing capacity of roadways by reducing demand, thereby deferring or negating the need for capacity improvements. TDM strategies focus on increasing the availability of alternative transportation modes and discouraging single-occupancy-vehicle (SOV) use. Given the somewhat isolated rural location of Roy and its low density/intensity character, opportunities may be limited for TDM strategies to play an important role in managing the capacity of roadways to meet projected growth. Nonetheless, TDM strategies have the potential to make a difference.

GOAL T10

Implement Demand Management Strategies to achieve efficient use of transportation infrastructure, increase the person-carrying capacity, accommodate and facilitate future growth, and achieve Roy's land use objectives.

Policy T10.1
Support the use of Transportation Demand Management (TDM) strategies to reduce congestion, emissions, fuel consumption and the need for new transportation facilities – especially new roads and capacity improvements. Actively pursue the establishment of a park and ride facility on SR 507. Work with WSDOT to develop street improvements along SR 507, including bike lanes, sidewalks and pedestrian crossings that provide a safe, convenient alternative to the use of the automobile. Support the development of vanpool and ride match programs, and promote commute trip reduction practices, including complying with the requirements of the State Commute Trip Reduction (CTR) Act, if applicable. Coordinate with Joint Base Lewis McChord on TDM strategies that benefit Roy residents who commute to the base.

Policy T10.2
Use traffic calming strategies to reduce vehicular speeds and enhance the safety of pedestrians and cyclists, thereby maximizing pedestrian and bicycle mobility. Examples of traffic calming strategies include the use of raised crosswalks, traffic circles and roundabouts, medians (especially near intersections), narrow driving lanes, interrupted sight lines, narrow distance between curbing to create "neck-

downs" or "chokers" (curb extensions), textured pavement, and neighborhood speed watch programs.

CONSISTENCY WITH PLANS AND POLICIES

One of the most important planning tenets expressed in the Growth Management Act is the *consistency* requirement. With respect to transportation planning, Roy must ensure its Transportation Element is consistent with the land use element. This element must be consistent with the City's six-year capital improvement plans. There must be consistency between the City's Comprehensive Plan, the Pierce County Comprehensive Plan, and the comprehensive plans of all municipalities within the County in accordance with the Pierce County Countywide Planning Policies. And, there must be consistency with the Puget Sound Regional Council's Multicounty Planning Policies.

GOAL T11

Integrate land use and transportation planning to support active communities through the provision of a variety of travel choices, improve accessibility and mobility.

Policy T11.1
Make transportation choices based on projected population and employment growth that support the distribution and intensity of land uses identified in the Land Use Element. Plan transportation facilities and services including roads, pedestrian and bicycle, keeping in mind the type and intensity of land uses -- including the location of and low and moderate density housing, jobs, shopping, schools and parks.

Policy T11.2
Design and construct *complete streets,* bicycle-friendly facilities, secure bicycle racks or lockers, and pedestrian pathways.

Policy T11.3
Ensure Comprehensive Plan consistency with the Regional Transportation Plan, *Transportation 2040,* by supporting the development of a safe and efficient transportation network that supports a healthy environment and strong economy, encouraging increased utilization of clean and renewable energy and a reduction in greenhouse gas emissions, and promoting sustainable funding programs.

Policy T11.4
Coordinate with state, regional and local transportation efforts to develop a highly efficient multimodal system that supports the Regional Growth Strategy. Coordinate with the State Department of Transportation, Puget Sound Regional Council, Sound Transit, the Pierce County Regional Council, Joint Base Lewis McChord, Pierce Transit, BNSF, Pierce County and surrounding cities and towns to integrate transportation systems for easy and efficient mobility of people, freight and services.

ENVIRONMENTAL HEALTH

The transportation system within Roy represents major public facilities whose quality of design, sensitivity to human needs, and integration with their surroundings can enhance a small town/rural environment or erode it. The transportation system needs to be designed in a manner that contributes to the long-term benefit of the community and supports Roy's environmental health policies.

GOAL T12

Reduce environmental and health equity impacts associated with transportation infrastructure and operations.

Policy T12.1

Enhance strategies that improve air quality and reduce greenhouse gas emissions. The City should support the conversion of SR 507, within Roy, into a *complete street* with sidewalks and bike lanes, and support the building of green streets to improve air and water quality. The City should support the development of infrastructure to encourage the use of electric and low emission vehicles by including electric vehicle charging stations in new and substantially redeveloped public facilities. As electric and low emission vehicle technology advances, the City should revise its regulations to encourage use of this technology.

Policy T12.2

Adopt and implement design standards to improve water quality and create more appealing streetscapes. Emphasize the use of landscaping elements in street improvement projects that help curb stormwater runoff – bioswales, planters, rain gardens, and street trees – and that are mutually beneficial for mobility and ecology. Design these green elements to be deterrents of crashes and injuries and contribute to a more comfortable and visually interesting environment for all users. When designing *complete streets*, include trees and other plants to clean runoff and manage stormwater at the site. Use traffic-calming elements like islands, medians and curb extensions to provide site opportunities for bioswales, street trees, and rain gardens.

Policy T12.3

Support strategies to reduce solid waste including the use of recycled materials in street paving and other maintenance projects in order to lower costs and reduce landfill use, provided the strategies and materials meet cost and durability objectives.

GOAL T13

Consider benefits and impacts to health of all population segments in the design of transportation infrastructure by providing opportunities for exercise, and reducing exposure to air, water and noise pollution.

Policy T13.1
Identify opportunities for bike lanes, sidewalks, pathway and trail connections between neighborhoods and to parks and schools to encourage greater pedestrian facility use and reduce reliance on automobiles. Support the construction of improvements to trail systems to provide connections between parks and neighborhoods for walkers and cyclists.

Policy T13.2
Design, build and maintain bike lanes, sidewalks, paths and trails to expand opportunities for walking and biking to improve individual and community health. Provide transportation facilities that are walkable and bicycle friendly to improve economic and living conditions so that businesses and skilled workers are attracted to the City.

DISASTER PLANNING
Safety planning and mitigation, including strategies for protecting the transportation system from disasters, are multidisciplinary efforts that can improve the livability of the community. Opportunities exist to implement relatively low-cost but effective safety measures at the local level. The City of Roy is committed to protecting its transportation system and making it safe for users of all modes of travel.

GOAL T14
Protect the City's transportation system against disaster, and develop prevention and recovery strategies and coordinated responses.

Policy T14.1
Work with partner organizations including the Department of Homeland Security's Federal Emergency Management Agency (FEMA) and Pierce County Emergency Management to prepare for disasters by developing prevention and recovery strategies. Participate in emergency management preparedness training opportunities for transportation facilities.

LAND USE ASSUMPTIONS

The land use assumptions used while developing this transportation element are summarized in **Table 5-1** and described in detail in the documents listed.

Table 5-1

Area	Information Source
Within Roy	Future land use in low density residential neighborhoods will remain essentially unchanged except for the conversion of some undeveloped land in the southern end of the City to residential uses. Properties located along the SR 507 corridor will redevelop to include a more intensive mix of uses including retail, office, service and residential components. The Land Use Element provides details.
North, East and South of Roy	Future land use in areas adjacent to Roy is specified in the *Comprehensive Plan for Pierce County, Washingto*n. Future land uses specified are essentially the same as those existing at the time this plan was updated.
West of Roy	Land west of Roy is located within Joint Base Lewis McChord (JBLM) and subject to federal base planning regulations. No significant change in land use is anticipated for those portions of JBLM near Roy.

INVENTORY OF FACILITIES AND SERVICES

Because Roy is a geographically small, somewhat isolated rural community with limited internal commercial activity, Roy does not contain many of the typical components of a multimodal transportation network. Roy has no water, air, transit, or passenger rail facilities. The city's transportation facilities are limited to streets and those transportation modes and services that use streets.

STREETS

Improved streets and their classifications are illustrated in **Figure 5-1**. Roy has two distinctly different street networks, a traditional grid in the historic northern and central areas of the city, and a more curvilinear one in the southern end. The two networks are linked by SR 507, which runs north-south through the approximate center of the city. The differences between these street networks can be traced to their surroundings when they were developed and the development standards that were used.

The paved width of local streets ranges from 14 to 29 feet. State Route 507, a state highway that serves as Roy's principal arterial, has typical lane widths of 11 feet, with a 38-foot total roadway width between Fourth Street and Water Street and 30-foot total roadway width south of Fourth Street and north Water Street. Total roadway width is from the outside edge of pavement to outside edge of pavement (which is the curb face for on-street parking).

Sidewalks are rare in Roy, where historically, narrow, lightly traveled streets have accommodated limited pedestrian activity. Roy has worked with WSDOT to establish continuous sidewalks and asphalt pathways along portions of SR 507. The City plans to install sidewalks that will improve pedestrian access to Roy Elementary School. In addition, the City intends to secure funding to establish a pedestrian/cyclist route along

Warren Street on the west side of the BNSF ROW and provide a connection to sidewalks and future bicycle facilities located east of the railroad tracks. Roy does not have off-street pedestrian facilities such as trails and pathways, nor has it yet established any bicycle facilities.

Functional Classification

A roadway network is a series of streets which increasingly focus and concentrate traffic as one moves away from residential neighborhoods, much in the way small rivulets join streams and ultimately converge into rivers. A community roadway network is typically comprised of local streets, collector streets, and arterial streets.

Designation of roadway facility functional classification is an integral part of managing street use and land development. Designation should be consistent with land use policies and adopted street standards. In Washington, as in most states, classification of streets is necessary for receipt of state and federal highway funds. State law requires that cities and counties adopt a street classification system that is consistent with state and federal guidelines. The legal basis and requirement for the classification of streets is in RCW 35.78.10 and RCW 47.26.180.

A primary determinant of the functional classification is the present and anticipated traffic volumes to be carried by a street. Within a given classification the number of lanes can be varied to accommodate the anticipated volume. Roadway functional classifications are summarized below.

- Local Streets
  Local streets are typically low volume roadways that provide access to individual lots adjacent to them. A number of factors including multiple driveways accessing the roadway, on-street parking, and the potential presence of children playing and riding bicycles suggest that the design and width of local streets should encourage slower traffic speeds (i.e., 25 mph or less). An interconnected network of local streets disperses traffic and allows multiple access routes for emergency service vehicles.
- Collector Streets
  Collector streets gather traffic from local streets and direct it to arterial routes. Collectors provide both land access and traffic circulation within residential neighborhoods and commercial and industrial areas. Roadways should be of sufficient width to allow for on-street parking and yet facilitate efficient traffic flow at moderate speeds (i.e. 25 to 35 mph). It is desirable to have collector streets spaced at 1/4 to 1/2 mile intervals. With this frequency, access from neighborhoods can be achieved without circuitous, time consuming travel and without overburdening residential streets with through traffic.
- Minor Arterial Streets
  Minor arterial streets interconnect with and augment arterial streets as the principle circulation routes within the community. Ease of traffic mobility and the length of trips may be somewhat less along minor arterials than principle

arterials. Intercommunity travel is typically facilitated by minor arterials. In fully developed areas minor arterials are normally not more than one mile apart.

Principal Arterial Streets

Principal Arterial Streets serve as the primary routes within and through the community. They may serve as the principle routes to and from freeway access points and other intercommunity connections. Frequently, intercity bus routes are located along principal arterials. Efficient traffic movement is of prime concern. Roadway width and intersection design should accommodate concentrated traffic volumes at moderate speeds (30 to 40 mph). Urban principal arterials may be as closely spaced as one mile apart in highly developed central business districts.

BUS SERVICE

Regionally, bus service is provided by Pierce Transit within a service area that is focused on the more densely populated areas of Pierce County along the I-5 corridor and nearby communities. In addition, Sound Transit provides high capacity and express transit service within the greater Puget Sound region. Should regional bus service be extended to Roy in the future, transit could play an increasingly important role in providing connections, mobility and access -- both locally and regionally.

SHUTTLE SERVICE

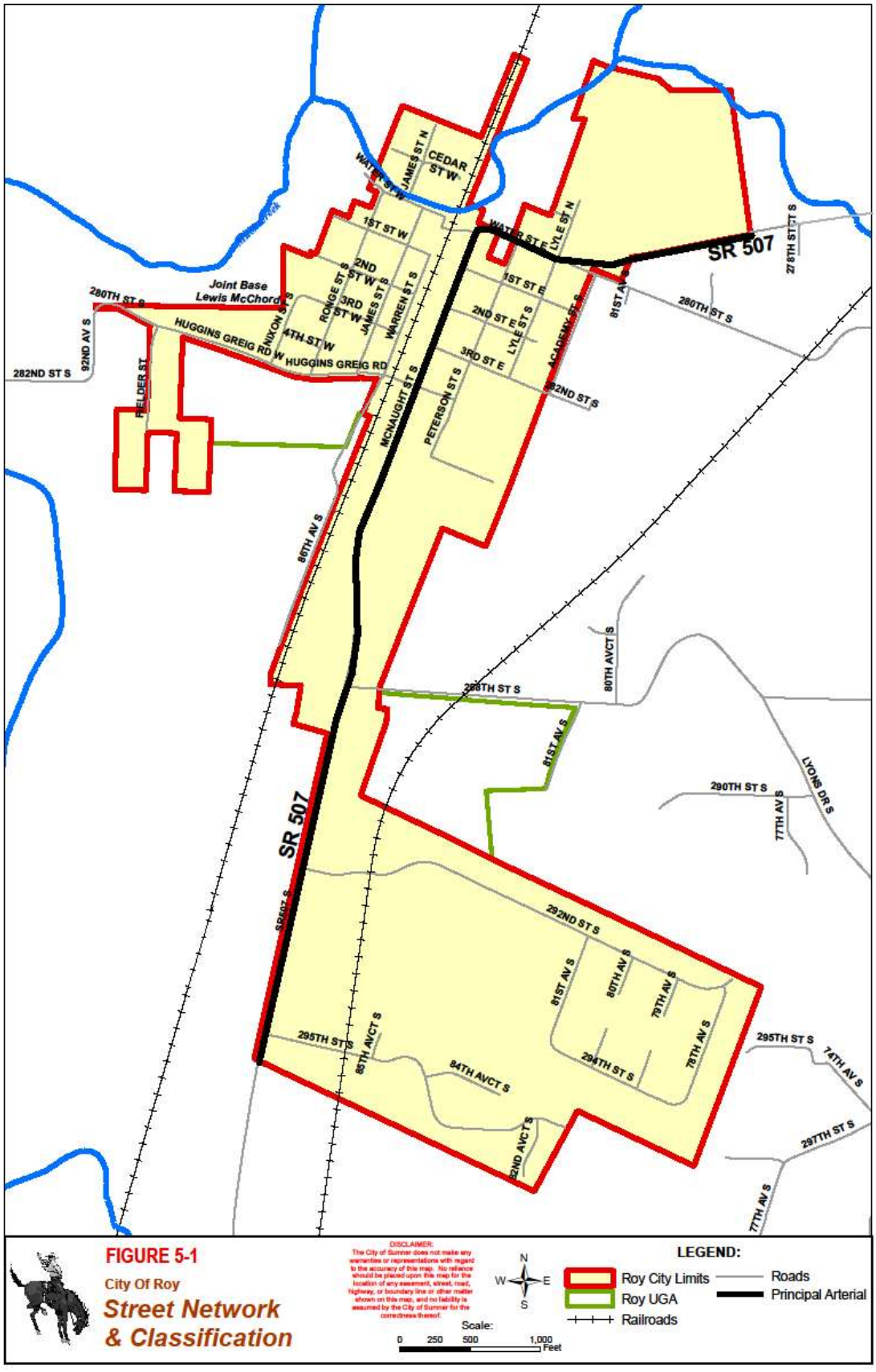
Paratransit service is provided by Pierce Transit for persons with disabilities in accordance with the requirements of the Americans With Disabilities Act (ADA) and within the Pierce Transit Service Area. The ADA requires transit agencies to provide paratransit (door-to-door) service that is "complementary" to fixed route (bus) service. "Complementary" is defined as service that operates the same hours as fixed route service and within three quarters of a mile of existing bus routes. Roy is located outside Pierce Transit's service area and is currently not provided paratransit service. However, individuals who travel to locations within the service area may obtain paratransit service under Pierce Transit's program for travel to locations within Pierce Transit's service area.

AIR SERVICE

Regional air service in the Central Puget Sound area is provided via the Seattle-Tacoma International Airport in SeaTac.

RAIL SERVICE

Sound Transit provides commuter rail service between Lakewood and Seattle, with stations located in Tacoma, Puyallup, Sumner and other communities. Amtrak also provides rail service in the region to communities located along the I-5 corridor.


SR 507
SR 507
Joint Base Lewis McChord
CEDAR ST W
1ST ST W
2ND ST W
3RD ST W
4TH ST W
WATER ST W
JAMES ST N
RONGE ST S
JAMES ST S
WARREN ST S
DIXON ST S
HUGGINS GREIG RD W
HUGGINS GREIG RD
280TH ST S
282ND ST S
92ND AV S
FIELDER ST
MCNAUGHT ST S
PETERSON ST S
86TH AV S
WATER ST E
1ST ST E
2ND ST E
3RD ST E
LYLE ST S
LYLE ST N
ACADEMY ST S
81ST AV S
280TH ST S
276TH ST S
282ND ST S
80TH AVCT S
288TH ST S
81ST AV S
290TH ST S
77TH AV S
LYONS DR S
292ND ST S
81ST AV S
80TH AV S
79TH AV S
78TH AV S
295TH ST S
85TH AVCT S
84TH AVCT S
294TH ST S
82ND AVCT S
74TH AV S
297TH ST S
77TH AV S
FIGURE 5-1
City Of Roy
Street Network & Classification
DISCLAIMER:
The City of Sumner does not make any warranties or representations with regard to the accuracy of this map. No reliance should be placed upon this map for the location of any easement, street, road, highway, or boundary line or other matter shown on this map, and no liability is assumed by the City of Sumner for the correctness thereof.
N
W
E
S
Scale:
0 250 500 1,000 Feet
LEGEND:
Roy City Limits
Roy UGA
Railroads
Roads
Principal Arterial

LEVELS OF SERVICE AND ARTERIAL ADEQUACY

In compliance with 1998 amendments (HB 1487, the "Level of Service Bill") to the Growth Management Act, the Puget Sound Regional Council Executive Board adopted LOS standards for Regionally Significant State Highways in the central Puget Sound region. Regionally Significant State Highways are state transportation facilities that are *not* designated as being of statewide significance.

SR 507 is classified as a Tier 3 Regionally Significant State Highway, for which a LOS C has been adopted. This highway serves as a primary route for individuals traveling between Nisqually River valley communities in Thurston County and Roy and the more populated areas of the region in Pierce County and King County.

Roy has not designated any roadways as arterial streets. Should the City determine in the future that designation of a roadway as an arterial street is warranted, it will apply an LOS C consistent with the Tier 3 LOS C standard for SR 507. This will help achieve level of service coordination across the geographic area most likely to impact traffic levels in Roy and in which Roy transportation needs are most likely to have an impact. This approach will also facilitate the coordination of mutually beneficial transportation improvement projects between the city and state.

CURRENT AND PROJECTED DEMAND

EXISTING AND PROJECTED ARTERIAL TRAFFIC LEVELS

Traffic forecasting is a way of estimating future traffic volumes based on expected population and employment growth. Roy's forecasting analyses are based, in part, on Pierce County travel forecasts prepared for the 2015 Pierce County Comprehensive Plan Update. Daily travel volumes provided by Pierce County come directly out of the County's travel model and are not adjusted to account for any differences between model predicted conditions in the County's base year (2010) and traffic counts. This travel model focuses primarily on arterials and serves regional planning needs.

Roy's jurisdictional area roughly corresponds to the area represented by Traffic Analysis Zone (TAZ) 692. The County modeled 285 households in year 2010 and 436 households in year 2030 for this TAZ consistent with adopted growth targets. The City assumes the number of housing units within Roy will increase from 307 households in 2008 to 487 households in 2030 per the Pierce County Buildable Lands Report housing unit allocation target. Using a straight line growth projection, Roy assumes the number of housing units will increase by 40 units between 2030 and 2040, to 527 units.

The County's projected increase in households for modeling purposes is comparable to Roy's projected increase in households through 2035. Likewise, employment data developed by the County and used in its modeling is generally consistent with Roy's adopted employment growth target, which assumes an increase in employment from 178 in 2008 to 342 in 2030, and a further increase of 40, to 382, in 2035. As such, the County forecast for TAZ 692 may be used for Roy's planning purposes.

Pierce County forecasts suggest travel volumes to and from Roy will increase approximately 1,000 to 1,200 trips per day between 2010 and 2030. Peak hour travel volumes may increase in the range of 100 to 200 trips. Both daily and peak hour increases are small relative to current and projected overall travel volumes -- and their impact on level of service will be de minimis.

WSDOT has conducted a spot check of traffic in the vicinity of 288th Street and SR 507 during the PM peak period and has observed that the LOS north of 288th Street within Roy could be LOS E. This represents a lower LOS that what has been adopted for this highway, meaning that the highway is not operating as well as its LOS suggests it should, at least during the PM peak. This observation is consistent with the experience of Roy residents and others traveling through the community on SR 507.

The southern end of Roy, generally in the vicinity of the 288th Street intersection with SR 507, is where the remaining large undeveloped tracts of residentially zoned land exist. Development within this area is expected to be one of the two primary sources of new traffic generated from within Roy. Most of this traffic will feed directly onto SR 507. A relatively large undeveloped site zoned for mixed use development at the northern end of Roy may also generate a sizable number of trips depending on the intensity of uses it supports. Project designs, possibly including traffic mitigation measures, will need to ensure that local street intersections with SR 507 function at an acceptable LOS upon completion and occupancy of the projects. It is anticipated that larger-scale development in Yelm and other nearby Thurston County communities will contribute relatively larger numbers of additional trips on SR 507 compared with those generated from within Roy.

CURRENT AND PROJECTED NON-MOTORIZED FACILITY DEMAND

It is likely that the current recreational demand level for pedestrian and bicycle facilities will continue indefinitely. One of the challenges facing Roy is to increase the demand for non-motorized facilities *as transportation*. However, the city's distance from employment centers in Pierce and Thurston counties greatly increases the difficulty of achieving success in this regard. Future demand depends on the success of Roy and other jurisdictions and agencies in cooperatively providing continuous pedestrian and bicycle facilities that link conveniently with travel destinations and with public transit. Roy's transportation goals and policies support the development of convenient, contiguous pedestrian and bicycle facilities along newly developed streets and existing streets, especially along SR 507.

TRANSPORTATION DEMAND MANAGEMENT

Transportation demand management (TDM) strategies can help create or preserve existing capacity of roadways by reducing demand, thereby deferring or negating the need for capacity improvements. TDM strategies focus on increasing the availability of alternative transportation modes, discouraging single-occupancy-vehicle (SOV) use, and reducing time of travel. Given Roy's relatively remote location, small size, low population density and low employment levels, there are practical limitations on how

effective certain TDM strategies may be in managing the capacity of roadways to meet projected growth. In addition, chronic funding limitations have led to Pierce Transit reducing its service area and the number of routes and frequency of service within the reduced service area. This has reduced the availability of bus service in more rural areas of Pierce County, making it an even less viable option for residents of Roy. Nonetheless, given the community's close proximity to Joint Base Lewis McChord (JBLM), where numerous Roy residents are employed, TDM opportunities should be identified and implemented. As conditions change within the community and surrounding region over the planning horizon, an increasing number of the following examples of TDM strategies may warrant consideration:

- Increasing the availability of transit and paratransit to the Roy area;
- Encouraging the use of high occupancy vehicles and related programs, e.g., carpools and vanpools;
- Providing a more continuous system of sidewalks, walkways and bikeways servicing the community;
- Encouraging employers to promote commuter trip reduction practices in the work place through employee incentives for using high occupancy vehicles, compressed work weeks, flexible work hours, and telecommuting;
- Providing facilities and services that make multimodal travel more convenient, e.g., park and ride lots with shuttle services to regional transit centers and employment centers such as JBLM; and
- Using traffic calming strategies to reduce vehicular speeds and enhance the safety of pedestrians and cyclists, thereby maximizing pedestrian and bicycle mobility. Examples of traffic calming strategies include the use of raised crosswalks, traffic circles and roundabouts, medians (especially near intersections), narrow driving lanes, interrupted sight lines, narrow distance between curbing to create "neck-downs" or "chokers" (curb extensions), textured pavement, and neighborhood speed watch programs.

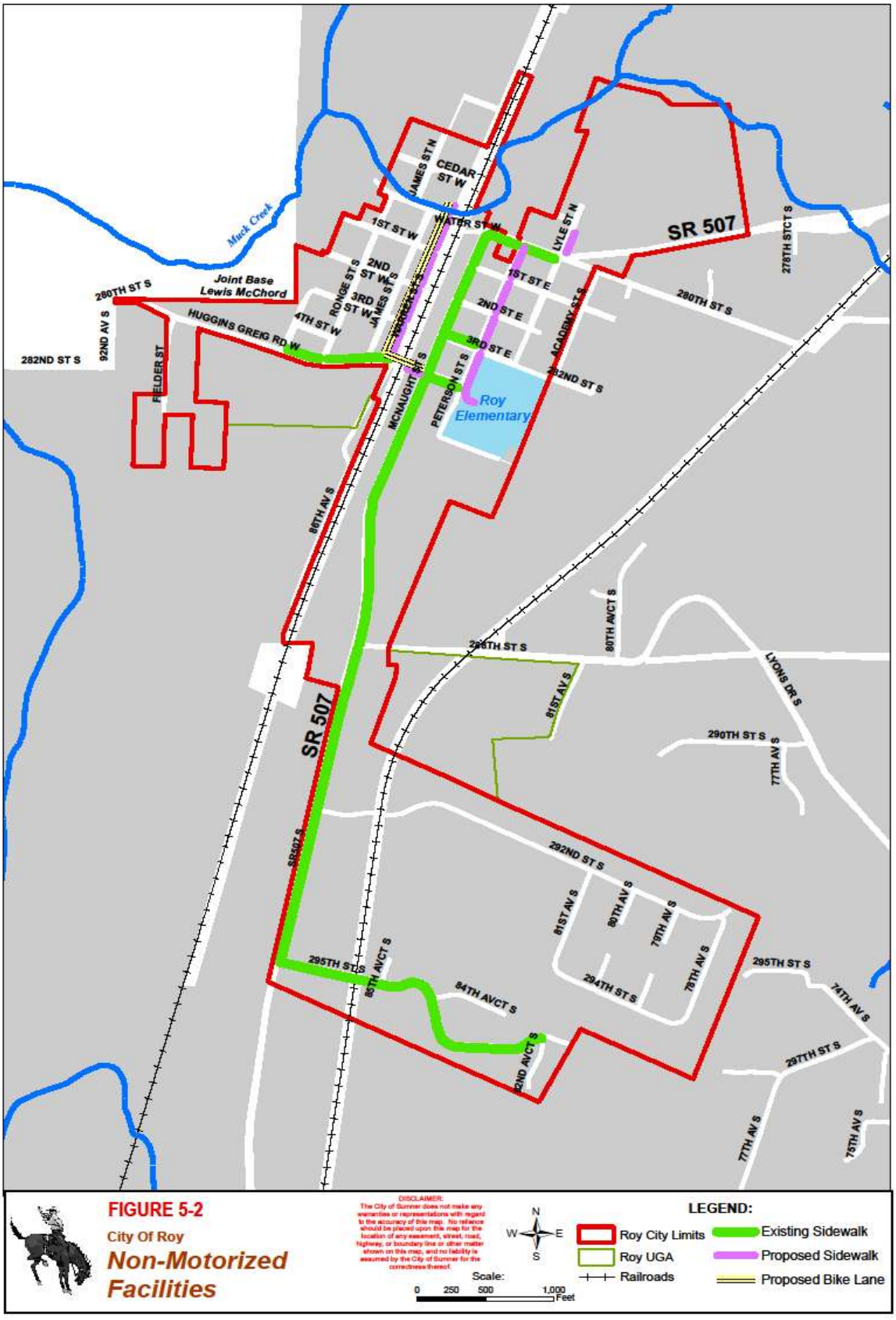
MULTIMODAL TRANSPORTATION ADEQUACY

EXISTING FACILITIES

Citizen interest in improving pedestrian and cyclist facilities complements the GMA goal of encouraging multimodal travel. However, sidewalks within Roy are generally limited to the east side of SR 507 and a limited number of shorter segments (**Figure 5-2**). Cyclist facilities are also limited in that Roy does not have any dedicated bike lanes, bike routes, or off-street bike paths.

PLANNED FACILITIES

Planned sidewalk improvements listed in the City's 6-Year CIP are shown in **Figure 5-2**. Sidewalks on Peterson Street will provide a north-south safe streets pedestrian corridor between the north end of the City at SR 507 and the Roy Elementary School. Sidewalks on Warren Street between the Warren Street Bridge and Huggins Greig Road will serve the historic northwest area of Roy by providing a safe pedestrian corridor on the west side of the BNSF tracks running north-south through the community.


Muck Creek
Joint Base Lewis McChord
280TH ST S
92ND AV S
282ND ST S
FIELDER ST
HUGGINS GREIG RD W
4TH ST W
3RD ST W
2ND ST W
1ST ST W
CEDAR ST W
JAMES ST N
RONGE ST S
JAMES ST S
TORREN ST S
MCNAUGHT ST S
PETERSON ST S
WATER ST W
LYLE ST N
SR 507
1ST ST E
2ND ST E
3RD ST E
ACADEMY ST S
278TH ST CT S
280TH ST S
282ND ST S
Roy Elementary
86TH AV S
SR 507
SR507 S
284TH ST S
80TH AVCT S
81ST AV S
LYONS DR S
290TH ST S
77TH AV S
292ND ST S
81ST AV S
80TH AV S
79TH AV S
78TH AV S
294TH ST S
295TH ST S
85TH AVCT S
84TH AVCT S
82ND AVCT S
74TH AV S
297TH ST S
77TH AV S
75TH AV S
FIGURE 5-2
City Of Roy
Non-Motorized Facilities
DISCLAIMER:
The City of Sumner does not make any warranties or representations with regard to the accuracy of this map. No reliance should be placed upon this map for the location of any easement, street, road, highway, or boundary line or other matter shown on this map, and no liability is assumed by the City of Sumner for the correctness thereof.
N
W
E
S
Scale:
0 250 500 1,000 Feet
LEGEND:
Roy City Limits
Roy UGA
Railroads
Existing Sidewalk
Proposed Sidewalk
Proposed Bike Lane

Desired *complete street* improvements along SR 507, which would be dependent on the support of WSDOT, are not shown in this figure. These facilities would substantially improve multimodal transportation options, not only for Roy residents but for those living or working outside the community who wish to travel through Roy from nearby areas of Pierce and Thurston counties. However, additional coordination with WSDOT will be needed before any specific improvements can be agreed upon, programmed, and added to this element.

Roy's location, which is 15-20 miles from the nearest employment centers, means that most bicycle use in the foreseeable future will likely be recreational in nature rather than commute-oriented. However, should a park and ride facility be developed in Roy, this will provide a strong opportunity to develop cyclist-supportive multimodal facilities that tie in with the park and ride facility. Additional planning will be needed to develop a comprehensive bike facility plan that is reflective, and supportive, of this possibility.

TRANSIT SERVICE

Sound Transit provides high capacity and express transit service within the greater Puget Sound region. The nearest Pierce Transit bus service to Roy is located at the Roy Y Park and Ride approximately 8 miles northeast of Roy. The Pierce Transit Parkland Transit Center, located on Highway 7, is approximately 12 miles north of Roy.

This distance makes the use of transit for commuter trips and in support of other activities challenging, if not impractical, for most residents and employees. Should regional bus service be extended to Roy in the future, transit could play an increasingly important role in providing connections, mobility and access -- both locally and regionally. Absent any extended transit service to Roy, the establishment of a park and ride lot, ideally on property owned by BNSF adjacent to SR 507, would support multimodal transportation options and could increase transit ridership in the area. Roy's goals and policies provide for coordination with Pierce Transit and Sound Transit for future route planning when conditions change to support enhanced service to the Roy area.

FUNDING CAPABILITY AND RESOURCES

Historically, Roy has relied on a pay-as-you-go approach to funding local street maintenance. However, the City's financial capability is limited to the point that such maintenance is often deferred indefinitely. Local funding is generally not available for projects that increase capacity or enhance safety. For improvements to local streets where there is sufficient neighborhood support to share in the cost, local improvement districts can be formed to defray the cost, provided the City has sufficient bonding capacity to cover the up-front costs – and staffing to manage the process and subsequent administration. For new development, developers will pay for new infrastructure, including streets, sidewalks, bike trails and associated transportation facility improvements, with the City assuming long-term maintenance responsibilities for these new facilities.

GMA requirements regarding the financing and funding of transportation-related improvements are addressed in the Capital Facilities Element.