CITY OF EDGEWOOD
PLANNING COMMISSION MEETING AGENDA

Monday, August 12, 2024 – 6:00 PM ♦ City Hall – 2224 104th Avenue East ♦ Edgewood, WA

Virtual Meeting Via Zoom
Zoom Meeting ID: 970 6596 9184

1. **CALL TO ORDER**
   - **a.** Pledge of Allegiance
   - **b.** Roll Call
2. **CONSENT AGENDA:** *All matters listed under Item 2, Consent Agenda, are considered routine in nature and will be enacted by one motion. Individual discussion of these items is not planned. A member, however, may remove any item to discuss as an item for separate consideration under New Business.*
   - **a.** Agenda Approval or Modifications
   - **b.** Review Planning Commission meeting minutes of July 8, 2024
3. **CITIZEN COMMENT PERIOD** *This portion of the agenda is reserved for the public to comment on items not on the agenda. The Planning Commission may invite additional public comment on agenda items noted for discussion later in the meeting.*
4. **DISCUSSION ITEMS**
   - **a.** Election of Chair and Vice Chair
   - **b.** 2024 Comprehensive Plan Periodic Update – Draft Transportation Element
   - **c.** Planning Commission Future Agendas List (FAL)
5. **STAFF COMMENTS**
6. **COMMISSIONER UPDATES**
7. **ADJOURN**

This meeting is accessible to persons with disabilities. For individuals who may require special accommodations, please contact City Hall at (253) 952.3299, 24 hours in advance.

CITY OF EDGEWOOD
PLANNING COMMISSION MEETING AGENDA SUMMARY
Monday, July 8, 2024 – 6:00 PM ♦ City Hall – 2224 104th Avenue East ♦ Edgewood, WA

1 CALL TO ORDER

a. Roll Call, Pledge of Allegiance

Chair Overfield called the meeting to order at 6pm and led attendees in the Pledge of Allegiance.
Present: JoAnn Overfield, Carly Guillory, Allison Pincas, Jan Furey, Carly Lenoir, Sarah Wagner
Absent: Tom Green, **Staff**: Community Development Director Metzler, Senior Planner Morgan Dorner

2 CONSENT AGENDA:

a. Agenda Approval or Modifications

b. Approval of Planning Commission Meeting Minutes of June 10, 2024

Motion: As Read **Action**: Approve, M**oved by:** Commissioner Lenoir **Seconded by**: Commissioner Wagner **Motion Passed 6-0**

3 CITIZEN COMMENT PERIOD

There were no citizen comments.

4 DISCUSSION ITEMS

a. Comp Plan Periodic Update

Community Development Director Metzler was joined by Nicole Stickney with AHBL who provided a presentation focused on the Land Use Element to the commissioners.

5 STAFF COMMENTS

Community Development Director Metzler explained that voting for Chair/Vice Chair failed to make it on the agenda for July, and asked the commissioners to think about who they would like to nominate, and they could do so as the first order of business at the August meeting.

6 COMMISSIONER UPDATES

Chair Overfield expressed issues logging in to her city email account.

7 ADJOURN

Chair Overfield adjourned the meeting at 7:04pm.

CITY OF EDGEWOOD
STAFF REPORT
PLANNING COMMISSION AGENDA ITEM

Date: August 12, 2024

Title: Election of Chair and Vice Chair

Attachments: None

Submitted By: Morgan Dorner, Senior Planner

Description:

Annual appointments of the Chair and Vice Chair seats per EMC 2.30.040 Organization:

> "A. The mayor may appoint and the city council may confirm a chair and vice-chair. If the mayor and council choose not to select the chair and vice-chair, the commission shall elect them from its members. The chair and vice-chair terms of office shall be for one year beginning July 1st and ending June 30th. The elected chair and vice-chair shall preside in the absence of the chair. The chair and vice-chair shall be voting members of the commission. The council may create and fill other such offices as it may determine it requires.
> …"

Roles and Responsibilities:
In addition to facilitating meetings, the Chair is expected to meet with staff as needed prior to commission meetings to discuss the agenda. The Chair also presents the annual work plan and other items as needed to the City Council. Other duties include approving prearranged absences of commission members per EMC 2.30.020:

> "D. A commissioner shall attend no less than 80 percent of regular meetings during any 12-month period for which there is no prearranged absence approved by the chair. Failure to meet these attendance requirements shall be grounds for removal by the city council."

The Vice Chair is expected to "step-in" in the Chair's absence

CITY OF EDGEWOOD
STAFF REPORT
PLANNING COMMISSION AGENDA ITEM

Date:	August 12, 2024
Title:	Comprehensive Plan Periodic Update – Transportation Element
Attachments:	2024 Draft Transportation Element Update Memo Draft 2024 Transportation Element Goals and Policies Update w/ Track Changes Draft 2024 Transportation Element Update
Submitted By:	Morgan Dorner, Senior Planner

Background Information:

Introduction:

In 2023 and 2024, Edgewood is updating its Comprehensive Plan. In other words, Edgewood will be planning for its future. Comprehensive Plans set the goals and policies that serve as the day-to-day guide for City staff and representatives, including City Council and the Mayor. The concept of "growth management" is central to city planning in Washington State. The Growth Management Act (GMA) is a series of state statutes, first adopted in 1990, focused on managing population growth throughout Washington. The Growth Management Act requires cities and counties to update their own Comprehensive Plans to stay current on population growth and other key topics like housing, transportation, parks and recreation, capital facilities, utilities, land use and zoning, economic development, and the environment.

Current Discussion:

Presentation of the draft Transportation Element update from Transpo Group, the City's transportation consultant. The draft was prepared with staff and AHBL, the City's planning consultant, to update information based on current and future transportation plans and studies, locally and regionally. Updates and amendments include incorporation of a more coordinated plan for multi-modal network improvements that reflect community input, city/county/regional/state policies and studies, and development changes since the last comprehensive plan update. See the attached Memorandum for additional details. Included with this item are the track changes to the Transportation Element Goals and Policies and the full draft element.

This is an opportunity for the Planning Commission to review the draft, ask questions, provide comments, and make any additions or amendments.

MEMORANDUM

Date:	August 6, 2024	**TG:**	22410.00
To:	Jeremy Metzler		
From:	Paul Sharman, Daniel Hendricks | Transpo Group		
cc:	Nicole Stickney, AHBL		
Subject:	Draft Transportation Element Chapter (for Initial Planning Commission Review)		

This memorandum provides an overview of the proposed changes to the Transportation Element as part of the 2024 Edgewood Comprehensive Plan Update. This memorandum includes only critical changes that would be of interest and does not include minor edits such as grammatical changes. All changes are shown in the latest document version dated 8/7/2024, but track changes are not included as many of the sections were substantially rewritten and re-arranged from the previous Transportation Element.

The following section provides a breakdown of the major changes included across the document and with each chapter of the Transportation Element.

Transportation Element

- **Volume 1 – Goals and Policies**
  - Many of the policies have been rewritten or re-arranged to better conform to regional and state requirements. The track changes version of the Goals and Policies shows the changes.
  - Many policies have also been removed. Some were redundant, others were overly prescriptive, and others were best handled in other areas (engineering design standards, etc.). Again, see the track changes document for full set of proposed changes.
- **Volume 2 – Technical Information: General Updates**:
  - Consistency with recent Growth Management Act (GMA), Puget Sound Regional Council (PSRC), Washington State Department of Transportation (WSDOT), and Pierce County regulations are all included within the Transportation Element Update

- **Existing Conditions**
  - Updated roadway inventory based on road construction and speed limit changes since adoption of the previous transportation element.
  - Updated Traffic Count Map (Figure 2)
  - Updated PM Peak Hour Level of Service (LOS) Analysis based on 2023 traffic count data
    - Intersection LOS results shown in Figure 3
    - Roadway segment LOS shown in Table 1
  - Added addition roadway safety information based on recent 5-years of collision data (Figure 4 & 5)
  - Active Transportation System section updated with new map of existing pedestrian and bicycle facilities
  - Updated transit map (Figure 8)

- **Travel Forecast and Needs Evaluation**
    - All transportation forecasts were updated based on Land Use Alternative 3A as shown in the Land Use Element. The planning horizon year was extended from 2035 to 2044.
    - Extension of the SR 167 freeway between I-5 and its current terminus at SR 161 was assumed as part of the future analysis. This project is funded and expected to be completed in 2029. The project is expected to have a positive impact towards reducing cut-through traffic along SR 161 and other roadways within Edgewood.
    - In 2023, The Washington State Legislature Passed House Bill 1181 to amend the Comprehensive Planning Requirements under the GMA. The most significant update was the new requirement for measurement of LOS for all modes, not just vehicles. As a result, the following LOS measures were added:
        - Pedestrian LOS – The framework for measuring adequacy of the pedestrian system is shown in Table 3, while the pedestrian LOS map is shown in Figure 9.
        - Bicycle LOS – The framework for measuring adequacy of the bicycle system is shown in Table 4, while the bicycle LOS map is shown in Figure 10.
        - Transit LOS – A new measurement of the adequacy of the transit system is shown in Table 5 and resultant transit LOS map in Figure 11.
- **Transportation Systems Plan**
    - Added Pedestrian and Bicycle Systems Plans to illustrate the ultimate vision for a fully built active transportation system with Edgewood, as shown in Figures 14 and 15. These systems plans are the 'yardstick' against which the active transportation LOS are measured.
    - Transportation Improvement Projects – the 20-year list of all transportation improvement projects now includes an extensive active transportation project list based on the updated MMLOS requirement. The planned improvements to Meridian Avenue are shown based on the recently completed Meridian Avenue Corridor Study.
        - The full list of transportation improvement projects is shown in Table 10.
    - Public Transit System narrative expanded to include discussion of the transit improvements to the SR 161 corridor. This includes the short-term improvements identified in the Merdian Avenue Corridor Study (in-line transit stops), as well as the potential long-term improvements identified by WSDOT and Pierce Transit (BAT lanes).
- **Plan Implementation**
    - This chapter is entirely new and includes a comparison of the total costs (both maintenance and capital costs) required to implement the transportation element against Edgewood's forecast revenues. This chapter includes discussions about potential solutions to manage budget shortfalls.
- **Consistency with Other Plans**
    - This chapter is also entirely new and is included to highlight that the city's updated Transportation Element is consistent with State, Regional and other Local Transportation Planning efforts and regulations.

Questions for Planning Commission:

- Is the Planning Commission supportive of the changes proposed in the "Goals and Policies" section of the Transportation Element Volume 1? What changes would you like to see made before a public hearing?

05 TRANSPORTATION

INTRODUCTION

The intent of the Transportation Element is to guide the development of a transportation system that improves safety and mobility and offers a range of transportation choices for all users. This Transportation Element identifies the pedestrian, bicycle, automobile, public transit and freight systems that are envisioned by the City. Transportation projects and programs are outlined that support the land use plan and meet City goals and policies. The Element also recognizes the regional nature of the transportation system and the need for continuing interagency coordination at the local, state, and federal level.

GROWTH MANAGEMENT ACT AND VISION 2050

Under the Growth Management Act (RCW 36.70A.070), the Transportation Element is required to assess the needs of a community and determine how to provide appropriate transportation facilities for current and future residents. The plan must contain:

- An inventory of existing facilities;
- An assessment of future facility needs to meet current and future demands;
- A multi-year plan for financing proposed transportation improvements;
- Forecasts of traffic for at least 10 years based on adopted land use plan;
- Multimodal level of service (LOS) standards for arterials and public transportation, including actions to bring deficient facilities into compliance;
- Transportation Demand Management (TDM) strategies;
- Identification of intergovernmental coordination efforts;
- A collaborative pedestrian bicycle component aimed at identifying planned enhancements of active modes of transportation; and
- Implementing steps to upgrade local transportation facilities or services below the set service standard.

The Puget Sound Regional Council (PSRC) adopted VISION 2050 as the central Puget Sound region's long-range strategy for growth management, the environment, economic development, and transportation. It represents the regional plan aimed at establishing a sustainable future across King, Kitsap, Pierce, and Snohomish Counties. The plan addresses economic, social, and environmental concerns, enhancing resilience against challenges like climate change and housing scarcity. VISION 2050 advocates for equitable, sustainable approaches to housing, mobility, and services. Realizing the plan's success relies on coordinated efforts among local governments and agencies.

In 2023, the Washington State Legislature passed House Bill (HB) 1181 to integrate climate change into the Growth Management Act (GMA), establishing new transportation expectations and deadlines for larger jurisdictions, and addressing multimodal service, active transportation planning, state facility impacts, and costs. While further guidance might be necessary, jurisdictions should anticipate and incorporate changes into the 2024 update to the extent feasible. The bill promptly influenced transportation and climate goals, aligning with Puget Sound Regional Council's (PSRC) VISION 2050.

CONTEXT

Edgewood is primarily a residential community with ready access to employment and shopping opportunities within and outside the City limits. Edgewood's existing street system was originally developed to serve the basic needs of a rural agricultural community. While most of the roads of Edgewood currently have adequate vehicle capacity, much of the current system lacks urban pedestrian and bicycle facilities and is not constructed to current roadway standards. The future multimodal transportation system will feature a balance of rural and urban transportation facilities to meet the needs of a growing community.

BACKGROUND INFORMATION

INVENTORY OF EXISTING TRANSPORTATION FACILITIES AND CONDITIONS

A range of transportation facilities and services meet the local travel needs. These facilities and services provide for travel within the City and also connect Edgewood with the rest of the region. The City's existing transportation system is comprised of a state highway, arterials, collectors and local roads, as well as facilities for pedestrians, bicycles and transit. The following summarizes key elements of the existing transportation system serving the City. This inventory provides input for identifying and prioritizing the City's transportation improvement projects and programs.

Street and Highway System

The backbone of the City's transportation system is the street and highway system. The street and highway system provides mobility and access for a range of travel modes and users. Roadways are classified according to their intended function and desired service. The City's roadway functional classification is identified in the Transportation Systems Plan Section and is based on existing and future transportation needs.

To provide background for identifying the transportation improvement projects and programs, a summary of existing conditions of the City roadway system is presented. This includes the number of lanes and existing traffic controls, traffic volumes and operations, transportation safety conditions and the freight system. Active transportation and transit facilities and services, which use the roadway system, are described in the subsections that follow.

Street Network

Figure 1 shows the existing state highway and road arterial system serving Edgewood. The City is served by several major, minor, and local streets.

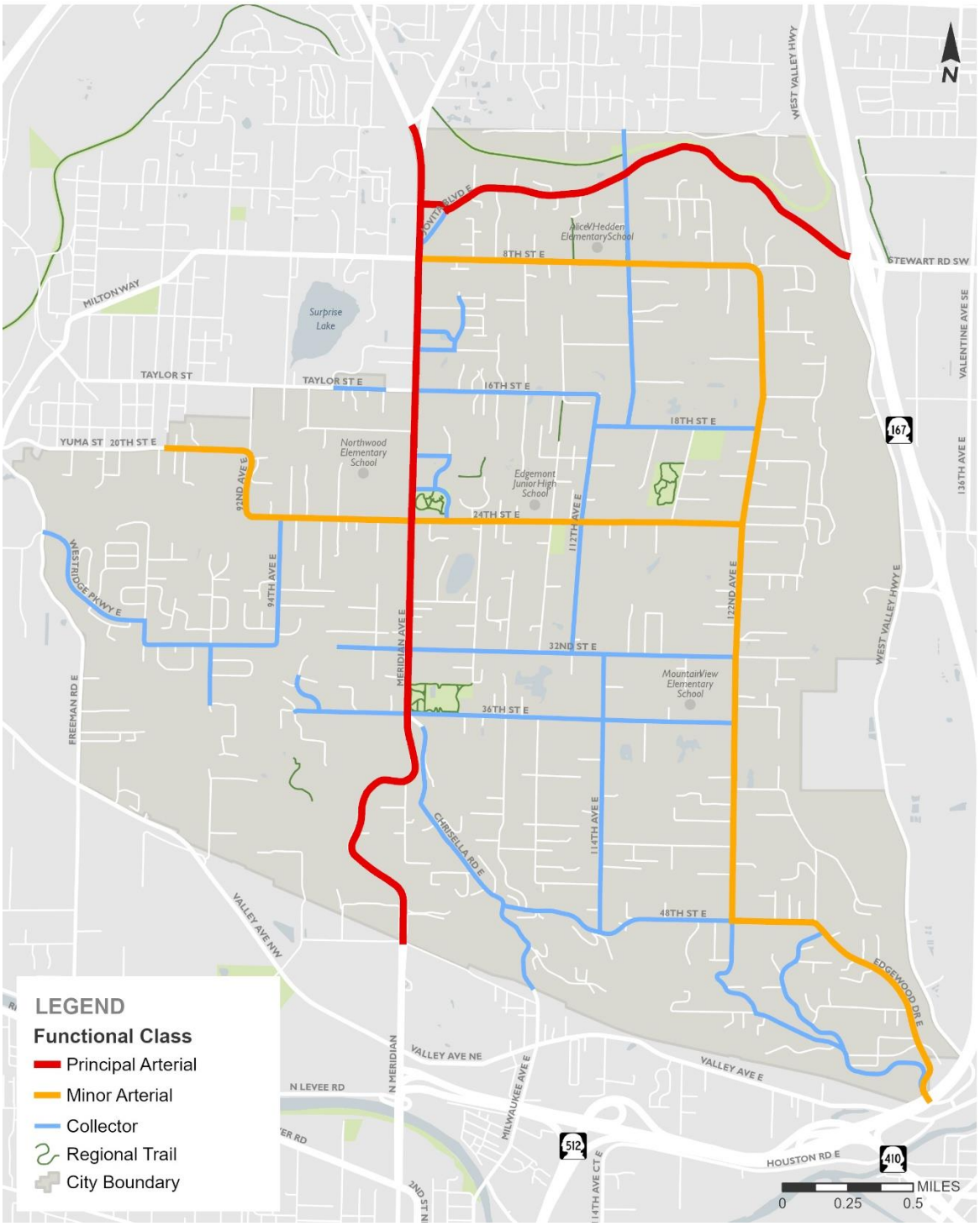


Figure 1 - Existing Street Network and Functional Classification

The PSRC classifies Meridian Avenue E (SR 161) as a Highway of Regional Significance (HRS). Meridian Avenue E is a key vehicular, transit, and freight corridor, as well as the commercial backbone of the City supporting a significant through-traffic function. This roadway is generally 5 lanes wide north of 24th Street E and 3 lanes wide south of there. This roadway connects to I-5 and Federal Way to the north, and to SR 167 and SR 512 to the south in Puyallup.

Jovita Boulevard E is a major east-west route in the northern part of the City. It provides access to SR 167 and regional points east of the City. The roadway is 2 lanes wide with posted speeds of 35 mph. There is a roundabout at Emerald Street E near the western terminus of Jovita Boulevard E, which has moved major vehicle access to SR 161 to the north of the 8th Street E (Milton Way) intersection.

Milton Way, Taylor Street (16th Street E) and 24th Street E are major east-west routes in the western half of the City (and extending outside the City) providing access to Fife, I-5 and other Pierce County points to the west. All are 2 or 3 lanes wide, with Milton Way having a posted speed of 35 mph and the others having posted speeds of 25 mph.

Edgewood Drive E, 122nd Avenue E, 24th Street E, and 8th Street E are major routes in the eastern half of the City. Each is 2 lanes wide and is used more by local traffic to access residential areas within the City. Speed limits on 8th Street E and 122nd Avenue E are 35 mph, while the others are 25 mph.

The remainder of the City network is intended for local neighborhood circulation and the streets provide access to adjacent properties. These local roadways are generally 2 lanes wide with posted speeds of 25 mph.

Existing Traffic Volumes

Recent traffic counts were assembled from a variety of sources to determine current vehicle demands on City roadways. Daily vehicle volumes were assembled from WSDOT records for Meridian Avenue E (SR 161). Weekday PM peak hour volumes were also assembled for major intersections throughout the City. The weekday PM peak hour is typically the period when traffic volumes are the highest within the City.

The average annual daily traffic (AADT) volumes along Meridian Avenue E ranged from approximately 24,200 north of 8th Street E to 19,000 north of 36th Street E (WSDOT, 2022). Existing (2023) PM peak hour traffic volumes across City roadways are shown in Figure 2.

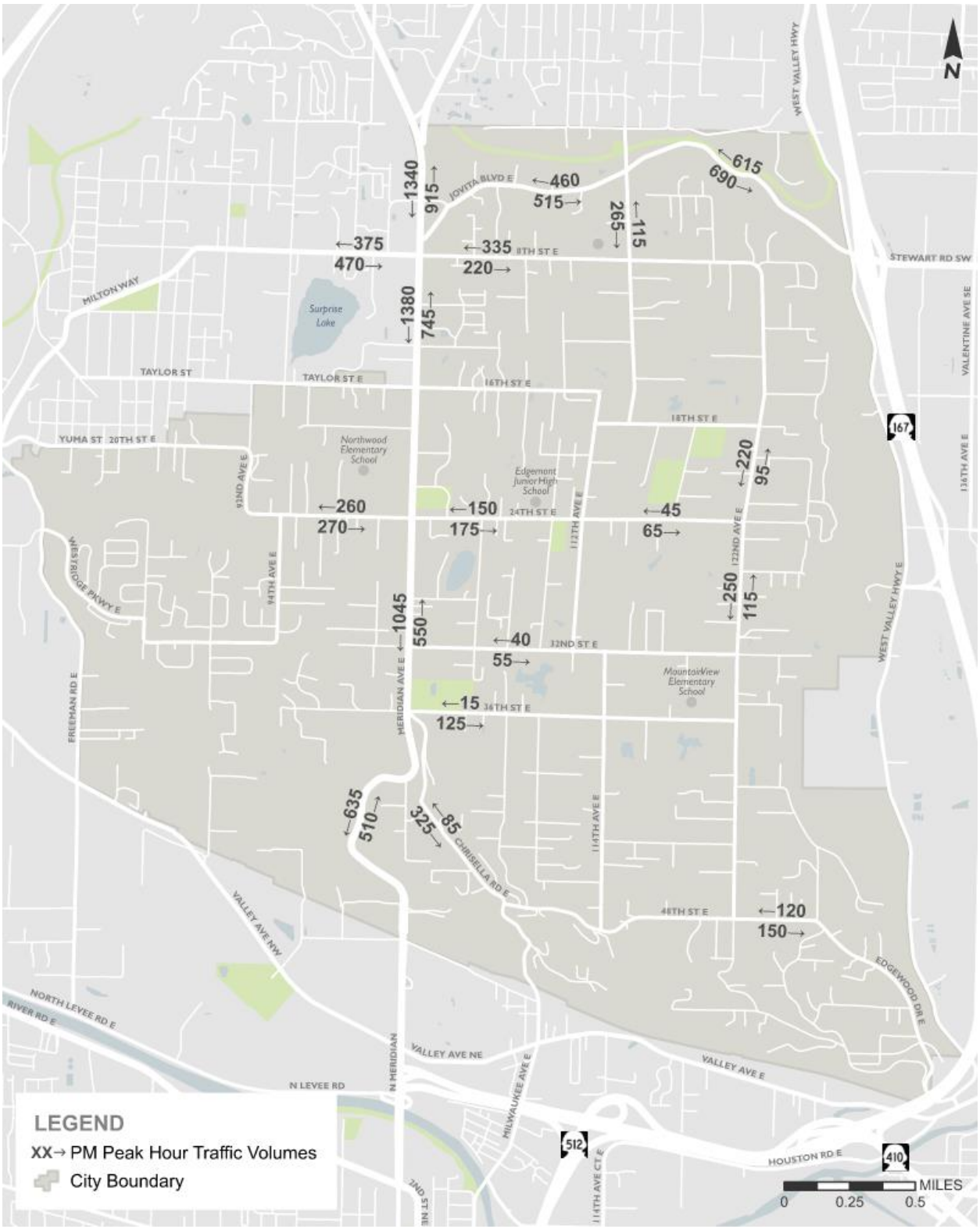


Figure 2 - Existing (2023) Weekday PM Peak Hour Traffic Volumes

Traffic Operations

Traffic volumes were used to evaluate existing traffic operations in Edgewood through the evaluation of levels of service (LOS) as defined in the Travel Forecasts and Needs Evaluation section of this Element.

Major intersections along the City's two principal arterials, Meridian Avenue E and Jovita Boulevard E, were evaluated based on the latest level of service methodology defined in the Highway Capacity Manual (HCM), 6th Edition (Transportation Research Board). The City's LOS standard is LOS E or better for the Meridian Avenue E, corridor consistent with the PSRC's adopted standard for HRSs. For intersections off the state highway, LOS D or better is the standard. Figure 3 shows the level of service at each of the major intersections.

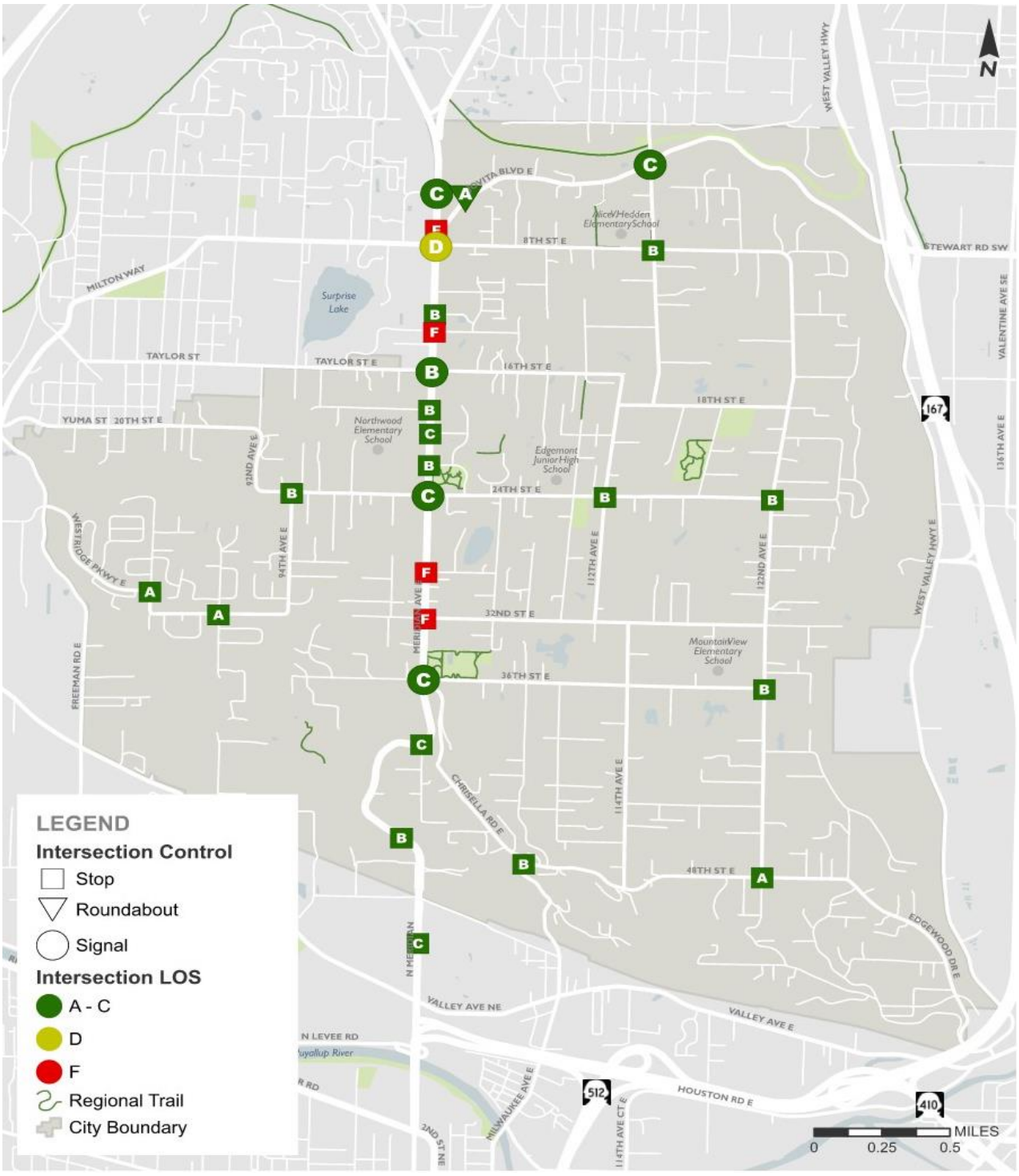


Figure 3 - Existing (2023) Weekday PM Peak Hour Intersection Level of Service

As shown in Figure 3, all signalized study intersections operate at LOS D or better. Due to higher volumes of traffic along Meridian Avenue E, several minor-street movements at unsignalized intersections will experience higher levels of delay, similar to what is shown at the Meridian Avenue E / 32nd Street E intersection (which is operating at LOS F with average delays of almost 90 seconds for the westbound approach).

The City also monitors roadway segment LOS along its minor arterials and collector streets as shown in Table 1. The City's LOS standard is LOS C or better for roadway segments, which is based on a volume-to-capacity (V/C) ratio of 0.80 or less.

Table 1 – Existing (2023) Weekday PM Peak Hour Roadway Segment Level of Service

	SOUTHBOUND/ WESTBOUND[1]		NORTHBOUND/ EASTBOUND[2]	
SEGMENT	V/C RATIO[3]	LOS[4]	V/C RATIO	LOS
114th Ave E, south of Jovita Blvd E	0.12	A	0.27	A
8th St E, east of Meridian Ave E	0.22	A	0.34	B
24th St E, west of Meridian Ave E	0.27	A	0.26	A
24th St E, east of Meridian Ave E	0.18	A	0.15	A
24th St E, west of 122nd Ave E	0.07	A	0.05	A
122nd Ave E, north of 24th St E	0.10	A	0.22	A
122nd Ave E, south of 24th St E	0.12	A	0.25	A
32nd St E, west of Meridian Ave E	0.02	A	0.03	A
36th St E, west of Chrisella Rd E	0.13	A	0.02	A
48th St E, east of 122nd Ave E	0.15	A	0.12	A
Chrisella Rd E, south of 48th St E	0.09	A	0.33	B

Source: Transpo Group, 2023 Notes:
1. Intersection control; TWSC is two-way, stop control
2. Level of Service (A to F)
3. Average delay per vehicle in seconds
4. For TWSC, delay represents the worst performance among the traffic movements

As shown in Table 1, roadway segment volumes are well under capacity, with most segments operating at LOS A and only a couple at LOS B. This indicates that transportation capacity issues are primarily associated with Meridian Avenue E and Jovita Boulevard E.

Traffic Safety

A traffic safety review was conducted within the City of Edgewood. WSDOT provided collision records for all roadways for a five-year period from 2018 to 2022. Collisions are categorized as either

intersection crashes, non-intersection crashes, pedestrian and bicycle crashes, or fatal and serious injury crashes. The map of the collision history of each category is shown in Figure 4.

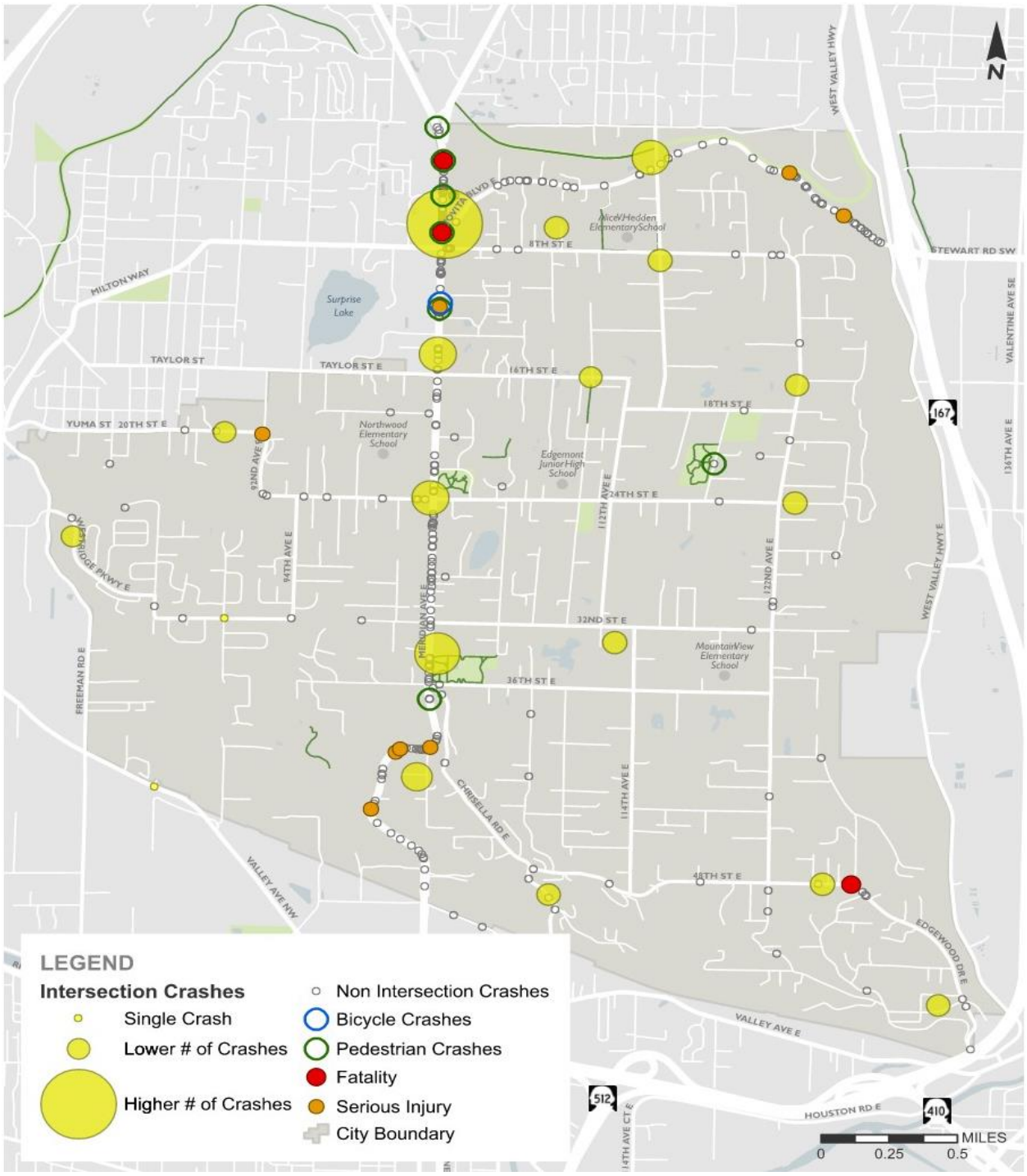


Figure 4 - Citywide Collision Data (2018 - 2022)

Based on the five years of data collected by WSDOT, 160 collisions occurred with a concentration at intersections with high traffic movements. A few instances of pedestrian and bicycle crashes with multiple injury and fatality collisions are recorded across the city. Meridian Avenue E has the highest frequency of collisions, particularly the northern segment extending from the city boundary south to 16th Street E. Major intersections along Meridian Avenue E, including Emerald Street and 8th Street E, 24th Street E, and 36th Street E, have high crash rates, often involving rear-end collisions.

The intersection of 36th Street E is a five-leg signalized intersection with a stop sign at one approach that suggests that inconsistency of traffic controls might be the main contributor to these collisions. The City of Edgewood completed the Meridian Avenue E Corridor Study in July 2024, which outlines the ultimate vision for the intersection of 36th Street E and Meridian Avenue E as a roundabout. Outside of Meridian Avenue E, the Jovita Blvd / 114th Ave E intersection also has a relatively high number of collisions, primarily involving approach turn and angle collision types, often attributed to left-turn movements.

There are three fatalities in the collision records. One of these occurred on Jovita Boulevard E and Meridian Avenue E, which involved a motorcycle traveling over the speed limit. The other two fatalities include one fixed object collision and another one involving a pedestrian where both driver and pedestrian distractions were identified as corresponding causes. Pedestrian and bicycle collisions were mostly scattered along Meridian Avenue E, characterized by low lighting, and wet driving conditions. These collisions were primarily attributed to driver distraction or unusual driving conditions.

Based on the five-year data collected by WSDOT, the total number of crashes in the City of Edgewood has shown a downward trend from 2018 to 2022, as depicted by the trendline in Figure 5. Furthermore, there has been a decrease in fatal and serious injuries during this period. The decline in 2020 and 2021 may be attributable to reduced traffic volumes resulting from the COVID-19 pandemic.

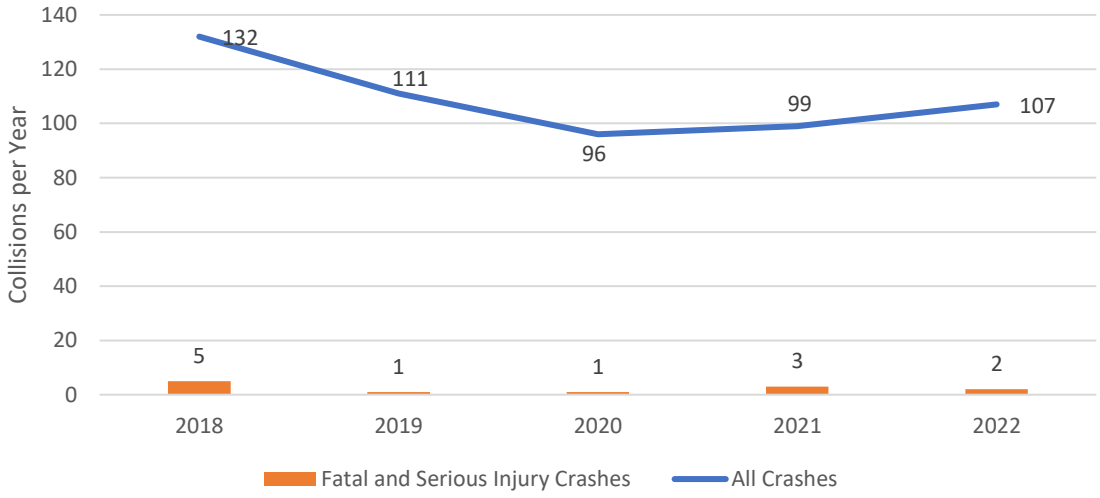


Figure 5 – Citywide Annual Collision Trends in Edgewood

Freight System

The Washington State Freight and Goods Transportation System (FGTS) is used to classify state highways, county roads, and City streets according to the average annual gross truck tonnage they carry as directed by Revised Code of Washington (RCW) 47.05.021. The FGTS establishes funding eligibility for the Freight Mobility Strategic Investment Board (FMSIB) grants and supports designations of HSS

(Highways of Statewide Significance) corridors, pavement upgrades, traffic congestion management, and other state investment decisions.

The FGTS classifies roadways using five freight tonnage classifications, T-1 through T-5. Routes classified as T-1 or T-2 are considered strategic freight corridors and are given priority for receiving FMSIB funding. Within the City of Edgewood, there are no T-1 or T-2 classifications (W Valley Highway E is classified at T-2 but is just outside the City's jurisdiction).

Meridian Avenue E is classified as T-3 through the City. Milton Way, within the City of Milton, is classified as a T-4 corridor, between 23rd Avenue and Meridian Avenue E. Part of Valley Avenue E is also classified as T-1. Milwaukee Avenue, just south of Edgewood city limits is also classified as a T-4 route. The map of truck routes within and adjacent to the City limits is shown in Figure 6.

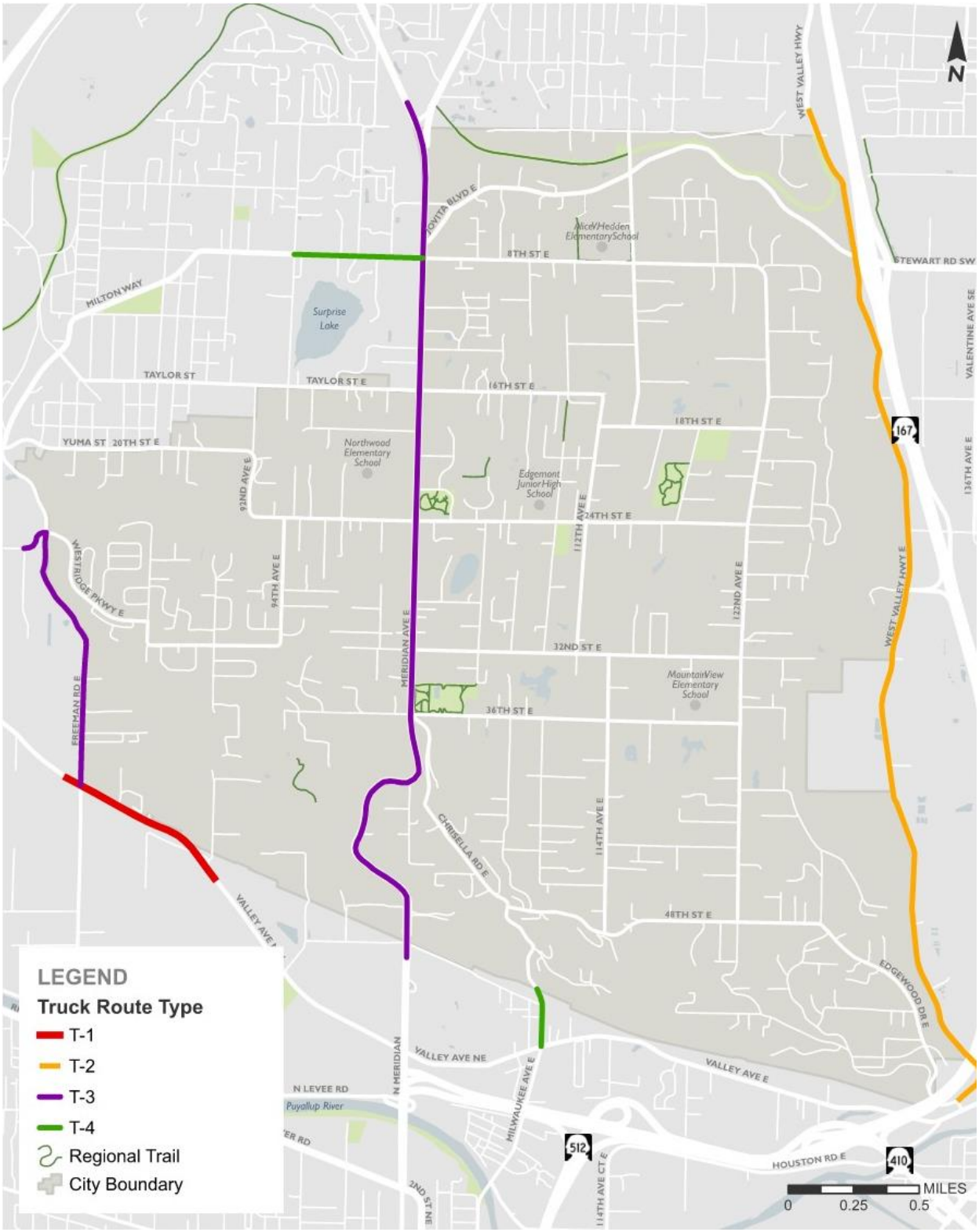


Figure 6 - Freight and Goods Transportation System (FGTS) - Freight Map

Active Transportation System

Pedestrian and bicycle facilities play a vital role in the City's transportation environment. The active transportation system is comprised of facilities that promote mobility without motorized vehicles use. A well-established system encourages healthy recreational activities, reduces travel demand on City roadways, and enhances safety within a livable community. Pedestrian and bicycle facilities also provide access to/from transit stops. Good transit access can additionally increase the use of non-automobile travel modes.

The City of Edgewood has developed a Parks, Recreation, Open Space, and Trails (PROST) Plan. This Transportation Element highlights the mobility and travel aspects noted in the PROST Plan, including existing conditions as well as planned improvements.

The Interurban Trail is in the northeastern part of the City, running roughly parallel to Jovita Boulevard E following Jovita Creek. The City has established a trailhead park near 114th Avenue E. The City's section of the Interurban Trail does not currently connect to other portions of the Interurban Trail but there are regional plans for future connections. In addition, the Edgewood Community Park is located at the northeast corner of 36th Street E and Meridian Avenue E which officially opened in March 2022 and includes 0.7 miles of paved and gravel surface trails.

There is an existing Urban Bike and Pedestrian Route along Meridian Avenue E between the north City limits and 24th Street E. Active transportation facilities were recently improved as part of the Meridian Avenue E widening project. Future plans include extending active transportation facilities south to 36th Street E. Signalized intersections and one mid-block crossing near 18th Street Court E provide safe, active transportation connections across this heavily traveled corridor.

There are existing Rural Bike and Pedestrian Routes in short sections in the eastern areas of the City, with plans to expand to most arterials and collector streets. The identified routes are envisioned to include wider shoulders for bicyclists and an adjoining paved pathway along one side to provide safe travel for all road users. Figure 7 is a map of the existing facilities is shown in.

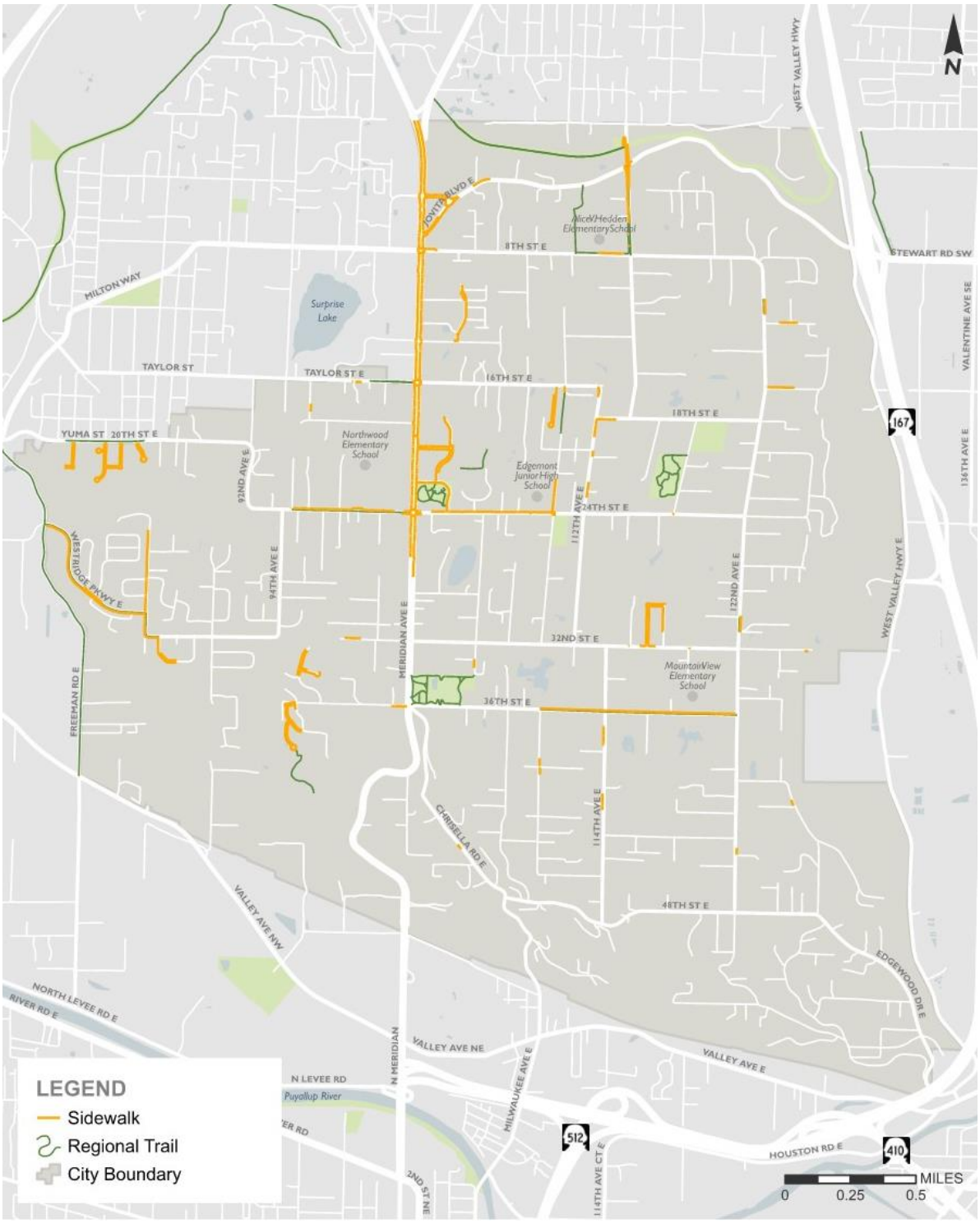


Figure 7 – Existing Pedestrian and Bicycle Facilities

Transit System

Pierce Transit provides transit services to Edgewood via two routes. The transit routes generally run every 60 minutes during weekdays, though with limited operating hours. Figure 8 is a map of the routes.

- Route 402 operates along Meridian Avenue E (Federal Way to Puyallup) which runs every 30 minutes during weekdays and every 60 minutes with limited operating hours during weekends.
- Route 501 operates along Milton Way and north up Meridian Avenue E (Tacoma to Federal Way).
- Edgewood residents can also access regional bus and commuter rail services (operated by Sound Transit) through local bus connections or park-and-ride facilities developed by Sound Transit in Sumner, Puyallup, Auburn, Tacoma, and Federal Way.

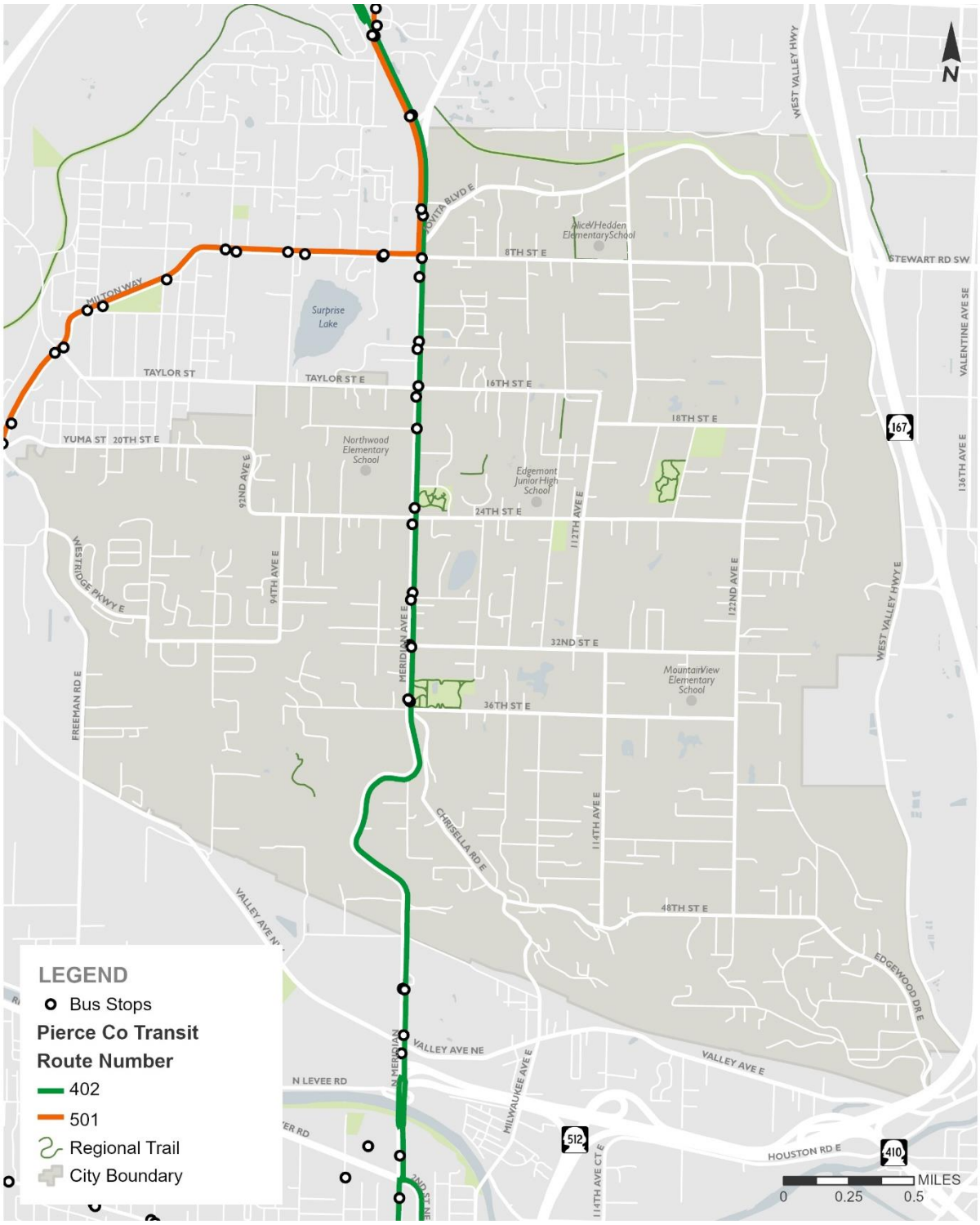


Figure 8 - Transit Routes within the City of Edgewood

TRAVEL FORECASTS AND NEEDS EVALUATION

In addition to addressing existing transportation system issues, the City must develop its transportation system to accommodate forecast growth. The GMA requires that the transportation planning horizon be at least ten years in the future. The City has adopted 2044 as the forecast year for this Comprehensive Plan.

A travel demand model provides a tool for forecasting long-range traffic volumes based on the projected growth in housing and employment identified in the Land Use Element. The City's travel demand model was updated to support the evaluation of future transportation system needs. The model is also useful in evaluating transportation system alternatives. However, it must be noted that the specific land use forecasts included in the model are intended for planning purposes only and in no way are intended to restrict or require specific land use actions. The land use forecasts are consistent and supportive of the City's growth targets.

Land Use Forecasts

Travel forecasts are largely derived based on changes in residential dwelling units and employment within the City and surrounding communities. Travel forecasts must incorporate growth in travel demand entering and exiting the greater Edgewood area, which reflect changes in regional growth forecasts. The regional changes in travel demand are based on data from the PSRC model, with refinements to align with future land use projections in the City of Edgewood and City of Milton.

Dwelling Unit Growth

Within the City of Edgewood, the number of residential dwelling units was forecast to grow from 4,670 units (year 2020 data) to 7,041 units by 2044. This represents an annual growth rate of 2.1 percent.

Approximately 15 percent of the dwelling unit growth is expected to be located near the Meridian Avenue E corridor. These dwelling units will mostly be higher density residential units, rather than traditional single-family homes. Approximately 30 percent of the growth will be in the western areas of the City and 55 percent in the east. These dwelling units will be comprised mostly of traditional single-family housing, with some moderate density housing in select locations throughout the City.

Employment Growth

Within the City of Edgewood, the number of employees was forecast to grow from 2,243 (year 2020 data) to 4,207 employees by 2044. This represents an annual growth rate of 3.2 percent.

Approximately 35 percent of the employment growth is expected to be located near the Meridian Avenue E corridor. The employment is expected to comprise of service, retail and small office type of uses. Approximately 55 percent of the growth will be in the southwestern areas of the City near the Union Pacific railroad corridor and reflect manufacturing and industrial/warehousing land uses. The remaining 10 percent will be in the eastern areas of the City.

Planned Improvements

Adapted from the existing street network, the future street network includes various planned transportation improvements. For traffic analysis purposes, only projects associated with vehicle operations and roadway capacity have been analyzed in the City's travel demand model.

The future 2044 Baseline scenario includes only the projects that have been recently completed or will be completed in the near future. This scenario provides a baseline for identifying future traffic operational deficiencies, which are used to establish a framework for developing the Transportation Systems Plan. The 2044 Baseline scenario includes the following planned improvements (or improvements occurring after the 2024 model development).

- Edgewood Drive E safety improvement project between 48th Street E and south of 56th Street E. Improvements associated with this project include roadway widening, curb, gutter, stormwater system and pedestrian walkway. This project would not add additional travel lanes to this roadway.

The future 2044 Plan scenario includes improvement projects expected to be completed as part of the City's transportation element. The 2044 Plan scenario includes the following long-term improvement projects:

- All the 2044 Baseline Improvements;
- New roundabout at Meridian Avenue E / 20th Street E
- Supporting collector street system along the Meridian Avenue E corridor;

As part of the forecasting process, it was assumed that the SR 167 freeway would be extended to I-5 from its current terminus at SR 161. Funding has been secured for this project and construction of the initial project phases has been completed or is in progress. Completion of the full project is expected in 2029. The project is expected to shift travel patterns in the region, resulting in less regional cut-through traffic along SR 161 through Edgewood. These changes in travel patterns are accounted for in the volume forecasting and future analysis conducted for the Transportation Element.

Level of Service Standards

Level of service (LOS) standards establish the basis for the concurrency (the measurement of the transportation network's adequacy to support planned growth) requirements in the GMA, while also being used to evaluate impacts as part of the State Environmental Protection Act (SEPA). Agencies are required to "adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with development" (RCW 36.70A.070(6)(b)). Therefore, setting the LOS standard is an essential component of regulating development and identifying planned improvements for inclusion in the Transportation Element.

In May 2023, the Washington State Legislature passed House Bill 1181 enacting revisions to the Revised Code of Washington (RCW) §36.70A.070 governing the Comprehensive Plan update process under the GMA. As a result of these changes, cities and local agencies are required to adopt LOS standards for all travel modes when evaluating locally owned roadways and transit routes. These multimodal LOS standards are to be used identify deficiencies within the vehicular, pedestrian, bicycle and transit networks and necessary transportation improvements. In compliance with the updated RCW §36.70A.070, the City developed and implemented LOS standards to evaluate the City's transportation networks as part of the Transportation Element.

Vehicular Level of Service Definitions

Level of service is both a qualitative and quantitative measure of roadway and intersection operations. Level of service uses an "A" to "F" scale to define the operation of roadways and intersections as follows:

- LOS A: Primarily free flow traffic operations at average travel speeds. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delays at signalized intersections are minimal.

- LOS B: Reasonably unimpeded traffic flow operations at average travel speeds. The ability to maneuver within the traffic stream is only slightly restricted and control delays at signalized intersections are not significant.

- LOS C: Stable traffic flow operations. However, the ability to maneuver and change lanes may be more restricted than in LOS B, and longer queues, adverse signal coordination or both may contribute to lower-than-average travel speeds.

- LOS D: Small increases in traffic flow may cause substantial increases in approach delays and, hence, decreases in speed. This may be due to adverse signal progression, poor signal timing, high volumes or some combination of these factors.

- LOS E: Significant delays in traffic flow operations and lower operating speeds. Conditions are caused by some combination of adverse progression, high signal density, high volumes, extensive delays at critical intersections and poor signal timing.

- LOS F: Traffic flow operations at extremely low speeds. Intersection congestion is likely at critical signalized intersections, with high delays, high volumes and extensive vehicle queuing.

State Highway Level of Service Standards

SR 161 is classified as a Tier 1 Highway of Regional Significance (HRS). The LOS standard for regionally significant state highways in the central Puget Sound region is set by the PSRC in consultation with WSDOT and the region's cities and counties. The LOS standard for Tier 1 highways is "LOS E-Mitigated" meaning that mitigation must be provided if the level of service falls below LOS E. The PSRC notes that it will measure the level of service for regionally significant state highways on a one-hour PM peak period basis. Furthermore, the PSRC indicates that it is up to local agencies to decide whether to apply concurrency to HRSs.

WSDOT applies these standards to highway segments, intersections and freeway interchange ramp intersections. When a proposed development affects a segment or intersection where the level of service is already below the region's adopted standard, then the pre-development level of service is used as the standard. When a development has degraded the level of service on a state highway, WSDOT works with the local jurisdiction through the SEPA process to identify reasonable and proportional mitigation required to offset the impacts. Mitigation could include access constraints, constructing improvements, right-of-way dedication or contribution of funding to needed improvements.

City of Edgewood Level of Service Standards

The City has adopted LOS standards for transportation facilities under its jurisdiction as required under the GMA. The City has established both an intersection methodology and roadway methodology for monitoring performance according to the established levels of service measures.

Intersection

The City has established an LOS E or better standard for intersections along Meridian Avenue E (SR 161) and LOS D or better for all other intersections in the City. Setting different LOS standards for specific areas is a common practice to account for the function and use of the roadways. The City applies the intersection LOS standards to the weekday PM peak hour and to other time periods as appropriate based on the type and location of development.

Intersection control types (e.g., traffic signals, roundabouts and stop signs) have different level of service

measures. For two-way and one-way stop-controlled intersections, the LOS is defined by the amount of time vehicles are waiting at the stop sign. Although a substantial volume of traffic can proceed through the intersection without any delays, a small volume at the stop sign can incur delays that would exceed LOS D. To avoid mitigation that would only serve a small volume of traffic, the City may allow two-way and one-way stop-controlled intersections to operate worse than the LOS standards. However, the City requires that these instances be thoroughly analyzed from an operational and safety perspective.

As appropriate, mitigation will be identified and required to address potential impacts to safety or operations. Potential installation of traffic signals or other traffic control devices at these locations shall be based on the Manual on Uniform Traffic Control Devices (MUTCD), the Transportation Element, and sound engineering practices. This allowance within the LOS standards is needed because the installation of a traffic signal or other traffic control device may not be warranted per the MUTCD, or it may not be desirable based on the proximity of other current or planned traffic controls as identified in the Transportation Element.

Roadway

In addition to intersection LOS, the City has also established a roadway segment standard. For all minor arterials and collector streets within the City a standard of LOS C or better is established based on a volume-to-capacity (V/C) ratio of 0.80 or less. The V/C ratio ranges are shown in Table 2 and have been developed for determining roadway segment level of service based on the highest one-way directional volumes during the weekday PM peak hour. Roadway capacities are calculated based on the HCM methodology.

Table 2 –Level of Service Criteria for Roadway Segments

LOS		V/C RATIO
A	Less than or equal to	0.3
B	Less than or equal to	0.5
C	Less than or equal to	0.80
D	Less than or equal to	0.90
E	Less than or equal to	1.0
F	Greater than	1.0

Pedestrian LOS

Pedestrian Level of Service Definitions

Pedestrian LOS standards are established in alignment with the types of pedestrian facilities designated within the City. Figure 14 depicts the planned pedestrian network. As shown in this figure, the planned pedestrian network is comprised of both on-street and off-street sidewalk and trail facilities. The

planned pedestrian network identifies four roadway/facility types: (1) roadways with sidewalk facilities along both sides of the roadway, (2) roadways with an asphalt path or sidewalk along one side of the roadway, (3) multi-use paths, and (4) off-street trails. Each of these roadway/facility types for the planned pedestrian network is defined further in the Transportation Systems Plan section of the Transportation Element.

Table 3 provides the pedestrian LOS standards. These standards emphasize system completion of sidewalks, pathways, or multi-use trails on arterial and collector roadways, or along off-street corridors. The LOS designations are shown in green, orange, and red to correspond with good, acceptable, and poor LOS, respectively. While the planned pedestrian network identifies the appropriate pedestrian facilities for roadways of all functional classifications, the pedestrian LOS standards only apply to arterial and collector roadways. Additionally, LOS standards are not applied to the planned off-street trail facilities.

Generally, a green/good LOS indicates that a roadway provides the corresponding pedestrian facilities identified in the planned pedestrian network, while an orange/acceptable LOS indicates that a pedestrian facility is provided but does not align with the identified pedestrian facility in the planned pedestrian network. A red/poor LOS generally indicates no designated facilities are provided for pedestrians and is considered unacceptable.

Table 3 –Level of Service Criteria for Pedestrian Network

LOS	Rating	Standard
	Good	Pedestrian facilities built as identified in planned network
	Acceptable	Pedestrian facilities exist, but not as identified in planned network
	Poor	No pedestrian facilities present

Pedestrian Level of Service Standards

The City LOS standards for its pedestrian network based on the methodology presented in Table 3. Figure 9 provides the existing pedestrian LOS for roadways within the pedestrian network. The long-term vision for the City would be to have all arterial and collector roadways within the planned pedestrian network achieve a green or good LOS; however, in the near-term, the objective will be to achieve, at minimum, an orange or acceptable LOS along all roadways. As the City grows and develops, the City plans to update the pedestrian LOS standard to require a green/good LOS along all roadways to accommodate increased pedestrian demand associated with growth and development. The City applies these standards to prioritize investments in the pedestrian network and identify where significant gaps in the system need to be addressed to serve the City's land use plan. The long-term project list identified in the Transportation Element would implement the orange LOS, at minimum, along all roadways in the pedestrian network.

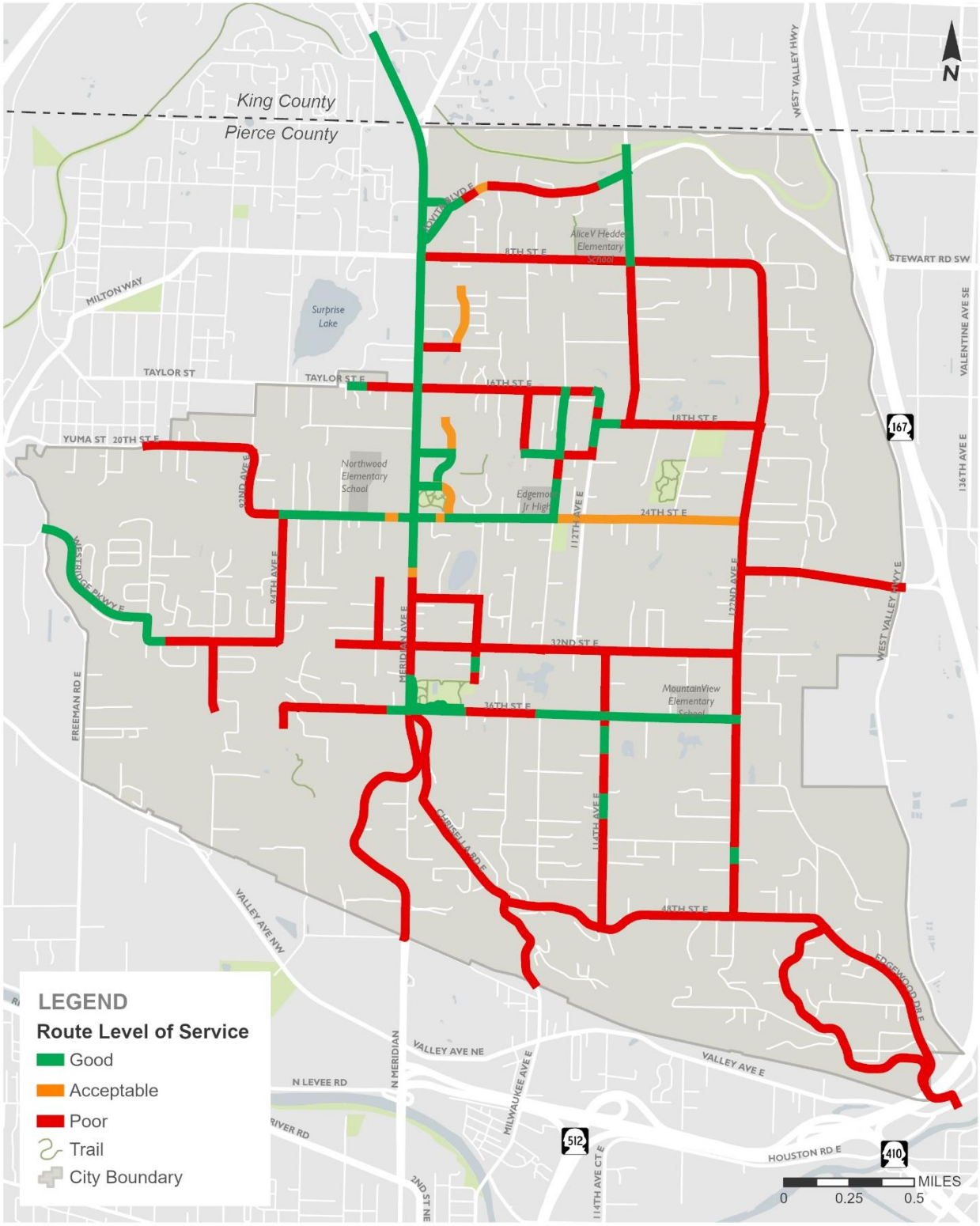


Figure 9 - Pedestrian Level of Service

Bicycle LOS

Bicycle Level of Service Definitions

Similar to the pedestrian LOS standards, bicycle LOS standards were also developed in alignment with the types of facilities designated for the City's roadways. Figure 15 depicts the planned bicycle network. The planned bicycle network is comprised of both on-street and off-street bicycle facilities. The planned bicycle network identifies three roadway/facility types: (1) roadways with dedicated bike lanes, (2) shared roads, and (3) multi-use paths/off-street trails. Each of the roadway/facility types for the planned bicycle network is defined further in the Transportation Systems Plan section of the Transportation Element.

The bicycle LOS standards are presented in Table 4. These standards emphasize the expansion and completion of dedicated and shared use bicycle facilities on arterial and collector roadways, as well as off-street corridors. The LOS designations are shown in green, orange, and red and correspond with good, acceptable, and poor LOS, respectively. While the planned bicycle network identifies the appropriate bicycle facilities for roadways of all functional classifications, the bicycle LOS standards only apply to arterial and collector roadways.

Generally, a green/good LOS indicates a roadway that provides the corresponding bicycle facilities (with appropriate striping/signage) identified in the planned bicycle network, while an orange/acceptable LOS indicates that a bicycle facility is provided but does not align with the identified bicycle facility in the planned bicycle network or that inadequate striping/signage is provided to demarcate the facility. A red/poor LOS generally indicates no designated facilities are provided for bicycles and is considered unacceptable.

Table 4 –Level of Service Criteria for Bicycle Network

LOS	Rating	Standard
	Good	Bicycle facilities built as identified in planned network
	Acceptable	Bike facilities exist, but not as identified in planned network
	Poor	No bicycle facilities present

Bicycle Level of Service Standards

The City has established LOS standards for its bicycle network based on the criteria presented in Table 4. The existing bicycle LOS for roadways within the bicycle network is shown in Figure 10. The long-term vision for the City would be to have all arterial and collector roadways within the planned bicycle network achieve a green or good LOS; however, in the near-term, the objective would be to achieve, at minimum, an orange or acceptable LOS along all roadways. As the City grows and develops, the City plans to update the bicycle LOS standard to require a green/good LOS along all roadways to accommodate increased bicycle demand associated with land use growth. The City utilizes these standards to prioritize investments in the bicycle network and identify where significant gaps in the system need to be addressed to serve the City's land use plan. The long-term project list identified in the Transportation Element would implement the orange LOS, at minimum, along all roadways in the bicycle

network.

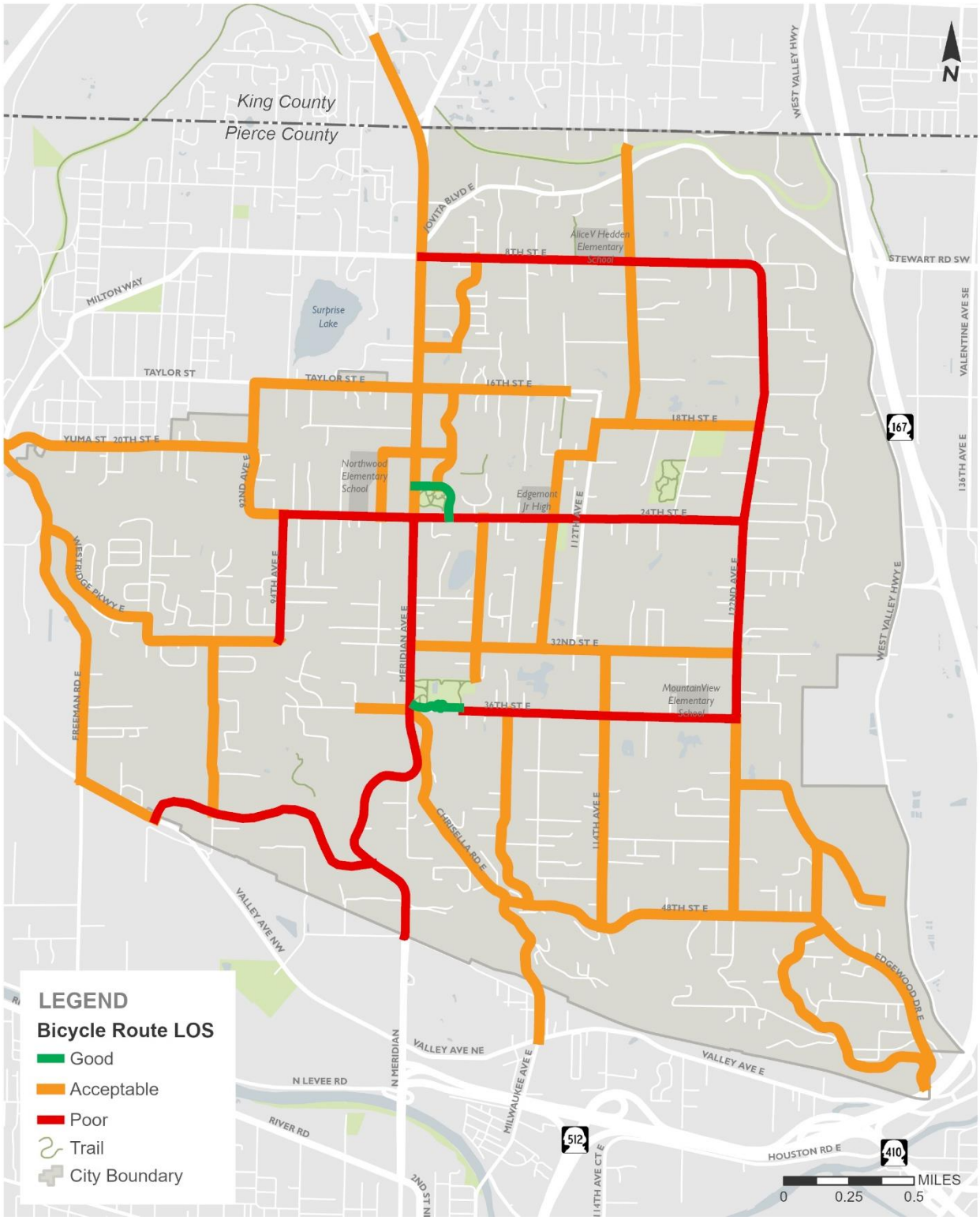


Figure 10 - Bicycle Level of Service

Transit LOS

Transit Level of Service Definitions

While transit service is not under the City's control, it is a key component of the overall transportation system. As required by GMA, the City has adopted transit level of service standards defining the type of local amenities that the City can help provide to allow for safe and convenient access to transit stops, and comfortable facilities when transit riders reach a transit stop.

The future transit network assumes eventual implementation of Pierce Transit's Destination 2040 Long Range Plan that envisions increased service frequency and coverage throughout the County. In Edgewood, only local transit service (15-60 min service, fixed route) currently exists or is planned to be provided within Edgewood at some point in the future (there are no express or other types of service beyond local service).

The transit LOS standards shown in Table 5 emphasize improved access to transit stops, along with improved amenities. The LOS designations are shown in green, orange, and red and correspond to good, acceptable, and poor LOS, respectively. A green/good LOS indicates a transit stop that has high quality amenities, and sidewalks and crosswalks serving it. An orange/acceptable LOS indicates a transit stop is lacking some critical amenities or is missing sidewalk/crosswalk connection. Transit riders accessing transit stops with an orange LOS may be required to travel out of direction to utilize a crosswalk or walk for a short distance along a shoulder or gravel pathway. A red LOS indicates no designated facilities are provided at or around the transit stops and is considered unacceptable.

Table 5 –Level of Service Criteria for Transit Network

LOS	Rating	Standard
	Good	High quality stop amenities & sidewalks and marked crossings serving stops
	Acceptable	Missing stop amenities or sidewalks / crossing
	Poor	Missing stop amenities and sidewalk / crossings
Note: Bus stop amenities considered as part of the LOS evaluation include weather shelters, benches, and schedule information.		

Transit LOS Standards

The City has established LOS standards for transit based on the expected type of service being planned for in the Destination 2040 Long Range Plan. The existing transit LOS for transit stops in the City is shown in Figure 11. While the long-term vision for the City would be to achieve a green/good LOS for all transit stops, an orange/acceptable LOS is the standard for the existing and planned local service routes which serve the City in the near-term. The long-term project list identified in the Transportation Element would implement the orange LOS along existing and planned local routes.

It should be noted that bus rapid transit (BRT) service is being considered for the Meridian Avenue E corridor through Edgewood. Currently, BRT service is planned along Meridian Avenue between Downtown Puyallup and South Hill as part of the Destination 2040 Long Range Plan; however, extension

of this service through Edgewood to the Federal Way is being considered following the completion of the Sound Transit Line 2 Extension project. Implementation of BRT service along Meridian Avenue E would reduce transit headways to 15 minutes. Should these improvements be enacted, the City would elevate the transit LOS standard for stops along Meridian Avenue E to achieve a green/good LOS.

Figure 11 - Transit Level of Service

Funding for Improvements to Meet LOS Standards

If expected funding for improvements to meet future transportation needs is found to be inadequate and the City will not be able to meet the adopted vehicular, pedestrian, bicycle, or transit LOS standards, then the City may pursue one or more of the following options:

- Lower the LOS standard for the system or for portions of the system that cannot be improved without a significant expenditure;
- Revise the City's current land use element to reduce density or intensity of development so that the LOS standard can be met; and/or,
- Phase or restrict development to allow more time for the necessary transportation improvements to be completed.

Funding of the transportation improvements required to meet the City's LOS standards is discussed in the Plan Implementation section.

2044 Baseline and Plan Evaluation

The travel forecasting model was used to convert the existing (2023) and forecast (2044) land use data into vehicle travel demand growth on City roadways. This growth, combined with 2023 traffic counts, was used to forecast 2044 traffic volumes and travel patterns.

The results of the 2044 Baseline scenario operations analyses have been summarized in Figure 12. Both the future intersection and roadway segment LOS results are compared with the existing conditions results to understand potential deficiencies in the transportation system, and whether the identified long-term transportation improvements address the baseline deficiencies.

Figure 12 - Forecast 2044 Intersection Level of Service

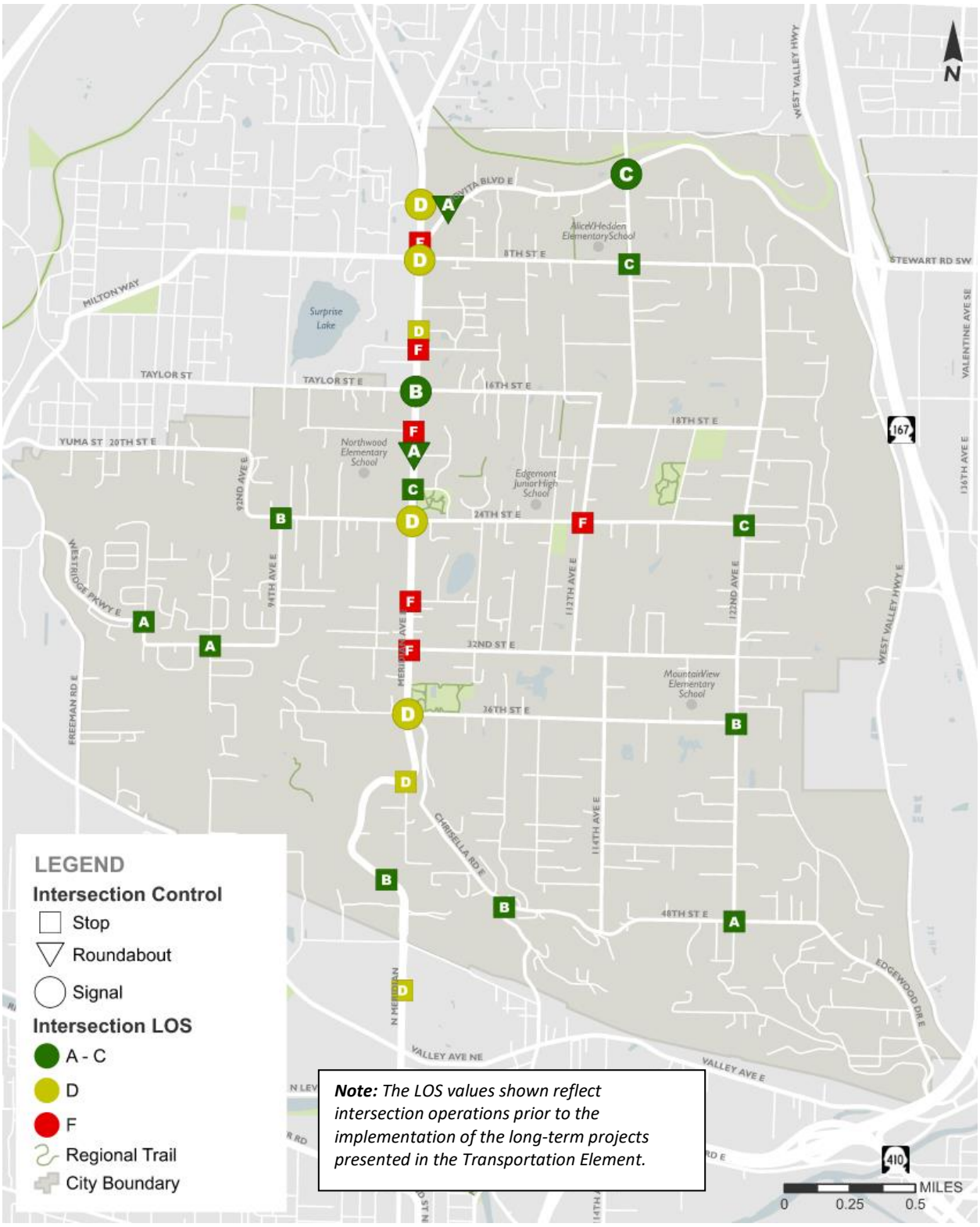


Table 6 – Future (2044) Weekday PM Peak Hour Roadway Segment Level of Service

	SOUTHBOUND/WESTBOUND[1]				NORTHBOUND/EASTBOUND[2]			
	2024		2044 Forecast		2024		2044 Forecast	
SEGMENT	V/C[3]	LOS[4]	V/C	LOS	V/C	LOS	V/C	LOS
114th Ave E, south of Jovita Blvd E	0.27	A	0.36	B	0.12	A	0.21	A
8th St E, east of Meridian Ave E	0.34	B	0.41	B	0.22	A	0.33	B
24th St E, west of Meridian Ave E	0.26	A	0.41	B	0.27	A	0.57	C
24th St E, east of Meridian Ave E	0.15	A	0.20	A	0.18	A	0.38	B
24th St E, west of 122nd Ave E	0.05	A	0.08	A	0.07	A	0.14	A
122nd Ave E, north of 24th St E	0.22	A	0.33	B	0.10	A	0.13	A
122nd Ave E, south of 24th St E	0.25	A	0.42	B	0.12	A	0.17	A
32nd St E, west of Meridian Ave E	0.03	A	0.04	A	0.02	A	0.03	A
36th St E, west of Chrisella Rd E	0.02	A	0.02	A	0.13	A	0.15	A
48th St E, east of 122nd Ave E[5]	0.12	A	0.22	A	0.15	A	0.13	A
Chrisella Rd E, south of 48th St E	0.35	B	0.40	B	0.10	A	0.15	A

Source: Transpo Group, 2024
Notes:
1. Direction of travel; southbound traffic volumes or westbound traffic volumes
2. Direction of travel; northbound traffic volumes or eastbound traffic volumes
3. Volume-to-Capacity ratio
4. Level of Service (A to F), based on volume-to-capacity ratio. V/C less than 0.3 is A, less than 0.5 is B, less than 0.8 is C, less than 0.9 is D, less than 1.0 is E and greater than 1.0 is F.
5. Eastbound PM peak hour roadway volumes are expected to decrease along 48th Street E due to completion of the SR 167 Extension Project which is expected to reduce existing cut-through trips through Edgewood residential

neighborhoods.

As shown in 2044 Baseline conditions in Figure 12, the major intersections along Meridian Avenue E continue to see added delay as traffic volumes grow. Each of the signalized intersections are forecast to operate at LOS D or better, which meets the regional LOS E or better standard for the corridor. However, the following two-way stop-controlled intersection along Meridian Avenue E would continue to operate at LOS F without any additional improvements:

- Meridian Avenue E / Jovita Boulevard E
- Meridian Avenue E / 13th Street Ct E
- Meridian Avenue E / 20th Street E
- Meridian Avenue E / 29th Street E
- Meridian Avenue E / 32nd Street E

The City of Edgewood LOS standards allow for side street delays to exceed LOS standard on minor street roadways, to ensure that signals or roundabouts are not installed only to serve a small number of minor street vehicles. The expansion of the parallel roadway network will continue to provide additional access locations to Meridian Avenue E if side street delays become sufficiently large. The Transportation Improvement Project section identifies projects to address some LOS deficiencies at intersections but does not suggest adding new intersection control to each intersection listed above.

Roadway segment level of service was also evaluated for the City's minor arterials and collector streets and is summarized in Table 6. All roadway segments will continue to operate at LOS C or better for the Baseline 2044 scenario and therefore meet the City's LOS C or better standard for roadway segments.

TRANSPORTATION SYSTEMS PLAN

The transportation system improvement recommendations provide a long-range strategy for the City of Edgewood to address current and forecast transportation issues and needs. Transportation system improvements are required to safely and more efficiently accommodate the projected growth in population and employment within the City. The recommended improvements are based upon analyses of the existing transportation system, forecasts of future travel demand, anticipated availability of funding resources and the desire of the community to create an efficient multimodal transportation system that puts a priority on community livability.

Street and Highway System

Streets and state highways are the core of the transportation system serving the City of Edgewood and surrounding communities. These facilities provide for the overall movement of people and goods through a wide range of travel modes. Streets and highways serve automobile trips, trucks, transit, vanpools, carpools and bicycle/ pedestrian travel. Therefore, the streets and highways establish the framework for the overall transportation system of the City.

Roadway Functional Classification

A roadway functional classification system allows the City to group highways, roads and streets that comprise the transportation system into a hierarchy. The functional classification of a roadway is typically based on the types of trips that occur on it, the basic purpose for which it was designed and the amount of traffic it carries. Higher classifications (e.g., freeways, principal arterials) provide a high degree of mobility with higher traffic volumes, generally at higher speeds, and should have limited access to adjacent land uses. Lower classifications (e.g., local access streets) provide greater access to adjacent land and are not intended to serve through traffic, carrying lower volumes at lower speeds.

Collectors balance the function between mobility and access.

Based on state law, cities are required to adopt a roadway functional classification system that is consistent with state and federal guidelines. In Washington, these requirements are codified in RCW 35.78.010 and RCW 47.26.090. Each local jurisdiction is responsible for defining its transportation system into at a minimum, three functional classifications: principal arterial, minor arterial and collector. All other roadways are assumed to be local streets. Edgewood's roadway functional classification system has four categories, as presented in Table 7. Figure 13 shows the functional classification for streets within the City.

Table 7 – Roadway Functional Classification Descriptions

CLASSIFICATION	DESCRIPTION
Principal Arterial	Principal arterials are roadways that connect major community centers and facilities and are often constructed with limited direct access to abutting land uses. Principal arterials carry the highest traffic volumes and provide the greatest mobility in the roadway network by limiting access, providing traffic control devices and posting higher speed limits. Transit routes are generally located on principal arterials, as are transfer centers and park-and- ride lots. Principal arterials may service any level of traffic volume, up to full utilization of the road capacity.
Minor Arterial	Minor arterials are roadways that connect with and augment principal arterials. Minor arterials provide densely populated areas easy access to principal arterials and provide a greater level of access to abutting properties. Minor arterials connect with other arterial and collector roads extending into the urban area, and serve less concentrated traffic-generating areas, such as neighborhood shopping centers and schools. Minor arterials serve as boundaries to neighborhoods and collect traffic from collector streets. Minor arterials also carry transit traffic.
Collectors	Collectors are roadways providing easy movement within neighborhoods, and they connect two or more neighborhoods or commercial areas while also providing a high degree of property access within a localized area. These roadways "collect" traffic from local neighborhoods and distribute it to higher classification roadways. Additionally, collectors provide direct services to residential areas, local parks, churches and areas with similar land uses. Collectors provide the link between local access streets and larger arterials.
Local Streets	Local access streets are intended for use within commercial, single-family and multi-family subdivisions to provide direct access to abutting lots and to collect traffic from cul-de-sacs. Restrictions may be placed on entry and exit locations for traffic safety relative to intersections. Traffic volumes are typically very low for

CLASSIFICATION	DESCRIPTION
	compatibility with abutting land uses, to accommodate turning movements and significant amounts of pedestrian activity, while providing minimal disturbance to the tranquility of the residential environment. Local streets are not designed to accommodate transit service. All roadways that have not been designated as an arterial or collector roadway are considered to be local access streets. Local access streets comprise the largest portion of roadway miles in Edgewood.

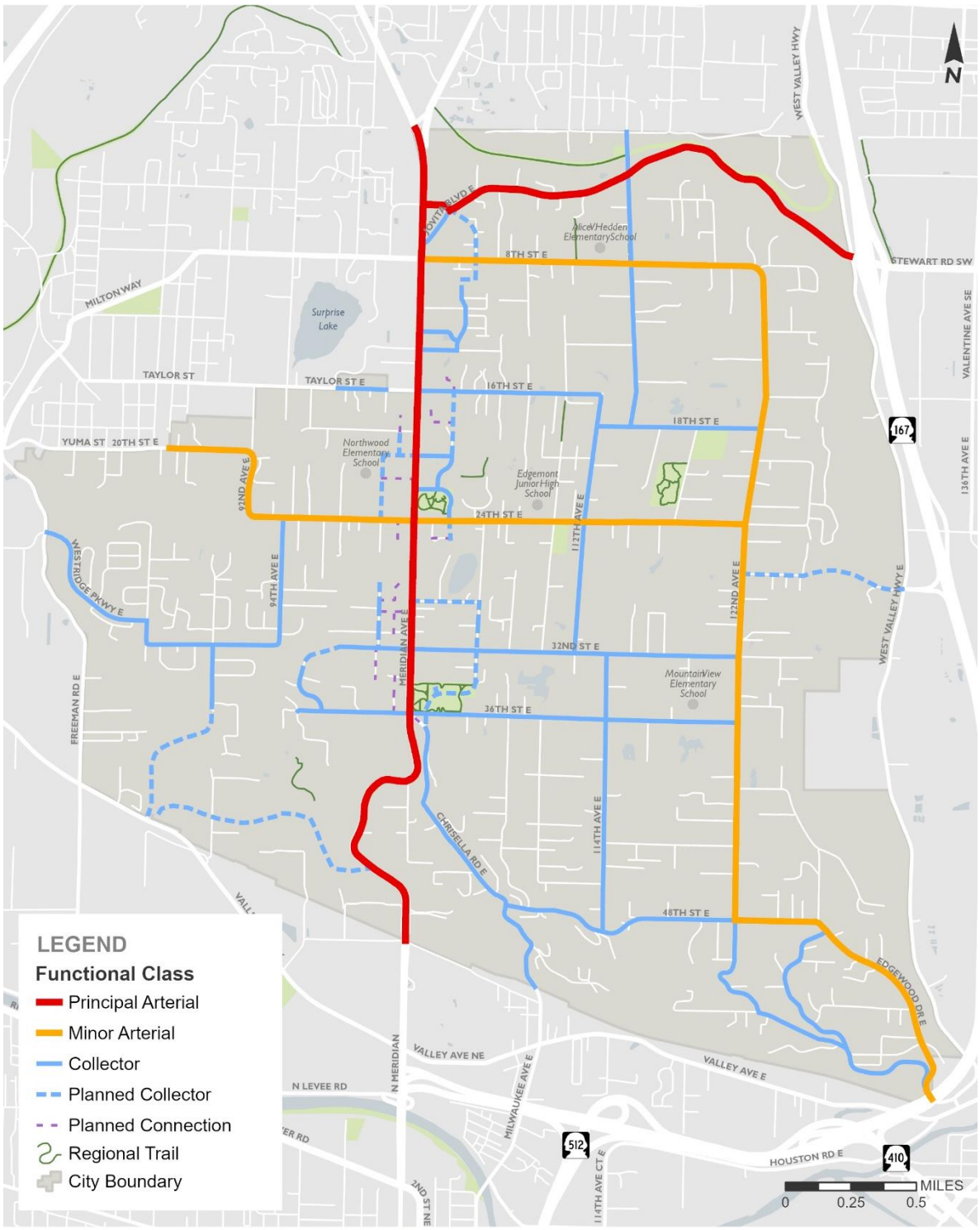


Figure 13 - Functional Classification System

The adopted Preferred Alternative Road Network Plan for the Meridian Avenue E/SR 161 Corridor (parallel road plan) further defines future roadway functional classifications within the designated Meridian Avenue E Corridor/Town Center area. The collector street classifications are defined in Table 7 and included as future roadways on the functional classification map (Figure 13).

Maintaining a network of connected streets helps to facilitate the efficient and safe movement of people and goods between activity areas, neighborhoods, and employment centers. The functional classification system supports the addition of new collector arterials to improve access for emergency vehicles, allow alternate routes in case of blockage or congestion, improve travel time, and reduce travel distances for all transportation modes.

Roadways Standards

The City has sought to standardize road design elements for consistency and to assure that motoring, bicycling and pedestrian public safety needs are met. Considerations include safety, convenience, aesthetics, proper drainage and economical maintenance. These standards include items such as right-of-way needs, pavement width, type and width of pedestrian and bicycle facilities, and roadway and intersection radii.

The intent of these standards is to support the City's goals in providing adequate facilities to meet the mobility and safety needs of the community, as well as complying with storm water management, sensitive areas and other regulations. The standards will assist design professionals and developers in planning for new and reconstructed roadways and right-of-way facilities, both public and private, within the City. At this time, the City has adopted Pierce County's roadway design standards on an interim basis, with the goal of developing stand-alone roadway standards for the City in the near future, as identified as part of the Transportation Element.

Pedestrian System Plan

Expansion of the network of pedestrian facilities plays a vital role in the City's transportation environment. The City's pedestrian system is comprised of facilities that support mobility through walking or the use of scooters or other mobility devices. A well-established system encourages healthy transportation modes, reduces vehicle demand on City roadways, and enhances safety within the community. In 2024, the City completed an Americans with Disabilities Act (ADA) self-evaluation and Transition Plan which evaluated the City's pedestrian network to identify gaps/barriers and recommend a list of improvements to ensure the ongoing commitment to providing equal access for all roadway users, especially those with mobility limitations.

As part of its long-term vision, the City desires to have pedestrian facilities which connect to all parts of Edgewood. The City's Traffic Safety Program conducts an annual review of the transportation network to identify necessary improvements to the network, which can include sidewalks, crosswalks, and improved pedestrian signage. Segments of arterials and collectors that do not have sidewalks or adequate walkways along the roadway are improved as part of the identified improvement projects.

The Planned Pedestrian Network, shown in Figure 14, identifies the future vision of a comprehensive network of pedestrian facilities. The City envisions an interconnected system of on-road and off-road facilities that include sidewalks, shared-use pathways, trails, and key connections.

The planned pedestrian network identifies four roadway/facility types: (1) roadways with sidewalk facilities along both sides of the roadway, (2) roadways with an asphalt path or sidewalk along one side of the roadway, (3) multi-use paths, and (4) off-street trails. These roadway/facility designations are defined in Table 8:

Table 8 – Pedestrian Network Facility Descriptions

Facility/Roadway	DESCRIPTION
Roadways with Sidewalks on Both Sides	These roadways are designated to have minimum 5-foot sidewalks on both sides of the roadway with vertical separation from vehicular traffic via a concrete curb.
Roadways with Asphalt Path or Sidewalk on One Side	These roadways are designated to have a minimum 5-foot concrete sidewalk or asphalt pedestrian along one side of the roadway. Vertical separation from vehicular traffic may or may not be provided with the installation of a curb.
Multi-Use Path	These roadways are designated to provide a wide (10 feet wide or more) pathway along one side of the roadway for pedestrian and bicycle travel.
Trails	These off-street alignments provide additional pedestrian connectivity through the City. These trails may or may not be paved.

The planned pedestrian improvements identified for the City's roadways were used to confirm specific LOS standards for the pedestrian network and to identify and develop the long-term multimodal project list.

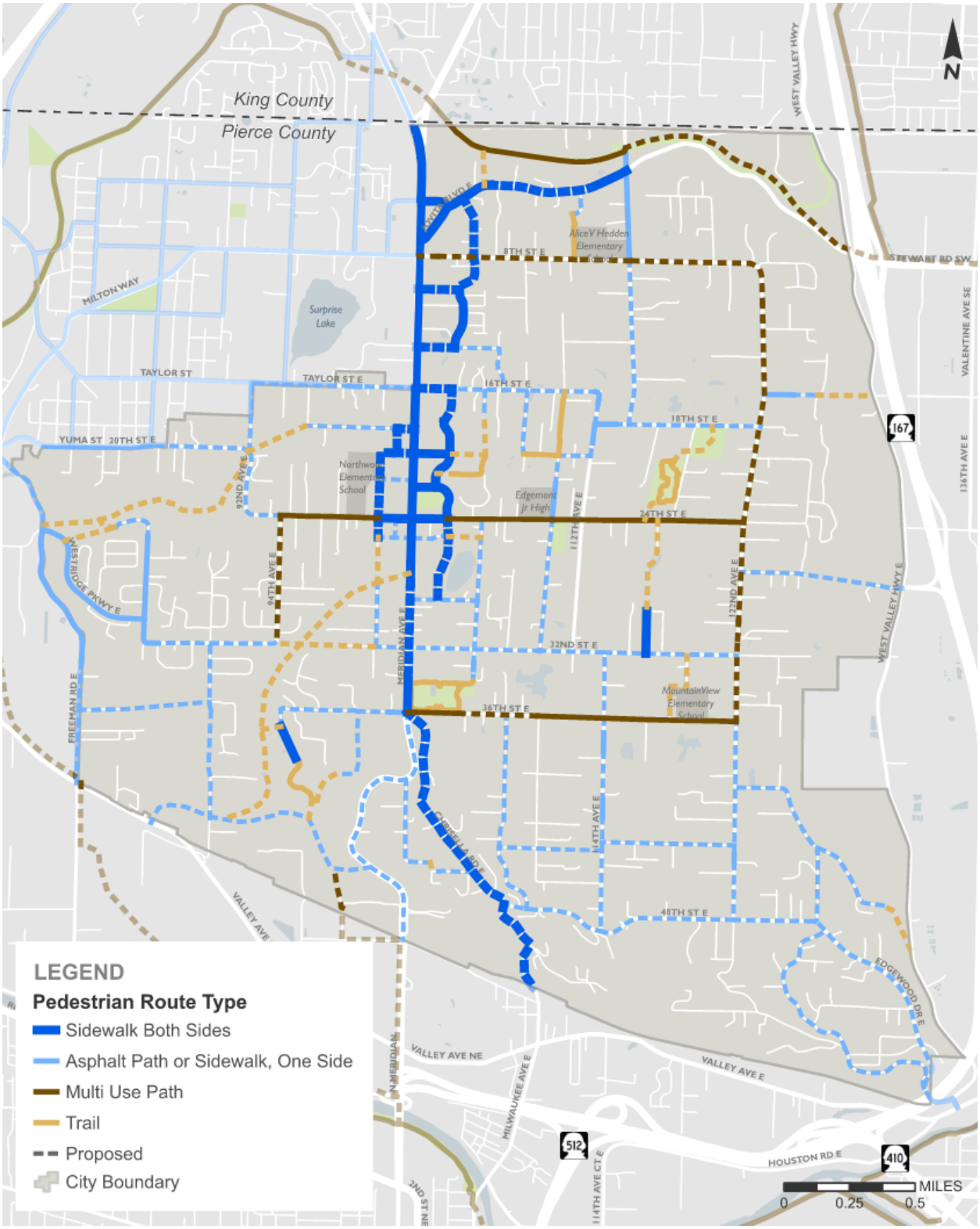


Figure 14 - Planned Pedestrian Network

Bicycle System Plan

As with the planned pedestrian network, expansion of the City's bicycle network is key to establishing a robust transportation environment. The City's bicycle system is comprised of dedicated and shared-use facilities supporting bicycle mobility. A well-connected and wide-reaching network will likely encourage the use of alternative travel modes, reducing vehicular demand on the roadway network, and increasing roadway safety for all users.

As part of its long-term transportation vision, the City seeks to provide bicycle facilities along roadways throughout all parts of Edgewood. Several roadway improvement projects currently planned within the City incorporate bicycle facility improvement to advance the creation of the bicycle network vision. As these projects are implemented, the City's on- and off-street bicycle network will be enhanced and expanded.

The Planned Bicycle Network, shown in Figure 15, identifies the future vision of a comprehensive network of bicycle facilities. The City envisions an interconnected system of on-road and off-road facilities, which include sidewalks, shared-use pathways, trails, and key connections.

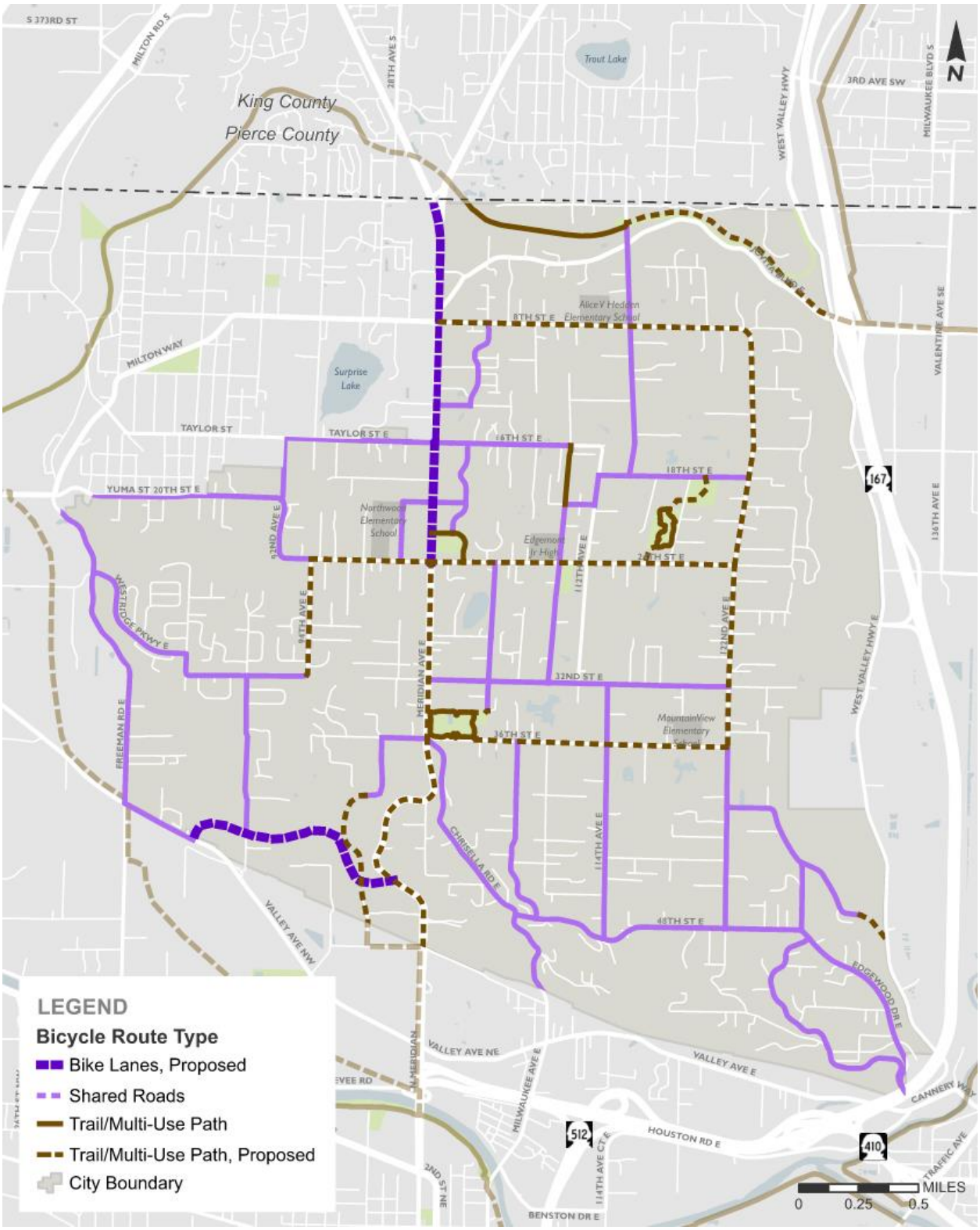
The planned bicycle network identifies three roadway/facility types: (1) bicycle lanes, (2) trails / multi-use paths, and (3) shared roadways. These roadway/facility designations are defined in Table 9:

Table 9 – Bicycle Network Facility Descriptions

Facility/Roadway	DESCRIPTION
Bicycle Lanes	These roadways are designated to have on-street, striped bicycle lanes in both directions.
Shared Roads	Vehicular and bicycle traffic are intended to share these roadways. Signage and pavement markings are to be provided to indicate that the roadway is a shared facility.
Trails/Multi-Use Paths	These roadways/alignments are designated to provide wide, paved shared-use facilities for bicycle and pedestrian connectivity.

The planned pedestrian improvements identified for the City's roadways were used to confirm specific LOS standards for the pedestrian network and to identify and develop the long-term multimodal project list.

Figure 15 - Planned Bicycle Network



Transportation Improvement Projects

Based on an evaluation of existing and forecast traffic volumes, traffic operations, safety and circulation needs, a recommended list of transportation improvement projects and programs were defined. The project list is organized into the following categories:

- Roadway and Intersection Projects—upgrading roadways and intersections through safety, capacity, operational or complete street improvements.
- Meridian Corridor Projects—build a network of local roadways along the Meridian Avenue E (SR 161) corridor to help facilitate access and circulation along the corridor, which in turn improves mobility and safety.
- Annual Programs—includes annual citywide programs to maintain the existing system and adequately respond to community member requests.
- Studies—includes studies to better define improvements to competitively compete for grant revenues.
- Active Transportation Projects—includes active transportation projects primarily focused on completing a system of sidewalks and walkways, bike lanes, and local trails which adjoin the local street system.

Planning-level cost estimates are also included for each project. The cost estimates were prepared based on typical per unit costs, city adopted design standards, functional classification and level of improvement. Cost estimates cover construction costs plus any specific implementation issues, such as environmental impacts or right of way acquisition needs.

In 2024, the City prepared the *Meridian Avenue (SR 161) Corridor Study* evaluating existing and future transportation demands along the corridor and identifying improvements needed to establish the roadway as multimodal corridor serving all travel modes. Meridian Avenue functions as the backbone of the transportation system by facilitating travel within the City and through the rest of the region. The findings and recommendations from this study were incorporated into the long-term project list as projects R-02 through R-06.

Figure 16 - Long-Term Transportation Projects

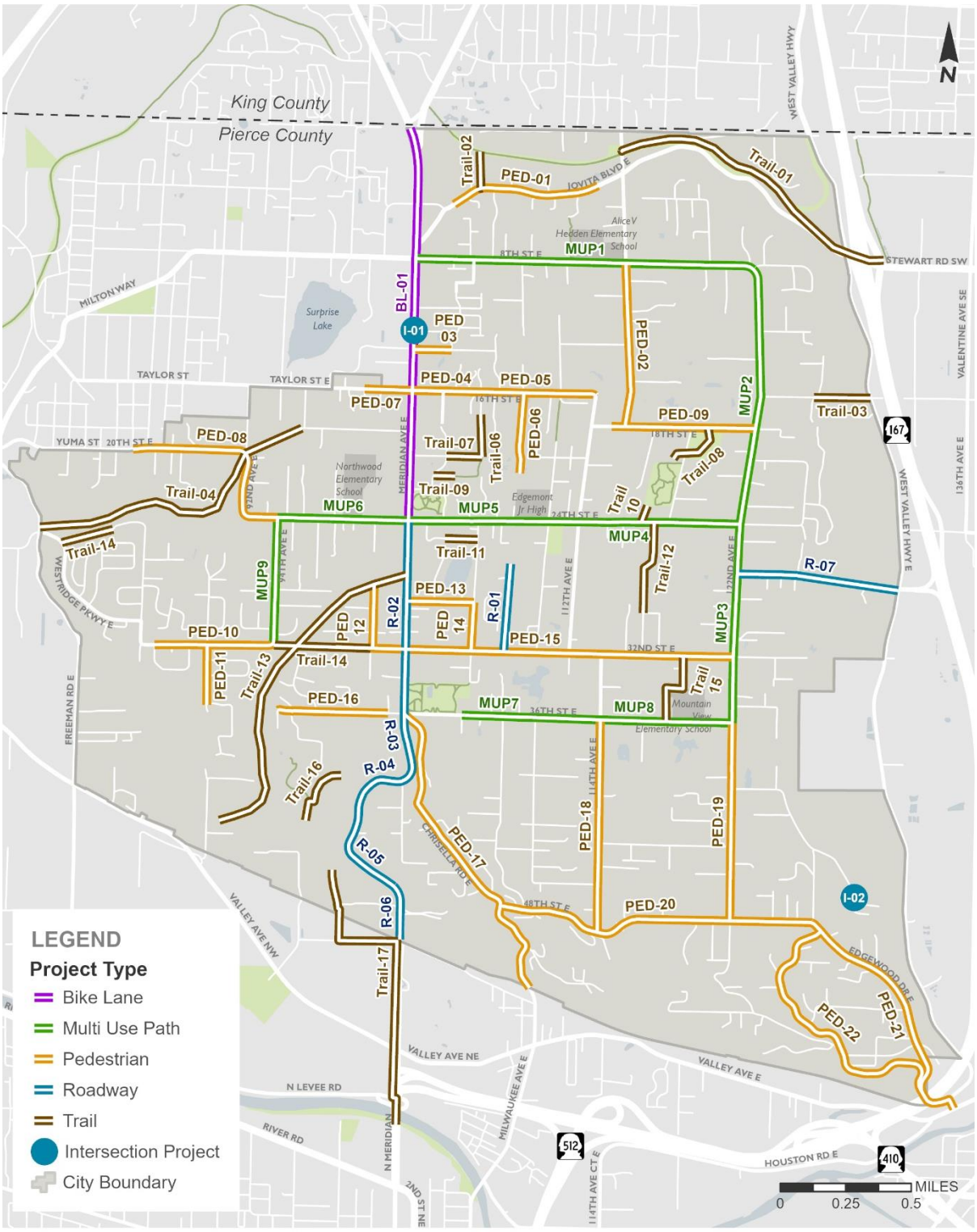


Figure 17 - Meridian Corridor Projects

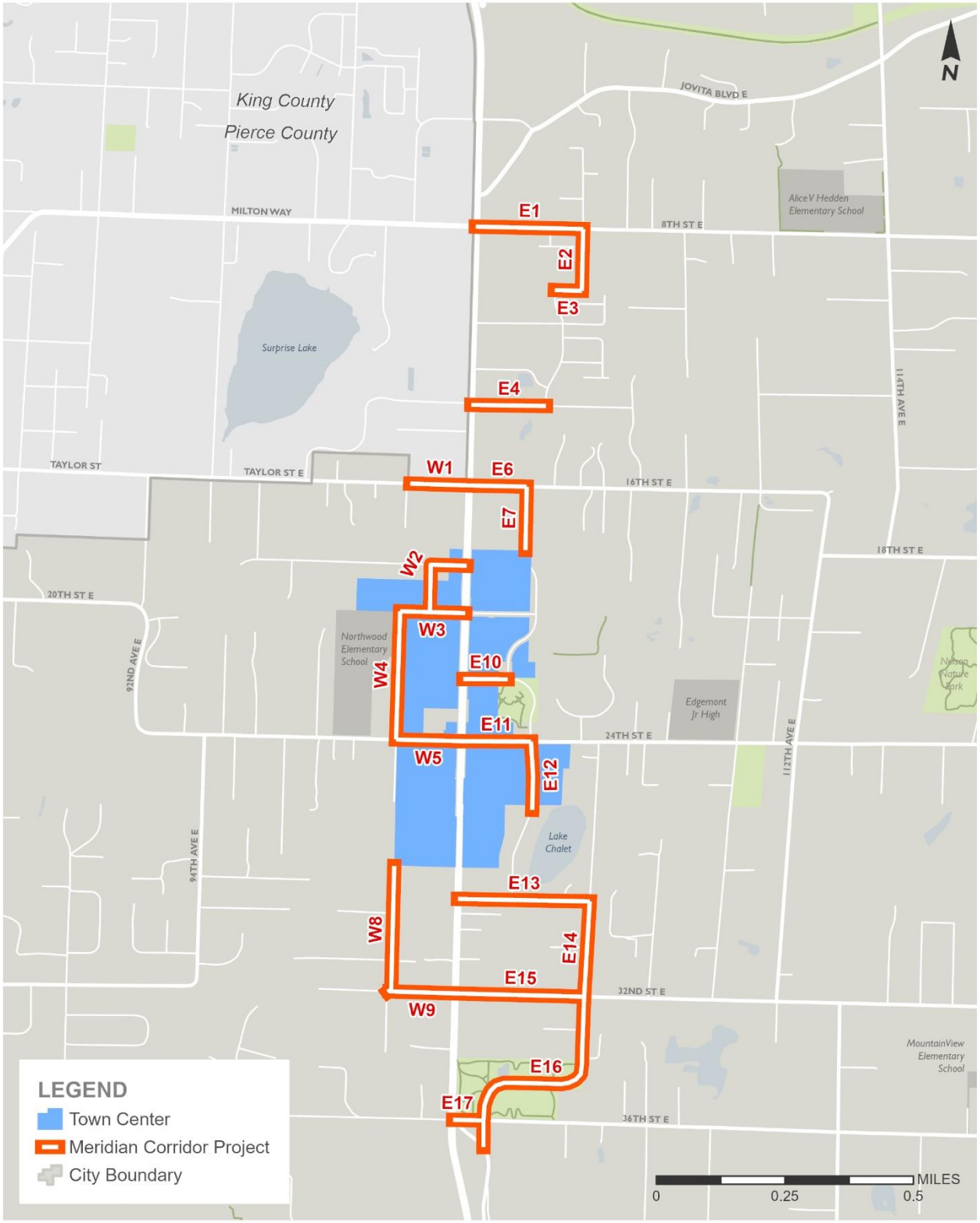


Table 10 – Transportation Projects and Programs

ID	PROJECT NAME	PROJECT LIMITS	PROJECT DESCRIPTION	PROJECT COST[1] ($1,000s)
Roadway and Intersection Projects				
R-1	108th Ave E (north of 32nd St E) - Rebuild Failing Roadway	108th Ave E (north of 32nd St E)	Roadway rebuild	$250
R-2	Meridian Avenue Phase 1 Improvements	24th Street to north of 36th St	Widen to 4 lanes, add multiuse path on both sides of Meridian, RAB at 32nd Street	$18,100
R-3	Meridian Avenue Phase 2 Improvements	North of 36th Street to south of 36th Street	Widen to 4 lanes, add multiuse path on both sides of Meridian, RAB at 36th Street	$11,100
R-4	Meridian Avenue Phase 3 Improvements	south of 36th Street intersection to north of 43rd St Ct E	Extend the 3-lane facility (2 NB and 1 SB lane), add multiuse path on east side of Meridian, intersection improvements at 102nd Ave E	$19,300
R-5	Meridian Avenue Phase 4 Improvements	North of 43rd St Ct E to Deschaux Rd	Extend the 3-lane facility (2 NB and 1 SB lane), add multiuse path on east side of Meridian, re-align Deschaux / Meridian intersection and improve intersection control (TBD)	$12,200
R-6	Meridian Avenue Phase 5 Improvements	Deschaux Rd to Spencer Roundabout	Maintain existing 2-lane bridge for NB traffic and construction new 2-lane bridge for SB traffic. Construct new pedestrian and bicycle bridge.	$63,900
R-7	24th St Extension	125th Ave Ct E to W Valley Hwy	Build roadway extension to collector standard	$6,000
I-01	Meridian & 12th / 13th St Intersection Improvements	Meridian Avenue E / 12th St & 13th St	Design and construct intersection improvement(s) to address existing deficiencies	$4,650
I-02	Caldwell Rd E & 129th Ave E -	Caldwell Rd E & 129th Ave E	Repave the intersection and remove the non-compliant	$150

ID	PROJECT NAME	PROJECT LIMITS	PROJECT DESCRIPTION	PROJECT COST[1] ($1,000s)
	Intersection Regrade		grade transition.	
Meridian Corridor Projects				
E-1	8th St E	Meridian to 105th Avenue	Improve corridor to collector arterial standard	$4,129
E-2	104th Ave E/105th Ave E	8th Street E to 10th Street Ct E	Build corridor to collector arterial standard	$4,129
E-3	105th Ave E	Jovita Blvd E to 8th Street E	Build or improve corridor to collector arterial standard	TBD[2]
E-4	12th St E	Meridian to 104th Avenue	Improve corridor to collector arterial standard	TBD[2]
E-6	16th St E	Meridian to 104th Avenue E	Improve corridor to collector arterial standard	$1,860
E-7	104th Ave E	16th Street E to 1800 block	Build corridor to collector arterial standard	TBD[2]
E-10	22nd St E	Meridian to 104th Avenue E	Improve corridor to collector arterial standard	TBD[2]
E-11	24th St E	Meridian to 104th Avenue E	Improve corridor to collector arterial standard	$1,860
E-12	104th Ave E	24th Street E to 103rd Ct Avenue E	Build corridor to collector arterial standard	$1,280
E-13	29th St E	Meridian to 106th Avenue E	Improve corridor to collector arterial standard	TBD[2]
E-14	103rd Ave E	29th Street E to 32nd Street E	Improve corridor to collector arterial standard	TBD[2]
E-15	32nd St E	Meridian to 106th Avenue E	Improve corridor to collector arterial standard	TBD[2]
E-16	106th Ave E/ Chrisella Rd Extension	32nd Street E to Chrisella Rd E	Build or improve corridor to collector arterial standard	TBD[2]
E-17	36th St E	Meridian to Chrisella Rd	Improve corridor to collector	TBD[2]

ID	PROJECT NAME	PROJECT LIMITS	PROJECT DESCRIPTION	PROJECT COST[1] ($1,000s)
		Extension	arterial standard	
W-1	16th St E	101st Avenue E to Meridian	Build or improve corridor to collector arterial standard	$1,480
W-2	101st Ave E	16th Street E to 20th Street E	Build or improve corridor to collector arterial standard	TBD[2]
W-3	20th St E	100th Avenue E to Meridian	Build or improve corridor to collector arterial standard	TBD[2]
W-4	101st Ave E / 100th Ave E	18th Street Ct E to 24th Street E	Build or improve corridor to collector arterial standard	TBD[2]
W-5	24th St E	100th Avenue E to Meridian	Improve corridor to collector arterial standard	$1,480
W-8	100th Ave E	29th Street E to 32nd Street E	Improve corridor to collector arterial standard	$1,760
W-9	32nd St E	100th Avenue E to Meridian	Improve corridor to collector arterial standard	TBD[2]
Annual Programs				
A-1	Transportation Engineering/ Plan Support	Citywide	Annual program to maintain/update pavement management system, road standards and traffic model	$50 / year
A-2	Chip Seal Program	Citywide	Paving and sealing asphalt overlays and surface chip seals	$300 / year
A-3	Pedestrian Safety Program	Citywide	Perform safety assessments and install miscellaneous signage, crosswalks, lighting and pavement marking improvements	$75 / year
A-4	ADA Barrier Removal	Citywide	Annual funding to address ADA barriers identified in ADA transition plan. This cost assumes	$65 /year
Studies				
S-1	90th Avenue	Existing road end	Conduct a study to determine	$75

ID	PROJECT NAME	PROJECT LIMITS	PROJECT DESCRIPTION	PROJECT COST[1] ($1,000s)
	Alignment Study	to Valley Avenue E	preferred alignment of future roadway extension of 90th Ave E from its existing southern terminus to Valley Ave E	
S-2	96th Avenue Alignment Study	36th St E to 44th Street Ct E	Conduct a study to determine preferred alignment of future roadway extension of 96th Ave E from 36th St E to 44th Street Ct E	$75
S-3	27th Street E Alignment Study	125th Ave E to W Valley Hwy E	Conduct a study to determine preferred alignment of future roadway extension of 27th St E from 125th Ave E to W Valley Hwy E	$75
S-4	Traffic Calming Program	Citywide	Create a program identifying appropriate locations and measures for controlling speeds along local roadways	$50
Active Transportation Projects				
BL-01	Meridian Ave E	Northern City limits to 24th St SE	restripe to add 5' bike lanes	$2,100
MUP1	8th Street E	Meridian Avenue E to 122nd Ave E	install 12' shared use path	$6,400
MUP2	122nd Ave E	8th Street E to 24th St E	install 12' shared use path	$8,470
MUP3	122nd Ave E	24th St E to 36th St E	install 12' shared use path	$3,800
MUP4	24th St E	110th Ave E to 122nd Ave E	install 12' shared use path on north side of street	$3,600
MUP5	24th St E	Meridian Ave E to 110th Ave E	widen existing sidewalk/walk to 10'	$1,500
MUP6	24th St E	94th Aven E to Meridian Ave	install 12' shared use path on north side of street	$2,500
MUP7	36th St E	City Park to	install 12' shared use path on	$11,100

ID	PROJECT NAME	PROJECT LIMITS	PROJECT DESCRIPTION	PROJECT COST[1] ($1,000s)
		existing walkway	north side of street	
MUP8	36th St E	Replace existing walkway	widen existing path to 10' (from 7A terminus to 122nd Ave)	$2,000
MUP9	94th Ave E	24th St E to 32nd St E	install 12' shared use path	$2,400
PED-01	Jovita Blvd E	106th Ave Ct E to existing SW west of 114th Ave E	add sidewalk, curb, gutter to both sides of roadway	$8,400
PED-02	114th Ave E / 13th St NW	8th St E to 18th St E	add asphalt path to one side of roadway	$1,900
PED-03	13TH St Ct E	Meridian Avenue E to 104th Ave E	add sidewalk, curb, gutter to both sides of roadway	$2,200
PED-04	16th St E	Meridian Avenue E to 104th Ave E	add sidewalk, curb, gutter to both sides of roadway	$2,500
PED-05	16th St E	104th Ave E to 112th Ave E	add asphalt path (6') to one side of roadway	$1,600
PED-06	108th Ave E	16th St E to 20th St E	add asphalt path (6') to one side of roadway	$1,000
PED-07	16th Ave	100th Ave Ct E to Meridian Ave E	add asphalt path (6') to one side of roadway	$600
PED-08	Yuma St / 20th ST / 92nd Ave E	city limits to 94th Ave E	add asphalt path (6') to one side of roadway	$2,500
PED-09	18th ST E	114th Ave E to 122nd Ave E	add asphalt path (6') to one side of roadway	$1,700
PED-10	32nd St E	87th Ave E to 94th Ave E	add asphalt path (6') to one side of roadway	$1,400
PED-11	90th Ave E	32nd ST E to 65th St Ct E	add asphalt path (6') to one side of roadway	$7,750
PED-12	100th Ave E	32nd St E to end of roadway	add asphalt path (6') to one side of roadway	$800
PED-13	29th St E	Meridian Ave E to 106th Ave E	add asphalt path (6') to one side of roadway	$800

ID	PROJECT NAME	PROJECT LIMITS	PROJECT DESCRIPTION	PROJECT COST[1] ($1,000s)
PED-14	106th Ave E	29th St E to Park Entrance	add asphalt path to one side of roadway where no sidewalk currently exists	$600
PED-15	32nd St E	western edge of roadway to 122nd Ave E	add asphalt path (6') to one side of roadway	$4,600
PED-16	36th St E	western edge of roadway to Meridian Ave E	add asphalt path to one side of roadway	$1,300
PED-17	Chrisella Road	Meridian Ave E to city limits	improve markings, signage, lighting, sight distance, and possible traffic calming measures, add sidewalk, curb, gutter to both sides of roadway	$8,470
PED-18	114th Ave E	32nd St E to 48th St E	add asphalt path (6') to one side of roadway	$2,500
PED-19	122nd Ave E	36th St E to 48th St E	add asphalt path (6') to one side of roadway	$2,300
PED-20	48th St E	Chrisella Rd to Edgewood Dr E	add asphalt path (6') to one side of roadway	$3,700
PED-21	Edgewood Drive E	48th St E to Valley Ave E	roadway widening, curb and gutter, stormwater system and pedestrian walkway	$11,100
PED-22	Sumner Heights Dr E	Edgewood Dr E to Edgewood Dr E	add asphalt path (6') to one side of roadway	$3,400
TRAIL-01	Interurban Trail	114th Ave E to city limits	Construction of the trail	$22,400
TRAIL-02	Install off-street trail	see project map	Install 6’ wide gravel trail	$900
TRAIL-03	Install off-street trail	see project map	Install 6’ wide gravel trail	$1,200
TRAIL-04	Install off-street trail	see project map	Install 6’ wide gravel trail	$6,500

ID	PROJECT NAME	PROJECT LIMITS	PROJECT DESCRIPTION	PROJECT COST[1] ($1,000s)
TRAIL-06	Install off-street trail	see project map	Install 6’ wide gravel trail	$900
TRAIL-07	Install off-street trail	see project map	Install 6’ wide gravel trail	$800
TRAIL-08	Install off-street trail	see project map	Install 6’ wide gravel trail	$1,200
TRAIL-09	Install off-street trail	see project map	Install 6’ wide gravel trail	$500
TRAIL-10	Install off-street trail	see project map	Install 6’ wide gravel trail	$400
TRAIL-11	Install off-street trail	see project map	Install 6’ wide gravel trail	$700
TRAIL-12	Install off-street trail	see project map	Install 6’ wide gravel trail	$2,000
TRAIL-13	Install off-street trail	see project map	Install 6’ wide gravel trail	$7,400
TRAIL-14	Install off-street trail	see project map	Install 6’ wide gravel trail	$1,200
TRAIL-15	Install off-street trail	see project map	Install 6’ wide gravel trail	$1,800
TRAIL-16	Install off-street trail	see project map	Install 6’ wide gravel trail	$1,500
TRAIL-17	Install off-street trail	see project map	Install 6’ wide gravel trail	$6,700

Notes:
1. All costs in 2024 dollars
2. May be fully funded by new development

Transportation Programs

The City of Edgewood has three annual programs to maintain or improve the transportation system:

- The Transportation Engineering/Planning Support Program is used to maintain or update the pavement management system, road standards and the City’s traffic model.
- The Chip Seal Program provides ongoing roadway maintenance through asphalt overlays, asphalt sealing and surface chip seals.

- The Pedestrian Safety Program is used to perform safety assessments, install signage, crosswalks, lighting and pavement markings to improve active transportation safety based on input from community members, schools or other local organizations.

Freight and Mobility System

Trucks deliver goods to retail establishments and construction materials to construction sites. By increasing the time cost and other costs of moving freight, traffic congestion increases the price of goods. The City must ensure that trucks have the ability to move to and through Edgewood.

Although freight mobility is important to the economy, cut-through traffic from trucks causes negative impacts to residential areas and increases road maintenance costs to the City. To minimize the negative impacts of trucks, the City has established truck regulations. These regulations restrict the movement of trucks over a certain weight on all roads in the City other than Meridian Avenue E for purposes other than delivery (Edgewood Municipal Code Chapter 10.05).

Public Transit System

As the region continues to grow, more community members will seek to use and become reliant on alternatives to the single-occupancy vehicle for mobility purposes. Pierce Transit and Sound Transit will be key players in Edgewood's ability to maintain necessary mobility.

The ultimate vision for Transit service within Edgewood is to install Business Access and Transit (BAT) lanes along Meridian Avenue E, as identified within WSDOT's SR 167 Master Plan and discussed in the Meridian Avenue Corridor Study. These improvements will greatly improve future transit travel time and reliability through the City of Edgewood and would make transit a more attractive mode of travel for residents within the City. However, Pierce Transit's current plans and funding allocation do not plan for bus service (and in particular headways – the time between bus arrivals) which would support the installation of these lanes. The recent Meridian Avenue Corridor Study proposed the installation of in-line transit stops along Meridian Avenue E to reduce transit delay by eliminating the need for transit buses to merge into and out of the travel lane. These improvements will serve as an interim improvement until more frequent transit service is provided along Meridian Avenue E that will support the installation of the BAT lanes.

While the City does not provide transit service, building out the planned pedestrian and bicycle networks will facilitate access to existing (and potential future) transit service within Edgewood. This improved access will help make transit a more feasible travel option for residents and visitors to Edgewood.

Transportation Demand Management

To minimize increases in the impacts of vehicles on the transportation system and the environment, alternatives to the single-occupancy vehicle will become more necessary. These alternatives include carpooling, walking, bicycling, transit, telecommuting and flexible hours at work sites.

Transportation demand management (TDM) is the term used when communities, employers, schools or households develop techniques to influence mode choice, the time of a trip and the frequency of trips made. TDM is a major policy thrust in the Puget Sound Regional Council's MTP and is also required under the Growth Management Act (GMA). Examples of TDM include:

- Charging for parking at worksites to increase the cost of driving alone, relative to carpooling;
- Providing free or low-cost bus passes to employees as part of an employee benefit package to encourage use of transit or vanpools;
- Providing incentives to employees who carpool, walk or bicycle to work;

- Allowing flexible hours at work sites so employees can shift their commute trip to non-peak periods;
- Developing telecommuting programs so that employees do not need to commute into the office every workday;
- Providing guaranteed ride home programs to employees who bus, carpool or vanpool; and
- Providing worksite amenities, such as cash machines, food services, daycare, breakrooms, showers and clothes lockers to reduce the need for non-work trips.

Other techniques, such as providing convenient parking for carpool/vanpools, in-house ride matching services and bus maps on site can encourage alternatives to single- occupancy vehicle use.

Washington's Commute Trip Reduction (CTR) Act sets goals for reducing the number of single-occupancy vehicle trips at worksites that employ over 100 regular, full-time employees. While there are currently no employers in the City that currently fall under these requirements, the City will continue to coordinate with employers and transportation service providers (such as Pierce Transit, King County Metro and Sound Transit) as appropriate, to coordinate policies and services to CTR affected sites.

Air, Rail and Water Transportation Facilities

Regional, national and international air travel for Edgewood is provided via Seattle- Tacoma International Airport, located approximately 15 miles north of the City. The airport can be accessed via Meridian Avenue E to I-5.

The Union Pacific railroad tracks border the southern edge of the City limits. No rail passenger service is offered along the rail line. The nearest passenger rail service is located south in Puyallup and is provided by Sound Transit along the BNSF mainline via the Sounder S Line. Planned bus rapid transit (BRT) improvements along Meridian Avenue are intended to connect communities in the region with the Puyallup Sounder Station (though the extension of BRT service to Edgewood is not yet funded).

There is no waterborne transportation serving Edgewood. The Transportation Element does not identify waterborne transportation as a component of the City's transportation system.

Plan Implementation

The transportation improvement projects must be funded and implemented to meet existing and future travel demands in and around the City of Edgewood. A summary of transportation project costs and a strategy for funding the projects over the life of the plan are presented in this section. Implementation strategies are discussed and include continuing coordination with WSDOT and other agencies to fund improvements along Meridian Avenue E (SR 161) and other regional corridors. The implementation plan provides the framework for the City to prioritize and fund the improvements identified in the transportation systems plan.

The GMA requires the Transportation Element of the Comprehensive Plan to include a multi-year financing plan based on the identified needs in the transportation systems plan. The financing plan for the Transportation Element provides a basis for the City's annual Six-Year Transportation Improvement Program (TIP). As required by the GMA, if probable funding is less than the identified needs, then the transportation financing program must also include a discussion of how additional funding will be raised or how land use assumptions will be reassessed to assure that level of service standards will be met. Alternatively, the city can adjust its level of service standards.

A summary of costs for capital improvement projects and citywide maintenance and operation programs are presented. The capital project and maintenance and operations program costs are compared to estimated revenues from existing sources used by the city to fund transportation improvements. Like many other communities in the region, the costs of the desired transportation system improvements and programs will exceed the available revenues. Other potential funding sources to help reduce the projected shortfall are described. Lastly, a summary of a reassessment strategy for the city to use for reviewing transportation funding in the context of the overall Comprehensive Plan is also included.

Project and Program Cost Estimates

Table 11 summarizes the costs of the recommended transportation improvement projects and programs. The costs cover City of Edgewood capital improvements, transportation programs, and maintenance/operations. The costs are summarized for the life of the Plan. While improvements under the responsibility of WSDOT or Pierce County are not included in the summary table, the project table includes costs associated with the Meridian Avenue improvements. Since Meridian Avenue is a state highway (SR 161), the City does not expect to cover the full cost of the project and anticipates that some share of the costs will be covered by WSDOT, direct appropriations from the state, or grant funding. Nevertheless, the City may choose to include a share of the costs of WSDOT improvements in its transportation impact fee or other funding options.

Table 11 – Transportation Project and Program Costs (2024-2044)

IMPROVEMENT TYPE	TOTAL COSTS (2024-2044)	PERCENT OF TOTAL COSTS[1]
Transportation Capital Projects[2]		
Bicycle Lane Projects	$2,100,000	0.6%
Multi-Use Path Projects	$41,770,000	12.9%
Pedestrian Improvement Projects	$71,120,000	21.9%
Road & Intersection Projects	$135,650,000	41.7%
Trail Projects	$56,100,000	17.3%

Parallel Road Projects	$17,978,000	5.5%
Transportation Studies	$275,000	0.1%
Subtotal Capital Projects	**$324,993,000**	**100%**
Annual M&O Programs		
Transportation Engineering/Plan Support	$1,000,000	10.2%
Chip Seal Program	$6,000,000	61.2%
Pedestrian Safety Program	$1,500,000	15.3%
ADA Barrier Removal	$1,300,000	13.3%
Subtotal Annual M&O Programs	**$9,800,000**	**100%**
TOTAL COSTS	$334,793,000	

1. All costs in 2024 dollars, rounded to $1,000.
2. Does not include other agency improvements

Planning-level cost estimates were developed for the capital improvements and presented in the Transportation Systems Plan section. The planning estimates were prepared based upon average unit costs for transportation projects within the region. Planning-level costs were developed with the assumption that costs would include associated storm water development requirements, property acquisition, wetland mitigation, and utility extensions and/or upgrades, based upon historic costs for those items. More detailed cost estimates will need to be prepared as the projects are closer to design and construction. Future design studies will identify specific property impacts and options to reduce costs and impacts on properties.

The estimated capital cost of the Transportation Plan is approximately $325 million (in 2024 dollars). Approximately 42 percent of the capital costs are associated with implementing roadway and intersection improvement projects throughout the City (most of which are associated with the Meridian Avenue [SR 161] corridor improvements). Completion of the active transportation network in the city accounts for over 35 percent of total capital project costs, with bicycle lane, pedestrian improvement, and multi-use path projects accounting for approximately 1 percent, 22 percent and 13 percent of total capital costs, respectively. The remaining 25 percent of capital costs are for trail projects (17 percent), parallel road network projects (6 percent) and transportation studies (less than 1 percent).

Annual transportation programs account for an additional $9.8 million in (2024 dollars) costs over the life of the plan. This includes $50,000 annually for transportation engineering/plan support, $75,000 annually for the pedestrian safety program, and $65,000 annually for removal of ADA barriers. The annual chip and seal program provides funding for annual maintenance of the preservation of the roadway network. Maintenance and operations costs were projected based on recent annual expenditures as derived from annual budget information. Maintenance and operations costs cover general administration, roadway, street lighting, traffic signal and street signs, and other miscellaneous safety improvement programs. To reduce the need for extensive capital reconstruction projects, the maintenance and operations program to preserve the existing street system is estimated to be approximately $6 million through 2044.

Funding Analysis with Existing Revenue Sources

The City has historically used tax revenues, developer (traffic impact) fees, and grants to construct and/or maintain their transportation facilities. In December 2018, the Edgewood City Council passed

Ordinance 18-0538 authorizing the installation of traffic enforcement cameras in school zones. While the city does not account for the school zone photo enforcement infraction funds within the annual budget, funds available from the prior year's infractions can be used to implement improvements advancing public safety (e.g., traffic calming, pedestrian safety, public safety education/programs). These funds can be used to implement safety improvements identified within the transportation project list.

Funds collected from the real estate excise tax (REET) are used for resurfacing and preserving pavement via the annual paving program on City streets and financing a portion of capital improvements. As allowed in RCW 82.46, up to 25 percent of available REET funds can be used annually for the maintenance of REET 1 and REET 2 capital projects. Finding a balance between utilizing REET revenues for the annual pavement preservation program and capital construction is critical to implementing this plan. In general, approximately 75 percent of annual REET revenues need to be dedicated to capital projects, with up to the remaining 25 percent directed towards pavement preservation. Allocating the limited available resources for all types of projects is an ongoing challenge that requires frequent re-evaluation to meet the needs of the City as growth occurs.

Additionally, as noted above, the City does not expect to cover the full cost of improvements associated with the Meridian Avenue (SR 161) Corridor Study. WSDOT funding, grant awards, and direct state appropriations are expected to constitute a substantial portion of the total improvement costs. If funding from these sources (or others) is not secured, the Meridian Avenue improvements will likely be delayed until such a time that available City funds can be leveraged to acquire funding from alternate sources. As part of the funding analysis, it was assumed that approximately 50 percent of the costs associated with the Meridian Avenue improvements would come from non-City sources.

The description of this and other available funding sources and projected revenues are listed in Table 12.

Table 12 – 2024-2044 Transportation Revenues

REVENUE SOURCE	TOTAL REVENUES	PERCENT OF TOTAL REVENUES[1]
Transportation Capital Revenues		
Transportation Impact Fees	$16,210,000	11.4%
REET Funds (75 percent)	$19,960,000	14.0%
School Zone Camera Fees	$6,920,000	4.9%
Grant Funds	$37,255,000	26.1%
Meridian Avenue Non-City Funding	$62,300,000	43.7%
Subtotal Capital Revenues	**$142,645,000**	**100%**
Transportation M&O Revenues		
REET Funds (25 percent)	$6,655,000	100%
Subtotal M&O Revenues	**$6,655,000**	**100%**
TOTAL REVENUES	$149,300,000	

Revenue projections were estimated based upon the City's 2024 budget, 3-years of historical revenues, and anticipated grant funding awards. Based on recent historical data, it is estimated that revenues would be approximately $87 million during the 20-year period, of which 96 percent would be dedicated

for capital improvements, while the remaining would be for maintenance and operations programs.

The revenue projections assume that approximately $62.3 million, or 44 percent, of the $142.6 million in revenues dedicated for capital improvements, will be funding acquired from other sources (WSDOT, grant funding, state appropriations) for the Meridian Avenue improvements. Grant funds (for non-Meridian Avenue improvements) are assumed to generate approximately 26 percent of revenue, while REET capital improvement funds account for 14 percent of revenue. Transportation impact fees generate 11 percent of the capital revenue, while the remaining 5 percent is from school zone camera citations.

Approximately $6.7 million in revenues dedicated for maintenance and operations programs are anticipated over 20 years. Up to 25 percent of REET revenues is anticipated to be allocated to maintenance and operations funds.

Transportation Impact Fees

The GMA allows agencies to develop and implement a Transportation Impact Fee (TIF) program to help fund part of the costs of transportation facilities needed to accommodate growth. State law (RCW 82.02) requires that TIF programs are:

- Related to improvements to serve new growth and not existing deficiencies;
- Assessed proportional to the impact of new developments;
- Allocated for improvements that reasonably benefit new development, and;
- Spent on facilities identified in the adopted Capital Facilities Plan.

TIFs can only be used to help fund improvements that are needed to serve new growth. The cost of projects needed to resolve existing deficiencies cannot be included.

The TIF program must allow developers to receive credits if they are required to construct all or a portion of system improvements to the extent that the required improvements were included in the TIF calculation. The city's TIF program was first implemented and adopted in 2007 and is outlined in Chapter 4.30 of the Edgewood Municipal Code.

Developer Mitigation and Requirements

The City has adopted specific development-related requirements which will help fund the identified improvements. These include requirements for frontage improvements, mitigation of transportation impacts under SEPA, and concurrency requirements. The City requires developments to fund and construct certain roadway improvements as part of their projects. These typically include reconstructing abutting streets to meet the City's current design standards. These improvements can include widening of pavement, drainage improvements, and construction of curb, gutter, and sidewalks.

Several of the projects identified in the Transportation Plan could be partially funded and constructed as part of new developments. As noted above, to the extent that costs of a transportation improvement are included in the TIF then credits must be provided. If improvements to an abutting local street are not included in the TIF, then credits against the TIF would not be required or allowed.

The city also evaluates impacts of development projects under the State Environmental Policy Act (SEPA). The SEPA review may identify adverse transportation impacts that require mitigation beyond payment of the TIF. These could include impacts related to safety, traffic operations, active transportation, or other transportation issues. The needed improvements may or may not be identified as specific projects in the Plan. If the required improvements are included in the TIF program, then the City must provide credit to the extent that the costs are included in the project list and impact fee calculations.

The city also requires an evaluation of transportation concurrency for development projects. The concurrency evaluation is intended to identify project impacts that will cause City facilities to operate below the City's level of service standard. To resolve such a deficiency, the applicant can propose to fund and/or construct improvements to provide an adequate level of service. Alternatively, the applicant can wait for the City, or another agency or developer to fund improvements to resolve the deficiency. According to the GMA, the City must deny any proposal that will cause the level of service for transportation facilities to decline below the adopted standard unless a financial commitment is in place to complete measures to achieve the LOS standard within six years. (RCW 36.70A.070(6)(b).

Grants

Over the past several years the city has had significant success in securing grants for transportation improvements. Grant funding is typically tied to specific improvement projects and distributed on a competitive basis, often with a local funding match.

Forecasted Revenue Shortfall

Table 13 summarizes the City's proposed transportation financing strategy for the $321.8 million City portion of the capital improvement costs and the $9.8 million in maintenance, operations, and program expenditures. The Plan results in a shortfall of $244.6 million. This assumes that the level of grants and developer commitments will be generated as estimated in the Transportation Plan. The deficit could be greater if the level of development or the level of grant funding is less than forecast. The former would be offset by a reduced need for transportation improvements to accommodate growth. If the City is more successful in obtaining grants or other outside funding for projects, then the potential deficit could be reduced, as discussed in the next section.

Table 13 – Forecasted Revenues and Costs

REVENUE SOURCE	TOTAL (2024-2044)
Transportation Capital Revenues	$142,645,000
Total Capital Project Costs	$324,993,000
Capital Estimated Shortfall	**($182,348,000)**
Transportation M&O Revenues	$6,655,000
Transportation M&O Costs	$9,800,000
M&O Estimated Shortfall	**($3,145,000)**
TOTAL ESTIMATED SHORTFALL	($185,493,000)

Capital Revenue Shortfall

The approximately $182.3 million shortfall in funding would primarily affect the ability of the city to fund all of the identified capital improvement projects during the planning period. The City is committed to funding the existing maintenance and operations programs needed to preserve the integrity, safety, and efficiency of its existing transportation system. The maintenance and operations cost will expand with transportation system improvements.

Maintenance and Operations Revenue Shortfall

The financial forecast shows an approximately $3.1 million shortfall for funding the 20-year maintenance and operations program needs. General citywide maintenance and operations programs

will not balance with forecasted revenues over the life of the plan; however, the city will review and adjust the maintenance and operation programs on an annual basis to balance with anticipated dedicated revenues.

Potential Options to Balance the Plan

As noted above, projected existing revenue sources would allow the city to fund a portion of the identified transportation improvement projects and program costs. The City could address this shortfall through delaying lower priority projects or increasing revenue allocations from discretionary sources, primarily the General Fund.

Options for Reducing the Funding Shortfall for Capital Improvement Projects

The city can increase funding for capital street projects using a range of revenue options. These include partnering with other agencies or additional grants as available. Alternatively, the city could delay implementation of projects, especially lower priority improvements. Possible applications of these funding strategies are discussed below.

Delaying Improvement Projects

The City will not likely be able to, or may choose not to, fund lower priority projects within the 20-year horizon without additional funding sources. Some of these projects may be funded through impact fees and/or frontage improvement requirements as development (or re-development occurs). As developments occur in these areas the city may require project-specific facility improvements including SEPA mitigation measures, as appropriate. The city also may identify other programs or opportunities to partially or fully fund some of these improvements.

Additional Grants and Other Agency Funding

As discussed above, the transportation financing analysis estimates that the city may receive approximately $37 million in grant funding over the life of the Plan. If the City is able to pursue and receive grants at a higher rate, shortfalls may be less than projected. The roadway improvements identified for the Meridian Avenue (SR 161) corridor entail large-scale, high-cost improvements, which may be strong candidates for grant funding pursuits. However, given the scale of these improvements, direct appropriations from the federal or state government as part of legislative requests may be necessary to fully implement the vision identified for the corridor.

Tax Increment Financing

Washington State allows cities to create “increment areas” that allows for the financing of public improvements, including transportation projects within the area by using increased future revenues from local property taxes generated within the area. The specific rules and requirements are noted in the Community Revitalization Financing (CRF) Act.

The Local Infrastructure Financing Tool (LIFT) program is a potential tool for the City to pursue. Under this concept the annual increases in local sales/use taxes and property taxes can be used to fund various public improvements.

The city may choose to further consider these types of funding programs in the future as part of its annual budget and six-year Transportation Improvement Program (TIP) processes.

Voter Approved Bond/Levy/Taxes

Bonds do not result in additional revenue unless coupled with a revenue generating mechanism, such as a voter approved tax. The debt service on the bonds results in increased costs which can be paid with

the additional revenue approved by voters such as a property tax levy or sales tax increase. Although the city does not anticipate issuing bonds in the near future, it remains an option for generating additional transportation revenues to fund some of the higher cost improvement projects.

Local Improvement Districts

A local improvement district (LID) is a special assessment area established by a jurisdiction to help fund specific improvements that would benefit properties within the district. LIDs could be formed to construct sidewalks, upgrade streets, improve drainage or other similar types of projects. A LID may be in residential, commercial, or industrial areas or combinations depending on the needs and benefits. LIDs can be proposed either by the city or by property owners. LIDs must be formed by a specific process which establishes the improvements, their costs, and assessments. The assessments are added to the property tax which helps to spread the costs over time.

Transportation Benefit District

A transportation benefit district (TBD) allows cities and counties to raise revenue for transportation improvements, typically by increasing sales taxes or vehicle license fees. TBD funds can be used to implement a wide range of transportation projects, including roadway or intersection improvements, transit service expansions, sidewalk or bicycle facilities, or transportation demand management programs. Funding can also be used for maintenance and operation of the transportation system. The TBD can encompass the entirety or a portion of the city or county. The City of Edgewood previously established a TBD with the implementation of a $20 vehicle license fee but was repealed in 2020.

Reassessment Strategy

Although the financing summary identifies the potential for a total revenue shortfall of approximately $185.5 million (in 2024 dollars) over the life of the Plan, the city is committed to reassessing their transportation needs and funding sources each year as part of its six-year Transportation Improvement Program (TIP). This allows the city to match the financing program with the short-term improvement projects and funding. To implement the Transportation Improvement Plan, the city will consider the following principles in its transportation funding program:

- Balance improvement costs with available revenues as part of the annual six-year Transportation Improvement Program (TIP);
- Review project design standards to determine whether costs could be reduced through reasonable changes in scope or deviations from design standards;
- Fund improvements or require developer improvements as they become necessary to maintain LOS standards;
- Explore ways to obtain more developer contributions to fund improvements;
- Coordinate and partner with WSDOT, Pierce County, Pierce Transit, and others to implement improvements to the SR 161;
- Vigorously pursue grant funds from state and federal sources;
- Work with the City of Milton, the City of Puyallup, and/or Pierce County to develop multiagency grant applications for projects that serve growth in the city;
- Review and update the TIF program regularly to account for the updated capital improvement project list, revised project cost estimates, and annexations;

Some lower priority improvements may be deferred or removed from the Transportation Plan. The city will use the annual update of the six-year Transportation Improvement Program (TIP) to re-evaluate priorities and timing of projects and need for alternative funding programs. Throughout the planning period, projects will be completed, and priorities revised. This will be accomplished by annually

reviewing traffic growth and the location and intensity of land use growth in the city. The city will then be able to direct funding to areas that are most impacted by growth or to roadways that may be falling below the city's level of service standards. The development of the TIP will be an ongoing process over the life of the Plan and will be reviewed and amended annually.

Consistency with Other Plans

Edgewood's transportation system is part of, and connected to, a broader regional highway and arterial system. The GMA works to increase coordination and compatibility between the various agencies that are responsible for the overall transportation system. Since transportation improvements need to be coordinated across jurisdictional boundaries, the Transportation Plan needs to be consistent with and supportive of the objectives identified in the Washington State Transportation Plan, PSRC's VISION 2050, and the transportation plans or capital improvement plans of the surrounding agencies. Developing the Transportation Plan is primarily a bottom-up approach to planning, with the City exploring its needs based on the land use plan. Eventually, local projects are incorporated into regional and state plans. Figure 18 is a schematic showing this approach. The following sections provide a review of this Plan's consistent with neighboring jurisdictions.

Figure 18 - Transportation Plan Approach

WSDOT Highway Improvement Program & Six-Year Transpiration Improvement Program

As required by the GMA, the Edgewood Transportation Element addresses the state highway system. Specifically, the Transportation Plan addresses the following elements related to the state highway system:

- Inventory of existing facilities
- Level of service standards
- Concurrency on state facilities
- Analysis of traffic impacts on state facilities
- Consistency with the State Highway Systems

Summarized below are the improvements to state facilities listed in the Statewide Transportation Improvement Program (STIP) 2024 – 2027, which are consistent with the Plan identified in this Element.

WSDOT maintains two improvements programs, the Highway System Plan (HSP) and the State

Transportation Improvement Program (STIP). WSDOT is currently updating the HSP, which was last updated over 12 years ago. A draft of the HSP has been published and recommends new revenues for state highways be dedicated over the next 20 years.

The 2024-2027 STIP was approved in January 2023 and includes two projects in Edgewood:

1. Repair or replace existing concrete and asphalt surfaces on 48th Street E
2. Interurban Trial Phase III (Jovita Canyon) - Construct non-motorized trail with paved surface and gravel shoulders along Puget Sound Electric Railway corridor linking disconnected segments of the regional Interurban Trail.

Puget Sound Regional Council

The PSRC maintains the Regional TIP. The Regional TIP must be a 4-year program of projects that is updated at least every 4 years. The TIP ensures that transportation projects meet regional transportation, growth and economic development goals and policies, and clean air requirements. Regional TIP projects are required to meet the following criteria:

- Consistency with VISION 2050 and the Regional Transportation Plan
- Consistency with local comprehensive plans
- Funds are available or expected to be available
- Consistency with the region's air quality conformity determination
- Consistency with federal and state requirements such as functional classification
- Consistency with PSRC's project tracking policies

The Regional TIP also identifies the same two projects in Edgewood that are included in the STIP.

Pierce County and Adjacent Cities

Countywide Planning Policies (CPPs) establish a countywide framework for developing and adopting County and City comprehensive plans. The role of the CPPs is to coordinate comprehensive plans of jurisdictions in the same county for regional issues or issues affecting common borders. The Multicounty Planning Policies (MPPs) for transportation call for better integrated land use and transportation planning, with a priority placed on cleaner operations, dependable financing mechanisms, alternatives to driving alone, improved safety, equitable transportation options, and sustainability and environmental impacts associated with transportation. Pierce County's CPPs were last adopted in May 2022 and ratified in November 2022. The County's and Cities' comprehensive plans need to be consistent with the vision and policies in the Countywide Planning Policy Update.

Pierce County's six-year TIP (2024-2029) currently has no projects identified in Edgewood but includes the County portion of the planned WSDOT project to build SR-167 from I-5 to SR-161, add lanes, interchange at SR-161 and I-5, ramps at Valley Av E, trail, and toll facilities just west of the city.

Pierce Transit

Pierce Transit is a regional transportation provider that operates transit service in the City of Edgewood. Two routes provide bus service for the City of Edgewood. The city supports Pierce Transit's Long-Range Plan (Destination 2040) and coordinates with the agency to identify how transit needs should be addressed, particularly as new development occurs.

Federal and State Air Quality Regulations

The Transportation Element is subject to the Washington State Clean Air Conformity Act that implements the directives of the Federal Clean Air Act. Because air quality is a region wide issue, the City's Comprehensive Plan must support the efforts of state, regional, and local agencies as guided by WAC 173-420-080.

GOALS AND POLICIES

Goal T.1 Develop a safe and efficient ~~street~~ transportation system that accommodates all ~~transportation~~ modes and maximizes people-carrying capacity.

Improve the operating efficiency of the existing system and maintain the capacity to adequately serve present and future travel demand.

T.1a The efficient movement of traffic should be accomplished through advanced traffic control measures, intelligent transportation system (ITS) technologies, speed management, access management, channelization improvements and multimodal design features.

T.1b Restrict roadway access points and locate driveways on Meridian Avenue E (SR 161) to improve safety, maintain optimal capacity and provide for the efficient movement of automobiles, bicycles, pedestrians and transit. Access management measures may include:

- Providing internal access between off-street parking in commercial areas through reciprocal agreements;
- Using intersecting streets as access points;
- Designing subdivisions for efficient internal circulation; and/or
- Completion of the collector arterial system

T.1c Require dedication of roadway rights-of-way as part of new development consistent with the appropriate functional classification, adopted road standards and Comprehensive Plan.

T.1d Coordinate with the Washington State Department of Transportation (WSDOT), Pierce County, and Cities~~y~~ of Milton and Puyallup to address traffic congestion and circulation issues on Meridian Avenue E and surrounding roadways.

~~T.1e Maintain the City's traffic model to better understand and evaluate the demands on the transportation system from both local and regional land uses and highway improvements.~~

T.1e~~f~~ Design transportation facilities that support the countywide and regional growth strategy and~~to~~ fit within the context of the built or natural environments in which these facilities are located.

~~T.1g Assure that transportation systems are appropriately sized and designed to support the land use element, serve the surrounding land uses and minimize the negative impacts of growth.~~

T.1f~~h~~ Seek input from the public during transportation planning processes to

Commented [JM1]: Suggesting added clarification - thoughts?

Commented [PS2R1]: Good addition.

Commented [PS3]: Too detailed

Commented [PS4]: Better compliance with MPP-T-19-21

Commented [PS5]: Redundant with other policies and regulations

Commented [PS6R5]: Note where it's redundant with.

ensure that all voices are represented and that historically underserved neighborhoods and vulnerable populations are heard.

T.1g~~i~~ Design, construct and operate the transportation system to serve all users safely and conveniently and provide improved access to homes and businesses.

T.1h~~j~~ Consider all transportation modes and mobility for people with special needs in transportation improvement projects.

~~T.1.k Consider improvements that support non-motorized transportation or transit when implementing concurrency.~~

T.1i~~l~~ Encourage the consolidation of driveways on Meridian Avenue E (SR 161), Jovita Boulevard E and other arterials during the development review process and implementation of capital projects.

~~T.1m Use advanced technologies to better manage traffic volumes on Meridian Avenue E and improve the efficiency and coordination of traffic signals.~~

~~T.1n Parking on public rights-of-way is a secondary need.~~

T.1~~o~~j Increase the resiliency of the transportation system and support security and emergency management to ~~P~~protect ~~the transportation system~~ against disaster, develop prevention and recovery strategies and plan for coordinated responses.

T.1k~~p~~ Create an interconnected transportation network ~~system.~~ of streets and trails ~~that form an interconnected transportation network~~by requiring new connections consistent with the Comprehensive Plan.

T.1l Work to create an interconnected transportation system by requiring new roadway connections consistent with the Comprehensive Plan.

Goal T.2 Develop a transportation system that enhances the delivery and transport of goods and services.

T.2a Support improved connectivity and access from the City's employment centers and the regional transportation system.

T.2b ~~Improve~~ Maintain Meridian Avenue E (SR 161)~~south of 24th Street E~~ for ~~to support~~ safe and efficient truck movement.

T.2c Enforce truck regulations and install appropriate features at intersections so that heavy vehicles do not utilize City roads, except for local deliveries and services.

Goal T.3 Provide ~~clear and identifiable~~a safe and interconnected systems of walkways, sidewalks and trails.

T.3a Provide a system of trails for pedestrians and bicyclists, consistent with the

Commented [PS7]: Covered under MMLOS requirement

Commented [JM8]: This is primarily a WSDOT responsibility… and they have implemented signal interconnectivity from 24th to the north… so should this stay, go, or be modified?

Commented [PS9R8]: Removed.

Commented [PS10]: May comply with MPP-T-31 but could be reworded for stronger compliance.

Commented [JM11]: Thinking about stronger language here, as enforcement is a challenge…

Commented [PS12R11]: Good addition.

PROST ~~Parks~~ Plan.

T.3b Develop an active ~~non-motorized~~ transportation system that promotes connectivity between residential developments via pathways, trails and street extensions.

T.3c As general guidelines, give priority to walkway and trail system improvements that:

- Increase public safety;
- Construct missing links in the existing bicycle and pedestrian system;
- Make upgrades to existing walkways and trails;
- Are along arterial streets; and
- Connect to key destinations.

T.3d Install mid-block pedestrian crossings with appropriate safety measures when conditions warrant.

T.3e Develop a program to install or upgrade curb ramps at all curbed intersections to meet the Americans with Disabilities Act (ADA) requirements.

T.3f Work with neighboring jurisdictions and other agencies to ensure that Edgewood's bicycle routes/corridors and designs are compatible and interconnect.

T.3g Plan for the expansion of appropriate road shoulders to maintain safe areas for walking, jogging and biking while implementing appropriate design features to discourage increased vehicle speeds.

T.3h ~~Accommodate~~ Prioritize the needs of bicyclists and pedestrians in the design and construction of ~~all~~ future transportation improvements.

~~T.IIIi Require the installation of sidewalks on both sides of Meridian Avenue E.~~

Commented [PS13]: Inconsistent with Meridian Corridor Study which identifies the recommended pedestrian facilities along the corridor.

Goal T.4 Support improved transit coverage and service throughout the region to improve mobility options for Edgewood.

T.4a Plan to maintain and improve transit coverage and encourage implementation of high-capacity transit options.

T.4b Encourage enhanced bus service connections across county lines and to popular destinations.

T.4c Consider transit facilities as mitigation for new developments that have probable significant impacts to the transportation system.

T.4d Support and promote public involvement in Pierce Transit, King County Metro and Regional Transit Authority decision-making.

Goal T.5 Promote programs to encourage carpooling, transit and ~~non-motorized~~active transportation.

T.5a Work with Pierce Transit to make transit ~~use more attractive to potential and existing customers~~a convenient and easily accessible travel option in Edgewood.

~~T.Vb Encourage Pierce Transit to partner with private land owners to provide for additional parking spaces for transit users in the area.~~

T.5b~~c~~ Work with Pierce Transit and businesses to evaluate and improve transit service and facilities that serve employment sites and promote Commute Trip Reduction (CTR) program components.

T.5c~~d~~ Support public and private ~~Travel~~ Transportation Demand Management (TDM) programs to promote alternatives to driving alone.

T.5d~~e~~ Encourage ~~new commercial and office~~ developments to provide physical features supportive of carpooling, transit and ~~non-motorized~~active transportation ~~modes of travel~~.

Goal T.6 Ensure adequate parking supply.

T.6a Accommodate parking demand in the most efficient way possible with the minimal number of new parking spaces to meet anticipated demand.

T.6b Develop off-street parking that is compatible with abutting uses and supports a pedestrian-oriented streetscape.

T.6c Encourage shared parking, underground parking or parking structures.

Goal T.7 Eliminate all fatal and serious injury crashes that occur on the City transportation system by 2044.~~Minimize transportation conflicts to ensure safety.~~

T.7a Conduct studies and regularly review data at high ~~accident~~ collision locations to support operational changes and designs that improve safety.

~~T.VII.b Maintain and enhance the safety of roads in the City of Edgewood.~~

T.7~~c~~b ~~Improve the safety of roadways by eliminating obstacles to vision, constructing turn lanes, installing improved signage and striping, adding lighting or providing signalization~~Utilize best practices, such as the USDOT's Safe Systems Approach, to comprehensively address safety needs within the City.

T.7c~~d~~ ~~Designate and maintain Meridian Avenue E as a multimodal roadway, emphasizing pedestrian and traffic safety for the local community~~Establish a safe and comfortable environment for pedestrians, bicyclists, and all

Commented [PS14]: Recommend deletion. Adding parking stalls likely won't encourage transit use.

Commented [NS15]: The Term is called Transportation Demand Management in the Element

Commented [PS16]: Recommend deletion, redundant with updated goal

Commented [PS17]: Updated to match the safety goal of the Meridian Avenue corridor study.

roadway uses on Meridian Avenue.

T.7de ~~Identify~~ Set appropriate speed limits on existing and new connecting roadways and identify improvements needed to support safe roadway operation at desired speeds. ~~Provide shoulders and improve sight distances where needed to meet the design standards.~~

Commented [PS18]: Redundant with design standards

T.7e~~f~~ Where needed, provide access control to improve the safety of roadways, install improved lighting or intersection control, provide adequate facilities for pedestrians (especially around schools) and provide safe areas at bus stops for transit patrons.

T.7f Design new residential streets to discourage cut-through traffic while maintaining the connectivity of the transportation system.

Commented [PS19]: Relocated from T.XI.a

Goal T.8 Adequately fund the transportation system to meet current and future capital, maintenance and operational needs.

T.8a Regularly review and update the Transportation Impact Fee (TIF) schedule and ordinance to provide more consistency with existing zoning designations and standards from the Institute of Transportation Engineers (ITE) to ensure the equitable assessment of impact fees.

T.8b Annually maintain the Transportation Improvement Program (TIP) to ~~demonstrate the medium-range adequacy of transportation revenues and~~ balance project costs against reasonably expected revenue sources.

Commented [PS20]: More concise.

~~T.VIIIc Develop multimodal level of service (LOS) standards to align with the multi-county planning policies which require standards based upon the movement of people and goods, not vehicles, and encourage development that can be supported by transit.~~

Commented [PS21]: Recommend deletion due to MMLOS standard

T.8c~~d~~ In the event the City is unable to fund the transportation capital improvements needed to maintain adopted transportation LOS standards, pursue one or more of the following actions:

- Phase development that is consistent with the Land Use Element until adequate resources can be identified to provide necessary improvements;
- Revise the Land Use Element to reduce traffic impacts to the degree necessary to meet adopted transportation service standards;
- Reevaluate the City's adopted transportation LOS standards and concurrency program to reflect levels that can be maintained, given known financial resources;
- Require new and existing development to implement measures to ~~decrease congestion and~~address LOS issues ~~enhance mobility~~;
- Place a moratorium on development in affected areas;

- ~~Update the LOS standards to focus on the movement of people and goods instead of only the movement of vehicles; and/or~~
- Encourage the mitigation of ~~transportation-related concurrency problems~~LOS deficiencies through the use of transit, walking, biking, system efficiencies and transportation system management.

T.8~~e~~d Allocate resources in the City's TIP and Capital Facilities Funding Plan according to the prioritization guidelines listed in the Capital Facilities Element.

T.8e~~f~~ Establish LOS C or better for all minor arterials and collector streets within the City based on a volume-to-capacity (V/C) ratio of 0.80 or less during the weekday PM peak hour.

T.8f~~g~~ Establish LOS D or better for intersections in the City, except for along Meridian Avenue E (SR 161) which shall be LOS E/mitigated. The LOS E/mitigated standard is consistent with adopted regional standards which allow congestion during the peak hour to be mitigated along key regional arterials through investments to transit or alternative modes.

T.8g Pedestrian and bicycle level of service will be assessed based on the provision of pedestrian and bicycle facilities in accordance with City standards and the planned networks. A green (good) LOS indicates that a roadway provides pedestrian and bicycle facilities as called for in the pedestrian and bicycle plan. An orange (acceptable) LOS indicates that a roadway provides a pedestrian or bicycle facility, but that the facility does not meet design standards or what the system plan identified in the transportation element. A red (failing) LOS indicates there are no pedestrian or bicycle facilities present.

T.8h Transit level of service (LOS) is measured based on the quality of bus stop amenities and the availability of sidewalks and street crossings in the immediate vicinity of the bus stop. A green (good) LOS indicates high quality stop amenities and sidewalks and marked crossings serving the stop. An orange (acceptable) LOS indicates the stop is missing amenities, or sidewalks or crossings in the stop's immediate vicinity. A red (failing) LOS indicates that the stop is missing both amenities and sidewalk or safe crossings.

T.8~~h~~i Balance financing of transportation improvements between existing and future users based on the principle of proportional benefit.

~~T.VIII.i Continue to implement the Transportation Impact Fee (TIF) program and annually monitor the program to illustrate how it is being used to support growth.~~

T.8j Require that all transportation projects be adequately funded to address all required public safety and design standards.

T.8k Identify and pursue long-term strategies to obtain grant funding.

Commented [PS22]: Recommend deletion due to adopted MMLOS program

Commented [PS23]: Recommend delete - appears redundant with T.VIII.a

T.8l Support efforts at the state and federal levels to increase funding for transportation systems.

T.8m Aggressively pursue improvements to SR 161 consistent with the Meridian Avenue Corridor Study. ~~the state highways through or near Edgewood. The improvements can include:~~

- ~~Traffic management systems with queue spillback detection;~~
- ~~A communications backbone on Meridian Avenue E that can support the installation of ITS devices such as CCTV cameras, video detection, signal interconnect, speed detection and dynamic message signs;~~
- ~~Transit signal priority to improve bus service and reliability;~~
- ~~Capacity increases;~~
- ~~Access control;~~
- ~~High-occupancy vehicle (HOV) lanes or transit enhancements;~~
- ~~Improved pedestrian facilities, such as sidewalks, pedestrian crossings and bus zone improvements;~~
- ~~Advanced traffic signal system that is traffic responsive; and~~
- ~~Street lighting.~~

T.8n Develop interlocal agreements with neighboring jurisdictions and other agencies to develop funding sources for transportation improvements.

T.8o Support the continuous, cooperative and comprehensive transportation planning process conducted by the Puget Sound Regional Council (PSRC) pursuant to its designation as the region's Metropolitan Planning Organization.

T.8p Participate in public/private partnerships to finance transportation facilities.

Goal T.9 Assign a high priority to meeting the maintenance needs of the transportation system so that it is safe and functional.

T.9a Inventory and inspect the transportation infrastructure annually.

T.9b Maintain a pavement management system and identify a sustainable funding source to improve the life-cycle costs of City roadways.

T.9c Develop a regular maintenance schedule for all components of the transportation infrastructure.

T.9d Encourage the maintenance and improvement of the street system when addressing the transportation and circulation concerns of the community.

T.9e Develop strategies necessary to improve public streets to meet applicable road standards.

Commented [PS24]: More concise and updated based on new Meridian Corridor Study

~~Goal T.X Maintain a dynamic relationship between transportation and land use along the Meridian Avenue E corridor.~~

~~T.X.a Develop a comprehensive Meridian Avenue E corridor study and plan for the segment south of 24th Street E.~~

~~T.X.b Work to create an interconnected transportation system by requiring new roadway connections consistent with the Comprehensive Plan.~~

~~T.X.c Increase the visual ambiance along the Meridian Avenue E corridor south of 24th Street E and integrate provisions of complete street policies when possible.~~

~~T.X.d Support the Regional Growth Strategy provisions when addressing development, including prioritizing investment in mixed use developments along the Meridian Avenue E corridor.~~

~~T.X.e Encourage parking behind residential and commercial facilities along Meridian Avenue E and landscaping in the front.~~

~~T.X.f Promulgate programs, such as an adopt-a-road program, to assist in keeping roadsides and trails free of litter.~~

Commented [PS25]: Recommend deletion of this as it feels unnecessary after Meridian Ave corridor study. Relocate goal T.X.b to end of Goal 1

~~Goal T.XI Protect the livability and safety of residential neighborhoods from the adverse impacts of the automobile.~~

~~T.XI.a Design new residential streets to discourage cut-through traffic while maintaining the connectivity of the transportation system.~~

~~T.XI.b Support the creation of residential parking zones or other strategies to protect neighborhoods from spillover parking from major parking generators.~~

~~T.XI.c Work with residents to encourage the preservation of neighborhood character and safety on residential streets.~~

Commented [PS26]: Recommend deletion. Feels 'anti-growth'. Propose relocation of first policy under safety goal.

Goal T.10 Develop transportation solutions that align with the state and multi-county policies that protect the environment.

T.10a Consider the impacts of climate change in the operations of the transportation system and construction of capital projects.

T.10b Coordinate with county, regional, state and federal agencies air quality standards to ensure the City's transportation projects and programs ~~conform to state and federal law~~promote reductions in air pollution and greenhouse gas emissions.

Commented [PS27]: Better compliance MPP-CC-3, CC-12, T-29-30

T.10c Support the development and implementation of a transportation system that is energy efficient and improves system performance.

CITY OF EDGEWOOD
STAFF REPORT
PLANNING COMMISSION AGENDA ITEM

Date: August 12, 2024

Title: Planning Commission Future Agendas List (FAL)

Attachments: Planning Commission FAL (current)

Submitted By: Morgan Dorner, Senior Planner

Description:
As we near the end of the year and rollout the draft Comprehensive Plan Update, the items coming before the Planning Commission are thoughtfully planned and coordinated to ensure State mandated timelines for the update and public noticing/hearing procedures are met. Items other than the Comprehensive Plan may be moved and rescheduled to allow for the commission to produce a recommendation on the draft plan for Council.

Included in the Planning Commission's FAL is a notice of potential additional meetings and special meetings in October and November. Staff ask that the commission keep October 14 for a Special Meeting in case an additional meeting is necessary for the commission's review of elements for the draft Comprehensive Plan Update and November 6 reserved for a possible joint meeting with City Council. In addition, the November 11 meeting falls on a holiday. Staff recommend rescheduling this meeting to Thursday, November 14 or the following Monday, November 18.

Planning Commission
Future Agendas List (Subject to Change)

August 12, 2024
Materials Due August 8, 2024
Public Hearings
- None

Action Items
- Officer Elections

Discussion Items
- Comprehensive Plan Update – Draft Element Review, Part 3 of 4
- Rescheduling November Meeting (Holiday Conflict)
- Increased Meeting Frequency through end of year
    - *Reserve the time, cancel if not needed*

9/3/24 – Council update briefing on Comp Plan status

September 9, 2024
Materials Due September 5, 2024
Public Hearings
- None

Action Items
- None

Discussion Items
- Comprehensive Plan Update – Draft Element Review, Part 4 of 4
- General Sewer Plan Update
- **(defer to 9/23 special meeting?)** Naming Ordinance and Policy (Council seeking feedback)
- **(defer to 9/23 special meeting?)** Animals / Livestock

10/1/24 – SEPA Determination Issuance, Comp Plan distribution to Commerce, PSRC, PC and Council ***(SS Briefing same night)***

October 14, 2024 – POSSIBLE JOINT MEETING WITH COUNCIL
Materials Due October 10, 2024
Public Hearings
- General Sewer Plan Update
- Animals / Livestock
- *(tentative)* Naming Ordinance and Policy (Council seeking feedback)

Action Items
- Animals / Livestock
- *(tentative)* Naming Ordinance and Policy (Council seeking feedback)

Discussion Items
- (*tentative*) General Sewer Plan Update – *Follow-up to PH Comments?*
- Non-Conforming Uses and Lawful Establishment Date
- SB 5290 – Review Process Code Updates
- Comprehensive Plan Update – Complete Draft Review

SPECIAL MEETING DATE November 6, 2024
Materials Due October 31, 2024
Public Hearings

- Comprehensive Plan Update
- Non-Conforming Uses and Lawful Establishment Date

Action Items

- General Sewer Plan Update
- Non-Conforming Uses and Lawful Establishment Date

Discussion Items

- SB 5290 – Review Process Code Updates
- (tentative) Hazardous Vegetation / Tree Preservation Code Updates

November 11 – Canceled for Veterans Day

November 14 or 18 – Rescheduled November Meeting (Potential Dates)

December 9, 2024

Materials Due December 5, 2024

Public Hearings

- SB 5290 – Review Process Code Updates
- (tentative) Hazardous Vegetation / Tree Preservation Code Updates

Action Items

- Comprehensive Plan Update
- SB 5290 – Review Process Code Updates
- (tentative) Hazardous Vegetation / Tree Preservation Code Updates

Discussion Items

- Public Works Design and Construction Standards
- Middle Housing Policies Survey (Scheduled to publish in January)