



**Agenda for Gig Harbor Planning Commission
Gig Harbor Civic Center
Thursday, September 14, 2023 5:30 P.M.**

This meeting may also be accessed through Zoom at <https://zoom.us/j/95353411299> or by calling (253) 215- 8782 and entering Meeting ID 953 5341 1299. Please see the Public Comment & Decorum section at the end of this agenda for information on options to make public comment.

This meeting may also be viewed live in the Council Chambers at the Civic Center.

I. Call to Order/Roll Call:

II. Approval of Minutes:

III. Public Comment:

IV. Agenda Items:

- a. Comprehensive Plan Update – Transportation – Staff Presentation and Commission Discussion

**V. Other Business: Next meeting Thursday, September 28, 2023
Comprehensive Plan Update with Consultant Bill Grimes**

VI. Adjournment:

PUBLIC COMMENT & DECORUM

Commenters will be allotted 3 minutes per individual, unless revised by the Chair. In-person comments shall be made from the microphone, first giving the speaker's name and address. When there are 30 seconds remaining, staff will alert you to summarize your comments. At the end of your comments, staff will notify you it has come to the end of your comment period. Anyone making "out of order" comments may be subject to removal from the meeting.

Public comment may be made remotely via Zoom or by phone during designated portions of the meeting. To speak during the meeting, press the Raise Hand button near the bottom of your

Zoom window or press *9 on your phone. Please refrain from raising your hand until the Chair has announced that the Commission has opened the public comment portion of the meeting. Your name or the last three digits of your phone number will be called out when it is your turn to speak. When using your phone to call in, you may need to press *6 to unmute yourself. All speakers will have up to three minutes to speak.

All remarks shall be addressed to the Commission as a body and not to any specific Commissioner. All speakers shall be courteous in their language and deportment and shall not engage in or discuss or comment on personalities or indulge in derogatory remarks or insinuations with regard to any Commissioner, the Chair, or any member of the staff or the public.

There will be no demonstrations during or at the conclusion of any public comment. These guidelines are intended to promote an orderly system of holding a public meeting, to give every person an opportunity to be heard and to ensure that no individuals are embarrassed by voicing their opinions.

AMERICANS WITH DISABILITIES (ADA) ACCOMMODATIONS ADA accommodations can be provided upon request. Those requiring special accommodations should contact the City Clerk at cityclerk@gigharborwa.gov or (253) 853-7613 at least 24 hours prior to the meeting.



Minutes for Gig Harbor Planning Commission
Gig Harbor Civic Center
Thursday, August 17, 2023, 5:30 P.M.

- I. **Call to Order/Roll Call:** Chair Krawczyk called the meeting to order at 5:30 p.m. Commissioners Soltess, Bradbury, Burcar, Tessicini and Snodgrass were present. Commissioners Jordan arrived at 5:32 pm. City Staff: Principal Planner, Robin Bolster-Grant; Senior Planner, Roxanne Robles & Planning Technician, Cindy Andrews were present
- II. **Approval of Minutes:** Move to approve minutes for August 3, 2023 (Krawczyk/Bradbury) Unanimously approved
- III. **Public Comment:** No Public comment
- IV. **Agenda Items:**
 - a. Urban Forestry Program Review and Discussion - Presentation Robles
- V. **Other Business:** Next meeting Thursday, September 7, 2023
- VI. **Adjournment:** 7:25

Cindy Andrews

Cindy Andrews
Planning Technician



PLANNING DIVISION

TO: Gig Harbor Planning Commission

FROM: Robin Bolster-Grant, Principal Planner
Planning Division

DATE: September 14, 2023

RE: 2044 Comprehensive Plan Periodic Update – Transportation Element

At upcoming September 14th Planning Commission meeting, staff will present a portion of the Transportation Element for review and discussion. As with previous Comprehensive Plan discussion, the purpose of reviewing the current Transportation Element is both to make sure commissioners are familiar with the existing goals and policies, as well as to solicit input regarding possible updates.

As currently configured, the Transportation Element consists of a number of goals and policies as well as a large volume of technical data. The discussion at the next meeting will be limited to the current element goals and policies as well as the relevant portion of the Department of Commerce Checklist.

For those commissioners who wish to review other portions of the Transportation Element, the link can be found here:

<https://www.gigharborwa.gov/DocumentCenter/View/2299/Chapter-12-Transportation---Amended-2018->

Attachments:

Exhibit A - Gig Harbor Comprehensive Plan, Chapter 12 – Transportation Goals/Policies
Exhibit B - Commerce Checklist - Transportation Element

CHAPTER 4: TRANSPORTATION GOALS AND POLICIES

Gig Harbor has established five goals to accomplish its overall vision for transportation in the future. The goals establish overarching priorities that serve the vision of this Transportation Element while policies lay out specific actions. The consolidated set of goals and policies is included in this chapter.

The City of Gig Harbor seeks to create a transportation system that is:

GOAL 1: INVITING AND ACCESSIBLE, ENCOURAGING PUBLIC HEALTH THROUGH ACTIVE TRANSPORTATION



Gig Harbor's transportation network will provide safe and complete connections for all users, making active transportation modes like walking and biking reasonable options in all areas of the City.

GOAL 4: SUSTAINABLE OVER TIME, BOTH FINANCIALLY AND ENVIRONMENTALLY



The City considers the full costs of planning, permitting, construction, and maintenance in its transportation investment decisions, as well as how these investments impact the environment.

GOAL 2: SMART, EFFICIENT, AND ACHIEVABLE



The City will plan a transportation system that is both functional and fiscally realistic, measuring that system using performance metrics that are tied to the City's multimodal goals.

GOAL 5: UNDERSTOOD BY THE COMMUNITY



The City's transportation planning process and investment decisions are well-understood by the community. The City actively coordinates with a broad range of groups to develop and ensure operation of the transportation system.

GOAL 3: EFFECTIVE IN CONNECTING CENTERS TO THE REGIONAL TRANSPORTATION SYSTEM



Gig Harbor will prioritize transportation projects that improve multimodal connections within COLIs, as well as investments that connect the City with the region.

GOAL 1 – INVITING AND ACCESSIBLE, ENCOURAGING PUBLIC HEALTH THROUGH ACTIVE TRANSPORTATION

- Policy 1.1 Design, construct, and operate transportation infrastructure to serve all users safely and conveniently, including motorists, pedestrians, bicyclists, and transit users, while accommodating the movement of freight and goods, as suitable to each facility's function and location.
- Policy 1.2 Improve collector streets to provide adequate capacity for present and future projected traffic loads, pedestrian and bicyclist activities.
- Policy 1.3 Enhance walkability in the Harbor Area and Centers of Local Importance through sidewalk widening and improved sidewalk connections, beautification, and preservation.
- Policy 1.4 Implement the Active Transportation Plan to provide inviting connections for pedestrians and bicyclists.
- Policy 1.5 Encourage additional pedestrian, bicycle, or shared vehicular, bicycle, and pedestrian connections in the city as development and redevelopment occurs to increase the ease of access and create useful and well-designed public ways.
- Policy 1.6 Require public and private transportation improvements to meet the most recently adopted Public Works Standards, which specify inclusion of non-motorized features in the construction and design of new or improved streets.
- Policy 1.7 Promote non-motorized connections to the Cushman Trail to improve connectivity between the trail and parks, schools, adjacent neighborhoods, and businesses.

- Policy 1.8 Work to increase the safety of the transportation system with appropriate design and, in the long term, support the state's "Target Zero" plan goal of zero deaths and disabling injuries.

GOAL 2 – SMART, EFFICIENT, AND ACHIEVABLE

- Policy 2.1 Define a hierarchy of local, collector, and arterial streets which provides methods for connecting and traversing SR 16 and the neighborhoods, districts and other places within the area without overly congesting or depending on the arterial street system or any single intersection.
- Policy 2.2 Promote transportation investments that support transit and pedestrian oriented land use patterns and provide alternatives to single-occupant automobile travel.
- Policy 2.3 Pursue funding and support regional actions to develop an all modes crossing of SR 16 at Hunt Street.
- Policy 2.4 Maintain roadway facilities to achieve the City's intersection Level of Service standard of LOS D or better, except for the following intersections identified within the Downtown Harbor Area:
 - Harborview Drive/N Harborview Drive
 - Harborview Drive/Pioneer Way
 - Harborview Drive/Stinson Avenue
 - Harborview Drive/Rosedale Street NW
 - Harborview Drive/Soundview Drive
 - N Harborview Drive/Peacock Hill

The above intersections may be allowed to operate at LOS F consistent with the vehicular, bicycle, and pedestrian objectives identified in the Harbor Area.

Policy 2.5 Accept LOS E standard at the SR 16 westbound ramp terminal roundabout intersection on Burnham Drive, provided that: (a) the acceptable delay at LOS E shall not exceed 80 seconds per vehicle as calculated per customary traffic engineering methods acceptable to the City Engineer; and (b) this policy shall cease to have effect if a capital improvement project is added to the Transportation Improvement Program and is found by the City to be foreseeably completed within six years and to add sufficient capacity to the interchange and adjacent intersections so as to achieve LOS D or better upon its completion including the impacts of all then-approved developments that will add travel demand to the affected intersections.

Policy 2.6 Require traffic impact mitigation when a proposed development would degrade the LOS below the adopted threshold on a state highway. This traffic impact mitigation shall be based on the recommendation of the City Engineer and consistent with the *Washington State Highway System Plan's Appendix G: Development Impacts Assessment*.

Policy 2.7 Continue to maintain and update a current traffic demand model to facilitate the preparation of annual capacity reports and concurrency reviews.

Policy 2.8 Where practicable, work toward the development of a multi-modal transportation system that achieves the following LOS metrics:
Pedestrian LOS – provide a minimum of LOS Yellow within the Pedestrian Priority Network, as defined in **Table 5**.
Bicycle LOS – provide a minimum of LOS Yellow within the Bicycle Priority Network, as defined in **Table 6**.

Transit LOS – partner with local and regional agencies to provide a minimum of LOS Yellow, as defined in **Table 7**.

Policy 2.9 Adopt and implement a program which increases public awareness to the city's transportation demand management strategies, including non-motorized transportation and increased use of local transit.

Policy 2.10 Establish appropriate right-of-way widths, pavement widths, shoulder requirements, bicycle accommodations, curb-gutter-sidewalk standards for major arterials, collectors and local streets.

Policy 2.11 Establish design standards, which provide for visually distinct roadways that provide increased pedestrian accommodations while providing efficient and cost effective engineering design.

Policy 2.12 Adopt and implement street construction standards, which consider the objectives of Complete Streets and implement the goals and policies of the City of Gig Harbor Comprehensive Plan Design Element and the City Design Guidelines.

Policy 2.13 Work with Pierce County to require the design and construction of appropriate urban transportation improvements in the Urban Growth Areas adjacent to the city.

Policy 2.14 Continuously monitor and analyze individual intersection approach leg LOS to determine if a capacity-related intersection improvement project, whether completed through a private development project or City capital project, is necessary to remedy a localized deficiency at a particular intersection approach leg. If it is determined that a capacity-related

project is available that will remedy failing LOS at a particular leg of an intersection and the project will improve the overall intersection LOS significantly, the City shall consider such projects when generating the 6-year TIP project list.

Table 5. Pedestrian Priority Network - LOS Standards

LOS Standards	Principal and Minor Arterials; Collectors (within CoLis or 0.5 mile of a school)
	Pedestrian facilities* available on both sides of the street
	Pedestrian facilities available on one side of the street
	No pedestrian facilities available

*Pedestrian facility includes sidewalks and shoulders protected by a raised curb

Table 6. Bicycle Priority Network - LOS Standards

LOS Standards	Arterials	Collectors
	Shared use path or a buffered bike lane on both sides of street.	Conventional bike lanes on either sides of street or a shared use path.
	Conventional bike lanes on both sides of the street, or a shared use path or buffered bike lanes within 700 feet.	Fog lines on both sides of the street.
	None of the above facilities are provided, or facilities are on one side.	None of the above facilities are provided, or facilities are on one side.

Table 7. Transit Accommodation - Stop Amenities and Pedestrian Access

LOS Standards	Transit Stop Amenities	Pedestrian Access
	Provides high quality stop amenities (benches, shelters, garbage cans, lighting)	Sidewalks and marked crosswalks serving all stops
	Provides transit stop amenities where feasible	Sidewalks and marked crosswalks serving stops where feasible
	No amenities	General lack of sidewalks and marked crosswalks

GOAL 3 – EFFECTIVE IN CONNECTING CENTERS TO THE REGIONAL TRANSPORTATION SYSTEM

- Policy 3.1 Promote and implement a network of local street and trail infrastructure that supports walking, bicycling, and transit use to enhance connectivity, and physical activity throughout the city while providing connections between COLIs and neighborhoods.
- Policy 3.2 Prioritize investments in transportation facilities and services in COLIs that support compact, pedestrian and transit oriented development.
- Policy 3.3 Work with Pierce Transit to satisfy local travel needs, particularly between residential areas, the CoLLs, and major commercial areas along SR 16.
- Policy 3.4 Work with Pierce Transit to locate Pierce Transit Park & Ride lots in areas which are accessible to transit routes and local residential collectors, but which do not unnecessarily congest major collectors or arterial roads or SR 16 interchanges.
- Policy 3.5 Work with the Harbor property owners to determine an effective parking plan, including the establishment of a local parking improvement district for the Harbor.
- Policy 3.6 Provide connections between commercial developments for vehicles and pedestrians, when feasible.

GOAL 4 – SUSTAINABLE OVER TIME, BOTH FINANCIALLY AND ENVIRONMENTALLY

- Policy 4.1 Re-evaluate the Land Use Element, LOS, and revenue sources when funding for projects falls short. Impact fees should be used to the extent possible under GMA to fund capacity

project costs. Alternative revenue sources and/or LOS modifications should be considered before land use density changes are considered.

- Policy 4.2 Give high priority to maintenance and preservation of the existing transportation infrastructure.
- Policy 4.3 Implement programs and construct projects that reduce reliance on private vehicles, thereby reducing harmful vehicle emissions, avoiding or mitigating impacts to critical areas and wildlife, manage water quality, and providing a safe environment for people to live and travel in.
- Policy 4.4 Implement programs that help to meet and maintain federal and state clean air requirements, in addition to regional air quality policies. Also, support programs and projects that help to reduce Greenhouse Gas emissions consistent with state goals established in RCW 70.235.050 and RCW 70.235.060.
- Policy 4.5 Support the development and implementation of transportation modes and technologies that are energy-efficient, improve system performance, and minimize negative impacts to human health.
- Policy 4.6 Protect the transportation system against natural and manmade disasters, develop prevention and recovery strategies, and plan for coordinated responses by using transportation-related preparedness, prevention, mitigation, response, and recovery strategies and procedures adopted in the emergency management plans and hazard mitigation plans of the County and as well as the Washington State Comprehensive Emergency Management Plan.



Policy 4.7 Provide for an efficient storm drainage system in road design considering the width of road pavement needed to achieve levels of service and utilization low impact development techniques including pervious pavements and biofiltration.

Policy 4.8 Work with the Puget Sound Regional Council, Washington State Department of Transportation, Pierce Transit and neighboring jurisdictions in the development of transportation control measures and other transportation and air quality programs where warranted.

Policy 4.9 Encourage and support the use of electric vehicles; provide a broad range of opportunities for vehicle recharge.

Policy 5.3 Work with neighboring jurisdictions to ensure that new development outside of Gig Harbor does not unreasonably affect transportation systems, levels of service, and the quality of life.

Policy 5.4 Work with business leaders, private owners, and other local organizations to reach mutual transportation goals.

Policy 5.5 Continue to work with WSDOT to lobby for future state transportation monies to be used on City east/west connections that will help alleviate both SR 16 congestion as well as City interchange congested areas.

GOAL 5 – UNDERSTOOD BY THE COMMUNITY

Policy 5.1 Coordinate planning, construction, and operation of transportation facilities and programs with the State, County, neighboring cities, Puget Sound Regional Council, transit agencies, and other entities. This coordination will be achieved by:

- a. Participating in the transportation-related activities of Pierce County and advisory committees;
- b. Working with other jurisdictions to plan, fund, and implement multi-jurisdictional projects necessary to meet shared transportation needs; and
- c. Making transportation decisions consistent with this Transportation Element and other regional plans.

Policy 5.2 Work with private property owners to improve connections for automobile and non-motorized travel.

	In Current Plan? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes
f. A policy or procedure to reassess the Land Use Element if probable funding falls short of meeting existing needs. <u>RCW 36.70A.070(3)(e)</u> <u>WAC 365-196-415(2)(d)</u> Note: park and recreation facilities shall be included in the capital facilities plan element	Yes , Chapter 13, 13.1.12	No	
g. If impact fees are collected: identification of public facilities on which money is to be spent. <u>RCW 82.02.050(5)</u> and <u>WAC 365-196-850(3)</u>	Yes , Chapter 13, Page 13-21, Mechanisms to Provide Capital Facilities	No	

Utilities Element

Consistent with relevant CWPPs and RCW 36.70A.070(4). Utilities include, but are not limited to: sanitary sewer systems, water lines, fire suppression, electrical lines, telecommunication lines, and natural gas lines.

The general location, proposed location and capacity of all existing and proposed utilities. <u>RCW 36.70A.070(4)</u> and <u>WAC 365-196-420</u>	No	Yes	Chapter 9 (Utilities Element), describes preparing a map showing the location and proposed locations, however this is not available as an appendix.
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Transportation Element

Consistent with relevant CWPPs and RCW 36.70A.070(6)

a. An inventory of air, water, and ground transportation facilities and services, including transit alignments, state-owned transportation facilities, and general aviation airports. <u>RCW 36.70A.070(6)(a)(iii)(A)</u> and <u>WAC 365-196-430(2)(c)</u> .	Yes	No	There is no clear inventory. An inventory to easily site will be created.
b. Adopted levels of service (LOS) standards for all arterials, transit routes and highways. <u>RCW 36.70A.070(6)(a)(iii)(B)</u> and <u>(C)</u> , <u>WAC 365-196-430</u>	Yes , Chapter 12, Table 4, Policy 2.4	No	
c. Identification of specific actions to bring locally-owned transportation facilities and services to established LOS. <u>RCW 36.70A.070(6)(a)(iii)(D)</u> , <u>WAC 365-196-430</u>	Yes , Chapter 12, Chapter 6. Capital plan, Associated policies.	No	

	In Current Plan? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes
d. A forecast of traffic for at least 10 years including land use assumptions used in estimating travel. <u>RCW 36.70A.070(6)(a)(i)</u> , <u>RCW 36.70A.070(6)(a)(iii)(E)</u> , <u>WAC 365-196-430(2)(f)</u>	No	Yes	A forecast that extends 10 years is missing from this element.
e. A projection of state and local system needs to meet current and future demand. <u>RCW 36.70A.070(6)(a)(iii)(F)</u> and <u>WAC 365-196-430(1)(c)(vi)</u>	Yes , Chapter 12, Table 9, Table 10, Table 11, and Associated Policies	No	
f. A pedestrian and bicycle component to include collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles. <u>RCW 36.70A.070(6)(a)(vii)</u> , <u>WAC 365-196-430(2)(j)</u>	Yes , Chapter 12, CH 5, LOS, pages 43-47	No	
g. A description of any existing and planned transportation demand management (TDM) strategies, such as HOV lanes or subsidy programs, parking policies, etc. <u>RCW 36.70A.070(6)(a)(vi)</u> and <u>WAC 365-196-430(2)(i)(i)</u>	Yes , Chapter 12, Policy 2.9, Chapter 2, conditions and trends.	No	
h. An analysis of future funding capability to judge needs against probable funding resources. <u>RCW 36.70A.070(6)(a)(iv)(A)</u> , <u>WAC 365-196-430(2)(k)(iv)</u>	Yes , Chapter 12. Chapter 6, associated tables and policies.	No	
i. A multi-year financing plan based on needs identified in the comprehensive plan, the appropriate parts of which serve as the basis for the 6-year street, road or transit program. <u>RCW 36.70A.070(6)(a)(iv)(B)</u> and <u>RCW 35.77.010</u> , <u>WAC 365-196-430(2)(k)(ii)</u>	Yes , Chapter 12. Chapter 6, Table 6	No	

	In Current Plan? Yes/No If yes, cite section	Changes needed to meet current statute? Yes/No	Notes
j. If probable funding falls short of meeting identified needs: a discussion of how additional funds will be raised, or how land use assumptions will be reassessed to ensure that LOS standards will be met. <u>RCW 36.70A.070(6)(a)(iv)(C)</u> , <u>WAC 365-196-430(2)(l)(iii)</u>	Yes , Chapter 12, Goal 4, Policy 4.1	No	
k. A description of intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions and how it is consistent with the regional transportation plan. <u>RCW 36.70A.070(6)(a)(v)</u> ; <u>WAC 365-196-430(1)(e)</u> and <u>430(2)(a)(iii)</u>	Yes . Chapter 12, Ch 1, Regional Coordination, Goal 5 Policy 5.1	No	

Shoreline

For shorelines of the state, the goals and policies of the shoreline management act as set forth in RCW 90.58.020 are added as one of the goals of the Growth Management Act (GMA) as set forth in RCW 36.70A.480. The goals and policies of a shoreline master program for a county or city approved under RCW 90.58 shall be considered an element of the county or city's comprehensive plan.

a. The policies, goals, and provisions of <u>RCW 90.58</u> and applicable guidelines shall be the sole basis for determining compliance of a shoreline master program with this chapter except as the shoreline master program is required to comply with the internal consistency provisions of <u>RCW 36.70A.070</u> , <u>36.70A.040(4)</u> , <u>35.63.125</u> , <u>35A.63.105</u> , <u>36.70A.480</u>	Yes	No	
b. Shoreline master programs shall provide a level of protection to critical areas located within shorelines of the state that assures no net loss of shoreline ecological functions necessary to sustain shoreline natural resources as defined by department of ecology guidelines adopted pursuant to <u>RCW 90.58.060</u> .	No	Yes	This element is not present in the current SMP and needs to be included in the update.