

**TOWN OF EATONVILLE
PLANNING COMMISSION AGENDA
Monday, May 1, 2017 – 7:00 P.M.
COMMUNITY CENTER
305 CENTER STREET WEST**

Call to Order

Roll Call: Bertoa ___ Justice ___ Lambert _____ *Miller –Excused*

Town Staff Present: Mayor Schaub, Abby Gribi, Scott Clark, and Kerri Murphy

Pledge of Allegiance

Approval of the Agenda:

Approval of Minutes: April 11, 2017

Communications and Announcements:

From Public:

From Commissioners:

Old Business: Comprehensive Plan Review - Chapter 15 - Transportation

Public Comments:

Staff Comments:

Commissioner Comments:

Next Meeting: May 15, 2017

**Town of Eatonville
PLANNING COMMISSION MEETING
Tuesday, April 11, 2017
COMMUNITY CENTER
305 CENTER STREET WEST**

CALL TO ORDER

Chairman Lambert called the meeting to order at 7:06 PM.

ROLL CALL

Present: **Commissioners Bertoia, Justice and Lambert.**
Commissioner Miller was excused.

STAFF PRESENT: Mayor Schaub, Abby Gribi, Scott Clark and Kerri Murphy.

OPENING CEREMONIES

Commissioner Justice led the Pledge of Allegiance.

APPROVAL OF AGENDA

Motion by **Commissioner Bertoia** to approve. Seconded by **Commission Justice.** AIF.

APPROVAL OF MINUTES

Motion by **Commissioner Bertoia** to approve the minutes of February 21, 2017. Seconded by **Commissioner Justice.** AIF.

COMMUNICATIONS OR ANNOUNCEMENTS

There were no communications or announcements from the public or the commissioners.

OLD BUSINESS

Airport Input and consultation meeting – Comprehensive Plan Amendment

Scott Clark, Planner explained that the meeting this evening is to receive comments and input regarding the Swanson Airfield as it relates to the comprehensive plan. Mr. Clark provided handouts and read the Land Use Chapter 10 into the record. A map of the airport zone was placed on the wall for reference and discussion. **Dan Mulkey, 580 Airport Rd. E., Trinity Aviation, Airport Committee and the Swanson Field Airport Manager.** The policy that was just read by Mr. Scott he said has certain policies that are FAA viable and also the State of Washington. As the Airport Manager he hopes that these policies will be looked at seriously for future growth and building within the airport facility area. This concerns both the residential and commercial growth. With the meetings that have been held and with the obligations that the town has put forth they would like to see that these guidelines are taken more seriously. Mr. Mulkey met with Mr. Simon today. Mr. Simon is the individual that bought the development at the southeast end of the airport. The airport is moving forward with what the town council has approved. He asked that the Planning Commission take a better look at the FAA regulations for height and boundary areas that the FAA puts forth. They are actually quite well explained. The

committee feels that some of this has been ignored in the past over some things that have taken place. In the future with the airport commission and airport committee that has been formed and is being worked on, they would like to see the information that they bring forth be considered by the planning commission in the future. Construction and operational use of future businesses and residential properties that fall under the guidelines of the FAA and State of Washington for airport structures.

Rick Adams, 29906 SR 706, Ashford – he serves on the airport commission. He explained that he had been before the planning commissioners before and submitted recommendations for the comprehensive plan in September, 2016. We did not expect a complete assimilation of all of our recommendations but they would like to see some planning and due diligence given to the recommendations as a result of our efforts. The information was provided to help the planning commission work through the process. They have put together an amendment proposal. They would like to meet with the commissioners as an Airport Commission to work together collaboratively to finalize an outcome for the airport. It is not just an airport it is an economic development mechanism; a transportation mechanism, it has a lot going for it for diversification that this community offers. One thing that came to mind and it is still an issue. The safe and efficient operations of the airport are paramount. If it is not perceived as a safe airport by the FAA and the people that live around it, it will not stay an airport. In any manner possible we need to insure that the operational utilization and safety are paramount not only for the existing parcels that are there, but for technology that can be brought to the airport in the future. Secondly, this has not been given much consideration in the past and there has been talk about netting. With people walking, riding bicycles and driving cars at the airport we have the potential for some pretty catastrophic problems. There is a proposal and it's been approved for the possibility for some storage units on the southeast corner of the runway. Aviation oriented development. It is imperative that these parcelspeople that are aviation oriented understand the potential of injury or property damage on and around the operation of these aircraft. The commission would like to talk more about access by vehicular, bicycles and pedestrian access moving in and out of the airport properties. There needs to be as much aviation development as possible on the airport. They are closing airports all over the country. We need to do a good job in the economic development element of the comprehensive plan to define what potential contributions the airport has to this community along with other modes of transportation. There is a rail line right there with a State highway at the other end of it. There are some opportunities to blend small aviation and the up and coming electric vehicles, technology is coming fast. You may see more demand for commuter traffic in the air. There are changes come in the technology of aviation and the more we can do to capture the utilization of that airstrip the better off we will all be. They are using drones to transport people and utilizing the tops of parking garages. We need to attract the kind of visionary people that will bring business and investments.

Bob Thomas, 234 Allison Ave., Eatonville – Councilman Position #3, Chairman of the Airport Committee – What is discussed here tonight or wherever you decide to go with this he wanted to point out – FAR 77 governs height restrictions above the ground, but the Washington State Department of Transportation publishes a land use compatibility guide. It has an extensive matrix that addresses what you should and should not do around the airport. He suggested that the commissioners get into their state code that talks about using the best science to make your land use compatibility decisions and growth management act (not audible).. as you get in to studying this you will see that there are different zones and geographical relationship to the runway and all industries are not created equal in accordance with that land use compatibility guide. The comp plans are a broad guidance of where we want the town to go in the long term but it also sets the foundation for building the Eatonville Municipal Code. He ask that the commissioners take in all the best management practices and science that the work the State of Washington has already put into this.

Bud Lucas, 435 Airport Rd., Eatonville – He said he was never notified. Mailings were sent out and a mailing list was in the file for the meeting. His name was on the list and mailing address was confirmed. He asked that we keep everyone informed.

Caleb Boettcher – 186 Dow Ridge Dr N., Eatonville – He wanted to discuss the restricted areas at each end of the runway. Chapter 10.

Mr. Clark said that is not the way the notice went out and explained that that was a development regulation not an airport regulation. Tonight we are discussing the comprehensive plan. The extent of how far the development regulations may impact property was not the basis for the notification we base that off of land use designation. There was also notice in the local newspaper.

Mr. Boettcher said that if you are going to restrict within a half mile of each end and we are well below the glide path on the low end which is semi-industrial. He added that it is hard enough to pay taxes on property that has

restricted use. He said he would like to see more on what they are proposing to restrict. He has the 10 acre parcel on the other side of Center Street East next to the Bud Blancher trail, towards the Town's water plant. The airport property should not be made so restrictive that you are impeding the development right of land owners who try and do something with their property.

Roselyn Hendricks, residents of the north end of the airport. The airplanes do come in very quietly at times. Suggested signage or fencing.

Rick Adams, 29906 SR 706, Ashford suggested that the airport layout plan be updated. He suggested looking at possibly putting up trails around the outside of the airport. The more the airport and the community can provide, the stronger and healthier the two can be. He would like to keep the discussion open for what this can be for the airport and the community.

John Hendricks, 465 Airport Rd E, Eatonville – In total agreement with safety concerns and with looking at the future of the airport. Adopting this into the Comprehensive Management Plan opens us up to Federal Funding of grant money and would be a positive move. Everything that we are discussing this evening is going to take money.

Chairman Lambert thanked everyone for their comments and for taking time out of their evening to come to the meeting and participate. The commissioners will take their comments into consideration.

Mr. Clark said he wanted to follow up with Mr. Adams and confirmed that the planning commission does have a copy of the information the Airport Commission submitted for review and it is on record. He confirmed with Mr. Thomas that he also has the airport compatibility land use and is also on record as well.

Staff Comments:

Abby Gribi, Town Administrator announced that there would be a hearing by the Pierce County Hearing Examiner on **Wednesday, April 19, 2017 at 9:00 a.m. at the Public Services Building (Annex) South Entrance, Public Meeting Room, 2401 S. 35th Street, Tacoma, WA .**

There will be an **additional hearing at the Eatonville High School (Library), 302 Mashell Ave N, Eatonville, WA on Thursday, April 20, 2017 at 6:00 p.m.** She asked that the Planning Commissioners plan to attend with any comments that they may have.

Chairman Lambert announced that he would not be available next Monday, April 17th. (The meeting will need to be cancelled because we would not have a quorum. Marty Miller will be out of the country until the middle of May.

There were no public comments.

The next meeting will be May 1, 2017.

Chairman Lambert closed the meeting at 7:50 p.m.

Chairman Lambert

Judy Justice – Co-Chairperson

ATTEST:

Kerri Murphy, Recording Secretary

Chapter 15

TRANSPORTATION

15.1 VISION

Although it was once reliant on the automobile, Eatonville in 2032 is a place where people of all ages and abilities get around safely and conveniently on foot or wheelchair, by bike, or by car. Destinations both in and outside of town are reachable via a well-connected network of sidewalks, bike routes, and multi-use trails. A consistent shuttle service connected with Pierce Transit is also available for those making trips outside of Eatonville. Safety for all users is a priority and the addition of well-marked crossings, universal design features, consistent wayfinding signs, traffic-calming measures, and educational programs have reduced the incidence of injury related to design to zero. Street trees, plantings, and sidewalk amenities have made the commercial core of Eatonville an exceptional place to stroll between parks, shops, and cafes, and the consistent network of sidewalks makes running errands on foot both easy and safe. The variety of transportation options has reduced traffic congestion and improved the long-term health and livelihood of Eatonville's residents.

~~15.1~~ 15.2 EXISTING CONDITIONS

15.1.1–15.2.1 Street Classification. The Washington State Department of Transportation (WSDOT) defines four street functional classification categories that are applicable to urban areas such as the Town of Eatonville. In Eatonville, streets, roads and highways are classified as arterials, collectors, or local access streets. Streets, roads and highway classifications in and around Eatonville is shown in Figure 15-1.

Arterial streets, roads and highways provide for traffic movements into, out of, and through the Town. Many of the trips using principal arterials have neither their origin nor their destination within Eatonville, but are generated by the surrounding areas of Pierce County. Principal arterials carry the highest traffic volumes and serve the longest trips. The traffic movement function is emphasized at the expense of convenient access to adjacent land uses. Regional and inter-city bus routes are generally concentrated on the principal arterials, as well as support facilities such as transit centers and park-and-ride lots. In Eatonville, arterial routes also provide access to local destinations such as businesses, residences, and schools.

Collector streets and roads provide for movement within neighborhoods and funnel neighborhood trips onto the arterial street system. Collectors typically carry moderate traffic volumes, relatively shorter trips than the arterials, and little through traffic. In the downtown area, collector streets may include the street grid, which forms a logical entity for traffic circulation. Local bus routes may use collector streets for passenger pick up in residential areas.

Local streets comprise all roadways and streets not otherwise classified. Their main function is the direct access to abutting properties, often at the expense of traffic movement; low speeds and delays caused by turning vehicles are common. Local streets are not generally designed to accommodate bus movements.

15.1.2 15.2. Road Conditions. Roads and road segments are generally classified into four categories of conditions, depending upon the quality of the surface and other attributes pertaining to their efficient use. Several of the arterials leading into the Town of Eatonville are in good or new condition, including SR-161 and Eatonville Highway. However, within Eatonville, Eatonville Highway and several other arterials only meet tolerable levels. Several local streets and collector streets fall into the poorest road condition category, including Oak Street and Madison Avenue in southeast Eatonville. Table 15-1 details the existing roadway conditions.

Road	From	To	ROW	Number of Lanes
ARTERIALS				
SR 161	Ohop Valley Ext.	Orville Road E.	60'	2
	Orville Road E.	Lynch Creek Rd. E.	100'	2
	Lynch Cr Road E.	Carter Street	60'	2
	Carter Street	Center Street E.	60'	2
	Center Street E.	Mashell Avenue	60'	2
	Mashell Avenue	Oak Street	60'	2
	Oak Street	Alder Street	60'	2
	Alder Street	Weyerhaeuser Rd.	60'	2
Eatonville Hwy.	Iron Street	Cedar Avenue S.	60'	2
	Cedar Avenue S.	Pennsylvania Ave.	60'	2
	Pennsylvania Ave.	Orchard Avenue	60'	2
	Orchard Avenue	Rainier Avenue	60'	2
	Rainier Avenue	Mashell Avenue	60'	2
	Mashell Avenue	Washington Avenue	60'	2
Center Street E.	Washington Ave.	Eagle Glen Court	60'	2
	Eagle Glen Court	Weyerhaeuser Rd.	60'	2
	Weyerhaeuser Rd.	Mashell Bridge	60'	2
	Mashell Bridge	Railroad Underpass	60'	2

COLLECTORS				
Ohop Valley	SR 161	SR 161	60'	2
Mashell Avenue	SR 161	Lynch Street	60'	2
	Lynch Street	Carter Street	60'	2
	Carter Street	Center Street	60'	2
	Center Street W.	Larson Street	60'	2
Antonie Avenue	Carter Street	Center Street	60'	2
	Center Street	Iron Street	60'	2
	Iron Street	Eatonville Highway	60'	2
Carter Street	Antonie Avenue	Fir Street	60'	2
	Fir Street	Cedar Avenue	60'	2
	Cedar Avenue	Pennsylvania Ave.	60'	2
	Pennsylvania Ave.	Orchard Avenue	60'	2
	Orchard Avenue	Rainier Avenue	60'	2
	Rainier Avenue	Mashell Avenue	60'	2
	Mashell Avenue	Washington Avenue	60'	2
Orchard Avenue	Lynch Street	Center Street E.	60'	2

**Table 15-1
Existing Roadway Conditions**

**Table 15-1 (Continued)
Existing Roadway Conditions**

Road	From	To	ROW	Number of Lanes	2002 Traffic Volume
COLLECTORS					
Antonie Ave N.	Ridge Road	Williams Court	60'	2	600
	Williams Court	Ash Street	60'	2	600
	Ash Street	Carter Street	60'	2	600
Center Street	View Crest Drive	Conant	60'	2	600
	Conant Street	Jensen Lane	60'	2	600
	Jensen Lane	Antonie Avenue	60'	2	600

	Antonie Avenue	Cedar Avenue	60'	2	600
Orchard Avenue	Ridge Road	Lynch Street	60'	2	600
Weyerhaeuser	Town Limits	Center Street E.	30'	2	600
Berggren Road	Town Limits	Center Street E.	60'	2	600

15.1.3 15.2.3 Design Standards.

Street design standards for arterial, collector and local access streets are specified in the Eatonville Public Works Development and Construction Standards Manual. Stormdrainage design is specified in the Pierce County Stormwater Management and Site Design Manual, which the Town of Eatonville has adopted as its standards for managing stormwater.

Aside from the technical design standards found in the Eatonville Public Works Development and Construction Standards Manual, other agencies, such as the National Association of City Transportation Officials (NACTO), have developed pedestrian and bicycle specific design standards for municipal use. An example of these mode-specific standards can be found on the NACTO Web site at nacto.org/print-guide/.

~~15.1.4 Ideal Classification System. In an ideal system streets would be laid out in a rectangular grid with a functionally strict hierarchy, and a sharp differentiation between classifications. Land use patterns, topography constraints and environmental considerations dictate an irregular street system, and the classification system can only achieve a rough approximation of these ideal guideline~~

~~The higher classified streets handle the highest traffic volumes. Arterials account for only 5 to 10 percent of the total highway mileage in an urban area, but carry 40 to 65 percent of the total travel (measured in vehicle miles of travel). Local streets, on the other hand, comprise 65 to 80 percent of the system but carry only 15 to 20 percent of the travel demand.~~

15.1.5 15.2.4 Jurisdiction. State Route 161 is under WSDOT jurisdiction. All other streets within the Town boundaries are under the jurisdiction of the Town of Eatonville. Streets within the urban growth area are under the jurisdiction of Pierce County until these areas are annexed into the jurisdiction of the Town.

15.2 — 15.2.5 TRAFFIC CHARACTERISTICS

~~15.2.1 Daily Variations.~~ Traffic volumes also vary from each day of the week. Mondays and Fridays tend to be higher travel days of the five-day work week, while Tuesday, Wednesday, and Thursday volumes are lower. Saturday and Sunday travel is normally higher than the average weekday.

15.2.2 Monthly Variations. Traffic volumes vary from month to month. Low volume months are the winter months and the high volume months are the summer months when the normal day-to-day travel is supplemented with vacation travel.

15.2.3 Hourly Variations. The hourly travel variations for a typical high volume intersection in the Town of Eatonville are as follows: Morning peak hour occurs at 10 a.m., after which volume decreases slightly between 12 and 2 p.m. Travel volumes again increase and peak between 3 and 5 p.m.

15.3 YEAR 2004 TRAFFIC VOLUMES

15.2.6 Year 2010 Traffic Volumes

———— Traffic volumes representing the 2004 average week day traffic for selected street and road segments are shown in Table 15-2. The traffic volumes range from a high of 10,100 vehicles per day on Center Street East to a few hundred vehicles per day on sections of collector streets.

———— The highest volumes can be found on State Route 161 and Center Street, which both travel through the heart of the Town. SR 161, which provides access to the Town from the north coming from Puyallup, has volumes as high as 9,000 vehicles per day. SR 161 travels on Washington Avenue through the Town and intersects Center Street, where volumes amount to 6,400 vehicles per day. Center Street carries high volumes as well, especially where it intersects Washington Avenue. The east leg of this intersection handles many trips between the residential and service areas of Town, and hence experiences the heavy volume of 10,100 vehicles per day.

**Table 15-2
2004 Daily Traffic Volumes and Level of Service**

Street	From	To	Daily Traffic	Level of Service
SR 161	Ohop Valley	Lynch	9,000	C
	Carter	Center	6,400	D
	Larsen	Mashell River	3,000	B
Eatonville Hwy.	Antonie	Center	1,500	B
Center St. W.	Rainier	Mashell	7,800	D
	Mashell	Washington	7,300	C
Center St. E.	Washington	Madison	10,100	D
	Weyerhaeuser	Berggren	6,000	C
	Mashell Bridge	South	4,300	C
Mashell	Carter	Center	6,100	C

Still verifying the source of these counts. Have updated numbers, but use this table + text as placeholder for now.

15.4 15.2.7 TRAFFIC ACCIDENTS

According to accident data kept for the Town of Eatonville, accidents are rare within the Town limits. The few accidents that have taken place have not involved any fatalities and have been dispersed rather evenly throughout the Town. Given the data, it seems that no single intersection is particularly accident-prone.

15.5 15.2.8 TOWN CENTER

The Eatonville Town Center generally extends north to Lynch Street, west to Orchard Avenue, south to Larson Street, and east to Adams Avenue. SR-161 is the one major state route that passes through the Town center. It is a north-south road extending from Federal Way south through Puyallup and Eatonville until it meets State Route 7 southwest of Eatonville. Other major streets traveling through the Town Center are Washington Avenue, Mashell Avenue, Rainier Avenue, Carter Street, and Center Street.

15.6 15.2.9 LEVEL OF SERVICE

Level of traffic service is generally defined as the roadway or intersection's ability to carry the traffic load. The Highway Capacity Manual (Transportation Research Board) defines the traffic level of service for signalized and unsignalized intersections as listed below:

LOS	GENERAL DESCRIPTION
A	Nearly all drivers find freedom of operation and there is seldom more than one vehicle in the queue.
B	Some drivers begin to consider delay and inconvenience and occasionally there is more than one vehicle in the queue.
C	Many times there is more than one vehicle in the queue and most drivers feel restricted, but not objectionably so.
D	Often there is more than one vehicle in the queue and drivers feel quite restricted.
E	Represents a condition in which the demand is near or equal to the probable maximum number of vehicles that can be accommodated by the movement and there is almost always more than one vehicle in the queue.

- F Forced flow which represents an intersection failure condition that is caused by geometric and/or operational constraints external to the intersection.

Existing levels of service have been calculated at select street segments in the Town of Eatonville and are shown in the far right column of Table 15-2. The following tables outline general guidelines established by WSDOT for determining level of service on roads based on average weekday traffic. The tables pertain to two-lane roads in rural towns.

Table 15-3
LEVEL OF SERVICE
Average Weekday Traffic
Two Lane Roads and Streets
No Turn Lanes at Intersection

Level of Service	Average Weekday Traffic Volume
A	0 to 1,000
B	1,100 to 3,000
C	3,100 to 6,000
D	6,100 to 9,000
E	9,100 to 12,500
F	12,600 +

Table 15-4
Level of Service
Average Weekday Traffic: Two-Lane Roads and Streets With Turn Lanes at
Intersections

Level of Service	Average Weekday Traffic Volume
A	0 to 3,000
B	3,100 to 6,000
C	6,100 to 9,000
D	9,100 to 12,000
E	12,100 to 16,000
F	16,600 +

Pierce County and the cities and towns therein, have adopted Level of Service D as the standard. When Level of Service drops to the level of E or F, corrective action must be

taken. Adding a turn lane at the intersection or installing a traffic signal will usually alleviate the problem.

~~15.7 ACCESS CONTROL~~

~~Access control is a technique used in designing roads to manage where and in what way automobiles will be able to enter and exit the road. WSDOT uses access control on its highways. Access control typically means limiting the number of driveways connecting commercial and residential sites directly to the highway. Under access control, entrances and exits to the road via driveways are restricted.~~

~~15.8-15.2.10 TRUCK ROUTES~~

Truck traffic in Eatonville is primarily generated by the logging, quarry, and light industrial activities that take place in the eastern portion of the Town. Trucks thus tend to travel east-west on Center Street East, and north-south on State Route 161 to access these business sites.

~~15.9 15.2.11 PUBLIC TRANSIT~~

Pierce Transit does not serve the Town of Eatonville with any regular routes. It does, however, offer van-share service available to area residents for day use.

~~15.10 15.2.12 SCHOOL BUS ROUTES~~

~~A total of nineteen school bus routes cover the Eatonville School District. Eleven of these buses serve the Eatonville High School, Middle School, and Elementary School. Seven routes provide service for the Columbia Crest and Weyerhaeuser Elementary Schools, which are outside of the Eatonville Planning Area. In addition, there is a preschool route that travels the entire district.~~

~~Five of the nineteen routes servicing the Eatonville School District, with the exception of the preschool route, travel partially within the Eatonville Planning Area. These are Routes Number 1, 5, 7, 10, and 11. The remainder transport students that reside outside of the Planning Area boundaries.~~

~~15.11 15.2.13 AIRPORT~~

The airport district is a multi-purpose area that does not fit any traditional zoning concept. It allows residential, commercial, and light industrial use of the property adjoining the runway. At the present time, there are eight single-family residences and one full-time business in the district. The runway is 3,000 feet in length and can accommodate single and light twin-engine aircraft. There are presently 22 airplanes based on the field with potential growth to double that amount in the next 10 years. In addition to the personal and business use of the airport, the location makes it important for aircraft flying between Olympia and Yakima for use as an alternate landing site. On many occasions, Eatonville is the only airport in the South Puget Sound area that remains fog free, and is frequently used when no other field is available. In addition, the lighted field provides the only opportunity for safe Medevac helicopter night operations in the vicinity. These operations save accident victims whose survival would have otherwise been jeopardized. The potential for additional homes on adjacent property in the next 10 years is double what exists presently.

Road access or ground transportation access to Swanson Field is provided by Lynch Creek Road and Airport Road East. The Town is proposing to mark the airport road access from SR-161, Washington Avenue via Lynch Creek Road and Airport Access Road with airport directional signs, obtained from the Washington State Department of Transportation or the Pierce County Public Works Department.

15.12 15.2.14 RAILROADS

~~To Eatonville's east, there is a railway that runs north-south between Tacoma and Morton. The line has been rehabilitated. The long range plan is to provide tourist travel service between Tacoma and Mt. Rainier. There are tourist trains which arrived in Eatonville during the summer months. It is the town's goal to identify a site for a passenger train depot and to pursue the development of such a facility.~~

15.13 15.2.15 PEDESTRIAN AND BICYCLE FACILITIES

Eatonville presently has no specially designated routes for pedestrians, cyclists, or equestrians. The Town is very concerned about its limited ability to provide adequate sidewalks and pedestrian ways. It is a Town goal to improve the pedestrian facilities and reduce the dependence on automobiles to travel to shopping, services, school, and work.

15.14 15.2.16 LAND USE AND TRANSPORTATION

In 1980, Eatonville had a population of 998. By 1990, the Town's population had increased 38 percent to 1,374 and by 2000, population had further increased by 46 percent to 2,012. Population forecasts predict an increase in population to 4,120 by the year 2022. Eatonville's forecast population of 4,120 persons by 2022 is about 105 percent greater than the 2000 population—more than double. This tremendous increase must be carefully planned and guided in order to accommodate future growth while maintaining the high quality of life in Eatonville.

**Table 15-3
Population Forecasts**

Year	Historic	2003 Forecast
1990	1,374	
1993	1,545	
2000	2,012	2,012
2002	2,070	2,070
2010	2,758	2,726
2014		3,128
2022		4,120
2032		5,700

There are also significant changes occurring in the distribution of population and employment within the Town that affect the future transportation system. Among these is the proposed residential and commercial infill of existing vacant land in the Town. A

number of residential plats have been developed and approved for building in the western part of Eatonville.

Employment forecasts for the year 2022 predict an acceleration of current trends, as the Town accepts an increasing share of southern Pierce County's employment under the policies of the Growth Management Act. The growth of Eatonville as an employment center, together with new residential development, will create growing demands for transportation facilities.

Over the past decade, the public, Pierce County, and the Town have become increasingly concerned about the need to manage the transportation impacts of rapid growth. New development in many areas has created transportation needs beyond the financial ability of already tight capital and maintenance budgets for transportation. As the Town grows, transportation will continue to be a major determinant of how, when, and where growth should occur.

Eatonville's Comprehensive Plan contains the Town's long-range land use plan, which provides direction for development within the Town. It establishes the Town's goals and provides policies to guide functional plans and provides the policy basis for Town regulations. The purpose of this Comprehensive Plan is to translate community values and goals into a framework for specific decisions on growth, land use, and public facilities and services. This functional plan provides detailed information for the provision of Town transportation facilities that carry out the policies of the comprehensive plan. The land use and transportation elements of the Comprehensive Plan will work together to support and carry out the policies adopted by the Town to guide future development and provision of public services. These plans are implemented through zoning, individual land development decisions, annexations, and the expenditure of Town funds for transportation facilities.

15.16-15.2.17 FORECASTED TRAFFIC VOLUMES

~~15.16.1~~ Year 2022 Traffic Volumes. The forecasted year 2022 traffic volumes reflect the land use assumptions as presented in the land use plan. Most auto travel for morning peak hour travel is made for the purpose of work. Most work trips are generated by residential development and are attracted by industrial and commercial development, whether that is inside or outside the Town. For evening peak hour travel, the reverse is the case. The land use projections reflect this. The increased volume of future travel results primarily from increased population and increased industrial and commercial activity in the area.

Traffic volumes in the Town are expected to roughly keep pace with population growth. The population growth factor of 1.87 for the years 2004-2022 was thus applied to 2004 traffic volumes to arrive at 2022 forecasts. Table 15-6 shows projected 2022 traffic volumes and the associated Level of Service for the Town of Eatonville.

The Level of Service calculations in Table 15-4 are based on the assumption that additional turn lanes at critical intersections have been added before 2022. The numbers in Table 15-4 clearly point to two critical problems that the Town and WSDOT have to address. The two problems are: 1) the southbound climbing lane along SR-161 from the Ohop Valley bottom to the top of the hill at Lynch Street. A climbing lane needs to be added to this section of the highway; and 2) the intersection of Washington Avenue (SR-161) and Center Street. A traffic signal clearly needs to be installed by 2022. Before installing a traffic signal, a thorough study needs to be carried out to determine if a traffic circle or a roundabout may be a better solution.

**Table 15-4
2022 Daily Traffic Volumes and Level of Service**

Street	From	To	Daily Traffic	Level of Service
SR-161	Ohop Valley	Lynch	16,800	F
	Carter	Center	12,000	D
	Larsen	Mashell River	5,600	B
Eatonville Hwy.	Antonie	Center	2,800	A
Center St. W.	Rainier	Mashell	14,600	E
	Mashell	Washington	13,700	E
Center St. E.	Washington	Madison	18,900	F
	Weyerhaeuser	Berggren	11,200	D
	Mashell Bridge	South	8,000	C
Mashell	Carter	Center	11,400	D

Have data, just need to make sure appropriate

WSDOT has already begun to address the above-identified problems and others. In 2004, the Department concluded a two-year corridor study of SR-161 from Graham to SR-7. The corridor study is waiting implementation, which is waiting for appropriation of moneys.

15.17 15.2.18 RECOMMENDED IMPROVEMENTS

A list of recommended street and road improvements is presented in Chapter 16, Capital Facilities. The list of needed improvements far exceeds the moneys available to the Town of Eatonville. Unless the State Legislature appropriates more money for small rural towns, most of the needed improvements are put off indefinitely.

15.18 15.2.19 TOWN CENTER PLAN

~~In year 2000, the Town together with the Eatonville Chamber of Commerce undertook an extensive citizen involved planning effort to identify what needs to be done to create a rural Town Center. The planning effort examined the mix of existing commercial, retail, and service outlets; evaluated the potential of establishing design guidelines or standards; explored the need to create a pedestrian oriented center or commons; identified the need for off street parking; and generally agreed that pedestrian safety needs more attention paid to it. The transportation related improvements were sketched out in a graphic, which is presented here as Figure 15-2.~~

In year 2000, the Town undertook an extensive citizen-involved planning effort to identify what needs to be done to create a rural Town Center. This Community Action Plan examined the mix of existing commercial, retail, and service outlets; evaluated the potential of establishing design guidelines or standards; explored the need to create a pedestrian oriented center or commons; identified the need for off-street parking; and generally agreed that pedestrian safety needs to more attention paid to it. The

transportation related improvements were sketched out in a graphic that is presented here as Figure 15-2.

In the fall of 2006, the Town of Eatonville hired Arai Jackson Ellison Murakami to assist in the development of a Town Center and Corridor Plan. The goal of this planning process was to create agreement for a plan to be adopted by Town Council in February 2007. This document was primarily based upon the ideas brought forth in the 2000 Community Action Plan. Three broad objectives were identified: Locate a Town Center Plaza with Visitor Center, create a strong streetscape environment, and simply traffic and circulation patterns. A chart of proposed objectives is presented in Figure 15-3.

~~15.19~~ 15.2.20 RECOMMENDED STREET PLAN

The recommended street plan is the same as is shown in Figure 15-1. Capacity and safety improvements are needed as time goes on and traffic volumes increase.

~~15.15~~ 15.3 GOALS AND POLICIES

~~15.15.1~~

15.3.1 GMA AND PIERCE COUNTY POLICIES

Growth Management Act: The Washington Growth Management Act identifies transportation facilities planning and, specifically encourages efficient multi-modal transportation systems based on regional priorities and coordinated with local comprehensive plans as a planning goal to guide the development and adoption of comprehensive plans and development regulations [RCW 36.70A.020(3)]. In addition, it identifies a transportation element as a mandatory element of a county or city comprehensive plan [RCW 36.70A.070(6)]. The transportation element must include: (a) land use assumptions used in estimating travel; (b) facilities and services needs; (c) finance; (d) intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions; and (e) demand management strategies [RCW 36.70A.070(6)(a)-(e)].

~~15.15.2~~Pierce County: County-Wide Planning Policies: County-Wide Planning Policies are written policy statements to be used solely for establishing a county-wide framework from which the County and municipal comprehensive plans are developed and adopted. The framework is intended to ensure that the County and municipal comprehensive plans are consistent, as required by Washington statutes.

During the period within which County and municipal comprehensive plans are developed, adopted, and implemented, the County and each municipality in the County, at their discretion, may utilize the County-Wide Planning Policies to serve as a guide for County or municipal land use and related decisions to best assure that the principles embodied in the County-Wide Planning Policies are followed and promoted. Chapter 3

discusses County-Wide Planning Policies in depth.

15.4 GOALS AND OBJECTIVES

15.4.1 Goal T-1: Increase multi-modal transportation.

Objective 1a: Create a pedestrian friendly environment.

- Improve sidewalk conditions throughout town
- Develop a full sidewalk network with connections within town and to trails.
- Ensure all pedestrian facilities meet ADA guidelines.
- Place crosswalks on all sides of major intersections.
- Encourage the planting of street trees and other street amenities.

Objective 1b: Expand bicycle facilities.

- Construct separated bike lanes along the busiest roadways.
- Place “sharrows” along favorable biking routes.
- Install public bicycle racks and maintenance stations.
- Prioritize connections with regional trails.
- Develop campaigns to educate both motorists and cyclists of traffic laws.

Objective 1c: Establish educational and outreach campaigns for walkable neighborhoods.

- Provide educational material to residents about the health and safety benefits of walking.
- Connect destinations with neighborhoods with intuitive way finding.
- Encourage walk-to-school programs with the Eatonville School District.

Objective 1d: Reduce automobile dependency.

- Encourage ride-share initiatives.
- Promote a ‘park-once’ campaign for Town Center shopping trips.
- Provide educational materials to residents about the economic and environmental impacts of automobile dependence.

Objective 1e: Enhance safety across all modes.

- Adopt “Target-Zero” safety initiatives.
- Establish review committee for all public injury cases.

Objective f: Re-establish bus and rail connections.

15.4.2 Goal T-2: Be adaptable to changes in county and statewide transportation planning.

Objective 2a: Maintain regular communication with county, regional, and statewide transportation agencies.

Objective 2b: Plan for increased costs of personal car ownership.

Objective 2c: Attract alternative fueling facilities, including biodiesel, natural gas, and electric-car charging stations.

Objective 2d: Aim to reduce greenhouse gas emissions in all Town transportation plans and programs.

~~15.15.3 Town of Eatonville. The transportation goals for the Town of Eatonville are to emphasize the movement of people and goods rather than vehicles in order to obtain the most efficient use of transportation facilities, and to establish a minimum level of adequacy for transportation facilities throughout the town through the use of consistent and uniform standards. The specific actions taken to implement this goal are discussed in Chapter 16, Capital Facilities.~~

~~15.15.4 Alternative Modes of Transportation. The Town encourages alternative modes of travel to the single occupant vehicle in order to reduce energy consumption air pollution and noise levels. Further, the Town's Transportation plans and programs shall be in conformity with the 1990 Clean Air Act amendments, and consistent with goals to reduce carbon monoxide and ozone levels to national air quality standards.~~

~~15.16 FORECASTED TRAFFIC VOLUMES~~

~~15.16.1 Year 2022 Traffic Volumes. The forecasted year 2022 traffic volumes reflect the land use assumptions as presented in the land use plan. Most auto travel for morning peak hour travel is made for the purpose of work. Most work trips are generated by residential development and are attracted by industrial and commercial development, whether that is inside or outside the Town. For evening peak hour travel, the reverse is the case. The land use projections reflect this. The increased volume of future travel results primarily from increased population and increased industrial and commercial activity in the area.~~

~~Traffic volumes in the Town are expected to roughly keep pace with population growth. The population growth factor of 1.87 for the years 2004-2022 was thus applied to 2004 traffic volumes to arrive at 2022 forecasts. Table 15-6 shows projected 2022 traffic volumes and the associated Level of Service for the Town of Eatonville.~~

~~The Level of Service calculations in Table 15-6 are based on the assumption that additional turn lanes at critical intersections have been added before 2022. The numbers in Table 15-6 clearly point to two critical problems that the Town and the Washington State Department of Transportation have to address. The two problems are: 1) the south bound climbing lane along SR-161 from the Ohop Valley bottom to the top of the hill at Lynch Street. A climbing lane needs to be added to this section of the highway; and 2) the intersection of Washington Avenue (SR-161) and Center Street. Clearly a traffic signal needs to be installed by 2022. Before installing a traffic signal, a through study needs to be carried out to determine if a traffic circle or a roundabout may be a better solution.~~

**Table 15-6
2022 Daily Traffic Volumes and Level of Service**

Street	From	To	Daily Traffic	Level of Service
SR 161	Ohop Valley	Lynch	16,800	F
	Carter	Center	12,000	D
	Larsen	Mashell River	5,600	B
Eatonville Hwy.	Antonie	Center	2,800	A
Center St. W.	Rainier	Mashell	14,600	E
	Mashell	Washington	13,700	E
Center St. E.	Washington	Madison	18,900	F
	Weyerhaeuser	Berggren	11,200	D
	Mashell Bridge	South	8,000	C
Mashell	Carter	Center	11,400	D

The Washington State Department of Transportation has already begun to address the above identified problems and others. In 2004, the Department concluded a two-year corridor study of SR 161 from Graham to SR 7. The corridor study is waiting implementation which, in turn, is waiting for appropriation of moneys.

15.17 RECOMMENDED IMPROVEMENTS

A list of recommended street and road improvements is presented in Chapter 16, Capital Facilities. The list of needed improvements far exceeds the moneys available to the Town of Eatonville. Unless the State Legislature appropriates more money for small rural towns, most of the needed improvements are put off indefinitely.

15.18 TOWN CENTER PLAN

In year 2000, the Town together with the Eatonville Chamber of Commerce undertook an extensive citizen involved planning effort to identify what needs to be done to create a rural Town Center. The planning effort examined the mix of existing commercial, retail and service outlets, evaluated the potential of establishing design guidelines or standards, explored the need to create a pedestrian oriented center or commons, identified the need for off-street parking and generally agreed that pedestrian safety needs to be paid more attention to. The transportation related improvements were sketched out in a graphic which is presented her as Figure 15-2.

15.19 RECOMMENDED STREET PLAN

The recommended street plan is the same as is shown in Figure 15-1. Capacity and safety improvements are needed as time goes on and traffic volumes increase.

15.4 IMPLEMENTATION STRATEGIES

15.4.1 Implementation.

During the implementation phase, it is necessary to have a long-term transportation education programs for school children, drivers, and the general public. To achieve this goal, along with the physical development of transportation projects, access to potential funding resources is critical.

As a small town with a small tax base, Eatonville should take external funding into consideration. The following chart shows the funding options that are provided by Washington State Department of Transportation, State of Washington Transportation Improvement Board, and Puget Sound Regional Council.

Table 15-5

Task	Funding Project	Lead Agency	Details
Pedestrian and Bike Safety	Pedestrian and Bicycle Safety Program	WSDOT	<p>The purpose of this program is to improve conditions for biking and walking and encourage “complete street” type projects that safely meet the needs of bicyclists, pedestrians, public transportation users and motorists, and also protect and preserve community environment and character.</p> <p>Project development, right of way Acquisition, engineering improvements, education and enforcement efforts; leverage paving investments will be considered higher priority.</p> <p>Eligible projects should be part of community, regional or state plans.</p>
School District Safety	Washington's Safe Routes to School program	WSDOT	<p>The Pedestrian and Bicycle Safety program aids public agencies in funding cost effective projects that improve pedestrian and bicycle safety through engineering, education and enforcement for projects such as pedestrian and bicycle paths, sidewalks and safe routes to school and transit. The purpose of the program is to reduce the number of fatal and injury collisions involving pedestrians and bicycles by providing safety improvements.</p>

Roadway (re)construction and other improvements	Small City Arterial Program (SCAP); Small City Preservation Program (SCPP); Small City Sidewalk Program (SCSP)	State of Washington Transportation Improvement Board	<ul style="list-style-type: none"> - SCAP provides funding for projects that improve safety and roadway conditions - SCPP provides funding for rehabilitation and maintenance of the small city roadway system, in some cases in partnership with WSDOT or county paving projects - SCSP provides funding for sidewalk projects that improve safety and connectivity
	Small city pavement and sidewalk funding. (RCW 47.26.345)	(Washington State Legislature Decision)	All cities and towns with a population of less than five thousand are eligible to receive money from the small city pavement and sidewalk account created under RCW 47.26.340 for maintenance, repair, and resurfacing of city and town streets. For the purposes of determining population under this section, cities may include or exclude the population of any state correctional facility located within the city.
Downtown Corridor and Town Center Development	Rural Town Centers and Corridor Program	Puget Sound Regional Council	The Puget Sound Regional Council (PSRC) invites eligible rural interests to submit applications for planning and capital project needs for the \$2.0 million in Surface Transportation Program (STP) funds available through the region's Rural Town Centers and Corridors program. This program was established in 2003 to recognize and support the needs of the region's rural areas.