CHAPTER 5 TRANSPORTATION

5.1 Plan Context

The Transportation Chapter provides the policy framework to guide short-range and long-term development and maintenance of the multi-modal transportation system that includes roadways, bikeways, pedestrian facilities, and public transit within the city limits of Sequim.

In addition, the Transportation Chapter, together with Appendix B - the 2026 Transportation Master Plan (TMP) and the Capital Facilities Plan (CFP), as well as the City's Six-Year Transportation Improvement Program (TIP), collectively fulfills the transportation element requirements of the Growth Management Act (RCW 36.70A.070).

An overview of Sequim's transportation system inventory is included in Appendix B-2, Transportation Master Plan. It describes the existing transportation system, including streets and roads, public transportation, bicycles and pedestrians. The transportation improvement plan is presented in the TMP and identifies the transportation infrastructure improvements needed to support the projected land use through 2045.

Sequim faces several transportation-related challenges in accommodating the population and economic growth that is expected over the next twenty years. These include:

- Providing many alternate and multi-modal route options to move around the city safely and efficiently.
- Accommodating Sequim's allocated housing growth, which will primarily be in large areas of undeveloped and/or vacant land where streets constructed to City standards do not currently exist. The timing and who pays for the street improvements will most likely be developers and market driven.
- Improvement of the City's existing local access streets, while also ensuring new streets are constructed to maintain an appropriate level of service.
- Expanding and connecting active transportation facilities and routes within and outside the city, including connections to the Olympic Discovery Trail
- Identifying funding sources for needed improvements.

The City's vision for its transportation system is to provide a safe, balanced and efficient multi-modal transportation system that is consistent with the City of Sequim's Vision Statement and will adequately serve the future growth and development of the City and its Urban Growth Area.

5.2 Goals and Policies

The goals and policies contained in this chapter provide a framework for short-range and long-term transportation planning and implementation decisions required of the City of Sequim.

The goals and policies included cover the following categories:

- Network Consistency and Streets
- Level of Service and Concurrency
- Transportation Safety
- Land Use and Transportation Planning

- Transportation Funding
- Regional Coordination
- Multi-Modal Transportation
- Public Transportation
- Accessibility and Equity
- Transportation and Air Quality
- Parking

5.2.1 Network Consistency and Streets

The primary purpose of the transportation network is to support the development of the land uses, densities, and intensities envisioned by the Land Use chapter. The City's network and streets must be available to accommodate the transportation demand generated by the land use policies and subsequent housing and employment development.

GOAL TR-1
Provide a complete transportation network that safely accommodates all modes of travel while increasing efficiency and safety for all users.

Policy TR-1.1
Continue to maintain and expand upon the Transportation Master Plan's modal system maps that delineates the quality of travel experience as well as types of street uses.

Policy TR-1.2
Implement and enforce the City's adopted engineering design standards consistent with the Functional Classification designations for all streets. Review and evaluate the City's Engineering Standards on regular intervals to ensure the City is being responsive to potential changes and needs of the City's street system.

Policy TR-1.3
Enhance traffic flow through the Downtown Core by prioritizing development that improves East-West travel alternatives. Support land use and infrastructure improvements that establish Prairie Street as a preferred east-west travel route alternative to Washington Street.

Policy TR-1.4
Guide development of new Local Streets to form a well-connected network that provides safe, direct and convenient access to the existing roadway network for automobiles, bicycles and pedestrians. New residential developments should be consistent with the Future Multimodal Transportation Network in the Transportation Master Plan. Cul-de-sac construction requires the approval of the City Engineer.

Policy TR-1.5
All new developments must be required to provide vehicle, bicycle, and pedestrian connections with adjacent existing or future residential developments. Develop connectivity policies and requirements and ensure consistency with legal nexus parameters.

GOAL 2
Streets must be constructed to improve the function, safety, and appearance of the citywide street system.

Policy TR-2.1
Require all streets constructed or reconstructed within the City to meet the City's Engineering Design Standards and comply with the City's Complete Streets Policy (SMC 12.02). Roads must be designed to maintain the identified multimodal level of service standards and in accordance with the transportation networks identified in the 2025 Transportation Master Plan Update, included as an Appendix to this Comprehensive Plan.

Policy TR-2.2
Require development projects mitigate traffic impacts through the construction of improvements, financial contribution in lieu of such construction, payment of impact fees imposed under RCW 82.02, implementation of transportation demand strategies, transit services, or any other method that is acceptable to the City and that will result in actual mitigation for the impacts of the development.

Policy TR-2.3
Manage a street preservation program to keep the City's streets in conditions that are cost-effective to maintain and functional to travel.

Policy TR-2.4
Design roads within the freight mobility network to accommodate truck standards. Discourage truck travel outside of the freight mobility network to minimize truck intrusion in the downtown core and within residential neighborhoods.

Policy TR-2.5
Encourage on-site infiltration of stormwater through rain gardens or other assets that contribute to groundwater recharge and decrease runoff in street improvements where soils allow.

5.2.2 Level of Service and Concurrency

Transportation level-of-service standards and concurrency are key requirements of the GMA Washington Growth Management Act. By policy and regulation, the City of Sequim is required to ensure that transportation facilities needed to serve growth are in place when development occurs, or within six years of the completion of the development.

Level of Service (LOS) is the quantitative measure of traffic operational conditions. Intersection LOS is based upon the delay experienced by a vehicle when passing through an intersection. LOS thresholds vary by type of intersection control (signal, stop sign or roundabout). For transportation facilities planning, the LOS measure for

Vehicle Level of Service (LOS)	
A:	Free-flow conditions
B:	Stable operating conditions
C:	Stable operating conditions, but individual motorists are affected by the interaction with other motorists
D:	High density of motorists, but stable flow
E:	Near-capacity operations, with speeds reduced to a low but uniform speed
F:	Over capacity, with delays

each facility type provides direction as to what, how much, where and when transportation improvements may be needed.

Concurrency is one of the goals of the GMA and refers to the timely provision of transportation facilities relative to the demand for them. The GMA requires transportation improvements or strategies to accommodate development impacts need to be made "concurrent with development" and is further defined by the GMA to mean any needed "improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years" (RCW 36.70A.070(6)(b)). Local governments have flexibility regarding how to apply concurrency; the City of Sequim has adopted a concurrency ordinance codified in SMC 20.10

GOAL TR-3
Maintain the adopted level of service for the City's transportation system that mitigates the impacts of new growth and is adequate to serve adjoining land uses.

Policy TR-3.1
Develop a transportation system that achieves the following level of service (LOS) standards:
Vehicular LOS: all City streets and intersections, except for Washington Street, are developed and maintained to provide a minimum of LOS D.
Washington Street has a LOS F standard within downtown (5th to Brown) and must maintain a minimum of LOS E outside of downtown.
Pedestrian LOS: all Pedestrian Priority Routes have facilities which provide a Pedestrian Level of Traffic Stress (PLTS) 1 or 2, and PLTS 1 is established for the Olympic Discovery Trail.
Bicycle LOS: all roadways or routes in the Bicycle Network have facilities which provide Bicycle Level of Traffic Stress (BLTS) 1 or 2, and BLTS 1 is established for the Olympic Discovery Trail.

Policy TR-3.2
Ensure the ongoing preservation of the multimodal level of service standards through annual updates to the City's Six-Year Transportation Improvement Program.

Policy TR-3.3
Develop and maintain a system for monitoring transportation concurrency and LOS of all city-owned transportation facilities to ensure the appropriate and adequate performance of the City's transportation system, consistent with the LOS standards identified in Policy TR-3.1.

GOAL TR-4
Administer a concurrency ordinance to ensure a consistent level of service on City-owned streets, and as mandated by the Growth Management Act (GMA).

Policy TR-4.1
Administer a concurrency ordinance which prohibits development approval if the development causes the level of service on a City-owned transportation facility to decline below the adopted Level of Service standards of Policy TR-3.1, unless transportation improvements or strategies to accommodate the impacts of the development are made concurrent with the development.

5.2.3 Transportation Safety

Transportation safety is a fundamental component of Sequim's transportation system and community quality of life. A safe transportation network supports mobility, accessibility, and reliability while reducing the risk of crashes and conflicts among users.

GOAL TR-5
Provide a safe, efficient, and reliable transportation system.

Policy TR-5.1
Ensure high safety standards for all roadway users, including motorists, pedestrians, bicyclists and people rolling by implementing safety improvements and recommendations identified in the City's Comprehensive Safety Action Plan (CSAP) and/or Local Roadway Safety Plan (LRSP). The recommendations in these plans must be updated on a regular basis to reevaluate safety needs and maintain consistency with safety funding programs.

Policy TR-5.2
Develop a Neighborhood Traffic Calming Policy which recognizes and balances the competing needs of mobility and safety in residential neighborhoods. Identify criteria that would trigger a need for traffic calming measures and an identified process for how citizens may submit a request to the City for traffic calming technique consideration.

5.2.4 Land Use and Transportation Planning

The Comprehensive Plan strengthens the integration of land use and transportation planning, by emphasizing the connection between the City's transportation system and the City's land use vision. Neighborhood connectivity, improvement of existing streets to City standards, and protection of surface water quality are priorities in the land use planning process.

The City's Transportation Master Plan is a plan that implements the Transportation Chapter policies and is included as an Appendix B to the Comprehensive Plan. The Transportation Plan addresses the City's transportation network, evaluates current transportation characteristics and forecasts how these characteristics are expected to change in the future based on Sequim's allocated growth. Based upon the City's 2045 population, housing, and employment growth forecasts, as well as the City's land use plan, the Transportation Master Plan includes a traffic forecasting model, which identifies the future travel demand. Using this model, an increase in travel demand was assigned to the City's road network to identify future conditions and evaluate future capacity needs. Based upon the model, the Transportation Master Plan identified projects needed by 2045, which serve as the basis of the transportation section of the Comprehensive Plan's Capital Facilities Plan.

GOAL TR-6
Coordinate land use and transportation planning to manage growth.

Policy TR-6.1
Improve connectivity of the City's neighborhoods and commercial areas by planning an integrated system of public streets, sidewalks, paths, and bikeways that supports a balanced and accessible transportation facilities to services, healthcare, parks, shopping, and residential.

Policy TR-6.2
Acquire needed rights-of-ways based on Sequim's Street Engineering standards and the City's Comprehensive Plan Transportation Maps during development proposal review and approval. However, right-of-way acquisition by the City through a public project (or public/private combination) may be necessary to ensure adequate level of service is maintained and needed improvements are completed during the required time frame.

Policy TR-6.3
Establish transportation needs and requirements of proposed development projects early in the permit review process.

Policy TR-6.4
Ensure environmental protection, water quality, and other applicable environmental standards, through best management practices during the design, construction, and operation of the City's transportation system.

Policy TR-6.5
Maintain and regularly update the City's Transportation Master Plan. This plan is the guide for implementing and funding strategy for the City's transportation programs, projects and services.

5.2.5 Transportation Funding

As additional demands are placed on the transportation system, funding should be allocated to finance needed improvements. Transportation improvements should be paid by those who benefit from them - in proportion to the level of use or benefit derived. Thus, since the system serves multiple uses, it has multiple funding sources: existing businesses and residents (the city's general fund, transportation benefit district); pass-through users (gas and motor vehicle taxes); and new development (impact fees).

To ensure that funding and improvement keep pace with needs and meet system requirements, the City has a 6-year Transportation Improvement Program (TIP), identifying system needs and cost estimates. The TIP is updated every year, with new transportation cost estimates, available revenues, and outside funding sources (grants and loans) are reassessed. In addition, new transportation needs are prioritized, identifying any high-priority system needs.

GOAL TR-7
Design a transportation funding plan that is equitable, efficient, sustainable, reliable, and has a variety of funding source options.

Policy TR-7.1
Prioritize project funding according to the priorities of the Capital Facilities Element and the Six-Year Transportation Improvement Plan (TIP).

Policy TR-7.2
Develop a schedule of funding mechanisms to ensure new development contributes its fair share to the financing of needed transportation improvements and expansions consistent

with the Transportation Master Plan and concurrency requirements of this Comprehensive Plan.

Policy TR-7.3
If a funding shortfall occurs as a result of change in revenue assumptions used to identify funding for programmed capital improvements, the City will:

- Identify alternative sources of funding for needed improvements;
- Revise its LOS standards to match available revenues;
- Reassess the Comprehensive Plan and revise it as appropriate to achieve a balance between land use, revenues, and level of services.

Policy TR-7.4
Manage the Transportation Benefit District (SMC 2.70) to fund local road improvement, preservation and non-motorized/active transportation projects.

Policy TR-7.5
Pursue a variety of federal, state, regional, and local funding sources to ensure a stable and equitable transportation system.

5.2.6 Regional Coordination

All jurisdictions within Clallam County coordinate on shared transportation systems and agree to abide by shared policies called Countywide Planning Policies (CPPs). The Clallam CPPs emphasize the development of efficient, multimodal transportation systems that align with regional priorities and are coordinated with the comprehensive plan.

GOAL TR-8
Coordinate with regional transportation entities to ensure maximum connectivity and interoperability of transportation systems in the region.

Policy TR-8.1
Coordinate transportation system operations, planning and project implementation Clallam County, Jefferson County, the Peninsula Regional Transportation Planning Organization (PRTPO) and the Washington State Department of Transportation (WSDOT).

Policy TR-8.2
Coordinate with Clallam Transit and Jefferson Transit relative to the planning and operation of public transit services and facilities within the City.

Policy TR-8.3
Coordinate with WSDOT and Clallam County to provide convenient linkages between existing and planned regional paths and trails.

Policy TR-8.4
Encourage WSDOT to anticipate needs for future on/off-ramps and interchanges where applicable within city limits, especially at the US-101 bypass interchange with Simdars Road and Washington Street.

Policy TR-8.5
Encourage and support the provision of regional express transportation services that provide connections to airports and ferry terminals.

5.2.7 Multi-Modal Transportation

Sequim is committed to building a safe, accessible, and connected transportation network that supports walking, bicycling and rolling as real alternatives to driving. Policies guide new developments to align with planned pedestrian and bicycle routes, ensure ADA access, and support shorter, safer connections across the City. The City has identified level of service standards for multi-modal alternatives in Policy TR-3.1.

GOAL TR-9
Promote the development of safe and convenient active transportation (pedestrian, bicycle, and mobility scooter) user networks that encourage access to and from residential neighborhoods, parks, schools, civic buildings, commercial and employment areas, and economic opportunity areas.

Policy TR-9.1
Require all future development and improvement to be consistent with the Functional Classification System, Bicycle Network, Pedestrian and Mobility Scooter Priority Routes, as well as ADA requirements.

Policy TR-9.2
Obtain and preserve public rights-of-way or easements from developers to provide for a highly connected transportation network, as well as for the implementation of the Bicycle Network and Pedestrian and Mobility Scooter Priority Routes.

Policy TR-9.3
To mitigate effects of development on local transportation infrastructure, require new developments to assist in the funding of transportation system improvements and/or changes to traffic patterns to accommodate safe, multimodal access into and around the development, when meeting legal nexus parameters.

Policy TR-9.4
Support and promote bikeshare programs.

Policy TR-9.5
Develop and maintain active transportation facilities that support walking, bicycling and rolling as alternatives to motor vehicle travel.

Policy TR-9.6
Leverage the Olympic Discovery Trail (ODT) for multimodal, intracity travel in a way that supports the transportation system, tourism, and local commerce.

Policy TR-9.7
Encourage development in proximity to the ODT to provide bicycle amenities.

Policy TR-9.8
Coordinate with the City's Parks Department to establish preferred locations for nodes along the ODT with amenities, such as water bottle filling stations, benches, shade trees, bathrooms, bike tools.

Policy TR-9.9
Identify a preferred alternative to connect ODT from North Sequim Avenue to Blake Avenue via a multi-use path.

Policy TR-9.10
Pursue temporary, short term, and non-capital facilities projects that can quickly and efficiently work towards a complete multi-modal network.

5.2.8 Public Transportation

Public transportation provides an increasingly important alternative to single-occupancy vehicles. A strong transit system will focus on serving the needs of local and regional residents, employees, and businesses.

GOAL TR-10
Facilitate the creation of a public transportation system that provides an alternative to vehicle travel and reduces single-driver trips.

Policy TR-10.1
Support the provision of alternative transit services, such as express taxi service or Interlink (dial-a-ride) service, which may be well-suited to the unique needs of Sequim's older demographic.

Policy TR-10.2
Encourage increased public transportation options within Sequim. Coordinate with Clallam Transit to identify opportunities and implement services that increase transit capacity, provide shuttle service or allow for on-demand transit options throughout the City.

Policy TR-10.3
In coordination with Clallam Transit, incorporate transit-supportive infrastructure, such as bus turnouts, transit signage, and bus stop improvements, when warranted by the adjacent land use and densities.

4.2.9 Accessibility and Equity

The City's transportation network also addresses the needs of vulnerable communities such as children, older adults, people of color, low-income populations, people with mobility challenges, and those without access to a personal vehicle. The federal Americans with Disabilities Act promotes access to the transportation system by removing barriers, creating access ramps at intersections and other key locations, facilitating the use of transit, and providing appropriate pavement marking and signalization.

GOAL TR-11
Transportation improvements within the City must promote transportation equity through services and infrastructure improvements.

Policy TR-11.1
Build an accessible transportation system focused on intermodal connectivity and removal of barriers to personal physical mobility.

Policy TR-11.2
Maintain an ADA Transition plan, which will identify non-compliant facilities and barriers in the public right of way such as curb ramps, sloped curbs, crosswalks, pedestrian push buttons, and driveways. The plan will prioritize locations and develop an implementation strategy.

Policy TR-11.3
Promote programs and projects that expand bicycle and pedestrian facilities and access to transit for historically underserved areas and neighborhoods.

GOAL TR-12
Minimize the negative impacts of the transportation system on ecological, environmental, civic, and human health.

Policy TR-12.1
Ensure that minority populations and people with low income do not incur disproportionately adverse health effects or environmental degradation from transportation programs and projects.

Policy TR-12.2
Encourage public input and engagement on transportation projects. Implement measures to solicit feedback from a diverse range of populations, including minorities and vulnerable populations.

5.2.10 Transportation and Air Quality

The City's transportation system needs to be designed to contribute to a sustainable community that supports land use and environmental policies, as well as the State's Climate Commitment Act's goal to reduce greenhouse gases that contribute to climate change.

GOAL TR-13
Strive to protect air quality, reduce pollution, and support reduction of vehicle miles traveled.

Policy TR-13.1
Observe and support state clean air acts and follow the requirements of Chapter 173-420 Washington Administrative Code (WAC) "Conformity of Transportation Activities to Air Quality Implementation Plan."

Policy TR-13.2
Support and coordinate with federal, state and regional actions to facilitate the transition towards alternative fuels, electric engines, and other technologies that contribute towards emissions reductions.

Policy TR-13.3
Reduce pollution and greenhouse gases by encouraging alternatives to the single-occupancy vehicle, including walking, bicycling and rolling (active transportation), telecommuting/teleworking, van rideshare, and transit, which results in the reduction of vehicle miles traveled.

Policy TR-13.4
Encourage installation of Electric Vehicle (EV) charging stations on privately owned property and explore options for the development of charging facilities on publicly owned property.

5.2.11 Parking

As Sequim continues to grow, managing parking effectively is key to maintaining a vibrant, accessible, and pedestrian-friendly urban environment.

GOAL TR-14
Balance the demand for parking with the availability of on-street and off-street parking facilities to support an attractive urban form and ensure the needs of businesses, drivers and pedestrians are all equally met.

Policy TR-14.1
Continue to develop and enforce guidelines for on-street and off-street parking facilities as specified in the Development Code.

Policy TR-14.2
Update the City's study of residential and commercial/retail parking supply adequacy periodically and update parking requirements as necessary.

Policy TR-14.3
Encourage shared parking agreements in the Downtown Core to ensure that parking is not oversupplied and that the Downtown Core remains a pedestrian-friendly zone.

Policy TR-14.4
Provide convenient, safe, and accessible public parking for vehicles and recreational vehicles close to the Downtown Core.

Policy TR-14.5
Develop festival-specific plans to address parking and circulation needs for recurring festivals.