

TRANSPORTATION

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INTRODUCTION

The Transportation Element addresses the motorized and non-motorized transportation needs of the City of Ocean Shores. It represents the community's policy regarding projected transportation needs (current and future); location and condition of the existing traffic circulation system; the cause, scope, and nature of transportation problems; level of service standards; street classifications; and associated transportation problems the City must address regarding growth in the next 20 years. Transportation improvements or strategies to accommodate the impacts of development should be made concurrent with the development. Such improvements and strategies must be in place or financially planned for within six years of development use.

The type and availability of transportation resources are major factors in the development of land use patterns, while conversely, the way land is used greatly influences the need and location for new transportation facilities. The relationship between transportation and land use is one of continuous interaction, and their planning must be coordinated. ~~The current land use plan, the future land use map and the transportation plan are highly dependent on each other and need to be carefully coordinated.~~

EXISTING CONDITIONS

Vehicular circulation to and from the City of Ocean Shores is provided by State Route 109 that connects with U.S. Highway 101 in Hoquiam. A two-mile spur, S.R. 115, connects with S.R. 109 at the Hogan's Corner area and provides direct access to the City. Entrances to the City are provided at both Point Brown Avenue and Short Cuddy Avenue. The City is also accessible by water, via a pedestrian ferry that travels between the Ocean Shores Marina and Westport seasonally. The City owned airport that is located in the eastern part of the City, bordering Grays Harbor accommodates air travel.

Approximately 123 miles of roadways that extend throughout the City provide internal circulation. Point Brown Avenue is the major link between the northern commercial area and the southern commercial ~~and marina~~ area. Ocean Shores Boulevard provides the major connection between the northern and southern tourist areas and ~~the jetty access to the Ocean Beaches via connecting roads~~. Major intersections within the City include the intersections of Chance a la Mer and Point Brown Avenue, as well as Ocean Shores Boulevard and Chance a la Mer. Since Chance a la Mer provides the major beach access for the northwestern commercial and tourist area, the intersections between it and the major north and south roads of Point Brown Avenue and Ocean Shores Boulevard play a significant role in traffic circulation within the City.

Functional Classification

The Washington State Department of Transportation (WSDOT) has developed a Functional Classification System that all municipalities in the state use as a guideline for the designation of streets within their jurisdiction. This classification system was developed to ensure consistent determinations of streets throughout the state. Based on the state system, streets and roads in the City are classified as shown in Table 7.1.

Principal Arterials—Principal arterials are streets or roadways connecting primary community centers with major facilities. Principal arterials are generally intended to serve through traffic. Along principal arterials, it is desirable to limit direct access to abutting property.

Minor Arterials—Minor arterials are streets and roadways connecting community centers with principal arterials. In general, minor arterials serve strips of moderate length. Access is partially controlled with infrequent access by abutting property.

Collector Arterials—Collector arterials are streets and roadways connecting residential neighborhoods with smaller community centers and facilities as well as access to the minor and principal arterial system. Property access is generally a higher priority for collector arterials and through traffic service is a lower priority.

Access Streets—Access streets have a variety of functions to perform with the principle purpose to provide vehicular and pedestrian access to property abutting the public right-of-way. Moving traffic is a secondary function of access streets. Land service is the primary function, and being such, these streets should not carry through traffic. Buses and heavy trucks should be excluded from access streets except where the access street is in a commercial or industrial district of the City. Access streets also serve as an easement for utilities, open spaces between buildings and as an element of the urban landscape.

**Table 7.1
Street Classification**

Street	From	To
Principal Arterials		
S.R. 115	-	-
Beach Roadway		
Major Arterials		
Point Brown Avenue	City Entrance	Marine View Drive
Ocean Shores Boulevard	Point Brown Avenue	E. Ocean Shores Boulevard
Cuddy Court	S.R. 115	Ocean Shores Boulevard
Chance a la Mer	Beach Access Site	Point Brown Avenue
Marine View Drive	Ocean Shores Boulevard	Point Brown Avenue
Albatross Street	Chance a la Mer	Airport
Collector Arterials		
Minard Avenue	Ocean Shores Boulevard	Chance a la Mer
Barnacle Street	Point Brown Avenue	Ocean Shores Boulevard
Ocean Shores Boulevard	Point Brown Avenue	Cuddy Court
Shoal Street	Point Brown Avenue	South Rain Street
South Rain Street	Shoal Street	Dolphin Avenue
East Rain Street	Dolphin Avenue	Duck Lake Drive
Dolphin Avenue	East Rain Street	Chance a la Mer
Duck Lake Drive	East Rain Street	Catala Avenue
Albatross Street	Dolphin Avenue	Chance a la Mer
Pacific Boulevard	Ocean Shores Boulevard	Point Brown Avenue
Ocean Lake Way	Ocean Shores Boulevard	Overlake Street
Overlake Street	Ocean Lake Way	Duck Lake Drive
Canal Drive	Ocean Lake Way	Mt. Olympus Avenue
Mt. Olympus Avenue	Canal Drive	Discovery Avenue

Discovery Avenue	Mt. Olympus Avenue	Point Brown Avenue
Polaris Boulevard	Ocean Shores Boulevard	Point Brown Avenue
Taurus Boulevard	Beach Access Site	Point Brown Avenue
N. Razor Clam Drive	Butter Clam Street	Point Brown Avenue
S. Razor Clam Drive	Butter Clam Street	Point Brown Avenue
Butter Clam Street	Ocean Shores Boulevard	N. Razor Clam Drive
Texmar Avenue	S. Razor Clam Drive	Marine View Drive
Ocean Shores Boulevard	Marine View Drive	Sportsman's Street
Sportsman's Street	Ocean Shores Boulevard	E. Ocean Shores Boulevard
Spinnaker Street	Ocean Shores Boulevard	E. Ocean Shores Boulevard

1 **Traffic Volumes**

2 **Average Weekday Traffic Volumes**

3 Vehicular traffic within the City is generated primarily by the northern commercial area,
 4 the southern commercial area, and the ocean beaches. Figure 7.1 illustrates the 1996
 5 average weekday traffic volumes within the City. The highest traffic volumes within the
 6 City occur at the north end. Based on traffic counts done in the 1990's, Point Brown
 7 Avenue, near the City entrance carried the highest traffic volumes with an average
 8 weekday volume of 4,900. Chance a la Mer, in between Point Brown Avenue and Ocean
 9 Shores Boulevard, carried the second highest volume with an average weekday volume
 10 of 3,000. Since Chance a la Mer and Point Brown Avenue carry the greatest traffic
 11 volume within the City, the busiest intersection therefore occurs where these two streets
 12 meet one another. While it is likely that the raw numbers have increased, the basic
 13 pattern of usage probably has not since no major changes to the streets have occurred.

14 Street classifications can be used to gauge the approximate traffic volumes that should be expected on certain streets. Principal
 15 arterials are the heavy traffic carrying facilities followed by minor arterials and collector arterials. Local streets should only carry the
 16 traffic that is accessing the adjoining property. Traffic volumes associated with street classification is shown in Table 7.2

17 **Table 7.2**
 18 **Street Classification and Traffic Volumes**

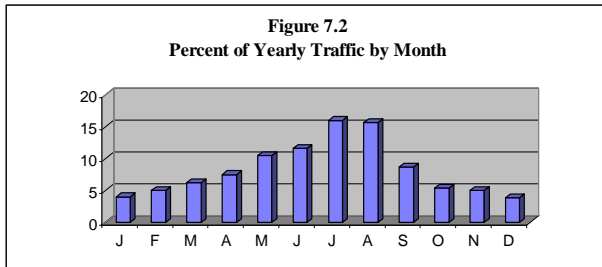
Street Classifications	Daily Traffic Volumes
Access Streets	0-500
Collector Arterials	501-2,000
Minor Arterials	2,001-5,000
Principle Arterials	5,001-or more

19 **Effects of Tourism**

20 In most cities, traffic volumes remain relatively constant throughout the year. Peak
 21 traffic volumes generally occur on the weekdays, during the mornings and evenings when
 22 commuters are traveling to and from work. In Ocean Shores, the scenario is quite
 23 different, as traffic volumes are greatly affected by tourism. There are higher average
 24 traffic volumes for weekends than on weekdays, as well as higher traffic volumes during
 25 the summer months than in the winter months. Traffic counts taken within the City

1 indicate that on average, traffic volumes are approximately 27 percent greater on the
2 weekends than on the weekdays.

3 Seasonal fluctuations in average daily traffic volume further reflect the impact
4 that tourism has on the City's traffic. Figure 7.2 demonstrates the percentage of yearly



5 traffic that occurs in each month as well as the yearly average distributed evenly across
6 all twelve months. The months which experience the greatest traffic volumes are July
7 and August, which account for 16 percent and 15.7 percent of the total yearly traffic
8 volumes respectively. The lowest traffic volumes occur in the winter months of
9 December and January, which account for 3.9 percent and 4.0 percent of yearly traffic
10 volumes.

11 **Peak Traffic Volumes**

12 In order to gain a more accurate understanding of the traffic conditions within the City, it
13 is necessary to look at peak volume flows, since they are considerably greater than
14 average weekday volumes. Peak traffic flows occur on weekends in the summer months
15 of July. The average peak traffic volumes for the City are presented in Figure 7.3. As
16 the figure demonstrates, the peak volumes show a considerable increase over the average
17 weekday volumes. Whereas the average weekday volume near the City entrance on
18 Point Brown Avenue is was 4,900; the peak volume is was 12,500. This difference can
19 also be seen on the other arterials of the City.

20 **Police Reports**

21 **Traffic Citations** As Table 7.3 demonstrates, traffic citations in the City of Ocean Shores were greatest in 1992 with 488
22 citations being issued, and lowest in 1993 where there were only 286. Between 1992 and 1996, the number of citations fluctuated
23 both up and down showing no pattern of an overall increase or decrease. 1997 citations totaled 594, an increase of 213 citations from
24 the 1996 total of 381.
25
26
27

Table 7.3
Traffic Citations 1992-1997

Year	Number of Citations
1992	488
1993	286
1994	370
1995	444
1996	381
1997	594

28 **Non-Injury Accidents** In Table 7.4, non-injury accidents within the City are shown for the years 1992 through 1996.
29 Over this period there has been a slight increase in non-injury accidents, rising from 74 in 1992 to 92 in 1996 and back down to 89 in
30 1997.
31

Table 7.4

1

Non-Injury Accidents

Year	Non-Injury Accidents
1992	74
1993	65
1994	73
1995	82
1996	92
1997	89

Injury Traffic Accidents The number of injury accidents within Ocean Shores has fluctuated substantially between 1992 and 1996, as Table 7.5 demonstrates. In 1992 there were 14 injury traffic accidents within the City. By 1994 this number had grown to 27 and by 1995 to 30. The number dropped again in 1996 with 15 injury accidents for the year and increased in 1997 with 24.

Table 7.5

Injury Traffic Accidents

Year	Injury Traffic Accidents
1992	14
1993	16
1994	27
1995	30
1996	15
1997	24

2
3
4
5
6

7 LEVEL OF SERVICE STANDARDS

8 Standards, which principal and collector arterials are measured against, allow the
9 City to determine if a street or a segment of a street is operating at a level acceptable to
10 the City. When a street or a segment of a street falls below the acceptable level of service
11 assigned to that classification of street, it is a clear indication that traffic volume is
12 exceeding the capacity of the street and/or that traffic controls such as stop signs,
13 turning lanes, or traveling lanes are also not sufficient or are lacking. The City has
14 adopted Link (A-F) Level of Service (LOS) standards as a minimum criteria for the
15 quality of service provided at peak hours for roadways on all principal and collector
16 arterials in the City that handle significant levels of local traffic. These standards are as
17 follows:

18 **LOS A** Primarily free-flow traffic operations at a average travel speed. Vehicles
19 are completely unimpeded in their ability of maneuver within the traffic stream. Stopped
20 delays at intersections are minimal.

21 **LOS B** Reasonably unimpeded traffic flow operations at average travel speeds.
22 The ability to maneuver within the traffic stream is only slightly restricted and stopped
23 delays are not bothersome. Drivers are not generally subject to appreciable tensions.

24 **LOS C** Stable traffic flow operations. However the ability to maneuver and
25 change lanes in mid block locations may be more restricted than in LOS B, and longer
26 queues and/or adverse signal coordination may contribute to lower average travel speeds.
27 Motorists will experience appreciable tension while driving.

28 **LOS D** Small increases in traffic flow may cause substantial increases in
29 approach delays and decreases in arterial speed. This may be due to adverse signal
30 progression, inappropriate signal timing, high volumes or some combinations of these.

31 **LOS E** Significant delays in traffic flow operations and lower operating speeds.
32 Conditions are caused by some combination or adverse progression, high signal density,
33 extensive queuing at critical intersections and inappropriate signal timing.

34 **LOS F** Traffic flow operations at extreme low speeds. Intersection congestion is
35 likely at critical signal locations, with high approach delays resulting. Adverse signal
36 progression is frequently a contributor to this condition.

Level of Service is based on the qualitative perceptions of the motorist or passengers but has a quantitative basis of measurement. The motorist or passenger will judge the quality of the commute trip on road condition, travel time and safety of the commute from one location to another. However, to determine if the roadway is operating at its designed capacity and is contributing to the overall efficiency of the combined network of roads and streets within the City, a quantitative analysis to determine the minimum acceptable LOS must be established. The WSDOT has established a LOS D for principal arterials as the minimum acceptable LOS for roads within an urban area. Roads operating at that level of service are considered operating at their capacity. A LOS C at peak hour is a reasonable and achievable standard for the City's principal arterial roadways. In accordance with DOT data, both arterials within the City are presently operating at LOS A. ~~The LOS for a type of street and traffic volumes are shown in Table 7.3.~~

~~The 1996 level of service within the City is shown in Figure 7.4. The level of service values reflect the 1996 traffic volumes, and are shown for both average weekday traffic volumes and forecasted peak day traffic volumes (weekend day in July). In general, the level of service values are high, reflecting congestion free travel. However, this determination of level of service is based on overall average use. The peak usage associated with the seasonal, weekend, and holiday influx of visitors to the city is not well represented in this methodology. During these peak times, level of service would almost certainly be lower based on quantity of vehicles alone. Further, given the relatively high level of service resident users become accustomed to, the perceived level during these times would be even lower.~~

OTHER MODES OF TRANSPORTATION

Public Transportation

Ocean Shores is a part of the Grays Harbor Transit system, which provides bus services between the City and other areas throughout the region including: Aberdeen, Hoquiam, Ocean City, Copalis Crossing, Hogan's Corner, Pacific Beach, Moclips, and Taholah. In addition to the regional system, Grays Harbor Transit provides a local service between the northern commercial area and the marina. Bus shelters are located in the northern commercial area at the Chance a la Mer beach approach, ~~on at the 700 block of Point Brown Avenue N.E. at the Texaco station, and at the marina across from the 1000 block of Discovery Inn Avenue S.E.~~ Transit between the marina, the northern commercial area, and the airport is provided on Saturday and Sunday. Along with regularly scheduled service, Grays Harbor Transit also provides Dial-A-Ride services within the City ~~that provides transit service to and from specific points.~~

Table 7.6
Level of Service Standards, Type of Roadway and Traffic Volume

Average Weekday Traffic on 2 Lane Roads and Streets No Turn Lanes at Intersections.	
Level of Service	Number of Automobiles
A	0 to 1,000
B	1,100 to 2,000
C	2,100 to 3,000
D	3,100 to 4,000
E	4,100 to 5,000
F	5,100 plus

Average Weekday Traffic on 2 Lane Roads and Streets With Turn Lanes at Intersection.	
Level of Service	Number of Automobiles
A	0 to 9,000
B	9,100 to 13,000
C	13,100 to 14,000
D	14,100 to 15,000
E	15,100 to 16,000
F	16,100 plus

Average Weekday Traffic on 4 Lane Roads and Streets No Turn Lanes at Intersections, No Two-way Left Turn Lanes.	
Level of Service	Number of Automobiles
A	0 to 17,500
B	17,400 to 19,500
C	19,400 to 21,500
D	21,400 to 23,500
E	23,400 to 25,500
F	25,400 plus

Average Weekday Traffic on 4 Lane Roads and Streets Left Turn Lanes at Intersections, Two-way Left Turn Lanes.	
Level of Service	Number of Automobiles
A	0 to 22,500
B	22,600 to 24,500
C	24,600 to 26,500
D	26,600 to 28,500
E	28,600 to 30,500
F	30,600 plus

Air Transportation

Air transportation is available to Ocean Shores through the City owned airport located in the northeastern part of the City bordering Grays Harbor. The airport consists of a 75 foot by 2,700-foot runway and accompanying taxiways. The entrance to the airport is located at the intersection of Albatross Street and Duck Lake Drive.

Water

A pedestrian ferry that travels from between the Ocean Shores Marina to and Westport provides seasonal transportation across Grays Harbor, between Ocean Shores and Westport. Water travel within the City is also possible via the City's fresh waterway system that may provide transportation routes for small boats, canoes, or kayaks.

Bicycles

Plans are currently underway to construct a bike path along Point Brown Avenue which connects the north and south ends of the City. Part of this path has already been completed. On Point Brown Avenue from Chance a la Mer to Marine View Drive, there are bicycle lanes on either side of the road, which have been marked for bicycle travel. Land has already been designated for the remainder of the bicycle path, but the project will not be completed until work on the sewer system and storm drainage systems along Point Brown Avenue are finished.

Pedestrians

At the present time, there is no comprehensive pedestrian transportation system within the City. Sidewalks are not present in residential areas and are present in only some of the commercial areas. It is the goal of the City to develop a pedestrian oriented transportation system in the existing commercial areas, however, particularly in the tourist area.

LAND USE AND TRANSPORTATION

1 ————— There is a strong relationship between land use and transportation. Land use generates the need for transportation facilities.
2 Residential land use is the producer of trips. Land uses such as the downtown tourist area, the marina, and the ocean beaches are trip
3 attraction areas. Trips between production areas and attraction areas are made by auto, bus, bicycle, or by walking. Therefore, any
4 increase of activity in residential, commercial and industrial lands results in increased trip making.

5 **FORECASTED TRAFFIC VOLUMES**

6 ————— As stated earlier, growth in population and employment generates additional auto traffic. Growth in the tourism industry
7 will generate additional traffic as well. The impacts of this additional traffic will cause increased congestion from what is currently
8 experienced. Forecasts for average weekday traffic in the year 2017 are presented in Figure 7.5. Over the twenty year period between
9 1996 and 2017, there will be a significant increase in traffic volumes. Average weekday traffic volume on Point Brown Avenue near
10 the City entrance will rise from 4,900 in 1996 to 13,900 in 2017. Increases such as this are forecasted throughout the City. Looking
11 back at Figure 7.6 for average peak traffic volumes and comparing these numbers to forecasts for average daily traffic volumes, the
12 volumes can be seen to be quite close to one another. Therefore, the average daily traffic volumes in 2017 will be something like the
13 average peak volumes of 1996. In other words, in 2017 there will be about the same amount of traffic on a weekday in April, as there
14 is today on a Saturday in July.

15 ————— Along with increases in average weekday traffic flow, average peak flows are also forecasted to increase substantially.
16 Traffic congestion during the weekends of July and August will continue to increase. Forecasts for average peak traffic flow, as
17 presented in Figure 7.6, indicate that traffic volumes during these times will become quite large. Point Brown Avenue for instance, is
18 forecasted to have an average peak volume of 24,700. Increases of this degree will create substantially more congestion than is
19 experienced now during peak volumes, particularly at heavily used intersections such as Point Brown Avenue and Chance a la Mer.

20 ————— Increased traffic volumes cause a drop in the level of service. The forecasted level of service in 2017 for both forecasted
21 average weekday traffic volumes and forecasted peak day volumes (weekend day in July) are shown in Figure 7.7. In 2017, the level
22 of service for average weekday traffic volumes remains high, indicating congestion free travel. Forecasts for peak day traffic show a
23 significant decline, however, in the level of service. Point Brown Avenue, near the City entrance, for example, shows a level of
24 service "F" for peak day traffic volumes. Other streets throughout the City show similar drops in level of service. The lower level of
25 service indicates much more heavily congested travel.

26 **TRANSPORTATION DEMAND MANAGEMENT**

27 ————— The objective of transportation demand management is to provide incentives to reduce single-occupant auto travel to and
28 from work. Incentives may range from bus fare subsidies to employer provided vans or preferential parking for car pools to working
29 at home. The City should encourage major employers to adopt formal transportation demand management programs.

30 **RECOMMENDED TRANSPORTATION PLAN**

31 The recommended transportation plan is presented in Figure 7.8. The critical
32 traffic problem in need of solution is the intersection between Point Brown Avenue and
33 Chance a la Mer. This is the most heavily used intersection in the City and is where the
34 most congestion occurs. The current four-way stop system creates confusion at the
35 intersection due to the large number of lanes involved and lane confusion created by the
36 island located in the center of the intersection. This problem also occurs at the second
37 most heavily used intersection in the City, the intersection between Chance a la Mer and
38 Ocean Shores Boulevard however to a much lesser extent. Since these two intersections
39 are of Point Brown Avenue and Chance a la Mer is central to the City's circulation
40 system and experiences the greatest amount of traffic, it is vital that they it function
41 efficiently. With the forecasted growth in traffic volumes mentioned earlier, the current
42 systems at these intersections are is inadequate. In order to provide for the impacts of
43 growth and maintain a smoothly functioning circulation system, it is recommended that a
44 traffic signals circle be positioned at each of these two this intersections. An additional
45 related issue is the intersection of Point Brown Avenue and SR 115 at the entrance to the
46 City. Consideration should be given to appropriate improvements that would improve
47 traffic flow and safety.

48 Other improvements to the transportation include the construction of two
49 additional bridges over the Grand Canal, which would allow additional links between
50 Point Brown Avenue and the residential areas on the eastern side of the canal. Currently
51 there are only three ways to reach the east side of the Grand Canal from Point Brown
52 Avenue. This can be done by driving around the canal to the north or the south, or by
53 crossing the bridge on Ocean Lake Way. As residential development in this area
54 continues to increase, it will be necessary to provide additional access to avoid the
55 overcrowding of the limited current access roads. Therefore, it is recommended that
56 bridges be constructed across the canal at Albatross Street and at Cakesosta Street. The

1 section of Albatross Street between Point Brown Avenue and Dolphin Avenue would
2 then become a collector street, as would the section of Cakesosta Street between Point
3 Brown Avenue and Mt. Olympus Avenue.

4 The final recommended improvement is to locate an additional entrance to the
5 City east of Point Brown Avenue. The entrance would require a new roadway to be
6 constructed on land outside of the ~~corporate City boundary~~. As noted earlier, forecasts
7 indicate substantial increases in traffic along Point Brown Avenue, particularly during
8 peak day traffic volumes. The new road would ~~serve to divert some of the traffic away~~
9 ~~from Point Brown Avenue~~ by providing another alternative for getting into the City for
10 those traveling to the eastern part of the City.

Deleted: between Dolphin Avenue and S.R. 115.

11 TRANSPORTATION GOALS AND POLICIES

12 *Goal T 1: General Transportation*

13 ~~*Emphasize the movement of people and goods rather than vehicles in order to*~~
14 ~~*obtain the most efficient use of transportation facilities; and to establish a minimum*~~
15 ~~*level of adequacy for transportation facilities throughout the City through the use of*~~
16 ~~*consistent and uniform standards*~~ *efficient use of the existing system of streets and*
17 *right of ways for all modes of ground based travel. Maintain and enhance connectivity*
18 *to the City by ground, air, and water.*

19 **T 1.1** Establish future transportation corridors so that as development
20 occurs, these corridors are developed.

21 **T 1.31** ~~Examine~~ Implement traffic flow improvements at major
22 intersections, particularly the intersection at Point Brown Avenue
23 and Chance a la Mer, to reduce traffic congestion and overall
24 confusion in these areas.

25 **T 1.42** Improve the efficiency of traffic flow in the arterial network by
26 monitoring traffic, upgrading traffic control devices and using
27 traffic management techniques ~~including the development of level~~
28 ~~of service standards.~~

29 **T 1.53** Coordinate with the Washington State Parks and Recreation
30 Commission to ~~identify new beach access sites or~~ enhance existing
31 designated beach access sites in conformance with the
32 recommendations in the North Beach Recreation Management
33 Plan.

34 **T 1.64** Develop and maintain a six year transportation plan to be updated
35 on a yearly basis, which implements capital improvements and
36 identifies funding sources.

37 **T 1.75** Promote the development of additional entrances to the City.

38 **T 1.86** Undertake street lighting improvements, particularly in the
39 downtown area to provide for better night visibility for both cars
40 and pedestrians thus increasing public safety.

- 1 **T 1.97** ~~Encourage~~ Promote the use development of shared parking lots
2 that serve a group of downtown businesses by allowing off-site
3 parking in appropriate areas and allowing higher density
4 development where such facilities are provided.
- 5 **T1.8** Evaluate City owned property for development of overflow
6 parking for use during peak periods of demand.
- 7 **T 1.409** ~~Draft~~ Adopt a comprehensive improvement plan and generate
8 design standards for all streets and City entrances.
- 9 **T 1.210** Protect residential areas of the City from substantial adverse
10 transportation.
- 11 a. Minimize the amount of through traffic on local streets in
12 residential areas;
- 13 b. Design arterial roads and streets improvements to fit the
14 character of the areas through which they pass; and
- 15 c. Involve affected neighborhoods and other interested
16 citizens in the planning of arterial improvement projects.

17 **Goal T 2: Pedestrian and Bicycle Travel**

18 *Develop a transportation system that provides for alternate modes of*
19 *transportation such as pedestrian and bicycle travel.*

- 20 **T 2.1** The City should develop a safe and convenient environment for
21 walking and bicycling by establishing the following policies:
- 22 a. Separate pedestrian and vehicle traffic.
- 23 b. ~~Encourage~~ Require segregated internal pedestrian
24 circulation systems in new or redeveloping commercial-
25 retail districts where appropriate and reasonable.
- 26 c. ~~Encourage~~ Require pathway linkages and/or sidewalks in
27 planned unit development, plat, and short plat approvals
28 where appropriate and reasonable.
- 29 d. ~~Encourage~~ Develop safe, attractive sidewalks adjacent to
30 all arterial roads and any streets abutting multifamily and
31 commercial development. Sidewalk improvements in the
32 downtown commercial area should be given ~~special~~
33 priority.
- 34 e. Develop a linkage system in areas where sidewalks are
35 intermittent.
- 36 f. Provide area illumination at potentially hazardous street
37 crossings.
- 38 g. Ensure all new sidewalks and pedestrian amenities are
39 designed in conformance with Association of American
40 State Highway and Transportation Officials (AASHTO)

1 guidelines implementing the Americans with Disabilities
2 Act.

- 3 h. Give ~~special consideration~~ priority to pedestrian and
4 bicyclist problems in school, park, sport and commercial
5 areas, and on new streets.

6 **T 2.2** Take advantage of Use utility corridors and street right-of-ways, if
7 where adequate space is available and other public lands for trail or
8 bicycle pathway purposes.

9 **T 2.3** ~~Update comprehensive street plan to ensure~~ Assure that adequate
10 right-of-way necessary and appropriate for non-motorized
11 transportation is obtained via the development process and that
12 such requirements are consistent with the Comprehensive Street
13 Plan.

14 **Goal T 3: Transit**

15 *Facilitate effective use of the transportation system through coordination of*
16 *transportation facilities and services for all types of motorized and non-motorized*
17 *transportation throughout the county.*

18 **T 3.1** Work with Grays Harbor Transit to increase transit accessibility in
19 the community by adding buses and bus routes.

20 **T 3.2** Maximize vanpooling opportunities for commuters who travel in
21 and out of Ocean Shores.

22 **T 3.3** Actively participate in the development of regional transportation
23 facilities to ensure that the City's transportation needs are
24 incorporated in regional system planning.

25 **T 3.4** Work with the cities within the region to increase accessibility to
26 other communities.

27 ~~**T 3.5** Support the development of a transit station to service the northern~~
28 ~~downtown commercial area.~~

29 **T 3.65** Maintain transit service between the marina and the downtown
30 area to provide access for boaters to the downtown commercial
31 center and ensure maximum overall economic benefit.

32 **Goal T 4: Priorities for Expenditures on Transportation Infrastructure**

33 *Distribute transportation costs and benefits equitably and provide for*
34 *consistency and fairness in establishing priorities for transportation expenditures.*

35 **T 4.1** The developer/project applicant should be required to ~~finance~~
36 provide all on-site and necessary off-site transportation
37 improvements ~~projects~~ that are required to mitigate project impacts
38 under identified through the State Environmental Policy Act
39 (SEPA) process. ~~Levels of service must be defined when devising~~
40 ~~impact mitigation formulae.~~

1 **Goal T 5: Shoreline Transportation**

2 *Provide safe, reasonable and adequate circulation systems to shorelines where routes will have the least possible adverse*
3 *effect on unique or fragile shoreline features and existing ecological systems, while contributing to the functional and visual*
4 *enhancement of the shoreline.*

- 5 **T 5.1** Locate road systems, except those which are shoreline dependent, as far from the land-water
6 interface as feasible to reduce interference with either natural shoreline resources or other
7 appropriate shoreline uses. Where possible, avoid creating barriers between adjacent uplands and
8 the shoreline.
- 9 **T 5.2** Route transportation corridors to harmonize with the topography and other natural characteristics of
10 the shoreline.
- 11 **T 5.3** Provide for alternate modes of travel with some freedom of choice and encourage multiple-use
12 corridors where compatible.
- 13 **T 5.4** Acquire and develop physical and visual public access where topography, view and natural features
14 warrant as a result of new transportation development in shoreline areas (e.g. turnouts, rest areas).
- 15 **T 5.5** Discourage shoreline uses which curtail or reduce existing free movement of the public unless such
16 restriction is in the interest of the environment, public health and safety, or is necessary to a
17 proposed beneficial use.
- 18 **T 5.6** Protect, manage and enhance those characteristics of shoreline roadway corridors that are unique or
19 have historic significance or aesthetic quality, for the benefit and enjoyment of the public.
- 20

21 **Goal T 6: Airport**

22 *Promote continued development of the City's airport as a center for regional air*
23 *travel and as a source for economic development within the community.*

- 24 **T 6.1** Obtain federal and state monies wherever possible to add to the
25 existing infrastructure and benefit the overall quality of the facility.
- 26 **T 6.2** Encourage development and reasonable expansion of the airport to
27 provide services and goods to visiting and resident pilots.
- 28 **T 6.3** Follow the recommendations of the City of Ocean Shores Airport
29 Master Plan in development of airport facilities.
- 30 **T 6.4** The City should encourage and support development of air related
31 and support businesses at the airport such as flight instruction, fuel
32 service, and maintenance.
- 33 **T 6.5** Follow FAA rules as established and develop standards and clear
34 zone regulations that insure that growth around the airport will not
35 hinder airport operations or the safety of the surrounding area.
- 36 **T 6.6** Encourage the establishment of air commuter services.

37 **Goal T 7: Marina**

38 *Take advantage of the existing marina area as a means for providing a link*
39 *between Ocean Shores and the other communities around Grays Harbor by water*
40 *routes and promote the development of transportation alternatives that utilize this*
41 *mode of access to the City.*

- 42 **T 7.1** Support the enhancement of the passenger ferry between Westport
43 and Ocean Shores and continue to explore options for providing a
44 vehicle ferry between these two points.
- 45 **T 7.2** Seek designation of the channel into the Ocean Shores Marina as a
46 federally maintained navigation channel.