

8.0 Transportation Element

Transportation networks within Stevens County tie the community together as well as connect it to surrounding areas. The purpose of the transportation element is to provide a framework to ensure future transportation needs are met and that the transportation system evolves concurrently with demand that may be generated by new growth. The transportation network accommodates a number of different transportation modes including those serving personal and commercial vehicles, public transit, rail and air transport, and pedestrian and bicycle use. State and County road systems along with rail systems provide important links to surrounding communities which boosts the economic vitality of the County. The transportation element of the plan includes the County's Six-year Transportation Improvement Plan or TIP.

8.1 Transportation Goal

It is the Transportation Goal of Stevens County to:

Provide an efficient, functional, and environmentally responsible transportation network throughout Stevens County by utilizing and maintaining existing infrastructure, integrating transportation planning with other elements of the comprehensive plan, and coordinating with other federal, state, tribal and local agencies. . The goals and policies of the Transportation element have been guided by County-wide Planning Policy #4.

8.2 Transportation Policies

In furtherance of this Transportation Goal and the overall goals of the GMA, it is the Transportation Policy of Stevens County to:

- TR-1 Encourage the strengthening and growth of the local economy by facilitating the flow of people, products, goods and services through Stevens County.
- TR-2 Encourage development of transportation facilities that are in agreement with the land use plan.
- TR-3 Give high priority to preservation and maintenance of existing facilities to avoid costly replacements of those facilities.
- TR-4 Address potential traffic impacts from proposed developments as part of the development review process, and in that process:
 - A Require traffic studies from projects that will generate high volumes of new daily vehicle trips;
 - B. Require development projects to mitigate their impacts on the road system and to participate in County road improvements at a level proportionate to their impacts; and

- C. Work cooperatively with the Cities to ensure that appropriate road/street standards are applied to proposed developments inside a City's UGA.

TR-5 Maintain a 6-year Transportation Improvement Program, and in that TIP

- A. Provide for concurrent financing and development of needed transportation facilities consistent with the land use element of this Plan;
- B. Address substandard levels of service for existing roads by identifying funding sources and mechanisms and prioritizing projects;
- C. Focus improvements to existing facilities and extension of new facilities to areas in or near urban growth areas, areas where improvements will be of a benefit to Stevens County, or to areas or facilities that provide essential links between existing communities and between city streets, county roads, and state highways;
- D. Use the Federal Functional Classification System to classify County roads

TR-6 Maintain County roads to ensure safe and functional travel.

TR-7 A. Establish a roadway minimum level of service of D for all County roads, an *intersection* minimum level of service of C. Ensure that new development does not cause any County road or intersection to drop below this minimum level of service. Levels of service for state highways are established in the Washington State Department of Transportation Highway System Plan.

- B. Adopt development regulations which prohibit approval of development proposals that would cause the level of service to fall below adopted standards, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with development.

- C. The local roadway network should be extended, as necessary, in conjunction with new development to provide a means of safe and efficient circulation that is not dependent on the State highway system.

TR-8 Discourage direct access from individual lots to present and planned future arterials *and collectors* or *other* County roads designated by the County Engineer as being of system-wide significance or safety sensitive wherever possible. Access from new development sites should be provided through local access roadways that connect to arterials and collectors when available.

TR-9 Commercial and industrial businesses adjacent to the airport (within Urban Growth Areas) that do not conflict with airport operations should be encouraged.

Discourage structures that could intrude into protected airspace.

- TR-10 Discourage high density residential development within airport safety areas where significant noise impacts and safety hazards exist or are likely to exist in the future.
- TR-11 Protect existing rail facilities, to the degree feasible, from abandonment and in cases where abandonment occurs, consider strategies for preserving the railroad right-of-way for future rail use.
- TR-12 Provide for pedestrian and bicycle facilities or capacity, particularly in urban areas and areas with high potential for tourism or recreation use.
- TR-13 Comply with the County's Critical Areas Ordinance when designing and constructing transportation facilities so as to protect water quality and other protected elements of the natural environment.
- TR-14 Encourage preservation and maintenance of the ferry system.