

**SULTAN CITY COUNCIL
AGENDA ITEM COVER SHEET**

ITEM NO: Presentation Comprehensive Plan Transportation Element Update

DATE: May 24, 2007

SUBJECT: Report by Eric Irelan, Perteet Inc. on the Comprehensive Plan Transportation Element Update

CONTACT PERSON: Rick Cisar  Director of Community Development

SUMMARY:

Eric Irelan, Project Manager for Perteet Inc. will present the work completed to date on the Transportation Element Revisions and the Level-of-Service Standards. The presentation will include:

- A Discussion of the City's existing Traffic Concurrency Level-of-Standard and present a recommendation to modify the standard based on the technical analysis and a comparison of similar cities. (Note a report is included discussing Traffic Level-of-Service Standards, Traffic Concurrency, and the Recommendation in more detail (Attachment 1).

The following information is discussed in the May 9, 2007 Memorandum from Eric Irelan and includes 16 Maps (Attachment 2).

- The project technical analysis and results including existing and future traffic flows;
- Existing and future Traffic Level-of-Service (LOS);
- The future land use assumptions used to develop these forecasts;
- Recommendations for City arterial street improvements, including future system number of lanes and street functional classifications; (review Map 16 for project locations and Attachment 3 for project descriptions); and
- Recommendations for future Transit and Non-Motorized Facilities.

Update the Council on the schedule for completion on the rest of the project including the development of the Financial Plan and review of the City's Traffic Impact Fee (this work will be presented to the Council at their June 14th Meeting).

A review and response to the comments received at the May 15, 2007 Citizens Meeting, Open House, and Planning Board Meeting.

BACKGROUND:

The update to the Transportation Element is a major task in the work program to meet the requirements of the Central Puget Sound Growth Management Hearings Board's Ruling on the City's Comprehensive Plan. In order to meet the Hearings Board's requirements and bring the Transportation Element into compliance with the Growth Management Act (GMA), the City contracted with Shockey Brent and Perteet Inc. to assist the City in addressing the compliance issues. In order to meet the time line of the Hearings Board Ruling, the City and Consultants developed an aggressive schedule to complete the Transportation Element Update. The schedule outlined below follows the development of this major planning effort from contract approval, to meetings with the Planning Board, and this evening's meeting with the City Council.

One additional Open House has been scheduled for June 2007 to review the proposed plans with property owners that may be affected by a recommended road alignment or proposed improvement on or adjacent to their property.

TRANSPORTATION PLAN DEVELOPMENT SCHEDULE

- February 8, 2007 - City Council Meeting; the City Council approved a Contract Amendment with Shockey Brent and a subcontract with Perteet Inc for an update of the Transportation Element of the Comprehensive Plan. In order to comply with the ruling of the Central Growth Management Hearings Board on the City of Sultan's Comprehensive Plan. The revision to the Transportation Plan will bring the City into compliance with the Growth Management Act (GMA) and the requirements of the Growth Management Hearings Board.
- February 20, 2007 - Planning Board Meeting, Mr. Eric Ireland, the Project Manager for Perteet Inc. presented an overview of the City's Comprehensive Plan Transportation Element Revision Project.
- March 13, 2007 - Comprehensive Plan Update Open House, Perteet Inc. participated in the 2007 Comprehensive Plan Update Open House to discuss and receive comments and suggestions on the Transportation Plan Update.
- March 20, 2007 - Planning Board Meeting, Mr. Ireland provided the Planning Board with an Update of the Transportation Plan Elements currently under review by Perteet Inc.
- March 28, 2007 - Ms Josie Falgatter and Ms. Loretta Storm met with Consultants, and City Staff to review the Transportation Plan Maps developed by Perteet Inc and presented at the open house on March 20, 2007.
- May 10, 2007 - Staff presented proposed 20-year list of transportation projects including newly proposed projects to City Council seeking feedback and

direction. Report to Council included Council Subcommittee and community comments on project list.

- May 15, 2007 – Consultants and City Staff met with a small citizens group to review and comment on transportation analysis, underlying assumptions and recommendations developed by Perteet Inc. for the Transportation Plan Update.
- May 15, 2007 - Open House, Perteet Inc. participated in Open House to again discuss the Transportation Plan Update and receive comments on the plan revisions.
- May 15, 2007 - Planning Board Meeting, Perteet Inc. presented to the Planning Board the work completed to date on the update to the Transportation Plan and Level-of -Service Standards.
- May 24, 2007 - City Council Meeting, Perteet Inc. will present to the City Council the work completed to date on the update to the Transportation Plan and Level-of-Service Standards.
- June 2007 - Incorporate Transportation Plan Element Update into Comprehensive Plan Supplemental Environmental Impact Statement (SEIS) and release for 40-day comment period.
- June 2007 - Open House to discuss and review the Transportation Plan updated with property owners affected by proposed roads and improvement with the City Limits and Urban Growth Area (UGA).

RECOMMENDATION ACTION:

Review and discuss with Mr. Irelan and City Staff the proposed revisions and direct the Consultant and City Staff to areas of concern.

Attachments:

1. Transportation Concurrency and Traffic Levels-of-Service (LOS) Report
2. May 15, 2007 Memorandum to City Council and attached Mapping
3. City of Sultan Transportation Element Revisions-Draft Project List, May 2007

Transportation Concurrency and Traffic Levels Of Service (LOS)

- A Briefing Paper Prepared for the City of Sultan Planning Board

What is Transportation Concurrency?

Transportation Concurrency is a policy tool used to ensure that adequate transportation facilities and services are in place at the time of new development approval, or that the community has made adequate provisions to address transportation impacts from development. Transportation concurrency links a communities land use plans with their transportation and capital improvement plans, providing a tool for managing growth in the community.

Sultan's transportation concurrency ordinance (SMC 16.108) is a requirement of the Washington State growth Management Act (RCW 36,70A.070 (6) (b)).

What are Transportation Level of Service (LOS) Standards?

"LOS" is the standard of operating performance that the local government identifies as appropriate for a service system. As a tool, LOS standards can be applied to all public service systems; e.g., municipal water systems, sewer collection and processing systems, students per classroom, acres of park land per unit of population, etc. GMA requires the use of LOS for transportation systems.

To determine traffic LOS, the actual volume of traffic is compared to the roadway's capacity to carry that volume (i.e., volume over capacity, or V/C). For any volume of traffic, the LOS is a function of roadway functional classification and physical characteristics including, width and number of travel lanes; shoulder widths; types of intersections (signals/stop signs) etc.

The City can apply Levels of Service for its public roads ranging from "A" (free-flow traffic without delays), through "F" (congestion and gridlock). Level "D" represents an efficient flow of traffic without excessive delays related to volume and congestion. Below is a description of level of service:

Level A - free flow, low volumes and densities, high speeds. Drivers can maintain their desired speeds with little or no delay and are unaffected by other vehicles. At LOS A, 0-60% of available transportation capacity is utilized. A 3 mile auto trip on arterials with a 35 mph posted speed would take approximately 6 minutes.

Level B - reasonably free flow, operating speeds beginning to be restricted somewhat by traffic conditions. Drivers still have reasonable freedom to select their speeds. At LOS B, 60-70% of available transportation capacity is utilized. The same 3 mile trip would take approximately 7 minutes to drive.

Level C - speeds remain near free flow speed, but freedom to maneuver is noticeably restricted. At LOS C, 70-80% of available transportation capacity is utilized. The same 3 mile trip would take approximately 9 minutes.

Level D - speed begins to decline with increasing volume. Freedom to maneuver is limited and level of comfort afforded the driver is less. At LOS D, 80-90% of available transportation capacity is utilized. The same 3 mile trip would take approximately 11 minutes.

Level E - unstable flow, with volume at or near capacity. Freedom to maneuver is extremely limited and level of comfort afforded the driver is poor. At LOS E, 90-100% of available transportation capacity is utilized. The same 3 mile trip would take approximately 15 minutes.

Level F - breakdown in traffic flow. Both speeds and volume can drop to very low levels. At LOS F, the system has utilized over 100% of available transportation capacity. A 3-mile trip could take over 20 minutes and be quite irritating.

What is Sultan’s Traffic LOS Standard?

The City’s current traffic LOS standard is “B” as adopted in the existing Sultan Comprehensive Plan Transportation Element. This standard represents the lowest operating level for a given street or intersection allowed during the peak hour period measured against the planned traffic capacity. This means that during the peak hour, we expect that between 60 to 70% of the available street capacity will be used with no noticeable delay in travel times.

Sultan’s traffic LOS standard is unusually high compared to City’s across the State. A comparison of adopted traffic level of service standards from neighboring and similar size cities is shown in **Table 1**.

City	2006 Population	Adopted Traffic LOS Standard
Sultan	4,440	B
Monroe	16,170	D
Snohomish	8,920	D
Skykomish	210	C
Fife	6,100	D
Yelm	4,600	C/D with F at some intersections
Sequim	5,000	D
North Bend	4,700	D
Sumner	9,000	D with some F
Lake Stevens	9,650	C/D
Woodinville	10,350	E
New Castle	9,200	D with some E
WSDOT	On US-2 through Sultan	D

How are Transportation Concurrency and LOS Standards Applied?

Before the City can approve an application for development, a determination must be made that traffic generated by the proposed development will not create a condition where the LOS standard for the roadway system is exceeded, or that the City or developer will be able to make traffic improvements to ensure compliance with the LOS standard of B. In short, if a proposed development is likely to exceed the established LOS standard, the development cannot be approved.

Isn't Transportation Concurrency Supposed to Stop Growth?

No. Unfortunately there are quite a few misunderstandings about transportation concurrency. Specifically, it is often misunderstood to be a way to stop both new development and new people from coming into a community. State law, the Washington State Administrative Code (WAC) 365-195-510 Concurrency (3) (b) specifically states "Levels of service should be set to reflect realistic expectations consistent with the achievement of growth aims. Setting such levels too high could, under some regulatory strategies, result in no growth. As a deliberate policy, this would be contrary to the act."

The State Growth Management Act (GMA) requires cities and counties to define balance in achieving 14 major goal statements. The GMA provides general framework legislation, but leaves the detail up to cities and counties to balance competing interests while managing (not stopping) growth and development. Transportation concurrency is just one of the policy tools that local planners can use to help manage a community's growth in a responsible manner.

The LOS Should Reflect The Projected Demands Of The Future Land Use Map

GMA requires that transportation LOS standards be adopted within the Transportation Element, and that the traffic volumes and flows generated from the realization of the land uses and densities of the future Land Use Map be supported within that LOS standard. Jurisdictions must show in the Transportation Element how they intend to fund and construct the capital projects necessary to maintain the LOS as the land uses and densities on the Future Land Use Map become a reality on the ground.

If LOS Cannot Be Maintained, What Options are Available?

If the LOS cannot be maintained in the face of increasing demands, the land uses and densities on the Future Land Use Map of the comprehensive plan must be revisited to assess whether they are realistic in light of the ability to capitalize the construction of improvements needed to serve them at the designated LOS. Alternative to amending land uses or densities would be to develop strategies to encourage less driving such as better transit service and transportation demand management (TDM) strategies (see page 6). Communities can also consider revising their LOS standards.

There Are Consequences Associated With the Selected LOS Standard?

Designating an appropriate LOS standard is of fundamental importance for numerous reasons, including the following:

- Inherent to the selection of an LOS standard is an understanding of qualitative values. For example, for drivers there will be a rate of traffic flow experienced by the driver, who depending upon how efficiently he/she moves along the road, will be either pleased or irritated. Whereas, for residents or businesses occupying the lands adjacent to the roadway, there will be a quality of living and/or working environment influenced largely by the volume of traffic and its rate of flow.
- The selection of an LOS requires financial commitments; e.g., designating a section of roadway which serves a growth area with a LOS of "A" for qualitative reasons (e.g., to

protect a residential environment), will require a greater expenditure of capital funds over time, than would a LOS of "C" or "D".

- Selecting and maintaining a LOS requires citizens and decision-makers to deliberate over land use, and design considerations. For example, selecting a LOS standard on a travel corridor designated as a major arterial requires design considerations such as the number of lanes, width of intersections and traffic control type (signals, stop signs). Land use considerations include maximum land use densities and types of land uses.

What are the Costs to City Taxpayers?

When new public streets are constructed, everyone has access to them. Public tax dollars will be used to pay for the "public's share" of whatever transportation concurrency solution is adopted. That's what state law requires. This means that if the City as a community decides to expand streets to provide for constantly free-flowing traffic during the rush hour, then residents should expect to pay higher taxes to support and maintain that choice.

Wider streets would mean more public right-of-way dedicated to asphalt and concrete impervious surfaces, more real estate purchases for storm water detention, including the possible purchase of yards, homes or commercial buildings for additional right-of-way. Wide streets would also require that more tax dollars be dedicated for maintenance and repair, which in the long-run may not reduce peak hour traffic congestion. The end result would simply be wider streets, constructed at greater public cost, that are not very heavily used during the non-peak hours.

The cost of wider streets is not only measured in dollars. Wide streets make pedestrian crossings much more challenging, especially for school children, physically-challenged individuals, and seniors. Wider streets would change the look and feel of neighborhood areas and reduce the already limited supply of urban land, limiting infill opportunities.

Is Sultan's LOS Standard of B a Realistic Standard for Managing Planned Growth and Development?

In 2004, the City updated its Comprehensive Plan creating a vision for development of the community. The vision describes a more densely populated urban community with additional opportunities for housing and employment growth. Based on the City's 2025 land use plan, the City would grow to a population of 11,119 and an employment level of 2000 workers. This vision was articulated in the adopted goals, policy objectives and comprehensive plan Future Land Use Map and zoning which became the foundation of the Sultan Comprehensive Plan. The City is now faced with making this land use vision a reality.

To support the City's land use vision, the Transportation Element envisions a transportation system emphasizing completion of an arterial grid to provide ways for people to travel within the City while reducing reliance on US-2. The transportation vision also includes completion of pedestrian, bicycle, and upgraded transit service as well as TDM strategies to help reduce the reliance on the single occupant vehicle.

Recently, as part of the Transportation Element revisions project, traffic forecasts and LOS analysis based on the City's 2025 Future Land Use Map were completed. The traffic forecasts and subsequent LOS analysis reveals that the City's LOS "B" standard with its 60-70% use of transportation system capacity may not be attainable on all City streets during the PM peak hour even with the implementation of recommended improvements to transit service, enhanced nonmotorized facilities and TDM strategies.

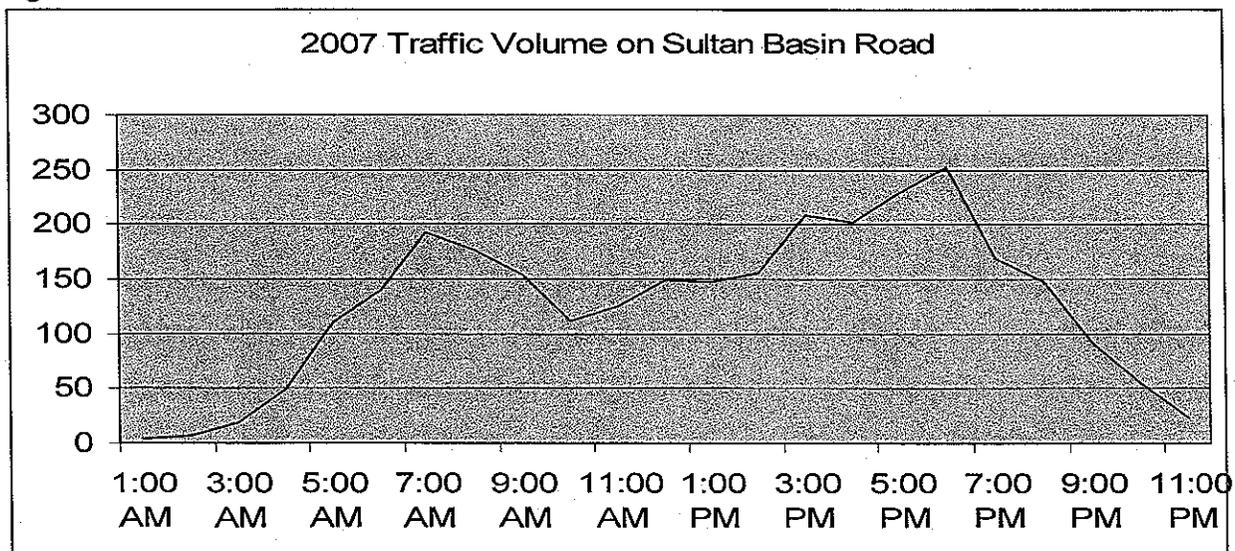
In order to maintain LOS "B" during the PM peak hour, additional traffic lanes would be needed on most major City streets, and intersections would need to be widened and signalized across the City. This may be too costly and disruptive to the community and the environment. With the exception of the afternoon (PM) commute rush hour, the City's street system will work well in the future with modest improvements including:

- ✓ Building a connecting east/west arterial to provide for traffic circulation outside of US-2,
- ✓ Reconstructing rural roadways to urban design standards,
- ✓ Selected arterial two-way-left-turn-lane widening, and
- ✓ Providing facilities to providing safe nonmotorized travel.

However, during the afternoon PM peak hour, traffic level of service is forecasted to fall to LOS C or D on segments of the arterial system. Maps of 2025 forecasted traffic volumes, resulting PM peak hour LOS, recommended street improvements and nonmotorized projects are included in your packet.

In other words, the transportation concurrency debate is all about the perception of convenience of driving during one hour of the day and the types of sacrifices people are willing to make. During the rest of the day, traffic volumes are much lower. **Figure 1** demonstrates actual 2007 traffic volume throughout the day on Sultan Basin Rd.

Figure 1



A more efficient use of the City's transportation investments would be to allow a lower LOS standard to be applied during the peak hour, similar to what your neighboring cities and cities of comparable size are using as their concurrency standard (see Table 1).

Why can't developers pay for all these costs?

Developers pay significant fees for traffic impacts caused by their new projects. For instance, developers are required to meet City street design standards, SEPA mitigation review for traffic safety impacts, pay traffic impact fee charges, and provide transportation concurrency evaluations and improvements.

These requirements result in street improvements, new traffic signals, sidewalks, bike lanes, curbs, gutters, storm water retention facilities, and other transportation improvements. However, we must remember that each of us has added to the growth of a community and that each of us contributes to traffic congestion every time we drive an automobile. There is a public share for new transportation facilities because everyone will use and benefit from them, not just the new residents of the development project.

Transportation Demand Management (TDM)

New capital projects are not the only way to expand the capacity of a arterial system. Additional capacity can be obtained through "transportation demand management" strategies. Such strategies often, but not always, include incentives and/or disincentives.

Examples of TDM strategies recommended in the City's Transportation Element include:

- staggered work shifts at employment sites which diffuse peak traffic volume over a longer time period, which "decongests" the peak hour;
- the addition or extension of a bus routes, which may entice some commuters to leave their car at home or at a park and ride lot;
- Expand, improve and site additional park and ride lots;
- Ridesharing incentives such as paying commuters to carpool or vanpool;
- charging for parking at the work site; and
- Promoting public awareness programs that encourage TDM strategies.

All these strategies serve to either "spread" peak traffic demand over a greater number of hours, or increase the overall "vehicle occupancy rate." Both outcomes improve the V/C ratio and traffic LOS. As part of the revisions to the Transportation Element, we would like you to revisit and consider which of these TDM strategies could be implemented within the City to help offset the growth of traffic.



Perteet

MEMORANDUM

TO: Rick Cisar, Director of Community Development
City of Sultan

FROM: Eric Irelan, Project Manager

DATE: 5/9/2007

RE: May 24 City Council Meeting

I'm looking forward to presenting the work completed to date on the transportation element revision project to the City Council members on the 24th.

At the meeting I will present the project technical analysis and results including existing and future traffic flows, existing and future traffic level of service (LOS), and the future land use assumptions used to develop these forecasts. Recommendations for City arterial street improvements, including future system number of lanes and street functional classifications will be presented along with recommendations for future transit and nonmotorized facilities. I've included a series of maps illustrating the information for the Council's convenience.

I plan to discuss the City's existing traffic concurrency level of standard and present a recommendation to modify the standard based on the technical analysis and a comparison of similar cities. A report is included with this packet discussing traffic level of service standards, traffic concurrency, and the recommendation in more detail.

At the meeting I will update the Council on the schedule for completion of the rest of the project including the development of the financial plan and review of the City's traffic impact fee. I anticipate this work will be presented to the Council at their June 14th meeting.

I will be at the City's open house scheduled from 4:00 to 7:00 on May 15 to present and discuss these findings with the public and can therefore update the Council on the comments I had received during the open house.

Report to the City of Sultan City Council

- Functional Classifications of the Road System

The essential function of any road system is to serve land uses - people or goods use the system to go from one land use to another. Within the local system, roads can generally be classified as having one of three principle functions, depending upon their location and design. These functional systems are described below. Combined, the functional classifications constitute a complete road system.

The descriptions of road classifications below use examples from the existing City of Sultan Street Functional Classification System. A map of the existing (2004) Street Functional Classification System is included in the City Council packet.

As part of the project to revise the City's Comprehensive Plan Transportation Element a revised street functional classification system is recommended. The City of Sultan recommended Functional Classification System map is also included in the Council packet for review.

Local roads - Their primary function is to provide direct access to individual land holdings and uses, whether they are residential, industrial, or agricultural. Local roads generally lead to collectors, which collect or merge the traffic from the local roads. Most of the roads in Sultan are local roads.

Collector Arterials - Their primary function is to conduct traffic "inter neighborhood" from local roads to minor and major arterials. This function is often divided between movement and access to land uses. Collectors typically do not handle long thru-trips and are not continuous for any great length. Collector arterials in Sultan include 1st Street/Trout Farm Road, 8th Street, and High Street.

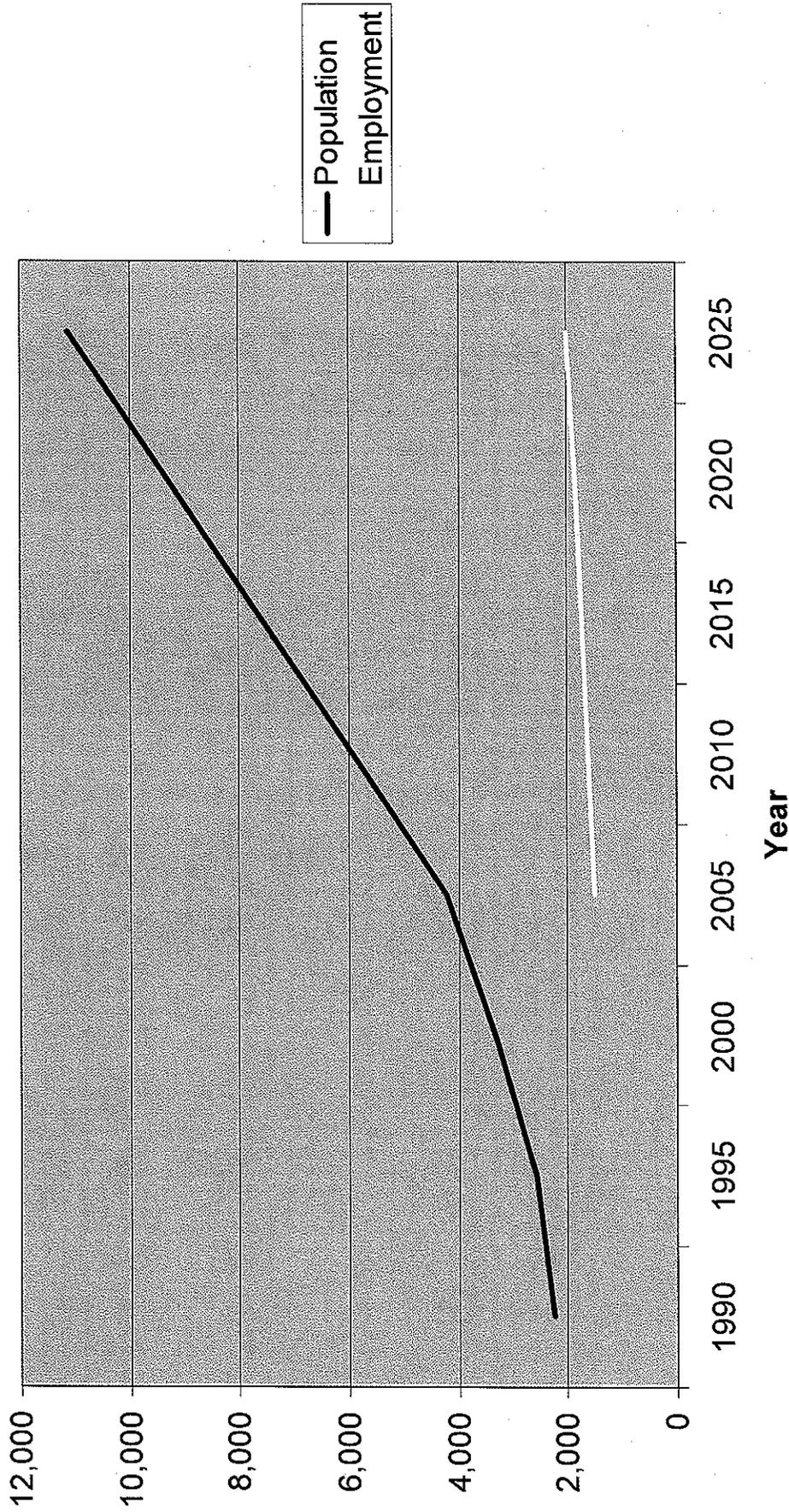
Minor Arterials - Their primary function is to provide through routes between neighborhoods and other activity areas within the urban growth area areas. They collect larger volumes of traffic from access roads and collectors and move it to major arterials and between major activity centers and traffic generators.

Access to individual properties along the right-of-way is a secondary function to the primary purpose, and to the extent that significant access is provided, the primary function of movement is compromised. Sultan Basin Road/329th Avenue is a north-south minor arterial from US 2 north through city edge of the Urban Growth Area.

Principle or Major Arterials - These are primary roadways for trips between communities or urban areas and the regional freeway network. Major arterials also collect and distribute traffic to other arterial roads, major employment centers, commercial areas and other jurisdictions. In addition to being a regional highway, SR-2/Stevens Pass Highway is the principal east-west arterial roadway in Sultan.

Map 1

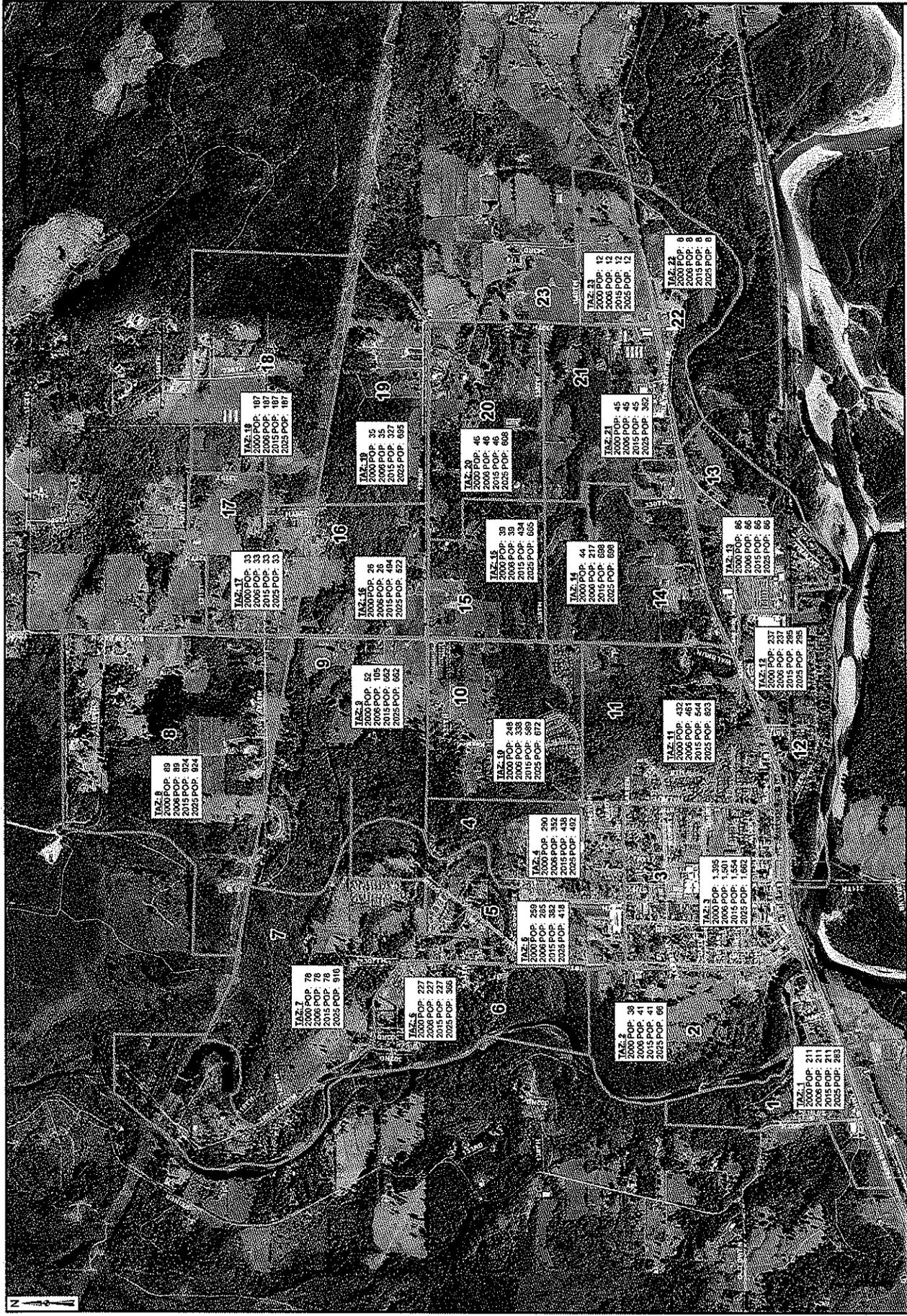
Sultan Population and Employment Forecasts



City of Sultan Population and Employment Estimates

	1990	2000	2006	2015	2025
Population	2,236	3,344	4,400	7,672	11,119
Employment	n/a	n/a	1,500	1,750	2,000

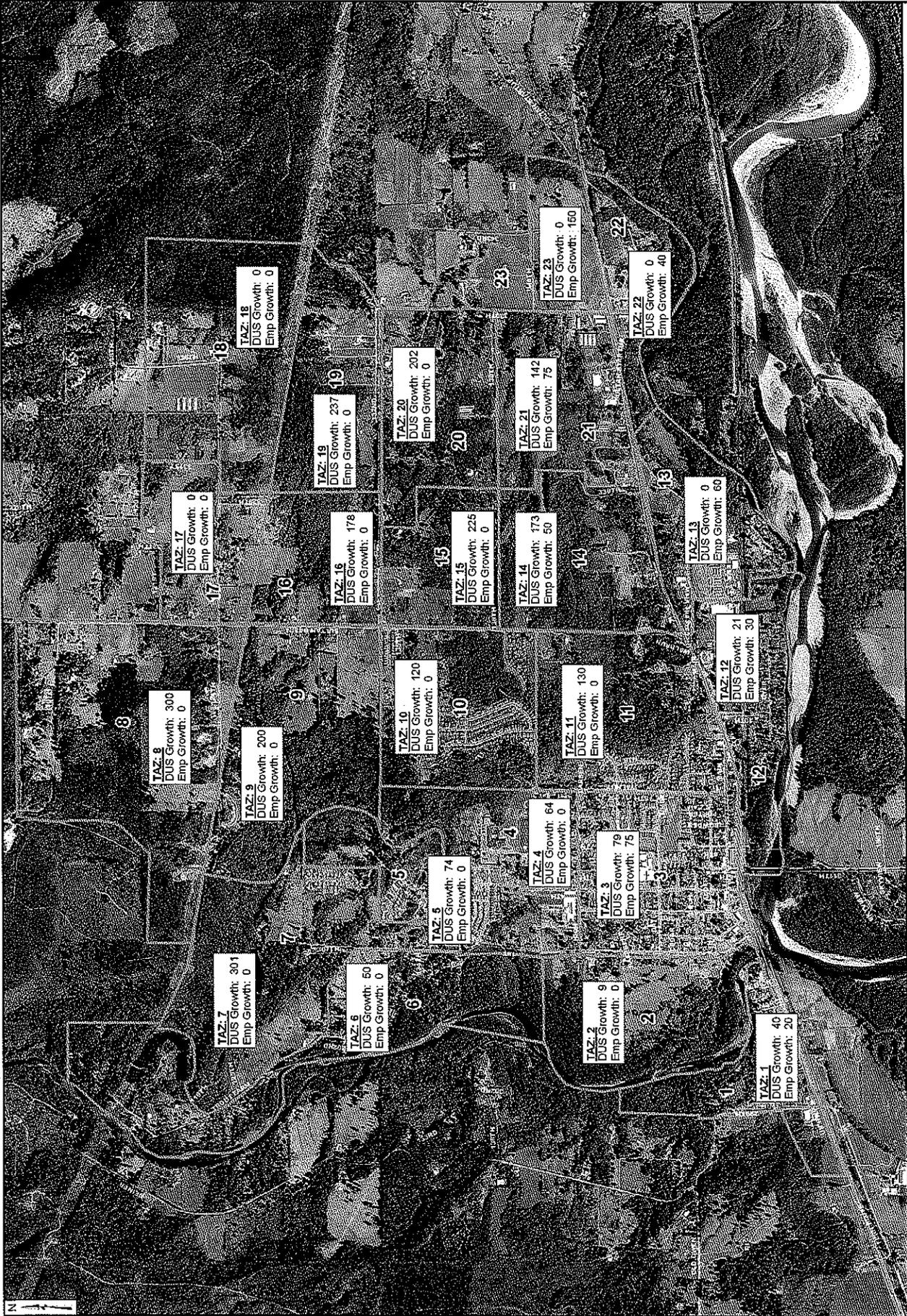
Map 2



Sultan Comp Plan
Transportation Element Revisions
Transportation Analysis Zones (TAZ)
City Revised Population Allocation 3/27/07

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Map 3



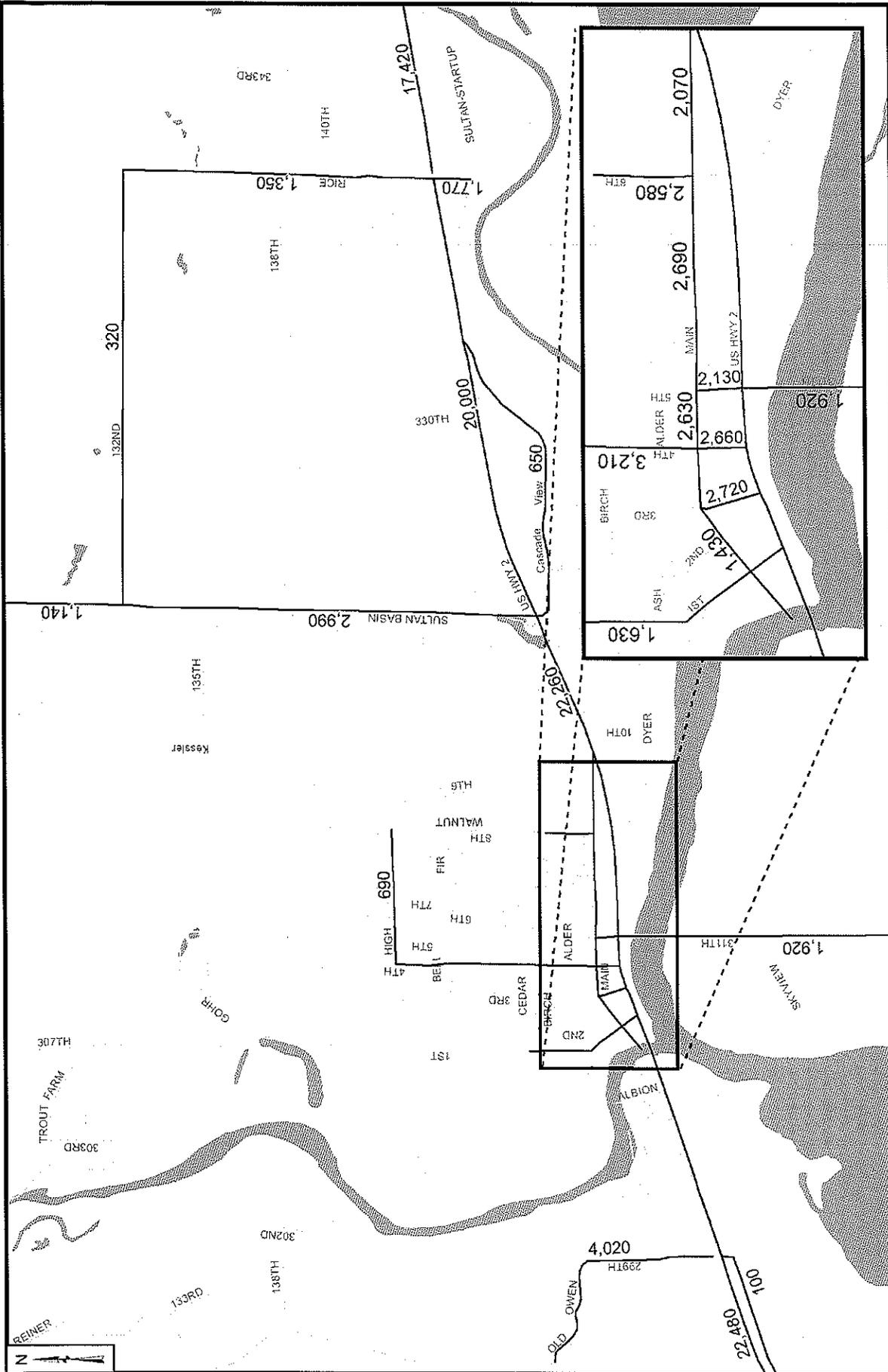
Sultan Comprehensive Plan
Transportation Element Revisions
Sultan Housing and Employment Growth
2006 - 2025

2006 - 2025 Growth		2008	2025	Growth
Housing Units (DUS)	1,788	4,333	2,545	
Employment	1,500	2,000	500	

0 0.5 Miles

TAZ

Map 4



**Sultan Comprehensive Plan
Transportation Element Revisions
2007 Average Weekday Traffic Volumes**

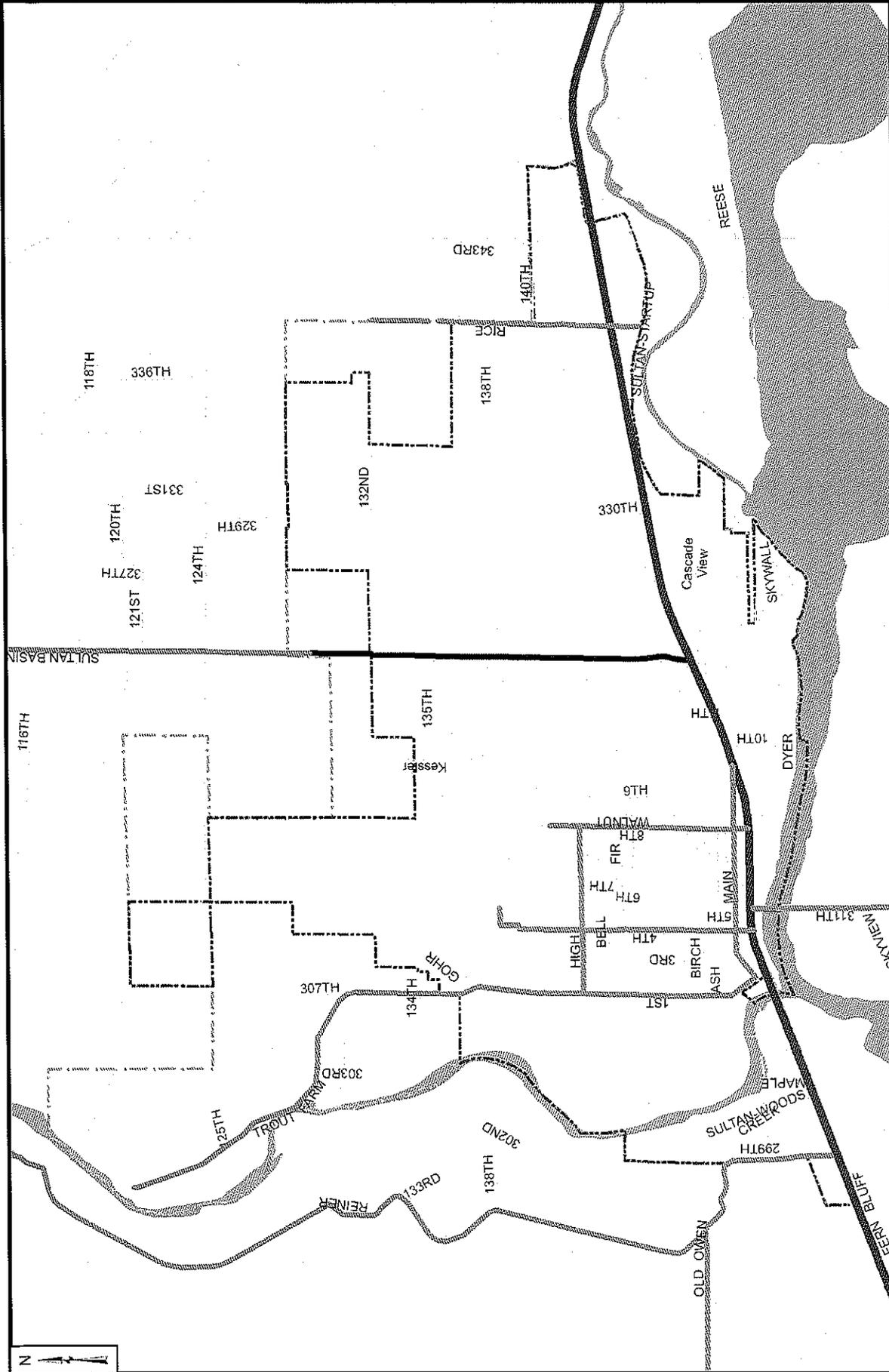


Legend
Average Weekday Traffic Volume



Pertec

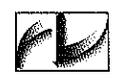
Map 6



**Sultan Comprehensive Plan
Transportation Element Revisions
2004 Arterial Functional Classifications**



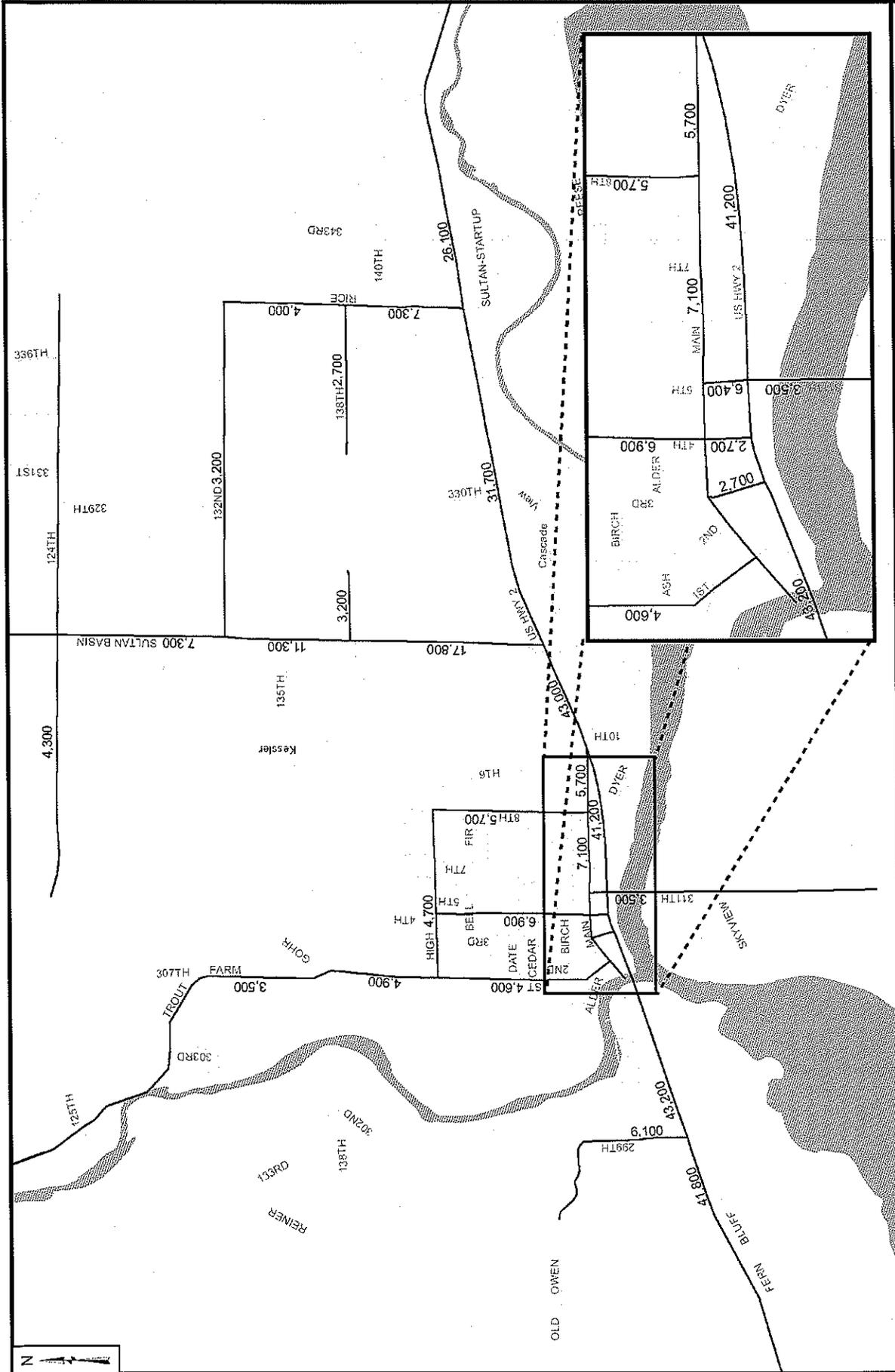
- Arterial Designations**
- Existing Major
 - Existing Minor
 - Existing Collector



Perteet



Map 8



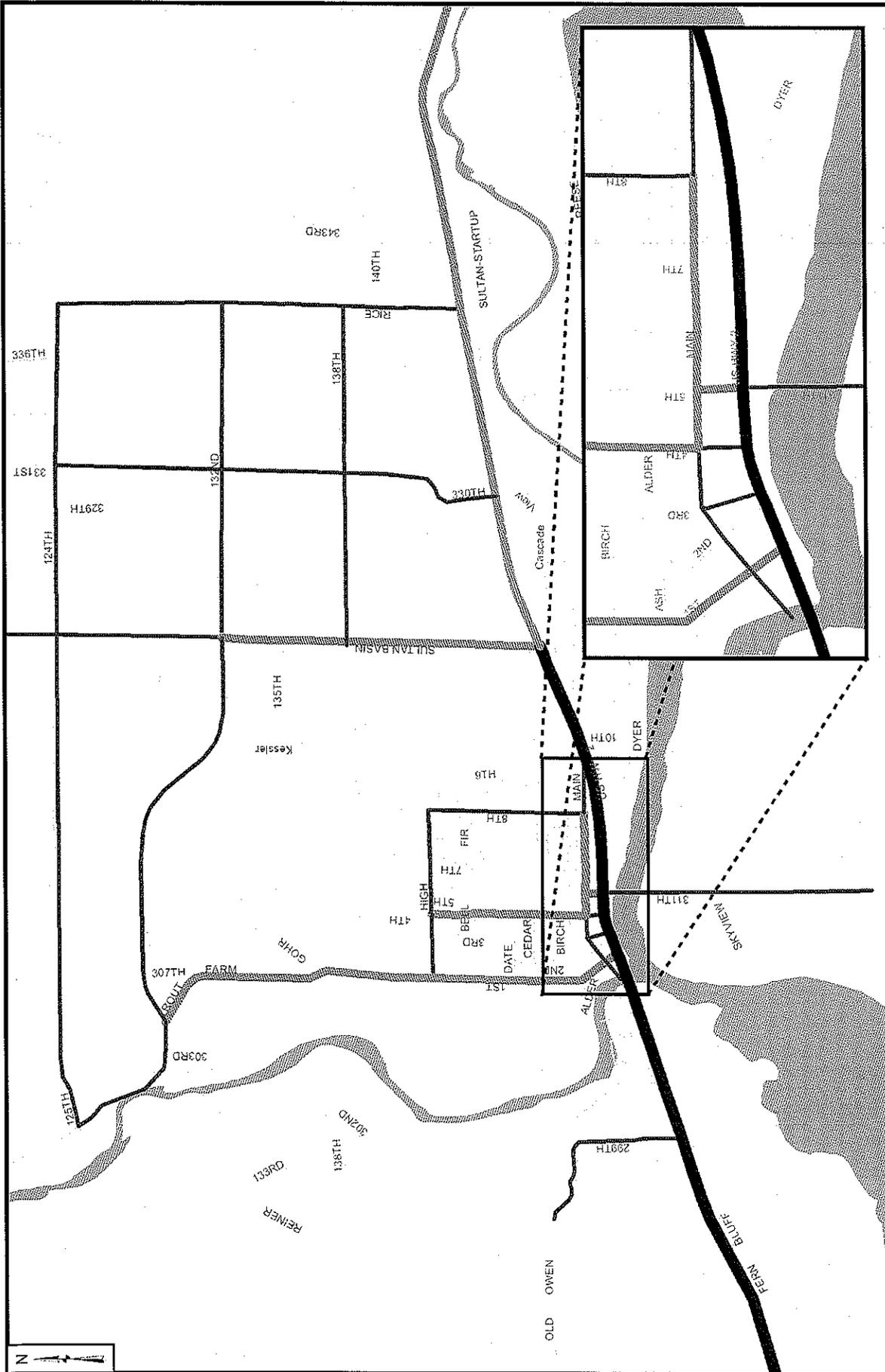
**Sultan Comprehensive Plan
Transportation Element Revisions
2025 No Build Scenario
Average Weekday Traffic Volumes**



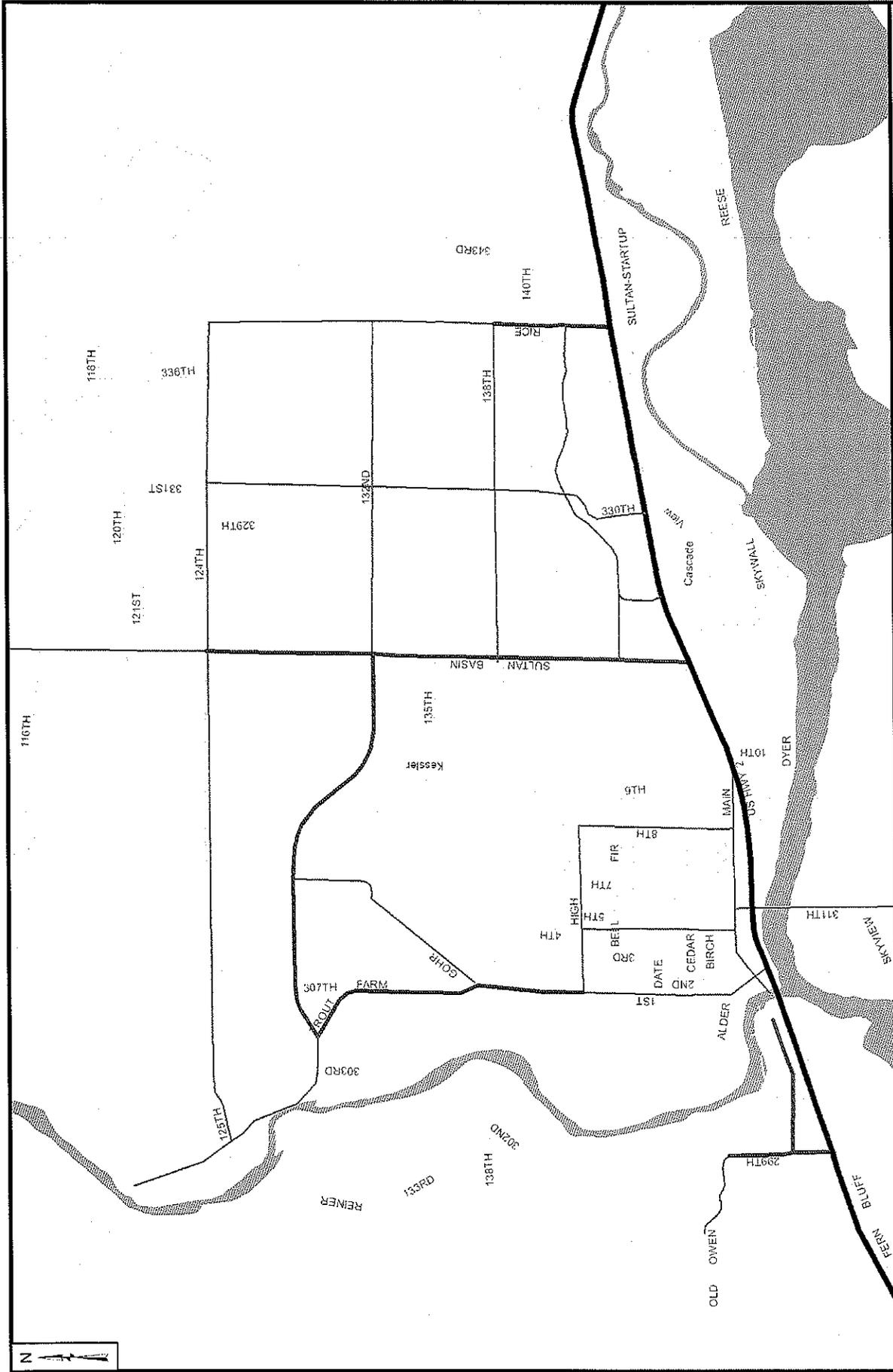
—— 2025 No Build Average Weekday Traffic Volume



Map 11



Map 12



Sultan Comprehensive Plan
Transportation Element Revisions
2025 Preferred Arterial Scenario
Preferred Arterial Number of Lanes



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Legend

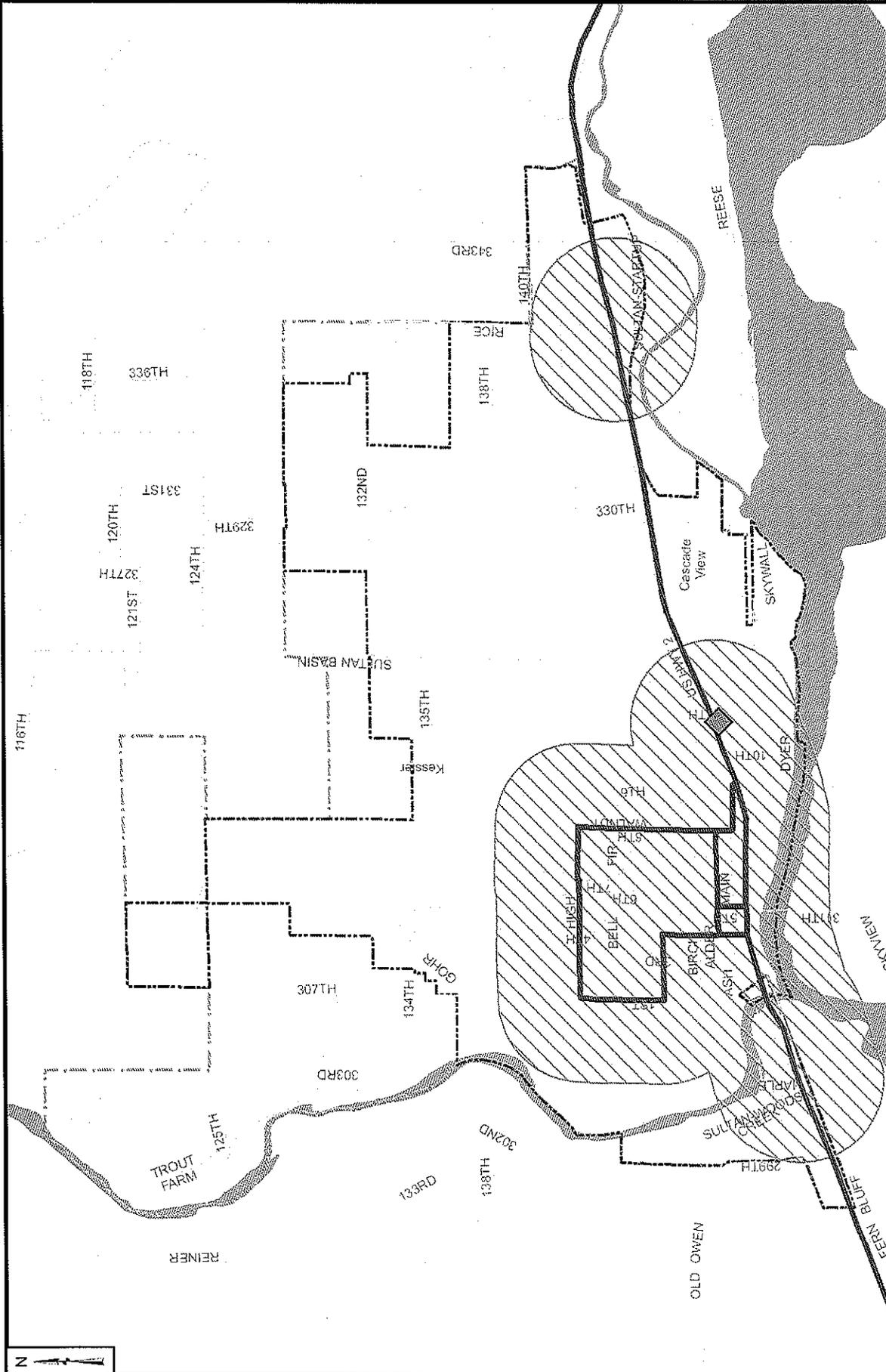


Recommended Number of Lanes



0 0.5 Miles

Map 13



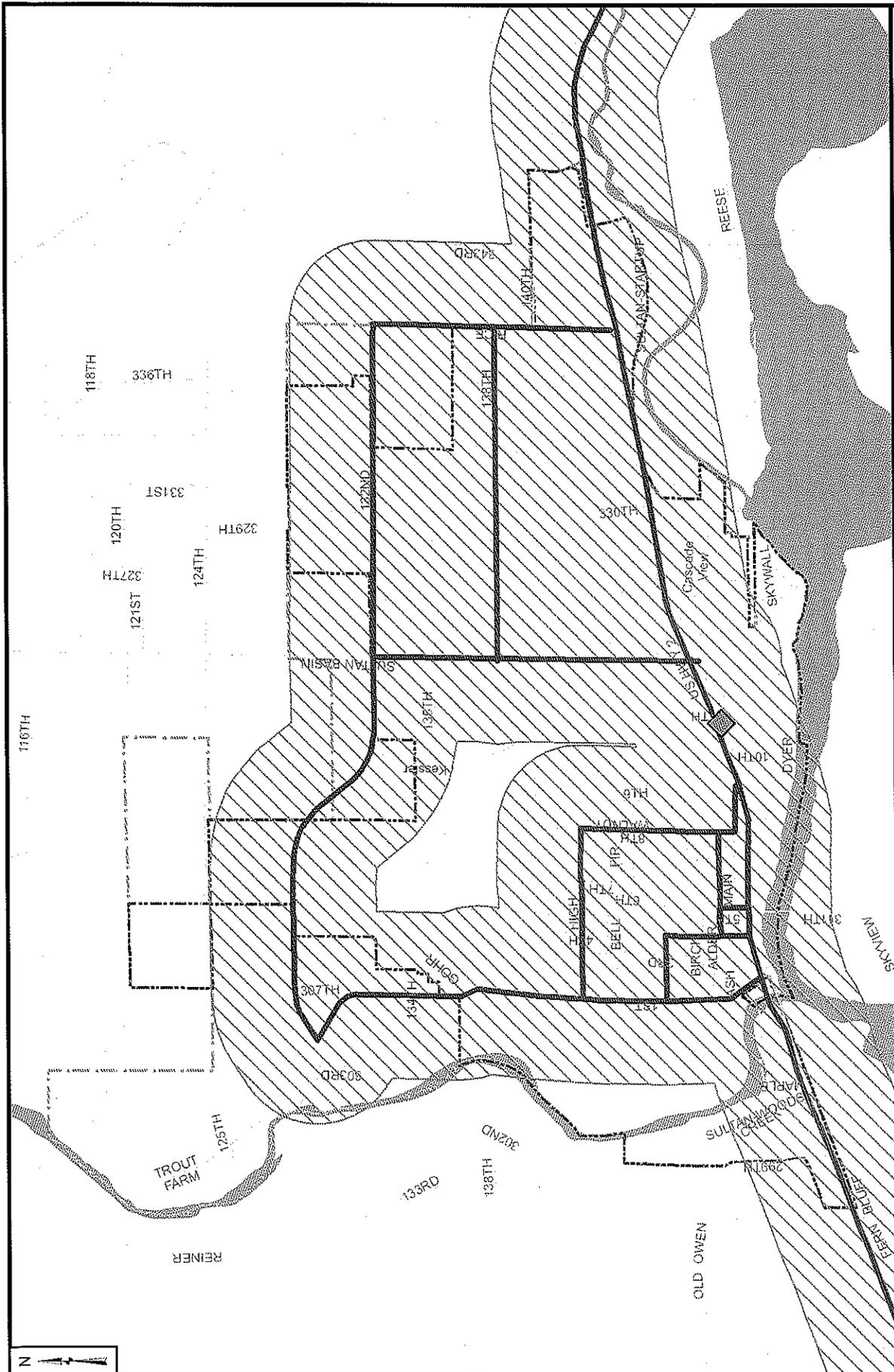
**Sultan Comprehensive Plan
Transportation Element Revisions
Existing Public Transportation Routes**

-  Transit Service Coverage Area
-  City Limits
-  UGA
-  Park and Ride
-  Community Transit (CT) Routes



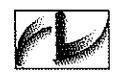
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Map 14



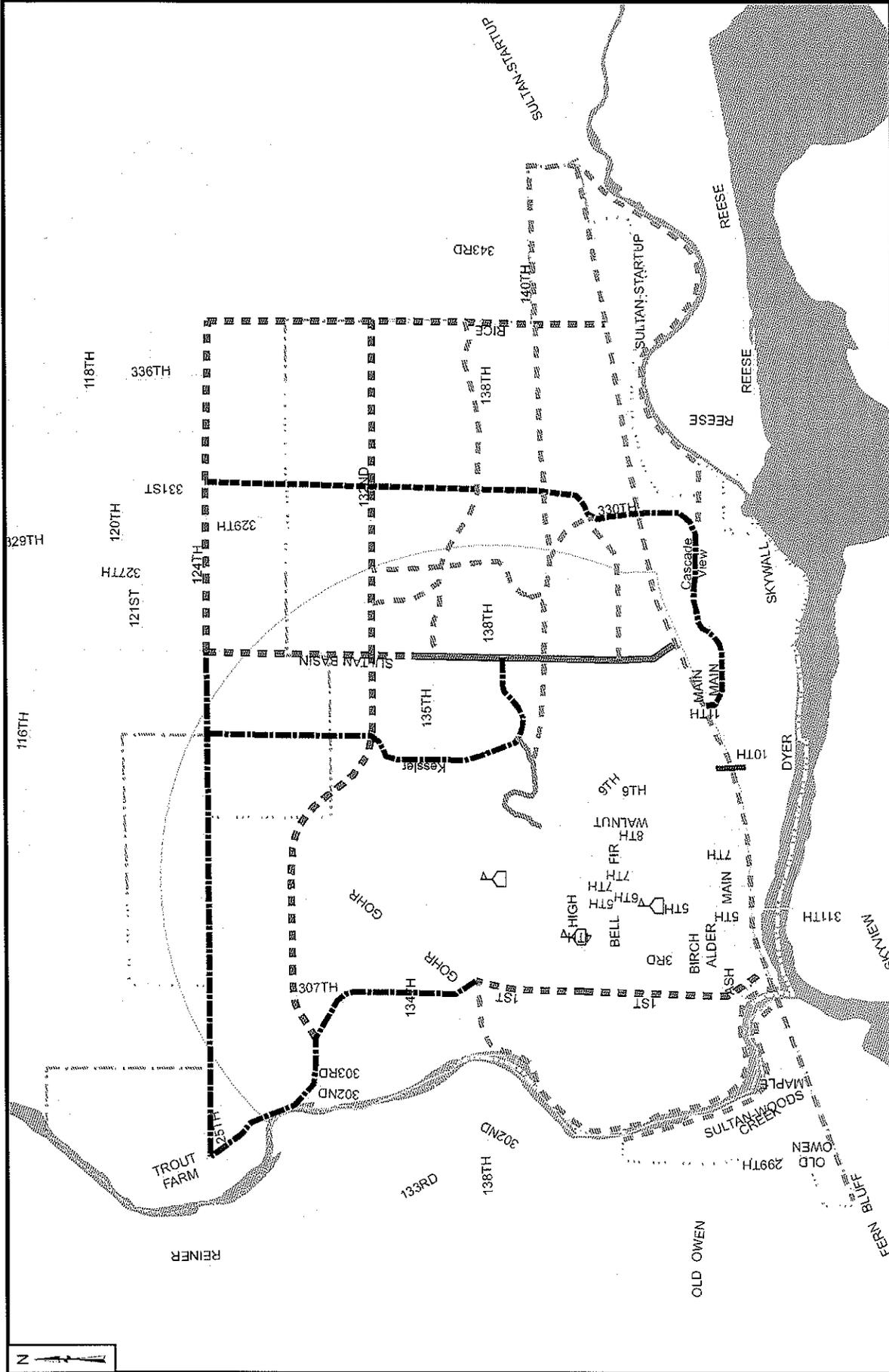
**Sultan Comprehensive Plan
Transportation Element Revisions
Future Public Transit Streets**

-  Future Service Coverage Area
-  Park and Ride
-  City Limits
-  UGA
-  Future Public Transit Streets



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Map 15



**Sultan Comprehensive Plan
Transportation Element Revisions
Future Bike Lanes and Trails**

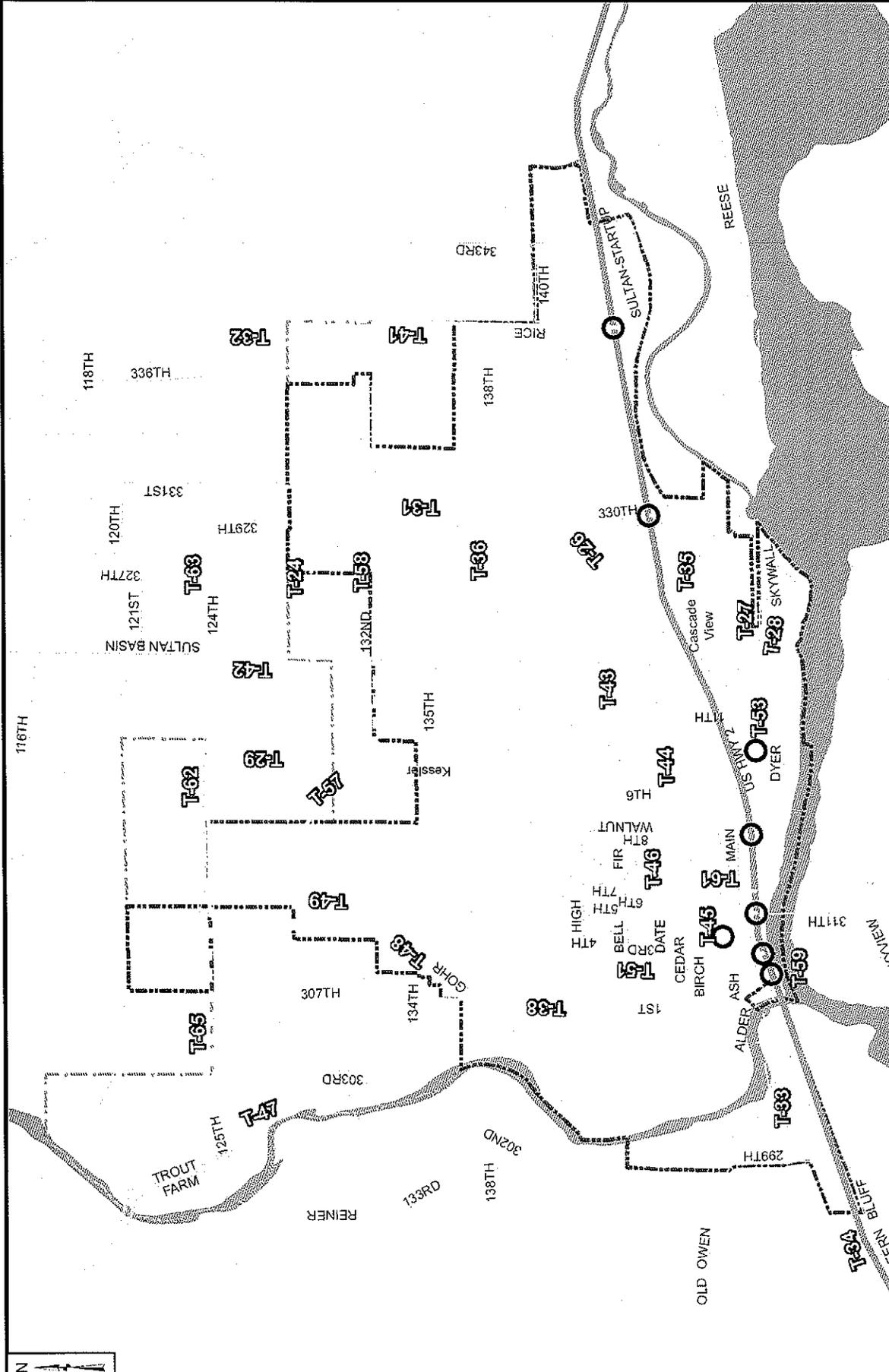
Legend:

- schools
- Existing Trail
- Future Trail
- Future Multi Purpose Trail
- Future Shared Bike Lane
- Future Bike Lane
- School Safe Walk Zone
- City Limits
- UGA
- Pedestrian Overpass

0 0.5 Miles

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Map 16



**Sultan Comprehensive Plan
Transportation Element Revisions
Recommended Street Improvement Projects**

Improvement to Existing Street

New Street Construction

WSDOT Project

Projects Beyond 2025

Recommended Intersection Improvement

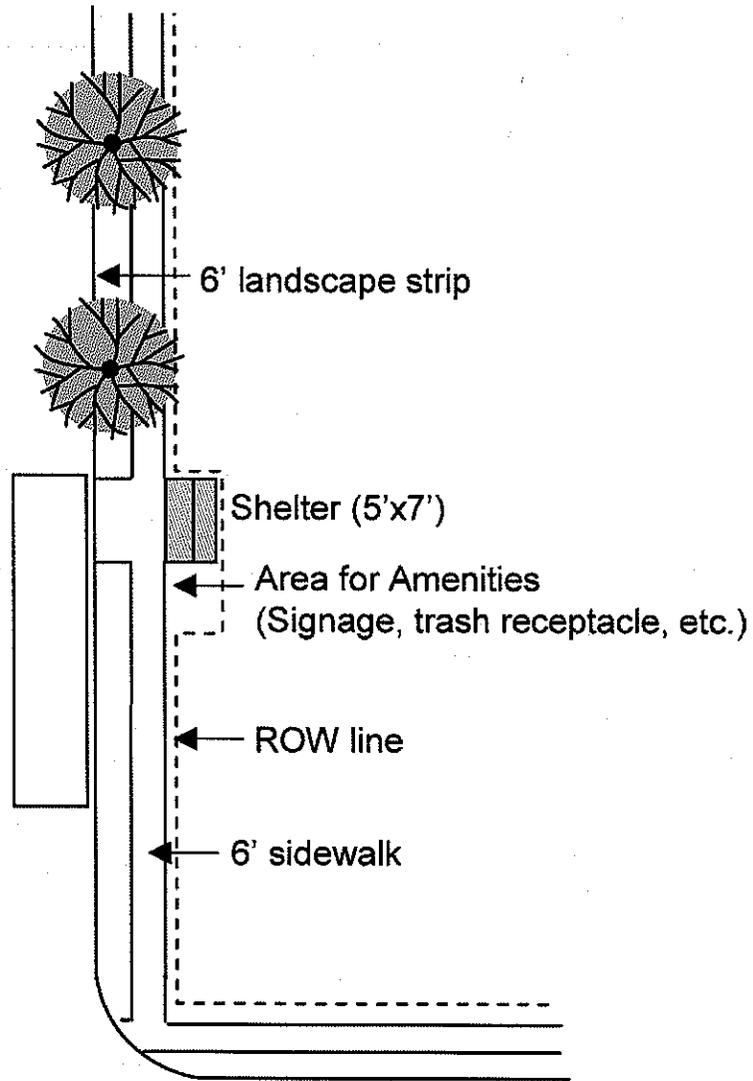
City Limits

UGA

0 0.5 Miles

Pertee

Right of Way Needs for Transit Stop (In Lane)



City of Sultan Transportation Element Revisions - Draft Project List 5/07

Project #	Project Name	Project Description	Number of Lanes	Bicycle Facility?	Transit Street?	Concurrency Project?	Arterial Functional Classification
Motorized Projects							
T-40	US-2/339th Ave SE Signalization	Signalize existing intersection of US-2 at 339th Ave SE.	3	Bike Lanes/Trail Crossing	Yes, US-2	Yes	Principle Arterial/Proposed Minor Arterial Intersection
T-35	Cascade View Drive/330th Ave Intersection Realignment	Reconstruct Cascade View Dr to Collector arterial standard and realign street to create a signalized intersection at US-2 and 330th Ave SE.	2	E. Main St Trail joins as a Multi Purpose Trail	Yes, US-2	No	Proposed Collector Arterial
T-38	1st Street Reconstruction Phase II	Reconstruct 1st St to arterial standard from High Ave to Trout Farm Rd. Project includes water, sewer and storm water utilities construction.	3	Bike Lanes	Yes	Yes	Existing Collector Arterial - Proposed Minor Arterial
T-26	New North Industrial Park Collector	Provide east/west access and traffic collector through the Industrial Park from Rice Rd (339th) to Sultan Basin Rd. and US-2	2	No	No	No	Proposed Collector Arterial
T-36	138th St Extension	Reconstruct and extend 138th St. between Sultan Basin Rd. and 339th Ave SE.	2	No	Yes	No	Proposed Collector Arterial
T-45	Alder St Improvements	Install traffic signal and approach improvements from the intersection of 4th and Alder St to the intersection of 5th and US-2. Proposed Joint project with Community Transit and Sultan School District	2	No	Yes	No	Existing/Proposed Collector Arterial
T-55	Industrial Park Rail Spur Construction	Petition BNSF and contribute to construct a rail spur access to the Industrial Park	n/a	n/a	n/a	n/a	n/a
T-41	Rice (339th Ave SE) Reconstruction	Reconstruct 339th Ave from Sultan Startup Rd. north to 132nd St. SE to arterial standard with curbs gutter and sidewalks.	2/3	Bike Lanes	Yes	No	Proposed Minor Arterial
T-31	New 330th Ave Arterial	Construct a new north-south arterial from US-2 through the Industrial Park north to 124th St SE.	2	Shared Lane	No	No	Proposed Collector Arterial
T-43	Walburn Rd. Rerouting	Redesign the road to remove access from US-2 rerouting access to Sultan Basin Rd. north of Wagley Creek	2	No	No	No	Proposed Collector Arterial
T-33	229th Ave Extension or Highland Ave Extension	Develop an interior access arterial from Old Owen Rd. east to Sportmans Park to provide access to existing roadside commercial properties and reduce curb cuts on US-2.	2/3	No	No	No	Proposed Collector Arterial
T-44	Pine Street Extension	Extend Pine St. East to Walburn to provide east west access from Sultan Basin Rd to downtown Sultan. Emergency Evacuation Route	2	No	No	No	Proposed Collector Arterial
T-47	Trout Farm Rd Reconstruction	Reconstruct Trout Farm Rd. to arterial standard from 1st St. north to 125th St SE. Proposed joint City/County Project	2/3	Multi Purpose Trail	Yes	Yes	Existing Collector Arterial
T-46	Date Avenue Traffic Calming	Install traffic calming treatment to Date Ave. from 8th St west to the Elementary School	2	No	No	No	Existing Local Street
T-24	New East/West Arterial	Construct new east/west arterial between 339th Ave SE and 307th Ave SE in the north section of the City (approx. location between 132nd and 124th St SE).	3	Bike Lanes	Yes	No	Proposed Minor Arterial
T-28	Dyer/Skywall Emergency Access	Provide emergency access for properties between BNSF tracks and the Skykomish River for public safety	2	No	No	No	Proposed Local Access
T-29	Kessler Drive Extension	Extend Kessler Dr. north from Bryant Rd. to 124th St. SE.	2	Multi Purpose Trail	No	No	Proposed Collector Arterial
T-53	10th St. Railroad Crossing Improvement	Reconstruct the 10th St. crossing with the BNSF Rail Line Within the Economic Development zone.	2	No	No	No	Existing Local Street
T-51	3rd St. Reconstruction	Repair, replace, and construct as necessary asphalt, sidewalks, and bike lanes. Project is combined with water, sewer, and stormwater system projects.	2	Bike Lanes	No	No	Existing Local Street
T-42	Sultan Basin Rd. Reconstruction Phase IV	Continue Sultan Basin Rd. improvements north to 124th St. SE. Proposed Joint City/County Project	3	Bike Lanes	Yes	Yes	Proposed Minor Arterial
T-34	US-2 RDP City Access Revisions	Downtown access to US 2 will be focused on 3rd, 5th, 8th, and Main Streets to reduce congestion.			Yes, US-2	No	
T-27	East Main St Road Extension	Extend East Main St. east to connect to 149th St. SE within the Economic Development Zone south of US-2.	2	No	No	No	Proposed Local Access
T-32	Rice Rd. (339th) St Extension	Extend Rice Rd. (339th Ave) north to 124th St. SE at County Rural Arterial road standards to provide arterial connectivity and access to US-2. Proposed joint project with Snohomish County.	2	Bike Lanes	No	No	Proposed Minor Arterial
T-52	8th St. Sidewalks	Install sections of missing sidewalks on 8th St.				No	Existing Collector Arterial
T-48	Gohr Rd Reconstruction	Reconstruct Gohr Rd to arterial standard from 1st St north to 311th Ave SE	2	No	No	No	Proposed Collector Arterial
T-49	Gohr Rd Extension	Extend Gohr Rd north to the proposed proposed 132nd Ave. Extension. Proposed joint City/County Project	2	No	No	No	Existing Collector Arterial
T-57	132nd Ave Arterial Extension	Extend 132nd St from Sultan Basin Rd. northwest connecting to Trout Farm Rd. near 307th St.	3	Bike Lanes	Yes	Yes	Proposed Minor Arterial
T-58	132nd Ave Reconstruction	Reconstruct 132nd St SE to arterial standard	2	Bike Lanes	Yes	No	Proposed Minor Arterial

City of Sultan Transportation Element Revisions - Draft Project List 5/07

Project #	Project Name	Project Description	Number of Lanes	Bicycle Facility?	Transit Street?	Concurrency Project?	Arterial Functional Classification
T-59	US 2/ 1st Avenue Interchange	Provide grade-separated ramp access to US-2 from 1st St.	2	No	Yes	Yes	Proposed Minor Arterial
T-61	6th Street Reconstruction	Reconstruct 6th St. to urban standards	2	No	No	No	Local Access
T-65	124th St. Extension	Extend 124th Ave. west to Trout Farm Rd. intersecting at approx. 125th St.	2	Multi Purpose Trail	No	No	Existing Collector Arterial
T-62	124th St. SE Reconstruction Phase 1	Reconstruct 124th St SE to urban standards from west terminus to Sultan Basin Rd.	2	Multi Purpose Trail	No	No	Existing Collector Arterial
T-63	124th St. SE Reconstruction Phase 2	Reconstruct 124th St SE to County Rural Arterial road standards from Sultan Basin Rd. to Rice Rd. Proposed joint City/County Project.	2	Bike Lanes	No	No	Existing Collector Arterial
T-64	Sultan River Bridge Construction	Construct a bridge crossing the Sultan River north of 125th St SE. to provide for emergency access evacuation route and future arterial circulation. Project includes reconstruction of Trout Farm Rd. to the bridge crossing.	2	Bike Lanes	?	No	Proposed Minor Arterial
Non-Motorized Projects							
NM-1	East Main St. Trail	Construct multipurpose trail from the east end of E. Main St north Cascade View Dr and 330th Ave. for nonmotorized and emergency access.					
NM-2	Connector Trails	Acquire land and develop property to provide staff recreation and transportation travel to and from parks and natural areas					
NM-3	Sidewalk Spot Improvements	Repair, replace and construct missing sidewalks within the City					
NM-4	Sidewalk Enhancement	Renovate public sidewalks. Stand alone projects not associated with road renovation.					
NM-5	US-2 Multi Purpose Trail	Construct multipurpose trail to provide nonmotorized safety and connectivity as part of US-2 RDP reconstruction/widening.					
NM-6	Willow/Bryant Trail	Acquire land and develop property to provide nonmotorized travel to and from residential, commercial, parks and natural areas.					
NM-7	High/Kessler/140th Trail	Acquire land and develop property to provide nonmotorized travel to and from residential, commercial, parks and natural areas.					
Parks Trail Projects							
P-30	Wagley Creek Greenway	Create a "linear park" for the benefit of the community, by acquiring land within the floodway, the 100 year flood plain and surrounding open spaces					
P-27	Sultan River Greenway	Create a "linear park" for the benefit of the community, by acquiring land within the floodway, the 100 year flood plain and surrounding open spaces					
P-28	Skykomish River Greenway	Work with federal, state and county agencies to acquire and develop floodplain south of the Skykomish River for recreation activities					
P-29	Wallace River Greenway	Create a "linear park" for the benefit of the community, by acquiring land within the floodway, the 100 year flood plain and surrounding open spaces					
P-39	US-2/Wallace River Trail	Create a "linear park" for the benefit of the community, by acquiring land within the floodway, the 100 year flood plain and surrounding open spaces					
P-40	Eastside Sultan River Trail	Create a "linear park" for the benefit of the community, by acquiring land within the floodway, the 100 year flood plain and surrounding open spaces					
P-41	Westside Sultan River Trail	Create a "linear park" for the benefit of the community, by acquiring land within the floodway, the 100 year flood plain and surrounding open spaces					