

**SULTAN CITY COUNCIL  
AGENDA ITEM COVER SHEET**

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ITEM NO: D-1

DATE: June 3, 2010

SUBJECT: Transportation Element Goals and Policies

CONTACT PERSON: Deborah Knight, City Administrator

**ISSUE:**

The issue before the city council is to review the council recommended changes to the Transportation Element goals and policies from the city council's May 20, 2010 meeting and make proposed changes.

**STAFF RECOMMENDATION:**

Review the city council recommended changes to the transportation goals and policies from May 20, 2010 and provide direction to staff.

**BACKGROUND:**

- November 24, 2009. Comprehensive Plan Small Group Meeting on transportation policy questions.
- February 2, 2010. The planning board received the transportation goals and policies for an advanced review.
- March 2, 2010. The planning board received an introduction to the transportation element and briefly discussed the process to review staff proposed changes to the goals and policies.
- March 16, 2010. The planning board reviewed the Transportation Network; Classification System; Highway Access and Standards.
- April 6, 2010. The planning board reviewed recommended changes transportation concurrency; Capital Improvements; Demand Management; Air Services; Railroad; Transit; and Non-Motorized Travel.
- April 20, 2010. The planning board forwards recommended changes to the city council for review.
- May 20, 2010. City council reviews planning board recommended changes.
- June 3, 2010. City council reviews council recommended changes to the transportation element.

## SUMMARY:

The City of Sultan Transportation Element consists of goals, policies, recommendations, and implementation plans to guide the development of the city's transportation system in support of the city's land use element and vision for the future.

The Transportation Element is intended to ensure that the city's transportation infrastructure and its management meet the needs of the city's residents and economy for safe, efficient, and economical local movement and access to regional transportation facilities and services. The Transportation Element is intended to:

1. Support, coordinate and integrate with the plans of the other elements of the comprehensive plan.
2. Establish a framework for transportation system planning, development and management processes.
3. Meet level of service, concurrency, and related elements of the Growth Management Act.
4. Emphasize cost-effective, environmentally sound, and safe transportation systems which promote and enhance the quality of life for Sultan residents and visitors.
5. Promote a connection between housing, employment, and commercial centers to create alternatives to driving.
6. Address transportation facilities, services, and strategies for providing practical alternatives to the single-occupancy vehicle.
7. Coordinate with transit, municipal, regional and state governments as well as the private sector to develop and operate efficient and economic transportation systems and services.

## Topic Headings

The staff proposed revisions to the transportation policies create new policies for maintenance, management and safety; sustainable transportation; transportation concurrency and capital improvements. Adding these policies will align the city's goals and policies with the multi-county goals and countywide planning policies. Under Vision 2040, the Transportation section is divided into 4 topic headings:

1. TR-1. Supporting the Growth Strategy **New for Sultan**
  - TR 1.1 Transportation Network
  - TR 1.2 Classification
  - TR 1.3 Highway Access
  - TR 1.4 Standards
  - TR 1.5 Transportation concurrency

- TR 1.6 Capital Improvements
  - TR 1.7 Demand Management
2. TR-2 Greater Options and Mobility
  3. TR-3 Maintenance, Management and Safety **New for Sultan**
  4. TR-4 Sustainable Transportation **New for Sultan**

### City Council Recommended Revisions

Attachment C is a summary of the city council revisions to the planning board recommendations.

### DISCUSSION:

#### How to Review Proposed Changes to the Goals and Policies

The review and recommended changes begin with the goals and policies adopted in the 2008 Revisions (2008 Revisions) to the 2004 Comprehensive Plan (adopted October 2008).

In order to track changes and provide an efficient review, the land use goals and policies are numbered TR = Transportation with headings and subheadings to differentiate goals and policies (e.g. TR 1 is a goal, TR 1.3 is a policy)

Using common editing functions deleted text from the 2008 Revision is shown as ~~strikethrough~~, added text is underlined. Existing text is unchanged.

City staff have provided four attachments to assist in reviewing proposed changes to the goals and policies:

1. Attachment A – Vision 2040 Multi-county Planning Policies (MPP) and Countywide Planning Policies (CPP)
2. Attachment B – Summary small group comments on the transportation policy questions
3. Attachment C – Summary city council recommended changes from 05-20-10
4. Attachment D – City council recommended changes to the transportation element goals and policies (mark-up version)
5. Attachment E – City council recommended changes to the transportation element goals and policies (“clean” version)

## Growth Management Act

Under the Growth Management Act, the city is required to align the goals and policies in the Comprehensive Plan with Vision 2040 multi-county planning policies (MPP) and countywide planning policies (CPP). Following is a summary of the transportation goals for Vision 2040 and the Countywide Planning Policies.

The planning board will want to carefully review these guiding goals and policies and ensure the city's transportation goals and policies are consistent.

### Vision 2040 Transportation Goal - Supporting the Growth Strategy

Vision 2040 provides a framework for long-range transportation planning in the region by integrating freight, ferries, highways, local roads, transit, bicycling, and walking. The regional perspective for transportation recognizes the critical link between transportation, land use planning, economic development and environment.

In Vision 2040, the regional growth strategy focuses on preserving and developing compact urban communities, directing employment and housing growth into centers, and redeveloping underutilized urban land.

- MPP T-9. Coordinate state, regional and local planning efforts.
- MPP T-10. Promote coordination among transportation providers and local governments.
- MPP T-11. Prioritize investments that support compact, pedestrian and transit-oriented densities.
- MPP T-12. Make transportation investments to support economic vitality.
- MPP T-14. Ensure the safety of all users.
- MPP T-15. Improve local street patterns for walking, bicycling and transit.
- MPP T-16. Promote and incorporate bicycle and pedestrian travel by providing facilities and connections.
- MPP T-17. Ensure the freight system meets the region's needs.
- MPP T-20. Design transportation facilities to fit the built or natural environment.
- MPP T-22. Implement transportation programs in ways that prevent or minimize negative impacts to low-income, minority and special needs populations.

### Countywide Transportation Planning Policies

In order to achieve the long-term growth management goals established by Snohomish County Tomorrow the following overarching principles should guide implementation of the countywide planning policies for multi-modal transportation.

- Provide a wide range of choices in transportation services to ensure all citizens have the ability to travel regardless of age, sex, race, income, disability or place of residence.
- Pursue sustainable funding and informed decision-making that recognizes economic, environmental, and social context of transportation.
- Balance the various modes of travel in order to enhance person-carrying capacity, as opposed to vehicle-moving capacity
- Implement efficient levels-of-service for the various surface transportation modes (i.e. roadways, bikeways, transit and freight) that are applied effectively to serve different intensities of land development.

#### Planning Board Recommendation

- Provide a transportation network that supports the land use element.
- Integrate land uses to reduce vehicle miles traveled and greenhouse gas emissions.
- Encourage new development and redevelopment to incorporate pedestrian, bike, and transit use into project design.
- Connect residential and commercial areas together to allow people to move about the city without accessing US 2.
- Work cooperatively with the Washington State Department of Transportation and other area jurisdictions to implement improvements along US 2.
- Implement urban road design and maintenance standards.
- Consider all types of travel (pedestrian, bike, single-occupancy vehicle) in making concurrency determinations.
- Consider ways to leverage Sultan's proximity to the rail road for economic development.
- Consider the need for commuter rail policies – is this necessary?
- Coordinate with transit agencies to promote service throughout the city including new residential and commercial areas.
- Plan and construct non-motorized facilities for commuter and recreation users.
- Preserve the public investment by adopting maintenance standards for the city's transportation network.
- TR 3.2.3 Work cooperatively with other agencies to address safety and improvements along US 2 and other arterials of regional significance (PB 04-20-10) Editor's Note – TR 3.2.3 was added by the PB as a recommended change on April 20, 2010. City staff overlooked this addition in transmitting the planning board's recommendation to the city council.

- TR 2.2.1 Improve Lobby Cooperate with Burlington Northern & Santa Fe Railway Company (BNSF) ~~service~~ to improve local freight and material hauling needs within the Sultan planning area, ~~possibly encourage providing~~ a spur line to the industrial uses located within the ~~employment district~~ industrial area. (PB 04-06-10/04-20-10. CC 05-20-10 change “improve” to “cooperate with”. Change “possibly providing” to “encourage”)

Editor’s Note – The planning board replaced “improve” with “lobby” on April 20, 2010. City staff overlooked this addition in transmitting the planning board’s recommendation to the city council.

### Small Group Comments

- US 2 is a blessing and a curse
- Bridges at both ends of town must be widened to accommodate future traffic levels. Expensive projects with state in the lead role.
- Develop pedestrian access across US 2 especially between the business areas east of the historic downtown region.
- Limited job opportunities force residents to drive to work for employment.
- US 2 is both a state highway and local access street for residents to get from one part of town to another.
- A future challenge may include possible tolling on US 2. May be opportunity if it encourages residents to shop in Sultan. Threat may include further isolation and economic growth opportunities.
- Connecting walking and biking trails can attract outside visitors.

### STAFF RECOMMENDATION:

Review the city council recommended changes to the transportation goals and policies from May 20, 2010 and provide direction to staff.

### ATTACHMENTS:

Attachment A – Vision 2040 Multi-county Planning Policies (MPP) and Countywide Planning Policies (CPP)

Attachment B – Summary small group comments on the transportation policy questions

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**Puget Sound Regional Council  
Vision 2040  
Transportation Goals and Policies**

**Maintenance, Management, and Safety**

***Goal: As a high priority, the region will maintain, preserve, and operate its existing transportation system in a safe and usable state.***

**MPP-T-1** Maintain and operate transportation systems to provide safe, efficient, and reliable movement of people, goods, and services.

**MPP-T-2** Protect the investment in the existing system and lower overall life-cycle costs through effective maintenance and preservation programs.

**MPP-T-3** Reduce the need for new capital improvements through investments in operations, pricing programs, demand management strategies, and system management activities that improve the efficiency of the current system.

**MPP-T-4** Improve safety of the transportation system and, in the long term, achieve the state's goal of zero deaths and disabling injuries.

***Sustainable Transportation***

**MPP-T-5** Foster a less polluting system that reduces the negative effects of transportation infrastructure and operation on the climate and natural environment.

**MPP-T-6** Seek the development and implementation of transportation modes and technologies that are energy-efficient and improve system performance.

**MPP-T-7** Develop a transportation system that minimizes negative impacts to human health.

**MPP-T-8** Protect the transportation system against disaster, develop prevention and recovery strategies, and plan for coordinated responses.

**Supporting the Growth Strategy**

***Goal: The future transportation system will support the regional growth strategy by focusing on connecting centers with a highly efficient multimodal transportation network.***

***Coordination***

**MPP-T-9** Coordinate state, regional, and local planning efforts for transportation through the Puget Sound Regional Council to develop and operate a highly efficient, multimodal system that supports the regional growth strategy.

**MPP-T-10** Promote coordination among transportation providers and local governments to ensure that joint- and mixed-use developments are designed in a way that improves overall mobility and accessibility to and within such development.

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Vision 2040  
Transportation Goals and Policies**

***Centers and Compact Communities***

**MPP-T-11** Prioritize investments in transportation facilities and services in the urban growth area that support compact, pedestrian- and transit-oriented densities and development.

**MPP-T-12** Give regional funding priority to transportation improvements that serve regional growth centers and regional manufacturing and industrial centers.

**MPP-T-13** Make transportation investments that improve economic and living conditions so that industries and skilled workers continue to be retained and attracted to the region.

**MPP-T-14** Design, construct, and operate transportation facilities to serve all users safely and conveniently, including motorists, pedestrians, bicyclists, and transit users, while accommodating the movement of freight and goods, as suitable to each facility's function and context as determined by the appropriate jurisdictions.

**MPP-T-15** Improve local street patterns – including their design and how they are used – for walking, bicycling, and transit use to enhance communities, connectivity, and physical activity.

**MPP-T-16** Promote and incorporate bicycle and pedestrian travel as important modes of transportation by providing facilities and reliable connections.

***Freight***

**MPP-T-17** Ensure the freight system meets the needs of: (1) global gateways, (2) producer needs within the state and region, and (3) regional and local distribution.

**MPP-T-18** Maintain and improve the existing multimodal freight transportation system in the region to increase reliability and efficiency and to prevent degradation of freight mobility.

**MPP-T-19** Coordinate regional planning with railroad capacity expansion plans and support capacity expansion that is compatible with state, regional, and local plans.

***Context and Design***

**MPP-T-20** Design transportation facilities to fit within the context of the built or natural environments in which they are located.

**MPP-T-21** Apply urban design principles in transportation programs and projects for regional growth centers and high-capacity transit station areas.

**MPP-T-22** Implement transportation programs and projects in ways that prevent or minimize negative impacts to low-income, minority, and special needs populations.

**Puget Sound Regional Council**  
**Vision 2040**  
**Transportation Goals and Policies**

**Greater Options and Mobility**

***Goal: The region will invest in transportation systems that offer greater options, mobility, and access in support of the regional growth strategy.***

**MPP-T-23** Emphasize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, especially to and within centers and along corridors connecting centers.

**MPP-T-24** Increase the proportion of trips made by transportation modes that are alternatives to driving alone.

**MPP-T-25** Ensure mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young, and low-income populations.

**MPP-T-26** Strategically expand capacity and increase efficiency of the transportation system to move goods, services, and people to and within the urban growth area. Focus on investments that produce the greatest net benefits to people and minimize the environmental impacts of transportation.

**MPP-T-27** Improve key facilities connecting the region to national and world markets to support the economic vitality of the region.

**MPP-T-28** Avoid construction of major roads and capacity expansion on existing roads in rural and resource areas. Where increased roadway capacity is warranted to support safe and efficient travel through rural areas, appropriate rural development regulations and strong commitments to access management should be in place prior to authorizing such capacity expansion in order to prevent unplanned growth in rural areas.

**MPP-T-29** Promote the preservation of existing rights-of-way for future high-capacity transit.

**MPP-T-30** Encourage public and private sector partnerships to identify and implement improvements to personal mobility and freight movement.

**MPP-T-31** Support effective management of existing air transportation capacity and ensure that future capacity needs are addressed in cooperation with responsible agencies, affected communities, and users.

**MPP-T-32** Integrate transportation systems to make it easy for people and freight to move from one mode or technology to another.

**MPP-T-33** Promote transportation financing methods, such as user fees, tolls, and pricing, that sustain maintenance, preservation, and operation of facilities and reflect the costs imposed by users.

## **Transportation**

These transportation policies have been prepared under the authority of RCW 36.70A.210 (3) (d) which states that "A countywide planning policy[CPP] shall as a minimum, address the following... (d) Policies for countywide transportation facilities and strategies;"... They apply to designated, countywide transportation facilities and services, which are those that serve travel needs and have impacts beyond the particular jurisdiction(s) in which they are located.

Transportation and land use are profoundly interrelated. The type, intensity, and timing of land development will influence the mode of transportation provided, its effectiveness in moving people and goods and the travel behavior of people using the land. Distinctions need to be made between the types and levels of transportation services provided to urban areas and rural areas. People living in low-density areas traveling to employment dispersed throughout the county tend to use the automobile over other modes of transportation.

It is very difficult to serve these types of trips with traditional, fixed route, public transportation (i.e., bus or rail). Public transportation is most effective in moving people where population and employment are concentrated in denser neighborhoods and activity centers. Site design features need to accommodate public transportation allowing efficient access and circulation of transit vehicles.

In order to achieve the long-term growth management goals that are established by Snohomish County Tomorrow, the following overarching principles should guide implementation of the CPPs for multimodal transportation.

1. Provide a wide range of choices in transportation services to ensure that all citizens have the ability to travel regardless of age, sex, race, income, disability or place of residence.
2. Pursue sustainable funding and informed decision-making that recognizes the economic, environmental, and social context of transportation.
3. Balance the various modes of travel in order to enhance person-carrying capacity, as opposed to vehicle-moving capacity.
4. Implement efficient levels of service for the various surface transportation modes (i.e., roadways, bikeways, transit, and freight) that are applied effectively to serve different intensities of land development.
5. Policies related to level of service, transportation location and design need to be coordinated across state, regional and local agencies to ensure effective and efficient transportation. We need to ensure that our countywide transportation systems are designed to support the level of land development we allow and forecast while at the same time recognizing and responding to the context in which those systems are located.

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The CPPs presented here are intended to guide transportation planning by the County and cities in Snohomish County and to provide the basis for regional coordination with the Washington State Department of Transportation (WSDOT), the Puget Sound Regional Council (PSRC) and transportation operating agencies.

**Transportation Goal:**

The County and cities will work proactively with transportation planning agencies and service providers to plan, finance, and implement an efficient multi-modal transportation system that supports the Regional Growth Strategy and local comprehensive plans.

**TR-1** Jurisdictions should establish agreements and procedures for jointly mitigating traffic impacts, including provisions for development and design review and sharing of developer impact mitigation.

a. Interlocal agreements among the cities and County should be used in Urban Growth Areas and areas proposed for annexation, to define procedures and standards for mitigating traffic impacts, sharing improvement and debt costs for transportation facilities, and addressing maintenance and funding for future transportation facilities and services.

These interlocal agreements may also include transit agencies where mitigation includes transportation demand management (TDM) strategies or transit related improvements, such as park and ride facilities, bus rapid transit (BRT) stations or high-occupancy lanes.

b. Joint development and plan review teams should be formed for major projects having impacts that extend across jurisdictional boundaries.

c. Development impact mitigation should be shared where a project's impacts extend across jurisdictional boundaries.

d. Local comprehensive plans and long-range transit agency plans should provide policies that encourage private sector investment in transportation services and facilities.

e. Local land use regulations should provide for integrated design of transportation facilities in designated urban growth centers to encourage transit-oriented land uses and nonmotorized modes of travel.

**TR-2** Jurisdictions may designate transportation service areas that provide the geographic basis for joint projects, maintenance, level of service methods, coordinated capital and mitigation programs and finance methods for transportation facilities and services. In these transportation service areas, Washington Department of Transportation, the County, cities and transit agencies may coordinate future land use, transportation, and capital facilities planning efforts to ensure consistency between jurisdictional comprehensive plans and long-range transit agency plans.

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**TR-3** In support of Vision 2040, the County and cities should establish agreements and procedures for setting priorities, programming and financing for countywide, regional and state transportation facilities and services consistent with the Growth Management Act and federal transportation legislation.

- a. The County and cities, in coordination with public transit agencies, should develop consistent methodologies to determine transportation needs and their estimated costs in terms of capital, operations, preservation and maintenance.
- b. Transportation needs should be prioritized based on the extent to which they fulfill the objectives of the adopted Regional Growth Strategy (RGS), local comprehensive plans, long range transit agency plans, and transportation policies.
- c. The Puget Sound Regional Council, WSDOT, County and cities should maintain an ongoing and coordinated six-year program that specifies the financing of immediate transportation improvements consistent with the RGS.
- d. The financing of transportation systems and improvements should reflect the true costs of providing service, reflecting the costs and benefits attributable to those who use the system as well as those who benefit from it. Revenues to finance transportation should come from traditional measures (e.g., fuel taxes, property taxes and impact mitigation fees), but also from other innovative measures (e.g., high occupancy tolls, Vehicle Miles Travelled [VMT] assessments and private-sector contributions). Importantly, impacts of transportation system choices and funding decisions on climate change should be considered as part of this process.

**TR-4** The County and cities shall provide transportation facilities and services that support the land use elements of their comprehensive plans, including roadway capacities and nonmotorized options together with public transportation services appropriate to the designated land use types and intensities by:

- a. maintaining and improving existing arterials, neighborhood streets, and associated pedestrian, bicycle, and transit infrastructure in order to promote safe and efficient use for all modes;
- b. providing a network of multimodal arterials based on a consistent classification system and appropriate design standards that will improve connectivity, circulation and reduce vehicle miles of travel;
- c. using land use projections based on the Regional Growth Strategy and implemented through local comprehensive plans to identify and plan for adequate roadway, pedestrian, bicycle and transit services to meet travel needs;
- d. reviewing land use designations where roadway capacity and/or transit service capacity cannot adequately serve or expect to achieve concurrency for development allowed under the designation;

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- e. providing adequate access to and circulation for public service and priority for public transportation vehicles will be part of the planning for comprehensive plan land use designations and subsequent development as appropriate; and
- f. consulting with transit agencies, as appropriate, when planning future land use in designated transit emphasis corridors and in the area of high capacity transit stations for consistency with long-range transit agency plans and to ensure that the land use and transit services are mutually supported.

**TR-5** The County and cities together with the Washington Department of Transportation should, develop consistent transportation design standards for urban and rural areas throughout the County that address public transportation, roadways, ferries, walkways, bikeways and access for people with disabilities, low-income and special needs populations, and that recognize differences among communities by:

- a. identifying major travel routes needing additional public transportation, pedestrian, or bicycle-related improvements to increase people-carrying capacity;
- b. coordinating local comprehensive plans to develop or complete a system of interconnected walkways and bikeways;
- c. establishing multimodal transportation facility design, level of service standards and site plan design standards will address the movement of goods and services to enhance the well being of the economy and public health; and
- d. implementing context-sensitive solutions that recognize the variety of functions of transportation facilities and that promote compatibility with adjoining land uses and activities and that create high quality public spaces.

**TR-6** The County and cities should prepare consistent rules and procedures among affected jurisdictions and transit agencies for locating and designing transportation facilities and services to minimize and mitigate their adverse impacts on the natural environment. Depending on the jurisdiction, these may include:

- a. design standards and consistent methods to minimize adverse impacts on shorelines, water resources, drainage patterns and soils;
- b. location criteria that minimize the disruption to natural habitat, flood plains, wetlands, geologically and other environmentally sensitive areas;
- c. cooperation with the Puget Sound Clean Air Agency, PSRC, and local jurisdictions to ensure consistency with the transportation control measure requirements of the 1990 Clean Air Act Amendments; and
- d. measures to reduce emissions that contribute to climate change.

**TR-7** The County and cities shall employ professionally accepted methodologies for determining transportation levels of service that consider different development intensities for urban centers, other urban areas and rural areas, high-occupancy vehicle

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use and community values as reflected by the city and County comprehensive plans, and transit agency long range plans.

The County and cities should use – in coordination with transit agencies – a consistent technique in calculating transportation level of service on a systems basis that:

- a. incorporates different levels of service depending on development form, mix of uses and intensity/density of land use, availability and adequacy of transit service, and the availability and adequacy of bicycle and pedestrian facilities in accordance with local comprehensive plans and long range transit agency plans;
- b. employs consistent data collection and processing in determining travel demand and system operations along with the Puget Sound Regional Council (PSRC), adjacent local jurisdictions and transit agencies, and
- c. monitors level of service and concurrency on a routine basis on those critical transportation facilities and services that serve as indicators of system operation.

**TR-8** The County and cities shall establish concurrency requirements for land development by considering transportation levels of service and available financial resources to make needed transportation improvements.

- a. The goals, policies and objectives of local comprehensive plans shall be the basis for making interpretations of development concurrency with transportation.
- b. Level of service shall be used as a growth management tool to limit development in rural areas and offer incentives for more intense development in existing urban areas.
- c. The impact of alternate modes of travel (e.g., pedestrian, bicycle, carpools, vanpools, buses, rail, etc.), as well as single-occupant vehicles, shall be considered in making local concurrency determinations.
- d. Recognize there are transportation services and facilities that are at their ultimate capacity.
- e. The County and cities will reconsider land use designations where it is evident transportation facilities and services cannot be financed or provided in sufficient time to maintain concurrency with land development.

**TR-9** The County and cities should establish common policies and technical procedures for transportation system management (TSM) and transportation demand management (TDM) programs that reduce trip making, total miles traveled, and the climate change and air quality impacts associated with development, and improve the efficiency of the transportation system.

- a. The WSDOT, PSRC, County and cities should establish consistent commute trip reduction, vehicle-miles-of-travel and single-occupant vehicles goals and consistent methods of measuring progress to ensure consistency and equity.

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b. The County and cities should coordinate with transit agencies and with each other for the implementation of employer and residential trip reduction programs.

**TR-10** The County and cities should collaborate with federal, state, and regional agencies, and adjacent counties, cities, and transit agencies to prepare uniform criteria for locating and mitigating the impacts of major countywide and regional transportation facilities and services. These agencies should:

- a. designate transportation facilities of countywide and regional significance;
- b. prepare criteria for locating park-and-ride lots, transit stations, and similar components of a regional transportation system; and
- c. coordinate studies that look at alternative sites with affected public agencies and impacted neighborhoods.

**TR-11** The County and cities should establish an education program utilizing state, County, transit agency, city transportation resources and local school districts that encourages use of public transportation. The County and cities, in cooperation with transit agencies should also establish an ongoing public awareness program for ridesharing and public transportation.

**TR-12** Each local jurisdiction served by transit should, in cooperation with transit agencies, map the general locations of planned major transit facilities in their comprehensive plans and shall enact appropriate transit-oriented policies and development standards for such locations. Where appropriate, transit-oriented development should encompass the following common elements:

- a. be located to support the development of designated growth centers and existing or planned transit emphasis corridors;
- b. include pedestrian-scale neighborhoods and activity centers to stimulate use of transit and ridesharing;
- c. plan for appropriate intensity and mix of development – including both employment and housing options – that support transit service;
- d. provide safe, pleasant and convenient access for pedestrians and bicyclists;
- e. provide safe and convenient access and transfer between all forms of transit and other modes of travel ; and
- f. promote pricing or regulatory mechanisms<sup>13</sup> to encourage transit use and reduce reliance on the automobile such as metered parking and tolling.

**TR-13** The County, cities and transit agencies, in the Southwest Urban Growth Area (UGA), should collaborate with Sound Transit to ensure planning and right-of-way preservation for a future phase of light-rail corridor development that will extend to the Everett Regional Growth Center as soon as possible. Planning for light-rail transit should:

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- a. be compatible with Sound Transit's Sound Move II Plans for Snohomish County, which includes commitments for stations in Lynnwood and Mountlake Terrace;
- b. recognize and be compatible with local land use planning and urban design objectives in the Southwest UGA; and
- c. include consideration and evaluation of additional transit services to major employment centers in the Southwest UGA.

**TR-14** In order to improve transit service throughout the county, cities, the County and transit agencies should evaluate the potential to expand the Public Transportation Benefit Area (PTBA) and/or the Regional Transit District (RTD) to Urban Growth Areas beyond the current boundaries in Snohomish County. This effort should consider the following:

- a. revenues to be generated from the expanded areas;
- b. potential transit service improvements in the expanded PTBA and RTD;
- c. benefits to communities to be added to the PTBA and RTD from improved transit services;
- d. overall countywide benefit to implementing the Regional Growth Strategy and the objectives of city and County comprehensive plans by improving countywide and regional transit services;
- e. roles countywide and regional agencies will assume in providing transit services; and
- f. other relevant factors pertaining to the countywide and regional transportation system.

**TR-15** The County and Cities shall maintain, preserve and operate the existing transportation systems in a safe and usable state. The County and cities should collaborate on maintenance, management, predictable funding and safety practices that:

- a. maintain and operate transportation systems to provide safe, efficient, and reliable movement of people, goods, and services;
- b. protect the investment in the existing system and lower overall life-cycle costs through effective maintenance and preservation programs;
- c. reduce the need for some capital improvements through investments in operations; pricing programs; demand management strategies, and system management activities that improve the efficiency of the current system;
- d. improve safety of the transportation system and, in the long term, pursue the goal of zero deaths and disabling injuries;
- e. protect the transportation system against disaster by developing prevention and recovery strategies and coordinating emergency responses; and
- f. assess and plan for adaptive transportation responses to potential threats and hazards arising from climate change.

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**TR-16** The County and cities, in cooperation with transit operating agencies and the WSDOT, should plan strategically to integrate concepts related to sustainability and climate change in transportation planning, by:

- a. developing and coordinate transportation plans that support land use and other plan elements and contribute to a flexible, holistic and long-term approach to promote sustainability and mitigate impacts contributing to climate change;
- b. maximizing efficiency of existing transportation investments and pursue measures to reduce vehicle miles of travel and greenhouse gas emissions;
- c. fostering a less polluting system that reduces the negative effects of transportation infrastructure and operation on climate and natural environment;
- d. developing and implement transportation modes, fuels and technologies that are energy-efficient and reduce negative impacts on the environment;
- e. investing in nonmotorized transportation improvements in and between urban centers;
- f. promoting convenient and low-impact alternatives to single-occupancy vehicles; and
- g. developing a transportation system that minimizes negative impacts to human health.

**TR-17** The County and cities should collaborate with WSDOT and transit operating agencies in order to designate transit emphasis corridors that allow effective and integrated planning of land use and transportation. Transit emphasis corridors – as delineated by local comprehensive plans – should:

- a. be served, or planned to be served, by public transportation;
- b. provide for transit-compatible and transit-oriented land uses and densities in transit emphasis corridors that recognize and reflect appropriate activity zones and walking distances, generally within  $\frac{1}{4}$  to  $\frac{1}{2}$  mile of the corridor;
- c. connect all designated mixed-use urban centers;
- d. conform to urban design and infrastructure standards that accommodate and enhance the operations of transit services;
- e. be planned for compact, mixed-use commercial and residential development that is designed to be transit-oriented;
- f. include programs to implement vehicle access management measures that preserve capacity, maintain level of service standards and promote traffic safety;
- g. include transportation control measures (TCM), transportation demand management (TDM) programs and transportation system management (TSM) programs to reduce travel delay and vehicle-miles of travel, and
- h. ensure consistency between County, city, WSDOT and transit agency long-range transportation plans.

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**TR-18** The County and cities, in cooperation with WSDOT and port authorities, should plan and implement projects and programs to ensure that freight mobility and access needs are addressed through:

- a. coordinated design and construction of regional and local transportation facilities that support manufacturing and international trade;
- b. traffic operations measures and capital improvements that minimize the impacts of freight movement on other modes of travel;
- c. maintenance, preservation and expansion of freight rail capacity;
- d. establishment of interjurisdictional programs aimed at preserving rail rights-of-way; and
- e. special efforts to ensure any ongoing conflicts and other needs are planned for and resolved to the greatest extent possible.

**TR-19** The County and cities should prepare compatible rules and procedures among affected jurisdictions and transit agencies for locating transportation facilities and services to minimize and mitigate potential adverse impacts on low income, minority, and special need populations.

**TR-20** The County and cities, in cooperation with transit agencies, WSDOT and port authorities, should plan and design transportation facilities and services to efficiently interface with waterborne and air transportation terminals and facilities. It is intended that these efforts would:

- a. promote a seamless transportation system for all modes of travel;
- b. emphasize multi-modal intersection points at efficiently designed terminals;
- c. lead to coordinated fare and ticketing systems;
- d. benefit local transportation systems by reducing traffic volumes or improving traffic flows; and
- e. accommodate and complement existing and planned local land use patterns.

**TR-21** The County and cities, in cooperation with the Washington Department of Transportation (as appropriate), shall coordinate in planning, designing programming and constructing nonmotorized transportation facilities in Snohomish County. The County and affected cities recognize a need for:

- a. bikeway and walkway standards that are compatible among affected jurisdictions;
- b. joint planning to achieve continuous and/or direct bicycle routes between cities and major centers in Snohomish County and the Region;

***Discussion Draft*** COUNTYWIDE PLANNING POLICY UPDATE **2010**  
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c. joint planning for a safe system of bicycle and pedestrian facilities that link residential areas, schools, recreational areas, business districts and transit centers and facilities; and

d. new development to accommodate nonmotorized transportation facilities in its site planning.

**TR-22** The County and cities, in cooperation with WSDOT and transit operating agencies, should preserve existing freight and passenger railroad rights-of-way for continued rail transportation use.

**TR-23** The County, along with affected cities, should cooperate in efforts to acquire and/or purchase abandoned railroad right-of-way in order to preserve options for alternative transit corridors, such as commuter rail, between growth centers in or adjacent to Snohomish County.

a. interim or co-existing uses, such as freight rail, nonmotorized transportation and recreational activities need to be considered and planned in conjunction with commuter rail service;

b. compatible land use types and densities need to be strategically planned at key locations to support the rail corridors; and

c. impacts on resource lands, the natural environment and the community shall be considered with regard to preservation and use of abandoned railroad rights-of-way.

**TR-24** The County and cities should encourage transit supportive land uses in non-contiguous Urban Growth Areas (UGAs) in order to help preserve transit service between non-contiguous UGAs.

**2011 COMPREHENSIVE PLAN UPDATE  
CITIZEN INVOLVEMENT TOPIC GROUP MEETING  
November 24, 2009 – Transportation Element**

This is a summary of the comments received at the third of the four scheduled initial topic group meetings.

The purpose of the meetings is to introduce interested citizens to the update process and to the various standards that the City must meet for this update and to explain and gather input on the options related to those standards.

Based on the input received, staff will review policies of the existing Comprehensive Plan and construct draft revised policies. These will be brought back to the work group for feedback before moving on in the update process.

At the November 24th meeting, the **Mission Statement** and **Transportation Element** policies were reviewed by the whole group. Changes to the mission statement and questions brought to the group are listed below with the responses and options recorded during the meeting.

The group spent the discussion time answering the first question. City staff recommend revisiting the transportation element in January/February 2010. Draft changes to the transportation element based on the limited feedback will be provided for future discussion.

**1. What are the transportation challenges, opportunities and/or threats facing Sultan?**

- US 2 is a blessing and a curse
- Bridges at both ends of town must be widened to accommodate future traffic levels. Expensive projects with state in the lead role.
- Develop pedestrian access across US 2 especially between the business areas east of the historic downtown region.
- Limited job opportunities force residents to drive to work for employment.
- US 2 is both a state highway and local access street for residents to get from one part of town to another.
- A future challenge may include possible tolling on US 2. May be opportunity if it encourages residents to shop in Sultan. Threat may include further isolation and economic growth opportunities.
- Connecting walking and biking trails can attract outside visitors.

**2. There is a strong connection between land use and transportation. The transportation system must serve the designated land use – big box retail requires a larger transportation system than small mom and pop stores.**

**2011 COMPREHENSIVE PLAN UPDATE  
CITIZEN INVOLVEMENT TOPIC GROUP MEETING  
November 24, 2009 – Transportation Element**

**How should the city balance the need for roadway connections to serve future development with the need to fund transportation improvements?**

- 3. Should new development be required to provide sidewalks, trails and bike lanes to connect neighborhoods to each other and to retail and cultural centers even if it increases the cost of new development?**
- 4. How should the city protect the taxpayer's investment in the existing roadway system to maintain and preserve the system that is already in place?**
- 5. Since tax dollars don't support developing new roadways, how should the city protect the transportation system against disaster and ensure residents can safely evacuate the city when necessary?**
- 6. What role should the city play in regional transportation planning (e.g. US 2 Safety Coalition) – active leadership, active support, passive support, no role?**
- 7. How should our transportation system serve the young, elderly and disabled?**

**Transportation Element  
Summary of Council Changes from May 20, 2010**

TR 1.1 ~~Road-Transportation~~ network

~~TR1.1.5 Work with Snohomish County and the Washington State Department of Transportation to complete development construction of construct improvements at key intersections and US-2 serving residential and commercial neighborhoods an arterial road grid serving the Sultan planning area, especially north south corridors across SR-2. (05-20-10 CC remove “complete” and “construction”)~~

TR 1.4 Standards

TR 1.4.2 Upgrade existing roadways built to rural standards to city urban street design standards as funding is available. (05-20-10 CC add “as funding is available”)

TR 1.4.6 Work with property owners of the Sultan downtown business district to improve streetscape, parking, and pedestrian conditions. Provide planning, management, and ~~financing financial~~ staff assistance appropriate to the problem's resolution. (PB 03-16-10 change “financing” to “financial”. CC 05-20-10 change “financial” to “staff”)

TR 1.4.8 Encourage new development and redevelopment to provide parking facilities for securing to secure bicycles at centers of activity throughout the city. (PB 03-16-10 removed “parking” and “for securing”. CC 05-20-10 added “new development and redevelopment to provide”)

**TR 1.5 Transportation Levels of Service and Concurrency (New)**

TR 1.5.2 Require that the transportation impacts of land use development actions do not reduce established the Level of Service standards established in the Zoning Code. (CC 05-20-10 added “established” deleted “established in the zoning code”)

1. The City may identify intersections exempt from level of service standards when improvements to remedy level-of-service deficiencies are not financially or environmentally feasible as determined by the City.
2. When level-of-service standards cannot be met, consider other mitigating measures, consistent with state law, such as modifying the proposal to reduce the transportation impact or constructing corrective transportation improvements. (CC 05-20-10 added “consistent with state law”)

TR 1.7.3 Implement the requirements of the Commute Trip Reduction Act and meet mandated deadlines.

TR 1.7.4 ~~Provide~~ Support the efforts of to smaller employers not mandated to meet the Commute Trip Reduction Act requirements to offer trip reduction programs for employees. (CC 05-20-10 rephrase to read “support the efforts of...”)

TR 1.7.6 ~~Encourage new development to provide physical features supportive of convenience, comfort, and safety in the use of alternative modes of travel.~~ (CC 05-20-10 delete)

**TR 2 Encourage Modal Balance. Create an appropriate balance between transportation modes where each meets a different function to the greatest efficiency. Support an efficient transportation network including road, rail, water and air travel facilities. (CC 05-20-10)**

TR 2.2.1 ~~Improve~~ ~~Cooperate with~~ Burlington Northern & Santa Fe Railway Company (BNSF) service to improve local freight and material hauling needs within the Sultan planning area, possibly encourage providing a spur line to the industrial uses located within the employment district industrial area. (PB 04-06-10. CC 05-20-10 change “improve” to “cooperate with”. Change “possibly providing” to “encourage”)

## Transit

### TR 2.3 Transit

~~Improve and increase~~ Encourage the use of public transit, commuter rail, paratransit, and ridesharing in cooperation with transit providers, adjacent jurisdictions, and the private sector. (CC 05-20-10 delete “improve and increase” to “encourage”)

TR 2.3.1 ~~Improve~~ ~~Community~~ ~~T~~ Work cooperatively with transit service providers to satisfy local needs within the Sultan planning area, particularly between residential and major commercial and employment districts in the surrounding region. (CC 05-20-10 remove “improve” and add “work cooperatively with providers”)

TR 2.3.2 ~~Coordinate with transit agencies to promote service throughout the city and connections between residential areas, retail and commercial centers and industrial areas.~~

TR 2.3.3.1 ~~Provide~~ Encourage expansion of existing transit routes and/or additional routes to generally ensure a viable ¼ mile walk access to transit stops in developing areas within walking distance of residential and commercial neighborhoods. (CC 05-20-10 delete “1/4 mile walk”. Add “within walking distance of residential...”)

TR 2.3.10 Support expansion of transit service to provide direct service to downtown Seattle and University District employment centers. (CC 05-20-10 delete “downtown Seattle...” and add “employment centers”.)

TR 2.4 ~~Trails–Non-Motorized Travel. Promote convenient non-motorized travel and ensure its safety, convenience, and comfort. (CPP TR-21) (CC 05-20-10 add “convenient” and delete “and ensure safety...”)~~

TR 2.4.3 ~~Develop Plan~~ an integrated system of regional and local oriented multipurpose trails to connect residential and commercial areas and destinations outside the urban growth area that provide designated routes for bicyclists, hikers and walkers, casual strollers, shoppers, tourists, and joggers, and equestrians.

TR 2.4.4 ~~Designate routes that access local parks, schools, commercial areas, and other alignments that provide unique environmental experiences and/or functional traveling connections with surrounding residential neighborhoods.~~

TR 2.4.5 ~~Create a separated system of walking and, biking, and horseback riding trails that will connect residential areas and destinations in locations outside of major vehicular traffic corridors.~~

(CC 05-20-10 Combine 2.4.3, 2.4.4 and 2.4.5)

### **TR-3 Maintenance and Preservation (NEW) (MPP T-1)**

TR-3.1.1 Maintain and operate transportation systems, to the extent possible, to provide safe, efficient, and reliable movement of people, goods and services. (CC 05-20-10 add “to the extent possible”)

TR-3.2.1 Work cooperatively with the Sultan School District to ensure focus on the safety of children traveling to school by foot or bicycle: (CC 05-20-10 replace “ensure” with “focus on”)

TR 3.2.3 Work cooperatively with other agencies to address safety and improvements along US 2 and other arterials of regional significance (PB 04-20-10)

Editor’s Note – TR 3.2.3 was added by the PB as a recommended change on April 20, 2010. City staff overlooked this addition in transmitting the planning board’s recommendation to the city council.

TR-4.3 Integrate land uses to promote, such as retail, office, residential, open space and schools to reduce vehicle miles of travel and greenhouse gas emissions. (CC 05-20-10)

**Attachment D  
Mark-up Version****Purpose**

The Transportation Element consists of goals, policies, recommendations, and implementation plans to guide the development of the city's transportation system in support of the city's land use element and vision for the future.

The Transportation Element is intended to ensure that the city's transportation infrastructure and its management meet the needs of the city's residents and economy for safe, efficient, and economical local movement and access to regional transportation facilities and services. The Transportation Element is intended to:

1. Support, coordinate and integrate with the plans of the other elements of the comprehensive plan.
2. Establish a framework for transportation system planning, development, management, and maintenance processes.
3. Meet level of service, concurrency, and related elements of the Growth Management Act.
4. Address transportation facilities, services, and strategies for providing practical alternatives to the single-occupancy vehicle.
5. Emphasize cost-effective, environmentally sound, and safe transportation systems which promote and enhance the quality of life for Sultan residents and visitors.
6. Promote a connection between housing, employment, and commercial centers to create alternatives to driving.
7. Coordinate with transit, municipal, regional and state governments as well as the private sector to develop and operate efficient and economic transportation systems and services.

**Vision 2040 Transportation Goal**

The region will have a safe, cleaner, integrated, sustainable, and highly efficient multimodal transportation system that supports the regional growth strategy, promotes economic and environmental vitality, and contributes to better public health.

## Organization

Under Vision 2040, the Transportation section is divided into 4 topic headings:

1. TR-1. Supporting the Growth Strategy **New for Sultan**
  - TR 1.1 Transportation Network
  - TR 1.2 Classification
  - TR 1.3 Highway Access
  - TR 1.4 Standards
  - TR 1.5 Transportation concurrency
  - TR 1.6 Capital Improvements
  - TR 1.7 Demand Management
2. TR-2 Greater Options and Mobility
3. TR-3 Maintenance, Management and Safety **New for Sultan**
4. TR-4 Sustainable Transportation **New for Sultan**

## TRANSPORTATION GOALS AND POLICIES

### TR-1 Goal: Create an effective **road-transportation** network

Promote a balanced, affordable, reliable and efficient transportation system to support the city's land use plan.

~~Complete a road network grid, establish class and function, improve standards and resolve parking and access conflicts for the Sultan planning area.~~

#### TR 1.1 ~~Road-Transportation~~ network

Create a transportation network to connect residential and commercial neighborhoods together and allow people to move about the city without accessing US2

TR1.1.1. Develop the north-south arterial street system across US 2 and east-west across the plateau area within the Sultan Urban Growth Area.

TR 1.1.2 Provide for improved traffic circulation by connecting arterial streets together into a transportation network to limit the likelihood of cut-through traffic in residential areas.

TR 1.1.3 Define a collector transportation system that provides methods for traversing neighborhoods, industrial and commercial districts, and other places within Sultan without overly congesting or depending on the arterial system – particularly between the valley floor and plateau. Editor's Note: Moved from TR1.2 Classification

TR 1.1.4 Discourage dead-end cul-de-sacs. Connect neighborhoods together with roadways, sidewalks, trails and bicycle paths.

~~TR1.1.5 Work with Snohomish County and the Washington State Department of Transportation to complete development construction of construct improvements at key intersections and US-2 serving residential and commercial neighborhoods an arterial road grid serving the Sultan planning area, especially north south corridors across SR-2. (05-20-10 CC remove “complete” and “construction”)~~

#### TR 1.2 Classification

~~Establish Maintain a functional classification system, consistent with state and federal classifications, that defines each road's principal purpose and protects the road's functional viability.~~

~~Define a collector road system that provides methods for traversing the neighborhoods, industrial and commercial districts, and other places within Sultan without overly congesting or depending on the arterial system — particularly between the valley floor and plateau. Editor's Note: Move to TR 1.1.4~~

~~Define arterial, collector, and local access road standards that are equivalent to the standards being enacted by Snohomish County in the urban/rural transition area. Editor's Note: Move to TR 1.4.1~~

#### TR-1.3 ~~Order~~ Highway Access

~~TR 1.3.1 Control land use development and local street access patterns about SR 2 intersections to protect Cooperate with the Washington State Department of Transportation to plan and implement transportation improvements about US 2 that support the functional viability of the highway during major commuting periods and the city's transportation network.~~

~~TR 1.3.2 Control Plan local street connections, curb cuts, on and off-street parking areas, crosswalks, crossing islands, and other traffic-calming and pedestrian-related devices on US 2 to enhance the city's transportation network and pedestrian safety. (PB 03-16-10) See Bob M. for revised wording below:~~

~~Plan connections between city streets and business driveways and US 2 in conformance with the city's Highway Access Program to enhance the city's transportation network and pedestrian safety. Connections to the highway include local streets, curb cuts, driveways for residential and business development, on-street and off-street parking areas, crosswalks and other pedestrian-related devices, crossing islands, and traffic calming systems.~~

~~protect the functional viability, and traffic-carrying capacity of the major arterial network and SR-2. Editor's Note: Moved to 1.3.1~~

~~TR1.3.3 Determine effective road, traffic, and parking interfaces between present and eventual anticipated circulation patterns at US 2 intersections. (PB 03-16-10)~~

TR 1.3.4 Work cooperatively with the Washington State Department of Transportation to develop a long-range road and channelization design, signal, and signing plan to resolve traffic and safety conflicts on US 2 and promote compatible land use development within the downtown core and adjacent neighborhoods.

TR 1.4 Standards

~~Implement effective right of way, pavement widths, road shoulder requirements, curb, gutter, sidewalk standards, crosswalks, crossing islands, and other traffic calming and pedestrian related devices for major arterial, collectors and residential streets. Coordinate with Snohomish County and the Washington State Department of Transportation to improve major arterial roads in the planning area, including SR 2, Sultan Basin Road, 229th Avenue/Old Owen Road, and Harvey Mann Road to provide effective level of service for all transportation modes (see Appendix B).~~

TR 1.4 Standards

Define arterial, collector, and local access road standards that consider the needs of all transportation system users including cars, trucks, transit buses, cyclists and pedestrians.

TR 1.4.1 Implement effective right-of-way, pavement widths, road shoulder requirements, curb, gutter, sidewalk standards, crosswalks, crossing islands, and other traffic-calming and pedestrian-related devices for major arterial, collectors and residential streets.

TR 1.4.2 Upgrade existing roadways built to rural standards to city urban street design standards as funding is available. (05-20-10 CC add “as funding is available”)

TR 1.4.3 Consider the need for transit stops, sidewalks, and bike lanes, parking pockets and traffic calming designs in all design standards.

TR 1.4.4 Consolidate access points on arterial streets such as Sultan Basin Road and Rice Road to reduce congestion and improve roadway operations.

TR 1.4.5 Cooperate with public transit providers and the Washington State Department of Transportation to develop transit and ride sharing road improvements such as bus pull outs, high-occupancy vehicle lanes, high occupancy vehicle priority treatment at major intersections, and preferential treatment for high occupancy vehicles.

TR 1.4.6 Work with property owners of the Sultan downtown business district to improve streetscape, parking, and pedestrian conditions. Provide planning, management, and ~~financing~~ financial ~~staff~~ assistance appropriate to the problem's resolution. (PB 03-16-10 change “financing” to “financial”. CC 05-20-10 change “financial” to “staff”)

TR 1.4.7 Incorporate design that is friendly to non-motorized ~~friendly design in~~ transportation projects, using a variety of design and traffic control techniques. (PB 03-16-10)

TR 1.4.8 Encourage new development and redevelopment to provide parking facilities for ~~securing~~ to secure bicycles at centers of activity throughout the city. (PB 03-16-10 removed)

“parking” and “for securing”. CC 05-20-10 added “new development and redevelopment to provide”)

TR 1.4.9 Ensure new development and redevelopment projects address non-motorized transportation in site planning.

TR 1.4.10 ~~Incorporate~~ As budgets and priorities allow, the city may ~~Require~~ special gateway/entrance signs which support the identity of Sultan and encourage patronage of Sultan businesses (CC 05-20-10 added “as budgets and priorities allow, the city may”)

TR1.4.11 Design transportation projects to prevent or minimize negative impacts to low-income, minority and special need populations.

#### TR 1.5 Conflicts

~~Determine effective road, traffic, and parking interfaces between present and eventual circulation patterns at SR-2 intersections. Develop a long-range road and channelization design, signal, and signing plan that resolves traffic and safety conflicts and that promotes compatible land use development within the downtown core and adjacent neighborhoods. Editor’s Note: Moved to TR 1.3.4~~

#### TR 1.6 Retail area enhancements

~~Work with property owners of the Sultan downtown business district to improve streetscape, parking, and pedestrian conditions. Provide planning, management, and financing assistance appropriate to the problem's resolution. Editor’s Note: Moved to TR 1.4.6~~

### **Start Review 04-06-2010**

#### TR 1.5 Transportation Levels of Service and Concurrency (New)

*Establish level of service standards to ensure development meets Growth Management Act transportation and concurrency requirements. (CPP TR-8)*

TR 1.5.1 Establish transportation level of service standards to evaluate the performance of the transportation system. Level of service standards should:

1. Give priority to overall transportation system performance over individual locations,
2. Reflect development patterns and objectives for different land uses,
3. Account for the availability of alternative means of transportation,
4. Reflect community goals in other areas such as land use, environmental protection, congestion management, and economic development, and

5. Support the City’s concurrency standard that defines acceptable levels of service for roadway segments and intersections throughout the City.

TR 1.5.2 Require that the transportation impacts of land use development actions do not reduce established ~~the Level of Service standards established in the Zoning Code.~~ (CC 05-20-10 added “established” deleted “established in the zoning code”)

3. The City may identify intersections exempt from level of service standards when improvements to remedy level-of-service deficiencies are not financially or environmentally feasible as determined by the City.

4. When level-of-service standards cannot be met, consider other mitigating measures, consistent with state law, such as modifying the proposal to reduce the transportation impact or constructing corrective transportation improvements. (CC 05-20-10 added “consistent with state law”)

TR 1.5.3 Consider other modes of transportation, in addition to single-occupant vehicles, in making concurrency determinations.

TR 1.5.4 Cooperate with neighboring cities, Snohomish County, transit operators, and Washington State Department of Transportation to comply with Growth Management Act concurrency and level-of-service requirements. (CPP TR-7)

TR 1.5.5 Coordinate data collection with adjacent local jurisdictions and transit agencies to determine transportation level-of-service and other transportation information related to travel demand and system operations. (CPP TR-7)

TR 1.5.6 Develop interlocal agreements with neighboring jurisdictions to mitigate significant impacts to Sultan’s transportation system. (CPP TR-1)

TR 1.5.7 Consider level-of-service guidelines for transit when making transportation decisions. (CPP TR-7)

### Capital Improvements (New)

TR 1.6 Establish programs and mechanisms for the sound financial development and management of the transportation system.

TR 1.6.1 Coordinate transportation plan improvements to be consistent with the Capital Facilities Plan and the goals and policies of the Comprehensive Plan.

TR 1.6.2 Prepare a 6-year Transportation Improvement Program (TIP) that finances transportation improvements within projected funding levels and clearly identifies sources of public money for such purposes.

TR 1.6.3 Prioritize and finance transportation improvements for the greatest public benefit, and consider the extent to which improvements fulfill the objectives of this Comprehensive Plan.

TR 1.6.4 Consider first the most cost-effective and most readily implemented improvements within the prioritization policies of the CIP programming process to solve existing and future deficiencies before higher-cost, capital-intensive projects are considered.

TR 1.6.5 Identify and pursue a long-term strategy for ~~obtaining~~matching grant funding ~~which matches with transportation projects objectives with revenue sources so as to maximize opportunities for grant awards.~~ (PB-04-06-10)

TR 1.6.6 Identify resources to effectively compete in regional, state, and federal grant funding programs.

TR 1.6.7 Consider impact fees and user-based fees as a source of funding for transportation improvements.

TR 1.6.8 Pursue creative and technologically advanced solutions that are economically viable and appropriate to reduce congestion and improve roadway operations.

TR 1.6.9 ~~Consider participation in public partnerships with private, public and state development to optimize and leverage funds~~Seek opportunities to partner with other government agencies, private businesses and non-profit organizations to plan and construct transportation improvements. (PB-04-06-10)

TR 1.6.10 Consider the delivery and transport of goods and services projects within the TIP.

#### TR 1.7 Transportation Demand Management

Develop a transportation demand management program to provide for a more efficient utilization of the transportation system by reducing the demand for single occupancy vehicle

TR 1.7.1 Work cooperatively with other agencies, as required by state law, to conduct public awareness programs and projects promoting van-pooling, ride-sharing, joint parking management, and other programs that reduce dependence on single occupancy vehicles for employment, commercial, and recreational transportation demands. (PB 04-06-10)

TR 1.7.2 Utilize Transportation Demand Management techniques to:

1. Help increase the person-carrying capacity of the transportation system,
2. Reduce peak period traffic congestion,
3. Encourage the use of high-occupancy vehicles, and
4. Increase use of public transportation.

TR 1.7.3 Implement the requirements of the Commute Trip Reduction Act and meet mandated deadlines.

TR 1.7.4 ~~Provide~~ Support the efforts of to smaller employers not mandated to meet the Commute Trip Reduction Act requirements to offer trip reduction programs for employees. (CC 05-20-10 rephrase to read “support the efforts of...”)

TR 1.7.5 Cooperate with other jurisdictions to develop Transportation Demand Management programs, policies, regulations, and strategies.

~~TR 1.7.6 Encourage new development to provide physical features supportive of convenience, comfort, and safety in the use of alternative modes of travel. (CC 05-20-10 delete)~~

**TR 2 Encourage Modal Balance. Create an appropriate balance between transportation modes where each meets a different function to the greatest efficiency. Support an efficient transportation network including road, rail, water and air travel facilities. (CC 05-20-10)**

TR 2.1 Air services:

*Support the movement of freight, commuters and tourists using airport facilities.*

2.1.1 Support continued development of local, regional, and international air facilities that provide services for commercial and general passenger services needs within the ~~Sultan~~ Regional planning area. (PB 04-06-10)

2.1.2 ~~In particular,~~ Support continued operation and development of ~~Harvey Airfield in Snohomish, Arlington Airport in Arlington, and Paine Field in Everett as local~~ general-purpose airfields capable of providing commercial, charter, and recreational flights in the local area.

2.1.3 Continue to support development of ~~SeaTac Airport~~ international airports with facilities capable of providing national and international freight and passenger services.

TR 2.2 Railroad

Facilitate the movement of freight, commuters, tourists and non-motorized traffic using the railroad system and rights-of-way.

TR 2.2.1 ~~Improve Lobby~~ Cooperate with Burlington Northern & Santa Fe Railway Company (BNSF) ~~service~~ to improve local freight and material hauling needs within the Sultan planning area, ~~possibly encourage providing~~ a spur line to the industrial uses located within the ~~employment district~~ industrial area. (PB 04-06-10/04-20-10. CC 05-20-10 change “improve” to “cooperate with”. Change “possibly providing” to “encourage”)

~~TR 2.2.2 Consider the feasibility of expanding~~Support the expansion of heavy rail commuter service to include Sultan and the surrounding region. (PB 04-06-10)

~~TR 2.2.3 Support development of a narrow gauge rail line serving the Western Heritage Center and potentially other areas of the city.~~ (PB 04-06-10)

~~TR 2.2.4 If feasible, heavy rail service could be expanded to include~~Support recreational rail service between Sultan and leisure destinations at Stevens Pass and Leavenworth during peak seasonal activities. (PB 04-06-10)

TR 2.2.5 Coordinate with Burlington Northern & Santa Fe Railway Company to improve and maintain existing railway rail crossings in order to ensure access within Sultan's transportation system.

### TR 2.2.6 Commuter Light Rail (New)

**Editor's Note: Develop policies for light rail per PB 04-06-10**

### Transit

#### TR 2.3 Transit

~~Improve and increase~~Encourage the use of public transit, commuter rail, paratransit, and ridesharing in cooperation with transit providers, adjacent jurisdictions, and the private sector. (CC 05-20-10 delete "improve and increase" to "encourage")

~~TR 2.3.1 Improve Community T~~Work cooperatively with transit service providers to satisfy local needs within the Sultan planning area, particularly between residential and major commercial and employment districts in the surrounding region.

~~TR 2.3.2 Coordinate with transit agencies to promote service throughout the city and connections between residential areas, retail and commercial centers and industrial areas.~~

TR 2.3.2. Increase opportunities for access to public transit, particularly in the developing areas north and east of the historic downtown, and in the plateau area north of US 2. (PB 04-06-10)

TR2.3.3 Promote and encourage coordination between transit service and new development to facilitate transit use.

TR 2.3.3.1 Provide~~Encourage expansion of existing transit routes and/or additional routes to generally ensure a viable ¼ mile walk access to transit stops in developing areas~~within walking distance of residential and commercial neighborhoods. (CPP TR-17)

TR 2.3.4 Cooperate with transit agencies to increase service from more developed portions of Sultan by extending existing transit routes or creating new routes.

TR 2.3.5 Cooperate with transit agencies to establish one or more transit centers in Sultan to facility transit options for local and regional travel, increase service frequency to shift dependence away from single occupancy vehicle automobile travel.

TR2.3.6 Locate park-n-ride lots in areas that are accessible to transit routes and local residential collectors, ~~but don't unnecessarily congest arterial roads or SR-2 intersections.~~

TR2.3.7 ~~In joint efforts with Community Transit, create attractive~~ Work with transit providers to develop park-and-ride lots that attract transit riders and also serve as off-peak period parking areas for recreational and ~~downtown shopper~~retail facilities.

TR 2.3.8 Locate park and ride lots along major transit corridors and near areas when high density residential development is planned to intercept trips close to their origin.

TR 2.3.9 Encourage transit providers to improve existing park and ride lots to maximize use. This includes bicycle facilities, security, lighting, and lot expansion where appropriate.

TR 2.3.10 Support expansion of transit service to provide direct service to downtown Seattle and University District employment centers. (CC 05-20-10 delete "downtown Seattle..." and add "employment centers".)

TR-2.3.11 Support regional efforts to expand the Public Transportation Benefit Area (PTBA) and Regional Transit Area (RTD) to include Sultan

TR 2.4 ~~Trails~~ Non-Motorized Travel. Promote convenient non-motorized travel and ensure its safety, convenience, and comfort. (CPP TR-21) (CC 05-20-10 add "convenient" and delete "and ensure safety...")

*TR 2.4.1* *Take measurable steps toward the goal of improving quality of life by creating a safe walking and biking environment to promote healthy lifestyles.*

TR 2.4.2 Plan and construct non-motorized facilities for commuter and recreation use to increase the desirability of Sultan as a place to live and work.

TR 2.4.3 Develop Plan an integrated system of regional and local oriented multipurpose trails to connect residential and commercial areas and destinations outside the urban growth area that provide designated routes for bicyclists, hikers and walkers, casual strollers, shoppers, tourists, and joggers, and equestrians.

TR 2.4.4 Designate routes that access local parks, schools, commercial areas, and other alignments that provide unique environmental experiences and/or functional traveling connections with surrounding residential neighborhoods.

TR 2.4.5 Create a separated system of walking and, biking, and horseback riding trails that will connect residential areas and destinations in locations outside of major vehicular traffic corridors.

(CC 05-20-10 Combine 2.4.3, 2.4.4 and 2.4.5)

TR 2.4.6 Cooperate with adjacent jurisdictions and public agencies to seek and develop appropriate trail links between unincorporated Snohomish County, Monroe, Gold Bar and Index.

TR 2.4.7 Encourage employers to provide bike facilities and amenities such as bike lockers.

~~Develop emergency evacuation routes between the valley and plateau in case of natural or man-made disasters. Editor's Note: Move to disaster preparedness.~~

~~**TR2 Goal: Encourage Modal Balance.**~~

~~Create an appropriate balance between transportation modes where each meets a different function to the greatest efficiency. Editor's Note: Combine with TR-1~~

~~TR 2.5 Transportation Demand Management~~

~~Conduct public awareness programs and projects promoting van pooling, ride sharing, joint parking management, and other programs that reduce dependence on single occupancy vehicles for employment, commercial, and recreational transportation demands.~~

**TR-3 Maintenance and Preservation (NEW) (MPP T-1)**

TR-3.1 To the extent permitted by maintenance funding, provide for routine maintenance of roads, pedestrian and bicycle facilities including patching and/or sweeping paved shoulders to extend pavement life and improve safety.

TR-3.1.1 Maintain and operate transportation systems, to the extent possible, to provide safe, efficient, and reliable movement of people, goods and services. (CC 05-20-10 add "to the extent possible")

T-3.1.2 Protect the investment in the existing street system and lower overall life-cycle costs through effective maintenance and preservation programs. (PB 04-06-10)

T-3.1.3 Reduce the need for new capital improvements through investments in operations, pricing programs, demand management strategies, and system management activities that improve the efficiency of the current system.

**TR 3.2 Safety (NEW) (MPP T-4) Improve safety of the transportation systems**

TR-3.2.1 Work cooperatively with the Sultan School District to ensure focus on the safety of children traveling to school by foot or bicycle: (CC 05-20-10 replace "ensure" with "focus on")

TR-3.2.2 Coordinate with the Washington State Department of Transportation to provide safe pedestrian crossings on US 2 to connect business and residential areas on both sides of the highway.

TR 3.2.3 Work cooperatively with other agencies to address safety and improvements along US 2 and other arterials of regional significance (PB 04-20-10)

**TR-4 Sustainable Transportation (NEW)**  
**(MPP T-5 through MPP T-7)**

TR-4.1 Establish a safe, balanced and efficient multi-model transportation system serving all segments of the community, preserving the city's ~~small town~~local character and quality of life, and planning for anticipated growth. (housekeeping change 05-20-10)

TR-4.2 Develop a transportation system that allows people to easily accomplish basic needs using active transportation such a bicycling or walking rather than having to drive for every trip.

TR-4.3 Integrate land uses to promote, ~~such as~~ retail, office, residential, open space and schools to reduce vehicle miles of travel and greenhouse gas emissions. (CC 05-20-10)

TR-4.4. Measure the success of the transportation system by the movement of goods and people rather than merely the movement of vehicles. (move to concurrency) PB 04-06-10

**3.3 Disaster Preparedness (NEW) (MPP T-8)**

TR 3.3.1 Coordinate with Burlington Northern & Santa Fe Railway Company, state and county agencies to develop a disaster preparedness plan for evacuation of residential and commercial areas in case of a train derailment involving dangerous freight.

TR 3.3.2 Coordinate with Snohomish County, the Washington State Department of Transportation, and other emergency service providers to develop a disaster preparedness plan for evacuation of residential and commercial areas in case of an accident involving dangerous freight.

TR 3.3.3 Develop emergency evacuation routes between the valley and plateau in case of natural or man-made disasters.

## TRANSPORTATION GOALS AND POLICIES

### **TR-1 Goal: Create an effective transportation network**

Promote a balanced, affordable, reliable and efficient transportation system to support the city's land use plan.

#### **TR 1.1 Transportation network**

Create a transportation network to connect residential and commercial neighborhoods together and allow people to move about the city without accessing US2

TR1.1.1. Develop the north-south arterial street system across US 2 and east-west across the plateau area within the Sultan Urban Growth Area.

TR 1.1.2 Provide for improved traffic circulation by connecting arterial streets together into a transportation network to limit the likelihood of cut-through traffic in residential areas.

TR 1.1.3 Define a collector transportation system that provides methods for traversing neighborhoods, industrial and commercial districts, and other places within Sultan without overly congesting or depending on the arterial system – particularly between the valley floor and plateau. Editor's Note: Moved from TR1.2 Classification

TR 1.1.4 Discourage dead-end cul-de-sacs. Connect neighborhoods together with roadways, sidewalks, trails and bicycle paths.

TR1.1.5 Work with Snohomish County and the Washington State Department of Transportation to construct improvements at key intersections and US-2 serving residential and commercial neighborhoods.

#### **TR 1.2 Classification**

Maintain a functional classification system, consistent with state and federal classifications, that define each road's principal purpose and protects the road's functional viability.

#### **TR-1.3 Highway Access**

TR 1.3.1 Cooperate with the Washington State Department of Transportation to plan and implement transportation improvements about US 2 that support the functional viability of the highway and the city's transportation network.

TR 1.3.2 Plan connections between city streets and business driveways and US 2 in conformance with the city's Highway Access Program to enhance the city's transportation network and pedestrian safety.

TR1.3.3 Determine effective road, traffic, and parking interfaces between present and anticipated circulation patterns at US 2 intersections.

TR 1.3.4 Work cooperatively with the Washington State Department of Transportation to develop a long-range road and channelization design, signal, and signing plan to resolve traffic and safety conflicts on US 2 and promote compatible land use development within the downtown core and adjacent neighborhoods.

#### **TR 1.4 Standards**

Define arterial, collector, and local access road standards that consider the needs of all transportation system users including cars, trucks, transit buses, cyclists and pedestrians.

TR 1.4.1 Implement effective right-of-way, pavement widths, road shoulder requirements, curb, gutter, sidewalk standards, crosswalks, crossing islands, and other traffic-calming and pedestrian-related devices for major arterial, collectors and residential streets.

TR 1.4.2 As funding is available, upgrade existing roadways built to rural standards to city urban street design standards.

TR 1.4.3 Consider the need for transit stops, sidewalks, and bike lanes, parking pockets and traffic calming designs in all design standards.

TR 1.4.4 Consolidate access points on arterial streets such as Sultan Basin Road and Rice Road to reduce congestion and improve roadway operations.

TR 1.4.5 Cooperate with public transit providers and the Washington State Department of Transportation to develop transit and ride sharing road improvements such as bus pull outs, high-occupancy vehicle lanes, high occupancy vehicle priority treatment at major intersections, and preferential treatment for high occupancy vehicles.

TR 1.4.6 Work with property owners in the Sultan downtown business district to improve streetscape, parking and pedestrian conditions. Provide planning, management, and staff assistance appropriate to the problem's resolution.

TR 1.4.7 Use a variety of design and traffic control techniques to design roadways that are friendly to non-motorized transportation.

TR 1.4.8 Encourage new development and redevelopment projects to provide facilities to secure bicycles at centers of activity throughout the city.

TR 1.4.9 Ensure new development and redevelopment projects address non-motorized transportation in site planning.

TR 1.4.10 As budgets and priorities allow, the city may require special gateway/entrance signs which support the identity of Sultan and encourage patronage of Sultan businesses (CC 05-20-10 added "as budgets and priorities allow, the city may")

TR1.4.11 Design transportation projects to prevent or minimize negative impacts to low-income, minority and special need populations.

### **TR 1.5 Transportation Levels of Service and Concurrency (New)**

***Establish level of service standards to ensure development meets Growth Management Act transportation and concurrency requirements. (CPP TR-8)***

TR 1.5.1 Establish transportation level of service standards to evaluate the performance of the transportation system. Level of service standards should:

1. Give priority to overall transportation system performance over individual locations,
2. Reflect development patterns and objectives for different land uses,
3. Account for the availability of alternative means of transportation,
4. Reflect community goals in other areas such as land use, environmental protection, congestion management, and economic development, and
5. Support the City's concurrency standard that defines acceptable levels of service for roadway segments and intersections throughout the City.

TR 1.5.2 Require that the transportation impacts of land use development actions do not reduce established Level of Service standards.

1. The City may identify intersections exempt from level of service standards when improvements to remedy level-of-service deficiencies are not financially or environmentally feasible as determined by the City.
2. When level-of-service standards cannot be met, consider other mitigating measures, consistent with state law, such as modifying the proposal to reduce the transportation impact or constructing corrective transportation improvements.

TR 1.5.3 Consider other modes of transportation, in addition to single-occupant vehicles, in making concurrency determinations.

TR 1.5.4 Cooperate with neighboring cities, Snohomish County, transit operators, and Washington State Department of Transportation to comply with Growth Management Act concurrency and level-of-service requirements. **(CPP TR-7)**

TR 1.5.5 Coordinate data collection with adjacent local jurisdictions and transit agencies to determine transportation level-of-service and other transportation information related to travel demand and system operations. **(CPP TR-7)**

TR 1.5.6 Develop interlocal agreements with neighboring jurisdictions to mitigate significant impacts to Sultan's transportation system. **(CPP TR-1)**

TR 1.5.7 Consider level-of-service guidelines for transit when making transportation decisions. **(CPP TR-7)**

### **Capital Improvements (New)**

#### **TR 1.6 Establish programs and mechanisms for the sound financial development and management of the transportation system.**

TR 1.6.1 Coordinate transportation plan improvements to be consistent with the Capital Facilities Plan and the goals and policies of the Comprehensive Plan.

TR 1.6.2 Prepare a 6-year Transportation Improvement Program (TIP) that finances transportation improvements within projected funding levels and clearly identifies sources of public money for such purposes.

TR 1.6.3 Prioritize and finance transportation improvements for the greatest public benefit, and consider the extent to which improvements fulfill the objectives of this Comprehensive Plan.

TR 1.6.4 Consider first the most cost-effective and most readily implemented improvements within the prioritization policies of the Capital Improvement Plan programming process to solve existing and future deficiencies before higher-cost, capital-intensive projects are considered.

TR 1.6.5 Identify and pursue a long-term strategy for matching grant funding with transportation projects to maximize opportunities for grant awards. (PB-04-06-10)

TR 1.6.6 Identify resources to effectively compete in regional, state, and federal grant funding programs.

TR 1.6.7 Consider impact fees and user-based fees as a source of funding for transportation improvements.

TR 1.6.8 Pursue creative and technologically advanced solutions that are economically viable and appropriate to reduce congestion and improve roadway operations.

TR 1.6.9 Seek opportunities to partner with other government agencies, private businesses and non-profit organizations to plan and construct transportation improvements.

TR 1.6.10 Consider the delivery and transport of goods and services projects within the TIP.

### **TR 1.7 Transportation Demand Management**

Develop a transportation demand management program to provide for a more efficient utilization of the transportation system by reducing the demand for single occupancy vehicle

TR 1.7.1 Work cooperatively with other agencies, as required by state law, to conduct public awareness programs and projects promoting van-pooling, ride-sharing, joint parking management, and other programs that reduce dependence on single occupancy vehicles for employment, commercial, and recreational transportation demands.

TR 1.7.2 Utilize Transportation Demand Management techniques to:

1. Help increase the person-carrying capacity of the transportation system,
2. Reduce peak period traffic congestion,
3. Encourage the use of high-occupancy vehicles, and
4. Increase use of public transportation.

TR 1.7.3 Implement the requirements of the Commute Trip Reduction Act and meet mandated deadlines.

TR 1.7.4 Support the efforts of to smaller employers not mandated to meet the Commute Trip Reduction Act requirements to offer trip reduction programs for employees.

TR 1.7.5 Cooperate with other jurisdictions to develop Transportation Demand Management programs, policies, regulations, and strategies.

### **TR 2. Support an efficient transportation network including road, rail, water and air travel facilities.**

TR 2.1 Air services: Support the movement of freight, commuters and tourists using airport facilities.

2.1.1 Support continued development of local, regional, and international air facilities that provide services for commercial and general passenger services needs within the Regional planning area.

2.1.2 Support continued operation and development of local general-purpose airfields capable of providing commercial, charter, and recreational flights in the local area.

2.1.3 Continue to support development of international airports with facilities capable of providing national and international freight and passenger services.

#### TR 2.2 Railroad

Facilitate the movement of freight, commuters, tourists and non-motorized traffic using the railroad system and rights-of-way.

TR 2.2.1 Cooperate with Burlington Northern & Santa Fe Railway Company (BNSF) service to improve local freight and material hauling needs within the Sultan planning area, encourage a spur line to the industrial uses located within the industrial area

TR 2.2.2 Support the expansion of heavy rail commuter service to include Sultan and the surrounding region.

TR 2.2.4 Support recreational rail service between Sultan and leisure destinations at Stevens Pass and Leavenworth during peak seasonal activities.

TR 2.2.5 Coordinate with Burlington Northern & Santa Fe Railway Company to improve and maintain existing railway rail crossings in order to ensure access within Sultan's transportation system.

#### **TR 2.2.6 Commuter Light Rail (New)**

**Editor's Note: Develop policies for light rail per PB 04-06-10**

#### **Transit**

#### TR 2.3 Transit

Encourage the use of public transit, commuter rail, paratransit, and ridesharing in cooperation with transit providers, adjacent jurisdictions, and the private sector.

TR 2.3.1 Work cooperatively with transit service providers to satisfy local needs within the Sultan planning area, particularly between residential and major commercial and employment districts in the surrounding region.

TR 2.3.2.1 Increase opportunities for access to public transit, particularly in the developing areas north and east of the historic downtown and on the plateau area north of US 2.

TR2.3.3 Promote and encourage coordination between transit service and new development to facilitate transit use.

TR 2.3.3.1 Encourage expansion of existing transit routes and/or additional routes to generally ensure access to transit stops within walking distance of residential and commercial neighborhoods.

TR 2.3.4 Cooperate with transit agencies to increase service from more developed portions of Sultan by extending existing transit routes or creating new routes.

TR 2.3.5 Cooperate with transit agencies to establish one or more transit centers in Sultan to facility transit options for local and regional travel, increase service frequency to shift dependence away from single occupancy vehicle automobile travel.

TR2.3.6 Locate park-n-ride lots in areas that are accessible to transit and local residential collectors.

TR2.3.7 Work with transit providers to develop park-and-ride lots that attract transit riders and also serve as off-peak period parking areas for recreational and retail facilities.

TR 2.3.8 Locate park and ride lots along major transit corridors and near areas when high density residential development is planned to intercept trips close to their origin.

TR 2.3.9 Encourage transit providers to improve existing park and ride lots to maximize use. This includes bicycle facilities, security, lighting, and lot expansion where appropriate.

TR 2.3.10 Support expansion of transit service to provide direct service to employment centers. (CC 05-20-10 delete "downtown Seattle..." and add "employment centers".)

TR-2.3.11 Support regional efforts to expand the Public Transportation Benefit Area (PTBA) and Regional Transit Area (RTD) to include Sultan

TR 2.4 Non-Motorized Travel. Promote convenient non-motorized travel . (CPP TR-21) (CC 05-20-10 add "convenient" and delete "and ensure safety...")

TR 2.4.1 Take measurable steps toward the goal of improving quality of life by creating a safe walking and biking environment to promote healthy lifestyles.

TR 2.4.2 Plan non-motorized facilities for commuter and recreation use to increase the desirability of Sultan as a place to live and work.

TR 2.4.3 Plan an integrated system of regional and local oriented multipurpose trails to connect residential and commercial areas and destinations outside the urban growth area .

TR 2.4.6 Cooperate with adjacent jurisdictions and public agencies to seek and develop appropriate trail links between unincorporated Snohomish County, Monroe, Gold Bar and Index.

TR 2.4.7 Encourage employers to provide bike facilities and amenities such as bike lockers.

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