

**SULTAN PLANNING BOARD
AGENDA ITEM COVER SHEET**

ITEM NO: D-3

DATE: February 2, 2010

SUBJECT: Introduction to the Transportation Element Goals and Policies

CONTACT PERSON: Deborah Knight, City Administrator

ISSUE:

The planning board has directed staff to “queue” the chapters (elements) of the comprehensive plan for the planning board’s consideration.

The idea is to provide the planning board with an opportunity to review the materials in advance of the upcoming discussion.

City staff anticipate the planning board will complete the land use element in 2-3 meetings and be ready to discuss the transportation element at on March 16, 2010. Staff is prepared to move more quickly at the direction of the board.

SUMMARY:

City staff have provided four attachments for the planning board to review in advance of the discussion of the transportation element.

Planning board members may also want to review the Puget Sound Regional Council’s draft Transportation 2040 Plan on-line at <http://www.psrc.org/transportation/t2040>.

Transportation 2040 is a part of Vision 2040 and the multi-county planning policies.

ATTACHMENTS:

- A – WAC 365-195-325 Transportation Element Requirements under State law
- B – City of Sultan 2008 Revised Comprehensive Plan Transportation Element
- C – Comparison Table MPP/CPP and City of Sultan Goals and Policies
- D – Transportation Element by Goal “Topics”

WAC 365-195-325

[Agency filings affecting this section](#)

Transportation element.

(1) **Requirements.** This element shall contain at least the following subelements:

(a) Land use assumptions used in estimating travel;

(b) Facilities and services needs, including:

(i) An inventory of air, water, and land transportation facilities and services, including transit alignments, to define existing capital facilities and travel levels as a basis for future planning;

(ii) Level of service standards for all arterials and transit routes to serve as a gauge to judge performance of the system. These standards should be regionally coordinated;

(iii) Specific actions and requirements for bringing into compliance any facilities or services that are below an established level of service standard;

(iv) Forecasts of traffic for at least ten years based on the adopted land use plan to provide information on the location, timing, and capacity needs of future growth;

(v) Identification of system expansion needs and transportation system management needs to meet current and future demands;

(c) Finance, including:

(i) An analysis of funding capability to judge needs against probable funding resources;

(ii) A multiyear financing plan based on the needs identified in the comprehensive plan, the appropriate parts of which shall serve as the basis for the six-year street, road, or transit program required by RCW [35.77.010](#) for cities, RCW [36.81.121](#) for counties, and RCW [35.58.2795](#) for public transportation systems;

(iii) If probable funding falls short of meeting identified needs, a discussion of how additional funding will be raised or how land use assumptions will be reassessed to ensure that level of service standards will be met;

(d) Intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions;

(e) Demand-management strategies.

(2) **Recommendations for meeting requirements.** The following steps are recommended in preparing the transportation element:

(a) Local and regional transportation goals and policies for the following transportation

modes, where applicable:

- (i) Roadways;
- (ii) Transit: Fixed route and demand response;
- (iii) Nonmotorized travel: Bicycle and pedestrian;
- (iv) Port and intermodal facilities: Water, rail, air, and industrial;
- (v) Rail: Passenger and freight;
- (vi) Freight mobility: Truck, rail, and barge.

(b) A discussion of how the transportation element implements the land use element, how the transportation and land use elements are consistent, and how the transportation element is consistent with the regional transportation plan. Discussion concerning regional development strategies which promote the regional transportation plan and an efficient transportation system should be included.

(c) Inventories, incorporating the level of detail appropriate for the planning jurisdiction:

(i) Air transportation facilities inventory can include but not necessarily be limited to: A description of the services provided by the facilities and location of the air transportation facilities; a capacity analysis to compare current and projected airport needs; a capacity analysis of roads, rail, and navigational routes to assess freight and passenger access to airport facilities. Consideration of the current and projected surrounding land uses should be made with respect to uses that are compatible and available for projected airport needs.

(ii) Inventory of water transportation can include but not necessarily be limited to:

(A) A description of the ferry service, ownership, a map of the routes, the number of vessels, frequency of the service, passenger capacity, and vehicle capacity impacting the planning area; a capacity analysis of ferry service compared to current and projected needs. Consideration of the current and projected surrounding land use should be made with respect to uses that are compatible and available for current and projected ferry needs.

(B) A description of the port facilities, service and location of the facilities; an analysis of freight movement showing the proportion of freight which is moved by rail and by truck to determine access adequacy. Consideration of the current and projected surrounding land use should be made in terms of compatibility and availability for current and projected port needs.

(iii) Inventory of land transportation can include but not necessarily be limited to:

(A) A map of arterials and limited access facilities; a description of the general travel market (*i.e.*, commuter, tourist, farm to market, etc.) served by the transportation network; traffic volumes, functional classification, ownership and physical and operational condition. Consideration of current and projected surrounding land use should be made with respect to uses that are compatible and available for current and projected transportation needs.

(B) A map of the rail lines and intermodal facilities; a description of ownership, condition, and

identification of whether the rail lines are for passenger and/or freight movement. Consideration of current and projected surrounding land use should be made with respect to uses that are compatible and available for current and future projected land transportation needs.

(iv) Inventory of transit facilities and services within the planning area can include but not necessarily be limited to, a description of the service, service area, routes, major transfer centers, population base, passengers carried, number of vehicles including seating capacity, miles of route and vehicle hours within the local jurisdiction's boundaries. Analysis of projected transit needs should be made based on projected land use assumptions. For example, transit improvements should be planned in areas of projected residential and/or employment centers. Consideration of current and projected surrounding land use should be made with respect to uses that are compatible and available for current and projected transit needs.

(d) If the planning area is within a National Ambient Air Quality Standards nonattainment area, compliance with the Clean Air Act Amendments of 1990 is required. The following should be included in the transportation element of the comprehensive plan as applicable to locally generated mobile sources of pollutants: A map of the area designated as the nonattainment area for ozone, carbon monoxide, and particulate matter (PM10); a discussion of the severity of the violation(s) contributed by transportation-related sources causing nonattainment and a description of measures that will be implemented consistent with the state implementation plan for air quality, in order to comply with the national standards for the air, land, water, and transit sections of the transportation element. Local jurisdictions should refer to local air quality agencies and metropolitan planning organizations for assistance.

(e) Provide a definition of the level of service (LOS) to be adopted for the transportation system that includes at least arterials and transit routes. The definition of level of service is not restricted to the traditional Highway Capacity Manual approach, but could include district, area-wide, corridor, or other nontraditional level of service standards. Provide an inventory of the current level of service of at least arterial and transit routes. Adopted level of service standards should reflect access, mobility, mode-split, or capacity goals for the transportation facility depending upon the surrounding development density and community goals, and should be developed in consultation with transit agencies serving the planning area.

(f) System expansion needs should include considerations for: Repair, replacement, or enhancement, and/or expansion.

(g) Transportation system management (TSM) and transportation demand management (TDM) implementation measures can include, but not necessarily be limited to: Signal coordination, channelization, high occupancy vehicle (HOV) lanes, ridesharing, trip substitution, trip shifting, increased public transportation, parking policies and high occupancy subsidy programs. Provision should be made for evaluating the effectiveness of these strategies, and funding sources should be identified.

(h) The finance subelement should include, but not necessarily be limited to:

(i) Results of the identification study of current and projected deficiencies;

(ii) Development of cost estimates to alleviate deficiencies;

(iii) Assessment of revenue forecasts/shortfalls;

(iv) Development of financing policies; and

(v) Development of a financing schedule which matches projects and funding availability.

If sufficient public and/or private funding cannot be found, land use assumptions will be reassessed to ensure that level of service standards will be met, or level of service standards will be adjusted.

(i) Intergovernmental coordination.

(i) Jurisdictions should assess the impacts of their transportation and land use decisions on adjacent jurisdictions. Impacts of those decisions should be identified and discussion of strategies to address inconsistencies should be included.

(A) A discussion of how the local transportation and land use goals relate to adjacent jurisdictions' transportation and land use goals, county-wide policies, regional land use and transportation strategies, and statewide goals outlined in the act.

(B) Local jurisdictions should refer to the Washington state transportation policy plan for guidance on statewide transportation policy.

(C) Local jurisdictions should refer to the regional transportation plan produced by the regional transportation planning organization for guidance concerning the designated regional transportation system. Local jurisdictions should also define their community's role in the regional transportation and land use strategy and produce transportation and land use plans, and development regulations which promote that role.

(D) Local jurisdictions should refer to the responsible transportation agencies for information concerning current and projected plans for air, land, and water transportation facilities and services. Local jurisdictions and agencies responsible for air, land, and water transportation facilities and services should cooperate in identifying and resolving land use and transportation linkage issues.

(ii) All transportation projects which have an impact on the regional transportation system must be consistent with the regional transportation plan as defined by RCW [47.80.030](#). A regional transportation planning organization shall certify that the transportation elements of the adopted county, city, and town comprehensive plans within the region conform with RCW [36.70A.070](#). Regional transportation plans, state transportation plans, and county and city comprehensive plans shall be consistent with one another.

(iii) Traffic forecasts should be based on adopted regional growth strategies, the regional transportation plan, and comprehensive plans within the region to ensure consistency between jurisdictions. The forecast of at least ten years of travel demand should include vehicular, transit, and nonmotorized modes of transportation.

(iv) The state department of transportation and the transportation commission will develop a state transportation plan as required by RCW [47.01.071](#), and identify and jointly plan improvements and strategies within corridors of regional or statewide significance coordinated and consistent with the RTPO's.

Local jurisdictions should refer to the *Systems Plan* produced by the department of

transportation for service objectives on state-owned transportation facilities, proposed improvements, and identification of deficiencies for the state-owned transportation facilities.

The department of transportation should be involved with the regionally coordinated effort to set level of service standards for arterials and transit routes.

(v) Key coordination efforts between interested public, private, and citizen groups should include: Transportation plan development; identification of needs; land use coordination; capital program development; prioritization of projects, financial plan, LOS standards development; capacity accounting procedures; development review process; timing of concurrency review; analysis methods; legal requirements (vesting, appeals); concurrency management system ordinance; LOS monitoring.

3.1 Transportation

Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.

--- RCW 36.70A.020 (3) Planning Goals

Existing Facilities

This section provides information about the current (2007) conditions of the transportation system and services within the City and its surrounding Urban Growth Area.

City Street System

Sultan has two principal street networks which are separated by steep hillsides and connected only by U.S. 2:

- The historical grid – a road grid extending out from the historical town and focused on 1st Street/Trout Farm Road and U.S. 2 in the Sultan River Valley. It extends north from the Skykomish River and the Burlington Northern Santa Fe (BNSF) Railroad into the Sultan River valley. Numbered streets are aligned north and south, named avenues east and west to create a rectangular grid in the older portions of town adjoining the downtown district. The grid gives way to a radial roadway system focused on 1st Avenue/Trout Farm Road north of High Street due to constraints imposed by topographical and natural features.
- The plateau network – extends north from the Skykomish and Wallace Rivers across U.S. 2 and over the plateau. Names and numbers are intermingled on north-south aligned avenues and east-west aligned streets – the opposite of the historical naming system. The grid is loosely based on Sultan Basin Road/323rd Avenue, Rice Road/339th Avenue, and 132nd Street – the only connected roads. The grid gives way to curvilinear alignments in newer residential developments due to wetlands and other natural constraints.

U.S. 2

Within the Sultan Urban Growth Area, U.S. 2 is the only state-owned transportation facility. U.S. 2 is designated a Highway of Statewide Significance (HSS) and a National Highway System (NHS) facility across its entire length. U.S. 2 is also designated as a Federal Scenic Byway in the Sultan vicinity. For reference please see Figure T-1.

Bus Service

Public transportation within the City of Sultan is operated by Community Transit (CT) which provides transit fixed route, paratransit (Dart dial-a-ride) and vanpool services within Snohomish County including service on U.S. 2 between Everett, Monroe, Sultan, Startup, and Gold Bar. County residents pay transit service costs with a special sales tax assessment. CT serves the City with three bus routes. (See Figure T-2.)

Figure T-1: Recommended Arterial Functional Classifications

Figure T-2: Bus Service

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WSDOT owns and maintains a park and ride lot within the City. The Sultan Park and Ride lot is located south of U.S. 2 near the intersection with 11th Street.

While existing transit coverage is good within the historic area of the City, many other areas within the City and the larger Sultan Urban Growth Area lack adequate access to both public transit and paratransit service including areas north of High Street and north of U.S. 2 in the plateau area.

Non-motorized Transportation

Non-motorized transportation systems include facilities that provide for safe pedestrian and bicycle travel. These include sidewalks, crosswalks, off street trails, bike routes, and bike lanes. Current facilities include:

- *Pedestrian Facilities:* Recent roadway reconstruction projects have provided storm drainage, curb, and sidewalk improvements, particularly along major streets providing access to schools, parks, and the downtown business district including Main Street, 1st Street, 4th Street, 8th Street, Willow Avenue, High Street, Kessler Street, and most recently Sultan Basin Road. Sidewalks have also been constructed on many local streets in concert with new development within the City.
- *Trails:* Which include separated or off-road recreational trails. Some portion of these recreational trail corridors can also satisfy local access needs between residential areas and parks, schools, commercial and employment areas depending on the trail locations. The High Street Trail is an asphalt multi-purpose trail developed from the east end of High Street up the hillside and onto the plateau to provide for evacuation of schools in case of flood or dam emergencies. At the time of writing of this plan, several segments of the Willow/Bryant Trail were in construction on the plateau area west of Sultan Basin Road and south of 132nd Street (see Figure T-14).
- *Bicycle Facilities:* In the past, cyclists within the Sultan Urban Growth Area have either rode in the lane of traffic, on available road shoulders, or on City sidewalks. Many commuter cyclists ride along U.S. 2 in the available highway shoulder to reach their destinations. To provide for safer bicycle travel within the City, the City has completed two major improvements. Recent completion of the High Street off-road trail and the bike lanes on Sultan Basin Road provide a measure of safety and choice for safe cycling within the City. However many challenges remain, especially in older neighborhoods along U.S. 2 and in the rural areas of the Sultan Planning Area.

Freight Transportation

Within the Sultan Urban Growth Area freight and goods are transported on U.S. 2, on City and County roads, and on the Burlington Northern Santa Fe Railroad

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(BNSF) Stevens Pass rail line which parallels U.S. 2 providing major cross-state freight and passenger travel between Everett and Spokane.

Street Functional Classifications

Streets are grouped into functional classifications based on their connectivity, traffic volumes and capacities, adjoining land uses and access, and speed. The four main classifications currently used by the City of Sultan are Principal Arterials, Minor Arterials, Collector Arterials, and Local Streets. Figure T-1 depicts the City's Street Arterial Functional Classification system and includes both existing and planned future streets.

- **Principal Arterials:** serve as the major regional connectors to employment, retail centers and downtown central business districts. They have a very high level of regional connectivity, moving travelers on a continuous route within the larger region. They typically provide for high traffic volumes between 15,000 and 50,000 average daily vehicles at high speeds. U.S. 2 is designated as a Principal Arterial.
- **Minor Arterials:** serve as the connector arterial throughout a City providing for travel between major commercial and residential areas, and moving travelers from collector arterials to principal arterials. Minor arterials act as the supportive spine of the roadway network within an urban area and thus have a high level of connectivity.

One-mile grid spacing of minor arterials is typical within most urban areas including the Sultan Urban Growth Area. Average daily traffic volumes on minor arterials can range between 6,000 and 20,000. Sultan Basin Road, Rice Road, 132nd Street and 1st Street are designated as minor arterials.

- **Collector Arterials:** serve travel movement between neighborhoods and carry traffic to and from higher order arterials. Collectors are commonly used by residents to circulate out of their neighborhood. These routes provide neighborhood connectivity, but do not serve as citywide streets. Collector Arterials have been established on a 1/4 to 1/2 mile grid network within the Sultan Urban Growth Area. Average daily traffic volumes on collectors typically range between 2,000 and 8,000. Alder Avenue, High Street, 8th Avenue and Kessler are designated as Collector Arterials.
- **Local Streets:** provide access to adjacent properties in neighborhoods and commercial areas with limited provisions for through traffic connectivity. Typical of other cities and urban areas, most of the roadways within the Sultan Urban Growth Area are local streets. Average daily traffic volumes typically range from 100 to 2,500 vehicles per day.

Traffic Levels of Service

Transportation level of service, or LOS, is a measure of the quality of service provided by the transportation system. Transportation LOS helps provide an understanding of the performance of the transportation system, it also

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establishes a basis for comparison between roadways, and help guide the prioritization of improvement projects.

The GMA requires the establishment of a transportation LOS standard to be used as a benchmark for evaluating the performance of the transportation system. The LOS standard is also used as a benchmark to determine whether transportation improvements or services will be available to serve proposed development at the time of development or within six years of the development. This requirement is called transportation concurrency.

Evaluating the LOS on the arterial street system is typically described in terms of traffic congestion which can be measured by average vehicle delay, travel speed, vehicular density, or the traffic volume to street traffic capacity (V/C) ratio. The resulting level of service is usually given a letter ranking from A to F where:

- LOS A and B represent fairly free-flow travel conditions with little or no delay;
- LOS C and D represent stable traffic flow with acceptable traffic delay; and
- LOS E and F represent severe congestion with low travel speeds and unacceptable traffic delay.

According to the Transportation Research Board's Highway Capacity Manual, traffic LOS can also be understood in terms of the time it takes to drive from one point to another. In the example below, traffic LOS rating A – F is provided on a 3-mile trip on urban arterial street(s) based on the time it takes to make the trip. This example is applicable within the City of Sultan as most cross town trips are approximately 3 miles in length:

LOS A - B	6 – 7 minutes
LOS C - D	7 – 11 minutes
LOS E - F	11 – 15 minutes or longer

Simply stated, transportation concurrency requires that the transportation impacts of land use development actions do not reduce the transportation LOS below the jurisdiction's adopted LOS standards. If it is determined that the proposed land use action would reduce the LOS below the adopted standard, either the development as proposed must be modified to reduce its transportation impact, or corrective transportation improvements must be identified and implemented at the time of the development or within a six-year period. This determination is made as part of the development approval process. The transportation LOS standard and findings may also be used to program transportation funding priorities of planned improvements.

If services that will operate at the adopted LOS standard will not be concurrent with a proposed development, then either funding for the improvements must be identified or the development cannot be granted approval as proposed. The LOS standard and findings may also be used to program transportation funding priorities of planned improvements to the City's Capital Facility Plan (CFP) and to supplement the City's Six-Year Transportation Improvement Plan (TIP).

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The 2008 Plan revision and Capital Facilities Plan adopts an LOS “D” standard for City arterials while retaining the State’s adopted LOS “D” standard for U.S. 2 in compliance with State requirements and standards for Highways of Statewide Significance (HSS).

Existing Traffic Volumes

The existing (2007) average weekday traffic is shown in Figure T-3.

The existing 2007 LOS on the City’s arterials is shown in Figure T-4. While Figure T-4 demonstrates that the 2007 traffic LOS on City and County arterial roadways within the Sultan Urban Growth Area is very good during the average weekday PM peak hour, U.S. 2 is very congested during this time.

Table T-1 presents U.S. 2 traffic intersection operational LOS analysis conducted in 2006 as part of WSDOT’s U.S. 2 Route Development Plan for Old Owen Road, 5th Street, Main Street, and Sultan Basin Road. Intersection LOS performed by Perteet, Inc. is also shown for the intersection of U.S. 2 and Rice Road (339th Avenue SE).

Figure T-3: Average Traffic Volumes

Figure T-4: 2007 Transportation Level of Service

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Table T-1: U.S. 2 2006 Intersection LOS

Intersection	2006 Annual Average Weekday PM Peak Hour LOS	2006 Highest Month (August) Weekend PM Peak Hour LOS
U.S. 2 / Old Owen Road (signalized)	B	F
U.S. 2 / 5 th Street (signalized)	C	E
U.S. 2 @ Main Street (unsignalized)	F	F
U.S. 2 / Sultan Basin Road	F	F
U.S. 2 / Rice Road (unsignalized)	F	N/A

As can be seen in Table T-1, in 2006 there was intersection LOS failure at the Main Street, Sultan Basin Road, and Rice Road unsignalized intersections. Since the time of that analysis, the City has completed the U.S. 2 & Sultan Basin Road Intersection Improvements providing widening to Sultan Basin Road, realignment of the intersection at U.S. 2, and additional channelization and construction of a traffic signal at the intersection. This transportation project has improved traffic operations and safety at the intersection.

In summary, the 2007 arterial traffic level of service (LOS) within the City of Sultan is generally good; however, traffic congestion with poor LOS exists on U.S. 2, particularly at unsignalized intersections negatively affecting travel to, through and within the City.

Future Traffic Volumes

To estimate future transportation needs in Sultan, two arterial street networks were modeled:

- **2025 No Action Scenario** – assumed no change or improvement to the City’s existing street system. U.S. 2 was assumed to be four lanes with two additional traffic signals installed at Main Street and at Rice Road intersections.
- **2025 Preferred Arterial Scenario** – assumed a series of City arterial street improvements including arterial extensions across the plateau and construction of a connecting Minor Arterial grid system. U.S. 2 was assumed to be four lanes with two additional traffic signals installed at Main Street and Rice Road Intersections. In addition, a new right-turn only intersection at 1st Street and U.S. 2 was assumed.

Future 2025 traffic forecasts were provided for the No Action and Preferred Arterial scenarios; average weekday traffic (AWDT) forecast are shown in Figures T-6 and T-7.

The traffic forecasts reveal that arterial volumes within the Sultan Urban Growth Area will increase as projected land use development under the City’s adopted land use plan is realized, particularly in the plateau area. The majority of the forecasted traffic increase can be attributed to intra-city travel between the plateau area and the historic area of the City, and increasing regional travel between Sultan and other communities to the east and west.

Figure T-5: Intentionally Left Blank

Figure T-6: 2025 “No Build” Traffic Volumes

Figure T-7: 2025 “Preferred” Traffic Volumes

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Future Traffic Levels of Service

In order to evaluate the impact of the forecasted 2025 future traffic volumes on the two City arterial scenarios, PM peak hour (4:30 – 5:30) traffic level of service (LOS) analysis was performed on each of the two City arterial scenarios. The 2025 No Action and Preferred Arterial Traffic LOS is shown in Figures T-8 and T-9. A comparison of the two figures indicates that Sultan Basin Road north of U.S. 2 will likely fall to LOS E/F by 2025 unless additional arterial capacity or connectivity is constructed between the plateau and downtown Sultan.

While both alternatives indicate poor LOS on U.S. 2 west of Sultan Basin Road even with after widening U.S. 2 to four travel lanes, under the 2025 “Preferred Arterial” scenario U.S. 2 traffic volumes and congestion would be reduced between 1st Street and Sultan Basin Road. This forecasted reduction is due to an expected decrease of intracity travel using U.S. 2 as the result of providing additional east-west arterial connectivity within the City between the plateau and downtown Sultan.

An additional benefit of the “Preferred Arterial” scenario to U.S. 2 traffic operations is the proposed access point to U.S. 2 at 1st Street. The recommended 1st Street / U.S. 2 access point, combined with connecting arterial improvements planned for 1st Street / Trout Farm Road and the 132nd Street Extension, are expected to route traffic off of U.S. 2 on to the City arterial system at the west of downtown, reducing traffic volumes on U.S. 2 east past 3rd Street, 5th Street, and Main Street.

Table T-2 presents U.S. 2 2025 traffic intersection operational LOS analysis based on traffic forecasts developed by the City’s traffic forecast model.

Table T-2: U.S. 2 2025 Intersection LOS

Intersection	2025 Annual Average Weekday PM Peak Hour LOS – No	2025 Annual Average Weekday PM Peak Hour LOS – Preferred
U.S. 2 / Old Owen Road (signalized)	C	C
U.S. 2 / 1 st Street (unsignalized right-	--	C
U.S. 2 / 5 th Street (signalized)	E	D
U.S. 2 @ Main Street (signalized)	C	B
U.S. 2 / Sultan Basin Road	F	B
U.S. 2 / Rice Road (signalized)	C	C

As demonstrated in Figure T-9 and Table T-2, transportation projects recommended in the Preferred Arterial Scenario are estimated to reduce future traffic congestion and maintain the City’s adopted traffic level of service (LOS) “D” standard on arterial corridors and intersections. Specifically, the recommended arterial system capacity projects listed in Table T-4 and shown in Figure T-10 of section 3.1A, Transportation Improvement Plan are predicted to have the most positive impact.

Figure T-8: 2025 “No Action” Arterial Scenario LOS

Figure T-9: Sultan 2025 Preferred Arterial Scenario LOS

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Other Future Transportation Services

While future year 2025 traffic forecasts were developed using the City's traffic forecasting model, forecasts of future demand for other transportation modes within the Sultan Urban Growth Area were less rigorous, but still provided enough information to guide transportation infrastructure and service improvement planning.

According to Community Transit (CT), forecasted transit service demand in eastern Snohomish County is expected to increase to the point where additional service may be warranted. According to CT, eastern Snohomish County may provide a viable market for direct commuter service to downtown Seattle and University District in coming years. As of this writing, CT was preparing to update its six-year transit development plan (TDP) and contemplates developing a longer-range plan that would look twenty years into the future. Clearly, the demand for new commuter and other transit services will continue to grow in eastern Snohomish County beyond 2010, probably exceeding the projected rate of growth in housing as affordable housing opportunities provide growth of commuter residents. The City of Sultan is committed to participating in planning for new and improved transit service with Community Transit.

According to public opinion survey work, public open houses and public meetings conducted as part of the development of the Comprehensive Plan, there is a strong desire for increased non-motorized facilities. Facility improvements recommended by the public included completion of the existing sidewalk system as well as construction of trails and bicycle facilities particularly around schools, along U.S. 2, and in areas of new housing developments.

With regard to future freight transportation, analysis and recommendations completed as part of the 2001 Sultan Industrial Park Master Plan recognized the need for transportation facilities necessary to serve expanded industrial and commercial activity within the City. Specifically, the Master Plan recommended transportation goals, policies and specific improvement projects which recognize the impacts of increased truck freight movement associated with the Plan.

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3.1A Transportation Improvement Needs

At the heart of the transportation planning requirements of the Growth Management Act (GMA) is the requirement of local governments planning under the Act to determine their transportation needs, including local and state transportation system improvements as well as projects and strategies necessary to meet established level of service standards.

The overall goal of the City's Transportation Element is to promote a balanced, affordable, reliable and efficient transportation system that supports the City's 2025 Future Land Use Plan. In order to meet the goal, a series of transportation improvements are recommended for arterials, State highways, transit facilities and services, nonmotorized facilities, and freight transport facilities. The improvement needs are separated into existing needs – those that are needed today, and future needs which are defined as transportation improvements that are necessary by year 2025.

Transportation improvement projects identified in this section are generally planned for completion by the year 2025. These projects are evaluated for and included in the City's six-year capital improvement program (Section 3.4, Table CFP-1) based on an evaluation of transportation needs, economic analysis, and revenue forecasts. This capital improvement program is reviewed annually and includes those projects anticipated to be funded in the 6 years covered by the CIP.

Arterial System Improvements

In this section, a series of transportation improvements are recommended to develop the arterial street system within the Sultan Urban Growth Area. The Capital Facilities Plan in Section 3.4 provides both short-term (2007 through 2015) and long-term (2015 through 2025) financing plans and strategies to finance these projects. The improvement recommendations are the result of a review of existing arterial system conditions, and future traffic forecast analysis from the City's 2025 traffic forecasting model. Four types of system improvements are recommended:

1. Existing street deficiency improvements necessary to address existing deficiencies on both local access and arterial streets,
2. Future arterial system capacity improvements necessary to meet the City's traffic level of service (LOS) standard "D",
3. Future arterial system circulation projects necessary to meet City street design standards and to provide enhanced arterial system connectivity to help reduce traffic congestion at key system choke points, and
4. Two transportation projects that look out beyond the year 2025 are included in order to present long-term City project concepts to begin dialogue with regional leaders and potential partner agencies.

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A map of all the recommended arterial improvement projects is shown in Figure T-10.

Existing street deficiency improvements are projects that resolve existing capacity, pavement, and/or design deficiencies on both local access and arterial streets. Table T-3 provides the list of recommended existing street deficiency projects.

Arterial system capacity improvements provide for the widening of arterial streets as well as improvements to arterial intersections, both which expand traffic carrying capacity. These arterial improvements were developed through traffic LOS analysis of both existing (2007) and future 2025 forecasted traffic congestion. Where traffic LOS exceeded the City's adopted LOS standard of "D", capacity deficiencies were identified and corrective arterial capacity improvement projects are recommended. Table T-4 provides the list of recommended arterial system capacity improvement projects through 2025 developed to meet the City's adopted LOS "D" standard in 2025.

Arterial system circulation provide for projects needed to upgrade existing roadways to City urban street design standards and to provide for improved traffic circulation through arterial connectivity. Many streets within the Sultan Urban Growth Area were built to rural standards and do not include curb, gutter, sidewalks. As development occurs within the Sultan Urban Growth Area and travel demands on these arterials increase, projects are recommended to upgrade these arterial to City urban design standards.

Improvements to the arterial system to enhance system connectivity and traffic circulation are also recommended. Existing arterials within the Sultan Urban Growth Area have a limited level of connectivity, particularly east-west across the developing plateau area, and north-south to and across U.S. 2. This limits travel choices and increases the likelihood of cut-through traffic in residential areas.

Limited arterial connectivity also places pressure on U.S. 2 within the City to provide for short intercity trips, which can negatively impact regional traffic movement on the highway. These problems will only increase with additional development. Construction of the recommended connecting arterials will provide safer and more efficient travel routes to City residents as well as providing needed relief to U.S. 2. Table T-5 provides the list of recommended arterial system enhancement projects.

Two conceptual transportation projects that may hold promise in providing long-term transportation and emergency evacuation solutions beyond the planning horizon year 2025 are presented in Table T-6. The purpose of including these conceptual projects is to help foster dialogue with regional leaders and partner agencies.

Table T-3: Recommended Existing Street Deficiency Projects

Project #	Project Name	Project Description	Future Number of Lanes	Project Type	Arterial Functional Classification	Bicycle Facility?	Transit Street?
T-23	Alder St Reconstruction	Reconstruct Alder Street from 5th St. to 8th St.	2	Existing Deficiency	Collector Arterial	Yes	Yes
T-46	Date Avenue Traffic Calming	Install traffic calming treatment to Date Ave. from 8th St west to the Elementary School	2	Existing Deficiency	Local Access	No	No
T-51	3rd St. Reconstruction	Repair, replace, and construct as necessary asphalt, sidewalks, and bike lanes. Project is combined with water, sewer, and stormwater system projects.	2	Existing Deficiency	Local Access	Bike Lanes	No
T-61	6th Street Reconstruction	Reconstruct 6th St. to urban standards	2	Existing Deficiency	Local Access	No	No

Table T-4: Recommended Arterial System Capacity Projects

Project #	Project Name	Project Description	Future Number of Lanes	Project Type	Arterial Functional Classification	Bicycle Facility?	Transit Street?
T-38	1st Street Reconstruction Phase II	Reconstruct 1st St from High Ave to Trout Farm Rd. Project includes water, sewer and storm water utilities construction.	3	Capacity	Minor Arterial	Bike Lanes	Yes
T-40	U.S. 2/Rice Rd (339th Ave) Signalization	Signalize existing intersection of U.S. 2 at 339th Ave SE.	3	Capacity	Principal Arterial	Bike Lanes/Trail Crossing	Yes, U.S. 2
T-42A	Sultan Basin Rd. Reconstruction Phase IV	Continue Sultan Basin Rd. improvements north to UGA Boundary.	3	Capacity	Minor Arterial	Bike Lanes	Yes
T-47	Trout Farm Rd Reconstruction	Reconstruct Trout Farm Rd. from 1st St. north to 125th St SE.	2/3	Capacity	Minor Arterial	Multi Purpose Trail	Yes
T-57	132nd Ave Arterial Extension	Extend 132nd St from Sultan Basin Rd. northwest connecting to Trout Farm Rd. near 307th St.	3	Capacity	Minor Arterial	Bike Lanes	Yes

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Project #	Project Name	Project Description	Future Number of Lanes	Project Type	Arterial Functional Classification	Bicycle Facility?	Transit Street?
T-59	U.S. 2/ 1st Avenue Interchange	Provide grade-separated ramp access to U.S. 2 from 1st St.	2	Capacity	Minor Arterial	No	Yes

Table T-5: Recommended Arterial System Circulation Projects

Project #	Project Name	Project Description	Future Number of Lanes	Project Type	Arterial Functional Classification	Bicycle Facility?	Transit Street?
T-24	New East/West Collector	Construct new east/west collector between 339th Ave SE and Sultan Basin Rd in the north section of the City (approx. location between 132nd and 124th St SE).	2	Circulation	Collector Arterial	No	No
T-25	Foundry Road Reconstruction	Reconstruct road to Collector arterial standards to serve industrial employment and residential areas.	2	Circulation	Collector Arterial	Yes	No
T-26	New North Industrial Park Collector	Provide east/west access and traffic collector through the Industrial Park from Rice Rd (339th) to Sultan Basin Rd. and U.S. 2	2	Circulation	Collector Arterial	No	No
T-27	East Main St Road Extension	Extend East Main St. east to connect to 149th St. SE within the Economic Development Zone south of U.S. 2.	2	Circulation	Local Street	No	No
T-29A	Kessler Drive Extension	Extend Kessler Dr. north from Bryant Rd. to UGA Boundary	2	Circulation	Collector Arterial	Multi Purpose Trail	No
T-29B	Kessler Drive Extension Non UGA portion	Extend Kessler Dr. north from UGA Boundary to 124th St.	2	Circulation	Collector Arterial	Multi Purpose Trail	No
T-31a	New 330th Ave Arterial	Construct a new north-south arterial from U.S. 2 through the Industrial Park north to 124th St SE. CITY LIMIT/UGA PORTION ONLY	2	Circulation	Proposed Collector Arterial	Shared Lane	No

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Project #	Project Name	Project Description	Future Number of Lanes	Project Type	Arterial Functional Classification	Bicycle Facility?	Transit Street?
T-32a	Rice Rd. (339th) St Extension	Extend Rice Rd. (339th Ave) north to 124th St. SE at County Rural Arterial road standards to provide arterial connectivity and access to U.S. 2. Proposed joint project with Snohomish County. CITY LIMIT/UGA PORTION ONLY	2	Circulation	Proposed Minor Arterial	Bike Lanes	No
T-33	229th Ave Extension or Highland Ave Extension	Develop an interior access arterial from Old Owen Rd. east to Sportmans Park to provide access to existing roadside commercial properties and reduce curb cuts on U.S. 2.	2/3	Circulation	Collector Arterial	No	No
T-34	U.S. 2 Route Development Plan (RDP)City Access Revisions	Downtown access to U.S. 2 will be focused on 3rd, 5th, 8th, and Main Streets to reduce congestion.		Circulation	Principal Arterial	Multi Purpose Trail	Yes, U.S. 2
T-35	Cascade View Drive Reconstruction	Reconstruct Cascade View Dr to Collector arterial standard and provide intersection improvements at U.S. 2	2	Circulation	Collector Arterial	E. Main St Trail joins as a Multi Purpose Trail	Yes, U.S. 2
T-36	138th St Extension	Reconstruct and extend 138th St. between Sultan Basin Rd. and 339th Ave SE.	2	Circulation	Collector Arterial	No	Yes
T-41	Rice (339th Ave SE) Reconstruction	Reconstruct 339th Ave from Sultan Startup Rd. north to 132nd St. SE to arterial standard with curbs gutter and sidewalks.	2/3	Circulation	Proposed Minor Arterial	Bike Lanes	Yes
T-43	Walburn Rd. Rerouting	Redesign the road to remove access from U.S. 2 rerouting access to Sultan Basin Rd. north of Wagley Creek	2	Circulation	Collector Arterial	No	No
T-44	Pine Street Extension	Extend Pine St. East to Walburn to provide east west access from Sultan Basin Rd to downtown Sultan. Emergency Evacuation Route.	2	Circulation	Collector Arterial	No	No

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Project #	Project Name	Project Description	Future Number of Lanes	Project Type	Arterial Functional Classification	Bicycle Facility?	Transit Street?
T-45	Alder St Improvements	Install traffic signal and improvements from the intersection of 4th and Alder St to the intersection of 5th and U.S. 2. Proposed joint project with Community Transit and Sultan School District	2	Circulation	Collector Arterial	No	Yes
T-48	Gohr Rd Reconstruction	Reconstruct Gohr Rd to arterial standard from 1st St north to 311th Ave SE	2	Circulation	Collector Arterial	No	No
T-49	Gohr Rd Extension	Extend Gohr Rd north to the proposed 132nd Ave. Extension.	2	Circulation	Collector Arterial	No	No
T-52	8th St. Sidewalks	Install sections of missing sidewalks on 8th St.		Circulation	Collector Arterial		
T-53	10th St. Railroad Crossing Improvement	Reconstruct the 10th St. crossing with the BNSF Rail Line Within the Economic Development zone.	2	Circulation	Local Street	No	No
T-55	Industrial Park Rail Spur Construction	Petition BNSF and contribute to construct a rail spur access to the Industrial Park	n/a	Circulation	n/a	n/a	n/a
T-58	132nd Ave Reconstruction	Reconstruct 132nd St SE to arterial standard	2	Circulation	Proposed Minor Arterial	Bike Lanes	Yes
T-60	Sultan Basin Road Improvements Phase III	Realign Cascade View Drive and its intersection with U.S. 2 to align with the recently improved Sultan Basin Rd.	2	Circulation	Proposed Collector Arterial	Bike Route	No
T-62A	124th St. SE Reconstruction Phase 1	Reconstruct 124th St SE to urban standards from west terminus to UGA Boundary	2	Circulation	Collector Arterial	Multi Purpose Trail	No
T-65	124th St. Extension	Extend 124th Ave. west to Trout Farm Rd. intersecting at approx. 125th St	2	Circulation	Collector Arterial	Multi Purpose Trail	No

Table T-6 Transportation Projects Beyond 2025

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Project No.	Project Name	Project Description	Number of Lanes	Project Type	Arterial Functional Classification	Project Cost Estimate
T-64	Sultan River Bridge Construction	Construct a bridge crossing the Sultan River north of 125 th St. SE to provide for emergency access evacuation route and future arterial circulation. Project includes reconstruction of Trout Farm Rd. to the bridge crossing	2	Future	Proposed Minor Arterial	\$4.6 mil plus bridge cost

Note: Cost estimates not used in impact fee development

Figure T-10: Recommended Arterial Improvements

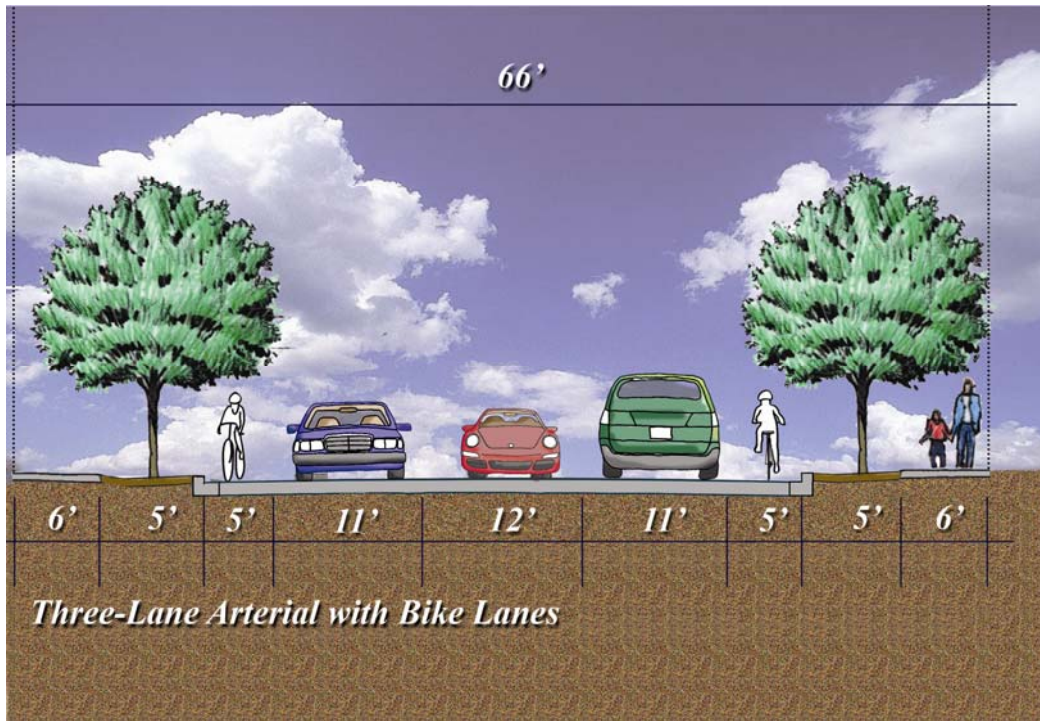
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Arterial Street Design Standards

Standards for arterial street construction and improvement provide continuity for the arterial system and assure that adequate facilities are constructed. Well designed street standards also help ensure the safety and accessibility for other system users including transit buses, pedestrians and cyclists as well as providing for landscape areas, parking and right-of-way width. The City of Sultan currently has local street and arterial street standards: *City of Sultan Road Design Standards and Specifications*. These standards were reviewed by a consultant as part of developing revisions to the Comprehensive Plan. The consultant recommended that revised arterial street standards be considered by the City to provide greater flexibility in meeting arterial roadway needs throughout the City. A complete listing of these proposed standards can be found on Table 7 in Appendix F.

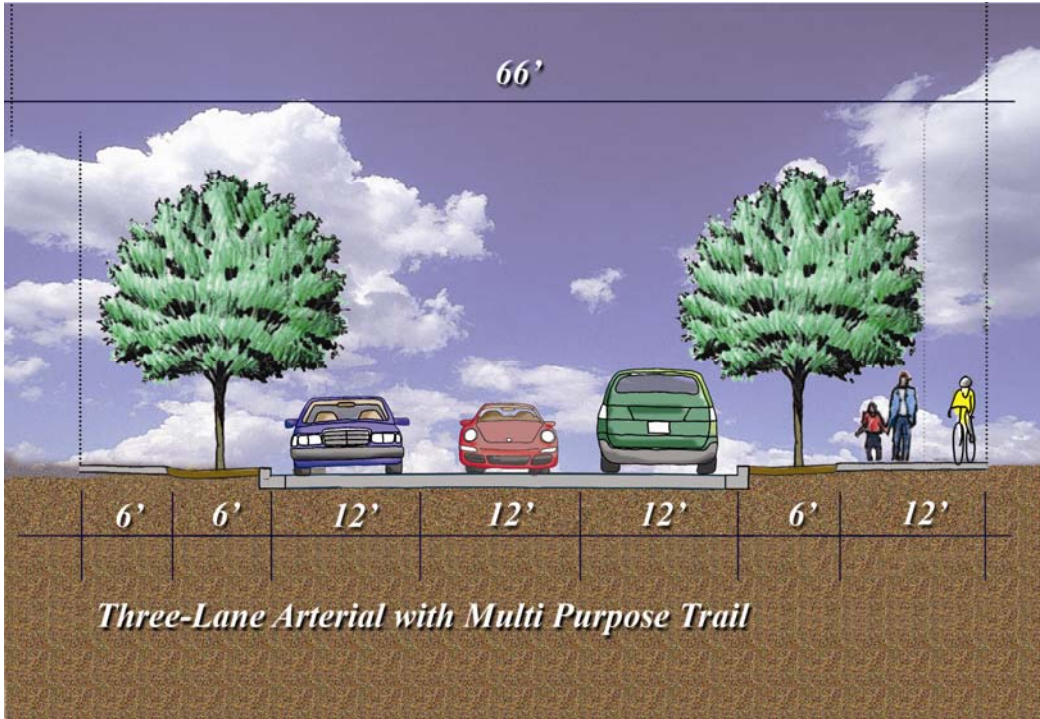
The arterial rights-of-way need to accommodate the needs of all transportation system users e.g. cars, trucks, transit buses, cyclists and pedestrians. The design standards include six-foot wide sidewalks on both sides of a street unless there is a multi-use path in the right-of-way. A four to five foot wide landscaped buffer strip should also be provided between the vehicular travel lanes and sidewalks or paths.

Figure T-11: Three-Lane Arterial with Bike Lanes



Each street design must consider the need for transit stops and bicycle lanes. Key transit stop locations will require allowances for pads to accommodate bus shelters in the future. Collector and local streets should also allow for parking pockets between landscaped bulb-outs at key intersections at the discretion of the developer.

Figure T-12: Three-Lane Arterial with Multi Purpose Trail



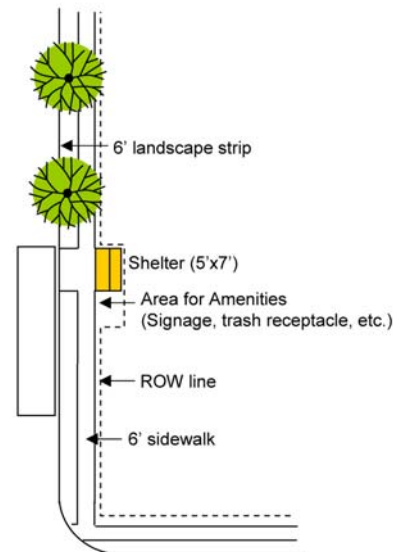
Transit facilities at key stops require right-of-way allowances for pads for transit shelters. The minimum extra right-of-way allowance for a transit pad at an in-lane transit stop should be five feet in width and about 15 feet in length as illustrated on the diagram. This allowance will provide sufficient space for a standard shelter with adjacent room for other transit amenities such as signs, schedules, trash receptacles, etc.

Transit System Improvements

Of primary importance to the City is increasing opportunities for access to public transit, particularly in the developing areas north of the historic town, and in the plateau area north of U.S. 2. Providing expansion of existing transit routes and/or additional new routes in these areas is key to ensuring a viable 1/4 mile walk access to transit stops in these developing areas.

The future public transit street network has been identified that would best serve the Sultan Urban Growth Area. This network is shown in Figure T-13. Transit streets delineated on the map are specifically identified in the future arterial system improvement projects listed in Tables 3 through

Right of Way Needs for Transit Stop (In Lane)



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5. Design guidelines for design and construction of transit bus stops are provided in Section 5.2 of this plan in order to provide standards for construction of bus stops along the identified transit streets as future improvements to the streets take place.

The City also supports expansion of commuter bus service to provide future direct service to downtown Seattle and the University District as recommended in Community Transit's 2004 – 2009 Transit Development Plan. The City is committed to working with Community Transit in order to facilitate effective improvements to public transit service in the City and along U.S. 2.

Non-motorized System Improvements

The City is committed to taking measurable steps toward the goal of improving every citizen's quality of life by creating a safer walking and biking environment. The Washington State Growth Management Act (GMA) requires that the transportation elements of Comprehensive plans include a pedestrian and bicycle component that addresses and encourage enhanced community access and promote healthy lifestyles.

The main focus of the nonmotorized improvements recommended in this section is to provide routes which can be used for commuting purposes between residential areas and shopping centers, schools, and places of employment. An additional consideration in nonmotorized planning is to provide increased access to public transit. Recommended nonmotorized improvements are listed in Table T-7 and shown in Figure T-14. Nonmotorized improvements that serve more of a recreational nature are recommended in the Parks Element of the Comprehensive Plan. When properly planned and constructed, both commuter based and recreational based nonmotorized facilities are shown to increase the desirability of a City as a place to live and work.

Table T-7: Transportation Recommended Nonmotorized Improvements within the Sultan Urban Growth Area

Project #	Project Name	Project Description	Future Number of Lanes	Project Type
NM-3	Sidewalk Spot Improvements	Repair, replace and construct missing sidewalks within the City	n/a	Existing Deficiency
NM-4	Sidewalk Enhancement	Renovate public sidewalks. Stand alone projects not associated with road renovation.	n/a	Existing Deficiency
NM-1	East Main St. Trail	Construct multipurpose trail from the east end of E. Main St north Cascade View Dr and at aprox 330th Ave. (actual alignment to be determined) for nonmotorized and emergency access.	n/a	Nonmotorized
NM-5	US-2 Route Corridor Trail	Construct multipurpose trail to provide nonmotorized safety and connectivity as part of US-2 RDP reconstruction/widening.	n/a	Nonmotorized
NM-6	Willow/Bryant Trail	Acquire land and develop property to provide nonmotorized travel to and from residential, commercial, parks and natural areas.	n/a	Nonmotorized
NM-7	High/Kessler/140th Trail	Acquire land and develop property to provide nonmotorized travel to and from residential, commercial, parks and natural areas.	n/a	Nonmotorized
NM-8	US-2 Pedestrian Overcrossing	Construct a nonmotorized bridge crossing on US 2 to provide increased safety for pedestrians and improved traffic flow. Joint Project with WSDOT	n/a	Nonmotorized

Figure T-13: Sultan 2025 Recommended Transit Streets

Figure T-14: Future Bike Lanes and Trails

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Freight System Improvements

Freight and goods are transported within Sultan U.S. 2, City and County roads, and on the Burlington Northern Santa Fe Railroad (BNSF) Stevens Pass rail line which parallels U.S. 2. Recommended future improvements to facilitate expected increased tonnage of freight movement to and from developing commercial and industrial areas within the City include many of the recommended arterial system improvements listed in Tables 3 through 5. In particular, these arterial improvement projects will help facilitate freight movement within the City:

- T-26 New North Industrial Park Collector,
- T-35 Cascade View Dr/330th Ave Intersection Realignment,
- T-33 299th Ave Extension,
- T-41 Rice Road Reconstruction, and
- T-40 U.S. 2/339th Ave Signalization.

In addition, a freight rail improvement project is recommended to provide for rail access into the City's Industrial Park: T-55 Industrial Park Rail Spur Construction.

Transportation Demand Management

Transportation demand management (TDM) is a series of strategies that provide for a more efficient utilization of the transportation system by reducing the demand for single occupancy vehicle (SOV) travel. One of the transportation goals of the City's Comprehensive Plan, *Encourage Modal Balance* is to provide for efficient use of the transportation system through encouraging the balanced use of the various transportation modes including TDM.

Where large employment concentrations are present, TDM strategies can be very effective. A good example is Everett Boeing which has partnered with Community Transit to provide Commuter Route 277 providing commuter style weekday service between Gold Bar and Everett's Boeing facilities during the Boeing shift commute hours. Route 277 stops in Sultan at the Sultan Park and Ride lot. Boeing also employs all of the other TDM strategies listed, as it is a Washington State Commute Trip Reduction (CTR) employer and is required by law to encourage the use of non single occupant vehicle (SOV) commute travel to its work sites.

The purpose of Washington's 1991 Commute Trip Reduction Law (CTR) (RCW 70.94.521-551) is to improve our quality of life by reducing traffic congestion, air pollution, and fuel consumption. To achieve these goals, employers are asked to develop CTR programs that encourage employees who drive alone to work to consider using an alternative commute mode such as buses, vanpools, carpools, biking, or walking. Telecommuting and working a flexible work schedule such as the compressed workweek are other elements employers can implement to reduce single-occupant vehicle trips to the worksite.

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The law affects public and private employers in Clark, King, Kitsap, Pierce, Snohomish, Spokane, Thurston, Whatcom, and Yakima counties that have 100 or more full-time employees at a single worksite who begin their workday between 6 and 9 AM on at least two weekdays for at least 12 continuous months. According to the Snohomish County Public Works Department, which coordinates CTR efforts within Snohomish County, there are over 70 CTR employer worksites in Snohomish County alone. Near the U.S. 2 corridor, there are five CTR employer worksite located in Monroe. There are currently no CTR worksites in Sultan.

When applied at the regional level, TDM strategies have significant impact on overall traffic levels because they generally impact all travel markets such as commuting, school, shopping, etc. Effective regional TDM strategies include:

- Providing easily accessible and frequent transit service – this Plan recommends expanding transit service within the Sultan Urban Growth Area, and provides design guidelines for the construction of bus stops along City arterials.
- Providing bicycle/pedestrian facilities – this Plan recommends significant investment in improving nonmotorized travel within the Planning Area including sidewalk construction and repair, bike lanes, bike routes, and trails.
- Providing park-and-ride lots –WSDOT has a park and ride lot located south of U.S. 2 near the intersection with 11th Street contains parking space for approximately 64 cars. This Plan recommends construction of pedestrian overpass of U.S. 2 near the park and ride lot, and construction of nonmotorized facilities on E. Main St connecting to the park and ride lot to help facilitate safer nonmotorized access to the lot.
- TDM-friendly land use policies – the implementation of land use policies that are TDM-friendly such as allowing mixed use development, combined with nearby and accessible transit access and improvements to nonmotorized facilities, reduces the demand for vehicular travel. The potential impact of these strategies may be greater in the long run than traditional employer-based work trip TDM measures by encouraging non-SOV travel for all trip purposes through shorter trip lengths and increased access to transit and safe nonmotorized facilities.

In order to encourage TDM within the City, Sultan will continue to pursue improvements to transit service and facilities, and development of its nonmotorized system. In addition, the City can also explore amending the land use development codes to increase awareness and strengthen implementation of TDM strategies.

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State Owned Transportation System Facilities

Planned Improvements to State Owned Facilities

Two WSDOT planning documents provide recommendations for improvements to transportation along U.S. 2, the Washington State Multimodal System Plan, and the WSDOT U.S. 2 Route Development Plan (RDP). This section outlines the improvement recommendations from each plan.

1. WSDOT Highway System Plan

The State WSDOT Highway System Plan is one element of the Washington State Multimodal System Plan. The Highway System Plan acknowledges increasing congestion and safety concerns on U.S. 2 within Snohomish County. The Highway System Plan (Plan) calls for a combination of added general purpose lanes, high occupancy vehicle lanes, managed lanes, and added bus service to be developed and refined over the next 20 to 50 years to help mitigate increasing congestion. The Plan also recommends safety management strategies to reduce and prevent the frequency and severity of disabling injuries caused by collisions on U.S. 2 by eliminating high accident locations, pedestrian accident locations, and constructing and improving intersections.

Specifically, the Highway System Plan recommends the widening of U.S. 2 to four lanes through the Sultan Urban Growth Area as the ultimate long range solution. Due to the current lack of projected funding to implement this solution, a tiered set of proposed improvement strategies is recommended providing staged solutions to the highway's identified safety, congestion and environmental problems. The tiered solution sets are classified Minimum, Moderate and Maximum "Fixes". Within the Sultan Urban Growth Area these recommend solutions are:

Minimum Fix – Provide intersection improvements at Old Owen Road, Main Street and 339 SE Street (Rice Road). This estimated \$3-\$5 million solution is expected to provide a 45-85% reduction in collisions and a 66% reduction in daily vehicular delay providing a \$9 million benefit.

Moderate Fix – Widen U.S. 2 to five lanes through Sultan. This solution is estimated to cost \$45-\$60 million and predicted to provide 55-65% reduction in collisions and a 75-80% reduction in daily vehicle delay yielding a \$34 million benefit.

Maximum Fix – In addition to the Minimum and Moderate Fixes, widen U.S. 2 to four lanes east of the City of Sultan providing a median-divided, limited access highway west to Monroe. This solution is estimated to cost \$47-\$63 million and provide a 10-30% collision reduction and a 75-80% reduction in daily vehicle delay yielding a \$59 million benefit.

2. U.S. 2 Route Development Plan

The U.S. 2 Route Development Plan (RDP) includes a list of safety and congestion relief improvement projects created by WSDOT with the help of local communities. The U.S. 2 RDP recommends 56 projects to enhance safety and

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reduce congestion for drivers along a 47-mile stretch of U.S. 2 between the cities of Snohomish and Skykomish. The intent of the RDP is to provide WSDOT and local jurisdictions a list of projects they can use to solicit funding for construction.

To identify problems and solutions, the U.S. 2 RDP examined collision rates and locations, population growth and future development, traffic flow, and environmental issues associated with the highway. The future forecast year of the study was 2030.

Within the Sultan Urban Growth Area, the study recommends safety and capacity improvement projects. These projects are shown in Figures T-15 and T-16 and listed below.

U.S. 2 RDP Recommended Safety Projects

- East Monroe to West Gold Bar, MP 15.6 - 30.3 - Install traffic cameras and electronic message signs to provide real-time traffic information to drivers.
- Monroe to Gold Bar, MP 15.6 - 30.3 - Install median rumble strip to reduce the number of cross-over head on collisions. Preliminary cost estimate under \$5 million. (Complete)
- One mile west of Sultan - MP 20.7 - 21.4 - Add westbound passing lane to improve traffic congestion and driver safety.
- One mile west of Sultan - MP 20.45 - Eliminate wide eastbound turn-out to address sight distance problem.
- Sultan, MP 21.42 - MP 24.44 - Add an additional westbound through lane, consolidate driveway access, u-turns and right turns would be restricted from U.S. 2 at Main Street, construct a physical median through the City. Preliminary cost estimate under \$15 million.
- Sultan, between 3rd and 4th streets, MP 22.24 - MP 22.93 - Add westbound lane and restrict left turn access.
- Sultan, Sultan-Startup Road, MP 24.73 - Install left turn lane, widen shoulder or prohibit left turns.

U.S. 2 RDP Recommended Capacity Projects

- Monroe to Gold Bar, MP 15.6 - MP 30.1 - Widen to four lanes and construct bridge improvements. Preliminary cost estimate under \$200 million.
- Sultan, MP 21.42 - MP 24.44 - Add an additional eastbound through lane, construct at current signal locations to be determined. Roundabouts are also recommended at Old Owen/ Fern Bluff Road, 3rd Street, near 8th Street, and at Sultan-Basin Road intersections. (These are not supported by the City).

Financial Plan

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Planning level cost estimates for each of the recommended City transportation improvement projects were prepared in 2007. These estimates analyzed the cost of constructing the improvements as well as estimates for right-of-way purchase, project design costs, and environmental costs and mitigation. Table T-8 provides the planning level cost estimates for the recommended 2008 – 2025 transportation improvements. A financial plan establishes how transportation improvements can be funded over the planning horizon year 2025. The plan is presented in Section 3.4.

The financial plan in Section 3.4 includes a long-range financial strategy that identifies the capacity of the City to fund its transportation needs described in this transportation element, a six-year capital improvement program for transportation and a reassessment strategy. Each year the City shall examine whether the City can fund the projects necessary to maintain required service levels set in this element. In the event the City cannot fund the improvements needed to maintain required service levels, the City shall consider and take one or a combination of actions that may include phasing of proposed developments, finding additional funding or instituting new financial measures, modifying the City's adopted level of service standards to reflect service levels that can be maintained given known financial resources, and modifying the Future Land Use Map as it affects the need for services. Section 3.4 also describes how the City will formulate the annual update to the City's six-year capital improvement program.

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Figure T-15: U.S. 2 WSDOT RDP Recommended Safety Improvements

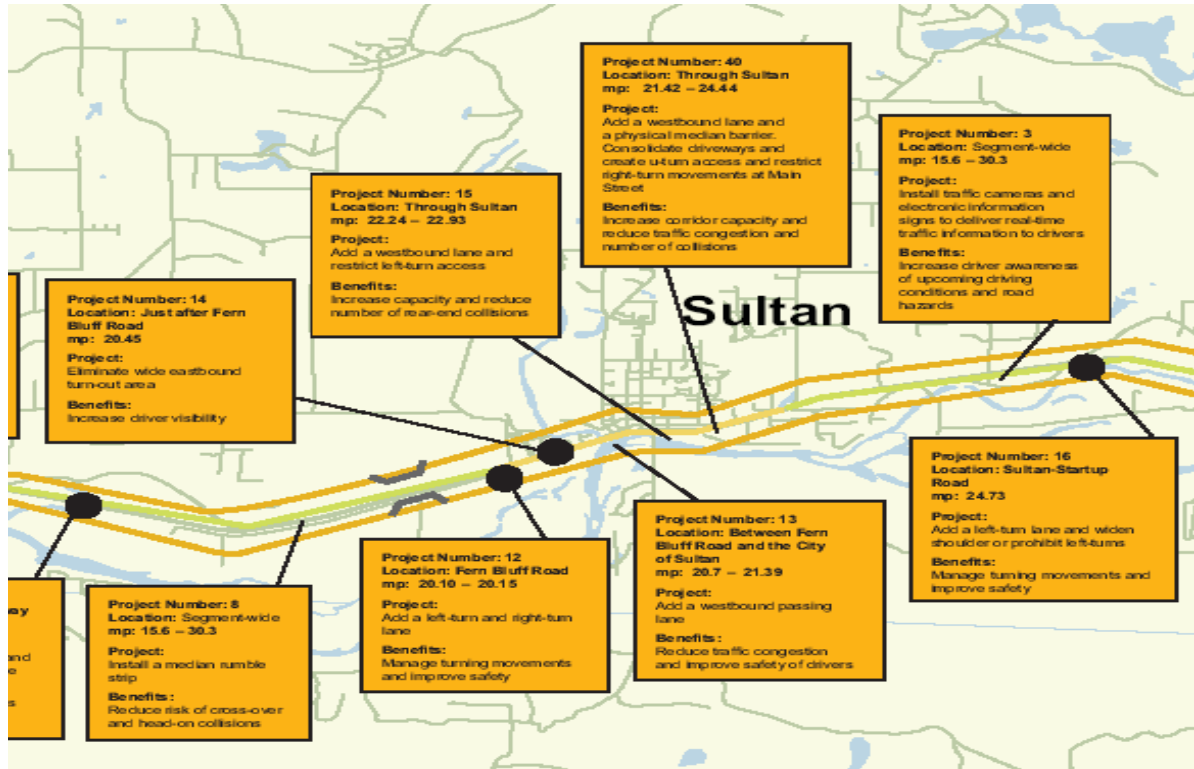


Figure T-16: U.S. 2 WSDOT RDP Recommended Capacity Improvements



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Table T-8: Planning Level Cost Estimates for Recommended Transportation Improvements

Project #	Project Name	Project Description	Future Number of Lanes	Project Type	Arterial Functional Classification	Project Cost Estimate
NM-1	East Main St. Trail	Construct multipurpose trail from the east end of E. Main St north on Cascade View Dr to US 2 for nonmotorized and emergency access.	n/a	Nonmotorized	n/a	\$500,000
NM-3	Sidewalk Spot Improvements	Repair, replace and construct missing sidewalks within the City	n/a	Existing Deficiency	n/a	\$130,000
NM-4	Sidewalk Enhancement	Renovate public sidewalks. Stand alone projects not associated with road renovation.	n/a	Existing Deficiency	n/a	\$310,000
NM-5	US-2 Route Corridor Trail	Construct multipurpose trail to provide nonmotorized safety and connectivity as part of US-2 RDP reconstruction/widening.	n/a	Nonmotorized	n/a	\$1,672,000
NM-6	Willow/Bryant Trail	Acquire land and develop property to provide nonmotorized travel to and from residential, commercial, parks and natural areas.	n/a	Nonmotorized	n/a	\$390,000
NM-7	High/Kessler/140th Trail	Acquire land and develop property to provide nonmotorized travel to and from residential, commercial, parks and natural areas.	n/a	Nonmotorized	n/a	\$887,000
NM-8	US-2 Pedestrian Overcrossing	Construct a nonmotorized bridge crossing on US 2 to provide increased safety for pedestrians and improved traffic flow. Joint Project with WSDOT	n/a	Nonmotorized	n/a	\$4,000,000
T-23	Alder St Reconstruction	Reconstruct Alder Street from 5th St. to 8th St.	2	Existing Conditions	Collector Arterial	\$728,000
T-24	New East/West Collector	Construct new east/west collector between 339th Ave SE and Sultan Basin Rd in the north section of the City (approx. location between 132nd and 124th St SE).	2	Circulation	Collector Arterial	\$11,040,000

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Project #	Project Name	Project Description	Future Number of Lanes	Project Type	Arterial Functional Classification	Project Cost Estimate
T-25	Foundry Road Reconstruction	Reconstruct road to Collector arterial standards to serve industrial employment and residential areas.	2	Circulation	Collector Arterial	\$1,300,000
T-26	New North Industrial Park Collector	Provide east/west access and traffic collector through the Industrial Park from Rice Rd (339th) to Sultan Basin Rd. and US-2	2	Circulation	Collector Arterial	\$15,510,000
T-27	East Main St Road Extension	Extend East Main St. east to connect to 149th St. SE within the Economic Development Zone south of US-2.	2	Circulation	Local Street	\$2,000,000
T-29A	Kessler Drive Extension	Extend Kessler Dr. north from Bryant Rd. to UGA Boundary	2	Circulation	Proposed Collector Arterial	\$3,452,000
T-29B	Kessler Drive Extension Non UGA portion	Extend Kessler Dr. north from UGA Boundary to 124th St.	2	Circulation	Proposed Collector Arterial	n/a
T-31a	New 330th Ave Arterial	Construct a new north-south arterial from US-2 through the Industrial Park north to 124th St SE. CITY LIMIT/UGA PORTION ONLY	2	Circulation	Proposed Collector Arterial	\$2,800,000
T-32a	Rice Rd. (339th) St Extension	Extend Rice Rd. (339th Ave) north to 124th St. SE at County Rural Arterial road standards to provide arterial connectivity and access to US-2. Proposed joint project with Snohomish County. CITY LIMIT/UGA PORTION ONLY	2	Circulation	Proposed Minor Arterial	\$2,942,500
T-33	229th Ave Extension or Highland Ave Extension	Develop an interior access arterial from Old Owen Rd. east to Sportsmans Park to provide access to existing roadside commercial properties and reduce curb cuts on US-2.	2/3	Circulation	Collector Arterial	\$2,720,000
T-34	US-2 RDP City Access Revisions	Downtown access to US 2 will be focused on 3rd, 5th, 8th, and Main Streets to reduce congestion.		Circulation		Awaiting WSDOT Estimate

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Project #	Project Name	Project Description	Future Number of Lanes	Project Type	Arterial Functional Classification	Project Cost Estimate
T-35	Cascade View Drive Reconstruction	Reconstruct Cascade View Dr to Collector arterial standard and provide intersection improvements at US-2	2	Circulation	Collector Arterial	\$560,000
T-36	138th St Extension	Reconstruct and extend 138th St. between Sultan Basin Rd. and 339th Ave SE.	2	Circulation	Collector Arterial	\$2,833,600
T-38	1st Street Reconstruction Phase II	Reconstruct 1st St from High Ave to Trout Farm Rd. Project includes water, sewer and storm water utilities construction.	3	Capacity	Minor Arterial	\$2,800,000
T-40	US-2/Rice Rd (339th Ave) Signalization	Signalize existing intersection of US-2 at 339th Ave SE.	3	Capacity	Principal Arterial	\$1,400,000
T-41	Rice (339th Ave SE) Reconstruction	Reconstruct 339th Ave from Sultan Startup Rd. north to 132nd St. SE to arterial standard with curbs gutter and sidewalks.	2/3	Circulation	Proposed Minor Arterial	\$8,350,000
T-42A	Sultan Basin Rd. Reconstruction Phase IV	Continue Sultan Basin Rd. improvements north to UGA Boundary	3	Capacity	Minor Arterial	\$6,092,724
T-43	Walburn Rd. Rerouting	Redesign the road to remove access from US-2 rerouting access to Sultan Basin Rd. north of Wagley Creek	2	Circulation	Collector Arterial	\$1,400,000
T-44	Pine Street Extension	Extend Pine St. East to Walburn to provide east west access from Sultan Basin Rd to downtown Sultan. Emergency Evacuation Route	2	Circulation	Collector Arterial	\$840,000
T-45	Alder St Improvements	Install traffic signal and improvements from the intersection of 4th and Alder St to the intersection of 5th and US-2. Reconstruct Street to 8th St. Proposed joint project with Community Transit and Sultan School District	2	Circulation	Collector Arterial	\$650,000

**2008 Revised Comprehensive Plan
Transportation Element**

Project #	Project Name	Project Description	Future Number of Lanes	Project Type	Arterial Functional Classification	Project Cost Estimate
T-46	Date Avenue Traffic Calming	Install traffic calming treatment to Date Ave. from 8th St west to the Elementary School	2	Existing Deficiency	Local Street	\$124,000
T-47	Trout Farm Rd Reconstruction	Reconstruct Trout Farm Rd. from 1st St. north to 125th St SE. Proposed joint City/County Project	2/3	Capacity	Collector Arterial	\$9,050,000
T-48	Gohr Rd Reconstruction	Reconstruct Gohr Rd to arterial standard from 1st St north to 311th Ave SE	2	Circulation	Collector Arterial	\$4,704,000
T-49	Gohr Rd Extension	Extend Gohr Rd north to the proposed 132nd Ave. Extension.	2	Circulation	Collector Arterial	\$3,920,000
T-51	3rd St. Reconstruction	Repair, replace, and construct as necessary asphalt, sidewalks, and bike lanes. Project is combined with water, sewer, and stormwater system projects.	2	Existing Deficiency	Local Street	\$1,456,000
T-52	8th St. Sidewalks	Install sections of missing sidewalks on 8th St.		Circulation	Collector Arterial	\$310,000
T-53	10th St. Railroad Crossing Improvement	Reconstruct the 10th St. crossing with the BNSF Rail Line Within the Economic Development zone.	2	Circulation	Local Street	\$100,000
T-55	Industrial Park Rail Spur Construction	Petition BNSF and contribute to construct a rail spur access to the Industrial Park	n/a	Circulation	n/a	\$1,000,000
T-57	132nd Ave Arterial Extension	Extend 132nd St from Sultan Basin Rd. northwest connecting to Trout Farm Rd. near 307th St.	3	Capacity	Minor Arterial	\$17,480,000
T-58	132nd Ave Reconstruction	Reconstruct 132nd St SE to arterial standard	2	Circulation	Proposed Minor Arterial	\$12,432,000
T-59	US 2/ 1st Avenue Interchange	Provide grade-separated ramp access to US-2 from 1st St.	2	Capacity	Minor Arterial	\$6,470,000

**2008 Revised Comprehensive Plan
Transportation Element**

Project #	Project Name	Project Description	Future Number of Lanes	Project Type	Arterial Functional Classification	Project Cost Estimate
T-60	Sultan Basin Road Improvements Phase III	Realign Cascade View Drive and its intersection with US-2 to align with the recently improved Sultan Basin Rd.	2	Circulation	Proposed Collector Arterial	\$2,800,000
T-61	6th Street Reconstruction	Reconstruct 6th St. to urban standards	2	Existing Deficiency	Local Access	\$1,680,000
T-62A	124th St. SE Reconstruction Phase 1	Reconstruct 124th St SE to urban standards from west terminus to UGA Boundary	2	Circulation	Collector Arterial	\$4,312,000
T-65	124th St. Extension	Extend 124th Ave. west to Trout Farm Rd. intersecting at aprox. 125th St	2	Circulation	Collector Arterial	\$11,984,000
Total Project Costs						\$153,129,824

2008 Revised Comprehensive Plan Transportation Element

Revenue Sources

This section provides a forecast of anticipated transportation revenues that considers the City's past history, ability to secure state and federal grant dollars, and the amount of local revenues available.

Transportation Grant Funds

The City has been successful in securing transportation grant funds for transportation improvements projects. These funds have allowed the City to advance needed projects forward to design and construction.

Between 2007 and 2025, the City expects to receive approximately 15% of its total transportation project costs through federal, state and regional transportation grant funding. This amounts to an estimated \$23,250,000 in transportation funding revenues. The following pages contain a list of available transportation grant funds the City can pursue to meet the target.

Federal SAFETEA-LU (Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users)

This is the federal transportation program that provides transportation funds for local governments on a competitive basis. The funds are administered through WSDOT and the Puget Sound Regional Council (PSRC). Funds are available through various programs under the SAFETEA-LU umbrella including the Surface Transportation Program (STP), Highway Bridge Program (HBP), Transportation Enhancement Program, Highway Safety Improvement Program, Recreational Trails Program, and the Transportation, Community and System Preservation Program. A brief summary of each of the programs is provided below:

Surface Transportation Program (STP)

The STP Program provides flexible funding that can be used by state and local governments for projects on any federal-aid highway system facility including the National Highway System (NHS), bridge projects on any public road, transit capital projects, modifications of existing public sidewalks to comply with the Americans with Disabilities Act (ADA) regardless of whether the sidewalk is on the federal-aid system right of way, and intracity and intercity bus terminals and facilities. A portion of the funds are reserved for rural areas and may be spent on the federal-aid functionally classified system including Rural Minor Arterials. Project eligible for funding include all City arterial improvement project recommended in this Plan.

Highway Bridge Program (HBP)

The HBP provides funding to rehabilitate *public highway* bridges over waterways, other topographical barriers, other highways, or railroads when the State and the Federal Highway Administration determine that a bridge is significantly important and is unsafe because of structural deficiencies, physical deterioration, or functional obsolescence.

Transportation Enhancement Program

Transportation Enhancements are transportation and transportation related activities that are designed to strengthen the cultural, aesthetic, and environmental aspects of the transportation

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system. The program provides for a wide variety of projects that range from nonmotorized (bike/pedestrian) facilities, to landscaping and scenic beautification, to mitigation of water pollution due to highway runoff, and to the restoration of historic transportation facilities. In Sultan, recommended nonmotorized projects to build bike lanes, trails and sidewalks are eligible for Enhancement funding.

Safe Routes to School Program

The purpose of the Safe Routes to Schools program is to provide K-8 children a safe, healthy alternative to riding the bus or being driven to school. This federal program, which in Washington also includes a state funded portion, provides funding for engineering and construction, education efforts and enforcement activities within two-miles of schools. There is no match requirement. Projects are to be submitted as complete projects and fully funded.

Intersection and Corridor Safety Program

In spring 2005 WSDOT developed the Intersection and Corridor Safety program to fund safety projects that eliminate or reduce fatal or injury accidents at high accident intersections and within high accident corridors. WSDOT estimated approximately \$20 million to be available for this program through 2009.

Transportation, Community, and System Preservation (TCSP) Program

The TCSP Program provides funding for a comprehensive initiative including planning grants, implementation grants, and research to investigate and address the relationships between transportation, community, and system preservation and to identify private sector-based initiatives. States, metropolitan planning organizations, local governments and tribal governments are eligible for TCSP Program discretionary grants. Authorized funding for the TCSP Program is \$61.25 million per year for FY 2006 through 2009. The Federal share payable on account of any TCSP project or activity shall be 80% or subject to the sliding scale rate.

Recreational Trails Program

The Recreational Trail Program provides funds to develop and maintain recreational trails for motorized and nonmotorized travel.

More information on federal SAFETEA-LU funding program opportunities is available at the Federal Highway Administration website: <http://www.fhwa.dot.gov/safetealu/index.htm>.

Washington State Transportation Improvement Board

The Washington State Transportation Improvement Board (TIB) provides funding to foster investment in quality local government transportation projects. The TIB distributes grant funding from revenue generated by three cents of the State's gas tax, to cities and counties for funding transportation projects. TIB administers several funding programs each with its own set of criteria used to facilitate project selection. The project selection process for all programs is completed annually. The TIB programs are summarized below:

Small City Programs

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Cities and towns with a population under 5,000 are eligible for funding from three programs:

- Small City Arterial Program (SCAP),
- Small City Preservation Program (SCPP), and
- Small City Sidewalk Program (SC-SP)

These programs provide funding on a competitive basis to reconstruct and maintain the transportation infrastructure within small cities. These programs have an annual application cycle. TIB awards approximately \$10 million to new small city projects each year. Currently, the City of Sultan is eligible to apply for grant funding under these programs; as the population of the City increases beyond 5,000 Sultan will no longer be eligible to compete under this program.

TIB Urban Programs

The Transportation Improvement Board provides funding to urban cities within federally designated urban areas with population greater than 5,000. Three state-funded grant programs are administered through TIB:

- Urban Arterial Program (UAP) for road projects that improve safety and capacity,
- Urban Corridor Program (UCP) for road projects that expand capacity and have multiple funding partners, and
- Sidewalk Program (SP) for sidewalk projects that improve safety and connectivity.

TIB Urban Program projects require financial participation by the local agency. Minimum local match requirements range from 10% to 20% depending on the assessed value of the local agency. Local match is typically a mixture of private and public funds.

Projects are selected annually using a rating system based on criteria developed by TIB. TIB awards approximately \$70 million to new projects each year. As the population of Sultan grows to over 5,000, the City will be eligible to compete for the TIB Urban Program funds.

Other TIB Programs

Several other programs are administered by TIB including:

- Route Jurisdiction Transfer Program (RJT) reviews petitions from cities, counties or WSDOT for additions or deletions from the state highway system.
- Route Transfer Program (RTP) provides funding to offset extraordinary costs associated with the transfer of state highways to cities.
- De-TEA Program offers to remove federal funds from a transportation project and provide 100% state TIB funding in its place. The intent of the program is to lower costs and speed projects towards completion by eliminating unnecessary federal process and administrative requirements that only apply because of the presence of federal funds.

Other WA State Transportation Funding Programs

The Pedestrian & Bicycle Safety Program

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The Pedestrian & Bicycle Safety Program was initiated to reduce the nearly 400 statewide fatal and injury collisions involving pedestrians and bicycles each year. Similar to the federal Safe Routes to School Program, the purpose of the program is to aid public agencies in funding cost-effective projects that improve pedestrian and bicycle safety through engineering, education and enforcement.

Community Development Block Grant Funds

Providing several (CDBG) grant programs, WA State Office of Community Development administers fund through a competitive application process to assist Washington State small cities, towns and counties in carrying out significant community and economic development projects that principally benefit moderate and low-income persons. Transportation projects are eligible.

Community Economic Revitalization Board Rural Program

Administered by the State Department of Community, Trade and Economic Development, this program assists in financing growth-related infrastructure in designated rural counties, and timber and salmon-impacted areas that will result in job creation by manufacturing, industrial assembly, distribution, processing, warehousing and tourism development. Transportation projects are eligible. More information is available at <http://www.pwb.wa.gov/partners.asp>.

Local Transportation Funds

The City generates local transportation funds through the Real-Estate Excise Tax or REET. The REET fund taxes the sale of real property at ½ of 1 percent. This fund will be used to provide transportation funds to construct needed improvements throughout the City.

Revenue forecasts estimate that an additional \$5,578,000 of REET funding will be available between 2007 and 2025 to help provide local funding for needed transportation improvements.

Transportation Mitigation Payment System

The City of Sultan currently has an adopted traffic impact fee rate of \$1,837 per PM peak hour trip generated from new development to provide funding for construction of growth-related transportation improvements. The City's traffic impact fee was established in 1995 (SMC 16.112.040). The existing City traffic impact fee rate is forecasted to generate \$6,975,100 in transportation revenues between 2007 and 2025.

As part of revising the City's Transportation Element in 2007, a review was conducted on the current traffic impact fee rate to determine if revisions were necessary based on information provided in the revised Comprehensive Plan Transportation Element.

The review included the revised recommended transportation project list and updated project costs as shown in Table 9. The review also included the amount of additional traffic forecasted between 2007 and 2025 based on new development proposed in the City's 2025 Future Land Use Plan - an additional 3,151 new vehicle trips.

Based on the revised transportation element information, an updated Sultan traffic impact fee rate of between \$4,350 and \$9,878 was recommended. This range is expected to generate

2008 Revised Comprehensive Plan Transportation Element

between \$20,017,800 and \$37,506,800 in traffic impact fees¹ to help pay a portion of the growth-related transportation project costs associated with the additional land use development in the City's adopted 2025 Future Land Use Plan.

Funding Capability

The City's financial capacity to provide adequate revenues to meet the cost of providing the recommended transportation improvement projects is addressed in the Capital Facilities Plan in Section 3.4 and related Appendices. This review compares the forecasts of potential transportation revenues to the total cost of recommended transportation improvement projects presented in Table 8.

Forecasted transportation revenue sources available to the City between 2007 and 2025 include:

- Transportation grants based on a 15% grant funding rate,
- City traffic impact fees,
- Contributions from property owners and developers for required street frontage improvements equivalent to a two-lane local access roadway as described in the City of Sultan *Design Standards and Specifications*. Street Frontage improvement costs were calculated as part of the individual project cost estimates by certified civil engineers.
- City Real Estate Excise Taxes (REET) available to fund transportation,
- Anticipated other agency and entity participation in mutually beneficial transportation projects.

Intergovernmental Coordination

The City of Sultan works to maintain positive relationship with neighboring jurisdictions, WSDOT, the state and the federal government. The City is part of the larger region and shares many of the same concerns and interests particularly in the realm of transportation. The City has an active commitment to working with neighboring cities, regional partners and state and federal agencies is demonstrated to discuss issues, share information and solve problems. The development and ongoing monitoring of the City's Comprehensive Plan demonstrates that commitment. The Growth Management Act requires that plans between neighboring jurisdictions maintain a level of consistency through coordination of planning efforts at the time of plan development and update.

Increasingly, Sultan's transportation system is influenced by what happens beyond its City limits. Travel between the City and other communities and recreational areas to the east and west has increased significantly over the past decade, and as the forecasts in Chapter 4 of this plan demonstrate, traffic on U.S. 2 will continue to increase in the future impacting travel along the U.S. 2 corridor. Land use development that occurs near Sultan will have an impact on traffic within the Sultan UGA.

As part of development of this Plan, Snohomish County provided traffic and land use data and forecasts from their Comprehensive Plan. The resulting traffic forecasts were analyzed using methods recommended by the Snohomish County Public Works Department in order to determine the arterial level of service (LOS) or performance of the roadway system. Where future arterial improvements were deemed necessary outside City limits, County Public Works

¹ Calculations rounded to nearest \$100

2008 Revised Comprehensive Plan Transportation Element

staff were consulted to determine the feasibility of cost sharing for the improvements and to discuss acceptable roadway standards.

Ongoing coordination efforts include working with the Washington State Department of Transportation (WSDOT) developing the U.S. 2 Route Development Plan (RDP), working with Community Transit (CT) to coordinate transit planning and operations within the City, working with Snohomish County to study and mitigate the impacts of land use development.

To help facilitate broader regional review and coordination between the City and neighboring jurisdictions in the region and WSDOT, the City is required to have the transportation element of the Comprehensive Plan re-certified by the Puget Sound Regional Council's Regional Transportation Planning Organization (PSRC RTPO).

Goals and Policies

The following goals and policies are based on an analysis of existing transportation conditions and the results of workshop planning sessions.

TR 1 Goal: Create an effective road network

Complete a road network grid, establish class and function, improve standards and resolve parking and access conflicts for the Sultan Urban Growth Area.

TR1.1 Road network

Work with Snohomish County and the Washington State Department of Transportation to complete development of an arterial road grid serving the Sultan Urban Growth Area, especially north-south corridors across U.S. 2.

TR 1.2 Classification

Establish a functional classification system 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. 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.

TR 1.3 Order

Control land use development and local street access patterns about U.S. 2 intersections to protect the functional viability of the highway during major commuting periods. Control local street connections, curb cuts, on and off-street parking areas, crosswalks, crossing islands, and other traffic-calming and pedestrian-related devices to protect the functional viability, and traffic-carrying capacity of the major arterial network and U.S. 2.

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 U.S. 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).

TR1.5 Conflicts

Determine effective road, traffic, and parking interfaces between present and eventual circulation patterns at U.S. 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.

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.

TR 2 Goal: Encourage modal balance

Create an appropriate balance between transportation modes where each meets a different function to the greatest efficiency.

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TR 2.1 Air services

Support continued development of local, regional, and international air facilities that provide services for commercial and general passenger services needs within the Sultan Urban Growth Area. In particular, support continued operation and development of Harvey Airfield in Snohomish, Arlington Airport in Arlington, and Paine Field in Everett as general-purpose airfields capable of providing commercial, charter, and recreational flights in the local area. Continue to support development of SeaTac Airport with facilities capable of providing national and international freight and passenger services.

TR 2.2 Railroad

Improve Burlington Northern & Santa Fe Railway Company (BNSF) service to improve local freight and material hauling needs within the Sultan Urban Growth Area, possibly providing a spur line to the industrial uses located within the employment district. Consider the feasibility of expanding heavy rail commuter service to include Sultan and the surrounding region. Support development of a narrow gauge rail line serving the Western Heritage Center - and potentially other areas of the city. If feasible, heavy rail service could be expanded to include recreational service between Sultan and leisure destinations at Stevens Pass and Leavenworth during peak seasonal activities.

TR 2.3 Transit

Improve Community Transit service to satisfy local needs within the Sultan Urban Growth Area, particularly between residential and major commercial and employment districts in the surrounding region. 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 U.S. 2 intersections. In joint efforts with Community Transit, create attractive park-and-ride lots that attract transit riders and also serve as off-peak period recreational and downtown shopper facilities.

TR 2.4 Trails

Develop an integrated system of regional and local oriented multipurpose trails that provide designated routes for bicyclists, hikers and walkers, casual strollers, shoppers, tourists, joggers, and equestrians. 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. Create a separated system of walking, biking, and horseback riding trails that will connect residential areas and destinations in locations outside of major vehicular traffic corridors. Develop emergency evacuation routes between the valley and plateau in case of natural or man-made disasters.

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.

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**COMPARISON OF PUGET SOUND REGIONAL COUNCIL (PSRC) VISION 2040 MULTICOUNTY PLANNING POLICIES
SNOHOMISH COUNTY TOMORROW (SCT) COUNTYWIDE PLANNING POLICIES AND SULTAN PLANNING POLICIES**

<p style="text-align: center;">Multicounty Planning Policies (MPPs)</p>	<p style="text-align: center;">Comparable Countywide Planning Policies (CPPs) Draft Policies Under Development by County</p>	<p style="text-align: center;">Comparison Sultan Planning Policies</p>
<p>Goal: The region will have a safe, cleaner, integrated, sustainable and highly efficient multi-modal transportation system that supports the regional growth strategy and promotes economic and environmental vitality, and better public health.</p>		
<p><u>Maintenance, Management and Safety</u> Goal: As a high priority, the region will maintain, preserve, and operate its existing transportation system in a safe and usable state.</p> <ul style="list-style-type: none"> ✓ T-1 Maintain and operate transportation systems to provide safe, efficient, and reliable movement of people, goods and services. ✓ T-2 Protect the investment in the existing system and lower overall life-cycle costs through effective maintenance and preservation programs. ✓ 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. ✓ T-4 Improve safety of the transportation system and, in the long term, achieve the state’s goal of zero deaths and disabling injuries. <p><u>Sustainable Transportation</u></p> <ul style="list-style-type: none"> ✓ T-5 Foster a less polluting system that reduces the negative effects of transportation infrastructure and operation on the climate and natural environment. 	<p>✓ TR-15 Maintain, preserve and operate the cities’ and county’s existing transportation systems in a safe and usable state. The county and cities will collaborate on maintenance, management, predictable funding and safety practices that will:</p> <ul style="list-style-type: none"> 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. 	<p><u>TR 1.5 Maintenance and Preservation (NEW) (MPP T-1)</u></p> <p><u>TR-1.5 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.</u></p> <p><u>TR-1.5.1 Maintain and operate transportation systems to provide safe, efficient, and reliable movement of people, goods and services.</u></p> <p><u>T-1.5.2 Protect the investment in the existing system and lower overall life-cycle costs through effective maintenance and preservation programs.</u></p> <p><u>T-1.5.3 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.</u></p> <p><u>TR 1.6 Safety (NEW) (MPP T-4)</u> <u>Improve safety of the transportation systems</u></p> <p><u>TR-1.6.1 Work cooperatively with the Sultan School District to ensure the safety of children traveling to school by foot or bicycle:</u></p> <p><u>TR-1.6.2 Coordinate with the Washington State</u></p>

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<p>Goal: The region will have a safe, cleaner, integrated, sustainable and highly efficient multi-modal transportation system that supports the regional growth strategy and promotes economic and environmental vitality, and better public health.</p>		
<ul style="list-style-type: none"> ✓ T-6 Seek the development and implementation of transportation modes and technologies that are energy efficient and improve system performance. ✓ T-7 Develop a transportation system that minimizes negative impacts to human health ✓ T-8 Protect the transportation system against disaster, develop prevention and recovery strategies, and plan for coordinated responses. 	<ul style="list-style-type: none"> ✓ TR-16 The county and cities, in cooperation with transit operating agencies and the WSDOT, will plan strategically to integrate concepts related to sustainability and climate change in transportation planning. This will be performed in order to: <ul style="list-style-type: none"> a. develop 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. maximize efficiency of existing transportation investments and pursue measures to reduce vehicle miles of travel and greenhouse gas emissions; c. foster a less polluting system that reduces the negative effects of transportation infrastructure and operation on climate and natural environment; d. develop and implement transportation modes, fuels and technologies that are energy-efficient and reduce negative impacts on the environment; e. invest in non-motorized transportation improvements within and between urban centers; f. promote convenient and low-impact alternatives to single-occupancy vehicles; and g. develop a transportation system that minimizes negative impacts to human health. 	<p><u>Department of Transportation to provide safe pedestrian crossings on US 2 to connect business and residential areas on both sides of the highway.</u></p> <p><u>1.7 Sustainable Transportation (NEW) (MPP T-5 through MPP T-7)</u></p> <p><u>TR-1.7.2 Establish a safe, balanced and efficient multi-modal transportation system serving all segments of the community, preserving the city’s small town character and quality of life, and planning for anticipated growth.</u></p> <p><u>TR-1.7.4 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.</u></p> <p><u>TR-1.7.3 Integrate land uses, such as retail, office, residential, open space and schools to reduce vehicle miles of travel and greenhouse gas emissions.</u></p> <p><u>TR-1.7.1 Measure the success of the transportation system by the movement of goods and people rather than merely the movement of vehicles.</u></p>

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		<p><u>1.8 Disaster Preparedness (NEW) (MPP T-8)</u> <u>TR 1.7.7 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.</u></p> <p><u>TR 1.7.2 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.</u></p> <p><u>TR 1.7.3 Develop emergency evacuation routes between the valley and plateau in case of natural or man-made disasters.</u></p>
<p><u>Supporting the Growth Strategy</u> Goal: The future transportation system will support the regional growth strategy by focusing on connecting centers with a highly efficient multimodal transportation network.</p> <ul style="list-style-type: none"> ✓ T-9 Coordinate state, regional, and local planning, efforts for transportation through the Puget Sound 	<ul style="list-style-type: none"> ✓ TR-13 The county, cities and transit agencies, within the Southwest Urban Growth Area (UGA), will collaborate with Sound Transit to ensure planning and right-of-way preservation for a future phase of light-rail corridor development that will extend from King County to the Everett Regional Growth Center as soon as possible. 	<p><u>Transit</u></p> <p>TR 2.3 Transit</p> <p><u>Improve and increase use of public transit, commuter rail, paratransit, and ridesharing in</u></p>

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<p>Regional Council to develop and operate a highly efficient, multimodal system that supports the regional growth strategy.</p> <ul style="list-style-type: none"> ✓ 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. <p>Centers and Compact Communities</p> <ul style="list-style-type: none"> ✓ T-11 Prioritize investments in transportation facilities and services in the urban growth area that support compact, pedestrian and transit-oriented densities and development. ✓ T-12 Give regional funding priority to transportation improvements that serve regional growth centers and regional manufacturing and industrial centers. <p>Editor's Note: Lynnwood, Everett, and Bothell are regional growth, industrial and manufacturing centers.</p> <ul style="list-style-type: none"> ✓ 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. ✓ T-14 Design, construct, and operate transportation facilities to serve all users safely and conveniently, 	<p>towards the year 2030. Planning for light-rail transit will:</p> <ul style="list-style-type: none"> a. be compatible with Sound Transit's Sound Move II Plans for King and 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 within the Southwest UGA, c. include consideration and evaluation of additional transit services to major employment centers within the Southwest UGA. <ul style="list-style-type: none"> ✓ 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 within Snohomish County. This effort should consider the following: <ul style="list-style-type: none"> 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 	<p><u>cooperation with transit providers, adjacent jurisdictions, and the private sector</u></p> <p><u>TR 2.3.1 Improve Community Transit service to satisfy local needs within the Sultan planning area, particularly between residential and major commercial and employment districts in the surrounding region.</u></p> <p><u>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.</u></p> <p><u>TR 2.3.2. Increase opportunities for access to public transit, particularly in the developing areas north of the historic downtown, and in the plateau area north of US 2.</u></p> <p><u>TR2.3.3 Promote and encourage coordination between transit service and new development to facilitate transit use.</u></p> <p><u>TR 2.3.3.1 Provide expansion of existing transit routes and/or additional routes to ensure a viable ¼ mile walk access to transit stops in developing areas. (CPP TR-17)</u></p> <p><u>TR 2.3.4 Cooperate with transit agencies to increase</u></p>

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<p>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 jurisdiction.</p> <ul style="list-style-type: none"> ✓ T-15 Improve local street patterns, including their design and how they are used, for walking, biking, and transit use to enhance communities, connectivity, and physical activity. ✓ T-16 Promote and incorporate bicycle and pedestrian travel as important modes of transportation by providing facilities and reliable connections. ✓ 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. ✓ 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. ✓ T-19 Coordinate regional planning with railroad capacity expansion plans and support capacity expansion that is compatible with state, regional and local plans. <p>Context and Design</p> <ul style="list-style-type: none"> ✓ T-20 Design transportation facilities to fit within the 	<p>regional growth strategy and the objectives of city and county comprehensive plans by improving countywide and regional transit services;</p> <p>e. Roles countywide and regional agencies will assume in providing transit services; and</p> <p>f. Other relevant factors pertaining to the countywide and regional transportation system.</p> <ul style="list-style-type: none"> ✓ TR-17 The county and cities will collaborate with WSDOT and transit operating agencies in order to designate transit emphasis corridors that will allow effective and integrated planning of land use and transportation. Transit emphasis corridors, as delineated by local comprehensive plans, should: <ul style="list-style-type: none"> a. be served, or planned to be served, by public transportation; b. provide for transit-compatible and transit-oriented land uses and densities within transit emphasis corridors that recognize and reflect appropriate activity zones and walking distances, generally within ¼ to ½ 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 	<p><u>service from more developed portions of Sultan by extending existing transit routes or creating new routes.</u></p> <p><u>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.</u></p> <p><u>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.</u></p> <p><u>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 shopperetail facilities.</u></p> <p><u>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.</u></p> <p><u>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</u></p>

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<p>context of the built or natural environments in which they are located.</p> <ul style="list-style-type: none"> ✓ T-21 Apply urban design principles in transportation programs and projects for regional growth centers and high capacity transit station areas. ✓ T-22 Implement transportation programs and projects in ways that prevent or minimize negative impacts to low-income, minority, and special needs populations. 	<p>operations of transit services;</p> <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> ✓ 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: <ul style="list-style-type: none"> 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 	<p><u>appropriate.</u></p> <p><u>TR 2.3.10 Support expansion of transit service to provide direct service to downtown Seattle and University District</u></p> <p><u>TR-2.3.11 Support regional efforts to expand the Public Transportation Benefit Area (PTBA) and Regional Transit Area (RTD) to include Sultan</u></p>

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	<p>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.</p> <ul style="list-style-type: none"> ✓ TR-19 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: <ul style="list-style-type: none"> 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, e. accommodate and complement existing and 	<p>TR 2.4 Trails <u>Non-Motorized Travel. Promote non-motorized travel and ensure its safety, convenience, and comfort. (CPP TR-21)</u></p> <p><u>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.</u></p> <p><u>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.</u></p> <p><u>TR 2.4.3 Develop an integrated system of regional and local oriented multipurpose trails that provide designated routes for bicyclists, hikers and walkers, casual strollers, shoppers, tourists, and joggers, and equestrians.</u></p> <p><u>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.</u></p> <p><u>TR 2.4.5 Create a separated system of walking and;</u></p>

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	<p>planned local land use patterns.</p> <ul style="list-style-type: none"> ✓ TR-21 The county, WSDOT and cities will cooperate in planning, designing programming and constructing nonmotorized transportation facilities in Snohomish County. The county and affected cities recognize a need for: <ul style="list-style-type: none"> 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, 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. 	<p>biking, and horseback riding trails that will connect residential areas and destinations in locations outside of major vehicular traffic corridors.</p> <p><u>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.</u></p> <p><u>TR 2.4.7 Encourage employers to provide bike facilities and amenities such as bike lockers.</u></p> <p>Develop emergency evacuation routes between the valley and plateau in case of natural or man-made disasters.</p> <p><u>Editor's Note: Move to disaster preparedness.</u></p>
<p>Greater Options and Mobility</p> <p>Goal: The regional will invest in transportation systems that offer greater options, mobility, and access in support of the regional growth strategy.</p> <ul style="list-style-type: none"> ✓ 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 	<ul style="list-style-type: none"> ✓ 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, will cooperate in efforts to acquire and/or purchase abandoned railroad right-of-way in order to preserve 	<p>TR2 Goal: Encourage Modal Balance. Create an appropriate balance between transportation modes where each meets a different function to the greatest efficiency. <u>Editor's Note: Combine with TR-1</u></p> <p>TR 2.1 Air services:</p>

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<p>centers.</p> <ul style="list-style-type: none"> ✓ T-24 Increase the proportion of trips made by transportation modes that are alternatives to driving alone. ✓ T-25 Ensure mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young and low-income populations. ✓ 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. ✓ T-27 Improve key facilities connecting the region to national and world markets to support economic vitality of the region. ✓ 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. 	<p>options for alternative transit corridors, such as commuter rail, between growth centers within or adjacent to Snohomish County.² The county and affected cities recognize that:</p> <ul style="list-style-type: none"> 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. 	<p><u><i>Support the movement of freight, commuters and tourists using airport facilities.</i></u></p> <p><u>2.1.1</u> Support continued development of local, regional, and international air facilities that provide services for commercial and general passenger services needs within the Sultan planning area.</p> <p><u>2.1.2</u> In particular, sSupport 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.</p> <p><u>2.1.3</u> Continue to support development of SeaTac Airport<u>international airports</u> with facilities capable of providing national and international freight and passenger services.</p> <p>TR 2.2 Railroad</p> <p><u>Facilitate the movement of freight, commuters, tourists and non-motorized traffic using the railroad system and rights-of-way.</u></p>

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<ul style="list-style-type: none"> ✓ T-29 Promote the preservation of existing rights-of-way for future high-capacity transit. ✓ T-30 Encourage public and private sector partnerships to identify and implement improvements to personal mobility and freight mobility. ✓ 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. ✓ T-32 Integrate transportation systems to make it easy for people and freight to move from one mode or technology to another. ✓ 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. 		<p><u>TR 2.2.1</u> Improve Burlington Northern & Santa Fe Railway Company (BNSF) service to improve local freight and material hauling needs within the Sultan planning area, possibly providing a spur line to the industrial uses located within the employment district.</p> <p><u>TR 2.2.2</u> Consider the feasibility of expanding heavy rail commuter service to include Sultan and the surrounding region.</p> <p><u>TR 2.2.3</u> Support development of a narrow gauge rail line serving the Western Heritage Center - and potentially other areas of the city.</p> <p><u>TR 2.2.4</u> If feasible, heavy rail service could be expanded to include recreational service between Sultan and leisure destinations at Stevens Pass and Leavenworth during peak seasonal activities.</p> <p><u>TR 2.2.5</u> <u>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.</u></p>

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<p>✓</p>	<p>✓ TR-1 Establish agreements and procedures for jointly mitigating traffic impacts, including provisions for development and design review and sharing of developer impact mitigation.</p> <p>a. Interlocal agreements among the cities and county will be used in UGAs 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.</p> <p>b. Joint development and plan review teams will be formed for major projects having impacts that extend across jurisdictional boundaries.</p> <p>c. Development impact mitigation will be shared where a project's impacts extend across jurisdictional boundaries.</p> <p>d. Local comprehensive plans and long range transit agency plans will provide policies that encourage</p>	<p><u>Joint Mitigation</u></p> <p><u>TR 3 Transportation Levels of Service and Concurrency (New)</u></p> <p><u><i>Establish level of service standards to ensure development meets Growth Management Act transportation and concurrency requirements. (CPP TR-8)</i></u></p> <p><u>TR 3.1 Establish transportation level of service standards to evaluate the performance of the transportation system. Level of service standards should:</u></p> <ol style="list-style-type: none"> <u>1. Give priority to overall transportation system performance over individual locations,</u> <u>2. Reflect development patterns and objectives for different land uses,</u> <u>3. Account for the availability of alternative means of transportation,</u>

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	<p>private sector investment in transportation services and facilities.</p> <p>e. Local land use regulations will provide for integrated design of transportation facilities in designated urban growth centers to encourage transit-oriented land uses and non-motorized modes of travel.</p> <ul style="list-style-type: none"> ✓ TR-2 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. Within these transportation service areas, WSDOT, the county, cities and transit agencies will coordinate future land use, transportation, and capital facilities planning efforts to ensure consistency between jurisdictional comprehensive plans and long-range transit agency plans. ✓ TR-3 In support of Vision 2040, establish agreements and procedures for setting priorities, programming, maintaining and financing for countywide, regional and state transportation facilities and services consistent with GMA and current federal transportation legislation. <ul style="list-style-type: none"> a. The county and cities, in coordination with public transit agencies, agree to develop consistent methodologies to determine transportation needs and 	<ul style="list-style-type: none"> 4. <u>Reflect community goals in other areas such as land use, environmental protection, congestion management, and economic development, and</u> 5. <u>Support the City’s concurrency standard that defines acceptable levels of service for roadway segments and intersections throughout the City.</u> <p><u>TR 3.2 Require that the transportation impacts of land use development actions do not reduce the Level of Service standards established in the Zoning Code.</u></p> <ul style="list-style-type: none"> 1. <u>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.</u> 2. <u>When level-of-service standards cannot be met, consider other mitigating measures such as modifying the proposal to reduce the transportation impact or constructing corrective transportation improvements.</u> <p><u>TR 3.3 Consider other modes of transportation, in</u></p>

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	<p>their estimated costs in terms of capital, operations, preservation and maintenance. 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 must be considered as part of this process.</p> <p>✓ TR-4 Provide transportation facilities and services that support the land use elements of the county and cities' comprehensive plans, particularly including roadway capacities and nonmotorized options together with public transportation services appropriate to the designated land use types and intensities.</p> <ol style="list-style-type: none"> a. Maintain and improve existing arterials, neighborhood streets, and associated pedestrian, bicycle, and transit infrastructure in order to promote safe and efficient use for all modes. b. Provide Allow for a network of interconnected multimodal arterials roadways based on a consistent classification system and appropriate sets of design 	<p><u>addition to single-occupant vehicles, in making concurrency determinations.</u></p> <p><u>TR 3.4 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)</u></p> <p><u>TR 3.5 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)</u></p> <p><u>TR 3.6 Develop interlocal agreements with neighboring jurisdictions to mitigate significant impacts to Sultan's transportation system. (CPP TR-1)</u></p> <p><u>TR 3.7 Consider level-of-service guidelines for transit when making transportation decisions. (CPP TR-7)</u></p>

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	<p>standards that will improve connectivity, circulation and reduce vehicle miles of travel.</p> <p>c. The PSRC, county and cities will mutually agree to use 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.</p> <p>d. The county and cities will mutually agree to review 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.</p> <p>e. 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.</p> <p>f. The county and cities will consult with transit agencies when planning future land use within 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.</p> <p>✓ TR-5 Develop consistent transportation design standards</p>	

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	<p>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.</p> <ul style="list-style-type: none"> a. Identify major travel routes needing additional public transportation, pedestrian, or bicycle-related improvements to increase people-carrying capacity. b. Coordinate local comprehensive plans to develop c. 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. d. Implement 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. <p>✓ TR-6 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 designated critical areas. Depending on the jurisdiction, these may include:</p>	<p>TR-1.4 Standards Implement effective right-of-way, pavement widths, road shoulder requirements, curb, gutter, sidewalk standards,</p>

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	<p>a. design standards and consistent methods to minimize adverse impacts on shorelines, water resources, drainage patterns and soils,</p> <p>b. location criteria that minimize the disruption to natural habitat, flood plains, wetlands, geologically and other environmentally sensitive areas, and</p> <p>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</p> <p>d. measures to reduce emissions that contribute to climate change.</p> <p>✓ TR-7 Employ consistent and professionally accepted methodologies for determining transportation levels of service that consider different development intensities for urban centers, other urban areas versus and rural areas, high-occupancy vehicle use and community values as reflected by the city and county comprehensive plans, and transit agency long range plans.</p> <p>The county and cities mutually agree will, in coordination with transit agencies, to use a consistent technique in calculating transportation level of service on a systems basis that:</p> <p>a. incorporates different levels of service depending on development form, mix of uses and</p>	<p>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).</p> <p><u>TR 1.4 Standards</u></p> <p><u>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.</u></p> <p><u>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.</u></p> <p><u>TR 1.4.2 Upgrade existing roadways built to rural standards to city urban street design standards.</u></p>

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**COMPARISON OF PUGET SOUND REGIONAL COUNCIL (PSRC) VISION 2040 MULTICOUNTY PLANNING POLICIES
SNOHOMISH COUNTY TOMORROW (SCT) COUNTYWIDE PLANNING POLICIES AND SULTAN PLANNING POLICIES**

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	<p>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;</p> <p>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</p> <p>c. monitors level of service and concurrency on a routine basis on those critical transportation facilities and services that serve as indicators of the quality of system operation.</p> <p>✓ TR-8 Establish concurrency requirements for land development by considering transportation levels of service and available financial resources to make needed transportation improvements.</p> <p>a. The goals, policies and objectives of local comprehensive plans shall be the basis for making interpretations of development concurrency with transportation.</p> <p>b. Level of service will be used as a growth management tool to limit development in rural areas and</p>	<p><u>TR 1.4.3 Consider the need for transit stops, sidewalks, and bike lanes, parking pockets and traffic calming designs in all design standards.</u></p> <p><u>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.</u></p> <p><u>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.</u></p> <p><u>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 assistance appropriate to the problem's resolution.</u></p> <p><u>TR 1.4.7 Incorporate non-motorized friendly design in transportation projects, using a variety of design and traffic control techniques.</u></p> <p><u>TR 1.4.8 Encourage parking facilities for securing</u></p>

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	<p>c. The impact of alternate modes of travel (e.g., pedestrian, bicycle, carpools, vanpools, buses, rail, etc.), as well as single-occupant vehicles, will be considered in making local concurrency determinations.</p> <p>d. Recognize there are transportation services and facilities that are at their ultimate capacity.</p> <p>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.</p> <p>✓ TR-9 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.</p> <p>a. The PSRC, county and cities mutually agree to establish baseline values for commute trip vehicle-miles-of-travel and single-occupant vehicles to determine consistent commute trip reduction goals.</p> <p>b. The county and cities mutually agree to coordinate implementation of trip reduction measures for</p>	<p><u>bicycles at centers of activity throughout the city.</u></p> <p><u>TR 1.4.9 Ensure new development and redevelopment projects address non-motorized transportation in site planning.</u></p> <p><u>TR 1.4.10 Incorporate special gateway/entrance signs which support the identify of Sultan and encourage patronage of Sultan businesses</u></p> <p><u>TR1.4.11 Design transportation projects to prevent or minimize negiative impacts to low-income, minority and special need populations.</u></p> <p><u>Editor's Note: Duplicates 1.1.2</u></p> <p>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</p>

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	<p>employer trip reduction programs to ensure consistency and equity.</p> <p>c. Trip reduction surveys and monitoring practices will be consistent for county and city planning efforts.</p> <p>a. The WSDOT, PSRC, county and cities will 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.</p> <p>b. The county and cities will coordinate with transit agencies and with each other for the implementation of employer and residential trip reduction programs.</p> <p>✓ TR-10 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 (e.g., high-capacity-transit). These agencies will mutually agree to:</p> <p>a. designate transportation facilities of countywide and regional significance,</p> <p>b. prepare criteria for locating park-and-ride lots, transit stations, and similar components of a regional transportation system, and</p> <p>c. coordinate studies that look at alternative sites with</p>	<p><u>Editor's Note: Moved to TR 1.4.5</u></p> <p>TR-1.3 Order <u>Highway Access</u></p> <p>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.</p> <p>.</p> <p>TR 1.3.2 Control Plan <u>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.</u></p> <p>protect the functional viability, and traffic carrying capacity of the major arterial network and SR 2. <u>Editor's Note: Moved to 1.3.1</u></p> <p><u>TR1.3.3 Determine effective road, traffic, and parking interfaces between present and eventual circulation</u></p>

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	<p>affected public agencies and impacted neighborhoods.</p> <ul style="list-style-type: none"> ✓ TR-11 Establish an education program utilizing state, county, transit agency, and city transportation resources and local school districts that encourages reliance on use of public transportation. a. The county and cities, in cooperation with Community Transit and Everett Transit transit agencies will also establish an ongoing public awareness program for ridesharing and public transportation. <li style="padding-left: 40px;">b. The county and cities, in cooperation with, Community Transit and Everett Transit agencies will sponsor workshops for community and business groups to identify desirable enhancements to public transportation and to promote high-occupancy vehicle use. ✓ TR-12 Each local jurisdiction served by transit shall, in cooperation with transit agencies, map designate the general locations of planned major transit facilities in on their comprehensive plans maps and shall enact appropriate transit-oriented policies and development standards for such locations. Further, each local jurisdiction that either has or anticipates Regional Transit Authority (RTA) service and/or RTA facilities shall designate the general locations of planned RTA facilities 	<p><u>patterns at US 2intersections.</u></p> <p><u>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.</u></p> <p><u>Capital Improvements (New)</u></p> <p><u>TR 4 Establish programs and mechanisms for the sound financial development and management of the transportation system.</u></p> <p><u>TR 4.1 Coordinate transportation plan improvements to</u></p>

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	<p>on their comprehensive plan maps and shall enact appropriate development standards to accommodate applicable RTA modes (regional express bus and/or commuter rail) and their attendant facilities. Where appropriate, transit-oriented development should encompass the following common elements:</p> <ul style="list-style-type: none"> 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 local transit, auto, and RTA service, and f. promote pricing or regulatory mechanisms¹ to encourage transit use and reduce reliance on the automobile employment-intensive land uses and shared parking. 	<p><u>be consistent with the Capital Facilities Plan and the goals and policies of the Comprehensive Plan.</u></p> <p><u>TR 4.2 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.</u></p> <p><u>TR 4.3 Prioritize and finance transportation improvements for the greatest public benefit, and consider the extent to which improvements fulfill the objectives of this Comprehensive Plan.</u></p> <p><u>TR 4.4 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.</u></p> <p><u>TR 4.5 Identify and pursue a long-term strategy for obtaining grant funding which matches project objectives with revenue sources so as to maximize opportunities for grant awards.</u></p> <p><u>TR 4.5 Identify resources to effectively compete in regional, state, and federal grant funding programs.</u></p>

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		<p><u>TR 4.6 Consider impact fees and user-based fees as a source of funding for transportation improvements.</u></p> <p><u>TR 4.7 Pursue creative and technologically advanced solutions that are economically viable and appropriate to reduce congestion and improve roadway operations.</u></p> <p><u>TR 4.8 Consider participation in public partnerships with private, public and state development to optimize and leverage funds.</u></p> <p><u>TR 4.9 Consider the delivery and transport of goods and services projects within the TIP.</u></p> <p>TR 2.55 Transportation Demand Management <u>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</u></p> <p><u>TR 5.1 Work cooperatively with other agencies to</u> <u>Conduct public awareness programs and projects promoting van-pooling, ride-sharing, joint parking</u></p>

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		<p>management, and other programs that reduce dependence on single occupancy vehicles for employment, commercial, and recreational transportation demands.</p> <p><u>TR 5.2 Utilize Transportation Demand Management techniques to:</u></p> <ol style="list-style-type: none"> <u>1. Help increase the person-carrying capacity of the transportation system.</u> <u>2. Reduce peak period traffic congestion.</u> <u>3. Encourage the use of high-occupancy vehicles, and</u> <u>4. Increase use of public transportation.</u> <p><u>TR 5.3 Implement the requirements of the Commute Trip Reduction Act and meet mandated deadlines.</u></p> <p><u>TR 5.4 Provide support to smaller employers not mandated to meet the Commute Trip Reduction Act requirements to offer trip reduction programs for employees.</u></p> <p><u>TR 5.5 Cooperate with other jurisdictions to develop Transportation Demand Management programs, policies, regulations, and strategies.</u></p>

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		<p><u>TR 5.6 Encourage new development to provide physical features supportive of convenience, comfort, and safety in the use of alternative modes of travel.</u></p> <p><u>Land Use and Transportation</u></p> <p>TR-1 Goal: Create an effective road <u>transportation</u> network <u>Promote a balanced, affordable, reliable and efficient transportation system to support the city’s land use plan.</u> Complete a road network grid, establish class and function, improve standards and resolve parking and access conflicts for the Sultan planning area. <u>Create an appropriate balance between transportation modes where each meets a different function to the greatest efficiency.</u></p> <p>TR 1.1 Road <u>Transportation</u> network <u>Create a transportation network to connect residential and</u></p>

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		<p><u>commercial neighborhoods together and allow people to move about the city without accessing US2</u></p> <p><u>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.</u></p> <p><u>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.</u></p> <p><u>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.</u> <u>Editor’s Note: Moved from TR1.2 Classification</u></p> <p><u>TR 1.1.4 Discourage dead-end cul-de-sacs. Connect neighborhoods together with roadways, sidewalks, trails and bicycle paths.</u></p> <p><u>TR1.1.5 Work with Snohomish County and the Washington State Department of Transportation to complete development construction of improvements at</u></p>

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		<p>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.</p> <p>TR 1.2 Classification</p> <p>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.</p> <p>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. <u>Editor's Note: Move to TR 1.1.4</u></p> <p>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. <u>Editor's Note: Move to TR 1.4.1</u></p> <p>TR 1.6 Retail area enhancements</p> <p>Work with property owners of the Sultan downtown</p>

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		<p>business district to improve streetscape, parking, and pedestrian conditions. Provide planning, management, and financing assistance appropriate to the problem's resolution.</p>
<p>✓</p>	<p>TR-13 The county, cities and transit agencies, within the Southwest Urban Growth Area (UGA), will collaborate with Sound Transit to ensure planning and right-of-way preservation for a future phase of light-rail corridor development that will extend from King County to the Everett Regional Growth Center as soon as possible. towards the year 2030. Planning for light-rail transit will:</p> <ul style="list-style-type: none"> a. be compatible with Sound Transit’s Sound Move II Plans for King and 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 within the Southwest UGA, c. include consideration and evaluation of additional transit services to major employment centers within the Southwest UGA. <p>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</p>	<p><u>Light Rail (New)</u></p>

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	<p>(PTBA) and/or the Regional Transit District (RTD) to urban growth areas beyond the current boundaries within Snohomish County. This effort should consider the following:</p> <ul style="list-style-type: none"> 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. 	

Purpose

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. Maintenance Management and Safety
2. Sustainable Transportation
3. Supporting the Growth Strategy
 - Centers and compact communities
 - Context and design
4. Greater Options and Mobility

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 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.

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.

~~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 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

~~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.~~

~~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 assistance appropriate to the problem's resolution.

TR 1.4.7 Incorporate non-motorized friendly design in transportation projects, using a variety of design and traffic control techniques.

TR 1.4.8 Encourage parking facilities for securing 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 Incorporate special gateway/entrance signs which support the identify of Sultan and encourage patronage of Sultan businesses

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

Editor's Note: Duplicates 1.1.2

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

TR 1.5 Maintenance and Preservation (NEW) (MPP T-1)

TR-1.5 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-1.5.1 Maintain and operate transportation systems to provide safe, efficient, and reliable movement of people, goods and services.

T-1.5.2 Protect the investment in the existing system and lower overall life-cycle costs through effective maintenance and preservation programs.

T-1.5.3 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 1.6 Safety (NEW) (MPP T-4) Improve safety of the transportation systems

TR-1.6.1 Work cooperatively with the Sultan School District to ensure the safety of children traveling to school by foot or bicycle:

TR-1.6.2 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.

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

TR-1.7.2 Establish a safe, balanced and efficient multi-model transportation system serving all segments of the community, preserving the city's small town character and quality of life, and planning for anticipated growth.

TR-1.7.4 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-1.7.3 Integrate land uses, such as retail, office, residential, open space and schools to reduce vehicle miles of travel and greenhouse gas emissions.

TR-1.7.1 Measure the success of the transportation system by the movement of goods and people rather than merely the movement of vehicles.

1.8 Disaster Preparedness (NEW) (MPP T-8)

TR 1.7.7 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 1.7.2 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 1.7.3 Develop emergency evacuation routes between the valley and plateau in case of natural or man-made disasters.

TR 2 Encourage Modal Balance. Create an appropriate balance between transportation modes where each meets a different function to the greatest efficiency.

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 planning area.

2.1.2 ~~In particular, s~~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 Burlington Northern & Santa Fe Railway Company (BNSF) service to improve local freight and material hauling needs within the Sultan planning area, possibly providing a spur line to the industrial uses located within the employment district.

TR 2.2.2 Consider the feasibility of expanding heavy rail commuter service to include Sultan and the surrounding region.

TR 2.2.3 Support development of a narrow gauge rail line serving the Western Heritage Center - and potentially other areas of the city.

TR 2.2.4 If feasible, heavy rail service could be expanded to include recreational 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 Light Rail (New)

Transit

TR 2.3 Transit

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

TR 2.3.1 Improve ~~Community~~ Transit service 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 2.3.2.1 Increase opportunities for access to public transit, particularly in the developing areas north of the historic downtown, and in 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 Provide expansion of existing transit routes and/or additional routes to ensure a viable ¼ mile walk access to transit stops in developing areas. (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

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 non-motorized travel and ensure its safety, convenience, and comfort. (CPP TR-21)

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 an integrated system of regional and local oriented multipurpose trails 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.

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 3 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 3.1 Establish transportation level of service standards to evaluate the performance of the transportation system. Level of service standards should:

6. Give priority to overall transportation system performance over individual locations,
7. Reflect development patterns and objectives for different land uses,
8. Account for the availability of alternative means of transportation,

Reflect community goals in other areas such as land use,

9. environmental protection, congestion management, and economic development, and

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

TR 3.2 Require that the transportation impacts of land use development actions do not reduce the Level of Service standards 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 such as modifying the proposal to reduce the transportation impact or constructing corrective transportation improvements.

TR 3.3 Consider other modes of transportation, in addition to single-occupant vehicles, in making concurrency determinations.

TR 3.4 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 3.5 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 3.6 Develop interlocal agreements with neighboring jurisdictions to mitigate significant impacts to Sultan's transportation system. (CPP TR-1)

TR 3.7 Consider level-of-service guidelines for transit when making transportation decisions. (CPP TR-7)

Capital Improvements (New)

TR 4 Establish programs and mechanisms for the sound financial development and management of the transportation system.

TR 4.1 Coordinate transportation plan improvements to be consistent with the Capital Facilities Plan and the goals and policies of the Comprehensive Plan.

TR 4.2 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 4.3 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 4.4 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 4.5 Identify and pursue a long-term strategy for obtaining grant funding which matches project objectives with revenue sources so as to maximize opportunities for grant awards.

TR 4.5 Identify resources to effectively compete in regional, state, and federal grant funding programs.

TR 4.6 Consider impact fees and user-based fees as a source of funding for transportation improvements.

TR 4.7 Pursue creative and technologically advanced solutions that are economically viable and appropriate to reduce congestion and improve roadway operations.

TR 4.8 Consider participation in public partnerships with private, public and state development to optimize and leverage funds.

TR 4.9 Consider the delivery and transport of goods and services projects within the TIP.

TR 2.55 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 5.1 Work cooperatively with other agencies 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 5.2 Utilize Transportation Demand Management techniques to:

5. Help increase the person-carrying capacity of the transportation system,
6. Reduce peak period traffic congestion,
7. Encourage the use of high-occupancy vehicles, and
8. Increase use of public transportation.

TR 5.3 Implement the requirements of the Commute Trip Reduction Act and meet mandated deadlines.

TR 5.4 Provide support to smaller employers not mandated to meet the Commute Trip Reduction Act requirements to offer trip reduction programs for employees.

TR 5.5 Cooperate with other jurisdictions to develop Transportation Demand Management programs, policies, regulations, and strategies.

TR 5.6 Encourage new development to provide physical features supportive of convenience, comfort, and safety in the use of alternative modes of travel.