

**SULTAN PLANNING BOARD  
AGENDA COVER SHEET**

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**ITEM NO:** A-2  
**DATE:** April 20, 2010  
**SUBJECT:** Transportation Element Goals and Policies  
**CONTACT PERSON:** Deborah Knight, City Administrator

**ISSUE:**

The issue before the Planning Board is to review the final changes to the Transportation Element goals and policies from the April 6, 2010 meeting and make a recommendation to forward the Planning Board's revisions to the City Council for discussion.

**STAFF RECOMMENDATION:**

1. Review the Planning Board recommended changes to the Transportation Goals and Policies from March 16, 2010 and April 6, 2010.
2. Make a motion to forward the Planning Board revisions to the City Council for discussion.

**What's Next**

Proposed changes to the Housing Element are in the queue for review on May 5, 2010.

**SUMMARY:**

The City of Sultan Transportation Element consists of Goals, Policies, Recommendations, and Implementation Plans to guide the development of the City's Transportation System in support of the City's Land Use Element and vision for the future.

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

1. Support, coordinate and integrate with the plans of the other elements of the Comprehensive Plan.
2. Establish a framework for Transportation System Planning, Development and Management Processes.
3. Meet level of service, concurrency, and related elements of the Growth Management Act.
4. Emphasize cost-effective, environmentally sound, and safe transportation systems which promote and enhance the quality of life for Sultan residents and visitors.

5. Promote a connection between housing, employment, and commercial centers to create alternatives to driving.
6. Address transportation facilities, services, and strategies for providing practical alternatives to the single-occupancy vehicle.
7. Coordinate with Transit, Municipal, Regional and State Governments as well as the private sector to develop and operate efficient and economic transportation systems and services.

### **Topic Headings**

The Staff proposed revisions to the Transportation Policies create new policies for Maintenance, Management and Safety; Sustainable Transportation; Transportation Concurrency and Capital Improvements. Adding these policies will align the City's Goals and Policies with the multi-County Goals and Countywide Planning Policies. Under Vision 2040, the Transportation Section is divided into 4-topic headings:

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

### **Planning Board Recommended Changes from April 6, 2010**

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

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

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

2.1.1 Support continued development of local, regional, and international air facilities that provide services for commercial and general passenger services needs within the [Sultan-Regional planning area](#).

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/industrial area](#).

TR 2.2.2 ~~Consider the feasibility of expanding~~ [Support the expansion of](#) 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~~ [Support](#) recreational [rail](#) service between Sultan and leisure destinations at Stevens Pass and Leavenworth during peak seasonal activities.

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

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

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

T-3.1.2 Protect the investment in the existing [street](#) system and lower overall life-cycle costs through effective maintenance and preservation programs.

[TR-4.4. Measure the success of the transportation system by the movement of goods and people rather than merely the movement of vehicles. \(move to concurrency\)](#)

#### **BACKGROUND:**

- November 24, 2009. Comprehensive Plan Small Group Meeting on Transportation Policy questions.
- February 2, 2010. The Planning Board received the Transportation Goals and Policies for an advanced review.
- March 2, 2010. The Planning Board received an introduction to the Transportation Element and briefly discussed the process to review Staff proposed changes to the Goals and Policies.
- March 16, 2010. The Planning Board reviewed the Transportation Network; Classification System; Highway Access and Standards.
- April 6, 2010. The Planning Board reviewed recommended changes Transportation Concurrency; Capital Improvements; Demand Management; Air Services; Railroad; Transit; and Non-Motorized Travel.

## **DISCUSSION:**

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

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

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

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

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

1. Attachment A – Proposed changes to the Transportation Element Goals and Policies
2. Attachment B – Summary small group comments on the Transportation Policy questions

### **Growth Management Act**

Under the Growth Management Act, the City is required to align the Goals and Policies in the Comprehensive Plan with Vision 2040 multi-County Planning Policies (MPP) and Countywide Planning Policies (CPP). Following is a summary of the Transportation Goals for Vision 2040 and the Countywide Planning Policies.

The Planning Board will want to carefully review these guiding Goals and Policies and ensure the City's Transportation Goals and Policies are consistent.

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

Vision 2040 provides a framework for long-range Transportation Planning in the region by integrating freight, ferries, highways, local roads, transit, bicycling, and walking. The regional perspective for transportation recognizes the critical link between Transportation, Land Use Planning, Economic Development and Environment.

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

- MPP T-9. Coordinate State, Regional and Local Planning efforts.
- MPP T-10. Promote coordination among transportation providers and local governments.
- MPP T-11. Prioritize investments that support compact, pedestrian and transit-oriented densities.

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

### **Countywide Transportation Planning Policies**

The draft Countywide Transportation Planning Policies (December 2009) were provided to the Planning Board on March 2, 2010.

In order to achieve the long-term Growth Management Goals established by Snohomish County Tomorrow the following overarching principles should guide implementation of the Countywide Planning Policies for multi-modal transportation.

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

### **STAFF RECOMMENDATION:**

1. Review the Planning Board Recommended changes to the Transportation Goals and Policies from March 16, 2010 and April 6, 2010.
2. Make a motion to forward the Planning Board revisions to the City Council for discussion.

### **ATTACHMENTS:**

A– Transportation Element by Goal “Topics”

B – Transportation Policy Questions Small Group Discussion November 24, 2009

## **Purpose**

The Transportation Element consists of Goals, Policies, Recommendations, and Implementation Plans to guide the development of the City's Transportation System in support of the City's Land Use Element and vision for the future.

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

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

## **Vision 2040 Transportation Goal**

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

## **Organization**

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

1. TR-1. Supporting the Growth Strategy **New for Sultan**
  - TR 1.1 Transportation Network
  - TR 1.2 Classification
  - TR 1.3 Highway Access
  - TR 1.4 Standards
  - TR 1.5 Transportation concurrency
  - TR 1.6 Capital Improvements

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

## TRANSPORTATION GOALS AND POLICIES

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

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

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

#### TR 1.1 Read-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. (PB 03-16-10) See Bob M. for revised wording below:

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

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

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

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

### TR 1.4 Standards

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

### TR 1.4 Standards

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

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

TR 1.4.2 Upgrade existing roadways built to rural standards to city urban street design standards.

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

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

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

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

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

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

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

TR 1.4.10 ~~Incorporate~~ Require special gateway/entrance signs which support the identity 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.

#### TR 1.5 Conflicts

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

Editor's Note: Moved to TR 1.3.4

#### TR 1.6 Retail area enhancements

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

Start Review 04-06-2010

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

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

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

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

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

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

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

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

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

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

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

## Capital Improvements (New)

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

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

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

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

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

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

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

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

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

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

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

### TR 1.7 Transportation Demand Management

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

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

**TR 1.7.2 Utilize Transportation Demand Management techniques to:**

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

**TR 1.7.3 Implement the requirements of the Commute Trip Reduction Act and meet mandated deadlines.****TR 1.7.4 Provide support to smaller employers not mandated to meet the Commute Trip Reduction Act requirements to offer trip reduction programs for employees.****TR 1.7.5 Cooperate with other jurisdictions to develop Transportation Demand Management programs, policies, regulations, and strategies.****TR 1.7.6 Encourage new development to provide physical features supportive of convenience, comfort, and safety in the use of alternative modes of travel.****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 Regional](#) planning area. [\(PB 04-06-10\)](#)

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~~industrial area. [\(PB 04-06-10\)](#)

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

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

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

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

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

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

### **Transit**

#### TR 2.3 Transit

Improve and increase 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 and east of the historic downtown, and in the plateau area north of US 2. (PB 04-06-10)~~

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

~~TR 2.3.3.1 Provide 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 2.5 Transportation Demand Management~~

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

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

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

TR-3.1.1 Maintain and operate transportation systems to provide safe, efficient, and reliable movement of people, goods and services.

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

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

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

TR-3.2.1 Work cooperatively with the Sultan School District to ensure the safety of children traveling to school by foot or bicycle:

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

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

TR-4.1 Establish a safe, balanced and efficient multi-model transportation system serving all segments of the community, preserving the city's small town character and quality of life, and planning for anticipated growth.

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

TR-4.3 Integrate land uses, such as retail, office, residential, open space and schools to reduce vehicle miles of travel and greenhouse gas emissions.

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

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

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

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

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

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

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

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

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

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

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

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

- US 2 is a blessing and a curse
  - Bridges at both ends of town must be widened to accommodate future traffic levels. Expensive projects with state in the lead role.
  - Develop pedestrian access across US 2 especially between the business areas east of the historic downtown region.
  - Limited job opportunities force residents to drive to work for employment.
  - US 2 is both a state highway and local access street for residents to get from one part of town to another.
  - A future challenge may include possible tolling on US 2. May be opportunity if it encourages residents to shop in Sultan. Threat may include further isolation and economic growth opportunities.
  - Connecting walking and biking trails can attract outside visitors.
2. There is a strong connection between land use and transportation. The transportation system must serve the designated land use – big box retail requires a larger transportation system than small mom and pop stores. How should the city balance the need for roadway connections to serve future development with the need to fund transportation improvements?
3. Should new development be required to provide sidewalks, trails and bike lanes to connect neighborhoods to each other and to retail and cultural centers even if it increases the cost of new development?

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

4. How should the city protect the taxpayer's investment in the existing roadway system to maintain and preserve the system that is already in place?
5. Since tax dollars don't support developing new roadways, how should the city protect the transportation system against disaster and ensure residents can safely evacuate the city when necessary?
6. What role should the city play in regional transportation planning (e.g. US 2 Safety Coalition) – active leadership, active support, passive support, no role?
7. How should our transportation system serve the young, elderly and disabled?