

SULTAN PLANNING BOARD AGENDA ITEM COVER SHEET

ITEM NO: Committee Report - 2

DATE: May 1, 2007

SUBJECT: Transportation Plan Update

CONTACT PERSON: Deborah Knight, City Administrator

SUMMARY:

The issue before the Planning Board is a status report on the Comprehensive Plan Transportation Element revisions and a review of the proposed 20-year transportation project list.

The main purpose of this meeting is to review the 20-year list of transportation projects (Attachment A) for the Transportation Element. The list of projects will be evaluated using the evaluation criteria reviewed by the Board and approved by Council, with the Board's recommended change, on April 12, 2007. The highest priority projects will be included in the 6-year Capital Improvement Plan (CIP) and 6-year Transportation Improvement Plan (TIP).

STAFF RECOMMENDATION:

Staff recommends the Planning Board review the proposed list of projects to meet forecast growth for the 20-year life of the Comprehensive Plan and direct staff to areas of concern.

There is an Open House scheduled on May 15, 2007 from 4:00pm to 7:00pm in the Council Chambers to take public comment on the proposed list of projects. The Board will be asked to make a recommendation on the TIP to the City Council at its May 15 meeting. The City Council will review the Board's recommendation at its May 24, 2007 meeting.

COUNCIL SUBCOMMITTEE COMMENTS:

The City Council subcommittee reviewed the proposed project list and suggested adding three projects:

1. An extension of 124th Avenue from the Wastewater Treatment Plant to Trout Farm Road.
2. An extension of Trout Farm Road north toward the proposed Sultan River Crossing.
3. An extension of the Industrial Park connector road to the Sultan Basin Road.

The Planning Board has the opportunity at this meeting to evaluate the Subcommittee's proposal and ask questions regarding the proposed project list.

BACKGROUND:

The City is preparing a number of interrelated transportation documents including:

1. Updating the Capital Facilities Element of the Comprehensive Plan and Capital Facilities Plan
2. Updating the 6-year Capital Improvement Plan
3. Updating the 6-year Transportation Element of the Comprehensive Plan
4. Preparing a Transportation Improvement Plan (TIP) for submission to the Washington State Department of Transportation by August 1, 2007.

These documents are like concentric circles. Each one has common elements with the others.

- The Capital Facilities Plan (CFP) is the complete list of facilities (roads, parks, water, sewer and public buildings) necessary to meet the City's projected growth over the next 20 –years.
- The Transportation Element of the Comprehensive Plan is the list of motorized and non-motorized projects necessary to meet concurrency and growth for the next twenty years.
- The Transportation Improvement Plan (TIP) identifies transportation projects the City intends to build over the next 6-years to meet the requirements of the Washington State Department of Transportation and to be eligible for federal funds.
- The Capital Improvement Plan is the list of facilities (including transportation projects) the City intends to build over the next 6-years to meet concurrency with the financing plan to pay for the projects.

Decisions that the City Council makes on the projects in the City's TIP will affect the CIP and CFP.

The City is required to submit a 6-Year TIP to the Washington State Department of Transportation by August 1, 2007.

Projects from the TIP will be folded into the 6-Year CIP which is scheduled for adoption concurrent with the 2008 budget at the end of the year.

DISCUSSION:

Transportation Element

The City has hired Pertee Engineering to assist the City with updating the Transportation Element of the Comprehensive Plan. The Growth Management Act establishes minimum requirements for the transportation element. The transportation element is to include the following sub-elements.

1. Land use assumptions used in estimating travel
2. Facilities and service needs including an inventory of air, water, and transportation facilities, level-of-service standards and services to define existing capital facilities and travel levels as a basis for future planning.
3. Identification of specific actions and requirements to bring into compliance any facilities and services that are below an established level of service.
4. Forecast of traffic for at least 10 years based on the adopted land use plan to provide information on the location, timing, and capacity needs for future growth.
5. An analysis of funding capability to judge the needs against probable funding resources.
 - A multi-year financing plan, based on the needs identified in the Comprehensive Plan.
 - The project list forms the basis and required consistency for development of the six-year transportation improvement program.
 - If there is a fund shortfall, the City is required to provide a discussion of how the funding will be raised or how the land use assumptions will be reassessed to ensure that LOS standards will be met.
6. Demand Management Strategies including staggered work shifts and bus routes
7. State Transportation Level of Service mandates – estimated traffic impacts to state owned transportation facilities resulting from the City's land use assumptions.

Since January, City staff and the Planning Board have been working with Pertee Engineering to complete the sub-elements to the Transportation Element.

Work Completed:

- Traffic Forecasting
- Finalizing the 20-year project list w/functional classifications (Attachment A)
- Updating Maps (Attachment B)
- Impacts to State Highways

Work Remaining:

- Update and finalize project cost estimates – April/May 2007
- Transportation Demand Management – April/May 2007
 - Community Transit is updating its Plan
 - City intends to recommend to Community Transit to provide service on available east-west connectors between Sultan Basin Road and Rice Road.
- Evaluate and rank projects – April/May 2007
- Create TIP w/ public, planning board and council input - Adopt June/July 2007
- Review and Recommend Changes Mitigation Impact Fee – June/July 2007
- Review and Recommend Changes to Levels of Service standards – June/July 2007

Transportation Improvement Plan (TIP)

The Transportation Improvement Plan includes 41 projects (44 with the three projects proposed by the Council subcommittee). The project list includes projects identified in the City's existing plans (Transportation Element, CIP and CFP) and 13 + 3 (subcommittee proposed) new projects.

The numbering system (beginning with T-24) is built from the current transportation plan which was incorporated into the Comprehensive Plan (Attachment C). The number system is intended to provide a way to reference and track projects from year to year.

City Staff recommend the Planning Board delete 4 projects (T-25, T-30, T-37, and T-56) from the 20-year TIP. These projects are either redundant projects, projects that have been completed, or are projects under construction (e.g. Sultan Basin Road Phase III – south extension).

There are 6 projects listed as "joint" projects with other agencies (T-32, T-42, T-45, T-47, T-49, and T-63). These projects are outside the City limits, but are within the City's planning area of influence.

City staff recommend reviewing the Dyer/Skywall connection and converting the project to an emergency access project. Staff have been working with Mr. Gerry Gibson to review this project and the City Council may want to address the flooding issues in the Dyer/Skywall neighborhood by increasing the culvert size and raising the roadway to prevent flooding. A decision to remove the project from the list or convert the road project to a stormwater project may affect future transportation circulation. This is a council policy decision.

Staff seek the Planning Board's input on the staff proposal.

The City Council subcommittee reviewed the proposed project list and suggested adding three projects:

1. An extension of 124th Avenue from the Wastewater Treatment Plant to Trout Farm Road.
2. An extension of Trout Farm Road north toward the proposed Sultan River Crossing.
3. An extension of the Industrial park connector road to the Sultan Basin Road.

Staff is seeking the Board's feedback on the Council subcommittee's proposal.

FISCAL IMPACT:

The fiscal impact is significant. The current cost estimate to complete all 41 projects exceeds \$15 million. There are approximately 15 transportation projects that need cost estimate calculations. The final estimate to complete all 41 projects is likely to exceed \$25 million. City staff are working with Perteet to confirm, update and calculate project cost estimates.

Concurrency must be demonstrated in the transportation element. The primary responsibility under the Growth Management Act is to:

1. Analyze funding capability to judge needs against funding resources
2. Analyze future and potential revenues to fund transportation projects
3. Create a multi-year financing plan based on the needs identified in the Comprehensive Plan
4. If funding falls short of meeting identified needs, the Council must discuss how additional funding will be raised, or how land use assumptions will be reassessed to ensure that level of service standards will be met. The City has three options to meet concurrency
 - Reprioritize funds so that they are available
 - Revise traffic LOS standards
 - Revise the land use element

The current level of service standard is "B". The proposed changes to the Comprehensive Plan currently under consideration do not anticipate changing the traffic LOS.

The City Council may discuss all level of service standards in the third and fourth quarter of 2007. Changing the traffic LOS could result in changes to the CFP, CIP, and TIP.

ALTERNATIVES:

1. Review the proposed project list. Do not make a recommendation and direct staff to areas of concern.

The Planning Board may have concerns with the project list and/or decide to wait until after the Open House on May 15 before making a recommendation to the City Council. This will allow the Board to hear public comment prior to making a recommendation to the City Council.

2. Review the proposed project list. Do not recommend any changes and direct staff to present the recommendation to the City Council for approval.

This alternative implies the Planning Board is comfortable with the proposed project list and is prepared to make a recommendation to the City Council. Following the Board's recommendation, the City Council has the opportunity to make additional changes. Staff will report back to the Board if the Council makes changes prior to final adoption.

3. Review the proposed project list and recommend any changes and direct staff to present the recommendation to the City Council for approval.

This is the Planning Board's opportunity to review the list and make recommended changes. The Board's recommendation along with public comment will be presented to the City Council on May 24.

RECOMMENDED ACTION:

Staff recommends the Planning Board review the proposed list of projects to meet forecast growth for the 20-year life of the Comprehensive Plan and direct staff to areas of concern.

ATTACHMENTS:

- A. 2008-2013 Capital Improvement Plan – TIP projects only
- B. Project Maps
- C. Original Transportation Map with project numbers
- D. Transportation Element Requirements
- E. Public Comment from the March 13, 2007 Open House

Project #	Project Source	Project Name	Suggested Project Name	Project Description	Year Complete	Suggested City Street Functional Classification	Current Federal Functional Classification	Project Cost Estimate
T-24	2004 Transportation Plan	East West Roadway (approx) 127th/Sultan Basin Road to Rice Road	New East/West Arterial Collector	Construct new east/west arterial collector between Rice Road (339th Ave SE) and Sultan Basin Rd in the north section of the City (approx. location between 132nd and 124th St SE).		Proposed Minor Arterial	Local Access - not classified	No Estimate
T-25	2004 Transportation Plan	140th Street/Sultan Basin Road to US2	New 140th St. Access Street Proposed to DELETE. Current development makes project unfeasible.	Construct new industrial park access street travelling east from Sultan Basin Rd. to the proposed extension of 330th Ave SE. - Connects to T-27.		Proposed Local Access	Local Access - not classified	No Estimate
T-26	2004 Transportation Plan	Wagley's Creek Road (No. Industrial Park Connector)	New North Industrial Park Collector	Provide east west access and traffic collector through the Industrial Park from Rice Rd (339th)/328th to 327th		Proposed Collector Arterial	Local Access - not classified	\$2,980,000
T-27	2004 Transportation Plan	East Main Street/149th Ave Extension	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.		Proposed Local Access	Local Access - not classified	No Estimate
T-28	2004 Transportation Plan	Dyer/Skywall connection	Recommendation to amend to Emergency Access; Dyer/Skywall Emergency Access	Provide emergency access for properties between BNSF tracks and the Skykomish River for public safety		Proposed Local Access	Local Access - not classified	No Estimate
T-29	2004 Transportation Plan	Kessler Drive Extension Bryant Rd to 124th	Kessler Drive Extension	Extend Kessler Dr. north from Bryant Rd. to 124th St. SE.		Proposed Collector Arterial	Local Access - not classified	No Estimate
T-30	2004 Transportation Plan	328th Avenue Extension/132nd to 132nd	New 328th Ave Arterial - Propose to DELETE T-31 performs same function	Construct a new north-south arterial from US-2 through the Industrial Park north to the proposed New East/West Arterial.		Proposed Collector Arterial	Local Access - not classified	No Estimate
T-31	2004 Transportation Plan	330th Avenue Extension/ US2 to 124th Ave	New 330th Ave Arterial	Construct a new north-south arterial from US-2 through the Industrial Park north to 124th St SE.		Proposed Collector Arterial	Local Access - not classified	\$2,500,000
T-32	2004 Transportation Plan	Rice Road Extension / 132nd to East West Connector	339th/US2 Extension	Extend 339th Ave north to 124th St. SE to provide arterial connectivity and access to US-2. Proposed joint project with Snohomish County.		Proposed Minor Arterial	Local Access - not classified	No Estimate

2008-2013 Capital Improvement Plan

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Project #	Project Source	Project Name	Suggested Project Name	Project Description	Year Complete	Suggested City Street Functional Classification	Current Federal Functional Classification	Project Cost Estimate
T-33	2004 Transportation Plan	229th Avenue Extension/Old Owen Rd to US 2	229th Ave Extension or Highland Ave Extension	Develop an interior access arterial from Old Owen Rd. east to Sportsman Park to provide access to existing roadside commercial properties and reduce curb cuts on US-2.		Proposed Collector Arterial	Local Access - not classified	No Estimate
T-34	2004 Transportation Plan	US 2 downtown limited access	US-2 RDP City Access Revisions	Downtown access to US 2 will be focused on 3rd, 5th, 8th, and Main Streets to reduce congestion			Local Access - not classified	No Estimate
T-35	2006 Capital Facilities Plan	Cascade View Drive/330th Ave realignment	Cascade View Drive/330th Ave Intersection Realignment	Reconstruct Cascade View Dr to Collector arterial standard and realign street to create an arterial intersection with Signal at US-2 and 330th Ave SE.		Proposed Collector Arterial	Local Access - not classified	\$500,000
T-36	2006 Capital Facilities Plan	138th Ave - extension to Rice Rd	138th St Extension	Reconstruct and extend 138th St. between Sultan Basin Rd. and 339th Ave SE.		Proposed Collector Arterial	Local Access - not classified	\$2,530,000
T-37	2006 Capital Facilities Plan	North-South-Collector/US 2 to 132nd	Remove as redundant to New 330th/328th Ave Arterial	Remove as redundant to New 330th/328th Ave Arterial			Local Access - not classified	N/A
T-38	2006 Capital Facilities Plan	1st Street Reconstruction	1st Street Reconstruction Phase II	Reconstruct 1st St to Collector arterial standard from High Ave to Trout Farm Rd. Project includes water, sewer and storm water utilities construction.		Existing Collector Arterial - Proposed Minor Arterial	Local Access - not classified	\$2,500,000
T-39	New Project	Pavement Overlay	Street Overlay Program	Repave various City Streets including 2nd St. and 6th St		Existing Local Street	Local Access - not classified	\$522,000
T-40	2006 Capital Facilities Plan	US 2/ Rice Road Intersection	US-2/339th Ave SE Signalization	Signalize existing intersection of US-2 at 339th Ave SE.		Principle Arterial/Proposed Minor Arterial Intersection	Local Access - not classified	\$1,400,000
T-41	New Project	Rice Rd (339th Ave SE) Reconstruction	339th Ave SE Reconstruction	Reconstruct 339th Ave from Sultan Startup Rd. north to 132nd St. SE to Minor Arterial standard with curbs gutter and sidewalks.		Proposed Minor Arterial	Local Access - not classified	No Estimate

2008-2013 Capital Improvement Plan

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Project #	Project Source	Project Name	Suggested Project Name	Project Description	Year Complete	Suggested City Street Classification	Current Federal Functional Classification	Project Cost Estimate
T-42	New Project	Sultan Basin Rd. Reconstruction Phase IV	Sultan Basin Rd. Reconstruction Phase IV	Continue Sultan Basin Rd. improvements north to 124th St. SE. Proposed Joint City/County Project		Proposed Minor Arterial	Minor Collector	No Estimate
T-43	2006 Capital Facilities Plan	Walburn Rd. Rerouting	Walburn Rd. Rerouting	Redesign the road to remove access from US-2 rerouting access to Sullivan Basin Rd. north of Wagley Creek		Proposed Collector Arterial	Local Access - not classified	\$1,250,000
T-44	2006 Capital Facilities Plan	Pine Avenue Extension	Pine Street Extension	Extend Pine St. East to Walburn to provide east west access from Sullivan Basin Rd to downtown Sullan. Emergency Evacuation Route		Proposed Collector Arterial	Local Access - not classified	\$750,000
T-45	2006 Capital Facilities Plan	Alder Improvements	Alder St Improvements	Install traffic signal and approach improvements from the intersection of 4th and Alder St to the intersection of 5th and US-2. Proposed Joint project with Community Transit and Sullan School District		Existing/Proposed Collector Arterial	Local Access - not classified	\$650,000
T-46	New Project	Date Avenue-Traffic Calming	Date Avenue Traffic Calming	Install traffic calming treatment to Date Ave. from 8th St west to the Elementary School		Existing Local Street	Local Access - not classified	\$124,000
T-47	New Project	Trout Farm Rd Reconstruction	Trout Farm Rd Reconstruction	Reconstruct Trout Farm Rd. to Collector standards from 1st St. north to 128th St SE. Proposed Joint City/County Project <i>Extend to T-64</i>		Existing Collector Arterial	Local Access - not classified	No Estimate
T-48	New Project	Gohr Rd Reconstruction	Gohr Rd Reconstruction	Reconstruct Gohr Rd to Collector standards from 1st St north to 311th Ave SE		Proposed Minor Arterial	Local Access - not classified	No Estimate
T-49	New Project	Gohr Rd Extension	Gohr Rd Extension	Extend Gohr Rd north to the proposed proposed New East/West Arterial. Proposed Joint City/County Project <i>in city limits?</i>			Local Access - not classified	No Estimate
T-50		Sultan-Basin-Rd-Extension-to-the-South	Sultan-Basin-Rd-Extension-to-the-South	Under Construction		Proposed Collector Arterial	Local Access - not classified	N/A

2008-2013 Capital Improvement Plan

Project #	Project Source	Project Name	Suggested Project Name	Project Description	Year Complete	Suggested City Street Functional Classification	Current Federal Functional Classification	Project Cost Estimate
T-51	2006 Capital Facilities Plan	3rd St. Reconstruction	3rd St. Reconstruction	Repair, replace, and construct as necessary asphalt, sidewalks, and bike lanes. Project is combined with water, sewer, and stormwater system projects.		Existing Local Street	Local Access - not classified	\$1,300,000
T-52	2006 Capital Facilities Plan	8th St. Sidewalks	8th St. Sidewalks	Install sections of missing sidewalks on 8th St.		Existing Collector Arterial	Local Access - not classified	\$310,000
T-53	2006 Capital Facilities Plan	RR Crossing - 10th St.	10th St. Railroad Crossing Improvement	Reconstruct the 10th St. crossing with the BNSF Rail Line Within the Economic Development zone.		Existing Local Street	Local Access - not classified	\$100,000
T-54	2006 Capital Facilities Plan	RR Crossing - Foundry Drive	Foundry Drive Railroad Crossing Improvement	Reconstruct the Foundry Drive crossing with the BNSF Rail Line within the Economic Development Zone. <i>Under Construction move back on list</i>		Existing Local Street	Local Access - not classified	N/A
T-55	2006 Capital Facilities Plan	Industrial Park Rail Spur	Industrial Park Rail Spur Construction	Petition BNSF and contribute to construct a rail spur access to the Industrial Park			Local Access - not classified	\$1,000,000
T-56	2006 Capital Facilities Plan	East Main St Culvert Replacement at 14th St	East Main St Culvert Replacement at 14th St	Replace culvert at E. main St. at 14th St. Move to Stormwater		Existing Local Street	Local Access - not classified	N/A
T-57	New Project	Sultan Basin Rd/ 132nd Ave north-west to 307th	Sultan Basin Rd/ 132nd Ave north-west to 307th	Sultan Basin Rd extend 132nd St to approximately 127th St. connecting to an intersection at 307th. Arterial road connecting to T-60				No Estimate
T-58	New Project	132nd Ave reconstruction	132nd Ave reconstruction	Upgrade 132nd Ave to minor arterial standards				No Estimate
T-59	New Project	US 2/ 1st Avenue Interchange	US 2/ 1st Avenue Interchange	<i>connect w/ 2 / 1st St. off ramp</i>				No Estimate

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2008-2013 Capital Improvement Plan

Project #	Project Source	Project Name	Suggested Project Name	Project Description	Year Complete	Suggested City Street Functional Classification	Current Federal Functional Classification	Project Cost Estimate
T-60	New Project	Trout Farm Rd/307th-303rd to T-57	Trout Farm Rd/307th-303rd to T-57					No Estimate
T-61	2006 Capital Facilities Plan	6th Street Reconstruction	6th Street		2010			
T-62	New Project	124th Reconstruction/ WWTP to Sultan Basin Road	124th/ WWTP to Sultan Basin Road	Upgrade 124th St. from the WWTP to Sultan Basin Rd to minor arterial standard				
T-63	New Project	124th Street/ Sultan Basin Rd to Rice Rd	124th Street/ Sultan Basin Rd to Rice Rd	Upgrade 124th St. from Sultan Basin Rd to Rice Rd. Joint project with the County				
T-64	New Project	Sultan River Crossing North of downtown	Sultan River Crossing North of downtown	Work with other agencies to consider secondary Sultan River crossing for concurrency and emergency access				
T-65	124th	Motorized Projects						
Total Transportation								
Non-motorized Projects								
NM-1	2006 Capital Facilities Plan	East Main St. Trail	East Main St. Trail	??				\$500,000

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2008-2013 Capital Improvement Plan

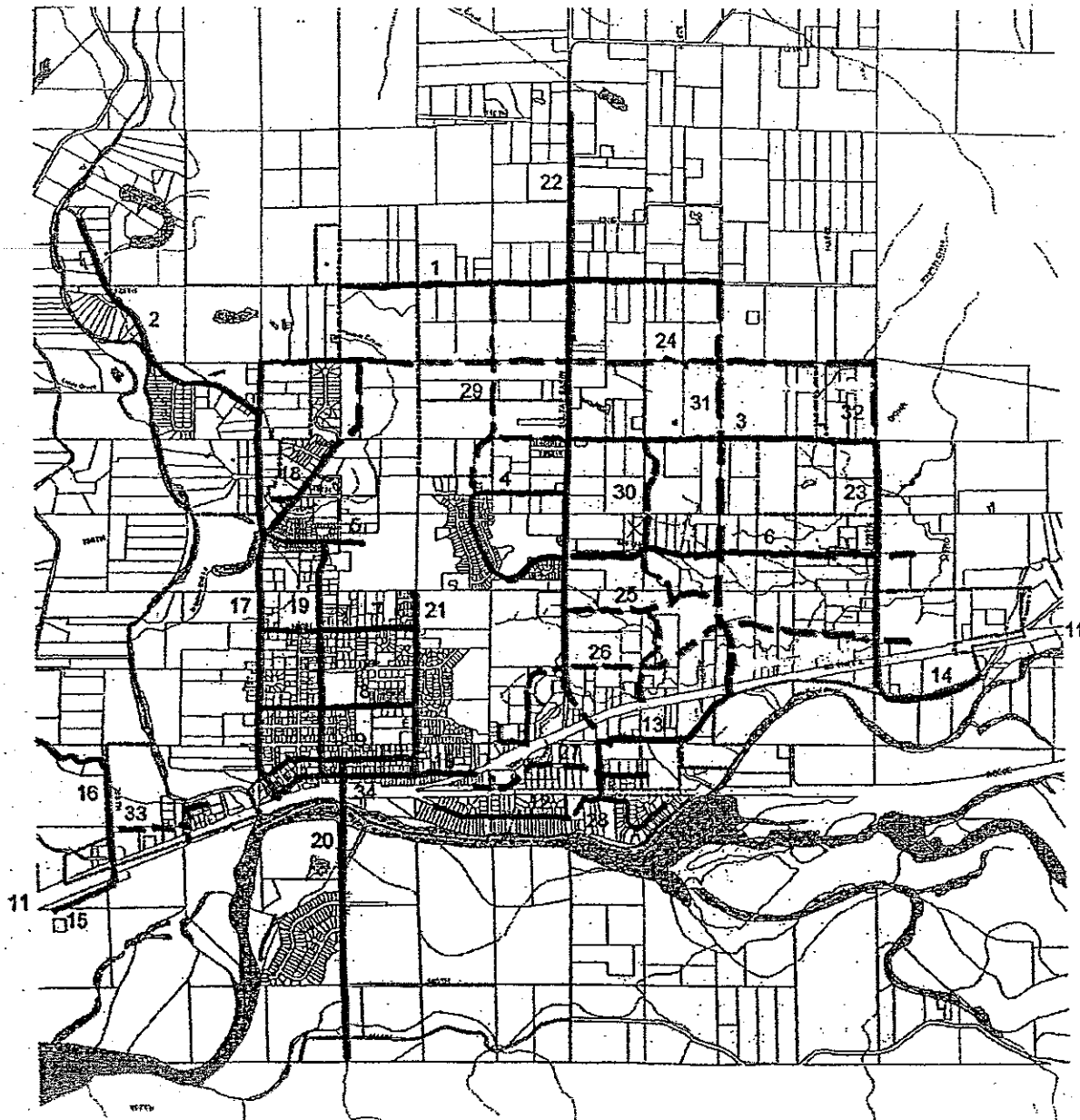
Project #	Project Source	Project Name	Suggested Project Name	Project Description	Year Complete	Suggested City Street Functional Classification	Current Federal Functional Classification	Project Cost Estimate
NM-2	2006 Capital Facilities Plan	Connector Trails	Connector Trails	Acquire land and develop property to provide staff recreation and transportation travel to and from parks and natural areas				
NM-3	2006 Capital Facilities Plan	Sidewalk Spot Improvements	Sidewalk Spot Improvements	Repair, replace and construct missing sidewalks within the City				\$130,000
NM-4		Sidewalk Enhancement	Sidewalk Enhancement	Renovate public sidewalks. Stand alone projects not associated with road renovation				

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ATTACHMENT B

MAPS DO NOT TRANSLATE WELL TO PDF

**PLEASE CONTACT COMMUNITY DEVELOPMENT DIRECTOR,
RICK CISAR AT 360-793-2231
TO REQUEST MAPS**



Transportation plan

Existing roadways

- 1 124th Street SE
- 2 Trout Farm Road
- 3 132nd Street SE
- 4 Bryant Road
- 5 Willow Avenue
- 6 138th Street SE
- 7 High Street
- 8 Date Street
- 9 Alder Street
- 10 Main Street
- 11 SR-2/Stevens Pass Highway
- 12 Dyer Road
- 13 Cascade View Dr/Cemetery Rd

- 14 Sultan Startup Road
- 15 Fern Bluff Road
- 16 299th Avenue SE/Old Owen Rd
- 17 1st Street
- 18 Gohr Road
- 19 4th Street
- 20 5th Street/Mann Road
- 21 8th Street
- 22 Sultan Basin Road
- 23 339th Avenue/Rice Road

Proposed roadways

- 24 East-West Roadway
- 25 140th Street
- 26 Wagley's Creek Road

- 27 Main/149th Avenue extension
- 28 Dyer/Skywall connection
- 29 Kessler Drive extension
- 30 328th Avenue extension
- 31 330th Avenue extension
- 32 Rice Road extension
- 33 229th Avenue extension
- 34 SR-2 downtown limited access

— Roadways – existing
 - - - Roadways – proposed

2.7 Transportation

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

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 planning area.

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 planning area, especially north-south corridors across SR-2.

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.

3 Order

Control land use development and local street access patterns about SR-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 SR-2.

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).

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.

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.

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Goal: Encourage modal balance

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

7 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 planning 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.

8 Railroad

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. 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.

9 Transit

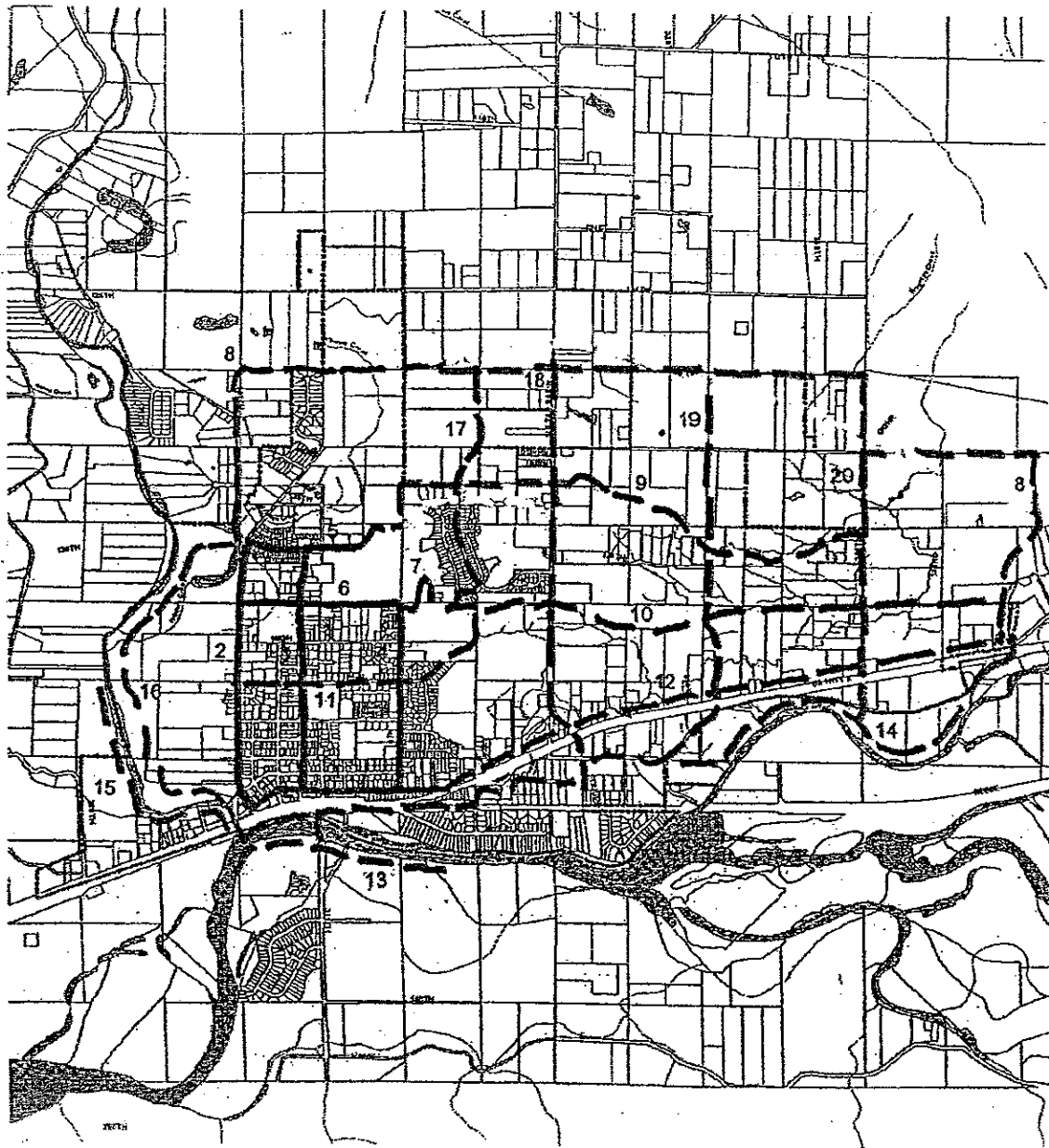
Improve Community Transit service to satisfy local needs within the Sultan planning area, particularly between residential and major commercial and employment districts in the surrounding region. Locate park-n-ride lots in areas that are accessible to transit routes and local residential collectors, but don't unnecessarily congest arterial roads or SR-2 intersections. 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.

10 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.

11: 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.



Non-motorized transportation and trails

Existing trails and sidewalks

- 1 Main Street
- 2 1st Street
- 3 4th Street
- 4 8th Street
- 5 Willow Avenue
- 6 High Street
- 7 High Street Trail

Proposed trails and sidewalks

- 8 East-West Trail
- 9 Willow/Bryant Trail
- 10 High/Kessler/140th Trail
- 11 Fir Street Trail
- 12 SR-2 Trail
- 13 Skykomish River Trail
- 14 SR-2/Wallace River Trail
- 15 Westside Sultan River Trail
- 16 Eastside Sultan River Trail
- 17 North Kessler Drive Trail
- 18 Sultan Basin Road Sidewalk
- 19 Cascade View/330th Trail
- 20 Rice Road Trail

— Trails — existing
 - - - Trails — proposed

Transportation Planning under the WA Growth Management Act

Introduction

The transportation element of a comprehensive plan describes the existing condition of the transportation network, and sets forth policies and objectives, which integrate the network functionally with the Land Use Map of the Comprehensive Plan. The Element also sets forth performance standards (levels of service or LOS) for City roads that play a major role within the transportation network.

This Element includes those items required under R.C.W. 36.70A.070 (6), which describes a Transportation Element as one of six required elements in a GMA Comprehensive Plan.

Minimum GMA Requirements for the Transportation Element

RCW 36.70A.070 (6) states that planning jurisdictions must have a transportation element that implements and is consistent with the land use element. The transportation element shall include the following sub-elements:

a) Land use assumptions used in estimating travel

- These are usually provided in table and map form of population, housing and employment information and forecasts for the planning horizon (typically 20 years) within the urban growth area.

b) Facilities and service needs, including;

(i) 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.

- These are usually provided in lists, tables and maps describing the existing roadways, transit routes, sidewalks, trails and bicycle routes, truck haul routes, rail lines, airports, etc. along with associated existing system traffic levels.

(ii) Regionally coordinated level of service standards for all arterial and transit routes to serve as a gauge to judge performance of the system.

- *Traffic level of service or "LOS" is the standard of operating performance that local governments planning under GMA identify as appropriate for its road system system. Levels of Service for roads ranging from "A" (free-flow traffic without delays), through "F" (congestion and gridlock). Level "C" represents an efficient flow of traffic without delays related to volume and congestion.*

- *Local governments are required to establish traffic LOS standards that are meant to be maintained concurrent (within six years of development approval) as the jurisdiction develops. This requirement for **concurrency** is intended to prevent past situations statewide, where existing residents of communities were saddled with expensive new capital projects necessary to serve new development, but where significant portions of the expense were actually used to erase long deferred existing deficits in a service capacity.*

(iii) Identification of specific actions and requirements for bringing into compliance any facilities and services that are below an established level of service standard.

- *Where forecasted travel levels and system LOS analysis indicate that the transportation system performance would fall below adopted traffic LOS standards, specific actions, strategies and improvement projects must be identified to maintain LOS concurrency.*

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

- *Travel demand forecasts are typically provided for vehicular traffic, as well as accessing the future demand for transit service and nonmotorized travel. These travel forecasts are required to be based upon the jurisdiction's future land use plan.*

(v) Identification of system expansion needs and transportation system management needs to meet current and future demand.

- *Action strategies typically defined in a transportation element include Road system expansion, road system access control, transit system strategies, transportation system management, transportation demand management strategies, nonmotorized strategies, water and air strategies.*

c) Finance -

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

-An analysis of future and potential revenues available to fund transportation projects is compared to the cost of recommended transportation projects and strategies.

(ii) Multi-year 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, and RCW 35.81.121 for counties and RCW 35.58.2795 for public transportation systems;

- The transportation project development plan recommended in the transportation element is typically broken down into a short range (1-6 years) and long-range (6-20 yrs) components. This project list forms the basis and required consistency for development of the six-year transportation improvement program.

(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;

-Concurrency must be demonstrated in the transportation element. If this relationship cannot be shown there are several remedies:

- *Reprioritize funds so that they are available*
- *Revise your traffic level of service (LOS) standards*
- *Revise the land use element.*

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.

-Planning coordination efforts with adjoining jurisdictions including nearby Cities, the County and WSDOT should be documented. Any significant land use/transportation impacts and project proposals that would affect and involve these jurisdictions should also be documented.

e) Demand management strategies.

- New capital projects are not the only way to expand the capacity of a system. Additional capacity can be obtained through "transportation demand management" strategies.

Examples of TDM strategies include:

- *- staggered work shifts which diffuse peak traffic volume over a longer time period, which "decongests" the peak hour;*

- - *the addition or extension of a bus routes, which may entice some commuters to leave their car at home or at a park and ride lot; and*
- - *designating strategically located parking their commute, or, area as "park and ride" lots.*

f) State Transportation Level of Service Mandates -

(i) Estimate traffic impacts to state owned transportation facilities resulting from land use assumptions in order to assist the Washington State Department of Transportation (WSDOT) in monitoring the performance of state facilities, planning for improvements, and assessing the impact of local land use decisions on state-owned facilities.

- Where increasing travel demand will impact state owned transportation facilities, these impacts should be documented in order to promote interjurisdictional cooperation and project development.

(ii) State-owned transportation facilities (highways of statewide significance) inventory must be included in the plan.

- Highways of Statewide Significance as designated by WSDOT, such as US 2 need to be included in the transportation element.

Sultan Transportation Element Revisions Project

- **Notes from March 13, 2007 City Comprehensive Plan Open House submitted by Eric Irelan, Project Manager Perteet Inc.**

Several recommendations that a second bridge crossing of the Sultan River be considered.

Heard of a large County development proposed n/o 124th St SE from one of the City Planning Board members

Heard that there are gravel trails that extend from Osprey Park to the River that could be mapped.

Steve Lewis from HW Lochner, working with WSDOT on the US-2 RDP said that he had conversation with a developer interested in developing commercial property NE of the US-2/339th Ave SE intersection. The developer recommended building a spur to 339th extending east and south to a new intersection with US-2. It was pointed out that the existing City TE calls for the improvement and signalization of 339th at the existing intersection to provide improved access to commercial properties both north and south of US-2.

A woman asked me to check the exact location of a LED crosswalk on Date St. from our base map – a project recommended in the existing TE at 5th/Date St may already be constructed.

Several people asked that pedestrian and bicycle improvements occur on US-2 as well as within the City to provide better/safer nonmotorized circulation within the City.

One woman pointed out that with pedestrians will continue to cross US-2 from businesses on the south side of the highway. She expressed concern that restricted vehicular access would further limit pedestrian crossing opportunities and compromise pedestrian crossing safety.

135th St. on Perteet base map is actually Wisteria St.

Majority agreement with east/west City arterial crossing proposal(s) north of 132nd and/or at Pine/Walburn (CFP).

Steve Lewis agreed that HW Lochner will provide US-2 RDP LOS files to Perteet if needed to analyze City traffic forecast impact to US-2 proposals.