OUR INFRASTRUCTURE

Chapter 8
TRANSPORTATION

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Transportation Snapshot

Transportation Element Overview

The Transportation Element addresses streets and highways, truck routing, pedestrian and bicycle system needs, transit, and transportation demand management strategies to help the City meet existing and future transportation demands. The City of Marysville has grown significantly over the past decade. Recent and forecast growth will continue to pressure the transportation system. Since the 2015 update, the City has completed several major planning efforts and transportation infrastructure projects.

Existing Transportation Network

The City's existing transportation system is comprised of six state highways, arterials, collectors, local roads, pedestrian and bicycle facilities, and transit. North-south arterials provide connectivity through the City; however, most east-west arterials do not extend through the City but rather provide connectivity to north-south arterials. The City's pedestrian and bicycle facilities are most complete within Downtown; however, improvements occur with development and in key locations through capital improvement projects. A variety of public transit is provided by Community Transit. Rail lines also traverse the City impacting other travel modes.

Existing Transportation Conditions and Safety

The Marysville travel demand model was used to estimate current daily vehicular demands on all City arterial roadways. Washington State Department of Transportation (WSDOT) facilities have the highest daily traffic volumes, while State Avenue/ Smokey Point Boulevard has the next highest daily traffic volume. Currently all City intersections operate at an acceptable level of service (LOS) except one intersection, which will be improved in the near term. A safety analysis was conducted with the Transportation Element, which looks at safety for motorists, pedestrians, and bicyclists.

Land Use Forecasts and Key Growth Areas

The GMA requires transportation planning for at least 10 years into the future; however, the City is planning for the next 20 years (through 2044). The City's travel forecasting model supports the City's transportation planning efforts. The travel demand model provides a tool for forecasting long-range traffic volumes based on the projected growth in housing and employment. For traffic modeling purposes, Marysville was divided into three functional areas: North, Central, and Southeast Marysville. The most significant employment growth is expected to occur in North Marysville, while the most residential growth will occur in the Southeast followed by Central and North Marysville.

Motorized, Non-Motorized, and Transit System Plans

Transpo conducted a baseline analysis of the motorized and non-motorized (i.e. pedestrian and bicycle) transportation networks. With the anticipated 2044 land use growth and baseline improvement projects, motorized and non-motorized future transportation network plans were prepared. Level of service (LOS) standards were updated for motorized networks and, consistent with new State requirements, LOS standards for non-motorized networks were devised to adequately serve future growth. Coordination with Community Transit is ongoing to address transit needs including plans for SWIFT's Bus Rapid Transit service, which is expected to be deployed by 2029.

Transportation Improvement Projects and Financing Program

The City has identified a comprehensive list of multimodal transportation system improvement projects and programs necessary for the proper functioning of the transportation network. A financing program to support implementation of the transportation systems improvement projects and programs is presented in the full 2024 Transportation Plan. A variety of funding sources are part of the financing program.

Section 8.1

INTRODUCTION

The Transportation Element addresses streets and highways, truck routing, pedestrian and bicycle system needs, transit, and transportation demand management strategies to help the City meet existing and future transportation demands. The City of Marysville has grown significantly over the past decade. Recent and forecasted growth will continue to pressure the transportation system.

The Transportation Element identifies improvement projects and programs, and policies to guide the development of an integrated, multimodal transportation system. The Transportation Element has a planning horizon of 2044 to provide a long-range assessment of facility needs. The long-range evaluation will assist the City and neighboring communities in preserving needed rights-of-way and ensuring that improvements can meet future needs and be efficiently phased over time

The Transportation Element is based on and complies with the objectives and requirements of the Washington State Growth Management Act (GMA) (RCW 36.70A). It is also consistent and compatible with State, regional, Snohomish County, and adjacent municipal transportation plans.

Interstate 5 and SR529 are state highways providing vital regional connections.

Major Plan Updates

Since the 2015 Transportation Element update, several major planning efforts and transportation projects have been completed.

Notable planning efforts include, but are not limited to: adoption of the Lakewood Neighborhood Master Plan, Downtown Master Plan, and the Americans with Disabilities Act (ADA) Self-Evaluation & Transition Plan[139]; preliminary planning for Community Transit's SWIFT Gold Line[140]; and designation of the Cascade Industrial Center as a Regional Center by the Puget Sound Regional Council (PSRC) along with transportation network changes within the Smokey Point Master Plan Area.

139. Approved in December 2020, the ADA SETP details the path to achieving ADA compliance. Included in the plan is identification of items throughout Marysville that are not ADA-compliant, the process for making such items ADA-compliant, as well as a schedule for implementing changes.

140. The SWIFT Gold Line, offered through Community Transit, is anticipated to arrive in Marysville in 2027-2029. It will connect downtown Everett, downtown Marysville, and Arlington with several other locations of interest in between.

Notable infrastructure projects include, but are not limited to, State Avenue Corridor Widening, construction of the First Street Bypass, Cedar Avenue and Second Street Low Impact Design (LID) and Roadway Improvement projects, rebuilding streets and city-wide pavement preservation, installation of traffic signals and a pedestrian HAWK signal, ADA upgrades, and other transportation and safety improvements.[141, 142]

From 2011 to 2023, Washington has passed several other legislative amendments that require a focus on Complete Streets and multi-modal transportation as detailed in the full 2024 Transportation Plan.[143]

141. The Annual Pavement Preservation Program improves pedestrian facilities to meet ADA requirements, repairs existing pavement, resurfaces streets, and restripes existing streets. These projects are typically funded by Transportation Benefit District (TBD) revenues and other outside funding sources when available.

142. Other transportation and safety improvement projects include Transportation Benefit District (TBD) Projects and the 2019 Highway Safety Improvement Program (HSIP). The TBD involved a 0.2 percent sales tax increase with the specific objective of using the revenue for transportation improvements. Projects involved with the HSIP 2019 were completed in 2021 and involved multiple safety improvements at several locations and pedestrian/bicycle facility improvements.

143. Complete streets is a design approach that requires streets to be planned, designed, operated, and maintained to enable safe, convenient, and comfortable travel access for users of all ages and abilities regardless of their mode of transportation (Source: Wikipedia). Multi-modal transportation is a transportation system that accommodates motor vehicles, pedestrians, transit, and bicycles (Source: Puget Sound Regional Council (PSRC).

Voices from the Community

The top four project improvements most desired by the community are:

1. Road improvements (e.g. road widening, roundabouts, signals, etc.)
2. Pedestrian facility improvements (e.g. crosswalks, sidewalks, trails, etc.)
3. Neighborhood traffic improvements
4. Improve roadway maintenance

The public's top four priorities for the Transportation Element are:

1. Making walking in the community safer and easier
2. Reducing traffic congestion
3. Increasing traffic safety
4. Improving connections among Marysville destinations and to the region

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When traveling by transit, the following factors are the most important:

1. Overall safety
2. Reliability of bus service
3. Shelters, lighting, and benches at bus stops
4. Frequency of bus service
5. Travel time

For pedestrians, the four most important priorities for walking within the City are:

1. Well-connected sidewalks
2. Safe street crossing facilities (e.g. marked crosswalks, ped signals, etc.)
3. Sidewalk condition and maintenance
4. Street lighting

For bicyclists, the five most important priorities are:

1. Separation from traffic
2. Street pavement condition
3. Connectivity of bike facilities
4. Providing dedicated on-street space for bicycles
5. Bike lane markings through intersections

Section 8.2

INVENTORY OF EXISTING TRANSPORTATION FACILITIES

The City's existing transportation system is comprised of state highways, arterials, collectors, local roads, pedestrian and bicycle facilities, and transit. Rail lines also traverse the City impacting other travel modes. The existing roadway network is shown in Figure 8.1.

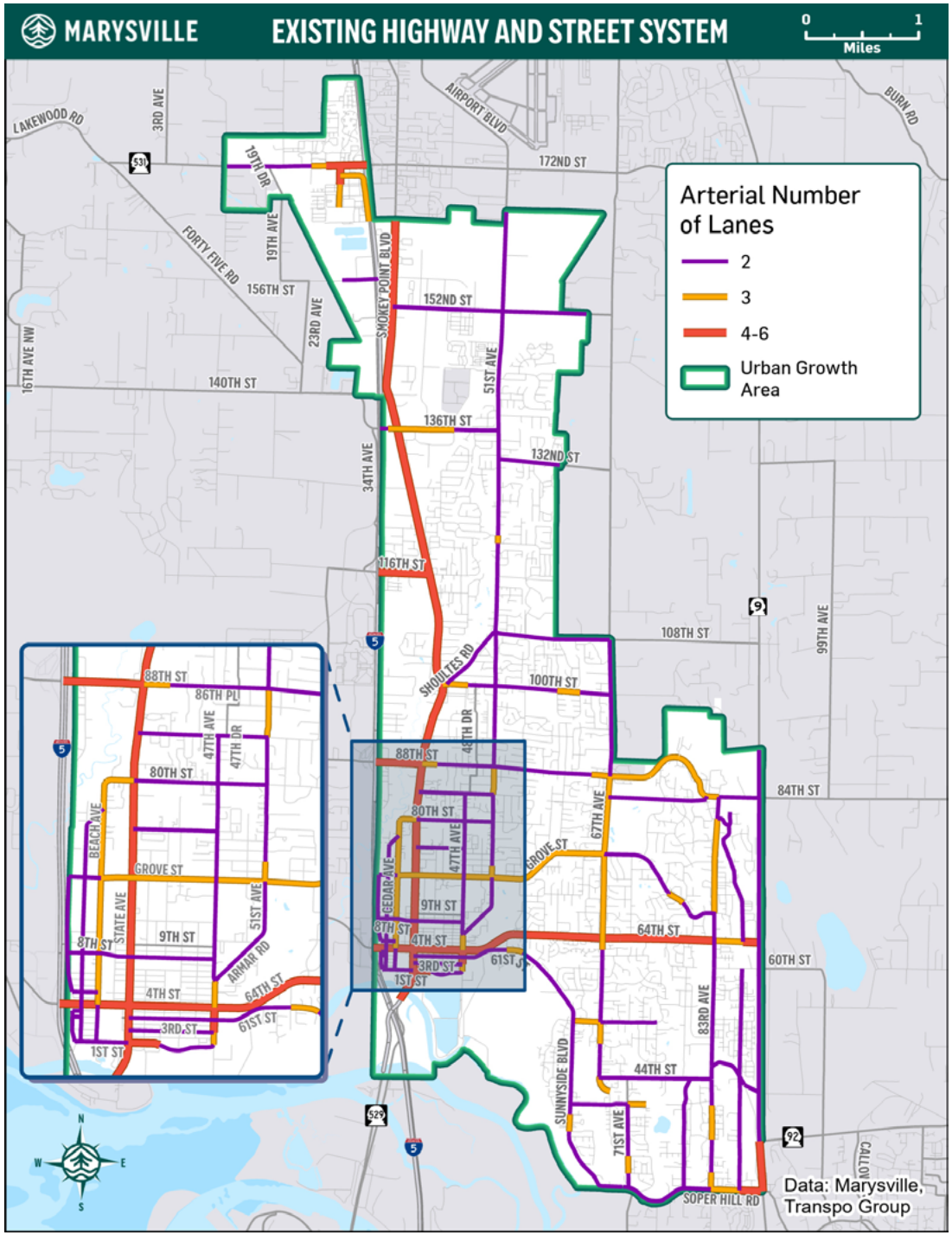
State Highways

Six state highways serve the City. North-south highways are Interstate 5 (I-5), State Route 529 (SR529), and State Route 9 (SR 9). East-west state highways are State Route 531 (SR 531), State Route 528 (SR 528), and State Route 92 (SR 92).

North-South City Arterials

Several City arterials also provide north-south connectivity, serving as the primary connectors for travel within the City and to surrounding communities. These include State Avenue/Smokey Point Boulevard, 51st Avenue NE/Amar Road/47th Avenue NE, and Sunnyside Boulevard.

Figure 8.1



East-West City Arterials

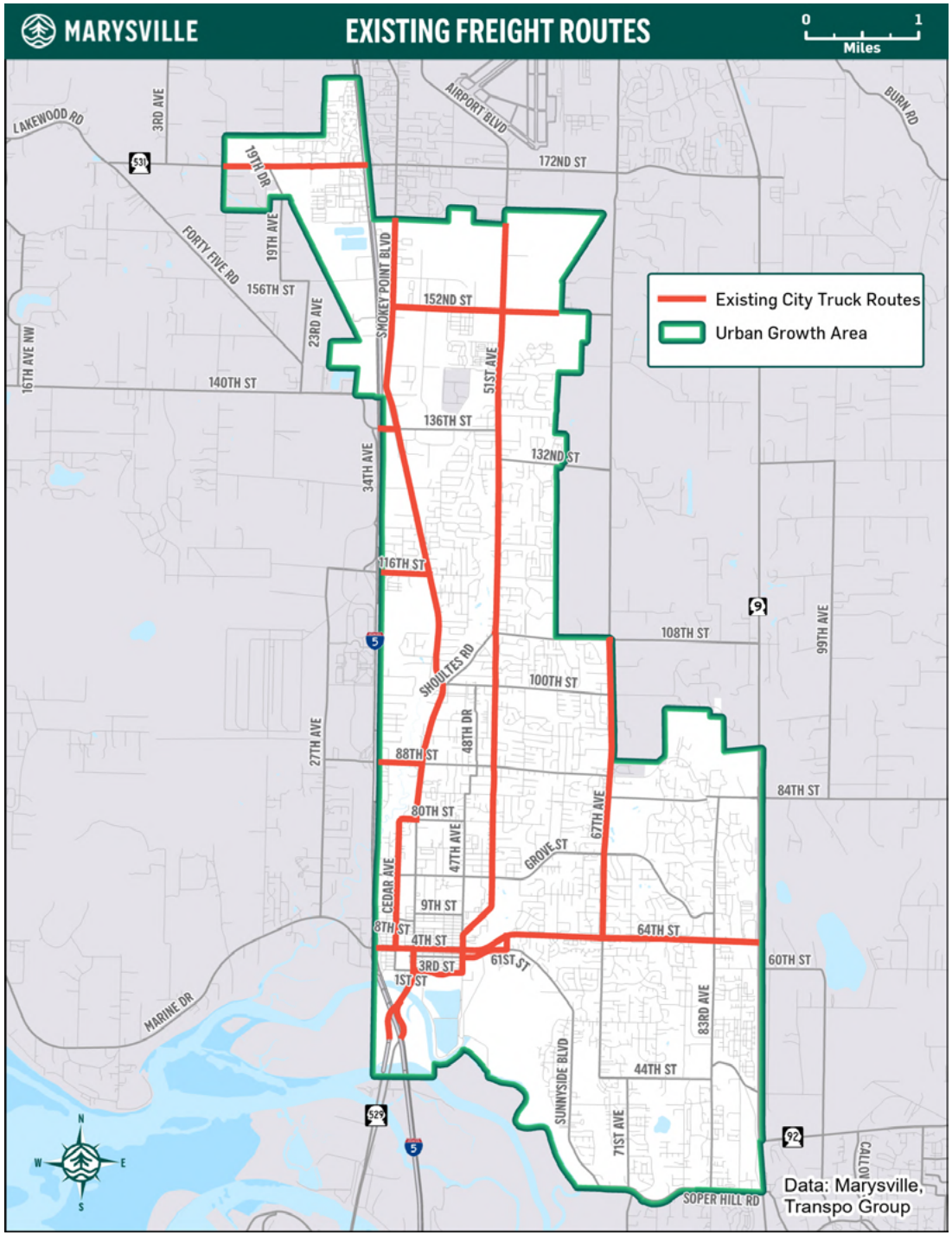
Few east-west City arterials provide direct connectivity through the City, but instead provide connectivity with major north-south arterials. Besides SR 528 and SR 531, only 88th Street NE/ Ingraham Boulevard/84th Street NE directly links I-5 with SR 9. The other main east-west arterials are 1st Street/ 1st Street Bypass/61st Street NE, 116th Street NE, 136th Street NE, and 156th Street NE.

Truck or Freight Routes

The Washington State Freight and Goods Transportation System (FGTS)classifies state highways, county roads, and city streets according to the average annual gross truck tonnage they carry as directed by RCW 47.05.021.[144] FGTS classifies roadways using five freight tonnage classifications, T-1 through T-5. Routes classified as T-1 or T-2 are considered strategic freight corridors and are given priority for funding. There is one T-1 roadway (Interstate 5) in the Marysville area, and several T2 roadways.[145]

The City has adopted a defined system of truck routes as described in Marysville Municipal Code Chapter 11.62 and shown in Figure 8.2. Due to physical constraints, State Avenue between 4th Street (SR 528) and 80th Street NE is not a designated truck route; instead, Cedar Avenue/80th Street NE serves as the bypass truck route.

Figure 8.2



144. The FGTS establishes funding eligibility for the Freight Mobility Strategic Investment Board (FMSIB) grants and supports designations of HSS (Highways of Statewide Significance) corridors, pavement upgrades, traffic congestion management, and other state investment decisions.

145. T2 truck routes include: SR 9 (south of SR 92); SR 92; 84th Street NE (east of SR 9); SR 531 (between I-5 and 67th Avenue NE); SR 529 from Everett to I-5, State Avenue/Smokey Point Boulevard (between SR 531 and 80th Street NE); 116th Street NE (between 34th Avenue NE and State Avenue); 88th Street NE (between I-5 and State Avenue); and Marine Drive (between 27th Avenue NE and I-5).

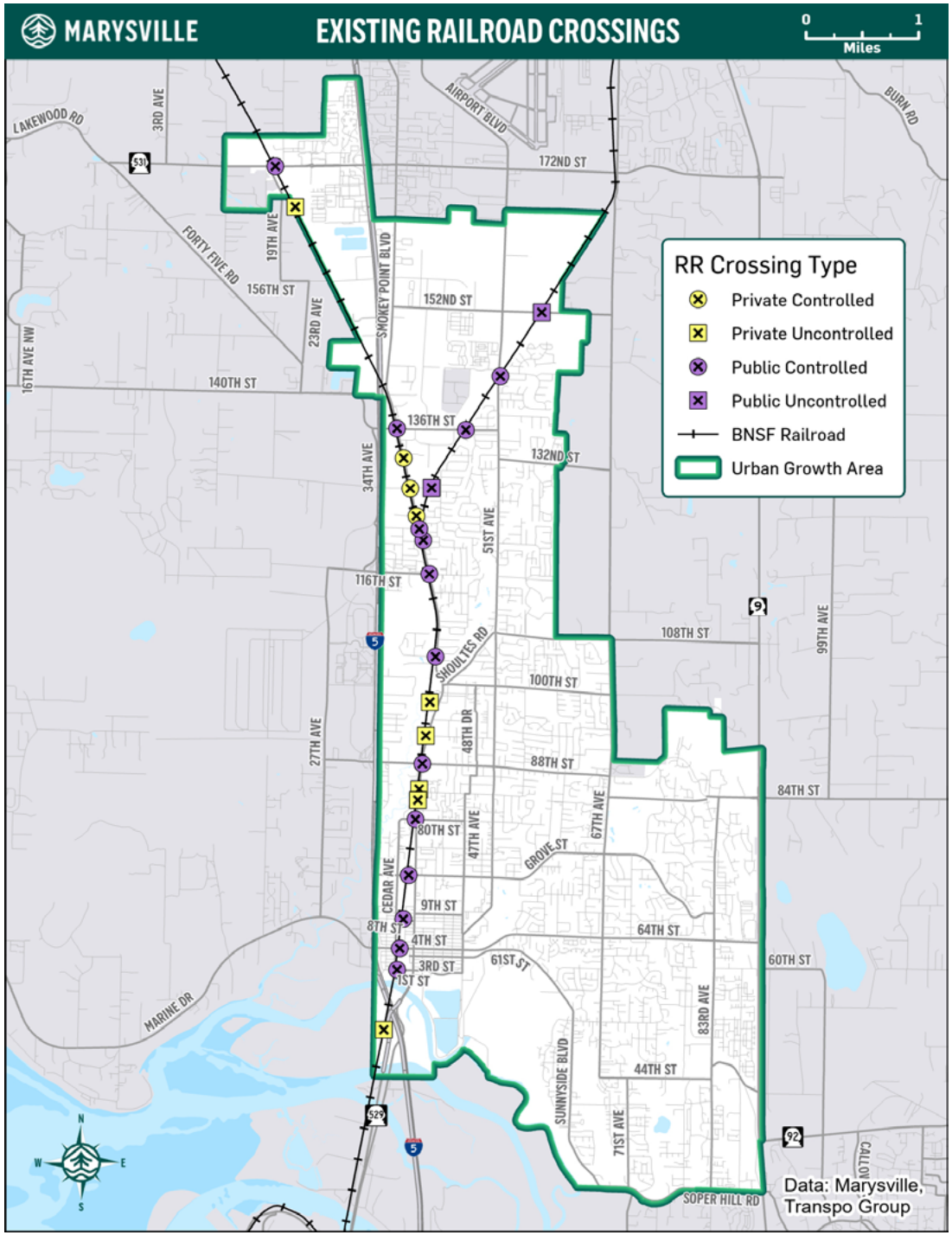
Rail Crossings

Burlington Northern Santa Fe (BNSF) Railway operates the main rail line through the City of Marysville and a spur that branches off from the main line north of 116th Street NE terminating in Arlington. The BNSF mainline generally parallels State Avenue and Smokey Point Boulevard south of 140th Street NE. Within the City, the BNSF main line has 21 rail crossings while the spur to Arlington has five crossings. The Washington State Rail Plan 2019-2040 reports that approximately 20 trains use the BNSF mainline every day with a daily average of four AMTRAK passenger trains Figure 8.3 depicts the location of the rail crossings, whether the crossing is public or private, and whether the crossing is signalized or simply signed.

The rail crossings have been the location of four collisions between 2018 and 2023 with one collision resulting in injuries and one collision resulting in a fatality. The Federal Railroad Administration incident reports show that the collisions at the public at-grade crossings were due to motorists ignoring the gates and flashing beacons or stopping on the railroad tracks. Rail crossings also impact pedestrian and bicycle travel in the City due to the oblique angles of some rail crossings, as well as pedestrians and bicyclists feeling unsafe particularly at uncontrolled crossings.

The railway presents challenges and opportunities for the community.

Figure 8.3



Non-Motorized System

The non-motorized transportation system, consisting of pedestrian and bicycle facilities, is a vital part of the transportation system. A well-developed non-motorized system provides healthy travel options, encourages recreational activities, reduces vehicle demand on roadways, and enhances the safety of the public. Pedestrian and bicycle facilities also provide access to and from transit stops and ensures that those people with mobility limitations can easily and safely access goods and services.

Pedestrian and bicycle facilities connect traffic generators, such as major employers, Downtown business, schools, residential areas, parks, and transit stops. Most recently completed pedestrian and bicycle improvement projects have been constructed as part of roadway expansion projects; however, several major standalone non-motorized projects have also been completed.

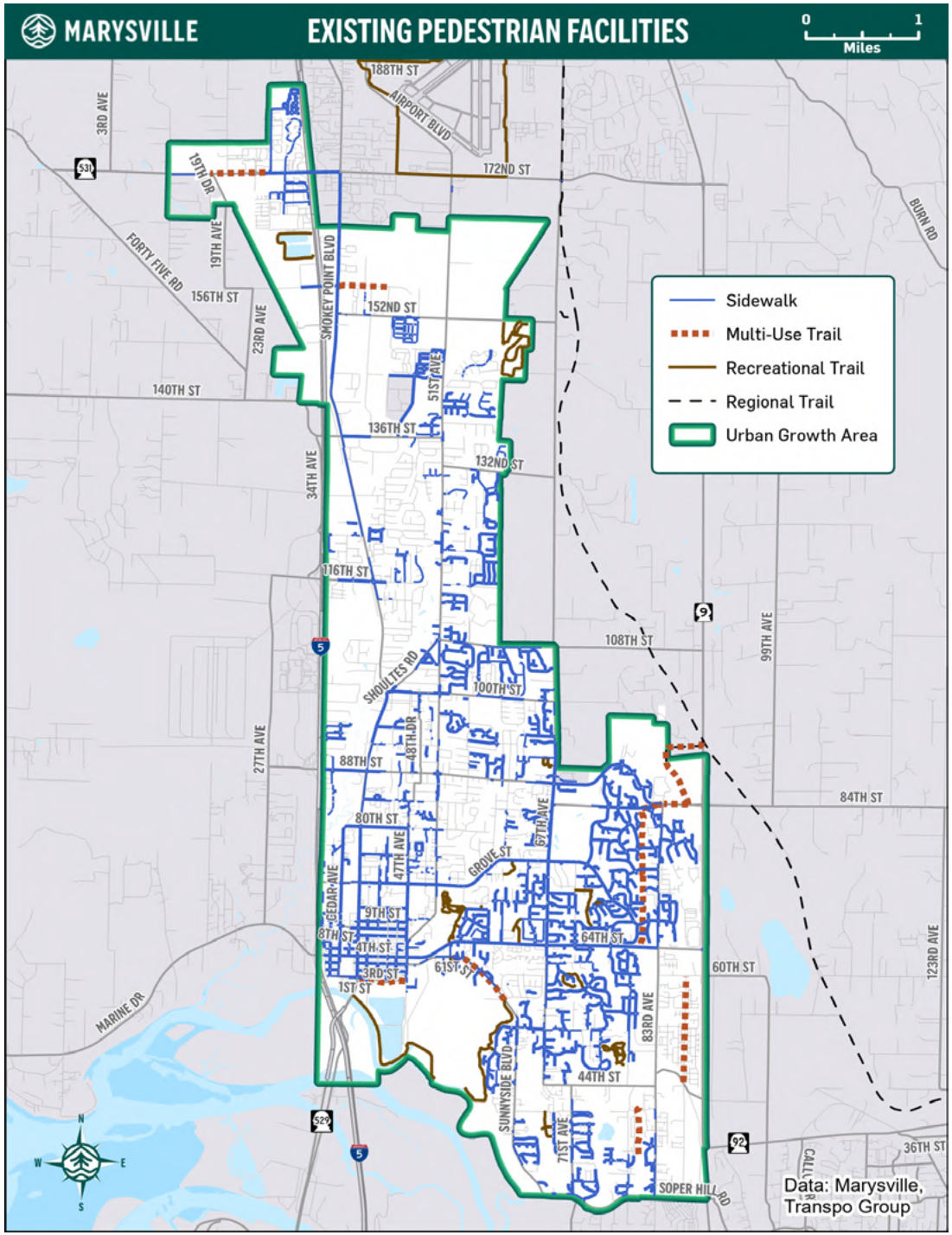
Pedestrian Facilities

As shown in Figure 4, most existing sidewalks and pedestrian pathways are located Downtown and in the neighborhoods of Getchell Hill, Jennings Park and East Sunnyside. Sidewalks or shoulders that serve as walkways are also provided elsewhere in the City. While many sidewalks have been constructed by the City, other sidewalks have been constructed by developers as new subdivisions or commercial projects were built. While this has resulted in many new sidewalks, a variety of gaps exist in the pedestrian system. These gaps reduce connectivity of the pedestrian system and pose safety issues, particularly for vulnerable populations like seniors, children and people with limited mobility.

The City is also served by several multi-use trails and recreational trails.[146] The dedicated trails in Marysville are the Bayview-Whiskey Ridge Trail and the Ebey Waterfront Trail. In 2021, the City completed the Centennial Trail Connector which connects the Bayview Trail to the regional Centennial Trail.

146. Multi-use trails are meant to provide important connections for utilitarian transportation needs. Recreational trails are meant to primarily serve recreational purposes.

Figure 8.4



Bicycle police officers attend the grand opening of the Ebey Waterfront Trail, a multi-use trail.

Bicycle Facilities

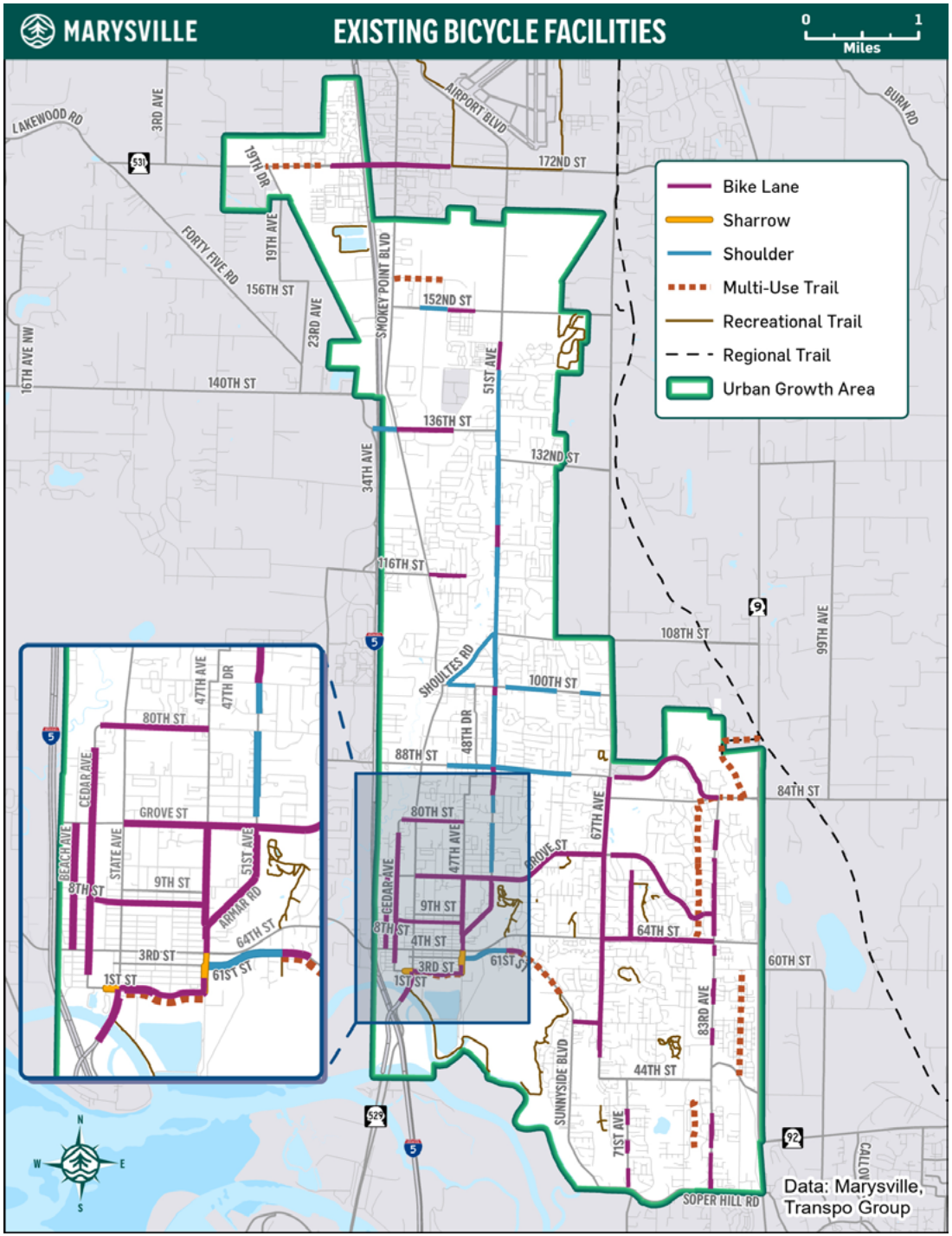
There are several existing bike lanes within Marysville and the surrounding communities as shown in Figure 8.5. Existing bicycle facilities are concentrated along a few select corridors: Beach Avenue, Cedar Avenue and Grove Street. Bike lanes are also found along some other roads although significant gaps still exist. The Centennial Trail Connector provides a connection between the City's bicycle network and regional multi-use trails. Other recent bicycle facility improvements include sharrows along some roadways in the Downtown and an off-street shared-use path along the 1st Street Bypass.[147]

Transit and Transportation Demand Management

Transit is another important component of the City's transportation system. Community Transit (CT) provides both fixed-route local and commuter bus service as well as paratransit services within the City.

147. A sharrow or a shared lane is a lane with marking indicating that both motor vehicle and bicycles may use the lane.

Figure 8.5



Fixed Route Service

Five local routes and five commuter routes serve Marysville. Local transit service is focused on core arterial routes like State Avenue and Smokey Point Boulevard with connections to park & ride lots. Other major arterials are also served by local transit service although at lower frequencies. Commuter service is concentrated along I-5 serving park & rides and connects riders to Downtown Seattle, the Northgate Light Rail Transit Station, and Mukilteo. The City currently is served by four park & ride lots, most of which are located near I-5. Figure 6 shows the 2023 fixed routes, bus stops, and existing park and ride facilities within the City.

DART Paratransit Service

Dial-A-Ride Transportation (DART) serves those with disabilities and/or the elderly who are unable to access fixed-route services.[148] The Americans with Disabilities Act (ADA) requires that CT offer comparable curb-to-curb paratransit service within 0.75 mile of all local fixed-routes during hours of fixed-route operation.

Vanpool Program and Rideshare Services

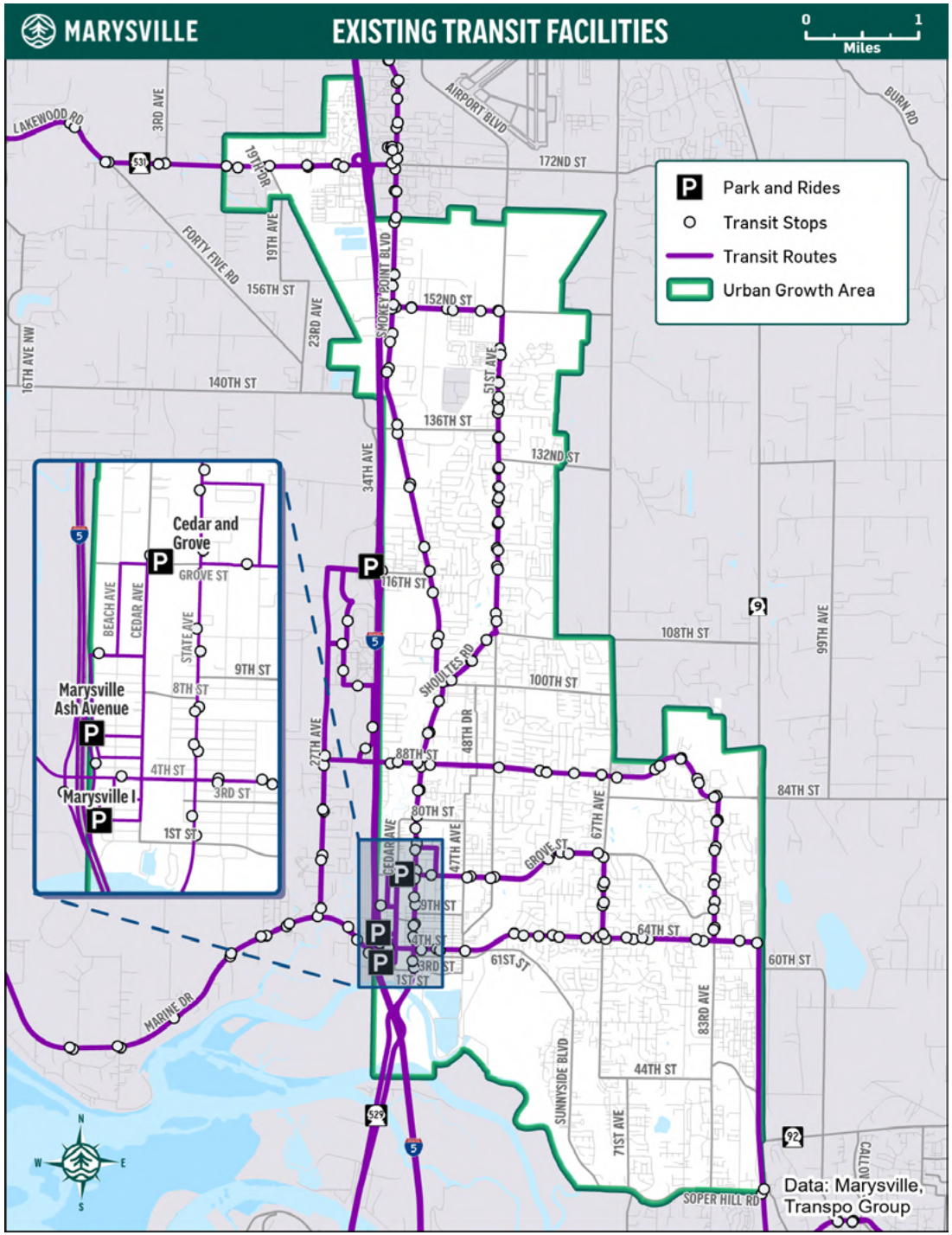
CT's vanpool program is one of the nation's largest and includes mobility device lift-equipped vans for those with disabilities. In 2023, vanpool represented five percent of all CT passenger trips, serving commuter groups with an origin or destination in Snohomish County. CT also offers ride-matching services for those interested in carpooling and vanpooling.

Commute Trip Reduction (CTR) Plan

The City's Commute Trip Reduction (CTR) Plan was adopted in 1997 and updated in 2015 (Ord. 3047) to comply with State requirements. The CTR Plan's goal is to reduce single occupancy vehicle (SOV) trips and vehicle-miles-traveled by 10 percent for major employers, which are defined as companies with 100 or more employees arriving between 6 and 9 a.m.

148. DART is operated under contract with Senior Services of Snohomish County.

Figure 8.6



Section 8.3

EXISTING TRANSPORTATION CONDITIONS AND SAFETY

Roadway Traffic Volumes

The Marysville travel demand model was used to estimate current daily vehicular demands on all City arterial roadways. Vehicular demands estimated by the model were calibrated and validated using recently collected traffic counts collected at key locations throughout the City.

Washington State Department of Transportation (WSDOT) facilities, including SR 9, 4th Street (SR 528), and 172nd Street NE (SR 531), have the highest average daily trip (ADT) volumes with between 12,000 and 37,000 daily trips. Of the City's roadways, Smokey Point Boulevard/State Avenue has the highest existing daily volumes with between 17,000 and 22,000 daily trips. Most other minor arterial roadways within the City have daily traffic volumes between 6,000 and 10,000, while collector roadways have ADT volumes of approximately 5,000 vehicles. Since 2014, the roadways with the largest ADT growth are in areas that have had the most development, which are primarily in the southeastern part of the City. Volumes along SR 528 have decreased due to the completion of the 1st Street Bypass.

Traffic volumes on SR 528 decreased after the construction of the First Street Bypass pictured here. Photo Credit: Mark J. Photography.

Roadway Traffic Operations

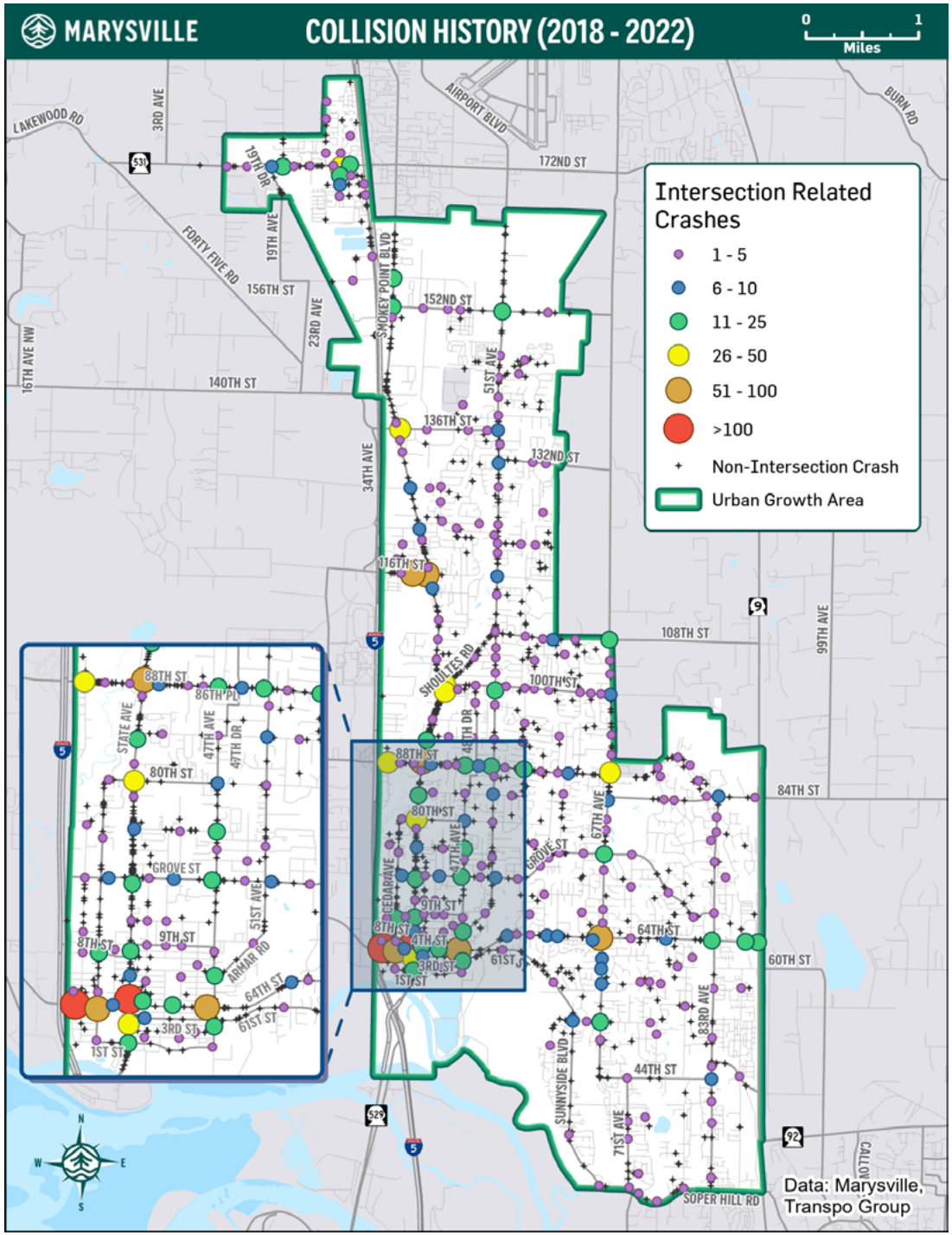
Traffic operations analyses provide a quantitative method to evaluate the transportation system's existing and forecast performance to assist in identifying problems and improvement options.

Levels of Service (LOS) are typically evaluated based on methodologies documented in the Highway Capacity Manual (HCM), Transportation Research Board, 6th Edition.[149] LOS ranges from LOS A, indicating free-flow conditions with minimal vehicular delays, to LOS F, indicating extreme congestion and significant delays. LOS at intersections is measured in terms of the average vehicular delay. The City, and other agencies with transportation systems impacting Marysville, have adopted LOS standards to evaluate how their intersections or roads function, which are discussed further in Section 8.5. Currently, City intersections operate within the established LOS standards except for the intersection of 53rd Avenue NE/61st Street NE which operates at LOS F. A signalization project for this intersection is currently out to bid with construction forthcoming.

Roadway Traffic Safety

A traffic safety analysis was conducted at intersections within the City. WSDOT data from 2018 to 2022 shows a total of 3,740 collisions occurred on roads in the City. As shown in Figure 8.7, high-collision corridors are typically those with high traffic volumes (State Avenue/Smokey Point Boulevard, 4th Street/64th Street NE (SR 528), 88th Street NE/Ingraham Boulevard/84th Street NE). The most prevalent types of collision are rear-end (27.8%), angle (22.8%), and approach turn (12.3%).[150] Incidents involving pedestrians and bicyclists constitute 3.26% of the total crashes. Most (73.0%) crashes result in property damage only, while 26.8% cause injuries and only 0.2% result in fatalities.

Figure 8.7



149. The HCM is a nationally recognized and locally accepted method of measuring traffic operations.

150. Typically, a main cause for a rear-end collision is traffic congestion (vehicles following too closely). Approach turn and angle collisions relate to conflicts within the intersection itself.

Intersection Safety Analysis

Typically, intersections with a collision rate greater than one collision per million entering vehicles (MEV) should be monitored to determine if safety improvements are needed. Between 2018 and 2022, five state highway intersections in the City, and 10 Marysville intersections had a collision rate of more than one collision per MEV. The state highway intersections with the most collisions per year are the I-5 Northbound ramps/4th Street with 23.8 and the I-5 ramps/116th Street NE with 17. Among the Marysville intersections, the ones with the most collisions per year are State Avenue/88th Street NE with 20.4 and State Avenue/4th Street with 18.4.

Pedestrian/Bicycle Safety

As pedestrians and bicyclists have fewer protections from impacts during collisions, they are often the party injured or killed in collisions. Therefore, identifying and evaluating the cause of pedestrian and bicycle collisions is key to ensuring the transportation network is safe for all users. Between 2018 and 2022, there were 79 collisions involving pedestrians and 49 collisions involving bicyclists in Marysville. The largest concentration (34) of these types of collisions occurred along the State Avenue corridor.

The HAWK signal or high-intensity activated crosswalk beacon on 4th Street enhances safety for pedestrians and bicyclists crossing this busy roadway.

Section 8.4

LAND USE FORECASTS AND KEY GROWTH AREAS

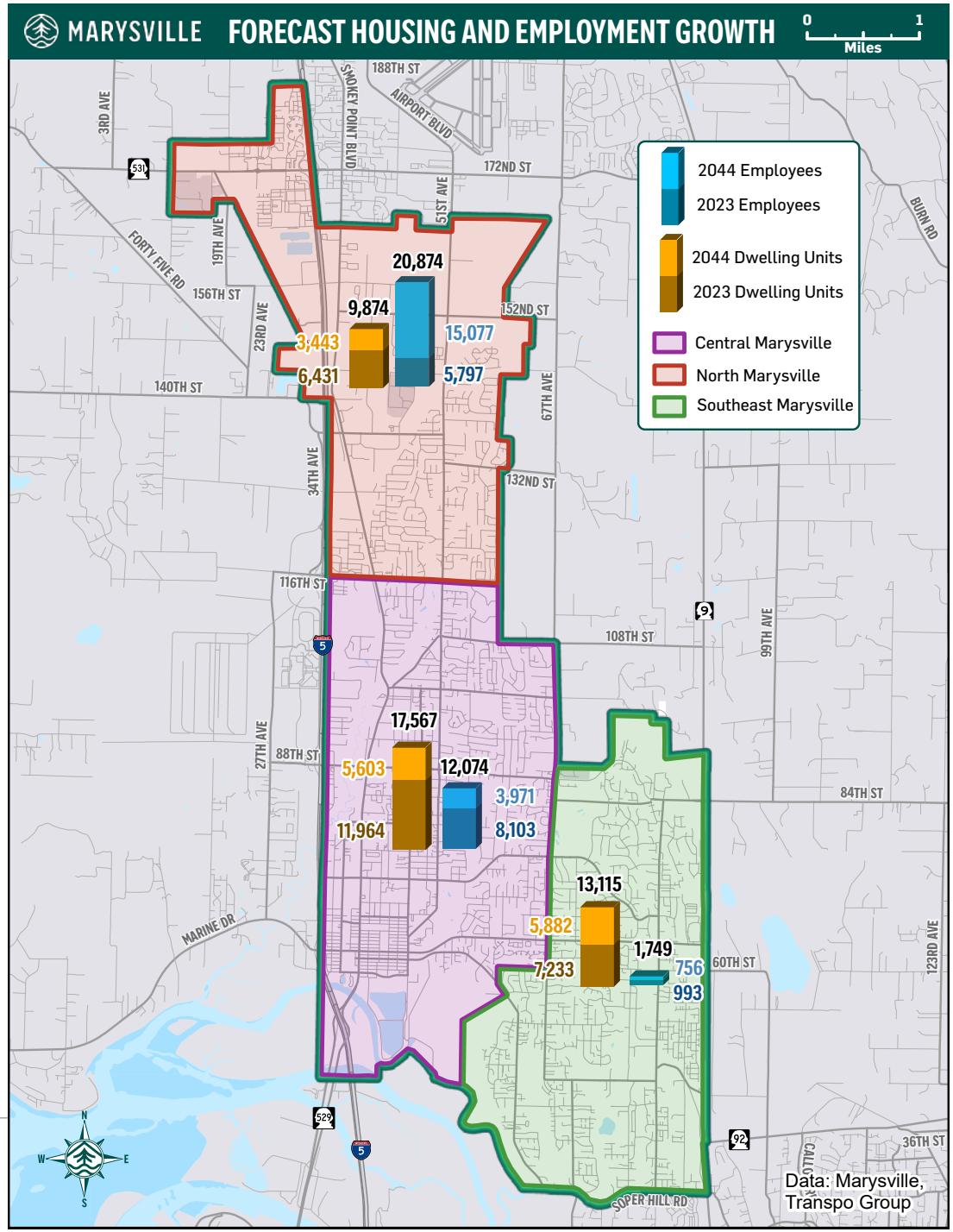
The GMA requires that the transportation planning horizon be at least ten years in the future; however, the City is planning for the next 20 years with a horizon year of 2044. The City's travel forecasting model was updated to support the City's transportation planning efforts. The travel demand model provides a tool for forecasting long-range traffic volumes based on the projected growth in housing and employment. The model also evaluates transportation system alternatives.

Land Use Forecasts

Travel forecasts are largely derived based on anticipated changes in households and employment within the study area. In addition, the travel forecasts must incorporate growth in the volume of traffic entering and exiting the greater Marysville area. The Citywide land use targets for 2044 were based on PSRC land use assumptions for 2044, which is consistent with patterns of growth assumed in PSRC's VISION 2050. [151]

The following summarizes the overall projected growth in residential dwelling units and employment that were used in forecasting the 2044 travel demands, which is shown in Figure 8.8. Key growth areas are also summarized.

Figure 8.8



151. Figure 8.8 shows capacity figures which are slightly higher than the Citys' PSRC allocated growth targets; however, the travel demand model/forecast and the overall Comprehensive Plan are based on PSRC's growth targets. The key reason that additional employment capacity is shown in the northern part of the UGA is due to the substantial commercial and industrial development occuring in the Cascade Industrial Center (CIC). It should be noted that some of the land that represents surplus employment and housing capacity may be used to address the City's emergency housing allocation. The unannexed UGA (i.e. Lakewood School District complex) also contributes to the surplus employment capacity.

Residential Growth

Within the City, the number of housing units is projected to grow by about 14,253, representing a 55 percent increase between 2020 and 2044 which is a 1.85 percent annual growth rate. The southeast part of Marysville, which includes the East Sunnyside-Whiskey Ridge Subarea, is projected to grow the most, with the capacity to accommodate nearly 39.5 percent of the housing growth or about 5,882 dwelling units by 2044. The central area of Marysville has capacity to add about 5,603 units or 37.5 percent of City growth. The northern area of the City has capacity to add about 3,443 new units or 23 percent of City growth.

Employment Growth

Employment in the UGA is projected to grow by about 17,616 jobs, representing a 111 percent increase over 2019 which is a 3.03 percent annual growth rate. Employment in the northern part of Marysville, which includes the Cascade Industrial Center (CIC), is projected to grow the most. The northern part of the Marysville UGA has capacity for about 15,100 more employees or 76.1 percent of the UGA's additional commercial capacity. The central area of the Marysville UGA has capacity for about 4,000 more employees or 20.1 percent of the UGA's additional commercial capacity. The southeast area of the City has capacity for about 750 more employees (3.8 percent of the UGA's capacity).

Lakewood Neighborhood

The Lakewood Neighborhood has grown significantly over the past 20 years. The 172nd Street NE corridor has primarily served this growth; however, the City is proactively building alternate access to the south with a network of planned roadways and a connection to the 156th Street NE overpass, which will ultimately be an I-5 interchange. In addition, Marysville and Snohomish County plan to extend 156th Street NE to the Forty-Five Road with a BNSF railroad overcrossing.

Cascade Industrial Center (CIC)

The CIC is a major focus area of the cities of Marysville and Arlington and has been experiencing significant industrial and commercial development during the past several years. The proposed 156th Street NE – I-5 Interchange will be a crucial access for the CIC. The 156th Street NE corridor will be built and expanded to funnel new regional traffic to I-5, while internal circulation roads will support traffic within the CIC. North-south road improvements that connect new jobs to City residents to the south are also needed.

Within the CIC, a robust road network is planned to support industrial traffic and freight.

88th Street Corridor

The 88th Street corridor is a major east-west arterial for the City and Snohomish County to the east. The 88th Street – I-5 Interchange will be upgraded in coordination with the Tulalip Tribe and WSDOT. The 88th Street NE/ State Avenue intersection is problematic due to high traffic demands in an area that is constrained by Quilceda Creek, the BNSF railroad, and two cemeteries. Between State Avenue and 51st Avenue NE, the corridor has over a mile of residential frontages with driveways, which—coupled with the cemeteries—make road widening very difficult. The City is evaluating creative solutions to maximize capacity in this limited space.

Downtown

The Downtown has had new improvements with the Marysville Civic Center and the 1st Street Bypass. The planned interchange improvements at SR 529/I-5 and 4th Street/I-5 will improve vehicle access to the Downtown. The City envisions more commercial and residential redevelopment activity Downtown, increasing the need for multi-modal infrastructure that promotes overall safety and mobility.

Sunnyside Boulevard

Sunnyside Boulevard is one of the few connections between Downtown and southeast Marysville. Sunnyside Boulevard is expected to be widened to two lanes in each direction to accommodate additional traffic; however, south of 52nd Street NE, traffic levels should be low enough to remain one lane each direction. The full corridor needs upgrades to meet urban standards that include sidewalks or trails.

Southeast City/Whiskey Ridge Area

The entire southeast area of the City is experiencing rapid growth. Various proposed road and trail connections will address connectivity and circulation. The 83rd Avenue NE and 87th Avenue corridors are being upgraded to urban standards. A new east-west corridor at 40th Street NE will provide a key connection between Sunnyside Boulevard and SR 9, including a new west leg at the SR 9/SR 92 intersection. Major trail facilities are also proposed for the area.

The Third Street Retrofit project enhanced pedestrian safety and water quality while beautifying the Downtown.

Section 8.5

MOTORIZED ROADWAY SYSTEM: 2044 BASELINE, ALTERNATIVES ANALYSIS, AND SYSTEM PLAN

The updated travel forecasting model was used to convert the 2023 and forecast (2044) land use data into travel demands. The 2023 data were used to calibrate and validate the model. The 2044 forecast model was used to forecast traffic volumes and travel patterns. The 2044 model was initially set up assuming currently committed and planned transportation improvement projects would be constructed by 2044, which provides a baseline for identifying potential alternative transportation improvement needs. The results of the alternatives evaluation were used to establish a framework for the motorized Transportation Systems Plan also discussed in this section.

2044 Baseline Evaluation

The 2044 baseline model was developed based on capacity improvement projects identified in prior plans and project lists prepared by WSDOT, Snohomish County, the City of Marysville, the other adjacent cities, and the Tulalip Tribe. Some of these improvements are funded or are expected to be funded in the next few years. Other improvements were considered long-term commitments based on plans and, therefore, were assumed complete by 2044 for the baseline analyses. Projects assumed in the City's 2044 baseline scenario include[152]:

- Three interchange projects (i.e. I-5 and 4th Street (SR528), I-5 and 88th Street, and I-5 and 156th Street)
- Eight intersection projects
- Three major widening projects (i.e. 172nd Street NE from 19th Avenue NE to 27th Avenue NE, the 156th Street NE Extension, and 87th Avenue NE from 35th Street NE to 40th Street NE).
- Six reconstruction/minor widening projects
- New roadways to serve as access roads to new development
- Improvements to SR 531 from 43rd Avenue NE to Highway 9

The 156th Street Overpass will be converted into a full I-5 Interchange in the future.

With the anticipated 2044 land use growth and baseline improvement projects, the Marysville Travel Demand Model was run to forecast 2044 traffic volumes on area roadways. Consistent with the existing traffic operations analysis, intersection level of service analysis was performed at study intersections. Based on this analysis, only six intersections do not operate within acceptable LOS standards as shown in Figure 8.11.

152. The baseline travel demand model also included major projects assumed in Arlington, Lake Stevens, and Snohomish County. Note SR 9 was not assumed widened north of SR 92 in the baseline scenario.

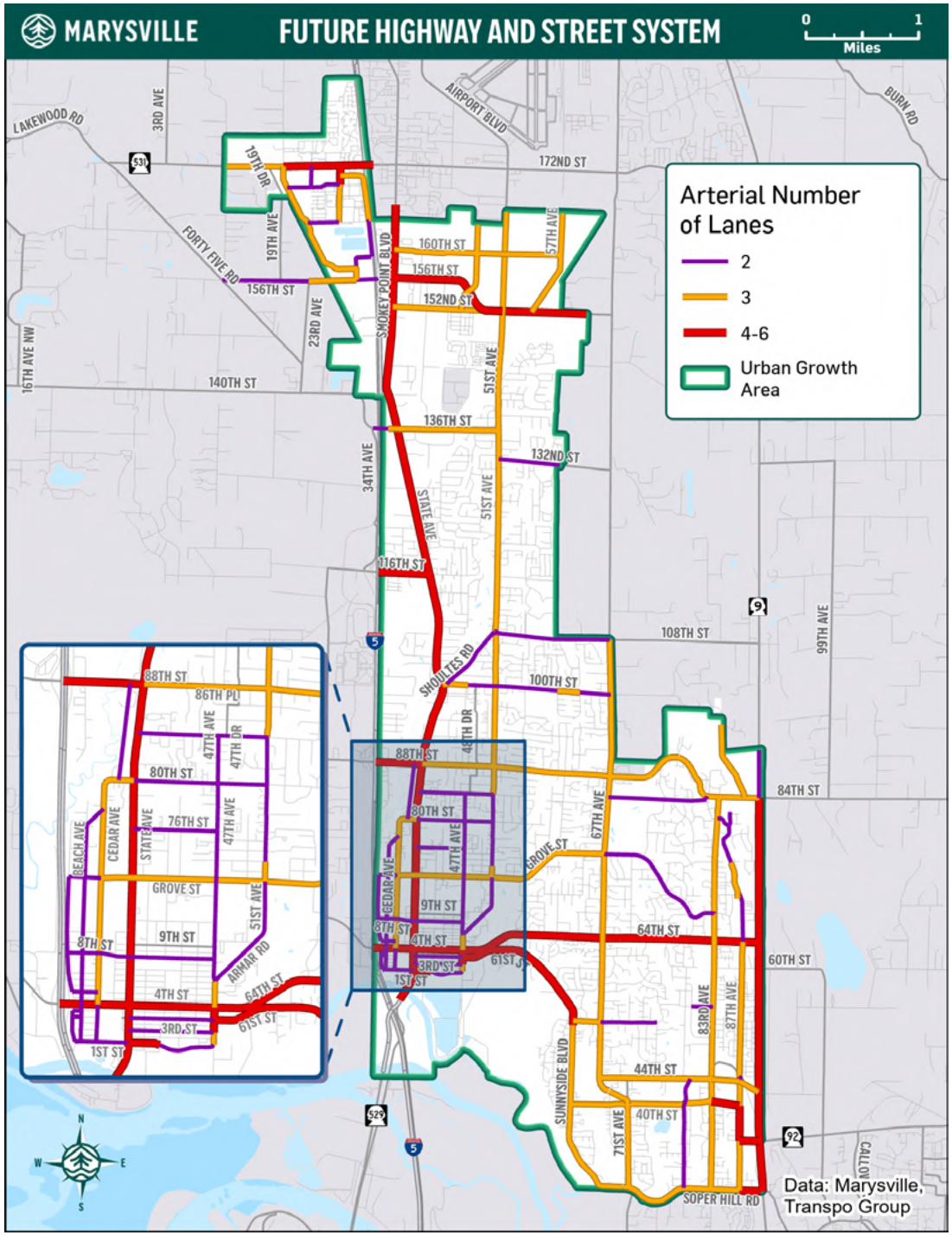
Need Evaluation and Project Identification

While the 2044 Baseline analysis showed some corridors or intersections over capacity, in some cases the solution may not be to expand capacity on that specific corridor. Providing additional capacity along parallel routes may also reduce the traffic demands on the problematic corridors. With the proposed Transportation System Plan improvement projects described in this section, all roadways are expected to meet LOS standards.

Streets and Highways

The core of the street and highway system includes arterials and collectors. The City also has designated specific corridors as truck routes, which can affect the design features of specific improvement projects. The arterial system is supported by future connector roads to provide circulation and connectivity of the overall system. Figure 8.9 highlights the highway and street system envisioned for the City based on the size (number of lanes) and connectivity of arterials.

Figure 8.9



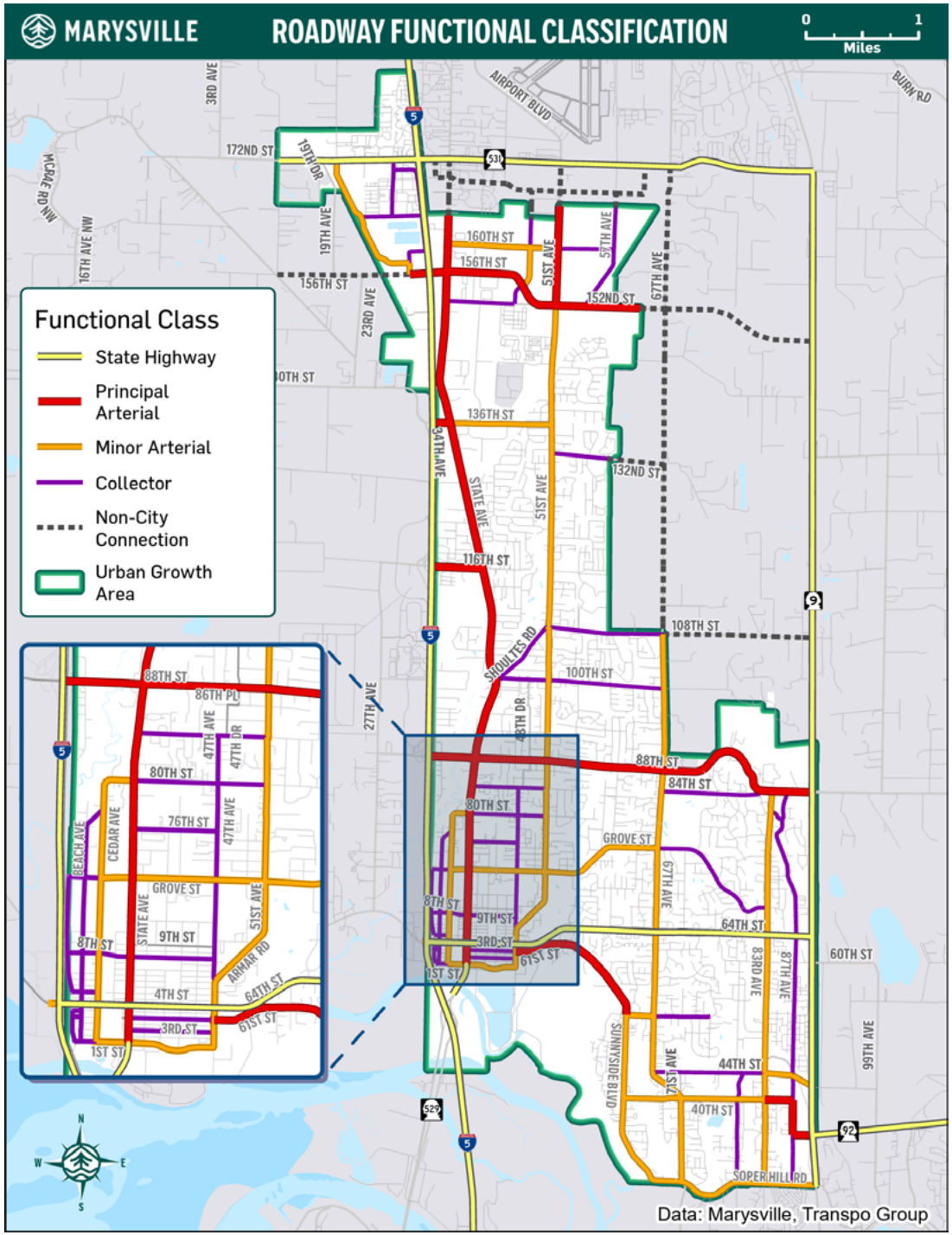
Arterial and Collector Classifications

Roadways within a network are typically classified based on their desired purpose, design, and function. Figure 8.10 shows the functional classification for streets within the City and its UGA. The general hierarchy of functional classification is based on the relationship between the function of the roadway and the surrounding land uses and mobility and access.[153] For example, commercial developments generally prefer to locate along arterials or collectors due to the great mobility and visibility. Likewise, parks, schools, and residential homes are preferred along collector or local streets due to lower traffic volumes and good access.

National Highway System

The National Highway System (NHS) includes the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility as defined by the Federal Highway Administration (FHWA).

Figure 8.10



153. Roadways within this plan fall under five functional classifications: freeways, principal arterials, minor arterials, collectors, and local streets.
- Freeways are multi-lane, high-speed, high-capacity roadway generally exclusively for motorized traffic. Freeways have controlled access and are intended to serve longer, regional intra-state or interstate travel.
- Principal arterials connect focal points of traffic generation throughout the City and adjacent areas. They are used to provide access to the regional highway system, connect major community centers, and connect to adjacent cities. These streets are intended to primarily serve "through" traffic with limited access to abutting land use. Principal arterials typically carry the highest traffic volumes.
- Minor arterials are inter-community roadways that connect community centers with each other or to principal arterials or freeways. Minor arterials serve lesser points of traffic generation and provide greater land access than principal arterials. Generally, minor arterials have moderate to high traffic volumes and may include some restrictions of traffic movements and limitations on spacing of driveways and local streets.
- Collectors distribute traffic between the local street system and the arterial street system. They provide land access as well as connection between neighborhoods and smaller community centers. Collectors typically have low to moderate traffic volumes and limited regulation of access control. On-street parking is usually limited.
- Local streets primarily provide direct lane access and generally discourage through traffic. These streets typically have low to moderate traffic volumes and few access controls. On-street parking is generally allowed.

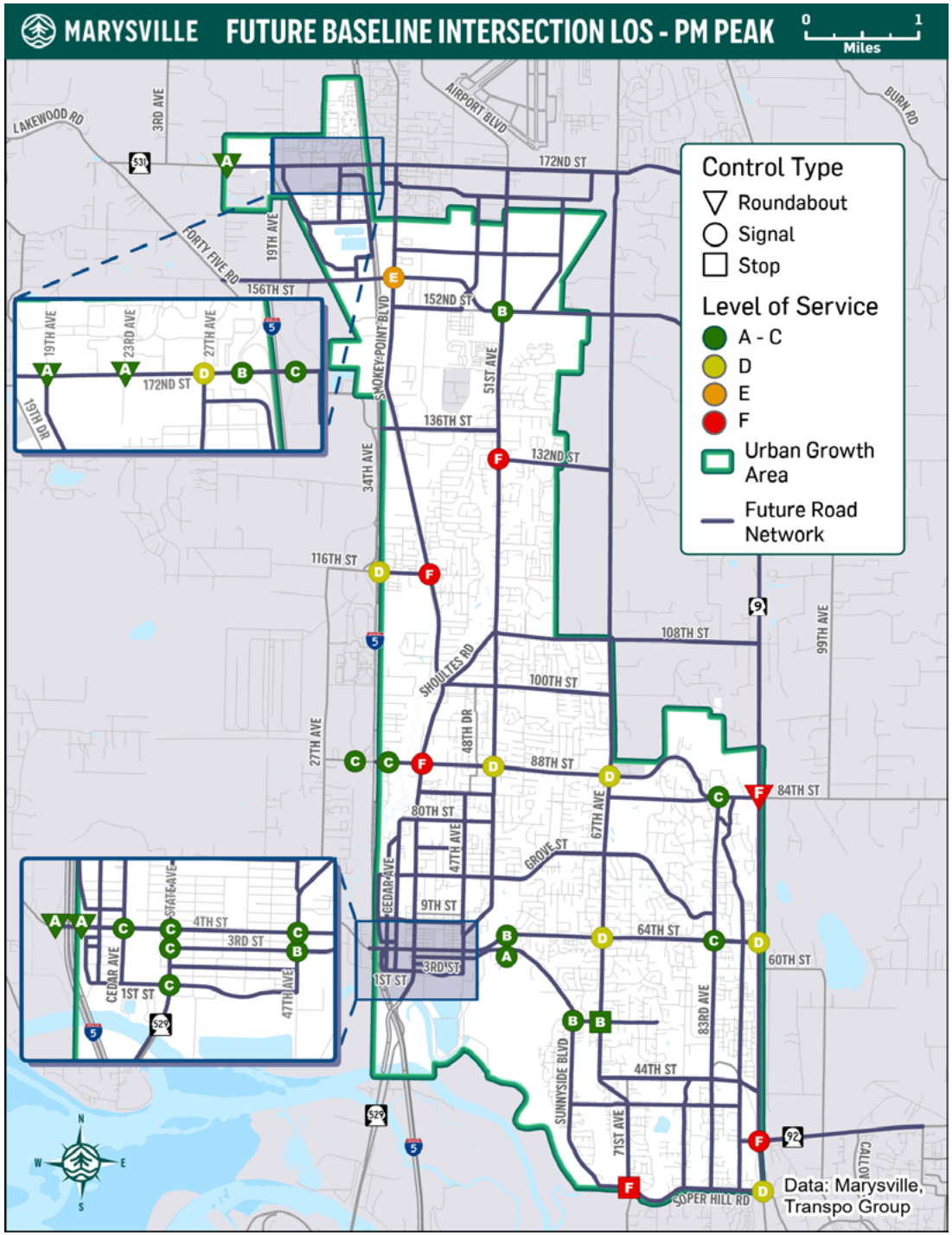
Highways of Statewide Significance

Washington State Department of Transportation (WSDOT) designates interstate highways, such as I-5 and SR9 and other principal arterials that are needed to connect major communities in the state as Highways of Statewide Significance (HSS). This designation assists with the allocation of some state and federal funding. These roads are typically used for corridor movements with significant statewide and interstate travel characteristics.

Federal Functional Classification

The Federal Functional Classification (FFC) system provides a hierarchy of roadways as defined by the Federal Highway Administration (FHWA). This system defines the role of travel through a network of roads, rather than focusing on individual roads. Consequently, the FFC differs in several ways from the City's Functional Classification. Changes to the FFC are submitted through WSDOT.

Figure 8.11



Vehicle LOS Standard

Vehicle level of service (LOS) is both a qualitative and quantitative measure of roadway and intersection operations. Vehicle level of service uses an "A" to "F" scale to define the operation of roadways and intersections depicted in Figure 12.

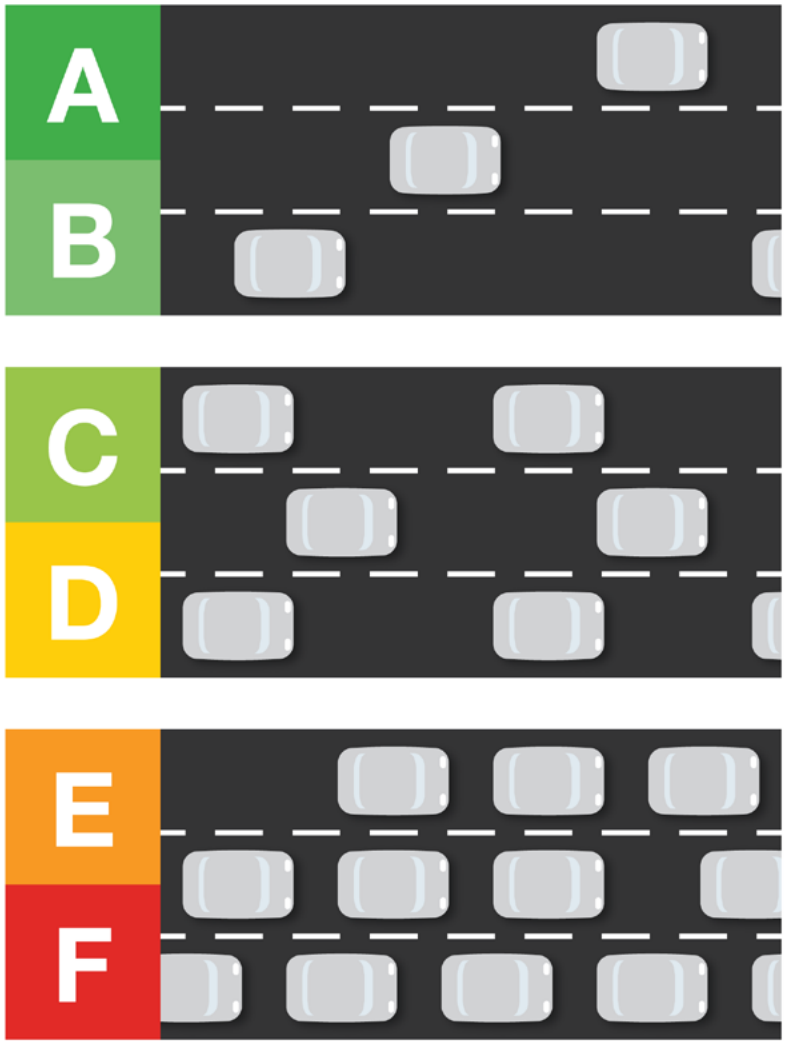
The following is a summary of the different LOS levels:

- LOS A: Primarily free flow traffic operations at average travel speeds. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delays at intersections are minimal.
- LOS B: Reasonably unimpeded traffic flow operations at average travel speeds.
- LOS C: Stable traffic flow operations. However, ability to maneuver and change lanes may be more restricted.
- LOS D: Significant increases in traffic flow may cause substantial decreases in approach delays and decreases in speed.
- LOS E: Significant delays in traffic flow operations and lower operating speeds.
- LOS F: Traffic flows at extremely low speeds. Intersection congestion is likely with high delays and extensive vehicle queuing.

For the City of Marysville, the vehicle LOS standard is set for signalized intersections and roundabouts as follows: [154]

- Vehicular LOS E mitigated for
  - SR 529/State Avenue/Smokey Point Boulevard within the City;
  - 4th Street/64th Street NE (SR 528) within the City; and
  - 88th Street NE (east of I-5 to 67th Avenue NE).
- Vehicular LOS D for all other intersections of two or more arterials or

Figure 8.12



154. State highways and Snohomish County roads have different LOS standards:
   - State Highway. Two of the six highways serving Marysville, I-5 and SR 9, are Highways of Statewide Significance (HSS) and have an LOS D standard. The other four are Highways of Regional Significance (HRS). LOS standards for state highways of regional significance are adopted by the Puget Sound Regional Council (PSRC) in coordination with WSDOT. The LOS standard for Tier 1 highways (SR 528 and SR 529) is LOS E "Mitigated" meaning that mitigation must be provided during the PM peak hour if the level of service is under LOS E. The standard for Tier 2 highways (SR 531 and SR 92) is LOS D.
   - Snohomish County. Snohomish County's LOS standards are based on arterial operations and not intersection LOS. The LOS along key arterials is measured by calculating corridor travel speeds, with LOS E being acceptable.

Section 8.6

NON-MOTORIZED SYSTEM: 2044 BASELINE, ALTERNATIVES ANALYSIS, AND SYSTEM PLAN

The Marysville non-motorized transportation system facilitates mobility without the aid of motorized vehicles. The pedestrian and bicycle LOS standards are based on the presence of facilities along designated routes (primary or secondary classifications). Non-motorized corridors identified as primary or secondary routes are not indicative of an implementation strategy, but rather they are used to make a distinction between routes that are more citywide or that extend completely through the community (primary), and those that serve to make the second leg of the journey to connect to destinations, extend into neighborhoods, or complete a loop (secondary).

Pedestrian System Evaluation

The pedestrian system meets LOS standards are depicted in Figure 8.15. As development occurs, construction of these roads will improve pedestrian LOS. The 51st Avenue NE corridor will be a key part of the City's overall pedestrian system; however, gaps remain on this road. The long-term project list identifies projects to improve the pedestrian network LOS and ensure the City's standard of green or orange LOS is met.

Pedestrians stroll in Downtown, a highly walkable area.

Pedestrian System Plan

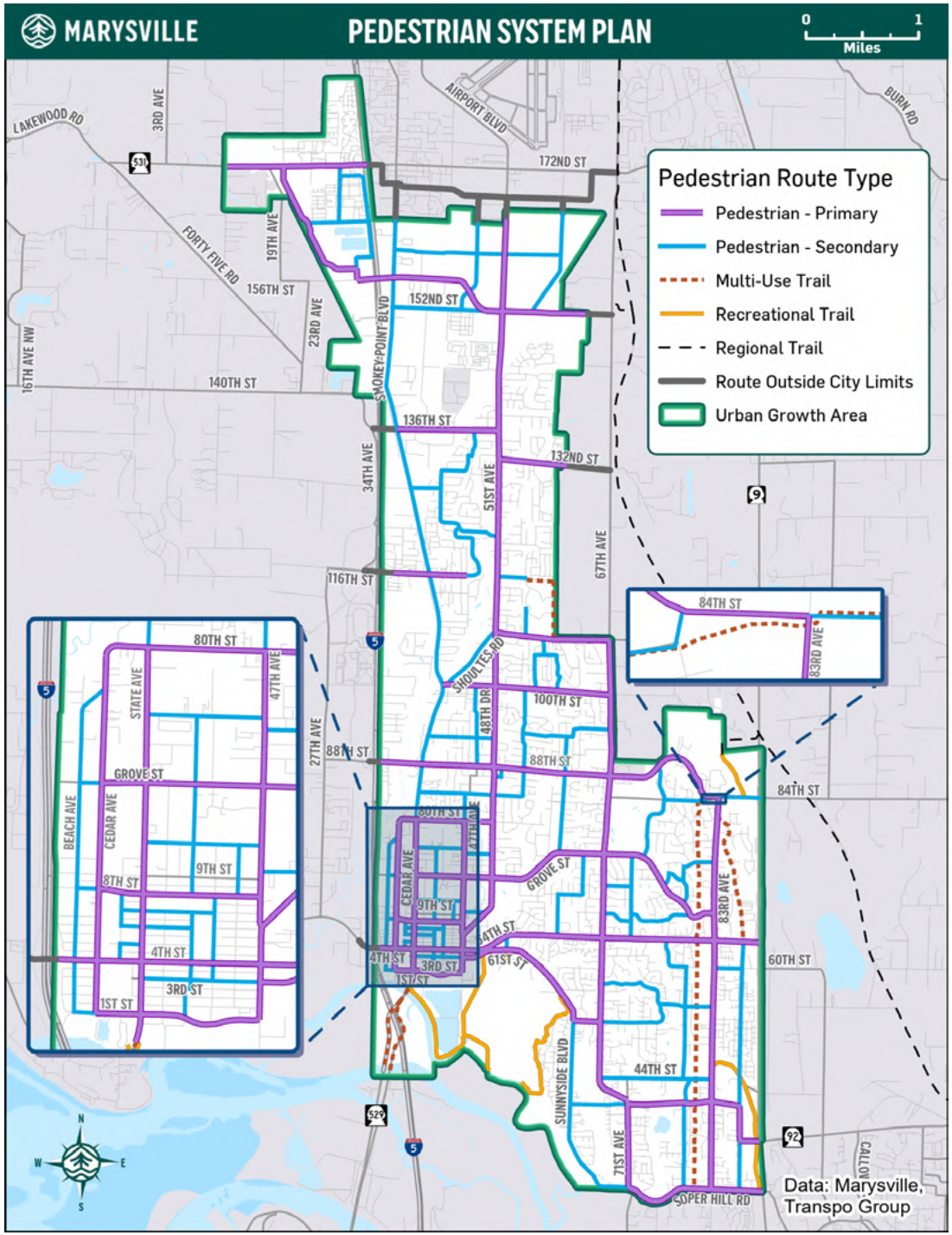
The future pedestrian system plan shown in Figure 8.13 aims to create a comprehensive network of sidewalks, walkways, and multi-use trails. The pedestrian system plan reduces vehicle demand, promotes health, and enhances safety. It is designed to facilitate travel to residential areas, recreational facilities, schools, and employment.

The City requires sidewalks on both sides of roads, unless it's physically or financially prohibitive. Most of the additional pedestrian facilities identified within the City will be constructed as part of associated roadway projects, which may be constructed as part of developer frontage requirements or a capital project by the City or another agency. New developments build sidewalks on internal roads and along their frontages

The pedestrian system plan contains a series of primary or secondary sidewalk routes.[155] Corridors that extend completely through the community are designated as primary, while those that make the second leg of the journey to connect to destinations, extend into neighborhoods, or complete a loop are secondary. These networks are shown in Figure 8.13.

In December 2020, Marysville developed an ADA Transition Plan to prioritize improvements in pedestrian facilities, aiming to create a more accessible environment for all roadway users. The plan will guide infrastructure projects, with the City working with neighboring property owners for sidewalk construction and maintenance. Sidewalk funding programs help the City maintain the sidewalks.

Figure 8.13



155. The primary network is the backbone of the system, offering direct connections to majority of important community destinations, usually on arterials or collectors. Primary Network routes are often the most attractive route in terms of convenience in urban areas. The secondary network is supportive of the primary network, often providing system continuity by connecting segments of the primary network with on-street or off-street facilities. Secondary Network routes sometimes offer more comfortable routes on quieter streets, although the route may not be as direct as the Primary network. Other streets encompass the majority of streets within the City (including residential neighborhood streets). While not specifically identified within the pedestrian system plan, many of these roadways provide pedestrian facilities in line with roadway design standards. Other Streets provide access to the Primary and Secondary Networks.

Pedestrian LOS Standards

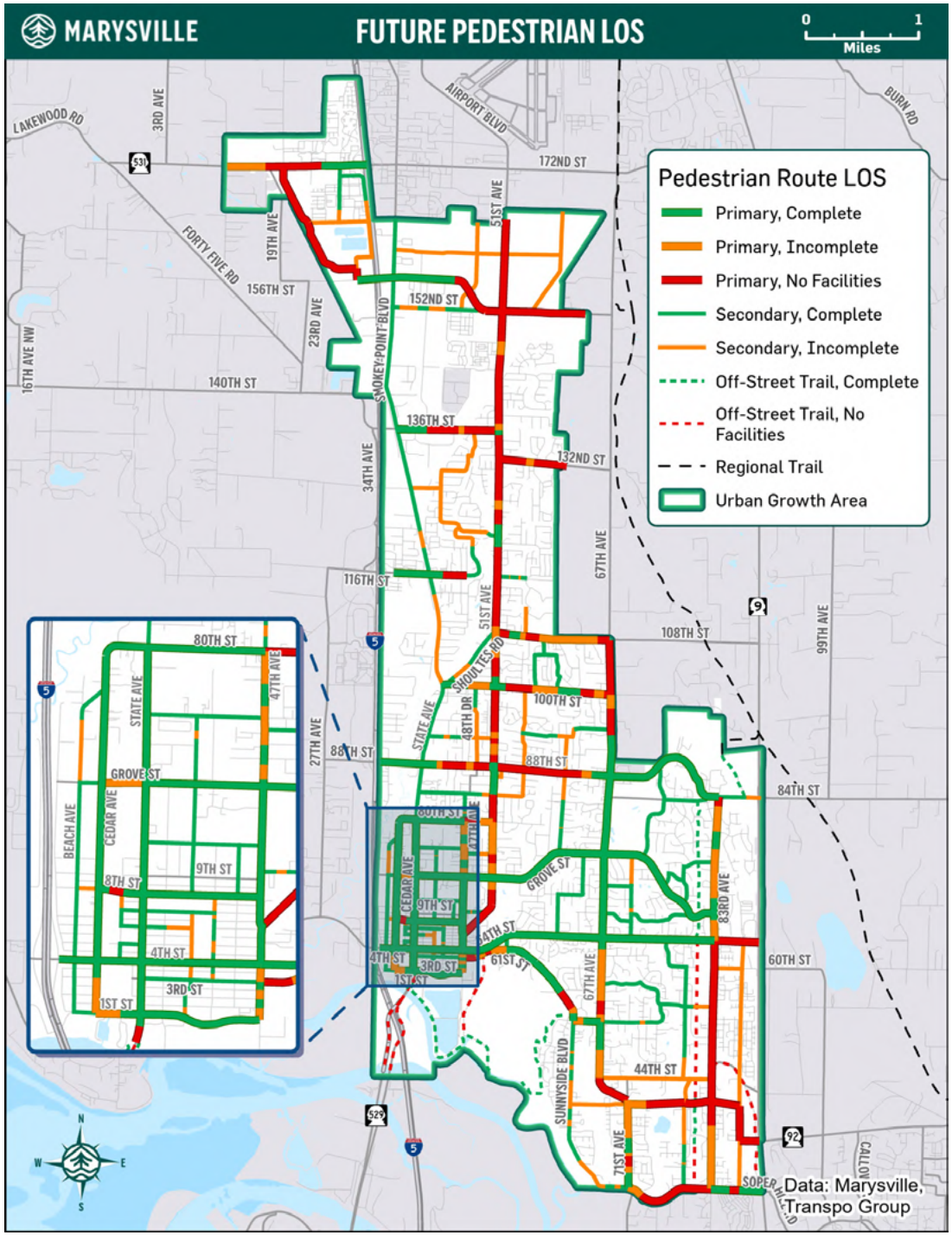
Pedestrian LOS standards were developed based on the future primary and secondary pedestrian networks. The pedestrian LOS standards are described in Figure 8.15 and emphasize the systems completion of sidewalks, pathways, or multi-use trails on arterial and collector roadways. The LOS designations are shown in green, orange, and red.

Figure 8.14
Pedestrian LOS Overview

LOS	Primary Route	Secondary Route
P2	Meets City standards with facilities on both sides	Meets City standards with facilities on one or both sides
P1	Facilities exist, but only on one side	N/A
NF	No facilities exist, does not meet standards	No facilities exist, does not meet standards

The City utilizes these standards to prioritize investments in the pedestrian transportation network and identify where significant gaps in the system need to be addressed. The long-term project list identified in the Transportation Element would implement a Pedestrian LOS P1 or better for primary routes and Pedestrian LOS P2 for secondary routes. The evaluation of future pedestrian LOS of the City's facilities is shown in Figure 14.

Figure 8.15



Bicycle System Evaluation

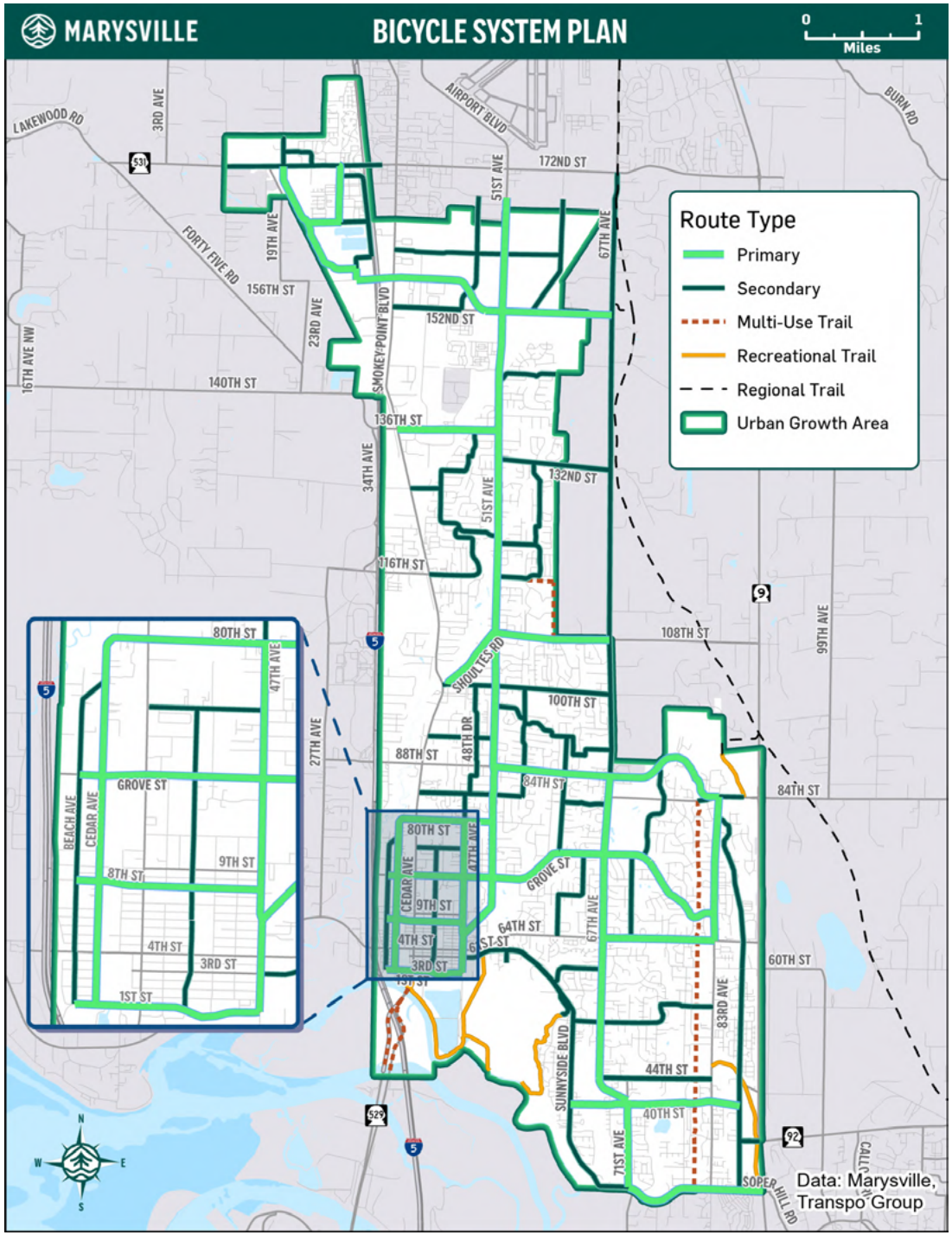
The bicycle system is beginning to take shape but still has major gaps in the primary and secondary roadways as shown in Figure 8.16. Many of the gaps are on roadways yet to be constructed.

Bicycle System Plan

The City's bicycle system plan is comprised of facilities that promote bicycle mobility, containing a series of primary or secondary bicycle facilities.[156] Corridors identified as primary or secondary routes are used to make a distinction between routes that are more regional and those that serve the second leg of the journey, respectively.

Bicycle facilities for each roadway (either within the Primary or Secondary Networks) were determined based on the context of roadway. The bicycle network will be composed of a variety of bicycle facility types (e.g., bike lanes, bike routes, trails, multi-use paths, and recreational trails). Figure 8.16 shows the planned bicycle system plan for Marysville and the surrounding areas. The completed bicycle system will provide a comprehensive network of attractive bicycle facilities between the City's residential neighborhoods, the transit system, employment areas, schools, and parks.

Figure 8.16



156. The primary network is located along roadways providing direct connectivity throughout the City. These roadways are intended to provide a safe and comfortable biking environment for all users. Thus, these roadways will often provide dedicated bicycle facilities with additional safety enhancements, as appropriate, based on the context of the roadway. The secondary network provides connectivity through neighborhoods and connects to the primary network. Vehicles and bicycles may share the roadway on some low-volume, low-speed roadways within this network.

Bicycle LOS Standard

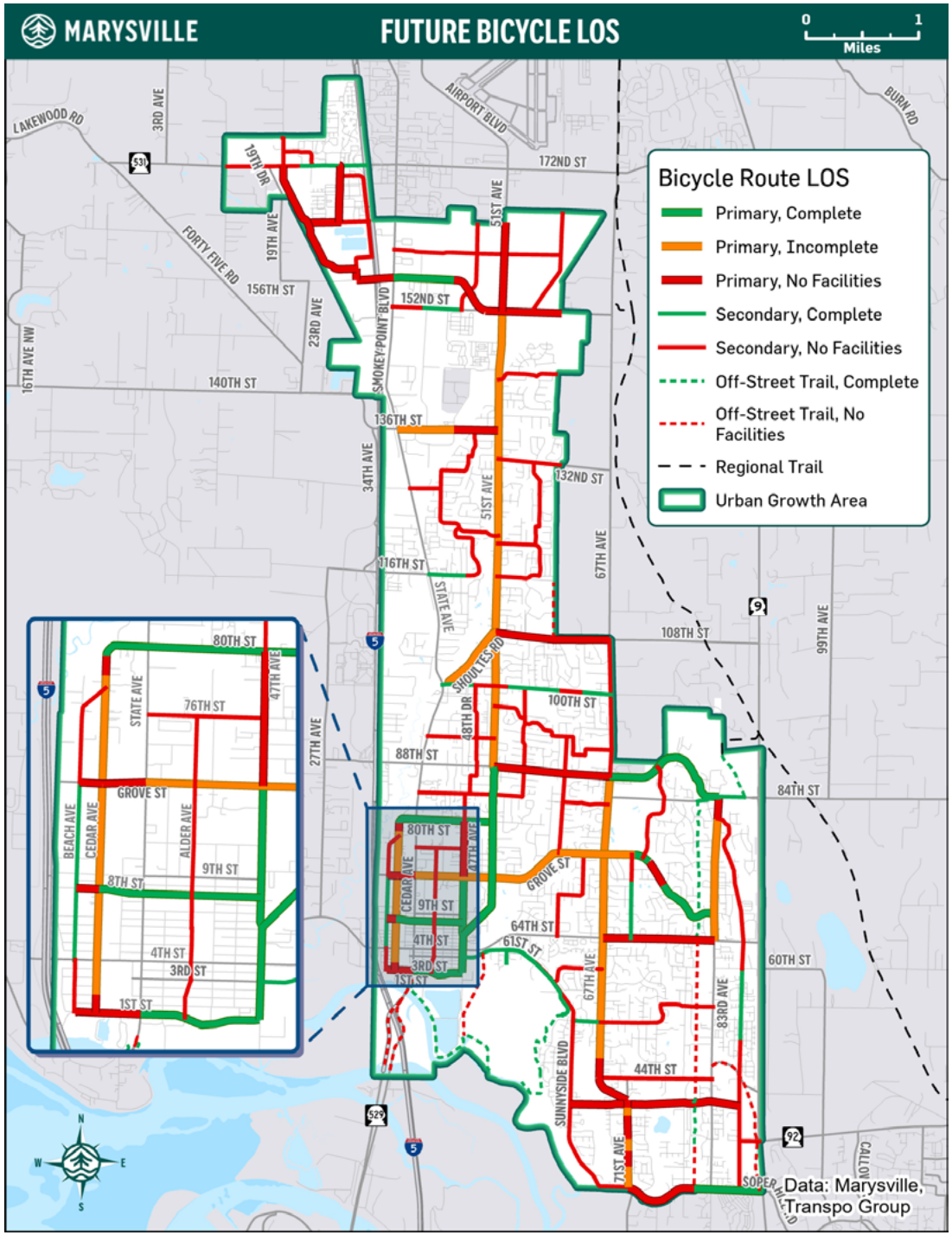
Bicycle LOS standards were developed based on the presence of bike facilities on key corridors within the City's future primary and secondary pedestrian networks. The LOS standards are described in Figure 8.5, and shown in Figure 8.18 in green, orange, and red. They provide flexibility for the types of facilities along each roadway. The City utilizes these standards to prioritize investments in the bicycle transportation network and identify where significant gaps must be addressed. The long-term project list identified in this plan would implement the Bicycle LOS B1 or better for primary routes and Bicycle LOS B2 for secondary routes.

Figure 8.17
Pedestrian LOS Overview

LOS	Primary Route	Secondary Route
B2	Facilities exist including at major crossings, at acceptable stress level	Facilities exist, but higher stress level allowed
B1	Facilities exist, but higher stress level	N/A
NF	No facilities exist	No facilities exist

Bike lanes are an integral part of the City's current and future bicycle network.

Figure 8.18



Section 8.7

TRANSIT SYSTEM PLANS

Transit and transportation demand management (TDM) programs are an important part of a comprehensive traffic system. In general, these programs build on regional programs with some refinements to reflect the specific needs of the City.

SWIFT Bus Rapid Transit service is expected to begin serving Marysville in 2029. Photo Credit: Community Transit.

Community Transit Long Range Plan

Journey 2050 is the long-range plan for Community Transit (CT). Journey 2050 details the service expansion and capital investments necessary to meet growing population and employment demands, while also providing a system that is equitable, efficient, and environmentally friendly. CT envisions expanding bus service by 2050, providing riders with more convenient and quicker transit options. Journey 2050 envisions the implementation of bus rapid transit (BRT) service throughout Snohomish County, supported by regular bus service with headways of 30 minutes or less along all lines as part of the long-range 2050 network.

Transit Development Plan

The Transportation Element has been coordinated with CT's 2024-2029 Transit Development Plan (TDP). Within the City, currently transit service is provided along several key corridors: State Avenue, 51st Avenue NE, 88th Street NE, and SR 528. The TDP identifies several changes to local bus service in the City, including a new route between Marysville and the Tulalip Tribe's Quil Ceda Village.

A key initiative in the TDP implementing the SWIFT Gold Line in 2029, which will provide bus rapid transit (BRT) service between downtown Everett and the Smokey Point Transit Center in Arlington. This line will also serve the Cascade Industrial Center and the Cedar & Grove Park and Ride. Planned alignments and station locations within Marysville are being identified. Potential roads for this line include State Avenue/Smokey Point Boulevard, Shoultes Road, and 51st Avenue NE. CT plans to redistribute routes within the City with the opening of the SWIFT Gold Line.

Regional Transit Routes

Fixed route bus service should continue to be enhanced to provide more frequent regional transit services between Marysville, Everett, and Seattle and the future SWIFT Gold Line. Future route changes should align with Journey 2050 and the City's needs.

Carpooling and Vanpooling

CT should continue to offer tools to encourage carpooling and vanpooling by City residents. The City will work with CT to increase awareness of carpooling and vanpooling programs and resources.

Transit Accessibility

The City and CT will continue to collaborate on public transportation accessibility, prioritizing sidewalk and active transportation projects to connect to key arterials used by transit buses.

Transportation Demand Management Program

Expansion of Transportation Demand Management (TDM) programs is recommended to reduce single-occupancy vehicle (SOV) trips. TDM programs are coordinated with agencies such as Snohomish County, CT, and PSRC. The City's Commute Trip Reduction (CTR) Plan establishes goals consistent with RCW 70.94.521 and aims to decrease major employers' SOV trips by promoting transit, ridesharing, telecommuting, and flexible work schedules.

Technology Considerations

Technology advancements are affecting transportation systems and users in Marysville and the region. Three emerging technologies are Transportation System Management and Operations (TSMO), electric vehicles (EVs), and e-bikes (electricity-assisted bikes). TSMO deploys integrated strategies that improve roadway capacity management, enhancing reliability and efficiency. Increased EV use requires more charging infrastructure; however, currently public EV infrastructure is only at the Civic Center. Similarly, greater e-bike use will require more bike infrastructure.

Form and function combine in this decorative traffic signal box. Traffic signal management is an aspect of Transportation System Management and Operations (TSMO), an emerging technology.

Section 8.8

TRANSPORTATION IMPROVEMENT PROJECTS AND FINANCING PROGRAM

Transportation Improvement Projects and Programs

The City has identified a comprehensive list of multimodal transportation system improvement projects and programs as shown in Figure 8.19. The multimodal improvement projects address transportation needs within the existing City limits. It also identifies improvement projects within the City's unincorporated UGA needed to serve future growth within the area as it is annexed. Improvements under other jurisdictions include ongoing or previously identified projects as well as potential improvements identified by the City of Marysville. The City will continue to coordinate with the other agencies in their transportation planning efforts to facilitate development of a comprehensive transportation system for the City and surrounding communities.

Planning level cost estimates were prepared for each project under the City's jurisdiction and are reported in 2024 dollars. The planning level cost estimates are based on typical unit costs for different project types, which account for potential right-of-way acquisition and engineering design. Costs of specific needs such as a bridge or major power lines are also incorporated, at a planning level.

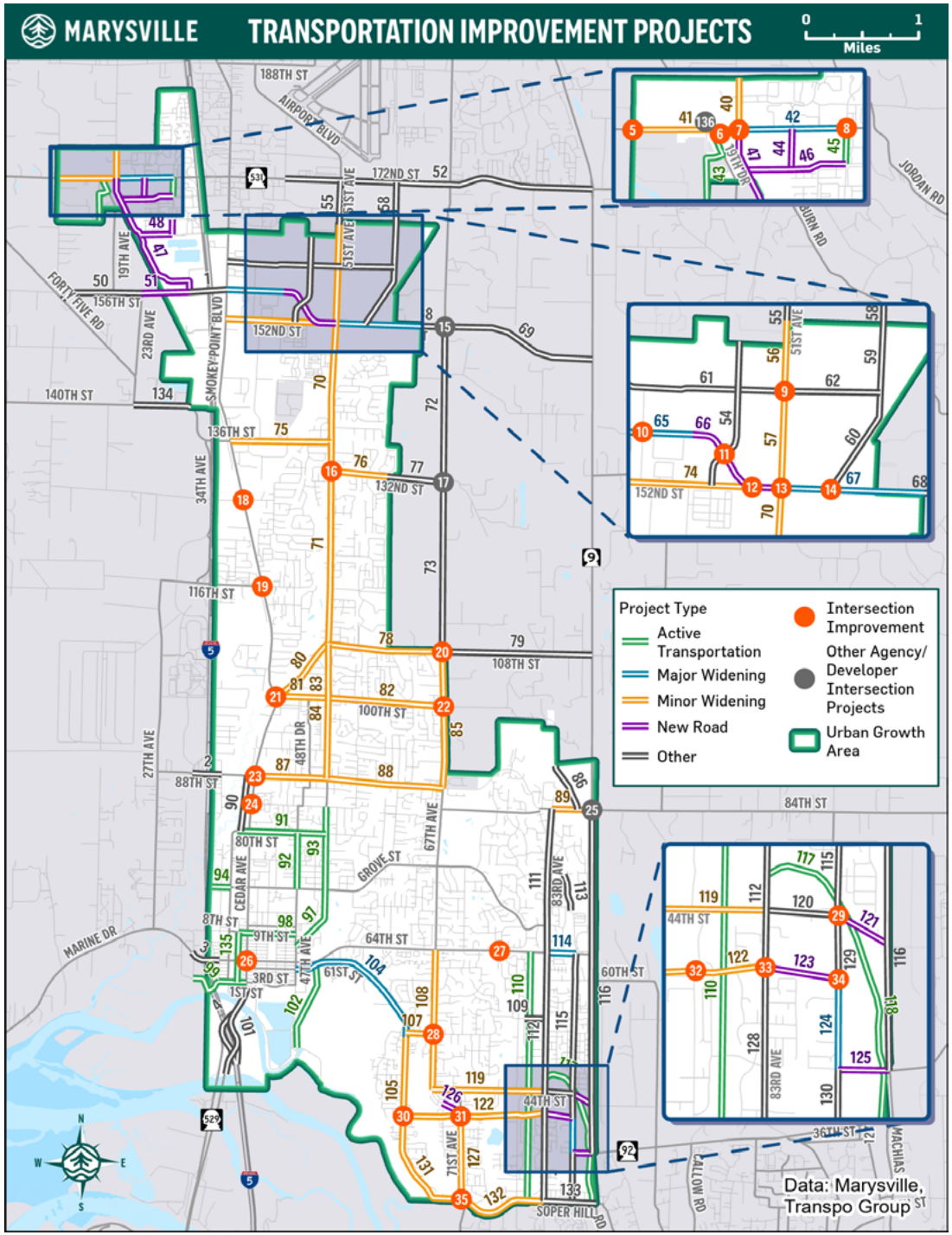
Public Works crews working on a road improvement project.

Financing Program

The financing program is presented in the full 2024 Transportation Plan and provides a framework for decisions on which projects and programs are funded and when they are projected to be built. The full 2024 Transportation Plan includes a summary of the estimated costs of the transportation projects and programs, which is compared to estimated revenues for implementing the projects and programs. The financing program also includes a discussion of options for additional funding to implement the projects and programs over the life of the plan. A variety of sources fund the implementation of the transportation system projects including the Real Estate Excise Tax (REET), Motor Vehicle Fuel Tax (MVFT), Transportation Benefit District (TBD) funds, Traffic Impact Fees, grants, developer construction, and other sources. Like most communities, the costs of the desired transportation system improvements and programs will exceed the available revenues.

A new I-5 interchange is currently being constructed south of Ebey Slough, which will tie into the SR529 bridge shown here.

Figure 8.19 [157]



157. The projects shown in Figure 8.19 are categorized as follows:
- Intersection Improvement – upgrading an intersection by adding turn lanes and/or modifying traffic controls (e.g., traffic signal, stop signs, etc.).
- Other Agency Intersection Projects – intersection improvements led by another agency (e.g., WSDOT, adjacent jurisdiction, private developer, etc.)
- Major Widening Improvements – projects to widen an existing corridor to add more through travel lanes and turn lanes to increase capacity. Appropriate active transportation facilities would be incorporated.
- Minor Widening Improvements – reconstructing and/or upgrading roadways to serve anticipated traffic volumes and active transportation needs. May include addition of turn lanes, or center, two-way left-turn lanes.
- New Road – constructing a new arterial or collector road, including appropriate active transportation facilities.
- Active Transportation – projects that upgrade or complete bicycle and/or pedestrian facilities including trails.
- Other Agency Projects – roadway improvement projects led by another agency.
- Programs – The City's extensive maintenance and operations (M&O) program preserves transportation system components including, but not limited to, roadways, sidewalks, storm systems, street lighting, traffic signals, signs, street cleaning, and safety programs. It also enhances traffic signal operations through an Intelligent Transportation System (ITS) program.

Section 8.9

GOALS AND POLICIES

OVERARCHING GOAL

The City will have a safe, cleaner, integrated, sustainable, and highly efficient multimodal transportation system that supports the City land use plan and regional growth strategy and promotes economic and environmental vitality and improves public health.

T 1 Implement Transportation Plan – Support the development and implementation of a citywide transportation plan that balances both local and regional priorities for growth and helps to achieve regional mobility goals.

T 1.1 The City will have a safe, cleaner, integrated, sustainable, and highly efficient multimodal transportation system that supports the City land use plan and regional growth strategy and promotes economic and environmental vitality and improves public health.

T 1.2 Maintain and operate the transportation system to provide safe, efficient, and reliable movement of people, goods, and services using a variety of travel modes.

T 1.3 Reduce the need for new capital improvements through investments in operations, demand management strategies, and system management activities that improve the efficiency of the current system.

T 1.4 Prioritize investments in transportation facilities and services that support compact, pedestrian- and transit-oriented densities and development.

T 1.5 Strategically expand capacity and increase efficiency of the transportation system to move goods, services, and people to and from, and within the City and its urban growth area. Focus on investments that produce the greatest net benefits to people and minimize the environmental impacts of transportation.

T 1.6 Support Community Transit, WSDOT, and other stakeholders to locate, construct and operate transit centers, Park & Ride and park-and-pool lots.

T 1.7 Plan for increased resilience to protect the transportation system against disaster, develop prevention and recovery strategies, and plan for coordinated responses. Develop and coordinate prevention and recovery strategies and disaster response plans with state, regional, and local agencies to protect against major disruptions to the transportation system.

T 1.8 Implement an Intelligent Transportation System (ITS) along the City's principal arterials and accesses to the regional highway system to enhance the efficiency of the City's transportation system. The City's ITS should be coordinated with other agencies to assure compatibility, and reduce operational costs, and prepare for emerging trends and technologies (Electric charging stations, automated and connected vehicles, on-demand smart signals, etc.)

T 2 Support Regional Planning Policies – Participate in land use and transportation planning with Puget Sound Regional Council, Snohomish County, and surrounding jurisdictions to support and promote the Regional Growth Strategy in Vision 2050.

T 2.1 Give funding priority to transportation improvements that serve growth centers and manufacturing and industrial centers, as allocated by the Regional Growth Strategy.

T 2.2 Work with Community Transit to expand transit and paratransit service to/from and within the City, prioritizing multimodal investments to activity centers and transit stations.

T 2.3 Apply livable urban design principles for growth centers and transit areas that reduce vehicle miles traveled.

T 2.4 Promote and incorporate bicycle and pedestrian travel as important modes of transportation by providing facilities and reliable connections.

T 2.5 Continue to upgrade and enhance the non-motorized system based on appropriate design criteria to encourage walking and bicycling as a safe and efficient mobility option for all-ages.

T 2.6 Improve local street patterns – including their design and how they are used – for walking, bicycling, and transit use to enhance communities, accessibility, connectivity, and physical activity.

T 2.7 Encourage the connection of streets when considering subdivision or street improvement proposals, unless topographic or environmental constraints would prevent it. Limit the use of cul-de-sacs, dead-end streets, loops, and other designs that form barriers in the community. Recognize that increasing roadway and non-motorized connections can reduce traffic congestion and increase neighborhood unity.

T 3 Accessible, Equitable, and Inclusive Participation – Ensure that public outreach and participation is accessible, equitable, and inclusive in the planning, design, and implementation of the citywide multimodal transportation system.

T 3.1 Incorporate racial and social equity in planning for transportation improvements, programs, and services in historically underserved neighborhoods and vulnerable populations.

T 3.2 Implement transportation programs and projects in ways that prevent or minimize negative impacts to low income, minority, and special needs populations.

T 3.3 Adopt a Complete Streets approach to ensure mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young, and low-income populations.

T 3.4 Maintain and improve the safety of the transportation system for all travel modes.

T 3.5 Coordinate with Community Transit and other jurisdictions on Commute Trip Reduction programs for major employers in Marysville and the region. Monitor and expand on program to meet the goals and requirements of the Commute Trip Reduction Act.

T 3.6 Support pedestrian and bicyclist education and safety programs such as Safe Routes to Schools and Healthy Communities.

T 3.7 Apply access management practices to arterials to improve the safety and operational efficiency of the system.

T 4 Economy, Freight, and Goods Transport – Balance the needs of economic development, as well as freight and goods movement, in the development of the citywide multimodal transportation system.

T 4.1 Ensure the freight system meets the needs of regional and local distribution and 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 4.2 Maintain and improve the existing freight transportation system to increase reliability and efficiency and to prevent degradation of freight mobility.

T 4.3 Coordinate with the railroads and trucking industry to improve the safety and efficiency of freight movement and reduce the impacts on other travel modes. Coordinate planning with railroad capacity expansion plans and accommodate capacity expansion that is compatible with local plans.

T 4.4 Land use development shall comply with FAA regulations for spacing, height, and activity near Paine Field commercial airport in Everrett, regional air service at Arlington Airport, and local air service at Harvey Field in Snohomish.

T 5 Natural Environment – Plan and develop transportation facilities and services to minimize adverse impacts on the natural environment.

T 5.1 Support implementation of transportation modes and technologies that reduce pollution and greenhouse gas emissions, vehicle miles traveled, and improve system performance.

T 5.2 Design streets with minimum pavement needed and utilize innovative and sustainable materials, where feasible, to reduce impervious surfaces and storm water pollution. Wherever feasible, reconstruct culverts under streets to improve fish passage.

T 5.3 Develop a system that encourages active transportation and minimizes negative impacts to human health and promotes a healthy community.

T 5.4 Design transportation facilities to fit within the context of the built or natural environments in which they are located.

T 6 Level of Service Standards and Concurrency – Maintain an inventory of the multimodal transportation network and provide an annual status report to inform transportation investment decisions in the development of the six-year transportation improvement program (TIP).

T 6.1 The City shall provide data and map inventories of all major transportation modal networks, including automobile, transit and freight vehicles; sidewalks, bikeways, and multiuse trails; and airports, railroads, shipping terminals, and vehicle and passenger ferry routes.

T 6.2 Construct transportation improvements based on adopted design standards, by roadway function, to meet the multimodal needs of the City. Allow variances to the standards when it is not practical or cost-effective to meet the standards, as determined by the Director of Public Works.

T 6.3 Establish concurrency standards for the City based on the vehicular LOS of intersecting arterials and signal or roundabout-controlled intersections during weekday PM peak hour per the latest version of the Highway Capacity Manual (HCM), Transportation Research Board. Set the acceptable LOS for signalized intersections and intersections of two (or more) arterial as follows:

- Vehicular LOS E mitigated for
  - SR 529/State Avenue/Smokey Point Boulevard within the City of Marysville;
  - 4th Street/64th Street NE (SR 528) within the City;
  - 88th Street NE (east of I-5 to 67th Avenue NE)
- Vehicular LOS D for all other intersections of two or more arterials within the City."

T 6.4 Set the acceptable vehicular level of service (LOS) for unsignalized intersections as follows:

- LOS D. However, on a case-by-case basis the City may allow the level of service for traffic movements from the minor street at a two-way, stop controlled intersection to operate below the adopted standard if the Public Works Director (or designee) determines that no significant safety or operational impact will result. "

T 6.5 Pedestrian Network Level of Service (LOS) Standards

- Green = Complete Network Facility; Meets City Street Standards
- Yellow = Partial/Incomplete Network Facility; Does Not Meet City Street Standard
- Red = Missing Network Facility; Does Not Meet City Street Standard

T 6.6 Bicycle Network Level of Service (LOS) Standards

- Green = Complete Network Facility; Meets City Street Standards
- Yellow = Partial/Incomplete Network Facility; Does Not Meet City Street Standard
- Red = Missing Network Facility; Does Not Meet City Street Standard

T 6.7 Adopt and implement multimodal level of service (LOS) standards and a transportation concurrency management program consistent with the six (6) year horizons of GMA and the City TIP to ensure adequate transportation facilities are concurrent with development.

T 6.8 Work with PSRC travel demand forecasts to identify state, regional, and local multimodal transportation system improvements deemed necessary to accommodate growth while improving safety and human health.

T 6.9 Ensure that the transportation system provides for the safe, efficient, and reliable movement of people, goods, and services by prioritizing funding to maintain, rehabilitate, or replace roadways.

T 6.10 Identify a timeline and secure funding for completion of an Americans with Disabilities Act (ADA) Title II Self-Assessment and Transition Plan.

T 6.11 Work with WSDOT, Community Transit, and other agencies to ensure compatibility of traffic signal timing to improve efficiency of travel.

T 6.12 Identify and preserve rights-of-way for future transportation system needs.

T 7 Financing and Implementation – Coordinate infrastructure planning and financing with City departments and other agencies to ensure that these plans are consistent with both local and regional mobility goals and land use plans.

T 7.1 Develop the annual Six-Year Transportation Improvement Program (TIP) so it is financially feasible, leverages available City funding, and is consistent with the Comprehensive Plan. Pursue grants for funding a range of multimodal transportation improvements in the TIP.

T 7.2 Pursue and implement alternative and innovative transportation financing methods to support ongoing maintenance, preservation, and operation of the City's transportation system.

T 7.3 Develop a 20-year finance plan that balances transportation improvement needs, costs, and revenues available for all modes to assist in updating the Transportation Impact Fee (TIF) program and the annual adoption of the Six-Year Transportation Improvement Program (TIP).

T 7.4 If projected funding is inadequate to finance needed transportation facilities, based on adopted level of service (LOS) standards and forecasted growth, the City will follow the reassessment strategy identified in the Transportation Element.

T 7.5 Coordinate the planning, implementation, and operation of a safe and efficient multimodal transportation system with stakeholders including WSDOT, PSRC, Snohomish County, neighboring cities and counties, the Tulalip Tribes, and transit providers. Partner with other agencies to fund regional transportation improvement projects needed to serve the City.

T 7.6 Protect the investment in the existing system and lower overall life-cycle costs through effective maintenance and preservation programs.

T 7.7 Ensure growth mitigates its impacts through payment of transportation impact fees, State Environmental Policy Act (SEPA) conditions, concurrency, and other development regulations.

T 7.8 Work with adjoining agencies to mitigate development traffic impacts that cross jurisdictional boundaries.

T 7.9 Consider supporting the use of Local Improvement Districts (LID) or other public/private funding for upgrading existing transportation facilities.

Public Works staff work diligently to maintain and improve the City's transportation network. Part of the crew takes a moment to memorialize the naming of Sir Stripes-a-Lot, a road striping truck.