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City of Snohomish
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Introduction to the Plan

The City of Snohomish's network of highways, roads, sidewalks, trails, railroads, and transit services move residents, visitors, and goods into, through, and out of the community. Today's circulation routes and infrastructure reflect the incremental development patterns of the past. Changes have occurred as transportation modes have evolved, as demands on the system have expanded, and as the City has grown and integrated with regional highway and trail systems. Optimizing existing infrastructure and planning for future needs is necessary to maintain an efficient system that will serve the City into the future. A comprehensive, well-planned, and efficiently functioning transportation system is essential to Snohomish's long-term growth and vitality, and to sustaining a high quality of life.

The Transportation Plan provides the framework to guide the growth and development of the City's transportation infrastructure. It integrates land use and the transportation system, responding to current needs and ensuring that all future developments are adequately served. The Transportation Plan addresses the development of a balanced, multimodal transportation system for the City and adjacent Urban Growth Area (UGA) and recognizes the regional nature of the transportation system and the need for continuing interagency coordination.

This Transportation Plan is based on a study of Snohomish's existing transportation network, combined with a 20-year (2044) projection of future growth and transportation needs. The document includes five sections:

1. Existing Transportation Facilities and Conditions
2. Travel Forecasts Evaluation
3. Transportation Systems Plan
4. Financing Program
5. Consistency With Other Agencies

As a companion document, the Transportation Plan implements the Transportation Element of the Comprehensive Plan. Consistent with the other elements of the Comprehensive Plan, the Transportation Element establishes a policy framework for making decisions consistent with the City's vision and describes a strategy for accomplishing the City's vision over the 20-year planning horizon. Based on the goals and policies in the Transportation Element, the Transportation Plan is intended to serve as a guide for transportation decisions to address both short- and long-term needs. To meet Growth Management Act (GMA)[1] requirements, the Transportation Element and Transportation Plan must identify existing transportation system characteristics, establish standards for levels of service, and identify existing and future deficiencies based on land use growth projections. The Transportation Plan also discusses roadway mobility and accessibility needs, and identifies improvements necessary to enhance safety, travel by active modes, and public transit support.

[1] Washington State 36.70A RCW. Available at http://apps.leg.wa.gov/rcw/default.aspx?cite=36.70A

Plan Development

Development of an updated City of Snohomish Transportation Plan was commissioned by the City Council in the fall of 2022 to replace the adopted 2015 City of Snohomish Transportation Master Plan. The Plan addresses transportation needs, improvement projects, and funding sources to support the projected residential and employment growth through the year 2044. The Plan is also intended to satisfy GMA requirements.

The following sections summarize the regulatory setting and regional planning efforts that guided the development of the Transportation Plan.

Growth Management Act

Under GMA (RCW 36.70A.070), a transportation element is required to assess the needs of a community and determine how to provide appropriate transportation facilities for current and future residents. The transportation element must contain:

- Land use assumptions used in estimating travel demand.
- An inventory of existing transportation facilities and services.
- Multimodal LOS standards to gauge the performance of the system.
- Identification of actions and requirements needed to bring existing facilities and services up to standard.
- Forecasts of future travel demand based on the land use plan.
- Identification of improvements and programs needed to address current and future transportation system deficiencies, including Transportation Demand Management strategies.
- A realistic multi-year financing plan that is balanced with the adopted level of service standards and the land use element.
- An explanation of intergovernmental coordination and regional consistency.

Local transportation elements must also include the following:

- State-owned transportation facilities in the transportation inventory.
- The adopted LOS for state-owned transportation facilities.
- Identification and assessment of GMA concurrency requirements and the applicability to highways of statewide significance.

  An estimate of the impacts to state-owned transportation facilities resulting from local land use assumptions.

Additionally, under GMA, development may not occur if the development will cause the transportation facility to decline below the City's adopted level of service standard unless strategies are identified and implemented within six years of the development to accommodate the development's impact to the transportation system. In order to accommodate the impacts of the development, local governments may change the phasing or timing of new development, provide transportation facilities or services to serve the new development, reduce the LOS

standard, or revise the land use element. Finally, the transportation element must include a reassessment strategy to address how the City will respond to potential funding shortfalls.

Transportation Impact Fees

A funding program for constructing the multi-modal transportation projects identified in the Plan and the Capital Facilities Element of the Comprehensive Plan can be supplemented by a transportation impact fee (TIF) program to assist in funding projects that will accommodate traffic growth associated with the future land use development of the City and its arterial system. The findings of this Plan will provide the City with documentation and justification for grant applications to provide funding for transportation improvement projects, and a guide for prioritizing its transportation needs to maintain adopted level of service standards.

Public Outreach

As part of the Comprehensive Planning effort the City undertook a public outreach and engagement effort. The City specifically coordinated public events for the Comprehensive Plan and leveraged existing community events to engage with the community. The City hosted workshops, a carnival, and conducted a web-based community survey to gather input from residents. Multiple sources of feedback were utilized to understand the priorities of the citizens of the City of Snohomish including where and the types of development they would like to see. Aspects of the feedback were utilized in developing the different land use alternatives that were evaluated as part of this Plan.

Consistency with Other City programs

Projects and programs summarized within the Transportation Master Plan are subject to other City plans and requirements. Transportation infrastructure planning and projects consider economic vitality, social interaction, and Snohomish's unique identity. The Plan also takes into consideration other programs and plans completed by the City including the Local Road Safety Plan, the Multimodal Improvement Plan (MMIP), Complete Streets, and Transit Expansion Plan. Land Use Goals and Policies along with land use assumptions from the Comprehensive Plan are also considered. The plan also considers changes by the State to the allowance of Accessory Dwelling Units (ADUs) and potential development within the Urban Growth Area (UGA).

1. Existing Transportation Facilities and Conditions

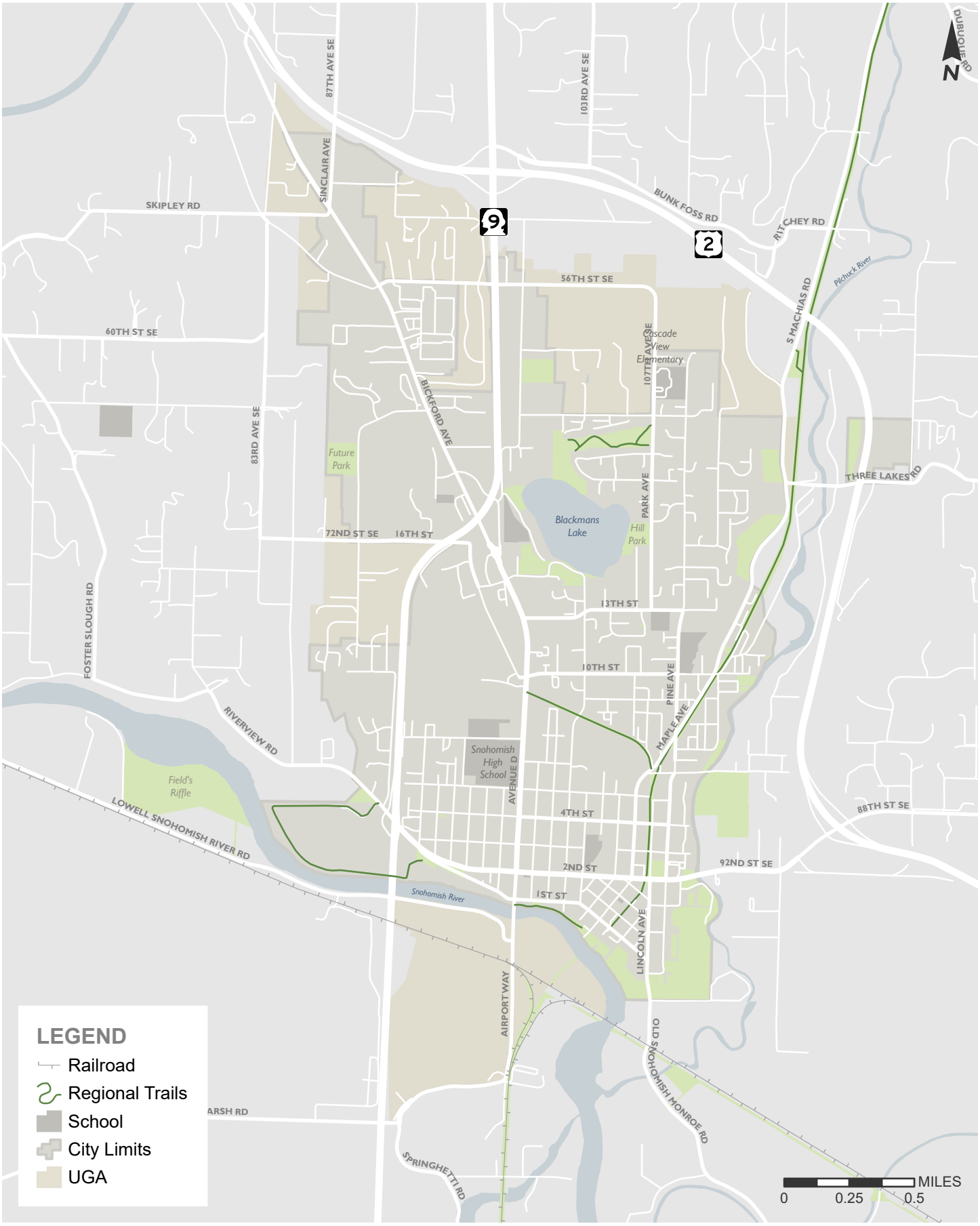
Travel needs within the City of Snohomish as well as connections to the greater region are accommodated by a range of multimodal transportation facilities and services. The City's existing transportation system is comprised of a state highway, arterials, collectors, local roads, pedestrian and bicycle facilities, and transit routes and facilities. A rail line also crosses through the UGA and affects other travel modes.

The following inventory summarizes key elements of the existing transportation system serving the City through maps, figures, and descriptions that illustrate the transportation system in its current condition. The inventory provides input for identifying and prioritizing the City's transportation improvement projects and programs presented later in the Plan. Following the description of the planning area, subsequent sections describe the existing multimodal transportation system within the current City limits and UGA for each of the travel modes incorporated into the City's transportation network.

1.1. Roadway Network

The roadway network provides mobility and access for a range of travel modes and users. Road network, traffic volumes, and traffic operations at intersections are summarized within this section. This survey and analysis of the roadway network's existing conditions provides background for identifying potential transportation improvement projects and programs.

The following sections describe the number of lanes and existing traffic controls, traffic volumes and operations, transportation safety conditions, and the freight system. Non-motorized and transit facilities and services that use the roadway system are also described in the next sections. Figure 1-1 shows the study area.



Study Area

City of Snohomish Transportation Element Update

FIGURE

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North-South Roadways

The primary north-south roadway within the City of Snohomish is SR 9, which is a two-lane State facility with turn lanes at intersections and a speed limit of 55 mph. SR 9 transitions from four lanes to two lanes at Marsh Road, south of the City limits, adjacent to the southern UGA. This highway serves both local and regional traffic through the City. At peak demand times, regional SR 9 traffic can divert to surface streets within the City. Other major north-south roadways include Bickford Road / Avenue D (Airport Way), which starts at the Marsh Road and SR 9 intersection at the southern end of the UGA and proceeds north and northwest through the City, terminating at US 2 north of the UGA. Avenue A is a central connection through the City, while Maple Avenue, Park Avenue, and Pine Avenue are major roadways on the east half of the City. Maple Avenue carries traffic flows from areas north and east of the planning area into the City. West of SR 9, Ludwig Road extends from 2nd Street to Weaver Road and Bickford Avenue serving much of the western portion of the City and UGA.

East-West Roadways

The primary east-west roadway is 2nd Street, which, with its County counterparts (92nd Street SE and Riverview Road), extends from US 2 and unincorporated areas east of the City through downtown, to and under SR 9, and then to areas west of the City and UGA. This roadway connects to most of the major north-south roadways described in the previous section. Fourth Street is a parallel east-west roadway within the City, while other roadways farther north of downtown provide additional east-west circulation. In the northern part of the City, 30th Street connects the commercial-retail area along Bickford Avenue to the east side of SR 9.

Table 1-1 summarizes the main north-south and east-west roadways traversing the City of Snohomish.

Table 1-1 Existing Major Roadways within City of Snohomish

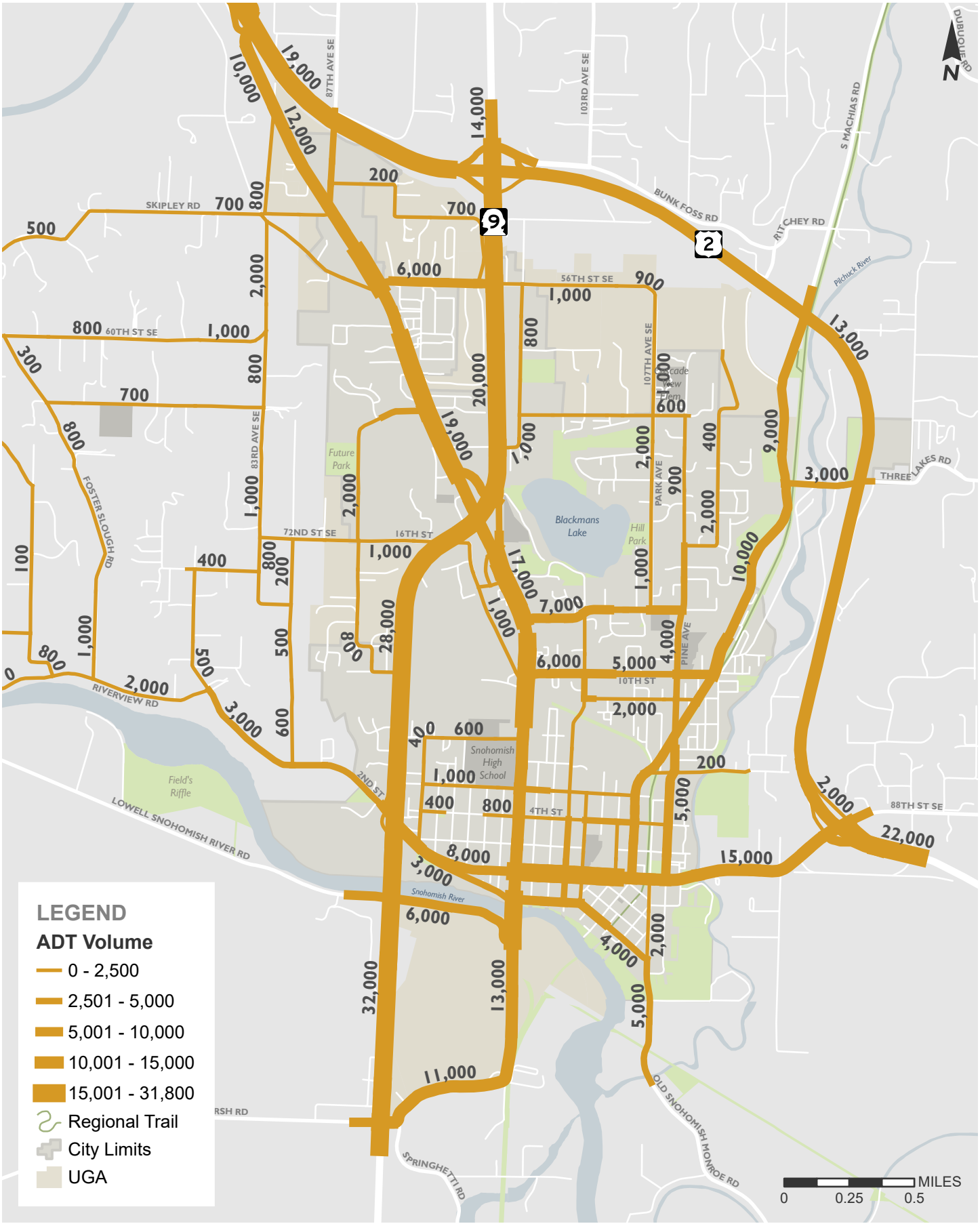
Roadway	Number of Lanes	Speed Limit (mph)
North-South Roadways		
SR 9	2	55
Bickford Road / Avenue D	2 to 4	25 to 30
Maple Avenue	2	25
Avenue A	2	25
Pine Avenue	2	25
Park Avenue	2	25
Ludwig Road	2	25
East-West Roadways		
Second Street	2 to 3	30
Fourth Street	2	25
Tenth Street	2	25
13th Street	2 to 3	25
16th Street	2	25
22nd Street	2	25
30th Street	2	35

Note: mph = miles per hour

Traffic Volumes

This section of the report describes vehicle traffic volumes on City of Snohomish roadways. Traffic counts were collected at several locations on State Highways, County facilities, and City roadways in November 2022. Traffic volumes in urban areas were typically highest during the weekday PM peak hour. This reflects the combination of commuter work trips, shopping trips, and other day-to-day activities that result in travel between 4 and 6 p.m., Monday through Friday. Therefore, the weekday PM peak hour was used to evaluate transportation system needs.

Roadways with the highest traffic volumes include Bickford Avenue, SR 9, Avenue D, and 2nd Street. Existing weekday daily volumes along key roadways are shown in Figure 1-2.



Existing Daily Traffic Volumes

City of Snohomish Transportation Element Update

FIGURE **1-2**

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Currently Adopted Intersection Level of Service Standards

The study intersections are in the City of Snohomish, Snohomish County, and WSDOT jurisdictions. The following sections discuss the currently adopted LOS standards for each jurisdiction.

City's Level of Service (LOS) Standards

The City of Snohomish LOS standard for roadways within the City is LOS E or better. More detailed information about City LOS standards is discussed in Chapter 3.

State Highway Level of Service Standards

US 2 and SR 9 are state highways serving the City of Snohomish and are designated as Highways of Statewide Significance (HSS) facilities. The LOS standards for HSS facilities are set by WSDOT. Both US 2 and SR 9 within the City of Snohomish vicinity are designated as urban with an LOS D standard.

WSDOT applies these standards to highway segments, intersections, and freeway interchange ramp intersections. When a proposed development affects a segment or intersection where the level of service is already below the state's adopted standard, then the pre-development level of service is used as the standard. When a development has degraded the level of service on a state highway, WSDOT works with the local jurisdiction through the SEPA process to identify reasonable and proportional mitigation to offset the impacts. Mitigation could include access constraints, constructing improvements, right-of-way dedication, or contribution of funding to needed improvements. Recent categorical exceptions to the SEPA requirements have been developed by the State legislature to accommodate infill and housing development. All projects that propose to develop one or more residential housing unit(s) within the incorporated UGA or middle housing within unincorporated areas in the UGA, that meet certain criteria, are categorically exempt from SEPA.

Snohomish County Level of Service Standards

Snohomish County LOS standards are defined based on arterial operations and not intersection LOS. The level of service along key arterials is measured by calculating corridor travel speeds. LOS standards for key arterials are defined by Snohomish County based primarily on arterial classification, number of lanes, average daily traffic (ADT) and average travel speed. In rural areas LOS standards range from LOS C to LOS D depending on the roadway type. In Urban areas LOS E is considered acceptable.

Traffic Operations

Traffic operations were evaluated for the existing year (2022) based on the level of service (LOS) methodologies of the Highway Capacity Manual (HCM) (Transportation Research Board). The HCM is a nationally recognized and locally accepted method of measuring traffic flow and congestion. Criteria range from LOS A, indicating free-flowing conditions with minimal vehicle delays, to LOS F, indicating extreme congestion with long vehicle delays. At signalized and roundabout intersections, LOS is measured in terms of average delay per vehicle. At

unsignalized intersections, LOS is measured in terms of the average vehicle delay and is typically reported for the worst traffic movement instead of for the whole intersection.

Existing traffic operations were analyzed based on the procedures documented in the Highway Capacity Manual 6th Edition or 2000 when the 6th Edition method is unable to evaluate the operations. The analysis uses Synchro 11 for signalized and stop controlled intersections. Sidra 9 was utilized for roundabout controlled intersections.

Existing (2022) Intersection LOS

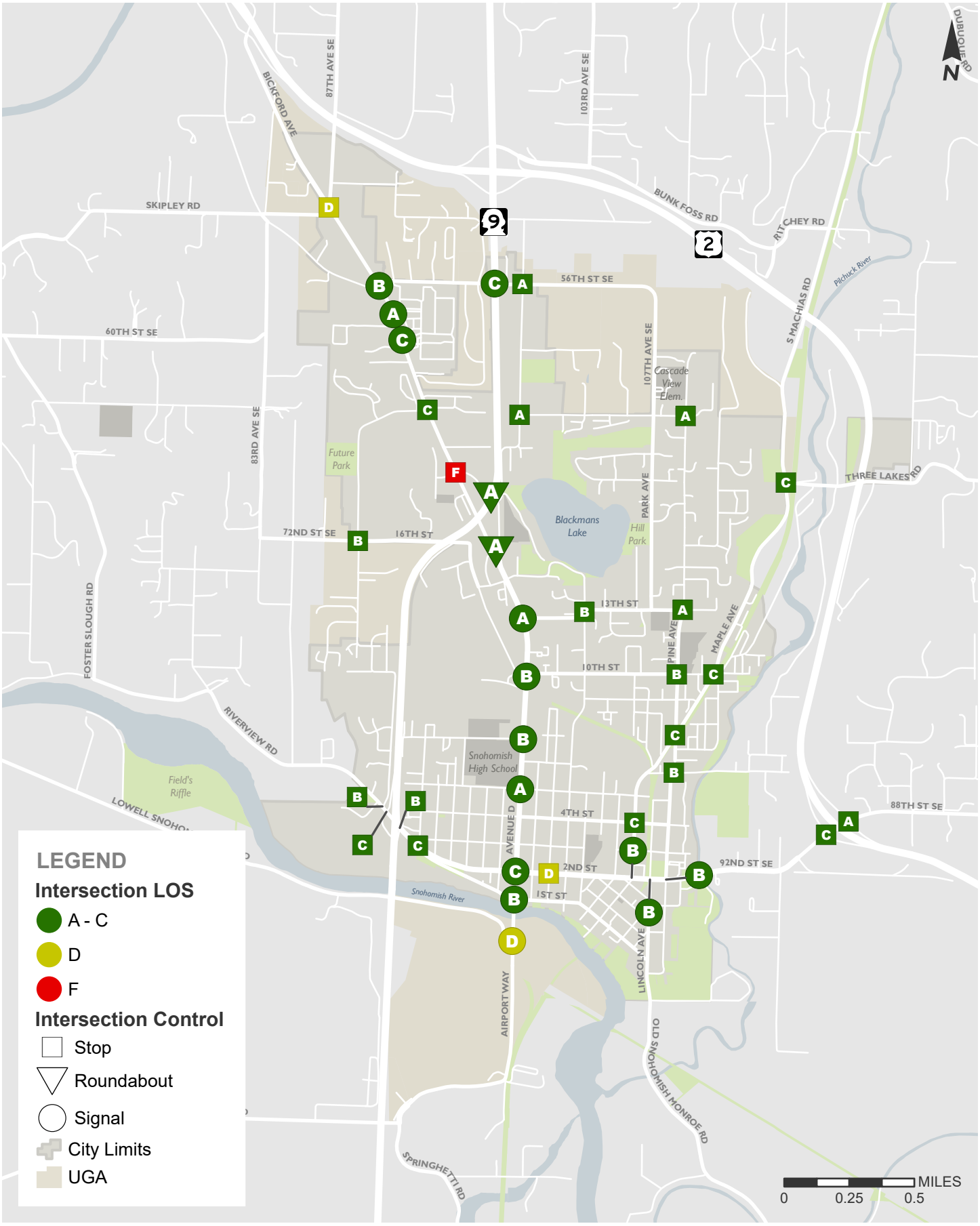
Existing LOS at key intersections in City of Snohomish are shown Figure 1-3 for the AM peak hour and Figure 1-4 for the PM peak hour. The results of the LOS analysis indicate that all of the study intersections currently meet City LOS standards, with the exception of the one intersection during the AM peak hour and three during the PM peak hour. All of the intersections not currently meeting the LOS E standard are two-way stop-controlled intersections shown in Table 1-2.

Table 1-2 Existing LOS Summary of Intersections Exceeding City LOS Standards

Intersection	Intersection Control[1]	2022 Existing		
		LOS[2]	Delay[3]	WM[4]
AM Peak Hour				
Bickford Avenue/19th Place (Ridge Avenue)	TWSC	F	61	EB
PM Peak Hour				
Sinclair Avenue/Bickford Avenue	TWSC	F	167	SB
Bickford Avenue/Weaver Way	TWSC	F	88	EB
Bickford Avenue/19th Place (Ridge Avenue)	TWSC	F	>180	EBL

1. TWSC - Two-Way Stop Control
2. Level-of-service based on *Highway Capacity Manual* 6th Edition methodology.
3. Average delay in seconds per vehicle
4. Worst movement reported for unsignalized intersections

As shown in the table, the intersections exceeding the City's LOS standard are two-way stop-controlled intersections that report LOS F for the worst movement at the intersection. These intersections typically involve low-volume side streets that experience high vehicle delays during the peak hours.



Existing Intersection Level of Service - AM Peak Hour

City of Snohomish Transportation Element

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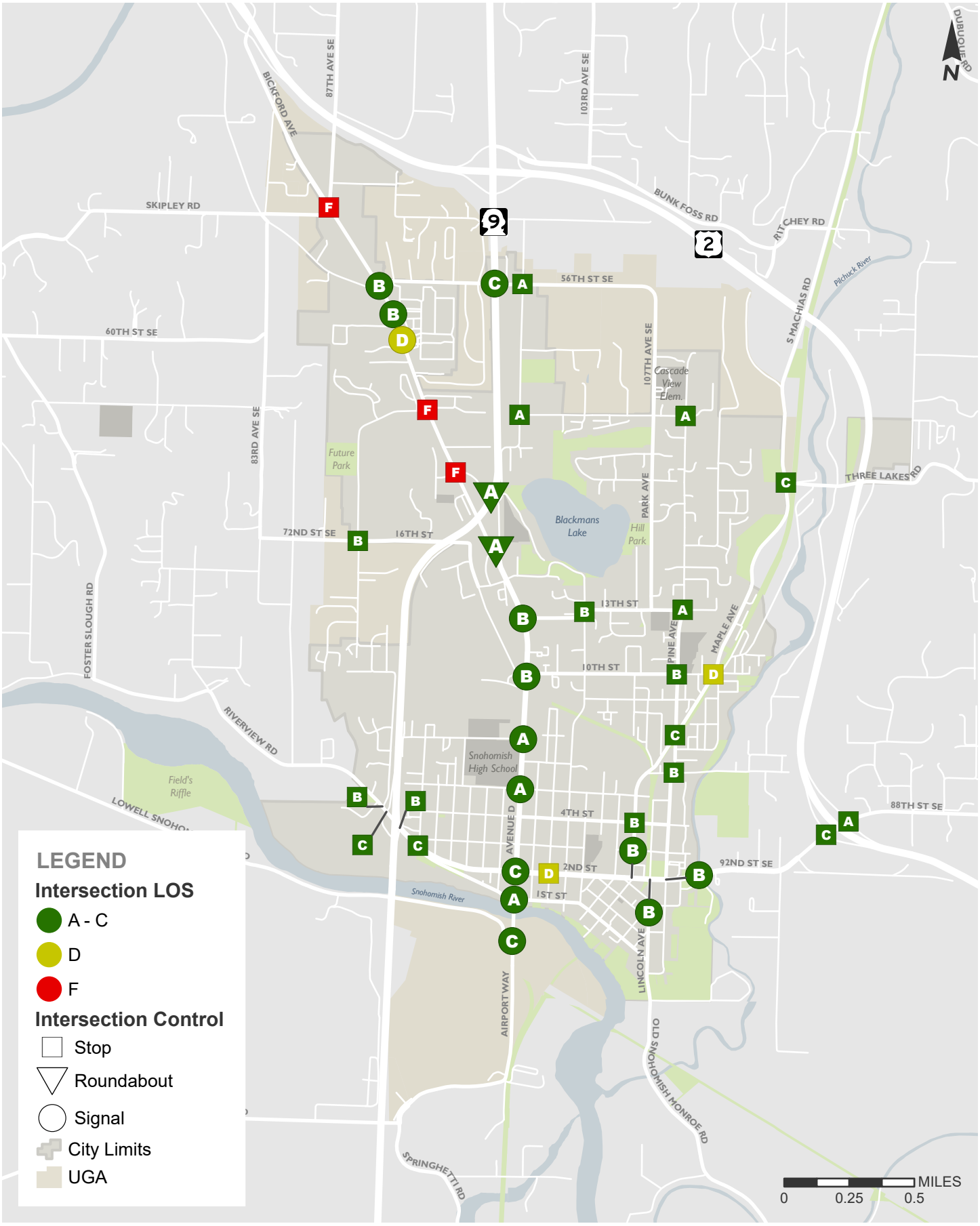

Existing Intersection Level of Service - PM Peak Hour

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Traffic Safety

Collision records for the five-year period between 2018 and 2022 were reviewed for all collisions reported in City of Snohomish. Historical safety data were obtained from WSDOT for the period of January 1, 2018, to December 31, 2022. A review of collision history was performed to identify potential safety issues for vehicles, pedestrians, and cyclists. Figure 1-5 illustrates that the number of collisions remained steady over the five-year period with a decrease in 2020.

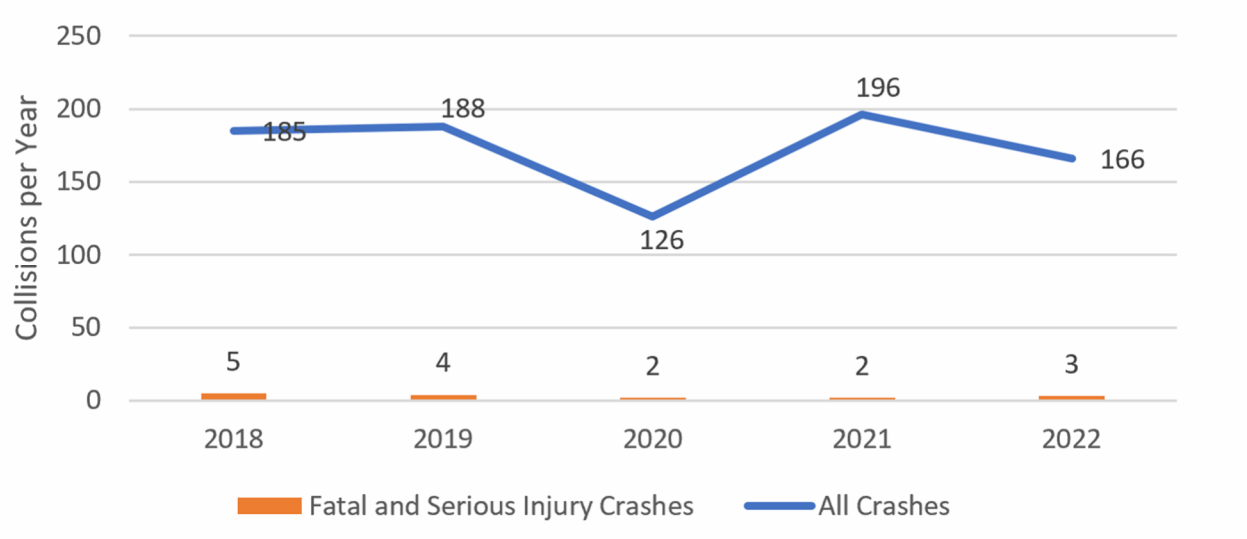


Figure 1-5 Five-Year Summary of Snohomish Collisions

Figure 1-6 provides a summary of fatal and serious injury collisions reported within the City. Over the five-year period there were no reported fatalities and 16 serious injury related collisions. Of the fatality or serious injury crashes the most common collision type involved pedestrians followed by angle collisions and approach-turn-related collisions. Angle and approach-turn collisions typically involve one vehicle making a left-turn with the other vehicle going straight ahead.

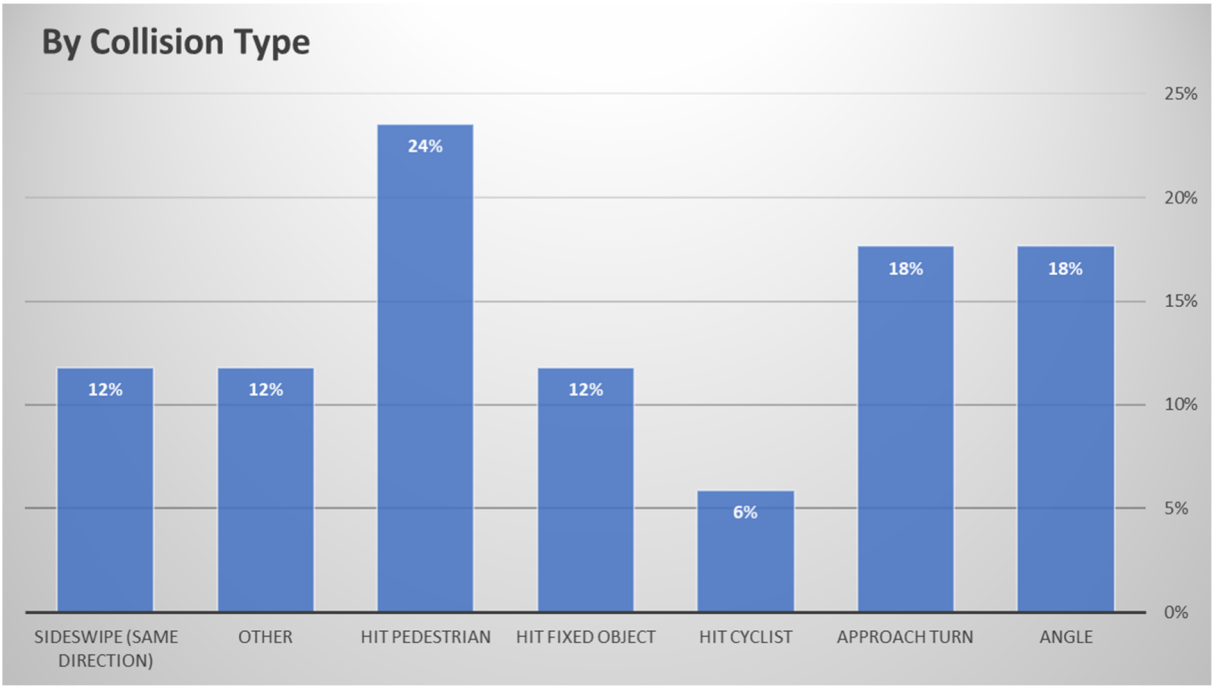


Figure 1-6 Five-Year Fatal and Serious Injury Collision Types

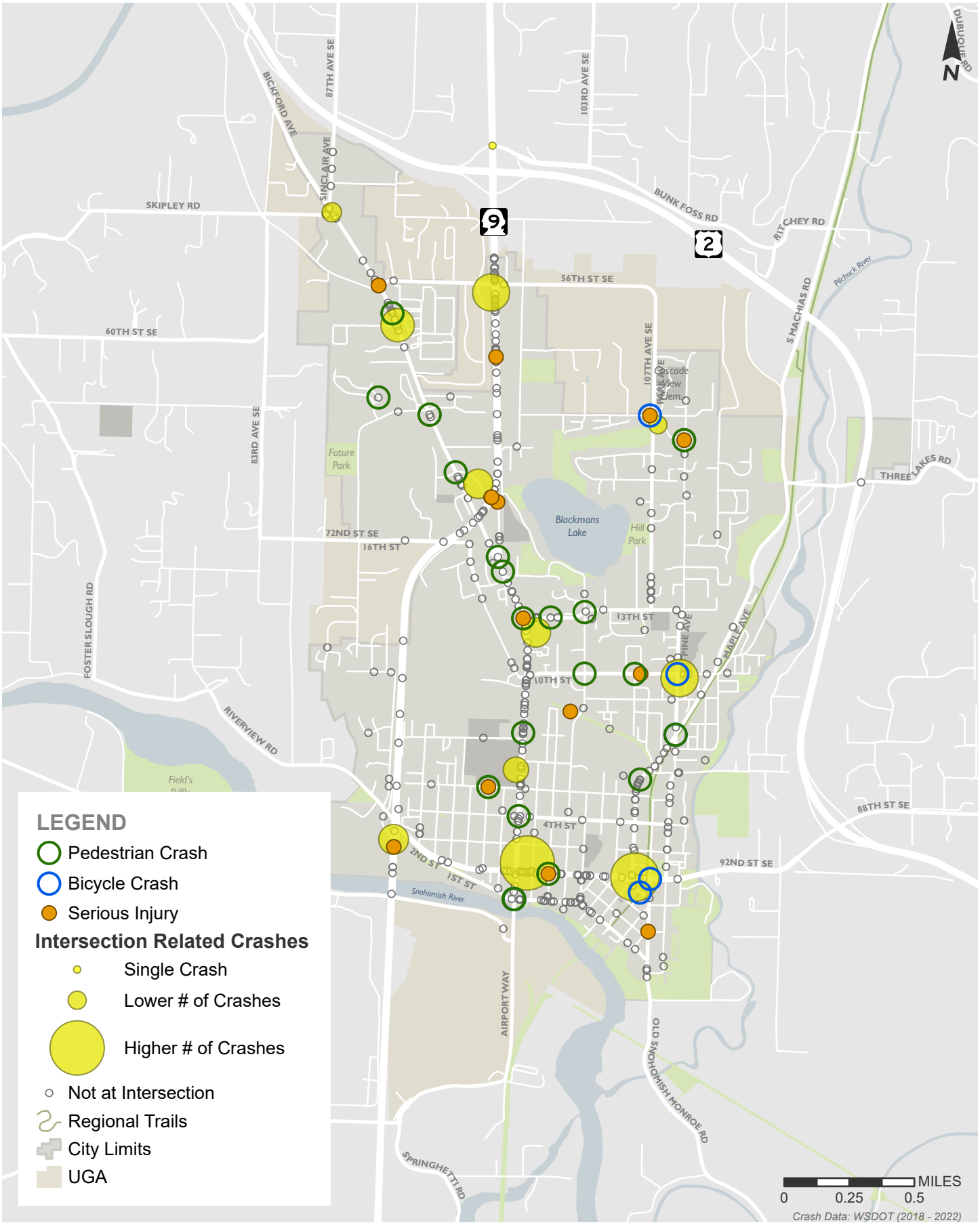
Crash rates were compiled by each study intersection to identify potential safety issues. Crash rates were analyzed to identify the average crash frequency based on the number of vehicles traveling through the study intersections. The typical measure for determining crash rates at intersections is the number of crashes per million entering vehicles (MEV). Intersections that averaged fewer than two collisions per year or an MEV less than one were not included in the summary tables due to the low number of incidents available to identify crash patterns. Table 1-3 summarizes the collisions for intersections averaging two or more collisions per year or having a collisions per MEV over 1.

Table 1-3 Collision Summary at Select Intersections

Intersection	Existing Traffic Control[1]	Number of Collisions					Total	Annual Average	Collisions per MEV[2]
		2018	2019	2020	2021	2022			
Avenue D/13th Street	Signalized	3	2	2	1	3	11	2.20	0.37
Avenue D/Fifth Street	Signalized	3	1	3	3	8	18	3.60	0.80
Avenue D/Second Street	Signalized	3	2	3	6	2	16	3.20	0.39
Avenue D/First Street	Signalized	6	5	0	1	3	15	3.00	0.46
SR 9/30th Street (State Intersection)	Signalized	12	10	5	10	11	48	9.60	1.36
Pine Avenue/Tenth Street	AWSC	4	10	2	6	4	26	5.20	1.62
Maple Avenue/Fourth Street	AWSC	3	2	0	4	4	13	2.60	0.79
Maple Avenue/Second Street	Signalized	5	3	1	5	4	18	3.60	0.62
Pine Avenue/22nd Street	AWSC	1	0	1	0	0	2	0.40	1.57

1. AWSC = All-way stop-control
2. Crashes per MEV

As shown in the table, nine intersections had an average annual number of collisions over two and/or collisions per MEV over one. The majority of the collisions reported at these intersections resulted in property damage only with no reported fatalities. There were four reported pedestrian/bicyclist collisions, two of which were at the Avenue D/1st Street intersection. Potential safety improvements are identified in a subsequent section. A graphical summary of the collision locations is shown on Figure 1-7.



Collision Summary (2018 - 2022)

City of Snohomish Transportation Element Update

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Freight Routes

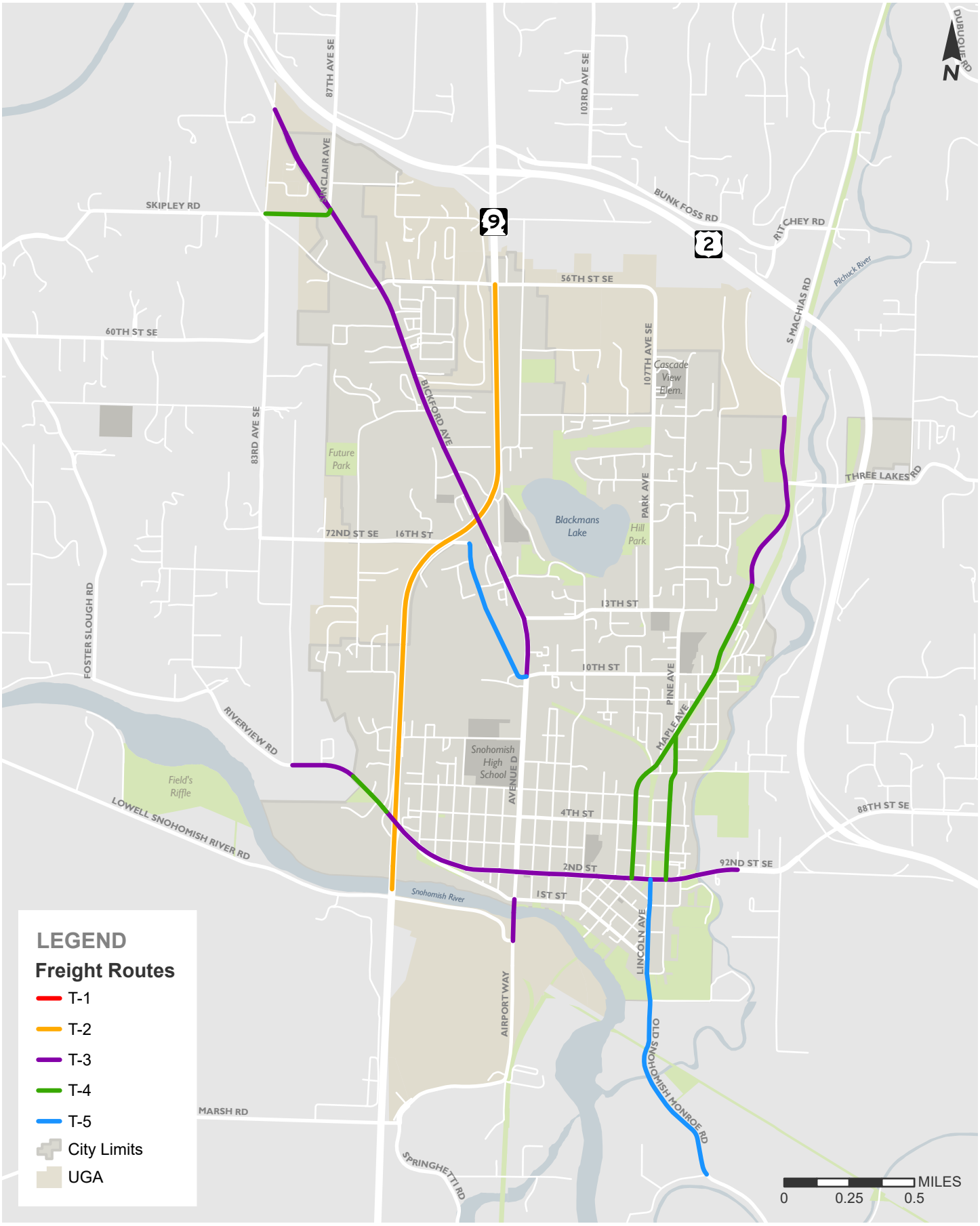
The Washington State Freight and Goods Transportation System (FGTS) classifies highways, County roads, and City streets according to the average annual gross truck tonnage they carry. Truck tonnage values are derived from actual or estimated truck traffic count data that is converted into average weights by truck type.[2] The FGTS uses five truck classifications, T-1 through T-5, depending on the annual gross tonnage the roadway carries.

- T-1: more than 10 million tons per year
- T-2: 4 million to 10 million tons per year
- T-3: 300,000 to 4 million tons per year
- T-4: 100,000 to 300,000 tons per year
- T-5: at least 20,000 tons in 60 days and less than 100,000 tons per year

Routes with the highest annual gross tonnage, T-1 and T-2 routes, are also identified as Strategic Freight Corridors. US 2 and SR 9 are both designated T-2 routes, along with a short segment of 92nd Street SE between the City limits and the US 2 ramps. Bickford Avenue, 2nd Street, Maple Avenue, Pine Avenue and short segments of other roadways are designated as T-3 and T-4 corridors depending on the amount of freight they carry annually. Existing freight routes are shown on Figure 1-8.

The City designates certain street segments as truck routes to limit the impact of heavy vehicles on public streets, transportation corridors, and neighborhoods (Chapter 11.12 SMC). Not all designated truck routes fall under the classifications above.

[2] *Washington State Freight and Goods Transportation System (FGTS) 2023 Update*. WSDOT, 2023.



Existing Freight Routes

City of Snohomish Transportation Element Update

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1.2. Transit

Transit service in the City of Snohomish is provided by Community Transit. Community Transit serves more than 2,100 stops and 22 park and ride facilities within the region. The following section describes the existing service and facilities provided by Community Transit as well as future plans for service and facilities in the Snohomish UGA. Community Transit currently operates four bus routes providing weekday trips through Snohomish and maintains 15 bus stops and one park & ride facility. The park & ride facility is served by Route 424. There are also paratransit and vanpool groups that originate in the City of Snohomish and travel to employment destinations in south Snohomish County and King County. The City of Snohomish supports Community Transit's LOS standards.

Fixed Route Service

Transit service is provided by Community Transit, which operates four routes through the City of Snohomish.

- **Route 270**– provides local rural service between the Gold Bar and Everett Stations, with limited stops in Snohomish and Monroe with 2 trips in the morning and one in the evening with a bus departing approximately once every 60 minutes during the AM service period.
- **Route 271** – provides local rural service between the Gold Bar and Everett Stations, with limited stops in Snohomish and Monroe. There are six morning trips (three to Gold Bar and three to Everett) that stop in Snohomish with a bus departing approximately once every 60 minutes and ten evening trips (four to Gold Bar and four to Everett) that stop at Bickford Avenue / 19th Street and 2nd Street / Pine Avenue in Snohomish.
- **Route 109** – provides commuter service between Lake Stevens Transit Center and the Ash Way Park & Ride, Monday through Friday. This service provides 7 trips in the morning and 11 trips in the afternoon.
- **Route 424** – provides commuter service between the Snohomish Park & Ride and downtown Seattle, via SR 522, I-405, and SR 520. This peak-period, peak directional service provides two afternoon trips to Snohomish.

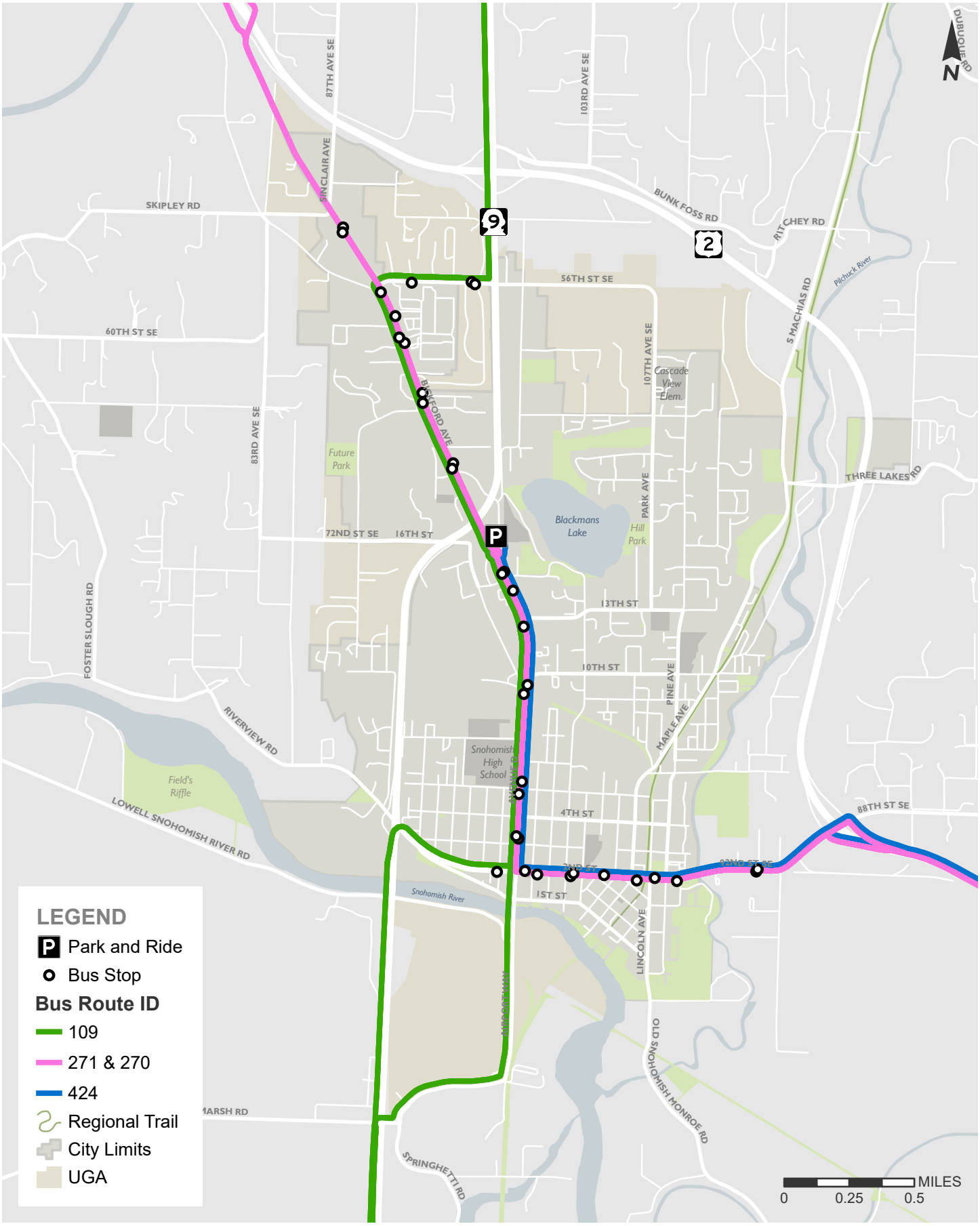
These routes serve both local communities and commuters are summarized on Figure 1-9.

Paratransit Service

Community Transit also provides paratransit services for patrons who cannot use fixed-route bus services due to disability, in accordance with the Americans with Disabilities Act (ADA). This service provides curb-to-curb paratransit service within ¾-mile of all local fixed-routes during hours of fixed-route operation. Community Transit currently provides Dial-A-Ride Transit (DART) paratransit service to registered disabled patrons in Snohomish County. Paratransit service requirements are strongly tied to the local, all-day service network. As local service expands or contracts in geographic coverage and span, DART operations are adjusted in response. DART service is operated under contract with Senior Services of Snohomish County.

Vanpool Program

Community Transit's vanpool fleet of more than 400 vans is one of the largest in the nation. A vanpool is a group of 3 to 12 riders who begin or end their trip in Snohomish County. Community Transit makes bike racks available for vans, upon request.



Existing Transit Service

City of Snohomish Transportation Element Update

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1.3. Non-Motorized

The non-motorized transportation network consists of facilities for residents and visitors to participate in active transportation modes and recreational activities in the City of Snohomish. A combination of on-street facilities and off-street pathways/trails provide the core network for walkers, cyclists, and other non-motorized users to travel. These facilities can be used for many of the same purposes as personal vehicles and transit, including commuter travel, grocery store trips, and other errands within the City. Non-motorized facilities, particularly off-street pathways, are also used for recreational trips or for access to parks and other recreational destinations.

The existing non-motorized facilities documented in this section of the Plan include data collected from the Puget Sound Regional Council (PSRC) for regional non-motorized facilities, in addition to local data. The existing pedestrian and bicycle facilities have been updated to include non-motorized facilities that have been constructed since the 2015 City of Snohomish Transportation Plan.

Types of Facilities

Active transportation facilities in the City of Snohomish include a range of types that are suited for pedestrians, cyclists, and other non-motorized users.

Sidewalks

Along with off-street trails, sidewalks are the primary pedestrian facility within downtown Snohomish and developed areas. Cyclists may also use sidewalks provided they yield right-of-way to pedestrians. Sidewalks within the City of Snohomish are typically provided on both sides of the street in the downtown and adjacent neighborhoods. Figure 1-10 shows the existing sidewalks on one or both sides of the street in the City.

On-Street Facilities

On-street facilities include bicycle lanes and multiuse trails and are shown in Figure 1-10. The current bike facilities are described in the following sections.

Bicycle Lanes

Bicycle lanes are dedicated striped roadway space for cyclists that are typically in both directions on the edge of the traveled way. They are marked with a wide white stripe and range from 4 to 6 feet wide. The City of Snohomish has a 4-foot bicycle lane on 30th Street, east of Bickford Avenue and First Street, west of Avenue D.

Striped Shoulder

Striped shoulders are on the edge of the traveled way where there is a reasonable distance available for pedestrians and cyclists to travel with minor impact to motor vehicles. For the purposes of this plan, this facility type only includes roadways with striped shoulders greater than 4 feet wide. Striped shoulders with more than 4 feet of usable width are typically available for non-motorized use, while narrower striped shoulders often result in non-motorized users being forced into the other travel lanes.

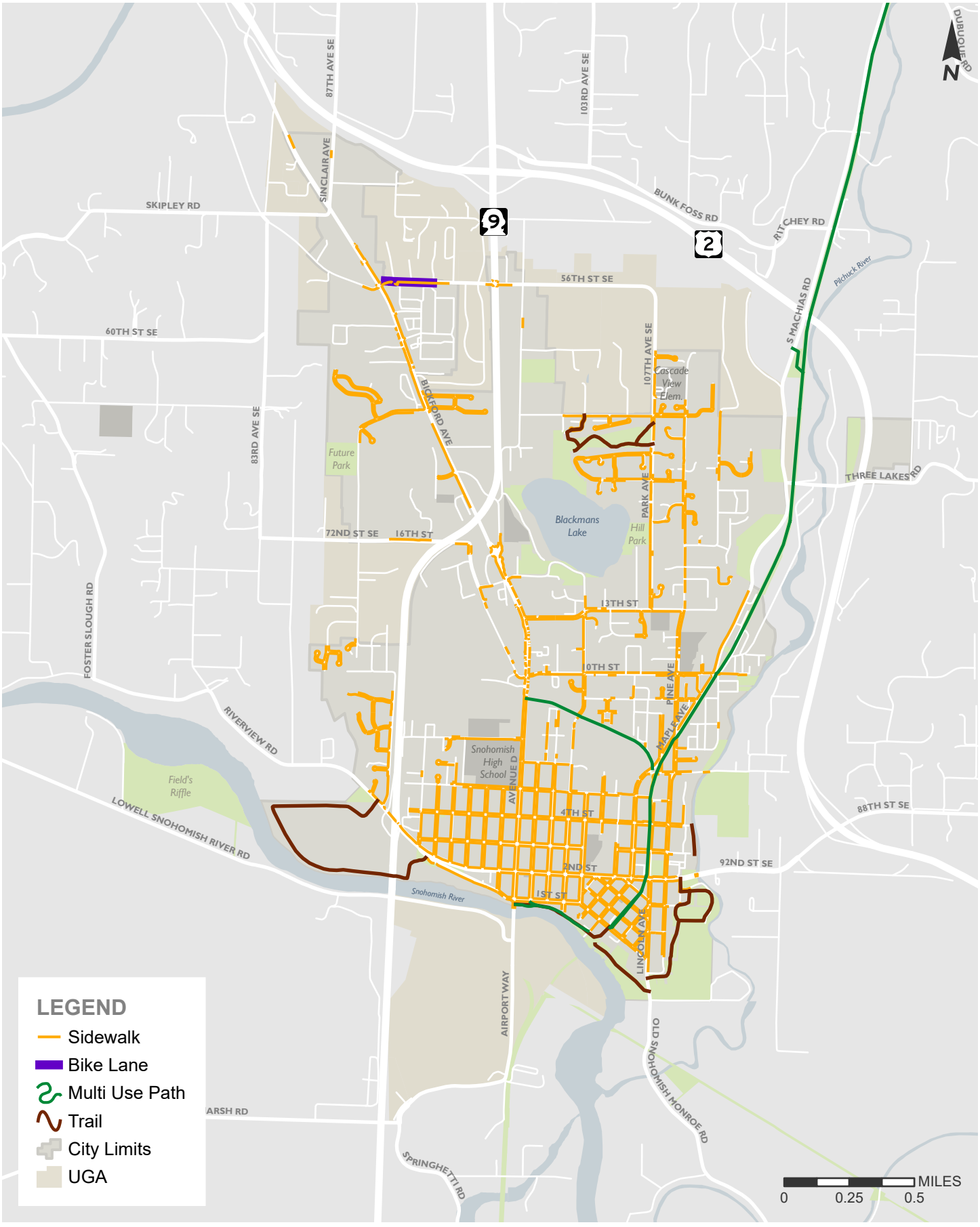
Shared Roadway

Shared roadways (sharrows) include roadways with striped shoulders less than 4 feet wide, roadways without striped shoulders, and roadways with curbs. On shared roadways, non-motorized users share the travel lane with motor vehicles. Shared roadways may include shared lane markings, or sharrows, that indicate the proper lane position for cyclists, outside the “door-zone” next to parked cars or several feet off the curb away from drainage systems. The City has sharrows on 1st Street from Avenue D to Lincoln Avenue and on Avenue A from 1st Street to 4th Street.

Off-Street Facilities

Off-street facilities include multiuse pathways and unpaved trails that are used by all types of non-motorized users. These facilities are generally used for recreational purposes but may also serve commuter and utility travel between neighborhoods and to surrounding areas. Standard trails are separated from the roadways and vary in width from approximately 5 feet to 12 feet wide. ADA access is provided on many trails, but some may not include these features.

Existing shared-use pathways, used by both pedestrians and bicyclists, are shown in Figure 1-10. The Centennial, Interurban, and Riverfront Trails are the three primary multiuse trails within the City. The Centennial Trail is 12-foot-wide paved multiuse pathway on abandoned railroad right-of-way that extends through the eastern portion of the City and north to the Snohomish–Skagit County line. The Interurban Trail is another off-street facility, but is an unpaved, dirt trail that crosses east-west within the City of Snohomish. The trailhead for the Centennial Trail can be found on First Street between Maple Avenue and Willow Avenue, access to the Interurban Trail is located at Avenue D to the west and Ford Avenue to the east. The Riverfront Trail is a 1/3-mile asphalt trail along the Snohomish River connecting Avenue D at 1st Street and Maple Avenue.



Existing Non-Motorized Network

City of Snohomish Transportation Element Update

FIGURE
1-10

transpogroup

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2. Forecasts & Alternatives Evaluation

Snohomish's Transportation Plan is developed based on the evaluation of the existing transportation system and future transportation system needs based on planned future growth. The City of Snohomish selected a 2044 horizon year. Year 2044 provides a long-range look at the transportation system needed to support anticipated growth in the City and other communities in Snohomish County. The year 2044 also corresponds to the current planning horizon for the Comprehensive Plan overall and associated population and employment forecasts adopted in the Snohomish County Countywide Planning Policies.

Travel forecasts have been developed and analysis has been conducted for average weekday conditions during the PM peak hour. The weekday PM peak hour generally has the highest overall traffic volumes in the community and thus provides the basis for identifying capacity-related improvement needs. The travel forecasts provide a technical basis for identifying the transportation improvement projects in the Transportation Systems Plan (Chapter 3).

2.1. Travel Forecast Model

Primary analyses of the 2044 traffic forecasts were initially based on the following travel forecasting assumptions:

- Committed improvement projects in Snohomish's current Transportation Improvement Program (TIP)
- Improvement projects in available transportation plans from adjacent jurisdictions
- Puget Sound Regional Council's (PSRC) Transportation Vision 2050 Update Regional Capacity Projects List (as of May 2022)
- WSDOT's 2024-2027 Statewide Transportation Improvement Program (STIP)
- City of Snohomish's forecast land use data
- PSRC 2050 Land Use Targets forecasts and regional trip end data from the 2050 regional travel demand model.

Based on these assumptions, travel forecasts were developed using Snohomish's travel demand model. This model is a tool that is used to convert existing and future land uses into weekday vehicle trips. The Snohomish travel demand model was updated to reflect existing 2022 conditions and was used as the basis for preparing 2044 travel demand forecasts for the Snohomish UGA. The following provides an overview of the land use assumptions, planned network improvements, and the alternatives analysis.

Baseline Transportation Network

As a part of baseline forecast 2044 conditions, any transportation improvements that are planned and funded in the near-term were included in the analysis. For the baseline network, only the signalization of the Bickford Avenue/Weaver Road intersection was included.

2.2. Land Use Forecast Alternatives

A strong relationship exists between land use and the transportation facilities necessary to provide mobility within the community. Future transportation improvements recommended in the Transportation System Plan have been defined to support the Land Use Element of the Comprehensive Plan.

The 2044 forecasts of land use growth throughout the City and its Urban Growth Area (UGA) were developed for three land use alternatives. The alternatives were prepared to evaluate different levels, types, and allocations of growth within the City. Alternative 1 is consistent with development levels evaluated as part of the 2015 Comprehensive Plan and serves as a baseline or benchmark for understanding the other alternatives. Alternative 2 (North Lake Rezone) and Alternative 3 (Hybrid Rezone) have differing levels and allocation of development throughout the City. Alternatives 2 and 3 represent growth beyond what was planned for in 2015. Table 2-1 summarizes the existing land use and the forecast land use under the three 2044 scenarios.

Table 2-1 City of Snohomish Land Use Alternatives

Land Use Type	Existing	Alternative 1 Baseline 2044	Alternative 2 North Lake Rezone	Alternative 3 Hybrid Rezone
Housing Units	5,026	7,276	9,270	13,223
Jobs	4,488	7,145	7,145	7,145

Source: City of Snohomish, 2024

As shown in Table 2-1, based on changes to land use and housing allowances, by 2044 the jobs capacity is anticipated to increase by 2,657 for all forecast 2044 scenarios, representing a 60-percent increase over 20 years. The housing capacity is anticipated to increase between 2,250 units (45-percent increase) and 8,197 units (163-percent increase) with Alternative 3 representing the highest land use alternative.

2.3. Alternatives Evaluation

The alternative analysis is based on the three alternatives described above and used to identify transportation needs for Snohomish, develop the framework for the transportation network, and ultimately the 20-year transportation improvement project list. The evaluation is completed using the City's travel demand model to forecast transportation demands and then applying the level of service (LOS) standards to determine roadway transportation needs. The evaluation also applied pedestrian and bicycle level of service (LOS) standards to determine transportation needs for the bicycle and pedestrian system. The results of the alternatives analyses are used to develop a recommended 2044 transportation network with improvements.

Traffic Forecasts

Trip generation was developed through the modeling process, which converts estimates of housing and employment into weekday PM peak hour vehicle trips based. Table 2-2 summarizes the weekday PM peak hour trip generation for the alternatives.

Table 2-2 City of Snohomish Weekday PM Peak Hour Vehicle Trips

	Alternative 1 Baseline 2044	Alternative 2 North Lake Rezone	Alternative 3 Hybrid Rezone
Forecast 2044	16,776	18,981	25,778
Existing	11,823	11,823	11,823
Increase in Vehicle Trips	4,953	7,158	13,955

Source: Transpo Group, 2024

The additional housing under Alternatives 2 and 3 results in 13 to 54 percent more weekday PM peak hour trips generated compared to Alternative 1 (baseline). Alternative 3 trip generation is higher than Alternative 2 (approximately 36 percent or 6,797 vehicles). As described previously, Alternatives 2 and 3 represent the same level of jobs but residential development is higher under Alternative 3.

The remainder of the alternatives analysis related to the assessment of vehicle needs focuses on Alternatives 1 and 3 representing the baseline (no action) and the hybrid rezone conditions. Alternative 3 represents a conservatively high scenario, resulting in a higher trip generation and more infrastructure needs compared to Alternative 2. To simplify comparisons, the analysis results for Alternative 2 are not presented below, but can be generally inferred based on the results of Alternative 1 and 3. The weekday PM peak hour traffic volume forecasts and average annual growth rate for Alternatives 1 and 3 are summarized in Table 2-3 for key intersections.

As shown in Table 2-3, average annual growth at key intersections is anticipated to be between approximately 0.6 percent and 3.5 percent under baseline conditions. The growth of baseline conditions represents an increase over existing traffic volumes at key study intersections of between 145 to 940 weekday PM peak hour trips. Under Alternative 3 conditions, average annual growth at key intersections is anticipated to be between approximately 0.9 percent and 7.3 percent, which represents an increase over existing traffic volumes of between 245 to 2,360 vehicles during the PM peak hour.

The growth in traffic volumes will result in additional traffic congestion along City streets assuming similar driving behaviors as today. As traffic volumes increase, the number of hours during the day when congestion is experienced may also increase. A review of the roadway system capacity for Snohomish shows that some additional roadway connections and/or widening of streets is required to handle this increase in traffic volumes and maintain adopted LOS standards. Additional analysis is completed in the subsequent section to determine what improvements are needed at intersections with the growth in projected vehicle traffic.

Table 2-3 Weekday PM Peak Hour Traffic Volumes at Key Intersections

Intersection	2022 Existing PM Peak Volumes	Alternative 1 2044 Baseline		Alternative 3 Hybrid Rezone	
		PM Peak Volumes	Average Annual Growth	PM Peak Volumes	Average Annual Growth
Sinclair Ave & Bickford Ave	1,590	2,015	1.1%	2,595	2.3%
Bickford Ave & 30th St	1,800	2,450	1.4%	3,305	2.8%
Bickford Ave & Weaver Way	1,735	2,095	0.9%	2,775	2.2%
Bickford Ave & 19th St	1,775	2,140	0.9%	2,530	1.6%
Ludwig Rd & 16th St	245	390	2.1%	995	6.6%
Bickford Ave/Ridge Ave/15th St/Avenue D	1,725	2,295	1.3%	2,945	2.5%
Avenue D & Seventh St	1,325	1,535	0.7%	1,790	1.4%
Avenue D & Second St	2,245	2,615	0.7%	3,085	1.5%
Avenue J & Second St	770	1,150	1.8%	1,620	3.4%
Avenue B & Second St	1,450	1,680	0.7%	1,885	1.2%
SR 9 & 30th St (State)	1,930	2,870	1.8%	4,290	3.7%
Lake Ave & 30th St	295	635	3.5%	1,385	7.3%
Pine Ave & Tenth St	885	1,110	1.0%	1,310	1.8%
Maple Ave & Tenth St	1,205	1,430	0.8%	1,495	1.0%
Pine Ave & Maple Ave	1,020	1,285	1.1%	1,495	1.8%
Maple Ave & Fourth St	900	1,130	1.0%	1,355	1.9%
Maple Ave & Second St	1,585	1,945	0.9%	2,190	1.5%
Pine Ave & Second St	1,505	1,950	1.2%	2,180	1.7%
S Machias Rd & Three Lakes Rd (County)	1,130	1,335	0.8%	1,375	0.9%
SR 9 & Bickford Ave (State)	2,040	2,680	1.2%	3,720	2.8%
SR 9 SB Ramp & Second St (State)	565	840	1.8%	1,250	3.7%
SR 9 NB Ramp & Second St (State)	875	1,285	1.8%	1,865	3.5%
Hwy 2 SB Ramp & 88th St SE (State)	1,245	1,670	1.3%	1,885	1.9%
Airport Way & Lowell Snohomish River Rd (County)	1,700	1,930	0.6%	2,230	1.2%

Source: Transpo Group, 2024

Traffic Operations

Consistent with existing conditions and methodologies, weekday PM peak hour traffic operations were evaluated at 38 intersections for forecast 2044. Table 2-4 summarizes the forecast 2044 weekday PM peak hour intersection operations for key intersections within Snohomish.

As shown in Table 2-4, five intersections would not meet the current adopted LOS standards during the weekday PM peak hour under the baseline conditions, operating below the LOS D or E standard. The intersections not meeting current LOS standard under baseline conditions include:

- Sinclair Avenue/34th Street/Bickford Avenue (two-way stop-controlled)
- Bickford Avenue/19th Street (two-way stop-controlled)

- Maple Avenue/10th Street (all-way stop-controlled)
- Pine Avenue/Maple Avenue (all-way stop-controlled)
- SR 9 SB Ramp/2nd Street (State two-way stop-controlled)

As described above, the five intersections that are forecast not to meet LOS standards are all two-way or all-way stop-controlled. The intersections of 34th Street (52nd Street SE)/Bickford Avenue and Bickford Avenue/19th Street were all previously noted to have been failing under existing conditions. These intersections have had historically poor operations for which the City has looked at several different improvement options.

Under Alternative 3, an additional 8 intersections would not meet the current adopted LOS standards during the weekday PM peak hour. The intersections not meeting LOS standards under Alternative 3 conditions include:

- Bickford Avenue/30th Street (signalized)
- Ludwig Avenue/16th St (two-way stop-controlled)
- Bickford Avenue/Ridge Avenue/15th Street/Avenue D (roundabout)
- SR 9/30th Street (signalized)
- Lake Avenue/30th Street (all-way stop-controlled)
- Maple Avenue/4th Street (all-way stop-controlled)
- SR 9/Avenue D/Ridge Avenue (State roundabout)
- SR 9 NB Ramp/2nd Street (State two-way stop-controlled)

While the failing intersections in baseline conditions were entirely made up of stop-controlled intersections, failing intersections under Alternative 3 conditions included some signalized intersections and roundabouts. The Transportation Plan provides a list of projects or programs to address these LOS deficiencies.

Table 2-4 Forecast 2044 Weekday PM Peak Hour Level of Service Summary

Intersections	Future Traffic Control	Current LOS Standard	Alternative 1 Baseline			Alternative 3 Hybrid Rezone		
			LOS[1]	Delay[2]	WM[3] or V/C[4]	LOS	Delay	WM or V/C
Sinclair Ave/Bickford Ave	TWSC	E	**F**	**>180**	**SB**	**F**	**>180**	**NB**
Bickford Ave/30th St	Signalized	E	D	44.6	-	E	66.9	-
Bickford Ave/Fred Meyer North Dwy[5]	Signalized	E	B	12.6	-	B	17.0	-
Bickford Ave/Fred Meyer South Dwy	Signalized	E	C	33.1	-	C	31.1	-
Bickford Ave/Weaver Way	Signal	E	B	11.7	-	D	45.1	-
Bickford Ave/19th Pl (Ridge Ave)	TWSC	E	**F**	**>180**	**EBL**	**F**	**>180**	**EBL**
Ludwig Ave/16th St	TWSC	E	B	11.6	NB/SB	**F**	**169.4**	**SB**
Bickford Ave/Ridge Ave/15th St/Ave D	RAB	E	C	26.5	1.059	**F**	**117.0**	**1.531**
Avenue D/13th St	Signalized	E	B	14.5	-	B	18.8	-
Avenue D/Bonneville Ave/10th St	Signalized	E	B	17.6	-	D	40.0	-
Avenue D/Seventh St	Signalized	E	A	8.6	-	B	11.8	-
Avenue D/Fifth St	Signalized	E	A	7.4	-	A	9.6	-
Avenue D/Second St	Signalized	E	C	26.7	-	D	37.0	
Second St/Ludwig Rd	TWSC	E	B	11.8	SB	C	16.7	SB
Avenue J/Second St	TWSC	E	E	44.8	NB	D	33.8	SB
Avenue D/First St	Signalized	E	B	11.8	-	C	20.4	-
Avenue B/Second St	TWSC	E	D	27.9	NB	E	35.2	NB
Avenue A/13th St	AWSC	E	B	11.5	WBL	B	14.9	-
Pine Ave/13th St	AWSC	E	B	10.1	-	B	12.5	-
Lake Ave/22nd St	TWSC	E	B	10.1	WB	C	18.6	WB
SR 9/30th St[5]	Signalized	D	D	35.0	-	**F**	**112.8**	**-**
Lake Ave (99th Ave SE)/30th St	AWSC	E	B	10.2	-	**F**	**90.4**	**-**
Pine Ave/Tenth St	AWSC	E	C	18.6	-	E	38.4	-
Maple Ave/Tenth St	AWSC	E	**F**	**66.7**	**-**	**F**	**79.4**	**-**
Pine Ave/Maple Ave	AWSC	E	**F**	**50.9**	**-**	**F**	**123.8**	**-**
Pine Ave/Sixth St	TWSC	E	C	17.5	EB	C	21.0	EB
Maple Ave/Fourth St	AWSC	E	C	21.8	-	**F**	**54.9**	**-**
Maple Ave/Second St	Signalized	E	C	23.9	-	**E**	**69.1**	**-**
Lincoln Ave/Second St	Signalized	E	B	10.3	-	B	10.8	-
Pine Ave/Second St	Signalized	E	B	16.9	-	C	20.7	-
SR 9/Bickford Ave	RAB	D	A	9.0	0.802	**E**	**63.9**	**1.627**

Source: *Highway Capacity Manual (HCM)*, 2017 and Transpo Group, 2024; Notes: **Bold** indicates LOS standard is not met. RAB = Roundabout.
1. Level of service (LOS), based on *Highway Capacity Manual* 6th Edition methodology unless otherwise noted.
2. Average delay in seconds per vehicle.
3. Worst movement reported for unsignalized intersections where EB = eastbound, WB = westbound, SBL = southbound left, NB = northbound, and EBL = eastbound left.
4. Volume to capacity (V/C) ratio for roundabout controlled intersections.
5. Evaluated utilizing HCM 2000 methodology due to limitations in signal timing parameters or the presence of U-turning movements.

Non-Motorized System Evaluation

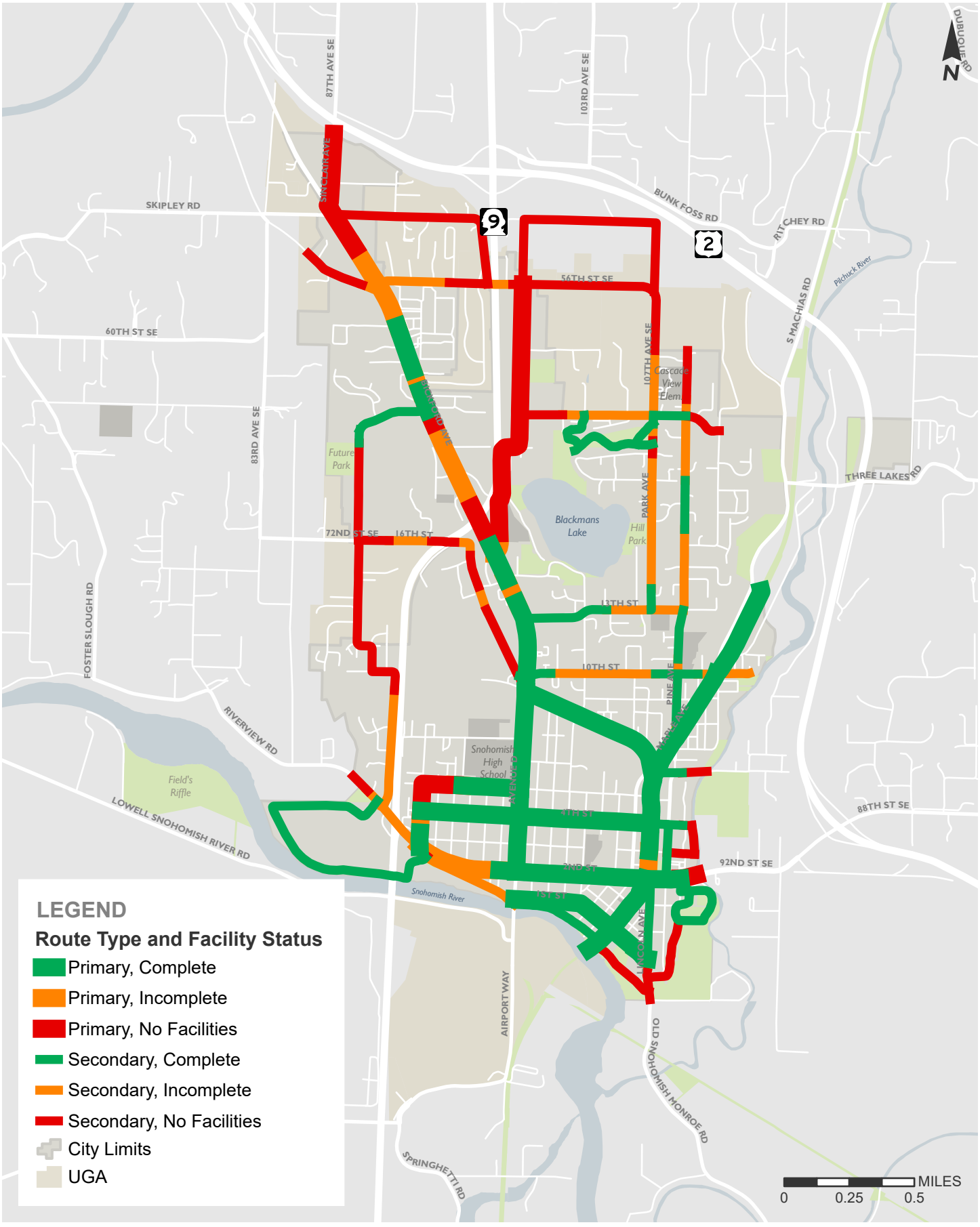
Bicycle, pedestrian, and trail facilities play a vital role in the City's transportation environment. The Snohomish non-motorized transportation system is comprised of facilities that promote mobility without the aid of motorized vehicles. A well-established system encourages healthy

recreational activities, reduces vehicle demand on roadways, and enhances safety within the community.

As described further in the Plan (Chapter 3) the non-motorized LOS standard is 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 a implementation strategy, but rather they are used to make a distinction between routes that are more regional 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). The primary and secondary networks are designated in the transportation system plans in Chapter 3 (see Figure 3-5 and Figure 3-7). Based on the system plan networks and LOS criteria, pedestrian and bicycle networks were evaluated and summarized on Figure 2-1 and Figure 2-2, respectively.

As shown in Figure 2-1, the pedestrian system meets LOS standards in most of the southern section of the City. Northern and western sections of the City are missing facilities. There are some key areas that are missing as well as corridors such as portions of Bickford Avenue, Lake Avenue, and 56th Street that have missing sidewalks. 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.

As shown in Figure 2-2, the bicycle system does not meet LOS standards in most of the City. The current system lacks bicycle facilities to connect the street system to the trail network and destinations within the City. The long-term project list would implement the green LOS for the bicycle network.



Future Pedestrian Level of Service

City of Snohomish Transportation Element Update

FIGURE **2-1**

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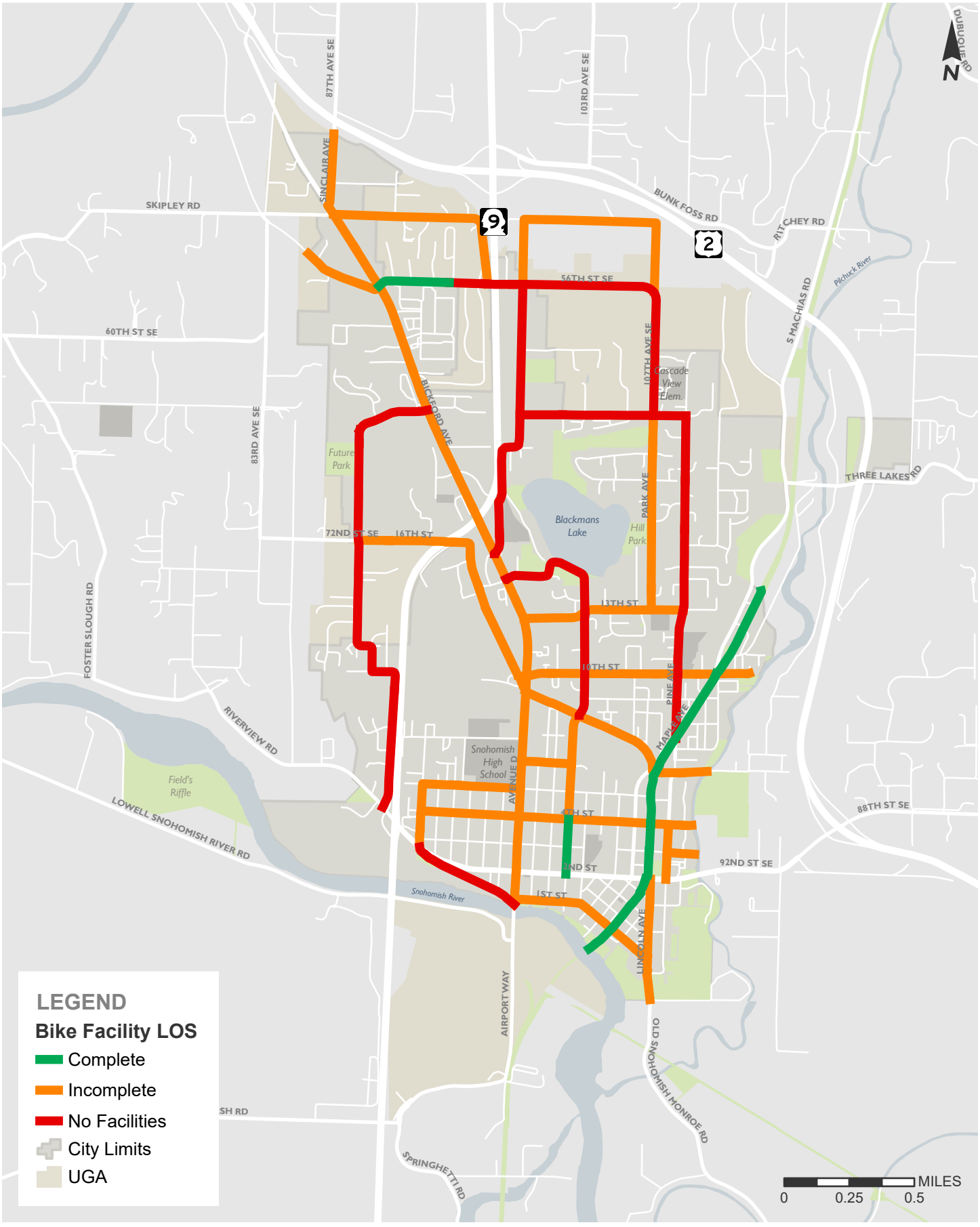

Future Bicycle Level of Service

City of Snohomish Transportation Element Update

FIGURE **2-2**

transpogroup

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2.4. Technology Considerations

Advances in technology impact the short and long-term use of the transportation system and its users. The following sections describe technologies emerging or being considered in Snohomish and the region.

Transportation System Management and Operations (TSMO)

Transportation System Management and Operations (TSMO) is an integrated approach to optimize the performance of existing infrastructure by implementing multimodal, intermodal, and often cross-jurisdictional systems, services, and projects. TSMO seeks to operate the existing transportation system as safely and efficiently as possible, often maintaining or even regaining previous capacity levels and improving safety performance levels. In practice, TSMO is applied on a corridor or in a region as a series of operational strategies instead of just intersection improvements.

Electric Vehicles

As the use of electric vehicles (EVs) continues to grow within transportation systems, it becomes essential to establish accessible EV charging infrastructure. Currently, there is one City-owned charging facility located on 1st Street west of Avenue D.

E-Bikes

E-bikes are electricity-assisted bicycles. Availability, diversity of types of e-bikes, and use of e-bikes has been increasing in recent years, removing barriers and expanding transportation options for road users. Increased use of e-bikes will likely result in the need for increased bike facilities and infrastructure.

3. Transportation Systems Plan

The transportation system improvements provide a long-range strategy for the City of Snohomish to address current and forecast transportation conditions and needs. The planned improvements contained in this chapter are recommended to safely and efficiently accommodate the projected growth in population and employment within the City and its UGA. The recommended improvements are based on analyses of the existing transportation system, forecasts of future travel demands, anticipated availability of funding resources, and the desire of the community to create a transportation system that prioritizes community livability.

The transportation improvement program is organized by travel mode, although the improvement projects and programs may overlap between modes (e.g., sidewalks are included as part of a roadway widening project).

The Plan focuses on recommendations for four components of the transportation system:

- Street and Highway System Plan
- Pedestrian System Plan
- Bicycle System Plan
- Other Transportation Services

Multimodal level of service standards are required for non-motorized transportation facilities, locally owned arterials, and transit routes that serve the City and urban growth areas, to judge system performance. Setting the LOS standard is an essential component identifying planned improvements for inclusion in the TMP. LOS standards by mode are presented in the plan.

Based on the plans/programs, goals, and policies of the six components of the Comprehensive Plan, an overall multimodal long-range list of transportation projects is recommended to support the transportation needs of the City based on full build-out. Current changes to building regulations from the State intended to promote increased density and infill development within cities creates uncertainty for the transportation planning process. The City has chosen to evaluate the necessary strategies to support a multi-modal network at full-build out to provide a clearer picture of long-term needs for planning purposes.

This full-buildout scenario is not anticipated to happen within the 20-year horizon. Utilizing the full-buildout scenario, the City has prioritized the projects in the areas where growth is expected to occur first and included those projects in the 20-year traffic impact fee project list.

3.1. Street and Highway System Plan

Streets and highways serving the City of Snohomish provide for the general movement of people and goods. The street and highway element provides the core system of the Snohomish Transportation Improvement Program.

Arterial and Collector Classifications

Roadways are classified by their intended function and traffic volumes to provide for a hierarchy of roadways. The City of Snohomish Functional Classification defines the characteristics of individual roadways to accommodate the travel needs of all roadway users. The design of cross-sections for existing and planned roadways is tied to the functional classification of City roadways. The functional classification designations for City roadways are described in Table 3-1. Figure 3-1 summarizes the Functional Classification Plan for Snohomish.

Table 3-1 Snohomish Roadway Functional Classification

Roadway Type	Description/Purpose	Examples	Speed
Highway	The Highway system serves as the primary arterial roadway system within the City. Highways connect major regions with one another, and WSDOT classifies certain State highways.	US 2 SR 9	55 to 60 mph
Minor Arterial	City maintained roadways that prioritize mobility within the arterial roadway system. These roadways connect highways and provide mobility in areas between towns and communities.	Bickford Avenue Second Street Avenue D	25 to 35 mph
Collector	Provide both access and mobility within the City of Snohomish between the arterial network and local streets. The predominant function of these roadways is to collect traffic from neighborhoods and local streets.	Fourth Street Park Avenue Pine Avenue	25 mph
Local Street	Streets that provide direct access to adjoining properties, commercial businesses, and similar traffic destinations. These roadways also provide traffic circulation within or through neighborhoods.	Firth Street Seventh Street Lake Avenue	20 to 35 mph

Note: WSDOT = Washington State Department of Transportation

In addition to the Functional Classification system adopted by the City of Snohomish, there are federal and state roadway designations. Federal and state grant programs provide funding for improvement projects that are on streets that have been classified with the federal or state roadway designations.

Highways of Statewide Significance

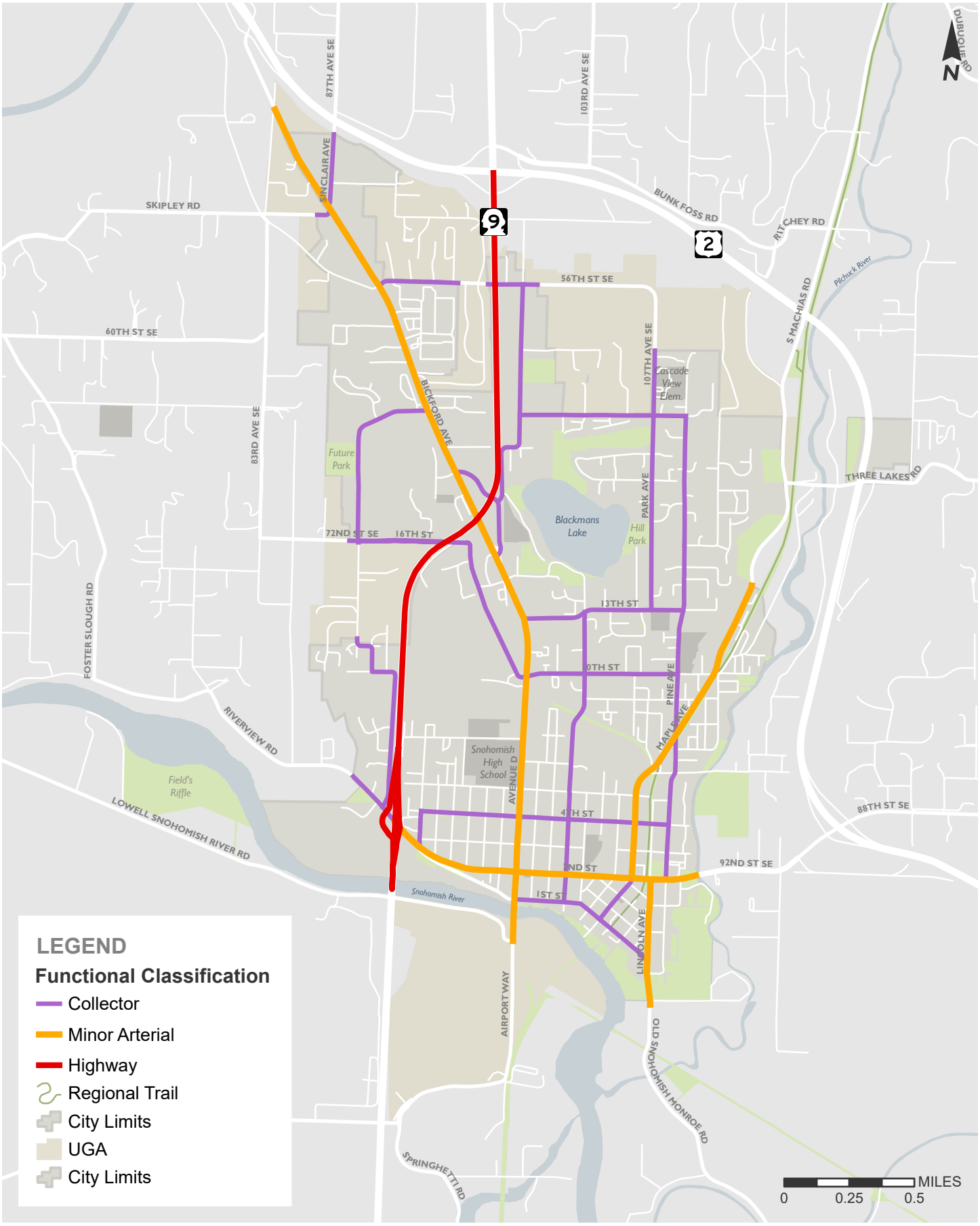
WSDOT designates interstate highways and other principal arterials that are needed to connect major communities in the state as Highways of Statewide Significance (HSS). This designation assists with the allocation of some state and federal funding. These roadways typically serve corridor movements having travel characteristics indicative of substantial statewide and interstate travel. US 2 and SR 9 are classified as Highways of Statewide Significance.

Federal Functional Classification

The Federal Functional Classification system provides a hierarchy of roadways as defined by the FHWA. This classification system defines the role of travel through a network of roadways, rather than focusing on individual roadways. As a result, the Federal Functional Classification differs in several ways from the City‘s Functional Classification. Changes to the Federal Functional Classification may be submitted through the Washington State Department of Transportation (WSDOT).

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).



Functional Classification Plan

City of Snohomish Transportation Element Update

FIGURE

3-1

transpogroup

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Vehicle Level of Service Standard

Vehicle level of service 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 on Figure 3-2 and described as follows:

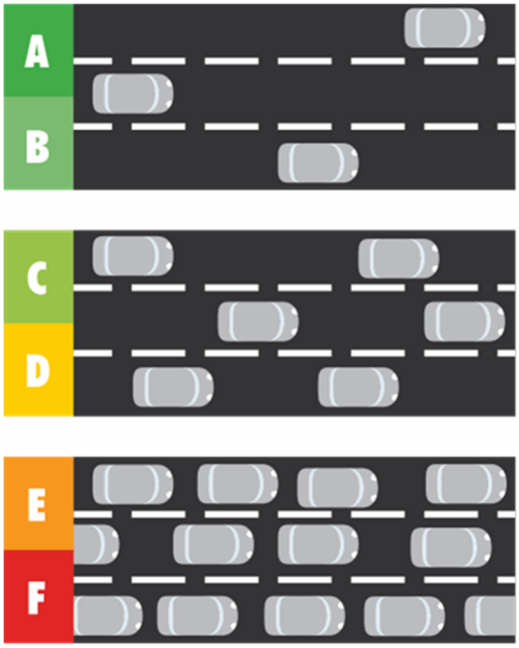


Figure 3-2 Illustration of Vehicle LOS

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 than in LOS B and longer queues may contribute to lower-than-average travel speeds.

LOS D: Small increases in traffic flow may cause substantial increases 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.

City of Snohomish LOS Standards

The City of Snohomish has adopted an LOS E standard for intersections along arterial roadways within the incorporated areas of the City.

State Highway LOS Standards

US 2 and SR 9 are state highways serving the City of Snohomish and are designated as HSS facilities. The LOS standards for HSS facilities are set by WSDOT. The LOS standard for facilities in urban areas is LOS D and for facilities in rural areas is LOS C. Both US 2 and SR 9 within the City of Snohomish vicinity are designated as urban and have a LOS D standard.

Snohomish County LOS Standards

Snohomish County LOS standards are defined based on arterial operations and not intersection LOS. The level of service along key arterials is measured by calculating corridor travel speeds. LOS standards for key arterials are defined by Snohomish County based primarily on arterial classification, number of lanes, average daily traffic (ADT) and average travel speed. In rural

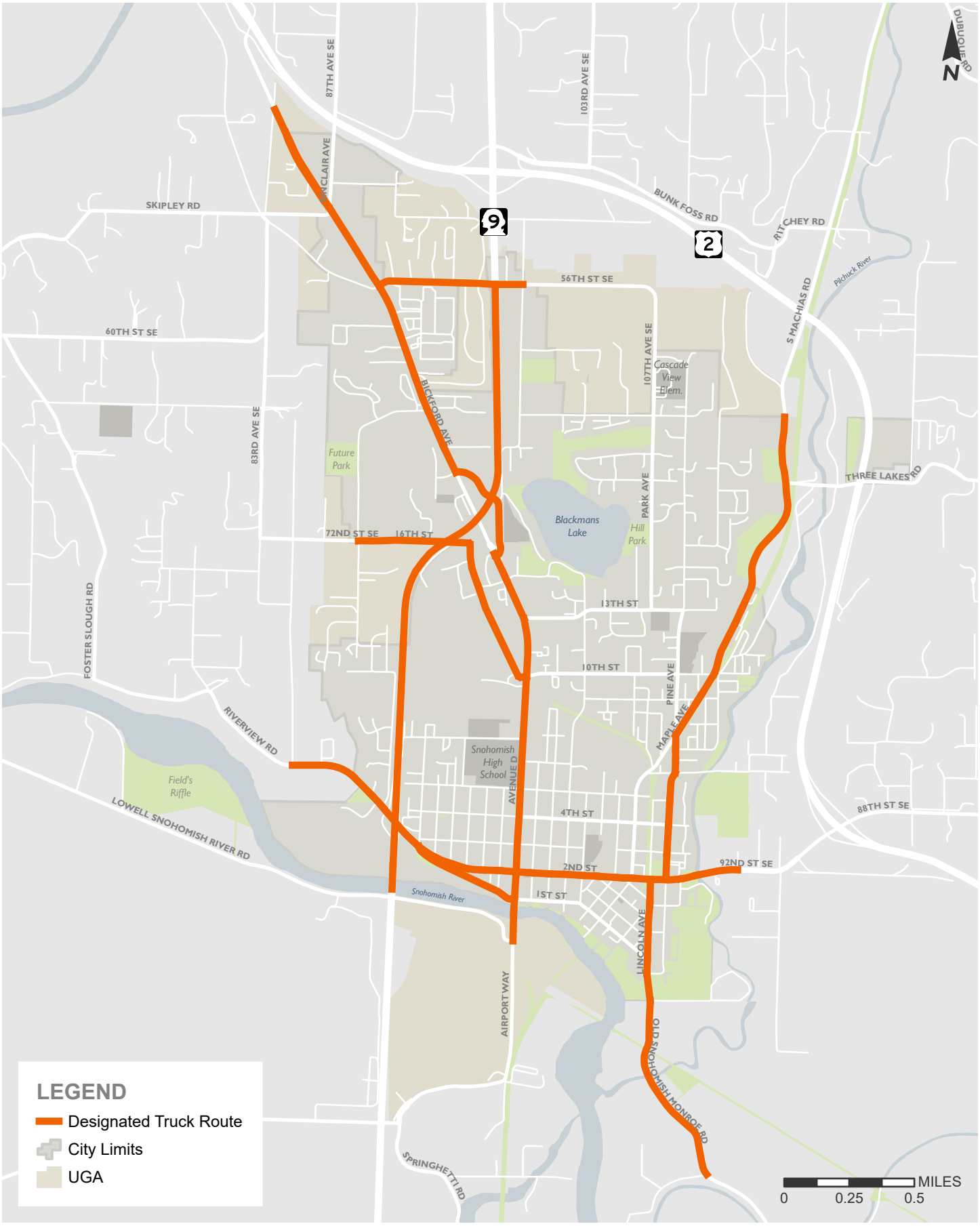
areas LOS standards range from LOS C to LOS D depending on the roadway type. In Urban areas LOS E is considered acceptable.

Freight (Truck) Routes

Trucks have a significant impact on traffic operations, safety, and roadway maintenance. They also impact air quality and noise levels in the City. Figure 3-3 shows the freight routes for Snohomish. The truck routes continue to support future freight transportation needs.

New Road Connections

As part of planned development in the City over the next 20 years, new roadway connections are anticipated to provide access and circulation. New roadway connections would primarily be constructed by developers as part of new developments. The final locations and specifications would be determined through the permitting and design review process; however, initial anticipated locations are shown on Figure 3-4.



Truck Route Plan

City of Snohomish Transportation Element Update

FIGURE

3-3

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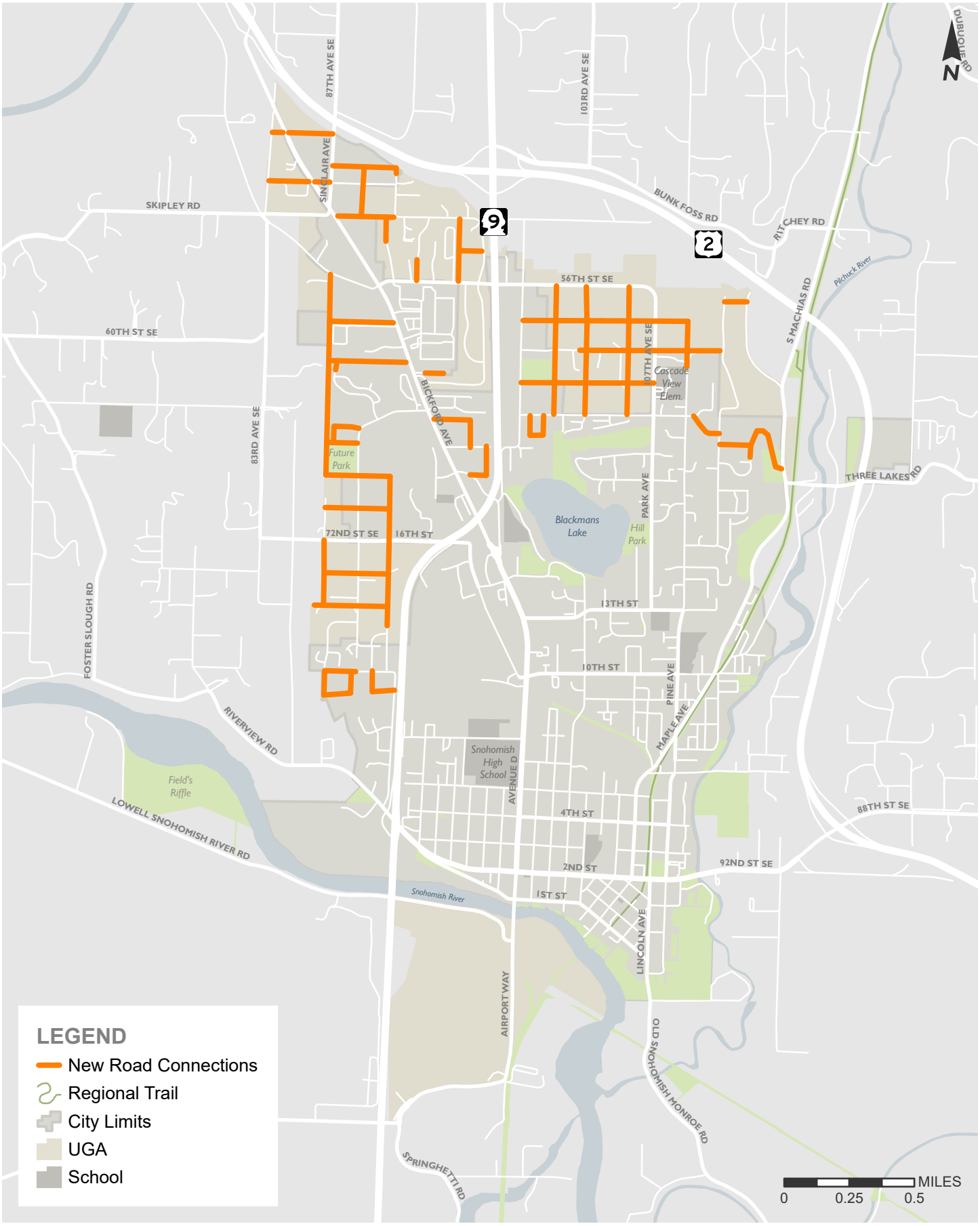

New Road Connections

City of Snohomish Transportation Element Update

FIGURE **3-4**

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3.2. Pedestrian System Plan

Pedestrian and trail facilities play a vital role in the City's transportation environment. The Snohomish pedestrian system plan is comprised of facilities that promote mobility without the aid of motorized vehicles. A well-established system encourages healthy recreational activities, reduces vehicle demand on roadways, and enhances safety within the community.

Complete Streets and Multimodal Improvement Program

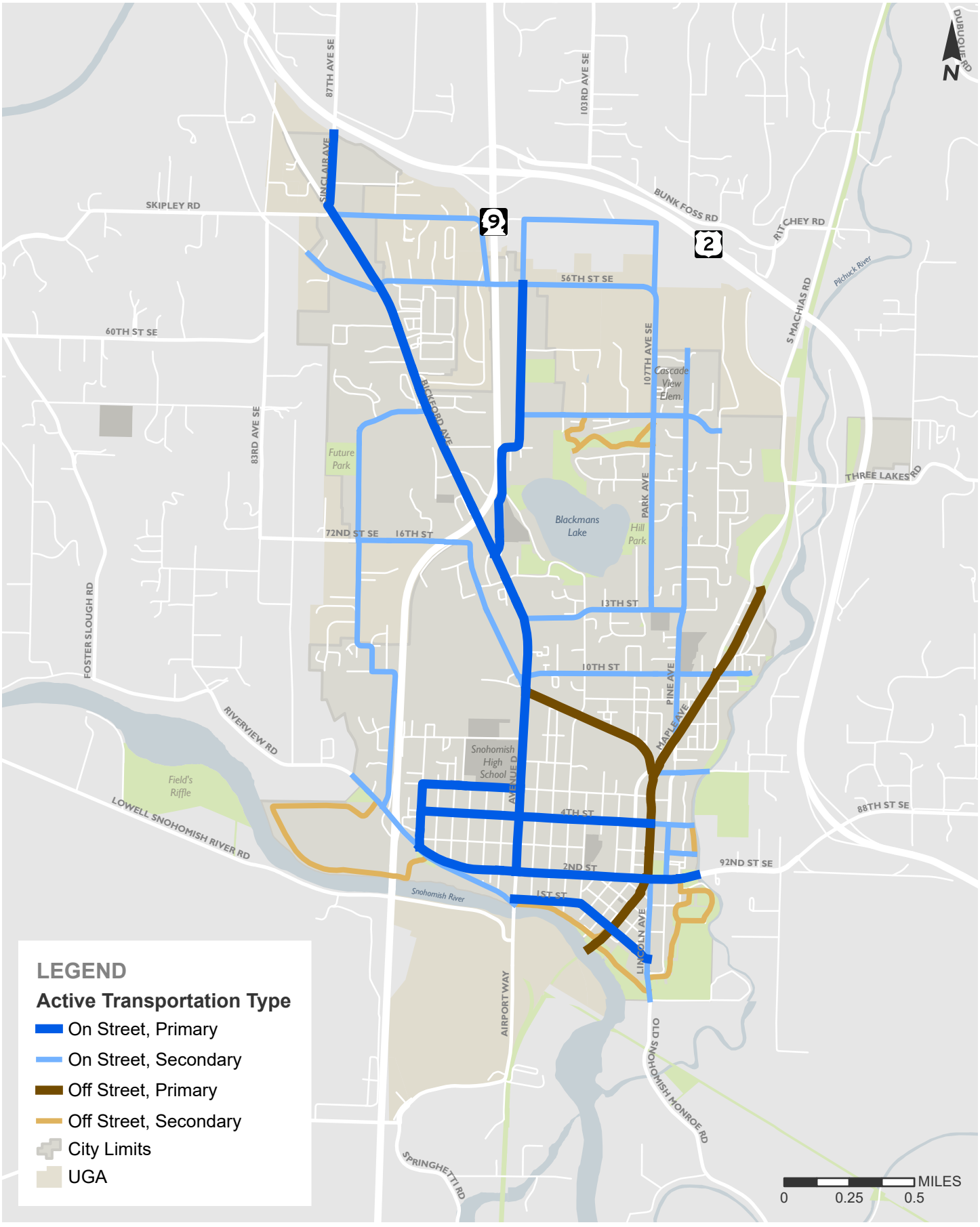
The City of Snohomish adopted a Complete Streets Policy on May 17, 2024 (Ordinance 2489). The policy represents a change to how the City plans and designs roads, aligning with broader community goals and better supporting all modes of transportation. The Policy provides a systematic approach to implementing and monitoring progress on complete streets. Through non-motorized and transit improvements, and other design guidelines, it outlines development elements expected for new projects based on location and zoning.

Classifications

The pedestrian system plan contains a series of primary or secondary sidewalk routes. Corridors identified as primary or secondary routes are used to make a distinction between routes that are more regional 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).

The future pedestrian system plan, shown on Figure 3-5, provides a comprehensive network of pedestrian facilities for Snohomish. The Plan shows the interconnected system of on-road and off-road facilities, which include sidewalks, pathways, and shared-use trails. The system is designed to facilitate pedestrian travel to key destinations within Snohomish where higher pedestrian demand is expected, such as routes connecting residential areas to recreational facilities and schools, and places of employment. Trails are included in the pedestrian network to help complete the network.

Along with the project list, the City adopted an ADA Transition Plan in February 2024, that will help improve the existing sidewalk system by adding more curb ramps. The City works with neighboring property owners on sidewalk construction and maintenance. The sidewalk funding programs help maintain and improve the existing sidewalks already constructed throughout the City.



Pedestrian System Plan

City of Snohomish Transportation Element Update

FIGURE

3-5

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Level of Service Standard

Pedestrian LOS standards were developed based on the future primary and secondary on-sidewalk, pathway, and trail system. This pedestrian system was first identified in coordination with the City. The LOS standards are shown in Figure 3-6 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.

A green LOS indicates a facility meets adopted roadway standards and has facilities on both sides of the street for primary routes, while a secondary route may only have facilities on one side of the street. An orange LOS indicates a primary route has facilities on only one side of the roadway, when both sides would be preferred. A red LOS indicates no designated facilities are provided for pedestrians and is considered unacceptable. An orange LOS, sidewalks on one side of the roadway, is considered acceptable for secondary facilities. 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 to serve the City's land use plan. The long-term project list identified in the Transportation Element would implement the green LOS for primary and orange LOS for secondary routes.

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

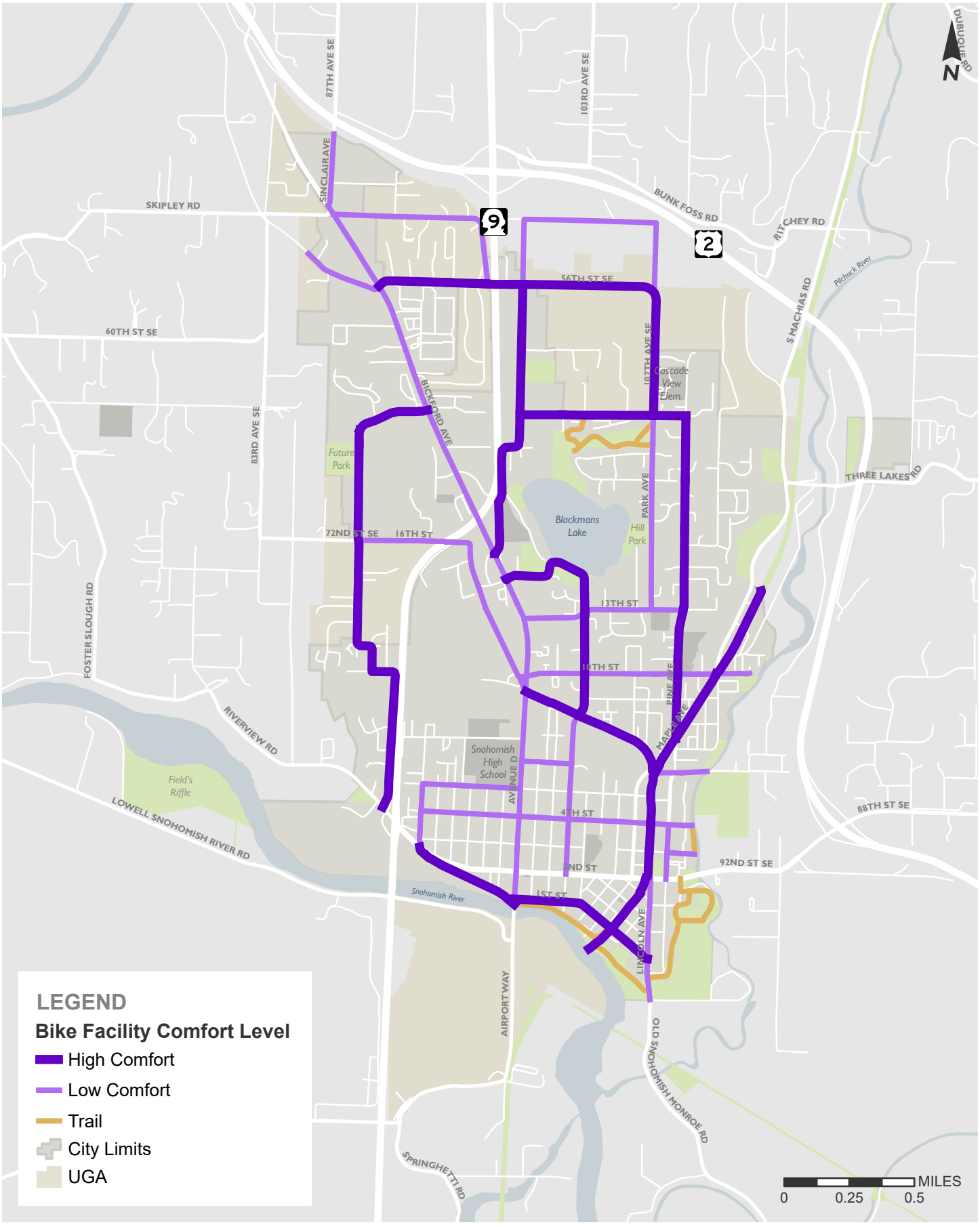
Figure 3-6 Non-Motorized Levels of Service Overview

3.3. Bicycle System Plan

Like pedestrian amenities, bicycle facilities play a vital role in the City's transportation environment. The Snohomish bicycle system plan is comprised of facilities that promote mobility without the aid of motorized vehicles.

Classifications

The bicycle system plan contains a series of primary or secondary bicycle facilities. Corridors identified as primary or secondary routes are used to make a distinction between routes that are more regional or that serve to make the second leg of the journey, respectively. The future bicycle system plan, shown on Figure 3-7, provides a comprehensive network of bicycle facilities for Snohomish. The Plan shows the interconnected system of on-road and off-road facilities, which include on and off-street bike facilities including dedicated bike lanes, shared bike facilities, and multiuse trails. The system is designed to facilitate bicycle travel to key destinations within Snohomish where higher non-motorized demand is expected, such as routes connecting residential areas to recreational facilities and schools, and places of employment. Trails are included in the bicycle network since these help complete the network.



Bicycle System Plan

City of Snohomish Transportation Element Update

FIGURE

3-7

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Level of Service Standard

The bike LOS standards are based on the presence of bike facilities on key corridors within the City. Bike facilities could include sharrows, dedicated bike lanes, or protected bike lanes. A green LOS (the standard) means that bike facilities are present. Snohomish utilizes these bike LOS standards to prioritize investments in the bicycle transportation network and identify where significant gaps in the system need to be addressed to serve the City's plans.

3.4. Other Transportation Services

A number of other transportation services are also included within the City of Snohomish. Those services include transit, transportation demand management program, air transportation, and freight rail services. Those components are described in the following sections.

Transit

The City of Snohomish's transit service is provided by Community Transit. While Transit service is not under the City's control, it is an important component of the overall transportation system. The City supports the transit level of service standards set by Community Transit.

Community Transit's 2023-2028 Transit Development Plan (TDP) proposes aligning and connecting bus service with Sound Transit Link light rail stations between 2024 and 2026. The 2024 Community Transit fixed-route network plan provides improved connections between buses and light rail, expands the frequent service network, adjusts service to changing markets and ensures equitable access to service. Community Transit updated the Journey 2050 Long Range Plan in December 2023. The plan provides a vision for future transit improvements in the service area including development of Route 908 which would replace the current Route 424. The future transit network assumes aligning and connecting bus service with Sound Transit Link light rail stations by 2026. In the 2024 and Beyond network, Route 424 will be replaced by Route 908. The revised route will provide express weekday transit service between the Snohomish park & ride facility and the Bellevue Link light rail station with stops in Monroe and Woodinville.

The City of Snohomish supports Community Transit through implementation on projects to enhance connectivity to transit facilities. Projects are incorporated to support connectivity and access to transit facilities. Transit objectives for Snohomish focus on multimodal connectivity to the park and ride facilities and the multiuse paths.

Transportation Demand Management Program

The City of Snohomish recognizes the importance of transit and travel demand management programs as key elements of a multimodal transportation system. These programs build on regional programs and plans with some refinements to reflect the specific needs of the City. The Transportation Demand Management (TDM) strategy is multi-pronged and will reduce both local and regional vehicle trips. Projects recently or currently underway in the City include:

- **New Non-Motorized Facilities.** The Centennial Trail runs through the City. Additionally, as described above, the City is planning many non-motorized improvements including increased and enhanced trails.
- **Transit.** Transit service in Snohomish is provided by Community Transit which provides four routes in the City. Improvements planned by 2026 include service to Link light rail stations. In addition to transit, the City is interested in micortransit programs which is an on-demand, flexible transit service operated by Community Transit within a defined service area. Vehicles are smaller than traditional buses and are available when needed. The pilot was launched in 2022 in select communities. Snohomish anticipates participating in the program in the future, through an expanded pilot program or a full-scale program launch.
- **Park & Ride Facilities.** Park & ride facilities provide regional benefits as commuters can transfer to public transit or carpool from this location to destinations further west or south along SR 9 and US 2. Community Transit operates one park & ride facility in the City at Avenue D/Bickford Avenue.

Air Transportation

Harvey Field is a privately owned public-use airport located within the City's UGA, south of the Snohomish River. As a privately owned facility, operations at Harvey Field are not included as part of the Transportation Master Plan, but the airport does maintain its own Airport Master Plan. Regional and national air travel for Snohomish is provided via Paine Field in Everett, located approximately 12 miles west of Snohomish. Regional, national, and international travel is provided by Sea-Tac International Airport, located approximately 39 miles southwest of Snohomish. There are no changes to air transportation as part of this Plan.

Freight Rail Services

There are no active railroad lines in the City of Snohomish. South of the City is a Burlington Northern Santa Fe (BNSF) railroad line that runs east/west. There are no changes to freight rail as part of this plan.

3.5. Transportation Projects & Programs

The existing and future transportation needs analysis and the proposed modal plans for the components described above were utilized to develop a list of multimodal transportation improvement projects to support growth in the City of Snohomish.

The project improvements address safety, capacity, trail connections, and expanded non-motorized transportation facilities. Improvements also cover upgrades to existing roads and construction of new roadways and interconnected street systems to support the forecast economic development and growth in the City. The roadway and intersection projects incorporate needs for pedestrians, bicyclists, and transit riders that will use the same corridors. The projects were categorized into three primary types:

- Spot or intersection improvements
- Corridor or roadway improvements

- Non-motorized improvements

Spot/Intersection Improvements

Spot or intersection improvements were identified where existing or forecast operational deficiencies are anticipated with growth in and around the City of Snohomish. The projects are intended to improve operations at the identified intersections to meet the City's LOS standard. Some of the spot/intersection improvements were previously identified as a need in the 6-year transportation improvement program and/or the 2015 Transportation Master Plan and should continue to be considered to support growth into 2044. Table 3-2 and Figure 3-8 summarizes the spot/intersection improvements.

Table 3-2 2044 Transportation Improvement Project List: Spot/Intersections

Project ID	Intersection	Project Description
IN 1	16th St/Ludwig Rd Improvements	Convert to an all-way stop
IN 2	Bickford Ave/30th St Improvements	Construct WB right-turn lane with overlap phasing
IN 3	Lake Ave/30th St Improvements	Compact roundabout
IN 4	Tenth St/Pine Ave Improvements	Compact roundabout
IN 5	Maple Ave/Fourth St Improvements	Add NB left-turn lane and SB right-turn lane
IN 6	Sinclair Ave/Bickford Ave Improvements	Intersection improvements
IN 7	Bickford Ave/19th St Improvements	Intersection improvements
IN 8	Bickford Ave Roundabout	Add NB, SB, EB right-turn lanes
IN 9	Maple Ave/Tenth St Improvements	Construct a compact RAB
IN 10	Pine Ave/Maple Ave Improvements	Roundabout (oblongabout) with sidewalk and ADA improvements
IN 11	Pine Ave/Second St Improvements	Replace span wire signal with roundabout
IN 12	Cypress Ave/Second St Improvements	Feasibility study for improvements
IN 13	Avenue D/Lake Ave/Bickford Ave Improvements	Implement porkchop and turn restrictions
Other Agency Improvements		
O 1	Airport Way/Lowell Snohomish River Rd Improvements	Modify signal convert EB right-turn lane to a left and a through/right-turn lane
O 2	S Machias Rd/Three Lakes Rd Improvements	Construct flying-T intersection with WB left refuge on south leg
O 3	SR 9/30th St Improvements	Multilane roundabout
O 4	SR 9/Bickford Ave/Ridge Ave	Widen SR 9 to two lanes
O 5	SR 9 SB Ramp/Second St Improvements	Roundabout when warranted
O 6	SR 9 NB Ramp/Second St Improvements	Roundabout when warranted
O 7	Hwy 2 SB Ramp/88th St SE Improvements	Roundabout when warranted

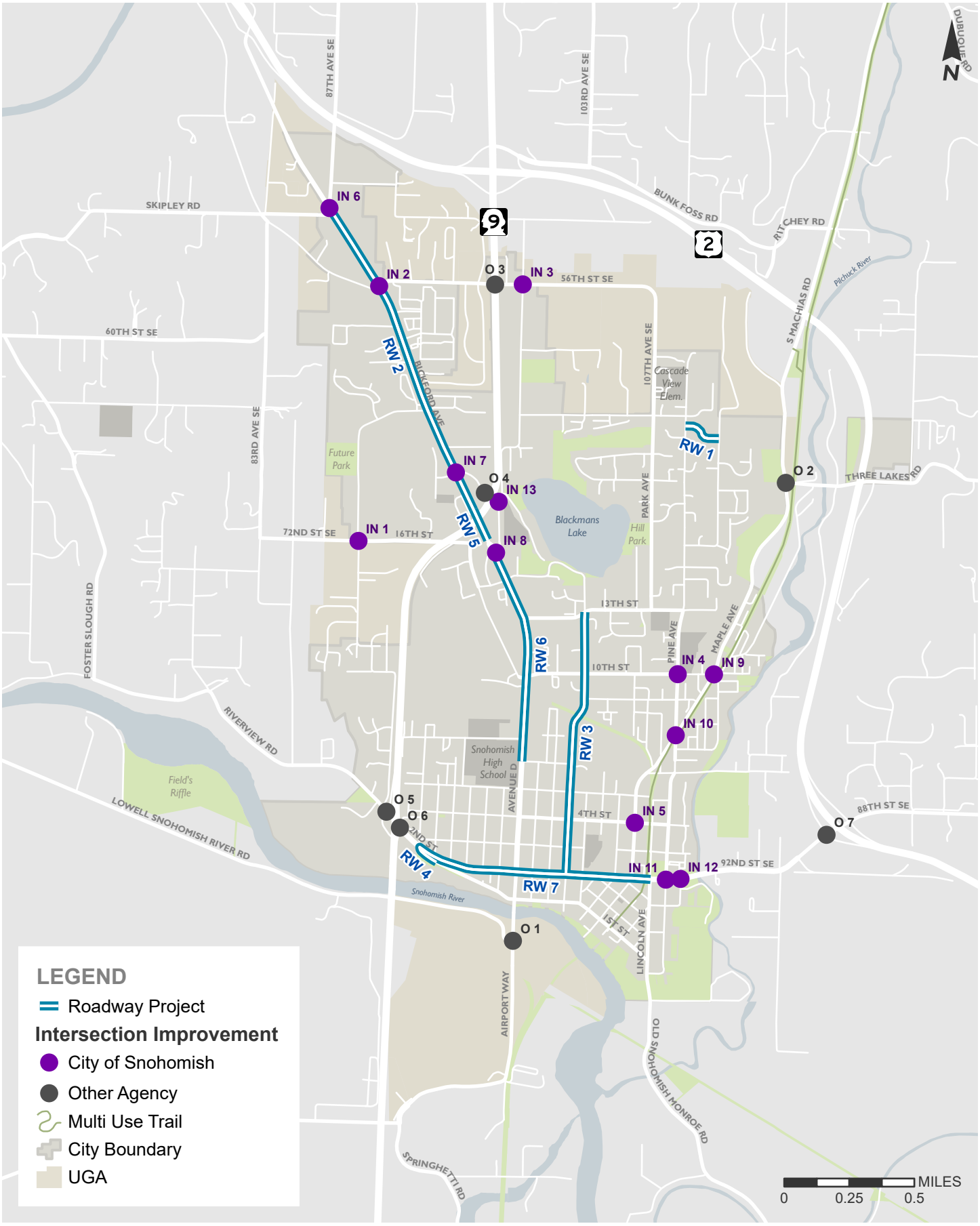
Corridor Upgrades

Similar to the spot/intersection improvements, the roadway improvements were previously identified as part of the 2024-2029 TIP and evaluation of the alternatives indicated continued need for the projects based on operations, safety, and completion of motorized and non-motorized networks. Additionally, new roadway connections were identified to support growth.

These projects are intended to serve both the growth in vehicular traffic, as well as the range of non-motorized users through the addition of multimodal facilities. Seven roadways were identified for corridor upgrades and are expected to serve as examples of complete streets in the City. Table 3-3 and Figure 3-8 summarizes the corridor/roadway projects.

Table 3-3 2044 Transportation Improvement Project List: Corridor/Roadway

Project ID	Roadway	Extents	Project Description
RW 1	22nd St Connector Road	22nd St and Terrace Ave	New two-lane connector road
RW 2	Bickford Ave Corridor Improvements	Sinclair Ave to Avenue D Roundabout	Median landscaping, channelization improvements, ADA improvements, new curb/gutter/sidewalk and shared bike facilities
RW 3	Avenue A Corridor Improvements	Second St to 13th St	Traffic calming methods to provide bike facilities within existing pavement
RW 4	Second St/Avenue J Improvements	Avenue J to City Shop	Implement turn restrictions at Ave J/1st St/2nd St Convert 1st St to one-way eastbound between 2nd St and the City Shop Driveway Construct Roundabout at City Shop Driveway
RW 5	SR 9 Overpass Bridge Replacement	Bickford Ave	Replace SR 9 Overpass Bridge and widen for non-motorized users.
RW 6	Midtown Corridor – Avenue D Improvements	Sixth St to Avenue D Roundabout	Roadway and non-motorized improvements
RW 7	Second Street Corridor Improvements	Avenue J to Lincoln Ave	Corridor improvements with: Ave B/2nd Street - Construct Signal Maple Ave/2nd St - Add NB left-turn lane Ave D/2nd St - Upgrade signal and implement access management strategies



Intersection and Roadway Improvement Projects

City of Snohomish Transportation Element Update

FIGURE **3-8**

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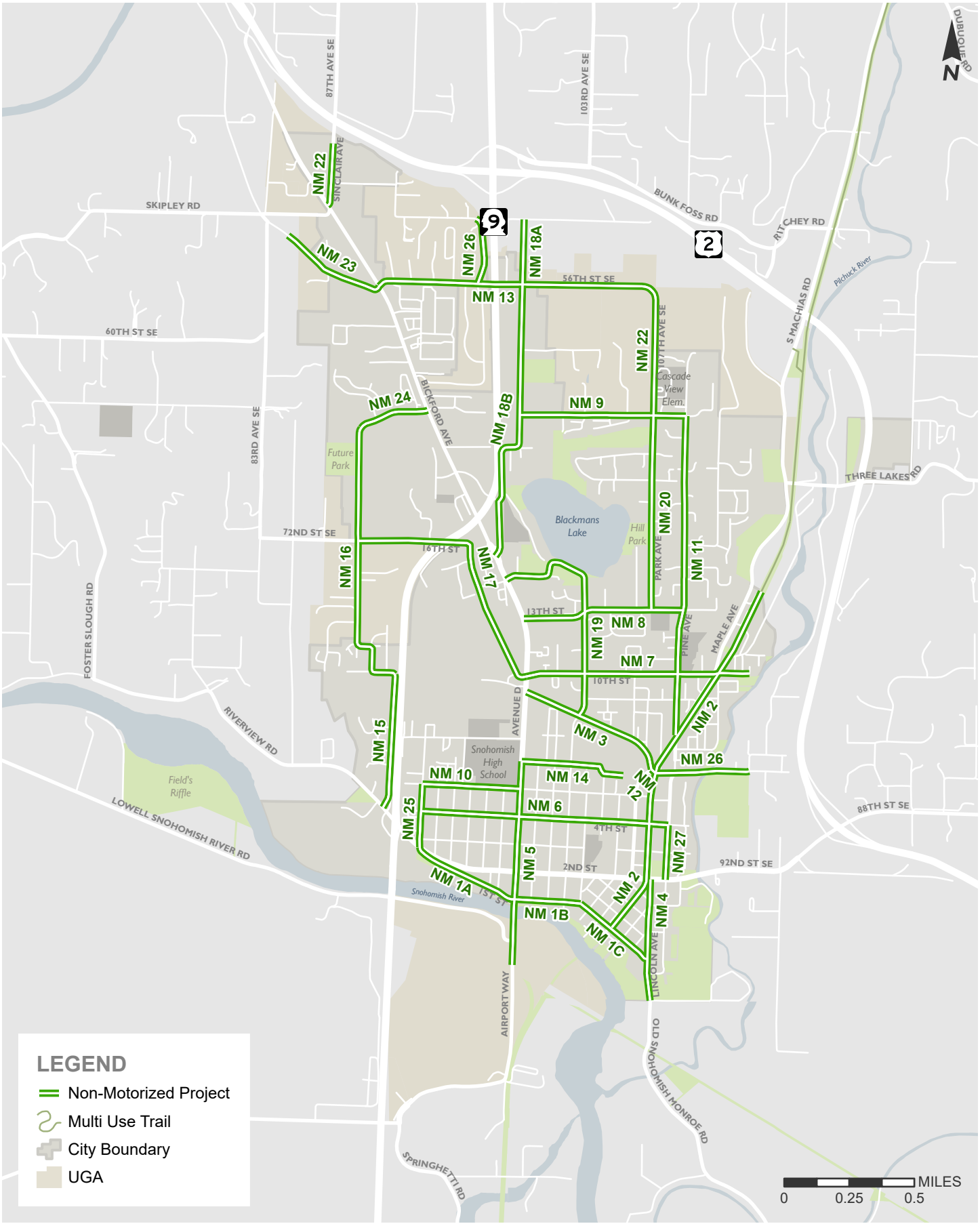
Non-Motorized Transportation

While non-motorized improvements will be incorporated into both the spot/intersection and roadway improvements, separate non-motorized specific improvements have been identified. Non-motorized projects have been identified to increase accessibility and connectivity by completing missing links in the current trail, pedestrian, and bike systems and to increase opportunities for alternative modes of transportation such as walking and biking and reducing reliance on vehicles. The non-motorized improvements include both projects that are already on the TIP as well as new improvements to support the Snohomish land use plan. The non-motorized improvements are summarized on Table 3-4 and Figure 3-9.

Table 3-4 2044 Transportation Improvement Project List: Non-Motorized

Project ID	Roadway	Extents	Project Description
NM 1A	First Street Corridor Improvement (A)	Avenue J to Avenue D	Construct widened sidewalk on south side. North side widen pavement shoulder for parking, add pedestrian crossing with RRFB for parking area
NM 1B	First Street Corridor Improvements (B)	Avenue D to Union Ave	Replace streetlights, ADA improvements, bulb-out, landscaping, sidewalk repair. Construct pedestrian and bike friendly corridor per master planning
NM 1C	First Street Corridor Improvements (C)	Union Ave to Lincoln Ave	Traffic calming methods to improve shared roadway
NM 2	Centennial Trail Improvements (part of Nonmotorized Connectivity Improvement Program)	Between City Limits	Improvements to landscaping, striping, bollards, maintenance enhancements, crossing safety improvements, signage
NM 3	Interurban Trail Improvements (part of Nonmotorized Connectivity Improvement Program)	Avenue D to Maple Ave	Pave existing trail
NM 4	Lincoln Ave Improvements	City Limit to Second St	Construct sidewalks 1st St to Pilchuck Julia Landing restripe for bike lanes
NM 5	Avenue D Improvements	City Limit to Sixth St	Traffic calming methods to provide bike facilities within existing pavement
NM 6	Fourth St Improvements	Ave J to Civic Campus (Pine Ave)	Traffic calming methods to provide bike facilities within existing pavement
NM 7	Tenth Street Corridor Improvements	Maple Ave to Avenue D	Traffic calming methods to provide bike facilities within existing pavement
NM 8	13th St Improvements	Pine Ave to Avenue D	Traffic calming methods to provide bike facilities within existing pavement
NM 9	22nd St Improvements	Pine Ave to Lake Ave	Construct multiuse trail on north side and sidewalks on south side of roadway
NM 10	Fifth St Improvements	Avenue D to Avenue J	Construct traffic calming measures
NM 11	Pine Ave Improvements	Tenth St to 22nd St	Construct multiuse trail on east side, complete sidewalk on west side and construct traffic calming measures
NM 12	Centennial/Interurban Trail (part of Nonmotorized Connectivity Improvement Program)	Maple Ave to Sixth St	Connect the two trails
NM 13	30th St Improvements	Park Ave to Bickford Ave	Construct a mixed-use trail on the north side and sidewalk on the south side

Project ID	Roadway	Extents	Project Description
NM 14	Sixth St Improvements	Avenue D to Aquatic Center	Construct a mixed-use raised path on the north side and sidewalk on the south side
NM 15	Ludwig Rd Improvements, South Leg	Second St to Tenth St	Construct a mixed-use trail on the east side and sidewalk on the west side
NM 16	Ludwig Rd Improvements, North Leg	Tenth St to Weaver Rd	Construct a mixed-use trail on the east side and sidewalk on the west side
NM 17	16th St/Bonneville Avenue Improvements	City Limit to Avenue D	Construct bike facilities
NM 18A	Lake Ave Improvements, North Leg	34th St to 30th St	Complete frontage and sidewalk improvements with shared bike facilities
NM 18B	Lake Ave Improvements, South Leg	30th St to Avenue D	Complete frontage and sidewalk improvements with bike lanes
NM 19	Ferguson Park Rd/Avenue A Improvements	Avenue D to 13 St	Design as an advisory shoulder to prioritize walking and biking on the pavement
NM 20	Park Ave Improvements, South Leg	13th St to 22nd St	From 22nd to 17th Pl construct mixed use trail on west side, complete sidewalk on east side. From 17th Pl to 13th construct traffic calming measures to improve shared roadway
NM 21	Park Ave Improvements, North Leg	22nd St to 30th St	Construct a mixed-use trail on the east side and sidewalk on the west side
NM 22	Sinclare Ave Improvements	City Limits to Bickford Avenue	Construct shared use path
NM 23	Forbes Rd Improvements	City Limits to Bickford Avenue	Construct shared use path
NM 24	Weaver Rd Improvements	Ludwig Road to Bickford Ave	Construct shared use path
NM 25	Avenue J improvements (part of Nonmotorized Connectivity Improvement Program)	Second St to Fifth St	Construct shared bike facilities
NM 26	Sixth St Improvements	Maple Ave to City Limits	Feasibility study to determine non-motorized improvements
NM 27	Pine Ave/Second St Improvements	Second St to Fourth St	Construct shared bike facilities



Non-Motorized Improvement Projects

City of Snohomish Transportation Element Update

FIGURE **3-9**

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Citywide Programs

Citywide programs include ongoing transportation costs within the City of Snohomish. The Maintenance & Operations program includes an annual budget for completing a range of roadway repairs, pavement patching, shoulder restoration and mowing, crack sealing, sign replacements, striping and other maintenance tasks. The Transportation Benefit District (TBD) funds the Pavement Preservations Program that is implemented as part of the City's ongoing maintenance program. Other programs under the Street budget include:

- **Sidewalk Repair Program** to repair/replace sidewalks and curb ramps per the ADA Transition Plan
- **Non-motorized Connectivity Improvement Program** to complete gaps and safety improvements on non-motorized facilities
- **Traffic Signal Improvement Program** includes updating the existing traffic system, updating controllers, and improve signal synchronization

The City is also considering the development of a safe speed study to evaluate the posted speed limits for all public streets owned and maintained by the City. The objective of this effort would be to develop speed limit setting policy and recommend speed limit changes. Such an effort will help to ensure consistent speed limits across the City based on the overall land use context of the street.

4. Financing Program

The list of transportation improvement projects must be funded and implemented to meet existing and future travel demands in and around the City of Snohomish. Estimated project costs and future revenues are presented and options to fund the projects are described in this section. Implementation strategies are discussed and include items such as coordination with WSDOT, Snohomish County, and Puget Sound Regional Council (PSRC) to prioritize and fund regional improvements. The implementation plan sets up the framework for the City to prioritize and fund the improvements identified in the transportation plan.

The GMA requires the Transportation Element of the Comprehensive Plan include a multi-year financing plan based on the identified improvement needs in the transportation systems plan. The financing plan is to be the basis in developing the required six-year Transportation Improvement Program (TIP). If probable funding is less than the identified needs, then the transportation financing program must also include a discussion of how additional funding will be raised or how land use assumptions will be reassessed to assure that level of service standards will be met. Alternatively, the City can adjust its level of service standards.

The capital project and maintenance and operations program costs are compared to estimated revenues from existing sources used by the City to fund transportation improvements. Other potential funding sources to help reduce the projected shortfall are described. Lastly, a summary of a reassessment strategy for the City to use for reviewing transportation funding in the context of the overall Comprehensive Plan is also included.

4.1. Project and Programs Cost Estimates

Planning-level cost estimates were developed for the capital improvements and presented in the Transportation Systems Plan chapter. Planning-level costs were developed with the assumption that costs would include associated storm water development requirements, property acquisition, wetland mitigation, and utility extensions and/or upgrades, based upon historic costs for those items.

Cost projections were completed for all projects proposed to support the full-buildout scenario. It is not possible to know how much development will occur within the City over the 20-year planning horizon. In order to estimate reasonable 20-year project costs, City staff assumed development areas based on current interest from property owners and developers and included those projects on the traffic impact fee list. The cost projections should not be considered specific to individual projects or locations, but as a representation of the costs associated with anticipated growth.

The estimated capital cost of the Transportation Plan is approximately **$172 million** (in 2024 dollars). Approximately a 23 percent of the capital costs are associated with completion of the active transportation network in the City. These costs cover upgrading roadways to provide expanded options for pedestrians and bicyclists, along with construction of urban features such as crosswalks and sidewalks. Another 55 percent of the capital project costs are for upgrading

corridors, and approximately 22 percent of capital costs are for intersection improvement projects.

Maintenance and operations costs were projected based on recent expenditures. Maintenance and operations costs cover general administration and roadway maintenance, street lighting, traffic signal and street signs, street sweeping, and other miscellaneous safety improvement programs. To reduce the need for extensive capital reconstruction projects, the maintenance and operations program to preserve the existing street system is estimated to be more than **$26 million** of the total **$198.5 million** Transportation Plan cost.

4.2. Funding Analysis with Existing Revenue Sources

The City has historically used tax revenues, developer fees, and grants to construct and maintain their transportation facilities. In 2021, City of Snohomish voters approved a ballot measure renewing the Transportation Benefit District (RCW 36.73.020) coextensive with City limits for term of 10 years. Funds from the $.002 sales and use tax are used for resurfacing and preserving pavement on City streets, and financing improvements to intersections at Second Street & Pine Avenue and Bickford Avenue & 19th Place, as allowed in RCW.82.14.0445.

Revenue projections were estimated based upon the City's 2023-2024 budget, historical revenues, and the adopted impact fee program. Based on recent historical data, it is estimated that revenues would be more than **$110 million** during the 20-year period, of which slightly more than two-thirds would be dedicated for capital improvements and the remaining for maintenance and operations programs.

Of the approximately **$80 million** in revenues dedicated for capital improvements, grant funding and transportation impact fees are expected to generate majority of the total revenues. More than **$30 million** in revenues dedicated for maintenance and operations programs are anticipated over 20 years.

Tax Revenues

The existing tax revenues used by the City will need to be maintained as one source of revenue to fund transportation projects and programs. These revenue sources include motor vehicle fuel tax, property taxes, and other tax revenues that support the City's General Fund. The majority of the General Fund allocation is anticipated to be used for maintenance, and to provide the matching funds for grants or to complete a portion of the improvement projects not covered by other funding sources.

Developer Transportation Funding

The City uses several programs to help offset the increased traffic impacts of new development or redevelopment. These include construction of frontage improvements such as curb, gutter, and sidewalks, with or without dedication of right-of-way, and new roadways needed to serve the development. The City is also required to review the potential transportation impacts of development and define appropriate mitigation under the State Environmental Policy Act (SEPA) and GMA concurrency requirements. In addition, the City previously adopted a

Transportation Impact Fee program as allowed for by the GMA to help fund growth-related transportation system improvements.

Transportation Impact Fees

The GMA allows agencies to develop and implement a Transportation Impact Fee (TIF) program to help fund part of the costs of transportation facilities needed to accommodate growth. Recent GMA amendments allow the inclusion of active transportation improvements in TIF project lists. This is a significant change to GMA and greatly increases the number of projects and related TIF eligible costs in the City's TIF program.

State law (RCW 82.02) requires that TIF programs are:

- Related to improvements to serve new growth and not existing deficiencies
- Assessed proportional to the impact of new developments
- Allocated for multimodal improvements that reasonably benefit new development
- Spent on multimodal facilities identified in the adopted Capital Facilities Plan

TIFs can only be used to help fund improvements that are needed to serve new growth. The cost of projects needed to resolve existing deficiencies cannot be included.

The TIF program must allow developers to receive credits if they are required to construct all or a portion of system improvements to the extent that the required improvements were included in the TIF calculation. The City is in the process of updating its existing program based on the updated Transportation Plan.

Other Developer Mitigation and Requirements

The City has adopted specific development-related requirements which will help fund the identified improvements. These include requirements for frontage improvements, mitigation of transportation impacts under SEPA, and concurrency requirements. The City requires developments to fund and construct certain roadway improvements as part of their projects. These typically include reconstructing abutting streets to meet the City's current design standards. These improvements can include widening of pavement, drainage improvements, and construction of curb, gutter, and sidewalks.

Several of the projects identified in the Transportation Plan could be partially funded and constructed as part of new developments. As noted above, to the extent that costs of a transportation improvement are included in the TIF then credits must be provided. If improvements to an abutting local street are not included in the TIF, then credits against the TIF would not be required or allowed.

The City also evaluates impacts of development projects under SEPA. The SEPA review may identify adverse transportation impacts that require mitigation beyond payment of the TIF. These could include impacts related to safety, traffic operations, non-motorized travel, or other transportation issues. The needed improvements may or may not be identified as specific projects in the Plan. If the required improvements are included in the TIF program, then the City

must provide credits to the extent that the costs are included in the project list and impact fee calculations.

Grants

Over the past several years the City has had significant success in securing grants for transportation improvements. Grant funding is typically tied to specific improvement projects and distributed on a competitive basis, often with a local funding match. Due to reduced federal and state allocations, the pool of available grant funds will likely decrease in the future. In addition, more local agencies are pursuing grants resulting in a more competitive environment.

4.3. Forecasted Revenue Shortfall

The Plan results in a shortfall of more than **$88 million** dollars. This assumes that the level of grants and developer commitments will be generated as estimated in the Transportation Plan. The deficit could be greater if the level of development or the level of grant funding is less than forecast. The former would be offset by a reduced need for transportation improvements to accommodate growth. If the City is more successful in obtaining grants or other outside funding for projects, the potential deficit could be reduced, as discussed in the next section.

Capital Revenue Shortfall

The shortfall in funding would primarily affect the ability of the City to fund all of the identified capital improvement projects during the planning period.

Maintenance and Operations Revenue Shortfall

General citywide maintenance and operations program costs are projected to balance with forecasted revenues over the life of the plan.

4.4. Potential Options to Balance the Plan

As noted above, projected existing revenue sources would allow the City to fund the majority of the identified transportation improvement projects and program costs. The City could address this shortfall through delaying lower priority projects or increasing revenue allocations from discretionary sources, primarily the General Fund.

Options for Reducing the Funding Shortfall for Capital Improvement Projects

The City can increase funding for capital street projects using a range of revenue options. These include partnering with other agencies or additional grants as available. Alternatively, the City could delay implementation of projects, especially lower priority improvements. Possible applications of these funding strategies are discussed below.

Delaying Improvement Projects

The plan includes a relative priority of the improvement projects. The priority reflects the relative need for the project to meet the City of Snohomish's transportation system needs, including safety, circulation, operations, and pedestrian and bicycle system connectivity projects.

Lower priority projects are included in the Transportation Plan to illustrate the City's desired transportation system. Several of the capital improvements will become necessary when and if development occurs. These projects are somewhat unique in that the cause and effect of capital projects is directly linked to the individual development projects themselves, as compared to capital projects that become necessary due to aggregate growth within the City as a whole. Funding for these projects can be tied to impact fees and/or other City revenues generated through increased sales taxes. As developments occur in these areas the City may require project-specific facility improvements including SEPA mitigation measures, as appropriate. The City also may identify other programs or opportunities to partially or fully fund some of these improvements.

Additional Grants and Other Agency Funding

The transportation financing analysis estimates that the City may receive more than $17 million in grant funding over the life of the Plan. If the City is able to pursue and receive grants at a higher rate, shortfalls may be less than projected.

Tax Increment Financing

Washington State allows cities to create "increment areas" that allows for the financing of public improvements, including transportation projects within the area by using increased future revenues from local property taxes generated within the area. The specific rules and requirements are noted in the Community Revitalization Financing (CRF) Act.

The Local Infrastructure Financing Tool (LIFT) program is a potential tool for the City to pursue. Under this concept the annual increases in local sales/use taxes and property taxes can be used to fund various public improvements.

The City may choose to further consider these types of funding programs in the future as part of its annual budget and six-year Transportation Improvement Program (TIP) processes.

Voter Approved Bond/Tax Package

Bonds do not result in additional revenue unless coupled with a revenue generating mechanism, such as a voter approved tax. The debt service on the bonds results in increased costs which can be paid with the additional tax revenues. Although the City does not anticipate issuing bonds in the near future, it remains an option for generating additional transportation revenues to fund some of the higher cost improvement projects.

Local Improvement Districts

A local improvement district (LID) is a special assessment area established by a jurisdiction to help fund specific improvements that would benefit properties within the district. LIDs could be formed to construct sidewalks, upgrade streets, improve drainage or other similar types of projects. A LID may be in residential, commercial, or industrial areas or combinations depending on the needs and benefits. LIDs can be proposed either by the City or by property owners. LIDs must be formed by a specific process which establishes the improvements, their costs, and assessments. The assessments are added to the property tax which helps to spread the costs over time.

4.5. Reassessment Strategy

Although the financing summary identifies the potential for a total revenue shortfall of approximately $88 million (in 2024 dollars) over the life of the Plan, the City is committed to reassessing their transportation needs and funding sources each year as part of its six-year Transportation Improvement Program (TIP). This allows the City to match the financing program with the short-term improvement projects and funding. In order to implement the Transportation Plan, the City will consider the following principals in its transportation funding program:

- Balance improvement costs with available revenues as part of the annual six-year Transportation Improvement Program (TIP)
- Review project design standards to determine whether costs could be reduced through reasonable changes in scope or deviations from design standards
- Fund improvements or require developer improvements as they become necessary to maintain LOS standards
- Explore ways to obtain more developer contributions to fund improvements
- Coordinate and partner with WSDOT, Snohomish County, and others to implement improvements to the SR 9
- Vigorously pursue grant funds from state and federal sources
- Work with Snohomish County to develop multiagency grant applications for projects that serve growth in the City and its UGA
- Review and update the TIF program regularly to account for the updated capital improvement project list, revised project cost estimates, and annexations
- The City could consider changes in its level of service standards and/or limit the growth potential in the City and its UGA as part of future updates to its Comprehensive Plan

Some lower priority improvements may be deferred or removed from the Transportation Plan. The City will use the annual update of the six-year Transportation Improvement Program (TIP) to re-evaluate priorities and timing of projects and need for alternative funding programs. Throughout the planning period, projects will be completed and priorities revised. This will be accomplished by annually reviewing traffic growth and the location and intensity of land use growth in the City and its UGA. The City will then be able to direct funding to areas that are most impacted by growth or to roadways that may be falling below the City's level of service standards. The development of the TIP will be an ongoing process over the life of the Plan and will be reviewed and amended annually.

5. Consistency With Other Agencies

Snohomish's transportation system is part of, and connected to, a broader regional highway and arterial system. The GMA works to increase coordination and compatibility between the various agencies that are responsible for the overall transportation system. Since transportation improvements need to be coordinated across jurisdictional boundaries, the Transportation Plan needs to be consistent with and supportive of the objectives identified in the Washington State Transportation Plan, PSRC's Vision 2050, and the transportation plans or capital improvement plans of the surrounding agencies. Developing the Transportation Plan is primarily a bottoms-up approach to planning, with the City exploring its needs based on the land use plan. Eventually, local projects are incorporated into regional and state plans. A schematic of this approach is shown below in Figure 5-1. The following sections provide a review of this Plan's consistent with neighboring jurisdictions.

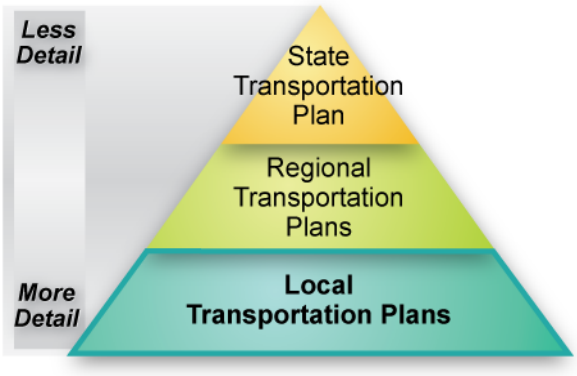

Figure 5-1 Transportation Plan Approach

5.1. WSDOT Highway Improvement Program & Six-Year Transportation Improvement Program

As required by the 1998 amendments to the GMA, the Snohomish Transportation Plan addresses the state highway system. Specifically, the Transportation Plan addresses the following elements related to the state highway system:

- Inventory of existing facilities – see Chapter 1
- Level of service standards – see Chapters 2 and 3
- Concurrency on state facilities – see Chapters 2 and 3
- Analysis of traffic impacts on state facilities – see Chapter 2 and 3
- Consistency with the State Highway Systems Plan – See Chapter 4 and described below

Summarized below are the improvements on state facilities listed in the Statewide Transportation Improvement Program (STIP) 2024 – 2027, which are consistent with the Plan identified in Chapter 4.

WSDOT maintains two improvements programs, the Highway System Plan (HSP) and the State Transportation Improvement Program (STIP). WSDOT is currently updating the HSP, which was last updated over 12 years ago. A draft of the HSP has been published and recommends new revenues for state highways be dedicated over the next 20 years.

The 2024-2027 STIP was approved in January 2023 and identifies 1 project in Snohomish. Improvements at the Bickford Avenue/Weaver Road intersections are identified on the STIP and includes a new signal, channelization improvements, and curb and sidewalk.

5.2. Puget Sound Regional Council

The Puget Sound Regional Council (PSRC) maintains the Regional TIP. The Regional TIP must be a 4-year program of projects that is updated at least every 4 years. The TIP ensures that transportation projects meet regional transportation, growth and economic development goals and policies, and clean air requirements. Regional TIP projects are required to meet the following criteria:

- Consistency with VISION 2050 and the Regional Transportation Plan
- Consistency with local comprehensive plans
- Funds are available or expected to be available
- Consistency with the region's air quality conformity determination
- Consistency with federal and state requirements such as functional classification
- Consistency with PSRC's project tracking policies

The Regional TIP identifies four projects in and around Snohomish and those projects include:

- Widen US 2 to four lanes between Bickford Avenue in Snohomish and the SR 522 Ramps in Monroe. Completion of the project is anticipated in 2040.
- Widen SR 9 to four lanes between 2nd Street and the US 2 interchange. The project includes improvements to the US 2 interchange ramps. Completion of the project is anticipated in 2030.
- Construct the Snohomish River multiuse trail between 1st Street in Snohomish and Rotary Park to the west.
- Construction of the Centennial Trail South, a shared use path from the south City limits to the City of Monroe.

5.3. Snohomish County and Adjacent Cities

Countywide Planning Policies (CPPs) establish a countywide framework for developing and adopting County and City comprehensive plans. The role of the CPPs is to coordinate comprehensive plans of jurisdictions in the same county for regional issues or issues affecting common borders. The Multicounty Planning Policies (MPPs) for transportation call for better integrated land use and transportation planning, with a priority placed on cleaner operations, dependable financing mechanisms, alternatives to driving alone, and lower transportation-

related energy consumption. CPPs were last adopted in June 2011 and amended in February 2022 effective March 2022. The County's and Cities' comprehensive plans will be made consistent with the vision and policies in the Countywide Planning Policy Update.

Snohomish County's six-year TIP (2024-2029) has two projects identified in Snohomish. The County has identified major intersection improvements at the S Machias Road/Three Lake Road intersection. Specific improvements haven't been identified at this time; however, this plan does note the need for improvements by 2044. The County has also identified a bridge replacement project for SR 9 at the Snohomish River that WSDOT has incorporated into the SR 9 – Marsh Road to Second Street Widening Project.

5.4. Community Transit

Community Transit is a regional transportation provider that operates transit service in the City of Snohomish. Four routes provide bus service for the City of Snohomish. The City supports Community Transit's strategic plans and coordinates with the agency to identify how transit needs should be addressed, particularly as new development occurs.

5.5. Federal and State Air Quality Regulations

The Transportation Plan is subject to the Washington State Clean Air Conformity Act that implements the directives of the Federal Clean Air Act. Because air quality is a region wide issue, the City's Comprehensive Plan must support the efforts of state, regional, and local agencies as guided by WAC 173-420-080.