

City of Marysville

2024  
TRANSPORTATION ELEMENT

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## Chapter 1. Introduction

The City of Marysville and surrounding communities have continued to grow significantly over the past decade. This recent and forecast growth continues to add pressure to the transportation system serving these communities. In addition, the future City street network and non-motorized system must address the needs of existing and growth areas. The Transportation Element addresses streets and highways, truck routing, pedestrian needs, bicycle system needs, transit, and transportation demand management strategies to help the City meet these existing and future transportation demands.

The Transportation Element identifies improvement projects and programs, and policies to guide the development of an integrated multimodal transportation system. The Transportation Element builds off of prior planning efforts for the City and its urban growth area (UGA). The current Transportation Element has a planning horizon of 2044 to provide a long-range assessment of facility needs. The long-range evaluation will assist the City and neighboring communities to preserve needed rights-of-way and to assure that improvements can meet future needs, or be efficiently phased over time.

The Transportation Element of the Marysville Comprehensive Plan is based on and complies with the objectives and requirements of the Washington State Growth Management Act (GMA) [RCW 36.70A, 1990 and amendments]. The Transportation Element also is consistent and compatible with State, regional, Snohomish County, and adjacent local municipality transportation plans.

### Transportation Element Organization

In addition to a general overview, Chapter 1 includes information about updates to major planning efforts within the City since the last plan was adopted, changes in facilities, and changes in Washington State planning requirements. Chapter 2 presents a summary of the existing transportation system facilities and issues. The Transportation Element then presents an overview of household and employment growth and needs assessment of the transportation system (Chapter 3). The core of the Transportation Element includes the various multimodal systems plans and improvement projects and programs (Chapter 4). Funding strategies are also presented, including use of fuel taxes, grants, transportation impact fees, and other City revenues (Chapter 5). Chapter 6 presents the transportation-related goals, and policies to assist the City, other agencies, developers, and the general public in implementing the transportation system.

### Major Plan Updates Since Last Plan

Since the previous Transportation Element Update in 2015, several major planning efforts have occurred including:

- Adoption of the updated Downtown Master Plan (2021)
- Adoption of an Americans with Disabilities Act Self-Evaluation & Transition Plan (ADA SETP 2020)
- Community Transit's Swift Gold Line planning efforts
- Adoption of the Lakewood Neighborhood Master Plan, including modifications to the transportation network based on recent and planned development.
- Modifications to the transportation network within the Smokey Point Master Plan based on the designation of the Cascade Industrial Center, including recent and planned development.

## Downtown Master Plan

The Downtown Master Plan (DMP), adopted in September 2021, looks to update the previously adopted 2009 DMP. The 2009 DMP aimed to promote rigorous development within the downtown core, providing opportunity for a teeming mixed-use area. Since its adoption in 2009, public improvements have been completed, although private development has not been as robust. The updated DMP outlines existing assets, challenges, and opportunities to increase residential capacity while also inviting private development. There is also discussion regarding land use and urban design, transportation, parks and public services, as well as water and utilities.

## Americans with Disabilities Act Self-Evaluation & Transition Plan

The ADA SETP was approved in December 2020, and details the path to achieving ADA compliance. Included in the plan is identification of items throughout Marysville that are not ADA-compliant, the process for making such items ADA-compliant, as well as a schedule for implementing changes. It also describes the grievance procedure and public outreach process. The Plan also outlines the metrics for ADA-compliance for various assets in the public right of way, allowing Marysville to perform continual review of these assets.

## Community Transit's Swift Gold Line

The Swift Gold Line, offered through Community Transit, is forecast to be available in the range of 2027-2029. It will connect downtown Everett, downtown Marysville, and Arlington with several other locations of interest in between. The Swift Gold Line buses are expected to be the first zero-emission buses in the Swift BRT fleet, and the first BRT service in North Snohomish County. Additionally, the proposed Gold Line corridor will be able to serve areas with high amounts of low-income, minority, and high displacement populations while connecting to the Swift Blue Line and further regional service at Everett Station.

## Lakewood Neighborhood Master Plan

The Lakewood Neighborhood Master Plan notes current development within the Lakewood subarea. With continual growth expected, the Lakewood neighborhood is seeing multiple apartment complexes, townhouses, single-family homes, commercial developments, as well as corridor and arterial improvements. 172nd Street NE, SR 531, and 156th Street NE are each receiving improvements that will promote connectivity and safety for pedestrians and bicyclists.

## Cascade Industrial Center

As more detailed development plans are being considered and constructed, the circulation network plans of the Cascade Industrial Center were updated since the last Transportation Plan update. The anticipated grid network spacing was enlarged to better accommodate the type of development being constructed in the area. This required the removal of some local connections as well as other planned roadways being realigned. The intent of the original Transportation Plan was preserved, which was to create a grid network to improve traffic circulation and capacity in the area with better connectivity.

## **Major Facility Updates Since Last Plan**

Since the previous plan, multiple capital improvement projects have been completed including:

- Annual Pavement Preservation Programs
- First Street Bypass

- 2021 Transportation Benefit District (TBD) Projects
- 2019 Highway Safety Improvement Program Completion
- Cedar Avenue LID and Roadway Improvements
- State Avenue Corridor Widening

### Annual Pavement Preservation Programs

These programs included improvements to pedestrian facilities to meet ADA requirements, repairing existing pavement, resurfacing streets, and restriping existing streets. These projects are typically funded by Transportation Benefit District (TBD) revenues and other outside funding sources when available.

### First Street Bypass

This project aimed to increase connectivity and mitigate congestion due to the highway interchange at SR 529 and I-5. The improvements resulted in First Street being classified as an arterial, and the development of bike lanes and shared-use path on the south side of the roadway. A segment of First Street was also widened from two to five lanes.

### 2021 Transportation Benefit District (TBD) Projects

The Transportation Benefit District involved a 0.2 percent sales tax increase with the specific objective of using the revenue for transportation improvements. The 2021 TBD projects included three projects on State Avenue, 47th Avenue NE, and 8th Street.

### 2019 Highway Safety Improvement Program Completion

The projects included in the 2019 Highway Safety Improvement Program were completed in 2021. They involved multiple safety improvements at several locations and pedestrian/bicycle facility improvements.

### Cedar Avenue LID and Roadway Improvements

This project constructed bioretention areas, permeable pavers, bulb-outs, traffic safety improvements, pedestrian lighting, improved landscaping and amenities, as well as replacement of a water main. Two ecology grants were utilized for project funding.

### State Avenue Corridor Widening

This project involved the widening of State Avenue from three to five lanes between 100th Street NE and 104th Place NE. As part of the widening, the project included curb, gutter, sidewalk, and street lighting improvements. It also involved the construction of a short-span bridge at Quilceda Creek. Funding for the project was received in 2018, and construction was completed in 2022.

### Other Projects Completed

In addition to the project discussed above, other notable projects that have been completed include:

- State Avenue ADA upgrades (3rd Street to 76th Street NE),
- Rebuild of State Avenue/80th Street NE signal
- Construct Sunnyside Boulevard/52nd Street NE signal
- 8th Street (Cedar Avenue to State Avenue)
- SR 528 HAWK signal
- 80th Street (State Avenue to 51st Avenue)
- 2nd Street LID (State Avenue to 47th Avenue)

## Changes in Washington State Legislation Overview

The 1998 legislation House Bill 1487 known as the “Level of Service” Bill, amended the Growth Management Act; Priority Programming for Highways; Statewide Transportation Planning, and Regional Planning Organizations. The combined amendments to these RCWs were provided to enhance the identification of, and coordinated planning for, “transportation facilities and services of statewide significance (TFSSS)” HB 1487 recognized the importance of these transportation facilities from a state planning and programming perspective and required that local jurisdictions reflect these facilities and services within their comprehensive plan.

Over the past 12 years (2011-2023), Washington has passed several other legislative amendments and policy mandates that require a focus on multimodal transportation, as listed below.

- 2011 RCW 47.04.320-.340 established a Complete Streets grant program (funded later), which requires local jurisdictions to adopt Complete Streets ordinances to be eligible to apply for state grant funding.
- 2016 Washington legislature approved funding for the Transportation Investment Board (TIB) Complete Streets grant program.
- 2021 WSDOT adopted an Active Transportation Plan for state highways, which requires WSDOT to work with local jurisdictions to provide safe and well-connected pedestrian and bicycle network improvements along and across state highways.
- 2022 RCW 47.04.035 requires WSDOT to apply Complete Streets principles to all state highway projects with a total project cost of \$500,000 or more.
- 2023 ESSHB 1181 Requires Multimodal LOS in Comprehensive Plans and encourages multimodal transportation systems that reduce greenhouse gas emissions (GHG) and vehicle miles traveled (VMT). The bill also requires an agency to prepare an ADA Transition Plan to identify physical obstacles that limit accessibility to individuals with disabilities and identify methods to make the facilities fully accessible.
- 2023 SB 5452 Allows Transportation Impact Fee revenue to be used for pedestrian and bicycle projects as part of citywide transportation system improvements needed to accommodate growth and development.

## Chapter 2. Inventory of Existing Transportation Facilities and Conditions

Travel needs within the City of Marysville are met by a range of transportation facilities and services. These facilities and services provide for travel within the City and also connect Marysville with the rest of the region. The City's existing transportation system is comprised of state highways, arterials, collectors, and local roads, as well as facilities for pedestrians, bicycles, and transit. Rail lines also traverse the City and affect other travel modes. The following summarizes key elements of the existing transportation system serving the City. The inventory provides input for identifying and prioritizing the City's transportation improvement projects and programs presented later in the Transportation Element.

### Street and Highway Network

The backbone of the City's transportation system is the street and highway system. The street and highway system provides mobility and access for a range of travel modes and users. Roadways are classified by their intended function and desired service. The City's roadway functional classification is presented in Chapter 4 (Transportation System Plan) of the Transportation Element and is based on existing and future transportation needs for the City. Figure 1 shows the existing state highways and arterial system serving the City of Marysville.

#### State Highways

Six state highways serve travel for areas in and around the City of Marysville. The state highways that serve north-south travel flows are Interstate 5 (I-5), State Route 9 (SR 9), and State Route 529 (SR 529). East-west travel flows are served by State Route 531 (SR 531), State Route 528 (SR 528), and State Route 92 (SR 92).

**Interstate 5 (I-5)** is a six-lane, north-south, limited access freeway that is classified as a Highway of Statewide Significance (HSS) by the Washington State Legislature. It connects Marysville south to other major cities to the south in Snohomish and King counties, including Everett and Seattle. To the north, this facility traverses through Skagit and Whatcom counties, terminating at the Canadian border. Four interchanges along I-5 serve the Marysville community – 4th Street (SR 528), 88th Street NE, 116th Street NE, and 172nd Street NE (SR 531). Since the 2015 Transportation Element update, WSDOT replaced the diamond interchange at 116th Street NE with a single-point urban interchange (SPUI).

**State Route 9 (SR 9)** is another north-south state highway classified as a HSS. It is located approximately 3.5 miles east of I-5 and connects with the Cities of Arlington, Lake Stevens, Snohomish, and Woodinville. In the vicinity of the City, it generally has one lane in each direction with additional turn lanes at intersections, except the segment between Granite Falls Highway (SR 92) and Soper Hill Road, which has been expanded to provide two lanes in each direction. SR 9 continues to provide two travel lanes in each direction as it enters the City of Lake Stevens. In addition, several roundabouts have been installed along SR 9 in the vicinity of the City, at 84th Street NE, 108th Street NE, and 172nd Street NE (SR 531).



**State Route 528 (SR 528)** is classified as a Tier 1 Regional Significant State Highway by WSDOT and the Puget Sound Regional Council (PSRC). SR 528 is an east-west State highway that connects SR 9 to I-5 through Downtown Marysville. Within Marysville, it is an arterial roadway known as 4th Street in the Downtown area (between I-5 and 47th Avenue NE Street) and 64th Street NE between 47th Avenue NE and SR 9. This corridor provides four to five travel lanes for its full length within the City, except for a short segment from 83rd Avenue NE to 87th Avenue NE that is only three travel lanes.

**State Route 529 (SR 529)** is also classified as a Tier 1 Regional Significant State Highway. SR 529 is a north-south state highway connecting Marysville to the City of Everett and also to the Port of Everett. SR 529 becomes an arterial roadway (State Avenue) within the City; the state highway designation ends at 4th Street (SR 528). SR 529 generally provides two travel lanes in each direction, except for some segments south of the City near the I-5 connector ramps.

**State Route 92 (SR 92)** is classified as a Tier 2 Regional Significant State Highways by WSDOT in coordination with PSRC. This roadway provides an east-west highway connection between Granite Falls and SR 9, and is generally a two-lane road with turn lanes at several major intersections. Note that no portion of the roadway is within City limits, but the western end will be a major access point to the City.

**State Route 531 (SR 531)** or 172nd Street NE is an east-west state highway that serves the developing areas of northwest Marysville and the City of Arlington. In the developed areas near I-5, the corridor has five or more travel lanes, but the highway transitions to two or three lanes in the less developed areas. Within the City, SR 531 operates as an arterial roadway.

### North-South City Arterials

In addition to I-5 and SR 9, which provide regional north-south connectivity for the City, several arterials provide a direct connection between the northern and southern ends of the City. These roadways serve as the primary connectors for travel within the City and the surrounding communities.

**State Avenue/Smokey Point Boulevard** is the primary north-south arterial serving Marysville. It traverses the entire City from the northern City limits near the 164th Street NE block to the southern City limits, where the roadway continues south as SR 529. This corridor is five lanes wide along its entire extent through the City. Since the 2015 Transportation Element update, the City completed roadway improvements projects to provide a four-to-five lane facility.

**51st Avenue NE/Amar Road/47th Avenue NE** corridor provides connectivity through the City of Marysville. This roadway travels as 51st Avenue NE between 172nd Street NE (SR 531) and 67th Street NE and as Amar Road between 67th Street NE and 47th Avenue NE, where the roadway continues south as 47th Avenue NE. The roadway generally provides one travel lane in each direction with left-turn channelization at some intersections.

**Sunnyside Boulevard** provides north-south access to the residential neighborhoods in southern Marysville. This roadway is the southeasterly extension of 61st Street NE and terminates at State Route 204, south of the City. Within Marysville, this roadway is generally a two-lane facility.

**Cedar Avenue, 47th Avenue NE, 67th/71st Avenue NE, 83rd Avenue NE, and 87th Avenue** are other north-south arterial corridors within the City and have one travel lane in each direction.

## East-West City Arterials

Few east-west City arterials provide a direct connection between the western and eastern ends of the City, but rather serve as connections between major north-south arterials. Aside from the arterial state highways (SR 528 and SR 531), only the 88th Street NE/Ingraham Boulevard/84th Street NE corridor provides a direct link between I-5 and SR 9.

**156th Street NE** is an east-west arterial which begins west of the I-5 freeway, and terminates east of 39th Avenue NE with one travel lane in each direction. This roadway will connect with **152nd Street NE** in the future to provide a major east-west arterial connection to 67th Avenue NE.

**136th Street NE** is an east-west arterial traveling between 34th Avenue NE, west of the I-5 freeway, and 51st Avenue NE (a major crossing across I-5). This roadway is a two- to three-lane facility with bicycle lanes along some segments.

**116th Street NE** is an east-west roadway, providing a key connection between I-5 and State Avenue/Smokey Point Boulevard. Within the City, the roadway is typically a five-lane facility west of State Avenue/Smokey Point Boulevard, and a two-lane to the east.

**88th Street NE/Ingraham Boulevard/84th Street NE** corridor provides continuous connectivity from the I-5 interchange through the City of Marysville to SR 9. This roadway travels as 88th Street NE from east of 27th Avenue NE to 67th Avenue NE, as Ingraham Boulevard between 67th Avenue NE and 82nd Avenue NE, and as 84th Street NE between 82nd Avenue NE and SR 9. Near its interchange with the I-5 freeway, this roadway is a five-lane facility and a two- or three-lane facility along most other segments.

**Grove Street** is an arterial providing east-west connectivity through central Marysville, including major pedestrian and bicycle facilities. On the western end, it is located along the 72nd Street NE block and is one of the few connections across the railroad track between Cedar Avenue and State Avenue. This mostly three-lane roadway also intersects with 51st Avenue, 67th Avenue, and terminates past the 83rd Avenue NE corridor.

**1st Street/ 1st Street Bypass/61st Street NE** is an east-west arterial traveling between State Avenue to Sunnyside Boulevard. This roadway generally provides one travel lane in each direction, except for the segment between State Avenue and Alder Avenue, which is a five-lane facility. Substantial improvements have been made to this corridor since the 2015 Transportation Element Update. The roadway has been redesignated as an arterial and has been widened between State Avenue and Alder Avenue. Additionally, the 1st Street Bypass was completed (south of the existing 1st Street alignment between Alder Avenue and 47th Avenue NE).

**108th Street NE, 100th Street NE, 84th Street NE, 80th Street NE, Grove Street, 44th Street NE, 40th Street NE, and Soper Hill Road** are other east-west arterials and generally have one lane in each direction.

## Roadway Traffic Volumes

The Marysville travel demand model was used to estimate current daily vehicular demands on all City arterial roadways. Vehicular demands estimated by the model were calibrated and validated using recently collected traffic counts collected at key locations throughout the City. Figure 2 presents the average daily traffic volumes (ADT) volumes from the model along the City's key arterials and collectors.

As shown in Figure 2, the highest ADT volumes within the City occur along WSDOT facilities, including SR 9, 4th Street (SR 528), and 172nd Street NE (SR 531). ADT volumes along

these roadways range between 12,000 and 37,000. Of the City's roadways, the Smokey Point Boulevard/State Avenue corridor has the highest existing daily volumes between 17,000 and 22,000 daily trips. Most other minor arterial roadways within the City have daily traffic volumes between 6,000 and 10,000 while collector roadways have ADT volumes of approximately 5,000 vehicles.

Table 1 compares PM peak hour volumes for key corridors within the City between 2014 and 2023. As shown, the roadways which have exhibited the largest growth since the previous Transportation Element update are primarily located in the eastern and southern portions of the City (e.g., 88th Street NE/Ingraham Boulevard/84th Street NE, 51st Avenue NE/47th Avenue NE, SR 9). These roadways serve the areas of the City which have experienced the most development in recent years and are accommodating additional vehicular demand. In addition, volumes along SR 528 have decreased through the City, which can be attributed to the completion of the 1st Street Bypass project, which diverts traffic around the Downtown area.

**Table 1. Weekday PM Peak Hour Volumes by Corridor**

Corridor	Location	2014 Volume <sup>1</sup>	2023 Volume <sup>2</sup>	Volume Change	Annual Growth
172nd St NE (SR 531)	w/o 27th Ave NE	1,405	1,470	65	1%
	e/o 27th Ave NE	2,665	2,980	315	1%
	e/o I-5 NB Ramps	3,415	3,185	-230	-1%
88th St NE / Ingraham Blvd / 84th St NE	e/o I-5 NB Ramps	2,115	2,190	75	0%
	e/o 51st Ave NE	820	960	140	2%
	w/o 67th Ave NE	795	970	175	2%
	w/o SR 9	670	870	200	3%
4th St / 64th St NE (SR 528)	e/o I-5 NB Ramps	2,550	2,285	-265	-1%
	e/o State Ave	1,660	1,500	-160	-1%
	w/o 67th Ave NE	1,795	1,750	-45	0%
	w/o SR 9	1,280	1,190	-90	-1%
State Ave / Smokey Point Blvd	n/o 116th St NE	1,565	1,750	185	1%
	n/o 88th St NE	1,870	1,785	-85	-1%
	n/o 4th St (SR 528)	1,440	1,415	-25	0%
	s/o 1st St	1,555	1,770	215	2%
51st Ave NE / 47th Ave NE	n/o 88th St NE	800	920	440	10%
	s/o 64th St NE (SR 528)	890	880	60	1%
67th Ave NE	n/o 88th St NE	1,185	1,190	230	3%
	s/o 64th St NE (SR 528)	925	900	40	1%
SR 9	s/o 84th St	1,505	1,750	550	5%
	n/o Soper Hill Rd	2,590	2,780	830	5%

Source: Transpo Group, 2023

1. Volume is sum of both directions during the weekday PM peak hour, based on nearby 2014 intersection counts conducted for the 2015 Transportation Element.
2. Volume is sum of both directions during the weekday PM peak hour, based on nearby 2023 intersection counts.



## Roadway Traffic Operations

Traffic operations analyses provide a quantitative method for evaluating how the transportation system is functioning. It is applied to existing and forecast conditions to assist in identifying issues and potential improvement options.

### Vehicle Level of Service

Levels of service (LOS) are typically evaluated based on methodologies documented in the *Highway Capacity Manual* (HCM), Transportation Research Board, 6th Edition. The HCM is a nationally recognized and locally accepted method of measuring traffic operations. Criteria range from LOS A, indicating free-flow conditions with minimal vehicular delays, to LOS F, indicating extreme congestion and significant delays. LOS at intersections is measured in terms of the average vehicular delay.

As part of its Comprehensive Plan, the City of Marysville has adopted level of service (LOS) standards to evaluate how intersections under its jurisdiction operate. Other agencies also have established LOS standards which may affect the transportation system needs in the Marysville area. The following summarizes the existing level of service standards for these agencies.

**City of Marysville LOS Standards.** Current LOS standards for the City of Marysville are discussed in detail in Chapter 4. For the purposes of this existing conditions evaluation, the City's LOS standard is LOS E for non-local street intersections along SR 529, State Avenue, Smokey Point Boulevard, 4th Street, and 64th Street NE (SR 528). The remaining major intersections have a standard of LOS D.

**State Highway LOS Standards.** As discussed above, the City of Marysville is served by six state highways. Two of the highways, I-5 and SR 9, are classified as Highways of Statewide Significance (HSS) and have an LOS D standard. The other four are classified as Highways of Regional Significance (HRS).

LOS standards for state highways of regional significance are adopted by the Puget Sound Regional Council (PSRC) in coordination with WSDOT. The LOS standard for Tier 1 highways (SR 528 and SR 529) is LOS E-"Mitigated" meaning that mitigation must be provided during the PM peak hour if the level of service falls below LOS E. The standard for Tier 2 highways (SR 531 and SR 92) is LOS D. There are no Tier 3 state highways in the Marysville study area. PSRC notes that state law is silent on whether agencies include or exempt HRS facilities from local concurrency requirements.

**Snohomish County LOS Standards.** Unlike neighboring jurisdictions, Snohomish County LOS standards are defined based on arterial operations and not intersection LOS. The LOS along key arterials is measured by calculating corridor travel speeds. LOS standards for key arterials are defined by Snohomish County based on area type and arterial classification. In rural areas LOS standards range from LOS C to LOS E depending on the roadway type. In urban areas LOS E is considered acceptable.

### Intersection Traffic Operations

Intersection LOS at the key intersections were evaluated based on methodologies presented in HCM 6th Edition and HCM 2000. As shown in Figure 3, the majority of study intersections operate within the established LOS standards. The intersection of 53rd Avenue NE/61st Street NE currently operates at LOS F, which does not meet the City of Marysville LOS standards.

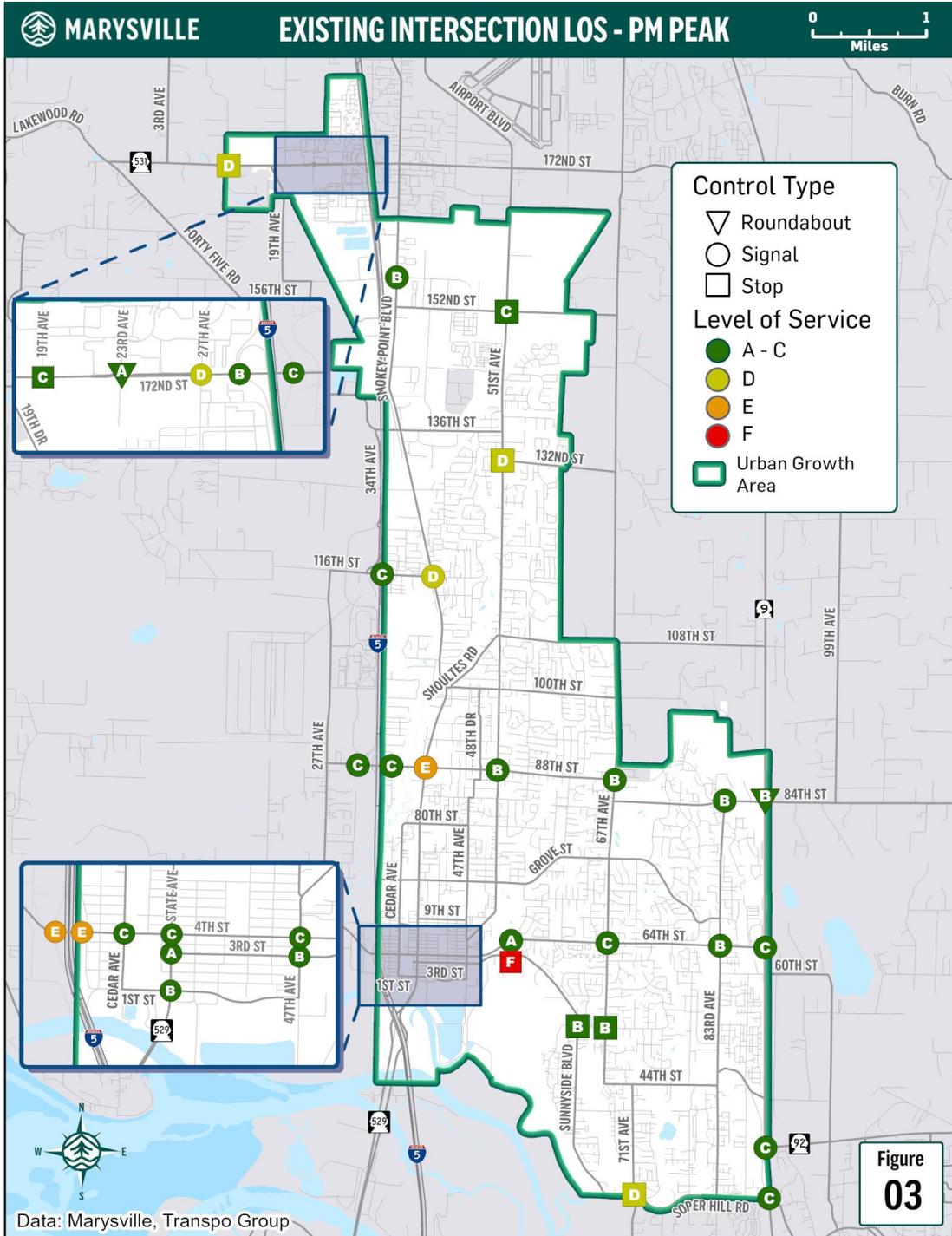


Figure 3. Existing Intersection LOS - PM Peak

## Roadway Traffic Safety

The traffic safety analysis was conducted at intersections within the City of Marysville. Historical collision data along all major City roadways were provided by WSDOT for the five-year period from 2018 to 2022. During this period, a total of 3,740 collisions occurred along roadways within the City. Analysis and statistics were summarized by collisions related to intersections, fatalities, and pedestrians or bicycles.

Figure 4 summarizes the collision data within the City by collision type. As shown, the most prevalent types of collision include rear-end (27.8%), angle (22.8%), and approach turn (12.3%) collisions. Incidents involving pedestrians and bicyclists constitute 3.26% of the total crash occurrences, whereas head-on collisions represent approximately 0.5% of the overall number of collisions. Typically, a main cause for a rear-end collision is traffic congestion (vehicles following too closely). Approach turn and angle collisions relate to conflicts within the intersection itself. These can be influenced by a variety of factors including aggressive driving (congestion related), failure to yield, poor sight distances, or intersection geometrics.

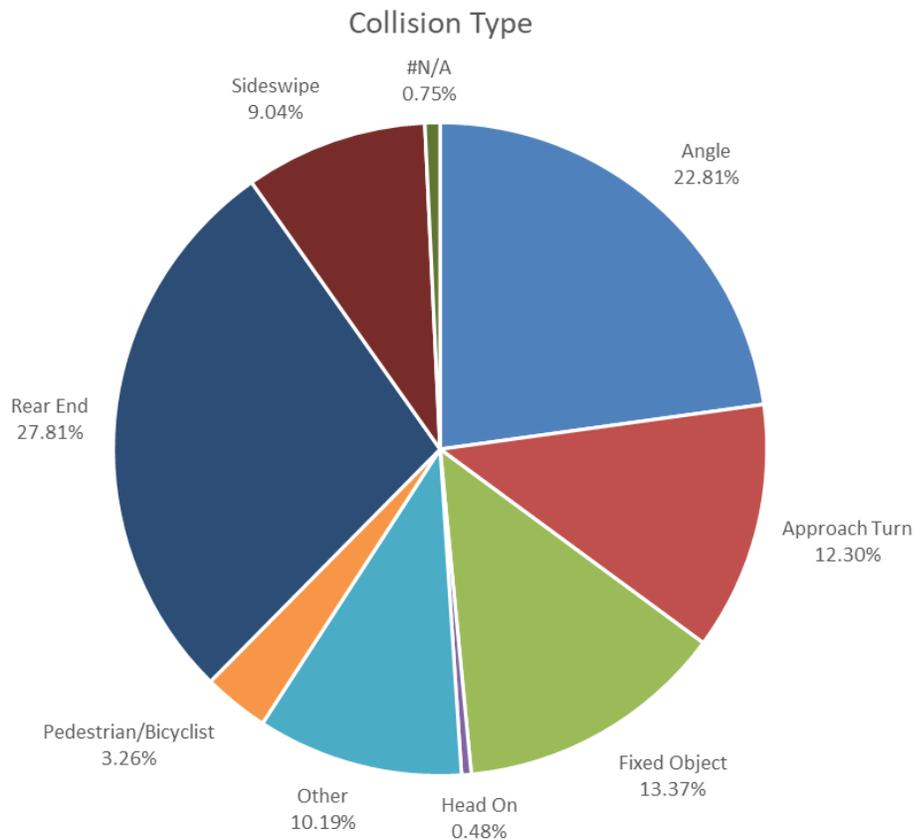


Figure 4. Collisions by Type

Figure 5 summarizes the Citywide collision data by severity. As shown, 73.0% of all crashes result in property damage only, while 26.8% are categorized as injury-related incidents. Additionally, the percentage of crashes resulting in fatalities is approximately 0.2%.

During the five-year study period (2018-2022), eight collisions led to fatalities within the study area. Of these collisions, four occurred along 4th Street (SR 528), while the other four occurred at locations throughout the City. Specifically, three fatal collisions took place at the I-5 NB Ramps/4th Street intersection. It should be noted that plans are underway to replace these I-5 Ramp intersections with roundabouts in the future. Among these fatal collisions, four involved a pedestrian and/or bicyclists, while the remaining cases pertained to drivers.

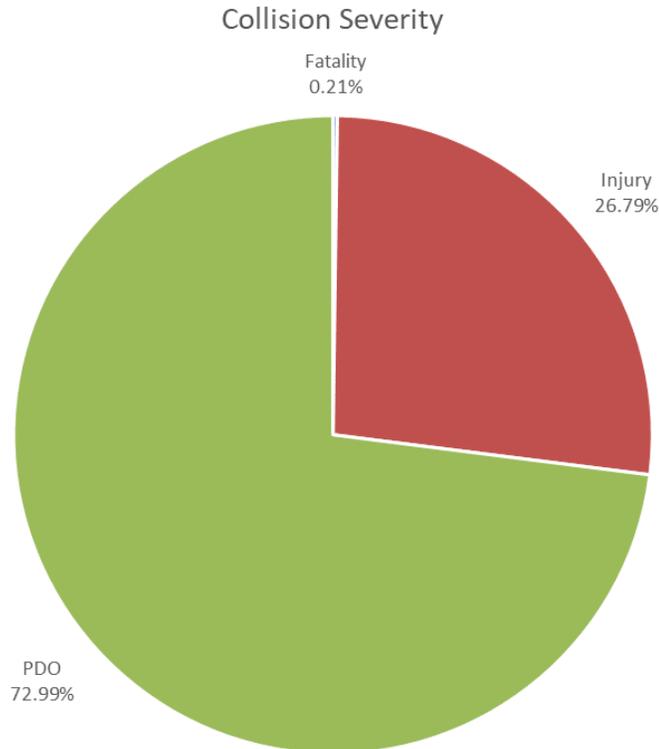


Figure 5. Collisions by Severity

Figure 6 presents the locations of the collisions that occurred within the City between 2018 and 2022. As shown, high-collision corridors tended to be those corridors with high traffic volumes (State Avenue/Smokey Point Boulevard, 4th Street/64th Street NE (SR 528), 88th Street NE/Ingraham Boulevard/84th Street NE). Figure 7 shows only those collisions with fatal and serious injury collisions. As noted above, most fatal and serious injury collisions also occurred along these corridors.

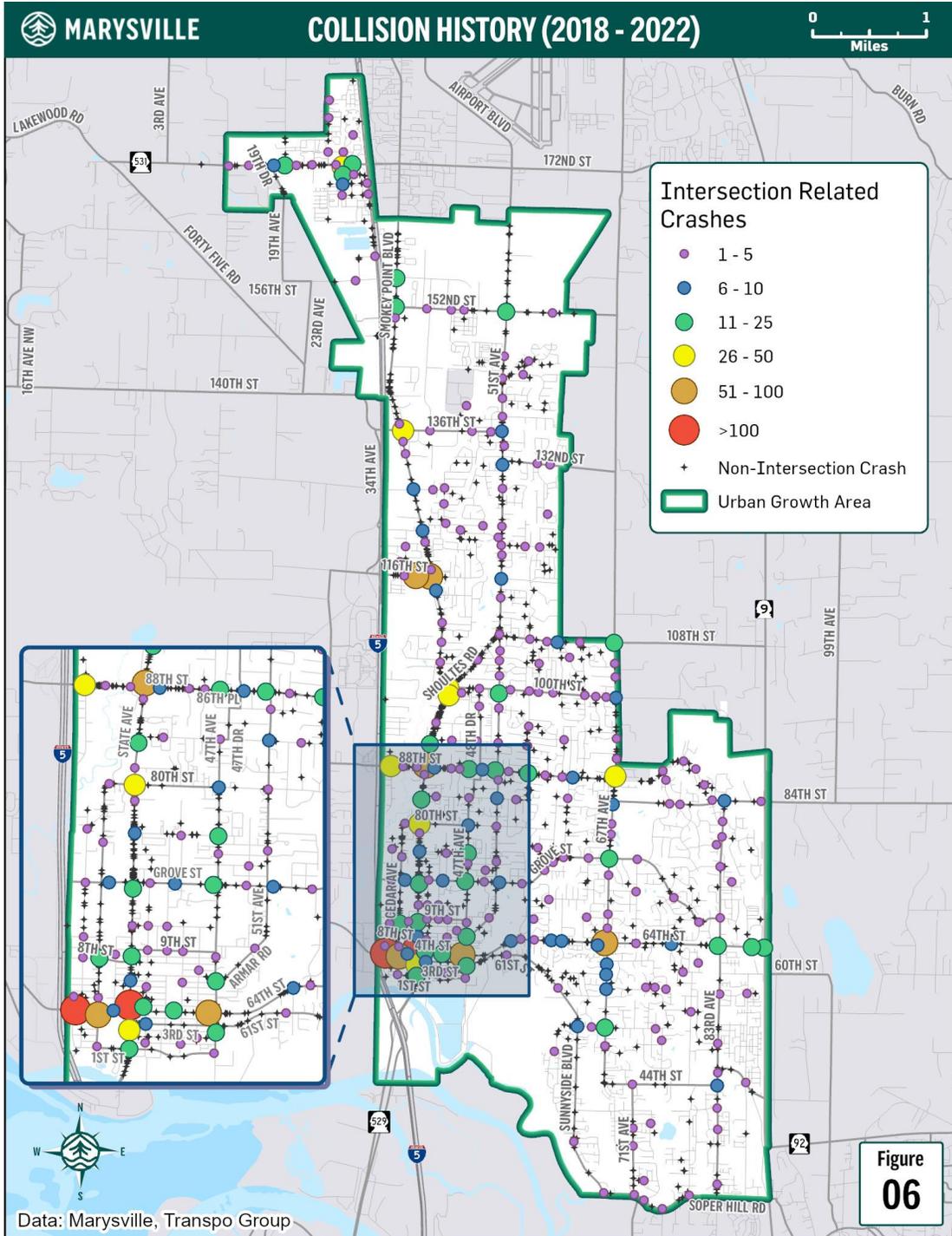


Figure 6. Collision History (2018 – 2022)

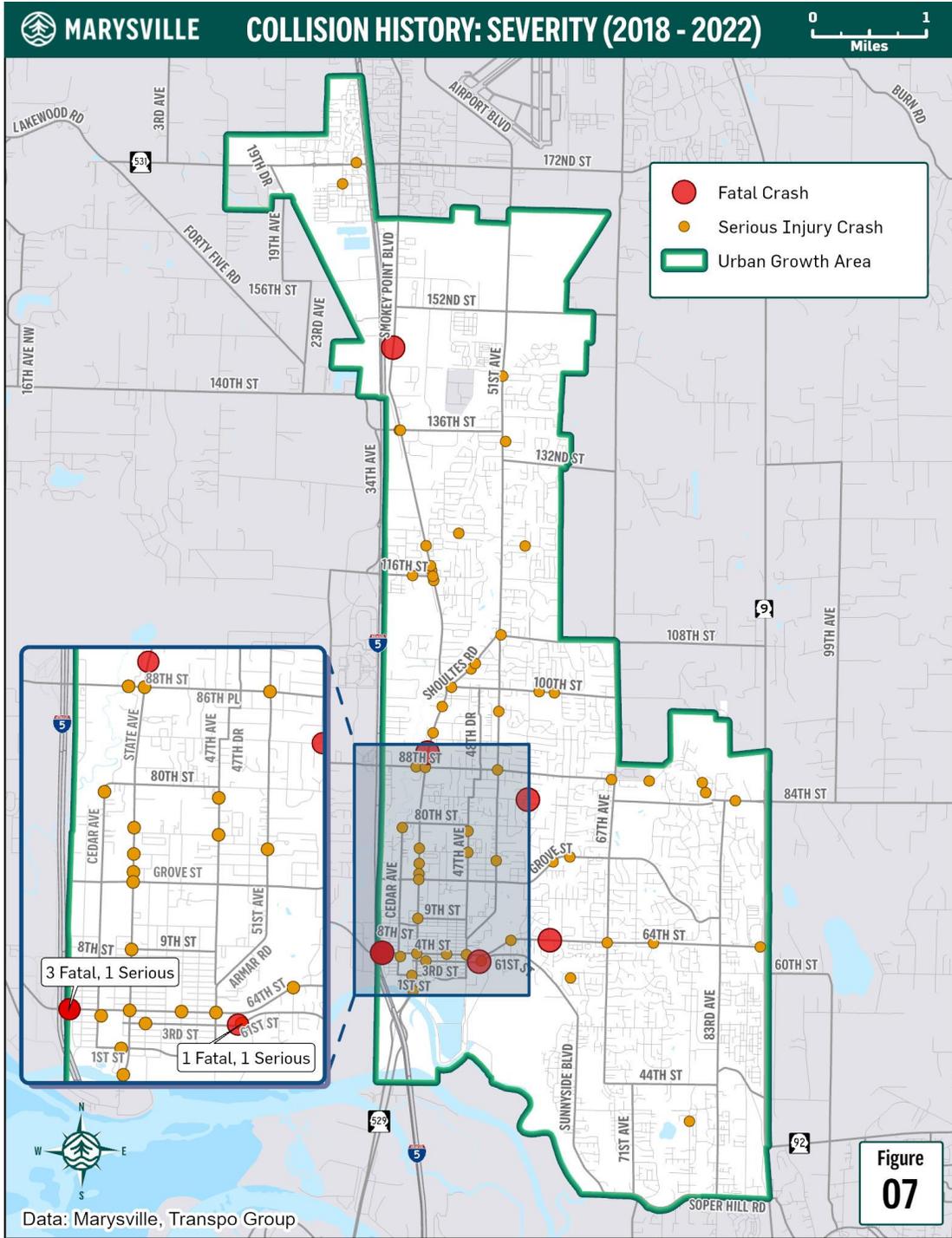


Figure 7. Collision History: Severity (2018 – 2022)

## Intersection Safety Analysis

Table 2 summarizes the collision history at intersections within the City of Marysville that had a high collision rate. Typically, any intersection with a collision rate greater than one collision per million entering vehicles (MEV) should be monitored to determine if improvements could be made to improve safety. This table also summarizes the number of pedestrian- and/or bicycle-involved collisions between 2018 and 2022 at the intersections with high collision rates.

**Table 2. Collision Summary at Select Intersections**

Intersection	Average Collisions Per Year	Daily Total Entering Vehicles	Collisions Per MEV	Most Frequent Collision Type	Pedestrian/Bicycle Collisions
<i>State Highway Intersections</i>					
I-5 Ramps/116th St NE	17.0	31,060	1.50	Rear-End	2
I-5 NB Ramps/88th St NE	11.6	26,350	1.21	Rear-End	2
SR 9/84th St NE	13.0	28,860	1.23	Angle	0
I-5 NB Ramps/4th St	23.8	27,380	2.38	Rear-End	5
SR 9/SR 528	11.8	25,190	1.28	Rear-End	0
<i>Marysville Intersections</i>					
51st Ave NE/152nd St NE	4.0	10,740	1.02	Angle	0
67th Ave NE/132nd St NE	3.8	10,220	1.02	Angle	0
State Ave/116th St NE	12.6	28,400	1.22	Rear-End	0
51st Ave NE/108th St NE	7.0	15,230	1.26	Fixed-Object	0
State Ave/88th St NE	20.4	33,070	1.69	Rear-End	3
Cedar Ave/4th St	10.8	24,340	1.22	Rear-End	1
State Ave/4th St	18.4	27,890	1.81	Approach-Turn	1
47th Ave NE/4th St	10.0	26,000	1.05	Approach-Turn	0
67th Ave NE/SR 528	12.4	25,810	1.32	Rear-End	2
67th Ave NE/52nd St NE	3.0	8,060	1.02	Angle	0

Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

## Pedestrian/Bicycle Safety

Improving roadway safety for pedestrians and bicyclists is essential to reducing traffic-related injuries and fatalities. Based on 2023 WSDOT collision data, over 20 percent of fatal and serious injury collisions within the state of Washington involved pedestrians and/or bicyclists. As these roadway users have fewer protections from impacts during collisions, pedestrians and bicycles are often the party injured or killed when involved in collisions. Therefore, identifying and evaluating the pedestrian and bicycle collisions is key to ensuring the transportation network is safe for all users.

Figure 8 presents the locations of pedestrian and bicycle collisions over the five-year analysis period. Between 2018 and 2022 there were 79 collisions involving pedestrians and 49 collisions involving bicyclists in Marysville (including one collision which included a pedestrian and a bicyclist). The largest concentration (34) of these types of collisions occurred along the State Avenue corridor. A total of 13 bicycle related collisions and 21 pedestrian related collisions occurred in this corridor between 2018 and 2022.

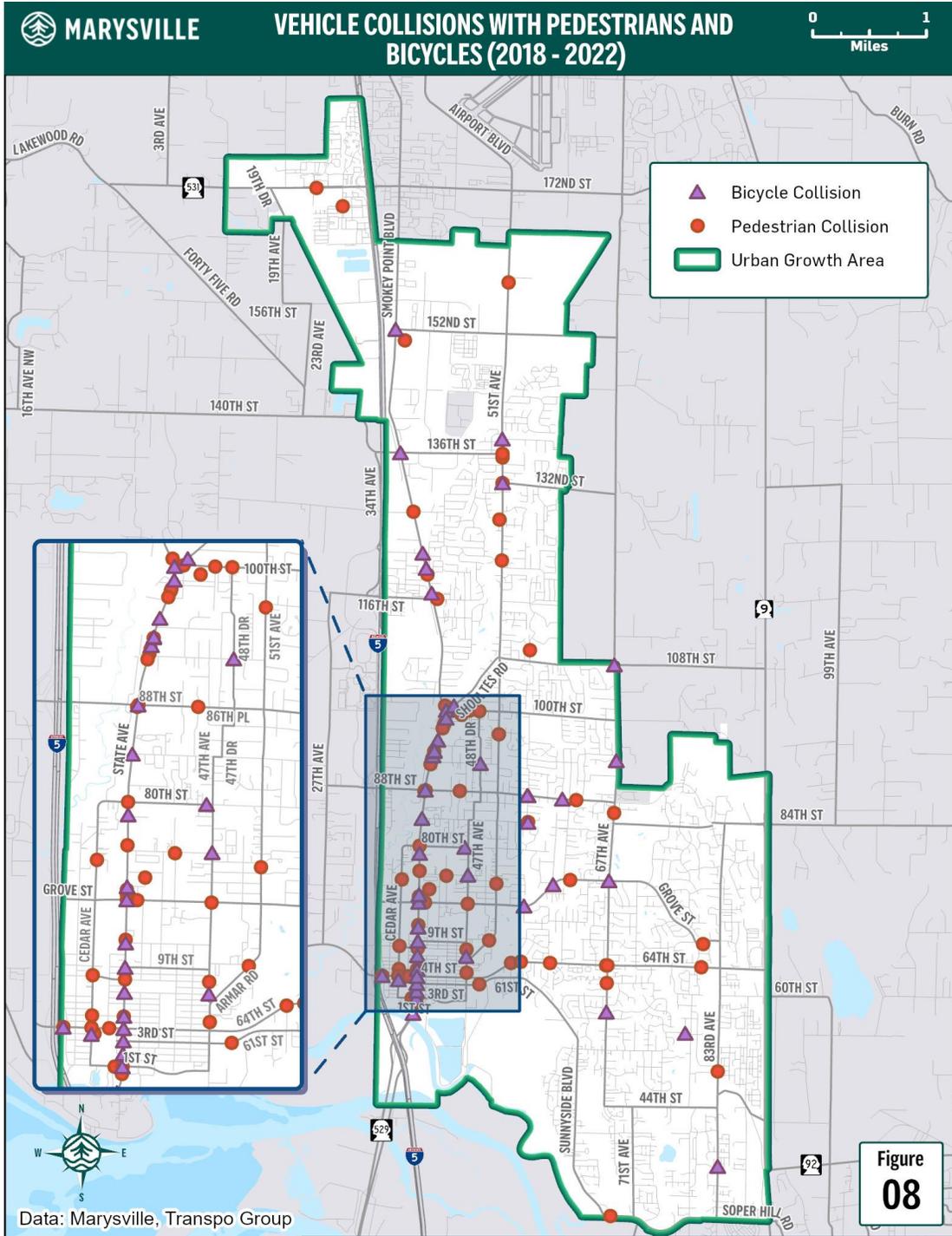


Figure 8. Pedestrian and Bicycle Collisions (2018 – 2022)

## Freight System

Freight movement in the study area involves both trucks and rail transportation. The City works to provide adequate routes and facilities for movement of goods by truck. Rail tracks also traverse the City. The railroad track impacts other transportation modes in the City.

### Truck Routes

The Washington State Freight and Goods Transportation System (FGTS) is used to classify state highways, county roads, and city streets according to the average annual gross truck tonnage they carry as directed by RCW 47.05.021. The FGTS establishes funding eligibility for the Freight Mobility Strategic Investment Board (FMSIB) grants and supports designations of HSS (Highways of Statewide Significance) corridors, pavement upgrades, traffic congestion management, and other state investment decisions.

FGTS classifies roadways using five freight tonnage classifications, T-1 through T-5. Routes classified as T-1 or T-2 are considered strategic freight corridors and are given priority for receiving FMSIB funding. The only T-1 corridor within the Marysville planning area is I-5. There are several T-2 corridors in the planning area including: SR 9 (south of SR 92); SR 92; 84th Street NE (east of SR 9); SR 531 (between I-5 and 67th Avenue NE); SR 529 from Everett to I-5, State Avenue/Smokey Point Boulevard (between SR 531 and 80th Street NE); 116th Street NE (between 34th Avenue NE and State Avenue); 88th Street NE (between I-5 and State Avenue); and Marine Drive (between 27th Avenue NE and I-5). The T-3 and T-4 classified roadways largely align with the City's arterial and collector street network. These classifications are based on existing truck activity.

The City has adopted a defined system of truck routes as described in Marysville Municipal Code Chapter 11.62 and is shown in Figure 9. Due to physical constraints, State Avenue between 4th Street (SR 528) and 80th Street NE is not part of the designated truck route, with the Cedar Avenue/80th Street NE corridor serving as the bypass truck route. Turns at the intersection of State Avenue/4th Street to/from the north leg as well as northbound right-turn movements are not permitted.

### Rail Crossings

Burlington Northern Santa Fe (BNSF) Railways operates the main rail line through the City of Marysville and a spur that branches off from the main line and ends in Arlington. The BNSF mainline generally parallels State Avenue and Smokey Point Boulevard south of 140th Street NE. The spur to Arlington branches off from the BNSF mainline approximately one quarter mile north of 116th Street NE in Marysville.

The BNSF main line contains 11 public and 9 private crossings in the City while the remaining 6 crossings are on the BNSF spur to Arlington. Figure 10 illustrates the location of the rail crossings within the City and provides information on whether the crossing is public or private and whether the crossing is signalized or simply signed.



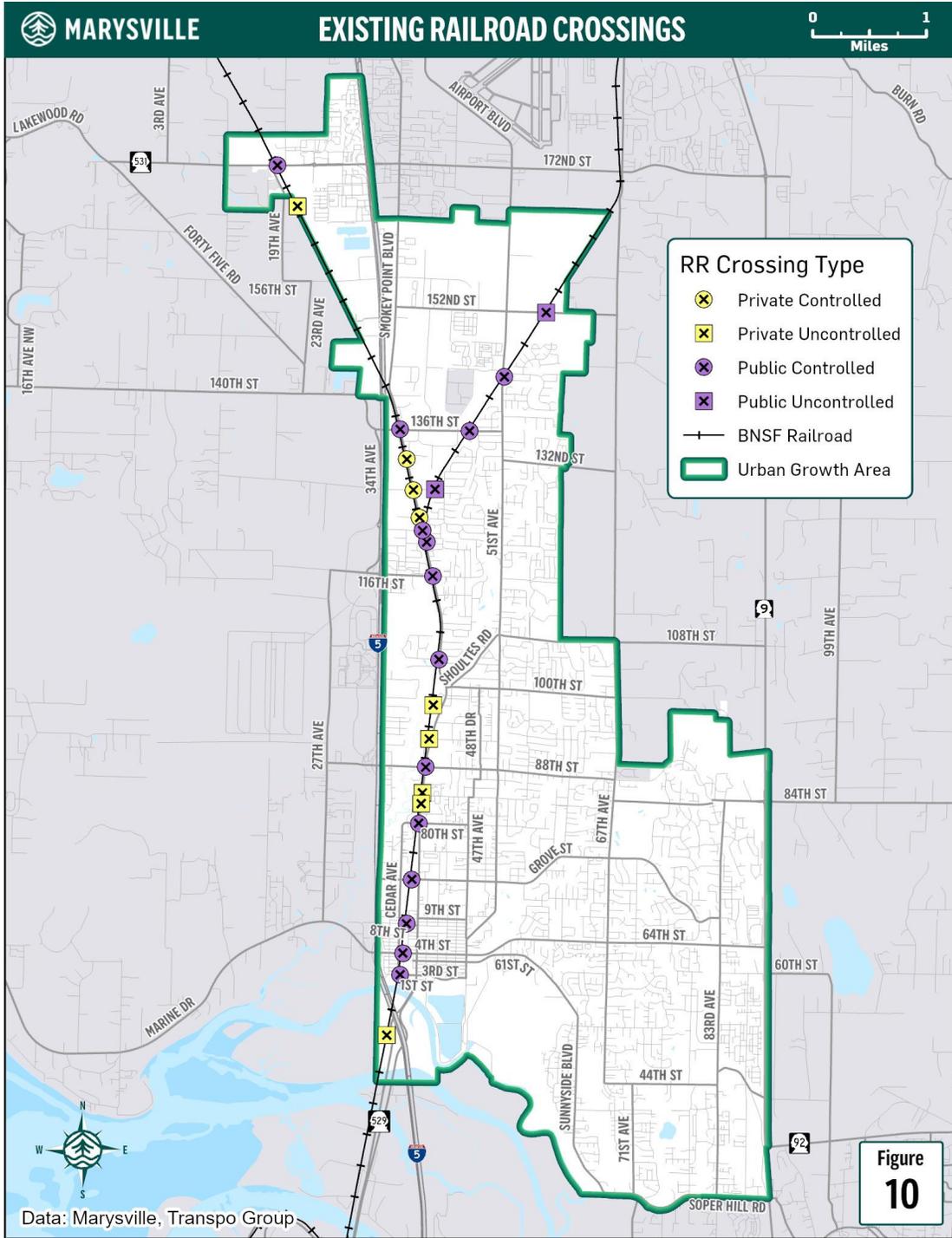


Figure 10. Existing Rail Crossings

The Washington State Rail Plan 2019-2040 reports that approximately 20 trains use the BNSF mainline every day with AMTRAK operating an average of four passenger trains through Marysville each day.

The rail crossings have been the location of four collisions between 2018 and 2023 with one collision resulting in injuries and one collision resulting in a fatality. Incident reports compiled by Federal Railroad Administration show that the collisions at the public at-grade crossings were a result of motorists ignoring the gates and flashing beacons or stopping on the railroad tracks.

Rail crossings also impact pedestrian and bicycle travel in the City and surrounding area. Some of the rail crossings of streets are at oblique angles which can result in safety problems for bicyclists. In addition, pedestrians and bicyclists can feel unsafe and be exposed to collisions, especially at uncontrolled crossings.

## **Pedestrian and Bicycle Facilities**

Pedestrian and bicycle facilities play a vital role in the City's transportation system. The non-motorized transportation system is comprised of facilities that allow residents to meet their mobility needs and recreation desires on foot or bicycle. A well-developed system provides healthy travel options, encourages recreational activities, reduces vehicle demand on City roadways, and enhances the safety of the public. Pedestrian and bicycle facilities also provide access to and from transit stops and ensure that those people with mobility limitations can easily and safely access goods and services.

A well-used non-motorized transportation system will connect traffic generators, such as major employers, Downtown business, schools, residential areas, parks, and transit stops through a system of pedestrian and bicycle facilities. Existing pedestrian facilities are shown in Figure 11, and bicycle facilities are shown in Figure 12.

Most recently completed pedestrian and bicycle improvement projects have been constructed as part of roadway expansion projects. However, there are also major non-motorized projects completed as standalone improvements such as: sidewalk improvements to 80th Street NE (47th Avenue NE to 51st Avenue NE); and the Centennial Trail Connector (between 84th Street NE and SR 9).

### **Pedestrian Facilities**

As shown in Figure 11, the majority of the existing sidewalks and pathways for pedestrians are located in the Downtown area of the City and in the neighborhoods of Getchell Hill, Jennings Park and East Sunnyside. Sidewalks or shoulder that can be used for walkways also are located along some arterials and local streets in other parts of the City. Some of the shoulders are areas in which the shoulder of the roadway has been striped for pedestrian travel and parking is not allowed.

The vast majority of new sidewalks constructed over the last decade were part of larger roadway expansion projects or were constructed by developers as new subdivisions or commercial projects were built. Although not complete, a large number of new sidewalks have been constructed along Smokey Point Boulevard and in the southeastern part of the City.

However, a variety of gaps exist in the pedestrian system. These gaps reduce connectivity of the pedestrian system and pose safety issues particularly for vulnerable populations like seniors, children and people with limited mobility. The City's Engineering Design and

Development Standards provide guidance on when pedestrian facilities should be provided as well as guidance on basic dimensions.

The City also is served by several multi-use trails and recreational trails. Multi-use trails are meant to provide important connections for utilitarian transportation needs. Recreational trails are meant to primarily serve recreational purposes. The Centennial Trail is a regional north-south trail located east of Marysville City limits and runs roughly between and beyond the City of Arlington to the north and the City of Lake Stevens to the south. Additionally, the Bayview/Whiskey Ridge Trail runs along the PSE utility corridor roughly parallel to 83rd Avenue NE between SR 528 and 84th Street NE. The Centennial Trail Connector, which was completed in 2021, connects these two off-street trails. Parts of the Ebey Waterfront Trail are used frequently due to the proximity to residential areas and downtown. Trails through parks and subdivisions are also distributed throughout the City. Other trails or pathways have or are being developed as part of the City's parks and open space plans.

### Bicycle Facilities

There are a number of existing bike lanes within Marysville and the surrounding communities as shown in Figure 12. Existing bicycle facilities are concentrated along a few select corridors. Beach Avenue, Cedar Avenue and Grove Street have bike lanes along a majority of their length. Bike lanes are also found along some segments of 47th Avenue NE, 51st Avenue NE, 67th Avenue NE, Ingraham Boulevard, 64th Street NE, 71st Avenue NE, and 83rd Avenue NE although significant gaps still exist.

As mentioned above, the Centennial Trail Connector provides a connection between the City's bicycle network and regional multi-use trails. Other recent bicycle facility improvements include sharrows along some roadways in the Downtown area (47th Avenue NE, Cedar Avenue, and 1st Street) and an off-street shared-use path along the 1st Street Bypass.

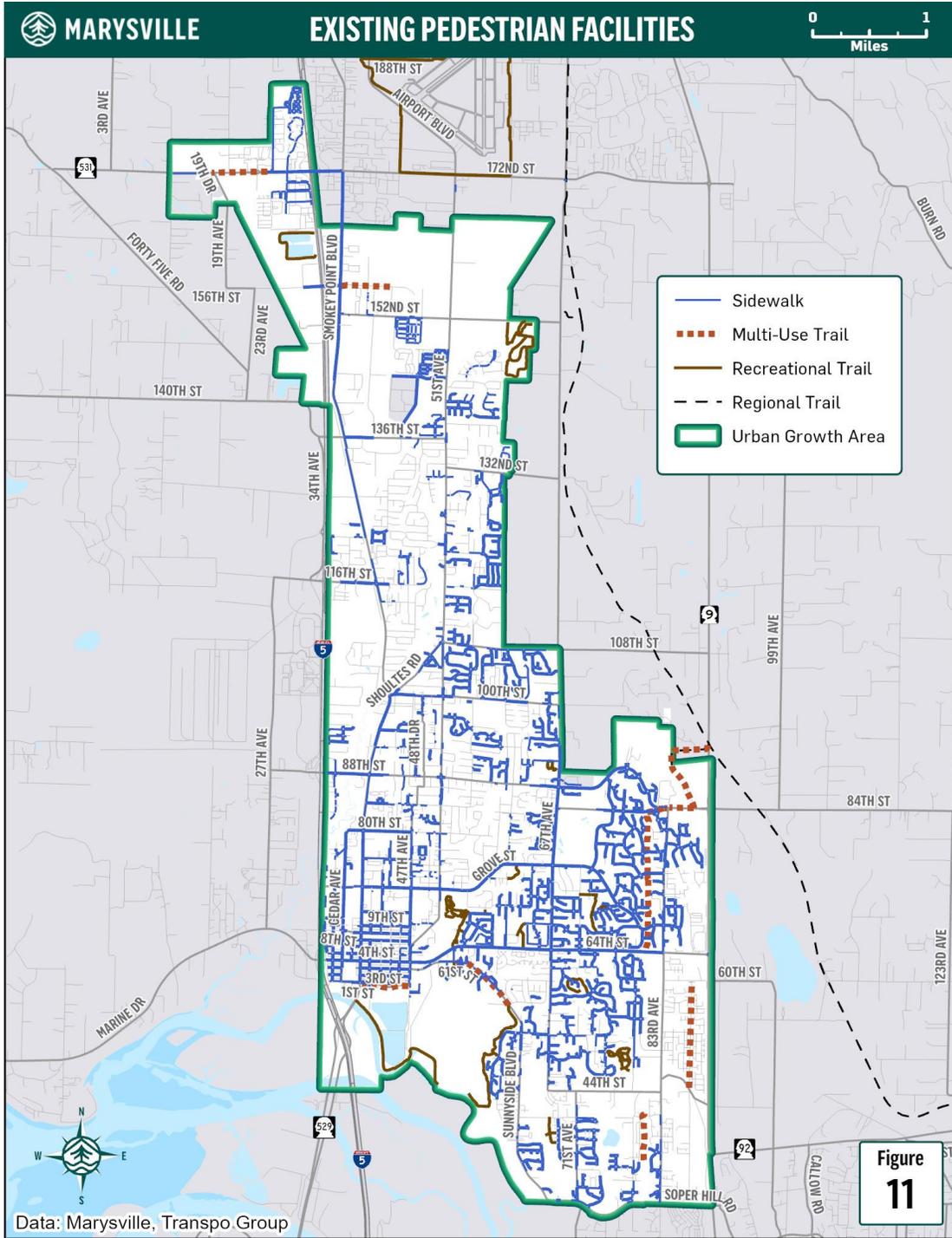


Figure 11. Existing Pedestrian Facilities

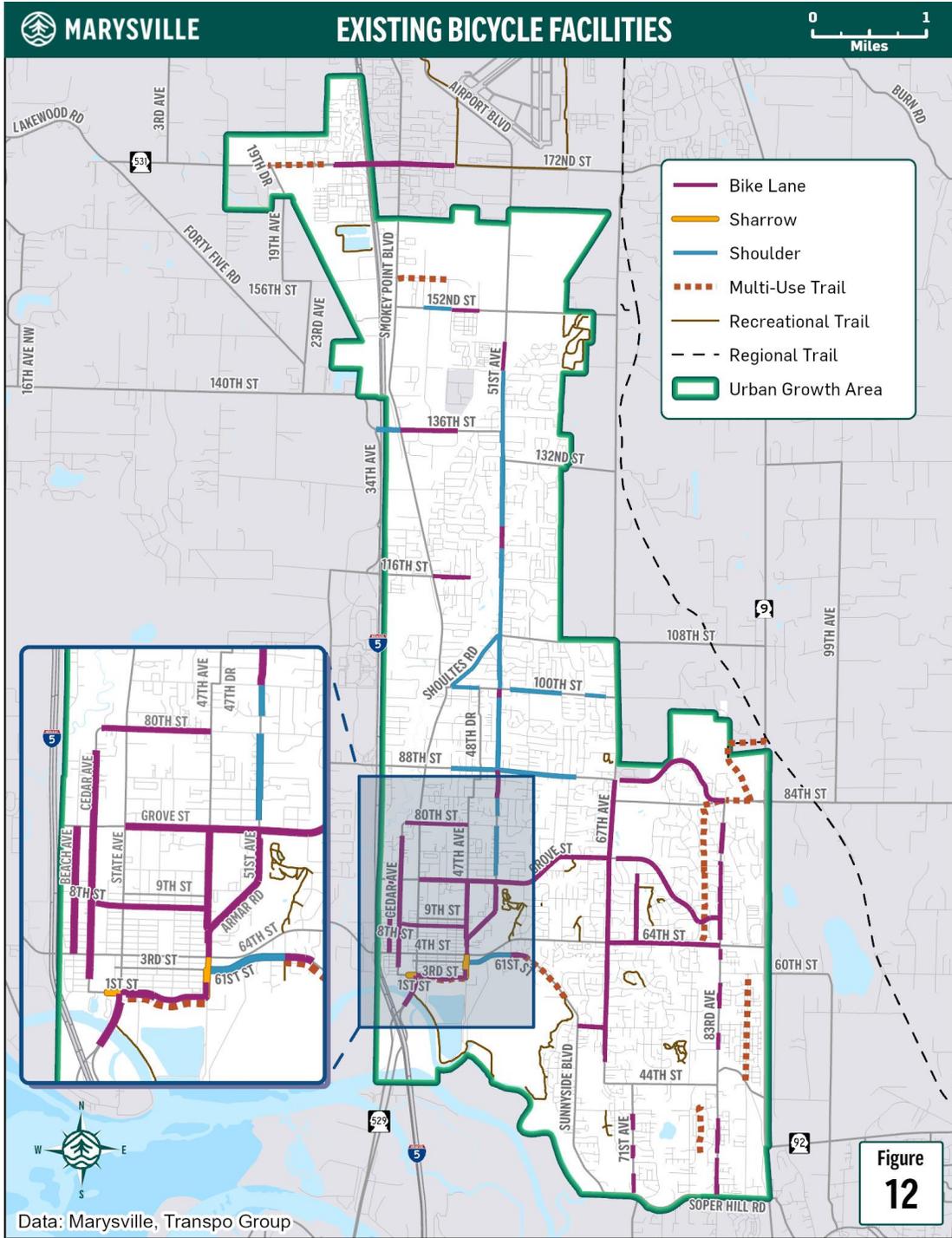


Figure 12. Existing Bicycle Facilities

## Transit and Transportation Demand Management

Transit is another important component of the City’s transportation system. Community Transit provides both fixed-route local and commuter bus service as well as paratransit services. A significant amount of information provided in the section was provided by Community Transit.

Local transit service is focused on core arterial routes like State Avenue and Smokey Point Boulevard with connections to park & ride lots. Other roads like 4th Street, 88th Street NE, 51st Avenue NE, 83rd Avenue NE, and 172nd Street NE are also served by local transit service although at lower frequencies. Commuter service is concentrated along I-5 serving park & rides.

### Park and Ride Lots

As shown on Figure 13, the City currently is served by four park & ride lots, most of which are located near I-5. Table 3 summarizes the vehicular and bicycle parking supply for each of the four park & ride lots as well as park & pool lots, which are intended to serve as meeting places for carpools and vanpools.

**Table 3. Marysville Park & Ride Lot Summary (2024)**

Facility	Location	Vehicular Stalls	Bicycle Spaces
<b>Park &amp; Ride Lots</b>			
Cedar & Grove P&R	Near Cedar Ave / Grove St	222	18
Ash Avenue P&R	Near 6th St / Ash Ave	202	8
Marysville I South P&R	Near 2nd St / Ash Ave	74	0
Marysville II 116th & I-5 P&R	Near 116th St NE / I-5 SB Ramps	48	0
<b>Park &amp; Pool Lots</b>			
Marysville United Methodist Church	5600 64th St NE	25	0
Calvary Chapel	1224 Cedar Ave	20	0

Source: Community Transit 2024-2029 Transit Development Plan

### Fixed Route Service

Transit service is a vital component of a balanced transportation system. Community Transit, which operates transit service throughout Snohomish County, operates ten bus routes in and through the City of Marysville including five local routes and five commuter routes to Mukilteo, Downtown Seattle, and Northgate Station LRT. In Fall 2024, routes to Seattle will be redirected to the Lynnwood Light Rail station.

Local routes serve travel needs within Snohomish County, with service usually available six days per week. Commuter routes provide express service for Snohomish County residents to employment and higher-education destinations on weekdays. Two routes provide service to employment destinations near Paine Field and two provide service to Downtown Seattle.

Table 4 summarizes 2024 service characteristics of each route. Figure 13 shows the 2023 fixed routes and bus stops throughout the City along with the existing park and ride facilities.



**Table 4. Transit Service Routes (2024)**

Route Number	Route Description			Weekday Headways or # of Buses	Weekend Headways or # of Buses
	From	To	Via		
<i>Local Service</i>					
201	Arlington	Lynnwood	Smokey Point Blvd State Ave Broadway	~40 min	~1 hr
202	Arlington)	Lynnwood	51st Ave NE State Ave Broadway	~40 min	~1 hr
209	Arlington	Lake Stevens	I-5 SR 528 (4th St NE) SR 9	~1 hr	~1 hr
222	Tulalip	Marysville	88th St NE 27th Ave NE Marine Dr NE	~1 hr	~50 min
240	Stanwood	Arlington	Marine Dr Lakewood Rd	~1 hr	~1 hr
<i>Commuter Service</i>					
227	Arlington	Mukilteo	SR 530 I-5 SR 526	AM – 2 SB Buses PM – 2 NB Buses	No Service
247	Stanwood	Mukilteo	SR 532 I-5 SR 526	AM – 2 SB Buses PM – 2 NB Buses	No Service
421	Marysville	Downtown Seattle	I-5	AM – 6 SB Buses PM – 6 NB Buses	No Service
422	Stanwood	Downtown Seattle	SR 532 I-5	AM – 2 SB Buses PM – 2 NB Buses	No Service
821	Marysville	Northgate (Seattle)	I-5	AM – 6 SB Buses PM – 6 NB Buses	No Service

Source: Community Transit Route Schedules (accessed June 2024)

Note: In Fall 2024, routes to Seattle will be redirected to the Lynnwood Light Rail Station.

### DART Paratransit Service

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

Community Transit currently provides DART paratransit service to approximately 6,850 registered disabled patrons within Snohomish County, with over 120,000 annual boardings. Community Transit's paratransit service requirements are tied to the local service network. Dart service is operated under contract with Senior Services of Snohomish County.

### Vanpool Program and Rideshare Services

Community Transit's vanpool program is one of the largest in the nation. The fleet consists of 333 vehicles that include 7-, 12-, and 15-passenger vans, including mobility device lift-equipped vans for persons with disabilities. Vanpools serve commuter groups with an origin

or destination in Snohomish County. In 2023, vanpools provided 5 percent of all Community Transit passenger trips, or approximately 0.38 million rides.

Community Transit also offers ride-matching services throughout the region to those interested in carpooling and vanpooling. Commuters are matched by where they live, their destination, and their work schedule. When someone applies for a ride match, a list of others looking to share the ride are sent to the individual. In addition, the person's name will be added to the regional database of more than 25,000 commuters who want to share the ride.

### Commuter Trip Reduction (CTR) Plan

The City adopted a Commuter Trip Reduction (CTR) Plan in 1997, and then updated the plan in 2015 (Ord. 3047) to comply with State requirements. The CTR program aims to reduce drive alone vehicle trips for major employers which are defined as companies with 100 or more employees who arrive between 6 a.m. and 9 a.m. The 2015 update maintains the goal of reducing drive alone trips and vehicle-miles-traveled by 10 percent for CTR affected sites. The CTR plan also requires the designation of a transportation coordinator; distribution of information about alternatives to SOV commuting; and annual progress reports.

## Chapter 3. Forecasts and Alternatives Evaluation

In addition to addressing existing needs, the City must develop its transportation system to accommodate forecast growth. The GMA requires that the transportation planning horizon be at least ten years in the future. For the 2024 update, the City selected future year 2044 as the long-range planning horizon for the update to the Transportation Element.

The City's travel forecasting model was updated to support the City's transportation planning efforts. The travel demand model provides a tool for forecasting long-range traffic volumes based on the projected growth in housing and employment. The model is also useful in evaluating transportation system alternatives.

### Land Use Forecasts

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

The following summarizes the overall projected growth in residential dwelling units and employment that were used in forecasting the 2044 travel demands.

#### Residential Growth

Figure 14<sup>1</sup> shows the projected housing growth in Marysville. Overall, the number of dwelling units in the City is projected to grow by about 14,253 units, or an increase of about 55 percent over 2020. This is equivalent to a 1.85 percent annual growth rate.

As shown in Figure 14, housing in the southeast part of Marysville is projected to grow the most, accommodating about 39.5 percent of the growth in housing. This area has capacity to add up to 5,882 dwelling units by 2044. The East Sunnyside-Whiskey Ridge subarea is within this area. The central area of Marysville has capacity to add up to 5,603 units or 37.5 percent of City growth. The northern area of the City has capacity to add up to 3,443 new units (23 percent of new City growth).

#### Employment Growth

Figure 14 shows the projected employment growth in Marysville. Overall, the number of jobs in the Marysville UGA is projected to grow by about 17,616 jobs, or an increase of about 111 percent over 2019. This is equivalent to a 3.03 percent annual growth rate.

As shown in Figure 14, employment in the northern part of Marysville is projected to grow the most, accommodating about 76.1 percent of commercial growth. This area has capacity to add about 15,100 employees. The Cascade Industrial Center subarea is within this area and accounts for the large growth. The central area of Marysville has capacity for about 4,000 employees or 20.1 percent of the City's additional commercial capacity. The southeast area of the City has capacity for about 750 new employees (3.8 percent of the UGA's capacity).

<sup>1</sup> Figure 14 shows capacity figures which are slightly higher than the City's PSRC allocated growth targets; however, the travel demand model/forecast and the overall Comprehensive Plan are based on PSRC's growth targets. The key reason that additional employment capacity is shown in the northern part of the UGA is due to the substantial commercial and industrial development occurring in the Cascade Industrial Center (CIC). It should be noted that some of the land that represents surplus employment and housing capacity may be used to address the City's emergency housing allocation. The unannexed UGA (i.e. Lakewood School District complex) also contributes to the surplus employment capacity.

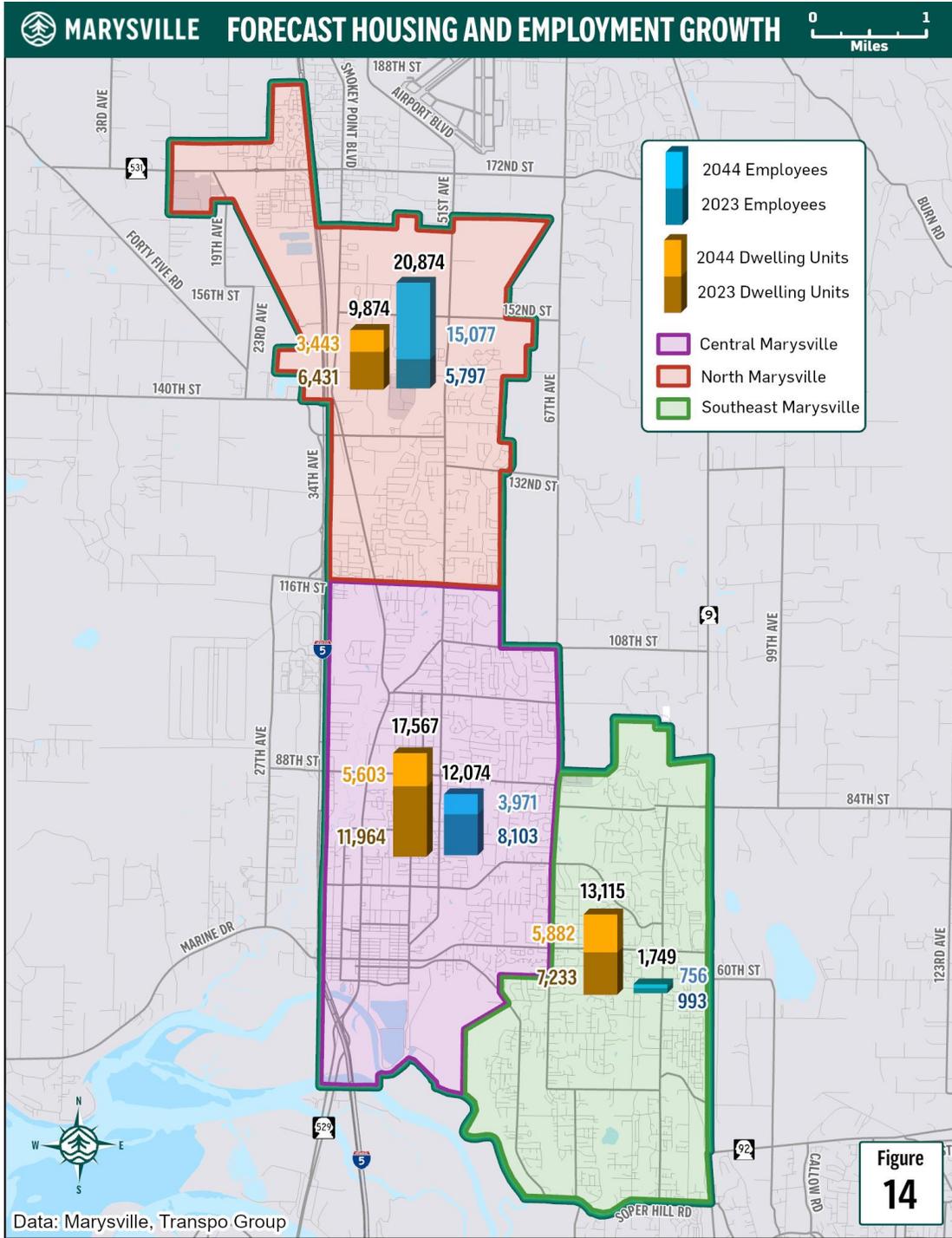


Figure 14. Forecast Housing and Employment Growth

## 2044 Baseline and Alternatives Evaluation

The updated travel forecasting model was used to convert the 2023 and forecast (2044) land use data into travel demands. The 2023 data were used to calibrate and validate the model. The 2044 model was used to forecast traffic volumes and travel patterns.

The 2044 forecast model was initially set up assuming currently committed and planned transportation improvement projects would be constructed by 2044. This scenario provides a baseline for identifying potential alternative transportation improvement needs. The results of the alternatives evaluation were used to establish a framework for the Transportation Systems Plan.

### 2044 Baseline Evaluation

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

- Interchange Projects
  - I-5 and 4th Street (SR 528)
  - I-5 and 88th Street
  - I-5 and 156th Street
- Intersection Projects
  - 172nd Street NE/11th Avenue NE
  - 172nd Street NE/English Crossing Boulevard – 19th Avenue NE
  - 160th Street NE/51st Avenue NE
  - 156th Street NE/47th Avenue NE
  - 152nd Street NE/51st Avenue NE
  - 152nd Street NE/67th Avenue NE
  - State Avenue/84th Street NE
  - Sunnyside Boulevard/52nd Street NE
- Major Widening
  - 172nd Street NE (English Crossing Boulevard – 19th Avenue NE to 27th Avenue NE)
  - 156th Street NE Extension (Smokey Point Boulevard to 51st Avenue NE)
  - 87th Avenue (35th Street NE to 40th Street NE)
- Reconstruction/Minor Widening
  - 172nd Street NE (11th Avenue NE to English Crossing Boulevard – 19th Avenue NE)
  - 51st Ave NE (160th Street NE to north City Limits)
  - 152nd St NE (Smokey Point Boulevard to 51st Avenue NE)

- 84th Street NE (83rd Avenue NE to SR 9)
- 40th Street NE (Sunnyside Boulevard to 83rd Avenue NE)
- 83rd Avenue NE (84th Street NE to Soper Hill Road)
- New Roadways
  - New roadways serving as access roads to new development
- Other Agencies
  - SR 531 (43rd Avenue NE to SR 9)
  - The baseline travel demand model also included major projects assumed in Arlington, Lake Stevens, and Snohomish County. Note SR 9 was not assumed widened north of SR 92 in the baseline scenario.

With the anticipated 2044 land use growth and baseline improvement projects, the Marysville Travel Demand Model was run to forecast 2044 traffic volumes on area roadways. Consistent with the existing traffic operations analysis, intersection level of service analysis was performed at study intersections. Figure 15 shows the resulting 2044 Baseline traffic operations. Based on this analysis all intersections operate within acceptable LOS standards except for the following locations:

- 132nd Street NE/51st Avenue NE
- 116th Street NE/State Avenue
- 88th Street NE/State Avenue
- Sunnyside Boulevard/Soper Hill Road/71st Avenue
- SR 9/84th Street NE
- SR 9/SR 92

### Need Evaluation and Project Identification

While the 2044 Baseline analysis showed some corridors or intersections over capacity, in some cases the solution may not be to expand capacity on that specific corridor. Providing additional capacity along parallel routes also may reduce the travel demands on the problematic corridors.

The following discussion provides context for why some projects were identified for different areas of the City. With the anticipated Transportation System Plan improvement projects (see Chapter 4), all roadways are expected to meet LOS standards.

#### **Lakewood Area**

This area has been a focus area of the City over the past 20 years. The 172nd Street NE corridor has been the primary access roadway for much of the growth that has occurred. The City has been proactively building alternate access points to the south with a connection to the 156th Street NE overpass at I-5, and plans for a future interchange as well. There are plans for new north-south and east-west circulation roadways to spread out the overall traffic and provide alternative travel routes. This includes City and Snohomish County plans to extend 156th Street NE to the Forty-Five Road with a BNSF railroad overcrossing. These are all needed to address the growth in residential and commercial land use in this small area.

#### **Cascade Industrial Center Area**

This has been a major focus area of the City in partnership with the City of Arlington. The area is starting to see major commercial developments being built and generating traffic. The new 156th Street NE Interchange with I-5 is intended to be a major access point for this area. As such, the 156th Street NE corridor would be built and expanded to help funnel new



**88th Street Corridor**

This corridor is a major east-west arterial for the City of Marysville and for Snohomish County to the east. The interchange with I-5 is scheduled to be upgraded in coordination with the Tulalip Tribe and WSDOT. The intersection with 88th Street NE and State Avenue is problematic due to high traffic demands in an area that is constrained by Quilceda Creek, a major BNSF railroad line, and two separately owned cemeteries. The City has been working to find creative solutions to maximize capacity within this limited space. Between State Avenue and 51st Avenue NE this corridor has over a mile of residential frontages with driveway access, which—coupled with the cemeteries—make adding new vehicle lanes very difficult.

**Downtown Area**

The downtown area has already seen new improvements with the Marysville Civic Center and the 1st Street Bypass. The planned interchange improvements at SR 529/I-5 and 4th Street/I-5 will improve vehicle access to this area of Marysville. The City envisions more commercial and residential redevelopment activity in the downtown area, increasing the need for a balance of vehicle, bike, and walk infrastructure that promotes overall safety and mobility in the area.

**Sunnyside Boulevard Corridor**

This corridor provides one of the few connections between downtown Marysville (along with I-5 interchanges) and the southeast section of the City. Given the lack of alternative feasible routes, it is anticipated that this corridor will need to be widened to two lanes in each direction to accommodate traffic demands. However, south of 52nd Street NE, traffic levels along this corridor are forecast to be low enough to remain one lane each direction. The full corridor throughout the City would need upgrades to meet City urban standards that will also provide sidewalks and/or trail facilities.

**Southeast City/Whiskey Ridge Area**

The entire southeast area of the City is experiencing rapid growth, and a series of roadway and trail connections are proposed to address connectivity and circulation within the area. The 83rd Avenue NE and 87th Avenue corridors would be upgraded to urban standards. A new east-west corridor at 40th Street NE will provide a major street connection between Sunnyside Boulevard and SR 9, including a new west leg at the SR 9/SR 92 intersection. Additional major trail facilities are anticipated as well in this area to accommodate active transportation modes.

**Non-Motorized System Evaluation**

Bicycle, pedestrian, and trail facilities play a vital role in the City's transportation environment. The Marysville 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 4) the pedestrian and bicycle LOS standards are based on the presence of facilities along designated routes (primary or secondary classifications). Non-motorized corridors identified as primary or secondary routes are not indicative of an implementation strategy, but rather they are used to make a distinction between routes that are more citywide or that extend completely through the community (primary), and those that serve to make the second leg of the journey to connect to destinations, extend into neighborhoods, or complete a loop (secondary). The primary and secondary networks are designated in the transportation system plans in Chapter 4.

Based on the system plan networks and LOS criteria, pedestrian and bicycle networks were evaluated and summarized on Figure 16 and Figure 17, respectively. Segments shown in green indicate LOS P2 for pedestrian networks and LOS B2 for bicycle networks, and represent that anticipated facilities are fully present. Segments shown in orange indicate LOS P1 and B1 and represent that adequate facilities are present. Segments shown in red indicate LOS NF and represent that few or no facilities are present.

### Pedestrian System Evaluation

As shown in Figure 16, the pedestrian system meets LOS standards in large sections of the City in the downtown area as well as areas to the east of downtown. In the north and southeast, new growth areas are shown as not currently meeting LOS standards but that is partly due to roadways being unbuilt at this time. As development occurs, these roadways will also be built and improve pedestrian LOS. The 51st Avenue NE corridor has been identified as a major spine of the City's overall pedestrian system, and key gaps remain in this corridor. 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.

### Bicycle System Evaluation

As shown in Figure 17, the bicycle system is beginning to take shape but still has major gaps in the primary and secondary roadways. Similar to the pedestrian system, many of the gaps are on roadways yet to be constructed. The long-term project list would implement the green or orange LOS for the bicycle network.

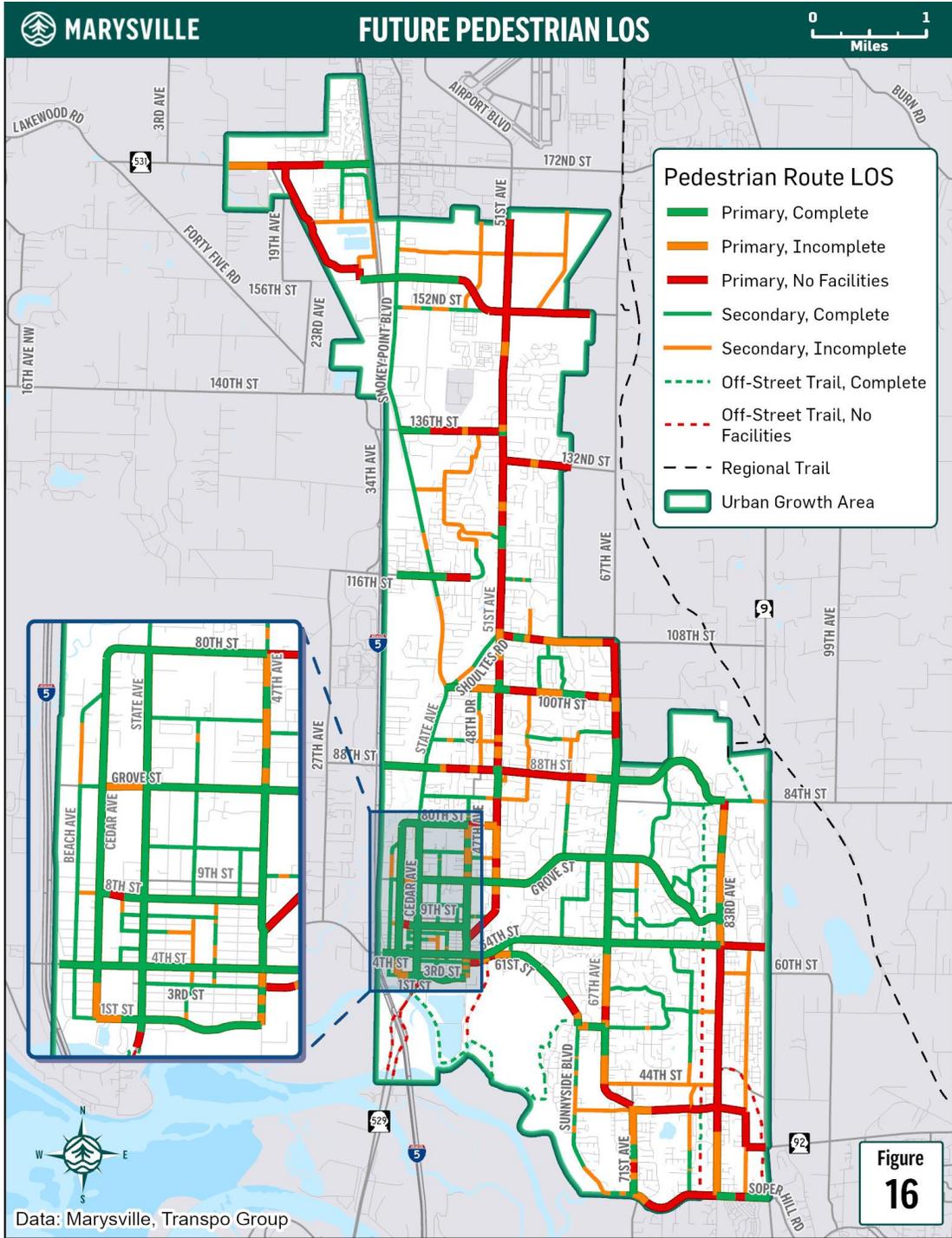


Figure 16. Future Pedestrian LOS

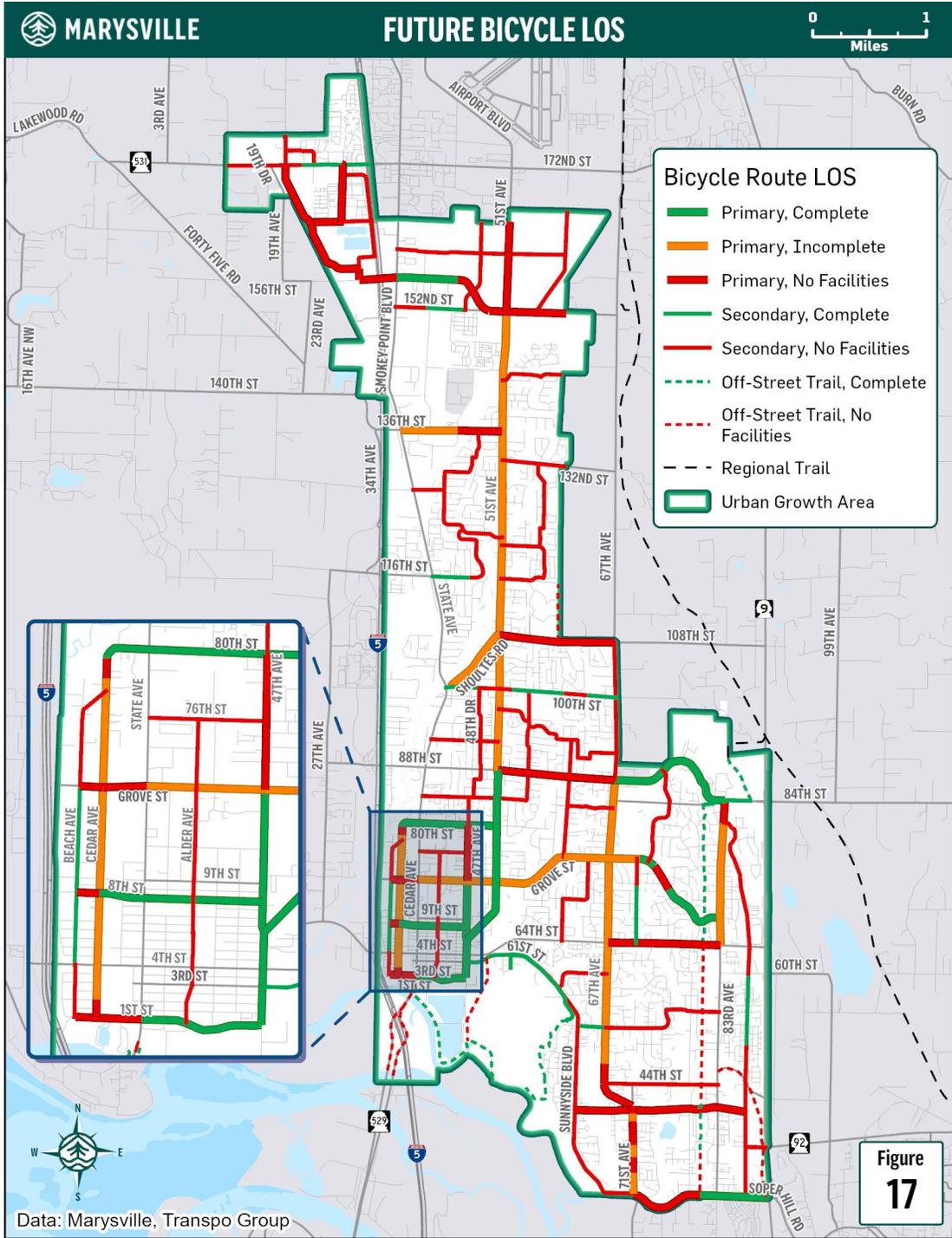


Figure 17. Future Bicycle LOS

## 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 Marysville 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. Corridor 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 an accessible EV charging infrastructure. There are two vehicle charging stations located at the city-owned parking lot serving the Civic Campus in downtown Marysville. Otherwise, there are no other City-provided charging infrastructure in the right-of-way or on City-owned properties (e.g., public parking lots).

### 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.

## Chapter 4. Transportation Systems Plan

The transportation systems plans provide the blueprint for improvement projects and programs to meet the multimodal transportation needs of the community. The transportation systems plans are based on the evaluation of existing system deficiencies and forecasts of future travel demands. The improvement projects and programs must be balanced with the availability of funding, as discussed in Chapter 5. The systems plan builds on the prior Comprehensive Plan, the subarea master plans, input from stakeholders, and the updated evaluation of existing and forecast conditions in Marysville.

The transportation systems plans are organized and presented by travel mode to provide an overview of key components of each element. However, the plans are integrated to create a multimodal transportation system. For example, improvements along arterial streets and highways also incorporate appropriate non-motorized improvements. The non-motorized systems were defined to support access to transit, and to provide alternatives to automobile travel within the City. As improvement projects move toward implementation, the City will conduct detailed design studies, supported with project-level environmental review, and input from the public and other stakeholders.

The plans illustrate how the City of Marysville's transportation system supports, and relies on, transportation facilities and programs provided by other agencies. These include new or improved interchanges with I-5, consistency of the arterial and collector road system, connectivity of trails and non-motorized transportation systems, additional transit service and facilities, and rideshare programs. The City will continue to coordinate with WSDOT, Snohomish County, adjacent cities, the Tulalip Tribes, and Community Transit to develop a comprehensive multimodal transportation system for the greater Marysville area.

### Streets and Highways

Streets and state highways are the core of the transportation system serving the City of Marysville and surrounding communities. They provide for the overall movement of people and goods, for a wide range of travel modes. Streets and highways serve automobile trips, trucks, transit, vanpools, carpools, and the majority of bicycle and pedestrian travel. Therefore, the streets and highways establish the framework for the overall transportation system for the City. Figure 18 highlights the highway and street system envisioned for the City of Marysville based on the size (number of lanes) and connectivity of City arterials.

The core of the street and highway system includes arterials and collectors. The City also has designated specific corridors as truck routes, which can affect the design features of specific improvement projects. The arterial system is supported by future connector roads to provide circulation and connectivity of the overall system.

### Arterial and Collector Classifications

Roadways within a network are typically classified based on their desired purpose, design, and function. Table 5 describes typical roadway functional classifications. Figure 20 shows the functional classification for streets within the City of Marysville and designated Urban Growth Area (UGA).

The general hierarchy of functional classification is based on the relationship between the function of the roadway and the surrounding land uses and the relationship between mobility and access (see Figure 19). For example, commercial developments will generally desire to locate along arterials or collectors due to a high amount of mobility and visibility. Likewise, it is desirable to have parks, schools, and residential homes located along collector or local streets due to lower traffic volumes and a high degree of access.



**Table 5. Functional Classifications**

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

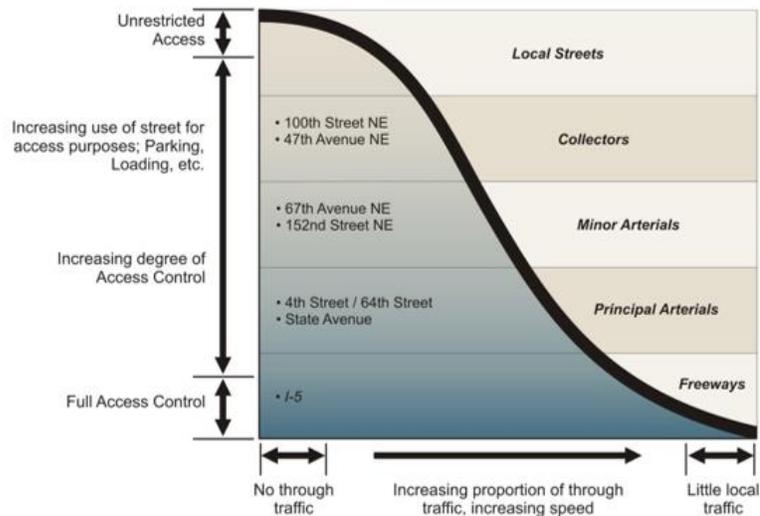


Figure 19. Classification Relationship between Mobility and Access

Figure 20 shows the functional classification for streets within the City of Marysville and designated Urban Growth Area. It also shows how the City’s arterial classifications connect with and support the surrounding regional transportation system.

The functional classifications incorporate changes identified in several City subarea master plans. The functional classification also reflects the analysis of the longer-range needs to serve growth through 2044.



### **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).

### **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. I-5 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).

### **Vehicle LOS 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 21 and described as follows:

- LOS A: Primarily free flow traffic operations at average travel speeds. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delays at intersections are minimal.
- LOS B: Reasonably unimpeded traffic flow operations at average travel speeds.
- LOS C: Stable traffic flow operations. However, ability to maneuver and change lanes may be more restricted.
- LOS D: 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.

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

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

For the City of Marysville, the vehicle LOS standard is set for unsignalized intersections and roundabouts as follows:

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

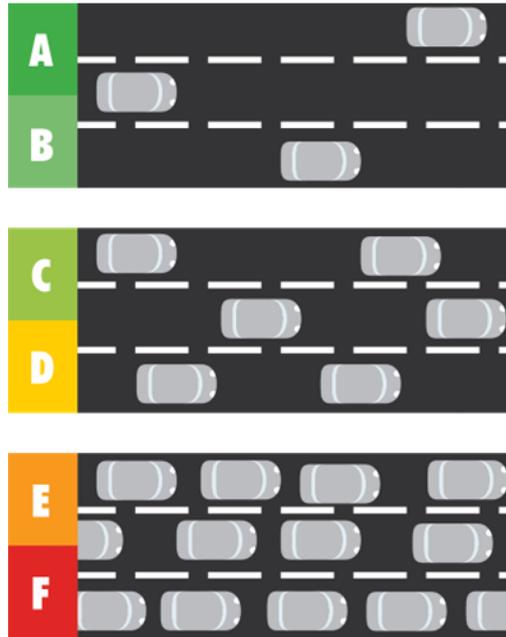


Figure 21. Illustration of Vehicle LOS

### Truck Routes

The City of Marysville has a significant level of truck activity. With the increased commercial and employment growth forecast through 2044, the level of truck activity will also increase.

As mentioned in Chapter 2, WSDOT's Freight and Goods Transportation System (FGTS) classifies state highways, county roads, and city arterials according to average annual gross truck tonnage.

In order to systematically address the needs of future truck travel, the City has adopted a defined system of truck routes as described in the Marysville Municipal Code Chapter 11.62 and is shown in Figure 9 (see page 20). The primary intent of the City Truck routes is to restrict truck travel from portions of the roadway network such as strictly residential areas or roadways that cannot physically accommodate trucks. The truck route system will continue to be evaluated and refined as the City develops.

The Smokey Point and Lakewood subareas are planned for significant commercial activity. This commercial growth will require additional truck routes. As appropriate, the City can designate arterials, collectors, and connector roads to serve these developing commercial areas. As necessary, new truck routes will be identified to connect to new I-5 interchange locations.

## New Road Connections

In addition to the classified arterials, the City recognizes the need for additional new road connections. The connector roads are needed to facilitate property access, circulation, and connectivity of the roadway system. New roads are needed to fill in gaps in the existing system, as well as serve the growth projected for the City.

Figure 22 shows the general locations of planned roads, including the future arterial routes shown on Figure 20. As shown, most planned connector roadways are located within the northern and southern portions of the City, where higher levels of development are expected. Specific alignments have not been identified for the planned connector roads. The alignments will be defined as part of future corridor studies or as adjacent properties are developed. Some of the other planned roads also may be classified as arterials in the future, depending on specific design and access requirements at the time the corridor is developed.

## Rail Crossings

The City of Marysville has the most at-grade crossings along the BNSF mainline of any city within the Puget Sound Regional Council planning area (see Economic Evaluation of Regional Impacts for the Proposed Gateway Pacific Terminal at Cherry Point, PRSC, 2014). The City has developed a strategy to increase the number of grade-separated rail crossings to improve mobility and safety within the City.

Several improvements would provide alternate routes from existing at-grade crossings. The SR 529 ramp improvements at I-5 would provide direct access to/from I-5 and Downtown Marysville, allowing traffic to avoid the at-grade crossings at 4th Street and 88th Street NE. In the north end of the City, the 156th Street NE interchange improvement would provide an alternate route for areas east of I-5, where currently the 116th Street NE interchange is impacted by the railroad near State Avenue. Improvements to 156th Street NE west of I-5 would also provide another grade-separated route to/from I-5 for west Snohomish County travelers (an alternate to the SR 531 rail crossing). Grade separation improvements are costly and likely not feasible directly at the 88th Street NE and 116th Street NE crossings due to geographic and land use constraints.

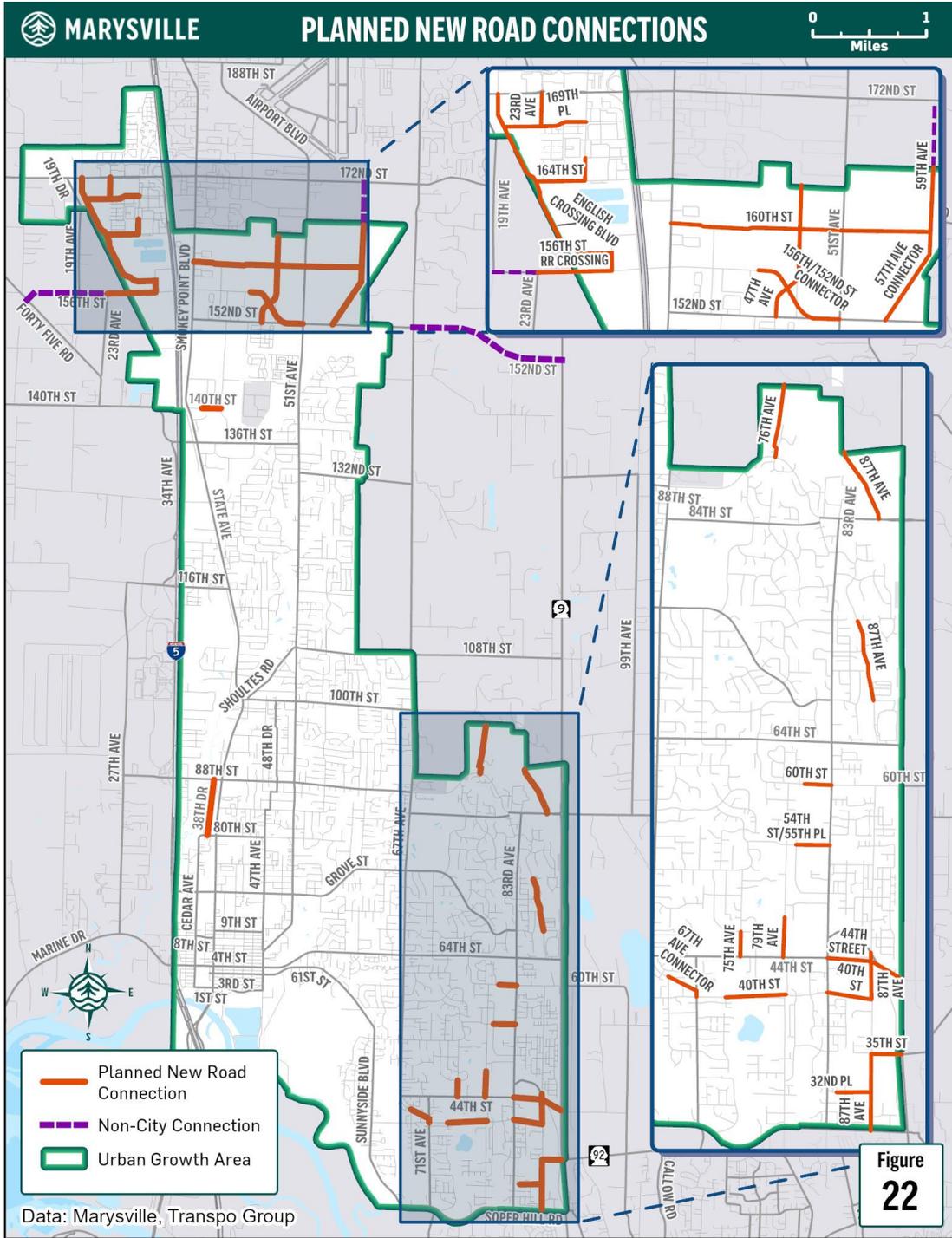


Figure 22. Planned New Road Connections

## Pedestrian System Plan

Sidewalks, walkways, and multiuse trails are integral to the City’s overall transportation system. A well-established system encourages healthy recreational activities, reduces vehicle demand on roadways, and enhances safety within the community. The City generally desires to have sidewalks or other pedestrian facilities on both sides of streets, unless special circumstances make it physically or cost prohibitive.

The City requires that new developments construct sidewalks on their internal streets and adjacent frontages. This process has helped the City convert the rural roadways developed under Snohomish County road standards into the urban facilities needed to support the additional growth and higher traffic volumes within the City. Developer improvements will continue to provide for a large portion of the ultimate pedestrian system; however, even with those improvements, some significant gaps would remain in sidewalks along arterial and collector corridors.

### Pedestrian System 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 citywide or that extend completely through the community (primary), and those that serve to make the second leg of the journey to connect to destinations, extend into neighborhoods, or complete a loop (secondary). These networks are defined in further detail in Table 6.

**Table 6. Pedestrian System Network Definitions**

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

The future pedestrian system plan, shown in Figure 23, provides a comprehensive network of pedestrian facilities for Marysville. The plan identifies an interconnected system of on-road and off-road (trail) facilities, which include sidewalks, pathways, and shared-use trails. The system is designed to facilitate pedestrian travel to key destinations in the City 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.

The City developed an ADA Transition Plan (December 2020) that evaluated pedestrian facilities throughout Marysville to identify and prioritize improvements necessary to create a more accessible environment for all roadway users. In conjunction with the pedestrian system plan shown in Figure 23, the ADA Transition Plan will be used to determine pedestrian infrastructure projects necessary to achieve the pedestrian vision outlined in the Transportation Element. In support of these efforts, 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.

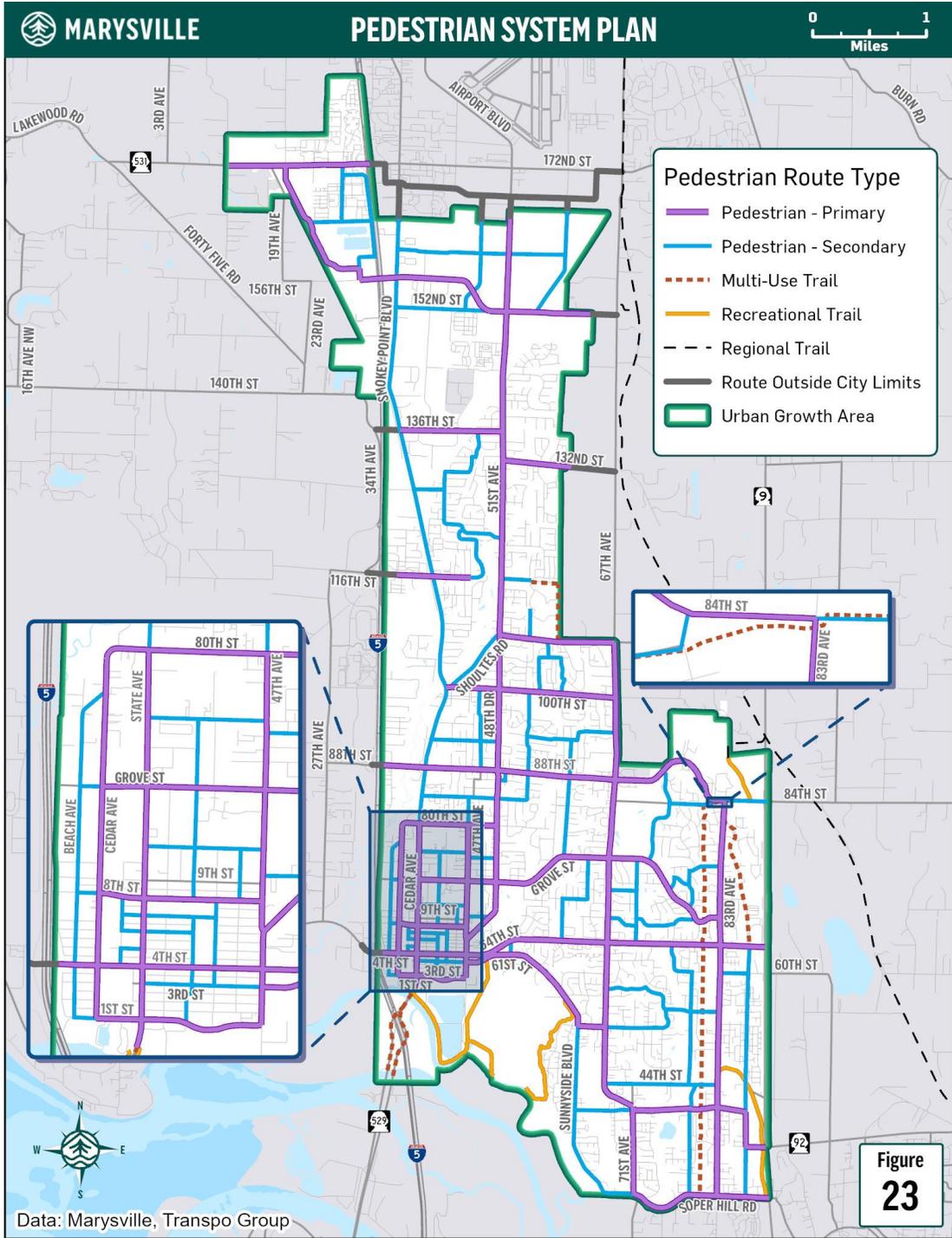


Figure 23. Pedestrian System Plan

Most of the additional pedestrian facilities identified within the City will be constructed as part of associated roadway projects. These may be constructed as part of developer frontage requirements or as part of a capital project by the City of Marysville or another agency. In some corridors, pedestrian facilities will be provided through development of multi-use trails separated from the travel lanes.

### Pedestrian LOS Standard

Pedestrian LOS standards were developed based on the future primary and secondary pedestrian networks. The LOS standards are shown in Figure 24 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.

The Pedestrian LOS P2 indicates a facility meets adopted roadway standards and has facilities on both sides of the street for primary routes, while a secondary facility may only have facilities on one side of the street. The Pedestrian LOS P1 indicates a primary route has facilities on only one side of the roadway, when both sides would be preferred. A Pedestrian LOS NF indicates no designated facilities are provided for pedestrians and is considered unacceptable.

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 a Pedestrian LOS P1 or better for primary routes and Pedestrian LOS P2 for secondary routes. The evaluation of future pedestrian LOS of the City's facilities is shown in Figure 16 (see page 38).

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

Figure 24. Pedestrian LOS Overview

## Bicycle System Plan

Like pedestrian amenities, bicycle facilities play a vital role in the City's transportation environment. The City's bicycle system plan is comprised of facilities that promote mobility without the aid of motorized vehicles. These facilities are essential to ensure that the transportation system provides safe and healthy transportation options for all users of the system.

### Bicycle System 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. These networks are defined in further detail in Table 7.

**Table 7. Bicycle System Network Definitions**

Hierarchy	System Function
Primary Network	Located along roadways providing direct connectivity throughout the City. These roadways are intended to provide a safe and comfortable biking environment for all users. Thus, these roadways will often provide dedicated bicycle facilities with additional safety enhancements, as appropriate, based on the context of the roadway.
Secondary Network	Provide connectivity through neighborhoods and connect to the Primary Network. Vehicles and bicycles may share the roadway on some low-volume, low-speed roadways within this network.

Bicycle facilities for each roadway (either within the Primary or Secondary Networks) were determined based on the context of roadway. The bicycle network will be composed of a variety of bicycle facility types (e.g., bike lanes, bike routes, multi-use paths, and recreational trails). Project-level planning and engineering studies are still required to determine feasibility of selected bicycle treatments on a project-by-project basis.

Figure 25 shows the planned bicycle system classification plan for Marysville and the surrounding areas. The bicycle system plan, when completed will provide a comprehensive network of attractive bicycle facilities between the City's residential neighborhoods, the transit system, employment areas, schools, and parks. Trails are included in the bicycle network since these connections help complete the bicycle network. Figure 26 shows the type of bicycle facilities envisioned for each segment of the bicycle system.

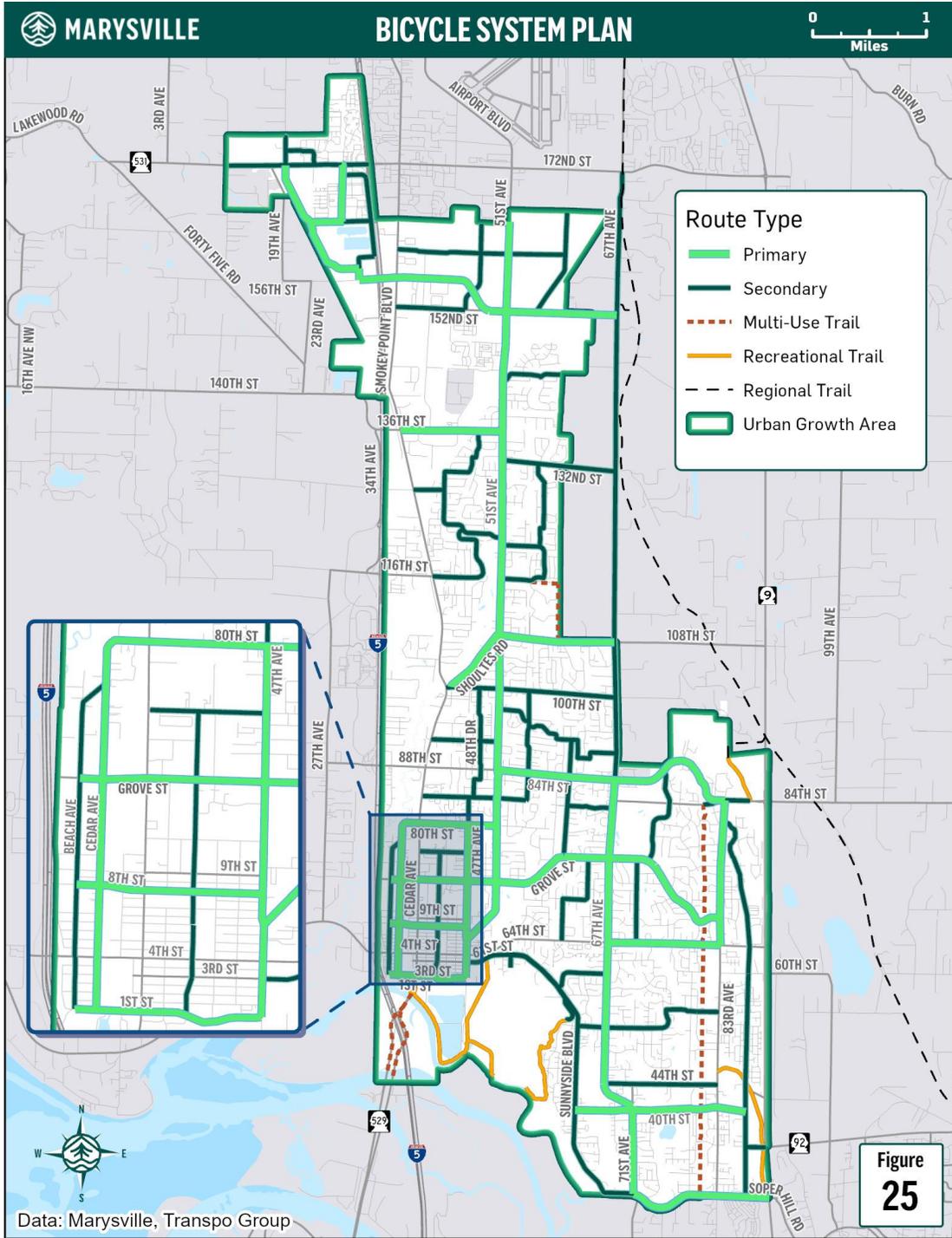


Figure 25. Bicycle System Plan: Classification

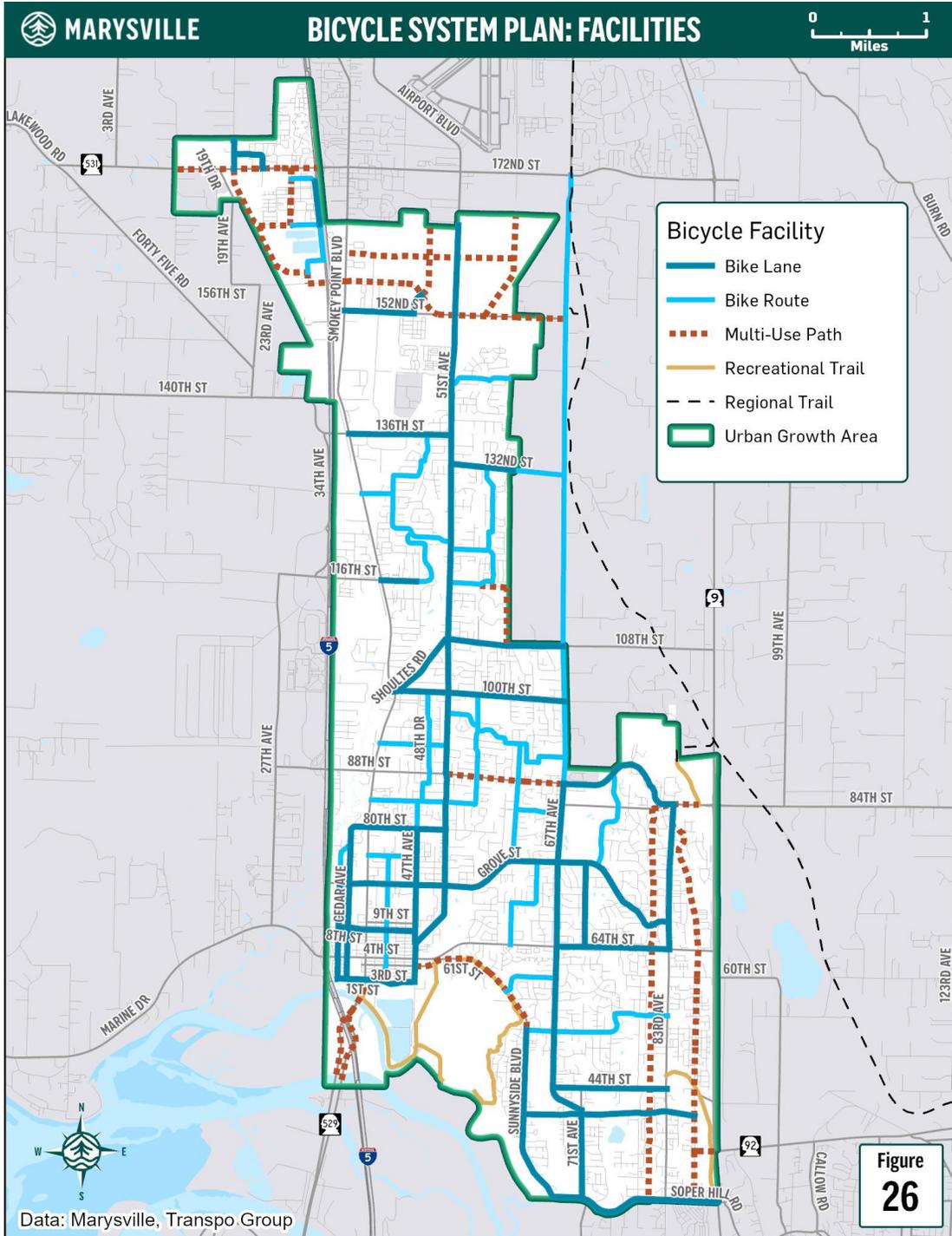


Figure 26. Bicycle System Plan: Facilities

### Bicycle LOS Standard

Bicycle LOS standards were developed based on the presence of bike facilities on key corridors within the City’s future primary and secondary pedestrian networks. This bicycle system was first identified in coordination with the City. The LOS standards are shown in Figure 27 and provides flexibility for the types of facilities along each roadway. The LOS designations are shown in green, orange, and red.

A Bicycle LOS B2 indicates the provided bicycle facilities along a primary roadway provide an acceptable bicycle stress level, while a secondary roadway’s bicycle facilities may provide a higher stress level. A Bicycle LOS B1 indicates a primary route has facilities but may operate at a higher stress level. A Bicycle LOS NF indicates no designated facilities are provided for bicycles and is considered unacceptable.

The City utilizes these 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 land use plan. The long-term project list identified in the Transportation Element would implement the Bicycle LOS B1 or better for primary routes and Bicycle LOS B2 for secondary routes. The evaluation of future bicycle LOS of the City’s facilities is shown in Figure 17 (see page 39).

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

Figure 27. Bicycle LOS Overview

### **Transit**

In order to provide a comprehensive transportation system, the City of Marysville recognizes the importance of transit and transportation demand management (TDM) programs. In general, these programs build on regional programs with some refinements to reflect the specific needs of the City.

### Community Transit Long Range Plan

Journey 2050 is Community Transit’s vision for providing more service, more choices, and one easy-to-use system through 2050. As the long-range service and capital vision, Journey 2050 details the service expansion and capital investments necessary to meet growing population and employment demands, while also providing a system that is equitable, efficient, and environmentally friendly. Community Transit envisions expanding bus service by 2050, reducing headways providing riders with more convenient options for traveling by transit and decreasing the time it will take to get there. Journey 2050 envisions the implementation of bus rapid transit (BRT) service throughout Snohomish County, supported by regular bus service with headways of 30 minutes or less along all lines as part of the long-

range 2050 network. The improvements necessary to support the planned network are ambitious, integrated with the services of other agencies, and are not yet fully funded.

### Transit Development Plan

The Transportation Element has been coordinated with Community Transit's 2024-2029 Transit Development Plan. Currently, transit service in Marysville is provided along several key corridors within the City: State Avenue, 51st Avenue NE, 88th Street NE, and SR 528. These existing routes serve the four Park & Ride lots located within the City. Community Transit regularly reviews its service plans and route structure to address possible improvements or reductions in service.

As part of the Transit Development Plan, Community Development plans for the implementation of the Swift Gold Line in 2029, which will provide bus rapid transit (BRT) service between downtown Everett and the Smokey Point Transit Center. This line will serve the communities of Everett, Marysville and Arlington, as well as the Cascade Industrial Center in the northern part of the City. Planned alignments and station locations within Marysville are being identified. City roadways being considered for the Swift Gold Line include State Avenue/Smokey Point Boulevard, Shoultes Road, and 51st Avenue NE. The route is expected to serve the Marysville Cedar & Grove Park & Ride station.

In addition, the Transit Development Plan identifies several changes to local bus service in the City, including a new route providing service between Marysville with the Quil Ceda Village on the Tulalip Reservation. Additional minor route changes to other local and express route service are planned for the City. These changes are expected following the opening and full operation of the Sound Transit Line 1 light-rail extension to Lynwood in 2026.

In the long term, to support future development activity, the City encourages Community Transit to implement the recommendations in their Transit Development Plan to provide improved coverage and increased service frequency, especially on the weekends. Increased service frequency and coverage is desired by the City to make transit use more convenient and to meet growing local travel demands. The Marysville Transportation Element provides for the following transit/public transportation services and facilities:

### Regional Transit Routes

Fixed route bus service should continue to be enhanced to provide more frequent regional transit services between Marysville, Everett, and Seattle. Changes to future routes should be consistent with the Journey 2050 Plan and the needs of the Marysville community, based on a collaborative planning process engaging local community members.

### Carpooling and Vanpooling

Community Transit should continue to offer tools to encourage carpooling and vanpooling by City residents. The City will work with Community Transit to increase awareness that carpooling and vanpooling programs and resources are provided.

### Transit Accessibility

The City will coordinate with Community Transit in the evaluation of accessibility to public transportation facilities. The City's road standards require sidewalks on all streets thereby supporting transit service accessibility. The sidewalk and active transportation projects identified as part of the Transportation Element seek to prioritize connection to key arterials along which transit buses operate. The City will continue to work with Community Transit to ensure high-quality transit services and facilities are maintained as the City continues to grow.

## Transportation Demand Management Program

In addition to improving the transit system, expansion of existing TDM programs are recommended to reduce the overall amount of travel by single-occupancy vehicles within the City. TDM programs are coordinated with regional agencies such as Snohomish County, Community Transit and PSRC.

The City of Marysville has adopted a Commute Trip Reduction (CTR) plan (see Chapter 11.52 of the Municipal Code). The plan establishes goals consistent with the state legislation (RCW 70.94.521) and focuses on major employers located in the city. Strategies focus on transit incentives, ridesharing services, parking management and work scheduling.

- **Transit Incentives** – Employers can provide free or reduced-rate transit passes to all employees.
- **Ridesharing** - Employers can develop and maintain a database of home addresses to facilitate carpool and vanpool matching between employees working on the same site. Employers can also provide financial incentives or reserved parking spaces for carpool and vanpool vehicles.
- **Flexible Work Schedules** – Flexible work hour schedules allow employees to adjust start/end times to accommodate carpools, vanpools, or transit options. Alternative work schedules can also be used to reduce the number of days an employee commutes during peak travel periods. These programs help reduce the need for adding capacity to highways and arterials, and reduce the levels of peak hour congestion.
- **Telecommuting** – The use of telecommunications technology can allow many employees to work from home, reducing the need for travel to and from a work site for some workdays.
- **Secured Bicycle Parking and Showers** – Secured bicycle parking could be provided in the vicinity of major employment centers, preferably in a covered, weather-protected area. Shower facilities at work sites are also desirable to encourage commuting by bicycle.

## Transportation Improvement Projects and Programs

The City has identified a comprehensive list of multimodal transportation system improvement projects and programs. The multimodal improvement projects address transportation needs within the existing City limits. It also identifies improvement projects within the City's unincorporated UGA needed to serve future growth within the area as it is annexed. Improvements under other jurisdictions include ongoing or previously identified projects as well as potential improvements identified by the City of Marysville. The City will continue to coordinate with the other agencies in their transportation planning efforts to facilitate development of a comprehensive transportation system for the City and surrounding communities. Figure 28 shows a map of the projects. The projects were categorized as follows:

- **Intersection Improvement** – upgrading an intersection through addition of turn lanes and/or modification of traffic controls (e.g., traffic signal, stop signs, etc.).
- **Other Agency Intersection Projects** – includes improvements to intersections (e.g., addition of turn lanes, modification of traffic control, etc.) lead by another agency (e.g., WSDOT, adjacent jurisdiction, private developer, etc.)

- **Major Widening Improvements** –includes projects to widen an existing corridor to add additional through travel lanes and turn lanes to increase capacity. Appropriate active transportation facilities would be incorporated.
- **Minor Widening Improvements** – reconstructing and/or upgrading roadways to serve anticipated traffic volumes and active transportation needs. May include addition of turn lanes at intersections or construction of a center, two-way left-turn lane.
- **New Road** – constructing a new arterial or collector road, including appropriate active transportation facilities.
- **Active Transportation** – projects that primarily focus on upgrading or completing bicycle and/or pedestrian facilities. This includes multi-use trails and recreational trails.
- **Other Agency Projects** – roadway improvement projects lead by another agency (e.g., WSDOT, adjacent jurisdiction, private developer, etc.)
- **Programs** – The City has an extensive maintenance and operations (M&O) program to preserve the various components of the transportation system. The M&O program covers general administration, roadway and storm drainage maintenance, street lighting, sidewalk maintenance and constructing traffic signals and signs, street cleaning, and safety programs. It also includes a program to enhance traffic signal operations through implementation of an Intelligent Transportation System (ITS) program for the City.

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

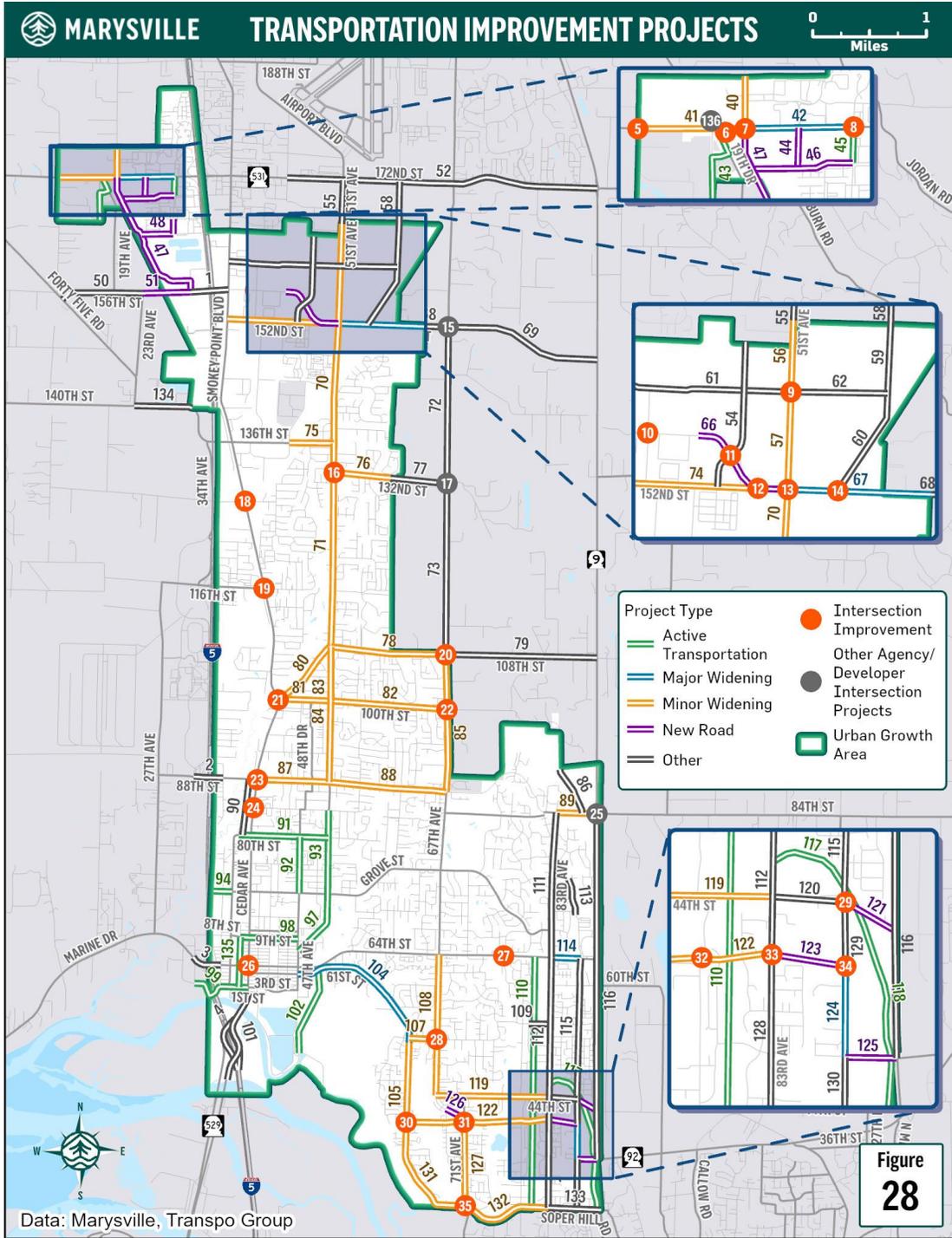


Figure 28. Transportation Improvement Projects

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**Table 8. List of Transportation Improvement Projects and Programs**

ID	Type	Name	Extents	Description	Timing	2024 Cost
1	IC	156th St NE & I-5 Ramps	NA	Construct single-point urban interchange (SPUI). Upgrade 156th St NE to 6-7 lane roadway near interchange. At Smokey Point Blvd/156th St NE intersection, provide two NB left-turn lanes and separate EB and SB right-turn lanes. Provide walk and bike facilities to connect multi-use trails on each side of interchange	Mid	Other Agency
2	IC	88th St NE & I-5 Ramps	NA	Add roundabouts at the NB and SB ramps as well as 34th Ave NE and 36th Avenue. All roundabouts will be 2 lane east-west; 1 lane north-south; corridor will have capacity for 2 lanes in each direction.	Short	Other Agency
3	IC	SR 528 (4th St) & I-5 Ramps	NA	Add roundabouts at the NB and SB ramps as well as 33rd Ave NE/Marine Dr NE. All roundabouts will be 2 lane east-west; 1 lane north-south; corridor will have capacity for 2 lanes in each direction.	Short	Other Agency
4	IC	SR 529 & I-5 Ramps	NA	Add new ramp from SB SR 529 to SB I-5, and new ramp from NB I-5 to NB SR 529; A new roundabout will be constructed on east side of interchange.	Short	Other Agency
5	INT	172nd St NE/ 11th Ave NE	NA	Construct roundabout	Mid	\$2,010,000
6	INT	172nd St NE/ Railroad Crossing	NA	Widen crossing to 2/3 lanes with walk/bike facilities	Long	\$2,000,000
7	INT	172nd St NE/ English Crossing Blvd – 19th Ave NE	NA	Construct multi-lane roundabout	Short	\$2,000,000
8	INT	172nd St NE/ 27th Ave NE	NA	Minor modifications to the traffic signal. Add EB right-turn lane	Mid	\$400,000
9	INT	51st Ave NE/ 160th St NE	NA	Construct turn lane(s) and traffic signal	Long	\$2,330,000
10	INT	156th St NE/ 39th Ave NE	NA	Construct traffic signal	Long	\$1,600,000
11	INT	156th St NE/ 47th Ave NE	NA	Construct multi-lane roundabout	Mid	\$4,500,000
12	INT	156th St NE/152nd St NE	NA	Construct traffic signal	Long	\$1,990,000
13	INT	152nd St NE/ 51st Ave NE	NA	Construct traffic signal	Short	\$1,600,000
14	INT	152nd St NE/ 55th Ave NE	NA	Construct traffic signal	Mid	\$1,600,000
15	INT	152nd St NE/ 67th Ave NE	NA	Construct roundabout	Mid	Other Agency
16	INT	51st Ave NE/ 132nd St NE	NA	Construct traffic signal	Mid	\$1,070,000

17	INT	67th Ave NE/ 132nd St NE	NA	Construct turn lane(s) and traffic signal	Mid	Other Agency
18	INT	State Ave/ 128th St NE	NA	Add turn lane(s) on east leg	Long	\$1,500,000
19	INT	State Ave/ 116th St NE	NA	Add WB through Lane; add SB right-turn lane and overlap phase. Remove EB/WB split phasing.	Short	\$1,500,000
20	INT	67th Ave NE/ 108th St NE	NA	Construct traffic signal or roundabout	Mid	\$3,350,000
21	INT	State Ave/ 100th St NE/ Shoultes Rd	NA	Improve operations at these tightly spaced intersections. Improvements still to be defined.	Long	\$4,500,000
22	INT	67th Ave NE/ 100th St NE	NA	Construct traffic signal	Mid	\$800,000
23	INT	State Ave/ 88th St NE	NA	Construct intersection improvements to increase capacity. Cost assumes a continuous flow intersection concept.	Mid	\$7,545,000
24	INT	State Ave/ 84th St NE	NA	Add west leg to intersection, including rail crossing. Install signal and close adjacent private rail crossings.	Mid	\$2,650,000
25	INT	84th St NE/ SR 9	NA	Roundabout improvements	Long	Other Agency
26	INT	SR 528/ State Ave	NA	Modify turn radius	Short	\$1,860,000
27	INT	SR 528/ 76th Ave NE	NA	Construct traffic signal	Mid	\$800,000
28	INT	67th Ave NE/ 52nd St NE	NA	Construct traffic signal	Short	\$2,049,000
29	INT	87th Ave NE/ 44th St NE	NA	Construct roundabout	Long	\$3,350,000
30	INT	Sunnyside Blvd/ 40th St NE	NA	Construct traffic signal	Long	\$1,600,000
31	INT	71st Ave NE/ 40th St NE	NA	Construct traffic signal	Long	\$1,600,000
32	INT	79th Ave NE/ 40th St NE	NA	Construct traffic signal	Long	\$1,600,000
33	INT	83rd Ave NE/ 40th St NE	NA	Construct traffic signal	Long	\$1,600,000
34	INT	87th Ave NE/ 40th St NE	NA	Construct roundabout	Long	\$4,500,000
35	INT	Sunnyside Blvd/ Soper Hill Rd	NA	Construct roundabout	Long	\$5,500,000
40	MIN	19th Ave NE	North City Limits to 172nd St NE	Reconstruct and widen to 2/3 lane arterial including sidewalks	Long	\$3,660,000
41	MIN	172nd St NE	11th Ave NE to English Crossing Blvd – 19th Ave NE	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Long	\$4,409,000
42	MAJ	172nd St NE	English Crossing Blvd – 19th Ave to 27th Ave NE	Widen roadway to 4/5 lane arterial with 20 ft planted buffer and multiuse trails (both sides); second EB lane still needed	Short	\$7,500,000
43	ACT	Lakewood School Trail	172nd St NE to English Crossing Elementary	Construct multi-use trail	Mid	\$810,000
44	NEW	23rd Ave NE	172nd St NE to 169th Place NE	Construct 2 lane roadway	Short	\$3,210,000

45	ACT	27th Ave NE	172nd St NE to 169th PI NE	Construct multi-use trail (one side)	Short	\$930,000
46	NEW	169th PI NE	English Crossing Blvd – 19th Ave NE to 27th Ave NE	Construct 2 lane roadway	Mid	\$8,440,000
47	NEW	English Crossing Blvd – 19th Ave NE Extension	172nd St NE to 156th St NE	Construct new 2/3 lane roadway with multi-use trail on one side	Short	\$34,250,000
48	NEW	164th St NE	English Crossing Blvd – 19th Ave NE Connector to 27th Ave NE	Construct 2 lane roadway	Short	\$5,070,000
49	NEW	27th Ave NE	165th St NE vicinity to 164th St NE	Construct 2/3 lane roadway	Mid	\$3,630,000
50	NEW	156th St NE Connection	Forty-Five Rd to 23rd Ave NE	Construct 2/3 lane arterial between Forty-Five Rd and the new RR overcrossing. Alignment may shift north or south depending on design details.	Long	Other Agency
51	NEW	156th St NE RR Crossing	23rd Ave NE to 30th Ave NE	Construct 2/3 lane roadway. Includes new grade separated crossing of railroad tracks, and new intersection control at 30th Ave NE	Long	\$23,600,000
52	MAJ	SR 531	43rd Ave NE to SR 9	Widen to 4/5 lane arterial	Long	Other Agency
53	NEW	47th Ave NE	168th St NE to City Limits	Construct 2/3 lane roadway	Mid	Developer
54	NEW	47th Ave NE	City Limits to 152nd St NE	Construct 2/3 lane roadway	Mid	Developer
55	MIN	51st Ave NE	SR 531 to City Limits	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Mid	Other Agency
56	MIN	51st Ave NE	City Limits to 160th St NE	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Mid	\$4,000,000
57	MIN	51st Ave NE	160th St NE to 152nd St NE	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Mid	\$5,800,000
58	NEW	59th Ave NE	SR 531 to City Limits	Construct 2/3 lane roadway	Mid	Developer & Other Agency
59	NEW	59th Ave NE	City Limits to 160th St NE	Construct 2/3 lane roadway	Mid	Developer
60	NEW	57th Ave NE Connector	160th St NE to 152nd St NE	Construct 2/3 lane roadway	Mid	Developer
61	NEW	160th St NE	Smokey Point Blvd to 51st Ave NE	Construct 2/3 lane roadway	Mid	Developer
62	NEW	160th St NE	51st Ave NE to 59th Ave NE	Construct 2/3 lane roadway	Mid	Developer
66	NEW	156th/152nd St Connector	43rd Ave NE to 51st Ave NE	Widen to 4/5 lane arterial roadway	Mid	\$17,030,000
67	MAJ	152nd St NE	51st Ave NE to City Limits	Widen to 4/5 lane arterial including sidewalks and multiuse trail	Long	\$12,000,000

68	MAJ	152nd St NE	City Limits to 67th Ave NE	Widen to 4/5 lane arterial including sidewalks and multiuse trail	Long	Other Agency
69	NEW	152nd St NE	67th Ave NE to SR 9	ROW preservation for 3 lane arterial	Long	Other Agency
70	MIN	51st Ave NE	152nd St NE to 136th St NE	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Long	\$15,870,000
71	MIN	51st Ave NE	136th St NE to 108th St NE	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Long	\$27,960,000
72	MIN	67th Ave NE	152nd Street to 132nd St NE	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Long	Other Agency
73	MIN	67th Ave NE	132nd St NE to 108th St NE	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Long	Other Agency
74	MIN	152nd St NE	Smokey Point Blvd to 47th Ave NE	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Short	\$3,110,000
75	MIN	136th Street	45th Ave to 51st Ave	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Long	\$4,500,000
76	MIN	132nd St NE	51st Ave to City Limits	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Long	\$6,000,000
77	MIN	132nd St NE	City Limits to 67th Ave NE	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Long	Other Agency
78	MIN	108th St NE	51st Ave NE to 67th Ave NE	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Long	\$8,570,000
79	MIN	108th St NE	67th Ave NE to SR 9	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Long	Other Agency
80	MIN	Shoultes Rd	100th St NE to 108th St NE	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Long	\$8,050,000
81	MIN	100th St NE	Shoultes Rd to 51st Ave NE	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Mid	\$3,330,000
82	MIN	100th St NE	51st Ave NE to 67th Ave NE	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Long	\$9,240,000
83	MIN	51st Ave NE	108th St NE to 100th St NE	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Long	\$6,010,000

84	MIN	51st Ave NE	100th St NE to 88th St NE	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Long	\$9,080,000
85	MIN	67th Ave NE	108th St NE to 88th St NE	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Long	\$11,440,000
86	NEW	87th Ave NE	98th St NE to 84th St NE	Construct 2/3 lane roadway	Short	Developer
87	MIN	88th St NE	State Ave to 55st Ave	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Short	\$22,400,000
88	MIN	88th St NE	55th Ave NE to 67th Ave NE	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Mid	\$31,500,000
89	MIN	84th St NE	83rd Ave NE to SR 9	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Long	\$2,801,000
90	NEW	38th Dr NE	88th St NE to 80th St NE	Developer project. Construct connector including sidewalks and multi-use trail	Mid	Developer
91	ACT	80th St NE	Cedar Ave to 51st Ave NE	Construct missing sidewalks (both sides) and bike facilities	Long	\$3,000,000
92	ACT	47th Ave NE	80th St NE to Grove St	Construct missing sidewalks (both sides)	Mid	\$1,780,000
93	ACT	51st Ave NE	84th St NE to Grove St	Construct missing sidewalks (both sides) and bike facilities	Short	\$9,470,000
94	ACT	Grove St	Cedar Ave to Ash Ave	Construct missing sidewalks (one side) and bike facilities	Long	\$1,690,000
97	ACT	Armar Rd	Grove St to 47th Ave NE	Construct missing sidewalks (both sides)	Short	\$5,450,000
98	ACT	8th St	Delta Ave to 47th Ave NE	Add bicycle facilities to corridor for network connectivity	Short	\$130,000
99	ACT	60th PI NE	1st St/Beach Ave to 60th PI/33rd Ave NE	Coordinate with Tulalip Tribes to construct bike facilities	Long	\$270,000
100	ACT	1st Street	Cedar Ave to State Ave	Construct missing sidewalks (both sides) and bike facilities	Long	\$290,000
101	ACT	SR 529 Multi-use Trail	1st St to Everett	Construct two-way multi-use trail along east side of northbound SR 529.	Long	Other Agency
102	ACT	Ebey Waterfront Trail	61st St NE to existing trail	Construct missing multiuse trail segment	Long	\$1,300,000

104	MAJ	Sunnyside Blvd	47th Ave NE to south of 52nd St NE	Widen to 4/5 lane arterial including sidewalks and multiuse trail. Include traffic control and intersection geometry improvements where needed.	Long	\$13,250,000
105	MIN	Sunnyside Blvd	South of 52nd St NE to 40th St	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Long	\$9,390,000
107	MIN	52nd St NE	Sunnyside Blvd to 67th St NE	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Long	\$680,000
108	MIN	67th Ave NE	SR 528 to 44th St NE	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Long	\$12,800,000
109	NEW	54th St/55th Pl	83rd Ave to Bayview Trail	Construct 2/3 lane roadway	Long	Developer
111	MIN	83rd Ave NE	84th St NE to SR 528	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Mid	Developer
112	MIN	83rd Ave NE	SR 528 to 40th St NE	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Mid	Developer
113	NEW	87th Ave NE	75th St NE to 70th St NE	Construct 2/3 missing road sections along corridor	Long	Developer
114	MAJ	SR 528	83rd Ave NE to 87th Ave NE	Widen to 4/5 lanes including sidewalks	Long	\$12,300,000
115	NEW	87th Ave NE	SR 528 to Sunnyside School Rd	Construct 2/3 lane roadway	Mid	Developer
116	MAJ	SR 9	84th St NE to SR 92	Widen to 4/5 lanes and provide multiuse trail (one side, project extent).	Long	Other Agency
117	ACT	Sunnyside School Rd	83rd Ave NE to 87th Ave NE	Convert roadway into multiuse trail; add trail crossing facilities at key locations	Long	\$50,000
118	ACT	Densmore Rd/Sunnyside School Rd	87th Ave NE to Soper Hill Rd	Convert roadway into multiuse trail; add trail crossing facilities at key locations	Long	\$670,000
119	MIN	44th St NE	67th Ave NE to 83rd Ave NE	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Long	\$12,460,000
120	NEW	44th Street	83rd Ave NE to 87th Ave NE	Construct 2/3 lane roadway	Long	Developer
121	NEW	44th St NE/East Sunnyside School Rd/42nd St NE	87th Ave NE to SR 9	Construct 2/3 lane roadway	Long	\$6,870,000
122	MIN	40th St NE	Sunnyside Blvd to 83rd Ave NE	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Mid	\$17,554,000

123	NEW	40th St NE	83rd Ave NE to 87th Ave NE	Construct 4/5 lane arterial	Mid	\$3,650,000
124	MAJ	87th Ave NE	40th St NE to 35th St NE	Reconstruct 4/5 lane arterial including sidewalks. Use Densmore Rd for bike connectivity.	Mid	\$8,911,000
125	NEW	35th St NE	87th Ave NE to SR 9	Construct 4/5 lane arterial including sidewalks and multi-use trail connectivity. Requires expansion of SR 9/SR 92 intersection.	Mid	\$6,097,000
126	NEW	67th Ave Connector	67th Ave NE/44th St NE to 71st Ave NE/40th St NE	Construct 2/3 lane roadway	Long	\$10,310,000
127	MIN	71st Ave NE	40th St NE to Sunnyside Blvd / Soper Hill Rd	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Long	\$8,040,000
128	MIN	83rd Ave NE	40th St NE to Soper Hill Rd	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Long	Developer
129	NEW	87th Ave NE	Sunnyside School Rd to 40th St NE	Construct 2/3 lane roadway	Mid	Developer
130	NEW	87th Ave NE	35th St NE to Soper Hill Rd	Construct 2/3 lane roadway	Long	Developer
131	MIN	Sunnyside Blvd	40th St NE to 71st Ave NE	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Long	\$14,800,000
132	MIN	Soper Hill Rd	71st Ave NE to 83rd Ave NE	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Long	\$12,830,000
133	MIN	Soper Hill Rd	83rd Ave NE to SR 9	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Mid	Other Agency
134	MIN	140th St NE	23rd Ave NE to 31st Ave NE	Reconstruct and widen to 2/3 lane arterial including sidewalks and bike facilities	Long	Other Agency
135	ACT	Delta Ave Woonerf	1st St to 8th St	Reconstruct missing segments to Woonerf. Add pedestrian signal crossing at SR 528.	Long	\$4,360,000
136	INT	172nd St NE/19th Drive	NA	Construct roundabout (west side of railroad)	Short	\$3,350,000
201	PRO G	Operations/Maintenance	NA	Operations/Maintenance Program	NA	NA
202	PRO G	Transit	NA	Support implementation of Community Transit service	NA	NA

203	PRO G	Intelligent Transportation System Program	NA	Implement Intelligent Transportation Systems Program to improve signal coordination and management, transit signal priority, roadway monitoring and response, ITS device management, and data collection.	NA	NA
204	PRO G	Bicycle Program	NA	Citywide bicycle projects not including in other capital projects. Trails (see pedestrian program); Buffered Bike Lanes (2.9 miles); Bike Lanes (5.9 miles); Bicycle Boulevards (12.4 miles); Bike Routes (4.2 miles)	NA	NA
205	PRO G	Pedestrian Program	NA	Citywide pedestrian projects not included in other capital projects. Trails (3.6 miles); SR2S Sidewalks (6.1 miles); Other Sidewalks (3.0 miles)	NA	NA
206	PRO G	Safety Program	NA	Program to improve safety at spot locations	NA	NA

## Chapter 5. Financing Program

The multimodal improvement projects and programs provide the blueprint for improving the transportation system to meet existing and future travel demands in and around the City of Marysville. Like most communities, the costs of the desired transportation system improvements and programs will exceed the available revenues. The financing program presented in this section is intended to provide a framework for decisions on which projects and programs are funded and when they may be able to be built. A summary of the estimated costs of the transportation projects and programs is presented and compared to estimated revenues for implementing the projects and programs. The financing program also includes a discussion of options for additional funding to help implement the projects and programs over the life of the plan.

### Project and Program Costs

Table 9 summarizes the costs of the recommended transportation improvement projects and programs. These cover capital improvements, maintenance and operations, and bond debt services. The costs are summarized for the short-range (2025-2029), mid-range (2030-2034), and long-range (2034-2044) time periods based on the project timelines presented in Table 8. The cost summary includes projects identified within the City of Marysville’s jurisdiction. The project and program costs are presented in constant 2024 dollars.

**Table 9. Transportation Project and Program Costs (2025-2044)**

<b>Cost<sup>1</sup></b>	<b>Short-Range Costs (2025-2029)</b>	<b>Mid-Range Costs (2030-2034)</b>	<b>Long-Range Costs (2035-2044)</b>	<b>Total Costs (2025-2044)</b>
Capital Projects	\$101,680	\$143,130	\$327,740	XX\$572,550
Maintenance & Operations	\$46,740	\$51,600	\$133,220	\$231,560
Bond Debt Service <sup>2</sup>	\$9,870	\$5,250	\$3,610	\$18,730
<b>Total</b>	<b>\$158,290</b>	<b>\$199,980</b>	<b>\$464,570</b>	<b>\$822,840</b>

Sources: City of Marysville, Transpo Group

1. All costs in \$1,000 and 2024 dollars, rounded up to nearest \$10,000.

2. Includes principal and interest costs between 2025 and 2044 for four (4) previously issued transportation bonds.

Planning level cost estimates were developed for the capital improvements presented in the Transportation Systems Plan section of the Transportation Element. Cost estimates were prepared based upon average unit costs for recent transportation projects within the City. They include estimates for engineering design, right-of-way, and construction costs. More detailed costs of individual projects will be developed as the improvements are programmed for design and implementation. The final costs will fluctuate from the planning level estimates, but they provide a reasonable basis for the financing plan of the Transportation Element.

Maintenance and operations (M & O) programs cover street overlays and other miscellaneous sidewalk and safety improvement programs on City streets. The M & O costs were projected based on recent expenditures and the City’s 2023-2024 adopted budgets. A 2.0 percent annual growth rate was applied between 2023 and 2044 to account for expected population and employment growth.

The debt service category covers the remaining principal and interest on bonds that the City issued to help fund several transportation projects. Issuance of new bonds in the future is not currently anticipated. Bonds do not add revenues, but simply allow the City to advance the timeline for key projects. Bond expenditures include total outstanding balance (principal and interests) as of 2024. The past and future projects partially funded with bonds include:

- State Avenue Widening
- I-5/156th Street NE Overcrossing
- SR 9/SR 92 Break-in Access
- 1st Street Bypass
- Ingraham Boulevard
- 88th Street Widening
- Intersection Improvements (Soper Hill Road/Sunnyside Boulevard; 47th Avenue NE/SR 528; and 3rd Street/47th Avenue NE)
- Other street construction projects

A total of roughly \$573 million (in 2024 dollars) would be needed to fully fund the capital improvements under the jurisdiction of the City of Marysville. Other projects under the jurisdiction or lead of WSDOT, Snohomish County or the City of Arlington would be needed as part of this plan but are not included in the City's financial analysis. The costs of these projects would be in addition to the City's.

In addition to capital costs, annual maintenance and operations programs result in nearly \$231 million between 2025 and 2044. Paying off existing bonds adds another \$18.7 million to the transportation system costs from 2025 to 2044. Combined, the 2023-2044 Transportation Element would require approximately \$823 million in 2024 dollars.

## Revenue Projections

Funding sources for transportation projects include various fees and tax revenues, grants, bonds, developer contributions and traffic impact fees. The estimates were based on revenues allocated to transportation funding during the last five years and discussions with City staff. Estimates of potential revenues from each source were projected for two scenarios. The Low Revenue scenario generally reflects recent revenues grown at two percent annually. This likely represents a conservative assessment of available revenues from these sources based on historical inflation. The High Revenue scenario factors recent revenues based on the revised 2045 household and employment forecasts used in preparing the travel forecasts for the Transportation Element and applies the same inflation forecast as the Low Revenue scenario. The High Revenue scenario does not represent the maximum funding that could be generated, but provides a less conservative projection for the long-range planning horizon than the Low Revenue scenario.

Table 10 summarizes projected revenues for the Low and High Revenue scenarios. Based on these assumptions, the City would generate almost \$339 million (in 2024 dollars) over the life of the plan under the Low Revenue scenario. This would increase to \$431 million under the High Revenue scenario. The assumptions and results for each group of funding sources are presented below.

**Table 10. Transportation Funding Revenue Projections**

Revenue Source	Low Revenue	High Revenue
Real Estate Excise Tax (REET)	\$73,640	\$99,940
Motor Vehicle Fuel Tax (MVFT)	\$26,300	\$36,820
Miscellaneous//Interest	\$5,260	\$6,050
Grants	\$102,240	\$136,320
Transportation Benefit District (TBD)	\$92,050	\$105,200
Transportation Impact Fees <sup>2</sup>	\$39,900	\$46,940
<b>Total</b>	<b>\$339,390</b>	<b>\$431,270</b>

Sources: City of Marysville, Transpo Group

1. All costs in \$1,000 and 2024 dollars.

2. TIF revenues forecasts were provided by the City based on historical TIF revenues.

## Tax Revenues

The City currently directs revenues from two primary tax funds toward transportation improvements and programs. These are Real Estate Excise Taxes (REET) and Motor Vehicle Fuel Taxes (MVFT).

Under the Low Revenue scenario, the combined REET and MVFT funds are projected to generate approximately \$100 million in revenues between 2025 and 2045 (in 2024 dollars). The High Revenue projections are presented in Table 10. The City may see higher or lower growth in the annual REET revenues depending on the actual real estate transactions in the City and the City's share of state fuel taxes. The High Revenue projection assumes that the REET and MVFT revenues occur at a higher rate based on the forecast growth in household and employment to 2045 conditions. Under the High Revenue scenario the REET and MVFT could generate up to \$136 million in tax for transportation projects through 2045.

## Miscellaneous

In addition to the above tax revenues, the City directs other funding toward transportation improvements and programs. These miscellaneous funds include items such as inspection fees, a portion of stormwater management fees related to street work, and interest earned from some account balances. Using the average of approximately \$200,000 per year in transportation funding from recent years, these funds are estimated to generate \$5.3 million over the life of the plan (in 2024 dollars) for the Low Revenue scenario and \$6.0 million in the High Revenue scenario.

## Grants

The City has successfully secured grants for transportation projects. City staff have reviewed each of the planned projects and forecasted grant sources that may be awarded based on project costs and the likely available sources. Each estimate typically assumes a match of no more than 50 percent of project costs unless additional supporting information is known or already awarded grant funds are documented.

Funding through grants is tied to specific programs and types of projects. Several grant programs target transportation projects that support regional economic growth, mobility, and other travel models. Many of the projects identified in the Transportation Systems Plan support regional needs and would likely be eligible for some grant funding.

The Surface Transportation Block Grant program (STBG) is one of the most flexible federal grant programs. STP funding can be used for highway and bridge projects, transit capital

projects, and funding for bicycle, pedestrian, and recreational trail improvements. They also can be used for public transportation capital improvements, car and vanpool projects, fringe and corridor parking facilities, and inter-city or intra-city bus terminals and bus facilities. STP funds also can be applied to surface transportation planning activities, wetland mitigation, transit research and development, and environmental analysis. STP funds also can be used for transportation control measures.

The Congestion Mitigation and Air Quality (CMAQ) program is a federally funded program administered through the Puget Sound Regional Council (PSRC). CMAQ funds projects and programs in air quality non-attainment and maintenance areas, which reduce transportation related emission. CMAQ grants cannot be used to fund general purpose roadway projects.

The State Transportation Improvement Board (TIB) currently provides funding for urban areas in Washington through four grant programs:

- Urban Arterial Program (UAP) – funds projects that address safety, growth & development, physical condition and mobility.
- Urban Sidewalk Program (SP) – provides funding for projects improving the safety, mobility, and/or connectivity of pedestrian and bicycle facilities.
- Arterial Preservation Program (APP) - provides assistance for roadway paving/overlays for cities/agencies with less than \$3 billion assessed valuation. Marysville exceeds the maximum assessed valuation criteria and therefore, is not eligible for this program.
- Complete Streets (CS) – allocates funding to local governments that have adopted a complete streets ordinance and have demonstrated success at planning and constructing streets designed to accommodate all roadway users.

The TIB projects are selected on a competitive basis. Each of the three programs has distinct criteria to rank the projects for funding. Once selected, TIB staff stays involved through grant oversight and helping bring projects to completion.

WSDOT administers various grants which fund non-motorized transportation improvements. The Safe Routes to Schools Program funds projects which are targeted at reducing collisions between vehicular and non-motorized road users and improving the accessibilities of schools to children on foot or bike. The WSDOT Pedestrian and Bicycle Program funds projects which promote healthy living through active transportation, improves non-motorized user safety, reduces vehicular travel, and has community support. The Highway Safety Improvement Program (HSIP) provides funding to implement safety projects along roadways with the ultimate goal of reducing the number of fatal and serious injury collisions.

### Transportation Impact Fees

The Growth Management Act (GMA) allows agencies to develop and implement a transportation impact fee (TIF) program to help fund some of the costs of transportation facilities needed to accommodate growth. Recent legislation has also allowed that active transportation projects can also be funded through the TIF program. State law (Chapter 82.02 RCW) requires that TIFs be:

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

The City of Marysville has adopted a transportation impact fee program defined in Chapter 22D.030 of the City's Municipal Code. As part of the Transportation Element, the

transportation impact fee program calculation was updated to reflect the revised growth forecasts and impact fee project costs. The updated methodology and findings are described in more detail in Appendix A (Transportation Impact Fees) of this Transportation Element. Appendix A identifies the specific improvement projects and costs included in the TIF.

The City will not actually collect all of the TIF funds because developers will be asked to construct some of the projects. Where a developer is conditioned to construct all or a portion of a TIF project, the City will provide credits, consistent with GMA requirements. The TIF revenue forecasts were provided by the City based on historical TIF revenues.

### Developer Commitments

The City also implements its transportation improvements by requiring developers to construct frontage improvements, to mitigate their traffic impacts pursuant to the State Environmental Policy Act (SEPA), and/or to meet concurrency requirements. The City requires developments to fund and construct certain roadway improvements as part of their projects. These typically include constructing abutting local streets and arterials to meet the City's design standards. These improvements can include widening of pavement, drainage improvements, curbs, gutters, bicycle facilities and sidewalks.

The City evaluates impacts of development projects under SEPA. The SEPA review may identify adverse transportation impacts that require mitigation. These could include impacts related to safety, traffic operations, non-motorized travel, transit access, or other transportation issues. Many of these developer-funded improvements are also identified as specific projects in the Transportation Element or as part of the circulation roadways.

Per GMA, the City requires an evaluation of transportation concurrency for development projects. The concurrency evaluation may identify impacts that make the facilities operate below the City's level of service standard. To resolve any deficiencies, the applicant can propose to fund and/or construct improvements to provide an adequate level of service. Alternatively, the applicant may decide to wait for the City, another agency, or another developer to fund and/or construct the needed improvements.

Several of the projects identified in the Transportation Element would be totally or partially funded by developer contributions exclusive of the TIF program. The plan identifies several new arterials and collectors that will be primarily constructed as part of adjacent developments. These projects were not included in the cost or revenue portions of the financial analysis.

### Transportation Benefit District

In December 2013, the City Council voted to create a citywide Transportation Benefit District (TBD). The TBD Board is comprised of the City Council. The Board put forth a ballot measure in February 2024 to renew a 0.2% increase in the sales tax collected in the City to fund transportation projects for 10 years. The TBD sales tax was approved by the voters. The TBD will be dissolved when all of the indebtedness of the district, and all of the district's responsibilities have been met; however, the TBD will need to be dissolved within 20-years of the adoption date, unless the City Council takes further action to extend it. This would occur in 2034.

TBD funds are used primarily for street preservation that extends the life cycle of roadway sections through pavement repair, overlay, crack sealing and patching. Other projects included in the city's Transportation Improvement Plan, such as sidewalk and shoulder improvements, also are eligible for TBD funding. State law requires that these funds be used only for eligible transportation improvement projects. The City has typically received approximately \$3.5 million in TBD revenues the past several years and was used as the

basis for the Low Growth scenario increasing 2.0% per year. The High Growth scenario is based on a potential annual average of \$4.0 million received per year.

### Other Agency Funding

The City of Marysville will need to continue to partner with WSDOT, Snohomish County, City of Arlington, City of Lake Stevens and Tulalip Tribes to fund and implement projects identified in the Transportation Element. Funding of improvements along I-5 and SR 9 are expected to come mostly from WSDOT. A major new project that the City is currently working with WSDOT is the addition of new ramps to/from the north at SR 529 and I-5. The City has prepared a Draft Interchange Justification Report (IJR) in cooperation with WSDOT for this improvement project. In addition, the City has identified construction of a full interchange with I-5 at the 156th Street NE overcrossing that the City constructed. Also, improvements at two existing interchanges along I-5 (at SR 528 and 88th Street). All of these interchange improvements and new interchanges are funded by the federal and state legislatures, the Tulalip Tribes, and the City of Marysville. The Transportation Element also identifies improvement projects along SR 9 that would be under the jurisdiction of WSDOT.

The City will need to continue to partner with Snohomish County, adjacent cities and the Tulalip Tribes to fund other transportation projects that benefit this part of the region. One strategy for partnering would be Interlocal Agreements with these agencies on impact fees or other possible funding mechanisms.

## **Financing Strategy**

As noted in Table 11, in order to fully fund the transportation improvement projects and programs, the City would need approximately \$823 million (in 2024 dollars) between 2023 and 2044. The low and high funding scenarios result in approximately \$339 to \$431 million (in 2024 dollars) in revenues for the same time period, respectively. This would be a shortfall of \$392 to \$483 million (in 2024 dollars) over the life of the plan.

### Time Horizon Analyses

As discussed in the Transportation Systems Plan section, each project has been assigned to a relative time period for implementation. The time period analysis takes into account the relative project priority, availability of funding, and proximity to forecast growth throughout the City. Table 11 summarizes the allocation of project and program costs for each of the three time horizons as presented in Tables 8:

- Short-range (2025-2029)
- Mid-range (2030-2034)
- Long-range (2035-2044)

Table 11 also allocates the forecast revenues and developer funding to the three time periods. Forecast revenues from each of the funding sources are evenly spread over the 21-year planning period.

**Table 11. Financing Summary by Planning Time Horizon**

	Short-Range <sup>1</sup> (2025-2029)	Mid-Range <sup>1</sup> (2030-2034)	Long-Range <sup>1</sup> (2035-2044)	Total <sup>1</sup> (2025-2044)
<b>A. Projected Revenues<sup>1,2</sup></b>				
Low Scenario	\$84,848	\$84,848	\$169,694	\$339,390
High Scenario	107,818	107,818	215,634	431,270
<b>B. Total Project and Program Costs<sup>1,3</sup></b>				
Total Costs	158,289	199,977	464,570	822,836
<b>C. Difference (A minus B)<sup>1,4</sup></b>				
Low Scenario	(73,441)	(115,129)	(294,876)	(483,446)
High Scenario	(50,471)	(92,159)	(248,936)	(391,566)

Sources: City of Marysville, Transpo Group

1. All costs in \$1,000s of 2024 Dollars

2. From Table 10

3. From Table 9

4. Subtract costs from revenues; parenthesis denotes funding deficit.

The shortfall in funding under either the low or high scenarios would primarily affect the ability of the City to fund additional capital improvements during the next six years. The City is obligated to fund its debt service requirement to bond holders. The City also is committed to funding the maintenance and operations programs needed to preserve the integrity, safety, and efficiency of its existing transportation system. In addition, the TBD will fund the preservation and sidewalk/shoulder improvements identified in the voter approved package.

The most critical part of the funding program is the short-range time period. These improvements are focused on addressing existing deficiencies and safety issues. Furthermore, some of these improvements will add capacity needed to maintain the City's LOS standards to meet concurrency requirements for the next several years.

As shown in Table 11, the revenues in the short-range time horizon (2023-2029) will be approximately \$50 to \$73 million less than the total costs. The City will seek additional funding to close the gap between short-range revenues and costs. These could include seeking additional grants, joint agency funding, formation of local improvement districts (LIDs), or additional SEPA mitigation/frontage improvements for development projects. The City also could consider reducing the adjustments to its TIF rates to generate additional revenues. If additional funding is not secured, the City could construct some of the projects in phases to help defer costs to beyond 2029. The City also could modify project level designs to help reduce costs.

Revenues for the mid-range horizon (2025-2029) are \$92 to \$115 million less than the identified project costs for that 6-year period. The City can implement similar strategies for these projects as described for the short-range horizon. It is likely that several key projects identified for the mid-range time horizon will be deferred to beyond 2034, unless significant new or expanded funding sources are identified. The success of programs to shift travel to other modes also can reduce, or delay, the needs for some of the improvements. If development occurs at a slower rate than anticipated in the 2044 travel forecast, some of these capacity and arterial upgrade improvements also will not be needed as soon. Furthermore, the City may simply defer these improvements until funding is available.

The long-range (2035-2044) funding program is projected to have a deficit of \$249 to \$295 million. This deficit would increase if projects are delayed from the short- and mid-range time horizons. The City will have a better idea of actual growth and impact fee revenues and potential additional revenues from state funding packages. Projects may be dropped, or delayed, in the plan. The City also could shift more of the costs to development projects.

The City has decided to keep the improvement projects that would not be funded with the existing revenues in the Transportation Element so they could be included as part of development projects or future funding strategies.

### Reassessment Strategy

Although the financing summary recognizes the potential for a \$390 to \$483 million (in 2024 dollars) shortfall 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. The plan also includes goals and policies to periodically review land use growth, adopted level of service standards, and funding sources to ensure they support one another and meet concurrency requirement.

In order to implement the Transportation Element, the City will consider the following principals in its transportation funding program:

- As part of the development of the annual Six-Year Transportation Improvement Program, the City will balance improvement costs with available revenues
- 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 to meet concurrency
- Explore ways to obtain more developer contributions to fund the improvements
- Coordinate and partner with WSDOT, Tulalip Tribes, Snohomish County and local cities and vigorously pursue grants from state and federal agencies to fund and implement improvements to I-5 and SR 9
- Work with Snohomish County to develop multi-agency grant applications for projects that serve growth in the City and its UGA
- Review funding strategy to see if the transportation impact fees should be revised to account for the updated capital improvement project list and revised project cost estimates
- If the actions above are not sufficient, the City could consider changes in its level of service standards and/or possibly limit the rate of growth in the City as part of future updates of its Comprehensive Plan
- Lower priority projects in the Transportation Element may be slid to beyond 2044 or deleted from the program

The City of Marysville will use the annual update of the Six-Year TIP to re-evaluate priorities and timing of projects. Throughout the planning period, projects will be completed and priorities will be revised. This will be accomplished by annually reviewing traffic growth and the location and intensity of land use growth in the City and the UGA. The City will then be able to direct funding to areas that are most impacted by growth or to arterials that may fall 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.

## Chapter 6. Goals and Policies

The overall goal of the City of Marysville Transportation Element is:

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

These goals and policies provide guidance for the City of Marysville Transportation System.

### Goal 1. Implement Transportation Plan

***Support the development and implementation of a citywide transportation plan that balances both local and regional priorities for growth and helps to achieve regional mobility goals.***

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

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

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

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

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

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

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

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

## Goal 2. Support Regional Planning Policies

***Participate in land use and transportation planning with Puget Sound Regional Council, Snohomish County, and surrounding jurisdictions to support and promote the Regional Growth Strategy in Vision 2050.***

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

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

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

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

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

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

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

## Goal 3. Accessible, Equitable, and Inclusive Participation

***Ensure that public outreach and participation is accessible, equitable, and inclusive in the planning, design, and implementation of the citywide multimodal transportation system.***

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

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

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

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

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

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

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

## **Goal 4. Economy, Freight, and Goods Transport**

***Balance the needs of economic development, as well as freight and goods movement, in the development of the citywide multimodal transportation system.***

Policy T-4.1: Ensure the freight system meets the needs of regional and local distribution and make transportation investments that improve economic and living conditions so that industries and skilled workers continue to be retained and attracted to the region.

Policy T-4.2: Maintain and improve the existing freight transportation system to increase reliability and efficiency and to prevent degradation of freight mobility.

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

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

## **Goal 5. Natural Environment**

***Plan and develop transportation facilities and services to minimize adverse impacts on the natural environment.***

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

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

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

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

## **Goal 6. Level of Service Standards and Concurrency**

***Maintain an inventory of the multimodal transportation network and provide an annual status report to inform transportation investment decisions in the development of the six-year transportation improvement program (TIP).***

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

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

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

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

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

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

Policy T-6.5: Pedestrian Network Level of Service (LOS) Standards

- LOS P2 = Complete Network Facility
- LOS P1 = Partial/Incomplete Network Facility
- LOS NF (No Facilities) = Missing Network Facility
- The acceptable LOS is LOS P1 on primary pedestrian routes and LOS P2 on secondary routes.

Policy T-6.6: Bicycle Network Level of Service (LOS) Standards

- LOS B2 = Complete Network Facility
- LOS B1 = Partial/Incomplete Network Facility
- LOS NF (No Facilities) = Missing Network Facility
- The acceptable LOS is LOS B1 on primary bicycle routes and LOS B2 on secondary routes.

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

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

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

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

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

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

## **Goal 7. Financing and Implementation**

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

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

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

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

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

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

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

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

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

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