

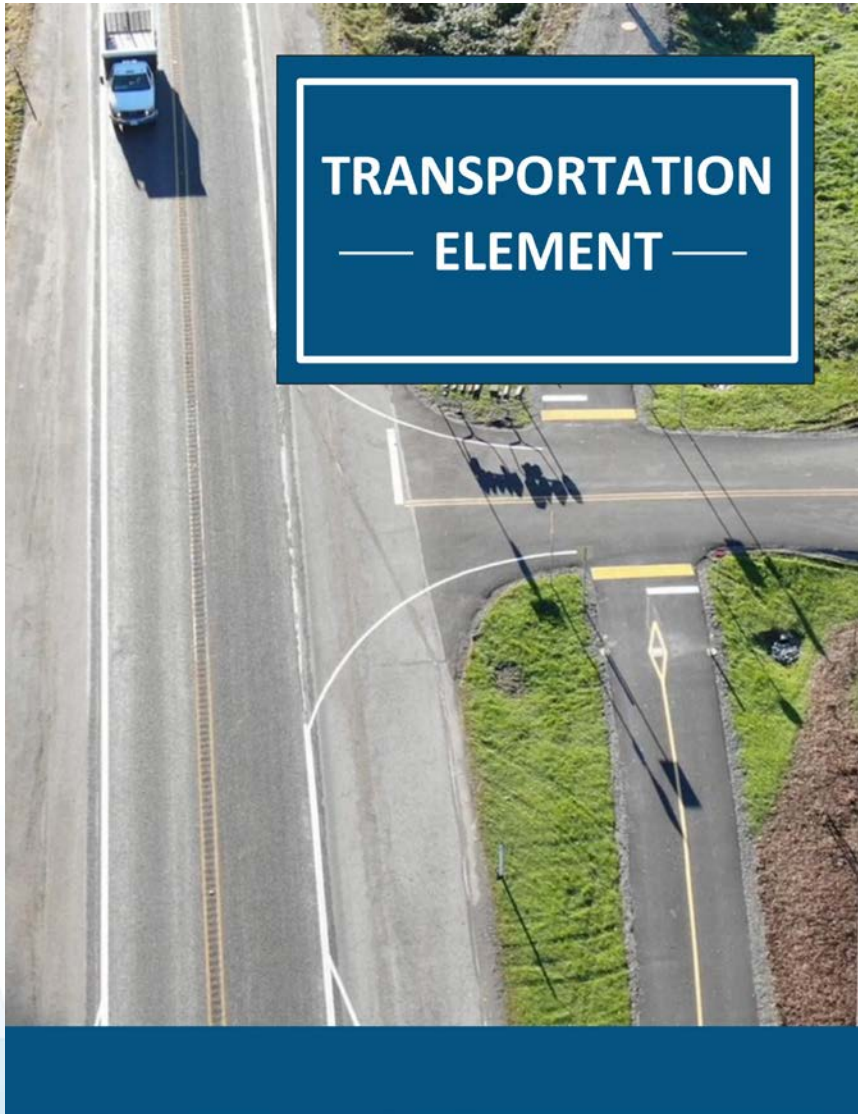
2024 Draft Transportation Element

Council Briefing from Public Works
May 7, 2024



Snohomish County

Transportation Element Requirements (GMA)



- Transportation system inventory
 - Air, water, and ground facilities and services
- Traffic forecast (based on land use)
 - County and State routes
- Level of Service (LOS) standards to gauge system performance
 - County, State, and Transit
- Identification of State and County transportation needs
- Financial plan
- Strategies for reducing travel demand
- Bike/ped components to encourage connectivity and promotes healthy lifestyles

Multimodal System Integration

- Level of Service Standards
- Transit Support
- Active Transportation (Bicycle & Pedestrian)

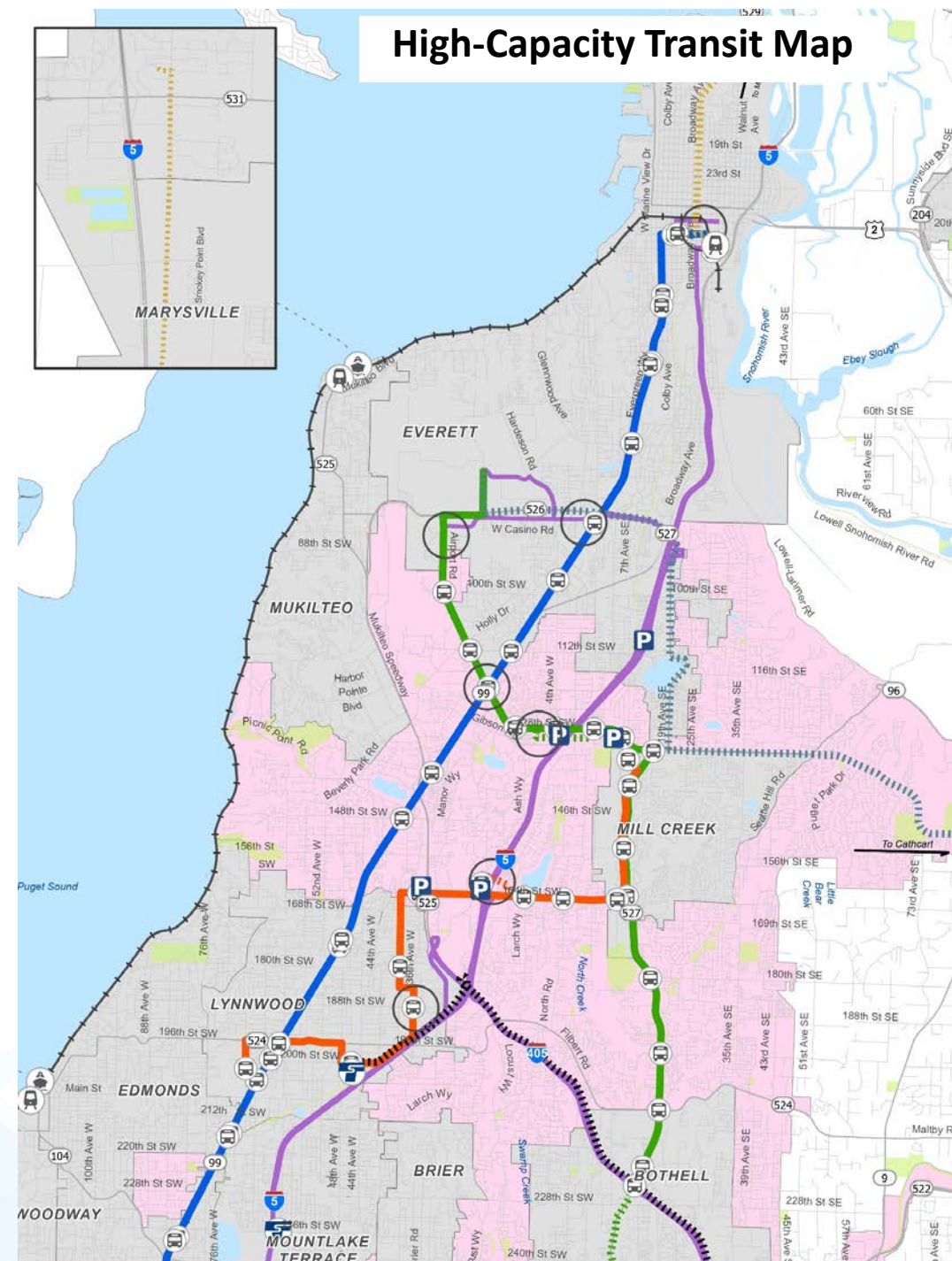


Level of Service (LOS) Standards

- Multimodal LOS
 - Roadway LOS
 - Arterials at Ultimate Capacity
 - Multimodal Corridors
- Little change to LOS standards (except Multimodal Corridors)
- Change - Multimodal Corridors
 - **Roadway:** Roadway has been improved to County roadway standards
 - **Transit:** Transit service operating at a frequency of 30 minutes or better during peak hours
 - **Pedestrian:** Continuous pedestrian facilities constructed to County standards on both sides of the roadway, or a shared-use path along one side of the roadway
 - **Bicycle:** Continuous bicycle facilities that provide a Bicycle-Level of Traffic Stress of 3 or better
- Change - Much of the text has been moved from narrative into policy
- No changes to our standards for Rural Arterials Carrying Urban Traffic

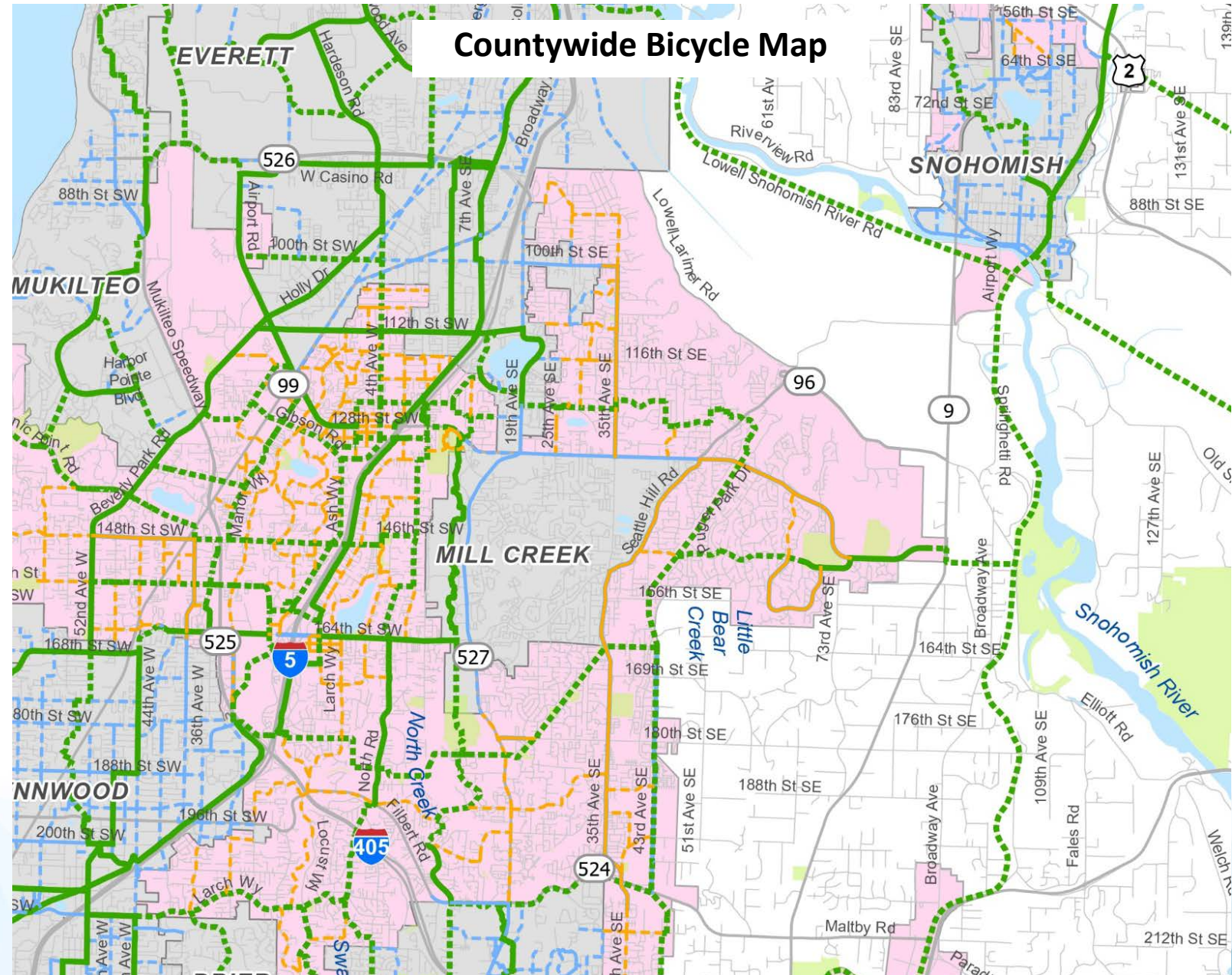
Transit Support

- Emphasis on High-Capacity Transit
 - Light Rail
 - Bus Rapid Transit (Swift & Stride)
 - Sounder
 - Ferries
- Access to transit
- Transit Emphasis Corridors



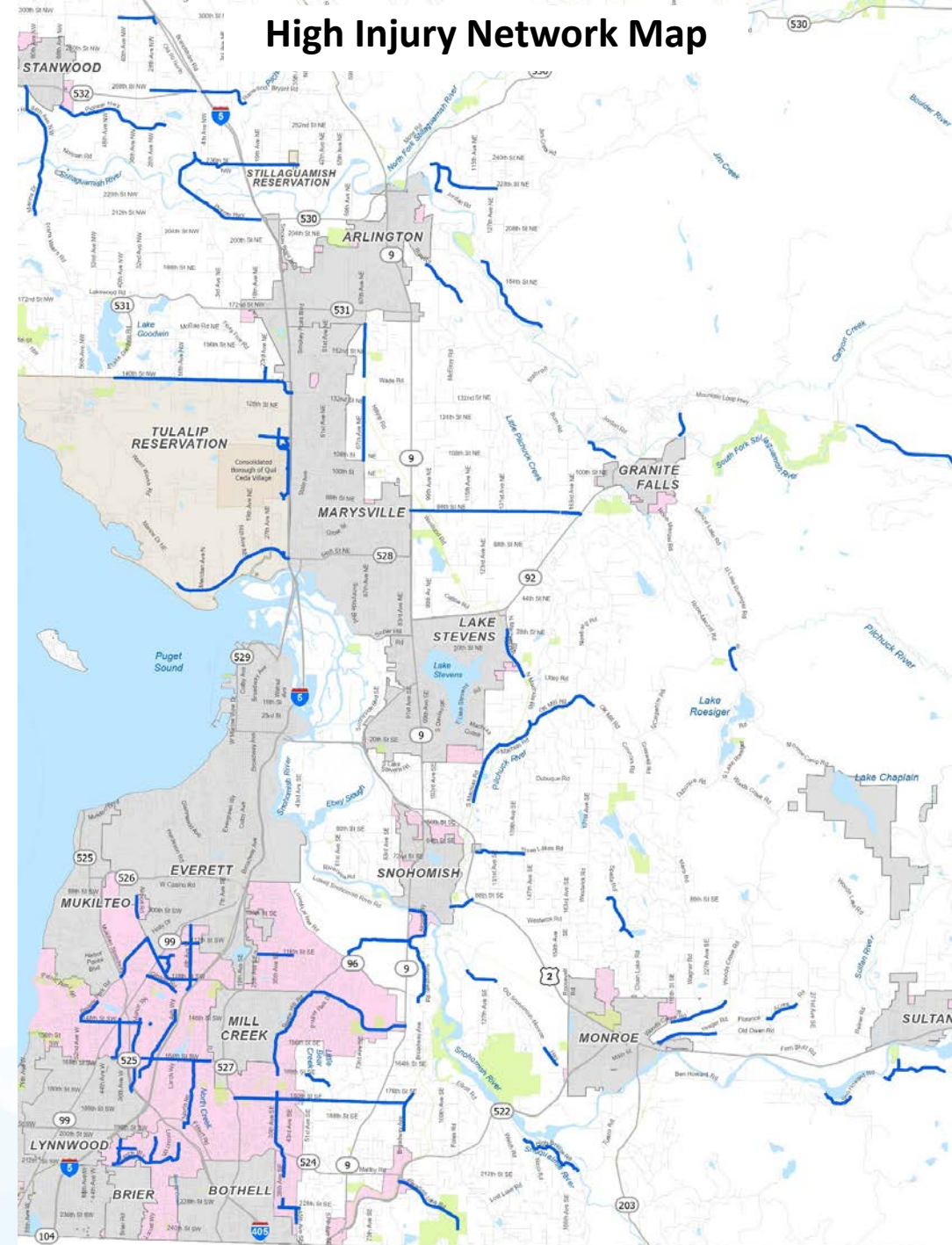
Active Transportation – Bike Map

- Updated bicycle map
 - Countywide Connector Routes
 - Urban Neighborhood Routes
 - City facilities



Equity, Health, and Safety

- Stronger emphasis on health and safety
 - References to Road Safety Plan
 - Included information on the High Injury Network
- New section on equity

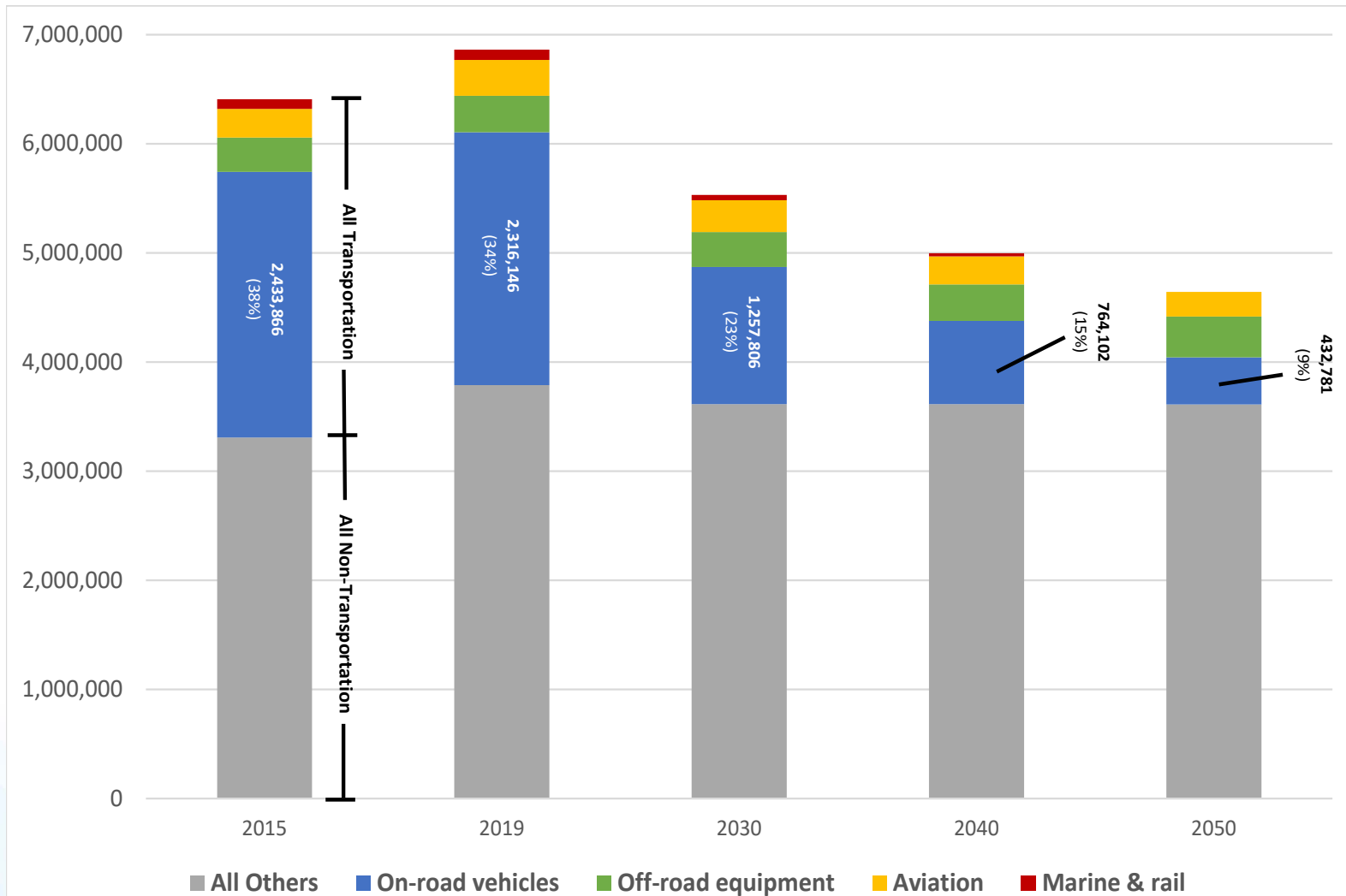


Climate Change and the Environment

- Improved sections on climate changes
- Water and Air quality
- Fish passages



Predicted Transportation GHG Emissions per Year in Snohomish County (MTCO₂e)

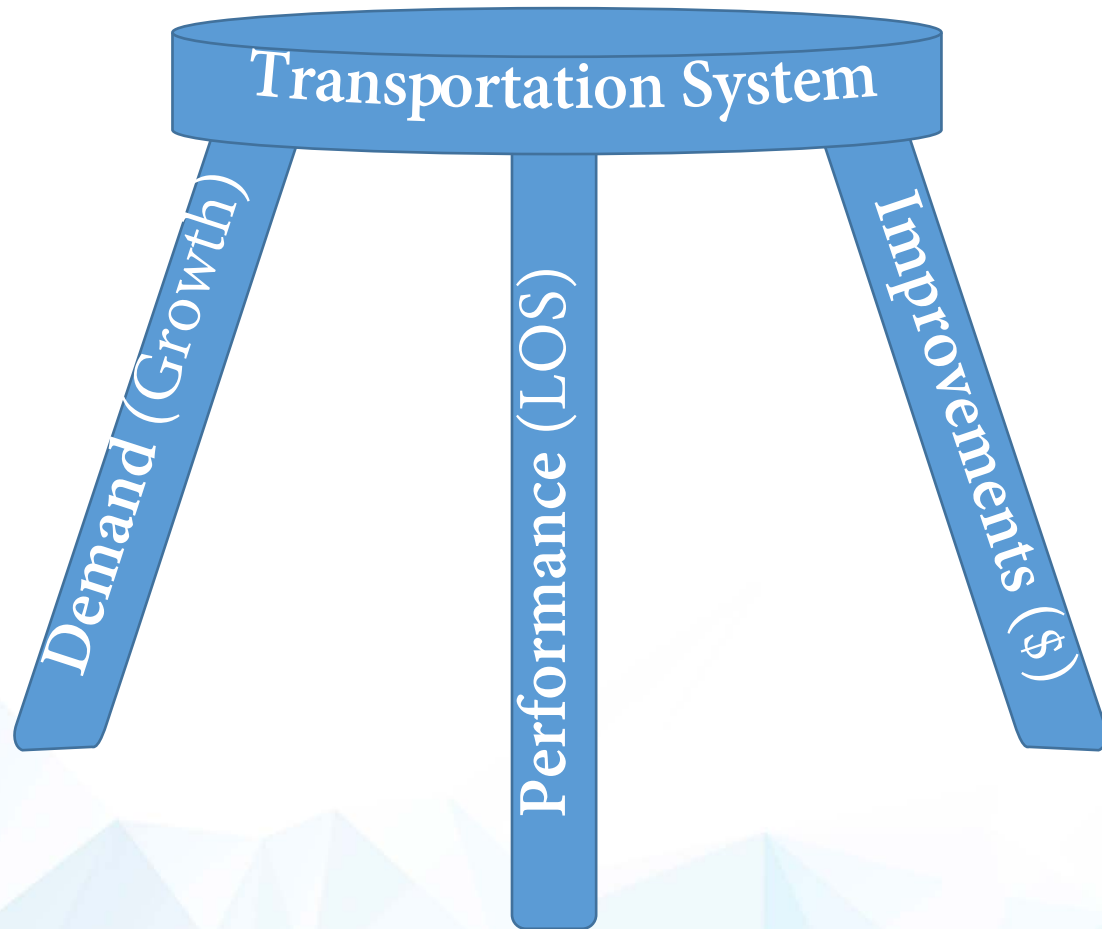


Categories of Transportation Projects

- Pavement Preservation and Rehabilitation
- Traffic Safety/Intersection Improvements
- Active Transportation
- Bridge Replace and Rehabilitation
- Drainage
- **Transportation Element Projects (Needed for Growth)**



Balancing Growth, Costs, and System Performance



As Growth Occurs:

- More capital projects and associated spending are necessary to maintain system performance

OR

- Diminished system performance is allowed to maintain current spending levels.

The aim of the Transportation Element is to find the appropriate balance

Balancing Growth, Costs, and System Performance

Concurrency Management

- Required by GMA
- Transportation system needs to be adequate to accommodate growth and if not, then growth cannot be permitted.

Level of Service (LOS)

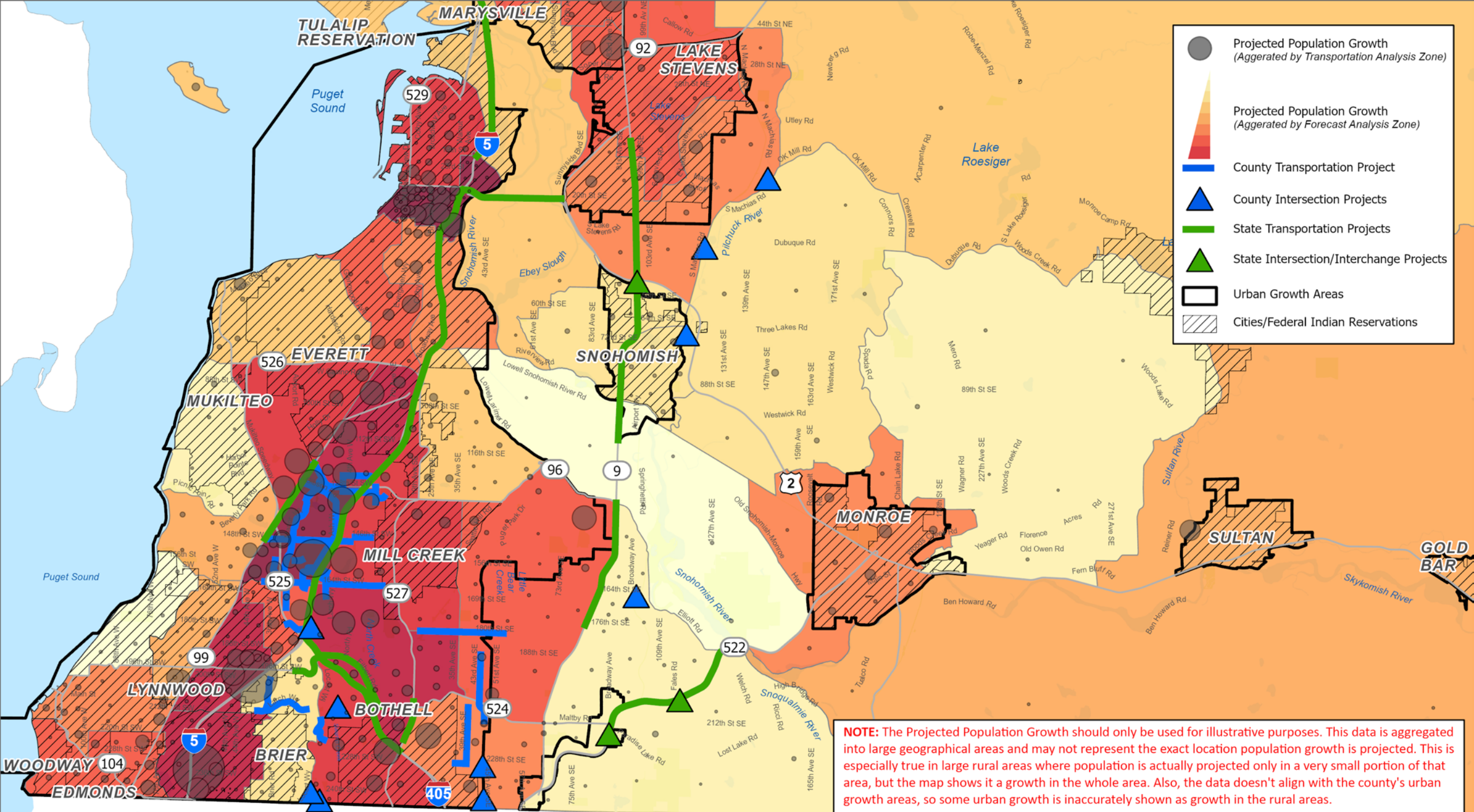
- Measurement used to determine the adequacy
- Adopted through the Transportation Element and County Code.
- County sets a level of service (LOS) standard for all county arterials











TE Project Identification

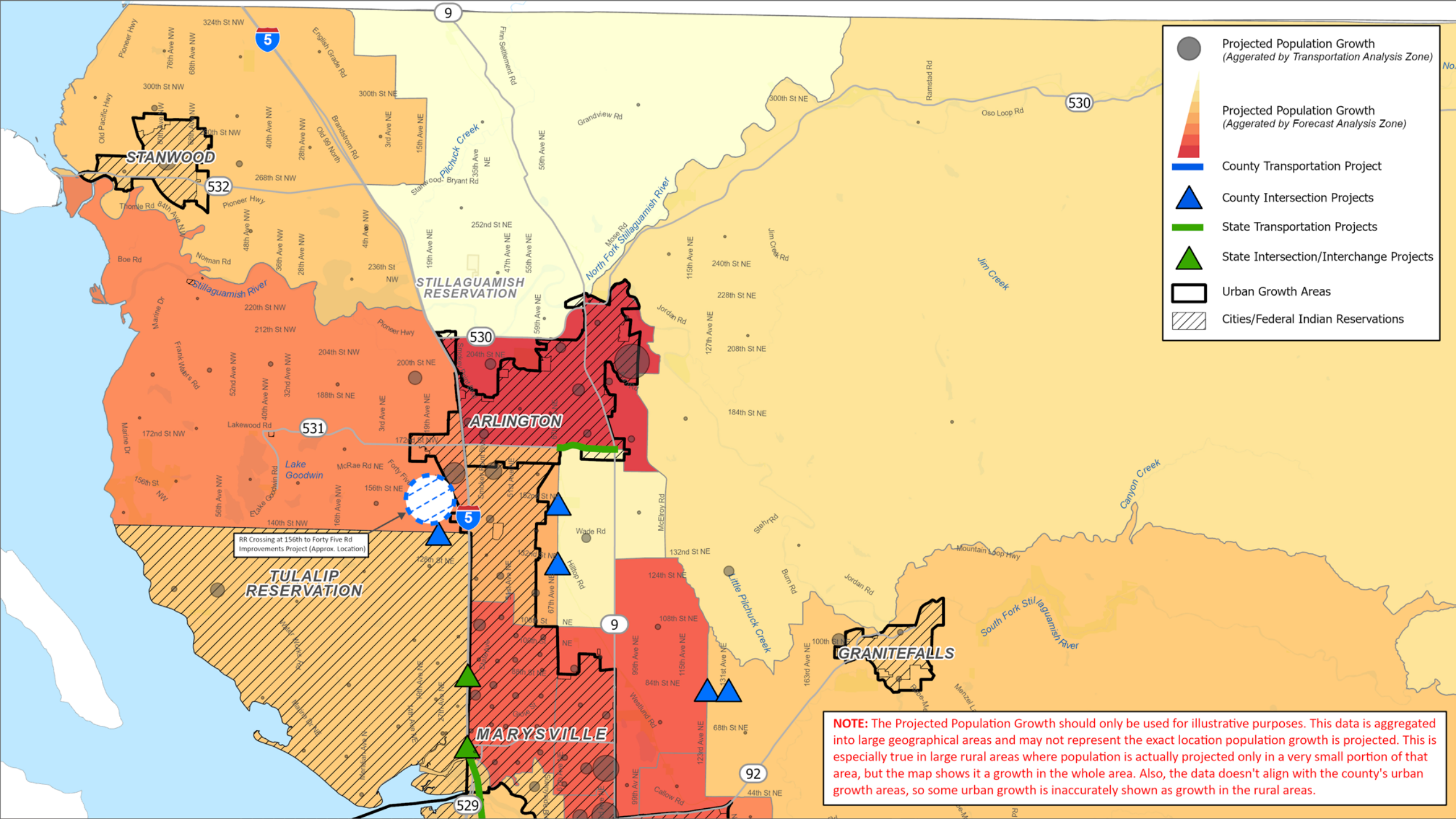
- Maintain roadway level of service standards by addressing key traffic bottlenecks
- Address safety needs
- Urban Core:
 - Increase key bicycle and pedestrian networks
 - Support transit speed/reliability













-  Projected Population Growth (Aggerated by Transportation Analysis Zone)
-  Projected Population Growth (Aggerated by Forecast Analysis Zone)
-  County Transportation Project
-  County Intersection Projects
-  State Transportation Projects
-  State Intersection/Interchange Projects
-  Urban Growth Areas
-  Cities/Federal Indian Reservations

NOTE: The Projected Population Growth should only be used for illustrative purposes. This data is aggregated into large geographical areas and may not represent the exact location population growth is projected. This is especially true in large rural areas where population is actually projected only in a very small portion of that area, but the map shows it a growth in the whole area. Also, the data doesn't align with the county's urban growth areas, so some urban growth is inaccurately shown as growth in the rural areas.



-  Projected Population Growth (Aggerated by Transportation Analysis Zone)
-  Projected Population Growth (Aggerated by Forecast Analysis Zone)
-  County Transportation Project
-  County Intersection Projects
-  State Transportation Projects
-  State Intersection/Interchange Projects
-  Urban Growth Areas
-  Cities/Federal Indian Reservations

RR Crossing at 156th to Forty Five Rd Improvements Project (Approx. Location)

NOTE: The Projected Population Growth should only be used for illustrative purposes. This data is aggregated into large geographical areas and may not represent the exact location population growth is projected. This is especially true in large rural areas where population is actually projected only in a very small portion of that area, but the map shows it a growth in the whole area. Also, the data doesn't align with the county's urban growth areas, so some urban growth is inaccurately shown as growth in the rural areas.

Transportation Element Projects - Tables

Project #	Map #	Term	TSA	Project Name	From	To	Description	Project Benefits							
								Concurrency		Supports Transit	Bicycle	Pedestrian	Safety	Freight	Centers Connectivity
								Congestion	Multimodal Corridors						
RI-001	19	Long	D	128th St SW/Airport Rd BAT Lanes	SR 99	8th Ave W	Adds BAT lanes on both sides of the road		X	X			X	X	X
RI-014	22	Short	D	Gibson Rd Improvements	SR 99	Ash Way	Urban 3-lane standards with bicycle and pedestrian facilities	X	X		X	X	X		X

- **Concurrency – Congestion:** Address a potential future LOS issue on the corridor
- **Concurrency – Multimodal Corridors:** Enhance an existing/potential multimodal
- **Supports Transit:** Projected improvement to the reliability of public transit services
- **Bicycle:** Extend the bicycle facility network and improve Bicycle Level of Traffic Stress
- **Pedestrian:** Extend the pedestrian facilities network
- **Safety:** On roadways that are classified as a High Injury Network (HIN) roadway or, for new transportation facilities, projects providing alternatives to HIN roadways
- **Freight:** Improving a T-1 or T-2 road freight corridor, or a crossing of an R-1 railroad freight corridor
- **Centers Connectivity:** Provide access to or through a regional or countywide center

Transportation Element Projects

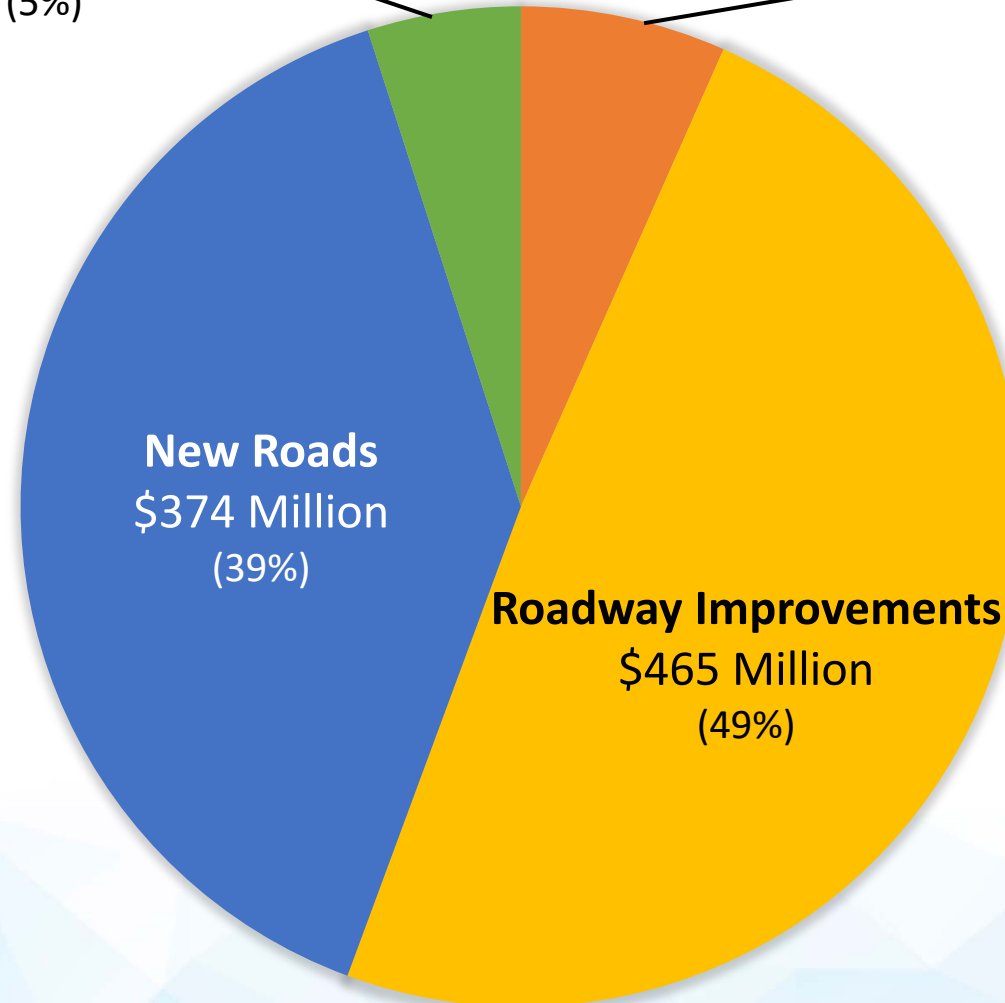
Active Transportation

\$47 Million
(5%)

Intersections

\$63 Million
(7%)

Short (2024-2030)	\$94 M
Medium (2031-2037)	\$476 M
Long (2038-2044)	\$379 M
Total	\$949 M



Financial Strategies

Current Law Funding

- Property Taxes
- Fuel Taxes
- Real Estate Excise Taxes (REET)
- Transportation Impact Fees
- State and Federal Grants
- Other Revenues

Total: ~\$3.27 billion (20 years)

Expenditures Programs	Short (2024-2030)	Medium (2031-2037)	Long (2038-2044)	Total
GMA Comp Plan Transportation System Improvements	\$94 M	\$476 M	\$379 M	\$949 M
Current Law Revenues Available for TE Projects	\$121 M	\$85 M	\$98 M	\$402 M
Funding Surplus/Shortfall	\$27 M	(\$391 M)	(\$281 M)	(\$645 M)

Potential Additional Revenue Sources

Potential Council Actions: ~\$600 million

- Utility Franchise Rental
- Increase REET Allocation to Transportation
- Levy Lid Lift
- Impact Fee Revisions
- Revise TDM Obligations in Urban Core
- Public Works Trust Fund Loan
- Transportation Benefit District (TBD)

Potential Outside Sources: ~\$400 million

- Roadway Usage Charge
- Climate Commitment Act
- Sound Transit Local Mitigation
- State Partnerships
- Other Sources

Potential Additional Sources: ~\$1 Billion



Changes Since the Planning Commission Hearing

- Revised policy TR 2.B.3 to reword the requirements about reviewing the Road Safety Plan
- Amend the TE project list:
 - **Removed:**
 - 240th St SE Improvements (*relevant UGA expansion no longer included in this draft*)
 - 156th St NE Extension (*updated with revised project approach below*)
 - Forty-Five Rd improvements (*updated with revised project approach below*)
 - **Added:**
 - 8th Ave W BAT Lanes from 130th to 128th
 - A placeholder project for connecting the new railroad crossing at 156th St NE with Forty Five Rd



Questions?

Jay Larson, AICP

Transportation Planning Group Supervisor

(425) 388-3614

Jay.Larson@snoco.org

Nathan Howard, AICP

Senior Planner II

(425) 388-3456

Nathan.Howard2@snoco.org



Snohomish County