

1 Adopted: December 12, 2025
2 Effective: December 26, 2025

3 SNOHOMISH COUNTY COUNCIL
4 Snohomish County, Washington

5
6 ORDINANCE NO. 25-079

7
8 RELATING TO GROWTH MANAGEMENT; ADOPTING AMENDMENTS TO THE SNOHOMISH COUNTY
9 GROWTH MANAGEMENT ACT COMPREHENSIVE PLAN

10
11 WHEREAS, Revised Code of Washington (RCW) 36.70A directs counties planning under the
12 Growth Management Act (GMA), chapter 36.70A RCW, to consider amendments and revisions to the
13 Snohomish County Growth Management Act Comprehensive Plan ("GMACP") or development
14 regulations on a regular basis; and

15
16 WHEREAS, the GMA authorizes the county to update its comprehensive plan once per year
17 under RCW 36.70A.130; and

18
19 WHEREAS, pursuant to chapter 30.73 of the Snohomish County Code (SCC), the Department of
20 Planning and Development Services (PDS) and the Department of Public Works (DPW) completed final
21 review and evaluation of the County-Initiated GMACP Amendments; and

22
23 WHEREAS, on July 22, 2025, the Snohomish County Planning Commission ("Planning
24 Commission") was briefed by PDS and DPW staff about the proposed code amendments contained in
25 this ordinance; and

26
27 WHEREAS, the Planning Commission held a public hearing on September 23, 2025, to receive
28 public testimony concerning the proposed code amendments contained in this ordinance; and

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30 WHEREAS, at the conclusion of the Planning Commission's public hearing, the Planning
31 Commission deliberated on the proposed amendments and voted to recommend approval of the
32 amendments contained in this ordinance, as shown in its recommendation letter dated October 10,
33 2025; and

34
35 WHEREAS, on December 12, 2025, the County Council held a public hearing after proper
36 notice, and considered public comment and the entire record related to the amendments contained in
37 this ordinance; and

38
39 WHEREAS, following the public hearing, the County Council deliberated on the amendments
40 contained in this ordinance;

41
42 NOW, THEREFORE, BE IT ORDAINED:

43
44 Section 1. The County Council adopts the following findings in support of this ordinance:

- 1
- 2 A. The foregoing recitals are adopted as findings as if set forth in full herein.
- 3
- 4 B. This ordinance amends the GMACP and consists of amendments to the Land Use Element, Housing
- 5 Element, Transportation Element, Urban Core Subarea Plan Element, and Maps 1 through 6 of the
- 6 Land Use Element, including the Future Land Use (FLU) Map. The amendments to the Transportation
- 7 Element include revisions to project lists and maps, the arterial circulation map, the bicycle facility
- 8 map, and related text, tables, and figures. This ordinance also amends the coversheet of the 2024
- 9 Comprehensive Plan.
- 10
- 11 C. This ordinance amends the Centers section of the Land Use Element to add in policy LU 3.A.6 to
- 12 meet Puget Sound Regional Council's criteria for regional centers.
- 13
- 14 D. This ordinance amends the Land Use Element to add a new Light Rail Community (LRC) zone as an
- 15 implementing zone for the LRC Future Land Use designation. The County anticipates zoning parcels
- 16 as LRC zone around the planned light rail stations at Ash Way, Mariner, and SR 99/Airport Road. The
- 17 LRC zone will be the implementing zone for the LRC Future Land Use designation, along with the
- 18 currently used Urban Center designation.
- 19
- 20 E. This ordinance amends the Land Use Element Maps 1-6, including the Future Land Use Map to
- 21 reflect areas no longer under county jurisdiction, either from annexation by a city or town, or due to
- 22 new Tribal Trust status.
- 23
- 24 F. This ordinance includes a correction to the introductory text of the Housing Element to update
- 25 language relating to the current organization that prepares a plan to address and prevent
- 26 homelessness.
- 27
- 28 G. This ordinance amends the coversheet of the 2024 Comprehensive Plan to include text that
- 29 describes the date and ordinance in which the document was last updated. This amendment will
- 30 help communicate to readers the most recent version of the Plan and can be updated when an
- 31 ordinance amends the 2024 Comprehensive in the future as well.
- 32
- 33 H. This ordinance makes the following amendments to the Transportation element:
- 34
- 35 1. Amends the Transportation Element project list to add the 43rd Ave SE (188th/180th)
- 36 Improvement Project, revise the project description for the 43rd Ave SE (204th/188th)
- 37 Improvement Project, add the 35th/36th Ave W Improvements Project, and add the 128th
- 38 St SW: 8th to Interurban Trail Bicycle Improvements Project.
- 39 2. Amends the Transportation Element Circulation Map to change 156th St NE from 23rd
- 40 Ave NE to the railroad tracks on the Arterial Circulation Map from a local road to a
- 41 Minor Arterial, extend 150th St SW from Madison Way to Ash Way and designate the
- 42 new extension as Urban Major Collector, and show a realigned Broadway Ave from Yew
- 43 Way to SR 524.

3. Amends the Transportation Element Bicycle Facility System Map to add an Urban Neighborhood Route extending along 150th St SW from Madison Way to Ash Way, add an Urban Neighborhood Route for the Broadway Ave realignment from Yew Way to SR 524, and change 128th St SW from 8th Ave W to the Interurban Trail from a Proposed Urban Neighborhood Route to a Countywide Connector Route.
4. Amends the Transportation Element Appendix A-2 Amendments to include results of a 20-year 2044 traffic forecast for the County.

- I. This ordinance amends the Urban Core Subarea Plan Element to add the 128th St SW: 8th to Interurban Trail Bicycle Improvements Project and to add the 35th/36th Ave W Improvements Project.
- J. In developing the proposed amendments, the County considered the Growth Management Act (GMA) goals related to urban growth and transportation. In particular, the proposed amendments are consistent with and promote:

GMA Goal 36.70A.020(1) – “Urban growth. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.”

The two amendments to the Land Use Element support RCW 36.70A.020(1). The proposed amendments establish a goal for residential and employment activity within regional centers and change the implementing zone of a Light Rail Community. These amendments encourage development in urban areas through better defining the county’s future population and building densities and future population growth, as well as more specifically designating the general distribution and location of land to serve light rail communities.

GMA 36.70A.020(3) – “Transportation. Encourage efficient multimodal transportation systems that will reduce greenhouse gas emissions and per capita vehicle miles traveled, and are based on regional priorities and coordinated with county and city comprehensive plans.”

The amendments to the Transportation Element and the Urban Core Subarea Element support RCW 36.70.020(3) through encouraging multimodal transportation systems that reduce greenhouse gas emissions. The amendments include: 1) actions and requirements to bring into compliance locally-owned transportation facilities and services to meet established loss-of-service (LOS) standards, and 2) bicycle components that encourages connectivity and promotes healthy lifestyles.

- K. The proposed amendments are consistent with the following Multicounty Planning Policies (MPP) from the Puget Sound Regional Council (PSRC) VISION 2050:

MPP-RGS-6 – “Encourage efficient use of urban land by optimizing the development potential of existing urban lands and increasing density in the urban growth area in locations consistent with the Regional Growth Strategy.”

MPP-RGS-8 – “Attract 65% of the region’s residential growth and 75% of the region’s employment growth to the regional growth centers and high-capacity transit station areas to realize the multiple public benefits of compact growth around high-capacity transit investments. As jurisdictions plan for growth targets, focus development near high-capacity transit to achieve the regional goal.”

MPP-RGS-9 – “Focus a significant share of the population and employment growth in designated regional growth centers.”

The amendments to the Land Use Element encourage regional growth to the LRC zone, a zone that will be applied to future high-capacity transit station areas. These amendments are consistent with the above MPPs and support the effort of the LRC zone becoming designated as a regional center. Additionally, the proposed amendments set a goal for the mix of uses within PSRC designated metro and urban regional growth centers, which supports the efficient use of urban land consistent with the Regional Growth Strategy.

MPP-DP-53 – “Address nonmotorized, pedestrian, and other multimodal types of transportation options in concurrency programs – both in assessment and mitigation.”

MPP-RC-9 – “Recognize and give regional funding priority to transportation facilities, infrastructure, and services that explicitly advance the development of housing in designated regional growth centers. Give additional priority to projects and services that advance and support new and existing affordable housing that includes low- and very low-income residents.”

MPP-T-7 – “Fund, complete, and operate the highly efficient, multimodal system in the Regional Transportation Plan to support the Regional Growth Strategy. Coordinate WSDOT, regional, and local transportation agencies, in collaboration with the state legislature, to build the multimodal system.”

MPP-T-10 – “Ensure mobility choices for people with special transportation needs, including persons with disabilities, seniors, youth, and people with low incomes.”

MPP-T-13 – “Increase the proportion of trips made by transportation modes that are alternatives to driving alone, especially to and within centers and along corridors connecting centers, by ensuring availability of reliable and competitive transit options.”

MPP-T-17 – “Promote and incorporate bicycle and pedestrian travel as important modes of transportation by providing facilities and navigable connections.”

The amendments to the Transportation Element and the Urban Core Subarea Plan Element are consistent with VISION 2050’s MPPs by focusing on multimodal transportation with an increased emphasis on improving transit reliability and enhancing connectivity, safety, and comfort for pedestrians and bicyclists.

- 1 L. The proposed amendments are consistent with the following countywide planning policies (CPP) for
2 Snohomish County:
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4 **DP-6** – “City and County comprehensive plans should locate employment areas and living areas
5 in close proximity in order to maximize transportation choices, minimize vehicle miles traveled,
6 optimize the use of existing and planned transportation systems and capital facilities, and
7 improve the jobs-housing balance.”
8

9 **DP-9** – “Jurisdictions that have designated regional growth centers and manufacturing/industrial
10 centers shall direct a significant share of population and employment growth to those areas
11 through the provision of land use policies and infrastructure investments that support growth
12 levels and densities consistent with the regional vision.”
13

14 **DP-10** – “The County and cities shall coordinate the designation and planning of regional,
15 countywide, and local centers with transit service and other service providers to promote well-
16 designed and transit oriented developments that enhance economic development opportunities
17 for all residents, address environmental goals, and reduce vehicle miles traveled and
18 greenhouse gas emissions from transportation.”
19

20 **DP-14** – “The County and cities should promote and focus new compact urban growth in local
21 centers, countywide centers, regional centers, and transit emphasis corridors.”
22

23 **DP-18** – “In coordination with transit agencies, jurisdictions that are served by transit should,
24 where appropriate, enact transit oriented development policies and development standards.
25 Transit oriented development should include the following common elements:

- 26 a. Located to support the development of designated local growth centers, countywide
27 growth centers, regional growth centers, and existing and planned transit emphasis
28 corridors;
29 b. Include pedestrian scale neighborhoods and activity centers to stimulate use of
30 transit and ride sharing;
31 c. Plan for an appropriate intensity and mix of development, including both employment
32 and housing options, that support transit service; and
33 d. Plan for growth near high-capacity transit.”
34

35 The two Land Use Element amendments are consistent with the above CPPs through the location of
36 employment and residential capacity near transportation, local centers, and transit emphasis
37 corridors, supporting the County designating at least part of the LRC zone as a regional center, and
38 planning for an appropriate amount of density and mix of development in local centers.
39

40 **DP-40** – “The County and cities should address the safety, health, and well-being of residents
41 and employees in countywide and local planning through:

- 42 a. Adoption of development standards that encourage design and construction of healthy
43 buildings and facilities;
44 b. Provision of infrastructure that promotes physical activity; and

1 c. Incorporating a focus on health and well-being, including the reduction of existing disparities
2 between population groups, into countywide and local decision-making processes.
3

4 **TR-4** – “The County and cities, together with WSDOT and transit agencies, shall provide
5 transportation facilities and services necessary to support and implement the RGS and the land
6 use elements of local comprehensive plans, including roadway capacities, active transportation
7 options, and public transportation services appropriate to the designated land use types and
8 intensities by:

9 a. Maintaining and improving existing arterials, neighborhood streets, and associated
10 pedestrian, bicycle, and transit infrastructure in order to promote safe and efficient use for all
11 modes;

12 b. Providing a network of multimodal arterials based on a consistent classification system and
13 appropriate design standards that will improve connectivity, circulation, and reduce vehicle
14 miles of travel;

15 c. Using land use projections based on the Regional Growth Strategy and implemented through
16 local comprehensive plans to identify and plan for adequate roadway, pedestrian, bicycle, and
17 transit services to meet travel needs;

18 d. Reviewing land use designations where levels of service cannot adequately serve or expect to
19 achieve concurrency for development allowed under the designation;

20 e. Providing adequate access to and circulation for public service and priority for public
21 transportation vehicles will be part of the planning for comprehensive plan land use
22 designations and subsequent development as appropriate;

23 f. Consulting with transit agencies, as appropriate, when planning future land use in designated
24 transit emphasis corridors and in the area of high capacity transit stations for consistency with
25 long-range transit agency plans and to ensure that the land use and transit services are mutually
26 supported;

27 g. Preparing for changes in technology and travel patterns for moving people and goods; and

28 h. Improving street connectivity to encourage walking, bicycling, transit use, and physical
29 activity.”
30

31 **TR-5** – “The County and cities together with the Washington State Department of
32 Transportation should develop consistent transportation design standards for urban and rural
33 areas throughout the County that address public transportation, roadways, ferries, walkways,
34 bikeways, and access for people with disabilities, low-income and special needs populations,
35 and that recognize differences among communities by:

36 a. Identifying major travel routes needing additional public transportation, pedestrian, or
37 bicycle-related improvements to increase people-carrying capacity;

38 b. Coordinating local comprehensive plans to develop or complete a system of interconnected
39 walkways and bikeways;

40 c. Establishing multimodal transportation facility design, level of service standards and site plan
41 design standards that will address the movement of goods and services to enhance the
42 wellbeing of the economy and public health; and

d. Implementing context-sensitive solutions that recognize the variety of functions of transportation facilities and that promote compatibility with the natural environment, adjoining land uses, and activities and that create high quality public spaces.”

TR-16 – “The County and cities, in cooperation with transit operating agencies and the Washington State Department of Transportation, should plan strategically to integrate measures to reduce emissions that contribute to climate change in transportation planning, by:

- a. Developing and coordinating transportation plans that support land use and other plan elements and contribute to a flexible, holistic and long-term approach to promote sustainability and mitigate impacts contributing to climate change;
- b. Maximizing efficiency of existing transportation investments and pursuing measures to reduce vehicle miles of travel and greenhouse gas emissions from transportation;
- c. Supporting the transition to a cleaner transportation system by planning for and encouraging investment in clean energy options such as zero emission vehicles, low carbon fuels and the necessary infrastructure to support clean energy options;
- d. Developing and implementing transportation modes, fuels and technologies that are energy-efficient and reduce negative impacts on the environment;
- e. Investing in nonmotorized transportation improvements in and between urban centers; and
- f. Increasing the proportion of trips made by transportation modes that are alternatives to driving alone by ensuring availability of reliable and competitive mobility options, especially to and within centers and along corridors connecting centers.”

The Transportation Element amendments meet the above CPP requirements related to developing transportation projects necessary to implement the land use plan, maintain level-of-service standards, and prevent concurrency issues.

- M. The proposed amendments maintain consistency with the GMACP. The following policies apply to the proposed code amendments:

Objective LU 3.A – “Plan for Countywide Centers consistent with VISION 2050, the Regional Growth Strategy (RGS), and the CPPs.”

LU Policy 3.A.1 – “The County shall designate Countywide Centers within UGAs consistent with the criteria in Appendix 1 of the CPPs. In addition to any Countywide Centers proposed within incorporated areas by cities, unincorporated areas with the following designations on the Future Land Use Map (FLUM) that also meet the criteria of Appendix I of the CPPs, shall be eligible as Countywide Growth Centers (identified on LU Map 2):

- Urban Center,
- Light Rail Community, and
- Mixed Use Corridor.”

The Land Use Element amendment to add in Local Centers policy LU 3.A.6 is consistent with the GMACP objective to plan for countywide centers consistent with the Regional Growth Strategy. The amendments establish a goal for the LRC zone to have a mix of uses such that at least 15% of the

1 planned activity units are to be residential and 15% of the planned activity units are to be
2 employment, aligning with the PSRC criteria for designation as a regional center.

3
4 **LU Policy 3.B.5** – “Urban Centers, Light Rail Communities, and Mixed Use Corridors are
5 designated on the FLUM and additional Urban Centers, Light Rail Communities, and Mixed Use
6 Corridors may be designated in future amendments to the Comprehensive Plan.”

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8 The amendment to add a LRC zone around the planned light rail stations at Ash Way, Mariner, and
9 SR 99/Airport Road supports this policy, as the LRC zone will be the implementing zone for the LRC
10 Future Land Use (FLU) designation.

11
12 **Objective LU 1.E** – “The County shall continue the annexation of unincorporated urban areas
13 into cities and towns.”

14
15 Through amending the Future Land Use Map (FLUM), the County supports annexations of
16 unincorporated urban areas into cities and towns.

17
18 **Objective TR 8.B** – “In cooperation with other transportation providers the County shall plan
19 and program adequate transportation systems to meet the concurrency and LOS requirements
20 such that development can proceed orderly and consistent with the Land Use Element.”

21
22 The Transportation Element amendments comply with the GMACP through ensuring consistency
23 with the Land Use Element. These amendments include adding the 43rd Ave SE (188th/180th)
24 Improvement Project, revising the project description for the 43rd Ave SE (204th/188th)
25 Improvement Project, adding the 35th/36th Ave W Improvements Project, and adding the 128th St
26 SW: 8th to Interurban Trail Bicycle Improvements Project.

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28 **Objective TR 4.A** – “The County shall prepare long-range plans for future highway and County
29 arterial roadways that provide adequate connectivity and preserve rights-of-way in
30 consideration of existing and future development.”

31
32 The Transportation Element amendment to revise the Arterial Circulation Map complies with the
33 GMACP as it prepares long-range plans for future highway and County arterial roadways. The
34 amendment to revise the Arterial Circulation Map to change 156th St NE from 23rd Ave NE to the
35 railroad tracks on the Arterial Circulation Map from a local road to a Minor Arterial, extend 150th St
36 SW from Madison Way to Ash Way, designate a new extension as Urban Major Collector, and show
37 a realigned Broadway Ave from Yew Way to SR 524.

38
39 **Objective TR 5.A** – “Plan, design, program, construct, and promote the use of safe, accessible,
40 and effective active transportation facilities in unincorporated Snohomish County that improve
41 the mobility and connectivity for all users.”

42
43 The Transportation Element amendment to revise the Bicycle Facility System Map promotes the use
44 of safe, accessible, and active transportation facilities. This amendment adds a Neighborhood Route

1 extending along 150th St SW from Madison Way to Ash Way, adds an Urban Neighborhood Route
2 for the Broadway Ave realignment from Yew Way to SR 524, and changes 128th St SW from 8th Ave
3 W to the Interurban Trail from a Proposed Urban Neighborhood Route to a Countywide Connector
4 Route.
5

6 N. Procedural requirements.
7

- 8 1. Under Snohomish County Code, this ordinance is a Type 3 legislative action pursuant to SCC
9 30.73.010.
10
- 11 2. As required by RCW 36.70A.106(1), a notice of intent to adopt this ordinance was transmitted to
12 the Washington State Department of Commerce on September 9, 2025.
13
- 14 3. State Environmental Policy Act (SEPA), chapter 43.21C RCW, requirements with respect to this
15 non-project action have been satisfied through the completion of an environmental checklist
16 and issuance of a determination of non-significance on September 9, 2025.
17
- 18 4. The public participation process used in the adoption of this ordinance complies with all
19 applicable requirements of the GMA and the SCC, including but not limited to RCW 36.70A.035,
20 RCW 36.70A.140, and chapter 30.73 SCC.
21
- 22 5. The Washington State Attorney General last issued an advisory memorandum, as required by
23 RCW 36.70A.370, in October of 2024 entitled "Advisory Memorandum and Recommended
24 Process for Evaluating Proposed Regulatory or Administrative Actions to Avoid Unconstitutional
25 Takings of Private Property" to help local governments avoid the unconstitutional taking of
26 private property. The process outlined in the State Attorney General's 2024 advisory
27 memorandum was used by Snohomish County in objectively evaluating the regulatory changes
28 proposed by this ordinance.
29

30 O. This ordinance is consistent with the record:
31

- 32 1. This ordinance amends the Centers section of the Land Use Element by adding new
33 policy LU 3.A.6 to the Land Use Element to implement criteria established by the Puget
34 Sound Regional Council for regional urban centers. The PSRC has established a hierarchy
35 of centers for the region based on regional, countywide, and local centers. Regional
36 growth centers are defined as hubs for a concentration of housing, jobs, and high-
37 quality transit services. PSRC has outlined the requirements for regional center
38 designation in the "Puget Sound Regional Council Designation Procedures for New
39 Regional Centers," under the criteria for urban growth centers. PSRC's criterion B.2.d for
40 urban growth centers states, "A goal should be in place for the center to have at least a
41 mix of at least 15% planned residential and employment activity in the center." New
42 Land Use policy LU 3.A.6 meets PSRC's criteria that a regional center has a planning goal
43 for a mix of uses.
44

1 The policy identifies a goal that at least 15% of the planned activity units are to be
2 residential activity, and at least 15% of the planned activity units are to be employment
3 activity. Activity units are a measure of total activity used by PSRC that combines the
4 number of jobs and population in a center. Policy LU 3.A.6 builds upon PSRC's criteria
5 and clarifies the percentage breakdown of residential and employment planned activity
6 units.

- 7
- 8 2. The ordinance amends the Center Designations in the Land Use Element to add a new
9 implementing zone called the Light Rail Community zone (LRC zone) for the Light Rail
10 Community Future Land Use designation. The County anticipates adopting the LRC zone
11 through amendments to the County's development code in early 2026. The new LRC
12 zone will be generally within a half-mile of the planned future light rail stations in
13 unincorporated Snohomish County. The LRC zone will support transit-oriented
14 development near light rail stations, including high-density residential, commercial,
15 office, and community service uses.

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17 Currently, the Urban Center zone is the only implementing zone for the Light Rail
18 Community Future Land Use designation. The ordinance amends the LRC designation to
19 state that the implementing zone is Urban Center until the effective date of an
20 ordinance establishing the LRC zone, at which time the implementing zone will be the
21 LRC zone. The County intends to propose a technical amendment to Land Use Element
22 during the annual review of the GMACP in 2026 to remove the conditional language of
23 the implementing zone from Urban Center to Light Rail Community only.

- 24
- 25 3. Amending Land Use Maps 1-6 in the Land Use Element updates the Future Land Use
26 Map (Map 1), the Countywide Centers Map (Map 2), the Mineral Resource Lands
27 Mineral Resource Overlay (MRO) Map (Map 3), the Municipal Urban Growth Areas Map
28 (Map 4), the Open Space Corridors and Wildlife Areas Map (Map 5), and the Land Useful
29 for Public Purpose Map (Map 6). These map amendments reflect changes from three
30 annexations and Tribal Trust transfers since the GMACP was last amended on December
31 4, 2024.

- 32
- 33 i. The finalized Monroe 30 annexation, approved by the city via Ordinance No.
34 013/2025 on June 24, 2025, is reflected in amendments to Map 1, Map 3, Map
35 5, and Map 6 of the Land Use Element. The annexed area consists of 29.81 acres
36 located adjacent to the Northwestern portion of the Monroe city limits. The
37 annexed area was formerly designated Urban Low Density Residential (ULDR) on
38 the FLU map.

- 39
- 40 ii. The finalized Mukilteo Phase 1 Annexation, approved by the city via Ordinance
41 No. 1513 on July 17, 2025, is reflected in amendments to Map 1, Map 3, Map 4,
42 Map 5, and Map 6 of the Land Use Element. The annexed area consists of 88.10
43 acres located adjacent to the Southeast portion of the Mukilteo city limits. The
44 annexed area was formerly designated Urban Industrial (UI) on the FLU map.

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- iii. The finalized Lynnwood New Middle School Annexation by the city via Ordinance No. 3488 on September 8, 2025, is reflected in amendments to Map 1, Map 2, Map 3, Map 4, Map 5, and Map 6 of the Land Use Element. The annexed area consists of 19.76 acres located adjacent to western portion of the Lynnwood city limits. The annexed area was formerly designated Urban High Density Residential (UHDR) on the FLU map.
 - iv. The finalized Tribal Trust transfers are reflected in amendments to Future Land Use Map 1 of the Land Use Element. These Tribal Trust transfers are on parcels 31050500201000 and 31050500201100 (Malme, recorded 6/25/2025), 32053100401500 (Ford, recorded 8/13/2025), and 32053300301000 (Parker, recorded 9/5/2025).
4. The amendment to the Housing Element revises the introduction text to update the correct organization that prepares a plan to prevent and address homelessness. The County's Homeless Policy Task Force no longer prepares this plan. The Partnership to End Homelessness is an independent organization which serves as the Everett/Snohomish County Continuum of Care and is the current body that prepares the plan to deal with homelessness. This amendment is necessary to supply current information in the Housing Element.
5. The Transportation Element project lists will be amended by this ordinance to accurately show the 20-year improvement needs, to be consistent with the transportation analysis for the GMACP, and to allow for a more complete impact fee cost basis. The amendments below update project maps, tables, and related text, including revisions to the overall cost of the transportation project list.
- i. Improve 43rd Ave SE to urban 3-lane standards and add a roundabout at the intersection of 43rd Ave SE and SR 524. This project was initially expected to be completed before the adoption of the Transportation Element in December 2024 and was excluded from the project list. This project was shown as complete and included in the analysis of the GMACP. It had not been completed when the GMACP was adopted, so it needs to be added to the Transportation Element to accurately show the 20-year improvement needs, to be consistent with transportation analysis for the GMACP, and to allow for a more complete impact fee cost basis.
 - ii. Improve 43rd Ave SE to urban 3-lane standards. This project was included in the analysis for the GMACP and its Environmental Impact Statement (EIS). However, when the County Council approved an Urban Growth Area (UGA) expansion into this area, the project description also needed to be updated. Roads within UGAs are constructed to urban standards, and this project remains consistent with those standards despite the outdated description. This project update ensures

alignment between the project description and applicable urban road standards.

iii. Improve 35th/36th Ave W to urban 3-lane standards. This project was expected to be completed before the adoption of the Transportation Element in the GMACP and was excluded from the project list. This project was shown as complete and included in the analysis for the GMACP; however, the project had not been completed when the GMACP was adopted. This ordinance adds this project to the Transportation Element to accurately show the 20-year improvement needs, to be consistent with the transportation analysis for the GMACP, and to allow for a more complete impact fee cost basis.

iv. Adds bicycle facilities to 128th St SW. This project was initially expected to be completed before the adoption of the Transportation Element in the GMACP and was excluded from the project list. This project was shown as complete and included in the analysis for the GMACP; however, the project had not been completed when the GMACP was adopted. This ordinance adds this project to the Transportation Element to accurately show the 20-year improvement needs, to be consistent with the analysis, and to allow for a more complete impact fee cost basis.

6. The Transportation Element Arterial Circulation Map will be amended to reflect updated changes to the County's arterial roadway network. The Arterial Circulation map found in the GMACP outlines the County's arterial network, including county arterials and state highways. It illustrates their coverage, functional classifications, and planned future road alignments based on changing land use needs. County-maintained roads are classified by function, traffic volume, and composition. These classifications guide roadway design and construction, including access and frontage improvements. Roadway categories include interstates, freeways/expressways, principal and minor arterials, as well as major and minor collectors. All other County-maintained roads are designated as local roads. The amendments below outline the updates to the Transportation Element's Arterial Circulation Map.

i. Changes 156th St NE from 23rd Ave NE to the end of the existing road on the east where the railroad tracks and the border of the City of Marysville on the Arterial Circulation Map from a local road to a Minor Arterial. The City of Marysville and the Washington State Department of Transportation (WSDOT) have proposed a new overcrossing at 156th St NE to span the railroad tracks. Both the overcrossing and the section of 156th St NE between the tracks and the 23rd Ave NE are proposed to be upgraded by the City of Marysville to meet minor arterial standards. To ensure consistency, the City of Marysville and WSDOT staff have requested that the County also designate the portion of 156th St NE west of the tracks as a minor arterial.

- ii. Extend 150th St SW from Madison Way to Ash Way. Designate the new extension as Urban Major Collector. Adding this segment to the Arterial Circulation Map helps preserve the potential right-of-way needs for a future extension of 150th St SW.
 - iii. Show a realigned Broadway Ave from Yew Way to SR 524. WSDOT is redesigning the SR 522/Paradise Lake Road interchange. As part of this project, the existing segment of Broadway Ave south of Yew Way will be removed. The WSDOT project with realign Broadway Ave to connect with the SR 524 intersection at 87th Ave SE.
7. The Transportation Element Bicycle Facility System Map will be amended to reflect updated changes to the County's bicycle routes. The County's Countywide Bicycle Facility System Map outlines the vision for future bicycle routes and serves as a tool for identifying standalone bicycle projects. The Engineering Design and Development Standards (EDDS) also references this map to determine necessary improvements for transportation projects and development applications. The amendments below outline the updates to the County's Bicycle Facility System Map.
 - i. Add an Urban Neighborhood Route line to the Countywide Bicycle Facility System Map extending along 150th St SW from Madison Way to Ash Way. This amendment is necessary to ensure consistency with the 150th St SW Arterial Circulation Map amendment.
 - ii. Add an Urban Neighborhood Route line to the Countywide Bicycle Facility System Map for the Broadway Ave realignment from Yew Way to SR 524. This change is necessary to ensure consistency with the Broadway Ave Arterial Circulation Map amendment.
 - iii. Change 128th St SW from 8th Ave W to the Interurban Trail on the Countywide Bicycle Facility System Map from an Urban Neighborhood Route to a Countywide Connector Route. This amendment acknowledges changes to the 128th St SW: 8th to Interurban Trail Bicycle Improvements project, which will result in a bicycle facility more appropriately designed as a Countywide Connector Route.
8. The Transportation Element Appendix A-2 will be amended to insert the 2044 traffic forecast tables from the EIS done as part of the GMACP Update. A 20-year 2044 traffic forecast for Snohomish County arterial units and state highway units was done as part of the GMACP Update. The results of this forecast were inadvertently excluded from Appendix A-2 of the Transportation Element.

1 9. The Urban Core Subarea Plan Element Bicycle Facility System Map is amended to be
2 consistent with the Transportation Element amendments. The amendments below
3 outline the Urban Core Subarea Plan Element Bicycle Facility System Map amendments.
4

5 i. Update Urban Core Subarea Element to add the 128th St SW: 8th to Interurban
6 Trail Bicycle Improvement project to Table UC 7-3 and Map UC 7-5. This change
7 will improve consistency with the addition of the 128th St SW:8th to Interurban
8 Trail Bicycle Improvements project to the Transportation Element project maps
9 and tables and changes to the Countywide Bicycle Map.
10

11 ii. Update Urban Core Subarea Element to add the 35th/36th Ave W Improvements
12 project to Table UC 7-5 and Map UC 7-7. This amendment will improve
13 consistency with the amendment to add the 35th/36th Ave W Improvements
14 project to the Transportation Element project maps and tables.
15

16 P. The code amendments are consistent with the record as set forth in the PDS Staff Report dated July
17 7, 2025, and the DPW Staff Report dated May 23, 2025.
18

19 Q. The amendments have been evaluated for the potential to create barriers to the implementation of
20 low impact development (LID) principles and measures for stormwater management. The updates
21 to the Comprehensive Plan will not impact LID principles or measures.
22

23 R. The amendments will not have an impact on the demand for capital facilities and utilities. County
24 and external service providers maintain long-range plans and financing strategies to meet projected
25 service demands that will not be impacted by these amendments to the Comprehensive Plan.
26

27 S. The amendments to the Comprehensive Plan will not impact housing and job creation in the County.
28

29 Section 2. The County Council makes the following conclusions:
30

31 A. The amendments proposed by this ordinance are consistent with all applicable federal, state, and
32 local laws and regulations.
33

34 B. The amendments proposed by this ordinance are consistent with the goals, objectives, and policies
35 of the MPPs, CPPs, and the Snohomish County GMACP.
36

37 C. The County has complied with all SEPA requirements in respect to this non-project action.
38

39 D. The public participation process used in the adoption of this ordinance complies with all applicable
40 requirements of the GMA and title 30 SCC.
41

42 E. The amendments proposed by this ordinance do not result in an unconstitutional taking of private
43 property for a public purpose.
44

1 Section 3. The Snohomish County Council bases its findings and conclusions on the entire record
2 of the County Council, including all testimony and exhibits. Any finding, which should be deemed a
3 conclusion, and any conclusion which should be deemed a finding, is hereby adopted as such.
4

5 Section 4. The Land Use Element of the Snohomish County 2024 Comprehensive Plan, last
6 amended by Amended Ordinance No. 24-033 on December 4, 2024, is amended as indicated in Exhibit A
7 to this ordinance, which is attached hereto and incorporated by reference into this ordinance.
8

9 Section 5. Land Use Maps 1-6 in the Land Use Element of the Snohomish County 2024
10 Comprehensive Plan, last amended by Amended Ordinance No. 24-031 on December 4, 2025, are
11 amended as indicated in Exhibit B to this ordinance, which is attached hereto and incorporated by
12 reference into this ordinance.
13

14 Section 6. The Housing Element of the Snohomish County 2024 Comprehensive Plan, last
15 amended by Amended Ordinance No. 24-033 on December 4, 2024, is amended as indicated in Exhibit C
16 to this ordinance, which is attached hereto and incorporated by reference into this ordinance.
17

18 Section 7. The Transportation Element of the Snohomish County 2024 Comprehensive Plan, last
19 amended by Amended Ordinance No. 24-033 on December 4, 2024, is amended as indicated in Exhibit D
20 to this ordinance, which is attached hereto and incorporated by reference into this ordinance.
21

22 Section 8. The Urban Core Subarea Plan Element of the Snohomish County 2024 Comprehensive
23 Plan, adopted by Amended Ordinance No. 24-033 on December 4, 2024, is amended as indicated in
24 Exhibit E to this ordinance, which is attached hereto and incorporated by reference into this ordinance.
25

26 Section 9. The cover page of the 2024 Comprehensive Plan shall be updated with text indicating
27 the most recent adoption date of amendments to the Plan, using text substantially similar to the
28 following: Last amended by [this ordinance number] on [adoption date].
29

30 Section 10. The County Council directs the Code Reviser to update SCC 30.10.060 pursuant to
31 SCC 1.02.020(3).
32

33 Section 11. Severability and Savings. If any section, sentence, clause, or phrase of this ordinance
34 shall be held to be invalid by the Growth Management Hearings Board (Board), or unconstitutional by a
35 court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or
36 constitutionality of any other section, sentence, clause, or phrase of this ordinance. Provided, however,
37 that if any section, sentence, clause or phrase of this ordinance is held to be invalid by the Board or
38 court of competent jurisdiction, then the section, sentence, clause or phrase in effect prior to the
39 effective date of this ordinance shall be in full force and effect for that individual section, sentence,
40 clause or phrase as if this ordinance had never been adopted.
41

42
43 PASSED this 12th day of December 2025.
44

SNOHOMISH COUNTY COUNCIL
Snohomish County, Washington



Council Chair

ATTEST:



Asst. Clerk of the Council

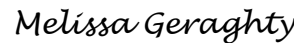
(X) APPROVED
() EMERGENCY
() VETOED

DATE: December 16, 2025



County Executive

ATTEST:



Approved as to form only:



Deputy Prosecuting Attorney

11/6/25

Exhibit A

Amendments to the Land Use Element

Exhibit A.1 - Centers Designations

Exhibit A.2 - Local Centers zone

CENTER DESIGNATIONS

The Future Land Use Map (FLUM) shows the Centers designations including Urban Centers (UC), Light Rail Communities (LRC), Mixed Use Corridors (MUC), Urban Villages, and Manufacturing /Industrial Centers (MIC). The boundaries for countywide and local centers are delineated through future land use designations. MICs are designated with an overlay in the FLUM. This includes the manufacturing industrial overlay for Paine Field Airport. The centers future land use designations are defined below.

Additional Centers may be designated in the future through amendments to the comprehensive plan.

Urban Center.

This designation identifies a higher density area that contains a mix of residential and nonresidential uses, and whose location and development are coordinated with the regional high capacity transportation system. The implementing zone is Urban Center.

Mixed Use Corridor (MUC).

This designation identifies a higher density corridor within the Urban Core Subarea that contains a mix of residential and non-residential uses, and whose location and development are coordinated with the regional high capacity transportation system. The implementing zone is Mixed Use Corridor.

Light Rail Community (LRC).

This designation identifies a higher density area that contains a mix of residential and nonresidential uses, served by local multi-modal and active transportation systems, and whose location and development are coordinated with the regional light rail transportation system. The implementing zone is Urban Center((-)), until the effective date of an ordinance establishing a Light Rail Community zone, at which time the implementing zone is Light Rail Community.

Urban Village.

This designation identifies a mixed-use area with higher density residential development located within neighborhoods. Urban Villages are smaller than Urban Centers. The implementing zones are Neighborhood Business and Planned Community Business.

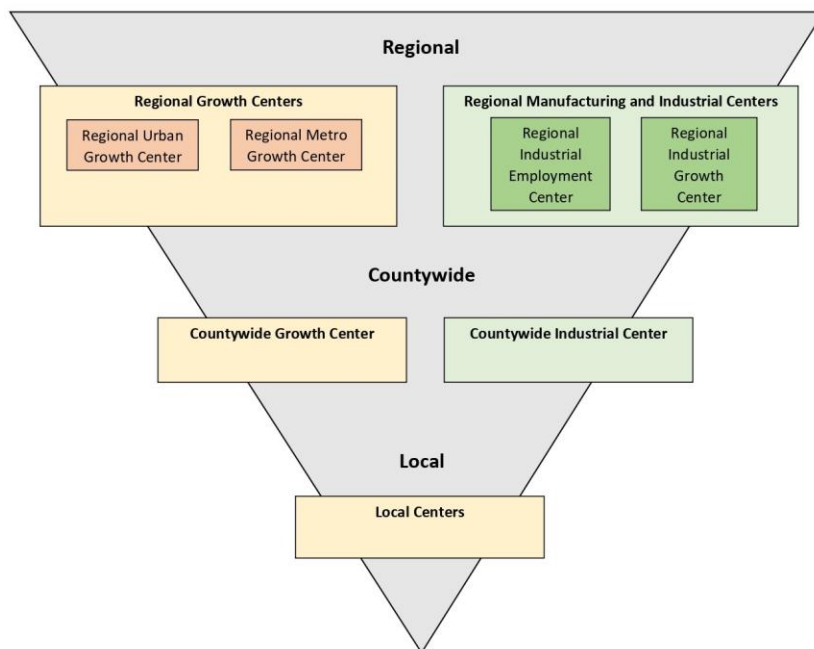
Manufacturing/Industrial Center (MIC).

This overlay identifies the unincorporated portion of major regionally-designated employment areas. MICs are intended to include intensive, concentrated manufacturing and industrial land uses which are not easily mixed with other uses. Notwithstanding the VISION 2050 guidelines for MIC designations, land uses and zoning of Paine Field continue to be governed by the Snohomish County Airport Paine Field Master Plan and Title 30 SCC consistent with federal aviation policies and grant obligations.

CENTERS

Centers are defined focal points within a community that are a priority for local planning and infrastructure. The Growth Management Act (GMA), the Puget Sound Regional Council's (PSRC) VISION 2050, the Countywide Planning Policies (CPPs), and the Land Use Element provide policy guidance on centers. The PSRC has established a hierarchy of centers for the region based on regional, countywide, and local centers (see Figure LU-1), and Appendix I of the CPPs define Regional Centers, Countywide Centers, and Local Centers and provide criteria for their selection in the county. The county supports the efforts of cities to preserve, enhance, and develop centers within their city limits.

Figure LU-1: Hierarchy of Centers in Snohomish County



The Land Use Element provides policy direction for the implementation and development of centers. LU Map 1 Future Land Use Map (FLUM) includes several designations which can fit into the countywide or local center designations:

- Light Rail Community (LRC)
- Mixed Use Corridor (MUC)
- Urban Center (UC)
- Urban Villages (UV)
- Manufacturing/Industrial Centers (MIC)

These center designations are future land use designations on the FLUM, and are more fully

described in the Future Land Use Map section of the Land Use Element. Manufacturing/Industrial Centers (MICs) are designated with an overlay in the FLUM. This includes the manufacturing industrial overlay for Paine Field Airport.

REGIONAL CENTERS

The PSRC's 2018 Regional Centers Framework provides the eligibility criteria and process for the designation of regional centers. There are several Regional Centers located in cities and one in unincorporated Snohomish County as described below. The County could also propose to designate additional Regional Centers in the future by using PSRC's eligibility criteria. The PSRC'S Regional Growth Centers and Manufacturing/Industrial Centers Map shows the location of centers in the region.

Regional Growth Centers

Regional Growth Centers are defined as hubs for a high concentration of housing, jobs, and high quality transit services. These centers provide regional services and serve as important civic and cultural areas. Regional Centers have been designated in Everett, Lynnwood, and Bothell Canyon Park, and there are not any in unincorporated Snohomish County.

Regional Manufacturing/Industrial Centers

Manufacturing /Industrial Centers are hubs for industry and services and support the long-term industrial base of the region. MICs form a critical regional resource that provides economic diversity, supports national and international trade, generates substantial revenue for local governments, and offer higher than average wages. They also provide future growth opportunities for business and employment. Multiple modes of transportation should be used to move freight and goods including trucks, heavy rail, ships, and airplanes. Regional MICs are further broken down into industrial employment centers and industrial growth centers.

Regional Industrial Employment Centers

Regional Industrial Employment Centers serve an important regional role as they are highly active industrial areas with a significant number of existing jobs and core industrial activities. These centers have a legacy of industrial employment and represent important long-term industrial areas, such as deep-water ports and major manufacturing. The Paine Field/Boeing Everett Center is a regional industrial employment center. This Center is located in unincorporated Snohomish County and the City of Everett.

Regional Industrial Growth Centers

Regional Industrial Growth Centers are regional clusters of industrial lands that have significant value to the region and potential for future job growth. These centers include industrial lands that serve the region with international employers, industrial infrastructure, and concentrations of industrial jobs. The intent of this designation is to continue the growth of industrial employment and preserve the region's industrial land base for long-term growth and retention.

The Cascade Industrial Center (CIC) located in the cities of Marysville and Arlington is a regional industrial growth center. It includes over 4,000 acres of manufacturing and industrial zoned lands. It is the second largest manufacturing industrial center in Snohomish County.

COUNTYWIDE CENTERS

Appendix I of the CPPs includes a list of candidate Countywide Growth Centers and Industrial Centers. These centers have been identified by the county and its cities where significant population and employment growth can be located. Countywide Centers within unincorporated UGAs are focused within the Southwest UGA (see LU Map 2 Countywide Centers).

Countywide Growth Centers

Countywide Growth Centers serve as nodes for the concentration of jobs, housing, shopping, and recreational opportunities. These centers should be compact, walkable, and should have a radius between 0.25 miles to 0.5 miles. Countywide Growth Centers should support multimodal transportation including transit, pedestrian amenities, and bicycle infrastructure. Countywide Growth Centers should include a variety of different land uses. These centers include smaller downtowns, high-capacity transit station areas, and neighborhood centers that are linked by transit.

Countywide growth centers should also be identified in the CPPs and be a priority area for planning and investment in urban areas. The following Countywide Growth Centers have been designated by the County (see LU Map 2):

- Airport Road and Highway 99 Provisional Light Rail Station
- Ash Way Light Rail Station Area
- Mariner Light Rail Station Area
- Thrasher's Corner

The planned light rail station areas are in the Southwest UGA. These light rail station areas are part of the Urban Core Subarea, and the Urban Core Subarea Plan Element provides policy guidance and direction for the future development of these station areas. Thrasher's Corner is in the Southwest UGA north of the City of Bothell.

Countywide Industrial Centers

Currently, the County does not have any designated Countywide Industrial Centers. The CPP's Appendix I identifies several candidate countywide industrial centers.

LOCAL CENTERS

Local Centers play an important role at the local neighborhood level. All scales of urban development can benefit from having small centers that serve as local nodes. These places range from neighborhood centers to active crossroads in communities of all sizes. Local Centers

help define community character, and provide local gathering places, serve as community hubs, and are often appropriate places for additional growth and focal points for services. There are numerous Local Centers throughout the county. Examples in unincorporated Snohomish County are Filbert Rd and North Rd, 80th Ave NW, and 284th St NW.

GOAL LU 3 **Establish a system of compact, clearly defined mixed-use centers that promote neighborhood identification, reduce vehicle miles traveled, promote physical activity, and support the county’s sustainability goals.**

LU Policies 3.A.1 The County shall designate Countywide Centers within UGAs consistent with the criteria in Appendix I of the CPPs. In addition to any Countywide Centers proposed within incorporated areas by cities, unincorporated areas with the following designations on the Future Land Use Map (FLUM) that also meet the criteria of Appendix I of the CPPs, shall be eligible as Countywide Growth Centers (identified on LU Map 2):

- Urban Center,
- Light Rail Community, and
- Mixed Use Corridor.

3.A.2 The boundaries for unincorporated Countywide Centers shall be delineated on LU Map 2 Countywide Centers.

3.A.3 The County shall promote new, urban, compact, and mixed-use growth within Countywide Centers.

3.A.4 The county shall promote in Countywide Centers population and employment densities that support investments in infrastructure and transit.

3.A.5 The County will pursue the designation of the Ash Way and Mariner Countywide Growth Centers as Regional Growth Centers under the PSRC's VISION 2050 plan.

3.A.6 The County shall plan for a mix of uses within PSRC designated Metro and Urban Regional Growth Centers with the goal that at least 15% of the planned activity units are to be residential, and at least 15% of the planned activity units are to employment. Activity units are a measure of total activity that combines the number of jobs and population.

Objective LU 3.B **Plan for Urban Centers, Light Rail Communities, and Mixed Use Corridors within unincorporated UGAs consistent with VISION 2050 and the CPPs.**

LU Policies 3.B.1 The Future Land Use Map (FLUM) and UGA land use plans shall include designations and implementation measures for Urban Center, Light Rail Community, and Mixed Use Corridor, based on the characteristics and criteria below.

3.B.2

Urban Centers, Light Rail Communities, and Mixed Use Corridors shall be located within a UGA and:

Subsection (a) Contain a mix of high-density residential and higher intensity commercial, office, and public uses;

Subsection (b) Be pedestrian and transit-oriented and accessible for people with disabilities;

Subsection (c) Include urban services;

Subsection (d) Reflect high quality urban design;

Subsection (e) Emphasize open spaces, parks, and plazas to create a sense of place;

Subsection (f) Develop/redevelop over time and in phases;

Subsection (g) Plan for "complete streets" that are designed and operated to allow safe access for users of all modes and ability levels with a street center line mile average of no less than 30 center line miles per square mile, as a measure of street connectivity. Street grids should strive to have blocks no larger than three hundred feet by three hundred feet square. In areas where this is not possible, well designed mid-block pedestrian and bicycle pathways could be used to accomplish a similar result;

Subsection (h) Plan for sidewalks and bicycle infrastructure commensurate with population and traffic patterns, including measures of street type, vehicle volume, and speeds;

Subsection (i) Plan for housing affordable to all economic segments of the population, including extremely low-, very low-, low-, and moderate-income households;

Subsection (j) Include plans and regulations that encourage no net loss of affordable housing;

Subsection (k) Plan and zone for a balance of residential, commercial, retail, and recreational uses. At least one housing unit shall be allowed for each employment unit in the center;

Subsection (l) Develop with the community design guidelines and standards for buildings and streets that include criteria to make safe and active streetscapes, discourage uses and designs that disrupt pedestrian and bicycle flow and access, incorporate locally important characteristics and historic structures, and promote good building design;

Subsection (m) Prohibit surface parking lots and at-grade parking, with the exception of on-street parking; and

Subsection (n) Have good access to the local and regional transportation and transit systems.

3.B.3 Urban Centers, Light Rail Communities, and Mixed Use Corridors shall be located adjacent to a principal arterial road and within ½ mile of a high capacity transit station.

3.B.4 Residential net densities shall not be less than 12 dwelling units per acre; maximum densities may be established as part of more detailed planning. Population and employment size will be consistent with criteria in the Countywide Planning Policies and the Plan.

3.B.5 Urban Centers, Light Rail Communities, and Mixed Use Corridors are designated on the FLUM and additional Urban Centers, Light Rail Communities, and Mixed Use Corridors may be designated in future amendments to the Comprehensive Plan.

3.B.6 Desired growth within Urban Center, Light Rail Community, and Mixed Use Corridor designations shall be accomplished through:

Subsection (a) Application of appropriate zoning classifications;

Subsection (b) Provision of necessary services and public facilities, including transit, sewer, water, stormwater, roads and pedestrian improvements, parks, trails, and open space;

Subsection (c) Protection of critical areas; and

Subsection (d) County identification and application of methods to facilitate development within designated Urban Centers, Light Rail Communities, and Mixed Use Corridors, including transit, parks, road, and non-motorized improvements.

3.B.7 All areas zoned as Urban Center and Mixed Use Corridor are designated as TDR receiving areas and all development approvals in Urban Centers and Mixed Use Corridors shall be consistent with adopted TDR policies in this Element.

3.B.8 The County shall promote high-occupancy vehicle use and alternatives to single-occupancy vehicles in Urban Centers, Light Rail Communities, and Mixed Use Corridors through higher density single-family and multi-family developments.

Objective LU 3.C Plan for Urban Villages within unincorporated UGAs.

LU Policies 3.C.1 Urban Villages shall be planned as compact pedestrian-oriented areas within designated Urban Growth Areas. Urban Villages are generally at a smaller scale than an Urban Center, Light Rail Community, and Mixed Use Corridor and provide an intermediate level of commercial or other

services for an existing community, or take advantage of unique characteristics of an area that provide opportunities for higher intensity development with public benefits of open space or other public amenities.

Subsection (a) Development will include a variety of small-scale commercial and office uses, public buildings, high-density residential units, and public open space;

Subsection (b) Development should be pedestrian orientated in circulation, scale, and convenience, with connections between neighborhoods, communities, and other centers;

Subsection (c) Urban Villages should also include urban services and reflect high quality urban design;

Subsection (d) Urban Villages shall serve several neighborhoods within a radius of about two miles; and

Subsection (e) Urban Villages should develop/redevelop over time and may develop in phases.

3.C.2 Urban Villages shall be located where access to transportation facilities is available or can be improved based on the demands of the specific site and intensity of development and shall be designed to maximize use of nearby transit facilities.

Subsection (a) Locations may be on or adjacent to a minor arterial road;

Subsection (b) Within one-fourth mile of existing or planned access to local transit service; or

Subsection (c) Within one-half mile of a high capacity transit station.

3.C.3 Residential net densities shall be at least 12 dwelling units per acre; maximum densities may be established as part of more detailed planning.

3.C.4 Additional Urban Villages may be designated in the future through amendments to the comprehensive plan.

3.C.5 County planning processes shall direct development in Urban Villages by:

Subsection (a) The application of appropriate zoning classifications;

Subsection (b) Planning improvements to public facilities and services such as transit, sewer, water, stormwater, roads and pedestrian improvements, parks, trails, open space, and protection of critical areas;

Subsection (c) The identification and application of new public facilities and services such as transit, park, and road improvements to facilitate development within designated Urban Villages;

Subsection (d) Working with public service providers and other entities to ensure that their Capital Facility Plans meet future service demands. These improvements may be planned and programmed in phases; and

Subsection (e) Requiring Capital Facilities Plans to provide for urban services needed at the time of development approval of specific phases of a project. The intensity of development may be tied to the implementation of specific elements of Capital Facilities Plans including the provision of roadway, transit, utility, and public service facilities.

3.C.6 The urban village at the county Cathcart site will be developed with principles of sustainability that conserve resources, use materials that consider occupant health, and provide opportunities for physical activity, such as Leadership in Energy and Environmental Design (LEED) and Built Green, to serve as a vibrant community focal point for the surrounding neighborhoods in the northeast areas of the Southwest UGA. Neighborhood-serving businesses and service providers – including public services such as library and postal service - will be especially encouraged to locate at the village.

3.C.7 The Urban Village at Point Wells is singularly unique due to its location, geography, access points and historical uses. The site is a relatively isolated area of unincorporated Snohomish County, bounded by Puget Sound to the west and a steep bluff to the east. It is bisected by a rail line running north/south and is accessible only by a two-lane road from the south that passes through a low-density residential community and across the Snohomish/King County line to Point Wells. In addition, the re-designation of Point Wells from its longstanding industrial status to that of Urban Village poses unique challenges to its re-development. Due to its uniqueness, Point Wells requires a land use policy that applies to it alone. The Urban Village at Point Wells will be developed to provide a location for high intensity residential development oriented to the amenities of Puget Sound with a mix of uses to serve the development and the surrounding neighborhoods. It will provide neighborhood-serving businesses and service providers. The urban village will provide public access to Puget Sound available to the larger regional population and provide for ecological restoration appropriate to the site. Uses proposed must be supported by adequate transportation facilities including local bus service or customized transit. Public services and infrastructure required to support Urban Village development at Point Wells shall be incorporated in the Capital Facilities Plans of the County; or if provided by entities other than the County, the property owner must successfully negotiate binding agreements with other entities to provide such services, utilities or infrastructure prior to the County approving a development permit that necessitates the provision of services, utilities

or infrastructure. Urban Village development projects at Point Wells may be planned and programmed in phases. The intensity of development shall be consistent with the level of service standards adopted by the entity identified as providing the service, utility or infrastructure.

Objective LU 3.D Plan for Manufacturing / Industrial Centers within the unincorporated UGA.

LU Policies 3.D.1 Preserve existing Manufacturing / Industrial Centers by restricting incompatible land uses from locating in or adjacent to these centers.

3.D.2 The Manufacturing / Industrial Centers shall be sized to allow a minimum of 20,000 jobs. Development regulations should allow an employment density of at least 20 employees per employment acre for new growth.

3.D.3 The Manufacturing / Industrial Centers shall be shown on the Future Land Use Map as an overlay.

3.D.4 Within Manufacturing / Industrial Centers large retail or non-related office uses shall be discouraged.

3.D.5 Manufacturing / Industrial Centers shall be supported by adequate public facilities and service, including good access to the regional transportation system.

3.D.6 The county shall designate the Paine Field-Boeing area as a Manufacturing / Industrial Center in coordination with the City of Everett.

3.D.7 Land uses and zoning of Paine Field will continue to be governed by the Snohomish County Airport Paine Field Master Plan and Snohomish County Zoning Code consistent with federal aviation policies and grant obligations.

Objective LU 3.E Support efforts to preserve, enhance, or develop urban or small town centers and main streets within the UGA.

LU Policies 3.E.1 Coordinate land use planning efforts with cities, towns, and urban unincorporated areas to encourage development that enhances the vitality of centers and main street.

Objective LU 3.F Investigate and develop techniques to ensure the long-term success of center development.

LU Policies 3.F.1 The county shall coordinate with transit service and other service providers in setting high priorities for development and installation of capital improvements within centers.

3.F.2 The county shall coordinate the design and development of centers and their connecting transit emphasis corridors in unincorporated areas with developers, transit planning agencies, and service providers, and other

key parties to achieve compatibility of land use, transportation, and capital facility objectives within centers. (See Urban Design Section)

- 3.F.3 The county shall support the development and implementation of techniques within designated centers that allow the phasing of development and ensure the centers' long-term development potential.
- 3.F.4 The county shall investigate innovative methods that will facilitate center development such as land assembly, master planning, and urban redevelopment.
- 3.F.5 Centers should be located and designed to be connected to bicycle and pedestrian trails.
- 3.F.6 The county shall explore the suitability of incentives used by other jurisdictions to encourage mixed-use development for use in appropriate locations within unincorporated UGAs, such as along transit emphasis corridors connecting urban centers, in urban villages, and in other concentrations of employment and population.
- 3.F.7 The county shall codify suitable incentives for mixed-use development.
- 3.F.8 The county shall pursue lease, purchase and/or development agreements with all development partners at the county Cathcart site to support that county objectives for the site, generally, and the urban village in particular, are achieved.
- 3.F.9 The county shall explore potential incentives for small to medium-sized businesses that commit to employing local residents to locate at the county Cathcart site as a means to reduce commute trips and strengthen the local economy.

Exhibit B

Amendments to Maps 1-6 of the Land Use Element

Exhibit B.1 – Map - 1 Future Land Use Map

Exhibit B.2 – Map - 2 Countywide Centers

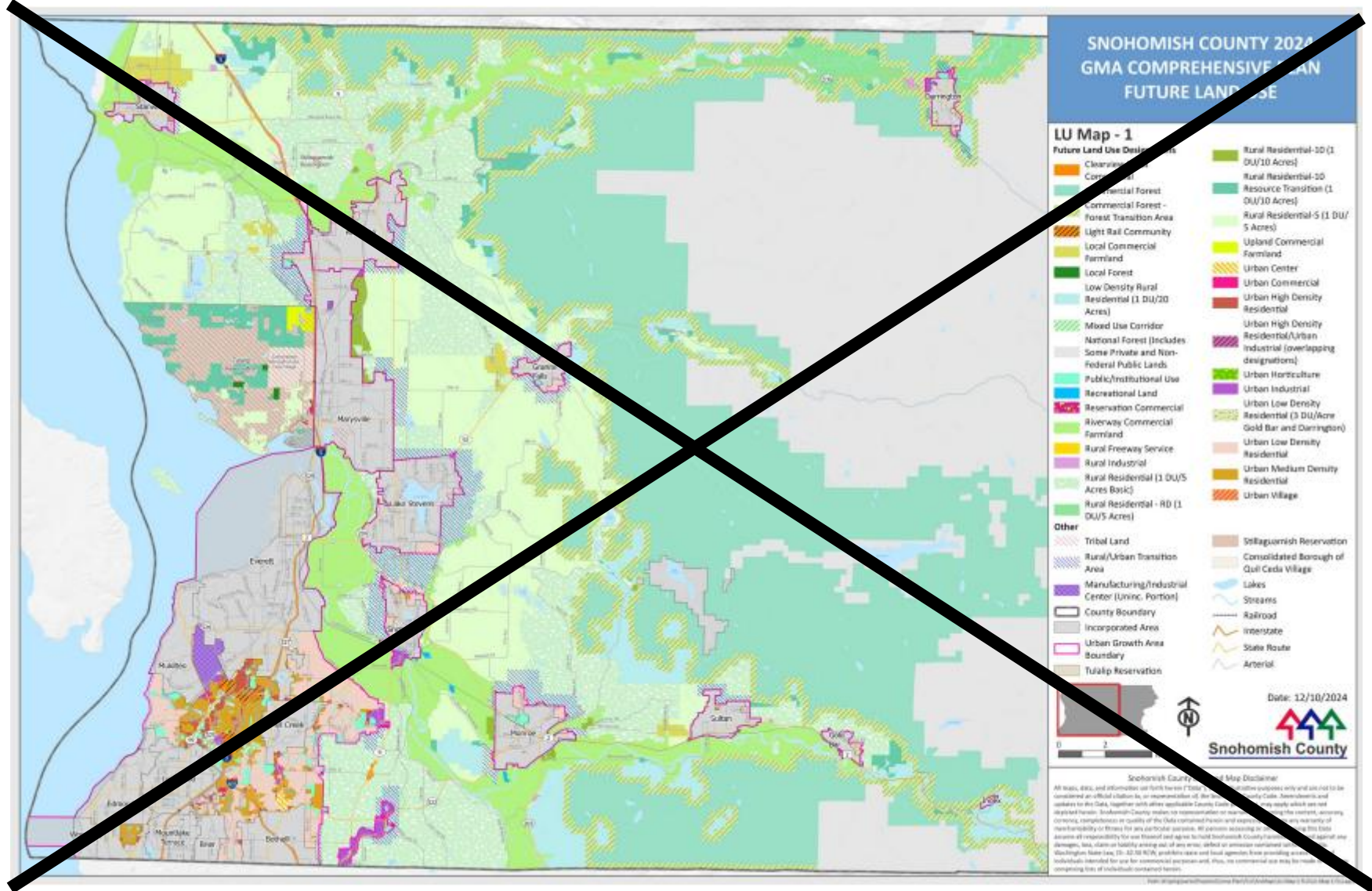
Exhibit B.3 – Map - 3 Mineral Resource Lands Mineral Resource Overlay (MRO)

Exhibit B.4 – LU Map - 4 Municipal Urban Growth Areas

Exhibit B.5 – LU Map - 5 Open Space Corridors and Wildlife Areas

Exhibit B.6 – LU Map – 6 Lands Useful for Public Purpose

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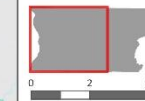


SNOHOMISH COUNTY 2024 GMA COMPREHENSIVE PLAN FUTURE LAND USE

LU Map - 1

Future Land Use Designations

- | | |
|--|--|
| Clearview Rural Commercial | Rural Residential-10 (1 DU/10 Acres) |
| Commercial Forest | Rural Residential-10 Resource Transition (1 DU/10 Acres) |
| Commercial Forest - Forest Transition Area | Rural Residential-5 (1 DU/5 Acres) |
| Light Rail Community | Upland Commercial Farmland |
| Local Commercial Farmland | Urban Center |
| Local Forest | Urban Commercial |
| Low Density Rural Residential (1 DU/20 Acres) | Urban High Density Residential |
| Mixed Use Corridor | Urban High Density Residential/Urban Industrial (overlapping designations) |
| National Forest (Includes Some Private and Non-Federal Public Lands) | Urban Horticulture |
| Public/Institutional Use | Urban Low Density Residential (3 DU/Acre Gold Bar and Darrington) |
| Recreational Land | Urban Low Density Residential |
| Reservation Commercial | Urban Medium Density Residential |
| Riverway Commercial Farmland | Urban Village |
| Rural Freeway Service | |
| Rural Industrial | |
| Rural Residential (1 DU/5 Acres Basic) | |
| Rural Residential - RD (1 DU/5 Acres) | |
| Other | |
| Tribal Land | Stillaguamish Reservation |
| Rural/Urban Transition Area | Consolidated Borough of Quil Ceda Village |
| Manufacturing/Industrial Center (Uninc. Portion) | Lakes |
| County Boundary | Streams |
| Incorporated Area | Railroad |
| Urban Growth Area Boundary | Interstate |
| Tulalip Reservation | State Route |
| | Arterial |



0 2 4 Miles

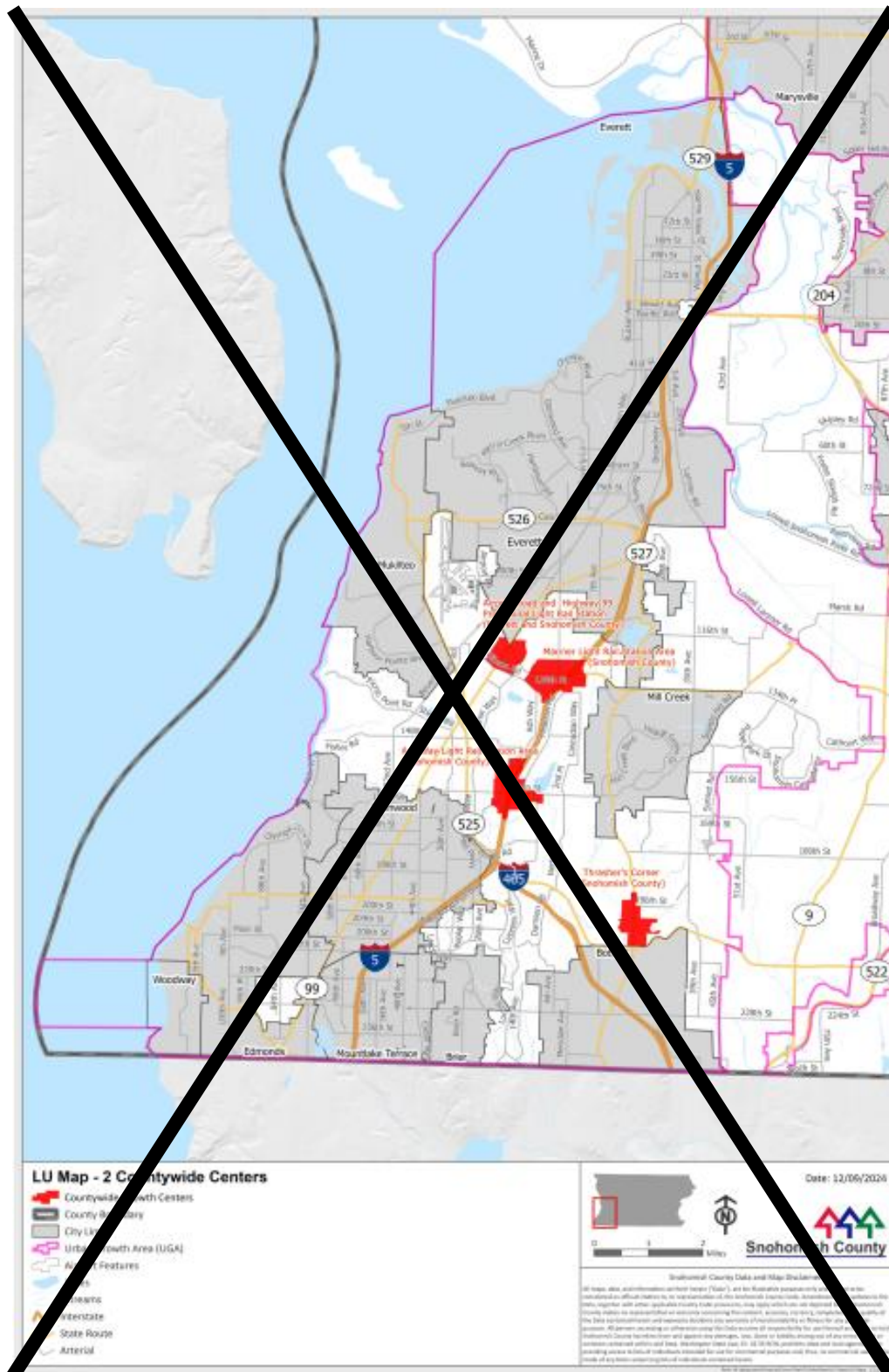


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Exhibit B.2 – Map - 2 Countywide Centers

Page LU-100



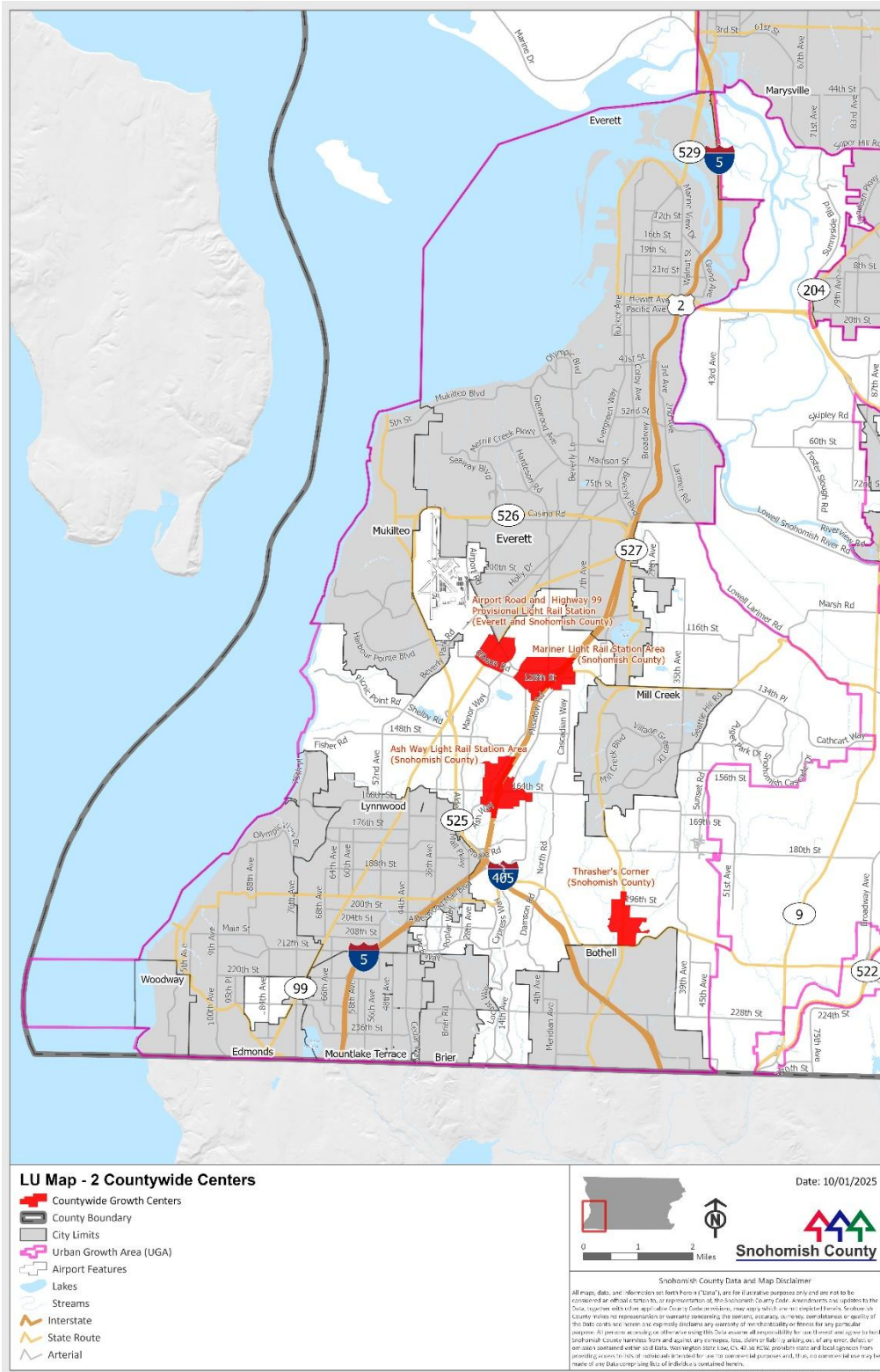
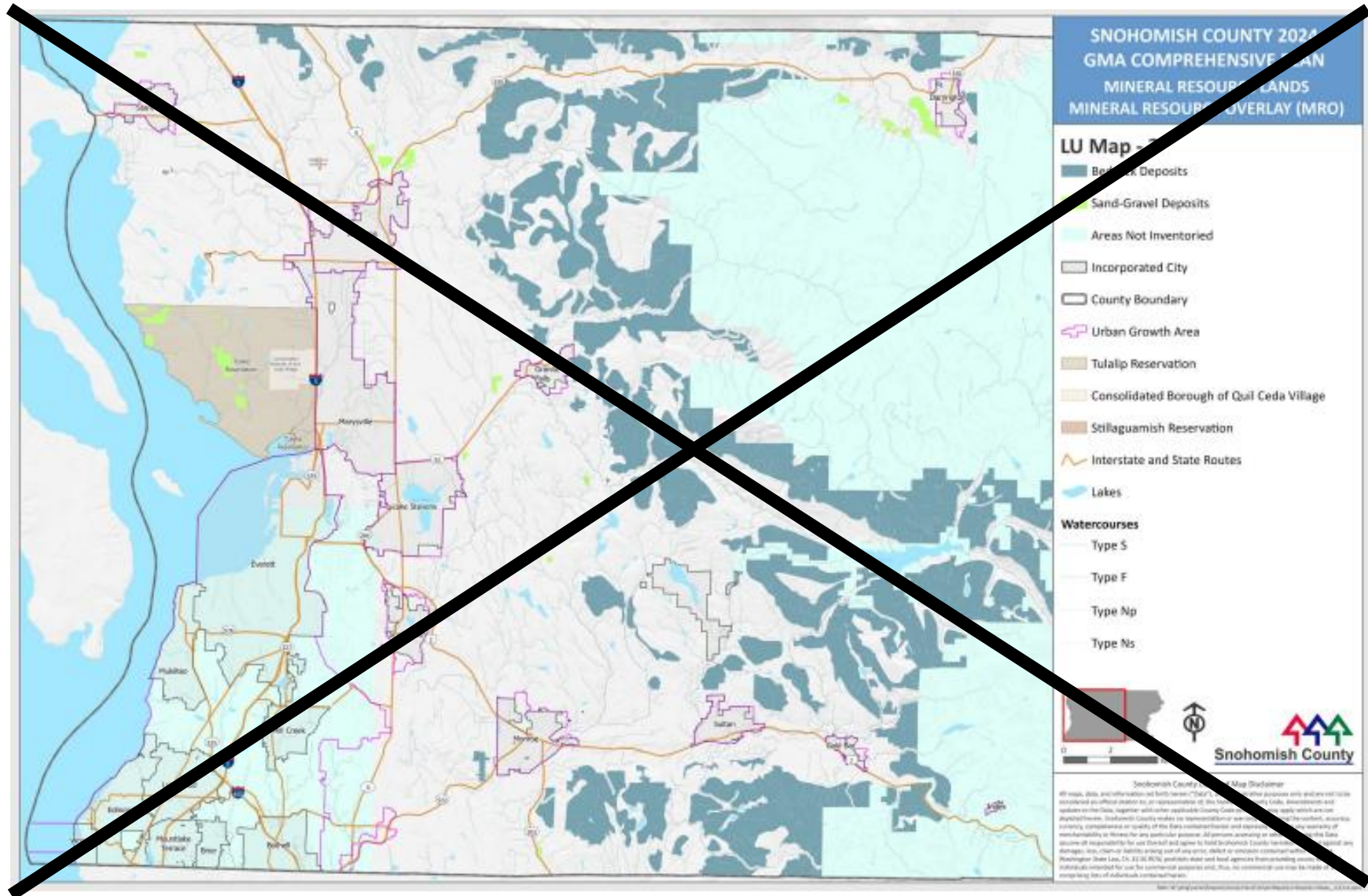


Exhibit B.3 – Map - 3 Mineral Resource Lands Mineral Resource Overlay (MRO)

Page LU-101



SNOHOMISH COUNTY 2024 GMA COMPREHENSIVE PLAN MINERAL RESOURCE LANDS MINERAL RESOURCE OVERLAY (MRO)

LU Map - 3

- Bedrock Deposits
- Sand-Gravel Deposits
- Areas Not Inventoried
- Incorporated City
- County Boundary
- Urban Growth Area
- Tulalip Reservation
- Consolidated Borough of Quil Ceda Village
- Stillaguamish Reservation
- Interstate and State Routes
- Lakes
- Watercourses
 - Type S
 - Type F
 - Type Np
 - Type Ns




Date: 10/01/2025



Snohomish County

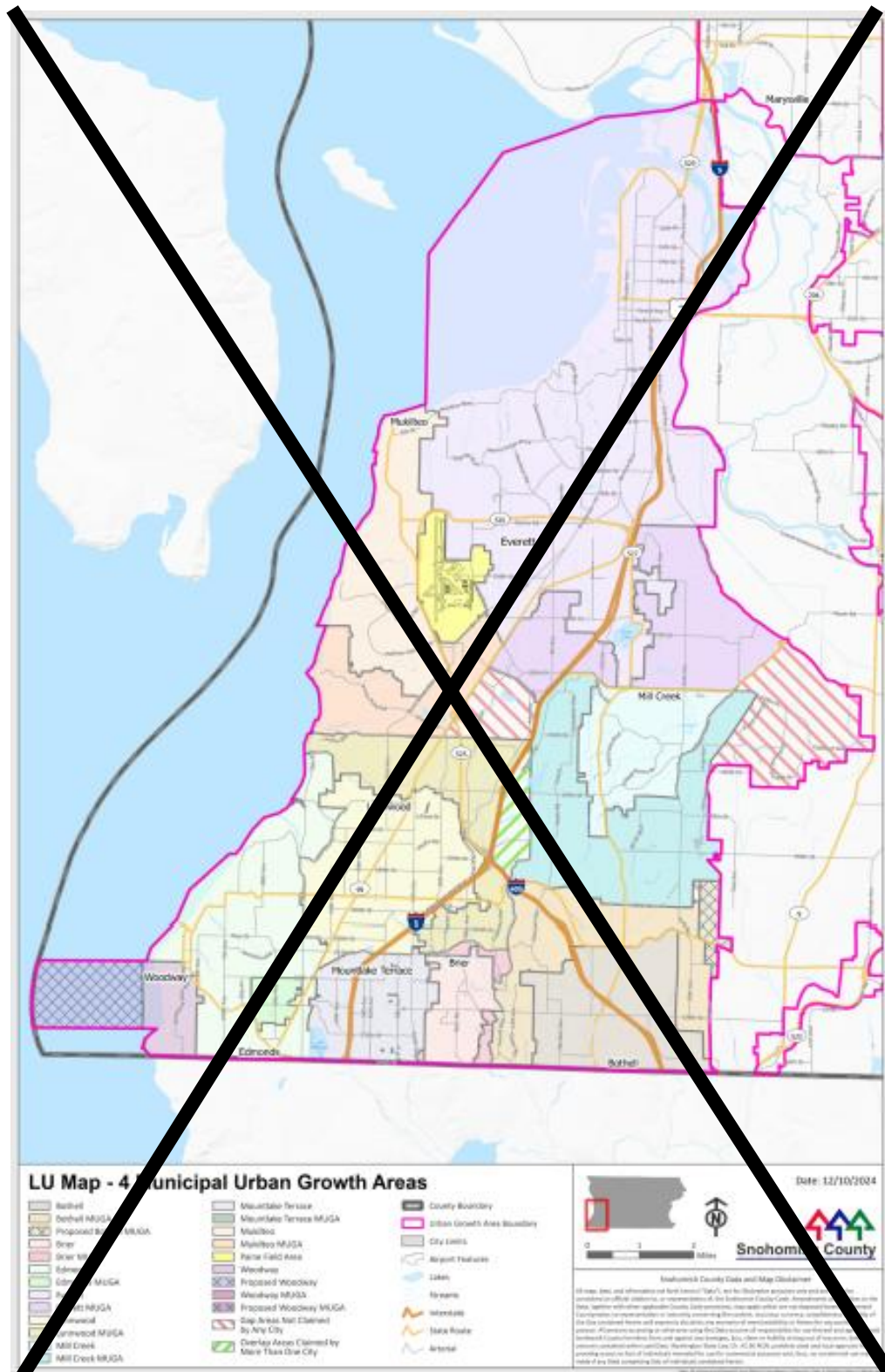
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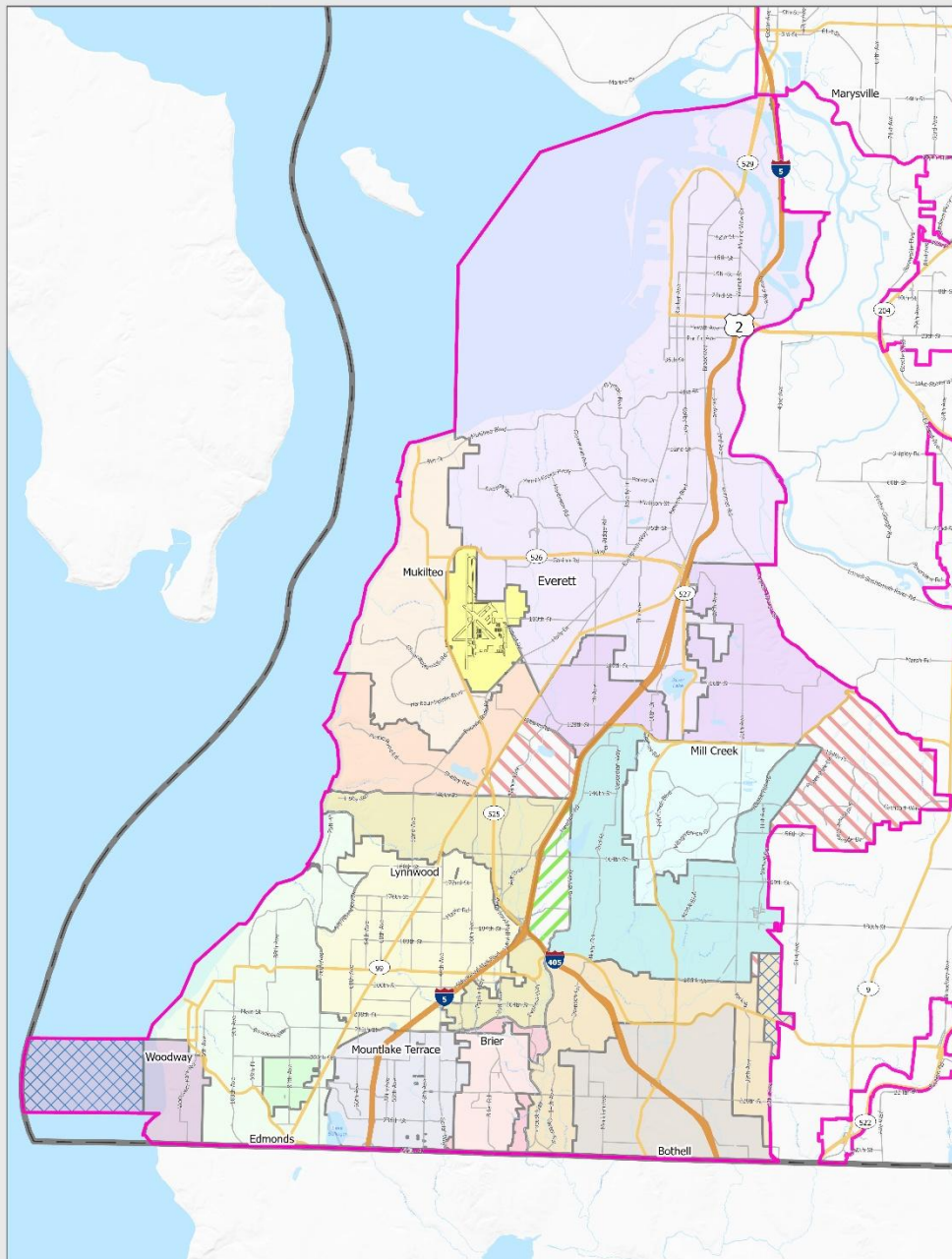
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http://www.sno.wa.gov/arcgis/rest/services/CountyPlan/MapServer/0/Map/02025_LU/Map02025_LU_Maps.aprx

Exhibit B.4 – LU Map - 4 Municipal Urban Growth Areas

Page LU-102





LU Map - 4 Municipal Urban Growth Areas

- | | | |
|-----------------------|---|----------------------------|
| Bothell | Mountlake Terrace | County Boundary |
| Bothell MUGA | Mountlake Terrace MUGA | Urban Growth Area Boundary |
| Proposed Bothell MUGA | Mukilteo | City Limits |
| Brier | Mukilteo MUGA | Airport Features |
| Brier MUGA | Paine Field Area | Lakes |
| Edmonds | Woodway | Streams |
| Edmonds MUGA | Proposed Woodway | Interstate |
| Everett | Woodway MUGA | State Route |
| Everett MUGA | Proposed Woodway MUGA | Articual |
| Lynnwood | Gap Areas Not Claimed by Any City | |
| Lynnwood MUGA | Overlap Areas Claimed by More Than One City | |
| Mill Creek | | |
| Mill Creek MUGA | | |



Date: 10/01/2025



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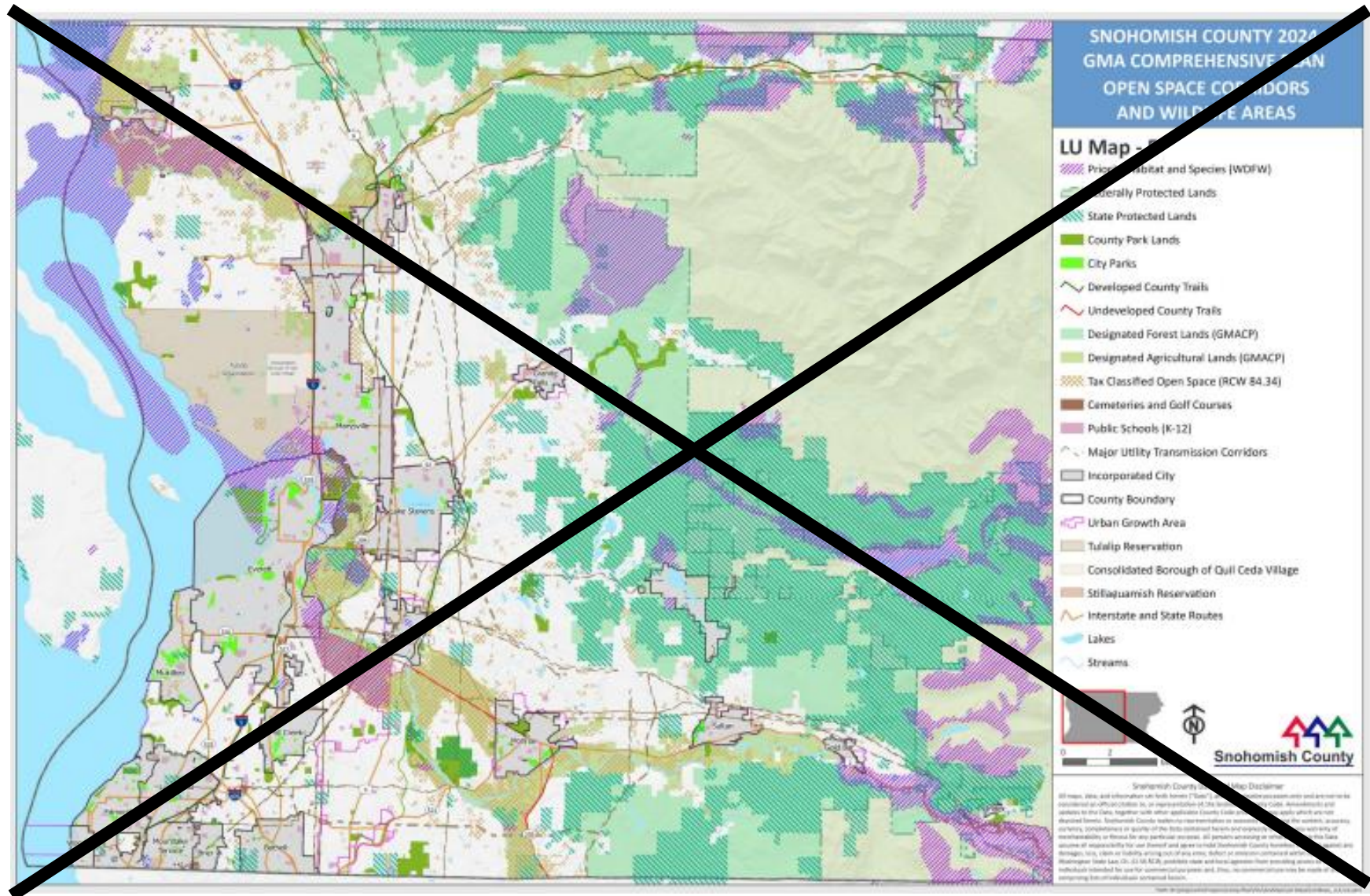


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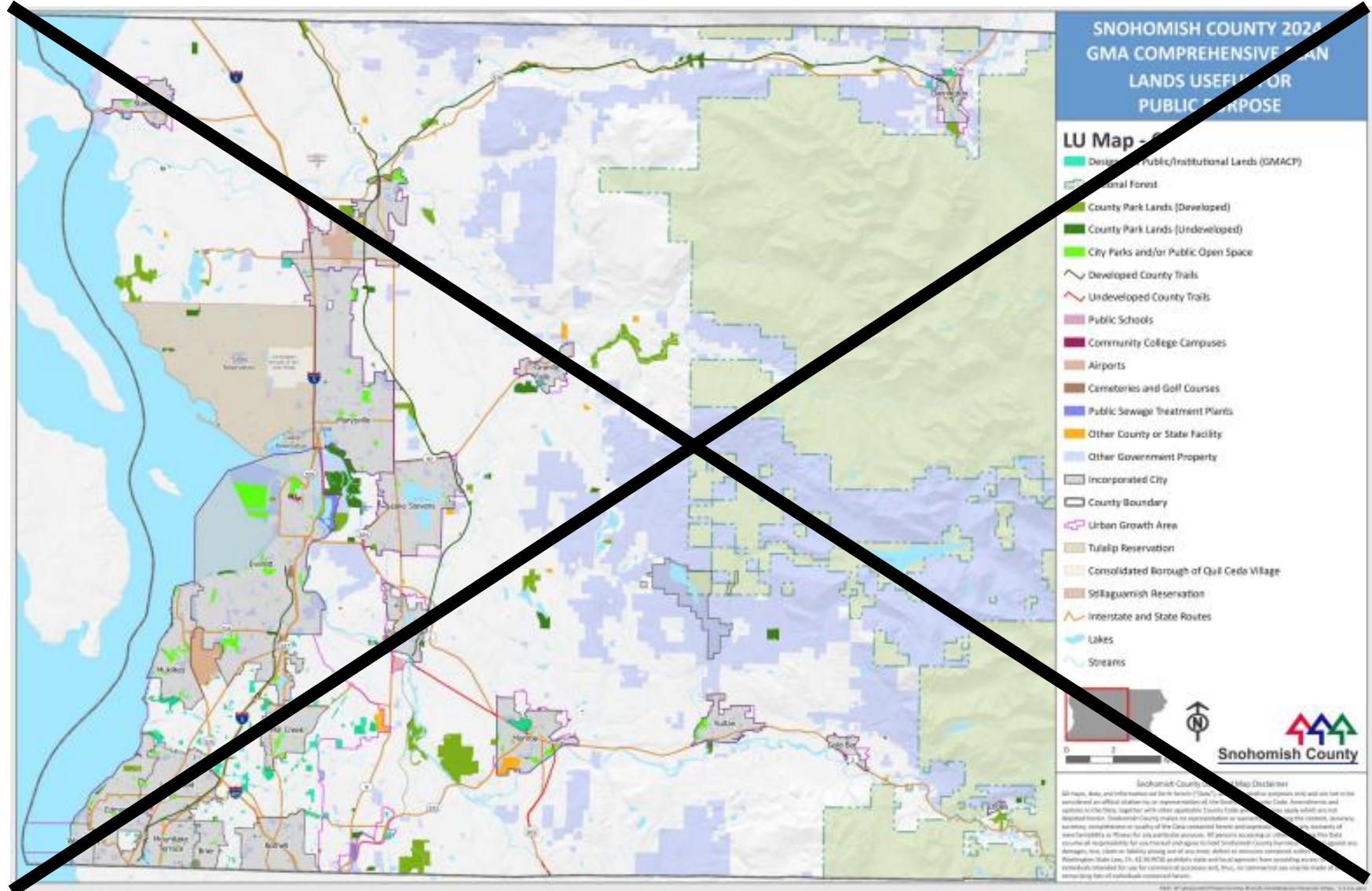
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Exhibit B.5 – LU Map - 5 Open Space Corridors and Wildlife Areas

Page LU-104



Page LU-106



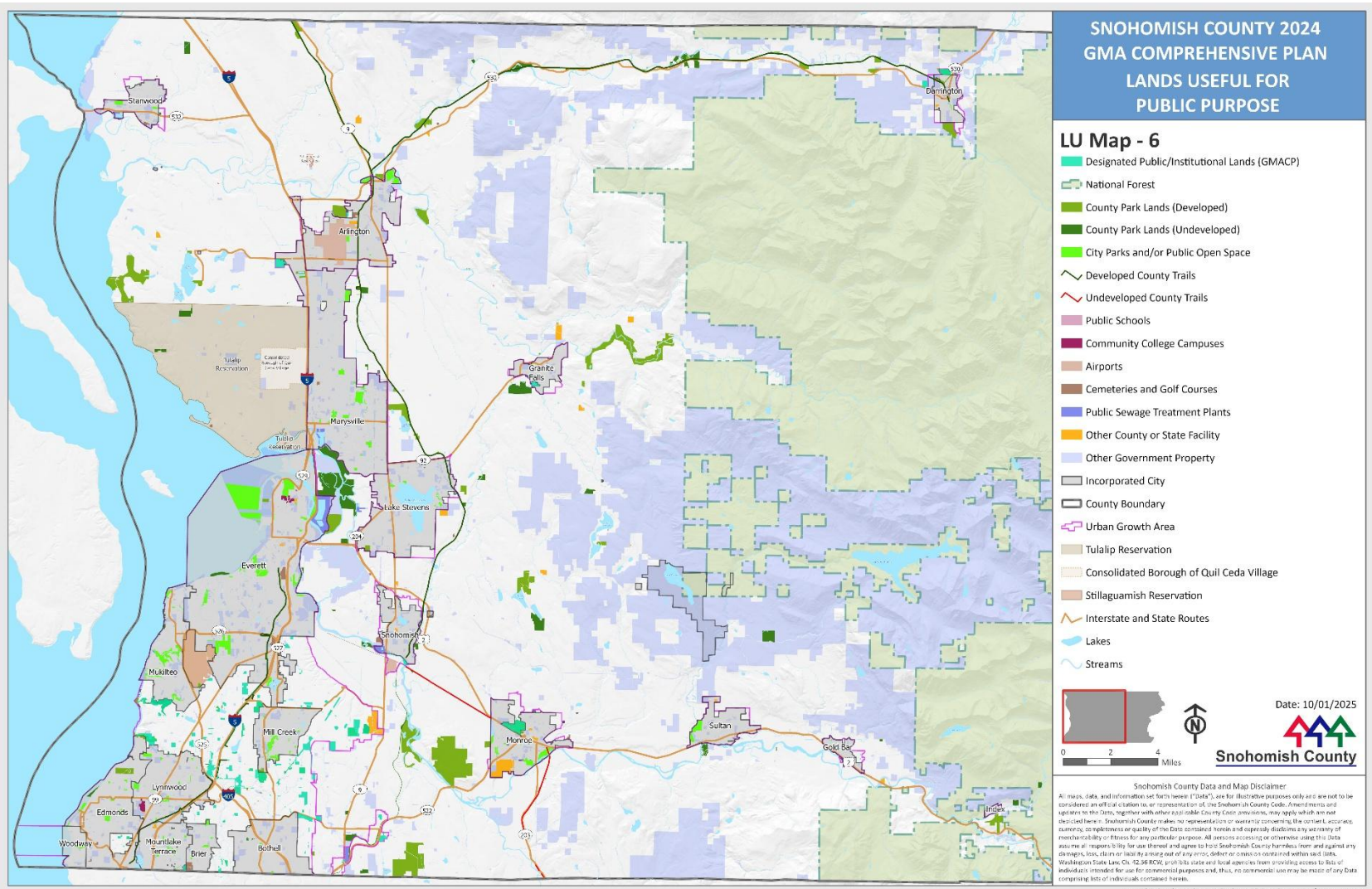


Exhibit C

Amendments to the Housing Element

Background

Pages HO-2 – HO-7

BACKGROUND

The availability of healthy and safe housing that people can afford is pivotal to the success of our communities. Decent housing in a suitable living environment - our nation's housing goal - is essential to the pursuit of a vital economy and a healthy community. Around two-thirds of Snohomish County households are currently enjoying home ownership. Many households in all income groups are paying more for housing than they can afford.

Durable and safe housing located in areas that promote healthy living is essential to the pursuit of a vibrant economy. Housing should be built to last beyond 50 years and be built mindful of energy demands and environmental impacts to protect housing investments and resources. Moreover, there is a direct link between housing and the well-being of Snohomish County communities. Indoor air quality is a major contributor to asthma and other indoor-related health illnesses. Establishing walkable communities and equitable distribution of neighborhood amenities such as parks, schools, and community centers can help address health issues such as childhood obesity.

The GMA requires a housing element ensuring the vitality and character of established residential neighborhoods, that:

Subsection (a) Includes an inventory and analysis of existing and projected housing needs that identifies the number of housing units necessary to manage projected growth, as provided by the department of commerce, including:

- (i) Units for moderate, low, very low, and extremely low-income households; and
- (ii) Emergency housing, emergency shelters, and permanent supportive housing;

Subsection (b) Includes a statement of goals, policies, objectives, and mandatory provisions for the preservation, improvement, and development of housing, including single-family residences, and within an urban growth area boundary, moderate density housing options including but not limited to, duplexes, triplexes, and townhomes;

Subsection (c) Identifies sufficient capacity of land for housing including, but not limited to, government-assisted housing, housing for moderate, low, very low, and extremely low-income households, manufactured housing, multifamily housing, group homes, foster care facilities, emergency housing, emergency shelters, permanent supportive housing, and within an urban growth area boundary, consideration of duplexes, triplexes and townhomes;

Subsection (d) Makes adequate provisions for existing and projected housing needs of all economic segments of the community, including:

- (i) Incorporating considerations for low, very low, extremely low and moderate-income households;
- (ii) Documenting programs and actions needed to achieve housing availability including gaps in local funding, barriers such as development regulations, and other limitations;
- (iii) Consideration of housing locations in relation to employment location; and
- (iv) Consideration of the role of accessory dwelling units in meeting housing needs;

Subsection (e) Identifies local policies and regulations that result in racially disparate impacts, displacement, and exclusion in housing, including:

- (i) Zoning that may have a discriminatory effect;
- (ii) Disinvestment; and
- (iii) Infrastructure availability;

Subsection (f) Identifies and implements policies and regulations to address and begin to undo racially disparate impacts, displacement, and exclusion in housing caused by local policies, plans and actions;

Subsection (g) Identifies areas that may be at higher risk of displacement from market forces that occur with changes to zoning development regulations and capital investments; and

Subsection (h) Establishes antidisplacement policies, with consideration given to the preservation of historical and cultural communities as well as investments in low, very low, extremely low, and moderate-income housing; equitable development initiatives; inclusionary zoning; community planning requirements; tenant protections; land disposition policies; and consideration of land that may be used for affordable housing. (RCW 36.70A.070)

The inventory and analysis are included in the Housing Needs Analysis technical report (the “Needs Analysis”) prepared for the Comprehensive Plan. The Needs Analysis is Appendix C to the Plan and includes an inventory and analysis of existing and projected housing needs for the planning horizon. Table HO-1 summarizes the permanent housing needs by income level for unincorporated Snohomish County.

**Table HO-1. Snohomish County Unincorporated Permanent Housing Needs by Income Level
(Area Median Income)**

	Total	0-30% Non PSH	0-30% PSH	>30- 50%	>50- 80%	>80- 100%	>100- 120%	>120%
Estimated 2020 Housing Supply	132,804 ¹	2,444	546	13,443	21,303	25,010	25,631	44,427
Housing Needs 2020- 2044	50,604	10,644	5,012	11,952	10,951	5,180	161	6,704

¹The total estimated 2020 housing supply number according to the Washington State Department of Commerce Housing For All Planning Tool (2023)

PSH = Permanent supportive housing

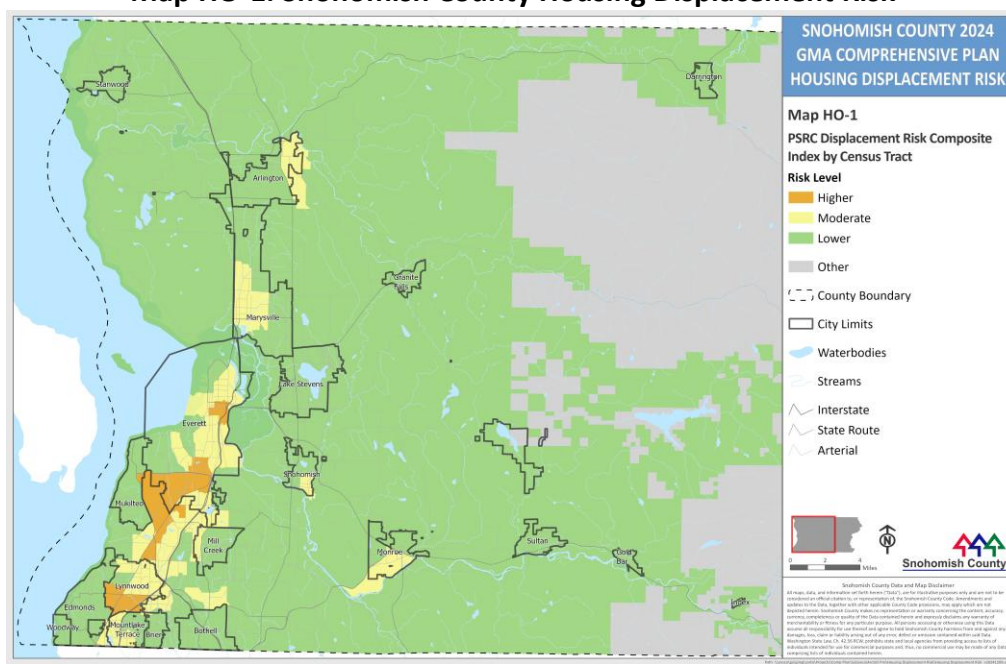
Additionally, by 2044 the county will need to accommodate 3,128 beds of emergency housing. The projected housing need shows a significant percentage of housing needed in the extremely low-income bracket. As of 2020 about 2% of the housing in the unincorporated county is affordable to households making less than 30% of the Area Median Income (AMI). To meet the county's 2044 projected housing need, 31% of the housing built between 2020 and 2044 will need to be affordable to households making less than 30% AMI. The Needs Analysis also includes the Residential Land Capacity Analysis, which analyzes the adequacy of the capacity of lands zoned in various residential categories to meet the needs of all economic segments of the population. Additional information on housing supply and demand, both countywide and by jurisdiction, is found in the Introduction of the Comprehensive Plan, and in the *Housing Characteristics and Needs in Snohomish County Report* prepared in collaboration with Snohomish County cities through Snohomish County Tomorrow. This report, Appendix B to the Plan, is the common data foundation for all housing elements among Snohomish County jurisdictions. The report includes information on the following U.S Department of Housing and Urban Development (HUD) groupings for household incomes:

- Extremely Low Income (less than 30% Area Median Income (AMI));
- Very Low Income (30% to 50% AMI);
- Low Income (<50% to 80% AMI);
- Moderate Income (<80% to 120% AMI); and
- Above Moderate Income (<120% AMI).

The assessment of adequate provisions is included in the Needs Analysis prepared for the Comprehensive Plan. This technical report includes the identification of barriers and limitations of housing production, and documents programs and actions needed to achieve housing availability.

The Needs Analysis also identifies areas that are at higher risk of displacement as well as policies that contribute to disparate impacts. Snohomish County's housing landscape reflects more than market forces and conditions. It is also the product of decades of public policies and private practices that throughout the 20th century often excluded lower-income households,

Map HO-1 below identifies the areas that are at greater risk of displacement in Snohomish County. The higher risks of displacement are primarily located within cities, although in the unincorporated Southwest UGA, including the Urban Core Subarea where future light rail stations are planned, there are areas at higher risk of displacement. Renters, and renters of color in particular, are at a greater risk of displacement. As these central places connected by transit continue to grow and develop, policies to prevent displacement are required to give residents in these communities the option to remain and thrive and take advantage of new amenities and services.



The Countywide Planning Policies (CPPs) coordinate county and city efforts to meet GMA housing goals. They set requirements for the county and the cities to report on housing characteristics and needs, utilize consistent definitions of housing income classifications, monitor the effectiveness of housing actions, and reconcile neighborhood preservation with

special needs housing. The CPPs also encourage infill housing, support a relationship between the location of housing and jobs, environmental sensitivity in housing development, and consideration of the impact of regulations, mitigation fees, and processing time on housing costs.

The CPPs are addressed, though not duplicated, in the goals and policies of the Housing Element.

The CPPs provide guidance for the Housing Characteristics and Needs in Snohomish County Report prepared by the county and cities to prepare for conducting comprehensive plan updates and assessing progress on achieving policies relating to housing. This report monitors the performance of jurisdictions in meeting housing needs, particularly of extremely low-, very low-, low- and moderate-income households. It also monitors the supply of housing units, including the availability and location of housing and the number of housing units necessary to meet the various housing needs of the projected population.

Also included in the Housing Element are policies and measures which the county intends to implement to ensure that sufficient land for housing is identified and will be available in an efficient and competitive land market.

The Housing Element assumes that the marketplace will guarantee adequate housing for those in the upper economic brackets but that some combination of appropriately zoned land, regulatory incentives, financial subsidies, and innovative planning techniques will be necessary to make adequate provisions for the needs of lower income households.

The GMA Housing Element provides the overall housing policy guidance to the county. Other policy documents deal with more specific policies and implementation devices for housing programs funded under state and federal legislation. Chief among these is the Consolidated Plan, prepared by the county's Office of Housing and Community Development every five years. It focuses on the housing needs of low- and moderate-income households. The county's ~~((Homeless Policy Task Force))~~ Partnership to End Homelessness prepares a plan to deal with homelessness from prevention to provision of permanent housing.

While government policies and programs alone cannot ensure that everyone is adequately housed, attention has been given to removing regulatory barriers to affordable housing where such action is otherwise consistent with the GMA.

Exhibit D

Amendments to the Transportation Element

Exhibit D.1 - Arterial Circulation Map

Exhibit D.2 – Future Countywide Bicycle Facility System Map

Exhibit D.3 – Comprehensive System Plan Improvements – Projects List

Exhibit D.4 – Current Law Revenue Forecast vs. Funding Needs

Exhibit D.5 – Financial Plan Summary and Conclusions

Exhibit D.6 – A-2. Transportation Forecast

Exhibit D.1

Pages TE-36 – TE-39

C. ARTERIAL CIRCULATION MAP

The *Arterial Circulation Map* (Maps TE-2a and TE-2b) depicts the County's roadway network; it includes both county arterials and state highways. It shows their expanse and coverage, and it indicates each roadway's functional class. This map also shows prospective new road alignments in the County's arterial network—to be built—as necessary, as land uses change.

All County-maintained roadways are classified according to their function, traffic level, and composition. These classifications are referenced in Snohomish County Code and the County's *Engineering Design and Development Standards* as they govern aspects of roadway design and construction, including access and frontage improvements. Following are the County's roadway classifications:

- **Interstate:** Limited access, divided highways linking major urban areas;
- **Freeway/Expressway:** Directional travel lanes usually separated by a physical barrier with limited access and egress points (on- and off-ramps or very limited number of at-grade intersections). Abutting land uses are not directly served by freeways/expressways;
- **Principal Arterial:** Roadways serving major centers of metropolitan areas and providing a high degree of mobility. Abutting land uses can be served directly by principal arterials via driveways or at-grade intersections;
- **Minor Arterial:** Roadways providing intra-community continuity and connectivity to the higher arterial system. Minor arterials provide a greater level of access to abutting land uses than do principal arterials;
- **Major Collector:** Roadways funneling traffic from local roads to the arterial network and providing a high level of property access. Major collectors are generally longer, have more travel lanes, lower connecting driveway densities, higher speed limits, and carry higher traffic volumes than do minor collectors; and,
- **Minor Collector:** Roadways funneling traffic from local roads to the arterial network and providing a high level of property access. Minor collectors are generally shorter, have fewer travel lanes, higher connecting driveway densities, lower speed limits, and carry lower traffic volumes than do major collectors.

All roads not classified within the preceding categories are defined as local roads. Local roads primarily provide access to abutting land uses, and connect traffic to the collector and arterial roadway network. The County's *Engineering Design and Development Standards* further divide local access roads into non-arterial collectors and non-arterial local access.

Table TE-2 summarizes county arterial mileage by functional class. Arterial mileage within Snohomish County, excluding arterials within city boundaries, totals approximately 806 miles.

Table TE-2 County Arterial Mileage by Functional Classification

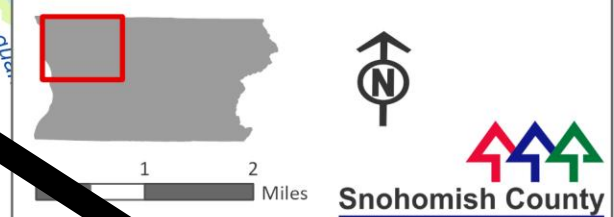
Functional Classification	Arterial Mileage
Interstate	45
Freeway/Expressway	16
Principal Arterial	224
Minor Arterial	167
Major Collector	167
Minor Collector	180
Recommended Principal Arterial	7
Recommended Minor Arterial	1
Recommended Major Collector	3
Recommended Minor Collector	3
TOTAL	813

SNOHOMISH COUNTY 2024
GMA COMPREHENSIVE PLAN
TRANSPORTATION ELEMENT

Map 2024a Arterial Circulation -
North

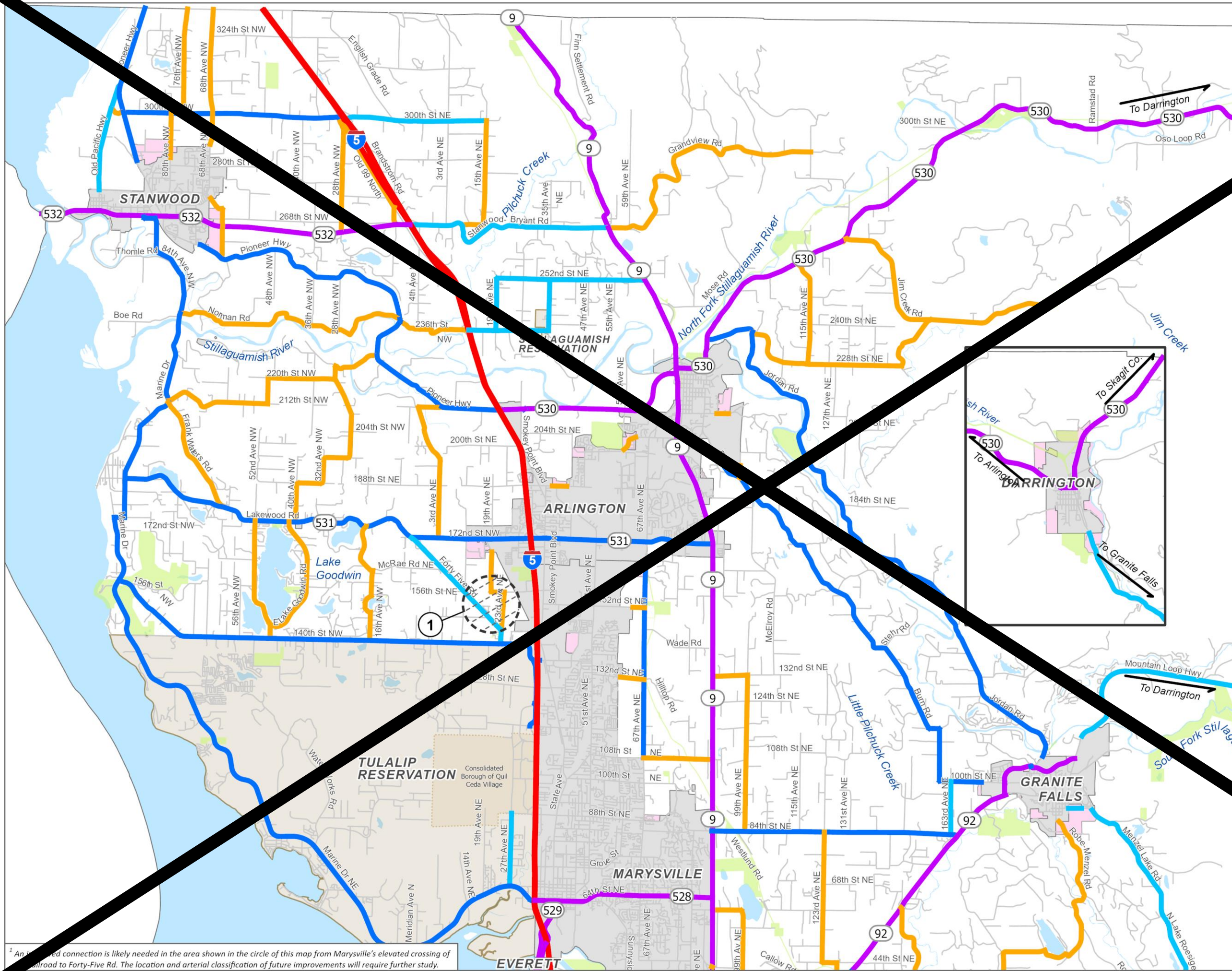
Existing	Recommended (Subject to additional Study)
Interstate/Freeway	
Principal Arterial	
Minor Arterial	
Major Collector	
Minor Collector	
Non-Arterial County Road	
Non-Arterial Non-County Road	

Urban Growth Areas	
Federal Indian Reservation	
County Parks	
Cities	



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¹ An improved connection is likely needed in the area shown in the circle of this map from Marysville's elevated crossing of the railroad to Forty-Five Rd. The location and arterial classification of future improvements will require further study.

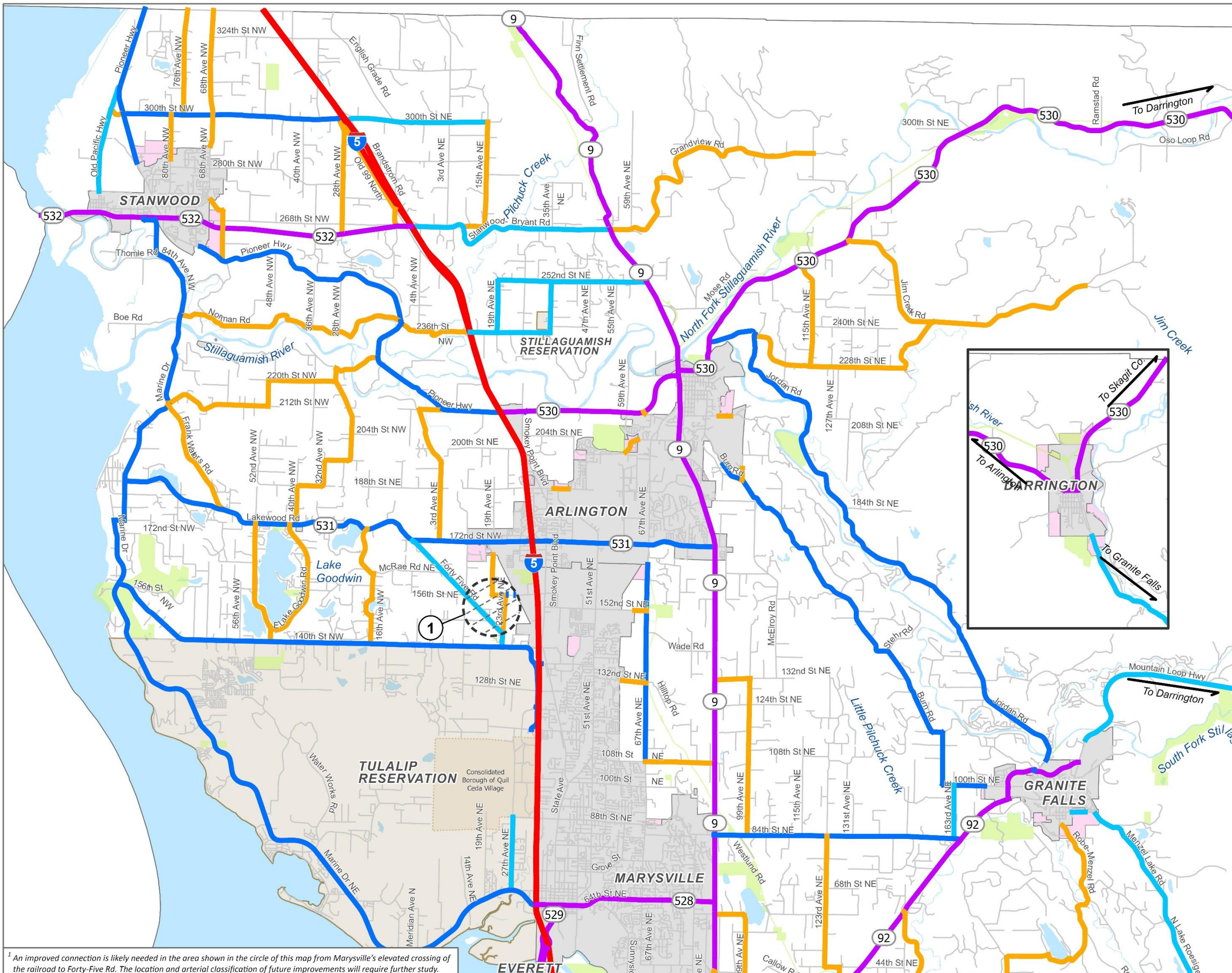
SNOHOMISH COUNTY 2024 GMA COMPREHENSIVE PLAN TRANSPORTATION ELEMENT

Effective Date: TBD

Map TE-2a Arterial Circulation - North

	Existing	Recommended (Subject to additional Study)
Interstate/Freeway		
Principal Arterial		
Minor Arterial		
Major Collector		
Minor Collector		
Non-Arterial County Road		
Non-Arterial Non-County Road		

Urban Growth Areas	
Federal Indian Reservation	
County Parks	
Cities	



¹ An improved connection is likely needed in the area shown in the circle of this map from Marysville's elevated crossing of the railroad to Forty-Five Rd. The location and arterial classification of future improvements will require further study.

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Map E-2b Arterial Circulation -
South

	Existing	Recommended (Subject to additional Study)
Interstate/Freeway		
Principal Arterial		
Minor Arterial		
Major Collector		
Minor Collector		
Non-Arterial County Road		
Non-Arterial Non-County Road		

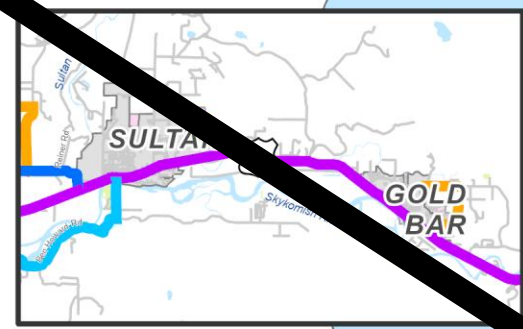
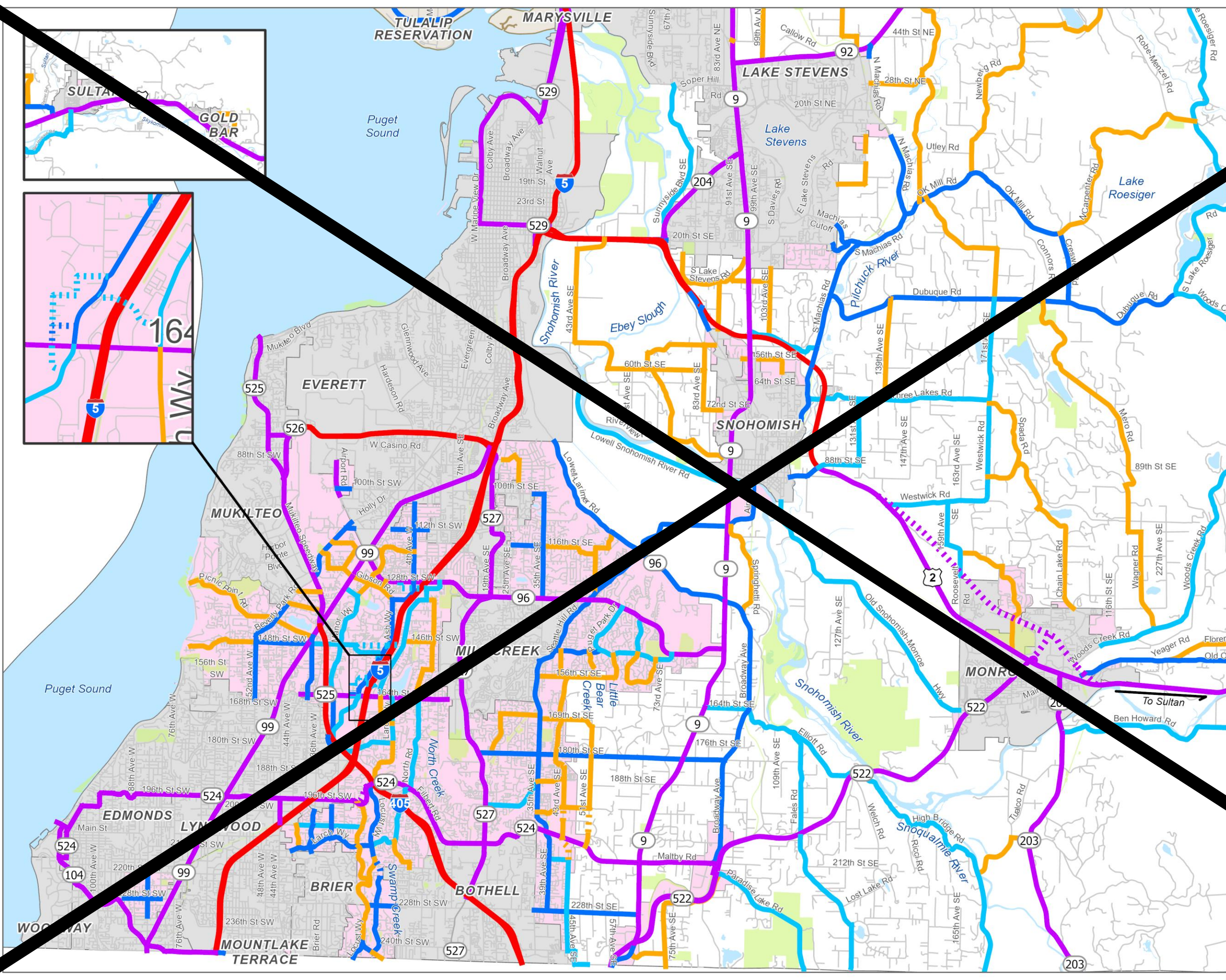
Urban Growth Areas	
Federal Indian Reservation	
County Parks	
Cities	



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Map TE-2b Arterial Circulation -
South

	Existing	Recommended (Subject to additional Study)
Interstate/Freeway		
Principal Arterial		
Minor Arterial		
Major Collector		
Minor Collector		
Non-Arterial County Road		
Non-Arterial Non-County Road		

Urban Growth Areas	
Federal Indian Reservation	
County Parks	
Cities	



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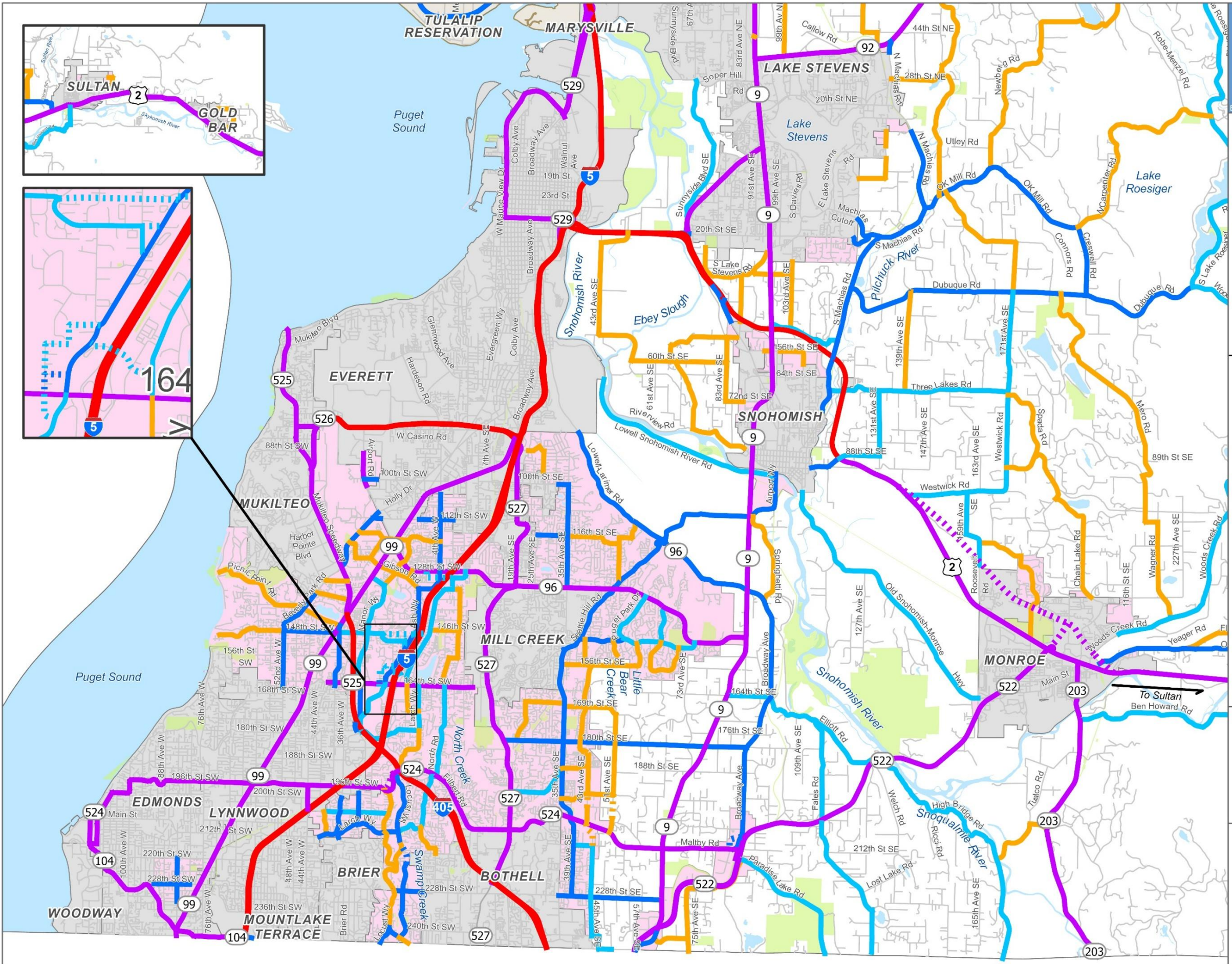


Exhibit D.2

Pages TE-56 – TE-59

III. Future Countywide Bicycle Facility System Map

Snohomish County's *Countywide Bicycle Facility System Map* shows the buildout vision for future bicycle routes; it includes countywide connectors and urban neighborhood routes described (Map TE-4a and TE-4b). This vision was developed in partnership with cities, tribes, community groups, and other members of the public. Developing the vision entailed analysis including, but not limited to, the following:

- Existing conditions;
- Safety;
- Existing County right-of-way (ROW);
- Adjacent lands' redevelopment potential;
- Planning-level cost estimates; and,
- Community input (gathered through surveys and public meetings).

Some of the mapped routes will follow existing County ROW or easements, while others will require the acquisition of rights of way or easements, in which case the location of future routes can only be approximated at this time. Specific alignments will be identified as the routes are further developed. Although the *TE* is a 20-year plan, many of these routes will not be realized within the plan period.

a. Countywide Connector Routes (Primary Routes)

County staff have identified Countywide Collector Routes as part of the effort to provide a bicycle network serving densely populated urban areas and major destinations, including major transit stops (light rail and bus rapid transit), schools, commercial areas, and parks. These primary routes include both on-street bicycle lanes and off-street trails; they comprise a spine for the eventual buildout of a more comprehensive network.

b. Urban Neighborhood Routes (Secondary Routes)

While Countywide Connector Routes comprise the spine of Snohomish County's developing bicycle network, Urban Neighborhood Routes provide a locally-oriented secondary bicycle network that connects people to the County's Countywide Collector Routes, which provide access to major transit stops and other destinations as specified above.

c. New Connections

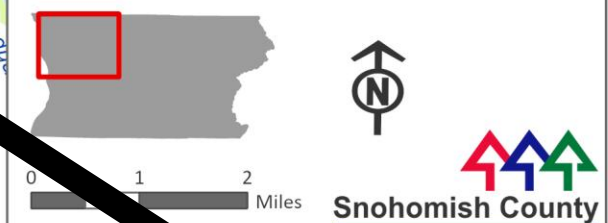
Some of the needed future bicycle and pedestrian routes currently do not have right-of-way or easements required for their construction. Some of these locations are expected to be built alongside new roadways, and some are planned to be built as stand-alone active transportation projects. There are several areas, identified in Map TE-4a and TE-4b '*Countywide Bicycle Facility System*,' that show the approximate location for additional new connections without a clear project attached to them.

SNOHOMISH COUNTY 2024
GMA COMPREHENSIVE PLAN
TRANSPORTATION ELEMENT

Map E-4a Countywide Bicycle
Facility System - North

	Existing	Recommended/ Proposed
Countywide Connector Route		
Urban Neighborhood Route		
Other Municipal Bikeway		

Urban Growth Areas	
Federal Indian Reservation	
County Parks	
Cities	



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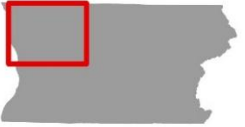
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Effective Date: TBD

Map TE-4a Countywide Bicycle Facility System - North

	Existing	Recommended (Subject to additional Study)
Countywide Connector Route		
Urban Neighborhood Route		
Other Municipal Bikeway		

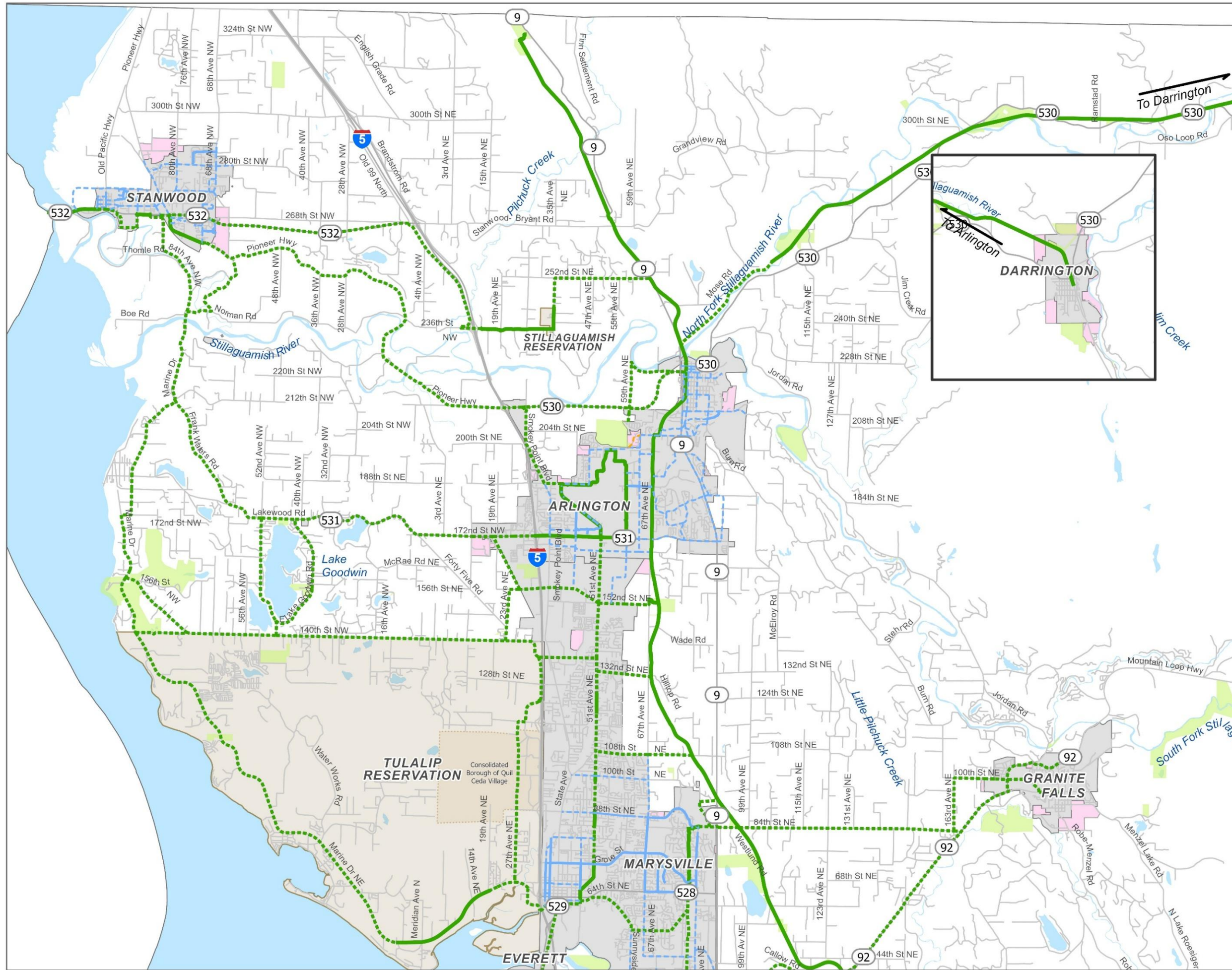
Urban Growth Areas	
Federal Indian Reservation	
County Parks	
Cities	





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TRANSPORTATION ELEMENT

Map T-4b Countywide Bicycle
Facility System - South

	Existing	Recommended/ Proposed
Countywide Connector Route		
Urban Neighborhood Route		
Other Municipal Bikeway		

Urban Growth Areas	
Federal Indian Reservation	
County Parks	
Cities	



Snohomish County

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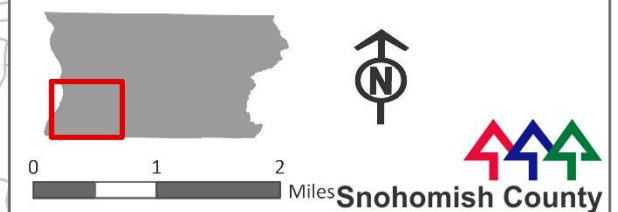
SNOHOMISH COUNTY 2024 GMA COMPREHENSIVE PLAN TRANSPORTATION ELEMENT

Effective Date: TBD

Map TE-4b Countywide Bicycle Facility System - South

	Existing	Recommended (Subject to additional Study)
Countywide Connector Route		
Urban Neighborhood Route		
Other Municipal Bikeway		

Urban Growth Areas	
Federal Indian Reservation	
County Parks	
Cities	



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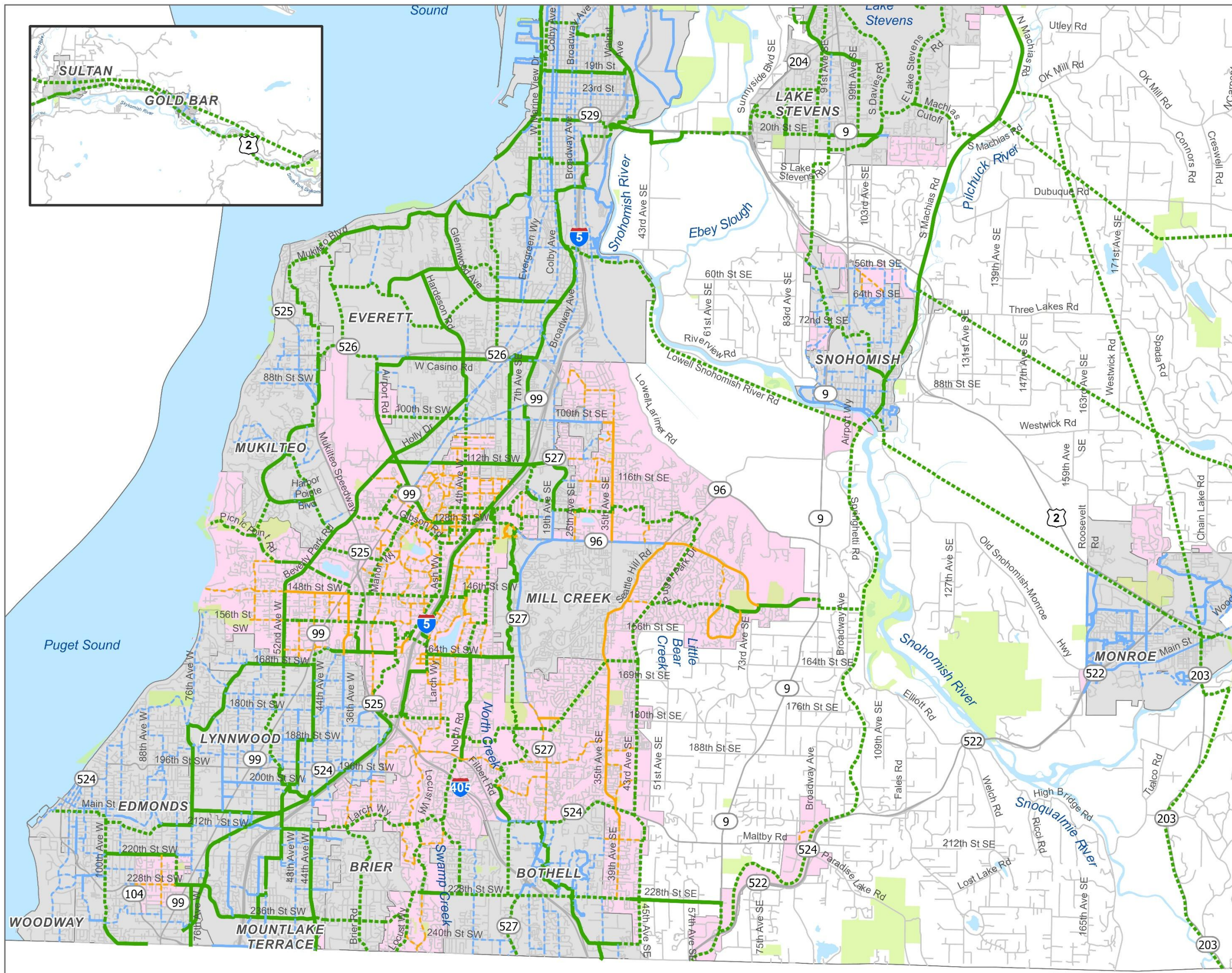


Exhibit D.3

Pages TE-108 – TE-115

IV. Comprehensive Plan System Improvements - Project Lists

Tables TE-14 through TE-17 shows the projects needed to implement the *Future Land Use Map*. The map number# corresponds to the numbers on Maps TE-9a and TE-9b. Tables TE-6 and TE-7, which are the WSDOT projects in unincorporated Snohomish County, are also included in that map. The tables are separated by the following project types:

- Table TE-14: GMA Comp Plan System Improvements - Intersection Projects
- Table TE-15: GMA Comp Plan System Improvements - Roadway Improvements
- Table TE-16: GMA Comp Plan System Improvements - New Roads
- Table TE-17: GMA Comp Plan System Improvements - Active Transportation

Within each table projects are sorted by the estimated project completion term. Projects labeled “Short” are estimated to be completed by 2030; projects labeled “Medium” are estimated to be completed by 2037; and projects labeled “Long” are estimated to be completed by 2044. Each table also includes a subtotal cost estimate for all of the projects within that category.

The tables also identify the following benefits:

- **Concurrency – Congestion:** Projects that are projected to have a necessary improvement to address a potential future LOS issue on the corridor. *Section 8.B* provides more information on the identification of congestion projects;
- **Concurrency – Multimodal Corridors:** Projects that enhance an arterial corridor so that it can be designated a multimodal corridor and have a performance measure using a multimodal LOS for concurrency purposes (*Section 8.B*);
- **Supports Transit:** Projects that have a projected improvement to the reliability of public transit services, should provide a noticeable benefit in transit speed, and/or provides active transportation infrastructure for access to transit (*Section 6*);
- **Bicycle:** Projects that will extend the bicycle facility network and improve Bicycle Level of Traffic Stress (B-LTS). These projects typically include bike lanes or shared-use path improvements (*Section 5*);
- **Pedestrian:** Projects that will extend the pedestrian facilities network, typically sidewalks or shared-use paths (*Section 5*);
- **Safety:** Projects on roadways that are classified as a High Injury Network (HIN) roadway or, for new transportation facilities, projects providing alternatives to HIN roadways (*Section 2.C*);
- **Freight:** Projects improving a T-1 or T-2 freight corridor, or a crossing of an R-1 freight corridor (*Section 7*); and,

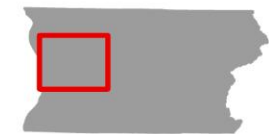
- **Centers Connectivity:** Projects that provide access to or through a regional or countywide center designated in the *FLUM (Land Use Element)*.

SNOHOMISH COUNTY 2024
GMA COMPREHENSIVE PLAN
TRANSPORTATION ELEMENT

Map TE-9a Transportation Projects
within Unincorporated Snohomish
County - North

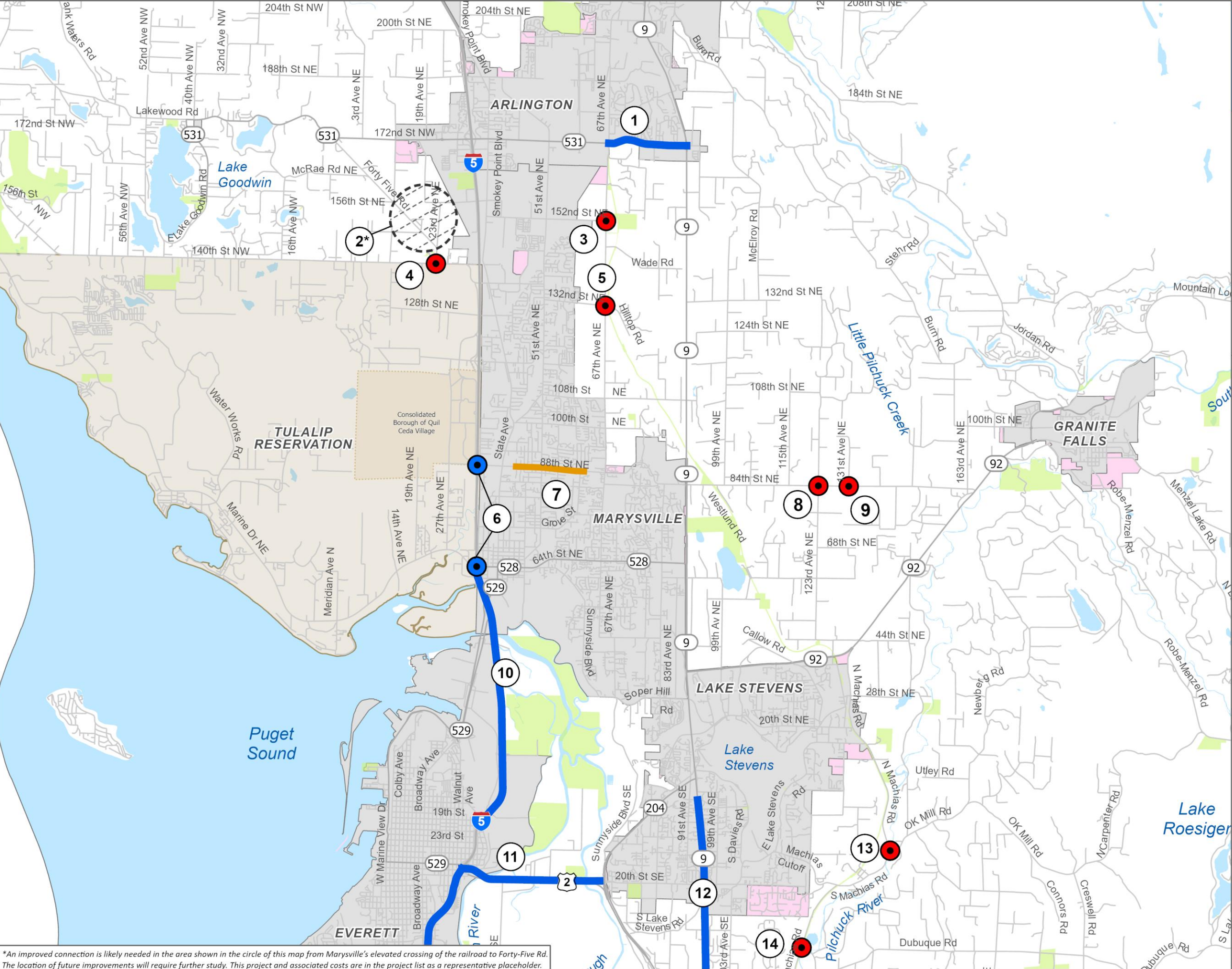
- Active Transportation Projects
- New Roads
- Road Improvement Projects
- State Road Projects
- County Intersection Projects
- State Intersection Projects

- Urban Growth Areas
- Federal Indian Reservation
- County Parks
- Cities



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*An improved connection is likely needed in the area shown in the circle of this map from Marysville's elevated crossing of the railroad to Forty-Five Rd. The location of future improvements will require further study. This project and associated costs are in the project list as a representative placeholder.

SNOHOMISH COUNTY 2024
GMA COMPREHENSIVE PLAN
TRANSPORTATION ELEMENT

Map TE-5 Transportation Projects
within Unincorporated Snohomish
County - South

- Active Transportation Projects
- New Roads
- Road Improvement Projects
- State Road Projects
- County Intersection Projects
- State Intersection Projects

- Urban Growth Areas
- Federal Indian Reservation
- County Parks
- Cities



Snohomish County

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SNOHOMISH COUNTY 2024 GMA COMPREHENSIVE PLAN TRANSPORTATION ELEMENT

Effective Date: TBD

Map TE-9b Transportation Projects within Unincorporated Snohomish County - South

- Active Transportation Projects
- New Roads
- Road Improvement Projects
- State Road Projects
- County Intersection Projects
- State Intersection Projects

- Urban Growth Areas
- Federal Indian Reservation
- County Parks
- Cities



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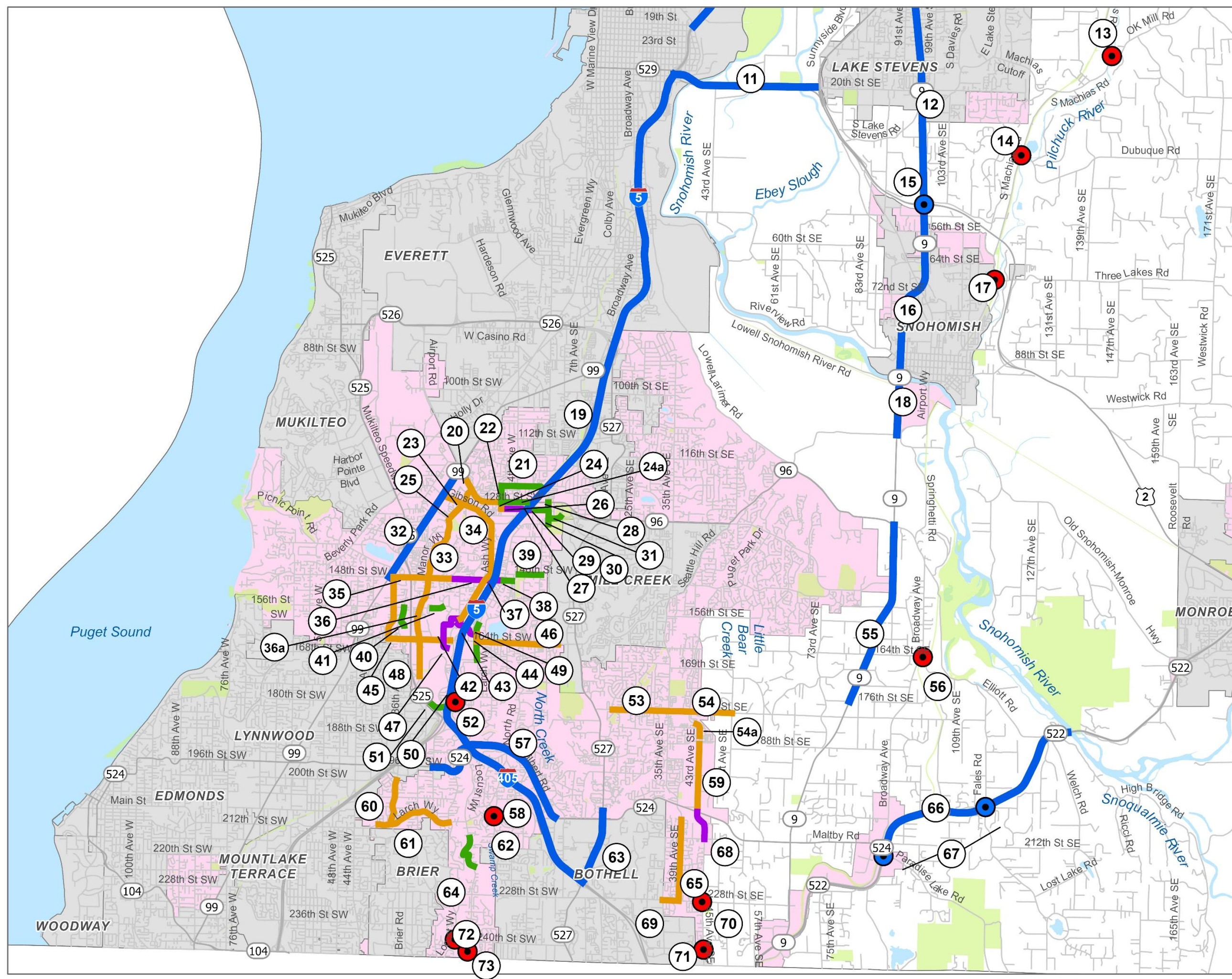


Table TE-14 GMA Comp Plan System Improvements - Intersection Projects

Project #	Map #	Term	TSA	Project Name	From	To	Description	Project Benefits							
								Concurrency		Supports Transit	Bicycle	Pedestrian	Safety	Freight	Centers Connectivity
								Congestion	Multimodal Corridors						
IN-003	3	Short	A	67th Ave NE/152nd St NE Intersection	N/A	N/A	Full intersection improvement- roundabout	X					X		X
IN-001	4	Short	A	140th St NE/23rd Ave NE Intersection	N/A	N/A	Full intersection improvements	X					X		X
IN-002	5	Short	A	67th Ave NE/132nd St NE Intersection	N/A	N/A	Full intersection improvements	X					X		X
IN-004	8	Short	B	84th St NE/123rd Ave NE Intersection	N/A	N/A	Minor intersection improvements - roundabout	X					X	X	
IN-005	9	Short	B	84th St NE/131st Ave NE Intersection	N/A	N/A	Minor intersection improvements (Turn lanes/pockets)	X					X	X	
IN-012	13	Short	B	S Machias Rd/Ok Mill Rd Intersection	N/A	N/A	Full intersection improvements	X					X		
IN-011	14	Short	B	S Machias Rd/Dubuque Rd Intersection	N/A	N/A	Minor intersection improvements (Turn lanes/pockets)	X					X		
IN-013	17	Short	C	S Machias Rd/Three Lakes Rd Intersection	N/A	N/A	Minor intersection improvements (Turn lanes/pockets)	X					X		
IN-010	52	Short	D/F	Maple Rd/Butternut Rd Intersection	N/A	N/A	Full intersection improvements - roundabout	X				X			
IN-006	56	Medium	C/F	Broadway Ave/164th St SE/Elliot Rd Intersection	N/A	N/A	Full intersection improvement - roundabout	X							
IN-009	62	Medium	F	Logan Rd/Damson Rd Intersection	N/A	N/A	Minor intersection improvements (Turn lanes/pockets)	X					X		
IN-014	70	Medium	E	45th Ave SE/228th St SE Intersection	N/A	N/A	Minor intersection improvements	X							
IN-015	71	Medium	E	45th Ave SE/240th St SE Intersection	N/A	N/A	Minor intersection improvements	X				X	X		
IN-008	72	Medium	F	Lockwood Rd/Locust Wy Intersection	N/A	N/A	Full intersection improvements - roundabout	X				X			
IN-007	73	Medium	F	Lockwood Rd/Carter Rd Intersection	N/A	N/A	Full intersection improvements - roundabout	X				X			
IN-016		Medium		Intersection Placeholder 1	N/A	N/A	N/A								
IN-017		Long		Intersection Placeholder 2	N/A	N/A	N/A								
IN-018		Long		Intersection Placeholder 3	N/A	N/A	N/A								
Estimated Total Cost of Intersection Projects													\$63,000,000		

Table TE-15 GMA Comp Plan System Improvements - Roadway Improvement Projects

Project #	Map #	Term	TSA	Project Name	From	To	Description	Project Benefits							
								Concurrency		Supports Transit	Bicycle	Pedestrian	Safety	Freight	Centers Connectivity
								Congestion	Multimodal Corridors						
RI-020	7	Short	A	88th St NE Road Improvement	44 Dr NE	61 Dr NE	Urban 3-lane standards and shared-use paths	X			X	X			
RI-001	20	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	23	Short	D	Gibson Rd Improvements	SR 99	Ash Way	Urban 3-lane standards with bicycle and pedestrian facilities	X	X		X	X	X		X
RI-019	24	Medium	D	8th Ave W BAT Lanes	130th St	128th St	Adds BAT lanes on both sides of the road		X	X	X				X
RI-011	25	Medium	D	Admiralty Way Improvements	Manor Way	Airport Rd	Urban 3-lane standards with bicycle & pedestrian facilities	X	X		X	X			X
RI-002	29	Medium	D	130th & 3rd BAT Lanes	Meridian Ave	SR 96	Adds transit lanes on both sides of the road		X	X					X
RI-016	33	Medium	D	Manor Way Improvements	164th St SW	Admiralty Way	Urban 3-lane standards with bicycle & pedestrian facilities	X	X		X	X	X		X
RI-013	34	Medium	D	Ash Way Improvements	18th Ave W	Gibson Rd	Urban 3-lane standards with bicycle & pedestrian facilities	X	X	X	X	X	X		X
RI-003	35	Medium	D	148th St SW Improvements	35th Ave W	Jefferson Way	Urban 3-lane standards with bicycle and pedestrian facilities	X	X	X	X	X	X		
RI-017	44	Medium	D	Meadow Rd BAT Lanes	164th St SW	Ash Way Direct Access	Urban 4 or 5-lane standards		X	X		X			X
RI-004	45	Long	D	164th St BAT Lanes & Trail	36th Ave W	Ash Way	Adds BAT lanes on both sides of the road and a new shared-use path on the north side of 164th St SW		X	X	X	X	X	X	X
RI-005	46	Long	D	164th St BAT Lanes & Trail	Meadow Rd	Mill Creek C/L	Adds BAT lanes on both sides of the road and a new shared-use path on the north side of 164th St SW		X	X	X	X	X	X	X
RI-012	48	Short	D	Alderwood Mall Parkway Improvements	SR 525 Onramp	168th St SW	Urban 5-lane standards with bicycle and pedestrian facilities	X	X	X	X	X	X		X
RI-007	53	Short	D	180th St SE (Brook/35th) Improvements	Brook Blvd	35th Ave SE	Urban 5-lane standards with bicycle and pedestrian facilities	X			X	X	X		
RI-006	54	Long	E	180th St SE Improvements	35th Ave SE	51st Ave SE	Urban 3-lane with bicycle and pedestrian standards from 35th Ave SE to UGA boundary and rural 2-lane standards from UGA boundary to 51st St SE	X			X	X	X		
RI-010	59	((Short)) Medium	E	((43rd Ave SE (204th/188th) Improvements)) 43rd Ave SE Phase 2	((204th St SE)) SR 524	188th Pl SE	((Rural 2-lane standards with pedestrian facilities)) Urban 2-lane standards with pedestrian facilities and construct SR 524 Roundabout	X				X			
RI-018	60	Short	E/F	Poplar Way Improvements	Larch Way	Lynnwood C/L	Urban 3-lane standards with bicycle & pedestrian facilities	X	X		X	X	X		X
RI-015	61	Medium	F	Larch Way Improvements	212 St SW	Cypress Way	Urban 3-lane standards with bicycle & pedestrian facilities	X	X		X	X	X		X
RI-009	65	Medium	E/F	39th Ave SE Improvements	228th St SE	207th St SE	Urban 3-lane standards with bicycle & pedestrian facilities	X			X	X	X		X
RI-008	69	Short	F	228th St SE Improvements	35 Ave SE	39th Ave SE	Urban 4-Lane Standards with bicycle & pedestrian facilities & intersection improvements at 35 & 39 Ave SE	X			X	X	X		X
RI-022	54a	Short	E	43rd Ave SE Phase 1	188th St SE	180th St SE	Construct arterial improvements on 43rd Ave SE between 188 St SE and 180 St SE including widening and new connection.	X			X	X			
RI-021	36a	Short	D	35th/36th Ave W	164th St SW	SR 99	Widen corridor to three lane urban standard with bike lanes.	X		X	X	X	X		X
Estimated Total Cost of Road Improvement Projects													(((\$466,000,000)) \$480,000,000		

Table TE-16 GMA Comp Plan System Improvements - New Roadway Projects

Project #	Map #	Term	TSA	Project Name	From	To	Description	Project Benefits							
								Concurrency		Supports Transit	Bicycle	Pedestrian	Safety	Freight	Centers Connectivity
								Congestion	Multimodal Corridors						
NR-004	2*	Long	A	RR Crossing at 156th to Forty Five Rd Improvements	Forty Five Rd	RRX	New rural 2-lane standards	X							X
NR-008	26	Medium	D	130th St SW Improvements	4th Ave W	8th Ave W	New urban 4-lane road, with two general traffic and two transit lanes. Includes a shared-use-path on one side and a sidewalk on the other side	X	X	X	X	X			X
NR-001	27	Medium	D	130th St Overcrossing	Meridian Ave	4th Ave W	New 4-lane I-5 overcrossing with two general traffic and two transit lanes. Includes bicycle and pedestrian facilities.	X	X	X	X	X	X		X
NR-003	36	Medium	D	148th St SW Extension	Jefferson Way	Ash Way	New urban 2-lane with bicycle and pedestrian facilities.	X	X		X	X			
NR-002	37	Long	D	148th St Overcrossing	Ash Way	Meadow Rd	New 2-lane I-5 overcrossing with pedestrian and bicycle facilities.	X	X		X	X			
NR-005	42	Long	D	22nd Ave W Expansion - North	Ash Way	164th St SW	New and improved arterial that Includes sections with urban 5-lane and urban 3-lane standards with bicycle and pedestrian facilities	X	X	X	X	X	X		X
NR-007	43	Medium	D	Ash Way Direct Access Overcrossing	Ash Way	Meadow Rd	New I-5 overcrossing with transit lanes.		X	X	X	X	X		X
NR-006	47	Long	D	22nd Ave W Expansion - South	164th St SW	Ash Way	New arterial with urban 2-lane standards with bicycle & pedestrian facilities.	X	X		X	X	X		X
NR-009	68	Medium	E	43rd Ave SE/45th Ave SE Extension	212th St SE	SR 524	New urban 2-lane with bicycle and pedestrian facilities.								
*An improved connection is likely needed in the area shown in the circle of Map TE-9a from Marysville’s elevated crossing of the railroad to Forty-Five Rd. The location of future improvements will require further study. This project and associated costs are in the project list as a representative placeholder.							Estimated Total Cost of New Road Projects						\$374,000,000		

Table TE-17 GMA Comp Plan System Improvements - Active Transportation Projects

Project #	Map #	Term	TSA	Project Name	From	To	Description	Project Benefits							
								Concurrency		Supports Transit	Bicycle	Pedestrian	Safety	Freight	Centers Connectivity
								Congestion	Multimodal Corridors						
AT-001	21	Medium	D	124th St SW Bike/Ped Improvements	8th St	Interurban Trail	New bicycle and pedestrian facilities				X	X			X
AT-005	22	Medium	D	8th Ave W Bike & Ped Improvements	128th St SW	124th St SW	New bicycle and pedestrian facilities				X	X			X
AT-007	28	Medium	D	Interurban Trail - 130th St/3rd Ave	128th St	Meridian Ave S	New shared-use path				X	X			X
AT-004	30	Long	D	3rd Ave SE Greenway	Interurban Trail	End of 3rd Ave SE cul-de-sac	New greenway				X				X
AT-011	31	Medium	D	McCollum Park Connector Trail	3rd Ave SE	McCollum Park West and to 134th St SW	New shared-use path				X	X			X
AT-003	38	Medium	D	148th St SW Trail	Meadow Rd	Martha Lake Airport Park	New shared-use path				X	X			
AT-002	39	Medium	D	146th St SE Ped Improvements	Martha Lake Airport Pk	Cascadian Way	New pedestrian facilities					X			
AT-006	40	Medium	D	Admiralty Way Greenway	156th St	159th Pl	New greenway				X				X
AT-012	41	Long	D	Swamp Creek Bridge Trail	156th St SW	Oak Rd	New shared-use path				X	X			
AT-008	49	Short	D	Interurban Trail - 13th Ave W/Meadow Rd	167th Pl SW	Interurban Trail	New shared-use path on the west side only				X	X			X
AT-009	51	Medium	D/F	Interurban Trail - Maple Rd & Ped Bridge	Ash Way (Lynnwood C/L)	Interurban Trail	New bicycle/pedestrian only I-5 bridge overcrossing and a new protected shared-use path				X	X			
AT-010	64	Long	F	Locust to 14th Ave W Bike Improvements	215th Pl SW	14th Ave W	New greenway and a new shared-use path on the east side of Locust Way				X	X			
<u>AT-013</u>	<u>24a</u>	<u>Short</u>	<u>D</u>	<u>128th St SW: 8th to Interurban Trail Multimodal Improvements</u>	<u>8th Ave W</u>	<u>Interurban Trail Entrance</u>	<u>Plan, design, and construct bicycle and pedestrian facilities in the urban vicinity of 128th St SW, near 8th Ave and 4th Ave.</u>	<u>X</u>			<u>X</u>	<u>X</u>	<u>X</u>		<u>X</u>
							Estimated Total Cost of Active Transportation Projects							((\$47,000,000)) \$49,000,000	
							Estimated Total of All County Projects							((\$950,000,000)) \$966,000,000	

Exhibit D.4

Pages TE-120

III. Current Law Revenue Forecast vs. Funding Needs

Table TE-19 summarizes current law revenue forecasts and compares them with projected funding needs by planning period. While current law revenues are expected to cover operations, maintenance, and core capital expenses, they are insufficient to fund the projects needed to support growth—the result is a ~~(((\$646)))\$663~~ million shortfall over the plan. The following section considers new potential funding sources that may be able to bridge the gap, wholly or in part.

Table TE-19 Funding Needs – 2024 through 2044 (YOE Dollars)

Expenditures Programs	2024 -2030 (\$ Millions)	2031-2037 (\$ Millions)	2038-2044 (\$ Millions)	Total (\$ Millions)
Operations & Maintenance	\$719	\$830	\$969	\$2,518
Core Capital	\$112	\$147	\$194	\$454
GMA Comp Plan System Improvements	(((\$95)))\$96	(((\$476)))\$492	\$379	(((\$950)))\$967
Total	(((\$926)))\$927	(((\$1,453)))\$1,469	\$1,542	(((\$3,922)))\$3,938
Current Law Revenues	\$952	\$1,062	\$1,261	\$3,276
Funding Surplus/Shortfall	(((\$28)))\$25	(((\$391)))\$407	(\$281)	(((\$646)))\$663

*Numbers with a () around them indicate a funding shortfall

**Some totals may include a rounding error

IV. Potential Additional Revenue Sources

Given that the County's current law revenue forecast over the 20-year planning horizon of this plan is \$3.28 billion, with the costs to operate, maintain, and preserve the existing system taking up 91% of that amount, very little remains to pay for improvements to support growth. As noted above, a ~~(((\$646)))\$663~~ million shortfall is expected.

Exhibit D.5

Pages TE-125

V. Financial Plan Summary and Conclusions

Current law revenues fall short of the level needed to both maintain the existing system and build the infrastructure needed to support growth. However, the County has identified realistic potential new funding sources that total just over \$1 billion, enough to bridge the ~~(((\$646))\$663~~ million funding gap (Table TE-20).

Table TE-20 Potential New Transportation Funding Sources

Revenue Measure	Range of Revenue towards 2035
a. Roadway Usage Charge	Up to \$230 million
b. Climate Commitment Act	Up to \$60 million
c. State Partnerships	Up to \$20 million
d. Sound Transit Local Mitigation	Up to \$18 million
e. Increased REET	Up to \$11 million
g. Utility Franchise Rental	Up to \$70 million
h. Revise Impact Fees	Up to \$80 million
i. Revise TDM Obligations	Up to \$20 million
j. Transportation Benefit District (VLF)	Up to \$330 million
k. Transportation Benefit District (sales and use tax)	Up to \$120 million
l. Levy Lid Lift	Up to \$90 million
Other Miscellaneous	Unknown
Total	Up to \$1.05 billion

While some of these potential new funding sources could be implemented within the short-term, others would require several years of lead time. Each is feasible in terms of enabling legislation at state and local levels – though some would be challenging to implement.

Two options, a levy lid lift, as well as a sales and use tax to support a TBD, would require voter approval. In the event the County cannot close the funding shortfall, a reassessment strategy is required under the Growth Management Act to bring level of service, capital funding, and land use into alignment.

Exhibit D.6

Pages TE-146

A-2. TRANSPORTATION FORECAST

((~~EDITOR'S NOTE: This section will be revised when we have a preferred alternative~~)))

As noted in the Introduction, *Section B II*, the GMA requires forecasts of traffic for at least ten years based on the adopted land use plan. *Attachment A-2* presents 2044 traffic forecasts (20-year forecasts) for Snohomish County arterial units and state highway units based on the adopted land use plan. The 268 county arterial units and 102 state highway units reported on, in this appendix, are the same units that Snohomish County uses to monitor transportation concurrency and operations on county-owned arterial roadways under the county's CMS (concurrency management system).

For each county arterial unit or state highway unit, *Attachment A-2* presents for both existing conditions and the 2044 forecast year:

- a.m. and p.m. peak-hour traffic volumes,
- maximum service volume (MSV), and
- a.m. and p.m. peak-hour volume-to-capacity (V/C) ratios.

Traffic volumes are two-way volumes (both directions of travel are combined). For county arterials units, existing volumes come from traffic counts conducted under the county's CMS. The MSVs for county arterial units are based on DPW Rule 4224. The forecasted 2044 volumes are based on modeling results from the county's travel demand forecasting (TDF) model. For state highway units, estimated peak-hour volumes were estimated based on average daily volumes provided by WSDOT. The source of MSVs for the state route units was tailored to state highways. WSDOT does not have MSVs for state highways. Consequently, other sources were considered, and for the purposes of this TE, a set of tables developed by the Florida Department of Transportation based on the Highway Capacity Manual, 6th edition were used to assign MSVs to the state route units. The forecasted 2044 volumes are based on modeling results from the county's TDF model. Traffic forecasts for city arterials can be found in the Draft Environmental Impact Statement. More information on the county's travel demand forecast methodology can be found in the Draft Environmental Impact Statement.

Table TE-A-2-1 2044 Traffic Forecasts for Snohomish County Arterial Units

ID	ROAD	FROM	TO	2019 EXISTING					2044 FORECAST				
				VOLUME		MSV	V/MSV RATIO		VOLUME		MSV	V/MSV RATIO	
				AM	PM		AM	PM	AM	PM		AM	PM
101	OLD PACIFIC HWY	STWD C/L/276 ST NW	PIONEER HWY	466	570	1,090	0.43	0.52	510	620	1,090	0.47	0.57
102	PIONEER HWY	300 ST NW	SNOCO-SKAGIT CO LINE	775	855	1,090	0.71	0.78	1,020	1,060	1,090	0.94	0.97
103	300 ST NW	PIONEER HWY	STWD UGB/0.42 MI. E/O PIONEER HWY	122	211	1,090	0.11	0.19	130	210	1,090	0.12	0.19
104	PIONEER HWY	STWD C/L (335 FT. SE/O 286 PL NW)	300 ST NW	411	534	1,460	0.28	0.37	600	690	1,460	0.41	0.47
105	300 ST NW	STWD UGB/0.42 MI. E/O PIONEER HWY	OLD 99 N	265	363	1,090	0.24	0.33	270	420	1,090	0.25	0.39
106	76 AVE NW	300 ST NW	END OF CO RD	128	200	1,090	0.12	0.18	130	210	1,090	0.12	0.19
107	68 AVE NW	STWD C/L & UGB (554 FT. S/O 292 ST NW)	332 ST NW/SNOCO LINE	163	199	1,090	0.15	0.18	170	270	1,090	0.16	0.25
109	300 ST NE/NW	OLD 99 N	15 AVE NE	110	119	980	0.11	0.12	140	240	980	0.14	0.24
110	28 AVE NW	OLD 99 N	SR 532	33	44	980	0.03	0.04	60	60	980	0.06	0.06
111	OLD 99 N/12 AVE NW	SR 532	300 ST NW	164	80	1,090	0.15	0.07	170	100	1,090	0.16	0.09
112	268 ST NE/15 AVE NE	300 ST NE	STWD BRYANT RD	60	74	980	0.06	0.08	60	80	980	0.06	0.08
113	STANWOOD BRYANT RD	I-5 NB ON/OFF RAMPS	SR 9	244	364	1,090	0.22	0.33	250	550	1,090	0.23	0.50
116	GRANDVIEW RD	SR 9	115 AVE NE/HEIMER RD	156	215	980	0.16	0.22	170	230	980	0.17	0.23
117	PIONEER HWY E/PIONEER HWY	I-5 SB ON/OFF RAMPS	STWD C/L (158 FT. E/O 72 AVE NW)	360	490	1,090	0.33	0.45	430	580	1,090	0.39	0.53
118	MARINE DR	LAKEWOOD RD	STWD C/L	378	528	1,090	0.35	0.48	430	600	1,090	0.39	0.55
119	NORMAN RD	MARINE DR	PIONEER HWY	44	50	980	0.04	0.05	40	70	980	0.04	0.07
120	236 ST/19 AVE/252 ST NE	I-5 NB ON/OFF RAMPS	SR 9	127	192	980	0.13	0.20	120	200	980	0.12	0.20
121	JIM CREEK RD	SR 530	LK RILEY RD	114	162	1,090	0.10	0.15	130	200	1,090	0.12	0.18
122	115 AVE NE	SR 530	228 ST NE	64	85	980	0.07	0.09	80	70	980	0.08	0.07
123	ARL HTS/228 ST NE/WALLITNER RD	JORDAN RD	JIM CR RD	206	305	1,090	0.19	0.28	220	300	1,090	0.20	0.28
124	HAPPY HOLLOW/50 AVE NW/220 ST NW/LARSON RD	MARINE DR	PIONEER HWY	186	252	980	0.19	0.26	260	340	980	0.27	0.35
125	FRANK WATERS RD	LAKEWOOD RD	MARINE DR	133	194	1,090	0.12	0.18	150	220	1,090	0.14	0.20
126	40 AVE NW-HAPPY VALLEY RD	SR 531 (LAKEWOOD RD)	220 ST NW	81	130	1,360	0.06	0.10	100	170	1,360	0.07	0.13
127	3 AVE NE/SILL RD/212 ST NW-NE	SR 531 (172 ST NE)	PIONEER HWY	73	112	980	0.07	0.11	90	120	980	0.09	0.12
129	JORDAN RD	GRAN FLS UGB C/L	TSA A/ 0.67 MI. N/O 148 ST NE (PVT RD)	231	374	1,090	0.21	0.34	250	400	1,090	0.23	0.37
130	159 AVE NE/116 ST NE/BURN RD	100 ST NE	330 FT. SE/O 112TH AVE SE (UTILITY SERVICE RD)	97	203	1,090	0.09	0.19	240	540	1,090	0.22	0.50
131	MARINE DR/176 ST NW/92 AVE NW	83 PL NW	LAKEWOOD RD(188 ST NW)	153	241	1,090	0.14	0.22	160	280	1,090	0.15	0.26
132	LAKEWOOD RD	MARINE DR	SR 531	397	548	980	0.41	0.56	420	620	980	0.43	0.63
133	W LK GOODWIN RD	46 AVE NW	LAKEWOOD RD	161	251	980	0.16	0.26	160	270	980	0.16	0.28
134	E LK GOODWIN/46 AVE NW	140 ST NW	WENBERG ST PK ENT	123	206	980	0.13	0.21	80	200	980	0.08	0.20
135	154 ST NW/WILLOW/16 AVE NW/MCRAE	140 ST NW	SR 531	77	111	980	0.08	0.11	80	120	980	0.08	0.12
136	FORTY-FIVE RD	23 AVE NE	SR 531	214	384	1,090	0.20	0.35	280	500	1,090	0.26	0.46
137	KAYAK PT RD/140 ST NW	MARINE DR	46 AVE NW	204	292	1,360	0.15	0.21	220	340	1,360	0.16	0.25
138	140 ST NE/NW	46 AVE NW	23 AVE NE	589	800	1,090	0.54	0.73	680	880	1,090	0.62	0.81
139	140/STIMSON/136 ST NE	23 AVE NE	MSVL C/L (106 FT. E/O I-5 NB OVERPASS)	841	1,182	1,390	0.61	0.85	800	1,070	1,390	0.58	0.77
141	152 ST NE	MSVL C/L (201 FT. W/O ATHLETIC FIELD ENTRANCE - MSVL)	67 AVE NE	299	529	1,460	0.20	0.36	550	1,090	1,460	0.38	0.75
146	132 ST NE	MSVL C/L (312 FT. E/O 58 AVE. NE)	67 AVE NE	202	312	1,460	0.14	0.21	270	360	1,460	0.18	0.25
147	67 AVE NE	108 ST. NE (MSVL C/L)	*ARL C/L 966 FT. S/O 168 ST. NE	624	920	1,460	0.43	0.63	1,040	1,430	1,460	0.71	0.98
150	132 ST NE/99 AVE NE	SR 9	116 ST NE / TSA BOUNDARY	140	160	980	0.14	0.16	170	350	980	0.17	0.36
151	99 AVE NE	84 ST NE	132 ST NE	78	147	980	0.08	0.15	100	370	980	0.10	0.38
153	84 ST NE	SR 9	SR 92	1,050	1,188	1,400	0.75	0.85	1,250	1,290	1,460	0.86	0.88
154	123 AVE NE/44 ST NE/127 PL NE	SR 92	84 ST NE	175	192	980	0.18	0.20	230	310	980	0.23	0.32
155	100 ST NE	GRAN FLS UGB (470 FT. E/O 169 DR NE)	159 AVE NE	180	220	1,220	0.15	0.18	290	490	1,220	0.24	0.40
156	163 AVE NE	84 ST NE	100 ST NE	213	290	1,220	0.17	0.24	290	520	1,220	0.24	0.43
157	MT LOOP HWY	GRAN FALLS UGB (CENTER OF BRIDGE NO. 102)	MONTE CRISTO RD	329	428	1,360	0.24	0.31	340	480	1,360	0.25	0.35
158	N LK ROESIGER/MENZEL LAKE RD	TSA B & C BOUNDARY	GRAN FLS UGB/ 0.36 MI. NW/O WAITE RD	180	220	980	0.18	0.22	230	260	980	0.23	0.27

ID	ROAD	FROM	TO	2019 EXISTING					2044 FORECAST				
				VOLUME		MSV	V/MSV RATIO		VOLUME		MSV	V/MSV RATIO	
				AM	PM		AM	PM	AM	PM		AM	PM
159	ROBE MENZEL RD	GRAN FLS UGB	SCHERRER RD	139	206	980	0.14	0.21	180	270	980	0.18	0.28
160	NEWBERG RD/BOSWORTH/ROBE MENZEL	OK MILL RD	SCHERRER RD	209	262	1,090	0.19	0.24	210	280	1,090	0.19	0.26
162	27 AVE NE	MARINE DR NE	END OF CO RD	565	750	1,760	0.32	0.43	720	1,130	1,760	0.41	0.64
163	MARINE DR NE/MARINE DR	I-5 SB ON/OFF RAMPs	7 DR NW	1,100	1,800	3,600	0.31	0.50	1,580	2,250	3,600	0.44	0.63
166	SUNNYSIDE BLVD	SR 204	SOPER HILL RD	552	778	1,460	0.38	0.53	510	930	1,460	0.35	0.64
176	N/S MACHIAS RD	LK STEVENS UGB/12 ST NE	MACHIAS CUTOFF RD	777	1,025	1,460	0.53	0.70	740	1,040	1,460	0.51	0.71
179	MACHIAS CUTOFF RD	LK STEVENS C/L (26 FT. E/O 115 DR SE)	S MACHIAS RD	346	572	1,460	0.24	0.39	300	640	1,460	0.21	0.44
181	OK MILL/CRESWELL RD	S MACHIAS RD	DUBUQUE RD	617	716	980	0.63	0.73	620	770	980	0.63	0.79
182	171 AVE SE	DUBUQUE RD	THREE LKS RD/TSA BOUNDARIES B/C	171	325	980	0.17	0.33	200	380	980	0.20	0.39
183	WILLIAMS RD	LK STEVENS C/L (15 FT. SE OF 20 ST SE)	MACHIAS CUTOFF RD	330	480	1,400	0.24	0.34	350	630	1,400	0.25	0.45
184	S LK STEVENS RD	87 AVE SE	LK STEVENS C/L (0.114 MI. SW/O SR 9)	441	247	980	0.45	0.25	400	210	980	0.41	0.21
185	CAVALERO/S LK STEVENS RD	LK STEVENS C/L (1/4 MI. S/O 20 ST SE)	87 AVE SE	446	180	1,220	0.37	0.15	470	220	1,220	0.39	0.18
187	S MACHIAS RD	SR 2 OVERPASS (TSA BDRY)	MACHIAS CUTOFF RD	1,338	1,105	1,460	0.92	0.76	1,320	1,090	1,460	0.90	0.75
188	DUBUQUE RD	S MACHIAS RD	STORM LK RD	417	413	1,090	0.38	0.38	460	470	1,090	0.42	0.43
189	WOODS CREEK RD	MNR C/L	INGRAHAM RD (MNR UGB)	552	709	1,460	0.38	0.49	560	790	1,460	0.38	0.54
190	WAGNER/MERO/STORM LK RD	WOODS CR RD	DUBUQUE RD	183	237	980	0.19	0.24	170	220	980	0.17	0.22
191	139 AVE SE	THREE LKS RD	DUBUQUE RD	131	148	980	0.13	0.15	90	120	980	0.09	0.12
192	THREE LKS RD	123 AVE SE (E 1/2)/SNOH C/L	171 AVE SE	380	497	980	0.39	0.51	340	610	980	0.35	0.62
193	88 ST SE/131 AVE SE	SR 2 OVERPASS	THREE LKS RD	429	499	980	0.44	0.51	430	550	980	0.44	0.56
194	S MACHIAS RD	SR 2 OVERPASS (TSA BDRY)	MAPLE RD (SNOH)	999	1,069	1,460	0.68	0.73	920	1,050	1,460	0.63	0.72
195	WESTWICK RD (100 ST SE)	SR 2	171 AVE SE	243	306	980	0.25	0.31	270	350	980	0.28	0.36
196	ROOSEVELT RD/159 AVE SE	MNR UGB (0.44 MI. S/O TROMBLEY RD.)	WESTWICK RD	214	251	980	0.22	0.26	290	390	980	0.30	0.40
197	OLD SNOH-MONROE RD	SNOH UGB-SNOH C/L	MNR UGB	201	513	1,090	0.18	0.47	340	810	1,090	0.31	0.74
198	MARSH RD	LOWELL-LARIMER RD	SR 9	583	1,028	1,400	0.42	0.73	660	1,130	1,400	0.47	0.81
199	LOWELL-LARIMER RD	SR 96 (SEATTLE HILL RD)	EVT C/L	390	409	1,460	0.27	0.28	670	650	1,460	0.46	0.45
200	100 ST SE	EVT C/L (370 FT. W/O 33 AVE SE)	35 AVE SE	888	1,047	1,750	0.51	0.60	1,180	1,280	1,750	0.67	0.73
201	35 AVE SE	SR 96 (132 ST SE)	100 ST SE	1,219	1,312	1,750	0.70	0.75	1,380	1,400	1,750	0.79	0.80
202	SEATTLE HILL RD	35 AVE SE	SR 96	1,066	1,524	1,750	0.61	0.87	1,040	1,760	1,750	0.59	1.01
204	35 AVE SE	168 ST SE	SEATTLE HILL RD	1,372	1,534	1,680	0.82	0.91	1,480	1,510	1,680	0.88	0.90
206	180 ST SE	SR 527	35 AVE SE	1,600	1,895	1,610	0.99	1.18	1,450	1,860	3,440	0.42	0.54
207	35 AVE SE	188 ST SE	168 ST SE	938	1,246	1,400	0.67	0.89	980	1,250	1,680	0.58	0.74
209	39 AVE SE	228 ST SE	SR 524	1,470	1,528	1,460	1.01	1.05	1,190	1,410	1,750	0.68	0.81
211	SNOH-WOODINVILLE RD	KING CO LINE	SR 522 (EB RAMPs)	1,678	2,156	2,740	0.61	0.79	1,910	2,950	2,740	0.70	1.08
212	228 ST SW	LOCUST WY	BOTHELL C/L	1,282	1,316	1,340	0.96	0.98	1,110	1,010	1,340	0.83	0.75
214	212 ST SW/LARCH WY	MTLK TERR C/L (792 FT. W/O 212TH/LARCH WAY)	CYPRESS WY (N LEG)	1,463	1,755	1,470	1.00	1.19	1,420	1,750	1,680	0.85	1.04
215	204 ST SW	LYNN C/L	28 AVE W	857	1,099	1,460	0.59	0.75	890	930	1,460	0.61	0.64
216	4 AVE W/214 ST SW/DAMSON RD	216 ST SW (BTHL C/L)	SR 524	590	806	1,400	0.42	0.58	720	910	1,400	0.51	0.65
217	NORTH RD	SR 524	176 PL SW	1,257	1,090	1,680	0.75	0.65	1,390	1,230	1,680	0.83	0.73
218	164 ST SW/SE	I-5 NB ON/OFF RAMPs	MILL CR C/L	3,665	4,684	3,410	1.07	1.37	4,060	4,780	3,410	1.19	1.40
219	164 ST SW	LYNN C/L (SPRUCE WAY)	I-5 SB ON/OFF RAMPs	3,195	4,198	3,410	0.94	1.23	3,920	4,560	3,410	1.15	1.34
220	ALDERWOOD MALL PKWY	164 ST SW	LYNN C/L	1,130	1,878	2,770	0.41	0.68	1,590	2,470	3,320	0.48	0.74
222	52 AVE W	LYNN C/L	148 ST SW	1,100	1,350	1,750	0.63	0.77	1,170	1,450	1,750	0.67	0.83
223	52 AVE W/BEVERLY PARK RD	148 ST SW	MUK C/L	1,119	1,520	1,680	0.67	0.90	1,380	1,720	1,680	0.82	1.02
224	148 ST SW	52 AVE W	SR 99	774	1,014	1,610	0.48	0.63	850	1,190	1,610	0.53	0.74
225	148 &150 ST SW/JEFFERSON/MADISON	SR 99	ASH WY	794	1,165	1,460	0.54	0.80	1,260	1,600	1,750	0.72	0.91
227	BEVERLY PARK RD	SR 525	AIRPORT RD (EVT)	1,973	2,460	3,290	0.60	0.75	2,500	2,980	3,290	0.76	0.91
228	AIRPORT RD/128 ST SW	SR 99	I-5 SB ON/OFF RAMPs	2,991	3,360	3,410	0.88	0.99	3,820	4,320	3,410	1.12	1.27

ID	ROAD	FROM	TO	2019 EXISTING					2044 FORECAST				
				VOLUME		MSV	V/MSV RATIO		VOLUME		MSV	V/MSV RATIO	
				AM	PM		AM	PM	AM	PM		AM	PM
229	4 AVE W	128 ST SW	112 ST SW	1,493	1,820	3,170	0.47	0.57	1,990	2,560	3,170	0.63	0.81
230	112 ST SW	EVT C/L	EVT C/L	1,645	2,762	3,440	0.48	0.80	1,590	2,990	3,440	0.46	0.87
231	AIRPORT RD	EVT C/L	400 FT. N/O 103 ST SW (EVT)	1,787	2,978	3,550	0.50	0.84	2,680	4,060	3,550	0.75	1.14
233	100 ST SW	AIRPORT RD	330 FT. W/O 23 AVE W	530	692	1,670	0.32	0.41	900	1,430	1,670	0.54	0.86
234	112 ST SW	BEVERLY PARK RD	AIRPORT RD	927	1,634	3,440	0.27	0.48	1,050	1,730	3,440	0.31	0.50
236	BICKFORD AVE	SR 2 EB ON RAMP	SNOH C/L (634 FT. SE/O 83 AVE. SE)	828	1,229	1,460	0.57	0.84	730	1,140	1,460	0.50	0.78
237	88 ST SE / 92 ST SE	SR 2 OVERPASS	W END BRIDGE #633	1,021	1,780	1,390	0.73	1.28	960	1,660	1,390	0.69	1.19
240	DETTLING RD	PIONEER HWY (STAN UGB) / 300 ST NW	OLD PACIFIC HWY	61	114	980	0.06	0.12	60	110	980	0.06	0.11
242	108 ST NE	67 AVE NE	SR 9	365	414	1,460	0.25	0.28	480	640	1,460	0.33	0.44
248	34 AVE NE	116 ST NE	136 ST NE	669	938	1,390	0.48	0.67	570	920	1,390	0.41	0.66
249	188 ST NE	ARL C/L (0.328 MI. W/O 47 AVE NE AT M.P. 0.998)	0.25 MI. E/O SMOKEY PT BLVD (M.P. 1.280)	412	333	1,460	0.28	0.23	920	900	1,460	0.63	0.62
251	43 AVE/52 ST SE/HOMEACRES/ 60 ST/FOSTER SLOUGH/RIVERVIEW RD	SNOH UGB (0.249 MI. E/O 85 AVE SE)	43RD @ HOME ACRES RD (STATE)	125	185	980	0.13	0.19	120	160	980	0.12	0.16
252	66 AVE SE/SKIPLEY/52 ST SE	60 ST SE	SNOH (CITY) UGB 15 FT. W/O 83 AVE SE C/L	58	93	980	0.06	0.09	70	110	980	0.07	0.11
253	60 ST SE	FOSTER SLOUGH RD	83 AVE SE	62	88	980	0.06	0.09	40	110	980	0.04	0.11
254	72 ST SE/83 AVE SE	SNOH UGB/87 AVE SE	52 ST SE (SKIPLEY RD)	190	180	980	0.19	0.18	180	170	980	0.18	0.17
255	56 ST SE	SNOH C/L	185 FT. W/O SR 9 (SNOH C/L)	436	485	1,460	0.30	0.33	550	700	1,460	0.38	0.48
256	BUNK FOSS RD/RITCHEY RD	99 AVE SE	S MACHIAS RD	698	702	1,400	0.50	0.50	760	820	1,400	0.54	0.59
257	OLD OWEN RD	MNR UGB/ 0.88 MI. FROM OAKS ST	SULTAN UGB	495	715	980	0.51	0.73	450	720	980	0.46	0.73
258	FLORENCE ACRES/WOODS LK RD	OLD OWEN RD	OLD OWEN RD	237	329	1,090	0.22	0.30	220	340	1,090	0.20	0.31
259	132 ST SE/134 PL SE	SR 96 (SEATTLE HILL RD)	SNOH-CASCADE DR	1,821	2,250	3,550	0.51	0.63	2,150	2,880	3,550	0.61	0.81
260	PUGET PARK DR	134 PL SE	SNOH-CASCADE DR	490	728	1,760	0.28	0.41	470	690	1,760	0.27	0.39
261	BROADWAY AVE	164 ST SE	SR 9	612	1,072	1,540	0.40	0.70	570	820	1,540	0.37	0.53
262	180 ST SE	SR 9	BROADWAY AVE	546	794	1,390	0.39	0.57	660	1,140	1,390	0.47	0.82
263	164 ST SE	SR 9	BROADWAY AVE	235	317	1,460	0.16	0.22	410	420	1,460	0.28	0.29
264	ELLIOTT RD/HIGH BRIDGE RD	CRESCENT LK RD	FALES RD	136	189	980	0.14	0.19	190	290	980	0.19	0.30
265	FALES/ELLIOT RD	SR 522	BROADWAY AVE	863	1,111	980	0.88	1.13	930	1,200	980	0.95	1.22
266	ECHO LK RD / 131 AVE SE	SR 522	END OF COUNTY RD (131 AVE SE)	527	653	980	0.54	0.67	520	670	980	0.53	0.68
267	CRESCENT LK/203 ST SE	HIGH BRIDGE RD	SR 203	196	312	980	0.20	0.32	90	300	980	0.09	0.31
268	HIGH BRIDGE RD	KING CO LINE	CRESCENT LK RD	374	555	980	0.38	0.57	260	640	980	0.27	0.65
270	BEN HOWARD RD/311 AVE SE	SR 203	BRIDGE #94 (SULTAN C/L)	133	170	980	0.14	0.17	170	500	980	0.17	0.51
272	228 ST SE	39 AVE SE	SR 9	979	973	1,460	0.67	0.67	1,270	1,260	1,750	0.73	0.72
273	LOCKWOOD RD	LOCUST WY	KING CO LINE	451	425	1,460	0.31	0.29	570	390	1,460	0.39	0.27
274	LOCUST WY	KING CO LINE	228 ST SW	1,173	1,374	1,400	0.84	0.98	1,330	1,340	1,400	0.95	0.96
275	CYPRESS WY	LARCH WY	SR 524	378	405	1,460	0.26	0.28	580	540	1,460	0.40	0.37
276	LOGAN RD/LARCH WY	CYPRESS WY (N LEG)	DAMSON RD	954	1,137	1,460	0.65	0.78	1,080	1,160	1,460	0.74	0.79
277	28 AVE W	LYNN C/L	LARCH WY	330	610	1,460	0.23	0.42	500	790	1,460	0.34	0.54
278	POPLAR WY	LYNN C/L	BRIER C/L	1,112	1,310	1,400	0.79	0.94	1,280	1,640	1,680	0.76	0.98
279	LARCH WY	204 ST SW (LYNN)	212 ST SW	160	204	1,540	0.10	0.13	230	270	1,540	0.15	0.18
280	84 AVE W	MAPLE LN (EDMD)	220 ST SW (EDMD)	381	599	1,460	0.26	0.41	400	570	1,460	0.27	0.39
281	228 ST SW	80 AVE W (EDMD)	92 AVE W (EDMD)	241	318	1,460	0.17	0.22	520	520	1,460	0.36	0.36
284	FISHER RD/NORMA BEACH/148 ST SW	72 AVE W	52 AVE W	275	399	1,400	0.20	0.29	290	420	1,400	0.21	0.30
285	PICNIC POINT RD	BEVERLY PARK RD	PUGET SOUND BLVD	500	570	1,400	0.36	0.41	580	600	1,400	0.41	0.43
286	SHELBY RD	SR 99	BEVERLY PARK RD	139	239	1,390	0.10	0.17	280	320	1,390	0.20	0.23
287	36 AVE W	LYNN C/L S/O 164 ST SW	164 ST SW	555	1,068	1,610	0.34	0.66	760	1,110	1,680	0.45	0.66
288	ASH WY	164 ST SW	LYNN C/L	554	1,113	1,400	0.40	0.80	940	1,580	1,400	0.67	1.13
289	ASH WY	164 ST SW	134 ST SW	1,360	2,030	1,540	0.88	1.32	1,330	1,890	1,760	0.76	1.07
290	MANOR WY	164 ST SW	SR 99	628	973	1,460	0.43	0.67	1,120	1,550	1,760	0.64	0.88

ID	ROAD	FROM	TO	2019 EXISTING					2044 FORECAST				
				VOLUME		MSV	V/MSV RATIO		VOLUME		MSV	V/MSV RATIO	
				AM	PM		AM	PM	AM	PM		AM	PM
291	ADMIRALTY WY	MANOR WY	AIRPORT RD	343	550	1,340	0.26	0.41	1,000	1,090	1,750	0.57	0.62
292	GIBSON RD	BEVERLY PARK RD	SR 99	105	160	1,460	0.07	0.11	810	780	1,460	0.55	0.53
293	GIBSON RD/134 ST/4 AVE/ASH WY	SR 99	128 ST SW	881	1,056	3,440	0.26	0.31	1,680	2,110	3,440	0.49	0.61
294	E GIBSON RD	GIBSON RD	128 ST SW	323	582	1,290	0.25	0.45	540	790	1,290	0.42	0.61
295	NORTH RD/2 PL W/130 ST SW/MEADOW PL	164 ST SW-SE	MERIDIAN AVE S	185	313	1,460	0.13	0.21	380	530	1,460	0.26	0.36
296	146 ST SW/SE	MEADOW RD	CASCADIAN WY	59	78	1,460	0.04	0.05	250	610	1,460	0.17	0.42
297	MEADOW RD/MEADOW PL SW/MERIDIAN AVE S/130 ST SE/3 AVE SE	146 ST SW	SR 96	532	976	1,470	0.36	0.66	1,020	1,190	1,470	0.69	0.81
300	116 ST SE	EVT C/L	35 AVE SE	957	1,312	1,460	0.66	0.90	960	1,410	1,460	0.66	0.97
301	27 AVE SE/MONTE CRISTO DR	110 FT. S/O 96 ST SE (EVT C/L)	MERCHANT WY(EVT C/L)	300	280	1,460	0.21	0.19	400	280	1,460	0.27	0.19
303	LOWELL-SNOH RIVER RD	EVT C/L (0.867 MI. SE/O BRIDGE 277)	AIRPORT WY	437	751	1,540	0.28	0.49	540	950	1,540	0.35	0.62
304	LARCH WY	164 ST SW	TSA F/ 178 ST SW	374	840	1,340	0.28	0.63	700	1,250	1,390	0.50	0.90
305	CYPRESS WY	LOCUST WY	LARCH WY	176	220	1,460	0.12	0.15	210	230	1,460	0.14	0.16
306	72 ST SE	SNOH UGB/87 AVE SE	SNOH C/L (180 FT. E/O 89 AVE SE)	104	180	1,460	0.07	0.12	100	190	1,460	0.07	0.13
308	N MACHIAS RD	SR 92	LK STEVENS UGB/ 12 ST SE	504	574	1,460	0.35	0.39	570	710	1,460	0.39	0.49
310	SNOH-CASCADE DR	134 PL SE	PUGET PARK DR	301	365	1,750	0.17	0.21	300	370	1,750	0.17	0.21
311	14 AVE W	228 ST SW	END OF CO RD	108	130	1,460	0.07	0.09	410	500	1,460	0.28	0.34
318	14 AVE W/CARTER RD	228 ST SW	LOCKWOOD RD	370	290	1,460	0.25	0.20	470	520	1,460	0.32	0.36
320	JORDAN/ARLINGTON HTS RD	SR 530	TSA B/ 0.67 MI. N/O 148 ST NE (PVT RD)	319	455	980	0.33	0.46	370	520	980	0.38	0.53
321	BURN RD	ARL C/L (450 FT. NW/O 196 ST NE)	JORDAN TRAILS RD	147	255	1,090	0.13	0.23	320	530	1,090	0.29	0.49
323	DUBUQUE RD N-S/LK ROESIGER RD	STORM LAKE RD	4 ST NE/ TSA B AND C BOUNDARIES	130	187	1,090	0.12	0.17	150	190	1,090	0.14	0.17
324	DUBUQUE RD N-S/LK ROESIGER RD	STORM LAKE RD	4 ST NE/TSA B AND C BOUNDARIES	157	227	1,090	0.14	0.21	170	240	1,090	0.16	0.22
326	87 AVE SE	SNOH C/L (238 FT. S/O SR 2 OVERPASS)	S LK STEVENS RD	373	315	980	0.38	0.32	320	260	980	0.33	0.27
327	THREE LKS RD	123 AVE SE (E 1/2)/SNOH C/L	171 AVE SE	380	497	980	0.39	0.51	370	610	980	0.38	0.62
328	STORM LK RD	MERO RD	DUBUQUE RD	80	140	980	0.08	0.14	80	150	980	0.08	0.15
329	LOWELL-LARIMER RD	MARSH RD	EVT C/L	501	576	1,460	0.34	0.39	630	820	1,460	0.43	0.56
330	BROADWAY AVE	SR 524	164 ST SE	724	913	1,460	0.50	0.63	740	990	1,460	0.51	0.68
331	164 ST SE	SR 9	BROADWAY AVE	235	257	1,460	0.16	0.18	420	470	1,460	0.29	0.32
332	39 AVE SE	228 ST SE	SR 524	1,470	1,528	1,460	1.01	1.05	1,190	1,410	1,750	0.68	0.81
333	228 ST SE	35 AVE SE/BTHL C/L	39 AVE SE	1,536	1,673	1,630	0.94	1.03	1,770	2,140	2,770	0.64	0.77
334	NORTH RD	JONATHAN RD	164 ST SW	905	993	1,760	0.51	0.56	1,260	1,380	1,750	0.72	0.79
335	LARCH WY	SR 524	TSA D/ 178 ST SW	466	526	1,390	0.34	0.38	820	870	1,390	0.59	0.63
336	35 AVE SE	188 ST SE	168 ST SE	767	1,199	1,400	0.55	0.86	880	1,170	1,680	0.52	0.70
337	YORK RD/35 AVE SE	SR 524	188 ST SE	1,934	2,029	1,400	1.38	1.45	1,840	2,140	1,680	1.10	1.27
338	OLD SNOH-MONROE RD	161 AVE SE/MNR UGB	MNR C/L	306	537	1,460	0.21	0.37	460	860	1,460	0.32	0.59
339	CEMETERY RD	ARL C/L	ARL C/L (204 ST NE)	240	456	1,460	0.16	0.31	490	700	1,460	0.34	0.48
343	MENZEL LK RD	GRAN FLS UGB	GRAN FLS C/L	180	220	1,460	0.12	0.15	230	260	1,460	0.16	0.18
344	100 ST NE	GRAN FLS C/L	GRAN FLS UGB (470 FT. E/O 169 DR NE)	171	225	1,460	0.12	0.15	270	500	1,460	0.18	0.34
346	ROBE MENZEL RD	GRAN FLS C/L	BRIDGE #204	186	274	1,460	0.13	0.19	260	380	1,460	0.18	0.26
347	OLD OWEN RD	MNR C/L /0.13 MI. FROM SR 2	MNR UGB/ 0.88 MI. FROM OAKS ST	610	837	1,460	0.42	0.57	580	850	1,460	0.40	0.58
348	WOODS CREEK RD	INGRAHAM RD (MNR UGB)	S LAKE ROESIGER RD	427	587	980	0.44	0.60	390	550	980	0.40	0.56
349	MT LOOP HWY	MT LOOP HWY (USFS)-END OF PAVEMENT	DARR C/L	108	161	1,360	0.08	0.12	140	200	1,360	0.10	0.15
350	180 ST SE	35 AVE SE	*SR 9	975	945	1,680	0.58	0.56	1,500	1,490	1,680	0.89	0.89
352	4 AVE W	112 ST SW	EVT C/L	1,197	1,813	2,640	0.45	0.69	1,730	2,190	2,640	0.66	0.83
353	AIRPORT WY	SR 9	SNOH C/L	1,434	1,600	1,400	1.02	1.14	1,150	1,350	1,400	0.82	0.96
354	PARADISE LAKE RD	SR 522	KING CO LINE	1,016	1,096	1,460	0.70	0.75	1,080	1,240	1,460	0.74	0.85
360	148 ST SE	PUGET PARK DR	SEATTLE HILL RD	602	934	1,460	0.41	0.64	650	1,070	1,460	0.45	0.73
364	MENZEL LK RD	GRAN FLS C/L	S ALDER AVE (GRAN FLS C/L)	183	215	1,460	0.13	0.15	230	250	1,460	0.16	0.17

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				AM	PM		AM	PM	AM	PM		AM	PM
365	171 AVE SE	WESTWICK RD/100 ST SE	THREE LKS RD/TSA BOUNDARIES B/C	129	172	980	0.13	0.18	200	380	980	0.20	0.39
367	CATHCART WY	SNOH-CASCADE DR	SR 9	1,404	1,172	2,960	0.47	0.40	1,750	1,870	2,960	0.59	0.63
368	PUGET PARK DR	SNOHOMISH CASCADE DR	CATHCART WAY	510	300	1,540	0.33	0.19	520	460	1,540	0.34	0.30
375	THREE LKS RD	S MACHIAS RD	SNOH C/L (M.P. 0.240)	372	351	980	0.38	0.36	370	490	980	0.38	0.50
377	W CYPRESS WY	SR 524 (FILBERT RD)	CYPRESS WY	154	184	1,460	0.11	0.13	330	340	1,460	0.23	0.23
379	LOCUST WY	228 ST SW	LARCH WY/LOGAN RD	784	912	1,400	0.56	0.65	720	670	1,400	0.51	0.48
388	131 AVE NE	LK STEVENS C/L (0.170 MI. S/O 16 ST NE)	LK STEVENS C/L (0.514 MI. S/O 16 ST NE)	55	115	1,460	0.04	0.08	80	150	1,460	0.05	0.10
389	131 AVE NE/2 ST SE	4 ST NE	123 AVE SE	47	64	980	0.05	0.07	40	80	980	0.04	0.08
394	32 ST SE	103 AVE SE	SR 9	154	285	980	0.16	0.29	140	350	980	0.14	0.36
397	SUNSET RD	180 ST SE	164 ST SE/TSA D/E BOUNDARY	390	726	1,460	0.27	0.50	430	710	1,460	0.29	0.49
398	SUNSET RD	164 ST SE/TSA D/E BOUNDARY	156 ST SE	396	730	1,460	0.27	0.50	470	690	1,460	0.32	0.47
399	156 ST SE	35 AVE SE	SUNSET RD	343	318	1,540	0.22	0.21	350	320	1,540	0.23	0.21
400	156 ST SE	SUNSET RD	UGB (510 FT. W/O FOREST VIEW ELEM. W EXIT)	490	296	1,220	0.40	0.24	510	260	1,220	0.42	0.21
401	169 ST SE/ W INTERURBAN BLVD	35 AVE SE	51 AVE SE	263	498	1,460	0.18	0.34	330	440	1,460	0.23	0.30
402	41 AVE SE	156 ST SE	148 ST SE	235	410	1,540	0.15	0.27	310	420	1,540	0.20	0.27
403	139 AVE SE-DUBUQUE RD 'Y'	139 AVE SE	DUBUQUE RD	57	52	980	0.06	0.05	60	70	980	0.06	0.07
410	CARLSON RD/171 AVE SE	OK MILL RD	DUBUQUE RD	158	232	980	0.16	0.24	180	290	980	0.18	0.30
411	204 ST SW	28 AVE W	CYPRESS WY	452	682	1,540	0.29	0.44	560	920	1,540	0.36	0.60
414	56 ST SE/107 AVE SE	310 FT. E/O 99 AVE SE	SNOH C/L	156	240	1,460	0.11	0.16	60	90	1,460	0.04	0.06
415	36/35 AVE W	164 ST SW	148 ST SW	750	1,318	1,340	0.56	0.98	1,120	1,670	1,680	0.67	0.99
417	32 ST SE/91 AVE SE	SR 9	END OF CO RD	32	34	980	0.03	0.03	40	30	980	0.04	0.03
419	236 ST NE/NW	PIONEER HWY	I-5 SB ON/OFF RAMPS	122	156	1,090	0.11	0.14	130	190	1,090	0.12	0.17
420	YORK RD/35 AVE SE	SR 524	188 ST SE	1,934	2,029	1,400	1.38	1.45	1,840	2,140	1,680	1.10	1.27
423	MARINE DR	7 DR NW	64 ST NW	765	950	1,090	0.70	0.87	820	1,020	1,090	0.75	0.94
424	19 AVE NE/156 ST NE/23 AVE NE	MSVL C/L (.147 S/O 170 ST NE)	140 ST NE	378	515	1,460	0.26	0.35	550	800	1,460	0.38	0.55
425	212 ST NE/TVIET RD	ARL C/L	395 FT. W/O 92ND AVE NE (PVT)	94	150	1,460	0.06	0.10	130	190	1,460	0.09	0.13
427	64 AVE NW	SR 532	STWD UGA BOUNDARY	24	51	1,540	0.02	0.03	80	120	1,540	0.05	0.08
428	64 AVE NW	STWD UGA BOUNDARY	PIONEER HWY NW	24	51	980	0.02	0.05	20	70	980	0.02	0.07
429	80 AVE NW	STWD UGA BDRY. (20 FT. S/O PVT. RD.)	300 ST NW	70	116	1,090	0.06	0.11	70	150	1,090	0.06	0.14
430	80 AVE NW	STWD C/L (0.192 MI. S/O 288 ST NW)	STWD UGA BDRY. (20 FT. S/O PVT. RD.)	65	102	1,460	0.04	0.07	120	140	1,460	0.08	0.10
432	95 AVE NE	BURN RD	ARL C/L (145 FT. S/O 196 PL NE)	20	42	980	0.02	0.04	40	90	980	0.04	0.09
435	WOODLAND RD	STWD C/L (1,120 FT. SE/O 70 AVE NW)	STWD UGA BOUNDARY	86	104	980	0.09	0.11	150	190	980	0.15	0.19
436	WOODLAND RD/64 AVE NW	STWD UGA BOUNDARY	SR 532	81	150	1,460	0.06	0.10	160	210	1,460	0.11	0.14
438	103 AVE SE	LK STEVENS C/L (0.048 MI. S/O 26 PL SE)	BUNK FOSS RD	302	278	980	0.31	0.28	310	310	980	0.32	0.32
439	60 ST NE/99 AVE NE	SR 9	SR 92	114	182	980	0.12	0.19	120	460	980	0.12	0.47
441	132 ST SE/339 AVE SE	SULTAN C/L	SULTAN C/L	50	100	1,460	0.03	0.07	50	150	1,460	0.03	0.10
442	164 ST SE/419 AVE SE	415 AVE SE (GOLD BAR C/L)	NORTHERN TERMINUS OF 419 AVE SE	18	35	980	0.02	0.04	20	30	980	0.02	0.03
443	179 AVE SE/ROBINHOOD LN/TROMBLEY RD	SR 2	MNR UGA BOUNDARY	118	330	1,340	0.09	0.25	140	400	1,340	0.10	0.30
444	MAY CR RD	LEY RD (GOLD BAR C/L)	419 AVE SE EXTENSION	30	48	1,090	0.03	0.04	20	40	1,090	0.02	0.04
445	SPRINGHETTI RD	BROADWAY AVE	AIRPORT WY	342	485	1,090	0.31	0.44	340	490	1,090	0.31	0.45
446	TROMBLEY RD	MNR UGA BOUNDARY	ROOSEVELT RD	244	306	1,090	0.22	0.28	290	400	1,090	0.27	0.37
447	116/117 ST SE	35 AVE SE	51 AVE SE	651	899	1,470	0.44	0.61	700	1,070	1,470	0.48	0.73
448	50 AVE SE/152 PL SE	148 ST SE	50 DR SE EXT	24	110	1,540	0.02	0.07	80	200	1,540	0.05	0.13
449	51 AVE SE/116 ST SE/56 AVE SE	SR 96 (SEATTLE HILL RD)	LOWELL-LARIMER RD	367	496	1,540	0.24	0.32	490	600	1,540	0.32	0.39
450	ADMIRALTY WY	AIRPORT RD	CENTER RD	179	412	1,400	0.13	0.29	260	740	1,400	0.19	0.53
451	BROOK BLVD/23 AVE SE/168 ST SE	35 AVE SE	180 ST SE	530	495	1,460	0.36	0.34	500	470	1,460	0.34	0.32
452	CENTER RD	SR 99	4 AVE W	297	718	1,460	0.20	0.49	630	1,110	1,460	0.43	0.76

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				AM	PM		AM	PM	AM	PM		AM	PM
453	LINCOLN WY	BEVERLY PARK RD	143 FT. W OF LAKE RD	400	590	1,460	0.27	0.40	400	620	1,460	0.27	0.42
455	156 ST SE/SILVER FIRS DR	UGB (510 FT. W/O FOREST VIEW ELEM. W EXIT)	PUGET PARK DR	270	130	1,540	0.18	0.08	260	90	1,540	0.17	0.06
456	SNOH-CASCADE DR	PUGET PARK DR	PUGET PARK DR EXT	167	250	1,540	0.11	0.16	160	240	1,540	0.10	0.16
457	178 ST SW/MAPLE RD	LYNN C/L (69 FT. NE/O ASH WY - LYNN)	LARCH WY	619	1,024	1,470	0.42	0.70	810	1,210	1,470	0.55	0.82
458	178 ST SW/MAPLE RD	TSA D/F BDRY (W. SIDE I-5 NB CROSSING)	LARCH WY	488	911	1,470	0.33	0.62	700	1,190	1,470	0.48	0.81
459	196 ST SE/GRANNIS RD	SR 527	35 AVE SE	451	616	1,470	0.31	0.42	500	750	1,470	0.34	0.51
460	196 ST SE/GRANNIS RD	SR 527	35 AVE SE	413	541	1,470	0.28	0.37	440	650	1,470	0.30	0.44
461	45 AVE SE / 212 ST SE	240 ST SE	39 AVE SE	597	667	1,400	0.43	0.48	780	950	1,400	0.56	0.68
462	188 ST SE	35 AVE SE	E TERMINUS OF 188 ST SE	517	358	1,540	0.34	0.23	370	180	1,540	0.24	0.12
463	240 ST SE	SNOH-WOODINVILLE RD	MALTBY UGA BOUNDARY	360	508	1,340	0.27	0.38	420	580	1,340	0.31	0.43
464	240 ST SE	MALTBY UGA BOUNDARY	75 AVE SE	385	486	980	0.39	0.50	420	530	980	0.43	0.54
465	43 AVE SE	N TERMINUS OF 43 AVE SE (RD LOG # 21780) AT - 188 ST SE	196 ST SE	195	148	980	0.20	0.15	520	790	1,540	0.34	0.51
466	43 AVE SE	200 ST SE	SR 524	44	71	980	0.04	0.07	450	700	1,540	0.29	0.45
467	240 ST SE/47 AVE SE/244 ST SE	45 AVE SE	130 AVE SE	553	577	980	0.56	0.59	710	760	980	0.72	0.78
468	51 AVE SE	W INTERURBAN BLVD	196 ST SE	265	311	1,460	0.18	0.21	330	390	1,460	0.23	0.27
469	BOSTIAN RD / 224 ST SE	PARADISE LK RD	MALTBY UGA BOUNDARY	225	167	1,460	0.15	0.11	300	260	1,460	0.21	0.18
470	224 ST SE/75 AVE SE	MALTBY UGA BOUNDARY	SNOCO-KING CO LINE	294	330	980	0.30	0.34	300	340	980	0.31	0.35
471	YEW WY	BROADWAY AVE	SR 524	407	1,141	1,460	0.28	0.78	330	1,030	1,460	0.23	0.71
472	LOCUST WY	SR 524	LARCH WY	311	330	1,460	0.21	0.23	440	370	1,460	0.30	0.25
474	MT LOOP HWY	GRAN FALLS C/L	GRAN FALLS UGB (CENTER OF BRIDGE NO. 102)	333	485	1,460	0.23	0.33	260	430	1,460	0.18	0.29
477	35 AVE W	148 ST SW	SR 99	453	495	1,400	0.32	0.35	640	490	1,400	0.46	0.35
478	52 ST SE	SNOH (CITY) UGB 15 FT. W/O 83 AVE SE	BICKFORD AVE	89	185	1,460	0.06	0.13	90	220	1,460	0.06	0.15
481	236 ST NE/35 AVE NE	I-5 NB ON/OFF RAMP	252 ST NE	663	1,086	980	0.68	1.11	700	1,200	1,220	0.57	0.98
482	28 ST NE/SCHWARZMILLER RD/147 AVE NE	N MACHIAS RD	SR 92	122	156	980	0.12	0.16	130	170	980	0.13	0.17
483	147 AVE SE/RUSSELL RD	OK MILL RD	28 ST NE	200	242	980	0.20	0.25	210	250	980	0.21	0.26
484	N/S CARPENTER RD	CRESWELL RD	N LAKE ROESIGER RD	88	104	1,090	0.08	0.10	100	110	1,090	0.09	0.10
485	SPADA RD	72 ST SE (TSA BDRY TURN)	171 AVE SE (N)	162	230	980	0.17	0.23	190	360	980	0.19	0.37
486	S SPADA RD/SPADA RD	171 AVE SE (S)	171 AVE SE (N)	71	95	980	0.07	0.10	60	60	980	0.06	0.06
487	CHAIN LAKE RD/TROMBLEY RD	MONROE C/L	SPADA RD	214	350	980	0.22	0.36	230	360	980	0.23	0.37
488	ALEXANDER RD	GIBSON RD	CENTER RD	166	348	1,540	0.11	0.23	620	790	1,540	0.40	0.51
489	CENTER RD	BEVERLY PARK RD	AIRPORT RD	220	240	1,390	0.16	0.17	820	860	1,390	0.59	0.62
490	13 AVE W/172 ST SW	164 ST SW	LARCH WAY	447	631	1,460	0.31	0.43	830	1,220	1,460	0.57	0.84
491	197 PL SE/JEWELL RD/196 ST SE	35 AVE SE	51 AVE SE	447	433	1,400	0.32	0.31	400	500	1,400	0.29	0.36
492	MARINE DR	64 ST NW	83 PL NW	582	890	1,090	0.53	0.82	620	950	1,090	0.57	0.87
2251	148TH ST SW EXTENSION	JEFFERSON WY	ASH WY	-	-	-	-	-	420	640	1,680	0.25	0.38
2252	148TH OVERCROSSING I-5	ASH WY	MEADOW RD	-	-	-	-	-	1,020	1,590	1,540	0.66	1.03
2892	ASH WY NORTH REALIGN	164 ST SW NEAR 22ND AVE W	ASH WY	-	-	-	-	-	1,500	2,140	1,630	0.92	1.31
2971	130TH ST SW/8TH AVE W	MEADOW RD	8TH AVE W & 128TH ST SW	-	-	-	-	-	470	1,050	2,870	0.16	0.37
2972	ASH WY DIRECT ACCESS	MEADOW RD	ASH WY	-	-	-	-	-	100	100	1,360	0.07	0.07
3111	14 AVE W EXTENSION	END OF CO RD	LOCUST WAY	-	-	-	-	-	360	450	1,460	0.25	0.31
3501	180 ST SE	SWUGA BOUNDARY	SR 9	-	-	-	-	-	690	1,200	1,470	0.47	0.82
4241	156 ST NE	RR TRACKS	23 AVE NW	-	-	-	-	-	390	560	1,220	0.32	0.46
4611	43/45 AVE SE	212 ST SE	SR 524	-	-	-	-	-	530	920	1,220	0.43	0.75
4661	43 AVE SE EXTENSION	196 ST SE	200 ST SE	-	-	-	-	-	410	640	1,540	0.27	0.42

* AU extents change due to future road extension. See the corresponding 4-digit IDs for future extension AUs

Table TE-A-2-2 2044 Traffic Forecasts for State Highways

ID	STATE FACILITY	BEGIN	END	2019 EXISTING					2044 FORECAST				
				VOLUME		MSV	V/MSV RATIO		VOLUME		MSV	V/MSV RATIO	
				AM	PM		AM	PM	AM	PM		AM	PM
<u>201</u>	<u>US 2</u>	<u>I-5</u>	<u>SR 204</u>	<u>4,686</u>	<u>6,479</u>	<u>7,135</u>	<u>0.66</u>	<u>0.91</u>	<u>5,710</u>	<u>8,820</u>	<u>7,135</u>	<u>0.80</u>	<u>1.24</u>
<u>202</u>	<u>US 2</u>	<u>SR 204</u>	<u>OLD SR 2 (BICKFORD AVE)</u>	<u>2,616</u>	<u>3,154</u>	<u>6,890</u>	<u>0.38</u>	<u>0.46</u>	<u>2,990</u>	<u>3,570</u>	<u>6,890</u>	<u>0.43</u>	<u>0.52</u>
<u>203</u>	<u>US 2</u>	<u>OLD SR 2 (BICKFORD AVE)</u>	<u>SR 9</u>	<u>1,393</u>	<u>1,450</u>	<u>6,890</u>	<u>0.20</u>	<u>0.21</u>	<u>1,300</u>	<u>1,220</u>	<u>6,890</u>	<u>0.19</u>	<u>0.18</u>
<u>204</u>	<u>US 2</u>	<u>SR 9</u>	<u>92ND ST SE</u>	<u>1,709</u>	<u>1,650</u>	<u>2,110</u>	<u>0.81</u>	<u>0.78</u>	<u>1,820</u>	<u>1,770</u>	<u>2,110</u>	<u>0.86</u>	<u>0.84</u>
<u>205</u>	<u>US 2</u>	<u>92ND ST SE</u>	<u>SR 522</u>	<u>1,658</u>	<u>2,020</u>	<u>1,170</u>	<u>1.42</u>	<u>1.73</u>	<u>1,830</u>	<u>2,220</u>	<u>1,170</u>	<u>1.56</u>	<u>1.90</u>
<u>207</u>	<u>US 2</u>	<u>SR 522</u>	<u>OLD OWEN RD</u>	<u>2,155</u>	<u>2,741</u>	<u>3,200</u>	<u>0.67</u>	<u>0.86</u>	<u>2,350</u>	<u>2,900</u>	<u>3,200</u>	<u>0.73</u>	<u>0.91</u>
<u>208</u>	<u>US 2</u>	<u>OLD OWEN RD</u>	<u>CITY LIMIT MONROE (E)</u>	<u>1,105</u>	<u>1,646</u>	<u>2,215</u>	<u>0.50</u>	<u>0.74</u>	<u>1,700</u>	<u>2,140</u>	<u>2,215</u>	<u>0.77</u>	<u>0.97</u>
<u>209</u>	<u>US 2</u>	<u>CITY LIMIT MONROE (E)</u>	<u>CITY LIMIT SULTAN (E)</u>	<u>707</u>	<u>1,035</u>	<u>1,640</u>	<u>0.43</u>	<u>0.63</u>	<u>1,260</u>	<u>1,700</u>	<u>1,640</u>	<u>0.77</u>	<u>1.04</u>
<u>210</u>	<u>US 2</u>	<u>CITY LIMIT SULTAN (E)</u>	<u>COUNTY LINE</u>	<u>565</u>	<u>970</u>	<u>2,215</u>	<u>0.26</u>	<u>0.44</u>	<u>1,070</u>	<u>1,560</u>	<u>2,215</u>	<u>0.48</u>	<u>0.70</u>
<u>501</u>	<u>I-5</u>	<u>COUNTY LINE (SR 104)</u>	<u>220TH ST SW</u>	<u>10,940</u>	<u>13,134</u>	<u>14,660</u>	<u>0.75</u>	<u>0.90</u>	<u>10,540</u>	<u>11,740</u>	<u>14,660</u>	<u>0.72</u>	<u>0.80</u>
<u>502</u>	<u>I-5</u>	<u>220TH ST SW</u>	<u>SR-524</u>	<u>10,285</u>	<u>13,516</u>	<u>14,660</u>	<u>0.70</u>	<u>0.92</u>	<u>10,340</u>	<u>12,170</u>	<u>14,660</u>	<u>0.71</u>	<u>0.83</u>
<u>503</u>	<u>I-5</u>	<u>SR-524</u>	<u>I-405</u>	<u>7,838</u>	<u>9,266</u>	<u>19,975</u>	<u>0.39</u>	<u>0.46</u>	<u>7,920</u>	<u>9,280</u>	<u>19,975</u>	<u>0.40</u>	<u>0.46</u>
<u>504</u>	<u>I-5</u>	<u>I-405</u>	<u>164TH ST SW</u>	<u>11,723</u>	<u>13,302</u>	<u>18,175</u>	<u>0.65</u>	<u>0.73</u>	<u>11,610</u>	<u>13,690</u>	<u>19,975</u>	<u>0.58</u>	<u>0.69</u>
<u>505</u>	<u>I-5</u>	<u>164TH ST SW</u>	<u>SR 96 (128TH ST SE)</u>	<u>10,866</u>	<u>11,816</u>	<u>14,660</u>	<u>0.74</u>	<u>0.81</u>	<u>10,640</u>	<u>11,990</u>	<u>14,660</u>	<u>0.73</u>	<u>0.82</u>
<u>506</u>	<u>I-5</u>	<u>SR 96 (128TH ST SE)</u>	<u>SR 526</u>	<u>11,633</u>	<u>12,225</u>	<u>13,960</u>	<u>0.83</u>	<u>0.88</u>	<u>11,700</u>	<u>12,870</u>	<u>13,960</u>	<u>0.84</u>	<u>0.92</u>
<u>507</u>	<u>I-5</u>	<u>SR 526</u>	<u>41ST ST</u>	<u>12,522</u>	<u>12,644</u>	<u>18,175</u>	<u>0.69</u>	<u>0.70</u>	<u>13,030</u>	<u>14,340</u>	<u>18,175</u>	<u>0.72</u>	<u>0.79</u>
<u>508</u>	<u>I-5</u>	<u>41ST ST</u>	<u>US 2</u>	<u>11,442</u>	<u>10,995</u>	<u>18,175</u>	<u>0.63</u>	<u>0.60</u>	<u>11,560</u>	<u>12,300</u>	<u>18,175</u>	<u>0.64</u>	<u>0.68</u>
<u>509</u>	<u>I-5</u>	<u>US 2</u>	<u>SR 528</u>	<u>7,206</u>	<u>7,657</u>	<u>12,835</u>	<u>0.56</u>	<u>0.60</u>	<u>7,550</u>	<u>8,510</u>	<u>14,645</u>	<u>0.52</u>	<u>0.58</u>
<u>510</u>	<u>I-5</u>	<u>SR 528</u>	<u>88TH ST NE</u>	<u>6,263</u>	<u>8,735</u>	<u>10,510</u>	<u>0.60</u>	<u>0.83</u>	<u>6,870</u>	<u>9,750</u>	<u>10,510</u>	<u>0.65</u>	<u>0.93</u>
<u>511</u>	<u>I-5</u>	<u>88TH ST NE</u>	<u>116TH ST NE</u>	<u>5,194</u>	<u>7,859</u>	<u>10,510</u>	<u>0.49</u>	<u>0.75</u>	<u>6,130</u>	<u>9,180</u>	<u>10,510</u>	<u>0.58</u>	<u>0.87</u>
<u>512</u>	<u>I-5</u>	<u>116TH ST NE</u>	<u>SR 531</u>	<u>4,086</u>	<u>7,108</u>	<u>10,510</u>	<u>0.39</u>	<u>0.68</u>	<u>5,390</u>	<u>8,820</u>	<u>10,510</u>	<u>0.51</u>	<u>0.84</u>
<u>513</u>	<u>I-5</u>	<u>SR 531</u>	<u>SR 530</u>	<u>4,371</u>	<u>6,150</u>	<u>10,510</u>	<u>0.42</u>	<u>0.59</u>	<u>5,090</u>	<u>7,160</u>	<u>10,510</u>	<u>0.48</u>	<u>0.68</u>
<u>514</u>	<u>I-5</u>	<u>SR 530</u>	<u>SR 532</u>	<u>4,931</u>	<u>6,254</u>	<u>8,450</u>	<u>0.58</u>	<u>0.74</u>	<u>5,920</u>	<u>7,390</u>	<u>8,450</u>	<u>0.70</u>	<u>0.87</u>
<u>515</u>	<u>I-5</u>	<u>SR 532</u>	<u>COUNTY LINE</u>	<u>5,780</u>	<u>6,840</u>	<u>8,450</u>	<u>0.68</u>	<u>0.81</u>	<u>6,450</u>	<u>7,650</u>	<u>8,450</u>	<u>0.76</u>	<u>0.91</u>
<u>901</u>	<u>9</u>	<u>SR 522</u>	<u>SR 524</u>	<u>2,702</u>	<u>2,918</u>	<u>3,760</u>	<u>0.72</u>	<u>0.78</u>	<u>2,790</u>	<u>3,230</u>	<u>3,760</u>	<u>0.74</u>	<u>0.86</u>
<u>902</u>	<u>9</u>	<u>SR 524</u>	<u>180TH ST SE</u>	<u>2,678</u>	<u>2,894</u>	<u>3,760</u>	<u>0.71</u>	<u>0.77</u>	<u>2,640</u>	<u>3,080</u>	<u>3,760</u>	<u>0.70</u>	<u>0.82</u>
<u>903</u>	<u>9</u>	<u>180TH ST SE</u>	<u>SR 96 (E LOWELL-LARIMER RD)</u>	<u>2,173</u>	<u>1,710</u>	<u>2,330</u>	<u>0.93</u>	<u>0.73</u>	<u>2,300</u>	<u>2,680</u>	<u>3,360</u>	<u>0.68</u>	<u>0.80</u>
<u>904</u>	<u>9</u>	<u>SR 96 (E LOWELL-LARIMER RD)</u>	<u>US 2</u>	<u>1,846</u>	<u>2,035</u>	<u>1,315</u>	<u>1.40</u>	<u>1.55</u>	<u>2,020</u>	<u>2,470</u>	<u>3,200</u>	<u>0.63</u>	<u>0.77</u>
<u>905</u>	<u>9</u>	<u>US 2</u>	<u>20TH ST SE</u>	<u>1,243</u>	<u>1,642</u>	<u>1,315</u>	<u>0.95</u>	<u>1.25</u>	<u>2,020</u>	<u>2,840</u>	<u>3,200</u>	<u>0.63</u>	<u>0.89</u>
<u>906</u>	<u>9</u>	<u>20TH ST SE</u>	<u>SR 204</u>	<u>1,374</u>	<u>1,837</u>	<u>1,315</u>	<u>1.04</u>	<u>1.40</u>	<u>2,200</u>	<u>3,070</u>	<u>3,200</u>	<u>0.69</u>	<u>0.96</u>
<u>907</u>	<u>9</u>	<u>SR 204</u>	<u>LUNDEEN PARK WAY</u>	<u>1,844</u>	<u>2,835</u>	<u>3,200</u>	<u>0.58</u>	<u>0.89</u>	<u>2,870</u>	<u>4,180</u>	<u>4,820</u>	<u>0.60</u>	<u>0.87</u>
<u>908</u>	<u>9</u>	<u>LUNDEEN PARK WAY</u>	<u>SR 92</u>	<u>2,287</u>	<u>3,022</u>	<u>3,200</u>	<u>0.71</u>	<u>0.94</u>	<u>2,980</u>	<u>3,910</u>	<u>3,200</u>	<u>0.93</u>	<u>1.22</u>
<u>909</u>	<u>9</u>	<u>SR 92</u>	<u>SR 528</u>	<u>1,278</u>	<u>2,149</u>	<u>1,315</u>	<u>0.97</u>	<u>1.63</u>	<u>1,510</u>	<u>2,330</u>	<u>1,315</u>	<u>1.15</u>	<u>1.77</u>
<u>910</u>	<u>9</u>	<u>SR 528</u>	<u>SR 531</u>	<u>1,058</u>	<u>1,238</u>	<u>1,315</u>	<u>0.80</u>	<u>0.94</u>	<u>1,490</u>	<u>1,780</u>	<u>1,315</u>	<u>1.13</u>	<u>1.35</u>
<u>911</u>	<u>9</u>	<u>SR 531</u>	<u>SR 530</u>	<u>490</u>	<u>960</u>	<u>1,315</u>	<u>0.37</u>	<u>0.73</u>	<u>1,200</u>	<u>1,910</u>	<u>1,315</u>	<u>0.91</u>	<u>1.45</u>
<u>912</u>	<u>9</u>	<u>SR 530</u>	<u>COUNTY LINE</u>	<u>916</u>	<u>1,396</u>	<u>1,170</u>	<u>0.78</u>	<u>1.19</u>	<u>1,040</u>	<u>1,710</u>	<u>1,170</u>	<u>0.89</u>	<u>1.46</u>
<u>9201</u>	<u>92</u>	<u>SR 9</u>	<u>N MACHIAS RD</u>	<u>1,277</u>	<u>1,524</u>	<u>1,240</u>	<u>1.03</u>	<u>1.23</u>	<u>1,590</u>	<u>1,670</u>	<u>1,240</u>	<u>1.28</u>	<u>1.35</u>
<u>9202</u>	<u>92</u>	<u>N MACHIAS RD</u>	<u>CROOKED MILE RD</u>	<u>1,442</u>	<u>1,635</u>	<u>1,315</u>	<u>1.10</u>	<u>1.24</u>	<u>1,750</u>	<u>1,930</u>	<u>1,315</u>	<u>1.33</u>	<u>1.47</u>
<u>9203</u>	<u>92</u>	<u>CROOKED MILE RD</u>	<u>MOUNTAIN LOOP HIGHWAY</u>	<u>926</u>	<u>735</u>	<u>1,080</u>	<u>0.86</u>	<u>0.68</u>	<u>1,090</u>	<u>890</u>	<u>1,080</u>	<u>1.01</u>	<u>0.82</u>
<u>9204</u>	<u>92</u>	<u>QUARRY RD</u>	<u>400' EAST OF QUARRY RD</u>	<u>573</u>	<u>882</u>	<u>960</u>	<u>0.60</u>	<u>0.92</u>	<u>820</u>	<u>920</u>	<u>960</u>	<u>0.85</u>	<u>0.96</u>
<u>9601</u>	<u>96</u>	<u>I-5</u>	<u>SR 527</u>	<u>1,644</u>	<u>2,027</u>	<u>3,580</u>	<u>0.46</u>	<u>0.57</u>	<u>1,920</u>	<u>2,280</u>	<u>3,580</u>	<u>0.54</u>	<u>0.64</u>
<u>9602</u>	<u>96</u>	<u>SR 527</u>	<u>SEATTLE HILL RD</u>	<u>1,805</u>	<u>2,603</u>	<u>3,580</u>	<u>0.50</u>	<u>0.73</u>	<u>2,080</u>	<u>2,880</u>	<u>3,580</u>	<u>0.58</u>	<u>0.80</u>
<u>9603</u>	<u>96</u>	<u>132ND ST SE</u>	<u>E LOWELL-LARIMER RD</u>	<u>377</u>	<u>443</u>	<u>1,270</u>	<u>0.30</u>	<u>0.35</u>	<u>550</u>	<u>580</u>	<u>1,270</u>	<u>0.43</u>	<u>0.46</u>
<u>9604</u>	<u>96</u>	<u>SEATTLE HILL RD</u>	<u>SR 9</u>	<u>405</u>	<u>409</u>	<u>1,090</u>	<u>0.37</u>	<u>0.38</u>	<u>470</u>	<u>510</u>	<u>1,090</u>	<u>0.43</u>	<u>0.47</u>
<u>9901</u>	<u>99</u>	<u>COUNTY LINE</u>	<u>SR 524</u>	<u>2,406</u>	<u>2,857</u>	<u>3,760</u>	<u>0.64</u>	<u>0.76</u>	<u>2,500</u>	<u>2,670</u>	<u>3,760</u>	<u>0.66</u>	<u>0.71</u>
<u>9902</u>	<u>99</u>	<u>SR 524</u>	<u>SR 525</u>	<u>2,499</u>	<u>2,800</u>	<u>3,760</u>	<u>0.66</u>	<u>0.74</u>	<u>3,000</u>	<u>3,050</u>	<u>3,760</u>	<u>0.80</u>	<u>0.81</u>

ID	STATE FACILITY	BEGIN	END	2019 EXISTING					2044 FORECAST				
				VOLUME		MSV	V/MSV RATIO		VOLUME		MSV	V/MSV RATIO	
				AM	PM		AM	PM	AM	PM		AM	PM
<u>9903</u>	<u>99</u>	<u>SR 525</u>	<u>EVERGREEN WAY/SW EVERETT MALLWAY</u>	<u>2,356</u>	<u>3,461</u>	<u>3,760</u>	<u>0.63</u>	<u>0.92</u>	<u>2,770</u>	<u>3,880</u>	<u>3,760</u>	<u>0.74</u>	<u>1.03</u>
<u>9904</u>	<u>99</u>	<u>EVERGREEN WAY/SW EVERETT MALL WAY</u>	<u>SR526/I-5</u>	<u>561</u>	<u>1,288</u>	<u>5,390</u>	<u>0.10</u>	<u>0.24</u>	<u>850</u>	<u>1,960</u>	<u>5,390</u>	<u>0.16</u>	<u>0.36</u>
<u>9905</u>	<u>99</u>	<u>N 185TH ST</u>	<u>COUNTY LINE</u>	<u>1,396</u>	<u>2,217</u>	<u>3,940</u>	<u>0.35</u>	<u>0.56</u>	<u>1,600</u>	<u>1,770</u>	<u>3,940</u>	<u>0.41</u>	<u>0.45</u>
<u>9906</u>	<u>99</u>	<u>N 175TH ST</u>	<u>N 185TH ST</u>	<u>1,543</u>	<u>2,305</u>	<u>3,940</u>	<u>0.39</u>	<u>0.58</u>	<u>1,820</u>	<u>2,200</u>	<u>3,940</u>	<u>0.46</u>	<u>0.56</u>
<u>10401</u>	<u>104</u>	<u>EDMONDS FERRY TERMINAL</u>	<u>SR 104/5TH AVE MERGE</u>	<u>703</u>	<u>919</u>	<u>1,465</u>	<u>0.48</u>	<u>0.63</u>	<u>770</u>	<u>1,160</u>	<u>1,465</u>	<u>0.53</u>	<u>0.79</u>
<u>10402</u>	<u>104</u>	<u>SR 104/5TH AVE MERGE</u>	<u>SR 99</u>	<u>1,497</u>	<u>1,924</u>	<u>3,400</u>	<u>0.44</u>	<u>0.57</u>	<u>1,710</u>	<u>1,960</u>	<u>3,400</u>	<u>0.50</u>	<u>0.58</u>
<u>10403</u>	<u>104</u>	<u>SR 99</u>	<u>I-5</u>	<u>3,008</u>	<u>3,651</u>	<u>3,400</u>	<u>0.88</u>	<u>1.07</u>	<u>3,430</u>	<u>3,770</u>	<u>3,400</u>	<u>1.01</u>	<u>1.11</u>
<u>20301</u>	<u>203</u>	<u>COUNTY LINE</u>	<u>US 2</u>	<u>1,332</u>	<u>1,712</u>	<u>960</u>	<u>1.39</u>	<u>1.78</u>	<u>1,340</u>	<u>1,480</u>	<u>960</u>	<u>1.40</u>	<u>1.54</u>
<u>20401</u>	<u>204</u>	<u>US 2</u>	<u>SR 9</u>	<u>819</u>	<u>1,663</u>	<u>2,980</u>	<u>0.27</u>	<u>0.56</u>	<u>1,050</u>	<u>1,840</u>	<u>2,980</u>	<u>0.35</u>	<u>0.62</u>
<u>40501</u>	<u>I-405</u>	<u>COUNTY LINE</u>	<u>SR 527</u>	<u>6,770</u>	<u>10,220</u>	<u>12,835</u>	<u>0.53</u>	<u>0.80</u>	<u>5,080</u>	<u>9,270</u>	<u>16,460</u>	<u>0.31</u>	<u>0.56</u>
<u>40502</u>	<u>I-405</u>	<u>SR 527</u>	<u>I-5/SR 525</u>	<u>6,386</u>	<u>8,091</u>	<u>12,835</u>	<u>0.50</u>	<u>0.63</u>	<u>5,980</u>	<u>7,850</u>	<u>16,460</u>	<u>0.36</u>	<u>0.48</u>
<u>52201</u>	<u>522</u>	<u>COUNTY LINE</u>	<u>SR 9</u>	<u>3,449</u>	<u>4,760</u>	<u>4,470</u>	<u>0.77</u>	<u>1.06</u>	<u>3,080</u>	<u>4,580</u>	<u>4,470</u>	<u>0.69</u>	<u>1.02</u>
<u>52202</u>	<u>522</u>	<u>SR 9</u>	<u>SR 524/PARADISE LAKE RD</u>	<u>1,847</u>	<u>2,406</u>	<u>7,460</u>	<u>0.25</u>	<u>0.32</u>	<u>1,550</u>	<u>2,480</u>	<u>7,460</u>	<u>0.21</u>	<u>0.33</u>
<u>52203</u>	<u>522</u>	<u>SR 524/PARADISE LAKE RD</u>	<u>164TH ST SE</u>	<u>1,152</u>	<u>1,400</u>	<u>4,015</u>	<u>0.29</u>	<u>0.35</u>	<u>1,000</u>	<u>1,470</u>	<u>7,185</u>	<u>0.14</u>	<u>0.20</u>
<u>52204</u>	<u>522</u>	<u>164TH ST SE</u>	<u>US 2</u>	<u>1,182</u>	<u>1,635</u>	<u>4,015</u>	<u>0.29</u>	<u>0.41</u>	<u>1,190</u>	<u>1,800</u>	<u>4,015</u>	<u>0.30</u>	<u>0.45</u>
<u>52401</u>	<u>524</u>	<u>SR 104</u>	<u>76TH AVE W</u>	<u>1,232</u>	<u>1,693</u>	<u>1,200</u>	<u>1.03</u>	<u>1.41</u>	<u>1,280</u>	<u>1,770</u>	<u>1,200</u>	<u>1.07</u>	<u>1.48</u>
<u>52402</u>	<u>524</u>	<u>76TH AVE W</u>	<u>SR 99</u>	<u>1,483</u>	<u>2,112</u>	<u>2,890</u>	<u>0.51</u>	<u>0.73</u>	<u>2,080</u>	<u>2,570</u>	<u>2,890</u>	<u>0.72</u>	<u>0.89</u>
<u>52403</u>	<u>524</u>	<u>SR 99</u>	<u>I-5</u>	<u>2,778</u>	<u>3,027</u>	<u>2,890</u>	<u>0.96</u>	<u>1.05</u>	<u>3,790</u>	<u>3,710</u>	<u>3,190</u>	<u>1.19</u>	<u>1.16</u>
<u>52404</u>	<u>524</u>	<u>I-5</u>	<u>24TH AVE W</u>	<u>1,612</u>	<u>2,730</u>	<u>3,040</u>	<u>0.53</u>	<u>0.90</u>	<u>2,500</u>	<u>3,430</u>	<u>3,040</u>	<u>0.82</u>	<u>1.13</u>
<u>52405</u>	<u>524</u>	<u>24TH AVE W</u>	<u>SR 527</u>	<u>1,494</u>	<u>1,736</u>	<u>1,200</u>	<u>1.25</u>	<u>1.45</u>	<u>2,460</u>	<u>3,130</u>	<u>2,890</u>	<u>0.85</u>	<u>1.08</u>
<u>52406</u>	<u>524</u>	<u>SR 527</u>	<u>SR 9</u>	<u>1,309</u>	<u>1,736</u>	<u>1,195</u>	<u>1.10</u>	<u>1.45</u>	<u>1,550</u>	<u>1,960</u>	<u>1,195</u>	<u>1.30</u>	<u>1.64</u>
<u>52407</u>	<u>524</u>	<u>SR 9</u>	<u>SR 522</u>	<u>683</u>	<u>875</u>	<u>1,065</u>	<u>0.64</u>	<u>0.82</u>	<u>860</u>	<u>1,060</u>	<u>1,065</u>	<u>0.81</u>	<u>1.00</u>
<u>52408</u>	<u>524 SPUR-CEDRWY</u>	<u>SR 524 MAINLINE</u>	<u>I-5</u>	<u>1,675</u>	<u>2,385</u>	<u>2,920</u>	<u>0.57</u>	<u>0.82</u>	<u>3,000</u>	<u>3,530</u>	<u>2,920</u>	<u>1.03</u>	<u>1.21</u>
<u>52409</u>	<u>524 SPUR-3RD AVE</u>	<u>SR 524 MAINLINE</u>	<u>SR 104</u>	<u>250</u>	<u>388</u>	<u>1,065</u>	<u>0.23</u>	<u>0.36</u>	<u>250</u>	<u>420</u>	<u>1,065</u>	<u>0.23</u>	<u>0.39</u>
<u>52501</u>	<u>525</u>	<u>I-5/I-405</u>	<u>SR 99</u>	<u>3,861</u>	<u>5,457</u>	<u>7,070</u>	<u>0.55</u>	<u>0.77</u>	<u>3,950</u>	<u>5,720</u>	<u>7,070</u>	<u>0.56</u>	<u>0.81</u>
<u>52502</u>	<u>525</u>	<u>SR 99</u>	<u>SR 525 SPUR-PAINE FIELD BLVD</u>	<u>3,220</u>	<u>3,860</u>	<u>3,580</u>	<u>0.90</u>	<u>1.08</u>	<u>3,460</u>	<u>3,840</u>	<u>3,580</u>	<u>0.97</u>	<u>1.07</u>
<u>52503</u>	<u>525</u>	<u>SR 525 SPUR-PAINE FIELD BLVD</u>	<u>MUKILTEO FERRY TERMINAL</u>	<u>775</u>	<u>1,287</u>	<u>1,195</u>	<u>0.65</u>	<u>1.08</u>	<u>1,080</u>	<u>1,710</u>	<u>1,195</u>	<u>0.90</u>	<u>1.43</u>
<u>52504</u>	<u>525 SPUR-PAINE</u>	<u>SR 525 MAINLINE</u>	<u>SR 526</u>	<u>1,415</u>	<u>1,509</u>	<u>3,760</u>	<u>0.38</u>	<u>0.40</u>	<u>1,740</u>	<u>2,060</u>	<u>3,760</u>	<u>0.46</u>	<u>0.55</u>
<u>52601</u>	<u>526</u>	<u>SR 525 MAINLINE</u>	<u>AIRPORT RD</u>	<u>2,894</u>	<u>2,397</u>	<u>5,660</u>	<u>0.51</u>	<u>0.42</u>	<u>3,820</u>	<u>3,800</u>	<u>5,660</u>	<u>0.67</u>	<u>0.67</u>
<u>52602</u>	<u>526</u>	<u>AIRPORT RD</u>	<u>EVERGREEN WAY</u>	<u>4,396</u>	<u>4,713</u>	<u>12,310</u>	<u>0.36</u>	<u>0.38</u>	<u>4,710</u>	<u>6,160</u>	<u>14,035</u>	<u>0.34</u>	<u>0.44</u>
<u>52603</u>	<u>526</u>	<u>EVERGREEN WAY</u>	<u>I-5</u>	<u>4,195</u>	<u>4,497</u>	<u>12,310</u>	<u>0.34</u>	<u>0.37</u>	<u>4,220</u>	<u>5,520</u>	<u>14,035</u>	<u>0.30</u>	<u>0.39</u>
<u>52701</u>	<u>527</u>	<u>I-405</u>	<u>SR 524</u>	<u>2,414</u>	<u>2,913</u>	<u>4,485</u>	<u>0.54</u>	<u>0.65</u>	<u>2,380</u>	<u>2,990</u>	<u>5,390</u>	<u>0.44</u>	<u>0.55</u>
<u>52702</u>	<u>527</u>	<u>SR 524</u>	<u>180TH ST SE</u>	<u>2,050</u>	<u>2,635</u>	<u>3,580</u>	<u>0.57</u>	<u>0.74</u>	<u>2,140</u>	<u>3,040</u>	<u>3,580</u>	<u>0.60</u>	<u>0.85</u>
<u>52703</u>	<u>527</u>	<u>180TH ST SE</u>	<u>164TH ST SE</u>	<u>2,456</u>	<u>2,898</u>	<u>3,580</u>	<u>0.69</u>	<u>0.81</u>	<u>2,560</u>	<u>2,830</u>	<u>3,580</u>	<u>0.72</u>	<u>0.79</u>
<u>52704</u>	<u>527</u>	<u>164TH ST SE</u>	<u>SR 96</u>	<u>1,169</u>	<u>1,853</u>	<u>3,580</u>	<u>0.33</u>	<u>0.52</u>	<u>1,410</u>	<u>1,970</u>	<u>3,580</u>	<u>0.39</u>	<u>0.55</u>
<u>52705</u>	<u>527</u>	<u>SR 96</u>	<u>112TH ST SE</u>	<u>1,340</u>	<u>2,219</u>	<u>3,040</u>	<u>0.44</u>	<u>0.73</u>	<u>1,800</u>	<u>2,590</u>	<u>3,040</u>	<u>0.59</u>	<u>0.85</u>
<u>52706</u>	<u>527</u>	<u>112TH ST SE</u>	<u>I-5</u>	<u>2,036</u>	<u>3,298</u>	<u>3,040</u>	<u>0.67</u>	<u>1.08</u>	<u>2,370</u>	<u>3,550</u>	<u>3,040</u>	<u>0.78</u>	<u>1.17</u>
<u>52801</u>	<u>528</u>	<u>I-5</u>	<u>SR 529</u>	<u>1,416</u>	<u>1,539</u>	<u>2,710</u>	<u>0.52</u>	<u>0.57</u>	<u>960</u>	<u>1,290</u>	<u>2,710</u>	<u>0.35</u>	<u>0.48</u>
<u>52802</u>	<u>528</u>	<u>SR 529</u>	<u>SR 9</u>	<u>1,521</u>	<u>1,541</u>	<u>2,710</u>	<u>0.56</u>	<u>0.57</u>	<u>1,050</u>	<u>1,060</u>	<u>2,710</u>	<u>0.39</u>	<u>0.39</u>
<u>52901</u>	<u>529</u>	<u>PACIFIC AVE I-5</u>	<u>EVERETT AVE</u>	<u>849</u>	<u>1,213</u>	<u>2,920</u>	<u>0.29</u>	<u>0.42</u>	<u>1,560</u>	<u>2,490</u>	<u>2,920</u>	<u>0.53</u>	<u>0.85</u>
<u>52902</u>	<u>529</u>	<u>MAPLE ST</u>	<u>W MARINE VIEW DR</u>	<u>800</u>	<u>1,050</u>	<u>2,775</u>	<u>0.29</u>	<u>0.38</u>	<u>1,290</u>	<u>2,340</u>	<u>2,775</u>	<u>0.46</u>	<u>0.84</u>
<u>52903</u>	<u>529</u>	<u>EVERETT AVE</u>	<u>BROADWAY AVE</u>	<u>836</u>	<u>1,295</u>	<u>2,890</u>	<u>0.29</u>	<u>0.45</u>	<u>920</u>	<u>1,660</u>	<u>2,890</u>	<u>0.32</u>	<u>0.57</u>
<u>52904</u>	<u>529</u>	<u>BROADWAY AVE</u>	<u>I-5</u>	<u>2,282</u>	<u>3,376</u>	<u>6,640</u>	<u>0.34</u>	<u>0.51</u>	<u>2,180</u>	<u>4,220</u>	<u>6,640</u>	<u>0.33</u>	<u>0.64</u>
<u>52905</u>	<u>529</u>	<u>I-5</u>	<u>SR 528</u>	<u>1,279</u>	<u>1,742</u>	<u>2,980</u>	<u>0.43</u>	<u>0.58</u>	<u>2,410</u>	<u>3,120</u>	<u>2,980</u>	<u>0.81</u>	<u>1.05</u>
<u>52906</u>	<u>529 SPUR-EVERETT</u>	<u>MAPLE ST</u>	<u>I-5</u>	<u>967</u>	<u>1,317</u>	<u>2,775</u>	<u>0.35</u>	<u>0.47</u>	<u>1,700</u>	<u>2,890</u>	<u>2,775</u>	<u>0.61</u>	<u>1.04</u>
<u>53001</u>	<u>530</u>	<u>I-5</u>	<u>SR 9</u>	<u>1,619</u>	<u>1,869</u>	<u>1,640</u>	<u>0.99</u>	<u>1.14</u>	<u>2,160</u>	<u>2,250</u>	<u>1,640</u>	<u>1.32</u>	<u>1.37</u>
<u>53002</u>	<u>530</u>	<u>SR 9</u>	<u>ARLINGTON HEIGHTS RD</u>	<u>580</u>	<u>834</u>	<u>1,170</u>	<u>0.50</u>	<u>0.71</u>	<u>600</u>	<u>890</u>	<u>1,170</u>	<u>0.51</u>	<u>0.76</u>

ID	STATE FACILITY	BEGIN	END	2019 EXISTING					2044 FORECAST				
				VOLUME		MSV	V/MSV RATIO		VOLUME		MSV	V/MSV RATIO	
				AM	PM		AM	PM	AM	PM		AM	PM
53003	530	ARLINGTON HEIGHTS RD	COUNTY LINE	506	738	1,560	0.32	0.47	660	950	1,560	0.42	0.61
53101	531	WENBERG COUNTY PARK	LAKEWOOD RD	76	107	2,110	0.04	0.05	80	120	2,110	0.04	0.06
53102	531	E LAKE GOODWIN RD	FORTY FIVE RD	484	663	2,110	0.23	0.31	550	790	2,110	0.26	0.37
53103	531	FORTY FIVE RD	I-5	639	799	960	0.67	0.83	710	920	960	0.74	0.96
53104	531	I-5	SMOKEY POINT BLVD	1,969	2,399	4,240	0.46	0.57	2,640	3,370	4,240	0.62	0.79
53105	531	SMOKEY POINT BLVD	67TH AVE NE	1,593	2,001	1,080	1.48	1.85	2,230	2,852	2,590	0.86	1.10
53106	531	67TH AVE NE	SR 9	1,160	1,374	1,080	1.07	1.27	1,800	2,410	2,590	0.69	0.93
53201	532	COUNTY LINE	64TH AVE NW	983	1,458	1315	0.75	1.11	1,040	1,520	1315	0.79	1.16
53202	532	64TH AVE NW	I-5	1,047	1,574	2215	0.47	0.71	1,310	1,910	2215	0.59	0.86

Table TE-A-2-3 2044 Traffic Forecasts for City Arterials

ID	CITY	ROAD	FROM	TO	2019 EXISTING					2044 FORECAST				
					VOLUME		MSV	V/MSV RATIO		VOLUME		MSV	V/MSV RATIO	
					AM	PM		AM	PM	AM	PM		AM	PM
1001	WOODWAY	TIMBER LANE/WOODWAY PARK RD	SNO/KING BORDER	PINE STREET (EDMONDS)	140	210	1,290	0.11	0.16	140	210	1,290	0.11	0.16
1002	MUKILTEO	HARBOUR POINTE BLVD	SR 525 (NORTHERN CONNECTION)	SR 525 (SOUTHERN CONNECTION)	620	853	1,760	0.35	0.48	600	750	1,760	0.34	0.43
1003	MUKILTEO	BEVERLY PARK RD	SR 525 (NORTHERN CONNECTION)	MUKILTEO SOUTHERN CITY LIMITS (SOUTHERN CONNECTION)	1,129	1,504	1,670	0.68	0.90	1,380	1,740	1,670	0.83	1.04
1004	BRIER	POPLAR WAY	NORTHERN CITY LIMITS	228TH ST SW	1,034	950	1,390	0.74	0.68	1,130	970	1,390	0.81	0.70
1005	BRIER / MLT	228TH ST SW	44TH AVE W	POPLAR WAY	259	449	1,390	0.19	0.32	220	340	1,390	0.16	0.24
1006	BRIER	BRIER RD	POPLAR WAY	BRIER SOUTHERN CITY LIMITS (SNO/KING BORDER)	384	535	1,520	0.25	0.35	520	700	1,520	0.34	0.46
1007	SULTAN	SULTAN BASIN RD	US 2	132ND ST SE	238	320	1,370	0.17	0.23	540	640	1,370	0.39	0.47
1008	SULTAN	132ND ST SE	SULTAN BASIN RD	339TH AVE SE (AKA RICE ROAD)	28	58	1,450	0.02	0.04	30	110	1,450	0.02	0.08
1009	SULTAN	339TH AVE SE (AKA RICE ROAD)	132ND ST SE	US 2	32	56	1,450	0.02	0.04	80	260	1,450	0.06	0.18
1010	STANWOOD	102ND AVE NW	SR 532	STANWOOD NORTHERN CITY LIMITS	414	588	1,340	0.31	0.44	470	630	1,340	0.35	0.47
1011	STANWOOD	PIONEER HWY NW	SR 532	STANWOOD NORTHWEST CITY LIMITS	274	411	1,460	0.19	0.28	430	570	1,460	0.29	0.39
1012	STANWOOD	PIONEER HWY NW	SR 532	STANWOOD SOUTHEAST CITY LIMITS	93	216	1,400	0.07	0.15	90	230	1,400	0.06	0.16
1013	MILL CREEK	DUMAS RD	SR 96	SR 527	939	998	1,360	0.69	0.73	940	1,050	1,360	0.69	0.77
1014	MILL CREEK	35TH AVE SE (AKA THOMAS LAKE RD)	SR 96	SEATTLE HILL RD	1,581	1,592	1,610	0.98	0.99	1,750	1,610	1,610	1.09	1.00
1015	MILL CREEK	MILL CREEK RD/SEATTLE HILL RD	SR 527	35TH AVE SE (AKA THOMAS LAKE RD)	779	1,134	1,610	0.48	0.70	740	1,230	1,610	0.46	0.76
1016	MILL CREEK	164TH ST SE	SR 527	MILL CREEK SW CITY LIMITS	1,800	3,084	3,410	0.53	0.90	1,740	3,130	3,410	0.51	0.92
1017	ARLINGTON	SMOKEY POINT BLVD	SR 530	SR 531	597	1,014	1,390	0.43	0.73	1,180	1,900	1,390	0.85	1.37
1018	ARLINGTON	188TH ST NE/47TH AVE NE/CEMETERY RD/204TH ST NE POINT 16	SMOKEY POINT BLVD	SR 9	252	831	1,390	0.18	0.60	470	1,050	1,390	0.34	0.76
1019	ARLINGTON	67TH AVE NE POINT 8	SR 531	OLYMPIC AVE	627	848	1,460	0.43	0.58	1,090	1,350	1,460	0.75	0.92
1020	ARLINGTON	HIGHLAND DRIVE/BURN RD POINT 7	SR 9	ARLINGTON SE CITY LIMITS	251	404	1,370	0.18	0.29	530	930	1,370	0.39	0.68
1021	ARLINGTON	204TH/207TH ST NE POINT 9	SR 9	83RD AVE NE	603	1,013	1,320	0.46	0.77	1,010	1,470	1,320	0.77	1.11
1022	TULALIP	116TH ST NE	I-5	27TH AVE NE	1,071	1,520	3,170	0.34	0.48	990	1,560	3,170	0.31	0.49
1023	TULALIP	27TH AVE NE	116TH ST NE	QUIL CEDA WAY / 88TH ST NE	259	413	1,460	0.18	0.28	250	470	1,460	0.17	0.32
1024	TULALIP	QUIL CEDA WAY	I-5	27TH AVE NE	854	1,593	2,740	0.31	0.58	1,050	1,950	2,740	0.38	0.71
1025	TULALIP	QUIL CEDA BLVD (AKA 34TH AVE NE)	116TH ST NE	88TH ST NE	217	772	1,680	0.13	0.46	130	940	1,680	0.08	0.56
1026	GRANITE FALLS	BURN RD (AKA 100TH ST NE)	GRANITE FALLS WESTERN CITY LIMITS	JORDAN RD	350	325	2,930	0.12	0.11	410	500	2,930	0.14	0.17
1027	GRANITE FALLS	JORDAN RD	QUARRY RD	SR 92	201	250	1,320	0.15	0.19	210	290	1,320	0.16	0.22
1028	GRANITE FALLS	N. ALDER AVE / MOUNTAIN LOOP HWY	SR 92	GRANITE FALLS NE CITY LIMITS (USED GUN CLUB RD)	265	482	1,520	0.17	0.32	360	620	1,520	0.24	0.41
1029	GRANITE FALLS	S. ALDER AVE / MENZEL LAKE RD	SR 92	GRANITE FALLS SE CITY LIMITS (USED BOGART AVE)	186	238	1,450	0.13	0.16	240	280	1,450	0.17	0.19
1030	LAKE STEVENS	LUNDEEN PARKWAY	SR 204	SR 9	410	738	1,680	0.24	0.44	230	570	1,680	0.14	0.34
1031	LAKE STEVENS	LUNDEEN PARKWAY / 20TH ST NE	SR 9 (MAIN ST)	N. MACHIAS RD	709	887	1,460	0.49	0.61	870	1,240	1,460	0.60	0.85
1032	LAKE STEVENS	20TH ST SE	US 2	SR 9	990	1,333	1,610	0.61	0.83	1,240	1,650	1,610	0.77	1.02
1033	LAKE STEVENS	20TH ST SE	SR 9	LAKE STEVENS EASTERN CITY LIMITS	999	1,637	3,440	0.29	0.48	1,320	1,940	3,440	0.38	0.56
1034	LAKE STEVENS	91ST AVE SE	20TH ST SE	SR 204	450	428	1,390	0.32	0.31	430	450	1,390	0.31	0.32
1035	SNOHOMISH	BICKFORD AVE	SNOHOMISH NW CITY LIMITS	SR 9	746	1,429	1,610	0.46	0.89	890	1,520	1,610	0.55	0.94
1036	SNOHOMISH	AVENUE D	SR 9	1ST ST	916	1,161	1,610	0.57	0.72	900	1,110	1,610	0.56	0.69
1037	SNOHOMISH	S. MACHIAS RD / MAPLE AVE	SNOHOMISH NE CITY LIMITS	2ND ST	761	997	1,400	0.54	0.71	680	970	1,400	0.49	0.69
1038	SNOHOMISH	2ND ST	SR 9	SNOHOMISH EASTERN CITY LIMITS	1,331	1,530	1,610	0.83	0.95	1,310	1,510	1,610	0.81	0.94
1039	SNOHOMISH	LINCOLN AVE	2ND ST	SNOHOMISH SE CITY LIMITS	197	442	1,460	0.13	0.30	200	680	1,460	0.14	0.47
1040	MOUNTLAKE TERRACE	52ND AVE W / 220TH ST SW	212TH ST SW	I-5	725	770	1,610	0.45	0.48	960	1,010	1,610	0.60	0.63
1041	MOUNTLAKE TERRACE	220TH ST SW	SR 99	I-5	2,316	2,468	3,170	0.73	0.78	2,370	2,470	3,170	0.75	0.78
1042	MOUNTLAKE TERRACE	44TH AVE W / CEDAR WAY	MLT NORTHERN CITY LIMTS	228TH ST SW	810	932	2,640	0.31	0.35	1,500	1,500	2,640	0.57	0.57
1043	MOUNTLAKE TERRACE	44TH AVE W / CEDAR WAY	228TH ST SW	244TH ST SW	1,154	1,253	1,670	0.69	0.75	1,600	1,640	1,670	0.96	0.98
1044	MOUNTLAKE TERRACE	236TH ST SW	CEDAR WAY	I-5	863	1,100	1,610	0.54	0.68	1,390	1,480	1,610	0.86	0.92
1045	MOUNTLAKE TERRACE	220TH (236TH?) ST SW / LAKE VIEW DR / 228TH ST SW	I-5	76TH AVE W	367	561	1,540	0.24	0.36	480	650	1,540	0.31	0.42
1046	MOUNTLAKE TERRACE	56TH AVE W	220TH ST SW	236TH ST SW	627	777	1,340	0.47	0.58	1,010	1,190	1,340	0.75	0.89

ID	CITY	ROAD	FROM	TO	2019 EXISTING					2044 FORECAST				
					VOLUME		MSV	V/MSV RATIO		VOLUME		MSV	V/MSV RATIO	
					AM	PM		AM	PM	AM	PM		AM	PM
1047	MOUNTLAKE TERRACE	56TH AVE W	236TH ST SW	244TH ST SW	561	896	1,400	0.40	0.64	810	1,280	1,400	0.58	0.91
1048	MOUNTLAKE TERRACE	244TH ST SW	SR 104	CEDAR WAY	907	984	1,340	0.68	0.73	1,110	1,100	1,340	0.83	0.82
1049	MONROE	ROOSEVELT RD	MONROE NW CITY LIMITS	US 2	166	257	1,220	0.14	0.21	240	400	1,220	0.20	0.33
1050	MONROE	ROOSEVELT RD (FRYLANDS BLVD)	US 2	164TH ST SE	760	962	2,860	0.27	0.34	840	1,040	2,860	0.29	0.36
1051	MONROE	164TH ST SE / 162ND ST SE / W MAIN ST	SR 522	SR 203	962	1,169	1,670	0.58	0.70	1,080	1,350	1,670	0.65	0.81
1052	MONROE	179TH AVE SE	US 2	162ND ST SE/W MAIN ST	460	564	1,320	0.35	0.43	490	650	1,320	0.37	0.49
1053	MONROE	E MAIN ST	SR 203	US 2	470	665	1,080	0.44	0.62	750	840	1,080	0.69	0.78
1054	MONROE	OLD OWEN RD	US 2	MONROE NE CITY LIMITS	428	629	900	0.48	0.70	400	640	900	0.44	0.71
1055	MONROE	WOODS CREEK RD	US 2	MONROE NE CITY LIMITS	409	547	1,320	0.31	0.41	390	520	1,320	0.30	0.39
1056	MONROE	CHAIN LAKE RD	US 2	MONROE NORTHERN CITY LIMITS	132	341	1,370	0.10	0.25	270	520	1,370	0.20	0.38
1057	EDMONDS	244TH ST SW / FIRDALE AVE	SR 99	EDMONDS WAY (SR 104)	1,141	1,358	3,080	0.37	0.44	1,350	980	3,080	0.44	0.32
1058	EDMONDS	100TH AVE W	244TH ST SW	FIRDALE AVE	392	538	1,290	0.30	0.42	350	350	1,290	0.27	0.27
1059	EDMONDS	100TH AVE W / 9TH AVE S	SR 104	SR 524/CASPERS ST	446	579	1,390	0.32	0.42	420	530	1,390	0.30	0.38
1060	EDMONDS	5TH AVE S	SR 104	MAIN ST	323	557	1,520	0.21	0.37	350	550	1,520	0.23	0.36
1061	EDMONDS	MAIN ST / 212TH ST SW	5TH AVE S	SR 99	438	637	1,370	0.32	0.46	490	670	1,370	0.36	0.49
1062	EDMONDS	220TH ST SW	9TH AVE S	SR 99	547	818	1,220	0.45	0.67	700	850	1,220	0.57	0.70
1063	EDMONDS	76TH AVE W	244TH ST SW	SR 99	457	631	1,450	0.32	0.44	610	710	1,450	0.42	0.49
1064	EDMONDS	76TH AVE W	SR 99	SR 524/CASPERS ST	1,072	1,125	1,220	0.88	0.92	1,080	1,060	1,220	0.89	0.87
1065	EDMONDS	76TH AVE W	SR 524	OLYMPIC VIEW DR	509	733	1,220	0.42	0.60	560	840	1,220	0.46	0.69
1066	BOTHELL	9TH AVE SE	SR 524	228TH ST SE	755	1,056	1,390	0.54	0.76	930	1,340	1,390	0.67	0.96
1067	BOTHELL	228TH ST SW	BOTHELL WEST CITY LIMITS	BOTHELL WAY (FORMERLY SR 527)	1,404	1,753	2,640	0.53	0.66	1,460	1,710	2,640	0.55	0.65
1068	BOTHELL	BOTHELL WAY (FORMERLY SR 527)	I-405	SR 522	1,273	1,597	2,740	0.46	0.58	1,980	2,440	2,740	0.72	0.89
1069	BOTHELL	MERIDIAN AVE	228TH ST SE	BOTHELL CITY LIMITS W/KENMORE	684	1,058	1,400	0.49	0.76	940	1,450	1,400	0.67	1.04
1070	BOTHELL	228TH ST SW/SE	BOTHELL WAY (FORMERLY SR 527)	39TH AVE SE	1,787	2,065	1,610	1.11	1.28	2,540	2,770	3,440	0.74	0.81
1071	BOTHELL	FITZGERALD RD (27TH AVE SE)/240TH ST SE	228TH ST SE	39TH AVE SE	816	794	1,400	0.58	0.57	980	1,050	1,400	0.70	0.75
1072	BOTHELL	35TH AVE SE	228TH ST SE	240TH ST SE	712	856	1,390	0.51	0.62	700	890	1,390	0.50	0.64
1073	BOTHELL	19TH AVE SE / NE 190TH ST	228TH ST SE	BOTHELL WAY (FORMERLY SR 527)	813	375	1,460	0.56	0.26	880	450	1,460	0.60	0.31
1074	BOTHELL	39TH AVE SE	240TH ST SE	NE 195TH ST	1,533	1,171	2,870	0.53	0.41	1,710	1,460	2,870	0.60	0.51
1075	BOTHELL	120TH AVE NE / NE 180TH ST	NE 195TH ST	BOTHELL EASTERN CITY LIMITS	907	991	3,290	0.28	0.30	780	1,050	3,290	0.24	0.32
1076	BOTHELL	NE 195TH ST	120TH AVE NE	I-405	2,110	2,262	3,170	0.67	0.71	1,840	2,370	3,170	0.58	0.75
1077	BOTHELL	NE 195TH / BEARDSLEE BLVD / MAIN ST	I-405	BOTHELL WAY (FORMERLY SR 527)	606	618	1,340	0.45	0.46	410	590	1,340	0.31	0.44
1078	BOTHELL	NE 185TH ST	BOTHELL HWY (FORMERLY SR 527)	BEARDSLEE BLVD	386	451	1,340	0.29	0.34	420	590	1,340	0.31	0.44
1079	LYNNWOOD	OLYMPIC VIEW DR	76TH AVE W	168TH ST SW	789	1,011	1,340	0.59	0.75	850	1,020	1,340	0.63	0.76
1080	LYNNWOOD	168TH ST SW	OLYMPIC VIEW DR	SR 99	1,401	1,406	3,170	0.44	0.44	1,560	1,410	3,170	0.49	0.44
1081	LYNNWOOD	52ND AVE W	176TH ST SW	LYNNWOOD NORTHERN CITY LIMITS	1,049	1,332	1,390	0.75	0.96	1,080	1,430	1,390	0.78	1.03
1082	LYNNWOOD	176TH ST SW	OLYMPIC VIEW DR	SR 99	474	735	1,390	0.34	0.53	490	710	1,390	0.35	0.51
1083	LYNNWOOD	176TH ST SW	SR 99	44TH AVE W	726	930	2,640	0.27	0.35	850	1,090	2,640	0.32	0.41
1084	LYNNWOOD	44TH AVE W	168TH ST SW	SR 524	1,011	1,296	1,610	0.63	0.80	1,600	2,080	1,610	0.99	1.29
1085	LYNNWOOD	36TH AVE W	LYNNWOOD NORTHERN CITY LIMITS	SR 524	452	818	1,610	0.28	0.51	660	860	1,610	0.41	0.53
1086	LYNNWOOD	ALDERWOOD MALL PARKWAY / 28TH AVE W	MAPLE RD	SR 524	1,477	1,893	3,170	0.47	0.60	1,770	2,190	3,170	0.56	0.69
1087	LYNNWOOD	200TH ST SW	SR 99	44TH AVE W	1,139	1,459	1,550	0.73	0.94	2,040	2,400	1,550	1.32	1.55
1088	LYNNWOOD	ALDERWOOD MALL BLVD	44TH AVE W	ALDERWOOD MALL PARKWAY	1,061	1,360	2,740	0.39	0.50	1,420	1,760	2,740	0.52	0.64
1089	LYNNWOOD	44TH AVE W	I-5	212TH ST SW	1,064	1,363	2,640	0.40	0.52	2,830	2,910	2,640	1.07	1.10
1090	LYNNWOOD	52ND AVE W	200TH ST SW	212TH ST SW	764	979	1,610	0.47	0.61	1,090	1,730	1,610	0.68	1.07
1091	LYNNWOOD	212TH ST SW	SR 99	44TH AVE W	1,245	1,595	1,390	0.90	1.15	1,640	2,040	1,390	1.18	1.47
1092	LYNNWOOD	ALDERWOOD MALL PARKWAY	POPLAR WAY	SR 524	591	757	3,170	0.19	0.24	730	810	3,170	0.23	0.26
1093	LYNNWOOD	188TH ST SW	SR 99	44TH AVE W	714	915	1,340	0.53	0.68	1,000	1,120	1,340	0.75	0.84

ID	CITY	ROAD	FROM	TO	2019 EXISTING					2044 FORECAST				
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					AM	PM		AM	PM	AM	PM		AM	PM
1094	LYNNWOOD	188TH ST SW	44TH AVE W	36TH AVE W	1,034	1,325	2,640	0.39	0.50	1,360	2,030	2,640	0.52	0.77
1095	LYNNWOOD	184TH ST SW	36TH AVE W	ALDERWOOD MALL PARKWAY	1,583	2,029	2,770	0.57	0.73	1,460	1,780	2,770	0.53	0.64
1096	MARYSVILLE/ARLINGTON	SMOKEY POINT BLVD	SR 531	136TH ST NE	839	1,336	3,320	0.25	0.40	1,380	2,490	3,320	0.42	0.75
1097	MARYSVILLE	152ND ST NE	SMOKEY POINT BLVD	67TH AVE NE	301	545	1,390	0.22	0.39	460	770	1,750	0.26	0.44
1098	MARYSVILLE/ARLINGTON	51ST AVE NE	SR 531	136TH ST NE	418	728	1,390	0.30	0.52	610	940	1,390	0.44	0.68
1099	MARYSVILLE	136TH ST NE	STATE ST	51ST AVE NE	517	742	1,220	0.42	0.61	420	740	1,220	0.34	0.61
1100	MARYSVILLE	132ND ST NE	51ST AVE NE	MARYSVILLE EASTERN CITY LIMITS	327	437	1,450	0.23	0.30	420	530	1,450	0.29	0.37
1101	MARYSVILLE	STATE AVE	136TH ST NE	116TH ST NE	881	1,419	1,610	0.55	0.88	870	1,710	1,610	0.54	1.06
1102	MARYSVILLE	51ST AVE NE	136TH ST NE	108TH ST NE	455	753	1,370	0.33	0.55	630	940	1,370	0.46	0.69
1103	MARYSVILLE	116TH ST NE	I-5	STATE AVE	1,034	1,331	2,100	0.49	0.63	1,170	1,460	2,100	0.56	0.70
1104	MARYSVILLE	STATE AVE	116TH ST NE	88TH ST NE	686	1,281	1,610	0.43	0.80	1,030	2,070	1,610	0.64	1.29
1105	MARYSVILLE	108TH ST NE	51ST AVE NE	67TH AVE NE	273	623	1,460	0.19	0.43	430	840	1,460	0.29	0.58
1106	MARYSVILLE	100TH ST NE	STATE AVE	67TH AVE NE	681	1,061	1,320	0.52	0.80	910	1,270	1,320	0.69	0.96
1107	MARYSVILLE	51ST AVE NE	108TH ST NE	88TH ST NE	341	657	1,390	0.25	0.47	340	670	1,390	0.24	0.48
1108	MARYSVILLE	88TH ST NE	I-5	67TH AVE NE	560	882	1,220	0.46	0.72	820	1,270	1,220	0.67	1.04
1109	MARYSVILLE	STATE AVE	88TH ST NE	SR 528	1,010	1,471	3,170	0.32	0.46	1,340	2,230	3,170	0.42	0.70
1110	MARYSVILLE	51ST AVE NE	88TH ST NE	GROVE ST	360	674	1,370	0.26	0.49	370	730	1,370	0.27	0.53
1111	MARYSVILLE	67TH AVE NE	108TH ST NE	SR 528	394	809	1,370	0.29	0.59	740	1,240	1,370	0.54	0.91
1112	MARYSVILLE	47TH AVE NE/ARMAR RD/GROVE ST	SR 528	83RD AVE NE	643	1,036	1,390	0.46	0.75	760	1,300	1,390	0.55	0.94
1113	MARYSVILLE	3RD ST/61ST ST NE/SUNNYSIDE BLVD/SOPER HILL RD	STATE AVE	SR 9	417	641	1,390	0.30	0.46	630	990	1,390	0.45	0.71
1114	MARYSVILLE	67TH AVE NE/LINE RD-44TH ST NE/71ST AVE NE-BLACK HILL RD	SR 528	SUNNYSIDE BLVD/SOPER HILL RD	186	516	1,450	0.13	0.36	560	1,000	1,450	0.39	0.69
1115	EVERETT	EAST MARINE VIEW DR	BROADWAY	I-5	871	966	1,460	0.60	0.66	1,170	1,500	1,460	0.80	1.03
1116	EVERETT	BROADWAY	W MARINE VIEW DR	EVERETT AVE	1,465	1,777	2,350	0.62	0.76	2,090	2,710	2,350	0.89	1.15
1117	EVERETT	COLBY AVE	W MARINE VIEW DR (ALVERSON BLVD?)	EVERETT AVE	223	421	1,370	0.16	0.31	310	790	1,370	0.23	0.58
1118	EVERETT	HEWITT AVE	W MARINE VIEW DR	MAPLE ST (SR 529)	414	1,005	1,960	0.21	0.51	1,100	2,320	1,960	0.56	1.18
1119	EVERETT	PACIFIC AVE	W MARINE VIEW DR	MAPLE ST (SR 529)	905	1,051	2,350	0.39	0.45	2,250	2,440	2,350	0.96	1.04
1120	EVERETT	BROADWAY	EVERETT AVE	PACIFIC AVENUE	1,333	1,694	2,350	0.57	0.72	2,180	2,530	2,350	0.93	1.08
1121	EVERETT	BROADWAY	PACIFIC AVENUE	41ST ST SE	1,533	1,979	2,350	0.65	0.84	2,320	3,170	2,350	0.99	1.35
1122	EVERETT	RUCKER AVE	PACIFIC AVE	41ST ST SE	883	1,945	2,350	0.38	0.83	2,300	3,570	2,350	0.98	1.52
1123	EVERETT	COLBY AVE	EVERETT AVE	41ST ST SE	336	531	900	0.37	0.59	920	1,080	900	1.02	1.20
1124	EVERETT	41ST ST SE	RUCKER AVE	BROADWAY	1,241	1,652	3,040	0.41	0.54	1,700	2,450	3,040	0.56	0.81
1125	EVERETT	S 3RD AVE/S 2ND AVE	41ST ST SE	EVERETT SE CITY LIMITS	246	321	1,450	0.17	0.22	340	780	1,450	0.23	0.54
1126	EVERETT	LOWELL-SNOHOMISH RIVER RD	BROADWAY	EVERETT SE CITY LIMITS	341	611	1,390	0.25	0.44	450	810	1,390	0.32	0.58
1127	EVERETT	BROADWAY	41ST ST SE	MADISON ST	414	735	1,320	0.31	0.56	670	1,390	1,320	0.51	1.05
1128	EVERETT	BROADWAY	MADISON ST	SR 99/SR 526	638	1,210	900	0.71	1.34	680	1,910	900	0.76	2.12
1129	EVERETT	COLBY AVE / BEVERLY BLVD	41ST ST SE	BROADWAY	682	1,266	1,460	0.47	0.87	1,110	1,900	1,460	0.76	1.30
1130	EVERETT	MUKILTEO BLVD	RUCKER AVE	GLENNWOOD AVE	921	1,438	1,370	0.67	1.05	1,350	1,920	1,370	0.99	1.40
1131	EVERETT	GLENNWOOD AVE	MUKILTEO BLVD	SIEVERS DUECY BLVD	547	751	1,220	0.45	0.62	650	830	1,220	0.53	0.68
1132	EVERETT / MUKILTEO	MUKILTEO BLVD	GLENWOOD AVE	SR 525	560	863	1,390	0.40	0.62	880	1,280	1,390	0.63	0.92
1133	EVERETT / MUKILTEO	EVERGREEN WAY	41ST ST SE	MADISON ST	1,159	2,312	3,040	0.38	0.76	2,700	3,860	3,040	0.89	1.27
1134	EVERETT / MUKILTEO	EVERGREEN WAY	MADISON ST	SR 526	1,335	2,336	3,650	0.37	0.64	2,720	3,920	3,650	0.75	1.07
1135	EVERETT	MERRILL CREEK PKWY	GLENNWOOD AVE	SEAWAY BLVD	1,002	1,164	1,460	0.69	0.80	1,570	1,880	1,460	1.08	1.29
1136	EVERETT	SEAWAY BLVD / 20TH AVE W	MERRILL CREEK PKWY	SR 526	2,993	2,894	2,570	1.16	1.13	4,360	4,800	2,570	1.70	1.87
1137	EVERETT	HARDESON RD	MERRILL CREEK PKWY	75TH ST / SIEVERS DUECY BLVD	398	522	1,460	0.27	0.36	440	520	1,460	0.30	0.36
1138	EVERETT	HARDESON RD	75TH ST / SIEVERS DUECY BLVD	SR 526	599	853	1,460	0.41	0.58	850	1,160	1,460	0.58	0.79
1139	EVERETT	75TH ST SW / SIEVERS DUECY BLVD	20TH AVE W	GLENNWOOD AVE / MADISON ST	549	944	1,460	0.38	0.65	840	1,230	1,460	0.58	0.84
1140	EVERETT	MADISON ST	SIEVERS DUECY BLVD	SR 99 (EVERGREEN WAY?)	623	1,199	1,080	0.58	1.11	1,130	1,670	1,080	1.05	1.55

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					AM	PM		AM	PM	AM	PM		AM	PM
1141	EVERETT	MADISON ST	SR 99 (EVERGREEN WAY?)	BROADWAY	482	710	1,220	0.40	0.58	910	1,250	1,220	0.75	1.02
1142	EVERETT	AIRPORT RD	SR 526	EVERETT SW CITY LIMIT (EVERGREEN WAY)	1,415	1,938	3,900	0.36	0.50	2,300	3,010	3,900	0.59	0.77
1143	EVERETT	AIRPORT RD	JUST SOUTH OF 100TH ST SW (IN EVERETT CITY LIMITS)	SR 99	1,639	2,057	4,680	0.35	0.44	2,660	3,340	4,680	0.57	0.71
1144	EVERETT	W CASINO RD	AIRPORT RD	EVERGREEN WAY	858	1,441	1,460	0.59	0.99	1,320	1,860	1,460	0.90	1.27
1145	EVERETT	5TH AVE W	SR 526	EVERETT MALL WAY / SR 99	739	921	1,460	0.51	0.63	1,160	1,360	1,460	0.79	0.93
1146	EVERETT	100TH ST SW	AIRPORT RD	EVERGREEN WAY	351	589	1,370	0.26	0.43	820	880	1,370	0.60	0.64
1147	EVERETT	HOLLY DR	AIRPORT RD	100TH ST SW	300	553	1,460	0.21	0.38	480	960	1,460	0.33	0.66
1148	EVERETT	EVERGREEN WAY	EVERETT MALL WAY	SR 526	2,661	3,642	3,650	0.73	1.00	4,130	5,120	3,650	1.13	1.40
1149	EVERETT	112TH ST SW	AIRPORT RD	SR 99	650	478	3,080	0.21	0.16	1,080	1,030	3,080	0.35	0.33
1150	EVERETT	7TH AVE SE	EVERETT MALL WAY / SR 99	112TH ST SE	728	1,159	1,460	0.50	0.79	660	1,260	1,460	0.45	0.86
1151	EVERETT	112TH ST SE	EVERETT SOUTH CENTRAL CITY LIMITS	I-5	951	1,124	3,080	0.31	0.36	740	1,300	3,080	0.24	0.42
1152	EVERETT	112TH ST SE	I-5	SR 527	1,249	2,208	1,960	0.64	1.13	920	2,120	1,960	0.47	1.08
1153	EVERETT	100TH ST SE	19TH AVE SE	35TH AVE SE	872	1,047	1,580	0.55	0.66	1,170	1,280	1,580	0.74	0.81
1154	KENMORE	61ST AVE NE	SR 522	SNO/KING BORDER(205TH ST) (62ND AVE NE?)	899	965	1,390	0.65	0.69	1,130	1,480	1,390	0.81	1.06
1155	KENMORE	73RD AVE NE	SR 522	SNO/KING BORDER(205TH ST) (240TH PL SW?)	780	822	1,390	0.56	0.59	1,030	1,010	1,390	0.74	0.73
1156	KENMORE	80TH AVE NE	SR 522	SNO/KING BORDER(205TH ST)	728	785	1,400	0.52	0.56	920	940	1,400	0.66	0.67
1157	LAKE FOREST PARK	NE 178TH ST	SHORELINE/LFP BORDER	SR 104	586	573	1,450	0.40	0.40	680	220	1,450	0.47	0.15
1158	LAKE FOREST PARK	35TH AVE NE	SR 104	NE 202ND/40TH PL NE/37TH AVE NE	201	244	1,370	0.15	0.18	230	200	1,370	0.17	0.15
1159	LAKE FOREST PARK	40TH PL NE/37TH AVE NE	SR 104	SNO/KING BORDER(205TH ST)	253	309	1,450	0.17	0.21	470	510	1,450	0.32	0.35
1160	UNINC. KING COUNTY	WOODINVILLE-DUVALL RD	204TH AVE NE	WEST SNOQUALMIE VALLEY RD NE	877	891	1,400	0.63	0.64	990	970	1,400	0.71	0.69
1161	UNINC. KING COUNTY	WOODINVILLE-DUVALL RD	WEST SNOQUALMIE VALLEY RD NE	SR 203	970	959	1,390	0.70	0.69	910	850	1,390	0.65	0.61
1162	UNINC. KING COUNTY	204TH AVE NE/NE 198TH ST/197TH AVE NE	WOODINVILLE-DUVALL RD	SNO/KING BORDER(205TH ST)	414	513	1,460	0.28	0.35	420	620	1,460	0.29	0.42
1163	UNINC. KING COUNTY	WEST SNOQUALMIE VALLEY RD NE	WOODINVILLE-DUVALL RD	SNO/KING BORDER(205TH ST)	470	687	1,460	0.32	0.47	340	760	1,460	0.23	0.52
1164	UNINC. KING COUNTY	WOODINVILLE-DUVALL RD	AVONDALE RD NE	204TH AVE NE	1,149	1,405	1,340	0.86	1.05	1,160	1,370	1,340	0.87	1.02
1165	WOODINVILLE	130TH AVE NE/NE 195TH ST	SR 522	SNO/KING BORDER(205TH ST)	482	412	1,400	0.34	0.29	510	510	1,400	0.36	0.36
1166	WOODINVILLE	WOODINVILLE-SNOHOMISH RD	NE 195TH ST	SNO/KING BORDER(205TH ST)	765	1,295	1,340	0.57	0.97	920	2,030	1,340	0.69	1.51
1167	WOODINVILLE	156TH AVE NE	NE WOODINVILLE-DUVALL RD	SNO/KING BORDER(205TH ST)	330	396	1,390	0.24	0.28	370	480	1,390	0.27	0.35
1168	WOODINVILLE	NE NORTH WOODINVILLE WAY	SR 522	INT. OF NE N. WOODINVILLE WAY & NE WOODINVILLE-DUVALL RD	1,322	1,517	2,740	0.48	0.55	1,670	1,920	2,740	0.61	0.70
1169	WOODINVILLE	NE WOODINVILLE-DUVALL RD	140TH AVE NE	INT. OF NE N. WOODINVILLE WAY & NE WOODINVILLE-DUVALL RD	450	830	1,610	0.28	0.52	510	860	1,610	0.32	0.53
1170	WOODINVILLE	140TH AVE NE/WOODINVILLE-SNOHOMISH RD	NE 175TH ST	NE 195TH ST	595	1,057	1,550	0.38	0.68	780	1,640	1,550	0.50	1.06
1171	WOODINVILLE	NE 175TH ST	131ST AVE NE	140TH AVE NE	900	1,262	1,550	0.58	0.81	1,010	1,210	1,550	0.65	0.78
1172	WOODINVILLE	131ST AVE NE	NE 175TH ST	SR 522 (EB OFF-RAMP)	1,328	2,172	3,170	0.42	0.69	1,470	2,700	3,170	0.46	0.85
1173	UNINC. KING COUNTY	NE WOODINVILLE-DUVALL RD	INT. OF NE N. WOODINVILLE WAY & WOODINVILLE DUVALL RD	AVONDALE RD NE	1,355	1,524	1,340	1.01	1.14	1,250	1,570	1,340	0.93	1.17
1174	SHORELINE	RICHMOND BEACH DR NW/NW 196TH ST	20TH AVE NW	NW SNO/KING BORDER(205TH ST)	159	229	1,370	0.12	0.17	210	240	1,370	0.15	0.18
1175	SHORELINE	NW 195TH ST/NW RICHMOND BEACH RD	20TH AVE NW	8TH AVE NW	1,063	1,197	2,790	0.38	0.43	1,110	1,180	2,790	0.40	0.42
1176	SHORELINE	20TH AVE NW	NW 195TH ST	SNO/KING BORDER(205TH ST)	159	219	1,450	0.11	0.15	170	210	1,450	0.12	0.14
1177	SHORELINE	8TH AVE NW	NW RICHMOND BEACH RD	SNO/KING BORDER(205TH ST)	534	775	1,370	0.39	0.57	500	570	1,370	0.36	0.42
1178	SHORELINE	NW RICHMOND BEACH RD/N 185TH ST	8TH AVE NW	SR 99	1,121	1,292	1,960	0.57	0.66	1,170	1,070	1,960	0.60	0.55
1181	SHORELINE	N 185TH ST/NE 185TH ST	SR 99	5TH AVE NE	1,092	1,276	1,460	0.75	0.87	1,340	1,470	1,460	0.92	1.01
1182	SHORELINE	MERIDIAN AVE N	NE 175TH ST	SNO/KING BORDER(205TH ST)	737	873	1,220	0.60	0.72	1,130	1,320	1,220	0.93	1.08
1183	SHORELINE	N 175TH ST/NE 175TH ST	SR 99	I-5	1,040	1,663	1,960	0.53	0.85	1,000	2,050	1,960	0.51	1.05
1184	SHORELINE	NE 175TH ST	I-5	15TH AVE NE	951	1,288	1,960	0.49	0.66	1,120	1,190	1,960	0.57	0.61
1185	SHORELINE	5TH AVE NE	NE 175TH ST	NE 185TH ST	359	450	1,320	0.27	0.34	480	450	1,320	0.36	0.34
1186	SHORELINE	15TH AVE NE	NE 175TH ST	SNO/KING BORDER NW (205TH ST)	1,365	1,134	1,960	0.70	0.58	1,580	1,010	1,960	0.81	0.52
1187	SHORELINE	24TH AVE NE	15TH AVE NE	(SHORELINE/LFP BORDER) NE 178TH ST	524	452	1,220	0.43	0.37	610	440	1,220	0.50	0.36
1188	MUKILTEO	HARBOUR REACH CORRIDOR	HARBOUR POINTE RD	BEVERLY PARK RD	410	601	1,400	0.29	0.43	520	670	1,400	0.37	0.48
1189	MOUNTLAKE TERRACE	VAN RY BLVD	244TH ST SW/COUNTY LINE	236TH ST SW	250	255	1,400	0.18	0.18	670	640	1,400	0.48	0.46

ID	CITY	ROAD	FROM	TO	2019 EXISTING					2044 FORECAST				
					VOLUME		MSV	V/MSV RATIO		VOLUME		MSV	V/MSV RATIO	
					AM	PM		AM	PM	AM	PM		AM	PM
1190	EDMONDS	228TH STREET SW	SR 99	95TH PL W	254	378	1,390	0.18	0.27	1,190	1,540	1,750	0.68	0.88
1191	EVERETT	100TH ST SE/SW	7TH AVE	EVERGREEN WAY	-	-	-	-	-	1,140	1,660	1,130	1.01	1.47
1192	LAKE STEVENS	24TH ST SE AND 91ST AVE NE	91ST AVE & 20TH ST	S LAKE STEVENS RD & SR 9	-	-	-	-	-	250	510	1,400	0.18	0.36
1193	LYNNWOOD	POPLAR WAY NEW EXTENSION BRIDGE	ALDERWOOD MALL BLVD	ALDERWOOD MALL PARKWAY	-	-	-	-	-	1,350	2,230	2,770	0.49	0.81
1194	LYNNWOOD	33RD AVE W EXTENSION	33RD AVE W	184TH ST SW	-	-	-	-	-	270	380	1,360	0.20	0.28
1195	MARYSVILLE	84TH ST NE/INGRAHAM BLVD	67TH AVE NE	SR 9	654	774	1,390	0.47	0.56	590	870	1,800	0.33	0.48
1196	MARYSVILLE	83RD AVE NE	40TH ST NE	SOPER HILL RD	182	350	1,450	0.13	0.24	260	320	1,820	0.14	0.18
1197	MARYSVILLE	19TH AVE NE/159TH ST NE	19TH AVE NE	159TH ST NE	-	-	-	-	-	110	90	1,520	0.07	0.06
1198	EVERETT	100TH STREET SE	SR 527	7TH AVE SE	-	-	-	-	-	1,140	1,670	1,730	0.66	0.97

Exhibit E

Amendments to the Urban Core Subarea Plan Element

Exhibit E.1 – Projects Supporting the Future Bicycle Network

Exhibit E.2 - Projects Supporting the Future Road Network

Exhibit E.1

Pages UC-97 – UC-100

Projects Supporting the Future Bicycle Network

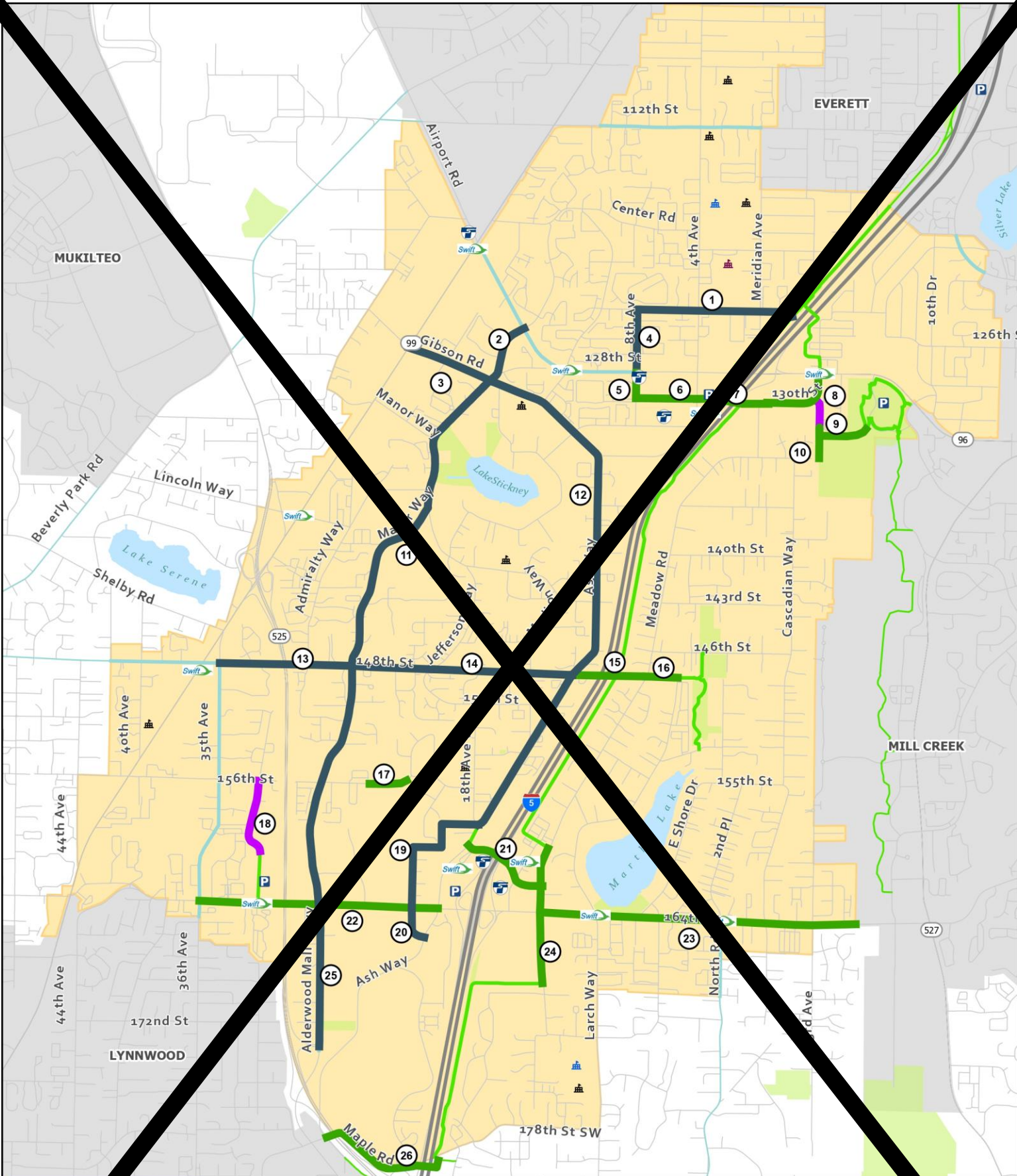
The expansion of the bicycle facility network will primarily happen through redevelopment, projects to improve arterial roadway LOS standards, and transit supportive projects. A few high-priority stand-alone active transportation projects have been included as necessary to support the growth in the Subarea.

Table UC 7-4 and Map UC 7-5 to see more details on planned bicycle improvements.

Future B-LTS on Proposed Network

After all the projects identified in this plan are built, most of the bicycle facilities in the Urban Core Subarea are projected to be brought up to a B-LTS of 2 or 1. Nonetheless, higher levels of B-LTS on existing bicycle facilities will still exist in some cases. Some of the future bicycle routes (including both existing and those with planned projects completed) may still have a B-LTS of 3, which isn't ideal. To reduce the B-LTS on those locations, the County will need to implement alternative strategies, such as reducing speed, to reduce the B-LTS down to a less stressful level.

Map UC 7-6 shows the estimated B-LTS on the future bicycle network after the proposed projects are completed.



SNOHOMISH COUNTY 2024
GMA COMPREHENSIVE PLAN
LYNNWOOD URBAN CORE SUBAREA

Map UC 7-5 Projects to Support the Future Bicycle Facility Network

Existing Facilities Within the Subarea

- Separated Shared-Use Path (Trail)
- Bike Lanes

Future Facilities Within the Subarea

- New Separated Shared Use Path (Trail)
- Bike Lanes on New Routes
- Sharrow/ Greenway

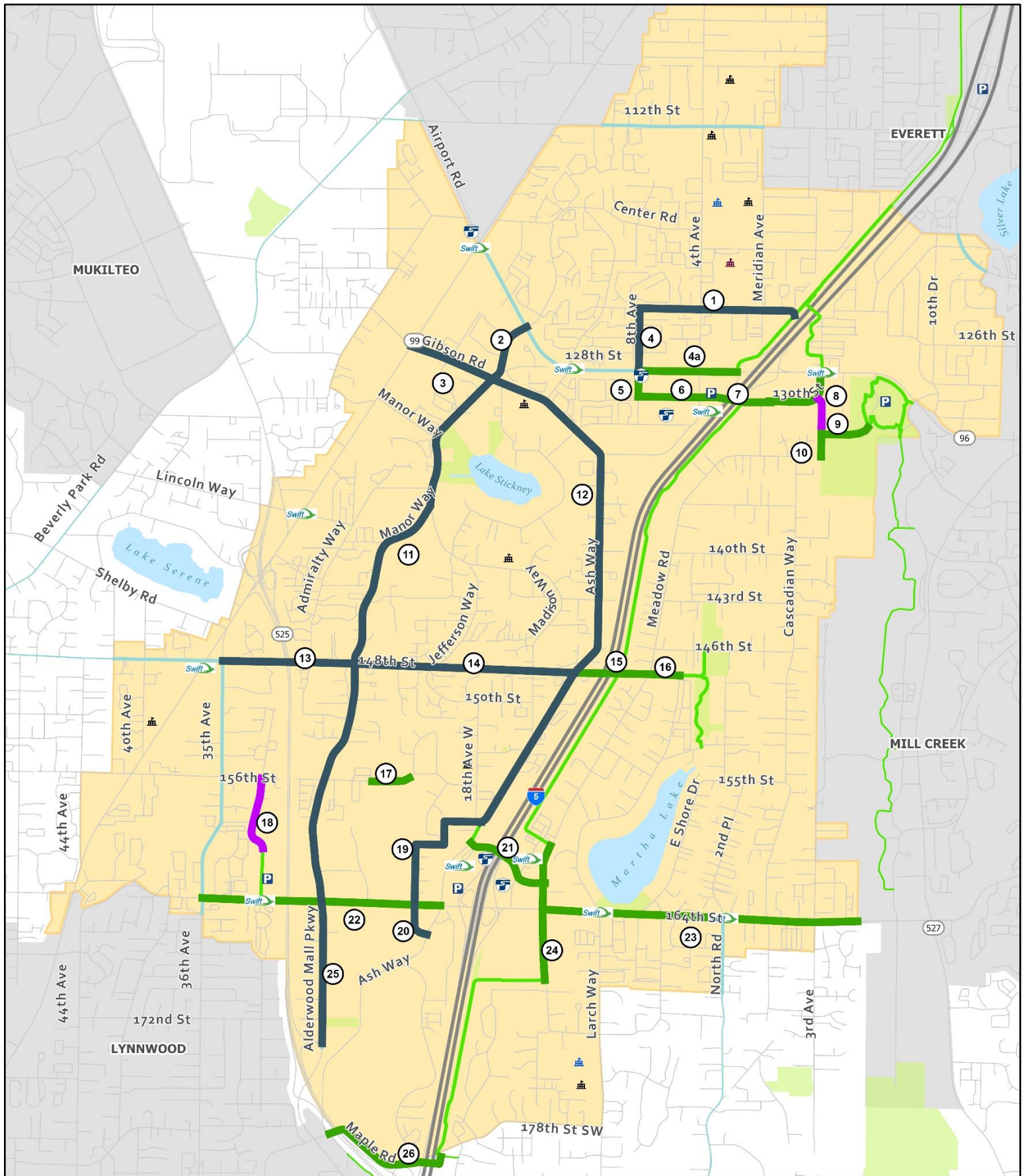
- Urban Subarea
- Cities
- County Parks
- Light Rail Station (Planned)
- BRT Stops
- Park and Ride
- Elementary School
- Middle School
- High School/ College

0 1,000 2,000 Feet

Snohomish County

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**SNOHOMISH COUNTY 2024
GMA COMPREHENSIVE PLAN
URBAN CORE SUBAREA**

Effective Date: TBD

Map UC 7-5 Projects to Support the Future Bicycle Facility Network

Existing Facilities Within the Subarea

- Separated Shared-Use Path (Trail)
- Bike Lanes

Future Facilities Within the Subarea

- New Separated Shared Use Path (Trail)
- Bike Lanes on New Routes
- Sharrow / Greenway

- Urban Subarea
- Cities
- County Parks
- Light Rail Station (Planned)
- BRT Stops
- Park and Ride
- Elementary School
- Middle School
- High School/ College

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Table UC 7-3. Projects to Support the Future Bicycle Network

Map Ref	Proj. #	Project Sponsor		Project Name	From	To	Description
		WSDOT	SnoCo				
1	AT-001		X	124th St SW Bike/Ped Improvements	8th St	Interurban Trail	Add bike lanes or more robust bike facilities to 124th St on both sides to improve safety and connectivity, especially to schools and transit
2	RI-011		X	Admiralty Way Improvements	Manor Way	Airport Road	Add bike lanes or more robust bike facilities to Admiralty Way on both sides to improve safety and connectivity, especially to schools and transit
3	RI-014		X	Gibson Rd Improvements	SR 99	Ash Way	Add buffered bike lanes or more robust bike facilities to Gibson Rd to improve safety and connectivity, especially to schools, transit, and businesses
4	AT-005		X	8th Ave W Bike & Ped Improvements	128th St SW	124th St SW	Add bike lanes or more robust bike facilities to both sides, and fill in sidewalk gaps, to improve safety and connectivity, especially to schools and transit.
4a	<u>AT-013</u>		<u>X</u>	<u>128th St SW Improvement</u>	<u>8th Ave W</u>	<u>Interurban Trail</u>	<u>New bicycle facilities along 128th St SW or parallel route</u>
5	RI-019		X	8th Ave W BAT Lanes	130th St	128th St	Add shared-use path to 8th Ave to improve safety and connectivity, especially with transit.
6	NR-008		X	130th St SW Improvements	4th Ave W	8th Ave W	Adds shared-use path on 130th St SW to improve safety and connectivity, especially with the transit and businesses
7	NR-001		X	130th St Overcrossing	Meridian	4th Ave W	Add shared-use path to the new I-5 overcrossing to improve safety and connectivity, especially with the transit, parks, and businesses
8	AT-007		X	Interurban Trail – 130th St/3rd Ave	128th St	Meridian Ave S	New shared-use path on the north side 130th St and west side of 3rd Ave to improve safety and connectivity, especially with parks, transit, and businesses
9	AT-004		X	3rd Ave SE Greenway	Interurban Trail	Cascadian Way	Add greenway improvements to 3rd Ave SW to improve safety and connectivity, especially with transit
10	AT-011		X	McCollum Park Connector Trail	3rd Ave SE	McCollum Park south	New shared-use path connecting Cascadian Way into the southwest part of McCollum Park to improve safety and connectivity, especially with parks
11	RI-016		X	Manor Way Improvements	164th St SW	SR 99	Add buffered bike lanes or more robust bike facilities to Manor Way on both sides to improve safety and connectivity, especially to parks and schools
12	RI-013		X	Ash Way Improvements	18th Ave W	Gibson Rd	Add buffered bike lanes to 128th St and Airport Rd on both sides to improve safety and connectivity, especially to transit and schools
13	RI-003		X	148th St SW Improvements	35th Ave W	Jefferson Way	Add bike lanes or more robust bike facilities of 148th St SW to improve the safety and connectivity, especially with transit
14	NR-003		X	148th St SW Extension	Jefferson Way	Ash Way	New road with bike or more robust bike facilities to improve the safety and connectivity, especially with transit
15	NR-002		X	148th St Overcrossing	Ash Way	Meadow Rd	New I-5 overcrossing with bike lanes on both sides or more robust bike facilities

Map Ref	Proj. #	Project Sponsor		Project Name	From	To	Description
		WSDOT	SnoCo				
							to improve the safety and connectivity, especially with transit and parks
16	AT-003		X	148th St SW Trail	Meadow Rd	Martha Lake Airport Park	New shared-use path connecting Meadow Rd to Martha Lake Airport Park to improve safety and connectivity, especially with parks and transit
17	AT-012		X	Swamp Creek Bridge Trail	156th St	22nd Ave W	New shared-use path extending 156th St to the neighborhoods on the east side of Swamp Creek to improve safety and connectivity, especially with transit
18	AT-006		X	Admiralty Way Greenway	156th St	159th Pl	Add greenway improvements to Admiralty Way to improve safety and connectivity, especially with transit
19	NR-005		X	22nd Ave W Expansion – North	Ash Way	164th St SW	Adds buffered bike lanes or shared-use path of the 22nd Ave W and on a new road to improve the safety and connectivity, especially with transit
20	NR-006		X	22nd Ave W Expansion – South	164th St SW	Ash Way	Adds buffered bike lanes or shared-use path of the 22nd Ave W and on a new road to improve the safety and connectivity
21	NR-007		X	Ash Way Direct Access Overcrossing	Ash Way	Meadow Rd	New I-5 overcrossing that includes a shared-use path to improve the safety and connectivity, especially with transit
22	RI-004		X	164th St (36th/Ash) BAT Lanes & Trail	36th Ave W	Ash Way	New shared-use path on the north side of 164th St to improve safety and connectivity, especially with transit and businesses
23	RI-005		X	164th ST (Meadow/Mill Creek) BAT Lanes & Trail	Meadow Rd	Mill Creek C/L	New shared-use path on the north side of 164th to improve safety and connectivity, especially with transit, parks, and businesses
24	AT-008		X	Interurban Trail – 13thAve W/Meadow Rd	167th Pl SW	Interurban Trail	New shared-use path on the west side 13th Ave W and Meadow Rd to improve safety and connectivity, especially with transit and parks
25	RI-012		X	Alderwood Mall Parkway Improvements	SR 525 Onramp	168th St SW	Add raised bicycle lanes to both sides of the road
26	AT-009		X	Interurban Trail - Maple Rd & Ped Bridge	Ash Way	Interurban Trail	New bike/ped only bridge providing a shared-use path for across I-5 to improve safety and connectivity, especially with schools and transit. New protected shared-use path from Ash Way to the new overcrossing.

Exhibit E.2

Pages UC-103 – UC-105

Projects Supporting the Future Road Network

Most of the roadway improvement projects planned for the Urban Core Subarea are proposed as part of Level of Service (LOS) standard improvements needed to improve traffic flow and intersection safety. (See the Transportation Element of Snohomish County's Comprehensive Plan to learn more). Most of these road projects will also help implement the County's multimodal corridor strategy by improving transit speed and reliability and the pedestrian and bicycle conditions. See the "Transit Section" above for more information about those projects will support transit and the Active Transportation Section for more information on how these projects will support bicycle and pedestrian travel.

Map UC 7-7 and Table UC 7-6 shows the recommended road projects for the Urban Core Subarea. To learn more about road projects, see the Transportation Element of the Comprehensive Plan.

Map UC 7-7 Projects to Support the Future Road Network

- New Roads
- Road Improvements

- Urban Subarea
- Cities
- County Parks
- Light Rail Station (Planned)
- BRT Stops
- Park and Ride
- Elementary School
- Middle School
- High School/ College



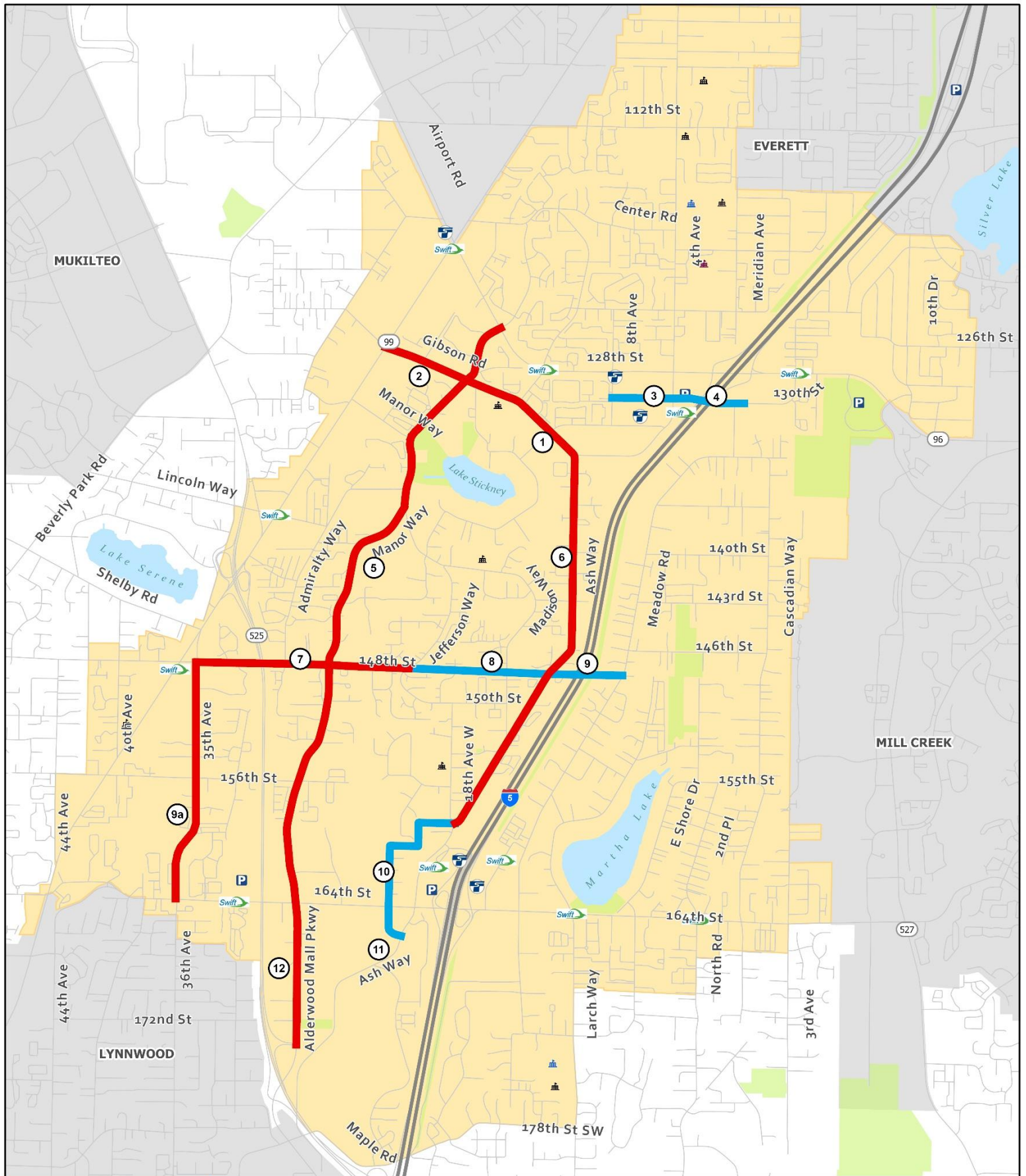
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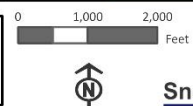
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URBAN CORE SUBAREA



Map UC 7-7 Projects to Support the Future Road Network

- New Roads
- Road Improvements

- Urban Subarea
- Cities
- County Parks
- P Light Rail Station (Planned)
- P BRT Stops
- P Park and Ride
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- P High School/ College



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URBAN CORE SUBAREA**

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Table UC 7-5. Projects to Support the Future Road Network

Map Ref	Proj. #	Project Sponsor		Project Name	From	To	Description
		WSDOT	SnoCo				
1	RI-014		X	Gibson Rd Improvements	SR 99	Ash Way	Improve the roadway to a 3-lane (center turn lane) road to improve the safety and roadway LOS
2	RI-011		X	Admiralty Way Improvements	Manor Way	Airport Rd	Improve the roadway to a 3-lane (center turn lane) road to improve the safety and roadway LOS
3	NR-008		X	130th St SW Improvements	4th Ave W	8th Ave W	New 4-lane roadway to improve the safety, overall roadway LOS, and improve transit speed and reliability connects to the 130th Overcrossing project.
4	NR-001		X	130th St Overcrossing	Meridian	4th Ave W	New 4-lane I-5 overcrossing to improve the safety, overall roadway LOS, and transit speed and reliability by providing an alternative to the congested 128th/I-5 Interchange.
5	RI-016		X	Manor Way Improvements	164th St SW	SR 99	Improve the roadway to a 3-lane (center turn lane) road to improve the safety and roadway LOS
6	RI-013		X	Ash Way Improvements	18th Ave W	Gibson Rd	Improve the roadway to a 3-lane (center turn lane) road to improve the safety, roadway LOS, and support local bus service.
7	RI-003		X	148th St SW Improvements	35th Ave W	Jefferson Way	Improve the roadway to a 3-lane (center turn lane) road to improve the safety and roadway LOS and support local bus service.
8	NR-003		X	148th St SW Extension	Jefferson Way	Ash Way	New 2-lane road to improve the safety, overall roadway LOS and connectivity.
9	NR-002		X	148th St Overcrossing	Ash Way	Meadow Rd	New 2-lane I-5 overcrossing to improve the safety, overall roadway LOS, and connectivity
9a	<u>RI-021</u>		<u>X</u>	<u>35th/36th Ave SE</u>	<u>164th St SW</u>	<u>SR 99</u>	<u>Improve the roadway to 3-lane (center turn lane) road to improve safety and roadway LOS and support local bus service.</u>
10	NR-005		X	22nd Ave W Expansion - North	Ash Way	164th St SW	Realignment of the existing Ash Way improving 22nd Ave W and building a new roadway, both to a 3-lane (center turn lane) road to improve the safety, overall roadway LOS, and connectivity to transit. Adds sidewalks and buffered bike lanes on both sides of 22nd Ave W and on a new road to improve the safety and connectivity, especially with transit
11	NR-006		X	22nd Ave W Expansion – South	164th St SW	Ash Way	New 2-lane road with sidewalks and buffered bike lanes on both sides of the 22nd Ave W improve the safety, roadway LOS, and connectivity, especially to transit.
12	RI-012		X	Alderwood Mall Parkway Improvements	SR 525 Onramp	168th St SW	Improve the roadway to 5 lanes with a center turn lane, three fish-passage culverts, and new traffic signals at the SR 525 northbound ramps intersection.