

# CHAPTER X

## TRANSPORTATION ELEMENT

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### INTRODUCTION

This Transportation Element addresses the motorized and non-motorized transportation needs of the City of Mill Creek. The Transportation Element takes into account existing and planned land uses within the City and Urban Growth Area, and has been developed in accordance with Countywide Planning Policies. This element has also been developed consistent with the *Vision 2020* and *Destination 2030* regional transportation plans to ensure that the City's transportation system is consistent and contributes toward the regional transportation network and to ensure that the City is eligible for participation in federal and state funding programs.

The purpose of the Transportation Element is to:

- Provide a long-range forecast of future transportation facilities and services to adequately support the land uses established on the City's Land Use Plan and historical trend data;
- Provide an inventory of the City's existing motorized and non-motorized transportation facilities;
- Establish Level of Service Standards and Guidelines to measure the adequacy of those facilities;
- Evaluate the capacity of existing motorized and non-motorized transportation facilities;
- Provide an implementation strategy identifying specific projects needed to address existing and future transportation needs, including a seven-year Capital Facility financing plan illustrating the City's commitment and ability to provide those facilities; and
- Include policies to ensure that adequate transportation facilities are available to meet anticipated demand.

## **GROWTH MANAGEMENT ACT TRANSPORTATION ELEMENT REQUIREMENTS**

The Growth Management Act (GMA) includes mandates as to what must be included within the Transportation Element. In addition to requiring that this element be consistent with the Land Use Element of the Comprehensive Plan, GMA requires that the element include:

- Land use assumptions used in estimating travel;
- An inventory of state and local transportation facilities and services;
- Level of Service standards and actions necessary for local transportation facilities and services to meet the standards;
- Identification of the local and state transportation system needed to meet current and future travel demand;
- A multi-year finance strategy that balances needs against available funding;
- Intergovernmental coordination and impact assessment; and
- Strategies for reducing travel demand.

The Washington Administrative Code (WAC 365-195-325) also provides guidance on two important requirements of the GMA:

- Consistency between the elements of the County's GMA Comprehensive Plan and comprehensive plans of cities within its borders; and
- Consistency between the land uses established in the Land Use Plan and the transportation improvements identified in the Transportation Element needed to serve the land uses.

This Transportation Element contains all of the GMA required elements.

## **RELATIONSHIP TO MILL CREEK UGA SUBAREA PLANS**

In addition to the Mill Creek Comprehensive Plan, two Subarea Plans have been adopted, the SR 527 Corridor Subarea Plan, and the Mill Creek East UGA Subarea Plan. These plans give more detail and guidance within each specific subarea for transportation system improvements. A large portion of the SR 527 Subarea has been developed in accordance with the Subarea Plan; thus, the transportation policies have been integrated into this Element. The East Mill Creek UGA has not, as of this writing, been annexed to the City; thus, the transportation policies can be found in the Subarea Plan, available at City Hall.

### **SR 527 Corridor Subarea Plan**

The SR 527 Corridor Subarea Plan was adopted in 1998 and addresses development of the area west of SR 527, between the Mill Creek Town Center and Dumas Road. This plan designated the subarea for a mix of high-density residential uses organized in connected, compact neighborhoods; neighborhood business; and office uses. Transportation improvements included the construction of a north/south collector roadway (Main Street and North Creek Drive) linking the Subarea with the Mill Creek Town Center to the south and Dumas Road to the north. Other improvements include the construction of pedestrian facilities such as sidewalks on Main Street and SR 527 and the North Creek Trail.

The SR 527 Subarea is currently being developed consistent with the Land Use Map, including the construction of several multifamily residential developments. Portions of the north/south collector roadway (Main Street/North Creek Drive) have been constructed. Likewise, portions of the North Creek Trail have been constructed.

### **Mill Creek East UGA Subarea Plan**

The Mill Creek East UGA Subarea Plan was adopted in March 2003 and establishes a Land Use Plan for the unincorporated area east of 35<sup>th</sup> Avenue SE (see Land Use Map in the Land Use Element). Transportation improvements are planned to support proposed land uses in the Subarea and are identified in the Transportation Element of the Subarea Plan.

### **LAND USE ASSUMPTIONS**

Land use assumptions for the Transportation Element include information contained in other elements of the Comprehensive Plan. Key assumptions include:

- Mill Creek is a relatively compact community within the larger urban area of southern Snohomish County that is developing at a rapid pace.
- Mill Creek and the surrounding unincorporated Snohomish County area will continue to grow at approximately the same pace for the next several years.
- The traffic volumes on the City roadway system will increase at a relatively constant rate that parallels the land development activity. The City is approaching build out and volumes generated by new developments within the current city limits are anticipated to level off.
- The City's population and employment growth will continue to take place in accordance with the 2025 projections.

- The Mill Creek Town Center and the Village Center east of the City will develop with a mix of retail, office, personal services and residential uses that can be supported by transit facilities.
- Areas zoned as residential in the Land Use Element will continue to develop at the prescribed densities and be the primary land use in those areas.
- Commercial, Business, and Office Park developments, as well as Parks and Open Space, will occur in areas as designated in the Land Use Element and be the primary land use in those areas.
- Traffic projections include traffic volumes and distribution patterns that were evaluated in the Environmental Impact Statements for the Mill Creek East UGA Subarea Plan, the SR 527 Corridor Subarea Plan and the Town Center Master Plan.
- The City establishes a Minimum Peak Hour Level of Service standard of E and F for signalized intersections noted on Table 2 of this element.

## **LEVEL OF SERVICE STANDARDS AND GUIDELINES**

To determine the existing and projected capacity of transportation facilities, two different means or tools have been established, Level of Service Standards and Level of Service Guidelines.

### **Level of Service Standards**

The Growth Management Act required the City to establish Level of Service Standards for all arterial streets. Level of Service Standards are binding requirements subject to the concept of concurrency under the Growth Management Act. Briefly stated, the Act prohibits jurisdictions from approving a development if the development causes the Level of Service to decline below the minimum standard adopted for a specific transportation facility, unless improvements or strategies to accommodate the impacts of development are made concurrent with development. Further, the Act defines "concurrent with development" as the required improvements or strategies in place at the time of development, or a financial commitment to complete the improvements or strategy within six years.

A seven-year Capital Facilities Program that illustrates the City's commitment and ability to achieve the established Level of Service Standards is discussed in the Capital Facilities Plan Element.

### **Level of Service Guidelines**

Although not required by the Growth Management Act, Level of Service Guidelines are established for other transportation facilities provided by the City. These include

sidewalks, trails, bicycle lanes, and transit. Level of Service Guidelines, in contrast to Level of Service Standards, are not subject to concurrency and are used as general recommendations for guiding the design and development of the remaining transportation facilities. Several transportation facilities subject to the Level of Service Guidelines are funded within the seven-year Capital Facilities Program.

## **INVENTORY AND CAPACITY ANALYSIS**

Transportation facilities addressed in the Transportation Element include the following:

- Streets
- Sidewalks
- Trails
- Bicycle Lanes
- Transit

Presented below is an inventory of the existing transportation facilities located within the City and an analysis of their current capacity in relation to established Level of Service Standards/Guidelines.

### **Street System**

#### **1. Inventory of Existing Street System Facilities:**

As of July 2002, the City owned and/or maintained approximately 47 lane miles of residential streets, 13 lane miles of collector streets, 5 lane miles of arterial streets and 7 lane miles of state highway for a total of 72 lane miles of roadway. A detailed breakdown of this roadway inventory can be found in the Public Works Department's Pavement Management System. The Transportation Map included in this element illustrates the location and layout of the dedicated public streets within the City.

#### **1. Capacity of Existing Street System Facilities:**

The existing capacity of the City's street system can be measured by comparing the current (June 2004) Level of Service to the established minimum Level of Service Standard.

#### **3. Level of Service Standards for Intersections:**

Consistent with the Highway Capacity Manual, the Level of Service is determined by measuring individual intersections and ranges between A and F, where A has the shortest delay and F has the longest delay. A description of the

Level of Service ratings for both signalized and non-signalized intersections is shown in Table 1.

**Table 1  
Definition of Levels of Service**

<b>SIGNALIZED INTERSECTION</b>	
LOS A	Delay < 10 seconds per vehicle.
LOS B	Delay > 10 and < 20 seconds per vehicle.
LOS C	Delay > 20 and < 35 seconds per vehicle.
LOS D	Delay > 35 and < 55 seconds per vehicle.
LOS E	Delay > 55 and < 80 seconds per vehicle.
LOS F	Delay > 80 seconds per vehicle.
<b>NON-SIGNALIZED CONTROLLED INTERSECTION</b>	
LOS A	Delay < 10 seconds per vehicle
LOS B	Delay > 10 and < 15 seconds per vehicle.
LOS C	Delay > 15 and < 25 seconds per vehicle.
LOS D	Delay > 25 and < 35 seconds per vehicle.
LOS E	Delay > 35 and < 50 seconds per vehicle.
LOS F	Delay > 50 seconds per vehicle.

**4. Finding:**

As shown in Table 2, the 2004 peak hour Level of Service generally meets the established minimum Level of Service Standard for all controlling intersections. The two locations where the existing LOS falls below the minimum standard are along SR 96. The Puget Sound Regional Council has determined that SR 96 and SR 527 are regionally significant highways, and established that the minimum LOS should be an "E Mitigated". This means that if the LOS falls below "E", congestion should be mitigated by providing additional transit service or other traffic reducing mechanisms. However, since these roadway facilities are owned and operated by WSDOT instead of the City, Mill Creek is limited to coordinating with transit agencies to improve local service.

**Table 2**  
**Minimum Peak Hour Level of Service Standards**  
**and**  
**2004 Level of Service Standards**

Intersection	Minimum Peak Hour Level Of Service Standard	2004 Existing Level of Service <sup>2</sup>
<b>SIGNALIZED INTERSECTIONS</b>		
SR 527 @ 164th Street SE (Mill Creek Road)	E <sup>1</sup>	C
SR 527 @ Mill Creek Blvd	E <sup>1</sup>	C
SR 527 @ 153rd Street SE	E <sup>1</sup>	C
SR 527 @ Trillium Blvd	E <sup>1</sup>	C
SR 527 @ Dumas Road	E <sup>1</sup>	C
SR 527 @ SR 96	E <sup>1</sup>	F
Dumas Road @ SR 96	E <sup>1</sup>	F
Dumas Road @ Park Road	F	C
Dumas Road @ North Creek Drive	F	C
164th Street SE @ Mill Creek Blvd (9th Ave SE)	F	F
Mill Creek Road @ Village Green Drive	F	D
Seattle Hill Road @ 35th Avenue SE	F	D
<b>NON-SIGNALIZED INTERSECTIONS</b>		
SR 527 @ Seattle Hill Road	E	D
Mill Creek Road @ Seattle Hill Road	E	D
Seattle Hill Road @ 25th Ave SE	E	D
Seattle Hill Road @ 32nd Ave SE	E	D
148th Street SE @ 35th Ave SE	E	D
Village Green Drive @ Trillium Blvd	D	C
Village Green Drive @ 148th Street SE	D	C
Mill Creek Blvd @ 153rd Street SE	D	C
North Creek Drive @ Trillium Blvd	D	A
Main Street @ 153rd Street	D	A
Main Street @ Mill Creek Blvd	D	C

Source: City of Mill Creek, Department of Public Works

1. SR 527 and SR 96 are designated by PSRC as regionally significant highways. If the LOS falls below "E", PSRC recommends the implementation of mitigation measures.
2. Estimated LOS based upon existing traffic volumes and intersection delays.

The established Level of Service for specific signalized intersections in Mill Creek is E or F. This is because a large percentage of the traffic in the City is "pass through" trips. These trips come from people who live outside Mill Creek but commute on the City's roadway system. Since it is not feasible or desirable to construct a roadway system to handle the maximum traffic volume, the City has accepted that significant delays and commensurate congestion that occur during the peak commuting hours are acceptable Levels of Service. The Level of Service Standard for specific non-signalized intersections is D or E.

As future development impacts the Level of Service at various intersections, transportation system improvements and/or other strategies to maintain the Level of Service will be necessary over the 20-year planning period.

## **Sidewalk System**

### **1. Sidewalk System Inventory:**

The City's pedestrian sidewalk system consists of approximately 20 miles of public sidewalks. In addition, public access easements have been secured on privately owned and maintained sidewalks within several residential neighborhoods. These access sidewalks provide convenient inter-connections between public sidewalk systems.

### **2. Adequacy of Existing Sidewalk System:**

The adequacy of the sidewalk system can be measured by comparing the inventory of facilities with the adopted Level of Service Guidelines.

### **2. Level of Service Guideline for Sidewalk Facilities:**

The following Level of Service Guidelines are established to assess the capacity of the City's sidewalk facilities:

- All residential, collector, and arterial streets, and state highways should have sidewalks along both sides, where practical and appropriate.
- All sidewalks shall comply with the Federal Americans with Disabilities Act (ADA) requirements.
- Sidewalks shall be "transit oriented" (i.e., located to connect neighborhoods to transit stops and include pedestrian boarding pads where appropriate).

The City's sidewalk system has been evaluated in relationship to the established Level of Service Guidelines and has been found to be generally in compliance with the guidelines; however, the following street sections currently lack adequate sidewalk facilities:

- Old Seattle Hill Road (south of the Wildflower Division)
- Dumas Road
- 138th Street SE
- 9th Avenue SE

#### **4. Finding:**

In the past several years, new developments and road improvement projects have facilitated the construction of sidewalks in areas where none had existed. Sidewalk facilities for the street sections listed above are necessary to meet the established Level of Service Guidelines. As new development occurs, sidewalks will be constructed to meet the Level of Service Guideline.

NOTE: On residential streets in some of the older neighborhoods, interconnecting private trails and designated pavement shoulders are used for internal pedestrian travel. These do not conform to all the Level of Service Guidelines, but are an accepted characteristic of these early developments. Therefore, no deficiencies are cited for these areas.

### **Trail System**

#### **1. Trail System Inventory:**

Trails are different than sidewalks in that they are not usually within the right-of-way of a roadway and are intended to be used by both pedestrians and bicyclists. In addition, they act as alternative transportation corridors connecting users to destination points such as parks, commercial developments and arterial roads/bicycle lanes.

Portions of the planned North Creek Trail between McCollum Park and North Creek Park have been constructed in conjunction with private residential and commercial developments on the west side of SR 527. Additionally, portions of two secondary spur trails have been constructed by developments. One is located approximately 500 feet south of 164<sup>th</sup> Street SE (Lighthouse Self-Storage property) and will ultimately connect SR 527 and 9<sup>th</sup> Avenue SE. The other is located on the North Creek Presbyterian Church property and is planned to cross North Creek to the existing trail west of Mill Creek Boulevard. Although many of these trails are constructed on private property, they all contain public access easements.

Other trails within the City are maintained and owned by private homeowners/business associations.

## **2. Capacity of Existing Trail System:**

The capacity of the trail system can be measured by comparing the inventory of facilities with the adopted Level of Service Guidelines.

## **3. Level of Service Guidelines for Trail Facilities:**

The following Level of Service Guidelines are established to assess the capacity of the City's trail facilities:

- Trails should connect public sidewalks, public roads/bicycle lanes, public facilities, parks, and other public areas (i.e., shopping centers).
- The North Creek Trail should be constructed between McCollum Park and North Creek Park. Secondary trails shall be constructed where appropriate to connect public pedestrian areas with the North Creek Trail.
- All trails shall comply with the federal Americans with Disabilities Act (ADA).
- Trails should connect between neighborhoods where possible.
- Trails should be designed to accommodate bicycle and pedestrian use.
- Trails should be located within major open space corridors.

## **4. Finding:**

The missing links of the North Creek Trail should be completed to connect McCollum Park to North Creek Park. This is planned to be done as development continues or with a City Capital Facilities Project. Secondary trails should also be constructed where appropriate to link public pedestrian areas and sidewalks to the North Creek Trail.

## **Bicycle Lane System**

### **1. Bicycle Lane System Inventory:**

There are approximately 9.0 miles of marked bicycle lanes with another 8.5 miles of widened paved road sections. These bicycle lanes and widened areas are located on all collector and arterial roads and provide adequate space for bicycle travel. One exception is the 164<sup>th</sup> Street/Mill Creek Road segment between 9<sup>th</sup> Avenue and Village Green Drive. Lack of adequate right-of-way and steep grades makes providing bicycle facilities impractical. No residential bicycle lanes have been included in this inventory.

## **2. Capacity of the Existing Bicycle Lane System:**

The capacity of the bicycle lane system can be measured by comparing the inventory of facilities with the adopted Level of Service Guideline.

## **3. Level of Service Guidelines for Bicycle Lane Facilities:**

The following Level of Service Guidelines are established to assess the capacity of the City's bicycle lane facilities:

- Bicycle Lanes should be located along both sides of all state highways, arterials, and collectors, where practical.
- Bicycle lanes shall be provided where possible to interconnect with adjoining jurisdictions' bicycle lanes.

## **4. Finding:**

Existing bicycle lane facilities are adequate to meet the established Level of Service Guidelines.

## **Transit System**

### **1. Transit System Inventory:**

The City does not own or operate transit facilities. The City is served by Community Transit and Sound Transit. All routes interconnect with other transit agencies providing links for service to King County and other parts of Snohomish County. Since transit routes and schedules are subject to change to meet demand, information regarding specific routes is not included in this element.

### **2. Capacity of the Existing Transit System:**

The capacity of the transit system can be measured by comparing the existing service with the adopted Level of Service Guidelines.

### **3. Level of Service Guidelines for Transit Service:**

The following Level of Service Guidelines are established to assess the capacity of transit service:

- Bus stop pads shall be provided where practical and convenient for transit system users.
- Sidewalks should be provided for easy and safe access to all transit bus stop sites.

- Areas of higher ridership should provide protective shelters for the comfort of transit users.
- New development shall be designed to be transit oriented. Examples of transit oriented design features and or strategies include: designated carpool and vanpool parking, bike lockers, and other transportation demand management actions applicable to the site in question.

#### **4. Finding:**

Bus stops are located along the state highways and the City's arterial and collector streets. These stops generally meet the adopted Level of Service Guidelines. Adequate transit service exists within the City and UGA. However, due to the increase in traffic congestion resulting from trips originating from both inside and outside the City, new development and redevelopment projects should be designed to encourage the use of public transit facilities. The City should continue to coordinate with transit agencies to provide increased service and facilities where appropriate.

### **FUTURE NEEDS FOR NEW AND/OR EXPANDED FACILITIES**

Based on the findings of the Inventory and Capacity Analysis section, this section discusses the transportation facilities needed to maintain and/or meet the adopted Level of Service Standards/Guidelines as the City grows.

#### **Street System**

As stated previously, the City currently meets or exceeds the adopted Level of Service Standards; however, traffic generated by growth from both within and outside of the City's UGA over the next several years will impact the Level of Service.

Future vehicle traffic volumes have been forecasted for each identifiable roadway segment of arterial and collector streets within the city limits and are shown on the Traffic Model Forecast map. This information was prepared using historical trends and physical traffic counts provided by Washington Department of Transportation, Snohomish County and the City of Mill Creek. Traffic volumes in the City's UGA east of 35th Avenue SE are available in the City's and Snohomish County's respective subarea plans.

Table 3 identifies the intersections that are expected to exceed the adopted Level of Service Standard within the 20-year planning period.

To maintain the adopted Level of Service Standards as the City and region grow, transportation facility improvements such as intersection control, signal coordination, road widening, traffic calming, pedestrian safety facilities, transit treatment, and alternative modes of travel will be necessary. Some of the City's intersections have a

minimum LOS of F, such as 164th Street SE at 9th Avenue SE, which cannot be exceeded. Measures can be taken to decrease the delay and congestion during the peak travel hours, but may not improve the LOS.

To address the traffic impacts from development, the City has implemented a traffic mitigation program that requires a fee to be paid for each new trip generated on the major City streets. The City also has an Interlocal Agreement with Snohomish County to collect mitigation fees from County developments in the surrounding area that impact City streets. The money collected with the traffic mitigation program is used to fund various projects that will improve the capacity and safety of the affected roadways.

**Table 3  
Intersections Expected to Exceed LOS by 2014**

<b>Primary Street</b>	<b>Cross Street</b>
SR 527	SR 96
SR 96	Dumas Road
164th Street S.E.	Mill Creek Blvd/9th Avenue
Seattle Hill Road	25th Avenue S.E.
Seattle Hill Road	32nd Avenue S.E.
35th Avenue S.E.	148th Street S.E.
SR 527	Seattle Hill Road
North Creek Drive	Trillium Boulevard
Mill Creek Blvd	Main Street

To address those portions of the street system anticipated to exceed capacity within the 20-year planning period, the City has identified several roadway and intersection projects in the Capital Facilities Plan, which are shown in Table 4. The project list will be revised as part of the biennial CFP update process. The timeline for project construction may be undetermined since the need is driven by development impacts. Roadway and intersection improvement projects planned for the City's UGA east of 35th Avenue SE are available in the City's and Snohomish County's respective subarea plans.

**Table 4**  
**Proposed Roadway and Intersection Improvements**

Location	Proposed Project	Estimated Completion Date
SR 96 @ Dumas Road	Signal improvements and coordination with transit agencies to provide increased service	As needed
SR 96 @ SR 527	Signal improvements and coordination with transit agencies to provide increased service	As needed
164th Street SE @ 9th Avenue	Signalization and intersection improvements	2004
Dumas Road Widening	Widening existing lanes, add pedestrian facilities and center turn lane or median	2004
Main Street	Connection to Town Center	2004
Main Street @ Mill Creek Boulevard	Intersection control, new traffic signal	2006
North Creek Drive @ Trillium Boulevard	Intersection control, new traffic signal	2006
9th Avenue SE	Reconstruct road from Penny Creek to North Creek Park	As needed
(Old) Seattle Hill Road	Road widening, add pedestrian facilities	As needed
164th Street SE @ 9th Avenue	Additional turn lanes, North Creek Bridge widening, intersection improvements	As needed
SR 527 @ Seattle Hill Road	New traffic signal, intersection improvements	As needed
Seattle Hill Road @ Mill Creek Road, 25th Avenue SE and 32nd Avenue SE	New traffic signal at each intersection, pedestrian safety improvements	As needed
35th Avenue SE @ 148th Street SE	New traffic signal	As needed

Location	Proposed Project	Estimated Completion Date
Mill Creek Boulevard, Trillium Boulevard, Village Green Drive, 148th Street SE	Traffic calming and pedestrian safety facilities	As needed
Citywide Arterials and Collectors	Pavement rehabilitation	Every two years
Citywide Roadway and Sidewalk System	Concrete curb, gutter and sidewalk replacement	Every two years

### Sidewalk System

The existing sidewalk facilities are generally adequate to meet the established Level of Service Guidelines. While there are no sidewalk improvements currently planned, the City may include new projects as part of the biennial update to the Capital Facilities Plan.

### Trail System

Currently, portions of the North Creek Trail and two secondary trails are constructed between McCollum Park and North Creek Park. As the City grows and develops, completion of these trails will be necessary to provide efficient and safe pedestrian and bicycle access between public uses and residential areas. Further, these trails could be used for recreation, access to and from businesses, and as alternate commuter routes.

Two specific trail projects have been identified within the city limits and are listed in Table 5.

**Table 5  
Proposed Trail System Projects**

Location	Status	Proposed Solution	Date
North Creek Trail - Connection from McCollum Park to North Creek Park	Trail is planned by Bothell, Snohomish County and the City of Mill Creek along the North Creek corridor.	Adjacent property owners to grant access easement. Trail construction to be done by developments or funded through grants, contributions, and other sources.	2004-2024

Location	Status	Proposed Solution	Date
Secondary spur trails connecting to North Creek Trail	Trails are needed to provide recreational links and connect public pedestrian areas to the North Creek Trail.	Adjacent property owners to grant access easement. Trail construction to be done by developments or funded through grants, contributions, and other sources.	2004-2024

**Bicycle Lane System**

The existing bicycle lane facilities are adequate to meet the established Level of Service Guidelines. However, with the implementation of the Land Use Element, especially along the SR 527 corridor (i.e., the Town Center, the McCollum Park - Park and Ride facility and the commercial centers), an increase in local bicycle commuting is expected. The SR 527 road widening project is providing 5-foot bike lanes on each side of the road. While there are no additional bicycle lane improvements currently planned, the City may include new projects as part of the biennial update to the Capital Facilities Plan.

**Transit System**

Community Transit provides local transit service in Snohomish County and Sound Transit provides regional service in the Puget Sound region (King, Pierce and Snohomish counties). Mill Creek is currently served by two Community Transit bus routes, with connections to several other routes at the 128<sup>th</sup> Street SE Park & Ride.

According to Community Transit’s Six Year Transit Development Plan for 2004 - 2009, there will be a 48 percent and 45 percent increase, respectively, in population and employment within Community Transit’s service area by the year 2020. This will result in increased demand upon transit services and facilities, including expanded bus routes, park and ride facilities and increased coordination with other transit agencies such as Sound Transit. These improvements will be implemented as funding becomes available, and will be prioritized based upon a needs assessment prepared by Community Transit in 2003.

Specific to Mill Creek, Community Transit is planning on expanding service to the Mill Creek Town Center. This service expansion is planned to occur after construction of Main Street, including the southern portion between Town Center and 158<sup>th</sup> Place SE, in the fall of 2004.

*Destination 2030*, adopted by the Puget Sound Regional Council in May 2001, is a transportation action plan for King, Pierce, Snohomish and Kitsap counties. This plan identifies service and facility improvements for the entire region, many of which will occur in Snohomish County and benefit Mill Creek.

Although not specifically identified in *Destination 2030*, Sound Transit is planning an express bus route on SR 527, with a transit stop at the Mill Creek Town Center. This transit stop is planned to be operational in the winter of 2005.

**Table 6**  
**Proposed Transit System Improvements**

Projected Deficiency	Proposed Solution	Date
Shortage of public transportation facilities to meet ridership needs.	Transit and governing agencies within the region coordinate together to provide an efficient network of roads and centers to interface with buses, light & heavy rail, ferries, and car/van pools.	2004-2014
Inadequate transit treatment on arterial and collector streets.	City to coordinate with local transit and the state to ensure that transit treatments are implemented where practical and appropriate.	2004-2014

## **FINANCING PLAN**

All transportation projects that require funding through the City are, or will be, identified in the City's six-year Transportation Improvement Program (TIP) as well as the seven-year Capital Facilities Program (CFP), which is consistent with the Capital Facilities Plan Element. These two financing tools are described below:

### **Six - Year Transportation Improvement Program (TIP)**

The TIP is a mandatory transportation project planning tool prepared by the City and used by the state and the Metropolitan Planning Organization (MPO) in estimating the region's state and federal transportation funding needs. The designated MPO for the Puget Sound region is the Puget Sound Regional Council (PSRC). The MPO is charged with evaluating transportation projects with established criteria, assisting in the coordination of transportation projects between jurisdictions, projecting long-range transportation financing needs and distributing state and federal funds. For a City transportation project to be eligible for federal and/or state funding, it must be included in the six-year TIP.

## **Seven -Year Capital Facilities Plan (CFP)**

The CFP is the financial tool used by the City to identify all capital projects anticipated to be undertaken by the City within the next six years. All projects in the TIP, as well as other non-transportation capital projects are included in the seven-year CFP. In addition to identifying the projects and their estimated cost, the funding source must be identified. Project costs cannot exceed the resources available to fund the projects. Typical funding sources used to finance transportation projects in the CFP include per capita distributions of the fuel tax and motor vehicle registration fees, developer mitigation, loans, and state and federal grants.

Although the TIP and CFP identify anticipated funding sources, some of these funding sources are subject to competitive processes and are dependent upon circumstances out of the City's control (i.e., level of construction activity). In the event of a short fall in the anticipated revenues necessary for the City to maintain the established Level of Service Standard, the City will be required to consider one, or a combination of the following alternatives:

- Reevaluate the land use designations within the Land Use Element to determine if a change in land use may be necessary to meet the Level of Service Standards.
- Reevaluate the established Level of Service Standards to determine how they might be adjusted to reflect what can realistically be done.
- Seek other methods of funding. This could include developer mitigation, a local improvement district, a government loan or bond or reassigning funds from a lower priority project that has been funded.
- Explore other methods to obtain the Level of Service standards other than by means of the identified project. This could include Transportation Demand Management, public transit or another project.

## **TRANSPORTATION POLICIES**

The following policies have been formulated to ensure that adequate transportation facilities are available to meet existing and anticipated demands.

### **General Safety/Maintenance**

#### *Policy 1.01*

Roadway, sidewalks, trails, designated bicycle areas and other areas of public circulation should be designed to provide the highest level of safety for the protection of human life.

*Policy 1.02*

Identified safety concerns should be ranked by priority and scheduled for improvement within the City's Capital Facilities Plan Element and seven-year Capital Facilities Program.

*Policy 1.03*

Street lighting shall be provided for all roadway classifications, intersections and crosswalk locations.

*Policy 1.04*

Traffic street signs shall be placed in accordance with the Manual on Uniform Traffic Control Devices.

*Policy 1.05*

Roadway surfaces should have positive drainage with no standing surface waters.

*Policy 1.06*

Roadway drainage systems should allow total surface runoff control and not disrupt traffic, pedestrian movement or present a safety issue.

**Level of Service Standards/Guidelines**

*Policy 2.01*

Pursuant to the Growth Management Act, the City shall maintain an inventory and monitor the capacity (Level of Service) of the City's transportation facilities.

*Policy 2.02*

Pursuant to the Growth Management Act, the City shall not approve any new development that would result in lowering the Level of Service below the established Level of Service Standard, unless transportation improvements or strategies necessary to maintain the Level of Service Standard are in place concurrent with the development, or a financial commitment to provide those improvements within six years is secured.

*Policy 2.03*

Pursuant to the Growth Management Act, if the City determines that probable funding will be insufficient to maintain/meet the established Level of Service Standards for transportation facilities, the City shall reassess the Land Use Element and/or the Level of Service Standards and adjust either or both as necessary.

**Street System**

*Policy 3.01*

Proposed roadways and improvements to existing roadways should enhance vehicular circulation throughout the City and minimize traffic impacts in existing residential divisions.

### *Policy 3.02*

Traffic control devices should be installed only in those intersections where the need has been adequately demonstrated pursuant to the Manual on Uniform Traffic Control Devices.

### *Policy 3.03*

Access onto all roadways should be regulated by the classification of the roadway as follows:

- Major and Minor Arterial Roadway - direct access on to major and minor arterials should only be allowed at cross-street intersections or where certain properties have no other alternative access opportunities.
- Collector Roadway - direct access to collector streets should only be allowed by residential roadways, other collector roadways, controlled commercial access or where properties have no other access points.
- Residential Roadway - direct access to residential streets should only be allowed by residential properties.
- Private Roadway - direct access to private roadways should only be allowed in residential areas.

### *Policy 3.04*

All new access points should be located where a safe sight distance can be obtained, minimum disruption to traffic flow occurs and no apparent safety issue exists.

### *Policy 3.05*

Separate left-turn lanes should be provided on arterials and collector roads where warranted unless said lanes present a safety issue.

### *Policy 3.06*

To improve traffic flow and reduce potential vehicular conflicts on arterial and collector streets, new development(s) shall utilize shared access and provide for internal circulation when practical and appropriate.

## **Sidewalk, Trail, and Bicycle Lane Systems**

### *Policy 4.01*

Pedestrian circulation should be provided by public sidewalks throughout the central business district and residential neighborhoods. Sidewalks should be located on both sides of all roadways, separated from the curb where appropriate and connected with other public/private trail systems. Sidewalks on arterial and collector streets should be consistent with the Streetscape Element of the Plan.

*Policy 4.02*

Where practical, sidewalks on arterial and collector streets should be separated with a planting strip to increase the safety and comfort of travel and avoid potential conflicts with vehicular movements. Sidewalks should be designed with a serpentine or meandering configuration to improve the aesthetic character of the streetscape and located in a way that promotes public safety.

*Policy 4.03*

Crosswalks should be well identified and illuminated and placed at locations with acceptable sight distances. Mid-block crossings should be discouraged and only be considered in special cases.

*Policy 4.04*

All intersection corners, crosswalks, access drives, and trails where a sidewalk exists, or is planned to be placed, should have barrier-free access. All sidewalks and trails shall comply with applicable accessibility standards.

*Policy 4.05*

Bicycle lanes should be designated where practical on all arterials, with clear pavement markings. Public bicycle/pedestrian trails, where approved by the City, should be clearly marked for bicycle and pedestrian separation. Public trails/sidewalks may be used where shoulder area is not suitable for bicycle lanes.

*Policy 4.06*

Work to ensure that sidewalks, trails and bike lanes as identified on the Transportation Map and/or in the text as being necessary to meet the established Level of Service Guidelines will be available for public use.

*Policy 4.07*

New development on sites where sidewalk, trail, and/or bike lane facilities have been identified within the Comprehensive Plan as being necessary to meet the established Level of Service Guidelines shall be required to include said facilities and make them available for public use.

*Policy 4.08*

Sidewalks shall be "transit oriented" (i.e., located to connect neighborhoods to transit stops and include pedestrian boarding pads where appropriate).

*Policy 4.09*

Trails should be designed to accommodate bicycle and pedestrian use, and be located within major open space corridors.

## **Transit Policies**

### *Policy 5.01*

To improve the present transportation system, work cooperatively with other appropriate jurisdictions and implement transportation demand management programs as appropriate. Incorporate appropriate transportation concepts and strategies such as those included in A Guide to Land Use and Public Transportation for Snohomish County, Washington published by the Snohomish County Transportation Authority in new construction and pedestrian facilities.

### *Policy 5.02*

Create safe, barrier-free access to public transportation and pedestrian facilities that meet all federal, state and local codes.

### *Policy 5.03*

Require the provision of public transportation facilities in, or adjacent to, public and private developments with a safe and convenient means for pedestrian access to the facilities. Bus pullouts, transit shelters, benches and barrier-free access should be provided on arterials and collectors at locations agreed upon by transit agencies and the City.

### *Policy 5.04*

Encourage commuters to use car/van pool programs and public/private transit as alternatives to the single-occupant automobile.

### *Policy 5.05*

Develop land use patterns that facilitate multi-purpose trips, and minimize the number and length of vehicle trips and encourage higher density/intensity land uses near required transit facilities and along public transportation corridors.

## **Intergovernmental Coordination**

### *Policy 6.01*

Participate in land use and circulation planning with the appropriate agencies involved in the regional high capacity transit planning program as identified in the *Vision 2020* and *Destination 2030* plans.

### *Policy 6.02*

Initiate reciprocal agreements with the surrounding jurisdictions to be apprised of any potential impacts to the City's transportation system and to adequately mitigate such impacts.

### *Policy 6.03*

Coordinate with surrounding jurisdictions to ensure consistency among local transportation plans.

*Policy 6.04*

Coordinate the planning, design, and financing of transportation facility improvements with the transportation and land use plans of neighboring jurisdictions in order to identify opportunities to maximize benefits with limited financial resources.