

SECTION VII - TRANSPORTATION ELEMENT

Introduction

Purpose

The Growth Management Act requires that jurisdictions developing comprehensive plans include a Transportation Element that is extensive and attempts to relate transportation to land use. This Transportation Element is based on the Land Use Element, and the future transportation needs are consistent with a “medium” growth projection of 3.0 percent per year in residential units. According to the Growth Management Act, the following components must be addressed within the transportation element of the Comprehensive Plan:

1. Transportation goals, policies, and actions
2. An inventory of existing services and facilities
3. Future land use assumptions, used in estimating travel
4. Regionally coordinated level of service standards for all arterials and transit routes
5. Identification of current and future deficiencies in the transportation system which must be met to accommodate current and future demands
6. A finance component
7. Following the approval of the Comprehensive Plan, adoption of concurrency ordinances prohibiting approval of a development which causes the level of service of a transportation facility to be lowered below adopted standards
8. An action plan for bringing into compliance any services or facilities below the established levels of service.

Major Transportation Issues

A number of important issues regarding visions of Stanwood’s future and preferences for accommodating growth are explored in the Land Use Element and Housing Element. As Stanwood and areas in close proximity to the City continue to develop, transportation related issues will join the many concerns stemming from this additional development. Increasing volumes of traffic will focus attention on issues that include:

- Stanwood is a small town within a rural environment, yet it is bisected by a state route carrying substantial amounts of fast-moving traffic to Camano Island. SR-532 is the primary access to Stanwood’s city center and commercial areas. Given the increased traffic projections along SR-532 and the need for continued service of Camano Island, how can the City of Stanwood accommodate this through-traffic while maintaining the ability for local traffic to safely and efficiently use the state route?
- The goals/policies for downtown strive to create a pedestrian environment by encouraging people to walk to and within the central business district. In

addition, the plan contains goals to encourage people to park their vehicles and walk from shop to shop. Some residents feel there is insufficient parking to support this concept.

- Heavy traffic volumes passing through town on SR-532 decrease mobility and accessibility of local traffic. How can Stanwood and WSDOT manage traffic congestion in town? What are the cumulative effects on Stanwood's roadways and downtown from development that may occur within adjacent jurisdictions, including Camano Island?
- Stanwood is presently served by Community Transit and Island Transit. While commuter ridership to Everett and Seattle is heavily used, local ridership is low. How should Stanwood address enhancing alternative transportation modes, and assess the adequacy of existing transit service? What should rail transportation's long-term role be?
- How can Stanwood's relatively distinct communities – especially West Stanwood and East Stanwood – be better linked together?
- How can community assets such as the Stillaguamish River and open spaces be made more accessible?
- How can the City achieve an integrated road network for better mobility and accessibility within the city limits and the UGA?

By considering these issues as transportation policies are developed and refined, the City can anticipate problems and resolve them.

The intent of the Growth Management Act is that Stanwood's management and regulations of land uses be supported by policies relating to the provision of transportation networks and facilities. If the link between land use and transportation is achieved; the results will be a vital community served by good transportation facilities and services, efficient use of public funds, strong local economies, and preservation of the natural environment.

Transportation Goals and Policies

The following goals and policies were developed based on input from community members and the City's Planning Commission.

Goal

TG-1 - Help achieve land use and resource conservation goals which help relieve traffic congestion and ensure safe, barrier-free mobility and accessibility for all members of the community.

Policies

TP-1.1 - Improvements to existing street networks shall be planned to evenly distribute

through-traffic to collectors that meet design standards and reduce the amount of through traffic on neighborhood streets that are not classified as collectors.

TP-1.2 - Encourage land use patterns that facilitate multi-purpose trips and reduce the quantity and length of trips by single-occupancy vehicles.

TP-1.3 - Reduce the quantity and length of trips in single-occupant vehicles by encouraging use of public transit and non-motorized transportation modes.

TP-1.4 - Help minimize and mitigate adverse impacts of transportation services on designated critical areas, and resource lands.

TP-1.5 - Work with the School District to encourage ridership on school buses.

TP-1.6 - Establish a transit overlay in the East Stanwood area that encourages commuter rail, bus, park and ride, and bicycle use.

TP-1.7 - Work with local, state, and regional agencies to achieve regional air quality goals.

Goal

TG-2 - Develop level of service and design standards that are consistent with those of surrounding jurisdictions.

Policies

TP-2.1 - Maintain a LOS “D” standard for all residential roadways and an LOS “E” standard for commercial intersections and roadways, with the exception of SR 532, which should maintain the LOS standard applied by the Puget Sound Regional Council for Highways of Regional Significance.¹

TP-2.2 - Identify existing safety hazards, and give these locations the first priority for correction.

TP-2.3 - Promote a working relationship with regional planning agencies, particularly the Puget Sound Regional Council (PSRC), to assure regional transportation plans are consistent and complementary to the Stanwood Comprehensive Plan.

TP-2.4 - Work with Puget Sound Regional Council (PSRC) to have the City’s Comprehensive Plan reviewed and approved by PSRC.

¹ SR 532 is currently designated as a Tier 3 HRS (LOS “C”); Stanwood is working with the PSRC to have the highway redesignated to Tier 2 (LOS “D”).

TP-2.5 - Work with Island County and Snohomish County to ensure consistency of transportation plans.

TP-2.6 - Work with transportation agencies to establish public education programs to encourage public transportation usage.

Goal

TG-3 - Achieve concurrency requirements for transportation facilities by considering levels of service and financial capacities.

Policy

TP-3.1 - The City establishes the following minimum concurrency criteria, any one of which may satisfy the concurrency requirement.

- The necessary facilities are in place at the time a development permit is issued;
- The development permit is issued subject to the condition that the necessary facilities will be in place when the developer impacts occur;
- When the permit is issued, the facilities are under construction;
- The necessary facilities are guaranteed in an enforceable development agreement which requires commencement of construction of the facilities or provision of the services within one year of the issuance of the development permit; or
- The City of Stanwood has committed to provide the necessary facilities and services in accordance with a six-year schedule of capital facilities improvements.

Goal

TG-4 - Minimize traffic impacts on residential neighborhoods.

Policies

TP-4.1 - Roadways, sidewalks, trails, bicycle facilities, and other public circulation areas shall be designed to provide high levels of safety.

TP-4.2 - Local access streets shall be designed to provide high levels of safety for pedestrians, bicycles, and automobiles, and to meet the requirements of the Americans with Disabilities Act (ADA).

TP-4.3 - Use neighborhood traffic control devices where necessary to direct through traffic to streets classified and designed for that purpose.

Goal

TG-5 - Plan for non-motorized facilities.

Policies

TP-5.1 - Develop a comprehensive network of sidewalks connecting with bicycle trails and paths to provide alternative routes to employment centers and shopping areas.

TP-5.2 - Where feasible, sidewalks shall be provided on both sides of all new and reconstructed public streets.

TP-5.3 - The City adopts a conceptual trail system master plan that connects the central business district, residential neighborhoods, parks, schools, transit and other public and private facilities.

TP-5.4 - Include standards for development of non-vehicular facilities in the Public Works Standards. These should include, but are not limited to:

- bicycle parking facilities,
- sidewalks and paths,
- location and accessibility of crosswalks,
- landscaping to buffer facilities from automobile traffic, and
- recreational trails for pedestrians and bicycles.

TP-5.5 - Unimproved public rights-of-way shall be preserved when reasonable to assure they are available in the future for development of an interconnected network of safe and attractive pedestrian and bicycle access trails to employment, shopping, recreation, and transit centers.

TP-5.6 - Support the preservation of railroad rights-of-way for alternative uses (i.e. trails) when continued rail service is not practical.

TP-5.7 - The municipal code shall include building site design criteria such as reduced setback requirements for through easements (short cuts with sidewalks) for pedestrian and bicycle use while not adversely impacting the development of potential individual parcels. This will provide direct paths to schools, shopping centers, transit facilities, and recreational facilities.

Goal

TG-6 - Develop a consistent, logical, and practical road system.

Policies

TP-6.1 - Maintain existing brick roads, particularly 270th Street NW, in brick when financially feasible.

TP-6.2 - Utilize and update regularly the City's Public Works Development Guidelines

and Construction Standards for design of roadways.

TP-6.3 – Develop an integrated road network throughout the city, particularly in downtown and the UGA (as it is annexed).

TP-6.4 – Encourage or require where appropriate a grid of through-streets to create a transportation system with east-west and north-south connections.

Goal

TG-7 - Plan for State transportation facilities as required by HB 1487.

Policies

TP-7.1 - Maintain a transportation system inventory, level of service requirements, a concurrency ordinance, an assessment of growth impacts, and a needs analysis for SR-532.

TP-7.2 - Coordinate with WSDOT and with Puget Sound Regional Council (PSRC) to ensure consistency with their state and regional transportation plans and their requirements.

TP-7.3 - Coordinate with WSDOT, Island County, and Snohomish County to implement the SR-532 Route Development Plan, including the collection of impact fees for improvements on that roadway.

Goal

TG-8 - Incorporate recommendation of the Design Assistance Team (DAT).

Policies

TP-8.1 - Connect West Stanwood with East Stanwood with an inviting and functional connection.

TP-8.2 - Initiate long-term discussions with rail providers to reestablish Stanwood as a passenger rail stop. Initiate planning and programming for a train station.

TP-8.3 - Provide corridors for pedestrian and small watercraft access to the Stillaguamish River.

TP-8.4 - Coordinate with WSDOT for long-term and near-term improvements to SR-532 as identified in the Route Development Plan.

TP-8.5 - Work with WSDOT to establish well-orchestrated traffic signal timing plans and a coordinated system of traffic progression between traffic signals on SR-532. Ensure that future traffic signals are designed, operated, and located appropriately to allow efficient progression of vehicle platoons.

TP-8.6 - Design intersection areas using landscaping elements, gateway signage and treatments, channelization, and other features to distinguish major intersections within corridors.

TP-8.7 - Work toward completing an integrated street networks for automobiles and pedestrians.

TP-8.8 - Restrict wide-open, undefined access drives to comply with City driveway standards. Work to minimize and consolidate access points to SR-532. Encourage shared parking on adjacent properties with credits for complimentary uses.

TP-8.9 - Establish coordinated gateway and signing programs to establish a sense of community, guide unfamiliar visitors to primary destinations, and revive the downtown area's historic past and original street names.

Level of Service Standards

Level of service (LOS) is a measurement of the quality of some element of a transportation system. It can be described by one or more factors such as travel times, level of congestion, volume-to-capacity ratio, safety, vehicle density, frequency of service, comfort and convenience, or other measures.

The Growth Management Act requires level of service standards be established to gauge the performance of the existing transportation network, including roads and transit. The level of service standards are also used in the establishment of traffic impact mitigation fees. Finally, the level of service standards are used as a tool in programming of transportation funds to determine priorities between needs.

Establishing a level of service standard involves a tradeoff between roadway congestion and improvement costs, or transit service and the costs for improved service. This involves not just technical questions, but political questions. Motorists pay for roadway congestion either through delay or by funding the costs of improvements.

This section addresses existing levels of service and recommends level of service standards for roadways and transit in Stanwood.

Roadway Level of Service

For roadways, level of service performance can be measured in terms of delay, travel speed, vehicle density, or other measures. Of the simplest, most common, and most meaningful measures is delays incurred at intersections. Intersections generally limit the capacity of street networks because they create focused locations where most conflicting traffic movements must share available road space. The “level of service” methodology relates intersection volume and capacity, as derived in the 2000 Highway Capacity Manual.

At unsignalized intersections, vehicular delay is classified on a scale from “A,” indicating an average delay of 10 seconds or less, to “F,” indicating an average delay exceeding 50 seconds. Table TR-1 summarizes the level of service ranges for unsignalized intersections.

Table TR-1. Levels of Service at Unsignalized Intersections

Level of Service	Expected Traffic Delay	Average Vehicular Delay
A	Little or no delay	≤ 10 seconds
B	Short traffic delay	10 to 15 seconds
C	Average traffic delay	15 to 25 seconds
D	Long traffic delay	25 to 35 seconds
E	Longer traffic delay	35 to 50 seconds
F	Very long traffic delay	> 50 seconds

Signalized intersections follow a similar level of service scale, as shown in Table TR-2. These delays are based on control delay, or signal delay. This includes delays when vehicles are stopped, but also delays during deceleration and acceleration.

Table TR-2. Levels of Service at Signalized Intersections

Level of Service	Description	Average Delay (sec/veh)
A	Very low delay; most vehicles do not stop at intersection.	≤ 10
B	Generally good progression or short cycle length; more vehicles forced to stop.	10 to 20
C	Fair progression or longer cycle length; significant number of vehicles stop.	20 to 35
D	Congestion becomes noticeable; individual cycle failures occur; longer delays and longer cycle length; most vehicles stop.	35 to 55
E	Usually considered limit of acceptable delay; indicates poor progression, long cycle length, and high volume-to-capacity ratio; frequent cycle failures.	55 to 80
F	Excessive delay; frequently indicates demand exceeding capacity.	> 80

In a highly developed urban area, level of service “E” is usually considered the minimum operational standard during peak hours. In accordance with TP-2.1, Stanwood adopted a minimum level of service “D” standard for all residential roadways and an LOS “E” standard for commercial intersections and roadways.

Transit Level of Service

The quality of a transit system may be measured in a several ways, such as number of trips per day, proximity of population to nearest stop, hours and days of operation, destinations, schedule reliability, or comparison of travel time to that of a passenger car.

Several level of service criteria are described in the 2000 *Highway Capacity Manual*. Three criteria judged most appropriate for Stanwood were selected as shown in Table TR-3. The transit level of service is based on an assessment of all three characteristics.

Table TR-3. Transit System Levels of Service

Level of Service	Frequency of Service, Vehicles per Day to Seattle	Weekday Hours of Operation, Local Service	Load Factor, Passengers per Seat, Seattle Service
A	> 15	18 to 24	0 to 0.5
B	12 to 15	16 to 18	0.5 to 0.75
C	8 to 11	13 to 16	0.75 to 1
D	4 to 7	11 to 13	1 to 1.25
E	2 to 3	3 to 11	1.25 to 1.5
F	0 to 1	0 to 3	Greater than 1.5

A recommended minimum level of service is “D.” (Based on current service discussed later, the current level of service based on these criteria is “E” for service frequency; “C” for hours of operation; and appears to be “C” for load factor.)

As the City has minimal involvement in providing or facilitating transit service, decisions by the primary transit providers could result in service deterioration beyond the power of the City. Therefore, the transit level of service serves as a barometer of whether the City should lobby transit providers for modification to service.

Adjacent Jurisdictional Standards

Snohomish County Code Title 30.66B establishes roadway concurrency standards, applicable only to County roads. This road adequacy standard is used to: (1) evaluate the impact of proposed development traffic on roadways and intersections, (2) establish conditions ensuring adequate road capacity, and (3) deny proposed development which would have unacceptable impacts on road safety or levels of service.

The ordinance also states that: (1) an interlocal agreement may be adopted by the County and City which designates a different standard within the city boundaries or urban growth areas, (2) no improvements to the city roads can be required by the County based on these ordinances unless the City requests such improvements and an interlocal agreement exists between the City and the County. The Snohomish County Ordinance establishes a level of service “D” for all roadways other than those subject to interlocal agreements as described above, and defines level of service based on actual travel times for corridors that often include more than one intersection.

Transportation Concurrency

Concurrency, as required by GMA, means that transportation facilities should be in place before, at the time, or within a reasonable time (six years) of the impact of

development. The designation of levels of service should be set to reflect realistic expectations consistent with the achievement of growth aims. Setting such levels too high could, under some regulatory strategies, result in no growth. This would be contrary to GMA.

Application of Concurrency Test

Before the City can project future transportation needs it must determine where in the development process it will test for concurrency. Because of the relatively small size of the City, a single development could have a significant impact on the City as a whole. Therefore, the City will review each permit for concurrency at the time of permit application. This does not mean the transportation improvements must be installed at the time of permit application; this is simply when the City will assess a project's impact on the existing and committed transportation capacity.

It should be reiterated that Capital Facilities Policy 1.2 applies to periodic reassessments of needed transportation improvements:

CFP-1.2- Maintain at least a six-year plan to finance needed capital facilities within projected funding capacities. The plan shall clearly identify sources of public money for capital facilities. If projected funding is inadequate to finance projected capital facilities needs based on adopted levels of service standards and forecasted growth, adjustments shall be made to one or more of the following:

1. Revenue sources such as impact fees
2. Level of service standards
3. The Land Use Element, or
4. A combination of the three, to achieve a balance between funding capacities and needed facilities. The Capital Improvement Program shall be updated annually.

Likewise, if transportation concurrency standards can not be met, alternate design options can be considered including the following:

- Shifting development access locations to modify travel patterns
- Contributing to accelerated road improvements that will divert traffic away from a non-compliant location
- Introducing Transportation Demand Management strategies to reduce trip generation
- Phasing development to correspond to longer-range planned improvements.

Inventory and Analysis of Existing Transportation Network

This section of the plan represents an inventory and description of the existing transportation system, and begins to analyze current and projected needs. The inventory and analysis of services and facilities are intended to provide an assessment of the capability of the existing system to meet existing needs, as well as to correlate system needs with estimates of projected land use and growth in Stanwood.

Street Network

Stanwood lies approximately four miles west of Interstate 5. It is connected to the Interstate 5 by SR-532, the primary connection, and 300th St. NW, a secondary connection. See Figure TR-1. Local access to the city is primarily from SR-532 or Pioneer Highway. The traffic circulation within the downtown is focused on 271st Street NW, the main thoroughfare through the downtown. 102nd Avenue NW (Old Pacific Highway) is used primarily by residents entering and exiting the city from the north.

SR-532

This section describes the physical characteristics of SR-532 within the City of Stanwood. SR-532 is the primary east-west corridor for traffic within the City of Stanwood and for traffic traveling through Stanwood between Interstate 5 and Camano Island. Because of development within the city and surrounding communities, SR-532 has become increasingly congested. WSDOT completed a Route Development Plan in 2001 with the assistance of Parametrix (based in Sumner, Washington). The RDP provides a comprehensive inventory of current and future roadway needs and recommended strategies to address deficiencies.

Facility Description

WSDOT classifies SR-532 as a principal arterial. It connects Camano Island to Interstate 5. Approximately one-third of the state route lies within the City of Stanwood between mileposts 3.6 and 5.9.

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Figure TR-1 - Existing Street Network and Functional Classification System
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Table TR-4 describes the five main roadway segments within the City. Traveling west to east, SR-532 is first characterized as part of the local transportation system – with driveways, sidewalks, and parking adjacent to the facility. East of milepost 4.07, the highway becomes more of a regional connection, with access limited to principal roadways, and without parking, sidewalks, or driveways. Between mileposts 4.09 and 5.25, the roadway is elevated, providing an overhead crossing of the Burlington Northern Santa Fe railroad.

Table TR-4. SR-532 Characteristics Within Stanwood

Milepost	Lane Width (feet)	Lane Configuration	Edge Treatment	Speed Limit (mph)
MP 3.60 (City Limits) and MP 4.07 (near Camano Street)	12	Two through lanes with a center two-way left-turn lane.	Curb, gutter, and sidewalk with parallel parking on both sides of the street	35
MP 4.07 to MP 4:25 (98th Ave NW intersection)	12	Two through lanes.	Asphalt shoulders	35
MP 4.25 to MP 4.90 (88th Ave NW intersection)	12	Two lanes with some turn lanes at intersections.	Asphalt shoulders	45
MP 4.90 to MP, 5.25 (Pioneer Highway)	12	Two lanes with some turn lanes.	Limited shoulders, railroad overpass	45
MP 5.25 to MP 5.90 (72nd Ave NW)	12	Two lanes with some turn lanes.	Asphalt shoulders	50

Roadway Access

SR-532 functions as a limited access corridor with the exception of the segment between milepost 3.60 and milepost 4.70 (western City limits to 102nd Avenue NW), where frequent driveways and a center two-way left-turn lane support a high level of vehicle movements to and from SR-532. While access is allowed, many properties have restricted access to reduce congestion and minimize vehicle conflicts. Existing access restrictions include turn restrictions from driveways, and separate driveways for inbound and outbound vehicles. Outside of this segment, SR-532 access points are limited to major street intersections.

Major Intersections

There are six primary intersections along SR-532 within the Stanwood City limits: 102nd Avenue NW (Old Pacific Highway), 98th Avenue NW, 92nd Avenue NW, 88th Avenue NW, Pioneer Highway, and 72nd Avenue NW. The intersections at 102nd Avenue NW and 98th Avenue NW are unsignalized.

SR-532/102nd Avenue - The intersection at 102nd Avenue NW is a stop-controlled intersection providing free through movements for eastbound and westbound traffic. The north leg of the intersection (102nd Avenue NW) becomes the Old Pacific Highway north of the city limits, and connects to Pioneer Highway north of 300th Street NW. The south leg provides access to an industrial use. A two-way center turn lane allows left-turn movements from SR-532 to 102nd Avenue NW and provides a refuge lane for vehicles turning left from 102nd Avenue NW.

SR-532/98th Avenue NW - The intersection of SR-532 and 98th Avenue NW provides connections between Camano Street, 270th Street NW, and 271st Street NW to the north, and Leque Road to the south. This intersection is stop-controlled for northbound and southbound movements. The only auxiliary turning lane is on eastbound SR-532.

SR-532/92nd Avenue NW - The intersection of SR-532 and 92nd Avenue NW provides connections to 270th Street NW and 271st Street NW to the north. This intersection was recently constructed with signalized control and provides access to the central portion of the downtown. The west leg of the intersection has a dedicated left-turn lane, and a single through lane. The east leg has a single through lane with a dedicated right-turn lane. The north leg has a two-lane approach with a dedicated right and left turn lane.

SR-532/88th Avenue NW - The intersection at 88th Avenue NW provides connections from the state highway to 271st Street NW to the north and to 267th Street NW and Marine Drive to the south. The west leg of the intersection has a dedicated left-turn lane, and a shared through/right-turn lane. The east leg has a single through lane with dedicated left- and right-turn lanes. The north and south legs both have single lane approaches.

SR-532/Pioneer Highway - The intersection of SR-532 and Pioneer Highway provides connections from SR-532 north to Conway and its access to Interstate 5. To the south, Pioneer Highway travels southeasterly connecting with the City of Arlington. The west and east legs of the intersection have dedicated left-turn lanes and shared through/right-turn lanes. The north and south approaches have shared left-turn/through lanes and dedicated right-turn lanes.

SR-532/72nd Avenue - 72nd Avenue NW connects to Pioneer Highway to the south and to the City's urban growth areas to the north. The intersection also serves Stanwood High School, Twin City Elementary School, Port Susan Middle School, a major commercial development to the south, and several residential neighborhoods to the north. The intersection has seen many improvements as part of the development of the large commercial center on the southeast corner of the intersection. The west and east legs of the intersection each have a dedicated left-turn lane and a shared

right/through lane. The south approach of the intersection has dedicated left- and right-turn lanes, along with a single through lane. The north leg of this intersection is a single lane with no dedicated turning lanes. Because no southbound left-turn lane exists, processing of north/south traffic is inefficient. The southbound movement provides a lagging protected left-turn phase, so vehicles waiting to turn left can substantially impede through traffic. The southbound approach (and, to a lesser extent, the northbound approach) can be seen to exceed capacity during the afternoon peak hours, especially at the end of the school day.

Pioneer Highway

Pioneer Highway is the primary north-south road linking Stanwood with Arlington to the south and extending north to connect with the Old Pacific Highway to the north. This two-lane rural road has emerged from a farm to market agricultural road to a collector street servicing commercial/industrial development on the east end of downtown and emerging residential development that climbs from the valley floor in the east end of town.

There are several significant intersections along Pioneer Highway. The intersection with SR-532 is one of the most significant as it represents a major cross road in the City. This intersection is signalized and has been described above.

Another important intersection is at Cedarhome Drive NW/85th Drive NW, which forms a wye leading to downtown and 271st Street NW to the west and Cedarhome Drive and an existing concentration of residential development to the east. The steep grade to the east combined with the acute intersection angles make this intersection awkward to those unfamiliar to the downtown area and reduces its capacity.

Other streets including 276th Street NW, 86th Drive NW, Nordic Way, and 288th Street NW extend to and from the east into emerging residential neighborhoods. The majority of these streets form "T" intersections with Pioneer Highway and are stop-controlled.

102nd Avenue NW

102nd Avenue NW connects Stanwood to and from the north. It serves as the north-south spine in the west end of downtown. Within the downtown area, this is the main street of West Stanwood. To the north this two-lane road with intermittent parking and selected turn lanes quickly returns to the rural two-lane road that was part of the Old Pacific Highway leading to Mount Vernon. All intersections along 102nd Avenue NW/Old Pacific Highway are stop-controlled, including its intersection with SR-532.

Street Classification

Public streets are classified according to their function in terms of mobility and land access according to a functional classified system. Many jurisdictions use slightly

different classification systems to describe their particular roads. Arterials generally prioritize mobility over access and carry higher traffic volumes, while local streets emphasize accessibility over mobility and carry lower volumes. SR-532 is classified as a minor arterial by the City of Stanwood. 72nd Avenue NW is a major collector. 102nd Avenue NW, 271 St NW, 88th Avenue NW, 68th Avenue NW, and Pioneer Highway are the City's only minor collectors. The remaining streets are local access. Stanwood's functional street classifications are defined as follows.

Principal Arterial

A minor arterial connects centers and facilities within the community and provides some access to abutting properties. The facility stresses mobility and circulation needs over providing specific access to properties.

Major Collector

Major collectors provide ready access between densely populated areas and principal arterials, adjacent land uses (e.g., shopping, schools, recreation) and generally have much lower traffic volumes than arterials.

Minor Collector

A minor collector connects two or more neighborhoods and carries traffic within neighborhoods. Collectors also channel neighborhood traffic onto the major collectors and the arterials. Typically they carry moderate traffic volumes, have relatively shorter trips than arterials, and carry very little through traffic.

Local Access Street

This category comprises all roadways and streets not otherwise classified. These streets function to provide direct access to abutting properties, sometimes at the expense of traffic movement. Traffic generally moves slowly on these streets, and delays are caused by turning vehicles. Volumes are low.

Stanwood's existing street network and classification system is depicted in Figure TR-1.

Street Conditions

There are approximately 18.5 miles of roadway in the City, excluding SR-532. Of that total, 92 percent is asphalt concrete pavement (blacktop), or asphalt and concrete, 2 percent gravel or dirt, and 6 percent concrete or brick. Table TR-5 summarizes the findings of the survey.

Table TR-5. Street Condition Based on Surface

Surface	Total Length (miles)	Percent of Total Roads
Asphalt Concrete Pavement	16.6	89.7
Brick	0.62	3.3
Concrete	0.55	3.0
Gravel/Dirt	0.38	2.1
Concrete and Blacktop	0.35	1.9
Total	18.5	100.0

Source: Road Condition Inventory for the City of Stanwood, 1993

Traffic Patterns

Stanwood is dependent on SR-532 for access to and from the city, yet the city has limited influence on the State Highway traffic patterns. The predominant travel pattern is the through movement between Interstate 5 and Camano Island. About 19,000 vehicles travel on and off Camano Island from the region on a typical weekday. The predominant volume and higher speeds along SR-532 make access to and from side streets difficult—especially for left-turn maneuvers.

Freight transportation typically enters and exits the City via trucks on SR-532. Serving as the main east/west access for commercial truck traffic downtown is 271st Street NW. Pioneer Highway and 88th Avenue serve as the access from SR-532 to 271st Street NW. The Burlington Northern Santa Fe railroad continues to move freight in and out of Stanwood, including that from industries based in Stanwood.

Traffic Volumes

The City examined the general traffic flow along the existing street system to gain an understanding of traffic circulation as a whole. The description highlights the major roadways. To present a consistent representation of traffic volumes, a series of counts made in 2001 were used to describe travel patterns, and are summarized in Table TR-6 and Figure TR-2.

These data reflect link volumes during the peak 60-minute period during the afternoon commute period between 4 and 6 p.m. These volumes were studied because they generally represent the highest hourly volume within the day.

A review of this information suggests that traffic volumes along SR-532 grow from east to west within the City. This reflects a combination of three types of trips: 1) through volumes between I-5 and Camano Island; 2) external trips like Camano Island residents traveling to and from town to take advantage of City shopping and services; and 3) trips between the uptown and the downtown areas.

Major influx and outflow of traffic occurs at the major cross streets of 72nd Avenue NW, Pioneer Way, 88th Avenue NW, and 102nd Avenue NW. The recent extension of 92nd Avenue NW to SR-532 with signaled traffic control is expected to slightly reduce some traffic volumes at the 88th Avenue NW/SR-532 signalization.

Table TR-6. Year 2003-2004 Traffic Volumes

Location	ADT*	Peak Hour Traffic Volume
SR-532, West of 102nd Ave NW	20,226	1,799
SR-532, West of Camano Street	19,821	1,613
SR-532, West of 98th Ave NW	14,680	1,428
SR-532, West of 88th Ave NW	16,254	1,583
SR-532, West of Pioneer Highway	19,090	1,669
SR-532, West of 72nd Ave NW	16,721	1,470
SR-532, West of 64th Ave NW	15,630	1,459
SR-532, East of 64th Ave NW	16,103	1,429
Pioneer Highway, North of 271st Street NW	4,631	421
Pioneer Highway, South of 271st Street NW	4147	377
Pioneer Highway, West of 72nd Ave NW	2,948	268
Pioneer Highway, East of 72nd Ave NW	3,784	344

* Estimated based on peak hourly volume and estimated ADT ratio.

Existing Transportation Network Operation

The operation of the City of Stanwood's transportation system is assessed against its level of service standards. Policy TP-7 sets LOS "E" as the level of service standard for commercial intersections and roadways within the Stanwood area, including SR-532. Table TR-7 shows the afternoon peak hour levels of service for major study intersections, based on 2001 volumes. As shown, analyzed intersections do not exceed the City's standards except on the unsignalized approach from 102nd Avenue NW. This suggests that some improvements are warranted at 102nd Avenue NW. If a traffic signal were installed here, it is likely that the level of service at Camano Street and 98th Ave NW would improve as drivers shift away from the unsignalized intersections to use the protection offered by the 102nd Avenue NW signal and left-turn channelization.

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Figure TR-2 - Year 2001 Traffic Data Summary
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Table TR-7. Existing Level of Service Summary (2003-4)

North/South Street	East/West Street	Intersection Control	PM Peak LOS and Delay (sec/veh) ¹
102nd Avenue NW	SR-532	2-Way Stop	F, >100
Camano Street	SR-532	SB Stop	D, 26
98th Drive NW	SR-532	2-Way Stop	D, 31
92nd Avenue NW	SR-532	Signalized	A, 3
88th Avenue NW	SR-532	Signalized	C, 25
Pioneer Highway	SR-532	Signalized	C, 29
72nd Avenue NW	SR-532	Signalized	D, 38
72nd Avenue NW	265th St NW	Signalized	A, 6
72nd Avenue NW	267th St NW	2-Way Stop	D, 26

¹Worst approach for unsignalized intersections; overall average for signalized intersections.

Collision History

A collision history along SR-532 was used as an indicator of the accident conditions in Stanwood because it represents the most recent and comprehensive summary of such data. A summary of the last three complete years of data is summarized in Table TR-8. This shows that the accident frequency along SR-532 has remained relatively stable over the past three years. There have not been any recorded fatalities and about 60 percent of the accidents involve only property damage, with the remaining 40 percent involving some type of injury. Over 70 percent of the accidents involved rear-end accidents. Accidents involving cars traveling in the opposite direction accounted for 10 percent of the accident and about 7 percent were angle accidents. There was only one pedestrian accident recorded.

Table TR-8. SR-532 Traffic Collision Summary, 2000 to 2002

Year	Total Accidents	Severity					Collision Type					
		Property Damage	Injury	Fatality	Fixed Object	Rear-end	Opposite Direction	Angle	Overturn	Bicycle	Pedestrian	
2000	75	50	25	0	2	50	8	7	1	0	0	
2001	73	41	32	0	1	56	7	0	0	0	0	
2002	72	46	26	0	3	45	7	6	0	0	1	
Total	220	137	83	0	6	151	22	13	1	0	1	

Collisions were also sorted by road segment, as summarized in Table TR-9. This indicates the highest accident frequency is observed in the section from Pioneer Highway to 88th Avenue NW and from 102nd Avenue NW to Smith Road. This existing problem should be partially mitigated with the widening and channelization planned for as part of the SR-532 improvements. WSDOT designated a High Accident Corridor (HAC) on SR-532 from east of 64th Avenue NW (east of the City limits) to west of Pioneer Highway, meaning during the study period the number of collisions exceeded the statewide average. This section includes two traffic signals – the first encountered by westbound motorists from Interstate 5. WSDOT has identified no High Accident Locations (HAL) in this corridor.

Park and Ride Service

Two park and ride lots serve the Stanwood area. The primary one, located at the Interstate 5 / SR-532 interchange, has capacity for approximately 104 vehicles. A February 2001 report by Parsons Brinckerhoff for the Washington State Department of Transportation reported a year 2000 observed demand of 110 vehicles. Numerous observations during weekdays confirm that demand exceeds supply.

A “satellite” park and ride facility, with capacity for an additional 75 vehicles, exists within Stanwood at 267th Place NW and 88th Ave NW, comprised of two parking lots on either side of SR-532. Observation during field investigations in the downtown area suggest these lots are underutilized. Another lot, however, recently established in the Viking Village parking lot in downtown Stanwood, is well-used.

Table TR-9. SR-532 Traffic Collision History by Location, 2000-2002

Milepost	Location	Collision Frequency	Collision Type							
			Fixed Object	Rear-end	Opposite Direction	Angle	Overturn	Pedestrian	Sideswipe Same Dir.	Other
2.84 - 4.02	Smith Rd to 102nd Ave NW	46	1	24	6	10			4	1
4.03	102nd Ave NW intersection	5		2		3				
4.04 - 4.10	102nd Ave NW to Camano St	2				1			1	
4.11	Camano Street intersection	3			1	2				
4.12 - 4.24	Camano St to 98th Ave NW	9		5		4				
4.25	98th Ave NW intersection	8		6	1	1				
4.26 - 4.89	98th Ave NW to 88th Ave NW	9	1	6	2					
4.90	88th Ave NW intersection	20	1	17	1				1	
4.91 - 5.24	88th Ave NW to Pioneer Hwy	36		36						
5.25	Pioneer Highway intersection	18		14	2	2				
5.26 - 5.89	Pioneer Hwy to 72nd Ave NW	25	1	23						1
5.90	72nd Ave NW intersection	29		18	8	1	1	1		
5.91 - 6.21	72nd Ave NW to City Limits	3		2						1
6.21 - 7.00	East of City Limits	7	2	2	1	1				1
Total		220	6	155	22	25	1	1	6	4

Although not an official park and ride facility, some residents use the parking lot of the Hagggen’s Food and Pharmacy as a de facto park and ride facility. The combination of the heavy demand for the park and ride at the Interstate 5 /SR-532 interchange and this observed condition suggest additional park and ride service might be considered as part of future transit planning as a means of managing traffic volume.

Community Transit Service

One Community Transit commuter route (422) and two local routes (240 and 247) currently serve the Stanwood area.

Route 422 travels to both park and rides, along SR-532 to Interstate 5, and connects Stanwood to Marysville and downtown Seattle. Route 422 makes three runs from Stanwood on weekday morning (between 5:30 and 7 a.m.), with three return runs to Stanwood arriving weekday afternoons (arriving between 5:30 and 7 p.m.). There is no weekend service.

Route 240 offers local service and connects to Arlington seven days a week. It serves the Stanwood Senior Center, Stanwood High School, 72nd Ave NW, Old Pioneer

Highway, 88th Ave NW, the Josephine Sunset Home, 102nd Ave NW, Warm Beach Manor, Lake Goodwin Resort, and the Smokey Point Transit Center. Headways are approximately every 60 minutes until 7 p.m., beginning weekdays at 6 a.m. and on weekends at 9 a.m.

Route 247 connects Stanwood to Marysville and the Everett Boeing facilities. It has four weekday morning runs from Stanwood between 4 and 6 a.m., and four trips returning between 3 and 5 p.m. There is no weekend service.

Island Transit Service

Island Transit route 3 also serves Stanwood, weekdays between 7 a.m. and 5:30 p.m. on approximately 60-minute headways. It connects the Camano Island Plaza near Terry's Corner to Frontier Bank, Haggen Food and Pharmacy, and 272nd Street NW / Pioneer Highway. Riders are charged no fare to use the Island Transit system.

According to a 1991 survey of Stanwood Area residents, only 2 percent of 450 responders used the bus routes regularly. This is consistent with transit usage in other locations outside of major metropolitan areas. However, this transit service can be critical to those with no other mode of transportation, such as those without functioning automobiles, students, and tourists.

Transit Level of Service

Based on the recommended methodology discussed under Level of Service Standards, the concurrency standard for Transit is LOS "E." Based on the current transit service levels, the current transit level of service is "C" or "D." Therefore, transit service is adequate.

Pedestrian Circulation

The two primary sources of pedestrian travel in the Stanwood area are students traveling to and from schools within the City and residents living near downtown walking to procure goods and services. Students living less than one mile's walking distance from their school may walk to school or find alternative transportation. If hazardous conditions exist on roadways (e.g., high speeds, high volumes, inadequate shoulders or sidewalks), then students are bused to school. Most students who are required to cross either SR-532 or Pioneer Highway are bused to school.

Other sources of pedestrian travel are the city's trails. Members of the community have expressed great interest in potential future additions to the City's walking trail system in order to increase recreational walking. In the future, the City should develop policies to identify important pedestrian corridors and improve them to provide safety and ease of access. Parks and recreation facilities, the downtown, schools, and natural

amenities like the Stillaguamish River and the dikes should all be included in a long-term pedestrian plan.

Bicycle Routes

Currently, no formal facilities exist for bicycles although Stanwood is located along a route for bicycle tours to Camano Island. Pioneer Highway is used heavily by cyclists and Camano Island is also a popular bicycling area.

Stanwood has no officially designated bikeways. However, City staff believe bicycle use is increasing, especially recreational biking to and from Camano Island. Bicycling is an important form of recreation. It promotes exercise and good health, and it is an important alternative to the private automobile for transportation to and from home and workplace, schools, commercial centers, and recreational facilities. WSDOT's SR-532 Route Development Plan envisioned designated bicycle lanes as part of the SR-532 roadway improvements.

Water Transportation

Limited water transportation occurs, largely along the Stillaguamish River corridor. Freight transportation is limited because the presence of silt makes the river difficult to navigate. Recreational use of water transportation system includes small motorboats, canoes, and kayaks. These opportunities can be enhanced with more convenient access points to the river.

Rail Transportation

The Burlington Northern Santa Fe railroad crosses under SR-532 near 84th Avenue NW. Rail freight transportation is limited. However, two local food processing plants do transport produce via the railroad and two spur connections.

Future Transportation Conditions and Needs

Future transportation conditions are directly related to land use. The land use forecasts plan on population growth city wide of between 2.5 to 3 percent annually. While this growth has not been broken down into traffic analysis zones or subareas, the majority of residential growth is expected to occur in the east and northeast sections of the city while commercial development will be split between resurgence in the Downtown and continued development in the Highlands.

Residential Growth

Based on the Housing Element, this comprehensive plan estimates there will be about 2000 more dwelling units developed by 2025. The majority of this growth is expected to occur at the east end of the City in the uptown area and north of SR-532. This added

residential development is expected to generate up to 2000 new peak hour trips. The majority of these trips will use the road network to filter down to SR-532 and Pioneer Highway.

Commercial, Industrial, and Public Growth

In addition to the major food processors, the school district makes up a major portion of the work force. There will be a corresponding portion of employment that increases with the housing and population growth. The Comprehensive Plan shows that the majority of this growth is targeted for the downtown area (where recent development is adding or replacing services needed in this growing part of the County) or in the uptown commercial area, as well as on School District properties. These uses will grow at a slower rate but proportionally to population.

Forecasted Roadway Volumes

While population and employment data was insufficiently detailed to develop a comprehensive transportation model, the general forecast of citywide growth in combination with the comprehensive plan map was used to make some general estimates of traffic. Growth is expected to range on heavily traveled streets from 40 to 70 percent. In areas on the edge of the UGA where volumes are currently low, traffic volumes may more than double as new development occurs.

A database of current transportation sector information was created and an annual growth rate was applied to all current traffic volumes. It should be reiterated that the City of Stanwood and Snohomish County have worked together and jointly agreed on the land use assumptions and the geographical extent of growth in the UGA.

Roadway Level of Service

Based on year 2025 traffic forecasts, Table TR-10 describes level of service for the 2025 preferred land use alternative. The analysis finds that all SR-532 study intersections would fail to meet the City's level of service standard assuming the road remains essentially the same as it is today. Growth in the urban growth area, coupled with increased development in surrounding areas, would result in demand volumes exceeding capacity, and excessive delays resulting in the LOS "F" ranking.

If SR-532 is widened to four lanes consistent with recommendations of the RDP, levels of service for all SR-532 signalized intersections would improve to acceptable levels. The widening would not alleviate the level of service "F" condition entering SR-532 from stop-controlled approaches.

Table TR-10. Year 2025 Levels of Service

East-West Street	North-South Street	Intersection Controls	PM Peak LOS, Delay (sec/veh)	
			2 Lane SR-532	4 Lane SR-532
SR-532	102nd Avenue NW	2-Way Stop	F >100	F >100
SR-532	Camano Street	SB Stop	F >100	F >100
SR-532	98th Drive NW	2-Way Stop	F >100	F >100
SR-532	88th Avenue NW	Signalized	F >100	D 36
SR-532	Pioneer Highway	Signalized	F >100	C 23
SR-532	72nd Avenue NW	Signalized	F >100	E 67
265th St NW	72nd Avenue NW	Signalized	B 14	B 14
267th St NW	72nd Avenue NW	2-Way Stop	F >100	F >100

Six-Year Transportation Improvement Plan

Stanwood's current six-year Transportation Improvement Plan (TIP) is a list of projects that are scheduled for funding. This TIP contains road improvements that address a combination of safety, capacity, and long-term road system needs (improvements that bring roads up to appropriate design standards, missing links that facilitate development of an integrated road network, or infrastructure upgrades to reduce repetitious maintenance problems). The Goals and Policies in the Transportation Element have been prepared recognizing that not all projects in the TIP can be considered in the Capital Facilities Element.

Table TR-11 describes projects required over the next six years to improve existing deficiencies and maintain proposed LOS.

Financial planning for transportation must use the same process as the financial planning for other capital facilities. However, the timing and funding of transportation facilities are restricted by the concurrency requirements and the binding nature of LOS standards. The City is also required to provide such transportation services concurrently with new development. To the maximum extent possible, the City works with other agencies to enhance the potential for securing funding and for cost sharing.

Table TR-11. Transportation Improvement Plan, Projects by Year

	2008	2009	2010	2011	2012	2013
68 th Avenue Extension	\$665					
SR-532/72nd Ave		\$259				
270 th Extension (94 th to 97 th)		\$300				
267 th Street		\$543.6	\$1,000			
80 th Avenue Reconstruction Phase I			\$138.8	\$572.8		
80 th Avenue Reconstruction Phase II					\$300	\$438
92 nd Avenue Extension						\$500
Total Expenditures	\$665	\$1,102.6	\$1,138.8	\$572.8	\$300	\$938

All costs in thousands of dollars.

Transportation Systems Management

Transportation Systems Management (TSM) strategies such as traffic signal coordination, real-time traffic monitoring, driver communication technologies, incident response, and high-occupancy vehicle (HOV) management are useful in many instances to provide additional capacity without the typical construction of additional through lanes. Many of these technologies are not expected to be cost-effective given traffic characteristics and volumes in Stanwood. However, some TSM strategies can be highly beneficial. Among them, providing appropriate traffic signal timings and coordinating adjacent traffic signals is expected to be the most cost-effective improvement to reduce motorist delay.

As any major construction project is evaluated, TSM alternatives should always be considered. Improvements such as providing modest turn lanes or extending existing turn lanes to prevent queue blockage can allow more efficient use of available gaps.

Transportation Demand Management

In addition to adding capacity through road widening or TSM improvements, traffic congestion can also be alleviated through improved demand management. Encouraging motorists to travel during off-peak periods, to link multiple trips into a single trip, or to make fewer vehicular trips by carpooling or using transit are a few examples. Transportation Demand Management (TDM) techniques in use include systems such as park and ride lots that make transit service more convenient. Encouraging mixed use development can facilitate walking from one use to another. The City will continue to work closely with Community Transit and Island Transit to tailor local and commuter service to serve the demands of the local area. This will include the expansion and development of park and ride lots which can serve as park and pool facilities.

Analysis of Needed Capacity Improvements

The following analysis addresses improvements to deficient facilities and to maintain LOS standards as the City grows.

Near Term

SR-532/72nd Avenue NW - This intersection is calculated to operating currently at level of service "C," but the northbound and southbound movements suffer long delays, especially at the end of the school day. Significant additional capacity can be provided with construction of a second southbound lane, which would allow more efficient protected/permitted left-turn movements to operate, and would allow left-turn vehicles to queue without impeding southbound through traffic. This improvement is included in the TIP in Table TR-11.

SR-532/102nd Avenue NW - The poor level of service at this intersection warrants signalization. This is expected to be part of the WSDOT improvements along SR-532, but may occur sooner. Together with some minor channelization improvements, this signal could be made as a first phase of the longer range widening plan for the entire corridor. This signal and channelization should address existing congestion and safety concerns.

Future Roadway Improvement Needs

Future traffic needs and conditions were predicted with the aid of regional plans, established LOS standards and designated land uses in the Land Use Element. These were all were used to establish needed improvements and new roadway facilities in the next 20 years.

The City has these long-term goals for its future transportation system:

1. To move local residents safely and efficiently back and forth across SR-532. This will require the following at minimum:
 - A. Traffic signal and crosswalks on SR-532 at or near 98th Avenue NW;
 - B. Pedestrian improvements on SR-532 and crosswalks at all signalized intersections.
 - C. Pedestrian overpass or tunnel (location to be determined).
2. To improve access to commercial land between SR-532 and 271st Street NW. This will require the following:
 - A. A new street connecting 98th Drive NW with 94th Drive NW, along an extension of 269th Street or 270th Street NW and eventually extending east to 92nd Avenue NW;
 - B. Widening of 98th Drive NW from SR-532 to 271st Street NW, and possible consolidation with Camano Drive;

- C. Signalization of SR-532/98th Avenue NW, along with coordination of signal at 88th Avenue NW;
 - D. Signalization of 102nd Avenue NW/SR-532;
 - E. Retention of signal at 88th Avenue NW, as warranted.
- 3. To improve access to and from SR-532, eventual roadway and lane widening, turn lanes, and signalization of all major intersections.
 - 4. Research the viability of additional routes between the residential area “on the hill” and the low-lying commercial area of the city.

Other Considerations

Stanwood UGA

Until the Urban Growth Boundary is adjusted, it is clear that most residential growth will occur north of 272nd Street and east of Pioneer Highway. There are vacant pockets of land throughout the city where infill can also occur, but a more noticeable increase in residential activity will be to the northeast of the city. Based on this information, the City can expect to see a substantial increase in traffic volumes from vehicles coming from that general area. This increase will strain current morning and afternoon peak capacities beyond adopted LOS standards if no road improvements are made on the major collector roads.

The major collector roads that will need improvements because of an increase city population include:

- 1. 72nd Avenue NW (north of SR-532);
- 2. 80th Avenue NW;
- 3. East-west connection at approximately 280th Street NW between 80th Avenue and 68th Avenue;
- 4. Cedarhome Drive NW;
- 5. Cedarhome Drive N;
- 6. 68th Avenue NW (extension to Woodland Rd);
- 7. 276th Street NW (east of current city limits).

72nd Avenue NW will be a natural feeder for vehicles coming south toward SR-532 from anticipated new residential development on either side of 80th Avenue NW, north of 276th Street. Street improvements to 72nd Avenue NW will be essential in the near future. Currently, traffic backups already occur on 72nd Avenue NW during peak traffic periods.

Also, 85th Drive NW, 86th Drive NW, and Cedarhome Drive NW will need improvements in the future. There is an established pattern of interest for several

properties to the north of 280th Street NW for residential development. These three roads will require roadway improvements to handle increased activity serving Pioneer Highway. These local streets were designed to handle lower traffic volumes and not to serve as local collector roads. With an anticipated increase in traffic volumes, engineering studies will need to be undertaken to access the appropriate action for those roads.

Downtown

Improvements to 271st Street NW will also need to be investigated. This street is one of only three roads that connect East and West Stanwood. An increase in commercial development is expected along 271st Street NW, and increased traffic volumes will need to be accommodated. An estimate of current daily traffic volumes for areas located close to 271st Street NW is approximately 16,000 trips per day. Historically, the majority of daytime business in the downtown area has come from residents outside the city limits, including Camano Island. This economic pattern may change in the next several years because of an increase in residential development within the City. Proportionally, more homes are expected to be built inside the City limits than in surrounding unincorporated areas. This may create a shift in roadway use and greater demands on 271st Street NW can be anticipated.

SR-532 Roadway Needs

The City's proposed future network would still rely on SR-532 as the primary route for both local and regional travel needs. Based on the land use and traffic growth assumptions for 2025, SR-532 would require a four-lane cross-section within the City limits to meet future projected traffic levels. In addition, intersection improvements such as turn lanes and signalization will be required to ensure future mobility within Stanwood.

The current WSDOT 20-year *State Highway System Plan* and the RDP suggest SR-532 should be widened to four lanes from the Island County line to Interstate 5 to correct for projected mobility deficiencies along the corridor. While these deficiencies are recognized, WSDOT has excluded these improvements from its fiscally constrained plan, meaning state funding for widening cannot be assumed in the near future. The estimated cost (WSDOT) for widening the segment between Island County line and 64th Avenue NW is at least \$23 million to \$30 million.

Non-Motorized Facilities

Non-motorized facilities including sidewalks, trails and bike-lanes are needed along many major collectors and on SR 532. As noted in the Capital Facilities Element, trails are also needed to meet level of service standards, but also to provide meaningful connections for alternative modes of travel.

Summary

Figure TR-3 illustrates the Future Transportation Network Improvements. A summary list of recommended improvements is:

1. SR-532/72nd Avenue NW, construction of one or two additional southbound lanes.
2. SR-532/102nd Avenue NW traffic signal.
3. Traffic signal and crosswalks on SR-532 at/near 98th Ave NW, and/or pedestrian overpass or tunnel (location to be determined).
4. Extension of 269th or 270th streets between 98th Drive NW and 94th Drive NW, eventually extending to 92nd Avenue NW.
5. Widening of 98th Drive NW between SR-532 and 271st Street NW, and possible consolidation with Camano Drive.
6. SR-532 roadway and lane widening, turn lanes, and signalization of all major intersections (where practical).
7. Research additional connections between downtown and eastern residential areas.
8. 72nd Avenue NW improvements, north of SR-532.
9. 80th Avenue NW improvements.
10. 280th Street improvements.
11. Cedarhome Drive NW improvements.
12. Cedarhome Drive North improvements and traffic signal at Pioneer Highway.
13. 68th Avenue extension and improvements.
14. 276th Street improvements.
15. 85th Drive NW improvements.
16. 86th Drive NW improvements.
17. Traffic signal at Pioneer Highway / Cedarhome Drive
18. 267th Street Reconstruction (Pioneer Hwy to E. 14 miles).
19. 271st Street Overlay (88th Ave to 270th St).
20. 272nd St Reconstruction (Pioneer Hwy to 72nd Ave).
21. 270th St Brick Rd Reconstruction (102nd Ave to Camano St).
22. 90th Avenue Extension/274th Street.
23. New frontage roads along SR 532 to connect to new signal at 92nd Avenue.
24. New 74th Avenue to connect 267th Street with Pioneer Highway.
25. Add trails to Heritage Park and along SR 532 to connect commercial areas of the city.
26. Provide sidewalks/bike lanes with new improvements to SR 532.
27. Provide trail connections to Island County.

Future Transit Needs

No significant changes to transit service have been proposed, so transit levels of service are expected to remain “C” or “D.” However, service shall be monitored, and opportunities for expanded service may be pursued.

Interjurisdictional Coordination

Transit service is coordinated by Community Transit (CT) to match routes with ridership and usage. The City of Stanwood is cooperating with CT and Island Transit (IT) in the routing of buses and the location of bus stops and shelters. Policies acknowledging the need to coordinate CT, IT, and the City’s transportation and land use planning are included in this element and in the Land Use Element. There appears, however, to be limited coordination between the two transit providers to reduce seams for commuters to Seattle, Everett, or Marysville.

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Figure TR-3 – Future Transportation System
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Deficiencies

According to Community Transit staff and City staff, the Interstate 5 lot is operating over capacity, and some park and ride activity occurs in commercial parking areas on the east edge of Stanwood.

Future Pedestrian/Bicycle Needs

As identified in the inventory, the trails are practically nonexistent in Stanwood today. Connecting the schools, recreation areas, residential neighborhoods, and downtown is a high priority. Safe and convenient bicycle racks will be required at all commercial developments. Figure TR-4 presents the proposed bicycle and trail system plan for the city.

Coordination of City Transportation Program

Consistency is not only required by GMA, but it is a necessity to ensure proper coordination. The City will coordinate with surrounding jurisdictions as their plans are completed to assure consistency between Plans.

The City does not possess the resources, nor is it fiscally responsible for addressing all of the traffic circulation systems needs that might be identified through transportation planning. The City is confident that the financial resources necessary to achieve the goals of transportation improvements will be met.

Impact on Neighboring Jurisdictions

Impacts of the transportation plan affect the neighboring jurisdictions of Camano Island and Snohomish County, and also have impacts on WSDOT infrastructure. In accordance with Policies TP-2.5 and 7.2, these agencies will be consulted to ensure plans are compatible. Moreover, the City should explore establishment of interlocal agreements with both counties and the State, to ensure that if development within one jurisdiction results in traffic impacts in the other, appropriate mitigation can be required.

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Figure TR-4 – Proposed Non-Motorized Transportation Facilities
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