

Chapter 8: Transportation Element

8.1 INTRODUCTION

Transportation systems that facilitate access to employment, goods, services, and housing areas are crucial to the economic and social vitality of cities, towns, and other urban areas. No other public service so affects development patterns or is affected by them.

The relationship between land use and transportation is complex and ever changing. Any number of projects can come under the heading of transportation: a regional mass transit system, local transit services available to elderly or disabled residents, traffic impacts of a new shopping center, pedestrian paths, bike trails and so on. Every transportation decision has implications for land use (and vice-versa). Effective planning determines, as nearly as possible, how altering one side of the equation will affect the other.

Under the State Growth Management Act (GMA) 13 goals were established, some affecting our transportation planning:

- *Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.*
- *Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.*
- *Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy.*

This Transportation Element has been developed in line with these goals to address the motorized and non-motorized transportation needs of Arlington. It represents the community's policy plan regarding the provision of transportation facilities for the next 20 years.

The Transportation Element also has been developed in accordance with the Countywide Planning Policies of Snohomish County, and has been integrated with the other Comprehensive Plan elements to ensure internal consistency. It specifically considers the location and condition of the existing circulation system; the cause, scope, and nature of existing transportation problems; the project needs; and plans for addressing these needs while meeting Level of Service standards.

2017 Update

In 2005 and 2015, the City updated its Transportation Plan. For 2015, the “Transportation 2035 Plan -- 2016 Update” has been adopted by the City and, by reference, as part of this Plan. The 2017 Update is based on the future growth and development forecasts discussed in this Comprehensive Plan. The 2017 Update first looks at the City’s existing surface transportation system – a system of roads, sidewalks, trails, and buses – and its ability to meet current transportation needs. The plan envisions a system that links Arlington’s various urban centers and residential communities by a system that is pedestrian and bike friendly to promote livable communities, and a multimodal transportation system that will link all of Arlington’s urban and residential centers.

The 2035 Transportation Plan includes elements that have been used in the updates of Land Use, Public Services and other elements of this GMA Comprehensive Plan. It also updates several elements of the 2005 Transportation Plan:

1. **System inventory.** Inventory of the roadway system, transit facilities, and trails network was reviewed and updated with current information.
2. **Level of service.** The previously established LOS standards for the roadway system were reviewed and revised to match the analysis that was used in the transportation model.
3. **Existing transportation system LOS.** The performance of the current transportation system was described, based on the calibrated transportation model.
4. **Future transportation system needs.** The deficiencies in the roadway system were updated using analysis from the transportation model.
5. **Transportation goals and policies.** These were reviewed for current relevancy and appropriateness. The goals were revised and reorganized, and supporting policies were also revised and augmented to supply implementation guidance.

The 2035 household and employment data represents the official regional growth forecast for the greater Arlington area. Household and employment growth planned for the Marysville UGA was provided by the City of Marysville in 2015. For the Arlington UGA, the household and employment growth totals reflect the land-use forecast described in the Land Use Element (Chapter 5). The total growth anticipated in the Arlington UGA was estimated based on available land calculations and proposed zoning.

The household and employment projections in the Arlington UGA also align very closely with the 2035 land-use forecast for the Arlington area provided by the Puget Sound Regional Council

(PSRC). The PSRC serves as the Metropolitan Planning Organization (MPO) for Pierce, King, Kitsap, and Snohomish counties; Arlington is a city in this MPO. Its Transportation 2035 Plan, 2017 Update follows PSRC’s integrated long-range growth management, environmental, economic, and transportation strategy contained in VISION 2040. It implements the strategies developed in TRANSPORTATION 2040 focusing on congestion and mobility, environment, and funding.

The Growth Management Act requires PSRC to formally certify transportation-related plans, confirming consistency with the Multicounty Planning Policies in VISION 2040, the regional transportation plan (TRANSPORTATION 2040), and requirements in the Growth Management Act.

A new requirement in VISION 2040 is that all local comprehensive plans include a brief statement in the plan itself on how the plan addresses VISION 2040:

“The City of Arlington’s Transportation 2035 Plan, 2017 Update supports the goals and strategies presented in PSRC’s VISION 2040 and Destination 2030 Update. Regional Growth Strategies, Multicounty Planning Policies and specific projects identified in the Destination 2030 Update have been incorporated in this document, and include:

- *Sustainable transportation, including transit and non-motorized improvements*
- *Higher density land use near transportation centers*
- *Improvements to support freight mobility*
- *Multiple east-west and north-south corridors to address disaster response*
- *Access management*
- *Context sensitive road standards*
- *Implementation of improvements of regional significance (trails, transit centers, park and rides)*
- *Complete streets providing for multi-modal transportation*
- *Connectivity with adjacent jurisdictions*
- *Transportation funding strategies”*

--- 2035 Transportation Plan – 2016 Update

Arlington’s Transportation 2035 Plan follows PSRC’s integrated long-range growth management, environmental, economic, and transportation strategy contained in VISION 2040. It implements the strategies developed in TRANSPORTATION 2040 focusing on congestion and mobility, environment, and funding. It also embraces the region’s Multi-County Planning Policies (See Chapter 3).

This Chapter 8 of the Comprehensive Plan summarizes the relevant portions of the 2035 Transportation Plan. Readers can find more detail by referring directly to the Plan itself.

8.2 SYSTEM INVENTORY

Roads

Road systems in a community are built according to a hierarchy of traffic volumes and connections. The City's "functional classification" map of Arlington's streets is shown on Figure 2-5.

- **Arterials** provide for movement across and between large subareas of the city or for movement within large subareas of the city. They may also serve secondary traffic generators and traffic from neighborhood to neighborhood within a large community. ADT volumes typically range from 1,000 to 2,000 vehicles.
- **Collectors** promote the flow of vehicles, bicycles and pedestrians from arterial roads to lower-order roads. Secondary functions are to serve abutting land uses and accommodate public transit. ADT volumes typically range from 1,000 to 2,000 vehicles.
- **Local Access/Residential Roads** are designed to convey vehicles, pedestrians and bicycles to and from destination points (centers, neighborhoods) to higher-order roads. Local access roads do not carry through traffic. Traffic volumes of 250 ADT or less are typical.
- **Alleys** are access roads, paved or unpaved, that do not carry any through traffic. Alleys allow direct access to a property or building from a higher level road. Traffic volumes of 250 ADT or less are typical.

The City also contains State highways carrying regional traffic and freight through the community. These include I-5 to the west, SR-9 on the east, SR-530 to the north, and SR-531 (172nd Street) to the south. SR-530 connects the community of Darrington to I-5. There are also classified "Highways of Statewide Significance (HSS)", which include interstate highways and other principal arterials that connect major communities in the state. Interstate 5, SR-9 from SR-522 near Woodinville to SR-530, and SR-530 from I-5 to SR-9 are classified as HSS routes. Designation assigns a somewhat higher priority for improvement funding as determined by the State Department of Transportation.

Figure 2-5 is the Official Street Map for Arlington. It outlines the classification of Arlington's roads and highways. The condition of Arlington's streets and its 20-year needs are discussed below.

Public Transit

Community Transit operates 30 local routes, including Swift bus rapid transit and 23 commuter routes to Seattle. *Swift* was the State's first bus rapid transit line, running between Everett Station and Aurora Village. The 2015-2020 Transit Development Plan proposes adding 67,000 hours of new bus service over the next six years.

Five bus routes currently serve the Arlington area, both for travel within the city and for commuting:

Routes 201 and 202 travel on I-5 between the Lynnwood Transit Center and the Smokey Point Transit Center, with multiple stops between. Service is provided Monday through Saturday between approximately 5:00 a.m. and 11:00 p.m.

Route 220 runs daily between the Smokey Point Transit Center and downtown Arlington with a stop at 204th NE/67th NE. The route runs generally between 6 a.m. and 8 p.m.

Route 227 provides commuter service between the Arlington Park and Ride and the Everett Boeing plant, with two trips in the early morning and two in the late afternoon. Service is provided Monday through Friday.

Route 230 travels between Smokey Point Transit Center and Darrington on SR-530. It provides early morning and late afternoon service Monday through Friday.

Route 240 provides approximate one-hour service daily between downtown Arlington and Stanwood.

Figure 2-6 illustrates the bus routes serving the City. Community Transit also operates 22 park and ride centers with more than 7,355 parking stalls, including three lots in Arlington. The Smokey Point Transit Center is in operation at 3326 Smokey Point Drive.

Community Transit also offers a vanpool program for commuter trips beginning or ending in Snohomish County. The Dial-A-Ride-Transportation (DART) system serves individuals who are unable to use regular fixed routes. It provides transportation between locations that are within three-fourths of a mile of a local fixed route service. As Community Transit expands its geographic coverage, the number of individuals with disabilities who are eligible for Americans with Disabilities Act requirements will grow. Community Transit will expand its DART services to meet demand.

The agency's Long Range Transit Plan (2011) proposes Transit Emphasis Corridors, which are principal arterials and/or state routes with a mixture of core commercial, high-density residential,

suburban and rural development. Community Transit and the City of Arlington will assess the appropriate time to include the SR-9 Corridor in Community Transit's taxing area. When demand warrants, commute hour express services will be provided to link Arlington and Bothell, with intermediate stops at nodes of development along the corridor.

Airport

The Arlington Municipal Airport is owned and operated by the City of Arlington. It consists of 1,189 acres within the city limits of Arlington. Uses at the airport include general aviation facilities as well as industrial, commercial and public uses. The airport accommodates a variety of users, ranging from single engine aircraft to business jets, and includes activity by helicopters, gliders, and ultralights. The airport does not have scheduled passenger flights.

The airport currently operates with two runways. Runway 16/34 is the primary runway at 5,332 feet in length and 100 feet in width. Runway 11/29 is 3,500 feet in length and 75 feet wide. As of June 2011, 582 aircraft were based on the field as follows: 447 single engine airplanes, 7 multi engine airplanes, 10 jet airplanes, 13 helicopters, 45 glider airplanes, and 60 ultralights. Operations were general aviation and 42% transient general aviation, with less than 1% each of air taxi and military operations. Aircraft operations averaged 367 per day for the 12-month period ending September 30, 2010.

Vehicle access to the airport from downtown Arlington is provided by 188th Street NE and 59th Avenue NE. 172nd Street/SR-531 NE is adjacent to the southern boundary of the airport, and provides direct access to I-5.

Planning efforts for the Arlington Municipal Airport are being completed separately, and are included in this Plan by reference. The City of Arlington adopted the Arlington Municipal Airport Layout Plan Update in June 2012, which provides for anticipated growth in airport activity. The Airport Protection District (AP) was established as an overlay zoning district to protect the viability of the airport and discourage siting of incompatible land uses. The AP District modifies density and land use requirements of the underlying zoning districts based on guidelines within the WSDOT Aviation Division's "Airports and Compatible Land use, Volume 1". The overlay is shown outside of the current city limits as advisory to adjacent jurisdictions. (Figure 2-3). The Airport Layout Plan is shown in Figure 3-4, in the 2035 Transportation Plan

Tribal Transportation Program Road System

As noted by the Puget Sound Regional Planning Council, Washington State Indian Tribes are interested in coordinating with other jurisdictions throughout the region on transportation. They

are aware that the transportation network does not stop at the reservation boundary. The Stillaguamish Tribe (Tribe) and the City of Arlington have been partners in the planning, maintenance and preservation of Arlington's surface transportation network.

The 2012 transportation act, Moving Ahead for Progress in the 21st Century (MAP-21), replaced the Indian Reservation Road (IRR) program with the federal Tribal Transportation Program (TTP). The 2015 transportation program, Fixing America's Surface Transportation (FAST), retained the TTP program. The TTP program is a federal program jointly administered by the Federal Highway Administration's Federal Lands Highway Office and the Bureau of Indian Affairs (BIA) that provides funding for planning, design, construction, and maintenance activities of TTP listed roads. The Tribe and Arlington have identified roads within Arlington city limits that are classified under the TTP program.

Rail Transportation

The Burlington Northern Santa Fe Railway Company (BNSF) I-5 corridor carries both freight and passenger rail traffic. The mainline in the I-5 corridor, from Vancouver, WA to Vancouver, B.C. is owned by BNSF. Amtrak has rights to operate passenger service on this mainline. Everett is the nearest freight railroad terminal to Arlington and is principally used to classify inbound cars for assignment to outbound trains. The rail segment between Everett and Seattle operated at 80% capacity in 2008 and is anticipated to be at 100% or more of capacity by 2028.

Amtrak Cascades provides passenger service between Eugene, Oregon and Vancouver, B.C. on the same tracks as the freight trains. It makes a limited number of stops, with Everett and Stanwood being the closest stops to Arlington.

Sound Transit's Sounder Commuter Train offers commuter rail service between Seattle and Everett and between Everett and Tacoma during weekday morning and evening commute hours. It shares the same railroad tracks as freight trains and Amtrak. Figure 2-5 identifies rail facilities within the City of Arlington.

Non-Motorized Facilities

The City of Arlington's non-motorized transportation facilities include bike lanes, multiuse trails, sidewalks and crosswalks. With today's changing societal attitudes moving away from strict reliance on cars and more to a non-motorized transportation scenario, Arlington is making sure non-motorized transportation facilities are developed for bicycles and pedestrians. Arlington's current and planned non-motorized facilities will connect all of Arlington's urban centers, job centers, residential neighborhoods, parks, and transit. The primary pedestrian and bicycle

connection will be on multiuse trails and then on sidewalks in the residential neighborhoods and urban centers. The City's Non-motorized Facilities Inventory is shown in Figure 2-7.

Bicycles

RCW 47.26.300 states that the establishment, improvement, and upgrading of bicycle routes is necessary to promote public mobility, conserve energy, and provide for the safety of the bicycling and motoring public. The City's currently has a total of 3 miles of bike lanes. At 114 years old, Arlington is a well-established City where creating safe bike lanes within existing roadways is challenging. Arlington chose to create a multiuse trail separate from roadways for both bicycle and pedestrian.

The City incorporates the design of multiuse trails with all new road planning, design and construction. The City also coordinates bicycle/pedestrian improvements with neighboring jurisdictions to connect routes where possible. Exact locations and widths of bike lanes are determined on a project specific basis by the City and consistent with the roadway section standards referenced in this plan.

The City of Arlington has worked cooperatively with PSRC and other stakeholder groups to coordinate City trail programs and planning through the PSRC Regional Bicycle Network. The City continues to coordinate with Bicycle and Pedestrian Advisory Committee (BPAC) with multiuse trail map updates, trail construction funding sources and opportunities, and other trainings/webinars provided by the BPAC to enhance the City's multimodal system

Multiuse Trails

A multi-use trail allows for two-way, off-street pedestrian and bicycle use. Wheelchairs, joggers, skaters and other non-motorized users are also welcome. Arlington's multi-use trails link neighborhoods to business districts, parks and schools; they create connections with recreational and natural areas within the community. Arlington's multi-use trails also contribute to City's goal to provide a safe, reliable, efficient, and socially equitable transportation system that enhances our environment and economic vitality.

The City of Arlington has constructed 26 miles of multiuse trails within the City limits and the UGA, and Snohomish County has three regional trails in the Arlington area, totaling 17.6 miles. Additional information about the trails and their features is included in Table 8-6. Trails described below connect to the Centennial Trail to link residential, commercial, recreational, industrial and public areas.

Centennial Trail

Development of the Centennial Trail began in 1989 during the state's centennial. The Centennial Trail is constructed on the original railway right-of-way built north of Snohomish by the Seattle, Lake Shore, and Eastern Railroad in 1889. It currently connects Snohomish, Lake Stevens and Arlington with a 10-foot wide multi-purpose paved trail for walking, bicycling, hiking and horseback riding. The trail is accessible for those of all levels of physical ability and provides a safe alternative transportation route.

To date, 23 miles of the trail have been completed. The northern section of the trail between Haller Park and Bryant was opened in September 2010, and trail sections from Haller Park south to 172nd Street and Bryant Street to Skagit County were recently constructed. The Centennial Trail is owned and operated by Snohomish County, except for the portion within the Arlington city limits.

The Centennial Trail through Arlington city limits serves as the primary north-south multiuse trail crossing through Arlington and providing direct bicycle and pedestrian connection between the Stillaguamish River and Historic Old-Town Arlington; and to businesses, industries and residential neighborhoods located along the 67th Ave corridor. The 188th St trail connects Centennial Trail to the Airport Trail, which in turn provides bicycle and pedestrian access to Arlington sports fields, the Airport, the Boys and Girls Club, and other industries and business around the Airport.

Airport Trail

The Airport Trail is a 5.5-mile unimproved walking path that circumnavigates the Arlington Airport

188th Trail

The 188th Trail is a paved trail connecting Centennial Trail to Arlington's Quake and Evans ball fields and to the Airport Trail. The City is continuing to work with BNSF to install a safe at-grade pedestrian crossing on this trail segment.

Zimmerman Trail

This trail connects the south end of Crown Ridge Boulevard and the Farmstead Neighborhood off of 204th Street. The feature of this trail is a stair climb approximately 0.2 miles in length.

County Trails

The Whitehorse Trail is a 27-mile long corridor between Arlington and Darrington. Six miles of the trail is open to the public, and the remainder of the trail is closed until bridge railings and decking can be installed. No date has been determined for project completion. River Meadows Park contains 1.6 miles of trails.

Sidewalks

The City recognizes the importance of safely accommodating pedestrians and promoting healthy living and requires that sidewalks or paths be constructed with new development. The City is in the process of developing a Multimodal Plan that prioritizes sidewalk construction by location and land use, primarily to facilitate safe movement between homes, work, shopping/activity centers, and transit facilities; and to facilitate safe movement for children to and from schools and bus stops. The completion of the Multimodal Plan will include a program for completing Arlington's missing sidewalks.

There is a total of 85 miles of sidewalks in Arlington, meaning that approximately 80% of Arlington roads have sidewalks on one or both sides. The network of sidewalks in the City of Arlington is more complete in heavily urbanized sections of the City. There are some older residential developments that have no sidewalks or have gaps between sidewalks; there are also some commercial and industrial areas that have limited or no sidewalks. These areas will be the focus of the City's pending Multimodal Plan.

8.3 LEVEL OF SERVICE

Much of this Transportation Element addresses the City's roads. This is because the Growth Management Act ties the ability of roads to handle traffic to the ability of the community to grow. The City, in accordance with the Growth Management Act, must establish Level of Service (LOS) standards for all roadways in Arlington. These standards are to be used as a means of measuring the performance of the overall transportation network. The City has the responsibility of prohibiting any development that would result in the LOS on any roadway not being met, unless improvements are undertaken to mitigate these impacts *concurrent* with the proposed development.

Level of Service

Level of Service (LOS) is a qualitative term describing operating conditions a driver will experience while traveling on a particular street or highway during a specific time period. It

ranges from A (very little delay) to F (long delays and congestion). The City of Arlington has adopted the following level of service standards:

- City arterials = LOS D
- All other city streets = LOS C
- Highways of Statewide Significance = LOS D
- Regionally Significant State Highways = LOS D

For highways of statewide significance (HSS), the LOS is set by law. For Regionally Significant State Highways (non-HSS), the LOS adopted by the local Metropolitan Planning Organization/Regional Transportation Planning Organization applies. The Puget Sound Regional Council has adopted a LOS D for Tier 2 routes. Tier 2 routes serve the outer urban area outside of a three-mile buffer around the most heavily traveled freeways.

In addition to establishing level of service standards for city arterials and local streets, the City of Arlington also supports Community Transit's 2030 anticipated community based local service level for the City. The City is also establishing street section standards that incorporate bike lanes, sidewalks and trails to provide a comprehensive multi-modal transportation network and improve level of service across all travel modes.

Table 8-3 lists the LOS ratings for 31 intersections. In 2035, 12 of these are projected to fail to meet current level of service standards if no transportation improvements occur. Half of the intersections failing to meet the standard are stop-controlled intersections, typically having minor movements that are restricted by major traffic on the free approaches. All of the failing signalized intersections are along 172nd Street NE (SR-531), a corridor that not only serves commuters to and from major residential areas on the east side of the City, but also serves commercial and industrial areas anticipated to grow significantly on both the north and south sides of the corridor.

Concurrency

The Growth Management Act requires that transportation facilities are to be in place at the time development is completed or that a commitment has been made to complete the facilities within six years. This is called "concurrency". For transportation facilities, the City has adopted a transportation impact fee to be assessed to all development projects within the City based upon the PM peak hour trips generated by the project and to be used for system improvements reasonably related to the new development.

As a part of the SEPA review of a project, potential impacts to the transportation network are identified and mitigation is required to ensure the City's LOS standards are met *concurrent* with the additional travel demand generated by each development project. Non-motorized, pedestrian, and other multimodal options are considered and are included in required mitigation. The City of Arlington also has entered into an interlocal agreement with Snohomish County for mitigation of transportation impacts outside city limits.

Several goals and policies in this Plan require assurances that improvements be put in place concurrent with new development. The adopted 2016 Transportation Plan¹ acknowledges the GMA requirement that transportation facilities be in place at the time development is completed or that a commitment has been made to complete the facilities within six years.

The Comprehensive Plan further adopts by reference the County's "Goal 12 Reassessment Policy" (Appendix I) requiring review of land use and development assumptions if concurrency cannot be achieved. Those methods can include additional demand management strategies, pursuing new revenues, reducing level-of-service standards, or changing the land use maps to reduce demands on services and infrastructure.

Existing Transportation System LOS

Table 8-3 shows the existing Level of Service at 31 intersections. The intersection average LOS is commonly used as the concurrency threshold for reviewing new development impacts. Of the intersections analyzed, 28 of the 31 intersections meet or exceed the minimum allowable level of service of LOS D, and three intersections fall below the standard. Two of these intersections are at SR 530 and Smokey Point Boulevard "Y" (east leg and west leg), and the third intersection is at SR 530 and 211th Place.

Volumes and level of service were also measured along road segments and all are estimated to be at LOS C or above, with the majority at LOS A. The only segment estimated to be at LOS C is 172nd Street NE (SR-531). The highest volumes in the study area are estimated for the 172nd Street NE (SR-531) and SR-530 corridors.

¹ Page 1-10

Table 8-3: Existing Level of Service -- Intersections

Number	Intersection	Intersection Control	LOS
1	E Burke Avenue (SR-530)/N Manhattan Avenue	Stop Sign	C
2	W Burke Avenue (SR-530)/Hazel Street (SR-9)	Stop Sign	C
3	E Division Street/N Olympic Avenue	Stop Sign	C
4	W Division Street/Hazel Street (SR-9)	Signal	B
5	E Maple Street/S Olympic Avenue	Stop Sign	A
6	Lebanon Street/67 th Avenue NE	Stop Sign	B
7	E Highland Drive/S Stillaguamish Avenue	Signal	B
8	211 th Place NE/67 th Avenue NE	Stop Sign	C
9	204 th Street NE/SR-9	Signal	C
10	204 th Street NE/67 th Avenue NE	Signal	B
11	211 th Place NE/SR-530	Stop Sign	F
12	SR-530/I-5 NB Ramps	Signal	B
13	SR-530/I-5 SB Ramps	Signal	B
14	Crown Ridge Blvd/Eaglefield Drive/SR-9	Signal	B
15	67 th Avenue NE/188 th Street NE	Stop Sign	C
16	188 th St NE/Smokey Point Blvd.	Stop Sign	D
17	172 nd Street NE (SR-531)/SR-9	Roundabout	B
18	172 nd Street NE (SR-531)/Gleneagle Blvd	Stop Sign	B
19	172 nd Street NE (SR-531)/67 th Avenue NE	Signal	C

Table 8-3: Existing Level of Service -- Intersections

Number	Intersection	Intersection Control	LOS
20	172 nd Street NE (SR-531)/59th Avenue NE	Signal	C
21	172 nd Street NE (SR-531)/51 st Avenue NE	Signal	C
22	172 nd Street NE (SR-531)/43 rd Avenue NE	Signal	B
23	172 nd Street NE (SR-531)/Smokey Point Blvd	Signal	D
24	Smokey Point Boulevard/Smokey Point Drive	Signal	A
25	172 nd Street NE (SR-531)/I-5 NB Ramps	Signal	A
26	172 nd Street NE (SR-531)/I-5 SB Ramps	Signal	A
27	200th St/Smokey Point Boulevard	Stop Sign	B
28	200th St/23rd Ave	Stop Sign	A
29	SR 530/Smokey Point Boulevard – West Leg	Stop Sign	F
30	SR 530/Smokey Point Boulevard – East Leg	Stop Sign	F
31	Smokey Point Y/Smokey Point Boulevard	Stop Sign	A

8.4 FUTURE TRANSPORTATION NEEDS

Planned improvements in the City of Arlington transportation system include short term needs identified in the Six-Year TIP as well as long-term needs based on conditions expected to develop over the next 20 years. These are summarized from the 2035 Transportation Plan, as follows:

Table 8-4: 2035 Transportation Improvement Project List: Roadways

Proposed Project ID	Project Name	Project Limits	Project Description
R6	74th & 71st	Internal Roads at former furniture manufacturer	Construct new 2 lanes roadways from Hazel St to 204th St. These roadways will tie into 71st Ave and 74th Ave, with 71st Ave tying into 74th Ave
R7	Arlington Valley Rd.	67th Ave - 204th St	Construct new 3 lane roadway from southern terminus of 74th Ave to 191st Pl, connecting 67th Ave and 204th St
R8	197th St Extension	67th Ave - Arlington Valley Rd.	Construct new 2 lane roadway connecting 67th Ave to Arlington Valley Rd (Project 18)
R9	Future Rd	Arlington Valley Rd. - 188th St.	Construct new 2 lane roadway connecting Arlington Valley Rd (Project 18) to 67th Ave at 188th St REMOVED
R10	59th Dr. Extension	59th Dr - Cemetery Rd	Construct 2 lane extension of 59th Dr from northern terminus to Cemetery Rd
R11	186th St	Crown Ridge Blvd – CL	Construct new 2 lane roadway from Crown Ridge Blvd to eastern city limits
R12	89th Ave	172nd St - 186th St	Reconstruct/Extend 89th Ave from 172nd St to 186th St (Project 24)
R13	172nd St/91st Ave	SR-9 roundabout-CL	Reconstruct 172nd St from SR 9 to eastern city limits from a 2 lane roadway to a 5 lane roadway
R14A	SR-531 Widening	43rd Ave - 67th Ave	Reconstruct SR 531 (172nd St) from 43rd Ave to 67th Ave from a 2 lane roadway to a 4 lane roadway. Install roundabouts at the intersections of 43rd Ave, 51st Ave, 59th Ave and 67th Ave
R14B	SR-531 Rehabilitation	Smokey Point Blvd - 43 rd Ave	Perform roadway and corridor improvements. Eliminate Left Turn pockets, install solid median.
R15	59th Ave	172nd St - 192nd St	Reconstruct 59th Ave from SR 531 (172nd St) to northern terminus from a 2 lane to a 3 lane roadway
R16A	63rd Ave – North	188th St - SR 531	Construct new 3 lane roadway from SR 531 (172nd St) to 188th St. Construct right-in-right-out intersection control at intersection with SR 531
R16B	63rd Ave – South	SR 531 - 168th St	Construct new 3 lane roadway from SR 531 (172nd St) to 168th St. Construct right-in-right-out intersection control at intersection with SR 531
R17	180th St	59th Ave - 63rd Ave	Construct new 2 lane roadway from 59th Ave to the BNSF railroad tracks
R18	59th Ave	172nd South – C.L.	Extend 59th Ave from SR 531 (172nd St) to southern city limits from a 2 lane roadway to a 3 lane roadway
R19	168th St	43rd Ave E to BNSF RR Tracks	Construct new 3 lane roadway from 47th Ave to BNSF railroad tracks
R20	51st Ave	172nd St - South C.L.	Reconstruct 51st Ave from SR 531 (172nd St) to southern city limits from a 2 lane to a 5 lane roadway

Table 8-4: 2035 Transportation Improvement Project List: Roadways (cont'd)

Proposed Project ID	Project Name	Project Limits	Project Description
R21	47th Ave	172nd St - South City Limits	Construct 3 lane roadway from SR 531 (172nd St) to southern city limits. Install right-in-right-out intersection control at intersection with SR 531
R22	43rd Ave	172nd St - South C.L.	Construct 3 lane roadway from SR 531 (172nd St) to southern city limits
R23	39th Ave Extension	162nd PI - South C.L.	Construction of 2 lane extension of 39th Ave from 162nd PI to southern city limits
R24	38th Ave Extension	168nd PI - 168th St	Construct 2 lane extension of 38th Ave from 168 th PI to 168th St (Project 50)
R25	39th Ave	168th St - 172nd St	Construct 2 lane roadway from 168th St (Project 50) to SR 531 (172nd St)
R26	39th Ave	172nd St - 173rd St	Construct 2 lane roadway from 173rd St (Project 43) to SR 531 (172nd St)
R27	173rd St (PH3)	43rd Ave - 51st Ave	Construct 2 lane roadway from Airport Blvd (51st Ave) to 43rd Ave
R28	173rd (PH 1&2)	Smokey Point Blvd - Airport Blvd	Construct 2 lane roadway from 43rd Ave to Smokey Point Blvd
R29	43rd Ave Extension	North end of 43rd Ave - Airport Blvd	Construct 2 lane extension of 43rd Ave from northern terminus of 43rd Ave to Airport Blvd
R30	Smokey Point Blvd	172nd St - 188th St	Reconstruct Smokey Point Blvd from SR 531 (172nd St) to 188th St from a 2 lane roadway to a 5 lane roadway
R31	WSDOT rest area connector roads (E&W)		Conduct a study of the viability of constructing roadways to connect the local street system to the rest area interchange
R32	188th I-5 Bridge	Smokey Point Blvd- 27th Ave	Construct 2 lane bridge over I-5 from 188th St terminus to 27th Ave. Reconstruct 188th St.
R33	23rd Ave	200th St- 188th St	Reconstruct 23rd Ave from 200th St to 188th St
R34	188th St	I-5 bridge - 19th Ave	Reconstruct 188th St from 19th Ave to I-5 bridge (Project 47)

Table 8-4: 2035 Transportation Improvement Project List: Roadways (cont'd)

Proposed Project ID	Project Name	Project Limits	Project Description
R35	168th St	43rd Ave - Smokey Point Blvd	Construct 3 lane roadway from Smokey Point Blvd to 47th Ave (Project 36)
R36	188th St	67th Ave - 59th Ave	Reconstruct 188th St from 59th Ave to 67th Ave from a 2 lane roadway to a 3 lane roadway
R37	172nd St NE	67th Ave NE - SR-9	Reconstruct SR 531 (172nd St) from 67th Ave to SR 9 from a 2 lane roadway to a 4 lane roadway.
R38	Tveit Rd	Stillaguamish Ave - City Limits	20 years+
R39	186th St	City Limits ease - 186th (paved road surface)	20 years+
R40	Cross Airport Tunnel	188th St NE - 47th Ave NE	20 Years+

Table 8-5: 2035 Transportation Improvement Project List: Intersections

Proposed Project ID	Project Name	Project Description
I1	Smokey Point Blvd at SR-530	Install a roundabout at Smokey Point Blvd east/SR 530. Reconstruct 27th Ave to align with roundabout. Convert Smokey Point Blvd west/SR 530 to right turn.
I2	Smokey Point Blvd at 188th St	Install a roundabout at Smokey Point Blvd/188th St
I3	Airport Blvd at 188th St	Install a roundabout at Airport Blvd/188th St
I4	SR-530 at 59th Ave	Install a roundabout at SR 530/59th Ave
I5	SR 530 at 211th St	Install a roundabout at SR 530/211th St
I6	SR-530/SR-9 /Division	Add a 2nd EB left-turn lane at SR 530/SR 9/Division
I7	SR-530/SR-9 /Burke	Install a traffic signal at SR 530/SR 9/Burke Ave
I8	204th St at Olympic Pl	Install a roundabout at 204th St/Olympic Pl
I9	204th St at 74th Ave	Install Traffic Signal at 204th St/74th Ave
I10	204th St at 71st Ave	Install Traffic Signal at 204th St/71st Ave
I11	67th Ave at 188th St	Install traffic signal at 67th Ave/Future Rd (Project R9)
I12	67th Ave at Arlington Valley Rd	Install traffic signal at 67th Ave/Arlington Valley Rd (Project R7)
I13	40th Ave and 172nd St	Install Traffic Signal at 40th Ave/SR 530 (Project R14B)

With these improvements most roads and intersections will operate at LOS D or better in 2035. The one exception is the 172nd/SR9 roundabout which will still operate at LOS E.

Arterial Capacity Improvements

Many of the projects listed for 20-year improvement were identified based on the need for added vehicle capacity. Capacity projects include widening the existing roadway to accommodate higher traffic volumes and, depending on the roadway type and location, may also include other improvements such as bike lanes, landscaping, multiuse trails, and sidewalks.

There are a number of improvement options to add capacity at intersections that operate below the adopted level of service. Generally, the City will analyze both roundabout and signal options before deciding on the specific improvements. Depending on the specific situation, one or several of the following improvements may be considered to improve local safety or circulation needs:

- Re-designating existing traffic lanes
- Adding additional lanes
- Road realignment
- Installing a traffic signal system
- Installing a modern roundabout
- Improving pedestrian and bicycle safety
- All way stop control

Non-Motorized Improvements

The City's planned non-motorized improvements include sidewalks, crosswalks, trails, and bicycle lanes. The City is in the process of developing crosswalk standards that will match the level and type of non-motorized traffic with the classification of street being crossed (arterial, collector, residential, etc.).

The City's proposed Non-motorized Facility Projects are shown in Table 8-6. The City is in the process of developing a sidewalk plan that prioritizes sidewalk construction by location and land use.

Table 8-6: 2035 Non-motorized Improvement Project List - Trails

Proposed Project ID	Project Name	Project Limits	Project Description
T01	168th Trail	51st Ave to 43rd Ave	12-ft wide, 3,650-ft long paved multiuse trail to be completed as part of road project R19
T02	173rd Trail	Smokey Pt Blvd to Airport Blvd	12-ft wide, 2,210-ft long paved multiuse trail to be completed as part of road project R28A & R28B
T03	188th Trail	Smokey Pt Blvd to Airport Blvd	12-ft wide, 1,550-ft long paved multiuse trail to be completed as part of road project R2
T04	204th Trail	Centennial Trail at 69th Ave to SR-9	12-ft wide, 2,075-ft long paved multiuse trail, trail under planning & design (partially funded)
T05	43rd Trail	172nd St to 168th St	12-ft wide, 1,820-ft long paved multiuse trail to be completed as part of road project R2
T06	51st St Trail	172nd St to City Limits	12-ft wide, 1,590-ft long paved multiuse trail to be completed as part of road project R20
T07A	63rd Trail #1	Cemetery Rd to 188 th St	12-ft wide, 5,240-ft long paved multiuse trail
T07B	63rd Trail #2	188 th St to SR-531	12-ft wide, 5,200-ft long paved multiuse trail to be completed as part of road project R16A
T08	188 th Trail	67th Ave to 66th Ave	12-ft wide, 360-ft long paved trail connecting existing 188th St trail to Centennial Trail
T09	172nd Trail #1	43rd Ave to 67th Ave	12-ft wide, 7,710-ft long paved multiuse trail with 2020 construction start, part of project R14A
T10	74th Trail	200th St to 204th St	12-ft wide, 2,000-ft long paved multiuse trail to be completed as part of road project R7
T11	Arl. Valley Road Trail	67th Ave to 200th St	12-ft wide, 4,000-ft long paved multiuse trail to be completed as part of AVR project R7
T12	Bluff Trail	188th St to Smokey Pt Blvd	12-ft wide, 2,900-ft long unpaved trail along bluff in natural setting with overlook
T13	Burke Trail	Trail to trail connection	From Centennial Trail to Eagle Trail, construct with Haller Park project
T14	Gilman Trail	Trail to Park connection	12-ft wide, 2,500-ft long paved trail from Centennial Trail to Country Charm Park
T15	Country Charm Access	Trail to Park connection	10-ft wide, 800-ft long unpaved trail connecting Country Charm Park to Twin Rivers Trail (T17)
T16	Cemetery connector	Centennial Trail to SPB Trail	10-ft wide, 15,140-ft multiuse trail from Cent. Trail at 204th St to Smokey point Blvd

Table 8-6: 2035 Non-motorized Improvement Project List – Trails (cont'd)

Proposed Project ID	Project Name	Project Limits	Project Description
T17	Twin Rivers Trail	Trail to Park connection	10-ft wide, 1,100-ft paved trail connecting Country Charm trail (T15) to Twin Rivers Park
T18	Edgecombe Trail (A)	172nd St to Marysville	2,100-ft long unpaved trail connecting Centennial & 172 nd St trails, parallels realigned Edgecombe Crk
T19	Edgecombe Trail (M)	Marysville Trail	Marysville's extension of Edgecombe Trail (T18) starting in Arlington (<i>see Marysville plan</i>)
T20	Frontage Trail	Trail to Park connection	10-ft wide, 5,475-ft paved trail connecting Centennial Trail to Portage Creek Wildlife Refuge
T21	Gleneagle Trail	Neighborhood Trail	10-ft wide, 6,100-ft trail connecting Centennial Trail thru Gleneagle neighborhood, passing two schools
T22	172nd Trail #2	67th Ave to 89th Ave	12-ft wide, 7,250-ft long trail connecting 172nd Ave #1 (T09) trail to 89 th Ave Trail (T29), part of projects R37 & R13
T23	Highland Dr	S Olympic to Hospital	12-ft wide, 2,200-ft long trail connecting Hospital to S Olympic Trail (T28), included with project R5
T24	Island Crossing Trail	Trail & SW system	Combined paved trail and sidewalk system within City and state right-of-way, included with project I1
T25	S Olympic Trail	204 th St to Highland Dr	12- ft wide, 2,575-ft long paved trail from 204th St Trail (T04) to Highland Dr Trail (T26)
T26	Smokey Pt Blvd Trail #1	35th Ave to SR 530	12-ft wide, 9,150-ft long paved trail from SPB Trail #2 at 35th Ave and extending to trail and to Island Crossing Trail (T24), part of road project R1
T27	Smokey Pt Blvd Trail #2	172nd St to 35th Ave	12-ft wide, 4,000-ft long paved trail from SPB Trail #1 to Smky Pt Transit Center, 173rd St Trail (T02), and S. City Trail (T28), part of road project R30
T28	South City Trail	172nd St to 164th St	12-ft wide, 4,000-ft long paved trail connecting SPB Trail #2 to Country Manor trail
T29	89th Trail	172nd St to Crownridge Blvd	12-ft wide, 5,950-ft paved trail from 172nd St to Crownridge, part of projects R12, R39, and R11

Table 8-7 shows LOS deficiencies at certain intersections along with the LOS if improvements are made as shown. These improvements vary by location, but typically include conversion to signalized intersections or roundabouts and associated widening.

Table 8-7: LOS After Improvements

Number	Intersection	Intersection Control	Projected 2035 with Imp	
			LOS (Delay)	Worst v/c
1	E Burke Ave/N Manhattan Ave	Stop Sign	C (17)	0.22
2	E Burke Ave (SR 530)/ SR 9	Signal	C (21)	0.89
3	E Division St/N Olympic Ave	All Way Stop	B (12)	0.48
4	W Division St / (SR 530) / (SR 9)	Signal	C (34)	0.84
5	E Maple St/S Olympic Ave	All Way Stop	B (11)	0.41
6	Lebanon St/67 th Ave NE	All Way Stop	E (39)	1.12
7	E Highland Dr/S Stillaguamish Ave	Signal	B (12)	0.64
8	211 th PI NE/67 th Ave NE	Signal	A (8)	0.72
9	204 th St NE/SR 9	Signal	C (30)	0.86
10	204 th St NE/67 th Ave NE	Signal	C (26)	0.83
11	211 th PI NE/SR 530	Roundabout	A (9)	0.82
12	SR 530/I-5 NB Ramps	Signal	C (25)	0.93
13	SR 530/I-5 SB Ramps	Signal	C (21)	0.79
14	Crown Ridge Blvd/SR 9	Signal	B (12)	0.79
15	188 th St NE/67 th Ave NE	Signal	B (16)	0.86
16	188 th St NE/Smokey Point Blvd	Roundabout	C (34)	1.19
17	172 nd St/SR 9	Roundabout	E (57)	1.16
18	172 nd Ave NE/Gleneagle Blvd	Stop Sign	C (21)	0.28
19	172nd St NE/67th Ave NE	Roundabout	C (26)	1.16
20	172nd St NE /59th Ave NE	Roundabout	C (23)	1.34
21	172nd St NE /51st Ave NE	Roundabout	C (24)	1.14
22	172nd St NE /43rd Ave NE	Roundabout	A (10)	0.75
23	172nd St NE /Smokey Point Blvd	Signal	D (55)	1.04
24	Smokey Point Dr/Smokey Point Blvd	Signal	A (3)	0.38

Number	Intersection	Intersection Control	Projected 2035 with Imp	
			LOS (Delay)	Worst v/c
25	172nd St NE /I-5 NB Ramps	Signal	C (29)	0.96
26	172nd St NE /I-5 SB Ramps	Signal	B (16)	0.95
27	200th St/Smokey Point Blvd	Stop Sign	C (22)	0.21
28	200th St/23rd Ave REMOVED	Stop Sign	A (10)	0.09
29	SR 530/Smokey Point Blvd – W Leg	Stop Sign	B (13)	0.01
30	SR 530/Smokey Point Blvd – E Leg	Roundabout	B (13)	0.76
31	Smokey Point Y/Smokey Point Blvd	Stop Sign	B (13)	0.44

Six-Year Transportation Improvement Program (TIP)

The City of Arlington's Six-Year TIP (2016-2021) provides information on project locations, funding and schedule. A number of the roadway and intersection deficiencies identified in the previous section are included in the TIP, and some are currently underway or planned for construction. The City updates its TIP annually, and the TIP is adopted as part of the Transportation Element of the City's current GMA Comprehensive Plan. A copy of the current Six-Year TIP is presented in Chapter 9.

Snohomish County's Six-Year TIP (2018-2023) includes two projects near the Arlington area: widening 140th Street NE from 23rd Avenue NE to 34th Avenue NE, and intersection improvements on 67th Avenue NE at 152nd Street NE and 132nd Street NE.

The Puget Sound Regional Council creates a new Regional Transportation Improvement Program (TIP) every two years, following the project selection process for the federal funds awarded through the Regional Council. The TIP ensures that transportation projects meet regional transportation, growth and economic development goals and policies, as well clean air requirements. In order to qualify, projects must meet the following criteria:

- A project is using federal and/or state funds, or
- The project is funded locally AND is considered regionally significant, and
- The project's funds are scheduled for use within the three-year time span of the current TIP.

The 2015-2018 TIP includes two projects within the City of Arlington: Smokey Point Boulevard Pavement Preservation (*completed 2015*) and 67th Avenue Pavement Preservation (scheduled for completion in Summer 2017).

**Table 8-8:
Six Year Transportation Improvement Plan**

Project	Cost (\$ MIL)	Funding	2018	2023	2020	2021	2022	2023
Pavement Preservation	\$4.725	TBD	\$0.725	\$0.770	\$0.785	\$0.800	\$0.815	\$0.830
Pedestrian Safety	\$0.475	TBD	\$0.225	\$0.050	\$0.050	\$0.050	\$0.050	\$0.050
204 th /77 th Ave. Roundabout	\$3.154	TIF TIB	\$0.129 \$0.514	\$0.411 \$2.100				
Arlington Valley Road	\$4.550	TIF TIB Oso Fund Other Funds	\$0.259 \$2.360 \$0.500 \$1.432					
204 th S. Trail	\$0.2777	PSRC/STP TIF		\$0.144				
74 th Street Bike Trail	\$0.332	TIF Pending	\$0.033 \$0.299					
SR 531 Widening	\$39.8	PSRC/STP TIF		\$6.0	\$6.0	\$6.0	\$13.9 \$0.250	\$13.9 \$0.250
SR 531 Rehabilitation		PSRC/STP TIF					\$1.040 \$0.260	
40 th Ave. Signalization	\$1.070	TIB TIF				\$0.926 \$0.145		
173 rd St Phase 1&2	\$3.180	TIF TIB Oso Fund		\$0.78 \$1.970 \$0.400	\$0.052 \$0.580 \$0.100			
173 rd St Phase 3A	\$3.180	TIF Airport Fund	\$0.150	\$0.150 \$0.400	\$0.100			
47 th Ave (Business Park)	\$0.650	TIF Other Funds	\$0.150 \$0.175	\$0.150 \$0.175				
Island Crossing	\$10.0	TIF WSDOT PSRC/STP Other Funds					\$0.650 \$3.500 \$3.000 \$2.850	
SR530 Roundabout	\$3.525	TIF WSDOT PSRC/STP Other Funds		\$0.050	\$0.225 \$2.000 \$0.750 \$0.500			
SR530/Burke Signalization	\$0.130	TIF WSDOT			\$0.150 \$1.150			
SR530/SR9 Signal	\$2.600	TIF WSDOT PSRC/STP						\$0.100 \$2.000 \$0.500
89 th Ave/186 th St. NE	\$7.100	TIF TIB PSRC/STP					\$0.600 \$3.500 \$3.000	
Highland Dr. Sidewalk/Trails	\$0.837	TIF State Grant					\$0.167 \$.670	
2 nd St. Sidewalk Completion	\$0.480	TIF State Grant			\$0.065 \$0.415			
TOTAL	\$87.897		\$6.794	\$4.496	\$12.090	\$12.368	\$27.670	\$24.480
Arlington TIF Funds	\$5.336							
Transportation Benefit Dist.	\$5.200							
WSDOT	\$8.650							
TIB Grants	\$11.950							
PSRC/STP Funding	\$47.734							
Oso Funds	\$ 1.000							
Developer Funds	\$0.855							
Other Funds	\$7.316							