





# BOOK 6: TRANSPORTATION

## Introduction

The Transportation book addresses the multi-modal transportation system serving Arlington residents, workers, and visitors including roads, public transit, rail transportation, non-motorized facilities (bike lanes, multiuse trails, sidewalks, and crosswalks), and the Arlington Municipal Airport. This book also aims to support the 2024 Transportation Master Plan. The primary objective of the Transportation book is to ensure Arlington has a well-connected multi-modal system that offers safe and easy travel options that are accessible, build climate resiliency, and promote livability. The goals and policies established in the Transportation book are related to efficient and equitable services, environmental impacts, energy conservation, fewer vehicle miles traveled, walkability, concurrency, safety, connectivity, annexation, and coordination with other agencies.

# GOALS AND POLICIES

## T-1 Ensure capital facilities and utilities achieve efficient delivery of services, support equitable distribution of services, minimize environmental impacts, and maximize value for the community.



- T-1.1** Minimize and mitigate the adverse impacts of transportation facilities including culverts, bridges, or other road crossings on designated critical areas, resource lands, cultural resources, or parks through the implementation of performance standards and design guidelines in accordance with WDFW current Fish Passage, and WSDOT Cultural Resources and Archaeology guidelines.
- T-1.2** Develop the transportation system in a manner that encourages conservation of energy and natural resources, following a grid system where feasible and allowing meandering when necessary to avoid environmentally critical areas.
- T-1.3** Route new roads to avoid traversing areas identified as critical wildlife habitat or publicly owned natural preserves, parks, and recreation areas, except in cases of overriding public interest.
- T-1.4** Avoid building roads in areas prone to natural hazards including erosion.
- T-1.5** Reduce air pollution emissions associated with land use and transportation in accordance with national, state, regional, and local policies, and standards.

*Haller Railroad Bridge at the intersection of the North and South Forks of the Stillaguamish River (PC Deborah Nelson)*

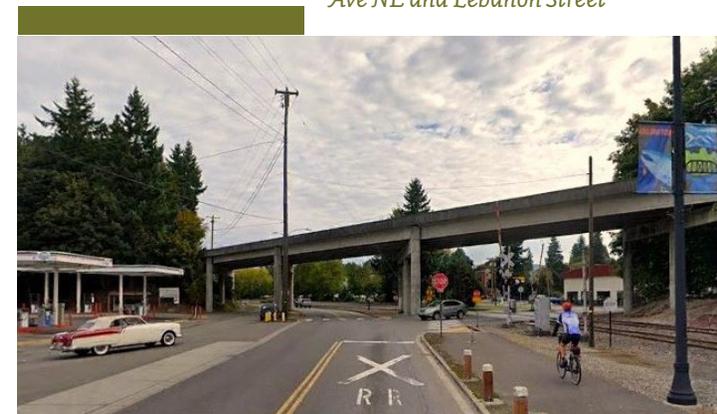


**T-2 Ensure the equity and availability of potential funding streams and provide transportation improvements consistent with the Capital Improvement Plan in prioritizing and financing. Prioritize programs and projects that provide access to opportunities while preventing or mitigating negative impacts to people of color, people with low incomes, and people with special transportation needs.**



- T-2.1** Develop and charge a multimodal transportation impact fee for the purposes of building a transportation network that supports multiple travel operations.
- T-2.2** Update the Transportation Improvement Program (TIP) annually as projects are completed and re-prioritized on an annual basis.
- T-2.3** Require developers to construct those streets directly serving new development and to pay a proportionate share of the costs for specific off-site improvements necessary to mitigate any adverse impacts determined through the review to be created by the development.
- T-2.4** Update transportation improvement cost estimates annually to determine appropriate shares from developers and users as established.
- T-2.5** Investigate alternative methods of obtaining financing for transportation improvements, including: local option taxes, bonding, Local Improvement Districts, combining efforts with other agencies, investigating possible grant and loan opportunities such as Safe Routes to School funding, federal grant programs and interlocal agreements for mitigation costs with Snohomish County.

*Centennial Trail intersection at 67th Ave NE and Lebanon Street*



**T-2.6** If funding is unavailable, or if development is progressing beyond the ability to provide sufficient transportation facilities, the City should consider development moratoriums, as necessary, until the transportation facilities can be brought into alignment with approved LOS.

**T-3 Minimize the adverse impacts of industrial uses to adjacent and abutting residential properties.**

**T-3.1** Sign and maintain Truck Route(s) and enforce their use.

**T-4 Ensure adequate utility, capital facility, and transportation services to accommodate businesses providing jobs, goods, and service.**

**T-4.1** Maintain the existing and future transportation system through maintenance and preservation programs.

**T-4.2** Make transportation investments that improve economic and living conditions so that industries and skilled workers continue to be retained and attracted to Arlington.

**T-4.3** Coordinate planning and management of rail line and aviation systems and support capacity expansion that is compatible with state and regional plans and minimize health, air quality, and noise impacts.



**Economic Stability and Vibrancy**



**Economic Stability and Vibrancy**

## T-5 Develop transportation strategies that encourage the use of pedestrian, bicycle, and mass transit facilities that will lead to savings of nonrenewable energy sources and reduce vehicle miles traveled.

- T-5.1** Encourage non-motorized travel by providing safe and efficient movement of bicycles and pedestrians along streets and highways through constructing sidewalks and other footpath systems as well as bicycle paths.
- T-5.2** Construct a multi-use trail network that connects the schools and downtown area with athletic fields/parks near the airport.
- T-5.3** Coordinate bicycle/pedestrian facility improvements, including the Centennial and Airport Trails, with neighboring jurisdictions to connect routes, where possible.
- T-5.4** Protect existing mass transit rights-of-way.
- T-5.5** Continue to coordinate with agencies and neighboring jurisdictions involved with public transportation to identify what works best for the City and participate in those ventures and proposals that benefit Arlington.
- T-5.6** Coordinate with surrounding communities to support public outreach efforts regarding transportation and land use strategies that encourage the use of public transportation.
- T-5.7** Continue to maintain the transit levels of service used by Community Transit.
- T-5.8** Develop pedestrian and bicycle level of service guidelines to assess completion of the established pedestrian and bicycle network in the Arlington Complete Streets Plan.



**Climate Adaption  
and Resiliency**

*Community Transit bus stop*



## T-6 Implement Travel Demand Management and Transit Oriented Design to create a more walkable city.

- T-6.1** Encourage measures or facilities in both private and public development that support alternate modes of transportation, such as showers/dressing rooms, lockers, and secure bike parking.
- T-6.2** Develop a bicycle commuter strategy, involve local users of all levels to define all needs.
- T-6.3** Encourage transit-oriented development and multi modal planning in new developments through the permitting process.
- T-6.4** Encourage major employers to develop carpools, commuter routes, and provide company incentives if carpools are used.
- T-6.5** Encourage and plan for “pedestrian-scale” neighborhoods and centers to enhance access and mobility for active transportation users.
- T-6.6** Support the development of Mobility as a Service (MaaS) to provide a diverse menu of transport options, including public transportation, active modes such as walking and cycling, ride/ car/bike-sharing, ride-share services, etc.



**Climate Adaption  
and Resiliency**

*Schematic of future Smokey Point  
Boulevard Corridor Project*



**T-7 Create a resilient transportation system, minimize environmental impacts caused by the transportation system, and promote energy conservation by developing incentives and/or requirements for energy-saving transportation, land development patterns and practices, and building construction and operation methods and materials.**



**Climate Adaption  
and Resiliency**

- T-7.1** Explore the feasibility of reducing the impervious surface used in right-of-ways, sidewalks, parking lots and roads by using new pervious materials (e.g., grasscrete, EssentialSoil, etc.). Applications of these technologies will be approved on a case-by-case basis by the City Engineer.
- T-7.2** Investigate modifications to detention requirements, including the use of innovative designs and/or materials that improve drainage.
- T-7.3** Use L.I.D techniques in lieu of conventional methods of stormwater treatment/control wherever possible and create programs to evaluate and maintain new L.I.D facilities.
- T-7.4** Strive to achieve silver certification using the Sustainable Transport Council's "Greenroads" sustainability rating system for transportation improvement projects that exceed \$500,000 in costs, where feasible and appropriate, apart from arterial resurfacing and sidewalk repair projects.
- T-7.5** Partner with Snohomish County and other local jurisdictions to promote public outreach related to pollution reduction programs including noise mitigation and energy conservation.
- T-7.6** Retrofit existing roadways to meet or exceed current stormwater requirements where possible.

- T-7.7** Meet and maintain federal and state air quality requirements by working with the state, regional and local agencies, or jurisdictions to develop transportation control measures and/or similar mobile source emission reduction programs
- T-7.8** Reduce the need for new capital improvements through investments in operations, pricing programs, demand management strategies, and system management activities that improve the operational and energy efficiency of existing transportation systems.
- T-7.9** Provide for the efficient movement of traffic through advanced traffic control measures, intelligent transportation system (ITS) technologies, speed management, access management, channelization improvements and multimodal design features. Use advanced technologies to better manage traffic volumes on major arterials and improve the efficiency and coordination of traffic signals. Aggressively pursue improvements to the state highways through or near Arlington.
- T-7.10** Require installation of electric vehicle charging facilities with new multifamily and commercial developments.
- T-7.11** Support the transition to a cleaner transportation system through investments in zero emission vehicles, low carbon fuels, and other clean energy options.
- T-7.12** Provide infrastructure sufficient to support widespread electrification of the transportation system.
- T-7.13** Advance the resilience of the transportation system by incorporating redundancies, preparing for disasters and other impacts, and coordinated planning for system recovery.

*Electric Vehicle charging stations*



**T-7.14** Assess and plan for adaptive transportation responses to potential threats and hazards arising from climate change.

**T-8 Plan, develop, and maintain a balanced multimodal transportation system for the efficient movement of people, goods, and services within the City and between the community and other activity centers in the region.**

**T-8.1** Ensure that safe, convenient, and efficient multimodal transportation facilities are provided for all residents and visitors to the City, including accessibility improvements to existing facilities as well as improvements to serve growth areas.

**T-8.2** Design the street system to enable walkability. Encourage alternatives to single-occupancy vehicle trips and distribute vehicle trips along appropriate corridors.

**T-8.3** Provide opportunities for public review and comment in significant transportation decision making activities.

**T-8.4** Implement the adopted Complete Streets Program to ensure that all transportation projects include safe and appropriate facilities for pedestrians, bicyclists, transit users accommodating persons of all ages and abilities.

**T-8.5** Maintain a safe, convenient, and efficient multimodal transportation system for people and freight that allows freight to support the continued growth in goods movement and the growing needs of global trade and state, regional and local distribution of goods and services.



**Neighborhoods  
and Connectivity**

*Bicycle sculpture in Legion Park*



**T-8.6** Prepare for and be responsive to changes in transportation technologies and mobility patterns for people and goods, and encourage partnerships with the private sector, where applicable.

**T-8.7** Cooperate in efforts to acquire and/or purchase abandoned railroad right-of-way in order to preserve options for alternative transit corridors, such as commuter rail, and consider co-existing uses, such as freight rail, nonmotorized transportation, and recreational activities.

**T-9 Ensure concurrency by providing an effective multimodal transportation network with adequate capacity to meet the demand for travel within the City at the adopted Level of Service (LOS) standard.**

**T-9.1** Ensure that all development permits require transportation improvements in accordance with Arlington’s ability to provide and/or maintain the adopted levels of service.

Transportation dedications and improvements for projects that exceed the existing level of service shall be in place with the final approval of a subdivision or short plat or at the time of final building inspection for non-subdivision projects. In lieu of immediate installation of such improvements, and as a condition of permit approval by the City, a performance bond or other security mechanism may be provided by the developer guaranteeing installation within six years of final approval.



**Neighborhoods  
and Connectivity**

*BNSF Train at the Depot in Legion Park*



- T-9.2** Traffic impacts of proposed projects shall be determined through project-provided impact assessment reports, which shall be required of every project for which the concurrency test must be applied. The City may waive this requirement where such impacts may be determined administratively and/or the project applicant agrees to mitigate any administratively determined impacts.
- T-9.3** Establish and adopt a multimodal concurrency program and level of service standards or guidelines. Prepare an annual report on concurrency for Arlington.
- T-9.4** Encourage the use of the railroad by ensuring easy access to railroad loading stations via City streets by both automobiles and trucks and by ensuring efficient travel of the railroad where it crosses City streets.

**T-10 Maintain and enhance the safety of the transportation system, including non-motorized networks, and reduce the chance of accidents.**

- T-10.1** Maintain mapped inventory of the Arlington transportation system, traffic data such as traffic counts and accident data. Conduct studies to support operational and traffic safety improvements.
- T-10.2** Create a Local Roads Safety Plan to identify prevalent crash types and crash risk with corresponding recommended proven safety countermeasures and prioritize and implement safety improvements.
- T-10.3** Prioritize the maintenance of the multimodal transportation system according to condition, putting the facilities with poor condition as the highest priority.



**Neighborhoods  
and Connectivity**

**T-10.4** Prioritize sidewalk and shoulder improvements in areas of high traffic volumes or pedestrian activity to improve safety.

**T-11 Future growth in the City will be accommodated and served consistent with the PSRC Regional Growth Strategy.**

**T-11.1** Focus transportation system improvements on connecting transportation centers and supporting existing and planned development consistent with future growth strategy.

**T-11.2** Prioritize multimodal transportation investments in centers and station areas.

**T-12 Coordinate the planning and implementation of the City’s multimodal transportation system with adjacent and regional jurisdictions and agencies.**

**T-12.1** Work with WSDOT, Snohomish County and Marysville in planning transportation-related facilities within and adjacent to the UGA.

**T-12.2** Review impacts to the City created by the actions of other agencies. Actively solicit action by the State of Washington and Snohomish County to implement those improvements necessary to their respective facilities to maintain the level of service standards adopted by the City.

**T-12.3** Consider designating transportation service areas that provide the geographic basis for joint projects, maintenance, level of service methods, coordinated capital and mitigation programs and finance methods for transportation facilities and services.

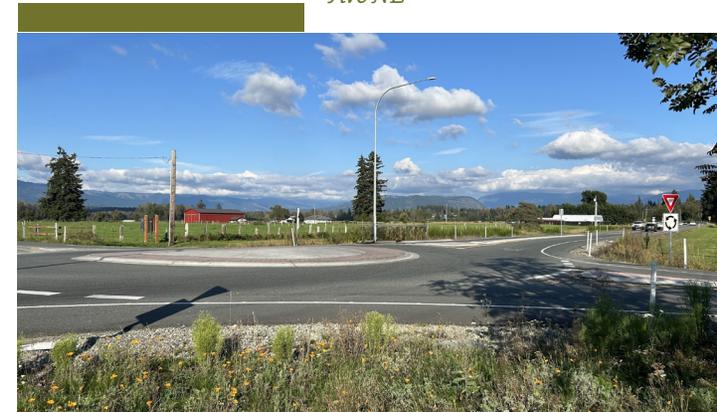


**Neighborhoods  
and Connectivity**



**Neighborhoods  
and Connectivity**

*Roundabout at Hwy 530 and 59th Ave NE*



### **T-13 Consider the special needs of subarea transportation facilities including appearance and safety.**

- T-13.1** Encourage the use and growth of the Arlington Airport by ensuring easy access to the Airport via City streets by both automobiles and trucks.
- T-13.2** Improving the appearance of existing corridors shall be a priority and primary objective in designing and maintaining the street system in Arlington. Appropriate design standards, including landscape requirements, for the construction of new streets shall be maintained.
- T-13.3** Consider adopting alternative road standards for built neighborhoods, where necessary, to preserve the character of neighborhoods and provide safe alternative modes of travel.



**Neighborhoods  
and Connectivity**

### **T-14 Ensure new development and new services and facilities will arrive concurrently prior to the annexation of unincorporated Urban Growth Areas.**

- T-14.1** Coordinate land use proposals and density of development identified in the Land Use Book of the Comprehensive Plan with transportation centers within the City to support and encourage the use of public transit.
- T-14.2** Encourage land use patterns that facilitate multi-purpose trips and reduce the number and length of trips by single-occupancy vehicles.



**Neighborhoods  
and Connectivity**

**T-15 Use “Vision Zero” and “Safe Routes to School” guidelines to provide safe walking and biking routes for our residents.**

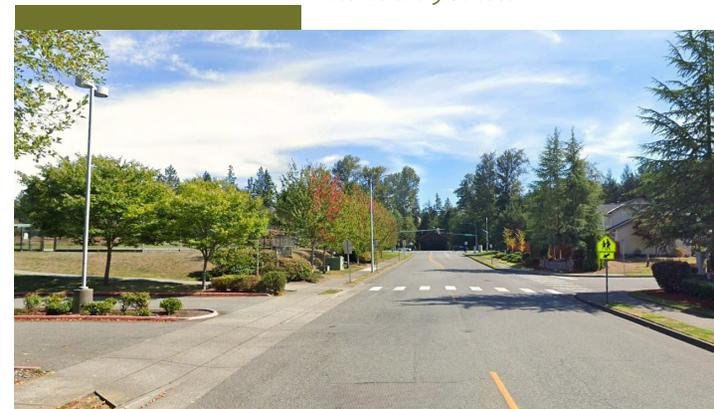
- T-15.1** Require new residential development to evaluate safe routes to school and provide walking routes, where safe walking routes do not exist.
- T-15.2** Encourage new development to provide pedestrian access from the development to parks, playgrounds, or other roads or facilities if such access is not conveniently provided by sidewalks adjacent to the streets. In such a case, the developer may be required to reserve an unobstructed easement of at least 10 feet in width to provide this access.

**T-16 Develop a transportation system that minimizes negative impacts to, and promotes, human health.**

- T-16.1** Prioritize multimodal transportation projects that increase connectivity between commercial and residential areas and regional trails.
- T-16.2** Provide a trail system that creates links between commercial and residential areas in Arlington and connects to regional trails.



*Pedestrian crossing at Pioneer Elementary School*



# ARLINGTON COMPREHENSIVE PLAN

## New Functional Classification

### Legend

-  Interstate/Freeway
-  Principal Arterial
-  Minor Arterial
-  Collector
-  City Limits
-  Urban Growth Area
-  City Parks
-  Trails
-  Buildings
-  Railroad
-  State Highway
-  State Route
-  Airport Road
-  Street



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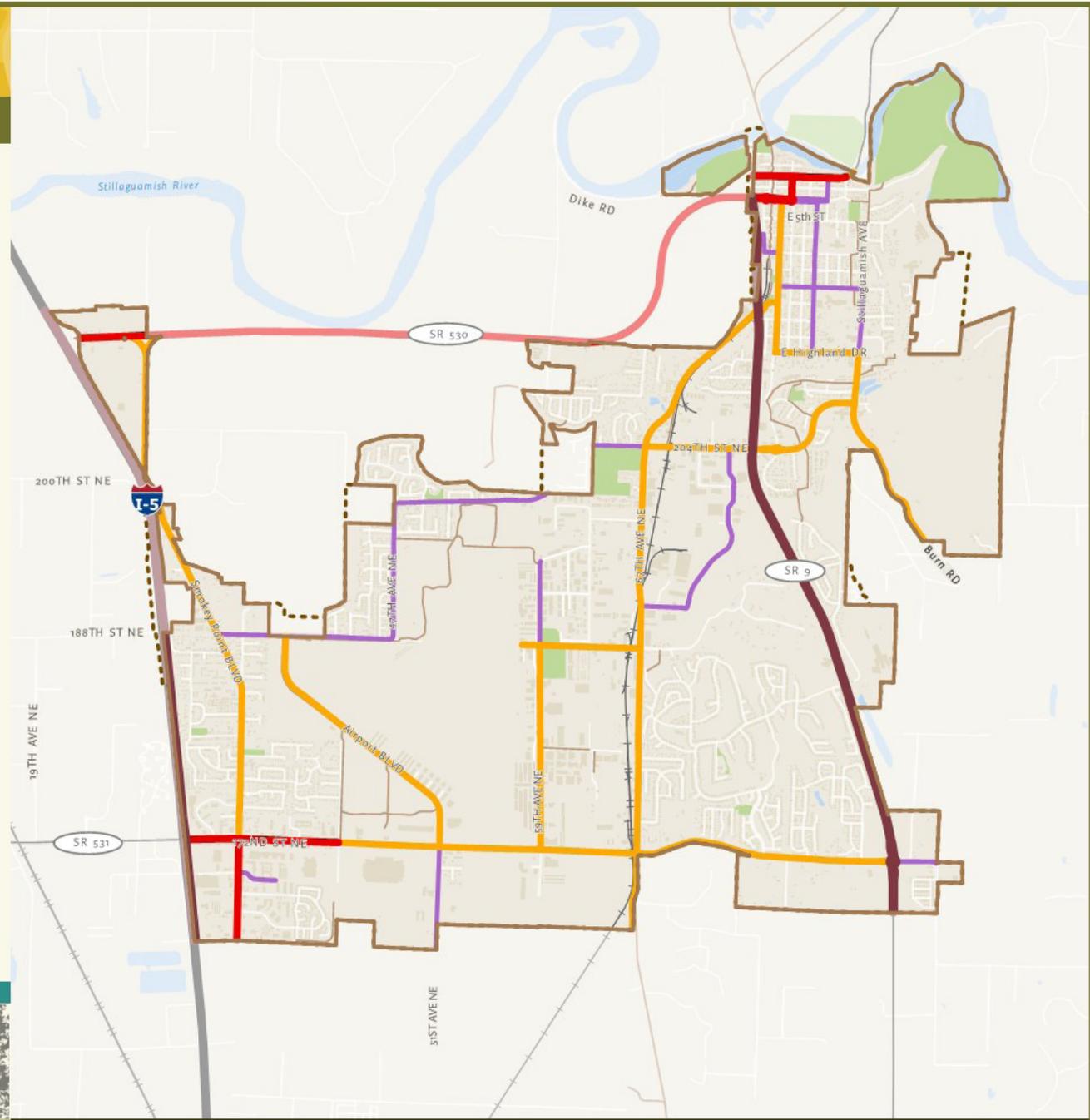


Figure T-01.  
New Functional Classification

# ARLINGTON COMPREHENSIVE PLAN

## New Freight Routes

### Legend

- T-1
- T-2
- T-3
- T-4
- T-5
- City Limits
- Urban Growth Area
- City Parks
- Buildings
- Trails
- Railroad
- State Highway
- State Route
- Airport Road
- Arterial
- Collector
- Street



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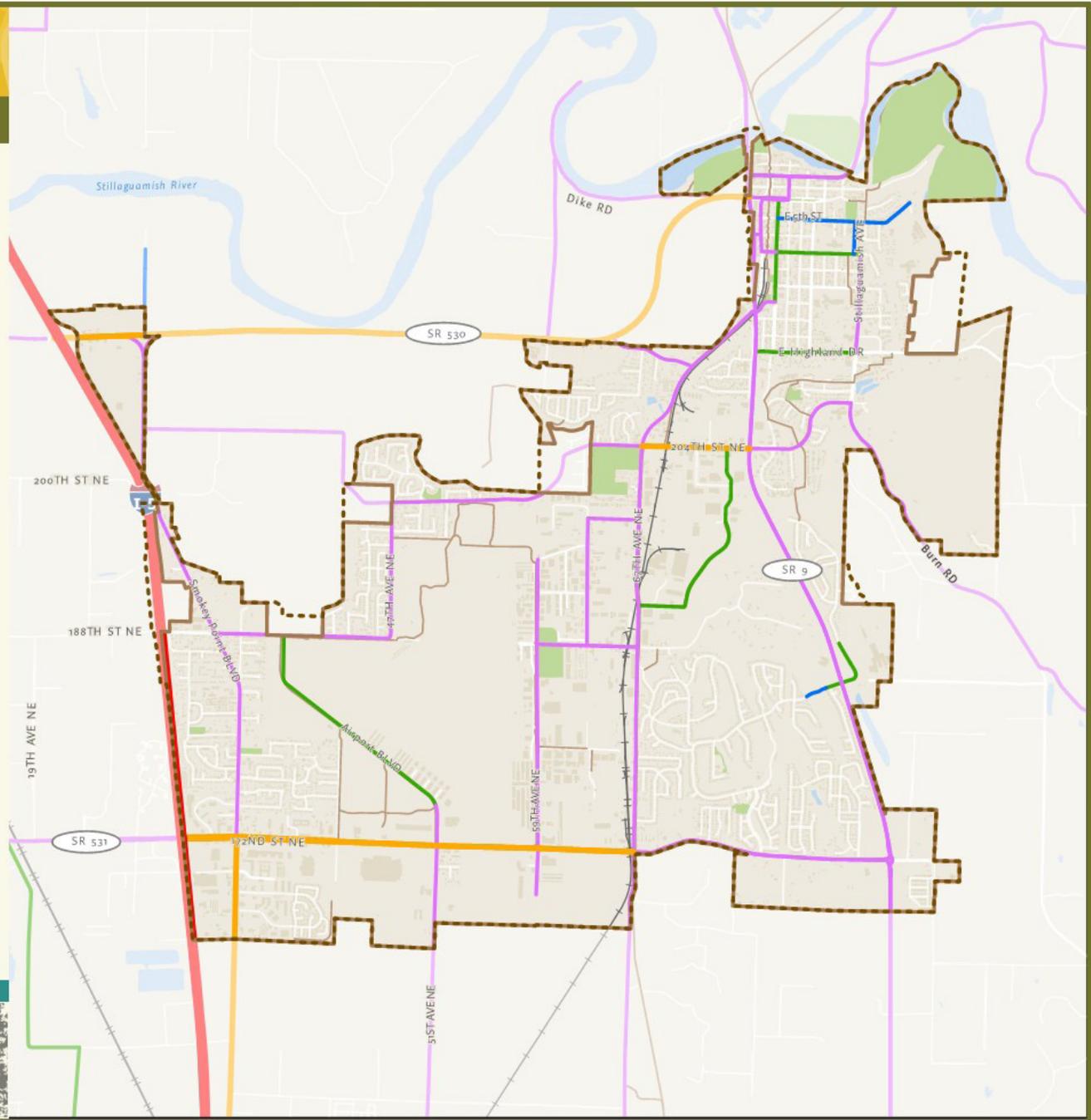


Figure T-02.  
New Freight Routes

# ARLINGTON COMPREHENSIVE PLAN

## Non-Motorized Plan

### Legend

- Primary Sidewalk
- Secondary Sidewalk
- Bike Lane
- Trail
- City Limits
- Urban Growth Area
- City Parks
- Buildings
- Railroad
- State Highway
- State Route
- Airport Road
- Arterial
- Collector
- Street



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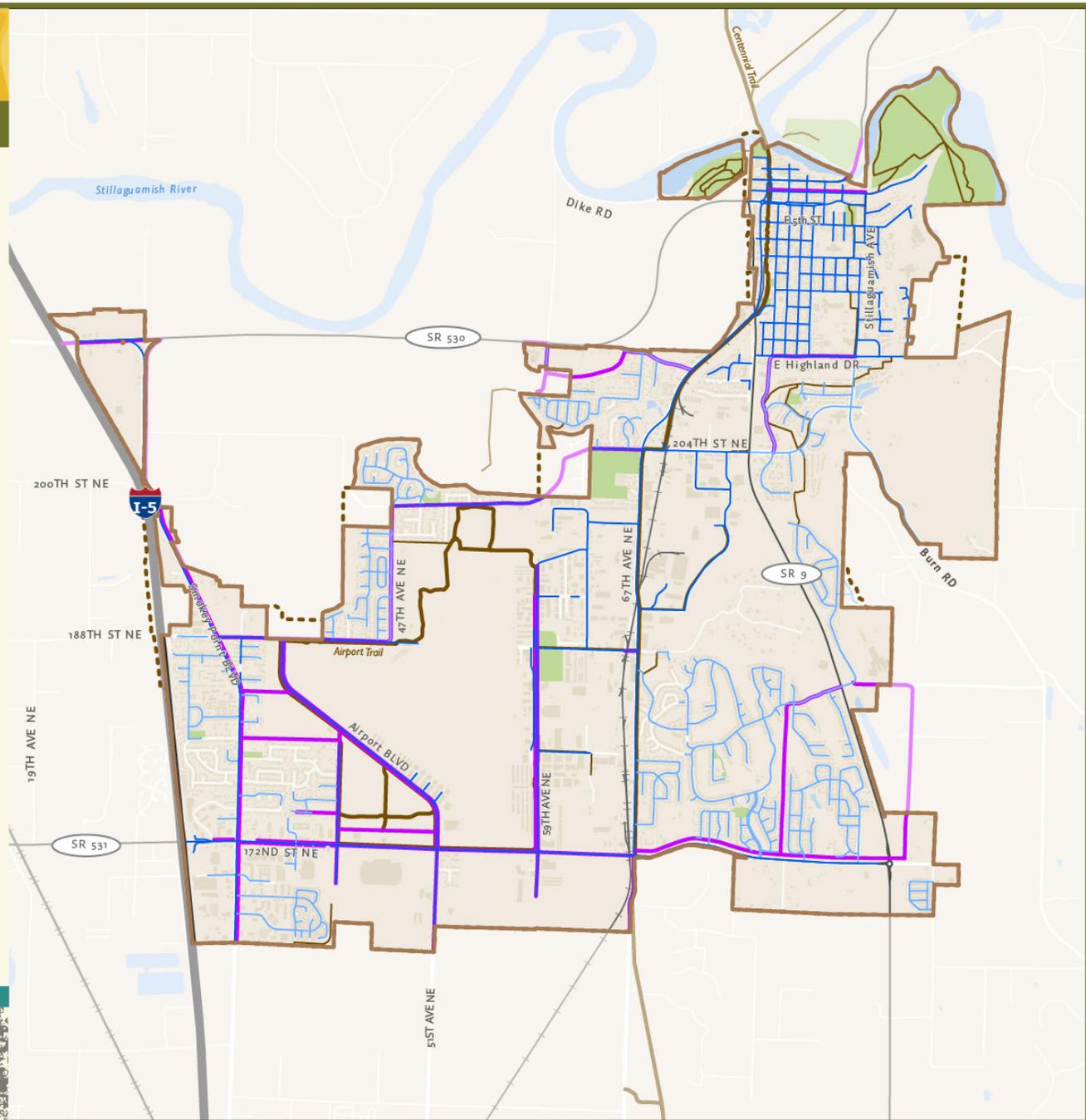


Figure T-03.  
Non-Motorized Plan

# ARLINGTON COMPREHENSIVE PLAN

## Community Transit Stops and Routes

### Legend

-  Swift Gold Line  
(Bus Rapid Transit)
-  Bus Route 220
-  Bus Route 227
-  City Limits
-  Urban Growth Area
-  City Parks
-  Trails
-  Railroad
-  State Highway
-  State Route
-  Airport Road
-  Arterial
-  Collector
-  Street

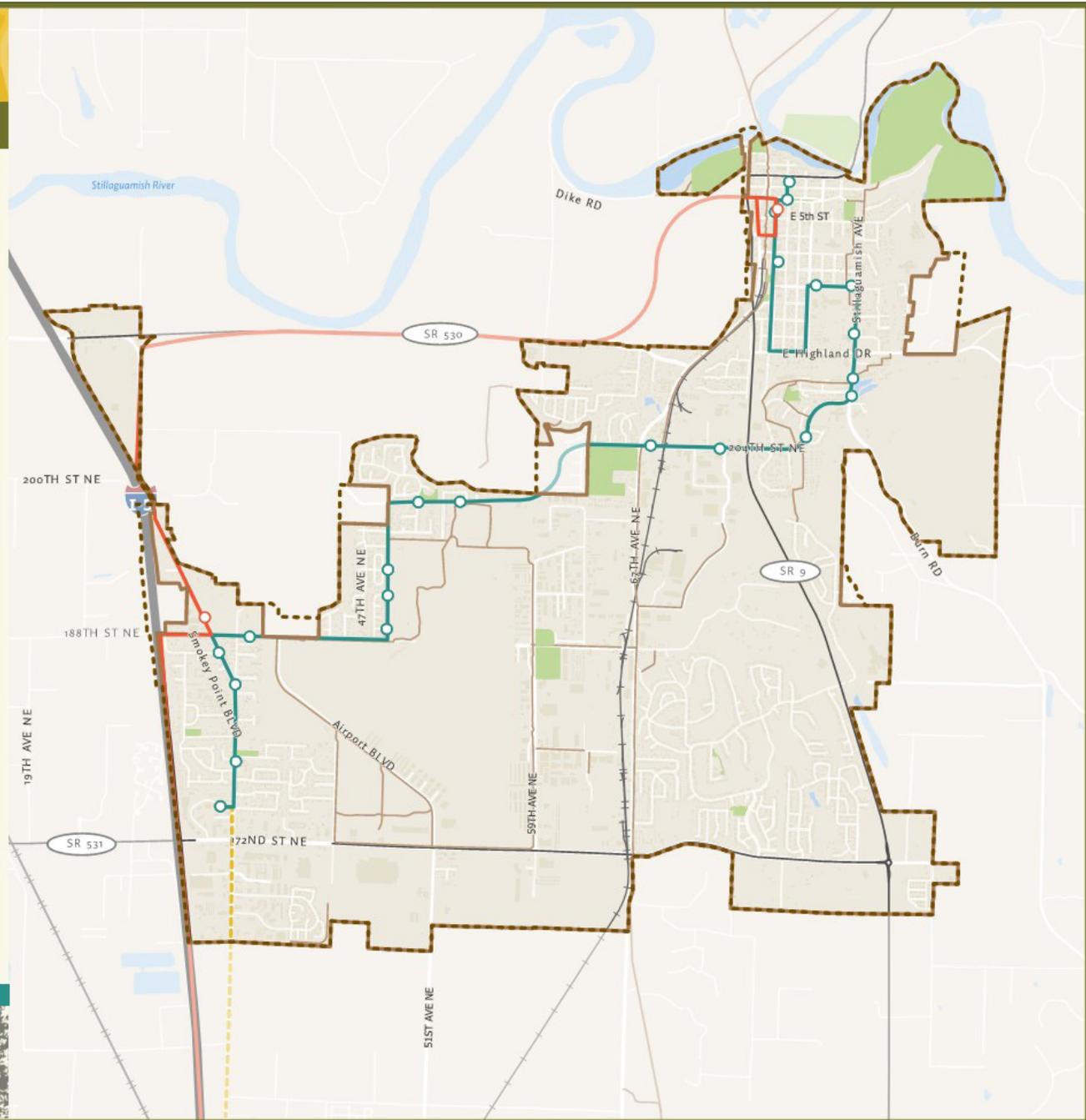


Figure T-04.  
Community Transit Stops and Routes