DRAFT TRANSPORTATION MASTER PLAN

Appendix H

Draft Transportation Master Plan

CITY OF ARLINGTON

Prepared for:
City of Arlington

June 2024

Prepared by:

12131 113th Avenue NE, Suite 203
Kirkland, WA 98034-7120
Phone: 425-821-3665
www.transpogroup.com

1.22064.00

Table of Contents

Appendix

List to be provided with finalized document

Figures

List to be developed

Tables

List to be developed

Chapter 1 Introduction

The most recent Transportation Master Plan (TMP) was updated in 2017. Changes in land use and projected growth patterns affect the transportation system needs. Planned improvements may no longer be needed, may need revisions, or new projects may be required because of changes in land use and growth. Planned improvements for the City of Arlington's transportation system are identified for the short-term in the six-year transportation improvement program (TIP) and the long-term in the 20-year TIP. Other agencies also develop improvement plans for transportation facilities in Arlington. The City Comprehensive Plan is being updated for the 2044 condition. This TMP addresses changes in land use projections, the City's goals, and policies, and meets the current goals and transportation policies established by the Puget Sound Regional Council (PSRC).

Purpose

This TMP provides the link between the City's Land Use Element and the transportation facilities and services needed to support growth during the next twenty (20) years. It identifies capacity, operational, and safety improvements along City streets and addresses multimodal needs such as transit, pedestrian, and bicycle facilities. The TMP reflects the interdependence of transportation and land use and is influenced by choices made as part of the Land Use Element. Conversely, land uses are influenced by choices and policies made in the TMP.

The TMP implements the Arlington Transportation Element, which is a key component of the City of Arlington's Comprehensive Plan and works together with the other Comprehensive Plan Elements. It also serves as the basis for the City's long-range TIP and provides the framework for the City's decisions pertaining to future growth and management of the transportation system.

Growth Management Act

The Transportation Element (TE) and TMP are developed in accordance with the Washington State Growth Management Act (GMA), which requires that transportation planning be directly tied to the City's land use decisions and fiscal planning. GMA requires, at a minimum, that a transportation plan contain:

- Land use assumptions to estimate travel, including impacts to state-owned facilities.
- An inventory of air, water, and land transportation facilities and services, including transit alignments, to define existing capital facilities and travel levels as a basis for future planning.
- Level of service (LOS) standards for all arterials, transit routes, and state-owned facilities as a gauge for evaluating system performance. These standards should be regionally coordinated.
- Specific actions and requirements for bringing into compliance locally owned transportation facilities or services that are below an established level of service standard.
- Forecasts of traffic for at least ten years based on the adopted land use plan to provide information on the location, timing, and capacity needs of future growth.
- Identification of system expansion needs, and transportation system management needs to meet current and future demands.
- An analysis of funding capacity to judge needs against probable funding resources.
- A multi-year transportation financing plan.
- If probable funding falls short of meeting identified needs, a discussion of how additional funding will be raised or how land use assumptions will be reassessed to ensure that level of service standards will be met.
- Intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions.

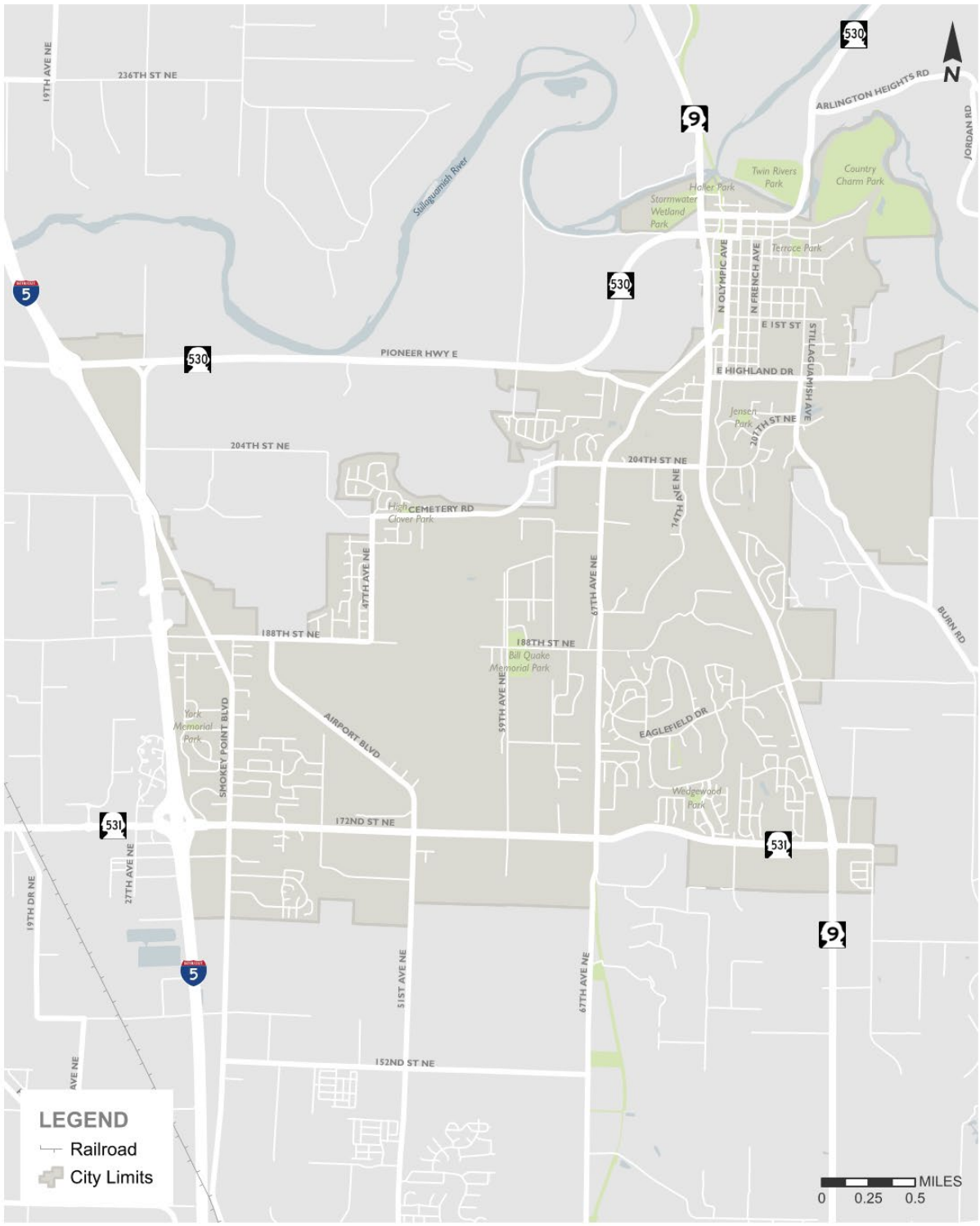
- Demand-management strategies.
- Local transportation elements must also include the following:
    - Estimated traffic impacts to State-owned transportation facilities resulting from land-use assumptions.
    - LOS for state-owned transportation facilities.
    - Identification and assessment of GMA concurrency and the applicability to highways of statewide significance.
    - A pedestrian and bicycle component that includes collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles.

The City of Arlington is a member of the Puget Sound Regional Council (PSRC), the Metropolitan Planning Organization (MPO), and the Regional Transportation Planning Organization (RTPO) for King, Kitsap, Pierce, and Snohomish Counties. PSRC is required to certify the transportation-related provisions in local comprehensive plans. By doing so, PSRC assures consistency with the multicounty planning policies in VISION 2050 and the requirements listed above for conformity with GMA.

Study Area

The TMP study area includes all areas within Arlington City limits. The transportation planning study area is shown on Figure 1-1. The City is adjacent to the City of Marysville and Snohomish County.

Figure 1-1 Study Area



Study Area
Arlington Transportation Master Plan

FIGURE
1-1

Chapter 2 Goals and Policies

The City has identified a range of goals and policies to implement the Transportation Master Plan efficiently and effectively. The goals and policies are outlined elsewhere in the Transportation Element of the Comprehensive Plan. The transportation goals and policies are organized around the foundational principles and guiding goals of the Arlington Comprehensive Plan including:

- Equity: Enable quality, diverse, and efficient residential growth, with an emphasis on homeownership and affordability.
- Economic Stability and Vibrancy: Create opportunities for economic stability, vibrancy, sustainability, and resilience.
- Climate Adaptation and Resiliency: Develop achievable plans to address climate adaptation and community resilience.
- Neighborhoods and Connectivity: Prioritize place-making and neighborhood connectivity.
- Healthy Active Lifestyles: Develop recreational and park opportunities for the protection of the quality of life for our residents.

The Transportation Element strives to emphasize the importance of pedestrians and bicycles and prioritizing the creation of a network of multimodal transportation-related improvements and policies to ensure that vehicle traffic can coexist with the community's need for a safe and comfortable active transportation environment. It also recognizes the need for the City to work with other transportation service providers to plan, design, fund, and implement transportation projects and programs to serve the community. The goals and policies provide a framework for decision making related to transportation projects and programs. The transportation goals and policies will be used by the City in deciding how to secure and use funding, decisions related to new land use development applications, and coordination with other City planning objectives.

Chapter 3 Existing Conditions

Travel within and around the City of Arlington is served by the existing transportation system, which includes roadways, pedestrian and bicycle facilities, and transit facilities and services. These facilities and services provide for daily travel in and around Arlington and to and from adjacent communities and the greater Snohomish County region. The existing conditions of the transportation systems are summarized to provide insights to current issues and constraints to help guide the identification of future potential improvement projects, programs, and policies.

Roadway System

The roadway system provides the backbone for travel in and around the City of Arlington. The roadways serve cars, freight, pedestrians, bicyclists, and transit.

Road Classifications

The roadways are classified in a hierarchy based on the intended purpose, desired service for each facility, and surrounding land use. The City of Arlington uses a four-level functional classification system, excluding the freeway/interstate. Freeway/Interstate is under Washington State Department of Transportation (WSDOT) jurisdiction. The classifications are related to the road characteristics of Average Daily Traffic (ADT), number of lanes, lane width, posted speed limit, and pavement thickness. The functional classes are defined in Table 3-1.

Table 3-1 Arlington Roadway Functional Classification

Roadway Type	Description / Purpose	Examples	Speed	ROW	ADT[1]
Freeway/Interstate	Freeways are multi-lane, high speed, high-capacity roadways, under WSDOT jurisdiction, connecting the City of Arlington with the Region.	Interstate 5 (I-5)	70 mph	-	>80,000
Arterial	Connect large subareas of the City. May serve secondary traffic generators and traffic to/from neighborhoods and within a large community.	172nd Street NE/SR 531 Smokey Point Boulevard	35 mph	60-110 feet	1,000 – 2,000+
Collectors	Promote the flow of vehicles, bicycles, and pedestrians from arterial roads to lower-order roads.	188th Street NE 211th Place NE	25 mph	60 feet	1,000 – 2,000
Local Access/ Residential Roads	Convey vehicles, pedestrians, and bicycles to/from destination points to higher-order roads.	200th Street NE 204th Street NE	25 mph	50 feet	250 or less
Alleys	Paved or unpaved access roads that do not carry through traffic. Provide access to a property or building.	-	15 mph	24 feet	250 or less

Note: WSDOT = Washington State Department of Transportation
1. ADT = Average daily traffic

Table 3-2 summarizes the functional class of State-owned facilities (WSDOT) in the City of Arlington, which include Interstate-5 (I-5), State Route 9 (SR 9), SR 530, and SR 531. I-5 and SR 9 provide north-south connectivity to the region. SR 530 and SR 351 provide east-west connectivity in the City of Arlington.

Table 3-2 WSDOT Facilities in Arlington Functional Classification and Description

Roadway	WSDOT Classification	Primary Direction	Speed Limit
Interstate 5 (I-5)	Interstate	North/South	60 to 70 mph
State Route (SR) 9	Other Freeway/Expressway	North/South	55 mph
172nd Street NE/SR 531	Minor Arterial	East/West	35 mph
SR 530	Other Principal Arterial	East/West	35 to 55 mph

Source: WSDOT, 2023
Note: WSDOT = Washington State Department of Transportation. mph = miles per hour.

Table 3-3 summarizes the functional classification of key City-owned roadways.

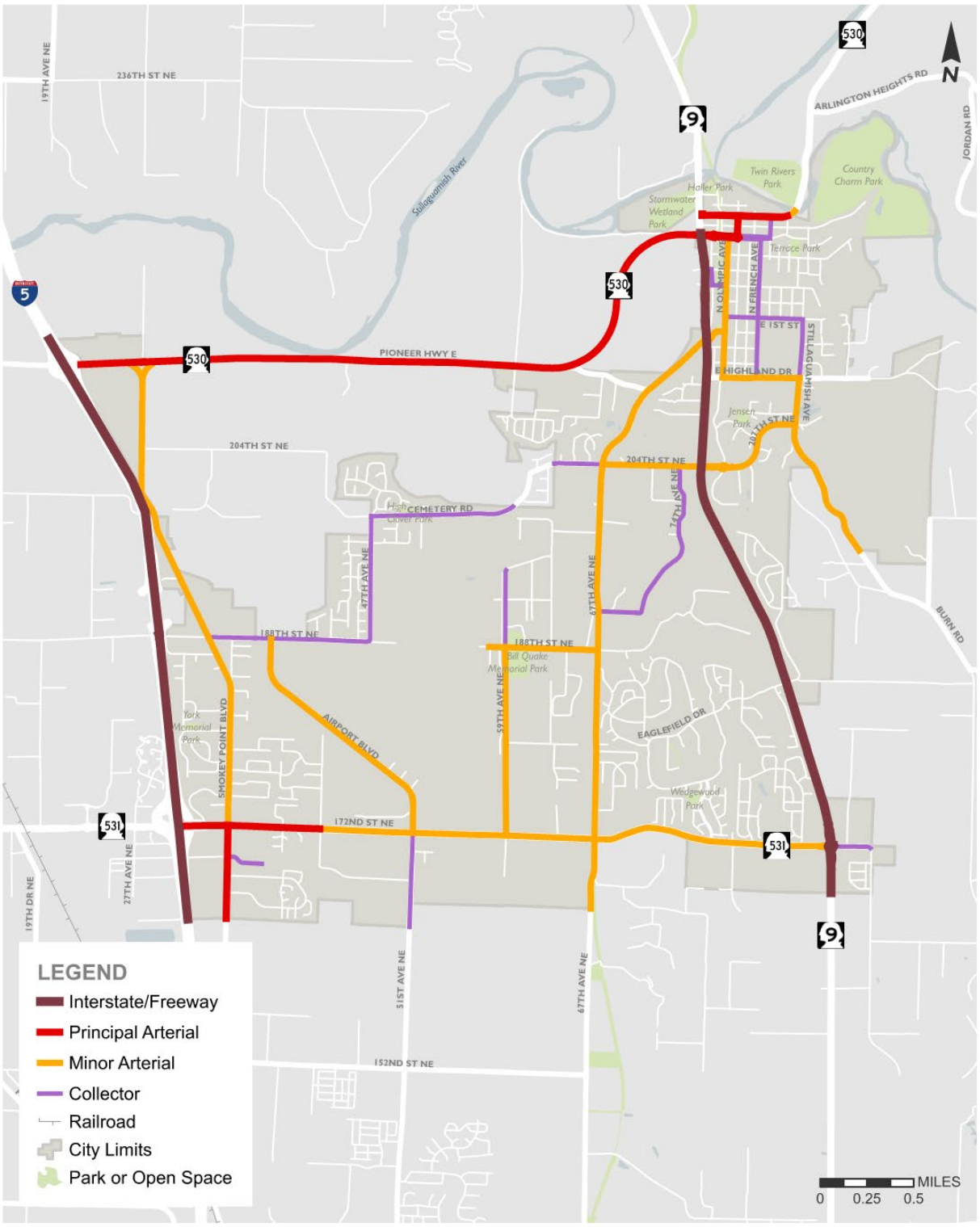
Table 3-3 City of Arlington Key Roadway Functional Classification and Description

Roadway	Classification	Jurisdiction	Primary Direction	Speed Limit
E Burke Avenue	Arterial	Arlington	East/West	25 mph
N Manhattan Avenue	Collector	Arlington	North/South	25 mph
W Division Street	Arterial/Collector[1]	Arlington	East/West	25 mph
N Olympic Avenue	Arterial	Arlington	North/South	25 mph
Lebanon Street/E Maple Street	Arterial	Arlington	East/West	25 mph
Smokey Point Boulevard	Arterial	Arlington	North/South	35 to 40 mph
174th Street NE	Local	Arlington	East/West	25 mph
211th Place NE	Local	Arlington	East/West	25 mph
67th Avenue NE	Arterial	Arlington	North/South	35 mph
E Highland Drive	Collector/Local[2]	Arlington	East/West	25 mph
Stillaguamish Avenue	Collector/Arterial[3]	Arlington	North/South	25 mph
Crown Ridge Boulevard	Local	Arlington	East/West	20 mph
204th Street NE	Collector/Arterial[4]	Arlington	East/West	35 mph
188th Street NE	Collector	Arlington	East/West	35 mph
Gleneagle Boulevard	Local	Arlington	North/South	25 mph
51st Avenue NE/Airport Boulevard	Arterial/Collector[5]	Arlington	North/South	35 mph
40th Avenue NE	Local	Arlington	North/South	25 mph
43rd Avenue NE	Local	Arlington	North/South	35 mph
59th Avenue NE	Arterial	Arlington	North/South	35 mph

Source: City of Arlington, 2023
Note: WSDOT = Washington State Department of Transportation; mph = miles per hour
1. Arterial west of N Macleod Avenue, collector east of N Macleod Avenue.
2. Collector west of S Stillaguamish Avenue, local street east of S Stillaguamish Avenue.
3. Collector between E 3rd Street and E Highland Drive; arterial south of E Highland Drive.
4. Collector west of 67th Avenue NE, arterial east of 67th Avenue NE.
5. Minor arterial north of 172nd Avenue NE, major collector south of 172nd Avenue NE.

Figure 3-1 illustrates the functional classification of roadway system in the City.

Figure 3-1 Functional Classification



Functional Classification
Arlington Transportation Master Plan

transpogroup

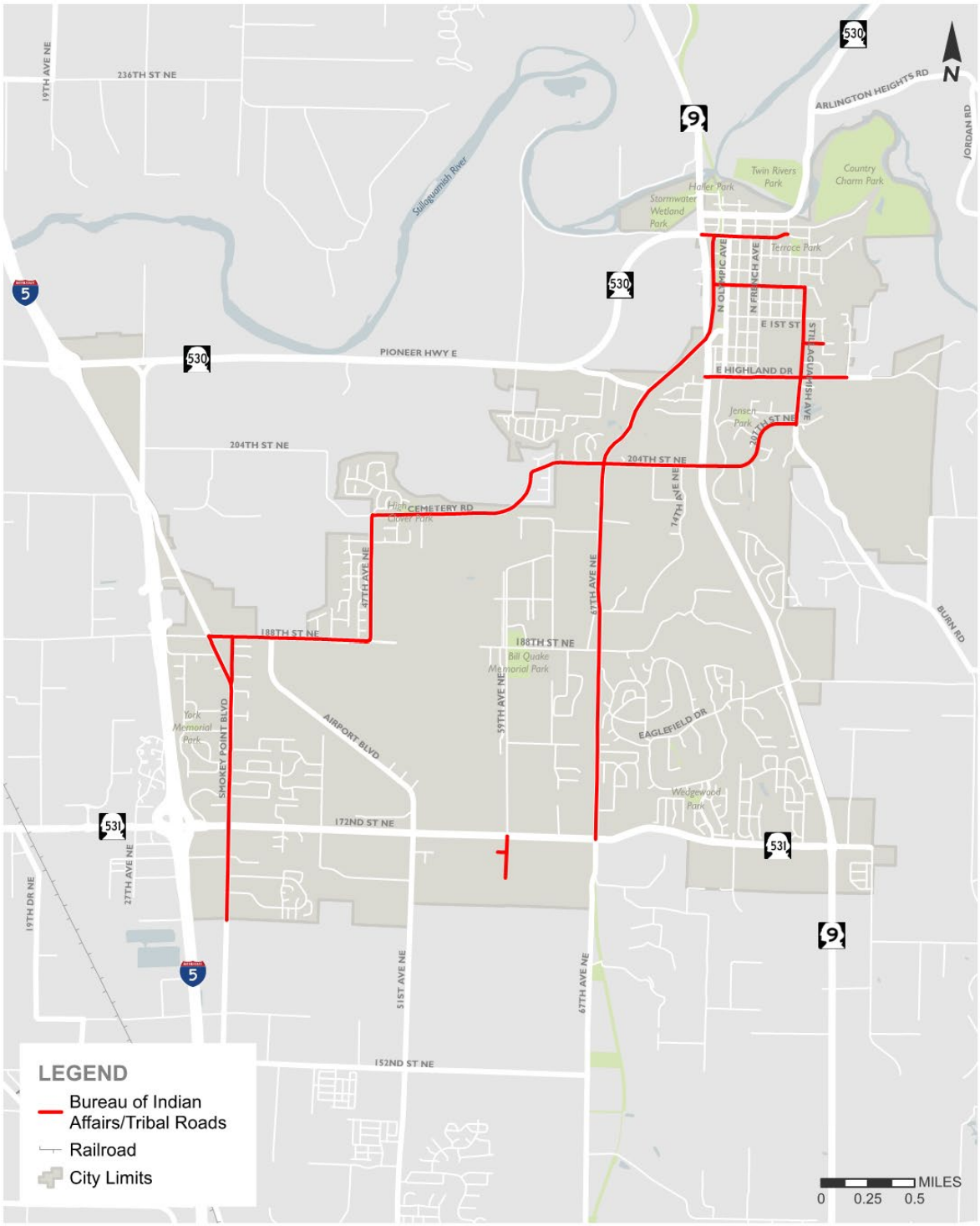
FIGURE
3-1

Tribal Roads

Adopted regional policy supports meaningful, regular, and ongoing exchange of information and opinions for better informed decision-making and mutual understanding between Indian Tribes as sovereign nations and Puget Sound Regional Council (PSRC) member jurisdictions. The VISION 2050 policy, MPP-RC-4, directs members of the Puget Sound region to coordinate with Tribes in regional and local planning. 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 Tribal Transportation Program (TPP) is a federal program jointly administered by the Federal Highway Administration's Federals Lands Highway Office and the Bureau of Indian Affairs (BIA) that provides funding for planning, design, construction, and maintenance activities of TPP listed roads. The purpose of the TPP is to provide safe and adequate transportation and public road access to and within tribal lands. Arlington is in the Stillaguamish tribal area. The Tribe and Arlington have identified BIA/Tribal Roads within Arlington city limits. These roads are eligible for TPP funding. shows the BIA/Tribal Roads in Arlington, which includes key corridors such as Smokey Point Boulevard from the city limit to 188th Street NE and 67th Avenue NE from 172nd Street NE (SR 531) to SR 530 and 67th Avenue NE between SR 531 and SR 9.

Figure 3-2 Tribal Roads in Arlington



Tribal Roads in Arlington
Arlington Transportation Master Plan

FIGURE **3-2**

transpogroup

Traffic Volumes

Existing traffic counts were collected in June and November 2022 for key intersections and roadways within Arlington. The detailed traffic count worksheets are provided in Appendix A. Existing weekday PM peak hour link volumes are summarized in Figure 3-3. As shown on Figure 3-3, the highest traffic levels are along the arterial streets with SR 531 in the City having the highest weekday PM peak hour traffic.

Midweek hourly traffic volumes and vehicle classification were also collected for key roadway segments. Exhibit 3-1 provides a summary of the mid-week average volumes for the roadways collected.

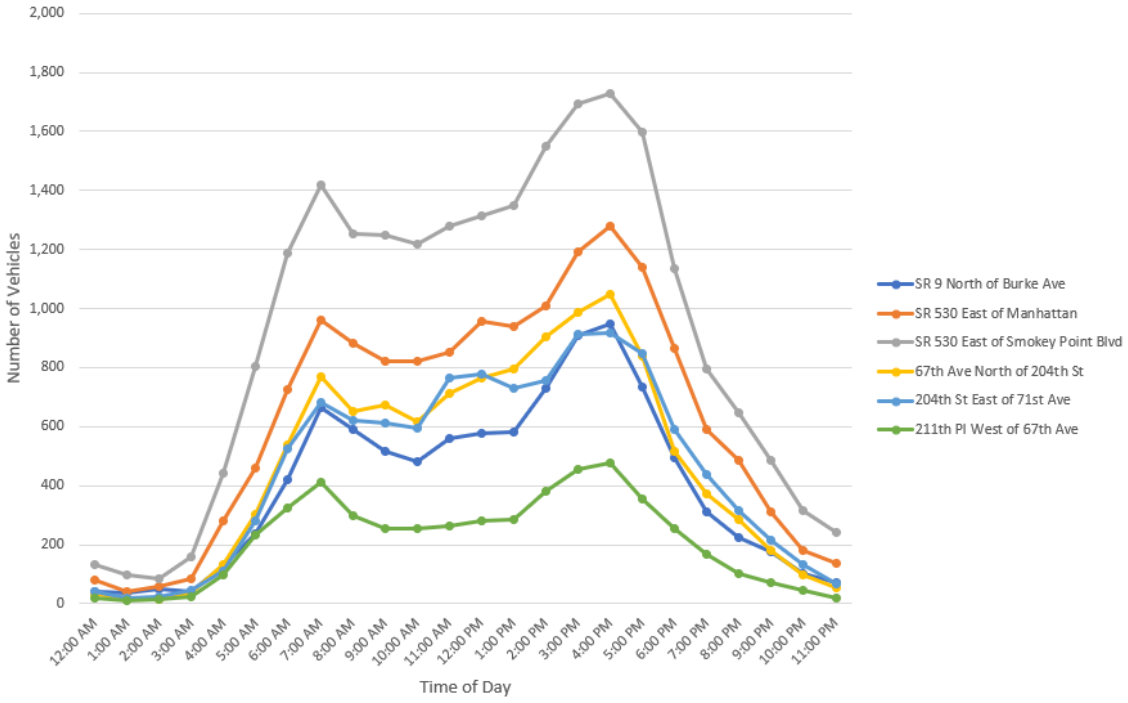


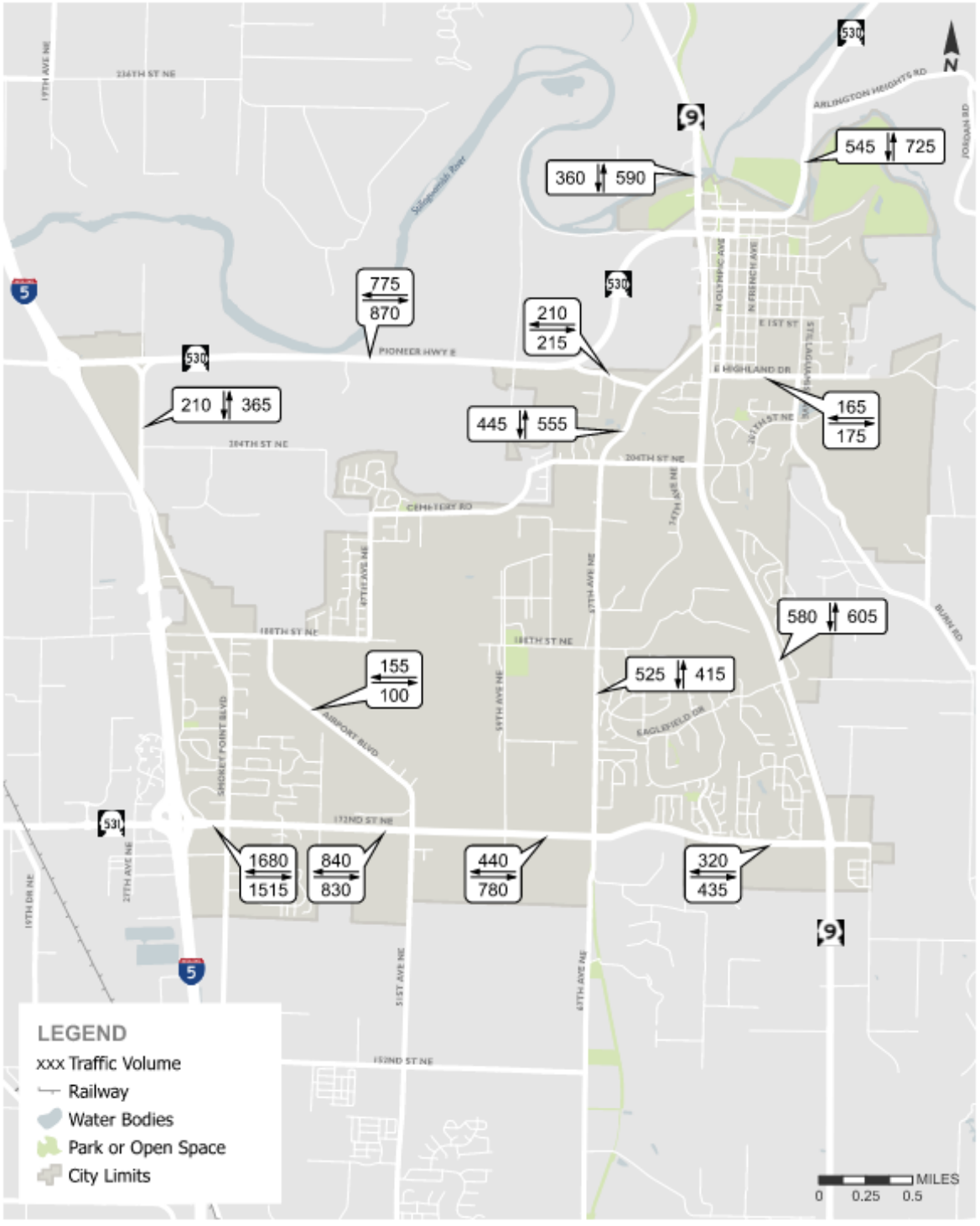
Exhibit 3-1 Mid-Week Average Volumes

As shown in Exhibit 3-1, peak activity occurs during the PM period between 4 and 5 p.m. for all locations. There is additional peaking behavior during the weekday AM commute period, but overall AM peak hour volumes are lower than the PM peak hour. For the roadway segment data collection, the highest traffic volumes are along SR 530.

Midday volumes were also collected at the 67th Avenue NE/204th Street intersection between 12 and 2 p.m. The midday volumes are lower than the weekday PM peak hour traffic volumes; however, the number of heavy vehicles at the 67th Avenue NE/204th Street intersection is higher during the midday period.

The review of traffic volumes shows the weekday PM peak hour traffic volumes are the highest throughout the day and therefore, this period is the focus of the intersection operations analysis.

Figure 3-3 Existing Weekday PM Peak Hour Volumes



Existing Weekday PM Peak Hour Volumes
Arlington Transportation Master Plan
transpogroup
FIGURE 3-3

M:\22\1.22064.00 - Arlington Transportation Plan\GIS\ArcGISPro\Arlington_TE\Arlington_TE.aprx

Traffic Operations

Weekday PM peak hour traffic operations were evaluated at the key intersections based on level of service. The LOS analysis method was based on procedures identified in the *Highway Capacity Manual* 7th Edition or 2000 as noted. The analysis uses Synchro 12 for signalized and stop controlled intersections. Roundabout controlled intersections were evaluated utilizing Sidra 9 and the procedures established by WSDOT.

The operational characteristics of an intersection are determined by calculating the intersection level of service (LOS). For signalized, roundabout, and all-way stop controlled locations, LOS is measured in average delay per vehicle and is reported for the intersection as a whole. At side-street stop-controlled intersections LOS is measured in average delay per vehicle during the peak hour of traffic and is reported for the worst operating approach or movement of the intersection. Traffic operations and average vehicle delay for an intersection can be described qualitatively with a range of levels of service (LOS A through LOS F), with LOS A indicating free-flowing traffic and LOS F indicating extreme congestion and long vehicle delays. Appendix B contains a detailed explanation of LOS criteria and definitions.

The study intersections are in the City of Arlington and WSDOT jurisdictions. The adopted LOS standards are described below.

City of Arlington. The City of Arlington has adopted LOS D for City arterials and LOS C for all other streets. The LOS D standard applies to roads that primarily serve its business district or industrial areas. The City of Arlington further recognizes and adopts the most current LOS standard along state highways.

WSDOT. Washington State has classified highways that provide transportation functions that promote and maintain statewide travel and economic linkages as being of statewide significance or Highways of Statewide Significance (HSS). HSS facilities include interstate highways and other principal arterials that connect major communities. The designation helps assist with the allocation and direction of funding. The HSS was mandated by the 1998 legislature, and in 1999, legislation was passed that WSDOT update the HSS at least every five years. I-5, SR 530, and SR 9 are defined as HSS in Arlington. I-5 is considered an urban HSS with a LOS D standard to milepost 207.76 in Arlington and a rural HSS with a LOS C standard to the north. SR 9 is an urban HSS through Arlington with a LOS D standard. SR 530 has a LOS D standard between the I-5 interchange and 27th Avenue NE and between SR 9 and the Stillaguamish River, and a LOS C standard between 27th Avenue NE and SR 9 and east of the Stillaguamish River.

The region's Metropolitan Planning Organization (MPO) Puget Sound Regional Council (PSRC) also establishes highways of statewide regional significance (HSRS). SR 531 (172nd Street NE) is an HSRS in Arlington. PSRC has three tiers of LOS. Tier 1 is defined as the "inner" urban area and generally defined as a 3-mile buffer around the most heavily traveled freeways; there are no Tier 1 facilities in Arlington. Tier 2 routes serve the outer urban area outside of a three-mile buffer around the most heavily traveled freeways. Tier 3 are rural routes of regional significance that are not in Tier 2. SR 531 is a Tier 2 road with a LOS D standard.

Table 3-4 summarizes the existing weekday PM peak hour intersection operations for key intersections within Arlington.

Table 3-4 Existing Weekday PM Peak Hour Level of Service Summary

Intersections	Traffic Control	LOS Standard	Existing 2022 LOS[1]	Existing 2022 Delay[2]	Existing 2022 WM[3] or V/C[4]
1. SR 9/W Burke Avenue	TWSC	D	D	25.0	WB
2. E Burke Avenue/N Manhattan Avenue	TWSC	D	C	16.4	NB
3. SR 9/W Division Street	Signal	D	C	30.3	-
4. N Olympic Avenue/E Division Street	AWSC	D	C	18.6	-
5. 67th Avenue NE/Lebanon Street	TWSC	D	C	24.9	NB
6. S Olympic Avenue/E Maple Street	AWSC	D	A	9.2	-
7. I-5 Southbound Ramps/SR 530	Signal	C	C	25.5	-
8. I-5 Northbound Ramps/SR 530	Signal	C	**F**	**115.3**	**-**
9. Smokey Point Boulevard/SR 530	TWSC	C	C	22.0	NBR
10. Smokey Point Boulevard/Smokey Point Boulevard	TWSC	C	A	9.7	EBR
11. SR 530/211th Place NE	TWSC	C	**F**	**157**	**WB**
12. 67th Avenue NE/211th Place NE	Signal	D	B	11.2	-
13. S Stillaguamish Avenue/E Highland Drive	AWSC	C	A	8.7	-
14. Smokey Point Boulevard/200th Street NE	TWSC	D	B	12.8	EB
15. 67th Avenue NE/204th Street NE	Signal	D	B	12.8	-
16. SR 9/204th Street NE	Signal	D	D	46.7	-
17. Smokey Point Boulevard/188th Street NE	AWSC	D	C	18	-
18. 67th Avenue NE/188th Street NE	TWSC	D	**F**	**52.8**	**EBL**
19. SR 9/Crown Ridge Boulevard	Signal	D	C	22.7	-
20. Smokey Point Boulevard/Smokey Point Drive	Signal	D	B	12.7	-
21. Airport Boulevard/188th Street NE	TWSC	D	C	15.4	NBL
22. I-5 Southbound Ramps/SR 531	Signal	D	A	8.3	-
23. I-5 Northbound Ramps/SR 531	Signal	D	D	44.9	-
24. Smokey Point Boulevard/SR 531	Signal	D	D	54.6	-
25. 40th Avenue NE/SR 531	Signal	D	B	13.5	-
26. 43rd Avenue NE/SR 531	Roundabout	D	A	5.7	0.38
27. 51st Avenue NE/SR 531	Signal	D	C	21.3	-
28. 59th Avenue NE/172nd Street NE	Signal	D	C	28.9	-
29. 67th Avenue NE/SR 531	Signal	D	D	51.1	-
30. Gleneagle Boulevard/SR 531	TWSC	D	B	13.0	SB
31. SR 9/SR 531	Roundabout	D	A	6.2	0.43

Source: *Highway Capacity Manual (HCM)*, 2022 and Transpo Group, 2023
Notes: **Bold** indicates LOS standard is not met.
1. Level of service (LOS), based on *Highway Capacity Manual* 7th Edition methodology unless otherwise noted.
2. Average delay in seconds per vehicle.
3. Worst movement reported for unsignalized intersections where EB = eastbound, WB = westbound, SBL = southbound left, NB = northbound, and EBL = eastbound left.
4. Volume to capacity (V/C) ratio for roundabout controlled intersections.
5. Evaluated utilizing HCM 2000 methodology due to limitations in signal timing parameters or the presence of U-turning movements.

As shown in Table 3-4, three intersections currently do not meet the LOS standard during the weekday PM peak hour and currently operate at LOS F. The intersections not meeting standard include:

- I-5 NB Ramps/SR 530 (signal)
- SR 530/211th Place NE (two-way stop-controlled)
- 188th Street NE/67th Avenue NE (two-way stop-controlled)

Poor operations are known issues at the SR 530 and 188th Street NE/67th Avenue NE intersections. WSDOT completed construction of a compact roundabout at the SR 530/211th Place NE intersection in 2023. Adding a compact roundabout at the SR 530/211th Place NE intersection will improve traffic

operations and reduce the risk of serious collisions because drivers will no longer have to make turns across lanes of fast-moving traffic. The City's 6-Year Transportation Improvement Plan (TIP) also includes improving the 188th Street NE/67th Avenue NE intersection. The City is currently considering a traffic signal at this intersection, which would be constructed as part of planned development in the area.

Traffic Safety

Collision data for the most recent five-year period for intersections were reviewed to identify potential safety issues within the City. The Washington State Department of Transportation (WSDOT) reported collision data was summarized between January 1, 2018, and December 31, 2022. Figure 3-4 illustrates collisions have been decreasing over the last 5-years in the City of Arlington. This decrease in collisions is related to improvements that have been occurring in the City including roundabout projects. While collisions have been decreasing, fatal and serious injury collisions have increased.

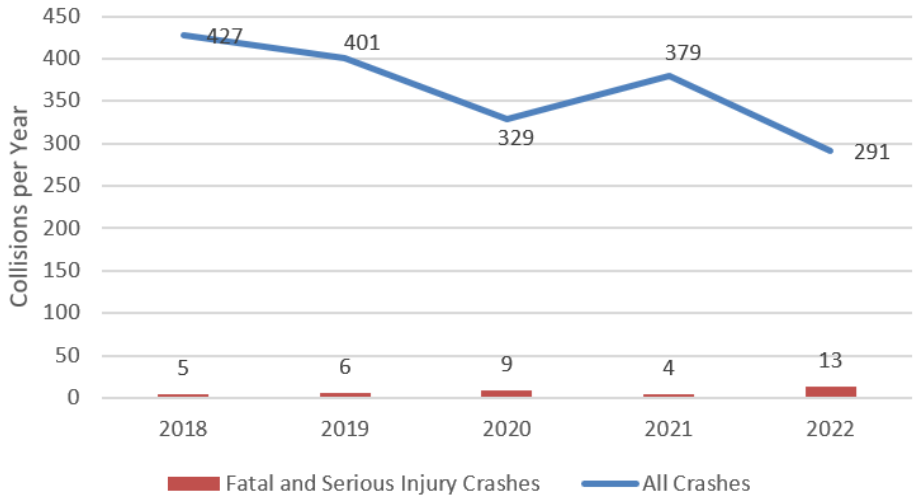


Figure 3-4 Five-Year Summary of Arlington Collisions

Figure 3-5 provides a summary of fatal and serious injury collisions within the City. One (1) fatality and 36 serious injury crashes occurred over the 5-year period. Of the fatality or serious injury crashes the most common collision type involved a vehicle hitting a fixed object.

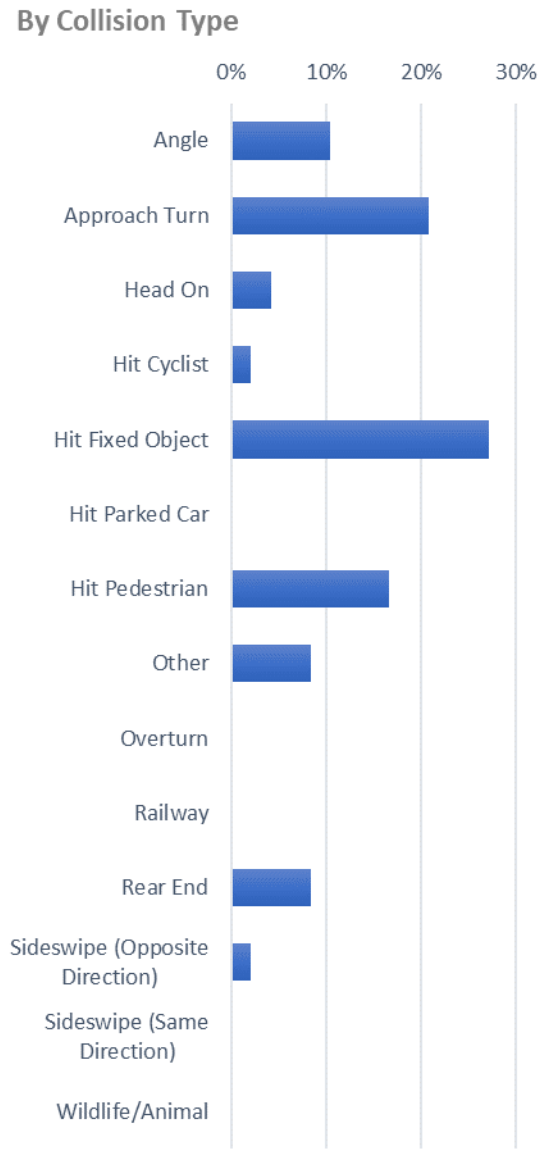
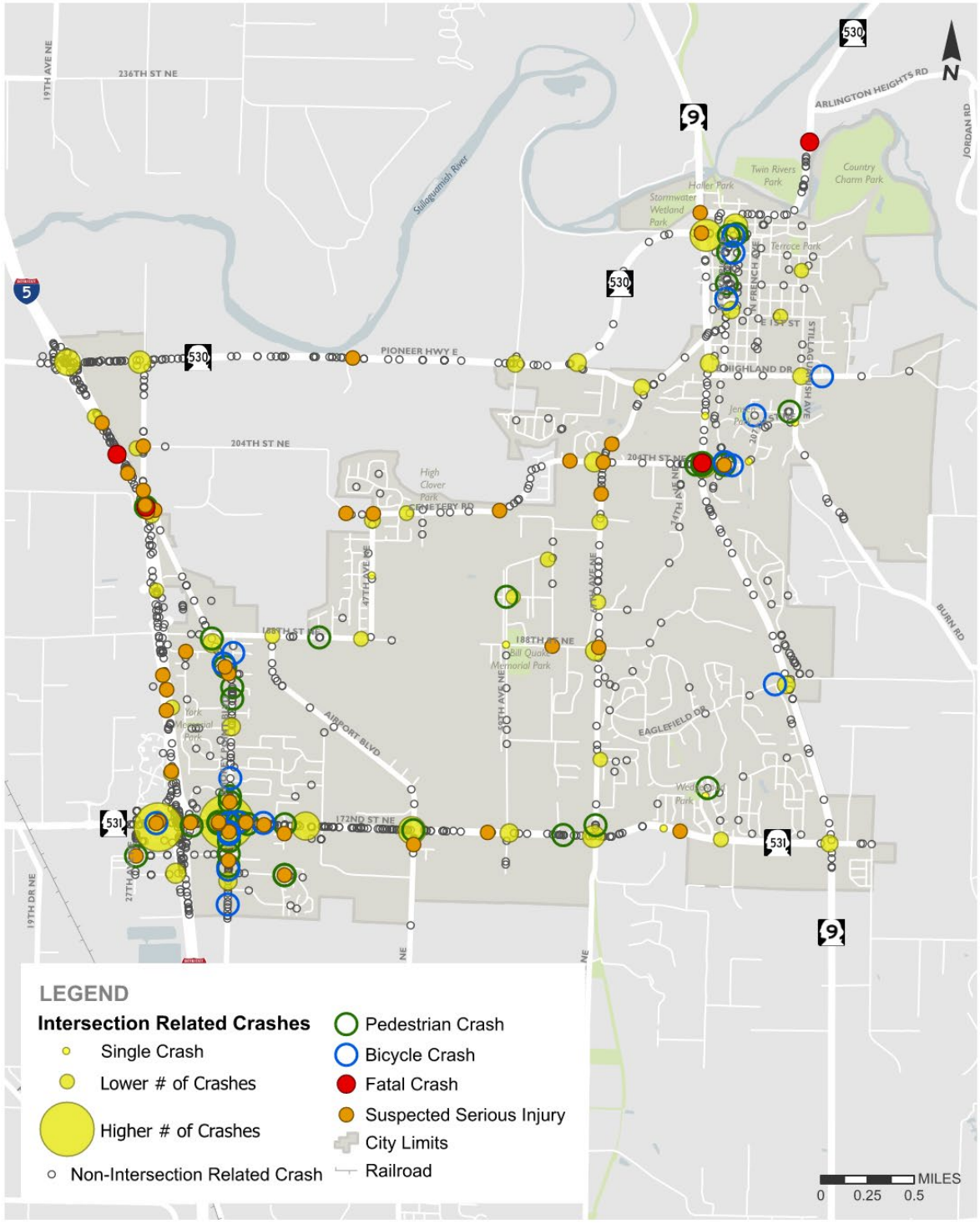


Figure 3-5 Five-Year Fatal and Serious Injury Collision Types

Figure 3-6 provides a map of Arlington reported collisions to identify hotspots. A review of Figure 3-6 shows the hotspots for collisions within the City are along SR 531 with the majority near I-5 and Smokey Point Boulevard as well as at 51st Street NE and 67th Avenue NE. WSDOT is planning improvements along SR 531 including the installation of a roundabouts at the 51st Street NE and 67th Avenue NE intersections, which will address safety at these locations. A closer review of the data shows the highest number of collisions occurred at the Smokey Point Boulevard/SR 531 intersection with an average of 37.4 collisions per year. This area has the highest traffic volumes in the City and the City is aware of safety issues. While this is a WSDOT controlled intersection, the City continues to evaluate potential improvements to the Smokey Point Boulevard/SR 531 intersection especially as development occurs in the area. No plans have been identified for improvements at Smokey Point Boulevard and SR 531 to date.

Figure 3-6 Collision Summary 2018-2022



Collision Summary 2018-2022
Arlington Transportation Master Plan

transpogroup

FIGURE **3-6**

Public Transportation

Transit service to and from Arlington is operated by Community Transit and has been since 1980. Community Transit serves more than 2,100 stops and 22 park and ride facilities within the region. The transit services include local bus, commuter bus, Swift Bus Rapid Transit (BRT), paratransit, and vanpool. The City of Arlington supports Community Transit's transit LOS standards.

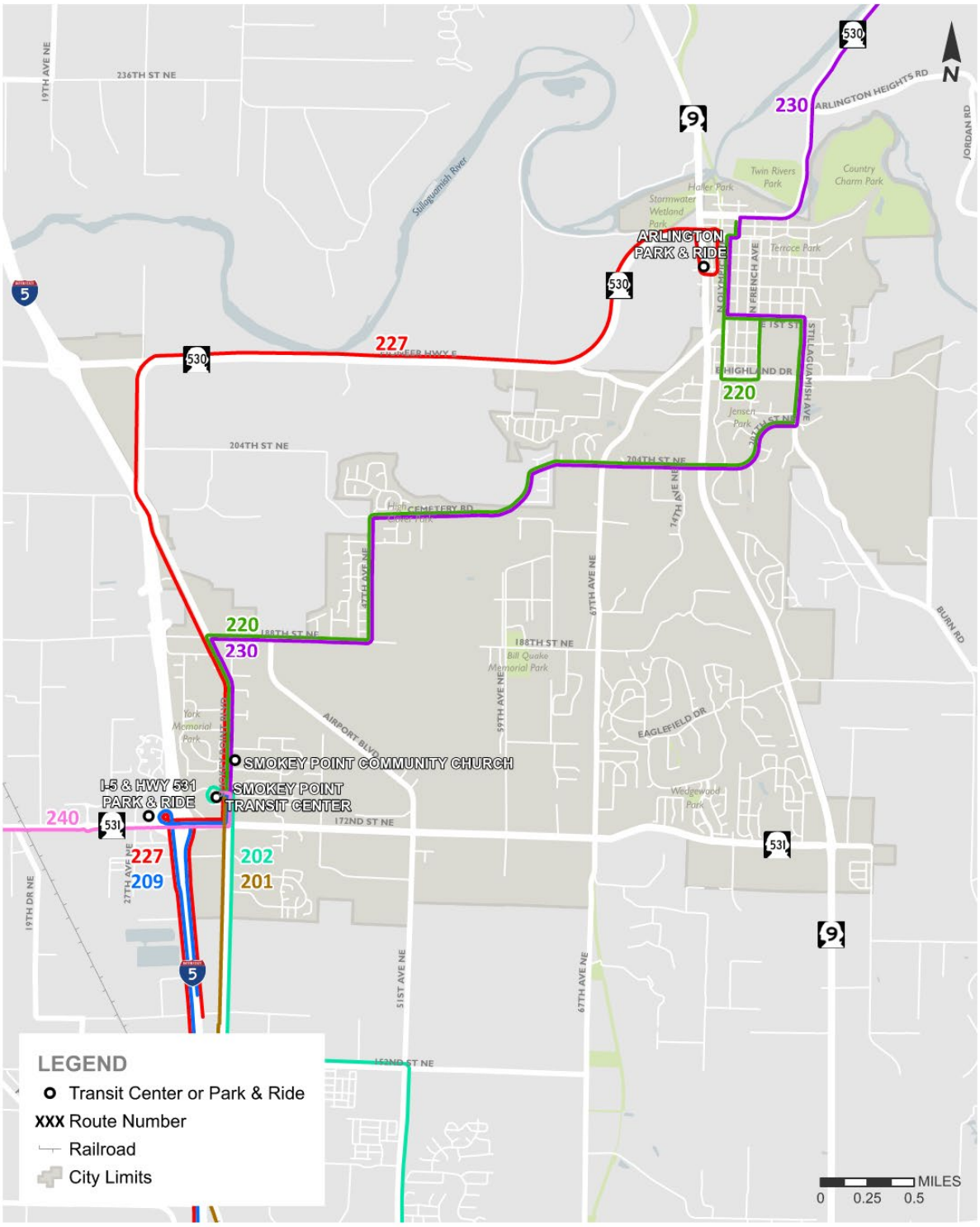
Community Transit's 2023-2028 Transit Development Plan (TDP) proposes aligning and connecting bus service with Sound Transit Lynnwood Link light rail in 2024. The 2024 Community Transit fixed-route network plan provides improved connections between buses and light rail, expands the frequent service network, adjusts service to changing markets and ensures equitable access to service. Community Transit updated the Journey 2050 Long Range Plan in December 2023. The plan provides a vision for future transit improvements in the service area including development of a Swift Gold Line. The Swift Gold Line would provide service between the Smokey Point Transit Center in Arlington and the Everett Station with service planned to start 2027-2029. Link light rail service is anticipated to be extended to the Everett Station by 2041.

The transit routes, transit centers, and park and ride facilities in Arlington are depicted on Figure 3-7.The existing Smokey Point Transit Center is served by seven transit routes that provide service throughout the Snohomish County area. Additionally, there are three park and ride facilities in Arlington including:

- Smokey Point Community Church (17721 Smokey Point Boulevard) – served by routes 220, 227, and 240
- Arlington Park & Ride (Highway 9 at 4th Street) – served by route 227
- I-5 & Highway 531 Park & Ride (2901 172nd Street NE) – served by route 240

Most of the City's transit service has headways of about 60 minutes except for the 201/202 route, which has approximately 10-to- 30-minute headways.

Figure 3-7 Transit Routes



Transit Routes
Arlington Transportation Master Plan

transpogroup

FIGURE
3-7

Non-Motorized Facilities

The City of Arlington's non-motorized transportation facilities include bike lanes, multiuse trails, sidewalks, and crosswalks. City non-motorized facilities including trails and sidewalks are shown on Figure 3-8. Arlington is well connected with sidewalks with approximately 85 miles of sidewalk covering 80 percent of the roadway system. The current bicycle system relies primarily on the existing trails within or through the city limits. There are existing bike lanes on part of SR 531 (172nd Street NE) and Airport Boulevard between 188th Street NE and SR 531 (172nd Street NE).

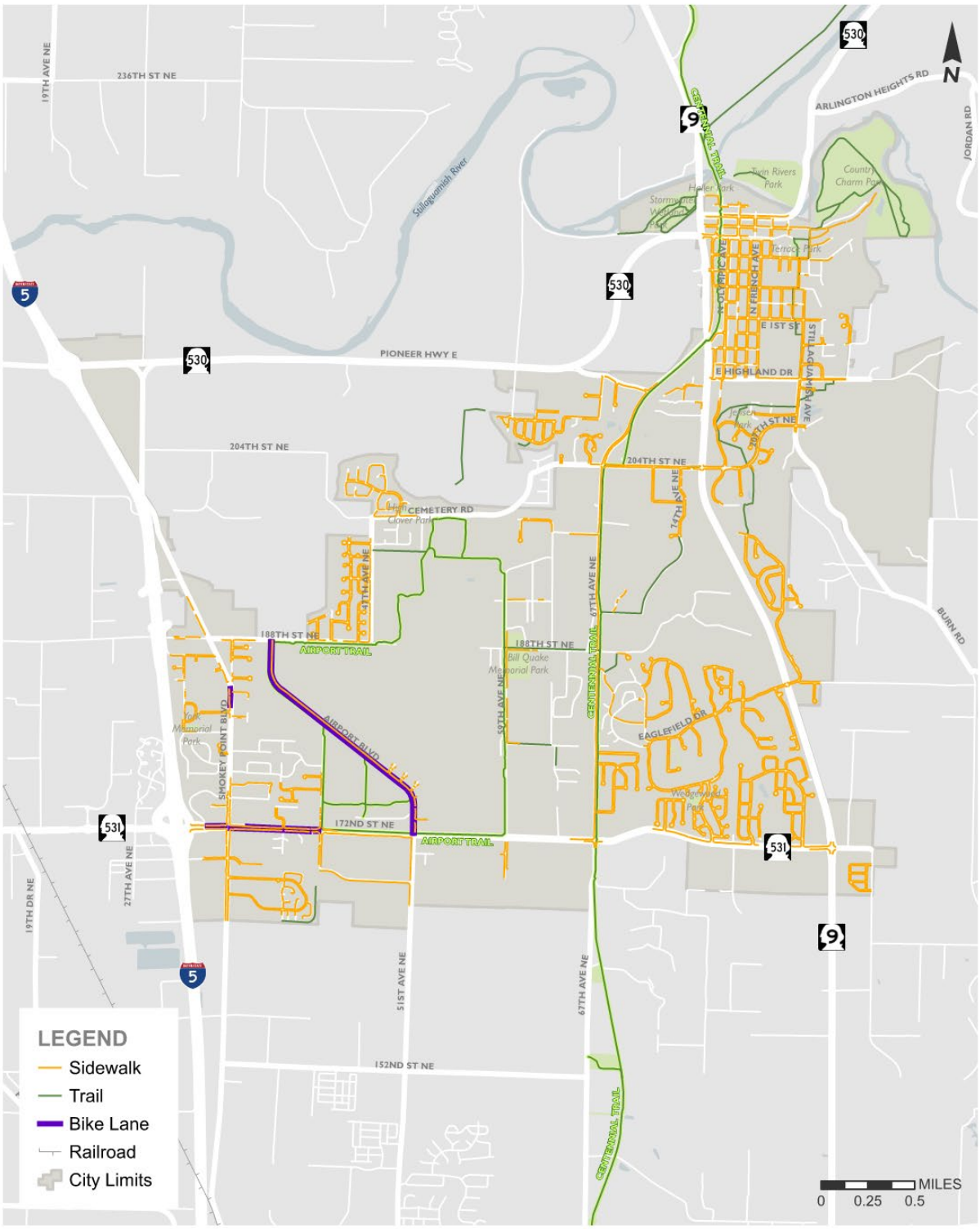
The Arlington Complete Streets Program (November 2018) addresses the needs of all users of the transportation system as development and redevelopment occurs within the City. The Complete Streets Program maintains policy documents such as the Bicycle Plan and the Pedestrian Plan. The Pedestrian and Bicycle Plans set citywide direction in key areas related to the walking and biking system and connectivity.

The Pedestrian and Bicycle Plans (both dated October 2018) identify connectivity to the Smokey Point Transit Center as a high priority. The projects identified to enhance connectivity to the Smokey Point Transit include sidewalks and trails along SR 531 (172nd Street NE) and construction of sidewalks and bike lanes along Cemetery Road and 188th Street NE. The City has also identified Smokey Point Boulevard, 204th Street NE, and SR 9 as critical to citywide non-motorized connectivity.

There are several multiuse trail routes within Arlington. Primary trails include the Centennial Trail and the Airport Trail. The Centennial Trail runs primarily along SR 9 and 67th Avenue NE in Arlington and is approximately 29 miles connecting the cities of Snohomish, Lake Stevens, and Arlington. The path is a 10 to 12-foot-wide paved trail used for walking, bicycling, hiking, and horseback riding. The Airport Trail is an unimproved walking path, which runs around Arlington Airport. Other trails within or connected to the City's trail network include:

- The Whitehorse Trail
- Eagle Trail and Stormwater Wetlands Trails
- Jensen Park Connector Trail
- Zimmerman Hill Climb

Figure 3-8 Non-Motorized Facilities



Non-Motorized Facilities
Arlington Transportation Master Plan

transpogroup

FIGURE
3-8

Air Transportation

The City owns and operates the Arlington Municipal Airport. The airport is located northeast of 51st Avenue NE/Airport Boulevard, north of SR 531 (172nd Street NE), west of 59th Avenue NE, and south of 188th Street NE. Uses at the airport include general aviation facilities, industrial, commercial, and public uses. The airport currently operates with two runways and accommodates industrial/airport uses such as:

- Aerial Photography
- Charter Flights
- Corporate Hangers
- Flight Training
- Charter Flights

The airport does not have scheduled passenger flights. Vehicular access to the airport is provided via 192nd Street NE, 188th Street NE, and 51st Avenue NE. The Airport Master Plan is currently being updated.

Freight Transportation

The City's freight system is made of truck routes and rail corridors.

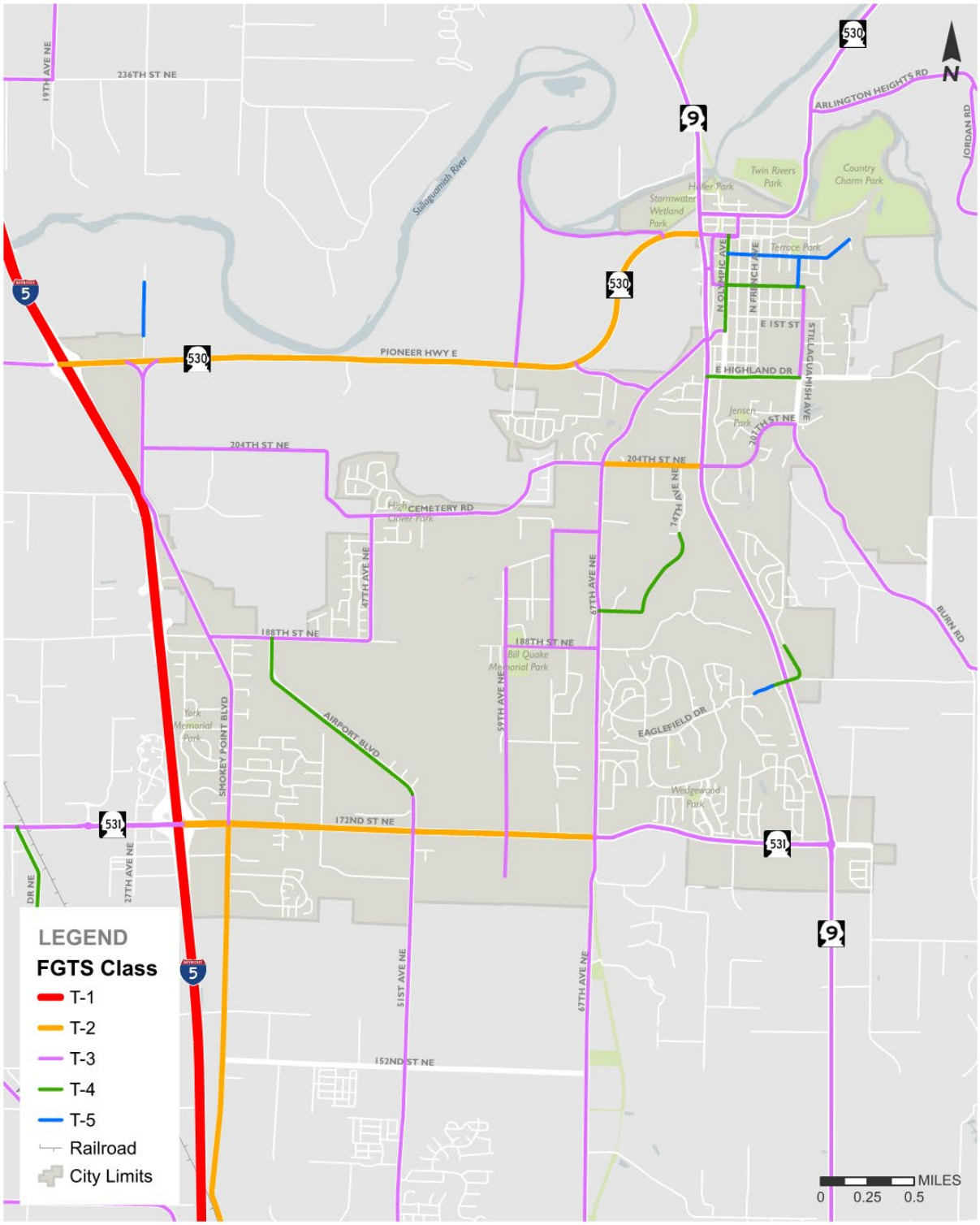
Truck Routes

The Washington State Freight and Goods Transportation System (FGTS) is used to classify state highways, county roads, and city streets according to the average annual gross truck tonnage they carry as directed by RCW 47.05.021. The FGTS establishes funding eligibility for the Freight Mobility Strategic Investment Board (FMSIB) grants and supports designations of HSS (Highways of Statewide Significance) corridors, pavement upgrades, traffic congestion management, and other state investment decisions. The FGTS classifies roadways using five freight tonnage classifications, T-1 through T-5. Routes classified as T-1 or T-2 are considered strategic freight corridors and are given priority for receiving FMSIB funding. The classifications are as follows:

- **T-1:** Over 10,000,000 annual gross tonnage
- **T-2:** 4,000,000 to 10,000,000 annual gross tonnage
- **T-3:** 300,000 to 4,000,000 annual gross tonnage
- **T-4:** 100,000 to 300,000 annual gross tonnage
- **T-5:** Over 20,000 gross tonnage in a 60-day period.

The roadways with the highest classification, and heaviest amount of truck traffic, are I-5, SR 531, 67th Avenue NE, and Smokey Point Boulevard. Figure 3-9 shows the existing freight classification for truck routes in the City.

Figure 3-9 Freight Routes



Freight Routes
Arlington Transportation Master Plan

FIGURE **3-9**

Truck Classifications

In addition to traffic volumes along key corridors, vehicle classification was collected near existing industrial areas to understand how the intended FGTS classifications compare to the actual vehicle use. The truck corridors reviewed include:

- 211th Place NE West of 67th Avenue NE
- SR 9 North of W Burke Avenue
- SR 530 East of Manhattan Avenue
- SR 530 East of Smokey Point Boulevard
- 67th Avenue NE North of 204th Street
- 204th Street NE West of SR 9

The annual truck tonnage was estimated for the corridors above based on the traffic volume and vehicle class data and using the validated WSDOT method outlined in the Washington State Freight and Goods Transportation System 2021.

211th Place NE is classified as a T-3 freight route, which is intended to carry 300,000 to 4,000,000 annual tons. This road is estimated to carry approximately 1 million tons per year, which is within the range of a T-3 facility. Exhibit 3-2 provides a summary of the mid-week average vehicle classification for 211th Place NE.

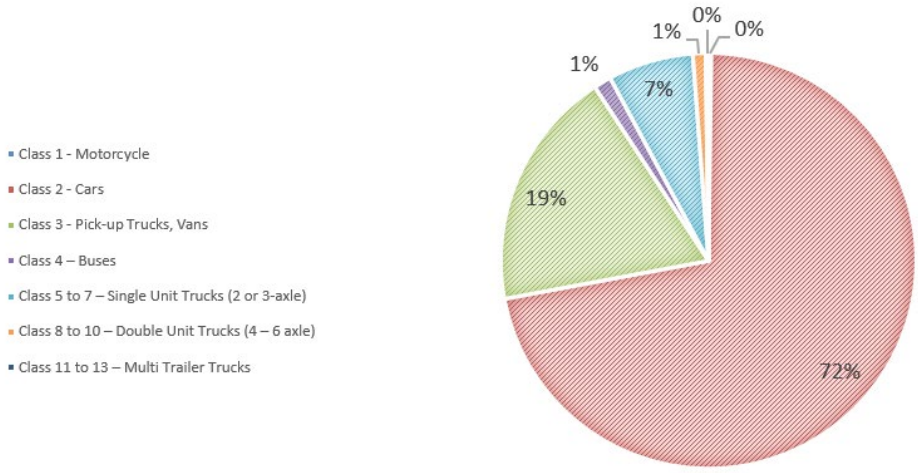


Exhibit 3-2 Mid-Week Average Vehicle Classification – 211th Place NE West of 67th Avenue NE

Although 211th Place NE appears to be appropriately classified based on the truck volumes, it is a two-lane roadway with limited to no shoulder available with inadequate design for trucks. Due to current grades and limited right-of-way, widening 211th Place NE and intersections at SR 530 and 67th Avenue NE to accommodate large trucks may be difficult. The freight classification of the 211th Place NE will be considered with the future transportation system including either changes to the classification and/or improvements to the road for trucks.

SR 9 north of W Burke Avenue is also a two-lane facility classified as a T-3 and provides connectivity to the northern portion of Arlington. Exhibit 3-3 provides a summary mid-week average vehicle classification along SR 9 north of W Burke Avenue.

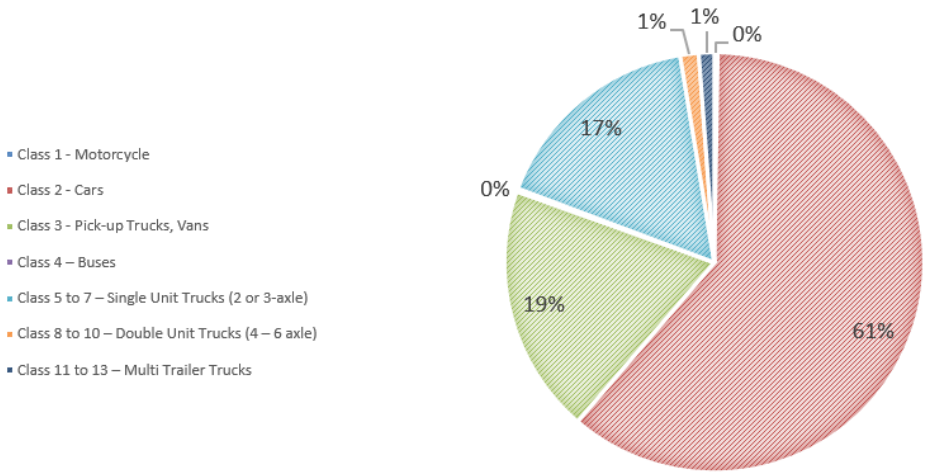


Exhibit 3-3 Mid-Week Average Vehicle Classification – SR 9 North of W Burke Avenue

Exhibit 3-3 shows SR 9 north of W Burke Avenue single-unit and larger trucks represent 19 percent of the average daily volumes along the corridor. An annual truck tonnage of 5 million is estimated along SR 9 north of Burke Avenue, which is a million more tons than the T-3 classification. Consideration may need to be given to the freight class of SR 9.

SR 530 east of Manhattan Avenue is a two-lane facility and connects northern Arlington to areas northeast of the City. This portion of SR 530 is designated as a T-2 facility where the range for freight is 4 to 10 million annual gross tons. Exhibit 3-4 provides a summary of the vehicle classification along this portion of SR 530.

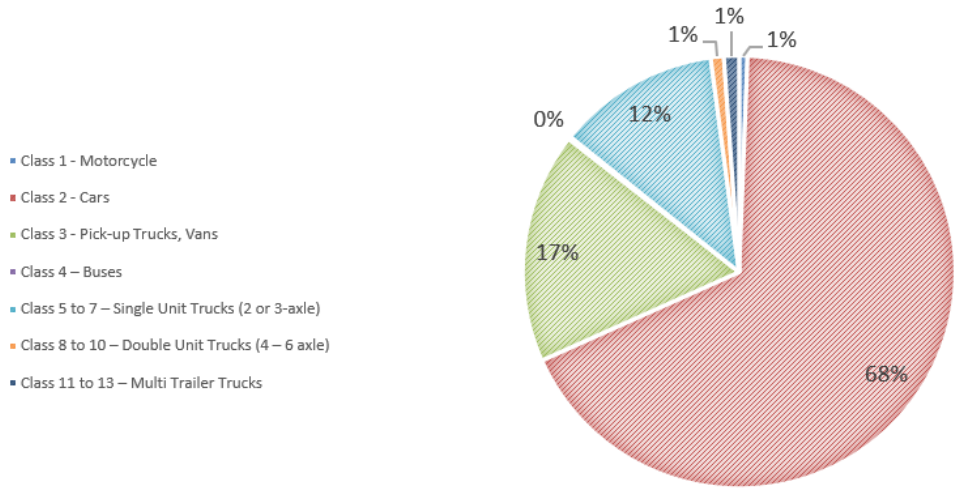


Exhibit 3-4 Mid-Week Average Vehicle Classification – SR 530 East of Manhattan Avenue

Exhibit 3-4 shows single unit trucks and larger represents 15 percent of the vehicles during the mid-week along SR 530. SR 530 east of Manhattan Avenue is estimated to carry approximately 6 million annual tons, which is within the range of a T-2 facility.

SR 530 east of Smokey Point Boulevard is also a two-lane facility designated as a T-2 roadway and runs east-west along the northern portion of Arlington connecting to I-5 at the western end of the City. Exhibit 3-5 provides a summary of the vehicle class along that portion of SR 530.

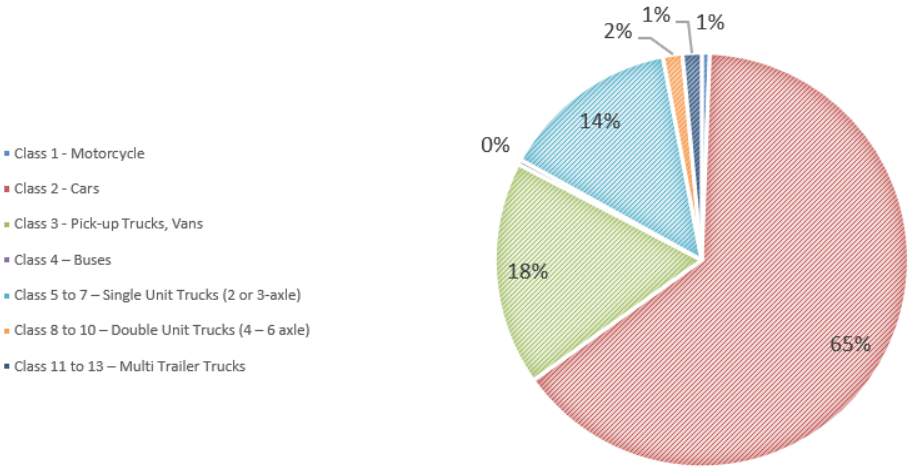


Exhibit 3-5 Mid-Week Average Vehicle Classification – SR 530 East of Smokey Point Boulevard

Single unit trucks comprise approximately 14 percent of vehicle volumes and double unit or larger trucks represent approximately 3 percent or a total of approximately 3,760 trucks. SR 530 east of Smokey Point Boulevard is estimated to carry over 11 million tons annually, which is higher than the T-2 classification. Consideration may need to be given to the freight class of SR 530 near Smokey Point Boulevard.

67th Avenue NE and 204th Street NE are both three-lane facilities designated at T-3 roadways and provides access to many industrial facilities in northeastern Arlington. Exhibit 3-6 and Exhibit 3-7 provide a summary of the vehicle classification along 67th Avenue NE and 204th Street NE, respectively.

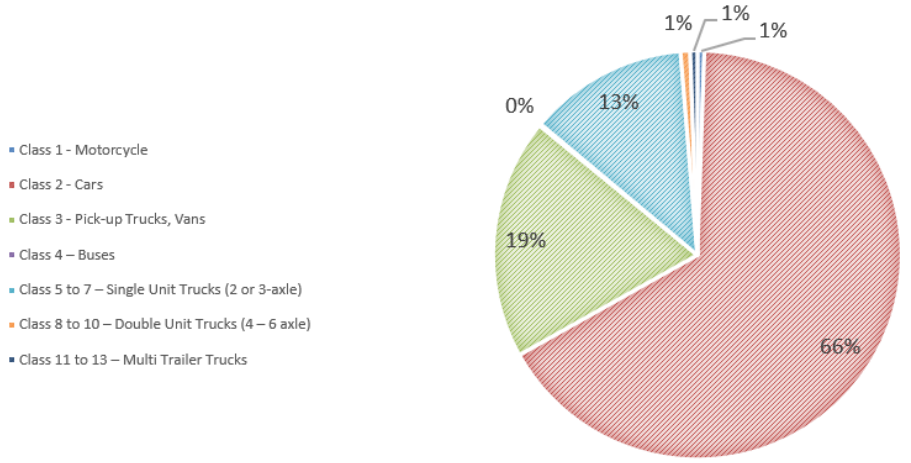


Exhibit 3-6 Mid-Week Average Vehicle Classification – 67th Avenue NE North of 204th Street NE

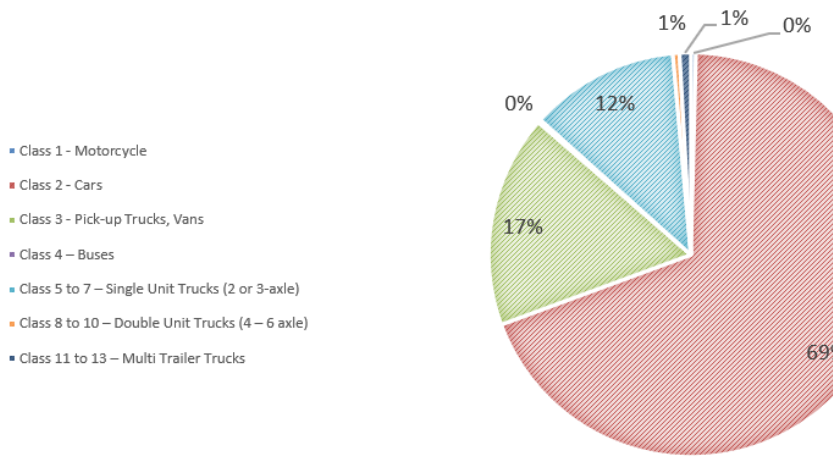


Exhibit 3-7 Mid-Week Average Vehicle Classification – 204th Street NE West of SR 9

Both roadways are estimated to carry just under 4 million annual tons of freight, which is within the T-3 classification.

Rail

The City also has two freight rail corridors operated by the Burlington Northern Santa Fe (BNSF) Railroad. One BNSF line runs on the west side of the I-5 corridor and carries both freight and passenger rail traffic. Passenger rail is operated by Amtrack and runs from Eugene, Oregon to Vancouver, B.C. The closest passenger stations are in Everett and Stanwood. The second BNSF line is located on the east side of the City and connects Arlington with the I-5 mainline track at approximately 116th Street NE in Marysville.

Most rail crossings are at grade in Arlington. These at-grade crossings include west of the 67th Avenue/SR 531 (172nd Street NE) intersection, along 152nd Street NE east of 51st Avenue NE, west of the Smokey Point Boulevard/136th Street NE intersection and along 51st Avenue NE south of 144th Avenue NE. At-grade crossings impact the roadway system within Arlington as well as access to/from Marysville. The presence of trains delays freight movement and increases congestion and safety issues at the crossings. There is a planned improvement to provide a grade separate interchange at I-5 and 156th Street NE in Marysville, which would improve freight and vehicle access in the area.

Transportation Demand Management

The City of Arlington has adopted a Commute Trip Reduction (CTR) program to comply with the Washington State CTR requiring local jurisdictions to develop and implement plans to reduce drive-alone trips and vehicle miles traveled per capita. The purpose of the CTR program is to reduce traffic congestion, improve air quality, preserve roadway capacity, and reduce dependency on fossil fuels. The CTR program applies to any major employer at a single worksite within the City limits. A major employer is one that employs 100 or more full-time employees who are scheduled to begin work during the morning commute times between 6 and 9 a.m. Employers who have implemented a CTR program include Cascade Valley Hospital, AMT Aerospace, and the Arlington Public Schools. City staff attend CTR trainings and participate in bike to work and other events that encourage the use of alternative transportation modes. The need for appropriate transit stops is considered during development review.

Transportation solutions are developed in coordination with Community Transit, Snohomish County, WSDOT, and major employers. Some tools identified to promote commute trip reduction include:

- Rideshare-on-line
- Identifying potential ride share opportunities through neighborhood groups or contacts
- Staggered work hours
- Payment-in-lieu of CTR

- Identification of major employers at City Business License application
- Growth and Transportation Efficiency Centers (GTEC)
- Bus stop and trail connections.

The CTR Efficiency Act allows jurisdictions to designate Growth and Transportation Efficiency Centers. A GTEC is a defined, mixed-use urban area that contains employment or housing and supports multiple modes of transportation. The GTEC would allow the City to coordinate complimentary employment sites into one program and allow greater flexibility in administering programs. Arlington may designate activity centers as GTECs and establish a transportation demand management program for the designated area. The State CTR Board has established minimum criteria for GTECs, and the center must be certified by the PSRC.

Rather than increasing capacity, Transportation Demand Management (TDM) measures are aimed at reducing the transportation demand generated. In addition to physical improvements to the multi-modal network, the City has TDM measures in place that will use existing capacity more efficiently, increase capacity for motorized transportation, or reduce the peak period transportation demands, such as:

- Encouraging land use patterns that facilitate multi-purpose trips and reduce trips by single-occupant vehicles
- Requiring new construction to include sidewalks, bicycle storage/parking, and access to mass transit where possible
- Providing bicycle lanes on arterial and collector streets
- Constructing a bicycle path and pedestrian trail that connects schools and downtown area with athletic fields and parks
- Working with Community Transit to encourage transit compatibility for new development
- Encouraging pedestrian-scale neighborhoods to enhance access and mobility

The Cascade Industrial Center (CIC) is an example of where the City is focusing on implementing CRT and TDM measures to reduce drive alone trips and mitigate the impacts of development.

Technology

The City currently uses transportation technology such as rectangular rapid flashing beacons (RRFB), speed feedback signs, and accessible pedestrian signal (APS) push buttons to improve safety throughout the transportation system. There are only four (4) traffic signals owned by the City, which are maintained by the County through an Interlocal Agreement.

As the use of electric vehicles (EVs) continues to grow within transportation systems, the City recognizes the need to establish EV charging infrastructure. There are currently EV charging stations on the Airport property and private property. The City requires new commercial, mixed-use and multifamily development to look at providing on-site EV charging. There is not currently any City-provided charging infrastructure in the right-of-way or on City-owned properties (e.g., public parking lots).

Chapter 4 Future Conditions – 2044

Arlington's Transportation Plan is developed based on the evaluation of the existing transportation system and future transportation system needs based on planned future growth. GMA requires that the transportation planning horizon be at least ten years in the future. The City of Arlington selected a 2044 horizon year. Year 2044 provides a long-range look at the transportation system needed to support anticipated growth in the City and other communities in Snohomish County. Travel forecasts have been developed and analysis has been conducted for average weekday conditions during the PM peak hour. The weekday PM peak hour generally has the highest overall traffic volumes in the community and thus provides the basis for identifying capacity related improvement needs.

Travel Forecast Model

Primary analyses of the 2044 traffic forecasts were initially based on the following travel forecasting assumptions:

- Committed Improvement projects in Arlington's current Transportation Improvement Program (TIP)
- Improvement projects in available transportation plans from adjacent jurisdictions
- Puget Sound Regional Council's (PSRC) Transportation Vision 2050 Update Regional Capacity Projects List (as of May 2022)
- WSDOT's 2024-2027 Statewide Transportation Improvement Program
- Arlington's forecast land use data
- PSRC 2050 Land Use Targets forecasts and regional trip end data from the 2050 regional travel demand model.

Based on these assumptions, travel forecasts were developed using Arlington's travel demand model. The following provides an overview of the planned improvements, land use assumptions, travel demand model, and the alternatives analysis. The travel forecasts provide a technical basis for identifying the transportation improvement projects in the transportation systems plan.

The Transportation Systems Plan is developed based on the evaluation of the baseline transportation system and transportation needs based on growth in travel due to the land use plan. The analysis of the baseline transportation system identified locations with operational, safety, and alternative transportation mode deficiencies. The future conditions analysis evaluates long-term transportation needs with implementation of the planned land use growth for the City of Arlington and the surrounding communities.

Travel forecasts were developed using Arlington's travel demand model. The model is a tool that is used to convert existing and future land uses into weekday PM peak hour vehicle trips. The following provides an overview of the land use and transportation network assumptions used in preparing the travel forecasts. The Arlington travel demand model was updated to reflect existing 2022 conditions and was used as the basis for preparing 2044 travel demand forecasts for the Arlington UGA.

Land Use

The 2044 household and employment data represent growth forecast for the City of Arlington. Growth information from neighboring cities that may influence the greater model area is also used. For the Arlington UGA, the household and employment growth totals reflect the land-use forecast described in the Land Use Element of the Arlington Comprehensive Plan. The total Arlington growth anticipated is summarized in Table 4-1.

Table 4-1 City of Arlington Land Use

Land Use Type	Existing 2020	Future 2044	Increase
Housing Units	9,120	25,677	+16,557
Jobs	12,449	25,782	+13,333

Source: OTAK, 2023

As shown in Table 4-1, by 2044 the number of housing units is forecast to increase by approximately 16,557 and the number of jobs is anticipated to increase 13,333.

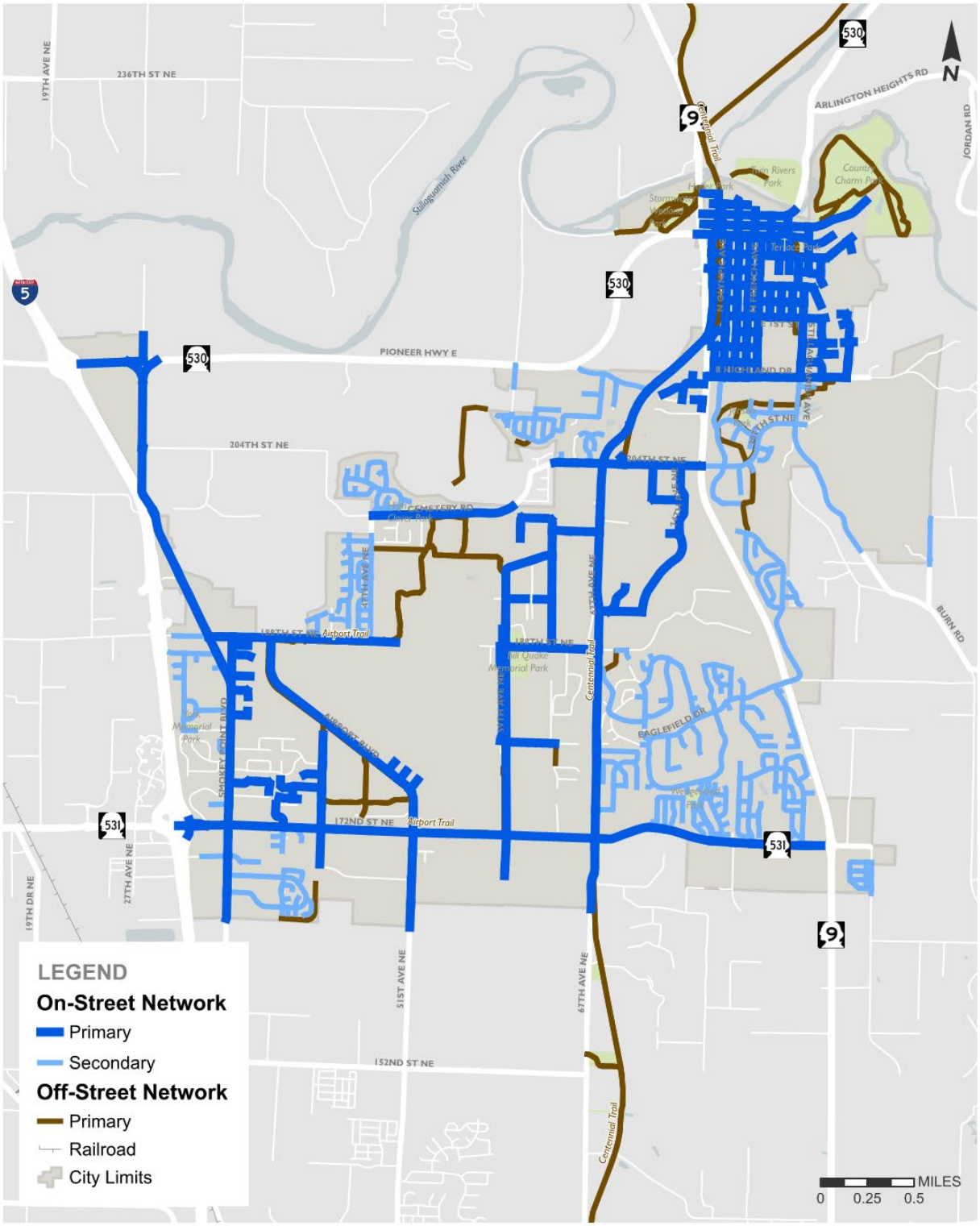
Transportation Network

As a part of baseline forecast 2044 conditions, transportation improvements that are planned and funded were included in analysis. These planned improvements include the widening of several roadways, construction of new roadways, construction of new roundabouts, and the addition of two traffic signals. In addition to these improvements, it was assumed that agencies perform regular traffic signal maintenance and timing updates. The transportation improvements assumed for the baseline 2044 analysis are summarized below.

- **SR 531 (172nd Street NE)** – Widening of SR 531 to four lanes between 43rd Avenue NE and SR 9.
- **51st Avenue NE** – Widening of 51st Avenue NE to a three-lane urban freight corridor between SR 531 and the southern Arlington City Limits.
- **43rd Avenue NE** – Widening of 43rd Avenue NE to three-lanes from SR 531 to 180th Street NE.
- **Smokey Point Boulevard** – Widening of Smokey Point Boulevard to three-lanes from 200th Street NE to SR 530.
- **172nd Street NE** – Widening of 172nd Street NE to three-lanes from SR 9 to 91st Avenue NE.
- **89th Avenue NE** – Widening of 89th Avenue NE to three-lanes within the City Limits.
- **59th Avenue NE** – Widening of 89th Avenue NE to three-lanes.
- **59th Avenue NE/SR 530** – Construct single lane roundabout.
- **211th Place NE/SR 530** – Construct single lane roundabout.
- **Smokey Point Boulevard/174th Street NE** – Construct single lane roundabout.
- **Smokey Point Boulevard/180th Street NE** – Construct single lane roundabout.
- **Smokey Point Boulevard/183rd Street NE** – Construct single lane roundabout.
- **Smokey Point Boulevard/188th Street NE** – Construct single lane roundabout.
- **67th Avenue NE/188th Street NE** – Install a signal.
- **74th Avenue NE/204th Street NE** – Install a signal.
- **183rd Street NE** – Extension from Smokey Point Boulevard to Airport Boulevard as 2-3 lanes with roundabouts at all intersecting roadways.
- **180th Street NE** – Extension from Smokey Point Boulevard to Airport Boulevard as a two-lane urban freight corridor.
- **169th Street NE** – Extension from 43rd Avenue NE to 38th Avenue NE as a two-lane urban freight corridor.
- **47th Avenue NE** – Extension from 169th Street NE to the southern Arlington City Limits as a three-lane industrial roadway.
- **169th Street NE** – Extension from 51st Avenue NE to 59th Avenue NE.
- **211th Place NE** – Extension from 211th Place to 59th Avenue NE as a two to three lane facility.
- **169th Street NE** – Extension from 59th Avenue NE to 67th Avenue NE.
- **173rd Street NE** – Extension from 43rd Avenue NE to Airport Boulevard.
- **47th Avenue NE** – Extension from 173rd Street NE to Airport Boulevard.
- **47th Avenue NE** – Extension from 169th Street NE to the southern Arlington City Limits.
- **74th Avenue NE** – Extension from Portage Creek to Hazel Street.

As part of the baseline transportation improvements, the City also defined a desired future 2044 pedestrian and bike network as shown on Figure 4-1 and Figure 4-2. This desired non-motorized network follows locations where heavy non-motorized use is expected, such as routes connecting residential areas to recreational facilities and schools, and places of employment. Trails are included in both the pedestrian and bike network since these are used by both pedestrians and bicyclists, and these trails help complete the network.

Figure 4-1 Future Pedestrian Network

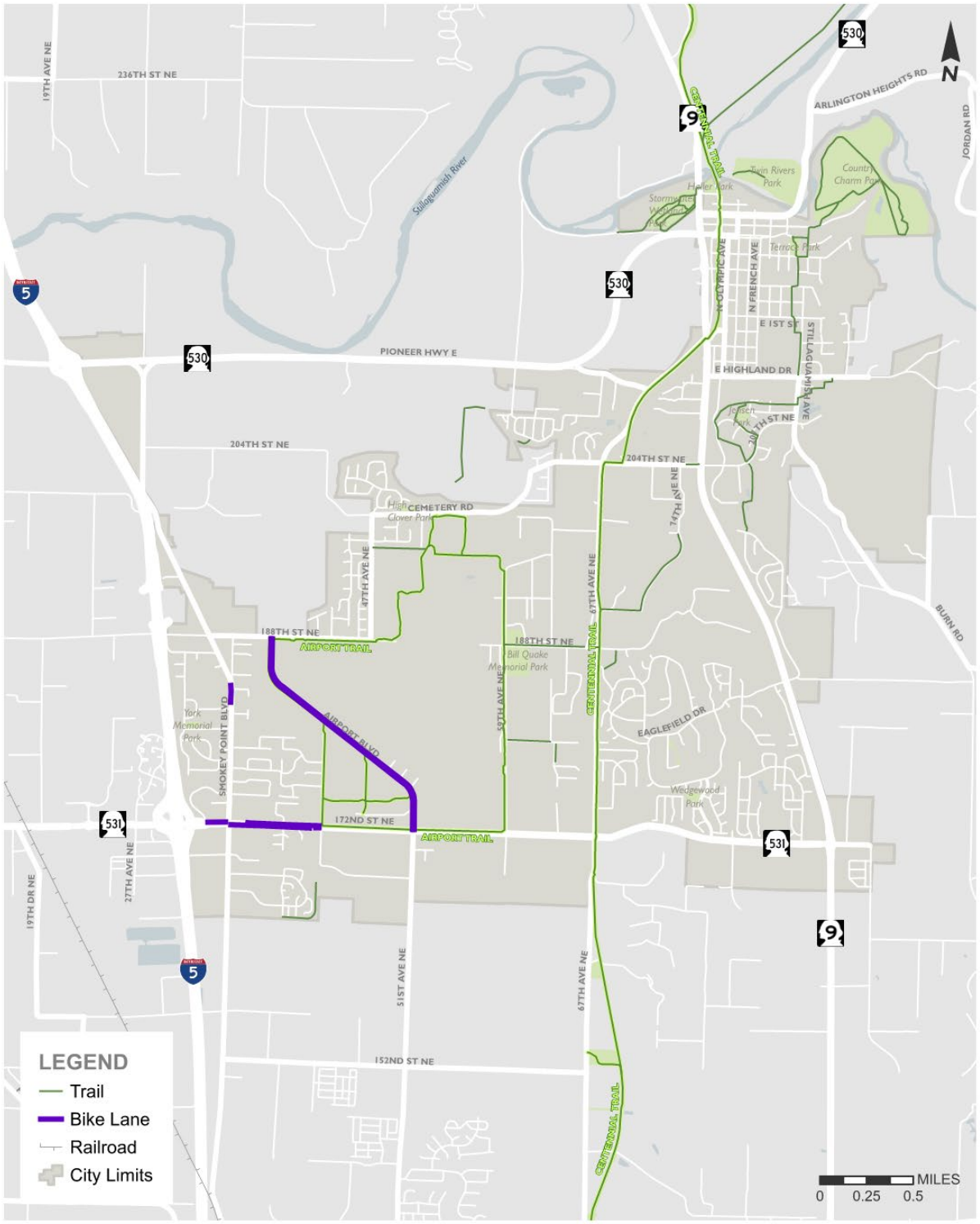


Future Pedestrian Network
Arlington Transportation Master Plan

transpogroup

FIGURE
4-1

Figure 4-2 Future Bicycle Network



Future Bike Network
Arlington Transportation Master Plan

FIGURE **4-2**

Forecast Travel Conditions

Trip generation was developed through the modeling process, which converts estimates of housing and employment (by category) into daily person trips by trip purpose for each Traffic Analysis Zone (TAZ). The daily person trips are then converted into weekday PM peak hour vehicle trips based on factors from the PSRC regional travel demand model. **Table 4-2** summarizes the weekday PM peak hour trip generation for the alternatives.

Table 4-2 City of Arlington Weekday PM Peak Hour Vehicle Trips

Existing 2020	Future 2044	Increase
21,328	45,141	23,813

Source: Transpo Group, 2024

The weekday PM peak hour traffic forecasts and average annual growth rate under baseline 2044 conditions are summarized in **Table 4-3** for key intersections.

Table 4-3 Baseline Weekday PM Peak Hour Traffic Volumes

Intersection	2022 Existing PM Peak Volumes	2044 Baseline	
		PM Peak Volumes	Average Annual Growth
SR 9 & W Burke Ave	1,465	1,735	0.8%
E Division St & SR 9	2,305	2,760	0.8%
67th Ave NE & Lebanon St	805	1,140	1.6%
I-5 SB Ramps & SR 530	1,170	1,460	1.0%
I-5 NB Ramps & SR 530	2,070	2,695	1.2%
Smokey Point Blvd & SR 530	1,735	2,235	1.2%
200th St NE & Smokey Point Blvd	630	1,585	4.3%
Smokey Point Blvd & 188th St NE	1,090	1,855	2.4%
188th St NE & 67th Ave NE	1,170	1,505	1.2%
Airport Blvd & 188th St NE	695	1,175	2.4%
51st Ave NE & SR 531	2,020	3,630	2.7%
59th Ave NE & SR 531	1,720	3,250	2.9%
67th St Ave NE & SR 531	1,885	3,600	3.0%
SR 531 & Gleneagle Blvd	1,025	2,270	3.7%
SR 9 & SR 531	1,525	3,620	4.0%

Source: Transpo Group, 2024

As shown in **Table 4-3**, average annual growth at key intersections is anticipated to be between approximately 0.8 percent and 4.3 percent. The growth overall represents an increase over existing traffic volumes at key study intersections of between 150 to 2,095 weekday PM peak hour trips.

The growth in traffic volumes will result in additional traffic congestion along city streets assuming similar driving behaviors as today. As traffic volumes increase, the number of hours during the day when congestion is experienced may also increase. A review of the roadway system capacity for Arlington shows that additional roadway connections or widening of streets is required to handle this increase in traffic volumes and maintain adopted LOS. Additional analysis is completed in the subsequent section to determine if improvements are needed to intersections with the growth in projected vehicle traffic.

Level of Service Standards and Analysis

Multimodal level of service standards are required for non-motorized transportation facilities, locally owned arterials, and transit routes that serve urban growth areas, to serve as a gauge to judge system

performance, and to help achieve the statewide goal of environmental justice. LOS standards establish the basis for the concurrency requirements in the GMA and are used to evaluate impacts as part of the State Environmental Protection Act (SEPA). Agencies are required to show concurrency—i.e., to "adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with development" (RCW 36.70A.070(6)(b)). Setting the LOS standard is an essential component of regulating development and identifying planned improvements for inclusion in the TMP.

The following sections describe the methodology for determining LOS by mode and provides an analysis of the 2044 forecasts for Arlington.

Vehicle

Level of service is both a qualitative and quantitative measure of roadway and intersection operations. Vehicle level of service uses an "A" to "F" scale to define the operation of roadways and intersections as follows:

LOS A: Primarily free flow traffic operations at average travel speeds. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delays at intersections are minimal.
LOS B: Reasonably unimpeded traffic flow operations at average travel speeds.
LOS C: Stable traffic flow operations. However, the ability to maneuver and change lanes may be more restricted than in LOS B, and longer queues may contribute to lower-than-average travel speeds.
LOS D: Small increases in traffic flow may cause substantial increases in approach delays and decreases in speed.
LOS E: Significant delays in traffic flow operations and lower operating speeds.
LOS F: Traffic flows at extremely low speeds. Intersection congestion is likely, with high delays and extensive vehicle queuing.
As described in Chapter 3, there are adopted LOS standards for the facilities serving Sumner.

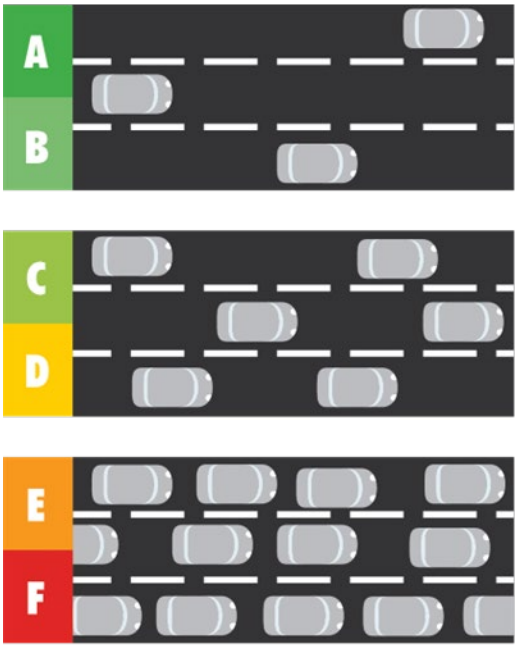


Figure 4-3. Illustration of Vehicle LOS

Arlington LOS Standards

The City of Arlington has adopted LOS D for City arterials and LOS C for all other streets. The LOS D standard applies to roads that primarily serve its business district or industrial areas. The City of Arlington further recognizes and adopts the most current LOS standard along state highways.

State Highway LOS Standards

I-5 has a LOS D standard to milepost 207.76 in Arlington and a rural HSS with a LOS C standard to the north. SR 9 is an urban HSS through Arlington with a LOS D standard. There is also a portion of SR 530, between the I-5 interchange and 27th Avenue NE, which is a HSS and has a LOS D standard. GMA concurrency requirements do not apply to HSS facilities, per State legislation.

SR 531 and 530 are State Highway of Regional Significance. The level of service standard for regionally significant state highways in the central Puget Sound region is set by PSRC in consultation with WSDOT and the region's cities and counties. SR 531 is a Tier 2 road with a LOS D standard. SR 530 is a Tier 3 with a LOS C standard. PSRC notes that it will measure the level of service for regionally significant state highways on a one-hour PM peak period basis. Furthermore, PSRC notes that local agencies will need to decide whether to apply concurrency to state highways of regional significance.

Traffic Operations

Weekday PM peak hour traffic operations were evaluated at 31 intersections for forecast 2044 conditions consistent with existing conditions. The LOS analysis method was based on procedures identified in the *Highway Capacity Manual* (HCM). The analysis uses Synchro 12 for signalized and stop controlled intersections. Roundabout controlled intersections were evaluated utilizing Sidra 9 and the procedures established by WSDOT. Table 4-4 summarizes the forecast 2044 weekday PM peak hour intersection operations for key intersections within Arlington.

Table 4-4 Forecast 2044 Weekday PM Peak Hour Level of Service Summary

Intersections	Future Traffic Control	Current LOS Standard	Future 2044 Baseline		
			LOS[1]	Delay[2]	WM[3] or V/C[4]
1. SR 9/W Burke Avenue	Roundabout	D	A	7.1	0.71
2. E Burke Avenue/N Manhattan Avenue	TWSC	D	D	30.0	NB
3. SR 9/W Division Street[5]	Signal	D	C	30.4	-
4. N Olympic Avenue/E Division Street	AWSC	D	**E**	**37.6**	**-**
5. 67th Avenue NE/Lebanon Street	TWSC	D	**F**	**196.7**	**NB**
6. S Olympic Avenue/E Maple Street	AWSC	D	B	11.1	-
7. I-5 Southbound Ramps/SR 530	Signal	C	**D**	**40.2**	**-**
8. I-5 Northbound Ramps/SR 530	Signal	C	**F**	**95.3**	**-**
9. Smokey Point Boulevard/SR 530	Roundabout	D	A	8.8	0.81
10. Smokey Point Boulevard/Smokey Point Boulevard	TWSC	D	B	13.2	EBR
11. SR 530/211th Place NE	Roundabout	C	A	8.2	0.89
12. 67th Avenue NE/211th Place NE	Signal	D	B	18.1	-
13. S Stillaguamish Avenue/E Highland Drive	AWSC	C	C	20.6	-
14. Smokey Point Boulevard/200th Street NE	TWSC	D	**F**	**362.8**	**EB**
15. 67th Avenue NE/204th Street NE	Signal	D	B	18.1	-
16. SR 9/204th Street NE	Signal	D	**F**	**123.0**	**-**
17. Smokey Point Boulevard/188th Street NE	Roundabout	D	A	6.3	0.67
18. 67th Avenue NE/188th Street NE	Signal	D	A	8.2	-
19. SR 9/Crown Ridge Boulevard	Signal	D	C	30.0	-
20. Smokey Point Boulevard/Smokey Point Drive	Signal	D	B	15.8	-
21. Airport Boulevard/188th Street NE	Roundabout	D	A	7.0	0.41
22. I-5 Southbound Ramps/SR 531	Signal	D	A	7.3	-
23. I-5 Northbound Ramps/SR 531	Signal	D	C	28.9	-
24. Smokey Point Boulevard/SR 531[5]	Signal	D	**F**	**91.5**	**-**
25. 40th Avenue NE/SR 531[5]	Signal	D	D	50.2	-
26. 43rd Avenue NE/SR 531	Roundabout	D	A	9.5	0.67
27. 51st Avenue NE/SR 531	Roundabout	D	B	11.3	0.78
28. 59th Avenue NE/172nd Street NE	Roundabout	D	A	7.4	0.68
29. 67th Avenue NE/SR 531	Roundabout	D	**E**	**63.5**	**1.61**
30. Gleneagle Boulevard/SR 531	TWSC	D	**F**	**55.3**	**SB**
31. SR 9/SR 531	Roundabout	D	**F**	**147.5**	**1.99**

Source: *Highway Capacity Manual (HCM)*, 2022 and Transpo Group, 2023
Notes: **Bold** indicates LOS standard is not met.
1. Level of service (LOS), based on *Highway Capacity Manual* 7th Edition methodology unless otherwise noted.
2. Average delay in seconds per vehicle.
3. Worst movement reported for unsignalized intersections where EB = eastbound, WB = westbound, SBL = southbound left, NB = northbound, and EBL = eastbound left.
4. Volume to capacity (V/C) ratio for roundabout controlled intersections.
5. Evaluated utilizing HCM 2000 methodology due to limitations in signal timing parameters or the presence of U-turning movements.

As shown in Table 4-4, 10 intersections would not meet the current adopted LOS standards during the weekday PM peak hour and currently operate at LOS E or F. The intersections not meeting current LOS standard include:

- N Olympic Avenue/E Division Street (all-way stop-controlled)
- 67th Avenue NE/Lebanon Street (two-way stop-controlled)
- I-5 Southbound Ramps/SR 530 (signal)
- I-5 Northbound Ramps/SR 530 (signal)
- Smokey Point Boulevard/200th Street NE (two-way stop-controlled)
- SR 9/204th Street NE (signal)
- Smokey Point Boulevard/SR 531 (signal)
- 67th Avenue NE/SR 531 (roundabout)
- Gleneagle Boulevard/SR 531 (two-way stop-controlled)
- SR 9/SR 531 (roundabout)

Poor operations tend to occur at stop-controlled intersections including N Olympic Avenue/E Division Street, 67th Avenue NE/Lebanon Street, Smokey Point Boulevard/200th Street NE, and Gleneagle Boulevard/SR 531 where growth in traffic an anticipated to occur. The intersection of Smokey Point Boulevard/SR 531 has had historically poor operations for which the City has looked at several different improvement options; however, additional improvement options are limited. All poorly operating intersections will be further reviewed as part of this transportation plan in the next chapter.

Non-Motorized

The City has established level of service standards for its active transportation network based on the methodology described in Figure 4-4 and the primary and secondary network identified and shown on Figure 4-1 and Figure 4-2.

Non-motorized LOS standards were developed based on the future primary and secondary on- sidewalk, pathway, and trail system. This non-motorized system was first identified in coordination with the City and in conjunction with the Complete Streets Program which identifies a Pedestrian Plan and a Bike Plan for the City. The LOS standards are shown in Figure 4-4 and emphasize the systems completion of sidewalks, pathways, or multi-use trails on arterial and collector roadways. The LOS designations are shown in green, orange, and red.

The active transportation network has been identified through a series of Primary and Secondary Routes. Corridors identified as **Primary** or **Secondary Routes** are not indicative of a hierarchy for future active transportation facility development. Rather, the Primary and Secondary route identification is used to make a distinction between routes that are more regional and extend completely through the community (primary), and those that serve the second leg of the journey and connect to destinations, extend into neighborhoods, or complete a loop (secondary).

A green LOS indicates a facility meets adopted roadway standards and has facilities on both sides of the street for primary routes, while a secondary facility may only have facilities on one side of the street. An orange LOS indicates a primary route has facilities on only one side of the roadway, when both sides would be preferred. A red LOS indicates no designated facilities are provided for active transportation users and is considered unacceptable.

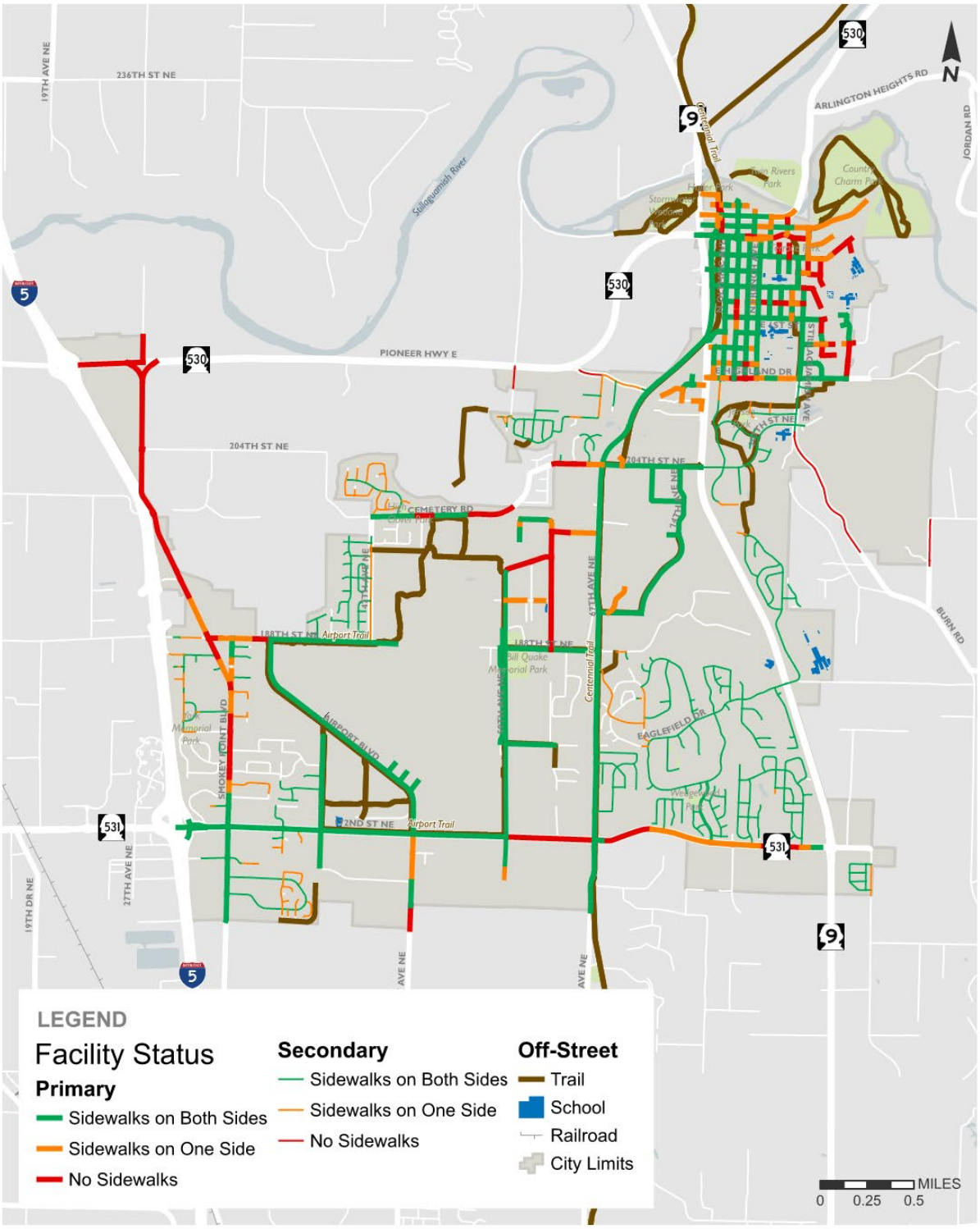
LOS	Primary Route	Secondary Route
	Meets City standards, facilities on both sides	Meets City standards, facilities on one or both sides
	Facilities exist, but only on one side	N/A
	No facilities exist, does not meet standards	No facilities exist, does not meet standards

Figure 4-4 Non-Motorized Levels of Service Overview

Applying the methodology described, the existing non-motorized transportation LOS is shown in Figure 4-4. An orange LOS is the standard for secondary routes, while a green LOS is the standard for primary routes. The City utilizes these standards to prioritize investments in the active transportation network and identify where significant gaps in the system need to be addressed to serve the City's land use plan. The long-term project list identified in the Transportation Element would implement the green LOS for primary and orange for secondary routes.

The pedestrian LOS analysis shows that most of the existing non-motorized transportation network meets standard. There are some key areas that are missing as well as corridors such as Cemetery Road, downtown, and Smokey Point Boulevard that have missing sidewalks. Many of the residential neighborhoods have sidewalks on at least one side of the roadway. The long-term project list identified in the Transportation Plan Recommendations (Chapter 5) would implement changes to improve the network LOS and ensure the City's standard of green or orange LOS is met.

Figure 4-5 Future Pedestrian Level of Service

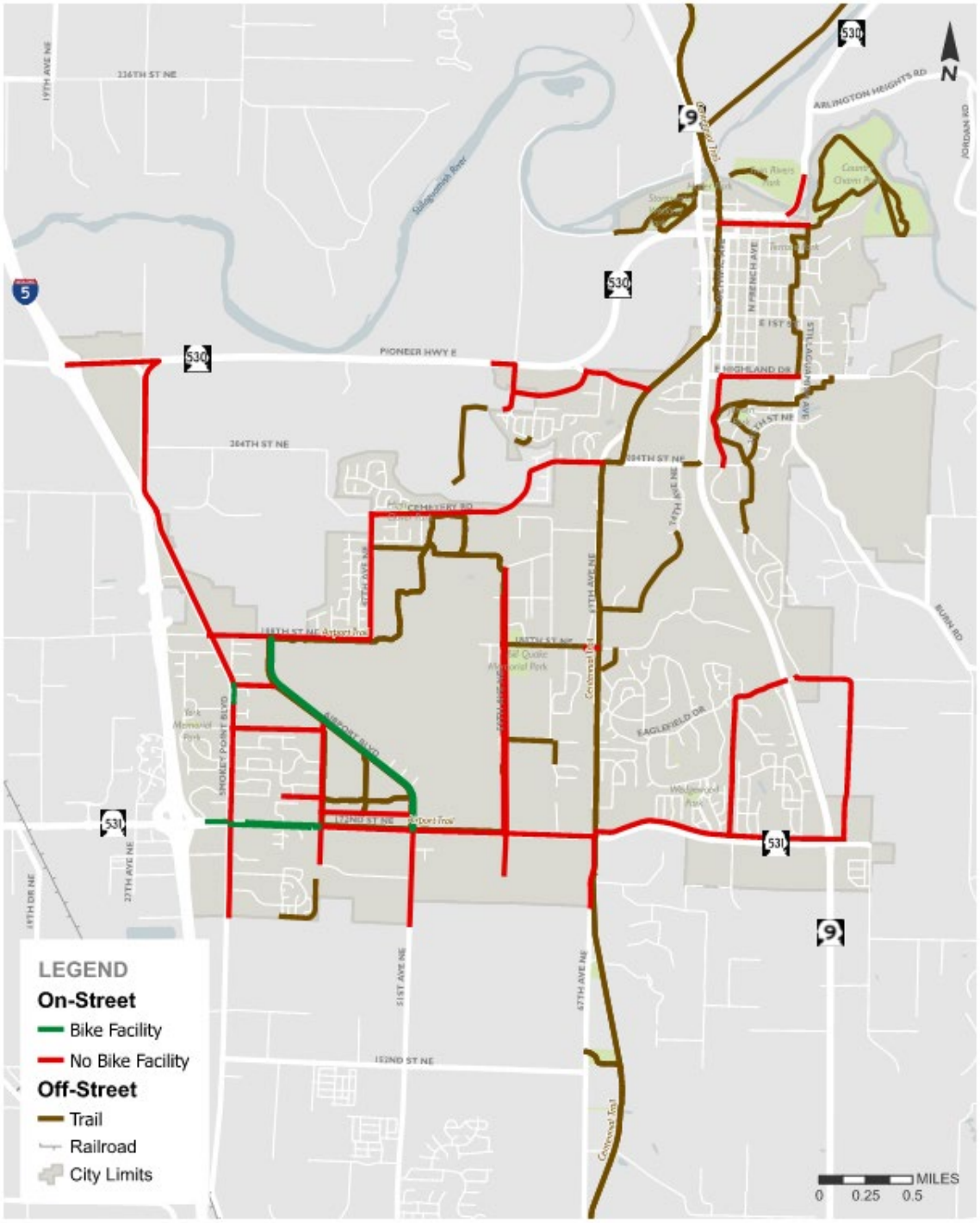


Non-Motorized Level of Service
Arlington Transportation Master Plan

FIGURE
4-4

M:\22\1.22064.00 - Arlington Transportation Plan\GIS\ArcGISPro\Arlington_TE\Arlington_TE.aprx

Figure 4-6 Future Bike Level of Service



Transit

The City of Arlington transit service is provided by Community Transit. While Transit service is not under the City's control, it is an important component of the overall transportation system. As required by GMA, the City supports the transit level of service standards set by Community Transit.

Community Transit does not have adopted level of service standards, rather Community Transit defines its service type based on future employment and population densities and a composite equity score. Within their system plan a set of descriptions for each of their service types that identifies frequency and characteristics. The different service types are intended to provide the best service for the population and job densities with higher frequency serving higher population and job densities and more flexible and on-demand service serving lower population and job density areas. **Table 4-5** provides a summary of the transit service categories for Community Transit.

Table 4-5 Community Transit LOS Standards

	Service Type				
Description	**Light Rail**	**Swift BRT[1]**	**Regular Bus – Frequent**	**Regular Bus – Base**	**Innovative Services, Vanpool, DART[1]**
Key Features	Rapid, high capacity, very frequent	Rapid, high capacity, very frequent	Frequent Fixed-Route	Less Frequent Fixed-Route	Flexible, On-Demand
Desired Surround Land Use Density	-	Minimum of 30 people and jobs per acre	15 to 30 people and jobs per acre	7 to 15 people and jobs per acre	Varies
Peak/Midday Service Frequency	-	10 to 12 minutes	15 to 20 minutes	30 minutes	Average wait times are 10 to 20 minutes throughout the day
Evening/Weekend Service Frequency	-	20 minutes	30 minutes	30 to 60 minutes	

Source: Journey 2050, Community Transit, December 2023
1. BRT = Bus Rapid Transit. DART = Dial-A-Ride Transportation

Evaluations by Community Transit based on land use densities and composite equity scores affirmed the corridors with existing or future Swift Lines rank the highest, reinforcing the current and planned Swift Lines. Specifically, Community Transit identified the Smokey Point corridor as a need and has a planned Swift route along the corridor.

The future transit network assumes implementation of Community Transit's 2023-2028 Transit Development Plan (TDP) and the Journey 2050 long-range plan that proposes aligning and connecting bus service with Sound Transit Lynnwood Link light rail in 2024. Service in Arlington is currently provided via regular bus service with a frequency of over 60 minutes except for two routes which provide service every 10 and 30 minutes. Additional rapid service is anticipated by 2029 with the Swift Gold Line which would provide service between the Smokey Point Transit Center and the Everett Station. Link light rail service to the Everett Station is anticipated by 2041.

Chapter 5 Transportation Systems Plan

The analysis conducted in Chapter 4 identified needs to support growth and meet LOS standards in 2044. The Arlington Transportation Improvement Plan (TIP) is a 20-year plan that includes projects that improve existing intersections or roadways, construction of new roadways, and provides improvements to non-motorized facilities such as sidewalks, paths, or bike lanes. As specific development projects are proposed the City will assess impacts during review of the proposal and determine whether additional improvements are needed.

The transportation improvement program is organized by travel mode, although the improvement projects and programs may overlap between modes (e.g., sidewalks are included as part of a roadway widening project).

The Plan focuses on recommendations for six components of the transportation system:

- Transportation Projects and Programs
- Streets and Highways
- Public Transit and Transportation Demand Management
- Non-Motorized Facilities [Jim – Do you want to call this Non-Motorized or would you prefer to just say pedestrian and bicycle?]
- Air Transportation
- Freight Rail Transportation

Based on the plans/programs, goals, and policies for the six components, an overall multimodal long-range list of transportation projects is recommended to support the transportation needs within the 20-year horizon.

Transportation Projects and Programs

The existing and future transportation needs analysis and the proposed modal plans for the components described above were utilized to develop a list of multimodal transportation improvement projects to support growth in the City of Arlington.

Transportation Projects
The improvements address safety, capacity, trail connections, and expanded non-motorized transportation facilities. Improvements also cover upgrades to existing roads and construction of new roadways and interconnected street systems to support the forecast economic development and growth in the City. The roadway and intersection projects incorporate needs for pedestrians, bicyclists, and transit riders that will use the same corridors. The projects were categorized into three primary types:

- Spot or intersection improvements
- Corridor or roadway improvements
- Non-motorized improvements

Spot/Intersection Improvements

Spot or intersection improvements were identified where existing or forecast operational deficiencies are anticipated with growth in and around the City of Arlington. The projects are intended to improve operations at the identified intersections to meet the City's LOS standard. Some of the spot/intersection improvements were previously identified as a need in the 6-year transportation improvement program (TIP) and/or the Transportation 2035 Plan, 2017 Update and should continue to be considered to support growth into 2044. There are also new intersection improvements identified to support the Arlington land use plan. Table 5-1 summarizes the spot/intersection improvements.

Table 5-1 2044 Transportation Improvement Project List: Spot/Intersections

Project ID (WSDOT ID)	Intersection	Project Description
SP1	SR 9/SR 530/W Division Street	Construct roundabout
SP2	SR 9/W Burke Avenue	Construct roundabout
SP3	Broadway Street/E Burke Avenue	Construct roundabout or signal
SP4	SR 530/Smokey Point Boulevard	Construct roundabout
SP5	67th Avenue NE/188th Street NE	-Construct signal -188th Street NE BNSF trail crossing
SP6	204th Street NE/74th Avenue NE	Construct signal
SP7	Smokey Point Boulevard/174th Place NE	Construct roundabout
SP8 (ARL-17B)	Smokey Point Boulevard/180th Street NE	Construct roundabout
SP9	Smokey Point Boulevard/183rd Street NE	Construct roundabout
SP10 (ARL-17A)	Smokey Point Boulevard/188th Street NE	Construct roundabout
SP11	63rd Avenue NE/SR 531 (172nd Street NE)	Construct roundabout
SP12	Airport Boulevard/188th Street NE	Construct roundabout
SP13	I-5/188th Street	New interchange
SP14	SR 9/SR 531 (172nd Street NE)	Construct two-lane roundabout
SP15	67th Avenue NE/Lebanon Street	Construct signal
SP16	I-5 Ramps/SR 530	Construct roundabouts or SPUI
SP17	Smokey Point Boulevard/200th Street NE	Construct roundabout

Notes: BNSF = Burlington Northern Santa Fe; SPUI = Single Point Urban Interchange

Corridors/Roadway Improvements

Similar to the spot/intersection improvements, some of the roadway improvements were previously identified as part of the 2024-2029 TIP and evaluation of the alternatives indicated continued need for the projects based on operations, safety, and completion of motorized and non-motorized networks. Additionally, new roadway connections were identified to support growth. No new roadway improvement projects are proposed beyond what was already identified on the 6 or 20-year TIP. Table 5-2 summarizes the corridor/roadway improvements.

Table 5-2 2044 Transportation Improvement Project List: Corridor/Roadway

Project ID (WSDOT ID)	Roadway	Extents	Project Description
RW1	SR 531 (172nd Street NE) widening – Phase 1	43rd Avenue NE to 67th Avenue NE	Widen to 4 lanes
RW2	SR 531 (172nd Street NE) widening – Phase 2	67th Avenue NE to SR 9	-Widen to 4 lanes -Construct a roundabout at Gleneagle Boulevard/SR 531 -Construct NB right-turn lane at 67th Avenue NE/SR 531
RW3	Highland Drive	SR 9 to Stillaguamish Avenue	-Vehicle and non-motorized improvements -Signal improvements
RW4	Smokey Point Boulevard	174th Avenue NE to 200th Avenue NE	Corridor improvements
RW5	51st Avenue NE	SR 531 (172nd Street NE) to S City Limits	Widen to a 3-lane urban freight corridor
RW6	204th Street NE	74th Avenue NE to 69th Avenue NE	-Corridor improvements to provide an urban corridor -Construct a multiuse trail
RW7	180th Street NE	59th Avenue NE to BNSF ROW	-Improve to a 2-lane industrial road section with trail along the north side -Construct RAB at Airport Boulevard/183rd Street NE
RW8	183rd Street NE Extension	Smokey Point Boulevard to Airport Boulevard	-Extension of a 2/3-lane road section -Construct a multiuse path
RW9	59th Avenue Extension	195th Street NE to Cemetery Road	3-lane roadway extension
RW10	180th Street NE	Smokey Point Boulevard to Airport Boulevard	-Construct 2-lane urban freight corridor -Construct a multiuse path
RW11 (ARL-21)	169th Street NE	43rd Avenue NE to 38th Avenue NE	Develop of 2-lane urban freight corridor
RW12	173rd Street NE	40th Avenue NE to 43rd Avenue NE	-Construct a new roadway and pedestrian facilities -Construct a multiuse path
RW13	169th Street NE	51st Avenue NE to 59th Avenue NE	Construct a new roadway
RW14	47th Avenue NE	169th Street NE to the south City limits	Construct a 3-lane industrial section
RW15	63rd Avenue NE	188th Street NE through HCI property	Phases 2-4 complete missing gapes in the roadway network
RW16	71st Avenue NE	204th Street NE to Portage Creek	Widen to 3-lane facility
RW17	43rd Avenue NE	SR 531 to 180th Street NE	Widen to 3-lane facility
RW18	Smokey Point Boulevard	200th Street NE to SR 530	Widen to 3-lane facility including sidewalk facilities
RW19	172nd Street NE	SR 9 to 91st Avenue NE	Widen to 3-lane facility
RW20	89th Avenue NE	172nd Street NE to 186th Street NE	Widen to 3-lanes
RW21	Tveit Road	Stillaguamish Avenue to 87th Avenue NE	Widen to 3-lane facility
RW22	36th Drive NE	183rd St NE to 180th St NE	Construct 2-lane facility with sidewalk and multiuse path (one side)
RW23	211th Place NE Extension	211th Place to 59th Avenue NE	Construct 3-lane facility
RW24	169th Street NE Extension	59th Avenue NE to 67th Avenue NE	Construct 2-lane facility
RW25	173rd Street NE Extension	43rd Avenue NE to Airport Boulevard	--Construct 2-lane facility Construct multiuse path

Notes: BNSF = Burlington Northern Santa Fe

Non-Motorized Improvements

While non-motorized improvements will be incorporated into both the spot/intersection and roadway improvements, separate non-motorized specific improvements have been identified. Non-motorized projects have been identified to increase accessibility and connectivity by completing missing links in the

current trail, pedestrian, and bike systems and to increase opportunities for alternative modes of transportation such as walking and biking and reducing reliance on SOVs. The non-motorized improvements include both projects that are already on the TIP as well as new improvements to support the Arlington land use plan. The non-motorized improvements are summarized in Table 5-3.

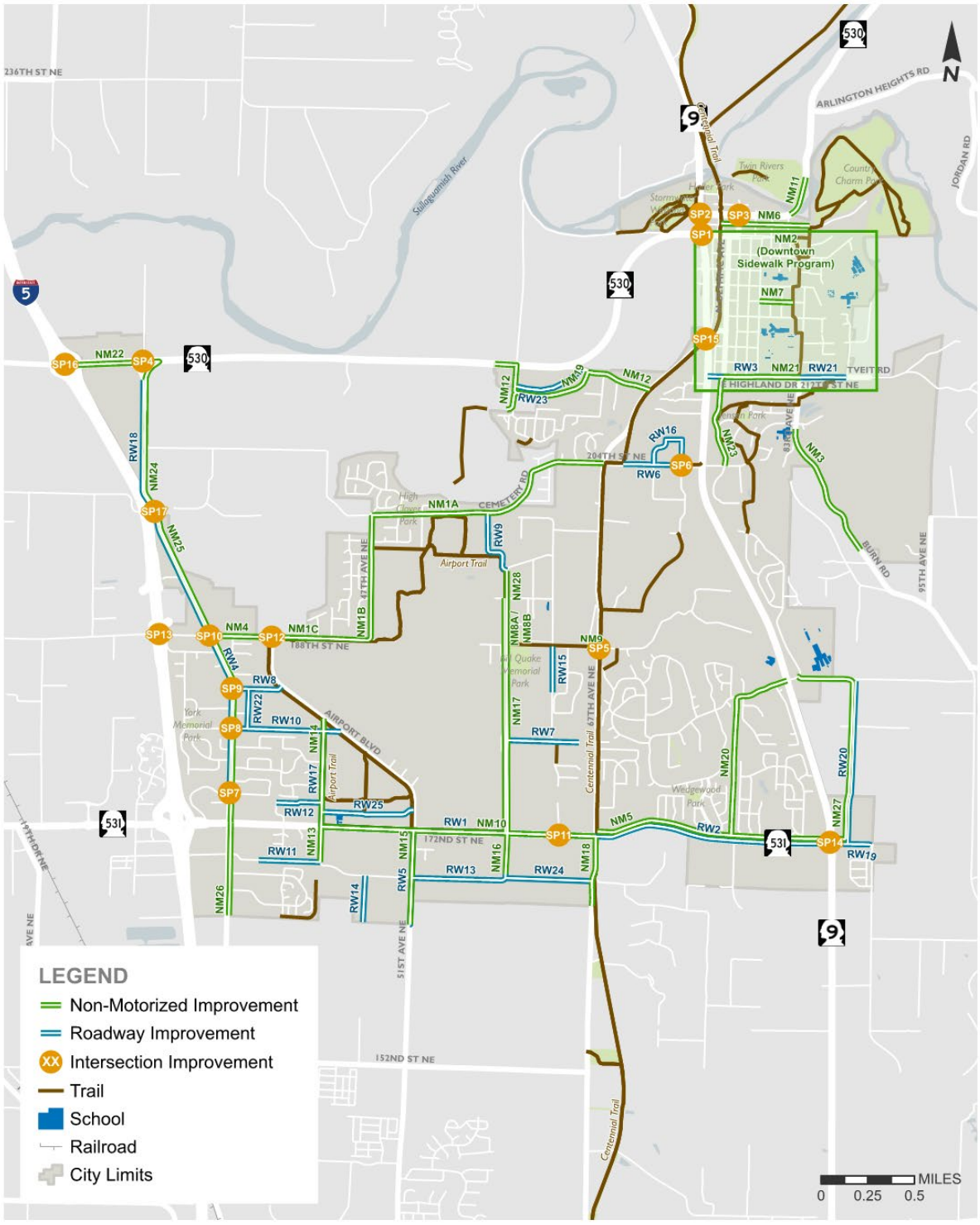
Table 5-3 2044 Transportation Improvement Project List: Non-Motorized

Project ID	Roadway	Extents	Project Description
NM1A	Cemetery Road Connector	47th Avenue NE to 67th Avenue NE	Multiuse trail
NM1B	47th Avenue NE	Cemetery Road to 188th Street NE	Multiuse trail
NM1C	188th Street NE	Airport Boulevard to 47th Avenue NE	Multiuse trail
NM2	Downtown Sidewalk Program	-N Alcazar Avenue (E Gilman Avenue to E 4th Street) -E 5th Street (N Alcazar Avenue to east end) -N Clara Street (E 5th Street to south end) -E 3rd Street/E Robinhood Drive (N Stillaguamish Avenue to east end) -W Washington Avenue (E 3rd Street to E 2nd Street and missing segment north of E 1st Street) -S Macleod Avenue (E Maple Street to E 2nd Street) -E Maple Street (north side E Maple Street to east end) -87th Avenue NE (west side 215th Street NE to Tveit Road)	Complete missing sidewalk connections to schools and hospital
NM3	Burn Road	307th Street NE to City Limit	Complete sidewalk on one side of roadway
NM4	188th Street NE	City Limits to Airport Boulevard	Complete missing sidewalk on south side
NM5	SR 531 Trail Segment	67th Avenue NE to SR 9	Construct multiuse trail along south side of SR 531
NM6	E Gilman Trail Segment	Railroad Street to N Alcazar Avenue	Connect the Centennial Trail to Country Charm Park
NM7	2nd Street Sidewalk Completion	French Avenue to Washington Avenue	Construct missing sidewalk
NM8ANM8A	59th Avenue NE Airport Trail Gap Project	SR 531 to 192nd Street NE	Improve Airport trail (west side)
NM8B	59th Avenue NE Sidewalk Project	SR 531 to 192nd Street NE	Connect gaps in sidewalk (east side)
Jim - Not currently shown on map. Completed in 2024	74th Avenue NE Trail	204th Street NE to 197th Place NE	Construct missing segment of 12-foot multi-use trail
NM9	188th Street NE Trail	67th Avenue NE to 66th Avenue NE	Multiuse trail
NM10	172nd Street NE Trail	43rd Avenue NE to 67th Avenue NE	Multiuse trail
NM11	Twin Rivers Trail	Trail to Park connection	Multiuse trail
NM12	Frontage Trail	Trail to Park connection	Multiuse trail
NM13	43rd Avenue NE	172nd Street to 168th Street	Multiuse trail
NM14	43rd Avenue NE	Airport Boulevard to 172nd Street	Multiuse trail
NM15	51st Street NE Trail	172nd Street NE to S City Limits	Multiuse trail
NM16	59th Avenue NE	172nd Street NE to 168th Street NE	Multiuse trail
NM17	59th Avenue NE	188th Street NE to 172nd Street NE	Multiuse trail
NM18	Edgecomb Trail	172nd Street NE to S City Limits	Multiuse trail to match Marysville/Development
NM19	Frontage Trail	211th Place NE to Portage Creek Wildlife refuge	Multiuse trail
NM20	Gleneagle Trail	Neighborhood Trail	Multiuse trail
NM21	Highland Drive	S Olympic Avenue to Stillaguamish Avenue	Multiuse trail
NM22	Island Crossing Trail	Island Crossing	Multiuse trail
NM23	S Olympic Trail	Highland Drive to 204th Street	Multiuse trail
NM24	Smokey Point Boulevard #1	SR 530 to 200th Street NE	Multiuse trail

Project ID	Roadway	Extents	Project Description
NM25	Smokey Point Boulevard #2	200th Street NE to 172nd Street NE	Multiuse trail
NM26	Smokey Point Boulevard #3	172nd Street NE to S City Limits	Multiuse trail
NM27	89th Avenue NE Trail	172nd Street NE to 186th Street NE	Multiuse trail
NM28	59th Avenue NE	172nd Street NE and 195th Street NE	Sidewalk gaps program

A summary of the identified spot/intersection, roadway, and non-motorized are summarized on Figure 5-1.

Figure 5-1 20-Year Improvement Projects



Future Traffic Volumes with Improvement Projects

Implementation of the 20-year improvements described above, including new roadway segments, and widening, are anticipated to result in some shifting in traffic. **Table 5-4** summarizes the volumes at key intersections with implementation of the Plan.

Table 5-4 Plan Weekday PM Peak Hour Traffic Volumes

		2044 Baseline		2044 Plan	
Intersection	**2022 Existing PM Peak Volumes**	**PM Peak Volumes**	**Average Annual Growth**	**PM Peak Volumes**	**Average Annual Growth**
SR 9 & W Burke Ave	1,465	1,735	0.8%	1,870	1.1%
E Division St & SR 9	2,305	2,760	0.8%	2,855	1.0%
67th Ave NE & Lebanon St	805	1,140	1.6%	1,120	1.5%
I-5 SB Ramps & SR 530	1,170	1,460	1.0%	1,425	0.9%
I-5 NB Ramps & SR 530	2,070	2,695	1.2%	2,560	1.0%
Smokey Point Blvd & SR 530	1,735	2,235	1.2%	2,600	1.9%
200th St NE & Smokey Point Blvd	630	1,585	4.3%	1,300	3.3%
Smokey Point Blvd & 188th St NE	1,090	1,855	2.4%	3,340	5.2%
188th St NE & 67th Ave NE	1,170	1,505	1.2%	1,350	0.7%
Airport Blvd & 188th St NE	695	1,175	2.4%	1,195	2.5%
51st Ave NE & SR 531	2,020	3,630	2.7%	3,190	2.1%
59th Ave NE & SR 531	1,720	3,250	2.9%	2,860	2.3%
67th St Ave NE & SR 531	1,885	3,600	3.0%	3,435	2.8%
SR 531 & Gleneagle Blvd	1,025	2,270	3.7%	2,150	3.4%
SR 9 & SR 531	1,525	3,620	4.0%	3,140	3.3%

Source: Transpo Group, 2024

As shown in **Table 5-4**, with implementation of the Plan, the average annual growth at key intersections is anticipated to be between approximately 0.7 percent and 5.2 percent. The growth overall represents an increase over existing traffic volumes at key study intersections of between 180 to 2,250 weekday PM peak hour trips. The following section summarizes the operations at the study intersections with implementation of the Plan.

Future Traffic Operations with Improvement Projects

Intersection levels of service were re-evaluated for the 31 study intersections for the 2044 horizon year with the implementation of the transportation improvement projects identified and described above. These improvements, outlined above in Table 5-1 and Table 5-2, vary by location, but typically include conversion to signalized or roundabout controlled intersections, new roadways, and roadway widening.

With the addition of multiple new or expanded roundabouts, widened roadways and the addition of the new I-5 Interchange at 188th Street NE, the 2044 improvement plan results in improved operations at all locations where deficiencies were previously shown.

Table 5-5 below summarizes the PM peak hour intersection operations at the 31 study intersections under future 2044 conditions without and with plan improvements in place. LOS worksheets are included in Appendix C.

Table 5-5 Forecast 2044 Weekday PM Peak Hour Level of Service Summary

Intersections	Plan Traffic Control	LOS Standard	Future 2044 Baseline			Future 2044 Plan		
			LOS[1]	Delay[2]	WM[3] or V/C[4]	LOS	Delay	WM or V/C
1. SR 9/W Burke Avenue	Roundabout	D	A	7.1	0.71	A	8.2	0.64
2. E Burke Avenue/N Manhattan Avenue	TWSC	D	D	30.0	NB	D	25.1	NB
3. SR 9/W Division Street	Signal	D	C	30.4	-	B	18.8	0.91
4. N Olympic Avenue/E Division Street	AWSC	D	E	37.6	-	D	29.8	-
5. 67th Avenue NE/Lebanon Street	TWSC	D	F	196.7	NB	B	17.4	-
6. S Olympic Avenue/E Maple Street	AWSC	D	B	11.1	-	B	10.4	-
7. I-5 Southbound Ramps/SR 530	Signal	C	D	40.2	-	B	15.5	0.72
8. I-5 Northbound Ramps/SR 530	Signal	C	F	95.3	-	B	13.0	0.94
9. Smokey Point Boulevard/SR 530	Roundabout	D	A	8.8	0.81	A	6.6	0.46
10. Smokey Point Boulevard/Smokey Point Boulevard	TWSC	D	B	13.2	EB	B	11.3	EB
11. SR 530/211th Place NE	Roundabout	C	A	8.2	0.89	A	5.2	0.73
12. 67th Avenue NE/211th Place NE	Signal	D	B	18.1	-	B	17.8	-
13. S Stillaguamish Avenue/E Highland Drive	AWSC	C	C	20.6	-	B	13.1	-
14. Smokey Point Boulevard/200th Street NE	TWSC	D	F	362.8	EB	A	5.1	0.49
15. 67th Avenue NE/204th Street NE	Signal	D	B	18.1	-	B	19.6	-
16. SR 9/204th Street NE	Signal	D	F	123.0	-	F	107.4	-
17. Smokey Point Boulevard/188th Street NE	Roundabout	D	A	6.3	0.67	B	12.7	0.80
18. 67th Avenue NE/188th Street NE	Signal	D	A	8.2	-	A	7.6	-
19. SR 9/Crown Ridge Boulevard	Signal	D	C	30.0	-	D	36.9	-
20. Smokey Point Boulevard/Smokey Point Drive	Signal	D	B	15.8	-	B	15.0	-
21. Airport Boulevard/188th Street NE	Roundabout	D	A	7.0	0.41	A	5.9	0.42
22. I-5 Southbound Ramps/SR 531	Signal	D	A	7.3	-	A	5.7	-
23. I-5 Northbound Ramps/SR 531	Signal	D	C	28.9	-	C	25.3	-
24. Smokey Point Boulevard/SR 531[5]	Signal	D	F	91.5	-	E	65.1	-
25. 40th Avenue NE/SR 531	Signal	D	D	50.2	-	C	31.8	-
26. 43rd Avenue NE/SR 531	Roundabout	D	A	9.5	0.67	A	6.9	0.52
27. 51st Avenue NE/SR 531	Roundabout	D	B	11.3	0.78	A	8.2	0.59
28. 59th Avenue NE/172nd Street NE	Roundabout	D	A	7.4	0.68	A	7.2	0.47
29. 67th Avenue NE/SR 531	Roundabout	D	E	63.5	1.61	B	11.5	0.70
30. Gleneagle Boulevard/SR 531	TWSC	D	F	55.3	SB	A	6.3	0.41
31. SR 9/SR 531	Roundabout	D	F	147.5	1.99	B	11	0.68

Source: *Highway Capacity Manual (HCM)*, 2022 and Transpo Group, 2023
1. Level of service (LOS), based on *Highway Capacity Manual* 7th Edition methodology unless otherwise noted.
2. Average delay in seconds per vehicle.
3. Worst movement reported for unsignalized intersections where EB = eastbound, NB = northbound, and SB = southbound.
4. Volume to capacity (V/C) ratio for roundabout controlled intersections.
5. Evaluated utilizing HCM 2000 methodology due to limitations in signal timing parameters or the presence of U-turning movements.

With the implementation of the Plan improvements described above, all intersections meet the City of Arlington's adopted LOS standards under future 2044 conditions during the PM peak hour except for 2 intersections.

The SR 9/204th Street NE intersection is forecast to operate at LOS F under forecast 2044 conditions. SR 9/204th Street NE is a WSDOT intersection, and it is assumed that WSDOT will assess and address

operational deficiencies. It is noted; however, that the intersection is forecast to operate with a lower delay with implementation of the Plan improvements.

The intersection of Smokey Point Boulevard/SR 531 is forecast to operate at LOS E under future 2044 conditions, an improvement from the Baseline LOS F. The intersection has numerous turn lanes and buildings located adjacent to the roadways. Additional capacity improvements are impractical and could increase difficulty for other modes such as pedestrian crossing the intersection.

Plan Recommendation 1. Update LOS standards at this intersection to LOS E.

Transportation Programs

ADA Transition Plan

The Americans with Disabilities Act (ADA) extended comprehensive civil rights protections to people with disabilities. Title II of the ADA addresses the law's requirements of local governments in their interactions with people with disabilities. Local governments are required to identify barriers that may limit accessibility for people with disabilities and develop transition plans describing how they will address identified barriers.

The City's ADA Transition Plan is being developed and aims to prioritize areas with higher pedestrian traffic levels, including school zones, hospitals, and areas with a high level of retail uses. The City of Arlington anticipates that annual roadway and pavement preservation projects will also correct ADA accessibility at a number of intersections. Every development project, both City and private, is required to correct all deficiencies within the project limits and upgrade all ADA facilities to current standards to the maximum feasible extent. The City is committed to making all sidewalk, crosswalks, and curb ramp areas accessible to everyone within as short a time as possible to ensure improved mobility for those with special needs.

Streets and Highways

Streets and highways serving the City of Arlington provide for the general movement of people and goods. They also serve other travel modes, including pedestrians and bicyclists. The street and highway element provides the core system of the Arlington Transportation Improvement Program. The key components of the street and highway element and recommendations are:

- Functional classification
- Truck routes

Functional Classification

Roadway functional classification provides for a hierarchy of roadways. These classifications also act as a guide for future development of the overall street system. The classifications range from limited access freeways that support regional through traffic movements to local streets that primarily serve access to individual properties. The system is used to identify the desired function of each roadway regarding the type and level of traffic it would carry, design standards, and eligibility for a range of funding programs. **Table *5-6*** provides guidelines for the classifications used in the City of Sumner. There are no proposed changes to the guidelines from the 2017 Transportation Plan Update.

Table 5-6 Arlington Roadway Functional Classification

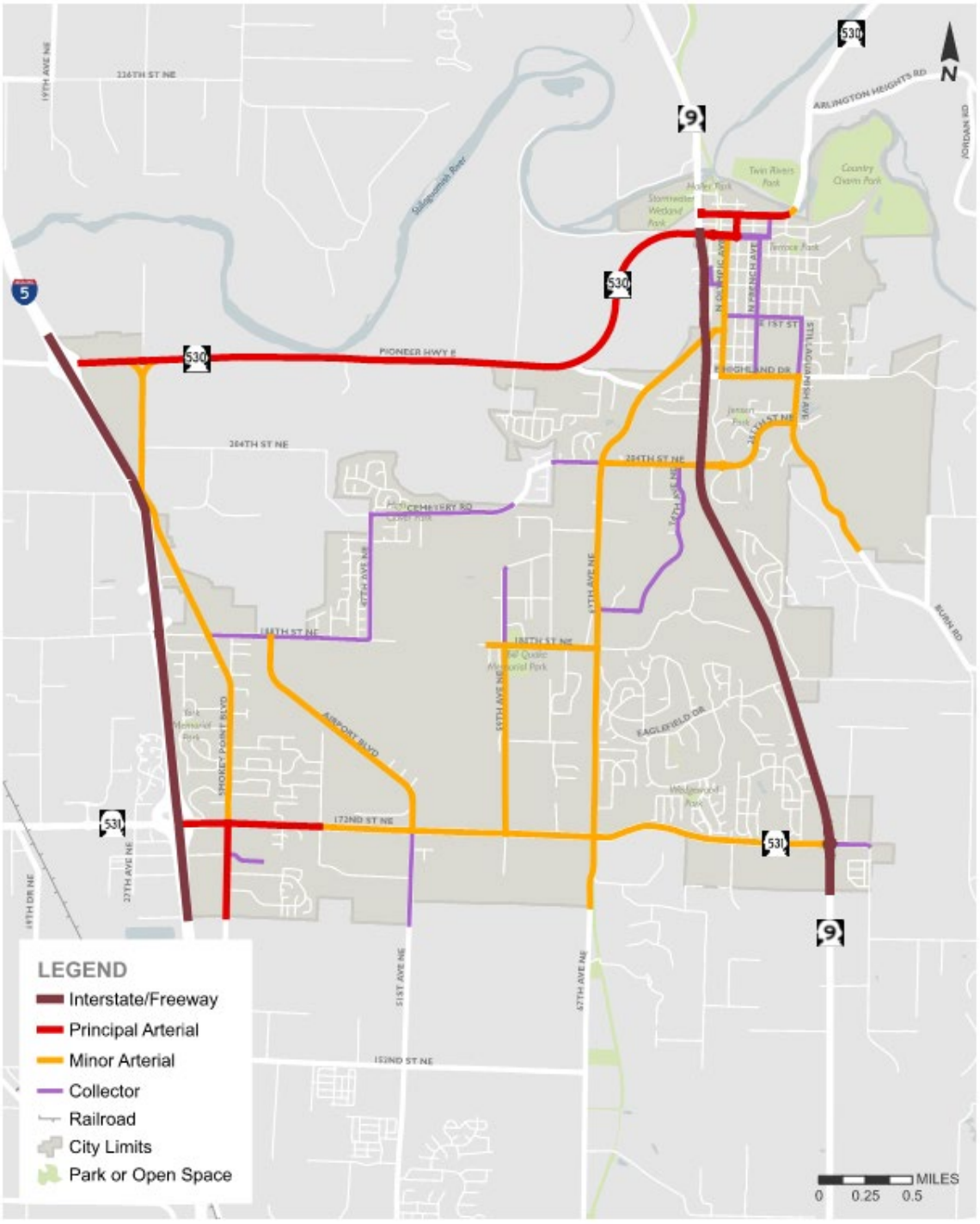
Roadway Type	Description / Purpose	Examples	Speed	ROW	ADT[1]
Freeway/Interstate	Freeways are multi-lane, high speed, high-capacity roadways, under WSDOT jurisdiction, that connect the City of Arlington with the Region.	Interstate 5 (I-5)	70 mph	-	>80,000
Arterial	Connect large subareas of the City. May serve secondary traffic generators and traffic to/from neighborhoods and within a large community.	172nd Street NE/SR 531 Smokey Point Boulevard	35 mph	60-110 feet	1,000 – 2,000+
Collectors	Promote the flow of vehicles, bicycles, and pedestrians from arterial roads to lower-order roads.	188th Street NE 211th Place NE	25 mph	60 feet	1,000 – 2,000
Local Access/ Residential Roads	Convey vehicles, pedestrians, and bicycles to/from destination points to higher-order roads.	200th Street NE 204th Street NE	25 mph	50 feet	250 or less
Alleys	Paved or unpaved access roads that do not carry through traffic. Provide access to a property or building.	-	15 mph	24 feet	250 or less

Note: WSDOT = Washington State Department of Transportation
1. ADT = Average daily traffic

Washington State has also classified some highways that provide transportation functions that promote and maintain statewide travel and economic linkages as being of statewide significance or Highways of Statewide Significance (HSS). In Arlington, I-5, SR 530, and SR 9 is designated as an HSS. Because of its designation as an HSS, the State is responsible for setting the level of service standard for the I-5, SR 530, and SR 9 routes.

Similarly, SR 531 is a State Highway of Regional Significance. Level of service standards for SR 531 is established by the Puget Sound Regional Council (PSRC), in consultation with WSDOT. Figure 5-5 summarizes the functional classification plan for Arlington.

Figure 5-2 Functional Classification Plan



Truck/Freight Routes

A significant amount of trucking or freight activity occurs in the City consisting of distribution centers, warehousing, and light industrial activity located primarily in the southern and eastern part the City. Trucks have a significant impact on traffic operations, safety, and roadway maintenance. They also impact air quality and noise levels in the City. Figure 5-4 shows the freight routes for Arlington. The truck routes are the same as the 2017 TMP Update and would continue to support future transportation needs.

Based on the evaluation of existing vehicle classifications along the transportation network, it was shown that the truck sizes using some of the City freight routes are larger than what the design of the street supports. This Plan implements freight classifications for the freight route network. The classifications define the freight design vehicle on the freight routes within the City. The design vehicles that relate to the freight classifications are based on the American Association of State Highway and Transportation Officials (AASHTO), *A Policy on Geometric Design of Highways and Streets*, 7th Edition, 2018. The design vehicle represents the maximum allowable vehicle size that is accommodated on the freight route. The classification system provides three levels of design vehicles, which are define as follows:

- Level 1 (L1): Maximum WB-67
    - A WB-67 is defined as an interstate semi-truck trailer with a length of 73.5 feet.
- Level 2 (L2): Maximum WB-50 (inclusive of buses)
    - WB-50 is defined as an intermediate semi-truck trailer with a length of 55 feet.
- Level 3 (L3): Maximum of WB-40
    - A WB-40 is defined as an intermediate semi-truck trailer with a length of 45.5 feet.

The implementation of the freight classification system will reduce wear and tear and operational impacts to roadways not designed to support larger vehicles. The system can also improve traffic operations for passenger vehicles by decreasing delays associated with turning maneuvers of larger trucks that are not accommodated within the roadway design. The freight classifications are depicted on Figure 5-3. The majority of the existing truck routes would be designated as L1, which has limited restrictions and accommodates the maximum truck size observed on the transportation network today. Restrictions related to the freight classifications are primarily in downtown Arlington and north of the airport.

Figure 5-3 Freight Route Plan

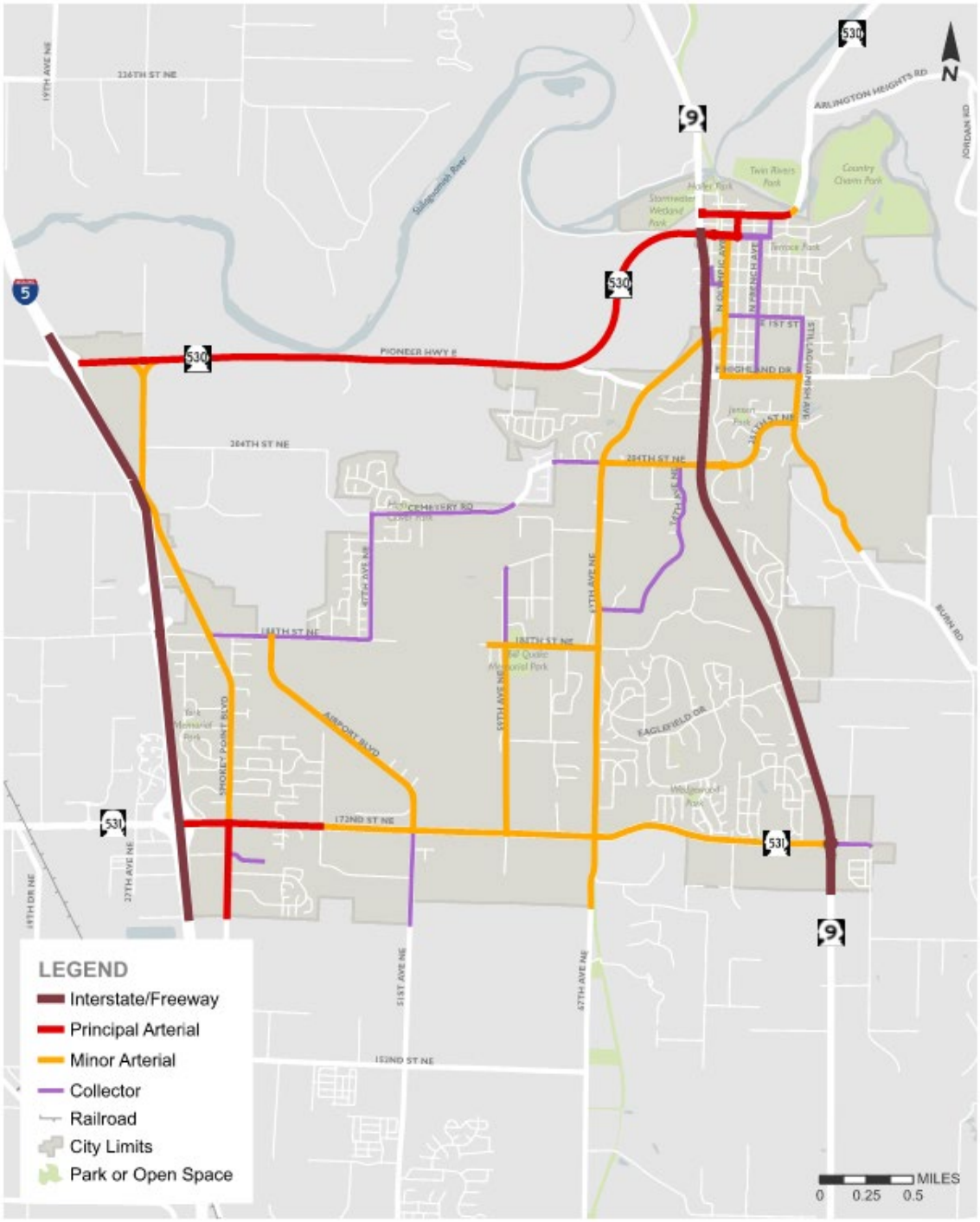
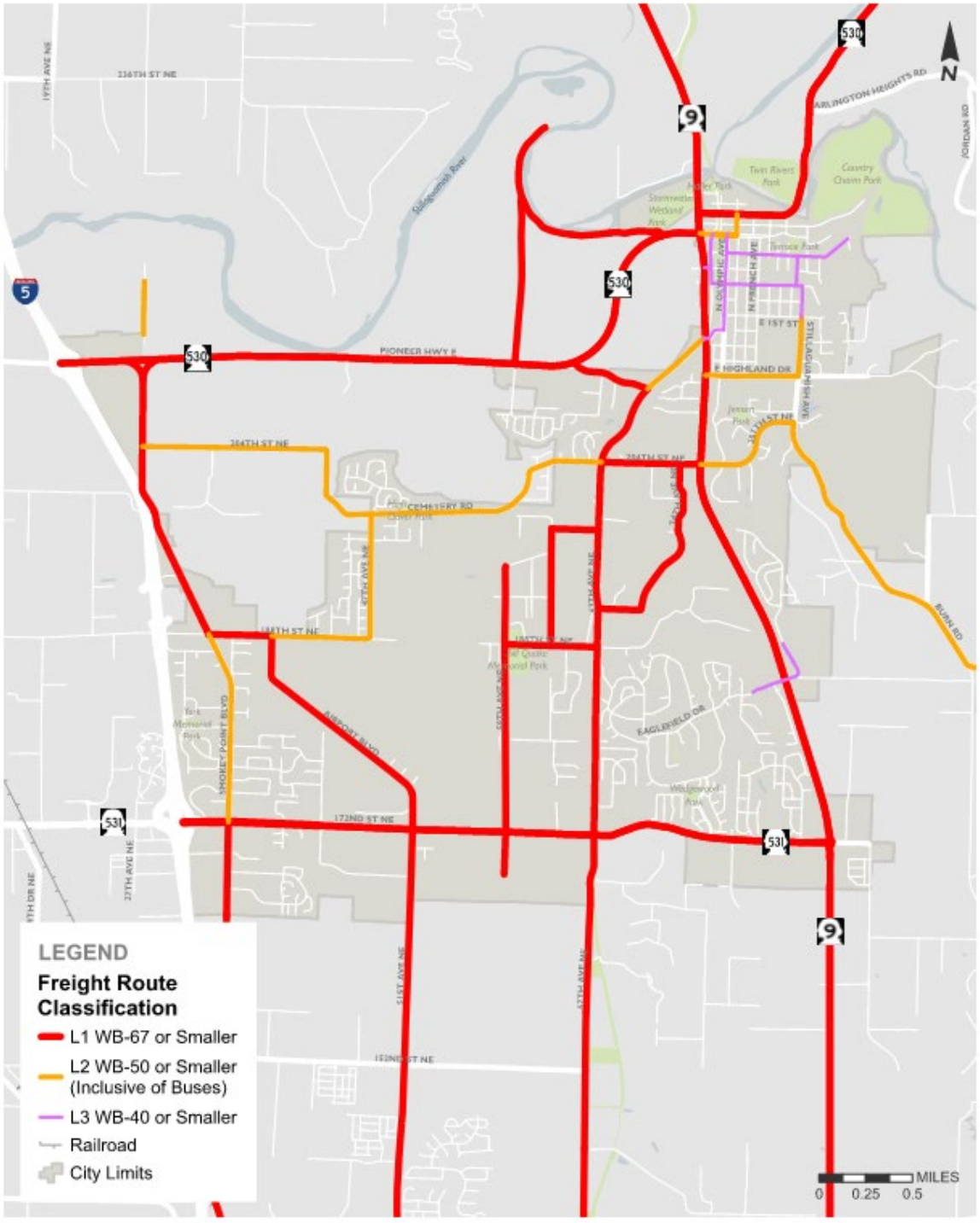


Figure 5-4 Freight Route Classifications



Public Transit and Transportation Demand Management

The City of Arlington recognizes the importance of transit and travel demand management programs as key elements of a multimodal transportation system. These programs build on regional programs and plans with some refinements to reflect the specific needs of the City. No changes are recommended related to the travel demand management program.

Transit

The City of Arlington supports Community Transit through implementation on projects to enhance connectivity to transit facilities. Projects are incorporated into the overall TIP to support connectivity and access to transit facilities. Transit objectives for Arlington focus on multimodal connectivity to the park and ride facilities and the Smokey Point Transit Center.

Transportation Demand Management

The City of Arlington Transportation Demand Management (TDM) strategy is multi-pronged and will reduce both local and regional vehicle trips. Projects recently or currently under way in the City include:

- **New Non-Motorized Facilities.** The City has been constructing the regional Centennial Trail as well as local trail networks to encourage increased non-motorized access throughout the City. In addition to the
- **Transit.** Transit service in Arlington is provided by Community Transit which provides seven routes in the City. Additional rapid service is anticipated by 2029 with the Swift Gold Line which would provide service between the Smokey Point Transit Center and the Everett Station. Link light rail service to the Everett Station is anticipated by 2041.
- **Park & Ride Facilities.** Park and ride facilities provide regional benefits as commuters can transfer to public transit or carpool from this location to destinations further west or south along SR-9, SR-530, SR-531, and I-5. The City currently has three park and ride facilities.
- **Commercial Development with Transit.** The City is encouraging commercial areas to include transit facilities as they develop, especially along the well-traveled SR 531 and Smokey Point Boulevard corridors.

Non-Motorized Facilities

Bicycle, pedestrian, and trail facilities play a vital role in the City's transportation environment. The Arlington non-motorized transportation system is comprised of facilities that promote mobility without the aid of motorized vehicles. A well-established system encourages healthy recreational activities, reduces vehicle demand on roadways, and enhances safety within the community.

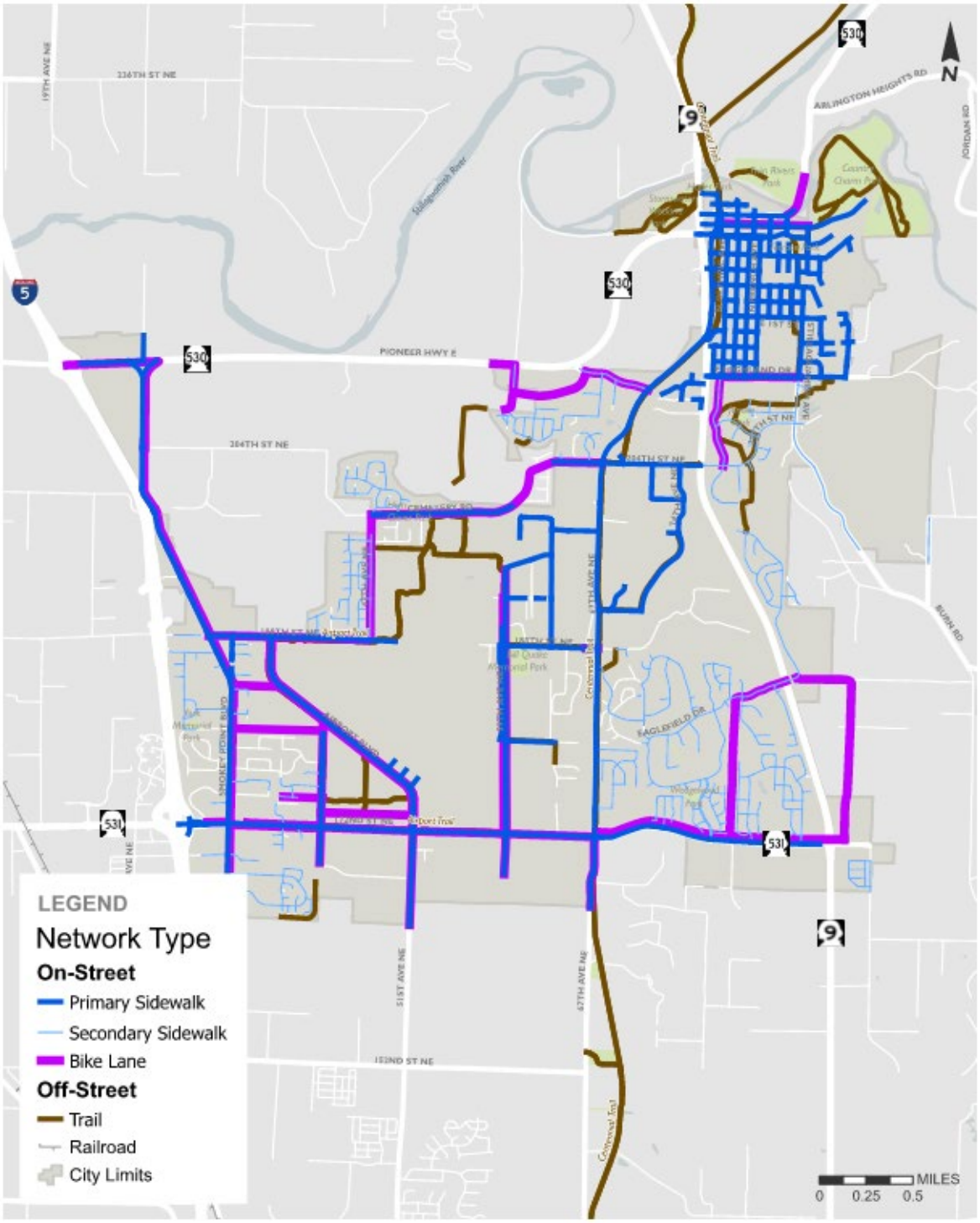
Recommendation 2: Adopt the non-motorized system and LOS standards. Monitor implementation and performance of the non-motorized system as an important component of the overall transportation system.

The pedestrian and bicycle network identified in the previous chapter was used to confirm specific LOS standards for non-motorized transportation facilities and to identify and develop the long-term non-motorized project list. The future non-motorized transportation system, shown in Figure 5-5, provides a comprehensive network of non-motorized transportation facilities for Arlington. The Plan shows the interconnected system of on-road and off-road facilities, which include sidewalks, pathways, shared-use trails, and bike facilities (e.g., bicycle routes, sharrows, or bike lanes). The system is designed to facilitate non-motorized travel to key destinations within Arlington. The non-motorized projects to achieve the Plan are described above.

The non-motorized plan contains a series of primary or secondary sidewalk routes. Corridors identified as primary or secondary routes are not indicative of a hierarchy for future non-motorized transportation facility development, rather they are used to make a distinction between routes that are more regional or that extend completely through the community (primary), and those that serve to make the second leg of the journey to connect to destinations, extend into neighborhoods, or complete a loop (secondary). Along with the project list, the City has established an ADA Transition Plan, which will help maintain the existing sidewalk system by adding more wheelchair ramps. As part of the planned improvements described above, the Downtown Sidewalk Program has been identified to complete missing links in the downtown sidewalk network, provide ADA improvements, and create safe routes to school. The City works with neighboring property owners on sidewalk construction and maintenance. The sidewalk funding programs help maintain and improve the existing sidewalks already found throughout the city.

Recommendation 3: Adopt the Downtown Sidewalk program.

Figure 5-5 Non-Motorized Plan



Non-Motorized Plan
Arlington Transportation Master Plan

FIGURE **5-5**

M:\22\1.22064.00 - Arlington Transportation Plan\GIS\ArcGISPro\Arlington_TE\Arlington_TE.aprx

Air Transportation

The City owns and operates the Arlington Municipal Airport. The airport is located northeast of 51st Avenue NE/Airport Boulevard, north of SR 531 (172nd Street NE), west of 59th Avenue NE, and south of 188th Street NE. Uses at the airport include general aviation facilities, industrial, commercial, and public uses. The airport currently operates with two runways and accommodates industrial/airport uses. The airport does not have scheduled passenger flights. Vehicular access to the airport is provided via 192nd Street NE, 188th Street NE, and 51st Avenue NE. The Airport Master Plan is currently being updated.

Freight Rail Service

The City also has two freight rail corridors operated by the Burlington Northern Santa Fe (BNSF) Railroad. One BNSF line runs on the west side of the I-5 corridor and carries both freight and passenger rail traffic. Passenger rail is operated by Amtrack and runs from Eugene, Oregon to Vancouver, B.C. The closest passenger stations are in Everett and Stanwood. The second BNSF line is located on the east side of the City and connects Arlington with the I-5 mainline track at approximately 116th Street NE in Marysville. There are no changes to freight rail as part of this Plan.

Technology

Transportation System Management and Operations (TSMO) is an integrated approach to optimize the performance of existing infrastructure by implementing multimodal, intermodal, and often cross-jurisdictional systems, services, and projects. TSMO seeks to operate the existing transportation system as safely and efficiently as possible, often maintaining or even regaining previous capacity levels and improving safety performance levels. In practice, TSMO is applied on a corridor or in a region as a series of operational strategies. As part of maintaining the City's transportation system, the City will look for corridor strategies instead of just intersection improvements to provide an integrated multimodal network. The City will continue to coordinate with WSDOT, the City of Marysville and the County in implementing a TSMO approach.

In addition, the City will continue to look for strategic locations to install and partner on EV charging infrastructure and support technology advances that help reduce emissions.

Chapter 6 Financing Program

The City of Arlington is required to analyze the financial practicality of its 2044 Transportation Improvement Program. The analysis includes needs and resources and contains a multi-year financing plan. If a funding analysis shows that a plan is not affordable or achievable, the plan must discuss how additional funds will be raised, or how land use assumptions will be reassessed. This section demonstrates that the 2044 Arlington Transportation Master Plan is financially constrained and in compliance with state and federal laws.

State and federal legislation requires that the transportation plan be financially constrained. Only projects that the City can afford to complete with existing revenues or with revenues that are reasonably expected in the future are included. This requirement helps to ensure that the long-range plan is a realistic plan for transportation policy and investment. The financial forecast must consider the cost to maintain the existing system, as well as the cost to expand the transportation system to meet future demand.

Major capacity projects cannot be funded unless they are specifically identified in the Regional Transportation Plan. Regionally significant projects cannot be included in Comprehensive Plans and Capital Facilities Plans unless they are also in the long-range transportation plan. If not, the City is unable to seek development fees, federal grants, or most state grants.

Financial Planning and Programming

The City uses a variety of criteria to prioritize transportation projects, including safety, mobility, and overall community benefit. The City must also consider the availability of funding and ability to leverage City dollars to raise additional funds. Project prioritization for capital improvements is often partially dependent on the ability to secure outside funding, and maintenance and preservation costs are dependent on the limited tax revenues available to the City. When establishing project costs, the City must consider:

- **Cost Estimates:** Costs provided are planning level estimates. Estimates will be more fully developed during subsequent planning efforts, including development of the Six-Year Transportation Improvement Program (TIP).
- **Historic Precedence:** Assessment of historical trends, such as local revenue attributed to development fees, annual growth rates, etc.
- **WSDOT Programming**: Projects that include improvements to WSDOT facilities must also be included in WSDOT's 10-year Improvement Program.
- **Growth:** Private sector project contributions assume that the forecasted growth will occur.

Funding Strategies

Transportation infrastructure construction or rehabilitation is costly, and a transportation project is seldom funded from a single source. To fund transportation improvement projects the City of Arlington, like other municipalities and jurisdictions, looks for funding from various sources. Funding mechanisms the City has identified are summarized below.

Transportation Mitigation Fees

The transportation improvement fund is the City's source for transportation system funding. The improvement fund is primarily financed by transportation mitigation fees, though other City funds (REET 1, REET 2, General Fund, etc.) can be used to finance this fund. The GMA allows agencies to develop and implement a transportation impact fee (TIF) program to help fund some of the costs of transportation facilities needed to accommodate growth or new development. State law (Chapter 82.02 RCW) requires that TIFs are:

- Related to improvements to serve new developments and not existing deficiencies.
- Assessed proportional to the impacts of new developments.
- Allocated for improvements that reasonably benefit new development.
- Spent on facilities identified in the capital facilities plan (CFP).

The City of Arlington allows for the assessment of transportation impact fees in accordance with Arlington Municipal Code (AMC) 20.90. Collected impact fees are used to mitigate impacts to existing facilities caused by the growth; however, fees cannot be used to correct existing deficiencies of public facilities. The City of Arlington allows TIFs to be used for costs associated with transportation system improvements, including, but not limited to, planning, design, engineering, right-of-way acquisition, financing, project administration, construction, and construction engineering. Arlington currently has two adopted TIFs. AMC 20.90.040 establishes the TIF for all new development in the City. AMC 20.90.045 is an additional fee for development projects within the Arlington Cascade Industrial Center (CIC).

The funding strategy assumes the TIF program for new development under AMC 20.90.040 is based on the updated 20-year list of improvement projects, as identified on Figure 5-1. State Bill 5452 effective July 23, 2023, amends 82.02.090(7) RCW to include bike and pedestrian facilities designed with the intent of multimodal commuting as part of the definition of public facilities where impact fees are allowed. With this amendment, the City intends to adopt a multimodal transportation impact fee to help fund transportation improvements. The funding strategy assumes that there will be no change to the CIC impact fees.

An evaluation and update of the TIF rates was conducted as part of this TMP to reflect adoption of the 2024 Comprehensive Plan and associated transportation and land use plans, goals and policies including new state legislation that allows funding be directed towards non-motorized transportation projects. The projects included on the TIF are a subset of the long-term transportation projects identified on Figure 5-1. Appendix X provides detail on the TIP including project description, costs and portion of costs applied in developing the TIF.

Table 6-3 summarizes the potential impact fee rate based on the proposed 20-Year TIP and land use plan.

Table 6-1 Potential Transportation Impact Fee Rates

Applied TIF Share[1]	Total New PM Peak Hour Trips (Passenger Car Equivalents)	Cost Per New PM Peak Hour Trip
$xxxxx	23,813	$xxxxx

Notes:
1. Total cost share in 2023 dollars, based on relative impact of the 2023 – 2044 traffic growth on each capacity-added project on a passenger car equivalent basis.

The updated transportation impact fees (TIFs) are estimated to account for almost $14.1 million (2023 dollars) in revenues for the 20-year plan.

Transportation Benefit District Funding

The State of Washington created an option for local governments to fund transportation maintenance and capital improvements through the creation of a Transportation Benefit District (TBD). A TBD is a quasi-municipal corporation with taxing powers that is created for the sole purpose of acquiring, constructing, improving, providing, and funding transportation improvements within the defined district. Many municipalities have formed TBDs to keep pace with the rising costs of maintaining and constructing transportation infrastructure.

The citizens of Arlington voted to create a 10-year Transportation Benefit District (TBD) in 2013 for the purpose of maintaining and preserving existing surface transportation infrastructure. In 2023, the citizens voted to renew the TBD for another 10-years. The current TBD can be used to fund traffic congestion relief, traffic slowing/calming projects, sidewalk connections, crossings, and repairs, street and road maintenance, and multi-use trails. Revenue also can be used as matching funds to access larger grants.

The governing board ("Board") of the transportation benefit district is the members of the Arlington City Council acting in an ex officio and independent capacity that has the authority to exercise the statutory powers set forth in chapter 36.73 RCW. The Mayor serves as chairperson of the Board.

Private Development

In addition to traffic impact fees, there are other forms of transportation system funding from private development. Developers and property owners may elect to form a Local Improvement District (LID) as a method of financing capital improvements that provide a special benefit to the properties within the boundary of the LID. Transportation improvements (roads, trails, sidewalks, etc.) constructed can be privately owned and maintained, or they can be dedicated to the City for long term maintenance and operation. If dedicated to the City, they will need to be constructed and inspected in accordance with City standards.

Developers may also have a responsibility for constructing partial roads and sidewalks or frontage improvements that abut the development as well as roads internal to the development. Internal roads constructed to City standards and inspected by the City may be dedicated to the City for long term operation and maintenance.

State Funding

State transportation funding can come from varied sources; the Transportation Improvement Board (TIB), the Community and Economic Redevelopment Board (CERB), WSDOT appropriated funding, and state bond measures are a few. Each of the funding sources carries with it a list of requirements specific to the state funding program and it is the City’s responsibility to match each selected City transportation project with the funding source.

Federal Funding

Federal transportation funding is offered through a locality's Regional Transportation Planning Organization (RTPO) as well as grant programs. For Arlington, the RTPO funding would be offered through transportation programs administered by the PSRC. Other federal grant funding is offered through the Federal Highways Administration (FHWA) or from a special federal allocation and administered by WSDOT. Federal funding requirements are different than state funding requirements and can be more cumbersome as they require a lot more project reporting. As with state transportation funding, it is the City's responsibility to match the selected City transportation project with the funding source.

Other Funding

There are other transportation funding sources, but these sources are limited and typically reserved for specific transportation system components such as complete sidewalks, trails, education, and trip reduction. Though small, these funds, when applied correctly, can contribute to the complete funding of a transportation project.

Revenue Analysis

The funding strategy described previously shows that the City of Arlington can use a number of fees and tax revenues to construct and maintain their transportation facilities. Funding sources include local tax revenues, grants, partnerships with other agencies, and developer mitigation. Primary City revenues directed toward transportation capital improvement projects include the Real Estate Excise Tax (REET), Transportation Benefit District sales tax, and Transportation Impact Fees (TIF) or other developer mitigation. The City also uses fuel taxes and can direct revenues from its General Fund to transportation capital projects, as needed, to balance its Six-Year Transportation Improvement Program (TIP).

The City identifies the most appropriate potential funding sources for each of the improvement projects. For example, grants or other agency funding are assumed to be a greater share of the revenues for funding improvements on SR 531, SR 530, SR 9, and I-5 than on the local arterial improvements. While it is unlikely that implementation of the TMP projects will match the City's funding assumptions at a project-by-project level, this process does provide for a reasonable estimate of anticipated revenues needed for the overall capital improvement program. It also establishes a level of funding needed through transportation impact fees.

Table 6-2 summarizes the anticipated sources of revenues used by the city to fund transportation improvements and programs.

Table 6-2 Existing and Projected Revenues

Source	Annual Projected Revenue[1] (2023 Dollars)	2024-2044 20-Year Projected Revenues (2023 Dollars)
Real Estate Excise Tax (REET)	$2,206,500	$46,340,000
Transfer Funds (Storm Funds and General Funds)	$611,500	$12,844,000
Vehicle Fuel Tax and Other State Tax Funds	$499,500	$10,488,000
Transportation Impact Fees (TIF)[2]	$490,500	$10,300,000

Transportation Benefit District (TBD) Sales Tax[3]	$3,475,000	$72,973,000
Federal State, or Other Grants/Funding Partnership	$1,515,000	$30,300,000
Developer Funded	$2,463,500	$49,271,000
County Mitigation Fees	$63,000	$1,325,000
Total	***$11,324,500***	***$233,841,000***

Source: City of Arlington 2024
1. Annual revenue forecasts between 2024 and 2044 from the City of Arlington. The revenue presented represents the average annual revenue based on the 20-year forecast.
2. Assumes adoption of the updated impact fee program for the 20-year revenue projection.
3. This is approved by voters through 2033 and the projection assumes it will be extended another 10-years consistent with the horizon of this Transportation Plan.
3. This is approved by voters through 2033 and the projection assumes it will be extended another 10-years consistent with the horizon of this Transportation Plan.

As shown in the table, the City is estimating an annual revenue of approximately $11.3 million per year on average over the 20-year period. The TIF are estimated to account for about 4 percent of the overall revenue while the TBD represents about 31 percent.

Project and Program Cost Estimates

Planning level project cost estimates have been prepared to determine the magnitude of the transportation investments needed over the life of the Plan. Figure 5-1, in the previous chapter, summarizes the capital transportation improvement projects based on the analyses of existing and travel forecasts. Table 6-3 summarizes the planning level capital costs into three primary improvement categories: Spot/Intersections, Roadway Improvements, and Non-Motorized Improvements. Appendix X provides additional detail on project descriptions and cost estimates. The project costs assume that right-of-way will be needed for some projects to match the City street design standards. In addition, **Table 6-3** includes a summary of transportation programs, maintenance and operations, and administration costs allocated to the City of Arlington to implement the TMP through 2044.

Table 6-3 Transportation Projects and Programs Cost Summary

Project/Program	Cost (2023 Dollars)[1]
Transportation Capital Projects	
Spot/Intersection Improvements	**$164,463,495**
Roadway Improvements	**$185,471,240**
Non-Motorized Improvements	**$62,830,000**
Total	**$412,764,735**
Citywide Transportation Programs	
Arterial Maintenance/Street Overlay	**$xxx**
Roadway Paint Line Application	**$xx**
Pavement Repairs	**$xxx**

Roadway Plastic Marking Application	**$xx**
Chip Seal Application	**$xx**
Crack Seal Application	**$xx**
Neighborhood Traffic Control Program	**$xx**
ADA Transition Plan	**$xx**
Sidewalk Maintenance Program	**$xx**
Total	**$xxxx**
Total Cost (Capital and Programs)	**$xxx**
Cost/Year	**$xx**

Source: Transpo Group and City of Arlington, 2024
1. Planning level costs in 2023 dollars.

Approximately $413 million (2023 dollars) will be needed to fully fund the capital improvements over the 20-year horizon of the Plan. Of these costs, over $164 million are related to intersection improvements, $185 million are related to roadway improvements, and over $63 million are related to non-motorized improvements. In addition, $xxx million is anticipated to implement the citywide transportation programs over the life of the Plan. Combined, the total costs for the Arlington TMP is estimated at approximately $xx million. This equates to an average of approximately $x million each year for the life of the Plan through 2044. Funding the transportation projects and programs will require Arlington to seek outside sources, which is consistent with current practices. Ultimately, the portion of funding that is solely the responsibility of Arlington will vary by project and program and will depend on the availability of grants, partnerships, and other sources.

The following section describes the reassessment strategy that can be used in the case the TIF, TBD or other funding source are less than estimated in this initial funding strategy.

Reassessment Strategy

The funding strategy is based on grants, voter approved and other outside funding that the City does not control. The City is committed to reassessing their transportation needs and funding sources each year as part of their annual Six-Year Transportation Improvement Program (TIP). This allows the City to match the financing program with the shorter-term improvement projects and funding. The plan also includes goals and policies to periodically review land use growth, adopted level of service standards, and funding sources to ensure they support one another and meet concurrency requirements.

To implement the Transportation Element, the City will consider the following principles in its funding program:

- As part of the development of the annual Six-Year Transportation Improvement Program, the City will balance improvement costs with available revenues.
- Review project design during the development review process to determine whether costs could be reduced through reasonable changes in scope or deviations from design standards.
- Fund improvements or require developer improvements as they become necessary to maintain LOS standards to meet concurrency.

- Coordinate and partner with WSDOT, Stillaguamish Tribe, Snohomish County and other local agencies and vigorously pursue grants from state and federal agencies to fund and implement improvements to I-5, SR 9, SR 531, and SR 530.
- Work with Snohomish County and other agencies to develop multi-agency grant applications for projects that serve growth in the City and its UGA.
- Review funding strategy to see if the transportation impact fees should be revised to account for the updated capital improvement project list and revised project cost estimates.
- If the actions above are not sufficient, the City could consider changes in its level of service standards and/or possibly limit the rate of growth in the City as part of future updates of its Comprehensive Plan.
- Lower priority projects in the Transportation Element may be slid to beyond 2035 or deleted from the program.

The City of Arlington will use the annual update of the Six-Year Transportation Improvement Program (TIP) to re-evaluate priorities and timing of projects. Throughout the planning period, projects will be completed, and priorities will be revised. This will be accomplished by annually reviewing traffic growth and the location and intensity of land use growth in the City and the UGA. The City will then be able to direct funding to areas that are most impacted by growth or to arterials that may fall below the City's level of service (LOS) standards. The development of the TIP will be an ongoing process over the life of the TMP and will be reviewed and amended annually.

Implementation Program

Implementation of the TMP involves several strategies. One strategy includes coordination with developers and partnering with other agencies to construct the transportation improvement projects and expand transit service to the City. Partnering with other agencies and use of grants will be especially critical in the implementation of safety, capacity, and operational improvements along SR 9, I-5, SR 531, and SR 530. Another strategy is re-prioritizing transportation projects as new funding sources become available or by focusing on areas most impacted by new development. The City will also continue to review strategies to phase improvements allowing funding to be spread over a longer time period. In addition, the City will need to review, maintain, and update its Concurrency Management Program, Transportation Impact Fee, and other development review processes to account for the revised multimodal LOS standards and assure that the impacts of growth are mitigated, and transportation improvements are completed concurrent with new development.

Partnering with Other Agencies

PSRC's Vision 2050 describes the investments and policies needed to create a safe, clean, and efficient transportation system essential to supporting the region's quality of life, health and economy as the region continues to grow. The TMP supports the City's role in the regional transportation strategy through its policies to support and expand use of transit, transportation demand management, and active travel to reduce the number of vehicle trips generated by development in the City. Arlington will need to coordinate with Community Transit, Snohomish County, and other nearby cities to implement facilities and services to meet those objectives. Coordination will also help assure consistency in plans and implementation programs between agencies to meet the goals of the regional plan.

The City will continue to partner with WSDOT to implement improvements along both SR 531, SR 9, I-5, and SR 530 consistent with the TMP project list. Projects along the state highways serve regional travel patterns as well as provide local access within Arlington. Without WSDOT

as a partner, the City is unable to put a high priority on major capacity improvements along both state highways since the improvements serve significant levels of regional traffic and the projects will cost more than the City can reasonably fund on their own. These projects should be considered for joint submittal of grants, with the local match being combined from benefiting agencies. Partnering with WSDOT will be critical in the implementation of the TMP project list.

Other agency partnering opportunities involve Community Transit and Arlington School District. Coordination with both agencies could lead to cost sharing of improvements to construct pedestrian facilities around schools or transit routes.

Project Priorities and Timing

The City of Arlington will use the annual update of the Six-Year TIP to re-evaluate priorities and timing of projects. Throughout the planning period, projects will be completed, and priorities will be revised. The development of the TIP will also be used to identify potential phasing options to fit within available revenues during that 6-year time horizon. The City will monitor traffic volumes and the location and intensity of land use growth in the City. The City will also need to monitor traffic growth from adjacent communities. Based on this information, the City will then be able to direct funding to areas that are most impacted by growth or may fall below the City's level of service standard. The development of the TIP will be an ongoing process over the life of the plan and will be reviewed and amended annually.

Concurrency Management and Development Review

Concurrency refers to the ongoing process of coordinating infrastructure needs with community development. This concept was formalized in the GMA to ensure that adequate public facilities are provided in concert with population and employment growth. For transportation facilities, the GMA requirement is fulfilled if its level of service standards will continue to be met including the additional travel demand generated by each development.

Concurrency determinations for the roadway network are closely linked with development review decisions. In addition, the City reviews development applications pursuant to the State Environmental Policy Act (SEPA). Concurrency and SEPA are primarily focused on a shorter–term timeframe. The City requires payment of transportation impact fees to help fund growth related improvements, both long-term and short-term needs. Projects that result in adverse transportation impacts are required to fund or implement mitigation measures that reduce the impact below a level of significance and/or meet the level of service standard. The City provides credits where developers are required to construct improvements whose costs are included in the transportation impact fee program.

The City will need to regularly monitor the level of service of its transportation system as part of its concurrency program. The City will use information from its concurrency program in updating its Six-Year Transportation Improvement Program, grant applications, and coordination with WSDOT and other agencies.

As each development application is reviewed, the City will determine if concurrency has been met. If concurrency is not met, then the City will establish conditions of approval. Since I-5, SR 9 and SR 530 (between I-5 and 27th Avenue NE) are a Highway of Statewide Significance, the City cannot use concurrency to deny the development application if the proposal impacts these routes; therefore, conditions of approval will be established through SEPA and in coordination with WSDOT (as applicable) in order to mitigate any potential impacts of the development.

The City will monitor the performance of the transportation system throughout the City. The City will apply its multimodal LOS standards and the City's road standards to evaluate and identify appropriate improvements for mitigating impacts of developments in the City. The City will also conduct its own studies and work with other agencies to define needed improvements

to be incorporated into its Six-Year Transportation Improvement Program, which is updated annually.

If expected funding for improvements to meet future transportation needs is found to be inadequate and the City will not be able to meet their adopted level of service standards, then the City will need to pursue options as laid out under the Reassessment Strategy, presented previously.

Chapter 7 Consistency With Other Agencies

Arlington's transportation system is part of, and connected to, a broader regional highway and arterial system. The GMA works to increase coordination and compatibility between the various agencies that are responsible for the overall transportation system. Since transportation improvements need to be coordinated across jurisdictional boundaries, the Transportation Plan needs to be consistent with and supportive of the objectives identified in the Washington State Transportation Plan, PSRC's Vision 2050, and the transportation plans or capital improvement plans of the surrounding agencies. Developing the Transportation Plan is primarily a bottoms-up approach to planning, with the City exploring its needs based on the land use plan. Eventually, local projects are incorporated into regional and state plans. A schematic of this approach is shown below in Figure 7-1. The following sections provide a review of this Plan's consistent with neighboring jurisdictions.

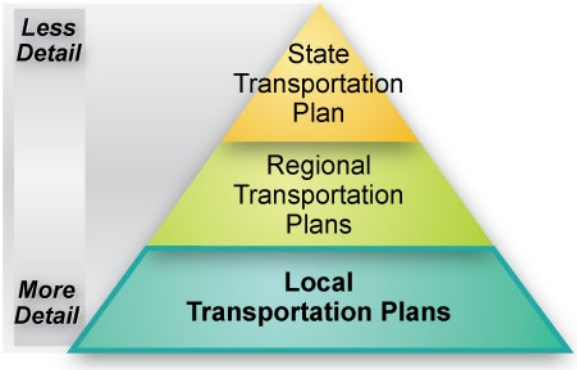


Figure 7-1 Transportation Plan Approach

WSDOT Highway Improvement Program & Six-Year Transpiration Improvement Program

As required by the 1998 amendments to the GMA, the Arlington Transportation Plan addresses the state highway system. Specifically, the Transportation Plan addresses the following elements related to the state highway system:

- Inventory of existing facilities – see Chapter 3
- Level of service standards – see Chapters 3, 4 and 5
- Concurrency on state facilities – see Chapters 4 and 5
- Analysis of traffic impacts on state facilities – see Chapters 4 and 5
- Consistency with the State Highway Systems Plan – see Chapter 5 and below

Summarized below are the improvements on state facilities listed in the Statewide Transportation Improvement Program (STIP) 2024 – 2027, which are consistent with the Plan identified in Chapter 5.

WSDOT maintains two improvements programs, the Highway System Plan (HSP) and the State Transportation Improvement Program (STIP). WSDOT is currently updating the HSP, which was last updated over 12 years ago. A draft of the HSP has been published and recommends new revenues for state highways be dedicated over the next 20 years.

The 2024-2027 STIP was approved in January 2023 and identifies 5 projects in Arlington. Three (3) of the projects are also identified on the PSRC Regional TIP described above and include the roundabouts at the 188th Street and 180th Street intersections with Smokey Point Boulevard and the 74th Avenue Trail. The other project is:

- **The Division/Broadway Pavement Restoration Project.** This project would mill and resurface Broadway Street between SR 530 and E Division Street and E Division Street from Broadway Street to N West Avenue. The roadway would be structurally repaired, where necessary, and replace curb ramps with ADA compliant curb ramps, install high visibility crosswalks and a rectangular rapid flashing beacon (RRFB). Mobility and safety improvements on traffic circles at the Broadway Street/E Division Street and E Division Street/N West Avenue intersections including a raised center median, modification to the splitter island and improved pedestrian crossing facilities would also be constructed.
- **169th Street Connecting Segment.** Construct a two-lane roadway segment between 43rd Avenue NE and 37th Avenue NE.
- **74th Avenue Trail.** Construction of a 12-foot-wide multiuse trail segment parallel to 74th Avenue between 197th Place and 204th Street. The design includes streetlights, drainage (where necessary), paved trail, ADA compliant curb ramps, crosswalk striping, and landscaping. The project is anticipated to be completed in 2024.
- **Smokey Point Boulevard/188th Street.** Construction of a roundabout at the intersection. The project is anticipated to be completed in 2024.
- **Smokey Point Boulevard/180th Street.** Construction of a roundabout at the intersection. The project is anticipated to be completed in 2026.

Connecting Washington Transportation Improvement

Connecting Washington is a 16-year program, funded primarily by an 11.9-cent gas tax increase that was fully phased-in on July 1, 2016. Connecting Washington funding is distributed to projects that help preserve the State highway system and reduce congestion in the central Puget Sound area. Two projects are in or near Arlington that would enhance travel for the city:

- **SR 531 Widening.** This project would widen SR 531 between 43rd Avenue NE and 67th Avenue NE and provide intersection improvements along the corridor. The roadway would be widened to provide an additional lane in each direction resulting in a four-lane cross section with center median. The project would also construct a roundabout at the SR 531 (172nd Street NE) intersections with 51st Avenue NE, 59th Avenue NE, and 67th Avenue NE. Construction of the roundabout at 43rd Avenue NE/SR 531 was recently completed. Construction of the project is anticipated to begin in 2025. The project would help relieve periods of congestion experienced along SR 531 (172nd Street NE) and would help support growth associated with the adopted Cascade Industrial Center (CIC).
- **I-5/156th Street NE Interchange.** While not located in Arlington, the proposed interchange at 156th Street NE with I-5 would result in traffic shifts and could help alleviate congestion and delays along SR 531 (172nd Street NE). Current plans for the improvement include a Single Point Urban Interchange (SPUI) at 156th Street

NE. Construction of the project is anticipated to begin in 2025 with completion at the end of 2031.

Puget Sound Regional Council

The Puget Sound Regional Council (PSRC) maintains the Regional TIP. The Regional TIP must be a 4-year program of projects that is updated at least every 4 years. The TIP ensures that transportation projects meet regional transportation, growth and economic development goals and policies, and clean air requirements. Regional TIP projects are required to meet the following criteria:

- Consistency with VISION 2050 and the Regional Transportation Plan
- Consistency with local comprehensive plans
- Funds are available or expected to be available
- Consistency with the region's air quality conformity determination
- Consistency with federal and state requirements such as functional classification
- Consistency with PSRC's project tracking policies

The 2023-2026 Regional TIP identifies 4 projects in Arlington including 3 identified above on the WSDOT STIP and the following Community Transit project:

- **Swift BRT Gold Line.** Community Transit bus rapid transit (BRT) between the Everett Station and Smokey Point Transit Center in Arlington with service to Everett Community College, Marysville, and the Cascade Industrial Center. Project will include design, engineering, construction, and purchase of 13 zero emission buses. Planned service start date is 2027 to 2029. This is a multi-year project, and the programming reflects the funds available within the span of the current TIP.

Snohomish County and Adjacent Cities

Countywide Planning Policies (CPPs) establish a countywide framework for developing and adopting County and City comprehensive plans. The role of the CPPs is to coordinate comprehensive plans of jurisdictions in the same county for regional issues or issues affecting common borders. The Multicounty Planning Policies (MPPs) for transportation call for better integrated land use and transportation planning, with a priority placed on cleaner operations, dependable financing mechanisms, alternatives to driving alone, and lower transportation-related energy consumption. CPPs were last adopted in June 2011 and amended in February 2022 effective March 2022. The County's and Cities' comprehensive plans will be made consistent with the vision and policies in the Countywide Planning Policy Update.

The City works closely with adjacent jurisdictions to address transportation issues and mitigate impacts. Snohomish County and the City established an interlocal agreement in 1999 to address joint transportation system planning and traffic impact mitigation. The City of Arlington, WSDOT, Snohomish County and Marysville coordinate on the Cascade Industrial Center (CIC).

Snohomish County's six-year TIP (2024-2029) does not have any projects identified in Arlington. The County has identified one intersection improvement in Marysville south of Arlington. The improvement is at the 67th Avenue NE/152nd Street NE intersection and would include installation of a signal or roundabout. This intersection serves the joint

Arlington Marysville Cascade Industrial Center (CIC) and helps facilitate north/south movements especially as CIC starts to develop.

Community Transit

Community Transit is a regional transportation provider that operates 2 swift lines, 26 local routes, 13 commuter routes to Seattle, 5 commuter routes to Northgate Station, and 6 sound transit express routes serving Seattle and Bellevue. Seven routes provide bus service for the City of Arlington. The City supports Community Transit's strategic plans and coordinates with the agency to identify how transit needs should be addressed, particularly as new development occurs.

Federal and State Air Quality Regulations

The City of Arlington is required to adopt a transportation plan that conforms with the State Implementation Plan for Air Quality. The City has included the Puget Sound Clean Air Agency (PSCAA) policies in its comprehensive plan to address federal and state clean air legislation and has goals and policies in place to reduce travel demand, reduce vehicle emissions of carbon monoxide and ozone air pollutants. These include support of transportation alternatives through Commute Trip Reduction (CTR) programs for major employers, construction of bikeways, walkways, and trails, as well as intersection and signal improvements that reduce vehicle idling.

The U.S. Environmental Protection Agency has set federal standards for seven air pollutants: fine particulate matter, larger particulate matter, ozone, carbon monoxide, sulfur dioxide, nitrogen dioxide and lead. The City of Arlington and all of Snohomish County are in an attainment area for all federally monitored air pollutants.