

ORDINANCE NO. 268

AN ORDINANCE OF THE CITY OF WOODINVILLE, WASHINGTON, AMENDING THE CITY OF WOODINVILLE COMPREHENSIVE PLAN AS ADOPTED BY ORDINANCE NO. 157 AND AMENDED BY ORDINANCES NOS. 185, 209 AND 237, BY AMENDING THE INTRODUCTION; BY AMENDING THE 2001-2006 CAPITAL IMPROVEMENT PLAN (CIP) AMENDMENTS TO THE CAPITAL & PUBLIC FACILITIES ELEMENT; BY AMENDING THE HUMAN SERVICES ELEMENT; BY AMENDING THE TRANSPORTATION ELEMENT; BY AMENDING POPULATION INFORMATION RECEIVED FROM THE STATE OFFICE OF FINANCIAL MANAGEMENT TO REFLECT UPDATED POPULATION OF 10,280; BY AMENDING THE NORTHSORE PARK & RECREATION SERVICE AREA AS A FUNDING SOURCE WITHIN THE PARKS & RECREATION IMPLEMENTATION STRATEGIES SECTION; AND BY AMENDING THE FUTURE LAND USE AND ZONING MAP OF THE CITY OF WOODINVILLE; AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, the Woodinville City Council adopted Ordinance No. 157, adopting the City's GMA Comprehensive Plan on June 24, 1996.

WHEREAS, the Woodinville City Council adopted Ordinance No. 172, establishing a procedure for amending its Comprehensive Plan;

WHEREAS, the Woodinville City Council has determined that certain amendments to text and maps of the Plan are necessary to keep the Comprehensive Plan updated and to accommodate the needs of its citizens;

WHEREAS, the Woodinville City Council has reviewed the amendments contained in Attachments A through F and finds that they meet the required criteria in Ordinance No. 172, as follows:

- A. The proposed amendments are consistent with the Growth Management Act and other applicable state laws;
- B. The proposed amendments are consistent with the applicable Countywide Planning Policies;

- C. The proposed amendments are consistent with the Goals and Policies of the Comprehensive Plan;
- D. The proposed amendments are beneficial to the City as a whole, and to the health, safety, and welfare of its residents;
- E. The amendments to the City's Future Land Use Map (Figure 3-3) are consistent with the criteria listed in Section 3.4.2 of the City's Comprehensive Plan;
- F. The amendments to the text of the Comprehensive Plan are in response to changes to the State Office of Financial Management's Year 2000 population projection of 10,280; and clarify the Comprehensive Plan's ability to provide services or accommodate the needs of the City's citizens.

WHEREAS, public hearings were held by the City of Woodinville Planning Commission on May 3<sup>rd</sup>, May 17<sup>th</sup>, June 7<sup>th</sup> and June 21<sup>st</sup>, 2000; and

WHEREAS, the requirements of the State Environmental Policy Act (SEPA) RCW 43.21C have been met.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF WOODINVILLE, WASHINGTON, DO ORDAIN AS FOLLOWS:

**Section 1. Amendments to the Introduction of the Comprehensive Plan adopted.** The City of Woodinville hereby adopts amendments to Section 1.6.1 of the Introduction to the City of Woodinville Comprehensive Plan as presented in Attachment A. New text is shown by underline; deleted text is shown by ~~strikethrough~~.

**Section 2. Amendment to the Future Land Use Map of the Comprehensive Plan adopted.** The City of Woodinville hereby adopts an amendment to Figure 3-3 Future Land Use Map as presented in Attachment B, which is incorporated by reference as if set forth in full. The amendment changes the land use designation and zoning of the Woodinville Fire & Life Safety District Headquarters at 19900 144<sup>th</sup> Avenue from P/I --Public/Institutional to Industrial (I) use (Exhibit 4), and the portion of the Sammamish Valley Grange property from P/I -- Public/Institutional to Neighborhood Business (NB) land use (Exhibit 5).

**Section 3. Amendment to the Human Services Element of the Comprehensive Plan adopted.** The City of Woodinville hereby adopts an amendment to Chapter 5 Human Services Element, in which changes are proposed in order to reflect appropriate criteria for funding of human service organizations as presented in Attachment C, which is incorporated by reference as if set forth in full. New text is shown by underline; deleted text is shown by ~~strikethrough~~.

**Section 4. Amendment to Section 7.7.1 of the Parks & Recreation Implementation Strategies of the Comprehensive Plan adopted.** The City of Woodinville hereby adopts amendments to Section 7.7.1 of the Parks & Recreation Implementation Strategies by the addition of the NorthShore Park & Recreation Service Area as a funding source as presented in Attachment D, which is incorporated by reference as if set forth in full. New text is shown by underline; deleted text is shown by ~~strikethrough~~.

**Section 5. Adoption and incorporation of the 2001-2006 Capital Improvement Program into the Capital and Public Facilities Element of the Comprehensive Plan.** The City of Woodinville hereby adopts the City's 2001-2006 Capital Improvement Program and incorporates it into the Capital Facilities Plan in the Capital and Public Element of the City of Woodinville Comprehensive Plan as presented in Attachment E, which is incorporated by reference as if set forth in full.

**Section 6. Amendment to the Transportation Element of the Comprehensive Plan adopted.** The City of Woodinville hereby adopts amendments to Chapter 9 Transportation Element as presented in Attachment F, which is incorporated by reference as if set forth in full. New text is shown by underline; deleted text is shown by ~~strikethrough~~

**Section 7. Savings.** The amendment of the text, figures, tables, and/or Future Land Use Map of the Woodinville Comprehensive Plan, by this Ordinance, shall not affect the regulation and applicability of the applicable text, tables, figures, or maps mentioned herein, before the effective date of this Ordinance.

**Section 8. Severability.** Should any section, paragraph, sentence, clause, or phrase of this Ordinance be held invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause, or phrase of this Ordinance. Provided, however, that if any section, sentence, clause, or phrase of this Ordinance, or any change in a land use designation is held to be invalid by a court of competent jurisdiction, or by the Growth Management Hearings Board, then the section, sentence, clause, phrase, or land use designation in effect prior to the effective date of this ordinance, shall be in full force and effect for that invalidated section, sentence, clause, phrase, or land use designation, as if this ordinance had never been adopted.

**Section 9. Copy to CTED.** Pursuant to RCW 36.70A.106(3), the City Clerk is directed to send a copy of the amendments to the State Department of Community, Trade, and Economic Development for its files within ten (10) days after adoption of this Ordinance.

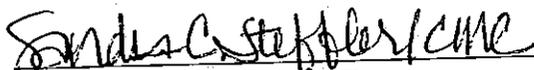
**Section 10. Effective Date.** The adoption of this Ordinance, which is a power specifically delegated to the City legislative body, is not subject to referendum. This Ordinance or a summary thereof shall be published in the official newspaper of the City, and shall take effect and be in full force five (5) days after the date of publication.

PASSED BY THE CITY COUNCIL OF THE CITY OF WOODINVILLE THIS 13th  
DAY OF November, 2000.

APPROVED:

  
RANDOLPH L. RANSOM, MAYOR

ATTEST/AUTHENTICATED:

  
SANDRA C. STEFFLER  
CITY CLERK/CMC

APPROVED AS TO FORM:  
OFFICE OF THE CITY ATTORNEY

By: 

FILED WITH THE CITY CLERK:  
PASSED BY THE CITY COUNCIL: 11.13.2000  
PUBLISHED: 11.20.2000  
EFFECTIVE DATE: 11.25.2000  
ORDINANCE NO. 268

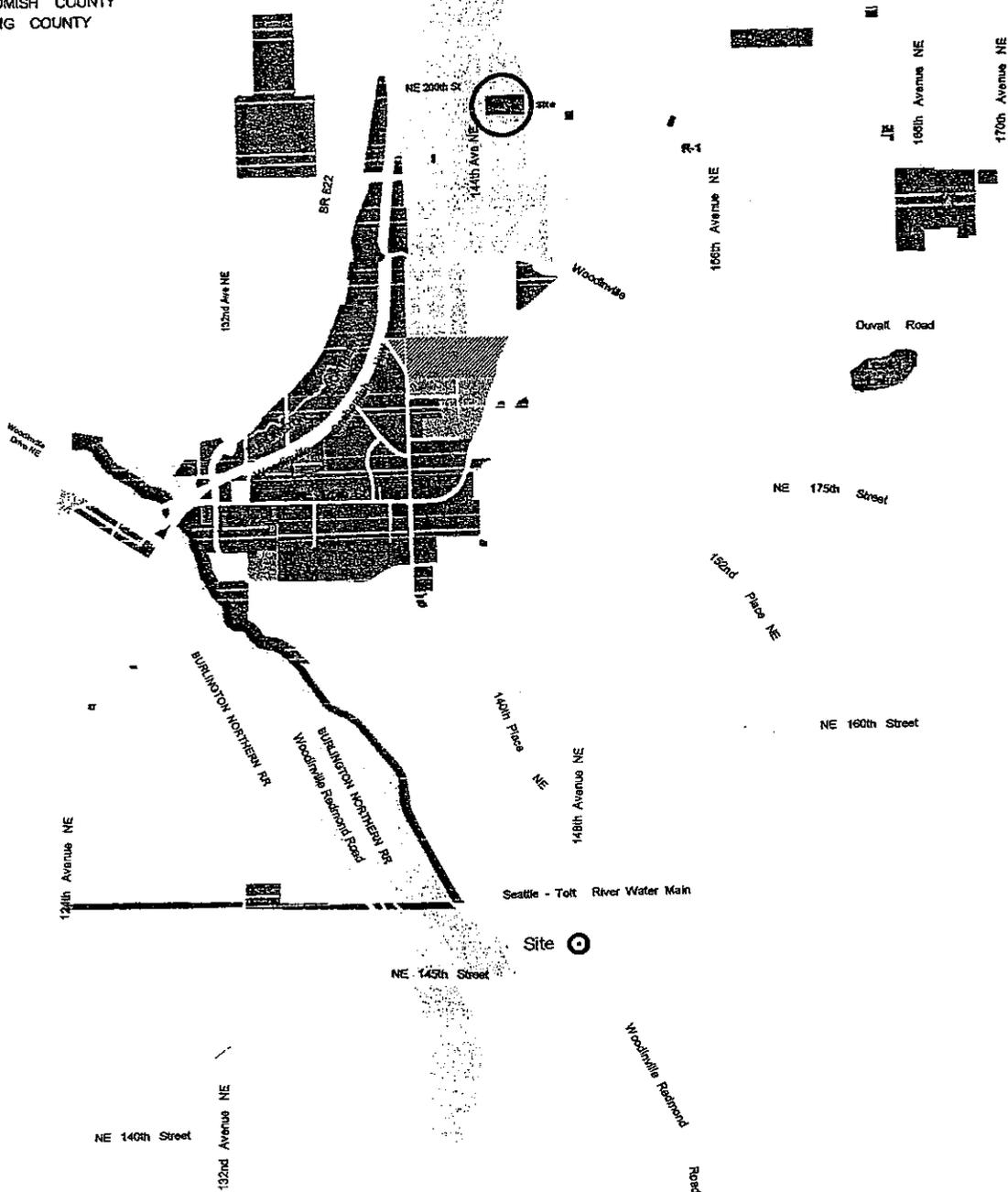
2000 COMPREHENSIVE PLAN AMENDMENTS DOCKET

<b>SUBJECT</b>
Proposed Future Land Use Map Amendment
Sammamish Valley Grange (P/I to NB)
Fire District Headquarters (P/I to I)
Technical Edits
Section 1.6.1 Population Update
Section 7.7.1 Northshore Park & Recreation Service Area (to be added as funding source)
Human Services Element
Section 5 Consolidation of 13 Evaluation Criteria into 4 Categories
Transportation Element
Section 9 Transportation Plan
Capital & Public Facilities Element
Section 10 Capital Improvement Plan

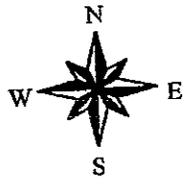
# City Of Woodinville Old Fire Station Site Proposed Comprehensive Plan Designation

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SNOHOMISH COUNTY  
KING COUNTY

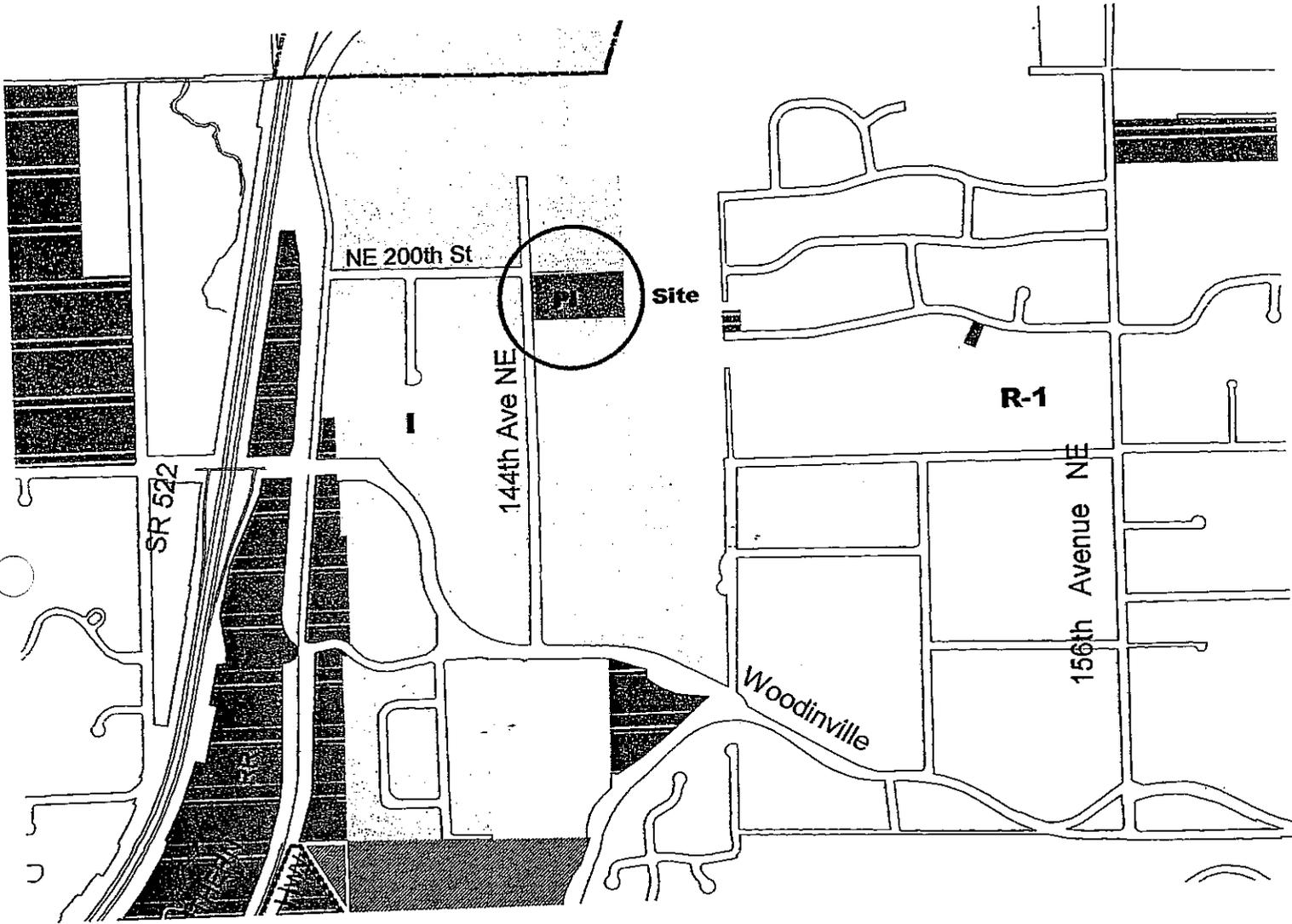


**Public Institution (PI)  
to be changed to Industrial (I) &  
Neighborhood Business (NB)**



**City Of Woodinville  
Old Fire Station Site**

**Proposed Comprehensive Plan Designation**

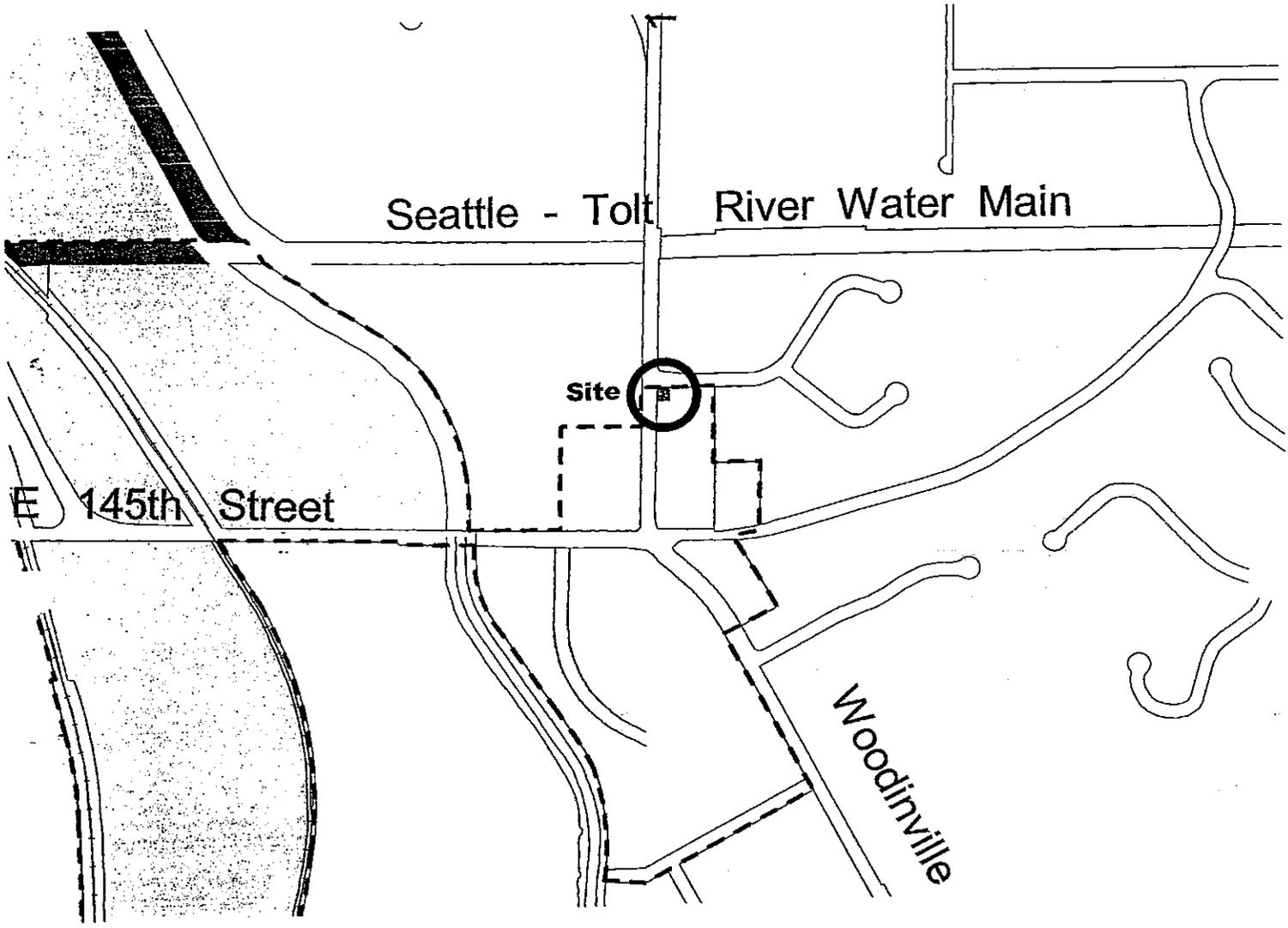


**Public Institution (PI)  
to be changed to  
Industrial (I)**

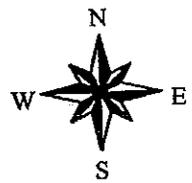


**City Of Woodinville  
Old Fire Station Site  
Proposed Comprehensive Plan Designation**

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**Public Institution (PI)  
to be changed to  
Neighborhood Business (NB)**



## PROPOSAL TO AMEND COMPREHENSIVE PLAN PROPOSED BY WOODINVILLE PARKS AND RECREATION COMMISSION

It has come to the attention of the Commission that a possible source of park and recreation funding is the Northshore Park and Recreation Service Area whose boundaries include the entire Northshore School District. Since the purpose of this special purpose district is to finance, acquire, construct, improve, maintain, or operate any park, senior citizen activity center, zoo, aquarium or recreation facility pursuant to RCW 36.68.400, the Commission recommends that this be included in a list of implementation strategies in Chapter 7.7.1 of the Comprehensive Plan. The proposal is to add one additional bullet to indicate "Northshore Park and Recreation Service Area".

### 7.7 Implementation Strategies

The following implementation strategies are based on an analysis of existing park, recreation, and open space conditions, the results of workshop planning sessions, and the goals and policies developed in this Comprehensive Plan.

#### 7.7.1 Systemwide Strategies

1. Pursue an interlocal agreement with the Northshore School District so that school recreation facilities and programs are available to Woodinville residents.
2. Preserve existing levels of service and comply with GMA requirements for dealing with growth by drafting a park impact fee ordinance.
3. Pursue park land acquisition and development based on existing and proposed Level of Service standards.
4. Actively pursue alternative funding opportunities for parkland development and recreation programs. Funding sources might include:

General obligation bonds

Councilmatic bonds

Real Estate Excise Tax

Washington Interagency Committee grants for outdoor recreation including the Land and Water Conservation Fund Program and the Urban Wildlife Habitat Program.

Sales Tax

Intermodal Surface Transportation Efficiency Act Federal Highway Administration/Washington Department of Transportation Grants

General fund

Development mitigation

In-kind dedication

Impact Fees

Volunteerism

Donations

Adopt-a-Park programs

Gift catalogues

Foundation grants

Lease agreements

Partnerships

Northshore Park and Recreation Service Area

**STAFF REPORT**

TO: City Council  
FROM: Deborah Knight, Assistant to the City Manager *DK*  
VIA: Pete Rose, City Manager *PRose*  
RE: Evaluation Criteria for Human Services Applications

Meeting of: July 31, 2000

**ISSUE:**

What evaluation criteria shall the City use to select and fund Human Service organizations?

**STAFF RECOMMENDATION:**

Review the City's adopted *Human Services Evaluation Criteria*. Direct staff to make any recommend changes to the evaluation criteria for the FY2001 application process. Provide staff with direction on how to prepare the FY2001 applications for review by the Finance Committee.

**POLICY DECISION:**

The City's adopted *Human Services Funding Policy Program* has established a process and criteria in order to respond to the many demands for funding. A basic policy decision inherent to this discussion is how the City will process and evaluate future funding requests from Human Service organizations. Adopted changes to the criteria are presented to the Council as part of the annual Comprehensive Plan Amendments and will require amending the Human Services Element of the Comprehensive Plan.

**BACKGROUND:**

The City's *Human Services Policy*, Attachment A was adopted in 1993 and incorporated into the Human Services Element of the Comprehensive Plan to ensure that adequate levels of human services are available to Woodinville citizens. The Policy defines the City's role as a funder, facilitator, and coordinator, but not as a direct provider. The Policy establishes:

- The Application Process;
- Basic Eligibility Requirements for agencies requesting human service funding;
- General Funding Criteria for determining eligibility;
- Emergency Fund;
- Staff Responsibilities; and,
- Regional Cooperation.

The City pursues cooperative planning and funding for human service needs with other municipalities and jurisdictions through the Eastside Funders' Group. The Eastside Funders' Group was established in 1989 to create a regional application process for human service organizations. The Funders' Group works to keep the application process consistent throughout

the region in order to reduce the amount of work each provider must do to apply for funds from varying jurisdictions.

The Group meets with providers each spring to distribute the applications for the year, and provide supplemental information regarding the policies and application requirements of individual jurisdictions.

In 1999, the Finance Committee reviewed the application process. A summary of the process is provided in Attachment B. The Committee directed staff to make several changes to the application process and the General Funding Criteria (evaluation criteria) for determining eligibility. These changes included:

- Requiring sufficient information from the quarter reports to measure the fiscal effectiveness of programs,
- Requiring providers to list and track program outcomes and effectiveness,
- And quantifying the evaluation criteria.

Staff incorporated the Finance Committee's recommended changes into the 2000 application process. However, the Finance Committee recognized that the evaluation criteria needed additional fine-tuning, and directed staff to return in early 2000 with proposed changes.

## FACTS AND FINDINGS:

The Evaluation Criteria describes what an organization must do to receive consideration (e.g. provide basic emergency services to City residents). This 'supplemental information' is provided annually to potential grant applicants to assist them in putting together competitive applications that address City needs.

Attachment C lists the 13 criteria used to evaluate applications in 1999. Because the Finance Committee didn't have the opportunity to review the evaluation criteria prior to the 1999 Funders' Workshop, the Committee directed staff to quantify the existing 13 criteria for the FY2000 application process. This year the Finance Committee had the opportunity to review the criteria and recommend changes to improve the evaluation process before the applications and supplement information are distributed. The remainder of this report outlines the Finance Committee's proposed changes to the evaluation criteria.

### 1. Identify Funding Priorities:

The existing criteria do not address the services the City considers the most urgent and most important from among the whole continuum of vital services that are provided by community-based agencies. The Finance Committee recommends adding a category, **Funding Priority Needs**, which would allow the City to give special consideration those agencies whose programs address identified community needs.

#### **Staff Proposal:** Add new criteria category, **Funding Priority Needs**

- How well does the program fit within the funding priorities identified by the City?
- How well does the program address one or more of the top four priorities identified by the City?
- Is it appropriate and important for the City to become involved financially with this program?

This new section could address/replace the following adopted criteria while providing additional flexibility:

- Provides basic emergency services to City residents
- Provides services benefiting low and moderate income residents
- Promotes self-sufficiency and independent living

## 2. Review Program Outcomes

In 1999, the Finance Committee directed staff to require all human services programs funded by the City of Woodinville to track program outcomes. The additional information will assist the City in evaluating the cost/benefit ratio of the programs, and to match the services that agencies provide with the outcomes needed to address community needs.

### **Staff Proposal:** Add a new category, **Accountability/Program Outcomes**

- Are the proposed outcomes appropriate for the services described, e.g. are they measurable, are the realistic, etc.?
- Do the services provided by the agency accomplish desired results for the community?
- Does the agency demonstrate it can successfully manage the program, e.g. service record on the Eastside, staff qualifications, etc.?

This new section could address/replace the following existing criteria while providing additional flexibility:

- Provides appropriate solutions to documented or identified need
- Meets the City's management and performance standards to ensure appropriate use of City funds.
- Provides direct services

## 3. Combine Budget Criteria

Combine several existing budget criteria into one **Budget** category

- Has the agency established a process for generating alternative sources of funding or services?
- Are the overall budget and unit costs reasonable and appropriate for the proposed program?
- Is the amount requested from Woodinville reasonable in view of the proportion of Woodinville residents to be served?

## 4. Coordination/Accessibility

It is important for providers to coordinate their services and for services to be accessible. Duplication of service is not necessarily a bad thing as long the service is in demand. More importantly, providers need to be working together to holistically meet the needs of the Woodinville community. Finally, the best program in the world won't be worth supporting unless it accessible. Accessibility includes hours of operation, location to public transportation, after-hour hotlines, and language or cultural support.

### **Staff Proposal:** Add new criteria category, **Coordination/Accessibility**

- Is there evidence of coordination and effective linkages and referrals to other providers?

- Do the program hours of operation, location to public transportation, after-hour hot line, or language/cultural support meet the needs of the population they are intended to serve?

This new section could address/replace the following existing criteria while providing additional flexibility:

- Avoid duplication of service
- Are accessible to the elderly, physically and developmentally disabled, and low income residents
- Provide services benefiting low and moderate-income residents
- Charge fees based on the ability to pay

## 5. Eliminate Criteria

There was one criterion that did not appear to add value to the review process in 1999. The Finance Committee recommends eliminating this criterion.

**Staff Proposal:** Eliminate the following criterion

- Demonstrate support of community events, projects or activities.

## SUMMARY

The Finance Committee's proposed changes are intended to streamline the evaluation process and clearly identify to applicants the City's priorities and requirements. The Planning Commission reviewed the Finance Committee's proposed changes and recommends adopting the changes as part of the annual Comprehensive Plan Amendments (Attachment D). Following is a table summarizing the recommendations approved by the Finance Committee and Planning Commission.

Category	Proposed Criteria	Current Criteria
Funding Priority Needs	<ul style="list-style-type: none"> <li>▪ How well does the program fit within the funding priorities identified by the City?</li> <li>▪ How well does the program address one or more of the top four priorities identified by the City?</li> <li>▪ Is it appropriate and important for the City to become involved financially with this program?</li> </ul>	<ul style="list-style-type: none"> <li>▪ Provides basic emergency services to City residents</li> <li>▪ Provides services benefiting low and moderate income residents</li> <li>▪ Promotes self-sufficiency and independent living</li> </ul>
Accountability/Program Outcomes	<ul style="list-style-type: none"> <li>▪ Are the proposed outcomes appropriate for the services described, e.g. are they measurable, are the realistic, etc.?</li> <li>▪ Do the services provided by the agency accomplish desired results for the community?</li> <li>▪ Does the agency demonstrate it can successfully manage the program, e.g. service record on the Eastside, staff qualifications, etc.?</li> </ul>	<ul style="list-style-type: none"> <li>▪ Provides appropriate solutions to documented or identified need</li> <li>▪ Meets the City's management and performance standards to ensure appropriate use of City funds.</li> <li>▪ Provides direct services</li> </ul>
Budget	<ul style="list-style-type: none"> <li>▪ Has the agency established a process for generating alternative sources of funding or services?</li> <li>▪ Are the overall budget and unit costs reasonable and appropriate for the proposed program?</li> <li>▪ Is the amount requested from Woodinville reasonable in view of the proportion of Woodinville residents to be served?</li> </ul>	<ul style="list-style-type: none"> <li>▪ Have an established process for generating alternative sources of funding or services</li> <li>▪ Demonstrate reasonable cost per unit of service or a high cost/benefit ratio</li> <li>▪ Charge fees based on the ability to pay</li> <li>▪ Provides services benefiting low and moderate income residents</li> </ul>
Coordination/Accessibility	<ul style="list-style-type: none"> <li>▪ Is there evidence of coordination and effective linkages and referrals to other providers?</li> <li>▪ Do the program hours of operation, location to public transportation, after-hour hot line, or language/cultural support meet the needs of the population they are intended to serve?</li> </ul>	<ul style="list-style-type: none"> <li>▪ Avoid duplication of service</li> <li>▪ Are accessible to the elderly, physically and developmentally disabled, and low income residents</li> <li>▪ Provide services benefiting low and moderate income residents</li> <li>▪ Charge fees based on the ability to pay</li> </ul>

## GOALS AND POLICIES:

The following goals and policies from the Comprehensive Plan are relevant to the proposed amendments:

Goal HS-1.1 To ensure a safe, friendly, family-oriented, functional community in which each individual has access to community resources and services and is empowered to take advantage of these opportunities.

HS-1.3 Emphasize programs such as job training and parenting classes to prevent social problems that negatively affect the health, safety, and well-being of the community.

HS-1.4 Support programs that address childhood depression and drug/alcohol abuse.

HS-1.5 Support programs that provide day care and other needed services for families, especially single-parent households.

Goal HS-2: To promote a variety of affordable and physically accessible human services that reflect and respond to human needs of the community.

HS-2.1 Provide resources for coordinating and disseminating resource information of available regional services.

HS-2.2 Encourage appropriate human service programs for residents of special needs housing programs.

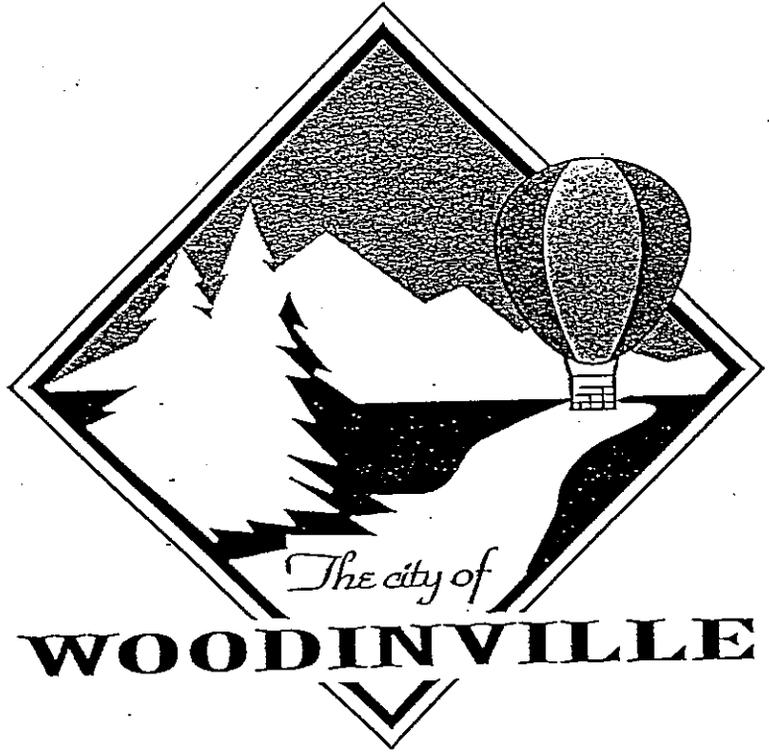
## ATTACHMENTS:

- A. Human Services Policy
- B. Application Process
- C. Council adopted 1999 evaluation criteria
- D. Proposed revisions to Appendix 5 of the Human Services Element of the Comprehensive Plan

RECEIVING NO. 173  
DATE Aug 23, 1993  
CITY CLERK [Signature]

EXHIBIT 7  
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# Human Services Policy - 1994



City of Woodinville  
13203 NE 175th Street  
Woodinville, Washington 98072

1994

CITY OF WOODINVILLE HUMAN SERVICES POLICY

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**INTRODUCTION**

Historically, most human services had been supported by federal and state funds. The City of Woodinville acknowledges its role in seeing that the human service needs of its community are met. The Human Services Policy was instituted to ensure that adequate levels of human services were available to the people of Woodinville.

**Definition**

Human Services may be defined as those services provided directly to individuals or families experiencing difficulty in meeting their basic human needs. These needs include:

- ◆ physical survival (food, shelter, protection from abuse/neglect)
- ◆ gainful employment
- ◆ social support and interaction
- ◆ access to available, appropriate services (transportation, information, and referral services)

**CITY'S ROLE**

The City's role in human services is as a funder, facilitator, and coordinator, but not as a direct provider of human services. The City will administer General Fund allocations to organizations providing human services to help meet the City's unmet human service needs.

**Basic Eligibility Requirement**

The Human Service Policy establishes the following eligibility requirements for all agencies requesting human service funding:

1. Each agency must submit a completed application within the time period defined by the City. Applications received after the posted date will not be accepted. (Please refer to timetable and application package.)
2. Human service organizations must have obtained nonprofit status and serve residents of Woodinville.
3. Applicants must demonstrate a nondiscriminatory policy.

4. The City of Woodinville will not fund services that are legally the responsibility of another public agency or funding source. However, the City reserves the right to help support such services if it is deemed to be in the best interest of Woodinville citizens.
5. Applicants must adhere to sound and accepted management, business, and accounting practices.

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### Additional Program Emphasis

The Human Service Policy incorporates the following guidelines:

1. The City of Woodinville will pursue cooperative planning and funding with other municipalities and jurisdictions to explore the possibility of a regional approach to the delivery of human services.
2. It is essential that all funded programs address specific, identified community needs. Demonstration and documentation of needs will be required.

### FUNDING FOR HUMAN SERVICE ORGANIZATIONS

#### Development of City Funding Levels

The City's Human Services Policy calls for an annual budget allocation for discretionary human services purposes. This discretionary amount is funding in addition to mandatory costs currently paid to King County Health Department for health-related services provided to City of Woodinville residents.

#### General Funding Criteria for Determining Eligibility of Human Service Organizations Applying for City Funds

Human Service provider applications will be reviewed by the Council Finance Committee to: 1) ensure conformance with the City's Human Service Policy's basic eligibility requirements; and 2) determine compliance with City general funding criteria. If the basic eligibility requirements are satisfied, the human service applications will be reviewed, utilizing a subjective rating system which would measure eligibility requirements against one or more of the following factors:

1. Priority will be given to those agencies which provide basic emergency services to City of Woodinville residents; however, services which are preventative in nature are also eligible.
2. Priority will be given to those agencies which provide an appropriate solution to a documented need or identified problem in the community.

3. Priority will be given to those agencies providing services which promote self-sufficiency and independent living.

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4. Priority will be given to those agencies which provide direct services.

5. Requests for proposed increases in funding must be based upon compelling and demonstrated need.

6. Priority will be given to those agencies which demonstrate a reasonable cost per unit of service or a high cost/benefit ratio.

7. Priority will be given to those agencies which will provide a good identification of client population served, particularly with regard to City of Woodinville residents.

8. City funding should avoid duplication of services.

9. Priority will be given to those agencies which demonstrate support to community events, projects or activities.

10. Priority will be given to those agencies which can meet the City of Woodinville's management and performance standards to ensure appropriate use of City funds.

11. Priority will be given to those agencies which provide services benefiting poverty, low and moderate income residents.

12. Agency services should be accessible to elderly, physically and developmentally disabled, and low income residents.

13. Priority will be given to those agencies which will charge fees based on the ability to pay.

14. Priority will be given to those agencies which have an established process for generating alternative sources of funding or services.

15. The City may use its funds to supplement funds from other public and private sector sources; however, if other funds are withdrawn, the City will not be committed to increased support of a program.

### Application Process

Application forms for human service organizations requesting funding from the City will be made available in May, and must be returned to the City no later than Tuesday, October 15, 1993. As a matter of policy, the City Council will not accept late and/or direct appeals to the City Council which have not gone through the preliminary application review process.

Specific allocations for funding human service organizations will be made by the Woodinville City Council during adoption of the Annual City Budget. Human services contracts will be implemented immediately following in January.

A general overview of the application process is as follows:

1. A human service organization applying for funds is required to complete a separate application form for each service it intends to provide. The application requires that the organization answer specific questions relating to such things as:
  - a) The precise nature of services it intends to provide.
  - b) The geographical area and specific client populations (e.g., number of City of Woodinville residents) to be served.
  - c) Alternative sources of funding should City funds be awarded at a reduced level.
  - d) The manner in which the organization charges its clients.
  
2. Incoming applicants will be reviewed by the Finance Committee which will evaluate the merits of each application using basic eligibility requirements and general funding criteria established by the City. Organizations most closely meeting the basic eligibility requirements and general funding criteria may be invited to an interview session only if it is necessary to clarify proposals. The Committee will evaluate the information collected and then make specific funding recommendations to the City Council.

The application review process will be timed to coincide with steps described on Attachment A.

## EMERGENCY FUND

### Introduction and Definition

The Woodinville City Council has established an annual emergency fund to enable the City to respond to human service situations not anticipated by their annual funding program. These human service funds are available to public and private nonprofit organizations, and all proposals must meet the City's definition of human services as described in the attached summary from the City's Human Services Policy.

For purposes of clarification, the following definition will form the basis of the advisory committee's understanding of need as they evaluate requests for the emergency fund:

Unforeseen event which has a significant negative impact on the agency's ability to deliver prescribed services. Examples: A natural disaster, unanticipated service demand, revenue/funding shortfall due to factors outside of agency control, or loss of facilities.

## Application Procedure

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1. An organization applying for first-time funding is required to complete a human services application form.
2. An organization currently receiving Woodinville funds shall submit written documentation of the problem, a time line for correcting the situation, a program budget summary, and other relevant information as requested.
3. The Committee's funding recommendations will then be forwarded to the City Council for approval.
4. All grants are subject to a contractual agreement.
5. Progress reports from the organizations on the use of funds will be reviewed by the staff.

## Guidelines For Approval

1. **Timeliness:** How critical is it that the City respond now?
2. **Legitimacy:** Is the situation truly an emergency, or could this crisis have been avoided? Was the organization responsible for the crisis? What changes will prevent a recurrence?
3. **Appropriateness:** Is the amount requested reasonable? Is this an appropriate role for the City? Are other funders being considered? Will the amount make a difference?
4. **Availability of Funds:** Are other emergency requests anticipated? What funds remain?
5. **Impact:** Will denial of this request result in a loss of services to the community? Will approval make a significant difference?
6. **Conditions:** Are there particular conditions that should be required upon approval of the request?

## STAFF RESPONSIBILITIES

1. Continue to explore opportunities for regional cooperation in solving human service problems. Support and participate in regional efforts to better identify and address human service needs.
2. Provide orientation for providers regarding City policies and procedures for human services contracting.

3. Review, negotiate, monitor, and evaluate contracts for the distribution of City funds. Prepare contracts for City Council review and approval.
4. Conduct fiscal monitoring of programs receiving City support.
5. As appropriate, recommend changes and improvements in the City's Human Services policies, programs, priorities, and services.
6. Conduct an annual workshop for service providers to review the City's policies, funding priorities, application criteria and general process, etc.

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### REGIONAL COOPERATION

Working in conjunction with human service agencies, the private sector, the state, and other pertinent groups, the City of Woodinville can coordinate a more effective human services delivery system which is not bounded by geography. The City of Woodinville remains committed to the human services with both financial support and collaborative efforts.

In addition, the City staff works closely with neighboring jurisdictions to review and prepare similar human services funding applications, general processes, and policies to help meet the needs of human service agencies.

### CONCLUSION

In summary, Woodinville's Human Services Policy attempts to institute a system for planning, funding, monitoring, and evaluating community human service needs, that is effective, fair, and equitable. The policy is a reflection of the City's desire to assist those persons in our community who possess special needs, lack adequate income, are physically or mentally vulnerable, or lack the skills and abilities necessary to maintain self-sufficiency.

# Human Services Application Process

## 1. The Application Process

A human service organization applying for funds from the City of Woodinville is required to complete a separate application form for each service it intends to provide.

The City pursues cooperative planning and funding for human service needs with other municipalities and jurisdictions through the Eastside Funder's Group. The Eastside Funder's Group was established in 1989 to create a regional application process for human service organizations. The Funder's Group works to keep the application process consistent throughout the region in order to reduce the amount of work each provider must do to apply for funds from varying jurisdictions. The Group meets with providers each to distribute the applications for the year, provide supplemental information for individual jurisdictions, and allow funders and providers an opportunity to exchange information.

The Finance Committee reviews incoming applications. Each application is evaluated using *the basic eligibility requirements* and *general funding criteria* adopted by the City. The Finance Committee makes funding recommendations to the City Council as part of the budget process. Funds are approved by the City Council and available to providers beginning January 1, of the following year.

## 2. Basic Eligibility Requirements

There are five basic eligibility requirements that each organization must meet:

- A complete application provided to the City within the specified time period (July 16, 1999);
- Nonprofit status;
- Nondiscriminatory-policy;
- The program is not the legal responsibility of another public agency or funding source; and,
- The organization practices sound and accepted management, business, and accounting practices.

## 3. General Funding Criteria for Determining Eligibility

If the basic eligibility requirements are satisfied, the human service applications are reviewed utilizing a subjective rating system. Priority is given to those agencies which:

▪ Provide basic emergency services to City residents	▪ Provide appropriate solutions to a documented or identified need in the city	▪ Promote self-sufficiency and independent living
▪ Demonstrate support of community events, projects or activities	▪ Demonstrate reasonable cost per unit of service or a high cost/benefit ratio	▪ Provide good identification of City residents served
▪ Provide direct services	▪ Avoid duplication of services	▪ Charge fees based on the ability to pay

<ul style="list-style-type: none"> <li>▪ Have an established process for generating alternative sources of funding or services</li> </ul>	<ul style="list-style-type: none"> <li>▪ Meet the City's management and performance standards to ensure appropriate use of City funds</li> </ul>	<ul style="list-style-type: none"> <li>▪ Serve a compelling and demonstrated need</li> </ul>
<ul style="list-style-type: none"> <li>▪ Are accessible to the elderly, physically and developmentally disabled, and low income residents</li> </ul>	<ul style="list-style-type: none"> <li>▪ Provide services benefiting low and moderate income residents</li> </ul>	

**4. Emergency Fund**

The Woodinville City Council has established an annual emergency fund to enable the City to respond to human service situations not anticipated by the annual funding program. The Finance Committee evaluates requests for emergency funding following the application procedure and guidelines for approval established by the *Human Services Policy*.

**5. Staff Responsibilities**

The *Human Services Policy* lists six staff responsibilities:

- Explore opportunities for regional cooperation;
- Conduct an annual workshop for service providers;
- Provide orientation for providers regarding City policies and procedures;
- Review, negotiate, monitor and evaluate contracts for the distribution of funds;
- Conduct fiscal monitoring of programs receiving City support; and,
- Recommend changes and improvements in the City's Human Services policies, funding priorities, application criteria and general process.

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Prioritization	3	2	1	0	SCORE	COMMENTS
<b>PROVIDES BASIC EMERGENCY SERVICES TO CITY RESIDENTS</b>						
The first needs that must be met for people in crisis including safe shelter, adequate food, clothing and other basic services in order for individuals to move to self-sufficiency and provide for themselves and their families.	Program provides safe shelter, adequate food, clothing and other basic services to people in crisis. The program is staffed to provide 24 hour a day/ 7 day a week service, and coordinates with emergency response groups such as police and fire.	Program provides two or three basic services and is staffed 24/7, or coordinates with emergency response groups such as police and fire to meet demand.	Program provides one or two basic services, and is staffed 24/7, or coordinates with emergency response groups such as police and fire to meet demand.	Program does not provide any basic emergency services.		
<b>DEMONSTRATE SUPPORT OF COMMUNITY EVENTS, PROJECTS OR ACTIVITIES</b>						
Coordination with City related activities including referrals and programmatic coordination, e.g. joint programming, event support, and in-kind contributions.	There is extensive coordination with community events, projects or activities including referrals, programmatic coordination, joint programming, event support, and in-kind contributions.	The agency supports community events, projects or activities in three or four ways.	The agency supports community events, projects or activities in one or two ways.	The agency is not supporting community events, projects or activities.		
<b>PROVIDE DIRECT SERVICES</b>						
Ability to provide services directly to Woodinville residents.	Agency provides a direct service to Woodinville residents. There is a direct connection of funding from Woodinville to in-city recipients	Program reaches Northshore/Eastside area residents.	Program is available outside Northshore/Eastside area for citizens to access.	Program does not or cannot relate its services to Woodinville recipients.		

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Prioritization	3	2	1	0	SCORE	COMMENTS
<b>HAVE AN ESTABLISHED PROCESS FOR GENERATING ALTERNATIVE SOURCES OF FUNDING OR SERVICES</b>						
The City prefers to support programs which encourage and demonstrate financial support from diversified sources. The City intends to be an active partner in the community and not be the sole source of support for human service activities.	The agency has a diversified funding plan, and a proven track record. The budget includes funding from public and private sources, e.g. funds from several cities and/or King County, United Way, grants and agency fundraising.	The agency has a history of funding its programs using money from diversified sources including agency fundraising.	The agency has a history of funding its programs using money from public sources other than Woodinville.	The program is requesting funds from Woodinville only		
<b>ARE ACCESSIBLE TO THE ELDERLY, PHYSICALLY AND DEVELOPMENTALLY DISABLED, AND LOW INCOME RESIDENTS</b>						
The City supports programs which do not limit access to their service. The City supports a human service network of which has: - Accessible without regard to ability (copy, etc.) - Physically accessible - Culturally sensitive - Linguistically accessible - Non-discriminatory	The program is accessible to at least three of the following: elderly, physically disabled, developmentally disabled, and low-income residents.	The program is accessible to one or two of the following: elderly, physically disabled, developmentally disabled, and low-income residents.	The program is accessible to one of the following: elderly, physically disabled, developmentally disabled, or low-income residents.	The program is not accessible to the elderly, physically disabled, developmentally disabled, and low-income residents.		

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PROVIDE APPROPRIATE SOLUTIONS TO DOCUMENTED OR IDENTIFIED NEED

<p>It is incumbent upon the City to ensure that funded programs address specific identified community needs. Documentation of such needs will be required.</p>	<p>The proposal clearly addresses one or more specific, identified community need. The proposal clearly provides evidence or there is past history that the program is effective in accomplishing the desired result.</p>	<p>The proposal has human service components which fit within at least one priority category or subcategory. There is some evidence provided in the proposal or some past history that the program is effective.</p>	<p>The proposal has human service components which fit within at least one priority category or subcategory. There is no evidence provided in the proposal or past history that the program is effective.</p>	<p>The proposal does not provide any solutions to documented or identified needs.</p>		
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DEMONSTRATE REASONABLE COST PER UNIT OF SERVICE OR A HIGH COST/BENEFIT RATIO

<p>The City is concerned with cost effectiveness and allocates its human service staff and resources.</p>	<p>The total budget for the program and the unit cost(s) for the service(s) are efficient and cost-effective in view of other similar programs and in view of the program design, staffing required, and any special considerations, e.g. non-English speaking population served, etc. The level of services to Woodinville residents is greater than the proportion of Woodinville funds to the total program.</p>	<p>The total budget and unit costs appear to be reasonable for the proposed program. The proportion of Woodinville residents served is approximately the same as the amount of funding requested from the City.</p>	<p>The total budget and unit costs appear to be reasonable for the proposed program. The amount requested is significantly higher than the percentage of residents to be served.</p>	<p>The total budget and unit costs appear to be exceedingly high in view of similar programs and in view of the program design. There is no relationship between the amount requested and the proportion of Woodinville residents served.</p>		
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AVOID DUPLICATION OF SERVICE

The City will avoid duplicating activities which are by tradition or law the responsibility of another level of government or group.

There are no other agencies providing the service to Woodinville residents and the City is not, or cannot provide the same service effectively.

There are other agencies providing the service. There is extensive coordination with other related providers on the East or North sides, including referrals and programmatic coordination, e.g. joint programming or case management involving more than one agency.

There are other agencies providing the service. There is some evidence that referrals are made to other related providers on the East and North sides.

The agency does not appear to coordinate with other providers on the East or North side, but work more or less independently. The City is or can provide the service more effectively.

MEET THE CITY'S MANAGEMENT AND PERFORMANCE STANDARDS TO ENSURE APPROPRIATE USE OF CITY FUNDS

The City will support activities which can meet its management and performance standards. Included in its consideration of accountability is the agency's ability to demonstrate it can successfully manage the program. The agency has a good service record on the East and/or North sides, board and staff qualifications.

The proposal lists 2 or 3 program outcomes that are measurable and realistic. The agency provides adequate data to determine the effectiveness of the program in addressing the stated need. The agency demonstrates it can successfully manage the program.

The proposal lists 1 or 2 program outcomes that are measurable and realistic. The agency provides adequate data to determine the effectiveness of the program in addressing the stated need. The agency demonstrates it can successfully manage the program.

The proposal lists 1-3 program outcomes but there is not sufficient detail to determine if the outcomes are measurable or adequate to judge to program's effectiveness in addressing the stated need. There is insufficient evidence or information that the board and/or staff can successfully manage the program.

The proposal does not list any program outcomes to be measured.

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PROVIDES SERVICES BENEFITING LOW AND MODERATE INCOME RESIDENTS

How does the program benefit low and moderate income residents of the City?	The program benefits only very low-income residents.	More than half the beneficiaries of the program are low-income residents.	Less than half of the beneficiaries of the program are low or moderate-income residents.	The program benefits only moderate-income residents.		
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PROMOTE SELF-SUFFICIENCY AND INDEPENDENT LIVING

The City would like to encourage to the greatest extent feasible, the elimination of problems in addition to addressing immediate needs. Programs should attempt where possible to address prevention and root causes of problems.	The program provides housing and related services for special needs residents where these are necessary to avoid institutional settings. The program provides employment development services including childcare; the program focuses on strengthening families including prevention of family dysfunction and support for youth.	The program provides two elements which can promote self-sufficiency and independent living.	The program provides one element which can promote self-sufficiency and independent living.	The program does not address these criteria.		
--	--	--	---	--	--	--

PROVIDE GOOD IDENTIFICATION OF CITY RESIDENTS SERVED

The City will fund activities that have a clear and definable effect on the community. One measure of effectiveness in this area is how the agency identifies and tracks City residents served.	The agency has a well-developed program for identifying Woodinville residents served by the program. Detailed information is provided on a quarterly basis.	The agency has a program for identifying Woodinville residents served by the program. Detailed information is provided on a bi-annual basis.	The agency has program for identifying Woodinville residents served by the program. Information is provided on an annual basis.	The agency does not have a program for identifying Woodinville residents served by the program.		
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SERVICE PROVIDER \_\_\_\_\_  
 PROGRAM \_\_\_\_\_

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CHARGE FEES BASED ON THE ABILITY TO PAY

The City prefers to support programs which charge a fee for the service based on a sliding scale.	The agency clearly demonstrates that the program is funded, in part by fees charged to clients based on their ability to pay.	The agency clearly demonstrates that the program is funded, in part by fees charged to clients.	The agency has a policy of requesting donations for services, but does not charge fees based on the ability to pay.	Clients are not asked to pay for program services.		
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## Appendix 5: Human Services

### **A-5.3.1 Criteria and Priorities**

The City's adopted Human Services Funding Policy Program has established criteria in order to respond to the many demands for funding. Funding requests from human service providers are reviewed by the City to (1) ensure conformance with the City's Human Service Policy for basic eligibility requirements; and (2) determine compliance with City general funding criteria. If the basic eligibility criteria are satisfied, the request is reviewed, utilizing a subjective rating system that measures eligibility requirements against one or more of the following factors:

1. Funding priority needs as established by the City Council
  2. Program accountability and appropriateness of program outcomes
  3. Cost effectiveness of service provided
  4. Coordination with other service providers and accessibility of the program to Woodinville residents
- 
- ~~1. Priority will be given to those agencies that provide basic emergency services to City of Woodinville residents and services that are preventative in nature.~~
  - ~~2. Priority will be given to those agencies that provide an appropriate solution to a documented need or identified problem in the community.~~
  - ~~3. Priority will be given to those agencies providing services that promote self-sufficiency and independent living.~~
  - ~~4. Priority will be given to those agencies that provide direct services.~~
  - ~~5. Requests for proposed increases in funding must be based upon compelling and demonstrated need.~~
  - ~~6. Priority will be given to those agencies that demonstrate a reasonable cost per unit of service or a high cost/benefit ratio.~~
  - ~~7. Priority will be given to those agencies that will provide a good identification of client population served, particularly with regard to City of Woodinville residents.~~
  - ~~8. City funding should avoid duplication of services.~~
  - ~~9. Priority will be given to those agencies that demonstrate support to community events, projects, or activities.~~
  - ~~10. Priority will be given to those agencies that can meet the City of Woodinville's management and performance standards to ensure appropriate use of City funds.~~

- ~~11. Priority will be given to those agencies that provide services benefiting impoverished low- and moderate-income residents.~~
- ~~12. Agency services should be accessible to elderly, physically and developmentally disabled, and low-income residents.~~
- ~~13. Priority will be given to those agencies that will charge fees based on the ability to pay.~~
- ~~14. Priority will be given to those agencies that have an established process for generating alternative sources of funding or services.~~
- 15.5. The City may use its funds to supplement funds from other public and private sector sources; however, if other funds are withdrawn, the City will not be committed to increased support of a program.

### **A-5.3.2 Relationship of Human Services to Other Planning Elements**

An additional planning issue is the relationship of human services to other comprehensive plan elements, particularly land use, transportation and capital facilities. These elements should be informed by knowledge of the physical space needs of various human services. The land use element should take into consideration the location of various human services with respect to the residential locations of people likely to use the services. Capital facilities proposals should be screened for possible multi-use. Transportation considerations should include ease of access to social services.

### 10.3 Six-Year Capital Facilities Plan

#### 10.3.1 Proposed Capital Improvement Projects: Costs and Revenues

This section presents capital improvements projects of the City of Woodinville, and the financing plan to pay for those projects. The Council has prioritized proposed capital improvement projects and balanced project costs with revenues pursuant to Revised Code of Washington 36.70A.070(3)(e). If probable funding falls short of the costs of needed projects, the City must reassess the Land Use Element, and ensure consistency and coordination among the Capital Facilities Plan, the Capital and Public Facilities Element, and the Land Use Element.

The capital improvements will eliminate existing deficiencies, make available adequate facilities for future growth and repair or replace obsolete or worn out facilities through ~~December 31, 2005~~ December 31, 2006. Each capital improvement project contains the name of the project and its costs over the ~~2000-2005-2001-2006~~ 2000-2006 funding period. The cost of the ~~2000-2005-2001-2006~~ 2000-2006 CIP is approximately \$28.16 million. Approximately \$22.22 million is available in City revenues to pay for the projects.

The process of identifying specific revenues for the financing plan is:

1. Match restricted revenues sources to the projects to which they are restricted.
2. Apply anticipated new restricted revenue sources to the projects for which they can be used.
3. Calculate the "un-funded" balance: subtract all restricted revenues from total costs.
4. Allocate unrestricted revenue sources to projects that have "un-funded" balances.

The costs and revenues are shown in thousands of dollars (x \$1,000). All cost data is in current dollars: no inflation factor has been applied because the costs will be revised as part of the annual review and update of the Capital Facilities Plan.

**10.3.2 Revenue Options and Forecasts (2001-2006)(2000-2005)**

The following is a description of each revenue option identified in the preceding Capital Facilities Plan, along with assumptions used in the forecasts.

**Capital Improvement Funds**

There are six capital improvement funds, separate accounts for the acquisition or development of capital facilities. These are the Capital Project Fund, the Special Capital Project Fund, the Capital Street Reserve, the Surface Water Capital Reserve, and the General Fund Surplus (Capital Construction, and Civic Center Fund).

The Capital Project and Special Capital Project funds will each receive revenue from a 1/4% real estate excise tax (REET). The Revised Code of Washington 82.46 authorizes a real estate excise tax levy of 1/4%. The Growth Management Act authorizes another 1/4% real estate excise tax to be used primarily for financing capital facilities specified in the City's capital facilities plan. Revenues from this tax must be used for financing capital facilities specified in the City's capital facilities plan.

Woodinville has levied two 1/4% real estate excise taxes. Each 1/4% should yield \$250,000 in revenue annually. The revenue is allocated to the Capital Projects Fund and the Special Capital Projects Fund.

**Capital Project Fund**

REET1 (first 1/4% real estate excise tax revenue) funds may be used for the following:

1. The planning, acquisition, construction, reconstruction, repair, replacement, rehabilitation or improvement of: streets, roads, sidewalks, street and road lighting systems, and storm and sanitary sewer systems.
2. The planning, acquisition, construction, reconstruction, repair, rehabilitation, or improvement of parks and recreation facilities.
3. The planning, acquisition, construction, reconstruction, repair, replacement, rehabilitation, or improvement of: law enforcement facilities, fire protection facilities, trails, libraries, and administrative and judicial facilities.

Table 10-2: REET 1 Funds (all amounts are x 1,000)

Capital Project	Revenue/Expenditure	2000	2001	2002	2003	2004	2005	2006
(1st Quart. REET)	Beginning Balance	1,270	487	771	1,069	1,382	1,710	2,055
	Revenue (+)	270	284	298	313	328	345	362
	Transfer (+)	265						
	Expense (-)	(918)						
	Ending Balance	887	771	1,069	1,382	1,710	2,055	2,417
	Minimum Set Aside	(400)						

**Special Capital Project Fund**

REET 2 (second 1/4% real estate excise tax revenue) funds may be used for the following:

1. The planning, acquisition, construction, reconstruction, repair, replacement, rehabilitation or improvement of: streets, roads, sidewalks, street and road lighting systems, and storm and sanitary sewer systems.
2. The planning, acquisition, construction, reconstruction, repair, rehabilitation, or improvement of parks and recreation facilities.

Table 10-3: REET 2 Funds (all amounts are x 1,000)

Special Capital Project	2000	2001	2002	2003	2004	2005	2006
(2nd Quart. REET)							
Beginning Balance	1,412	849	1,133	1,431	1,744	2,072	2,417
Revenue (+)	270	284	298	313	328	345	362
Expense (-)	(433)						
Ending Balance	1,249	1,133	1,431	1,744	2,072	2,417	2,779
Minimum Set Aside	(400)						

**Reserve Funds**

Capital Street Reserve and Surface Water Capital Reserve funds will decrease if any expenditures are made from these funds.

Table 10-4: Capital Street Reserve Funds (all amounts are x 1,000)

Capital Street Reserve	2000	2001	2002	2003	2004	2005	2006
Beginning Balance	4,062	1,440	1,440	1,440	1,440	1,440	1,440
Revenue (+)							
Expense (-)	(2,122)						
Ending Balance	1,940	1,440	1,440	1,440	1,440	1,440	1,440
Minimum Set Aside	(500)						

Table 10-5: Surface Water Capital Reserve Funds (all amounts are x 1,000)

Surface Water Capital Reserve	2000	2001	2002	2003	2004	2005	2006
Beginning Balance	1,848	1,173	1,173	1,173	1,173	1,173	1,173
Revenue (+)							
Expenditure (-)	(175)						
Ending Balance	1,673	1,173	1,173	1,173	1,173	1,173	1,173
Minimum Set Aside	(500)						

**General Fund Surplus**

There are two funds that were created for specific capital projects and are funded from surplus revenues out of the General Fund. Surplus moneys are available when operating revenues exceed operating expenses.

City Hall Construction

The City Hall Construction Fund was established to pay for the costs of constructing the new City Hall. The beginning balance of \$585,000 in the City Hall Construction Fund is from money transferred from the General Fund in 1999. The revenue is a result of councilmatic bonds issued by the City in the second quarter of 2000.

City Hall Construction Funds (all amounts are x 1,000)

City Hall Construction	2000	2001	2002	2003	2004	2005	2006
Beginning Balance	585	2,000	-	-	-	-	-
Revenue (+)	4,999	-	-	-	-	-	-
Expense (-)	3,584	2,000	-	-	-	-	-
Ending Balance	2,000	0	-	-	-	-	-

Civic Center Fund

The Civic Center Fund was established to set aside money for the operating costs associated with the purchase and maintenance of the Sorenson school site. The beginning balance revenue was from a General Fund transfer.

Table 10-7: Civic Center Funds (all amounts are x 1,000)

Civic Center Fund	2000	2001	2002	2003	2004	2005	2006
Beginning Balance	455	464	464	464	464	464	464
Transfer from GF(+)	4,999						
Expense (-)	(4990)						
Ending Balance	464	464	464	464	464	464	464

**Mitigation****Transportation Mitigation**

The City collects an assessment, through the SEPA environmental review process, from developers based on the impact the development will have on roadways surrounding the project. We estimate approximately \$100,000 annually will accrue to this account.

Table 10-8: Transportation Mitigation Fee Funds (all amounts are x 1,000)

Transportation	2000	2001	2002	2003	2004	2005	2006
Beginning Balance	534	634	734	834	934	1,034	1,134
Revenue (+)	100	100	100	100	100	100	
Ending Balance	634	734	834	934	1,034	1,134	1,234

**Taxes****Utility Tax**

The Utility tax was established to set aside money for improvements at the intersection of 131st Ave NE and NE 177th Pl, as well as the necessary improvements, including right-of-way acquisition, of NE 177th Pl from 131st Ave NE to 140th Ave NE. The forecast allows for a 3% increase each year.

Table 10-9: Utility Tax Funds (all amounts are x 1,000)

Utility Tax	2000	2001	2002	2003	2004	2005	2006
Beginning Balance	723	973	1,643	2,333	3,043	3,775	4,529
Revenue (+)	650	670	690	710	732	754	776
Ending Balance	1,373	1,643	2,333	3,043	3,775	4,529	5,305
Minimum Set Aside	(400)						

**Admissions Tax**

The admissions tax was established to set aside money for parks capital projects. The tax is 5% of ticket price for admission to movie theaters, museums, dance halls, auditoriums etc. Schools, churches, governments and nonprofit organizations are exempt. The estimated revenue from this tax is ~~\$200,000 for 1999~~ \$210,000 for 2000 with a 3% increase for each year.

Table 10-10: Admissions Tax Funds (all amounts are x 1,000)

Admissions Tax	2000	2001	2002	2003	2004	2005	2006
Beginning Balance	221	0	14	237	466	702	945
Revenue (+)	210	216	223	229	236	243	251
Expense (-)	(383)						
Minimum Set Aside	(48)	(202)					
<b>Ending Balance</b>	<b>0</b>	<b>14</b>	<b>237</b>	<b>466</b>	<b>702</b>	<b>945</b>	<b>1,196</b>

### Gas Tax

Cities and counties receive 11.53% and 22.78%, respectively, of the motor vehicle fuel tax receipts. Revenues must be spent for highway purposes including the construction, maintenance, and operation of city streets, county roads, and state highways

Table 10-11: Gas Tax Funds (all amounts are x 1,000)

Gas Tax	2000	2001	2002	2003	2004	2005	2006
Beginning Balance	74	74	148	222	296	370	444
Revenue (+)		74	74	74	74	74	74
<b>Ending Balance</b>	<b>74</b>	<b>148</b>	<b>222</b>	<b>296</b>	<b>370</b>	<b>444</b>	<b>518</b>

### Grants

Each year the City applies for funding from available grants. There are several categories of grants:

#### Transportation Efficiency Act – TEA21

TEA-21 is the federal transportation law that contains federal statutes on planning and funding for transportation projects.

#### Surface Transportation Program - STP

One of several federal funding sources created by ISTEA to finance transportation projects. STP funds are the most “flexible” funding source since they may be used on transit projects, bicycle and pedestrian, safety, traffic monitoring and management, planning, and the development of management systems, as well as more traditional road or bridge projects. A local match of 13.5 percent is required. For pedestrian and bike facilities a 20 percent local match is required.

#### Transportation Improvement Account - TIA

The State Transportation Improvement Board manages TIA grants. The purpose of the TIA is to fund transportation projects throughout the state for counties, and cities. Projects must give consideration to rapid mass transit and rail. Projects must be necessitated by existing or foreseeable congestion due to economic development or growth.

**Urban Arterial Trust Account Program - UATA**

The State Transportation Improvement Board manages UATA grants. The purpose of the UATA Program is to provide financial assistance to local agencies to improve the state's arterial street system by increasing capacity, reducing accident rates, correcting structural deficiencies, and providing adequate widths. The UATA receives eight percent of the gas tax revenue. Funded projects must be listed in the City's six-year Capital Improvement Plan.

**Sammamish Forum –Forum**

The King Conservation District manages a non-competitive grant program through King County that distributes the three-dollar portion of its fee to the five regional Watershed Forums. The Sammamish Watershed Forum is a coalition of governments working cooperatively on water quality, flooding and fish habitat needs throughout the Sammamish watershed. Projects and programs funded by the KCD grants are consistent with the Regional Water Quality Committee's funding principles.

**City Match**

These are funds the City will need to provide to "match" the grant. Typically, the City can use a variety of revenue sources including general fund, REET, reserves, developer mitigation, intergovernmental revenue, donations or other awarded grants. However, some grants restrict the amount or types of outside revenue sources the City can use, or there are no other revenue sources except for City funds.

**Other Match**

These are outside revenue sources used by the City "match" awarded grants. These sources of revenue do not affect the City's operating budget.

**Intergovernmental**

Intergovernmental revenue includes money distributed from the state to cities on a per capita basis, and money from other governmental agencies such as the City of Bothell, WSDOT, and King County Metro.

**Developer Contributions**

Infrastructure built by developers such as roads, signals, or sidewalks can be used by the City to "match" awarded grants. For example, the roads and signals, installed as part of the TRF project, are being used to match the SR202/SR522 Interchange Improvement grant.

Table 10-12: Summary of Grant Funding (all amounts are x 1,000)

Project Description	Grant	City Match	Other Match	Total	Source	Phase
SR202/SR522 Interchange	\$2,530	\$1,560	\$2,720	\$6,810	TIA	All
SR202/148	99	16	0	115	STP(U)	Planning
SR202/127	214	1,502	84	1,800	TIB/TIA	ROW
Signal Interconnect	516	20	546	1,082	TIB/TIA	Design/Construct
Wood-Duvall/140	150	24	0	174	STP(U)	Construct
124th Ave Ped Path	98	27	0	125	STP(PFP)	Construct
Stream Corridor Planting Proj	25	25	0	50	Samm Forum	Construct
Habitat Acquisition	35	45	0	80	Samm Forum	Construct
Acquisition of Corridor Parcels	55.5	300	0	355.5	Samm Forum	Acquisition
<b>Total</b>	<b>\$3,632</b>	<b>\$3,174</b>	<b>\$3,350</b>	<b>\$10,156</b>		
	<u>3206.5</u>	<u>3,499</u>	<u>2,804</u>	<u>9,509.5</u>		

**YEAR 2000 COMPREHENSIVE PLAN AMENDMENT – POLICY CF-1.4**

**CF-1.4** Project needed capital facilities based on adopted level of service standards and forecasted growth in accordance with the Land Use Element of the Comprehensive Plan. This projection, along with project costs and financing should be updated annually. To ensure concurrency, the Northshore School District #417 and the Lake Washington School District #414 shall submit their Six-Year Capital Facilities Plans to the City annually and the Plans shall be adopted by reference annually as a sub-element of the Capital Facilities Element of the Comprehensive Plan. Accordingly, the ~~1999~~ 2000 Capital Facilities Plans of Northshore School District #417 and the Lake Washington School District #414 are adopted by reference.

# CHAPTER 9 TRANSPORTATION

EXHIBIT <u>10</u>
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## 9.1 Introduction

### 9.1.1 Purpose of the Transportation Element

The Transportation Element consists of goals, policies, recommendations, and implementation plans to guide the development of the City's transportation system in support of the City's vision for the future.

The Transportation Element is intended to ensure that the City's transportation infrastructure and its management meets the needs of the City's populace and economy for safe, efficient, and economical local transportation and access to regional transportation facilities and services. It is intended that the Transportation Element:

- Support, coordinate, and integrate with the plans of the other elements of the Comprehensive Plan, especially the Land Use, and the Capital and Public Facilities Elements, and the Parks, Recreation and Open Space Plan.
- Establish a framework for transportation system planning, development, and management processes.
- Meet level of service, concurrency, and related elements of the Growth Management Act.
- Address transportation facilities, services, and strategies for providing an array of practical alternatives for multi-modal mobility via:
  - automobile and truck
  - public transit, high-occupancy vehicle, and rideshare modes
  - bicycle and pedestrian modes
- Emphasize cost-effective, environmentally-sound, and fundable transportation improvement measures which promote and enhance the livability of the City's neighborhoods and activity centers.
- Promote efficient use of the existing transportation system components through Transportation System Management, and reduce the growth in single-occupant vehicle travel via Transportation Demand Management.
- Coordinate with all transit, municipal, regional, and state jurisdictions, as well as the private sector, in development and operation of the transportation system and transportation services.

### 9.1.2 The Transportation Setting

**Roadway Safety and Capacity.** Woodinville's roadway system serves cars, trucks, buses, bicycles, and pedestrians. Woodinville's roadway system connects to those of the City of Bothell, City of Redmond, King County, Snohomish County and the State Highway System.

NE 175<sup>th</sup> Street, 140<sup>th</sup> Avenue NE, Woodinville-Duvall Road, and Woodinville-Redmond Road are all operating well over capacity during peak periods of the day. Currently, the Woodinville roadway system is congested at several points and is projected to become much more congested in the year 2020 according to model results for 1998 and 2020.

**Transit.** The City of Woodinville is currently served by Metro Transit. Most of Metro's routes serve commuters traveling either to downtown Bellevue or downtown Seattle. In the downtown area, only NE 175<sup>th</sup> Street and 140<sup>th</sup> Avenue NE are served by transit. There is no bus service along SR 202 or in the Tourist District and no direct route connections to Snohomish County.

**Non-motorized.** Woodinville has a system of non-motorized facilities that serve bicyclists, in-line skaters, pedestrians, and equestrians. The system is made up of sidewalks, paved shoulders, and paved and unpaved trails that provide connections between the Town Center, the Tourist District and the neighboring cities of Bothell and Redmond. The most heavily traveled non-motorized facility within the City is the Sammamish River Trail, which parallels the Sammamish River.

**Freight Mobility.** The efficient delivery of freight goods is important to the vitality of Woodinville's retail and manufacturing businesses. The cost of moving freight is directly related to roadway congestion and the delay incurred by it. If the cost to deliver freight increases in Woodinville relative to its neighbors, business will be impacted. Woodinville is traversed by tracks owned by the Burlington Northern Santa Fe (BNSF) Railway. With one line connecting the BNSF Pacific Mainline at Tukwila with the Steven's Pass line at Snohomish Junction West. Another line, which runs down the eastside of the Sammamish River Valley through Redmond and South along East Lake Sammamish, is being converted to a non-motorized use trail by King County.

**Neighborhood Preservation.** The citizen's of Woodinville are sensitive to cut-through traffic on residential streets and its impact on the safety and livability of their community. Most cut-through traffic is caused by congestion on arterials or by a lack of sufficient connections within the street network.

**Regional Coordination.** Woodinville serves as a crossroads for two major regional State Routes: SR 202 and SR 522. Other regional routes also cross through Woodinville such as Woodinville-Duvall Road and Woodinville-Snohomish Road. Woodinville also abuts three other jurisdictions: King County, Snohomish County, and the City of Bothell.

**Funding.** The City of Woodinville does not have revenue sufficient to fund the development and construction of all of the projects required to provide continued mobility. Several grant programs at the State and Federal level are available to supplement City-generated revenue; although the level of competition for these funds is high.

**Downtown Street Development.** Woodinville's downtown area is the commercial backbone of the City. In addition to being the primary area of commercial activity, it is also the most urbanized part of the City with the most traffic congestion. Pedestrian facilities and amenities are part of Woodinville's downtown transportation system and are being used by the community.

**Travel Demand Management / Growth Management Act Compliance.** Travel Demand Management (TDM) is a way to relieve traffic congestion that does not

require capital improvements. TDM can be used to help reduce the number of vehicle trips and the time at which trips are made. Reducing trips requires that persons travel via an alternative mode (carpool, transit, bicycle) or decide not to make the trip at all. Promoting TDM is a requirement of the Growth Management Act (GMA) and since 1991 has been a requirement for all employers within urban areas that employ over 100 persons at a single work site. There are several agencies that support TDM activities including the State Department of Transportation and King County Metro Transit.

**Parking.** Parking supports the City businesses and community.

**Operations and Maintenance.** In operating and maintaining the City's transportation system, the City monitors the City's transportation system for wear and damage to protect public investment and to respond to citizen concerns and requests.

Travel within and through Woodinville is heavily dependent on the automobile, with about 85 percent of trips to work made by people driving alone, 7 percent driving in carpools and 2 percent traveling to work in transit. Of the remaining 6 percent, 2 percent travel by non-motorized modes such as bicycling and close to 4 percent indicated they telecommute<sup>1</sup>. This fact, together with a limited arterial system, limited transit service, and limited non-motorized travel facilities characterizes much of the City's current transportation system and the challenges and opportunities for its future betterment. It is important to recognize that travel volumes and transportation to, in, and through Woodinville is also conditioned by its regional location, especially for automobile and transit travel (Figure 9-1). Specific challenges are posed by:

1. Nearly all of the arterial traffic is accommodated by only a few routes, all of which traverse or pass near the downtown: State Route (State Route) 202, NE 175th Street-Woodinville-Duvall Road, 140th Place NE-148th Avenue NE, and arterial NE 190th-195th Streets. Most of the level of service E and F intersections and high-accident locations are on these routes, principally in and near downtown (Figures 9-2 and 9-3). Several two-lane arterial segments carry average weekday traffic volumes of 15,000 to 25,000 vehicles (Figure 9-4).

Consequently, Woodinville's unique geographic location and its limited arterial network reflect the high percentage of through traffic on all of the principal routes serving and traversing the Woodinville Planning Area: Interstate-405, State Route 522, State Route 202, State Route 9, the Woodinville-Duvall Road, and the 140th Avenue NE-148th Avenue NE corridor.

2. Woodinville-Duvall Road (with NE 175th Street) is the only through east-west arterial across the Woodinville Planning Area.
3. Gaps in much of the local street network necessitate excessive use of the major routes for local circulation, with attendant adverse impacts on Level of Service, traffic friction and delay, safety, and inconvenience (see Figure 9-2).
4. Eastbound State Route 522 access into downtown is impeded by bottlenecks and circuitous routing along 131st Avenue NE slowing both automobile and transit travel.

<sup>1</sup> PSRC Census Data, 1990.

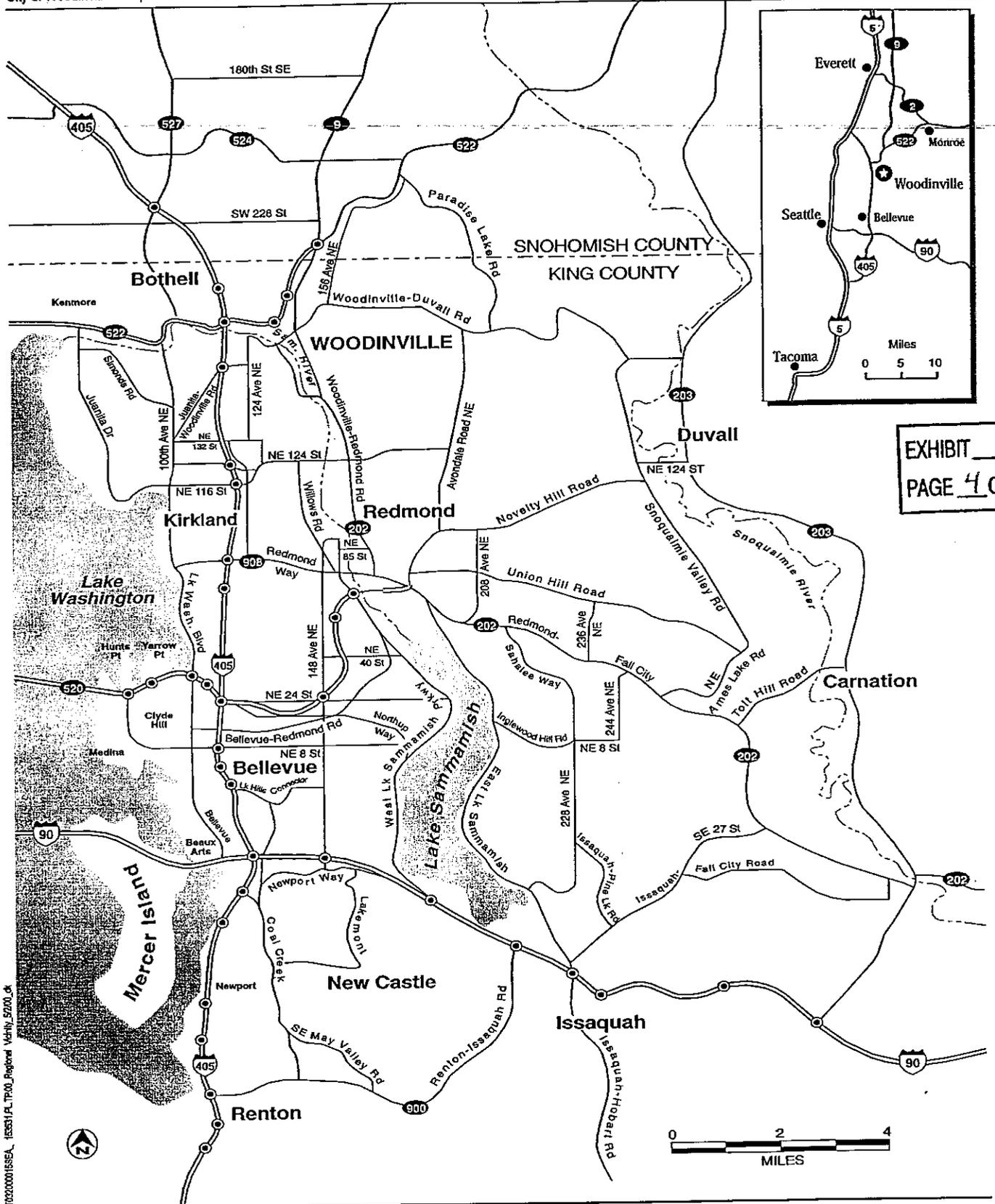
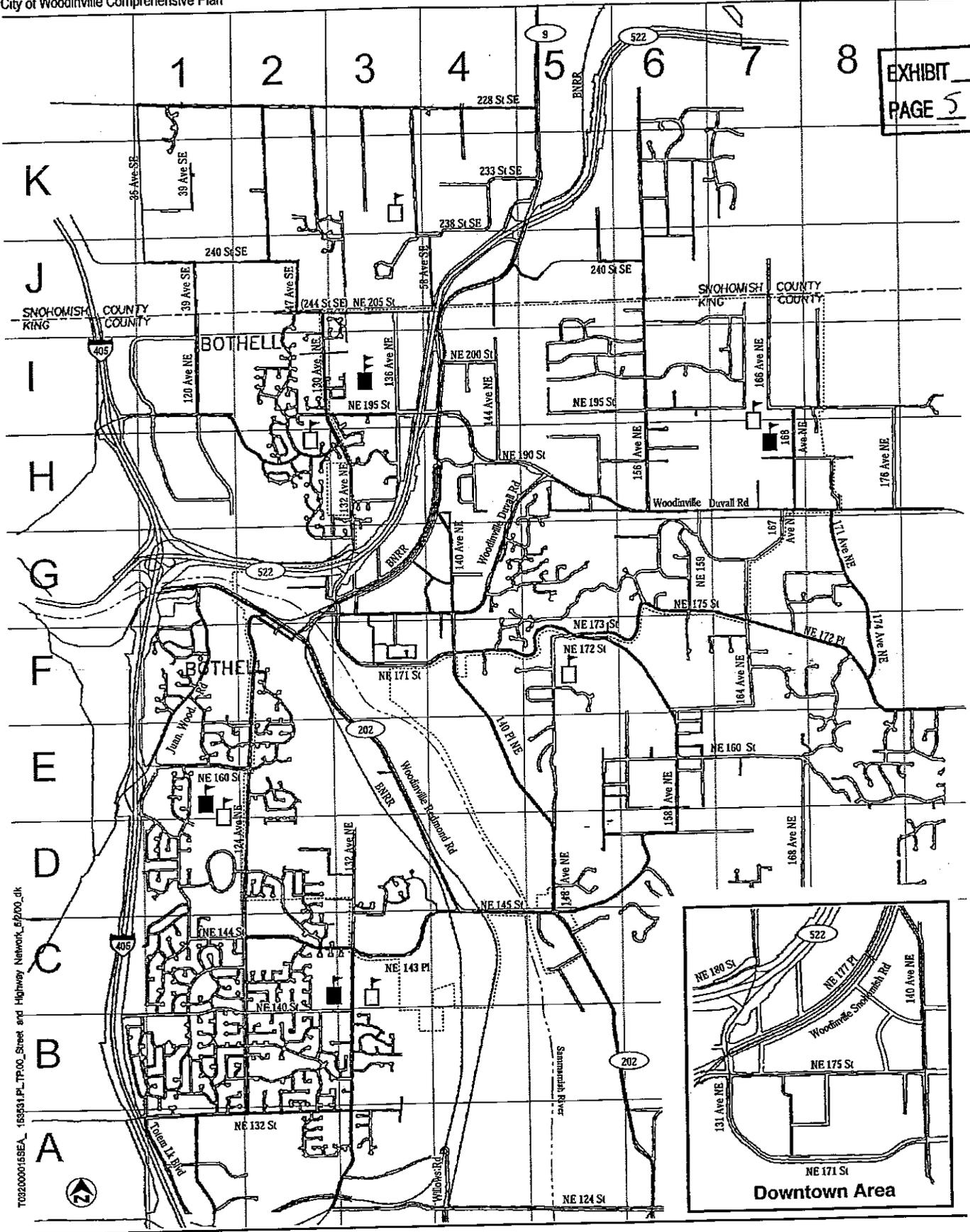


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Figure 9-1  
Regional Vicinity



T03200015BEA\_18931\_PL\_TP00\_Street and Highway Network\_6/2000\_dk

LEGEND

- High School
- Jr. High School
- Elementary School
- City limits

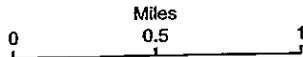
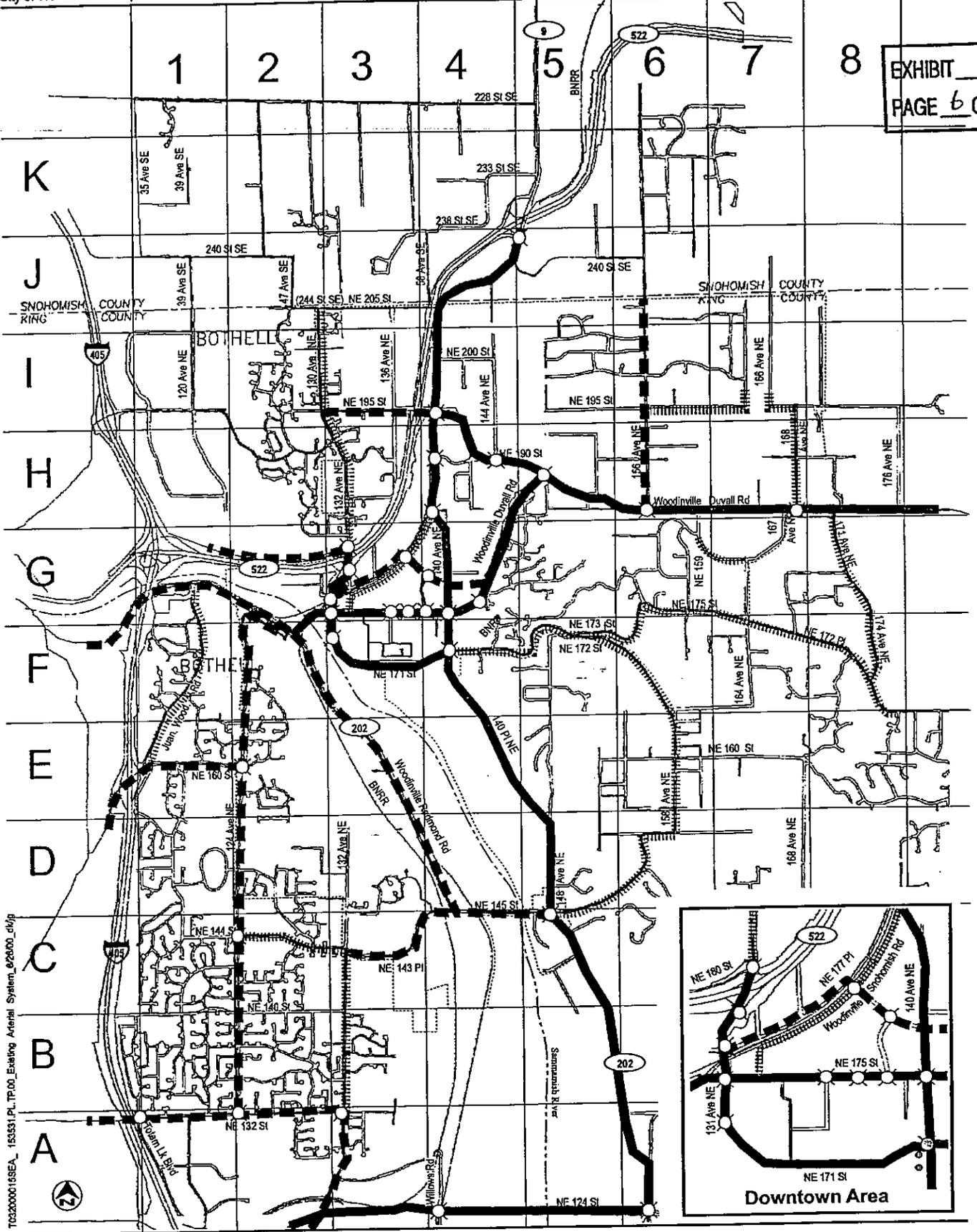


Figure 9-2  
Street and Highway Network



LEGEND

- Principal Arterial
- Minor Arterial
- Collector

- Traffic Signal
- City Limits

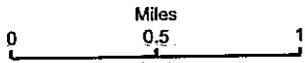
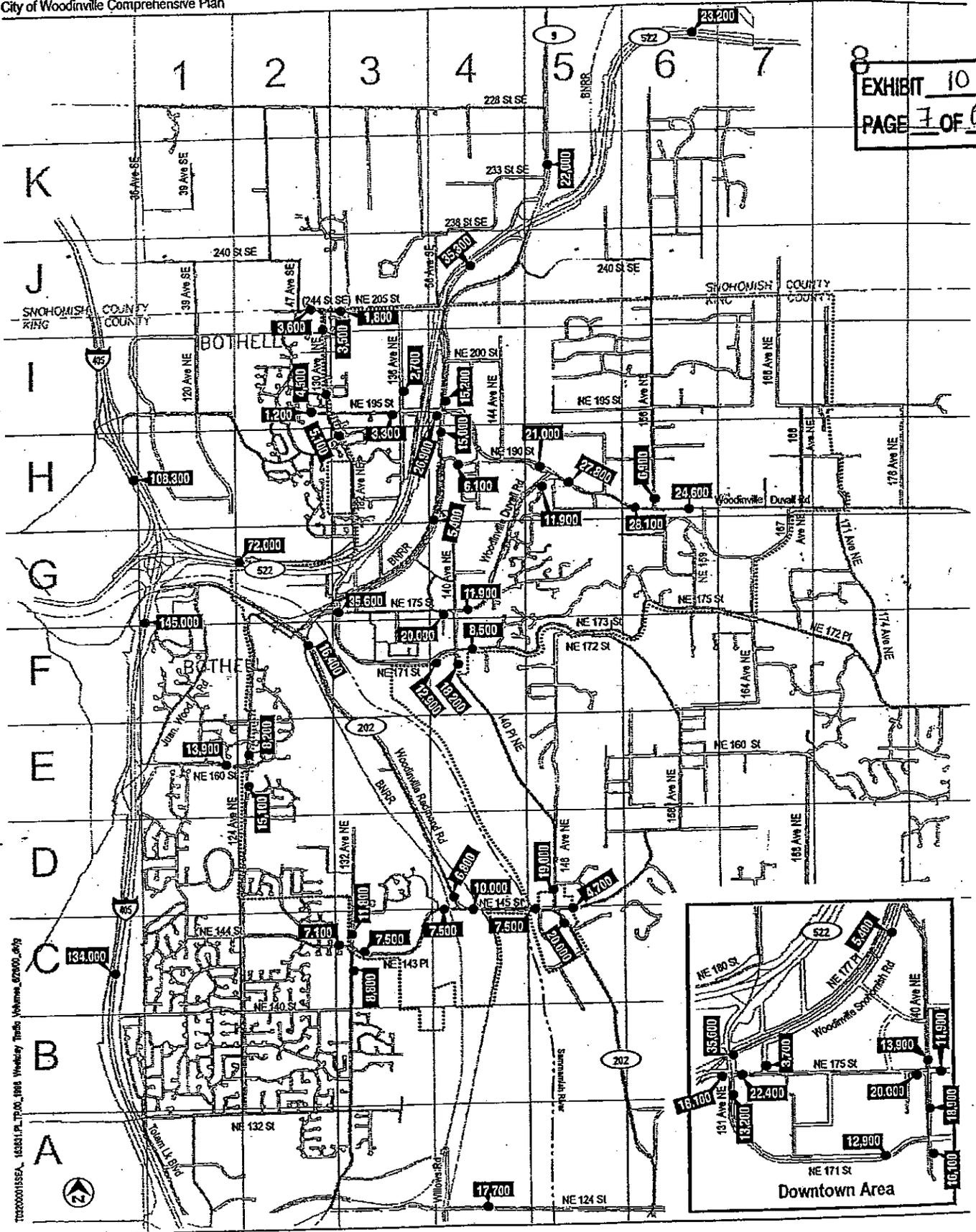


Figure 9-3

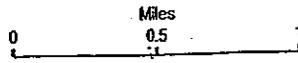
Existing Arterial System

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T022000155EA\_16381PL\_T200\_1998 Weekday Traffic Volume\_07000\_0679

DRAFT



LEGEND

- 0.000 24-Hour Average Weekday Traffic Volume (AWDT)
- City limits
- 1405 } Average Daily Traffic Volume (ADT) for 1998 (Source: WSDOT Traffic Volume Data)
- SR 9 }
- SR 202 }
- SR 522 }

Figure 9-4  
1998 Weekday Traffic Volumes

5. Transit service is mainly oriented to peak-hour connections to the Interstate-405 and State Route 522 corridors south and west toward Bellevue and Seattle. Large portions of the WPA's residential and employment areas lack local transit service.

6. Most of Woodinville lacks adequate pedestrian and bicycle facilities, with only a few sidewalk and bicycle lane segments in or near downtown. Most of the low-density residential areas lack paved shoulders for non-motorized travel. The incomplete road network, hilly terrain, railroad tracks, and the Sammamish River also restrict safe and convenient non-motorized access to downtown and the Sammamish River Trail.

7. Regional air service in the Puget Sound area is provided by Seattle-Tacoma International Airport.

## 9.2 Goals and Policies

**GOAL T-1: To establish and maintain a transportation system which supports the land use plan and incorporates transportation/land use linkages.**

### Policies

- T-1.1** Cooperate with the cities of Bothell, Kirkland, and Redmond; the Washington State Department of Transportation; the Regional Transit Authority; King County; Snohomish County; special service districts; citizens; and private developers in defining, planning, and implementing transportation improvements that accommodate planned land use and densities.
- T-1.2** Coordinate the planning of new facilities and management of the transportation system with current and future needs of the adjacent King County Bear Creek and Northshore planning areas (including participation in a regional corridor study of the Sammamish Valley [State Route 202] Woodinville-Duvall Road, and Regional Arterial Network (RAN) corridors), Snohomish County, and adjacent cities.
- T-1.3** Cooperate with these jurisdictions on regional transportation solutions addressing the significant pass-through traffic originating outside the City of Woodinville.
- T-1.4** Develop transportation systems that support the quality of life for the residents of Woodinville while enhancing the economic viability of the City of Woodinville.
- T-1.5** Prepare solutions—in cooperation with the cities, transit agencies, and Washington State Department of Transportation—for areas where movement of employees, goods, and services are impeded by traffic congestion during peak and mid-day periods.
- T-1.6** Develop a roadway system that maximizes the person-capacity of the system.

**GOAL T-2: To ensure development is consistent with the transportation goals and policies.**

### Policies

- T-2.1** Development in the City of Woodinville should pay its fair share toward transportation improvements to help mitigate impacts, as identified through an adopted road adequacy standards, impact fee program, State Environmental Policy Act, and the development review process.
- T-2.2** Establish access and circulation standards to maintain the safety and integrity of the arterial roadway system and safety, convenience, and amenity of on-site circulation.
- T-2.3** Require preparation and approval of vehicle access, pedestrian access, and

circulation schemes for major public or private developments, with adherence to the following standards and requirements:

1. Restrict vehicle access from public and private property onto designated principal and minor arterials to maintain and improve the integrity of traffic flow. Vehicle access shall be limited to collector arterials and local roads as a condition of development whenever practicable.
2. Require joint driveway access and internal site circulation as a condition of new development for adjacent properties that have compatible land uses pursuant to adopted street standards and Interim Design Principles.
3. Design traffic circulation within developments in a way that allows safe and efficient storage and movement of driveway traffic.
4. Require driveway and traffic flow restrictions to allow safe and efficient access for emergency vehicles.
5. Develop a system of access management that provides guidelines for intersection spacing, median treatments and driveway spacing based on roadway functional classification and posted speed.

T-2.4

Require that public and private developments in Woodinville that meet minimum thresholds of size and/or activity levels (e.g., number of employees or customers) as defined in the Zoning Code to provide public transportation facilities, such as bus pullouts, bus stop shelters, and improvement to park-and-ride lots, as a condition of development approval. The City of Woodinville shall consult public transit providers during the permit process regarding existing and future routes near the site, design considerations, and the extent to which this policy is fulfilled.

T-2.5

Require that parking facilities be designed to encourage transit use and pedestrian access by locating building entrances and transit facilities near each other.

T-2.6

Require that new development in Woodinville incorporate pedestrian/ transit design considerations and provide access through barriers, particularly fences, that enclose developments and isolate them from transit routes and principal pedestrian pathways.

T-2.7

Require pedestrian amenities as part of all new public and private development in the City of Woodinville by:

1. Reducing pedestrian, non-motorized (bicycles, in-line skaters, etc.), and motor vehicle conflicts at activity centers such as schools, commercial centers, recreational facilities, transit facilities, and residential developments;
2. Providing handicapped accessibility of pedestrian facilities;
3. Removing barriers, such as fences, to effective pedestrian circulation and access; and

4. Require walkways, trails, and other facilities which encourage safe pedestrian and bicycle circulation, enhance pedestrian access within the development, and connect with off-site transit, shopping and community facilities, and other neighborhoods.

T-2.8

Require developments to incorporate transit and pedestrian supportive measures during the development approval process, by choosing from a menu of alternative measures such as, but not limited to:

1. Providing attractive pedestrian spaces and amenities;
2. Providing adequate sidewalks, bikeways, pathways, and crosswalks;
3. Minimizing walking distances between buildings and streets, sidewalks, and transit stops;
4. Clustering buildings near each other, near streets, and near intersections;
5. Preserving the connectivity of the pedestrian, bicycle, and street system;
6. Reducing vehicle speeds, walkway crossing distances, and improving visual quality of neighborhood streets; and
7. Designing transit access into large developments, by including bus lanes, stops, and shelters as part of the project.

T-2.9

Consider landscaping in the construction of all new streets and street frontage improvements.

T-2.10

Encourage trucks to make deliveries, when possible, outside of the peak hours of traffic.

T-2.11

Coordinate with railway owners and users to develop and manage roadway and rail intersections in order to support the other transportation goals.

T-2.12

Promote the construction of grade separations between roadways and rail where traffic volumes, rail movements or accident experience warrant them.

T-2.13

Coordinate with Burlington-Northern Santa Fe Railroad to identify locations for and develop new roadway rail crossings in order to complete key connections within Woodinville's transportation system

T-2.14

Incorporate special gateway/entrance treatments into transportation projects to the Town Center Neighborhood that support the identity of Woodinville and encourage patronage of Woodinville's downtown area.

T-2.15

Provide for a complete system of sidewalks in the downtown area that connects the retail areas to transit, the regional trail system, parking, parks and public facilities.

- T-2.16 Encourage signing that directs pedestrians to downtown parking, parks, trails and other public facilities consistent with approved City Standards.
- T-2.17 Develop a street network sufficient to support the City's Land Use goals.
- T-2.18 Develop a frontage standard for developers that provides a consistent and unique downtown character.
- T-2.19 Promote off-street parking.
- T-2.20 Reduce block size consistent with higher densities through the development of a grid road system.
- T-2.21 Promote a "Boulevard" concept on downtown streets using access control and pedestrian friendly design to promote pedestrian activity. A "Boulevard" concept would incorporate street trees on both sides of the roadway with a center-landscaped median.
- T-2.22 Establish exemptions to concurrency thresholds based on adopted criteria and guidelines and as a result of the concurrency ordinance.
- T-2.23 Require that all development in Woodinville be constructed in accordance with the requirements of the Americans with Disabilities Act (ADA).
- T-2.24 Develop transit services that are accessible to all users and provide a viable transportation alternative within the City.

**GOAL T-3: To establish a transportation system planning, development, and management process.**

Policies

- T-3.1 Improve the City of Woodinville's local transportation system by:
1. Emphasizing the improvement of existing corridors in an effort to improve traffic circulation within those areas which are already experiencing circulation or congestion problems;
  2. Proposing new transportation corridors only when other alternatives are not physically, economically, or functionally feasible;
  3. Identifying the acquisition of right-of-way at the earliest possible time when new corridors are deemed necessary; and
  4. Providing measures for the protection of natural systems and adequate buffering of existing and anticipated land uses during the establishment and acquisition of additional rights-of-way.
- T-3.2 Require new development to include street frontage improvements that meet the road adequacy standards for the abutting street.
- T-3.3 Identify rights-of-way for and plan completion of missing portions of the local roadway system, including neighborhood collectors. When new developments

are proposed, completion of these missing roadways will be studied and encouraged as alternatives for access.

- T-3.4 Develop and implement a long-range Transportation Facilities Plan (TFP) that ensures compliance with the City's adopted transportation service standards while supporting growth envisioned by the City's Land Use Element.
- T-3.5 Update the TFP at least once every three years.
- T-3.6 Develop a Capital Improvement Program (CIP), which is a subset of the Capital Facilities Plan, to identify in detail needed transportation improvements and their funding for the current six-year planning period.
- T-3.7 Update the Capital Improvement Program annually.
- T-3.8 Allocate resources in the City's transportation capital investment program according to the priorities as indicated below:
- 1st Address public health and safety concerns.
  - 2nd Ensure adequate maintenance of existing facilities throughout the city.
  - 3rd Relieve circulation and congestion problems.
  - 4th Give priority to multi-modal projects versus single mode projects.
  - 5th Give priority to transit and non-motorized projects downtown.
  - 6th Provide other growth-supporting improvements serving downtown.
  - 7th Provide growth-supporting improvements serving all other areas.
- T-3.9 Emphasize the development of joint projects, such as those involving adjoining cities, King County, Snohomish County, Washington State Department of Transportation, and/or transit providers; particularly where such partnerships will increase the likelihood of obtaining funding.
- T-3.10 Identify and require as conditions of development approval: needed rights-of-way, strategies to reduce demand, and off-site improvements to the extent that such conditions are directly related to impact mitigation and will benefit the development.
- T-3.11 Maintain a Transportation System Inventory Program to provide information needed for facility operation, maintenance, and planning. The program should be comprehensive and include, but not be limited to:
1. Traffic counts;
  2. Level-of-service calculations;
  3. Accidents;
  4. Speed studies;
  5. Traffic control devices;
  6. Street lights;
  7. Parking;

8. Pavement condition;
9. Physical characteristics of roadways (lanes, widths, and channelization); and
10. Mid- and long-range traffic forecasts.

- T-3.12** Integrate and achieve consistency between the short-range and long-range transportation plans and improvement programs of the City.
- T-3.13** Ensure that transit providers maintain their facilities.
- T-3.14.** Use high quality materials and uniform standard components to improve efficiency and reduce maintenance and operations costs associated with landscaping and lighting.
- T-3.15** Coordinate with other right of way users and neighboring jurisdictions when conducting construction and maintenance.
- T-3.16** Coordinate transportation plan improvements so they are consistent with the Capital Facilities Plan and the Land Use Element of the Comprehensive Plan.

**GOAL T-4: To establish Level of Service standards to ensure development meets Growth Management Act transportation concurrency requirements.**

#### Policies

##### **T-4.1**

The City of Woodinville should only approve development that would be consistent with the Level of Service standards established in the City's Zoning Code. The following criteria must be met:

1. New development should not create a Level of Service F for intersections with an existing or future operation of Level of Service E or better.
2. Where development significantly impacts an existing or future Level of Service F intersection, the development must offset impacts by either:
  - a) constructing improvements to result in Level of Service E or better, or
  - b) mitigating impacts by one or more alternative measures as described in the City's Zoning Code, including contributions to an impact fee program, Transportation Demand Management measures, project phasing, or other measures determined by the City.
3. The City will identify intersections that may be exempt from 1 and 2 above when improvements to remedy Level of Service deficiencies are not financially or environmentally feasible as determined by the City. However, other mitigating measures as described in Goal T-7 may be required.

##### **T-4.2**

Cooperate with the adjacent cities and counties, transit operators, and Washington State Department of Transportation to comply with Growth Management Act concurrency and level of service requirements.

- T-4.3 When making concurrency determinations, consider *exceptions to a Level of Service* standard for a specific location when needed improvements are infeasible or excessively costly.
- T-4.4 Use professionally accepted measures and methods in determining transportation Level of Service and other travel-related information.
- T-4.5 Consider other modes of travel, in addition to single-occupant vehicles, in making concurrency determinations.
- T-4.6 Coordinate data collection and processing methods related to travel demand and system operations with adjacent local jurisdictions and transit agencies.
- T-4.7 Develop interlocal agreements with neighboring jurisdictions that require development within Woodinville to mitigate significant impacts that it generates on the transportation system of neighboring jurisdictions in violation of that jurisdiction's concurrency service standard. Prior to entering into such an agreement, the City shall verify that the concurrency service standards of the neighboring jurisdiction are consistent with the policies under Goal T-4.
- T-4.8 Develop interlocal agreements with neighboring jurisdictions that require development within the neighboring jurisdictions to mitigate significant impacts that it generates on the transportation system of Woodinville and neighboring jurisdictions. Prior to entering into such an agreement, the City shall verify that the concurrency service standards of the neighboring jurisdiction are consistent with the policies under Goal T-4.
- T-4.9 Evaluate and ensure the adequacy of the transportation system by establishing and monitoring transportation service standards. Service standards shall:
1. Give priority to overall transportation system performance over individual locations;
  2. Reflect development patterns and objectives for different land uses;
  3. Account for the availability of alternative means of travel; and
  4. Reflect community goals in other areas such as land use, environmental protection, congestion management, and economic development.
  5. Support the City's concurrency standard that defines acceptable levels of service for roadway segments and intersections throughout the City.
- T-4.10 Continue to consider King County and Community Transit's level-of-service guidelines for transit when making transportation decisions.

**GOAL T-5: To improve and increase use of public transit, paratransit, and ridesharing in cooperation with transit providers, adjacent jurisdictions, and the private sector.**

Policies

- T-5.1 Cooperate with transit providers, adjacent jurisdictions, and private development to:
1. Encourage commuters to use car/vanpool programs, public transit, and non-motorized transportation as alternatives to the single-occupancy vehicle;
  2. Develop ride sharing, transit use, and incentive programs through the development review process and/or in accordance with state and local legislation for residential and commercial development;
  3. Promote and encourage coordination between transit service and new development to facilitate transit use; and
  4. Encourage transit providers, paratransit operators, and private purveyors to provide mobility for elderly, disabled, low income, youth, and other mobility-disadvantaged residents in the City of Woodinville and the surrounding community.
- T-5.2 Cooperate with King County to increase service frequency and Woodinville-to-Eastside route development while encouraging Woodinville residents to take advantage of them.
- T-5.3 Improve transit service in the more developed portions of Woodinville by extending existing transit routes or creating new routes.
- T-5.4 Cooperate with Community Transit to achieve increased service from Woodinville to Community Transit's Snohomish County service area.
- T-5.5 Cooperate with King County and Community Transit, in coordination with local and regional transportation and planning efforts, to establish one or more transit centers in the Woodinville area to facilitate transit options for local and trunk travel, and to shift dependence away from single-occupancy vehicle automobile travel.
- T-5.6 Locate park-and-ride lots along major transit corridors and near areas where high-density residential development is planned to intercept trips close to their origin and to make use of effective transit/high-occupancy vehicle facilities.
- T-5.7 Plan for and implement additional park-and-pool lots as needed in low-density neighborhoods and within joint-use lots to facilitate ride sharing where transit is not effective or efficient.
- T-5.8 Explore potential for joint use of park-and-ride lots with the public and private sectors for commercial and residential use.
- T-5.9 Encourage transit providers to improve existing park-and-ride lots to maximize

- use. This includes bicycle facilities, security, lighting, and lot expansion where appropriate.
- T-5.10** Encourage transit improvements and high-occupancy vehicle treatments on Interstate-405 and State Route 522. This may include developer contributions as part of the development review process.
- T-5.11** Cooperate with public transit providers and Washington State Department of Transportation to develop transit and ride sharing road improvements such as bus pullouts, high-occupancy vehicle lanes, high-occupancy vehicle priority treatment at major intersections, and preferential treatment of high-occupancy vehicles. The addition of high-occupancy vehicle lanes and high-occupancy vehicle priority provisions at major intersections on the arterial street system should be considered as projects are identified.
- T-5.12** Actively participate in the Eastside Transportation Program and its high capacity transit recommendations. The City should cooperate with the Regional Transit Authority, King County, Snohomish Community Transit, Washington State Department of Transportation, and the cities of Bothell, Kirkland, and Redmond in planning for high-capacity transit. This regional high-capacity transit system should be integrated with the planning for the rest of the transportation system serving the Woodinville area. Planning for high-capacity transit should not detract from the immediate need for other high-occupancy vehicle facilities and improvements in the area.
- T-5.13** Coordinate with transit operators, King and Snohomish counties, and Washington State Department of Transportation to identify and designate locations for planned park-and-ride lots and transit stations, relocate existing park-and-ride lots and ensure ease of access to those lots. Ensure that clear provision for such transit facilities are made in the City's development regulations.
- T-5.14** Coordinate with transit operators to plan and construct transit-friendly road treatments along primary corridors and selected transit routes.
- T-5.15** Plan for public transportation modes that are time-coordinated and interconnected to increase level of service and ridership.
- T-5.16** Locate and design transportation centers and terminals to permit use by multiple modes of travel (e.g., bus, auto, bicycle, pedestrian/disabled, and high-capacity transit).
- T-5.17** Encourage and support cooperation among adjacent cities, transit providers, and King and Snohomish Counties to establish compatible schedules and terminal locations.
- T-5.18** Use the King County and Community Transit design manuals for park-and-ride standards for the development of attractive connections to transit, shopping, residences, and employment centers. Such standards should include but are not limited to the following:
1. Bicycle parking facilities

2. Landscaping to buffer sidewalks and paths from traffic
3. Sidewalks and paths
4. Pedestrian-friendly parking areas
5. Placement and orientation of automobile and bicycle parking areas
6. Transit centers and stations
7. Location and placement of crosswalks
8. Other urban design treatments

T-5.19

Coordinate with transit providers to provide service throughout the City and connections between the Tourist District and Town Center Neighborhood.

**GOAL T-6: To promote non-motorized travel and ensure its safety, convenience, and comfort.**

Policies

T-6.1

Actively promote the use of bicycle and pedestrian transportation as viable alternatives to motorized transportation. This includes establishing an ongoing allocation of funds for the construction and maintenance of non-motorized improvements in the transportation capital investment program.

T-6.2

Develop a community-wide trail system for pedestrians, equestrians, and bicyclists. Where feasible, this trail system will connect regional trails with local trails and walkways and provide improved access and linkages between the City of Woodinville's commercial/industrial areas, the Sammamish River Trail and other trails, residential neighborhoods, and community amenities.

T-6.3

Pursue opportunities for expansion to multipurpose trails separated from the street systems as a transportation resource to the Woodinville community, particularly if a proposed addition to this system would serve activity centers or destinations such as colleges and schools, commercial and industrial centers, recreational facilities, and residential developments.

T-6.4

Investigate the potential for linear rights-of-way such as utility corridors, abandoned railroad rights-of-way, and major limited-access highways to serve non-motorized transportation needs through the inclusion of a separated trail facility.

T-6.5

Cooperate with adjacent jurisdictions and public agencies to seek and develop appropriate trail links between elements of the open space system including, but not limited to, to complete the connection between the Sammamish River Trail and the Interurban Trail, the Tolt Pipeline Trail, Bothell, and school campuses.

T-6.6

Enhance access to the trail system through the provision of increased parking at key access points.

T-6.7

Examine new and existing non-motorized facilities for their ability to meet safe

and effective non-motorized design standards.

- T-6.8** Incorporate the role of non-motorized travel modes as a viable and legitimate element of the overall transportation system. Transportation projects should accommodate the needs of non-motorized transportation by incorporating a network of facilities:
1. Within the road right-of-way;
  2. Within an enhanced trail network; and
  3. As part of design and review of development features which can improve non-motorized access and safety.
- T-6.9** Incorporate bicycle-friendly design in transportation projects, using a variety of design and traffic control techniques.
- T-6.10** Require parking facilities for securing bicycles at centers of activity throughout the City of Woodinville.
- T-6.11** Ensure that development addresses non-motorized transportation in its site planning.
- T-6.12** Place a high priority on the provision of sidewalks or walkways to and around schools as identified in the Capital Facilities Plan.
- T-6.13** Preserve or enhance safe equestrian access to those trails shown on the King County Comprehensive Plan Equestrian Facilities map.
- T-6.14** Coordinate roadside equestrian facilities with the off-street network to provide access and route continuity.
- T-6.15** Develop and maintain a continuous non-motorized transportation system that provides Woodinville's citizens and visitors safe and direct access to the City's schools, employment, housing, shopping and recreation areas.
- T-6.16** Encourage employers to provide bike facilities and amenities, such as showers and bike lockers.

**GOAL T-7: To develop and implement Transportation Demand Management programs and policies.**

Policies

- T-7.1** Place a high priority on the use of Transportation Demand Management techniques as effective and efficient mechanisms for addressing transportation problems. Utilize Transportation Demand Management techniques to:
1. Help increase the person-carrying capacity of the transportation system
  2. Reduce peak period traffic congestion

3. Encourage the use high-occupancy vehicles
  4. Increase use of public transportation
- T-7.2 Implement the requirements of the Commute Trip Reduction Act and meet mandated deadlines.
- T-7.3 Encourage smaller employers not under the Commute Trip Reduction Act requirements to offer trip reduction programs for employees.
- T-7.4 Encourage the development of Transportation Management Associations in areas where employers are clustered within the same vicinity.
- T-7.5 Cooperate with other jurisdictions to develop Transportation Demand Management programs, policies, regulations, and strategies which are fair, consistent, and in support of local land use and transportation objectives.
- T-7.6 Implement Transportation Demand Management strategies that emphasize incentives rather than disincentives, but avoid imposing disincentives to single-occupancy vehicle travel in the absence of reasonable alternatives.
- T-7.7 Encourage development to provide physical features supportive of convenience, comfort, and safety in the use of alternative modes of travel.
- T-7.8 Work to reduce parking demand by requiring accommodation within site plans of pedestrians, public transportation, ridesharing, and bicycles.
- T-7.9 Pursue with neighboring jurisdictions, the development community, and Woodinville businesses active public education on the benefits of carpooling by assisting public transit providers and employers in providing information on the carpool/vanpool ride match services.
- T-7.10 Promote Transportation Demand Management and Commute Trip Reduction programs and activities.

**GOAL T-8: To coordinate with local, regional, and State jurisdictions in the development and operation of the transportation system.**

**Policies**

- T-8.1 Plan, develop, and maintain transportation systems through intergovernmental coordination, including the development of transportation facilities of regionwide and countywide significance with state and regional transportation agencies.
- T-8.2 Participate with the Puget Sound Regional Council and the Eastside Transportation Program as the primary forum for the development of Eastside transportation systems plans and strategies.
- T-8.3 Prepare, in cooperation with Washington State Department of Transportation,

policies to guide the planning, development, and management of State Routes 9, 202, and 522.

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**GOAL T-9: To establish programs and mechanisms for the sound financial development and management of the transportation system.**

Policies

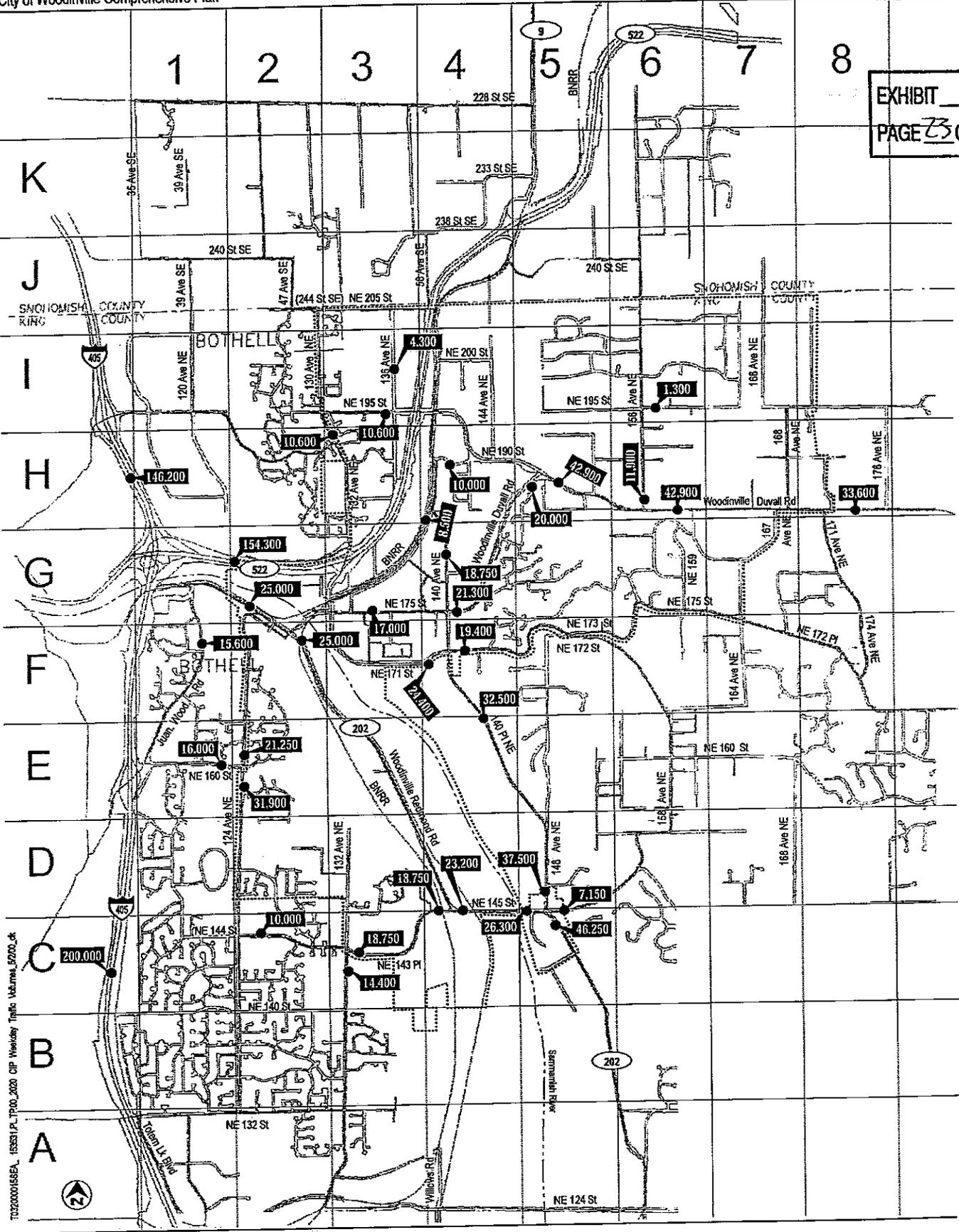
- T-9.1** Coordinate transportation plan improvements so they are consistent with the Capital Facilities Plan and the Land Use Element.
- T-9.2** Prepare an ongoing coordinated 6-year program that finances transportation improvements within projected funding levels and clearly identifies sources of public money for such purposes.
- T-9.3** Prioritize and finance transportation improvements for the greatest public benefit, and consider the extent to which improvements fulfill the objectives of this Comprehensive Plan.
- T-9.4** Consider first the most cost-effective and most readily implemented improvements within the prioritization policies of CIP programming process to solve existing and future deficiencies before higher-cost, capital-intensive projects are considered.
- T-9.5** Place funding priority on improvements that enhance the safety and effectiveness of existing transportation facilities and services.
- T-9.6** Identify and pursue a long-term strategy for obtaining grant funding which matches project objectives with revenue sources so as to maximize opportunities for grant award.
- T-9.7** Identify resources to effectively compete in regional, State, and Federal grant funding programs.
- T-9.8** Consider and address any major shortfall between expected revenues and needed improvement costs during the annual review process of the Comprehensive Plan.
- T-9.9** Coordinate transportation improvement programming to equitably allocate the costs of transportation system improvements associated with development among developers, the City, and other relevant jurisdictions.
- T-9.10** Consider impact fees and user-based fees as a source of funding for transportation improvements. Create an impact fee structure so that development pays its fair share.
- T-9.11** Use the travel demand generated by development projects as the primary measurement in establishing the project's proportionate share of road improvements.

- T9.12** Pursue creative and technologically advanced solutions that are economically viable and appropriate to reduce congestion and improve roadway operations.
- T9.13** Designate freight routes within the City that have connectivity and continuity with routes serving other jurisdictions.
- T9.14** Use freight mobility as a selection criterion in the development of transportation projects.
- T 9.15** Consider participation in public partnerships with private, public and State development to optimize and leverage funds.
- T 9.16** Consider annual funding for monitoring and implementation programs: Pavement Management, Safety and Intersection Control, Neighborhood Traffic Control, Sidewalks and Crosswalks (Non-motorized), Freight Mobility, and Travel Demand Management Program
- T 9.17** Identify and maintain a plan that supports the delivery and transport of goods and services.

**GOAL T-10 To provide safe, convenient, and comfortable neighborhood access and circulation properly integrated with the city-wide transportation system.**

Policies

- T-10.1** Identify through the development approval process the impacts of developments on existing transportation systems and have the developer mitigate such impacts by participating in improving local circulation problems or providing the missing roadway portions identified in the applicable local circulation plan.
- T-10.2** Where there is an identified need, require new local access streets or missing sections of existing ones to be provided on-site as part of the permit for development. Require circulation improvements to include pedestrians, equestrians, and bicycling mobility, where appropriate.
- T-10.3** Ensure convenient access to residential neighborhoods, employment and retail centers, and major community and government facilities from arterial streets. Development approval should:
1. Require that all property in the city be conveniently accessible from streets, walkways, or trails, subject to environmental, traffic, and safety limitations;
  2. Maintain continuity of the street pattern by avoiding street system gaps, half streets, and dead-end streets not having turnaround provisions; and
  3. Avoid the creation of excessively large blocks and long local access residential streets, as defined in the City's Subdivision Ordinance.
- T-10.4** Emphasize design of the arterial street system to minimize the potential for external traffic to cut-through neighborhoods.



LEGEND

- 0.000 24-Hour Projected Average Weekday Traffic Volume (AWDT)
- City limits

Note: Volumes projected from EMME2 Model output.

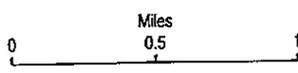
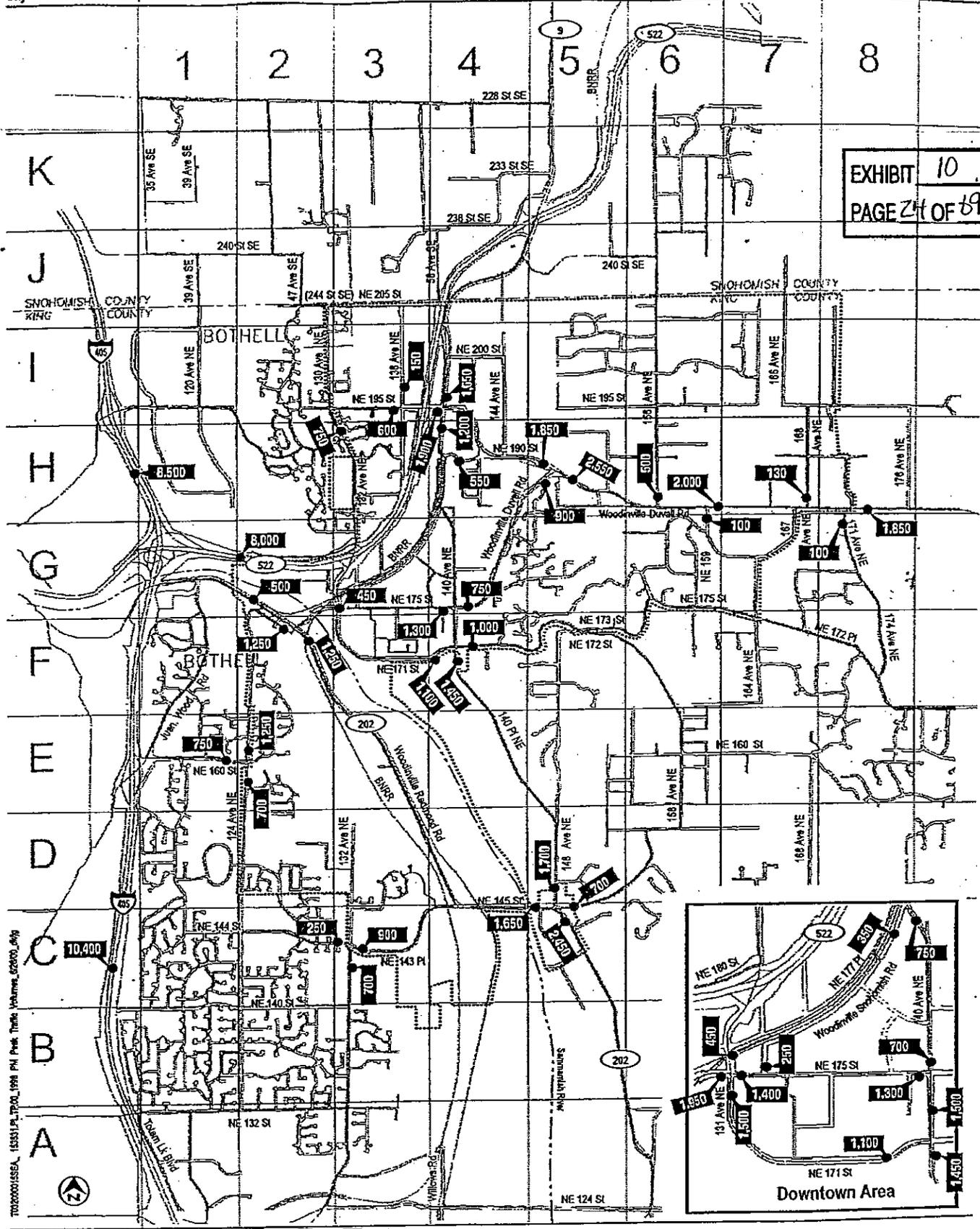


Figure 9-5  
2020 Projected Weekday  
Traffic Volumes

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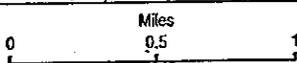


T0202001455A\_103531.P1\_T0200\_1998 PM Peak Traffic Volume.dwg

LEGEND

- 0.000 PM Peak Hour Traffic Volume
- City limits
- 1405 SR 9
- SR 202
- SR 522

DRAFT



PM Peak Hour Traffic Volume for 1998  
(Source: WSDOT Traffic Volume Data)

Figure 9-6

1998 Peak Hour Traffic Volumes



- T-10.5 Design residential neighborhoods to discourage cut-through traffic movements; traffic control and design measures used for this purpose should be consistent with the city's traffic engineering and design standards.
- T-10.6 Evaluate impacts on neighborhoods when proposing to extend a neighborhood's local street to serve adjacent new development.
- T-10.7 Encourage traffic-calming (speed reduction) features in residential neighborhoods; however, the City discourages the use of barriers across access points for subdivisions.
- T-10.8 Site all residential development facing away from neighborhood collectors and onto internal access roads whenever feasible.
- T-10.9 Design the arterial street system to accommodate regional trips and minimize the potential for external traffic to use residential streets for through access.
- T-10.10 Utilize a neighborhood traffic control program to oversee, investigate and install appropriate neighborhood traffic control measures.
- T-10.11 Encourage public involvement when making improvements to residential streets.
- T-10.12 Design new residential streets to avoid creating roadways that are conducive to high speeds.

**GOAL T-11: To ensure the development and regulation of parking facilities support the transportation system and land development goals and policies.**

Policies

- T-11.1 Regulate parking in business districts to favor shoppers and clientele.
- T-11.2 Provide preferential and convenient parking as an incentive for using carpools, vanpools, and bicycles.
- T-11.3 Set minimum and maximum off-street parking stall ratios for different land uses to provide safe and adequately sized parking facilities.
- T-11.4 Apply parking ratios that reflect the least amount of parking spaces (intended for employee parking) required for development approval where forms of transportation other than private automobile are available to serve commuter needs and are consistent with demonstrated constraints imposed by financing institutions.
- T-11.5 Establish and maintain a maximum parking ratio for employee parking, with administrative flexibility to allow exceptions to the maximum if appropriate.
- T-11.6 Encourage the adjustment of parking ratios less than the required minimum for office, industrial, institutional, and mixed-use land uses by:

1. Streamlining the process for new development to provide less than the minimum parking where demand for employee parking is below normal;
2. Allowing and encouraging property owners of major work sites to reduce their parking supply, especially where an excess exists, to support Commute Trip Reduction Act goals;
3. Providing for reductions in minimum parking ratios in lieu of contributions to improved transit services and/or facilities; and
4. Allowing parking to be provided below the minimum ratio where there are incentives to redevelop existing sites in employment centers supported by transit and where such actions are not likely to cause spill-over parking impacts on adjacent land uses.

T-11.7

Ensure parking availability for commercial needs without affecting arterial circulation, residential neighborhoods, or other businesses by limiting parking on arterials that have inadequate capacity.

T-11.8

Encourage joint parking facilities for compatible uses to reduce the total number of spaces needed and reduce overall impervious surface.

**GOAL T-12: To provide transportation facilities and services that enhance the health, safety, welfare, and mobility of all citizens regardless of age, disability, or income.**

Policies

T-12.1

Use generally accepted state, national, and other applicable standards and guidelines for design and operation of new and improved transportation facilities.

T-12.2

Develop programs in cooperation with the Washington State Department of Transportation, transit operators, and adjacent cities to identify and mitigate any roadway hazards that may result in accidents and threats to public safety. Seek the input of local bicycle and trail/walking clubs, school transportation officials, and other interested groups and individuals in this endeavor.

T-12.3

Develop and maintain a roadway system that safely and efficiently serves the mobility needs of all users.

**GOAL T-13: To help the region meet federal and state clean air requirements, as well as regional air quality policies for the reduction of air pollutants such as carbon monoxide (CO), ozone (HC and No<sub>x</sub>), and particulate matter (PM<sub>10</sub>).**

Policies

T-13.1

Cooperate with State, regional and local agencies and jurisdictions to develop transportation control measures and/or similar mobile source emission reduction programs.

T-13.2

Support the air pollution abatement and prevention activities of the Puget Sound

Air Pollution Control Agency as it works to satisfy federal and state clean air acts.

T-13.3

Collaborate with other jurisdictions and agencies in ways to leverage for federal and state programs and funding for clean air protection and enhancement.

T-13.4

Consider the air quality implications of new growth and development when considering annexations, making Comprehensive Plan and zoning changes, and planning street and utility extensions.

T-13.5

Promote the following strategies to increase the public reduction of criteria pollutants:

1. trip reduction strategies;
2. employer-based transportation management programs;
3. work schedule changes;
4. ridesharing programs;
5. improved public transit;
6. dedicated facilities for high-occupancy vehicles;
7. traffic flow improvements;
8. parking management;
9. park-and-ride facilities; and
10. concentrated and mixed-use development.

### 9.3 Future Traffic

The Woodinville Transportation Element was developed to address future vehicular travel demands and needs as well as remedy current travel deficiencies.

One of the tools used to analyze existing and future travel needs was the Woodinville Planning Area travel model; a computer simulation designed and developed to forecast directional traffic volumes for the weekday afternoon peak hour.

As in most travel modes, the Woodinville model operates by dividing the sub-region including the Woodinville Planning Area into small geographic areas known as subarea analysis zones. From estimated land use in each Subarea Analysis Zone, vehicular trip generation rates for the afternoon peak hour, and the travel time separation between Subarea Analysis Zones, the demand for travel in the afternoon peak can then be forecasted as a set of hourly vehicle volumes from every Subarea Analysis Zone to every other Subarea Analysis Zone. This representation of travel demand, known as a trip table, then is assigned to a computer representation of the existing street system using the shortest time paths (taking into account the effects of congestion) between Subarea Analysis Zones. The model is considered *calibrated* when its predicted hourly volumes match observed traffic counts with a sufficient level of accuracy.

The Woodinville model was adapted from a travel model developed in 1993 for the City of Bothell to represent 1990 and 2010 travel conditions. It was updated in 1999 and calibrated to 1998 counts to represent 1998 and 2020 travel conditions. Travel demand in the Bothell model generally is based on the land use estimates and forecasts provided by the Puget Sound Regional Council. The trip generation rates, choice of travel mode, automobile occupancy rates, and parameters describing the distribution of trip purposes and trip lengths also are consistent with those used by the Puget Sound Regional Council. The main modifications introduced for the 1999 updated Woodinville model were: (1) the incorporation of PSRC year 2020 land use outside the study area; (2) the use of PSRC zonal system and network instead of the Bothell zonal system and network; (3) the adjustments to depict the year 1998 rather than 1994; (4) the incorporation of more recent land use plans for the City of Woodinville; (5) the use of the most recent short- and long-term transportation improvement plans of Woodinville and neighboring jurisdictions, as well as new road improvements addressed in the Transportation Element and (6) the Woodinville's model is compatible with the regional PSRC model and would allow the city to evaluate transit improvements in the City.

The calibrated model was used to generate 2020 traffic forecasts for several transportation alternatives including testing the CIP projects, looking at major transportation scenarios including extension and realignment of SR 202 across SR 522 and connecting to 120<sup>th</sup> Avenue in Bothell, extending Willows Road north, and evaluating Grid Roads. These projects were used on proposed PSRC land use improvements and funded projects as of October 99.

## 9.4 Plan Implementation

### 9.4.1 Introduction

Implementation of the Transportation Element consists of adoption and implementation of transportation capital and operations improvement measures; their supporting goals and policies; their prioritization and scheduling; their funding requirements; and monitoring activities/programs. The sub-elements of the Transportation Element are:

- Road System Facilities Plan
- Transit, High-Occupancy Vehicle and Rideshare Plan
- Non-motorized Facilities Plan
- Transportation System Management
- Transportation Demand Management and Parking
- Freight and Goods Movement

Table 9-1. Profile of 2020 Woodinville Planning Area Travel<sup>1</sup>

Trip Generation	P.M. Peak Autos	Percent
Internal-Internal <sup>2</sup>	3,980	29%
Internal- External <sup>3</sup>	9,970	71%
Total	13,950	100.0%
Work Trip Mode of Travel <sup>4</sup>	Daily Persons	Percent
1 Occupant Vehicle	130,369	81%
Transit	1,924	5%
2 Occupant Vehicle	4,088	11%
3+ Occupant Vehicle	978	3%
Total	37,359	100.0%
Trips To or From <sup>5</sup>	P.M. Peak Autos	Percent
Bothell/Kenmore/Inglewood	4,302	21%
Snohomish County	3,850	18%
Seattle/Shoreline/Lake Forest Park	795	4%
Eastside (North of I-90)	11,522	54%
South King and Pierce County	357	2%
Kitsap County	38	1%
South King County	156	1.4%
All Other	94	0.9%
Seattle Central Business District CBD	35	0.3%
Total	20,864	100.0%

- 1 Excludes through-traffic.
- 2 Trips that begin and end in the Woodinville Planning Area.
- 3 Trips that begin or end (but not both) in the Woodinville Planning Area.
- 4 PSRC Regional Model mode shares.
5. CH2M HILL and CSA, 2000.

### 9.4.2 Road System Facilities Plan

The Road System Facilities Plan addresses measures to meet needs for route or corridor vehicular capacity and Level of Service improvements, safety, travel comfort improvements; and preservation of existing roadbed investments and multimodal circulation and access enhancements. The Road System Facilities Plan recommended capital improvement projects in four categories:

1. **New Roadway Links or Segments.** Includes new freeway ramps and roads or construction of missing links and road extensions.
2. **Major Widening.** Add one or more through traffic lanes or a continuous two-way, left-turn lane.

Categories 1 and 2 (except ramps) include either curbs, sidewalk, and bicycle lane construction or paved shoulders for combined pedestrian/bicycle use, depending on facility type and location.

3. **Minor Widening.** Typically incorporates paved shoulders for combined pedestrian and bicycle use, together with widening of existing narrow traffic lanes. A few projects involve limited paved sidewalk or trail construction in

Table 9-2 Roadway System Projects																	
Project No.	Implemented In 2020 CIP Test Network	Street/Project Name	From/To	Length (miles)	Functional Classification	Average Weekday Traffic Volume		Project Description						Mitigates Current Capacity Deficiencies	Mitigates Future Capacity Deficiencies	Improvement Cost In Thousands of 2000 Dollars	Notes
						1996	2020	Number of Lanes	Paved Shoulders	Blke Lanes	Curbs	Side-walks	Other				
ROADWAYS: NEW LINKS																	
RM-1		144th Ave. NE	Just south of county line		Local	8,000	13,000	2	Yes	--	--	--			542	Developer	
RM-2		195th Street	164th Ave. NE to 166th Ave. NE	0.12	Collector			2	Yes	--	--	--			426	Concurrent with RO-8	
RM-15		SR 522/NE 195th Street: "North" Ramps Set	New EB On-Ramp and WB Off-Ramp	--	NE 195th Street is Minor Arterial			PER WSDOT STANDARDS						✓		30000	WSDOT Project: Include finalization
ROADWAYS/DOWNTOWN GRID: NEW LINKS																	
A. South of NE 175th Street and west of 140th Avenue NE																	
GR-2		138th Ave. NE	NE 171st St. to NE 172nd St.	0.18	Collector			3	...	2	2	2			1026		
GR-6		NE 172nd St.	138th Ave. NE to 135th Ave. NE	0.18	Local			3	...	2	2	2			1465		
GR-8		NE 172nd St.	135th Ave. NE to 133rd Ave. NE	0.11	Local			3	...	2	2	2			920		
GR-10		135th Ave. NE	NE 171st St. to NE 172nd St.	0.14	Collector			3	...	2	2	2			1282		
GR-14		133rd Ave. NE	NE 171st St. to NE 172nd St.	0.14	Collector			3	...	2	2	2	Under Construction		1123	Incorporates existing 133rd Ave. NE from 135th Ave. NE to 133rd Ave. NE. Assume essentially 100% new construction, per City.	
GR-16		133rd Ave. NE	NE 172nd St. to NE 175th St.	0.14	Collector			3	...	2	2	2			1300		
														38067			

ABBREVIATIONS

Project Code
RM Roadway Project, Major Widening or New Link
RO Roadway Project, Minor Widening/Other
GR Downtown Grid Road System Project
I Intersection Project
S Other Spot/Special Project

WD Rd - Woodinville-Duvall Road  
 WR Rd - Woodinville-Redmond Road  
 WS Rd - Woodinville-Snohomish Road  
 NB - Northbound  
 SB - Southbound  
 EB - Eastbound  
 WB - Westbound  
 N/O - North of (etc.)  
 \* - see notes

C.I.P. (current) Capital Improvement Program  
 CL - City Limit  
 Dev. - Developer  
 ECL - East City Limit; WSL etc.  
 HOV - High Occupancy Vehicle Lane  
 PED - Pedestrian  
 P/R - Park and Ride Lot  
 ROW - Right-of-way  
 WSDOT - Washington State Department of Transportation  
 (#) - Existing number of lanes

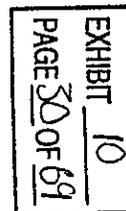


Table 9-2 Roadway System Projects (Continued)																	
Project No.	Implemented in 2020 CIP Test Network	Street/Project Name	From/To	Length (miles)	Functional Classification	Average Weekday Traffic Volume		Project Description						Mitigates Current Capacity Deficiencies	Mitigates Future Capacity Deficiencies	Improvement Cost in Thousands of 2000 Dollars	Notes
						1998	2020	Number of Lanes	Paved Shoulders	Bike Lanes	Curbs	Side-walks	Other				
<b>ROADWAYS/DOWNTOWN GRID: NEW LINKS (Continued)</b>																	
GR-17		135th Ave. NE	NE 175th Street to NE 177th Street	0.14	Collector			3	...	2	2	2			1192		
GR-18		135th Ave. NE	NE 177th Street to Wood.Snoh. Rd.	0.08	Collector									670			
GR-7		NE 177th Street	140th Ave. NE to Wood.-Duvall Rd.	0.16	Minor Art.			3	...	2	2	2		1737			
<b>ROADWAYS/DOWNTOWN GRID: EXISTING, MAJOR WIDENING</b>																	
GR-2		Wood.-Snoh. Rd.	NE 175th Street to 140th Ave. NE	0.89	Local (reclassify to Collector)			3		2	2	1	Traffic signal at NE 175th Street		1216		
<b>ROADWAYS: MAJOR WIDENING</b>																	
RM-3		Wood.-Snoh. Rd	SR 522 to NE 105th Street	1.09	Principal Art.			4/5	...	2	2	2		7335	Very tight Squeeze between SR 522 and BNR S/O NE 205th St. (35-ft. ROW?)		
RM-5		Wood.-Snoh. Rd	NE 185th Street to 185th Ave. NE (140th Ave. NE)	0.53	Principal Art.	15,000	30,000	4/5	...	2	2	2		2363	Potential option: operate the added thru-lanes as HOV-only during a.m. & p.m. rush hour periods		
RM-6		Wood.-Duvall Rd.	NE 190th Street to 171st Ave. NE (east city limit)	1.48	Principal Art.	31,900	43,000	5		2	2	2		8259			
RM-7		140th Ave. NE	185th Ave. NE to N/O 175th Ave. NE	0.47	Principal Art.	11,850	24,000	4/5	...	2	2	2		2312			
RM-8		(Vacant)												2470			
RM-9		140th Pl. NE-148th Ave. NE	NE 171st St. to NE 145th St.	1.40	Principal Art.	18,200	32,500	4/5	...	2	2	2			<ul style="list-style-type: none"> <li>Likely annex. (most presently in King Co.?)</li> <li>Pot. 4-lane in extra-long range?</li> </ul>		

EXHIBIT 10  
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Table 9-2 Roadway System Projects (Continued)													27554				
Project No.	Implemented in 2020 CIP Test Network	Street/Project Name	From/To	Length (miles)	Functional Classification	Average Weekday Traffic Volume		Project Description						Mitigates Current Capacity Deficiencies	Mitigates Future Capacity Deficiencies	Improvement Cost In Thousands of 2000 Dollars	Notes
						1998	2020	Number of Lanes	Paved Shoulders	Bike Lanes	Curbs	Side-walks	Other				
ROADWAYS: MAJOR WIDENING (continued)																	
RM-10		(Vacant)															
RM-11	✓	SR 202 (WR Road)	NE 145th Street/148th Ave. NE 1/8 to 127th Place NE	2.12	Minor Art.	16,400	25,000	2/3	2	2	2 (mountable)	2	Cross section includes a 5-ft. planter on each side separating motor, and non-motor. Traffic. Integrate w/ City/ WSDOT re: NE 145th Street: Non-Motor, study recs.	✓	4787		
RM-12		SR 202 (WR Road)	127th Place NE to 131st Ave. NE	0.25	Principal Art.	21,500	45,000	4/5		2	2	2	See also I-9 re: 127th Pl. NE intersections.		2023		
RM-13		(Vacant)															
RM-16	✓	NE 177th Place - 139th Avenue NE	131st Ave. NE to NE 180th Street	0.94	Minor Art. from 131st Ave NE to 138th Ave NE	5,400	8,500	3		2	2	1		✓	2275	50% Dev. 50% City	
ROADWAYS: MINOR WIDENING/OTHER																	
RO-1		158th Ave. NE	WD Road to NE 195th Street	0.52	Collector			(2)	2	...	...	...	Ped-Bike Improvements		147	Ped-Bike Improvements	
RO-2		(Vacant)															
RO-3		158th Ave. NE	WD Road to NE 205th Street	1.02 (+0.25)	Minor Art.	8,900	11,600	(2)	2	...	...	...	Ped-Bike Improve-Segment NE 205th Street (244th Street SE) to 240th Street SE in Snoh. Co.	✓	480	Ped-Bike Improve-Segment NE 205th Street (244th Street SE) to 240th Street SE in Snoh. Co.	
RO-4		Wood-Duvall Rd.	NE 178th Street to NE 190th Street	0.7	Principal Art.	11,900	20,000	3		2	2	2			1018		
RO-5		140th Ave. NE	NE 171st St. to NE 175th St.	0.25	Principal Art.	21,500		(5)	...	...	...	...	Widen existing side-walks in north half to accommodate bikes and pedestrians.		43		
RO-7		(Vacant)															

10771.76

EXHIBIT 10  
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Table 9-2 Roadway System Projects (Continued)														Mitigates Current Capacity Deficiencies	Mitigates Future Capacity Deficiencies	Improvement Cost in Thousands of 2000 Dollars	Notes	
Project No.	Implemented in 2020 CIP	Street/Project Name	From/To	Length (miles)	Functional Classification	Average Weekday Traffic Volume		Project Description										
						1998	2020	Number of Lanes	Paved Shoulders	Bike Lanes	Curbs	Sidewalks	Other					
ROADWAYS: MINOR WIDENING/OTHER (continued)																722	Site distance and ped-bike improvement, concurrent with RM-2	
RO-8		NE 195th Street	150th Ave. NE to 170th Ave. NE (E.C.L.)	0.74	Collector			(2)	2	...	...	...	...	Site distance and ped-bike improvement, concurrent with RM-2	✓		722	Site distance and ped-bike improvement, concurrent with RM-2
RO-9		(Vacant)															181	Ped-Bike Improv. Connects to proposed off-road trail in vacant 148th Ave. NE ROW.
RO-10		NE 195th Street	148th Ave. NE to 150th Ave. NE to	0.49	Local			(2)	2					Ped-Bike Improv. Connects to proposed off-road trail in vacant 148th Ave. NE ROW.				Ped-Bike Improv. Connects to proposed off-road trail in vacant 148th Ave. NE ROW.
RO-11		(Vacant)															2780	Safety and site distance improvements.
RO-12		NE 171st-175th Streets	140th Ave. NE to 184th Ave. NE (E.C.L.)	1.78	Collector	8,150	15,000	(2)	2	...	...	...	...	Safety and site distance improvements.	✓		673	Ped-Bike improvements.
RO-13		"Leota Lake Loop"	180th/187th Aves. NE, NE 180th Street, at al.	0.8	Local (west half of loop is Collector)	2,500	4,500	(2)	2	...	...	...	...	Ped-Bike Improvements.			288	Ped-Bike Improvements
RO-14		NE 143rd Place	132nd Ave. NE to SR 202 (WR Rd.)	0.88	Minor Art.	7,500	18,750	(2)	2	...	...	...	...	Ped-Bike Improvements	✓		194	Ped-Bike Improvements
RO-15		184th Ave. NE	NE 175th Street to NE 180th Street	0.31	Collector (Proposed)	2,050	2,850	(2)	2	...	...	...	...	Ped-Bike Improvements			319	Ped-Bike Improvements
RO-16		NE 195th Street	130th Ave. NE to WS Road	0.58	Minor Art.	3,300	10,800	(2-3)	...	2	2	1 North Side	...	Ped-Bike Improvements	✓		1888	Bothell and King County abut segment = King County proposal
RO-17		124th Ave. NE	NE 148th St. to NE 189th St.	0.98	Minor Art.	8,200	21,250	(2-3)	...	2*	2*	2*	...		✓			Sidewalk adjacent to high school only
RO-18		Wedge-Grace Nonmotorized Route	Begin: 136th Ave NE at NE 195th (segments northward)	2.27	Local Streets	2,700	4,300	(2)		See	below	...	...					Ped-Bike improvements
		Provides ped. and bike facilities connection from Wood. HS to SR to 9 N/O SR 522	136th Ave. NE NE 205th St. 58th Ave. SE 238th St. SE 63rd Ave. SE 233rd Pl. SE End WS Rd. (Hwy. 9)					(2)	2	...	...	...	...				1317	Ped-Bike improvements

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Table 9-2 Roadway System Projects (Continued)														0151			
Project No.	Implemented in 2020 CIP Test Network	Street/Project Name	From/To	Length (miles)	Functional Classification	Average Weekday Traffic Volume		Project Description						Mitigates Current Capacity Deficiencies	Mitigates Future Capacity Deficiencies	Improvement Cost in Thousands of 2000 Dollars	Notes
						1998	2020	Number of Lanes	Paved Shoulders	Bike Lanes	Curbs	Sidewalks	Other				
<b>ROADWAYS: MINOR WIDENING/OTHER (continued)</b>																	
RO-19		124th Ave. NE	NE 169th Street to SR 202 WR Road/127th Pl.	0.31 (+0.24)	Minor Art.	13,450	23,950	(2)	2	...	1	1	Ped-Bike Improvements.			572	Ped-Bike Improvements. In CIP (1997) *Segment in Bothel
RO-20		NE 205th Street (244th St. SE in Snoh. County)	130th Ave. NE to 138th Ave. NE	0.37	Collector	1,800	2,500	(2)	2	...	...	...	Ped-Bike Improvements.			201	Ped-Bike Improvements. On county line (244th St. SE)
RO-21		130th Ave. NE - 132nd Ave. NE	NE 182nd St. to NE 205th St.	0.68 (+0.63)	Collector	4,500	7,100	(2)	2	...	...	...	Ped-Bike Improvements	✓		302	Ped-Bike Improvements
RO-22		NE 188th St. - 136th Ave. NE	132nd Ave. to NE 195th St.	0.68	Local	750	3,000	(2)	2	...	...	...	Ped-Bike Improve.; supplements high school access			244	Ped-Bike Improve.; supplements high school access
<b>INTERSECTIONS</b>																	
I-1		Wood.-Duvall Road	At 168th Ave. NE		Major Art. At Collector								Signalization and miscell. improvements. Interim improvement until RM-6 built	✓	✓	450	1995 C.I.P.
I-2		Wood.-Duvall Road	At 158th Ave. NE		Major Art. At Minor Art								Signalization and Channelization. Interim improvement until RM-6 built		✓	70	1995 C.I.P.
I-3		Wood.-Duvall Road	At NE 190th St.		Major Art. At Major Art.								Channelization. Improvements			232	Coordinate with RM-4, RM-6
I-4	✓	Wood.-Snoh Road	At NE 200th St.		Major Art. At Local								Intersection and signal Improvements		✓	712	Per C.I.P.* Design, 1995; Const., 2000
I-5	✓	SR 202	At 127th Pl. NE		Major Art. At Minor Art								Signalize channelization. Profile and alignment work. Railroad crossing work.	✓	✓	2260	
I-6		SR 202 Intersection	At NE 146th St./146th Ave. NE		Major Art. At Minor Art.								Channelization (additional turn and/or turn lanes)	✓	✓	464	

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Table 9-2 Roadway System Projects (Continued)															5505		
Project No.	Implem- ented in 2020 CIP Test Network	Street/Project Name	From/To	Length (miles)	Functional Classification	Average Weekday Traffic Volume		Project Description						Mitigates Current Capacity Deficiencies	Mitigates Future Capacity Deficiencies	Improvement Cost in Thousands of 2000 Dollars	Notes
						1995	2020	Number of Lanes	Paved Shoulders	Bike Lanes	Curbs	Side- walks	Other				
<b>INTERSECTIONS (Continued)</b>																	
I-10, 11		124th Ave. @ NE 148th St @ NE 157th St														484	
<b>SPOT IMPROVEMENTS/OTHER</b>																	
S-1		Annual Pavement Overlay Program	Various locations		...	...											
S-2		SR 202	From NE 175th St. to NE 182nd St.		Major Art.											116	
S-3		NE 165th St.	From SR 522 Inter. To WS Rd.		Principal/Principal											609	Needs and features will depend in part on provision of the North Ramp Set (RM-15)
S-4		(Vacant)															
S-5		Downtown signal system/ interconnect														96 499	
S-6		NE 143rd Place	At 132nd Ave. NE													1063	
<b>Studied</b>																	
RM-23		SR 522/SR 202 Access														30000	
RM-24		140th Avenue/Woodville- Snohomish	Includes New Park and Ride													20000	Participation by ST/Metro/CT
RM-25		Tourist District Alternative Route Improvements	Hollywood Hill and Tolt Pipeline Grid Spot Improvements													20000	
RO-23		Downtown Circulation Improvements	Potential Roadway Connections													5000	
RO-24		Neighborhood Circulation Improvements	Leota/Wellington/ Wedge/Grace													5000	
<b>Major Widening</b>																	
RM-17		132nd Place/Avenue NE- NE 143rd Place NE - 137th Place NE	NE 132nd Street to NE 145th Street (at the Winery)		Minor Arterial	7,500	18,750									353	

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Table 9-2 Roadway System Projects (Continued)														83200			
Project No.	Implemented In 2020 CIP Test Network	Street/Project Name	From/To	Length (miles)	Functional Classification	Average Weekday Traffic Volume		Project Description						Mitigates Current Capacity Deficiencies	Mitigates Future Capacity Deficiencies	Improvement Cost in Thousands of 2000 Dollars	Notes
						1999	2020	Number of Lanes	Paved Shoulders	Bike Lanes	Curbs	Side-walks	Other				
SPOT IMPROVEMENTS/OTHER (Continued)																	
Major Widening (Continued)																	
RM 17		130th Avenue NE	NE 195th Street to NE 201st Street		Collector	4,500	7,100							✓	✓	85	
RO-25		132nd Avenue NE	NE 186th Street to NE 190th Place		Collector	5,100	10,600								✓	28	
RO-26		NE 190th Street	142nd Avenue NE to 144th Avenue NE		Principal Arterial	21,000	42,000								✓	290	

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**Table 9-3 Completed Roadway System Projects**

Project No.	Implemented In 2020 CIP Test Network	Street/Project Name	From/To	Length (miles)	Functional Classification	Average Weekday Traffic Volume		Project Description						Other
						1998	2020	Number of Lanes	Paved Shoulders	Bike Lanes	Curbs	Side-walks		
<b>ROADWAYS: NEW LINKS</b>													Not Available	BOTHEL PROJECT (with WSDOT) (as North Ck. develops)
RM-22	Base	NE 180th Street to 120th Ave. NE	Link between current termini of the two streets		Minor Arterial	..	..	5	..	2	2	2		
<b>ROADWAYS/DOWNTOWN GRID: NEW LINKS</b>														
GR-4		138th Ave. NE	NE 172nd St. to NE 175th St.	0.15	Collector			3	...	2	2	2	Traffic signal at NE 175th Street	
GR-8		NE 172nd St.	135th Ave. NE to 139rd Ave. NE	0.11	Local			3	...	2	2	2		
GR-12		135th Ave. NE	NE 172nd St. to NE 175th St.	0.14	Collector			3	...	2	2	2		
GR-9		NE 177th St.	140th Ave. NE to 138th Ave. NE to	0.12				4	...	2	2	2		
GR-13		138th Ave. NE	NE 175th Street to NE 177th Street	0.15				3	..	2	2	2		
GR-15		138th Ave. NE	NE 177th Street to NE 177th Place (WS Rd.)	0.18				4	...	2	2	2		
<b>INTERSECTIONS</b>														
17	3	131st Ave. NE	Mldblock ped. crossing at south end of Gateway Park										Pedestrian signal	
19		"Leota Loop" = WD Rd.	At 180th Ave. NE/WD Road Intersection		Major Art. At Collector								Signalization and channelization	
112		Woodinville-Duvall Rd. @ 152nd Ave. NE											Let-turn pockets	

**ABBREVIATIONS**

Project Code	
RM	Roadway Project, Major Widening or New Link
RO	Roadway Project, Minor Widening/Other
GR	Downtown Grid Road System Project
I	Intersection Project
S	Other Spot/Special Project

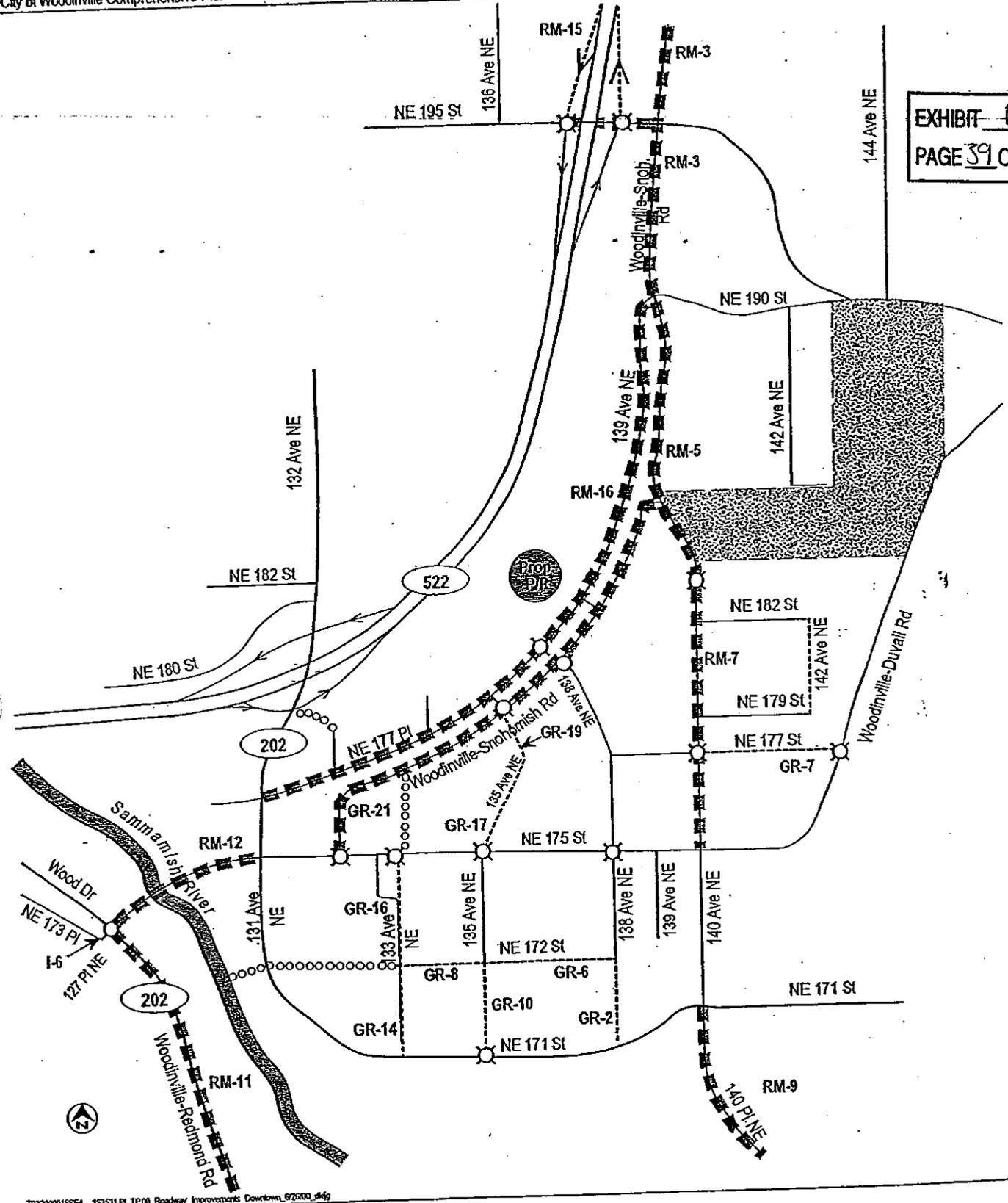
WD Rd - Woodinville-Duvall Road  
 WR Rd - Woodinville-Redmond Road  
 WS Rd - Woodinville-Snohomish Road  
 NB - Northbound  
 SB - Southbound  
 EB - Eastbound  
 WB - Westbound  
 N/O - North of (etc.)  
 \* - see notes

C.I.P. (current) Capital Improvement Program  
 CL - City Limit  
 Dev. - Developer  
 ECL - East City Limit; WSL etc.  
 HOV - High Occupancy Vehicle Lane  
 PED - Pedestrian  
 P/R - Park and Ride Lot  
 ROW - Right-of-way  
 WSDOT - Washington State Department of Transportation  
 (#) - Existing number of lanes

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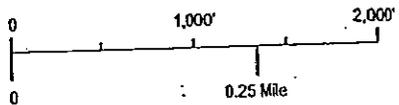
LEGEND

- Existing Road Link
- - - New Road Link
- ▣ Major Widening
- oooo New trail
- ⊗ New Traffic Signal



Study Area\*

\*Street alignment and access to be determined upon development of parcels.



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Figure 9-8  
Roadway Improvements Plan  
Downtown Area

Note: Sidewalks and bicycle lanes or equivalent on all Downtown Grid projects.

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**Note**  
Sidewalks, bicycle lanes, and trails or equivalent are included in all Downtown Grid projects. (See Table 9-2 and Figure 9-8.)

**LEGEND**

- Existing
- Proposed
- Paved shoulders for bicycles & pedestrians
- Sidewalk

- Bicycle lanes at curb
- Trail, paved
- Trail, unpaved
- Shoulder or sidewalk on one side of street only
- City limits

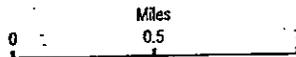


Figure 9-9

**DRAFT** Nonmotorized Plan

- the road right-of-way or non-paved equestrian trail adjacent to a new paved shoulder. Primary focus is thus on non-motorized facilities improvements.
4. **Intersection and Other Spot Special Improvements.** This includes installation of signals at un-signalized intersections, signal improvements, channelization improvements (installing left- or right-turn lanes), realignment of intersection approaches, other low-capital spot improvements, and combinations of the above measures.

Figures 9-7 and 9-8 show the projects in the road improvement plan, while Table 9-2 lists the individual projects by project number and describes them in terms of location, project type, principal features, traffic volume, and in-place cost (construction, right-of-way, and design/engineering/environmental studies).

The revised Downtown Grid Project consists mainly of a number of new downtown street links which would be funded approximately 100 percent via downtown development and redevelopment projects. These projects will be implemented in stages as new development takes place and therefore have not been prioritized. The individual projects will, however, improve downtown circulation and access and contribute to improved traffic flow and safety on existing downtown streets.

King County has initiated the Regional Arterial Network (RAN) and is attempting to coordinate and plan improvements and programs on the major regional arterials that consider multi-modal solutions, consistent across multi-jurisdictional boundaries. SR 202 and Woodinville-Duvall Road are currently the only facilities in the City identified on the RAN map.

### 9.4.3 Transit, High-Occupancy Vehicle and Rideshare Plan

Much of the implementation for transit and HOV facilities in the City of Woodinville will be the responsibility of King County Department of Transportation Metro Transit Division, Sound Transit and Community Transit.

#### Public Transit

The transit strategy includes three principal components: Improved line haul service, improved local service, and relocation of the Downtown Park-and-Ride lot. The implementation of the improved line haul service includes increased schedule frequencies: 15-30 minutes peak and 30-60 minutes off-peak; an additional route via State Route 202 and/or 140th Place NE to 148th Avenue NE, a new express route from Woodinville to the North Seattle area beginning in the year 2000 provided by Sound Transit, route re-orientation to emphasize more direct service to other suburban King and Snohomish County major destinations (lessened orientation to downtown Seattle); and service hours extended to 16 hours per day weekdays and seven-day per week service.

Currently, there is no Dial-a-ride transit (DART) service for the neighborhoods around Woodinville and no regular local service within the city to serve City destinations. Local service improvement consists of a full or partial dial-a-ride van/small bus service. At a minimum this would be a "many-to-few" service, with door-front pick-up from throughout the entire planning area and delivery to major activity centers that could include: downtown; other major industrial/employment areas (including the Bothell North Creek industrial/office area); the Woodinville and Bothell park-and-ride lots, and future freeway interchange ramp bus stops.

During a.m. and p.m. peak periods (6:00–9:00 a.m. and 4:00–7:00 p.m.) this local service may be provided via fixed-route or route-deviation service, with four candidate routes connecting downtown to:

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1. The Wedge, Grace, and North Industrial neighborhoods
2. The State Route 202 Valley Industrial, West Ridge, North Kingsgate, and Tourist District neighborhoods
3. The Leota Neighborhood
4. Woodinville park-and-ride to Bothell Canyon Park Business Center

The King County Department of Metropolitan Services (Metro) Six Year Transit Plan for 1996-2001 outlines service alternatives, which are generally consistent with the Woodinville transit service components. Potentially, there could be subscription transit service for schools in the City.

Transit facilities improvements include the relocation of the downtown park-and-ride lot. The proposed SR 522/195<sup>th</sup> Interchange Project will provide faster, more economical and efficient transit access to the downtown area and the park and ride facility. The new park-and-ride also will serve as an expanded transit center, with local fixed-route and demand responsive elements serving this facility on all runs. This location could be used in the future as a multi-modal facility when and if commuter rail service is provided to Woodinville.

The transit goals and policies also provide specific recommendations for improved transit stop design features and pedestrian access design features.

#### High Occupancy Vehicle Facilities

Park-and-ride and bus stop facilities are addressed under "Public Transit," above. Other high-occupancy vehicle (HOV) facilities recommendations include preferential treatment for high-occupancy vehicles (bus, carpools, and vanpools) at intersections in terms of queue-bypass lanes and/or preferential signal timing and phasing for high-occupancy vehicles. Sound Transit's system plan includes \$5 million (in 1996 dollars) for arterial high occupancy vehicle improvements in the years 2001 through 2003 at locations yet to be determined. Among Woodinville's candidate locations are:

- NE 195th Street and State Route 9 interchanges
- High-occupancy vehicle queue bypass lanes at State Route 522 on-ramp "meters"
- NE 175th Street/131st Avenue NE intersection
- New eastbound State Route 522 off-ramp/NE 177th Place intersection
- State Route 202/127th Place NE/Woodinville Drive intersection
- State Route 202/NE 145th Street/148th Avenue NE intersection
- Woodinville-Snohomish Road/NE 195th Street intersection
- NE 180th Street/NE 132nd Street intersection

In addition, peak-hour-only high-occupancy vehicle lanes along Woodinville-

Duval Road from the east city limits to NE 190th Street and the North Bypass are an option with this segment's widening to five lanes (RM-6).

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#### Rideshare

The Six-Year Transit plan identifies an annual allotment of \$4,000 for vanpool and carpool programs in Woodinville. Rideshare—vanpool and carpool travel—will be enhanced by the high-occupancy vehicle facility plan element discussed above. Ridesharing also will become an increasingly larger share of the work and school trip commute through the increased employer rideshare programs—both large employers covered by the Commute Trip Reduction Act, as well as smaller employers. Major new developments are required to address rideshare incentives under City-required, on-site Transportation Demand Management programs (see Transportation Demand Management).

#### Transit and Rideshare Target

The percentages recommended as goals for the WPA's combined daily person trips via transit and rideshare for the years 2000 and 2010 are, respectively, 5 percent and 15 percent.

### 9.4.4 Non-motorized Facilities Plan

Non-motorized travel in the Woodinville Planning Area consists primarily of pedestrian and bicycle transportation, and secondarily, equestrian transportation. The first two modes have sizable "transportation" or "utility" trip purpose as well as recreation trip purpose, while equestrian travel is entirely recreational in nature. Pedestrian and bicycle improvements contribute to improved automobile traffic safety and reduced automobile delay, as well as enhancing the utility and safety of the walking and bicycling modes. Pedestrian and bicycle improvements also are important for access to transit routes and park-and-ride facilities.

The potential for non-motorized travel growth in Woodinville is indicated by a May 1995 12-hour 7:00 a.m. to 7:00 p.m. count of bicycle activity on the Sammamish River trail in Woodinville:

	1995 Bicycle Count	% Increase Over 1990 Count
Tuesday, May 23, 1995	1,510	185%
Saturday, May 20, 1995	2,980	44%

Source: *Cascade Bicycle Club Courier*, July 1995

Planned extension of the Sammamish River Trail south along the east side of Lake Sammamish within the Burlington Northern Railroad right of way will further increase ridership in this trail and increase its usefulness as a commute route in addition to a recreation route.

Among principal objectives for the Non-motorized Plan are:

1. Provide pedestrian and bicycle facilities on all new and existing links of the City's arterial system (see Figures 9-3, 9-7, and 9-8).
2. All current and future activity centers are to be linked by pedestrian and bicycle facilities. These centers include downtown, other employment concentrations, schools, parks, and the Tourist District.

3. Improve non-motorized access to and across the Sammamish River Trail.
4. Improve pedestrian and bicycle circulation in downtown.
5. Develop a monitoring and implementation plan to identify pedestrian and bike facilities such as crosswalks, curb ramps, and missing sidewalks, to prioritize and to implement.

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Nonmotorized improvements in the Transportation Element include:

- Paved sidewalks
- Paved multi-use trails (pedestrian and bicycle)
- Unpaved trails (pedestrian and equestrian, and bicycles in some instances)
- Paved five- to six-foot-wide road shoulders (for pedestrians and bicycles in most residential areas and other non-downtown locations)
- Wide curb lanes (13 to 15 feet) or five-foot-wide bicycle lanes adjacent to the curb
- Pedestrian trail and bicycle route signing and information kiosks

These improvements are integrated and coordinated in accordance with the current adopted Parks, Recreation, and Open Space Plan.

The Road System Facilities Plan includes "on-roadway" (i.e. non-trail) non-motorized improvements under both Major Widening and Minor Widening project categories, with the Minor Widening mostly being the addition of paved shoulders. These are supplemented by trail (off-road) construction projects.

Figure 9-9 maps the non-motorized plan. Table 9-2 also includes non-motorized improvement features. High-need non-motorized facility improvements for the Woodinville Planning Area are included in these roads and trail facility projects:

- Woodinville-Duvall Road Projects (RO-4 and RM-6)
- 140th Place NE-148th Avenue NE Road Project (RM-9)
- Woodinville-Snohomish Road Projects (RM-1, RM-5, and RM-14)
- NE 143rd Place Road Project (RO-14)
- 124th Avenue NE Road Projects (RM-17 and RO-19)
- 156th Avenue NE Road Project (RO-3)
- NE 145th Street (State Route 202 corridor crossing of Sammamish River and its approaches), in Project RM-11
- West Ridge Hillside Trail Project
- Tolt Trail extensions to Sammamish River Trail
- Sammamish River Trail Connector Trail to North Creek Development (in City of Bothell)
- NE 195th in the Leota Neighborhood

Pedestrian and bicycle improvement elements in the Road System Facilities Plan account for about 10 percent of that plan's total cost.

Regional and sub-regional project integration is represented by bicycle lanes and paved shoulders in the Woodinville-Snohomish Road Projects, which will link up with the "State Route 9/City of Snohomish to the King County Line Bikeway Project" in the Snohomish County Comprehensive Plan's Transportation Element. Similarly, King County's Non-motorized Plan includes improvement of Woodinville-Duvall Road to Duvall, while Redmond's non-motorized element

includes bicycle lanes on State Route 202 (Woodinville-Redmond Road northward to NE 124th Street).

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If any rail links are abandoned, they will be considered for trail conversion under the state's "rails-to-trails" program such as the King County project to extend the East Lake Sammamish Trail south to Issaquah.

Bicycle-friendly design and parking features must be incorporated in transportation planning for on-site circulation and parking in private developments.

### 9.4.5 Transportation System Management

Transportation System Management has the objective of increasing the vehicular and person trip capacities of the existing street and highway system. It is closely integrated with the Transit/High-occupancy vehicle/Rideshare and the Transportation Demand Management plans and programs, as well as the Road System Facilities Plan. It includes all traditional traffic engineering measures along with improvements and measures of the other plan elements above. Spot and low-cost improvements are sometimes included under Transportation System Management, although such projects of more than minor cost have herein been included in the Road System Facilities Plan. Two programs - safety management, and intersection control management - are included in the monitoring section (9.5) and identify processes for annually setting priorities and identifying these types of improvements.

#### Functional Classification

The functional classification of Woodinville's streets is a Transportation System Management and capital planning element and is a tool to guide, unify, and prioritize improvements to the street system as well as address their transportation service needs, design features, access management, and operational performance characteristics.

Figure 9-3 shows the existing functional classification of principal arterials, minor arterials, and collector streets. Recommended revisions to the arterial system classification are presented in Table 9-4. The recommended revisions are based on the various functional classification criteria, such as current and forecasted traffic volumes; speeds, truck, and transit usage; and associated trip/traffic geography such as the importance of local and sub-regional destinations and linkages served, trip length, and through traffic levels.

Table 9-4. Revisions to the Functional Classification System

Road/Street Segments	Adopted Functional Classification
1. 140th Place NE-148th Avenue NE: NE 145th to NE 171st Sts.	Principal Arterial
2. 140th Ave.: NE 171st to NE 185th Sts./ (Wood-Snoh Rd.)	Principal Arterial
3. Wood-Snoh Rd.: NE 185th St. to State Route 9	Principal Arterial
4. State Route 202: NE 145th St./148th Ave. NE intersection to 131st Ave. NE	Minor Arterial
5. NE 180th St.	Minor Arterial

	132nd Ave. NE to 120th Ave. NE	
6.	NE 144th St.-NE 143rd Pl. 132nd Ave. NE to 148th Ave./ NE 145th St. intersection	Minor Arterial
7.	156th Avenue NE: Wood-Duvall Rd. to 240th St. SE	Minor Arterial
8.	160th Ave. NE-NE 180th St. to 164th Ave. NE (west half of "Leota loop")	Collector
9.	Wood-Snoh. Rd.: NE 175th St. to NE 185th St./140th Ave. NE	Collector
<u>Downtown Grid Street Links</u>		
10.	135th Avenue NE: Wood-Snoh Rd. to NE 171st St.	Collector
11.	144th Ave. NE Ext.: NE 190th St. to 140th Ave. NE	Collector

Source: City of Woodinville, 1996.

The existing routing of State Route 202, via the Woodinville-Redmond Road segment northwest of the NE 145th Street/148th Avenue NE intersection, does not coincide with the City's Land Use Goals and Policies. Several alternative routes are possible:

- (1) Shift the route to 140th Place NE - 148th Avenue NE to the NE 171st Street South Bypass, and along the latter and 131st Avenue NE to the State Route 522/132nd Avenue NE Interchange.
- (2) Shift the route to 140th Place NE, then to Woodinville-Snohomish Road to either State Route 522 at the NE 195th Street interchange or at the State Route 9 interchange.
- (3) "Split the State Route 202 route" and assign it to both (1) and (2) above.
- (4) Provide an overpass over SR 522. Shift the SR 202 segment between SR 202/127<sup>th</sup> PL NE and SR 202/SR 522 Interchange to the new overpass.
- (5) Abandon as a State Route altogether.

These measures meet land use objectives for the Tourist District. Furthermore, potential costly and difficult widening of the existing State Route 202 routing to four or five lanes by the Washington State Department of Transportation can be avoided, with some of the savings shifted to improvements recommended herein for the alternative routes.

#### Access Management

Access management is an ongoing Transportation System Management activity for the City's arterial system that includes these measures:

1. Regulating minimum spacing of driveway and local street intersections.
2. Encouraging consolidated access for adjacent properties, with good internal connections within the properties.

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3. Controlling turning movements at driveways, with turn prohibitions via traffic control devices or raised medians and other channelization measures.
4. Developing access classifications within the functional classification system that promote the function and set desirable access limits for driveways, turn prohibitions and intersection spacing.

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Routes identified for further review of access management include:

- State Route 202, Woodinville-Redmond Road
- Woodinville-Duvall Road
- 140th Place NE-148th Avenue NE
- 140th Avenue NE
- Woodinville-Snohomish Road (north of 140th Avenue NE)
- NE 190th to NE 195th Streets between State Route 522 and Woodinville-Duvall Road
- NE 171st and NE 175th Streets, downtown
- 131st Avenue NE

#### High-occupancy vehicle Facilities

The Transportation System Management plan includes planning and promotion of high-occupancy vehicle roadway and traffic control measures at selected arterial locations and includes the Washington State Department of Transportation's State Route 522 ramp metering improvement program, as described in the Transit/High-occupancy vehicle plan.

#### Design Standards

The transportation policies address design standards (City of Woodinville's Transportation Infrastructure Standards and Specifications) for public roads, transit, and on-site circulation and parking in private developments. Enhanced opportunities for improved road and parking facilities are afforded by the Downtown Grid Road program and the abutting new developments.

#### Traffic Impact Studies

A draft Traffic Impact Analysis Guideline has been prepared to guide developers in traffic impact assessment and mitigation studies and Environmental Impact Statement documentation. Ordinances will be established to regulate concurrency threshold of developments and set impact fees.

#### Construction Traffic

Guidelines for management of construction traffic, including hours of construction, road and traffic lane closures and detours, and construction truck traffic routes, should be prepared by the City's traffic engineer. Road construction for both public and private projects should be addressed. Guidelines for traffic and parking management for major special events.

### **9.4.6 Transportation Demand Management and Parking**

These plan elements receive considerable transportation policy coverage. Transportation Demand Management consists of measures for reducing peak-hour single-occupancy vehicle travel that are largely focused on major employers. The Washington Commute Trip Reduction Act requires Transportation Demand Management performance-targets for reducing single-occupancy vehicle travel for firms with over 100 employees.

It is recommended that the City formalize Transportation Demand Management requirements for medium-sized as well as large companies and employment developments, and allow developers the wide latitude of Transportation Demand Management program components that the Commute Trip Reduction Act allows. Major institutional uses also should be included, such as high school and future college campuses.

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Transportation demand management programs have significance for the need for improvements in alternative non-single-occupancy vehicle travel modes and should therefore be coordinated with Transportation System Management, transit/high-occupancy vehicle/rideshare, non-motorized transportation, and parking plan elements.

Parking management is closely related to Transportation Demand Management and includes policies for minimum and maximum parking supply ratios as well as reduction in parking supply where firm linkages to Transportation Demand Management performance objectives will be met. Parking cost also is a key determinant in the success of Transportation Demand Management, Transportation System Management, and high-occupancy vehicle/rideshare programs to reduce single-occupant usage and promote alternative transportation modes.

A City Transportation Demand Management Program is proposed that to encourages alternative modes of travel.

#### 9.4.7 Freight and Goods Movement

Limited rail freight service is provided in the State Route 202 Valley Industrial Subarea and along the Woodinville-Snohomish Road corridor. Planned roadway and intersection improvements will accommodate these rail lines and their street crossing needs, including coordinated traffic signal/roadway intersection provisions as warranted.

The major and minor arterial improvements in the Road System Facilities Plan will generally benefit economical and safe truck movement. Particularly important here are the freeway ramp and interchange improvements (see Figures 9-5 and 9-6, and Table 9-2), and improvement projects on State Route 202, the Woodinville-Snohomish Road, and the Woodinville-Duvall Road. Freight movement policies and Freight Management Program are proposed to identify strategies to assist the City in accommodating freight movement in a way that promotes economic development while protecting residential neighborhoods.

### 9.5 Plan Monitoring and Amendment

The transportation plan and its strategy components will be monitored for update and revision as local and regional growth in urban development and transportation continues. Some amendments likely will be necessary over time. Sources of data and other inputs to the monitoring and amendment process include:

- Revisions to Woodinville Transportation policies
- Revisions in policies, programs, and plans of the counties, adjacent cities, transit providers, Eastside Transportation Programs, Puget Sound Regional Council, Regional Transit Authority, and Washington State Department of Transportation
- Annual Woodinville traffic volume count program

- Other periodic local studies: accidents, roadway condition, and Level of Service
- Traffic impact studies, transportation plan and project design studies by local municipalities, transit providers, Regional Transit Authority, and Washington State Department of Transportation

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The annual studies for the preparation of the Transportation Improvement Program and changes in project funding aid will also provide monitoring and amendment inputs. Changes in scale, character, staging, funding, and timing of major capacity projects for Woodinville and adjacent jurisdictions are especially important here. A comprehensive transportation plan update is recommended at five- to 10-year intervals.

Concurrency implementation and monitoring requires ongoing attention. This activity is addressed in depth in Chapter 10, Capital and Public Facilities.

The Transportation Citizen Advisory Panel or its equivalent should be considered for permanent establishment to assist staff as a sounding board and with advisory functions in plan monitoring and amendment. Special purpose citizen outreach programs (meetings, surveys, workshops, special advisory committees) for major projects, program formulation, and issues resolution also will be valuable resources.

Several monitoring programs are proposed to annually identify, prioritize and implement projects, and also monitor overall transportation system progress. These include:

Intersection Control and Safety Management, Pavement Management, Freight Management, Non-motorized modes (or crosswalks sidewalks and bike routes), and Transportation Demand Management.

### 9.6.1 State Owned Facilities

In accordance with RCW 36.70A, Table 9-5 State Routes – LOS and Road System Projects, provides a Level of Service (LOS) inventory of the State roadway facilities that traverse through the City of Woodinville. Table 9-5 also correlates the State facilities' deficient LOS with the City's planned Road System Projects on the State Routes. Figure 9-2 Street and Highway Network, identifies the locations of the State-owned Facilities within the City of Woodinville.

**Table 9-5. State Routes – LOS and Road System Projects**

	State Route/ City Street Segments	1998 PM Peak Level Of Service	2020 PM Peak Level Of Service	Road System Projects
1.	SR 202/SR 522 Interchange	F	F	RM-23
2.	SR 202 Corridor	N/A	N/A	RM-11, RM-12, RM-23, RM-25, S-2
3.	SR 202/131st Ave. NE Intersection	F	F	RM-12, RM-16
4.	SR 202/127th PL NE Intersection	E/F	F	I-6, RM-23, RM-12
5.	SR 202/148th Ave. NE Intersection	F	F	I-8, RM-11, RM-25
6.	SR 522/NE 195th St Interchange	E/F	F	RM-15,

## Appendix 9: Transportation

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### A-9.1 Existing Conditions

#### A-9.1.1 Street and Highway System

##### Functional Classification

Public streets are divided into groups having similar characteristics or function based on the length of trips and access to adjacent land parcels. The purpose of this classification system is to provide for the redevelopment of access and circulation, to standardize road designs, and to provide a hierarchy for road funding. The classifications range from local access streets which directly access abutting properties, to freeways which only serve vehicular traffic needs. Principal, minor and collector arterials serve varying degrees of access and circulation needs. The functional classifications are described below:

*Freeway:* An inter-regional divided highway connecting major centers. They are typically a multi-lane, high speed, high capacity roadway intended exclusively for motorized traffic with minimal access controlled by interchanges and road crossings separated by bridges. Interstate 405 and State Route 522 are classified as freeways with limited access.

*Principal Arterial:* A street connecting major community centers and facilities, often constructed with partial limitations on access and minimum direct access to abutting land uses. NE Woodinville-Duvall Road, NE 175th Street, and State Route 202 are classified as principal arterials.

*Minor Arterial:* A street connecting centers and facilities within the community and serving some through traffic while providing high access to adjacent land uses. The south bypass of NE 171st Street/131st Avenue NE and 140th Avenue NE are classified as a minor arterials.

*Collector:* A street connecting two or more neighborhoods as well as carrying traffic within neighborhoods while serving very little through traffic, but providing high access to adjacent land uses.

*Local Access:* A residential street with generally one lane of traffic in each direction featuring low speeds, high access (frequent access) and low traffic volumes.

##### Major Roadways

Regional travel demand and travel patterns have resulted in a substantial amount of through-traffic in Woodinville. Through-traffic is defined as vehicle trips with both an origin and a destination outside of Woodinville. The roadways with significant through-traffic are State Route 522, State Route 202, and Woodinville-Duvall Road.

State Route 522 has two through travel lanes in each direction, a 55 mph speed limit, and serves as the major route from Seattle to southeast Snohomish County and central Washington via the Stevens Pass highway (State Route 2).

State Route 202 through the Sammamish River Valley is primarily a two-lane arterial with a 40 to 50 mph speed limit between State Route 908 in Redmond and State Route 522 in Woodinville. It functions as the only continuous north-south access east of the Sammamish River Between Redmond and Woodinville. The NE Woodinville-Duvall Road/NE 175th Street arterial is primarily a two-lane, 40 mph roadway connecting Woodinville and State Route 522 with Avondale Road and State Route 203 at Duvall in the Snoqualmie River Valley to the east. This facility is heavily used by commuters who travel through the Woodinville Business District to reach State Route 522 and Interstate-405, as is also the parallel road link comprised of 148th Avenue NE - 140th Place NE north from NE 145th Street.

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### Downtown Grid

The City of Woodinville is currently studying the arterial street and pedestrian/bicycle pathway systems in downtown Woodinville. King County established a Grid Road Ordinance in May of 1987, establishing a network of collector streets to enhance circulation in the central business district of Woodinville, generally bordered by 140th Avenue NE, NE 177th Place, State Route 202, 131st Avenue NE and NE 171st Street. A grid network of new roadways and pedestrian/bicycle paths, or improvements to existing roadways is desired to improve overall circulation, improve safety, provide pedestrian and bicycle connections, improve operations of the existing park-and-ride, and provide an additional crossing of the Burlington Northern Railroad.

### Neighborhood Streets

Residential streets for local access are constructed as part of residential subdivisions. As such, facilities for pedestrians, bikes and equestrians have been constructed in a piecemeal fashion and may not be consistent from one neighborhood to the next. Also, connections between neighborhoods are often indirect. While through traffic is to be discouraged, connections for pedestrians and bikes are desirable.

### A-9.1.2 Parking

Within commercial areas, parking is generally provided in off-street parking lots. On-street parking is permitted on some streets. While NE 175th Street is the main arterial through the central business core on-street parking is not provided.

### A-9.1.3 Traffic Volumes

King County, Snohomish County and Washington State Department of Transportation have detailed traffic volume information published in regular intervals. A summary of 24-hour traffic volumes and historic growth rates is provided in Table A9-1. As shown, traffic volumes grew at a rate of 7 to 12 percent in the 1980s due to growth and the transition of this area from rural to suburban densities. As available capacity in roadways has diminished, growth in traffic volumes have become more stable, with average growth in traffic of 3 to 3.5 percent. Traffic volume on downtown NE 175th Street have dropped slightly due to the construction of the south bypass (131st Avenue NE - NE 171st Street; the south bypass carried 8,500 vehicles daily in 1994).

Table A9-1 Average Weekday Daily Traffic Volumes in the City of Woodinville

Location	Annual Growth Rate (1995-96)	1995	1996	1997	Annual Growth Rate (1997-98)	1998
State Route 202 (south of Woodinville Dr.)	0.0%	15,000	15,000*	15,000	0.0%	15,000
State Route 522 (Snohomish Co. Line)	2.9%	33,000*	34,000*	35,000*	0.0%	35,000*
State Route 9 (north of 212th Street)	5.0%	19,000	20,000*	21,000	0.0%	21,000

\* indicates actual count. All other counts were forecasted by the WSDOT.

Source: King County Historical Traffic Count Books and Washington State Department of Transportation Annual Traffic Reports.

### A-9.1.4 Traffic Operations

The quality of operation of transportation facilities are measured in terms of level of service, where level of service A is considered good and level of service F is considered poor or congested conditions. Level of service can be quantified for street segments or intersections. Data from recent traffic impact studies and visual observations of traffic flow indicate that one or more major movements at the following arterial intersections currently operate at level of service E or F for one or both of the noon or p.m. peak hours: NE 175th Street/131st Avenue NE; NE 145th Street (State Route 202)/148th Avenue NE; State Route 202/127th Place NE/Woodinville Drive; Woodinville-Duvall Road/145th Avenue NE; Woodinville-Snohomish Road/State Route 522 eastbound ramps intersection.

### A-9.1.5 Accidents

Hazardous road areas are generally related to poor sight distance, inadequate storage for turning vehicles, poor pavement conditions, and roadside structures such as walls, posts, signs or trees. Sight distance problems include obscuring trees and bushes, hidden driveways or streets, hill crests, and curves. These problems can be commonplace, particularly in some of the older neighborhoods and transitional or developing areas.

Accidents within the City were summarized in the Northshore Plan prepared by King County. The Northshore Plan indicates that between 1987 and 1989, 140th Avenue NE, segments of NE 175th Street and the Woodinville Duvall Road had very high concentrations of accidents. The intersections of NE 175th Street/140th Avenue NE, NE 177th Place/140th Avenue NE and NE 190th Street/140th Avenue NE all experienced more than 30 accidents within this same time frame (1987-1989). Injuries including fatalities are indications of the severity of accidents.

The Washington State Department of Transportation provided accident data on State Route 202. The Washington State Department of Transportation data indicates that in addition to the above intersections State Route 202/NE 175th Street has had 30 accidents in three years. Generally, segments of State Route 202 do not have exceptionally high rates of accidents in comparison to regional levels.

### A-9.1.6 Non-Motorized Modes

Throughout King County, the role of bicycle and pedestrian travel has received increased attention in recent years as components of a balanced transportation system. Due to the presence of several key trail facilities, Woodinville and the surrounding Northshore area has traditionally been an active area for recreational bicycling and perhaps the most active equestrian area in the County. Besides recreation, non-motorized transportation also offers advantages as an alternative to the automobile for certain types of trips and commutes. Whatever the purpose of the trip, however, it remains that non-motorized travel depends upon adequate road right-of-way to provide access to schools, jobs, shopping, parks and other community facilities. The compatibility of the transportation system (and particularly roads) with the needs of bicycling, walking, and (in certain areas) horseback riding, determines the safety and access provided by that system.

The Northshore community is served by several off-street multipurpose trails. The Burke-Gilman and the Sammamish River Trails are paved facilities, while the Tolt Pipeline Trail is unpaved and primarily serves hikers, equestrians and occasional mountain bicycle use.

The Green Gateway, a 3.7-acre proposed city park project, would provide access between the Woodinville central business district and the Sammamish River Trail. Another proposed project, the Woodinville-Valley trail would provide a 0.7-mile trail bordering State Route 202 at NE 145th Street to connect the Tolt Pipeline Trail and the Sammamish Regional Trail.

#### Sidewalks

Similar to many other suburban areas of unincorporated King County, prior residential development in Woodinville occurred with minimal provision for pedestrian facilities, such as sidewalks, separated crossings, and pedestrian-actuated signals. In many cases, there is no access to locations except from a road, causing pedestrians to walk longer distances or to trespass on private property. An example is the lack of access from residential subdivisions to transit stops on adjacent arterials. There are still many areas where sidewalks or pathways do not exist, and where intersections do not have pedestrian-actuated signals.

#### Bicycles

The Sammamish River Trail has encouraged citizens to experience bicycling as a means of transportation, recreation, and fitness. As a part of the transportation system, separated trails can provide only limited access; however, under appropriate conditions, trails can serve as an effective transportation corridor. In Woodinville, NE 175th Street incorporates a bike lane on both sides of the street through the commercial district. These bike lanes continue east up the hill on Woodinville-Duvall Road leading toward the popular bicycle touring areas of the Snoqualmie Valley.

#### Equestrians

Access to trails is the primary issue facing equestrians in the area. Private organizations, such as the Hollywood Hills Saddle Club, have purchased or

obtained easements to a trail system, much of which feeds the Tolt Pipeline Trail. In areas where this trail system is incomplete, equestrians have traditionally used gravel or dirt road shoulders to gain access to homes, stables, arenas, and formal trails.

Access to the equestrian trail on the Sammamish River Trail is a problem. Horses are prohibited from using NE 175th Street/sidewalks, and access further south along the Tolt Pipeline right-of-way is obstructed due to the steep grades between the Hollywood Hill neighborhood and the trail. NE 145th Street leads directly from the neighborhood to the trail, but the Washington State Department of Transportation is opposed to equestrian improvements at the intersection of NE 145th Street and Woodinville-Redmond Road (State Route 202) or on NE 145th Street leading to the trail itself.

Key equestrian streets include portions of 164th Avenue NE, 160th Place NE, 167th Avenue NE, 155th Place NE, and NE 195th Street.

### A-9.1.7 Transit

Most transit service in North King County is provided by King County's Department of Transportation, Metro Transit Division, who operate several transit routes and park-and-ride lots in the Woodinville area. Woodinville, Bothell and Kenmore are also served by Community Transit (the Snohomish County Public Transportation Benefit Area). This service connects the Woodinville/Bothell/Kenmore area with south Snohomish County.

King County's Department of Transportation, Metro Transit Division is also responsible for coordinating ride sharing services. The Division provides assistance to jurisdictions and private businesses on ride matching, park-and-pool, vanpools and subscription bus service. Several business parks in the area have transportation management coordinators who work closely with King County in facilitating ride sharing for employees.

The Woodinville park-and-ride lot located on Woodinville Duvall Road provides parking for 500 vehicles and is served by bus routes 307, 340, 372, and 931. Location and operation of this lot is an issue incorporated into the Grid Road study.

The Burlington Northern Railroad 18th Subdivision Branch Line provides passenger excursions by the Spirit of Washington Dinner Train. This train makes one round trip on weekdays and two round trips on weekends between downtown Renton and Columbia Winery in Woodinville.

King County identified the need for an additional park-and-ride facility north of NE 190th Street in the Northshore Plan. This plan also identifies the need for high occupancy vehicle treatments at the State Route 522 interchanges of State Route 202 and NE 190th Street. The Regional Transit Authority has been given the charge of pursuing regional transit alternatives including additional high-occupancy vehicle facilities and high capacity transit including Commuter Rail. The current alternatives are preliminary and do not include rail connections to Woodinville, however, considering current rail facilities exist within Woodinville and are used today for passenger excursions, high capacity transit may be considered.

### A-9.1.8 Demand Management

The Commute Trip Reduction Act requires employers with in excess of 100 employees to comply with measures to reduce single occupant vehicle travel. The City of Woodinville has adopted an ordinance to govern and implement the Commute Trip Reduction Act. Four employers meeting the criteria - Stimpson Lane, which include the Columbia and Chateau Ste. Michelle Wineries; Microdisk; Mackie Designs; and Molbak's Greenhouse. These employers will be

preparing and implementing plans consistent with the City's Commute Trip Reduction Act program.

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### A-9.1.9 Goods Movement

To support economic development in the region it is important to provide transportation infrastructure for efficient movement of freight and goods.

#### Roadways

State Route 522 and Interstate 405 are limited access roadways providing efficient movement for passenger vehicles as well as goods movement on trucks. In addition, State Route 202 and the Woodinville-Duvall Road are important corridors for trucks. State Route 202, 140th/148th Avenues NE, and the Woodinville Snohomish Road go through industrial areas where truck traffic would be higher than other arterials. Movement of goods and movement of people occur simultaneously on the roadway network. Safety and maintenance are often issues on roads with a high mix of trucks and passenger vehicles.

#### Railroad

Burlington Northern Railroad maintains tracks which run from the Black River Junction area of Renton through Kirkland and Woodinville, and also from Woodinville to Issaquah, serving industrial customers in those areas. Trains run approximately three times a week on the track from Renton. The section of track from Woodinville to Kenmore known as the Kenmore Spur was abandoned in 1986 and its right-of-way will be used primarily for completion of the Sammamish River Trail (Northshore Community Plan Draft Environmental Impact Statement, 1991). As stated previously, Burlington Northern tracks also carry passengers.

## A-9.2 Trends and Projections

Population in the Woodinville area doubled from the 1970 to the 1980 census, and grew by 50 percent again in the 1980s. In addition to population increases, miles of travel per household has increased, as more and more households have more than one wage earner. Most travel in Woodinville, as in western Washington occurs by car. The rise in both the number and distance of trips combined with the majority of drivers traveling alone has resulted in increased traffic congestion, increased air pollution at peak travel periods, the loss of productive time, and loss of energy resources.

Local and regional jurisdictions throughout the area have been cooperating on transportation issues, particularly in the last decade. Nonetheless, transportation facilities have lagged behind demand. The problem is not a local issue confined to the City. Woodinville is adjacent to the crossroads for two major state transportation corridors: State Route 522 which runs east/west from Kenmore through Woodinville, and Interstate 405, the major north/south interstate serving the Eastside sub area and connecting to State Route 2 at Monroe in Snohomish County.

## A-9.3 Planning Implications

### A-9.3.1 The Land Use and Transportation Link

Many of today's transportation problems are the result of a historically inadequate link between land use and transportation objectives. The ability of the transportation system to provide a range of mobility alternatives relies on the manner in which land uses develop at the site, local, and regional levels. The City needs to identify ways to coordinate land use and transportation plans and decisions to best meet the mobility needs of city residents. The relationships among travel behavior, housing density, population concentrations, and employment density should be used more effectively to accomplish Comprehensive Plan goals.

### A-9.3.2 Environmental Stewardship

More and longer trips by motor vehicles, longer travel times, and congestion are major contributors to local and regional air quality problems, contamination of storm water runoff, noise pollution, energy consumption, and global climate change. Increased congestion has also affected residential neighborhoods as drivers leave the arterial systems for less congested residential streets. The automobile-dominated transportation system makes individual mobility and traveling long distances inexpensive and convenient, and so make suburban sprawl possible. Changes to the transportation system should improve local, regional, global environmental quality, protect the quality of life in residential areas, and reduce the use of energy and the consumption of undeveloped land.

### A-9.3.3 Moving People and Goods

#### Automobiles

Air quality and efficient use of infrastructure are two issues that have driven the need to provide alternatives to the single occupant vehicle. Bikeways can be provided as separate recreation facilities or as transportation routes on major roadways. There must be an effective proportion of high-occupancy vehicle treatments versus purely general-purpose lanes on freeways and some principal arterials. Safety and comfort are two criteria that should be used when developing strategies to move people from single occupant vehicles to other, more efficient, modes.

Travel demand management strategies, such as the availability and cost of parking or employer bus pass subsidies, play an integral role in travel behavior decisions. It is not known to what extent people's travel choices can be changed by managing travel demand, rather than adding new transportation facilities or expanding existing ones.

#### Transit

The key to reducing reliance on single-occupant vehicles is the provision of viable options to using automobiles, such as improved transit service. Transit services need to better serve the 80 percent of weekday trips between home and the grocery store, the doctor's office, the day care center, and other destinations, in addition to the 20 percent between home and work. More neighborhood-to-neighborhood transit service needs to be provided.

## Bicycles and Pedestrians

Developing safe, attractive, and efficient bicycle and pedestrian circulation environments is one of the most critical elements in supporting the use of public transit as an alternative to the automobile.

Additional steps are required to enhance bicycling within the city and region. Bicycling should be a more practical alternative to the automobile. The City should take additional steps to make walking a real transportation choice for commuting and other trips.

### A-9.3.4 Parking Management

Research has demonstrated that strategies involving parking supply and price are the most cost-effective of all transportation demand management program elements. Adequate parking should be protected while parking policies are changed to reduce automobile use.

### A-9.3.5 Goods Movement

Measures should be taken to ensure the efficient movement of goods and information, given the importance of goods movement to the city's economic vitality.

### A-9.3.6 Level-of-Service

How Level of Service standards for arterials, transit routes, equestrian facilities and non-motorized system elements should be measured and applied needs to be determined. Level of Service standards should be implemented that do not also encourage expansion of single-occupant automobile use, or expenditures toward such use, while at the same time achieving the city's other economic and environmental goals, as well as regional Level of Service consistency.

### A-9.3.7 Concurrency

If Level of Service on arterials and transit routes declines below the standards adopted by the city, the Growth Management Act requires that measures to accommodate the development be implemented within six years, or the development must be prohibited. A balance should be sought between a desire to accommodate growth and the influence of traffic congestion in changing travel behavior.

### A-9.3.8 Transportation Financing

Given the existing backlog of maintenance needs and forecasts for continued growth in the region, appropriate goals and needs should be identified that will guide the City's capital investment decisions for transportation improvements. The city will need to prioritize its investments for maintenance, growth, and alternatives to automobile travel - i.e., bicycles, pedestrians, goods movement, and transit.

## A-9.4 Countywide Planning Policies for Transportation

Table A9-2 presents a comparison of King and Snohomish counties' transportation policies with the City of Woodinville's.









City of Woodinville Goal/Policy	King County Goal/Policy	Snohomish County Goal/Policy
<p><b>T4.6:</b> Coordinate data collection and processing methods related to travel demand and system operation with adjacent local jurisdictions and transit agencies.</p>	<p><b>T603:</b> King County shall monitor and establish benchmarks to assess regional transportation system performance and implementation of the Comprehensive Plan. To accomplish this task King County should develop travel forecasts and maintain a Geographic Information System and databases. The data shall include existing and forecast regional population, employment, development and transportation information. The County, in cooperation with other jurisdictions, should produce reports on traffic and transportation activities. Such reports should highlight performance characteristics and identify the deficiencies, problems of safety and operations and areas not in compliance with level-of-service standards.</p>	<p><b>TR 5.A.9:</b> Monitoring of level of service shall be coordinated with WSDOT, adjacent local jurisdictions and transit agencies.</p>
<p><b>T5.6:</b> Locate park-and-ride lots along major transit corridors and near areas where high density residential development is planned to intercept trips close to their origin and to make use of effective transit/high-occupancy vehicle facilities.</p>	<p><b>T116:</b> [preliminary language – not yet approved: In coordination with state agencies and local jurisdictions, King County shall pursue the construction of new and expansion of existing park and ride lots. These facilities will increase access to transit service, provide opportunities for carpools and vanpools, and intercept single-occupant vehicles to reduce traffic congestion and parking demand in urban activity centers.]</p>	<p><b>TR 5.B.2:</b> Transportation facilities and equipment such as park-and-ride lots, park-and-pool lots, buses, and vanpool vehicles shall be planned and used to allow efficient delivery of transportation services.</p>
<p><b>T5.13:</b> Coordinate with transit operators, King and Snohomish Counties, and Washington State Department of Transportation to identify and designate locations for planned park-and-ride lots and transit stations, relocate existing park-and-ride lots and ensure ease of access to those lots.</p>	<p><b>T116:</b> See directly above.</p>	<p><b>TR 5.D.2:</b> A system of secure, conveniently located park-and-ride lots shall be provided to encourage use of bus, ridesharing and high-capacity transit services.</p>
<p><b>T5.14:</b> Coordinate with transit operators to plan and construct transit-friendly road treatments along primary corridors and selected transit routes.</p>		<p><b>TR 2.A.1:</b> Roadways serving designated centers shall be redesigned, improved and maintained as primary corridors for multi-modal travel.</p>

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City of Woodinville Goal/Policy	King County Goal/Policy	Snohomish County Goal/Policy
<b>T7.1:</b> Place a high priority on the use of Transportation Demand Management techniques as effective and efficient mechanisms for addressing transportation problems.	<b>T123:</b> Transportation Demand Management strategies should be used to promote travel efficiency and energy conservation and reduce the adverse environmental impacts of the transportation system.	
<b>T7.3:</b> Encourage smaller employers not under the Commute Trip Reduction Act requirements to offer trip reduction programs for employees.		<b>TR 5.B.1:</b> Employers in the urbanized area shall be encouraged to offer trip reduction programs for employees.
<b>T7.8:</b> Work to reduce parking demand by requiring accommodation within site plans of pedestrians, public transportation, ridesharing, and bicycles.		<b>TR 5.C:</b> Work to reduce parking demand by requiring accommodation within site plans for pedestrians, public transportation, ridesharing, and bicycles.
<b>T7.9:</b> Pursue with neighboring jurisdictions, the development community, and Woodinville businesses active public education on the benefits of carpooling by assisting public transit		
<b>T8.1:</b> Plan, develop and maintain transportation systems through intergovernmental coordination, including the development of transportation facilities of regionwide and countywide significance with state and regional transportation agencies.	<b>T501:</b> All elements of the transportation system should be planned, financed, and operated in coordination with the cities in and abutting King County, the adjoining counties, the Washington State Department of Transportation, the Port of Seattle, the transit agencies that provide service in and to the County, and the Puget Sound Regional Council. Prioritization of countywide facility improvements should be coordinated among jurisdictions to implement the countywide land use vision.	<b>IC 1.A:</b> Promote the coordination of planning, financing, and implementation programs between the county and local jurisdictions including tribal governments.  <b>TR 8.A:</b> Coordinate with state and regional transportation agencies the development of transportation facilities of statewide, regionwide, and countywide significance and take into account plans prepared under the Growth Management Act.
<b>T9.3:</b> Prioritize and finance transportation improvement of the greatest public benefit, and consider the extent to which improvements fulfill the objectives of this Comprehensive Plan.		<b>TR 7.A.4:</b> Transportation improvements programs shall consider the extent to which they fulfill the objectives of the regional transportation plan and the county and cities' comprehensive plans.

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City of Woodinville Goal/Policy	King County Goal/Policy	Snohomish County Goal/Policy
<p><b>T9.8:</b> Consider and address any major shortfall between expected revenues and need improvement costs during the annual review process of the Comprehensive Plan.</p>	<p><b>T403:</b> During annual review of the Comprehensive Plan, King County should consider and address any potential shortfalls that may occur between expected revenues and needed improvement costs. Such resolution could include a reassessment of land use, growth targets, level-of-service standards and revenue availability.</p>	
<p><b>T9.9:</b> Coordinate transportation improvement programming to equitably allocate the costs of transportation system improvements associated with development among developers, the City, and other relevant jurisdictions.</p>		<p><b>TR 7.B:</b> Coordinate transportation improvement programming to equitably assign the costs of transportation system improvements associated with new development to developers, the county, and cities.</p>
<p><b>T9.12:</b> Pursue creative and technologically advanced solutions to reduce congestion and improve roadway operations.</p>	<p><b>T114:</b> [preliminary language – not yet approved: King County should investigate innovative transit technologies to increase mobility options, reduce operations costs and improve transit speed and reliability.]</p>	
<p><b>T9.13:</b> Designate freight routes within the City that have connectivity and continuity with routes serving other jurisdictions.</p>	<p><b>T130:</b> King County shall be a regional proponent for freight planning and mobility projects and actions that result in a reliable and efficient freight transportation system. The County should identify opportunities to create financial partnerships to achieve these goals.</p>	<p><b>TR 9.B:</b> Ensure efficient movement and access of freight vehicles to/from designated centers, and across and through the Puget Sound region.</p>
<p><b>T10.2:</b> Where there is an identified need, require new local access streets or missing sections of existing ones to be provided on-site as part of the permit for development. Require circulation improvements to include pedestrians, equestrians, and bicycling mobility, where appropriate.</p>	<p><b>T306:</b> Development proposals should extend the public road system through dedication when the extension is in the public interest and is reasonably necessary as a result of the impacts of the development. The impacts that may warrant such an extension include, but are not limited to, impacts on neighborhood circulation, increases in the use of arterials for local vehicular trips, the reductions in traffic safety through uncoordinated and/or inadequately spaced street access to the arterials, and restrictions on the availability of alternative emergency access routes.</p>	

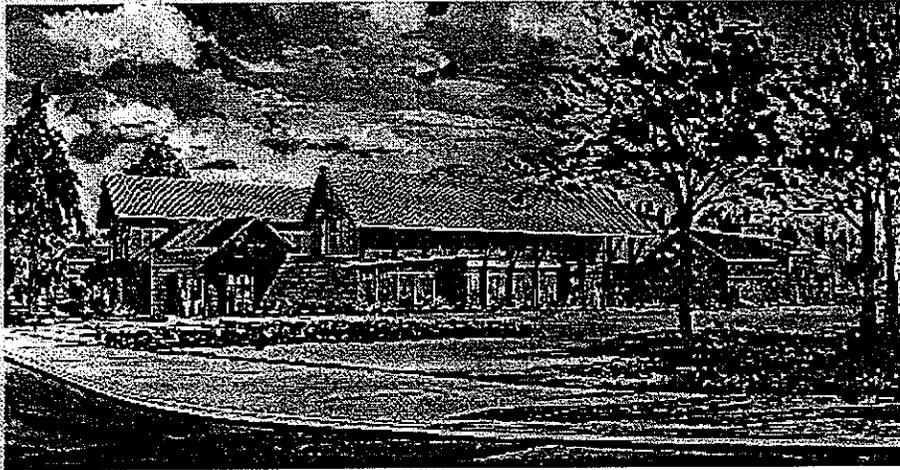
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City of Woodinville Goal/Policy	King County Goal/Policy	Snohomish County Goal/Policy
<p><b>T11.2:</b> Provide preferential and convenient parking as an incentive for using carpools, vanpools and bicycles.</p>	<p><b>T125:</b> Management of employee parking, such as the provision of preferred parking for high-occupancy vehicles and bicycle parking, should be used to support alternatives to commuting by single-occupant vehicles. Employers should consider the accessibility to adequate public transportation and high-occupancy vehicle facilities and when developing site and parking plans.</p>	<p><b>TR 2.B.3:</b> Single-occupant vehicle use shall be discouraged through parking management (e.g., preferential parking for high-occupancy vehicles, limiting maximum allowable parking for employment-intensive land uses, or shared parking arrangements).</p>
<p><b>T11.5:</b> Establish and maintain a maximum parking ratio for employee parking, with administrative flexibility to allow exceptions to the maximum if appropriate.</p>		<p><b>TR 2.B.3:</b> See directly above.</p>
<p><b>T11.8:</b> Encourage joint parking facilities for compatible uses to reduce the total number of spaces needed, and reduce overall impervious surface.</p>	<p><b>T128:</b> King County should work with the cities and other affected agencies to develop a regional parking strategy. This strategy should be consistent with regional and local transportation plans. King County should encourage shared parking facilities in areas where high density, mixed use development is planned and where walking is convenient for short trips. This strategy should include establishing minimum and maximum parking ratios.</p>	<p><b>TR 2.B.3:</b> See directly above.</p>
<p><b>T12.1:</b> Use generally accepted state, national and other applicable standards and guidelines for design and operation of new and improved transportation facilities</p>		
<p><b>T12.2:</b> Develop programs cooperation with the Washington State Department of Transportation, transit operators, and adjacent cities to identify and mitigate any roadway hazards that may result in accidents and threats to public safety.</p>		<p><b>TR 4.B:</b> In cooperation with WSDOT and cities, develop programs to identify and mitigate any roadway hazards that may result in accidents and threats to public safety.</p>
<p><b>T12.3:</b> Develop and maintain a roadway system that safely and efficiently serves the mobility needs of all users.</p>		<p><b>TR 4.A:</b> Cooperate with WSDOT, the cities, and transit operating agencies to design facilities and provide for services that enhance the mobility of all citizens, regardless of age, disability, or income.</p>

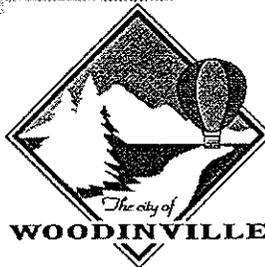
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*Creating Cornerstones into the 21st Century*



**2001-2006  
Capital  
Improvement Plan**



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## Woodinville City Council

Randolph L. Ransom, Mayor

Scott Hageman, Deputy Mayor

Councilmember Barbara Solberg

Councilmember Carol Bogue

Councilmember

Councilmember Robert R. Miller

Councilmember Donald J. Brocha



## Introduction

The Capital Improvement Plan is a 6-year plan to support the City's current and future population and economy. The Capital Improvement Plan also addresses the broad goals and specific policies that guide and implement the community's vision. The Growth Management Act requires that communities annually prioritize proposed capital improvement projects and balance project costs with revenues pursuant to Revised Code of Washington 36.70A.070(3)(e). The requirement to fully finance the Capital Improvement Plan provides a reality check on the vision set forth in the comprehensive plan. The purpose of the Capital Improvement Plan is to use sound fiscal policies to provide adequate public facilities consistent with the land use element.

In addition to meeting a legal requirement, the City's annual review and adoption of the six-year Capital Improvement Plan (CIP) provides an opportunity for the community to add new projects to the list for consideration and for priorities to be adjusted based on current needs. This year, the City launched an extensive outreach program to gather public comment and input into the program. The City used a mix of approaches including newspaper ads, press releases, web page access, and public presentations to community service organizations to encourage citizen involvement and understanding of the Capital Improvement Plan process. Through this and other efforts, the City identified thirty-seven new and previously approved projects to evaluate and prioritize for the six-year Capital Improvement Plan program.

The 2001-2006 Capital Improvement Plan is the City's list of priority projects showing the estimated costs and sources of revenue and funding for selected projects over the next six years. The City estimates a revenue stream of approximately \$22 million dollars to fund the eighteen projects selected for the 2001-2006 CIP. These eighteen projects are presented as the City's top priority projects, which can be funded with our anticipated six-year revenues. These selected capital improvements are intended to eliminate existing deficiencies, make available adequate facilities for future growth, and repair or replace obsolete or worn out facilities through December 31, 2006.

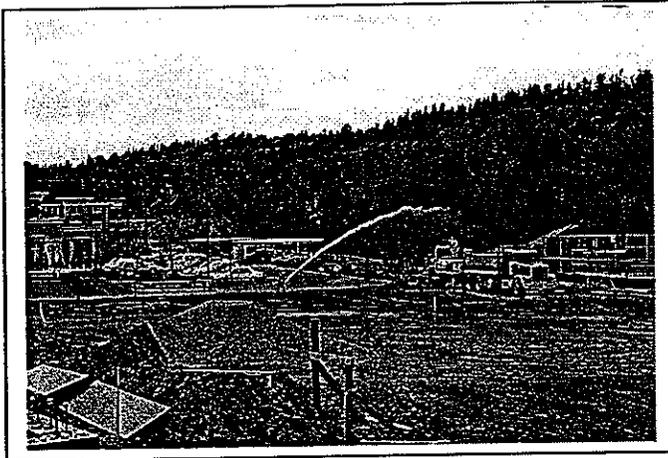
The Capital Improvement Plan document is organized into three sections:

- I. **Highlights and Overview:** Summarizes major CIP milestones for 1999, and describes the criteria and policy decisions used to prioritize proposed projects for the 2001-2006 CIP.
- II. **Financial Information:** Identifies key sources of revenue for the six-year plan.
- III. **Project Detail Sheets:** Detailed project descriptions and funding information for potential projects identified by prior CIP work, prior planning processes, and other inputs during the previous year.

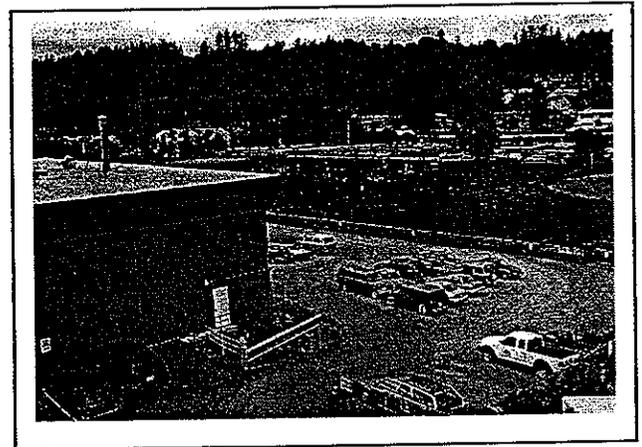
## I. Highlights and Overview

### 1999 Project Highlights

Since incorporation in 1993, the City of Woodinville has developed capital projects costing approximately 17 million dollars. Some of these projects are completed and closed-out, others are scheduled for completion next year or are in the design phase. In 1999, the City Council took significant steps toward meeting the community's vision of a vibrant downtown that is the center for commercial, civic, cultural and recreational activities. The City has moved rapidly on several projects to meet the goals identified in last year's CIP process including:



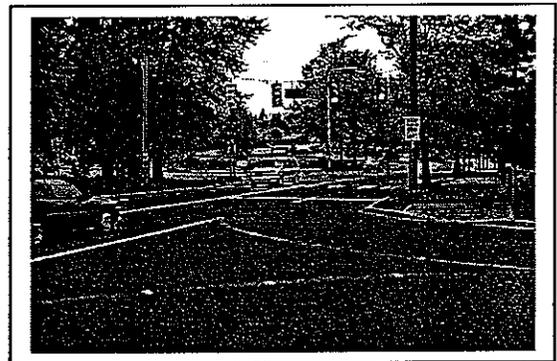
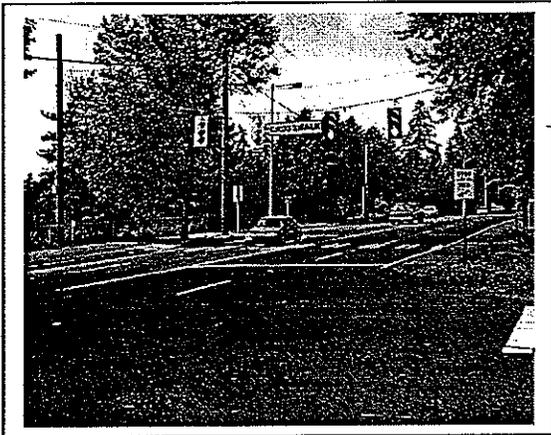
Planning and construction of a new City Hall in the Central Business District on a 3.5-acre parcel the City previously purchased.



Purchasing the Sorenson School site including the old brick schoolhouse and the adjacent ball fields.

The 1999 CIP identified funding to meet the community's goal of a pedestrian-oriented multi-modal transportation system in the downtown area that accommodates the needs of retail, office and residential use. The City completed key projects toward meeting this goal including:

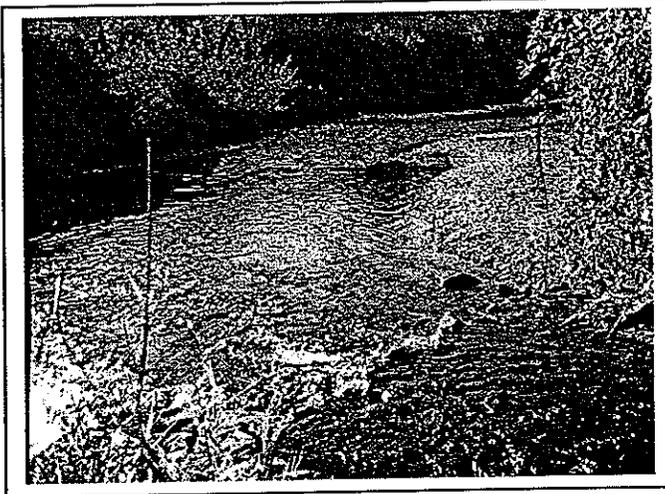
Installing a new pedestrian crossing at the intersection of NE Woodinville-Duvall Rd and NE 178<sup>th</sup> Street to improve access between Woodinville Heights, the downtown retail center and Metro park and ride lot.



Widening 133<sup>rd</sup> Ave NE, the access road adjacent to the new City Hall facility, to two lanes between NE 171<sup>st</sup> Street and NE 172<sup>nd</sup> Street.



Throughout the year, the City Council has approved a number of projects designed to enhance salmon habitat. Capital projects are an important part of the City's "early action" strategy to address the federal listing of Chinook salmon as a threatened species. The City's investment in salmon recovery include:



Acquiring key parcels of land to preserve the best remaining habitat along the Little Bear Creek Corridor.

Working with community volunteers to remove and replace non-native vegetation along the banks of the Sammamish River and Little Bear Creek.



## **2000 OVERVIEW**

The State Growth Management Act (GMA) requires that communities prepare and adopt a Capital Facilities Element in their comprehensive plans (Revised Code of Washington 36.70A.070). The Capital Improvement Plan is an element of the Capital Facilities Plan. The City's Capital Improvement Plan is reassessed annually to confirm that long-term financial capacity exists to provide adequate capital facilities pursuant to Revised Code of Washington 36.70A.070(e)(3).

### **Evaluating Projects**

The Capital Improvement Plan is a list of priority projects showing the estimated costs and sources of revenue and funding for selected projects over a six-year period. In February, thirty-seven new and previously approved projects were evaluated using a set of evaluation criteria developed from the Comprehensive Plan and adopted by the City Council. - These criteria are: -----

- Public Health and Safety
- Availability of Financing
- Environmental Impacts
- Relation to adopted Plans
- Opportunity Costs
- City's Vision Statement
- Impact to Operating budget
- Cost to Benefit ratio
- External Requirements
- Impact to Economic development
- Timeliness

Each project was scored for each evaluation criteria on a scale of one to three. The total scores were then added up to identify the following nineteen, Tier 1 projects that can be funded with our anticipated six-year revenue stream.

Transportation	Parks	Surface Water
SR202/127 <sup>th</sup> Place	Little Bear Creek Lineal Park	Acquisition of corridor parcels
Little Bear Creek Parkway	Rail Corridor Trail	Habitat Enhancements
SR202/145 <sup>th</sup> Avenue	Skate Park	Derby Creek
131 <sup>st</sup> /177 <sup>th</sup> Intersection	Non-Motorized Boat Launch	Stream Corridor Planting Project
SR202/SR522 Interchange Improvement	Large Open Space Tract Purchase	
SR522/195 <sup>th</sup> Street ramps	Pedestrian Bridge	
133 <sup>rd</sup> (172 <sup>nd</sup> -175 <sup>th</sup> ) Phase II		
Pedestrian Crossing Improvements		
175 <sup>th</sup> /131 <sup>st</sup> Right Turn Pocket		

### Transportation Projects

This year's list of projects reflects the impact that regional traffic patterns are having on City operations. Five of the seven transportation projects are on state routes. Preliminary discussions with the Washington State Department of Transportation indicate that funds available prior to Initiative-695 would be reallocated. In response to these changes, the City Council adopted a cost share approach to transportation projects based on the regional significance of the improvements and minimum City cost share requirements:

- Developer Improvement Project – 100%
- State Routes – 50%
- Regionally Significant Arterial Routes – 50%
- Interchanges – 20%

In addition, the City Council adopted a policy of using developer mitigation to complete the Grid Road projects and Woodinville-Snohomish Rd/140<sup>th</sup>-205<sup>th</sup>. This allowed the SR202/195<sup>th</sup> Street project to make the Tier 1 list while reserving the option to fund the grid roads and the Woodinville-Snohomish Rd projects when funds become available.

### Parks Projects

The six proposed park projects are a balance to the intensive schedule of large road improvement projects. There is a mix of land acquisition and development projects

that supports the community's vision of combining open space, trails and the ability to move freely throughout the community. This year the City Council approved pursuing the long-term goal of acquiring park and open space properties by deferring development or capital improvements of existing facilities.

In order to close the gap between established levels of parks service and the City's current level of parks services, the City Council has adopted a policy to set aside fifty percent (50%) of the first quarter percent of the Real Estate Excise Tax (REET1) and fifty percent (50%) of the Admissions tax for parkland acquisition. This land banking strategy will help the City to build its future park system by preserving opportunities, providing connectivity and avoiding future cost increases.

### **Surface Water Projects**

The listing of Chinook salmon and bull trout as threatened species will have a profound effect on the design and function of the capital projects, both in the next six-years and in the distant future. In response to the Endangered Species Act, surface water projects are heavily weighted towards salmon recovery and meeting the early action strategies adopted by the Council in Resolution No. 167 (Appendix G). Both the habitat enhancement and acquisition projects are listed, but the funding levels beyond 2001 will not be fully identified until the City completes the Storm Water Comprehensive Plan. The Derby Creek project is listed as a stand-alone project, but is linked to future decisions the City Council will make on the final scope of the SR202/145<sup>th</sup> Street Intersection Improvement Project.

## II. FINANCIAL INFORMATION

Capital projects are funded from many different sources of revenue. Some revenue sources such as the Utility and Admission tax are dedicated to specific projects. Other revenue sources such as the General Fund can be spent on a wide range of projects. There are seven capital improvement funds, which are separate accounts for the acquisition or development of capital facilities.

### Fund Summary

Revenue Source	Forecasted Funds 2000-2006
Real Estate Excise Tax	
REET I	\$2,417,000
REET II	\$2,779,000
Reserve Funds	
Capital Street	\$1,440,000
Surface Water Capital	\$1,173,000
General Fund Surplus	
Capital Construction	\$0
Civic Center Fund	\$464,000
Mitigation Fund (Transportation mitigation paid by developers)	\$1,234,000
Other Taxes:	
Utility	\$5,305,000
Admissions	\$1,196,000
Gas Tax	\$ 518,000
Grants Awarded to date	\$3,206,500
Cost Share with Other Jurisdictions ("Other Match")	\$2,804,000
<b>Total Net Revenue</b>	<b>\$22,536,500</b>

The City estimates a revenue stream over the next six-years of \$22 million dollars. The total cost to fund the thirty-seven projects evaluated for inclusion in the CIP is over \$85 million dollars. There is a \$63 million shortfall between identified project costs and estimated revenues.

In the past, the City would adopt a Capital Improvement Plan that would allocate the entire revenue stream and fund balance over the six-year period to meet capital needs. This year the City Council approved a policy of setting two levels of minimum fund balances. The first level (Level I) would be available for unexpected needs of existing CIP projects such as grant matches, project contingencies, or opportunity purchases. The second level (Level II) would ensure that funds would be available for capital projects to address declared emergency situations such as flood damage to roads or facilities. These minimum balances are "one-time" set asides and are very close to one year's new revenue from the tax source.

**The tables shown below (pages 12-17) describe the revenue sources available to fund the Capital Improvement Plan, and the estimated stream of revenues and expenses for 2001-2006 six-year planning period.**

## **Real Estate Excise Tax**

The Capital Project and Special Capital Project funds will each receive revenue from a 1/4% real estate excise tax (REET). The Revised Code of Washington 82.46 authorizes a real estate excise tax levy of 1/4%. The Growth Management Act authorizes another 1/4% real estate excise tax to be used primarily for financing capital facilities specified in the City's capital facilities plan. Revenues from this tax must be used for financing capital facilities specified in the City's Capital Facilities Plan.

Woodinville has levied two 1/4% real estate excise taxes. Each 1/4% should yield \$250,000 in revenue annually. The revenue is allocated to the Capital Projects Fund and the Special Capital Projects Fund.

## **Capital Project Fund**

REET I (first 1/4% real estate excise tax revenue) funds may be used for the following:

1. The planning, acquisition, construction, reconstruction, repair, replacement, rehabilitation or improvement of: streets, roads, sidewalks, street and road lighting systems, and storm and sanitary sewer systems.

2. The planning, acquisition, construction, reconstruction, repair, rehabilitation, or improvement of parks and recreation facilities.
3. The planning, acquisition, construction, reconstruction, repair, replacement, rehabilitation, or improvement of: law enforcement facilities, fire protection facilities, trails, libraries, and administrative and judicial facilities.

**REET I Funds (all amounts are x 1,000)**

	2000	2001	2002	2003	2004	2005	2006
<b>Beginning Balance</b>	1,270	680	217	214	267	495	264
Revenue (+)	270	284	298	313	328	345	362
transfer (+)	265						
Expense (-)	(725)	(747)	(300)	(260)	(100)	(576)	(300)
Level I/Level II set aside	(400)						
<b>Ending Balance</b>	<b>680</b>	<b>217</b>	<b>214</b>	<b>267</b>	<b>495</b>	<b>264</b>	<b>326</b>

**Special Capital Project Fund**

REET II (second 1/4% real estate excise tax revenue) funds may be used for the following:

1. The planning, acquisition, construction, reconstruction, repair, replacement, rehabilitation or improvement of: streets, roads, sidewalks, street and road lighting systems, and storm and sanitary sewer systems.
2. The planning, construction, reconstruction, repair, rehabilitation, or improvement of parks and recreation facilities.

**REET II Funds (all amounts are x 1,000)**

	2000	2001	2002	2003	2004	2005	2006
<b>Beginning Balance</b>	1,412	952	119	416	729	1,057	992
Revenue (+)	270	284	298	313	328	345	362
Expense (-)	(330)	(1,117)	-	-	-	(410)	(1,207)
Level I/Level II Set Aside	(400)						
<b>Ending Balance</b>	<b>952</b>	<b>119</b>	<b>416</b>	<b>729</b>	<b>1,057</b>	<b>992</b>	<b>146</b>

## Reserve Funds

The Capital Street Reserve Fund was established with surplus monies from the General Fund for the planning, acquisition, construction, reconstruction, repair, rehabilitation, or improvement of streets, roads, sidewalks, and lighting systems.

The Surface Water Reserve Fund was established with surplus monies from the Surface Water Management Fund for the planning, acquisition, construction, reconstruction, repair, rehabilitation, or improvement of surface water or stormwater facilities.

Capital Street Reserve and Surface Water Capital Reserve Funds do not have a dedicated funding source and require transfers from other sources for new revenues.

### Capital Street Reserve Funds (all amounts are x 1,000)

	2000	2001	2002	2003	2004	2005	2006
<b>Beginning Balance</b>	4,062	3,117	1,308	1,246	1,084	1,022	660
Revenue (+)							
Expense (-)	(445)	(1,809)	(62)	(162)	(62)	(362)	(530)
<i>Level I/Level II Set Aside</i>	(500)						
<b>Ending Balance</b>	<b>3,117</b>	<b>1,308</b>	<b>1,246</b>	<b>1,084</b>	<b>1,022</b>	<b>660</b>	<b>130</b>

### Surface Water Capital Reserve Funds (all amounts are x 1,000)

	2000	2001	2002	2003	2004	2005	2006
<b>Beginning Balance</b>	1,847	1,332	949	924	899	874	821
Revenue (+)							
transfer (+)							
Expense (-)	(15)	(383)	(25)	(25)	(25)	(53)	(801)
<i>Level I/Level II Set Aside</i>	(500)						
<b>Ending Balance</b>	<b>1,332</b>	<b>949</b>	<b>924</b>	<b>899</b>	<b>874</b>	<b>821</b>	<b>20</b>

## General Fund Surplus

There are two funds that were created for specific capital projects and are funded from surplus revenues out of the General Fund. Surplus moneys are available when operating revenues exceed operating expenses.

### City Hall Construction

The City Hall Construction Fund was established to pay for the costs of constructing the new City Hall. The beginning balance of \$585,000 in the City Hall Construction Fund is from money transferred from the General Fund in 1999. The revenue is a result of councilmatic bonds issued by the City in the second quarter of 2000.

#### City Hall Construction Funds (all amounts are x 1,000)

	2000	2001	2002	2003	2004	2005	2006
<b>Beginning Balance</b>	585	2,000	-	-	-	-	-
Revenue (+)	4,999	-	-	-	-	-	-
Expense (-)	3,584	2,000	-	-	-	-	-
<b>Ending Balance</b>	<b>2,000</b>	<b>0</b>	-	-	-	-	-

### Civic Center Fund

The Civic Center Fund was established to set aside money for the operating costs associated with the purchase and maintenance of the Sorenson school site. The beginning balance revenue was from a General Fund transfer.

#### Civic Center Funds (all amounts are x 1,000)

	2000	2001	2002	2003	2004	2005	2006
<b>Beginning Balance</b>	455	464	464	464	464	464	464
Operating transfer	4,999	-	-	-	-	-	-
Expense (-)	(4990)	-	-	-	-	-	-
<b>Ending Balance</b>	<b>464</b>						

## Mitigation

### Transportation Mitigation

The City collects an assessment, through the SEPA environmental review process, from developers based on the impact the development will have on roadways surrounding the project. We estimate approximately \$100,000 annually will accrue to this account.

#### Transportation Mitigation Fee Funds (all amounts are x 1,000)

	2000	2001	2002	2003	2004	2005	2005
<b>Beginning Balance</b>	534	514	425	525	425	525	625
Revenue (+)	100	100	100	100	100	100	100
Expense (-)	(120)	(189)	-	(200)	-	-	(118)
<b>Ending Balance</b>	<b>514</b>	<b>425</b>	<b>525</b>	<b>425</b>	<b>525</b>	<b>625</b>	<b>607</b>

## Taxes

### Utility Tax

The Utility tax was established to set aside money for improvements at the intersection of 131st Ave NE and NE 177th PI, as well as the necessary improvements, including right-of-way acquisition, of NE 177th PI from 131st Ave NE to 140th Ave NE. The forecast allows for a 3% increase each year.

#### Utility Tax Funds (all amounts are x 1,000)

	2000	2001	2002	2003	2004	2005	2006
<b>Beginning Balance</b>	723	873	226	282	395	535	614
Revenue (+)	650	683	717	752	790	830	871
Expense (-)	(100)	(1,330)	(660)	(640)	(650)	(750)	(950)
<i>Level I/Level II Set Aside</i>	(400)						
<b>Ending Balance</b>	<b>873</b>	<b>226</b>	<b>282</b>	<b>395</b>	<b>535</b>	<b>614</b>	<b>535</b>

### Admissions Tax

The admissions tax was established to set aside money for parks capital projects. The tax is 5% of ticket price for admission to movie theaters, museums, dance halls, auditoriums etc. Schools, churches, governments and nonprofit organizations are exempt. The estimated revenue from this tax is \$200,000 for 2000 with a 3% increase for each year.

2001-2006 Capital Improvement Plan

**Admissions Tax Funds (all amounts are x 1,000)**

	2000	2001	2002	2003	2004	2005	2006
<b>Beginning Balance</b>	221	171	39	2	92	(2)	(2)
Revenue (+)	210	216	223	229	236	243	251
Expenses (-)	(212)	(146)	(260)	(140)	(330)	(243)	(192)
Level I/Level II Set Aside	(48)	(202)					
<b>Ending Balance</b>	<b>171</b>	<b>39</b>	<b>2</b>	<b>92</b>	<b>(2)</b>	<b>(2)</b>	<b>57</b>

**Gas Tax**

Cities and counties receive 11.53% and 22.78%, respectively, of the motor vehicle fuel tax receipts. Revenues must be spent for highway purposes including the construction, maintenance, and operation of city streets, county roads, and state highways.

**Gas Tax Funds (all amounts are x 1,000)**

	2000	2001	2002	2003	2004	2005	2006
<b>Beginning Balance</b>	74	74	148	222	296	370	444
Revenue (+)		74	74	74	74	74	74
Expenses (-)	-	-	-	-	-	-	-
<b>Ending Balance</b>	<b>74</b>	<b>148</b>	<b>222</b>	<b>296</b>	<b>370</b>	<b>444</b>	<b>518</b>

**Grants**

Each year the City applies for funding from available grants. There are several categories of grants:

**Transportation Efficiency Act – TEA21**

ISTEA is the federal transportation law that contains federal statutes on planning and funding for transportation projects.

**Surface Transportation Program - STP**

One of several federal funding sources created by ISTEA to finance transportation projects. STP funds are the most “flexible” funding source since they may be used on transit projects, bicycle and pedestrian, safety, traffic monitoring and management, planning, and the development of management systems, as well as more traditional road or bridge projects. A local match of 13.5 percent is required. For pedestrian and bike facilities a 20 percent local match is required.

### Transportation Improvement Account - TIA

The Transportation Improvement Board manages TIA grants. The purpose of the TIA is to fund transportation projects throughout the state for counties, and cities. Projects must give consideration to rapid mass transit and rail. Projects must be necessitated by existing or foreseeable congestion due to economic development or growth.

### Urban Arterial Trust Account Program - UATA

The Transportation Improvement Board manages UATA grants. The purpose of the UATA Program is to provide financial assistance to local agencies to improve the state's arterial street system by increasing capacity, reducing accident rates, correcting structural deficiencies, and providing adequate widths. The UATA receives eight percent of the gas tax revenue. Funded projects must be listed in the City's six-year Capital Improvement Plan.

#### Summary of Grant Funding (all amounts are x 1,000)

Project Description	Grant	City Match	Other Match	Total	Source	Phase
SR202/145 <sup>th</sup>	99	928	1,833	2,860	STP(U)	Planning
SR202/127	214	1,017	1,078	2,309	TIB/TIA	ROW
Stream Corridor Planting Project	10	15	0	25	Samm Forum	Construct
Habitat Enhancement	35	83	48	166	Samm Forum	Construct
Acquisition of Corridor Parcels	55	175	0	230	Samm Forum	Acquisition
<b>Total</b>	<b>413</b>	<b>2,218</b>	<b>2,959</b>	<b>5,590</b>		

### City Match

These are funds the City will need to provide to "match" the grant. Typically, the City can use a variety of revenue sources including general fund, REET, reserves, developer mitigation, intergovernmental revenue, donations or other awarded grants. However, some grants restrict the amount or types of outside revenue sources the City can use, or there are no other revenue sources except for City funds.

### Other Match

These are outside revenue sources used by the City "match" awarded grants. These sources of revenue do not affect the City's operating budget.

### Intergovernmental

Intergovernmental revenue includes money distributed from the state to cities on a per capita basis, and money from other governmental agencies such as the City of Bothell, WSDOT, and Metro.

### Developer Contributions

Infrastructure built by developers such as roads, signals, or sidewalks can be used by the City to "match" awarded grants. The roads and signals, installed as part of the TRF project, are being used to match the SR202/SR522 Interchange Improvement grant.

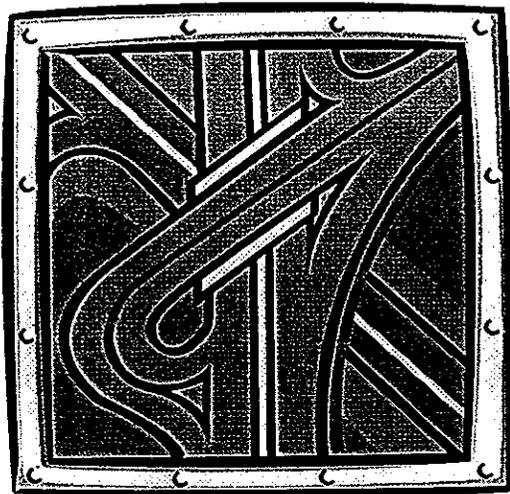
### III. PROJECTS

#### Introduction

On the pages following this introduction are the individual project detail sheets of the nineteen projects for the 2001-2006 Capital Improvement Plan. These projects reflect the community's vision to balance neighborhoods, parks and recreation, tourism, and economic development. The projects focus on improving safety and capacity at key intersections; improving pedestrian safety; implementing the early action strategy for recovering Chinook salmon; and ensuring that a land supply will be available for the future recreation needs of the City.

Project Number	Project Name
<b>Transportation Projects</b>	
I-6	SR202/127 <sup>th</sup> Place
RM-16	177 <sup>th</sup> Place (Little Bear Creek Parkway)
RM-18	SR202/SR522 Interchange Improvements
I-8	SR202/145 <sup>th</sup> Ave NE (Hollywood)
I-16	131 <sup>st</sup> /177 <sup>th</sup> Intersection
RM-15	SR522/195 <sup>th</sup> Street
GR-16	133 <sup>rd</sup> Ave NE (172 <sup>nd</sup> -175 <sup>th</sup> ) Phase II
PED-1	Pedestrian Crossing
I-14	131 <sup>st</sup> /175 <sup>th</sup> Right turn pocket
I-4	Woodinville-Snohomish Rd/200 <sup>th</sup> St – Traffic Signal Improvement
I-13	175 <sup>th</sup> /140 <sup>th</sup> Intersection Restoration
I-10,11/RO-17	124 <sup>th</sup> Avenue NE – Left turn pockets
<b>Surface Water Projects</b>	
SWM-8	Acquisition of corridor parcels
SWM-9	Habitat Enhancements
SWM-1	Derby Creek (Tributary 090)
SWM-3	Stream Corridor Planting Project
<b>Parks Projects</b>	
PK-3	Little Bear Creek Linear Park
PK-7	Rail Corridor Trail
PK-18	Skate Park
PK-17	Non-Motorized Boat Launch
PK-5	Large Open Space Acquisition
PK-9	Pedestrian Bridge
PK-4	Woodinview Park

# Transportation Projects



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2001-2006 Capital Improvement Plan



## 2001-2006 CAPITAL IMPROVEMENT PLAN PROJECT DETAIL

**Project Name:** SR 202/127<sup>th</sup> Place Intersection Improvement (Hooterville)

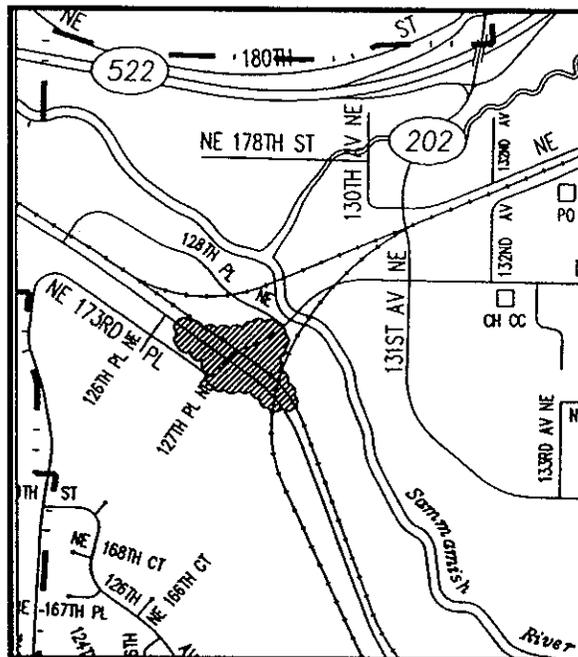
**Project Number:** I-6

**Project Description:** Intersection improvements to address congestion, safety, and grade conditions. The project will include additional vehicle lanes, a traffic signal, railroad improvements, street lighting, pedestrian and bike improvements, and signage. This is a northwest gateway area

**Justification:** This intersection meets at least two warrants for the installation of a traffic signal. The signal is expected to relieve congestion during peak hours and the regarding will solve the problem for semi-trucks getting high centered in the intersection.

**Status:** Design study completed in 2000. Working with RR & Spirit of Washington to obtain RR ROW. Need to secure construction dollars.

**Council Priority:** In 1999, Council awarded Pertee Engineering the design study contract. The study is completed. Design in 2001.



### Financial Information (dollars shown in thousands)

EXPENDITURES	2000	2001	2002-2006	Total '00-'06
Engineering Study	210	0	0	210
Design	0	300	0	300
Construction	0	200	1100	1300
Property Acquisition	0	499	0	499
<b>Total Expenditure</b>	<b>\$210</b>	<b>\$999</b>	<b>\$1,100</b>	<b>\$2,309</b>

REVENUES	2000	2001	2002-2006	Total '00-'06
Capital Street Reserves	210	701	0	911
Surface Water	0	0	22	22
Mitigation	0	84	0	84
Grants	0	214	1078	1292
<b>Total Revenues</b>	<b>\$210</b>	<b>\$999</b>	<b>\$1,100</b>	<b>\$2,309</b>



## 2001-2006 CAPITAL IMPROVEMENT PLAN PROJECT DETAIL

**Project Name:** NE 177<sup>th</sup> Place (133<sup>rd</sup> – WS Road) Phase I

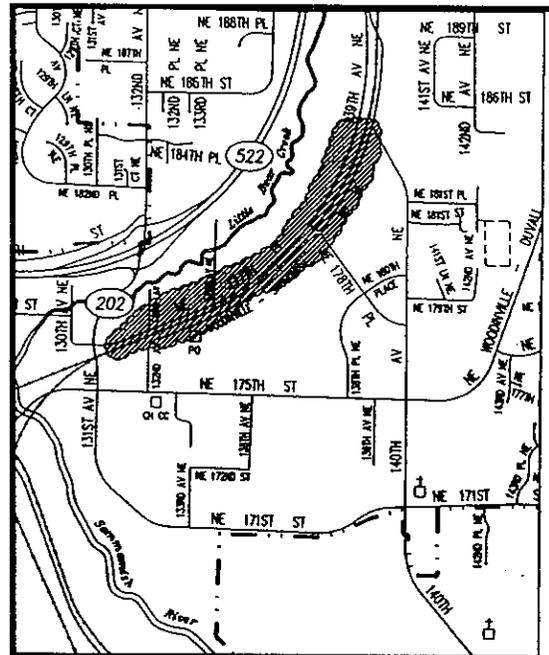
**Project Number:** RM-16

**Project Description:** The project is a widening of an existing two lane road to a three lane arterial standard with bike lanes and sidewalks along the northern side of the road. Other improvements will include curb, gutter, storm drainage, street lighting, landscaping, possible connection into a multi-trail system with Snohomish and King County, a possible signal at 178<sup>th</sup>, fish habitat mitigation/enhancements. Other alternatives under consideration are trailhead with interpretive facilities and parking.

**Justification:** Expected to improve traffic flow to and from TRF and CBD area. Improvements will provide an alternate by-pass through the commercial area with quicker access to SR 522/SR 202 interchange.

**Status:** Mapping has been completed.

**Council Priority:** Council has authorized utility tax to fund this project and has been a number one tier for the past two years.



### Financial Information (dollars shown in thousands)

EXPENDITURES	2000	2001	2002-2003	Total '00-'03
Engineering Study	0	250	0	250
Design	0	250	250	500
Construction	0	0	1800	1800
Property Acquisition	0	0	1440	1440
<b>Total Expenditure</b>	<b>\$0</b>	<b>\$500</b>	<b>\$3,490</b>	<b>\$3,990</b>

REVENUES	2000	2001	2002-2003	Total '00-'03
Utility Tax	0	500	3490	3990
Capital Street Reserves	0	0	0	0
Grants	0	0	0	0
Other	0	0	0	0
<b>Total Revenues</b>	<b>\$0</b>	<b>\$500</b>	<b>\$3,490</b>	<b>\$3,990</b>



## 2001-2006 CAPITAL IMPROVEMENT PLAN PROJECT DETAIL

**Project Name:** SR202/SR 522 Interchange Improvement (Phase I)

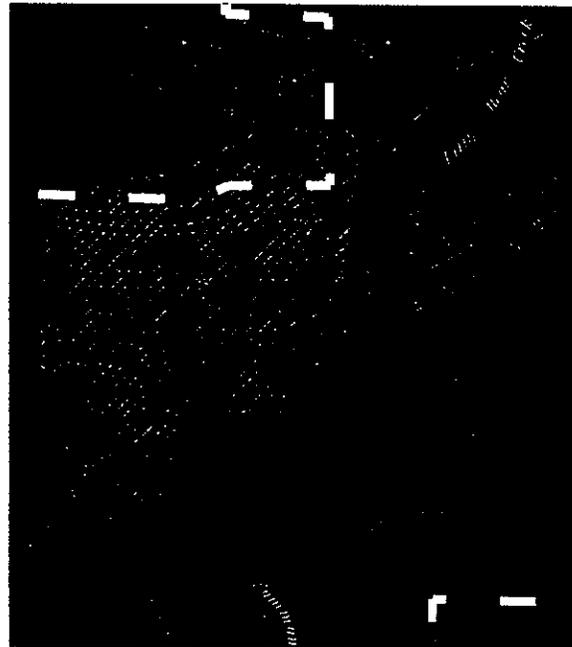
**Project Number:** RM-18

**Project Description:** This project is to improvement the access to and from the SR 522/SR 202 interchange to relieve traffic congestion in the CBD. The improvement could include the reconstruction of the interchange or possible over-crossing and realignment of SR 202. The project needs to be coordinated with Bothell, WSDOT, King and Snohomish County. This phase is to perform the study, construction possible interim measures, and determine long-range alternatives.

**Justification:** The configuration of SR202 is causing congestion impacts to the interchange and the CBD area. Alternatives to potential divert the traffic from the CBD is expected to relieve the congestion of CBD and improvement the operation of the interchange.

**Status:** The City Council has directed staff to study this project on a regional scale with coordination with WSDOT, Bothell, and the counties to determine an approach to this project on how to be determine the alternatives that serve as a regional solution.

**Council Priority:** Some TIB grant and mitigation funds have been secured. The project has also been identified as a first tier CIP for the past 4 years.



**Financial Information (dollars shown in thousands)**

EXPENDITURES	2000	2001	2002-2006	Total '00-'06
Engineering Study	50	312	0	362
Design	0	0	1800	1800
Construction	0	0	18000	18000
Property Acquisition	0	0	4000	4000
<b>Total Expenditure</b>	<b>\$50</b>	<b>\$312</b>	<b>\$23,800</b>	<b>\$24,162</b>

REET 1	50	312	276	638
REET 2	0	0	1407	1407
Capital Street Reserves	0	0	200	200
Surface Water	0	0	177	177
Other			21740	21740
<b>Total Revenues</b>	<b>\$50</b>	<b>\$312</b>	<b>\$23,800</b>	<b>\$24,162</b>



## 2001-2006 CAPITAL IMPROVEMENT PLAN PROJECT DETAIL

**Project Name:** SR 202/145<sup>th</sup> Avenue NE Intersection Improvement (Hollywood)

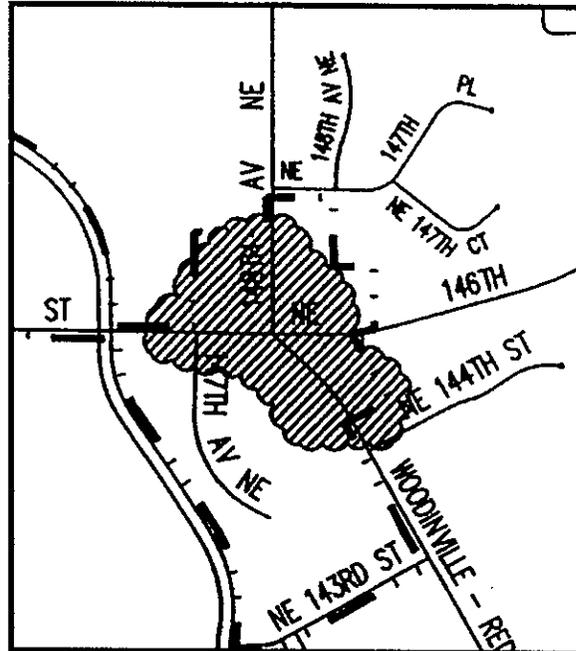
**Project Number:** I-8

**Project Description:** Intersection improvements to address congestion and safety. The project will include additional vehicle lanes, pedestrian and bike improvements, signal or possible roundabout traffic control device upgrade, street lighting, and signage. This is the south gateway entrance to the City located in the Tourist District and a connection into the Sammamish River trail system.

**Justification:** Project is expected to improve the level of service, currently F, through the year 2020 and to enhance the City's most southern entrance gateway.

**Status:** The project is currently under design study for a Round about. Final design expected in 2001. Need to secure funding.

**Council Priority:** Number one CIP in last two years. In late 1999/early 2000 Council reviews alternatives.



### Financial Information (dollars shown in thousands)

EXPENDITURES	2000	2001	2002-2006	Total '00-'06
Engineering Study	200	0	0	200
Design	0	289	0	289
Construction	0	0	\$1,571	1571
Property Acquisition	0	200	600	800
<b>Total Expenditure</b>	<b>\$200</b>	<b>\$489</b>	<b>\$2,171</b>	<b>\$2,860</b>

REVENUES	2000	2001	2002-2006	Total '00-'06
REET 2	200	97	210	507
Capital Street Reserves	0	293	100	393
Surface Water	0	0	28	28
Grants	0	99	1833	1932
<b>Total Revenues</b>	<b>\$200</b>	<b>\$489</b>	<b>\$2,171</b>	<b>\$2,860</b>



## 2001-2006 CAPITAL IMPROVEMENT PLAN PROJECT DETAIL

**Project Name:** 131<sup>st</sup> Avenue NE (SR 202) /NE 177<sup>th</sup> Place Intersection Improvement

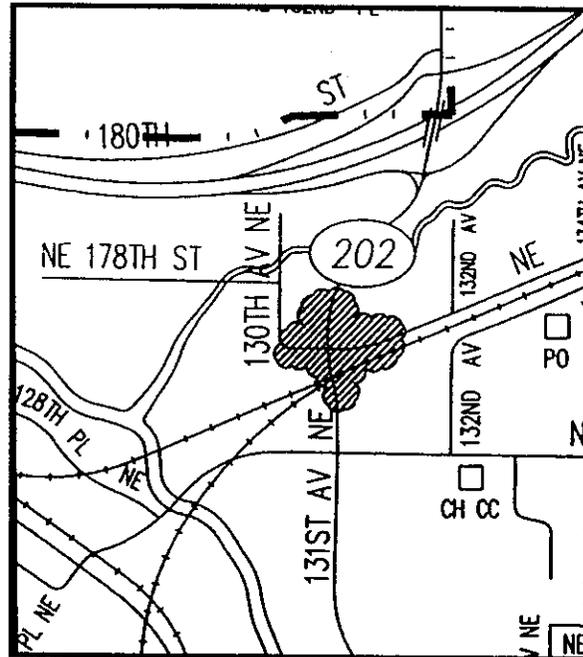
**Project Number:** I-16

**Project Description:** Add a additional left turn lanes to improvement circulation and reduce congestion. This project will focus on increasing capacity on 177<sup>th</sup>. Improvements will include widening, pedestrian improvements, channelization, street lighting, and Gateway treatment.

**Justification:** 177<sup>th</sup> has a dedicated fund for improvement and this intersection improvement will maximize the capacity to relieve congestion on SR 202 by providing an alternate north access for the CBD.

**Status:** Preliminary design concept has been completed. Some funding has been secured from developers.

**Council Priority:** Council had authorized a utility tax to fund this project, along with Developer mitigation. This was a first tier project for the past 3 years.



**Financial Information (dollars shown in thousands)**

EXPENDITURES	2000	2001	2002-2006	Total '00-'06
Engineering Study	0	0	0	0
Design	100	200	20	320
Construction	0	500	840	1340
Property Acquisition	0	200	400	600
<b>Total Expenditure</b>	<b>\$100</b>	<b>\$900</b>	<b>\$1,260</b>	<b>\$2,260</b>

REVENUES	2000	2001	2002-2006	Total '00-'06
Utility Tax	100	830	160	1090
Grants	0	0	1100	1100
Mitigation	0	70	0	70
Other	0	0	0	0
<b>Total Revenues</b>	<b>\$100</b>	<b>\$900</b>	<b>\$1,260</b>	<b>\$2,260</b>



## 2001-2006 CAPITAL IMPROVEMENT PLAN PROJECT DETAIL

**Project Name:** SR 522/195<sup>th</sup> Interchange Full Diamond Improvement

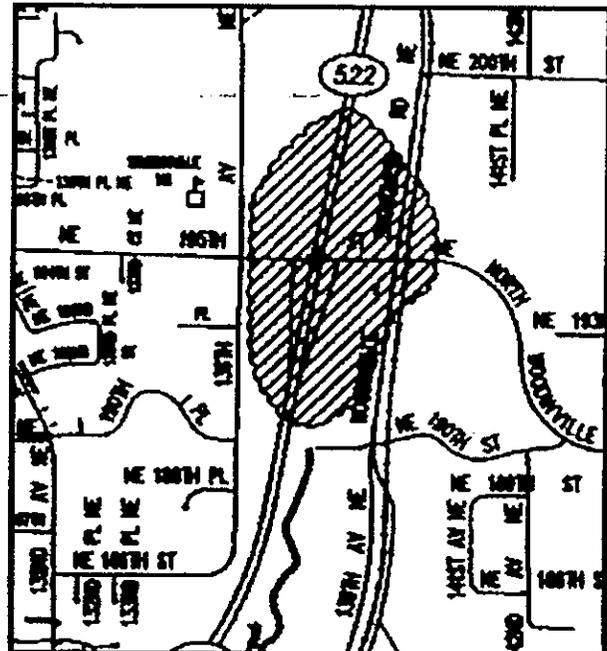
**Project Number:** RM 15

**Project Description:** Construct north on & off ramps to completed a full diamond interchange, provide a transit "freeway flyer" stop, install signals at the ramps, and duel left turn lanes from 195<sup>th</sup> onto SR 522 west bound. Water quality improvement and enhancements will be included.

**Justification:** The Wood-Duvall road is a major contributor to the City's congestion problems. By providing this interchange, it will provide a level of relief on other roads and also assist transit services with a faster access to their users.

**Status:** Transportation Plan is exploring the effects and benefits of this project.

**Council Priority:** None



**Financial Information (dollars shown in thousands)**

EXPENDITURES	2000	2001	2002-2006	Total '00-'06
Engineering Study	0	0	0	0
Design	0	0	500	500
Construction	0	0	2200	2200
Property Acquisition	0	0	1000	1000
<b>Total Expenditure</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,700</b>	<b>\$3,700</b>

REVENUES	2000	2001	2002-2006	Total '00-'06
Surface Water	0	0	37	37
Capital Street Reserves	0	0	570	570
Mitigation	0	0	318	318
Other	0	0	2775	2775
<b>Total Revenues</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,700</b>	<b>\$3,700</b>



## 2001-2006 CAPITAL IMPROVEMENT PLAN PROJECT DETAIL

**Project Name:** 133<sup>rd</sup> Avenue NE (171<sup>st</sup> to 172<sup>th</sup>) Phase I Grid Road

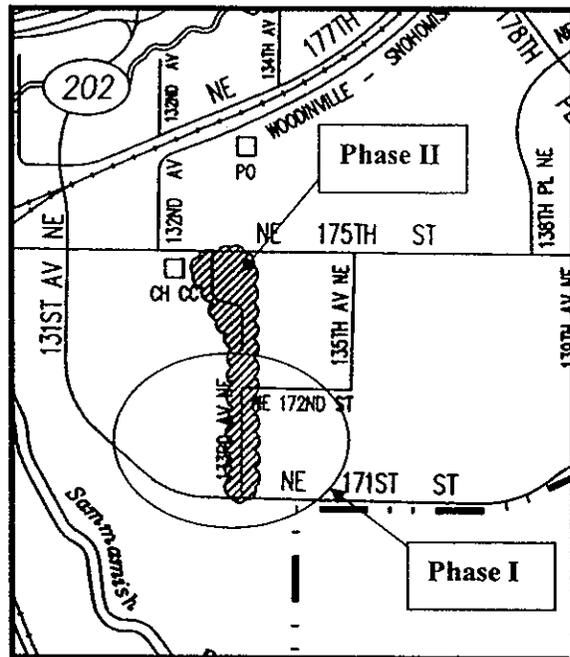
**Project Number:** GR 16

**Project Description:** Construct the north section of 133<sup>rd</sup> Avenue NE from 171<sup>st</sup> Street to adjacent to the new City Hall site. The project will include widening of the southern section, between 171<sup>st</sup> to 172<sup>nd</sup>, to a 36 foot paved section, and the construction of a 24 foot wide, ½ street section, which will include sidewalk on the west side, street lighting and future bike lanes. The east ½ street will be constructed by adjacent future development. Future sidewalks on the east will be constructed by development.

**Justification:** This project is identified in the Comp Plan as a Grid Road connection and the City Council has made a formal direction to proceed with this connection road.

**Status:** Phase I preliminary design completed and acquisition of ROW near completion. Construction expected to be completed in 2000.

**Council Priority:** Council has directed to proceed with Phase I and has approved the alignment of Phase II.



**Financial Information (dollars shown in thousands)**

EXPENDITURES	2000	2001	2002-2006	Total '00-'06
Engineering Study	16	0	0	16
Design	602	0	0	602
Construction	0	0	0	0
Property Acquisition	0	0	0	0
<b>Total Expenditure</b>	<b>\$618</b>	<b>\$0</b>	<b>\$0</b>	<b>\$618</b>

REVENUES	2000	2001	2002-2006	Total '00-'06
REET 2	0	0	0	0
Capital Street Reserves	0	0	0	0
Grants	0	0	0	0
Other	0	0	0	0
<b>Total Revenues</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>



## 2001-2006 CAPITAL IMPROVEMENT PLAN PROJECT DETAIL

**Project Name:** City wide Pedestrian Crossing Program

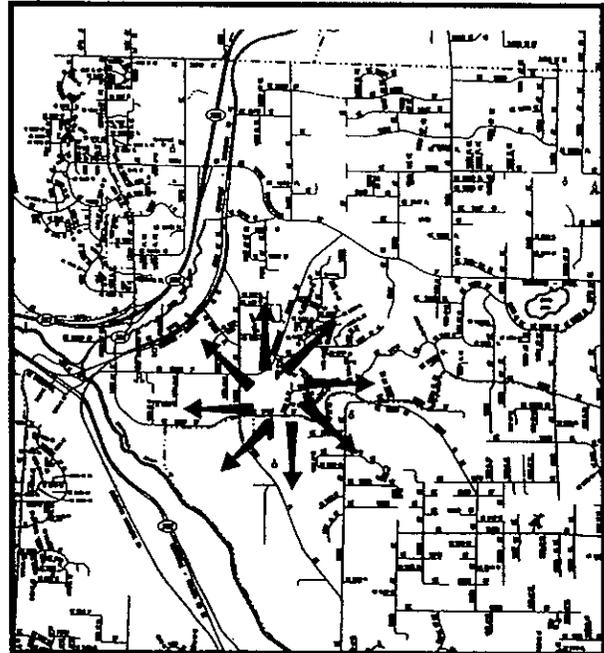
**Project Number:** PED 1

**Project Description:** This is an annual program to install pedestrian crossing enhancement at key pedestrian traffic areas or high safety concern areas throughout the City. Improvement could include signage, lighting, signal, warning systems, and pavement markings.

**Justification:** Pedestrian safe community is an identified policy of the City Council. This program will address pedestrian concerns on an annual program.

**Status:** Initial safety study plan is planned to be prepared in 2000. Some implementation of crosswalk improvements are also planned in 2000.

**Council Priority:** This was a first tier project in 2000-2005 CIP



**Financial Information (dollars shown in thousands)**

EXPENDITURES	2000	2001	2002-2006	Total '00-'06
Engineering Study	10	5	25	40
Design	0	0	0	0
Construction	80	57	193	330
Property Acquisition	0	0	0	0
<b>Total Expenditure</b>	<b>\$90</b>	<b>\$62</b>	<b>\$218</b>	<b>\$370</b>

REVENUES	2000	2001	2002-2006	Total '00-'06
REET 2	0	0	0	0
Capital Street Reserves	90	62	308	460
Grants	0	0	0	0
Other	0	0	0	0
<b>Total Revenues</b>	<b>\$90</b>	<b>\$62</b>	<b>\$308</b>	<b>\$460</b>



## 2001-2006 CAPITAL IMPROVEMENT PLAN PROJECT DETAIL

**Project Name:** 175<sup>th</sup> Street/131<sup>st</sup> Right Turn Pocket

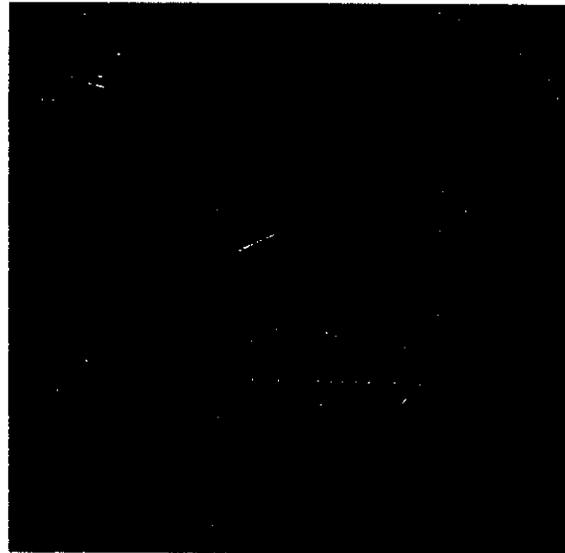
**Project Number:** I-14

**Project Description:** Extend the right turn pocket.

**Justification:** There is a high number of vehicle trips making westbound right turns at this intersection. The addition turn lane will allow higher capacity of the intersection to help relieve congestion.

**Status:** Staff working with Cemetery group to obtain needed right of way.

**Council Priority:** This project was requested as a CIP by the Council.



**Financial Information (dollars shown in thousands)**

EXPENDITURES	2000	2001	2002-2006	Total '00-'06
Engineering Study	0	0	0	0
Design	0	10	0	10
Construction	0	190	0	190
Property Acquisition	0	0	0	0
<b>Total Expenditure</b>	<b>\$0</b>	<b>\$200</b>	<b>\$0</b>	<b>\$200</b>

REVENUES	2000	2001	2002-2006	Total '00-'06
General Fund	0	165	0	165
Mitigation	0	35	0	35
Grants	0	0	0	0
Other	0	0	0	0
<b>Total Revenues</b>	<b>\$0</b>	<b>\$200</b>	<b>\$0</b>	<b>\$200</b>



## 2001-2006 CAPITAL IMPROVEMENT PLAN PROJECT DETAIL

**Project Name:** Woodville-Snohomish Road/200<sup>th</sup> Street Traffic Signal Improvement

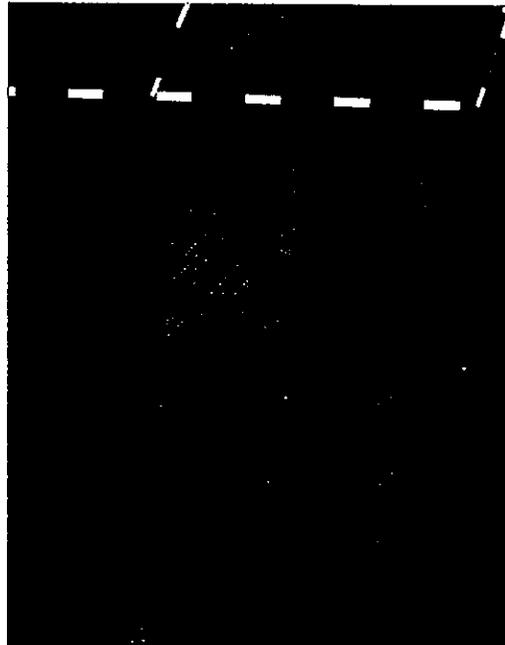
**Project Number:** I-4

**Project Description:** Install a new traffic signal with pedestrian crossing improvements.

**Justification:** This intersection was identified during the development of some of the commercial properties in the business park to the east. Mitigation was collected. There is a need for a signal for left turn protection.

**Status:** Construction bid award in October 2000. Pavement work schedule to be completed, weather pending, in winter 2000. Signal construction expected to be completed in first quarter of 2001.

**Council Priority:** This was a first tier project in 2000-2005 CIP



**Financial Information (dollars shown in thousands)**

EXPENDITURES	2000	2001	2002-2006	Total '00-'06
Engineering Study	0	0	0	0
Design	50	0	0	50
Construction	200	150	0	350
Property Acquisition	0	0	0	0
<b>Total Expenditure</b>	<b>\$250</b>	<b>\$150</b>	<b>\$0</b>	<b>\$400</b>

REVENUES	2000	2001	2002-2006	Total '00-'06
REET 1	0	150	0	150
REET 2	130	0	0	130
Mitigation	120	0	0	120
Other	0	0	0	0
<b>Total Revenues</b>	<b>\$250</b>	<b>\$150</b>	<b>\$0</b>	<b>\$400</b>



## 2001-2006 CAPITAL IMPROVEMENT PLAN PROJECT DETAIL

**Project Name:** 175<sup>th</sup>/140<sup>th</sup> Intersection Restoration

**Project Number:** I-13 (Phase II)

**Project Description:** Grind and repair failing pavement sections and resurface pavement.

**Justification:** The existing London Plane trees have rooted under the concrete curbing and pavement sections and have created damage. There is a concern to repair the surface and to maintain the existing tree canopy until new trees can be re-established.

**Status:** The project has been designed and the first phase, installation of root barriers and curb replacement, is expected to be completed by late 2000. The pavement work is planned to be performed with the completed of the final phase of the 2000 pavement overlay project.

**Council Priority:** This project was requested as a CIP by the Council.



### Financial Information (dollars shown in thousands)

EXPENDITURES	2000	2001	2002-2006	Total '00-'06
Engineering Study	0	0	0	0
Design	0	0	0	0
Construction	145	\$200	\$0	\$345
Property Acquisition	0	0	0	0
<b>Total Expenditure</b>	<b>\$145</b>	<b>\$200</b>	<b>\$0</b>	<b>\$345</b>

REVENUES	2000	2001	2002-2006	Total '00-'06
REET 2	0	0	0	0
Capital Street Reserves	145	200	0	345
Grants	0	0	0	0
Other	0	0	0	0
<b>Total Revenues</b>	<b>\$145</b>	<b>\$200</b>	<b>\$0</b>	<b>\$345</b>



## 2001-2006 CAPITAL IMPROVEMENT PLAN PROJECT DETAIL

**Project Name:** 124<sup>th</sup> Avenue NE Left Turn Pockets & Pedestrian Path

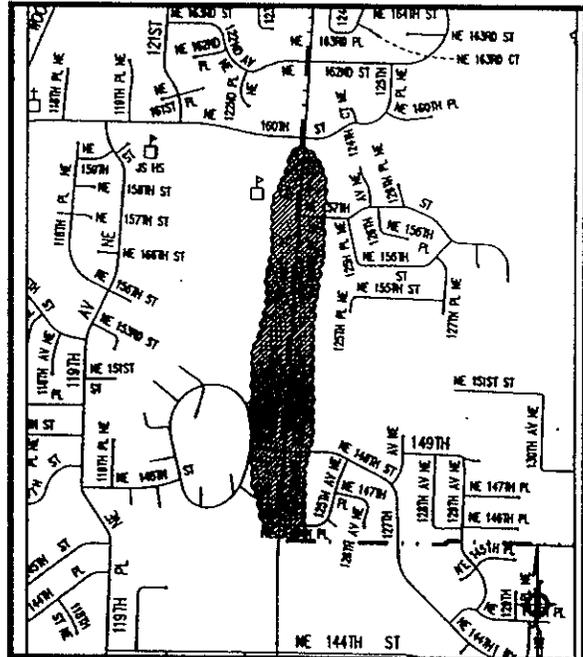
**Project Number:** I-10, 11/RO-17

**Project Description:** Widen at intersections, between 146<sup>th</sup> to 160<sup>th</sup>, to provide left turn lanes. Along the east side, a asphalt pedestrian path will be provided that will be shared in some sections with the bike lane due to limited ROW.

**Justification:** Improve vehicle turn movement and pedestrian safety along the east side of the street. King County has the adjacent sections of this project to the south listed in their 1999 Transportation Needs report.

**Status:** Preliminary design is complete and final design expected to be complete by March 2001.

**Council Priority:** This has been listed as a first tier projects in the last two CIPs.

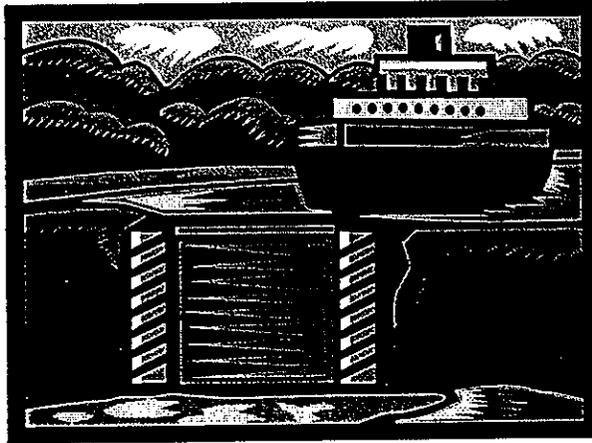


**Financial Information (dollars shown in thousands)**

EXPENDITURES	2000	2001	2002-2006	Total '00-'06
Engineering Study	0	0	0	0
Design	0	0	0	0
Construction	0	553	0	553
Property Acquisition	0	0	0	0
<b>Total Expenditure</b>	<b>\$0</b>	<b>\$553</b>	<b>\$0</b>	<b>\$553</b>

REVENUES	2000	2001	2002-2006	Total '00-'06
REET 2	0	0	0	0
Capital Street Reserves	0	553	0	553
Grants	0	0	0	0
Other	0	0	0	0
<b>Total Revenues</b>	<b>\$0</b>	<b>\$553</b>	<b>\$0</b>	<b>\$553</b>

# Surface Water Projects





## 2001-2006 CAPITAL IMPROVEMENT PLAN PROJECT DETAIL

**Project Name:** Acquisition of Stream Corridor Parcels

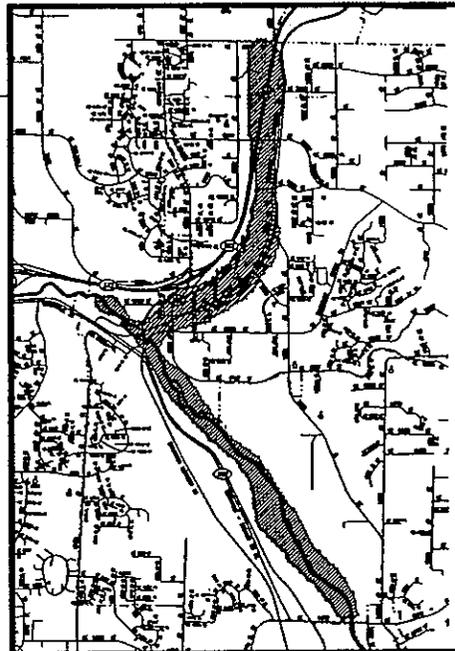
**Project Number:** SWM-8

**Project Description:** Acquisition of land or conservation easements in the Little Bear Creek Basin or Sammamish River shoreline.

**Justification:** Protects key parcels of land for fish and wildlife habitat along with restoration, which is necessary to allow the upstream habitat to function.

**Status:** Acquisition of parcels along Little Bear Creek is a first priority project for the Sammamish Watershed Forum.

**Council Priority:** First priority project in 2000-2005 CIP.



**Financial Information (dollars shown in thousands)**

EXPENDITURES	2000	2001	2002-2006	Total '00-'06
Engineering Study	0	0	0	0
Design	0	0	0	0
Construction	0	0	0	0
Property Acquisition	0	230	175	405
<b>Total Expenditure</b>	<b>\$0</b>	<b>\$230</b>	<b>\$175</b>	<b>\$405</b>

REVENUES	2000	2001	2002-2006	Total '00-'06
Surface Water	0	175	0	175
Grant	0	55	175	230
<b>Total Revenues</b>	<b>\$0</b>	<b>\$230</b>	<b>\$175</b>	<b>\$405</b>

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## 2001-2006 CAPITAL IMPROVEMENT PLAN PROJECT DETAIL

**Project Name:** Habitat Enhancements

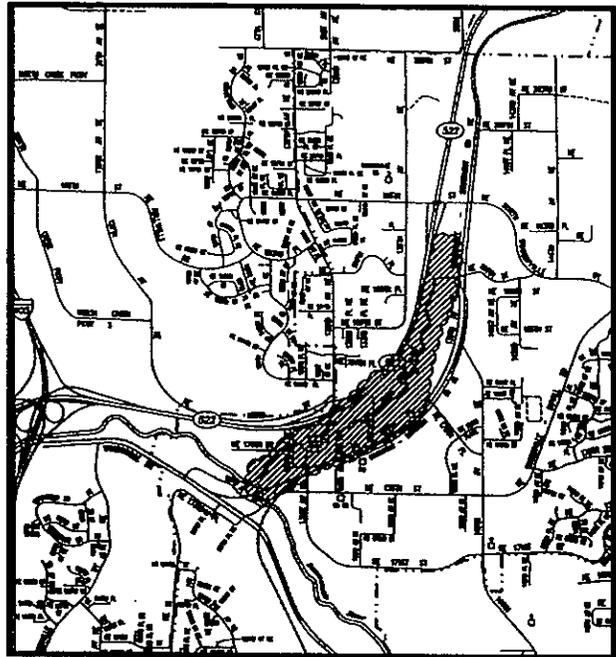
**Project Number:** SWM-9

**Project Description:** Habitat restoration along key stream corridors to enhance ecologically significant fish runs.

**Justification:** Meets the early criteria established by WRIA8 and the regional funding principles adopted by the Sammamish Watershed Forum.

**Status:** None.

**Council Priority:** First tier project in 2000-2005 CIP



**Financial Information (dollars shown in thousands)**

EXPENDITURES	2000	2001	2002-2006	Total '00-'06
Engineering Study	0	0	0	0
Design	0	16	0	16
Construction	0	150	0	150
Property Acquisition	0	0	0	0
<b>Total Expenditure</b>	<b>\$0</b>	<b>\$166</b>	<b>\$0</b>	<b>\$166</b>

Surface Water	0	83	0	83
Grants	0	35	0	35
Other	0	0	48	48
<b>Total Revenues</b>	<b>\$0</b>	<b>\$118</b>	<b>\$48</b>	<b>\$166</b>



## 2001-2006 CAPITAL IMPROVEMENT PLAN PROJECT DETAIL

**Project Name:** Tributary 90 Relocation (In conjunction with Hollywood Intersection)

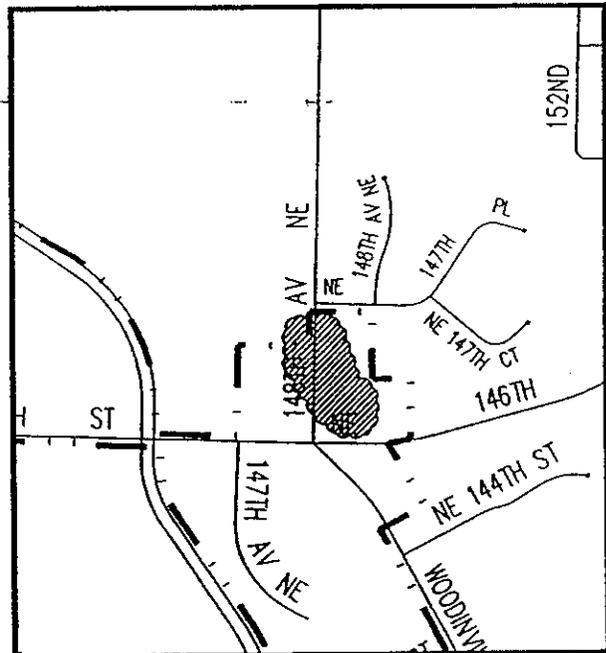
**Project Number:** SWM 1

**Project Description:** Relocation and enhance a section of Tributary 90 along the east side of 148<sup>th</sup> Avenue NE.

**Justification:** Project may be required as part of the Hollywood intersection improvement to allow lane widening. This can be constructed as a stand-alone project to enhance habitat and will meet "early action" criteria adopted by WRIA 8.

**Status:** This section of Tributary 90 is being studied in conjunction of the Hollywood Intersection improvement project.

**Council Priority:** In 1998, Entrance Engineers were awarded the contract and began the design study in 1999. The study is expected to be completed in 2000.



**Financial Information (dollars shown in thousands)**

EXPENDITURES	2000	2001	2002-2006	Total '00-'06
Engineering Study	0	0	30	30
Design	0	0	70	70
Construction	0	0	290	290
Property Acquisition	0	0	300	300
<b>Total Expenditure</b>	<b>\$0</b>	<b>\$0</b>	<b>\$690</b>	<b>\$690</b>

REVENUES	2000	2001	2002-2006	Total '00-'06
Surface Water Fund	0	0	345	345
Other	0	0	345	345
<b>Total Revenues</b>	<b>\$0</b>	<b>\$0</b>	<b>\$690</b>	<b>\$690</b>



## 2001-2006 CAPITAL IMPROVEMENT PLAN PROJECT DETAIL

**Project Name:** Stream Corridor Planting Projects

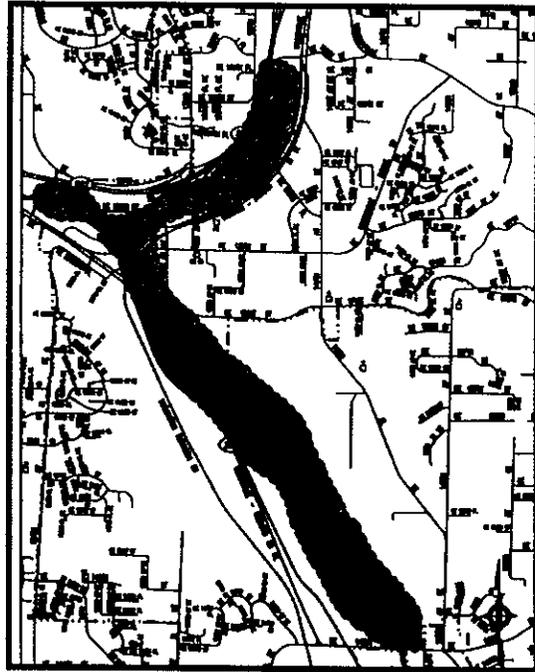
**Project Number:** SWM-3

**Project Description:** Support volunteer planning and regional efforts to enhance, and restore, stream corridors throughout the City.

**Justification:** The project will improve and restore habitat for fish and wildlife that will meet the early action criteria adopted by the WRIA 8. The project will also protect water quality in some erosion areas.

**Status:** The City has performed a number of volunteer efforts to plant along the Sammamish River near the Wilmot Park area. Efforts will extend along Little Bear and Woodin Creek in the next few years.

**Council Priority:** Supported in the Comp Plan and Salmon Task Force.



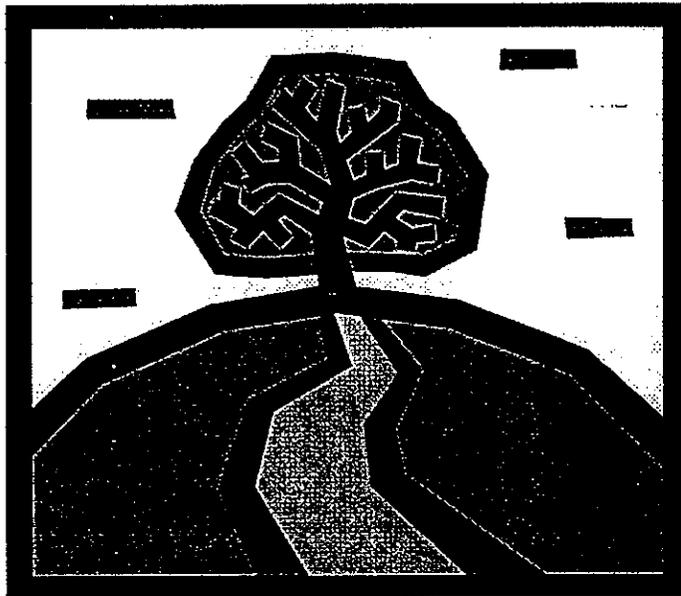
**Financial Information (dollars shown in thousands)**

EXPENDITURES	2000	2001	2002-2006	Total '00-'06
Engineering Study	0	0	0	0
Design	5	5	20	30
Construction	20	20	100	140
Property Acquisition	0	0	0	0
<b>Total Expenditure</b>	<b>\$25</b>	<b>\$25</b>	<b>\$120</b>	<b>\$170</b>

REVENUES	2000	2001	2002-2006	Total '00-'06
Surface Water	15	25	120	160
Grant	10	0	0	10
<b>Total Revenues</b>	<b>\$25</b>	<b>\$25</b>	<b>\$120</b>	<b>\$170</b>

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# Parks Projects





## stewardship2001-2006 CAPITAL IMPROVEMENT PLAN PROJECT DETAIL

**Project Name:** Little Bear Creek Lineal Park

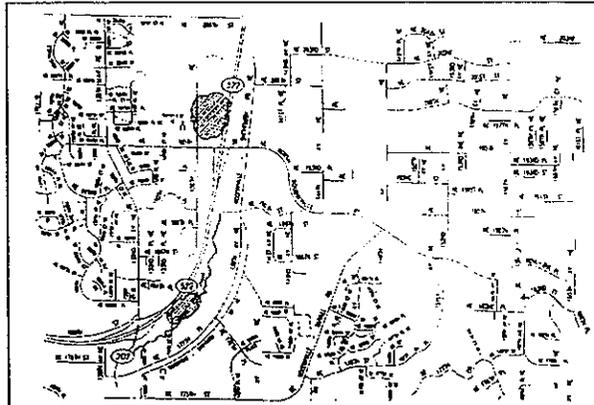
**Project Number:** PK-3

**Project Description:**

Purchase of two high quality parcels for purposes of providing trailheads, interpretive facilities, and habitat conservation and enhancement. These parcels will form the cornerstones of a community wide effort to protect the most valuable Chinook salmon habitat within Woodinville and will be the focus of stewardship, education, and interpretive efforts. Protection of high quality habitat will be the primary purpose as described in the Little Bear Creek Corridor Plan.

**Justification:**

Little Bear Creek Corridor Study identifies these parcels as containing the highest quality habitat within the urban area. They are vacant and can provide supporting upland areas for interpretation, education, and volunteer efforts per the PRO PLAN.



**Status:**

Negotiations with property owners have begun.

**Council Priority:**

PRO Plan Adoption.

**Financial Information (dollars shown in thousands)**

EXPENDITURES	2000	2001	2002-2006	Total '00-'06
Engineering Study	0	45	0	45
Design	0	0	0	0
Construction	0	0	0	0
Property Acquisition	305	0	540	845
<b>Total Expenditure</b>	<b>\$305</b>	<b>\$45</b>	<b>\$540</b>	<b>\$890</b>
REVENUES	2000	2001	2002-2006	Total '00-'06
REET1	175	25	200	400
Admissions Tax	75	20	340	435
Utility Tax	0	0	0	0
Grants	55	0	0	55
<b>Total Revenues</b>	<b>\$305</b>	<b>\$45</b>	<b>\$540</b>	<b>\$890</b>



## 2001-2006 CAPITAL IMPROVEMENT PLAN PROJECT DETAIL

**Project Name:** Skate Park

**Project Number:** PK-18

**Project Description:**

Acquire and/or develop land for purposes of meeting the needs of Woodinville youth for skating, skateboarding, BMX, and other related uses. May involve indoor or outdoor facilities and more than one type of facility to meet local and/or regional needs. Project may support regional projects with City funds where appropriate.

**Justification:** PRO Plan states that assuming a similar interest in Woodinville (as in other cities) a facility should be "...developed in the city or as a joint venture project with adjacent communities at a central location....".

**Status:** None.

**Council Priority:** PRO Plan.

**Financial Information (dollars shown in thousands)**

EXPENDITURES	2000	2001	2002-2006	Total '00-'06
Engineering Study	12	30	0	42
Design	0	0	0	0
Construction	0	0	0	0
Property Acquisition	0	76	0	76
<b>Total Expenditure</b>	<b>\$12</b>	<b>\$106</b>	<b>\$0</b>	<b>\$118</b>

REVENUES	2000	2001	2002-2006	Total '00-'06
REET1	0	0	0	0
Admissions Tax	12	106	0	118
Grants	0	0	0	0
Other	0	0	0	0
<b>Total Revenues</b>	<b>\$12</b>	<b>\$106</b>	<b>\$0</b>	<b>\$118</b>

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## 2001-2006 CAPITAL IMPROVEMENT PLAN PROJECT DETAIL

**Project Name:** Rail Corridor Trail (SLS&E)

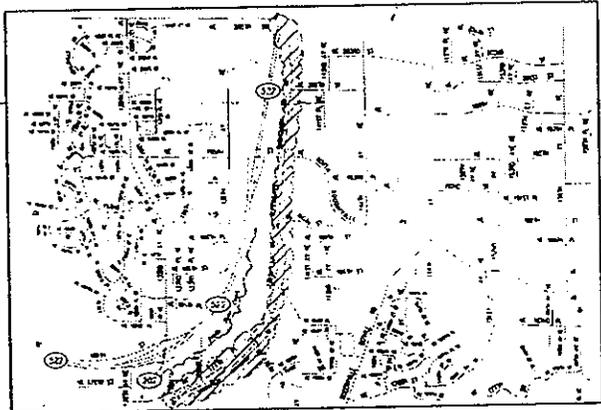
**Project Number:** PK-7

**Project Description:**

Uses railroad right-of-way through Central Business District to create multipurpose trail connections between the Sammamish River Trail and other trails in Snohomish County. To be designed in conjunction with 177<sup>th</sup> Street (Little Bear Creek Parkway).

**Justification:**

PRO Plan.  
Non-Motorized Transportation.  
Congestion Reduction.  
Trail Linkages



**Status:** None.

**Council Priority:** PRO Plan Adoption

**Financial Information (dollars shown in thousands)**

EXPENDITURES	2000	2001	2002-2006	Total '00-'06
Engineering Study	0	0	100	100
Design	0	0	0	0
Construction	0	0	500	500
Property Acquisition	0	0	0	0
<b>Total Expenditure</b>	<b>\$0</b>	<b>\$0</b>	<b>\$600</b>	<b>\$600</b>

REVENUES	2000	2001	2002-2006	Total '00-'06
REET1	0	0	0	0
Admissions Tax	0	0	600	600
Grants	0	0	0	0
Other	0	0	0	0
<b>Total Revenues</b>	<b>\$0</b>	<b>\$0</b>	<b>\$600</b>	<b>\$600</b>



## 2001-2006 CAPITAL IMPROVEMENT PLAN PROJECT DETAIL

**Project Name:** Non-Motorized Boat Launches

**Project Number:** PK-17

**Project Description:**

Provide or enhance non-motorized boating facilities along the Sammamish River that are appropriate for public access.

**Justification:**

Recreation Value.  
Supports tourist activity.  
Project may be coordinated with private development and with King County to provide support of existing recreation and enhancement of Tourist District.

**Status:** None

**Council Priority:** PRO Plan

**Financial Information (dollars shown in thousands)**

EXPENDITURES	2000	2001	2002-2006	Total '00-'06
Engineering Study	0	0	20	20
Design	0	0	0	0
Construction	0	0	0	0
Property Acquisition	0	0	0	0
<b>Total Expenditure</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20</b>	<b>\$20</b>

REVENUES	2000	2001	2002-2006	Total '00-'06
REET1	0	0	0	0
Admissions Tax	0	0	20	20
Grants	0	0	0	0
Other	0	0	0	0
<b>Total Revenues</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20</b>	<b>\$20</b>

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## 2001-2006 CAPITAL IMPROVEMENT PLAN PROJECT DETAIL

**Project Name:** Large Open Space Tract Purchases

**Project Number:** PK-5

**Project Description:**  
Options to acquire key open space parcels for wildlife/habitat conservancy.

**Justification:**  
Lack of open space.  
Development pressure.  
Levels of Service for habitat/resource land are significantly below NRPA standards.



**Status:** First Priority 1999-2004.

**Council Priority:** PRO Plan.

**Financial Information (dollars shown in thousands)**

EXPENDITURES	2000	2001	2002-2006	Total '00-'06
Engineering Study	20	0	0	20
Design	0	0	0	0
Construction	0	0	0	0
Property Acquisition	110	120	1360	1590
<b>Total Expenditure</b>	<b>\$130</b>	<b>\$120</b>	<b>\$1,360</b>	<b>\$1,610</b>

REVENUES	2000	2001	2002-2006	Total '00-'06
REET1	0	100	1060	1160
Surface Water	0	0	200	200
Admissions Tax	35	20	100	155
Capital Construction	95	0	0	95
<b>Total Revenues</b>	<b>\$130</b>	<b>\$120</b>	<b>\$1,360</b>	<b>\$1,610</b>



## 2001-2006 CAPITAL IMPROVEMENT PLAN PROJECT DETAIL

**Project Name:** Pedestrian Bridge

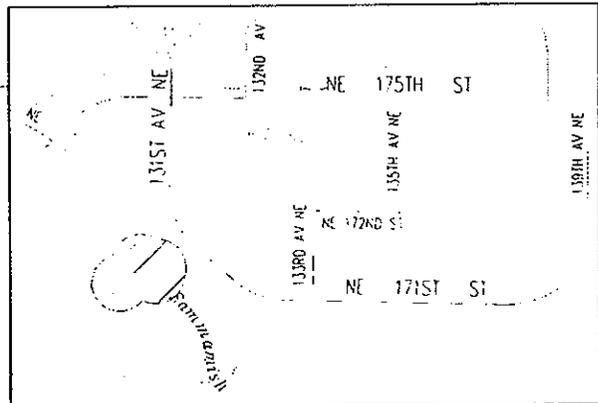
**Project Number:** PK-9

**Project Description**

Connects industrial area and soft trail on west side of Sammamish River with the Central Business District. Likely joint project with King County. Policy support includes PRO Plan, Comprehensive Plan, and Transportation Plan.

**Justification:**

Reduces congestion  
Promotes circulation  
Promotes tourism and supports businesses by connecting employees to Central Business District.



**Status:** None

**Council Priority:** PRO Plan

**Financial Information (dollars shown in thousands)**

EXPENDITURES	2000	2001	2002-2006	Total '00-'06
Engineering Study	0	0	0	0
Design	0	0	45	45
Construction	0	0	0	0
Property Acquisition	0	0	0	0
<b>Total Expenditure</b>	<b>\$0</b>	<b>\$0</b>	<b>\$45</b>	<b>\$45</b>
REVENUES	2000	2001	2002-2006	Total '00-'06
REET1	0	0	0	0
Admissions Tax	0	0	45	45
Grants	0	0	0	0
Other	0	0	0	0
<b>Total Revenues</b>	<b>\$0</b>	<b>\$0</b>	<b>\$45</b>	<b>\$45</b>



## 2001-2006 CAPITAL IMPROVEMENT PLAN PROJECT DETAIL

**Project Name:** Woodinview Park

**Project Number:** PK-4

**Project Description:**

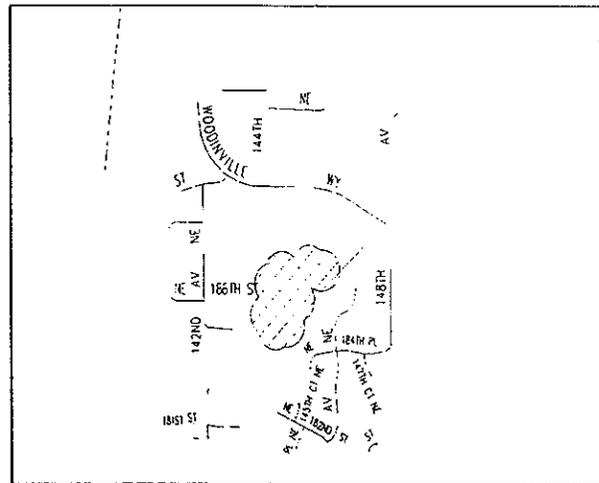
Acquisition/Development of park at ARCH Housing Site.

**Justification:**

70-130 kids will live in this new neighborhood. Opportunity to carve out rec space in new neighborhood in conjunction with 14-acre open space area.

**Status:**

In process. City committed to purchase of .5-acre park



**Council Priority:**

Council commitment to master plan.  
PRO Plan Adoption.

**Financial Information (dollars shown in thousands)**

EXPENDITURES	2000	2001	2002-2006	Total '00-'06
Engineering Study	0	0	0	0
Design	0	0	0	0
Construction	0	0	60	60
Property Acquisition	0	110	0	110
<b>Total Expenditure</b>	<b>\$0</b>	<b>\$110</b>	<b>\$60</b>	<b>\$170</b>

REVENUES	2000	2001	2002-2006	Total '00-'06
REET 1	0	110	0	110
Admissions Tax	0	0	60	60
Grants	0	0	0	0
Other	0	0	0	0
<b>Total Revenues</b>	<b>\$0</b>	<b>\$110</b>	<b>\$60</b>	<b>\$170</b>

# Appendix

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- Appendix A. Calendar of Key Events
- Appendix B. Evaluation Criteria
- Appendix C. 2001-2006 CIP Evaluation List
- Appendix D. Project Pace and Timing
- Appendix E. Public Outreach Program
- Appendix F. Citizen Comments

## 2000 CIP CALENDAR

Date	Meeting	Action	Lead
Monday, January 10 Monday, January 24  9:00 am – Room 25		<ul style="list-style-type: none"> <li>• Prepare a calendar of key events</li> <li>• Formulate procedures for citizen involvement</li> <li>• Review evaluation criteria</li> <li>• Identify future capital needs</li> <li>• Identify projects for capital program</li> <li>• Evaluate fund balances</li> </ul>	CIP team
Tuesday, January 11	Chamber Luncheon	Introduce CIP process to Chamber members, invite public to suggest new projects and comment on proposed projects	Deborah/Marie
Wednesday, January 19	Meet and Greet	Introduce CIP process to public at McLendon's. Invite public to suggest new projects and comment on proposed projects	Deborah/Mick/Pete C.Bogue
Monday, February 7	Study Session	Approve evaluation criteria and public outreach program	Council
Feb 1-Feb 29	TBA	Evaluate and Program Capital Projects	CIP team
Wednesday, March 1	none	Project descriptions/schedules approved by dept. heads/city manager  Preliminary CIP staff report due to CC for March 20, SS	Pete/Lane/Mick  Deborah
Monday, March 20	Study Session	Introduce preliminary CIP and Distribute preliminary CIP to B/C and community stakeholders	CIP team/ Deborah
Thursday, March 23	none	Complete ad design for Woodinville weekly  Complete press release  Post preliminary CIP information on web page (draft and open house)	Marie/Deborah
Monday, March 27	none	Proj descriptions and comment request in Woodinville weekly	Marie/Deborah
Monday, April 3	none	Press release in Woodinville weekly	Marie/Deborah

## 2000 CIP CALENDAR

Wednesday, April 5	Planning Commission	Introduce preliminary CIP and public outreach program	CIP team/ Deborah Planning Dept.
Monday, April 10	none	Comment request and Open House announcement in Woodinville weekly	Marie/Deborah
Friday, April 21	none	Closing date for citizen comments	
Tuesday, April 25	Mngt Team	Discuss results of citizen comments	Deborah
Monday, May 1	Study Session	Open House (3-7pm) Comprehensive Plan Amendment presented to Council	CIP team Planning Dept.
Wednesday, May 3	Planning Commission	Results of public comments and Open House presented to Planning Commission  Public Hearing  Request recommendation to Council	CIP team/ Deborah Planning Dept.
Monday, May 8	Council Meeting	Results of public comments and Open House presented to Council  Present recommendation from Planning Commission	CIP team/ Deborah
Monday, May 15	Study Session	Council Discussion of CIP	CIP team/ Deborah
Monday, May 22	Council Meeting	Informal Discussion of the CIP	CIP team/ Deborah
Monday, June 5	Study Session	Council Discussion of CIP	CIP team/ Deborah
Monday, June 12	Council Meeting	First Reading	CIP Team/ Deborah
Monday, June 26	Council Meeting	Second Reading	CIP Team/ Deborah
June 28		Press Release announcing adoption  Web page update	Deborah



**2001-2006 Capital Improvement Plan  
Project Pace and Timing**

Project Description	2000	2001	2002	2003	2004	2005	2006	2000-2006 Available Revenue	Unidentified non-city revenues	Total Project Cost
<b>Public Works</b>										
SR202/127th Pl	\$ 210	\$ 999			\$ -		\$ 22	\$ 1,231	\$ 1,078	\$ 2,309
Little Bear Creek Parkway (177th Place)		\$ 500	\$ 500		\$ 1,250	\$ 750	\$ 990	\$ 3,990	\$ -	\$ 3,990
SR202/SR522 Interchange Imp	\$ 50	\$ 312	\$ -			\$ 676	\$ 1,384	\$ 2,422	\$ 21,740	\$ 24,162
SR202/145th Ave NE	\$ 200	\$ 489				\$ 338		\$ 1,027	\$ 1,833	\$ 2,860
131st/177th Intersection	\$ 100	\$ 900	\$ 160	\$ -	\$ -			\$ 1,160	\$ 1,100	\$ 2,260
Grid Roads								\$ -		\$ -
Woodinville-Snohomish Rd (140th-205)								\$ -		\$ -
SR522/195th Street				\$ 300			\$ 625	\$ 925	\$ 2,775	\$ 3,700
133rd Ave NE (172nd-175th)		\$ 1,170						\$ 1,170		\$ 1,170
SR202 Corridor (127th-148th)								\$ -	\$ 4,127	\$ 4,127
Ped Crossing Program	\$ 90	62	62	\$ 62	\$ 62	\$ 62	\$ 60	\$ 460		\$ 460
175th Street/131st Ave Right turn pocket	\$ 200							\$ 200		\$ 200
Woodinville-Duvall Rd (156th-171st) NE								\$ -	\$ 7,120	\$ 7,120
143rd/132nd Intersection								\$ -	\$ 250	\$ 250
171st/131st Signal								\$ -	\$ 250	\$ 250
Woodinville-Duvall Rd (178th-190th)								\$ -	\$ 876	\$ 876
Grid Roads									\$ 17,054	\$ 17,054
CBD-smart signs									\$ 80	\$ 80
Wood-Sno Rd/140th-205th									\$ 4,030	\$ 4,030
<b>Surface Water</b>										
Acquisition of corridor parcels	\$ -	\$ 230						\$ 230	\$ 175	\$ 405
Habitat Enhancements		\$ 118						\$ 118	\$ 48	\$ 166
Derby Creek (Trib 090)							\$ 345	\$ 345	\$ 345	\$ 690
Stream Corridor Planting Proj	\$ 25	\$ 25	\$ 25	\$ 25	\$ 25	\$ 25	\$ 20	\$ 170		\$ 170
South by-pass								\$ -		\$ 28

**2001-2006 Capital Improvement Plan  
Project Pace and Timing**

<b>Parks</b>										
Project Description	2000	2001	2002	2003	2004	2005	2006	2000-2006 Available Revenues	unidentified non-city revenues	Total Project Cost
Rail Corridor Trail					\$ 230	\$ 243	\$ 127	\$ 600		\$ 600
Skate Park	\$ 12	\$ 106						\$ 118		\$ 118
Non-Motorized Boat Launch							\$ 20	\$ 20		\$ 20
Large Open Space Tract Purchases	\$ 130	\$ 120	\$ 100	\$ 260	\$ 200	\$ 300	\$ 500	\$ 1,610		\$ 1,610
Pedestrian Bridge							\$ 45	\$ 45		\$ 45
Utility Right-of-Way Trail Improvements										\$ -
Wilmot Park Enhancements										\$ -
School/Sports Associations/City Partnerships										\$ -
Regional Sports Field Acquisition and Development										\$ -
Park Enhancements Gateways										\$ -
Greenway Interpretive areas										\$ -
Neighborhood Stormwater/NGPE/Park Projects										\$ -
Public Art Purchase and Installation										\$ -
Woodinglen Interpretive Area										\$ -
<b>Projects Under Construction</b>										
133rd Phase I	\$ 618							\$ 618		\$ 618
140th/175th	\$ 145	\$ 200						\$ 345		\$ 345
Woodin Creek Park Enhancements	\$ 90							\$ 90		\$ 90
124th Avenue NE left turn pocket/ped path	\$ -	\$ 553						\$ 553		\$ 553
Woodinview Park	\$ -	\$ 110	\$ 60					\$ 170		\$ 170
Woodinville-Snohomish Rd/200th Intersection Improvements	\$ 250	\$ 150						\$ 400		\$ 400
City Hall	\$ 3,584	\$ 2,000						\$ 5,584		\$ 5,584
<b>Total Cost:</b>	<b>\$ 8,009</b>	<b>\$ 10,090</b>	<b>\$ 3,309</b>	<b>\$ 2,790</b>	<b>\$ 3,771</b>	<b>\$ 4,399</b>	<b>\$ 6,144</b>	<b>\$ 24,491</b>	<b>\$ 62,881</b>	<b>\$ 125,884</b>

1999 EVALUATION CRITERIA SCORE SHEET

PROJECT NAME \_\_\_\_\_

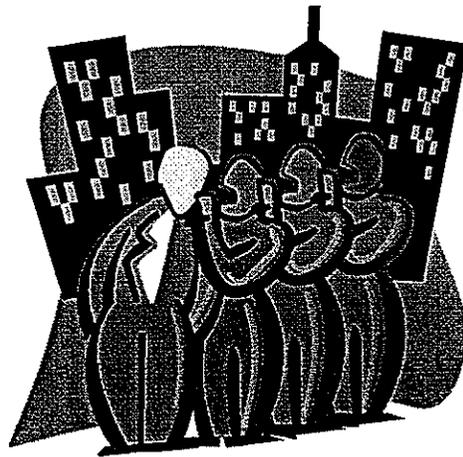
DATE \_\_\_\_\_

Prioritization	3	2	1	0	SCORE	COMMENTS
<b>Protection Of Public Health And Safety</b>						
<b>PUBLIC HEALTH AND SAFETY</b>	Project needed to alleviate existing health or safety hazard.	Project needed to alleviate potential health or safety hazard.	Project would maintain current health or safety status.	No health or safety impact associated with project.		
<b>Cost Effectiveness</b>						
<b>OPERATING BUDGET</b>	Project is a viable alternative which will result in decreased operating costs or contribute to revenues.	Funding is available for long-term maintenance and stewardship.	Project will have some additional operating costs and/or personnel additions which might impact programs and services.	Funding this project would have negative impacts on other City projects, programs, or service delivery.		
<b>AVAILABILITY OF FINANCING</b>	Project revenues will support project expenses and/or grants, partnerships, and mitigation are available to reduce City share.	Non-city revenues have been identified and applied for. Reduction in proportion of City revenues likely.	Potential for non-city revenue is marginal.	The project is not a candidate for private funding, grants, or partnerships.		
<b>COST TO BENEFIT RATIO</b>	Return on investment for the project can be computed and is positive.	There may be some potential for return on investment.	Return on investment is unlikely.	Return on investment is negative.		
<b>Benefit To The City And/Or Region</b>						
<b>ENVIRONMENTAL QUALITY</b>	The project meets early action criteria of WRIA 8 for protecting key habitat values.	Project will improve environmental quality of the city, but does not meet early action criteria.	Project may improve environmental quality of the city.	Project will have no effect on the environmental quality of the city.		
<b>EXTERNAL REQUIREMENTS</b>	Project is required by law, regulation or mandate or is required to provide concurrency per GMA.	Project is required by agreement with other jurisdictions.	Project to be conducted in conjunction with other jurisdictions.	Project has no components which need to be coordinated with other jurisdictions or regulators.		
<b>RELATION TO ADOPTED PLANS</b>	Project is identified as a priority in a formal plan which Council has approved and/ or is required to provide concurrency per GMA.	Project can be shown to meet goals and objectives listed in adopted plans.	Overall project is marginal with regard to meeting adopted goals and objectives.	Project has few components which meet goals and objectives of planning documents.		
<b>SUB TOTAL</b>						

**1999 EVALUATION CRITERIA SCORE SHEET**

Prioritization	3	2	1	0	SCORE	COMMENTS
<b>Consistency With And Support Of Economic Development Goals</b>						
<b>ECONOMIC DEVELOPMENT</b>	Project will support the vitality of the existing tax base and encourage capital investment, increase tax base, improve job opportunities, attract customers, or produce public or private revenues.	Project will encourage three or four of the following: capital investment, increase tax base, improve job opportunities, attract customers, or produce public or private revenues.	Project will encourage one or two of the following: capital investment, increase tax base, improve job opportunities, attract customers, or produce public or private revenues.	Project will not encourage any of the following: capital investment, increase tax base, improve job opportunities, attract customers, or produce public or private revenues.		
<b>Sharing Or Reuse Of Facilities, Timing, and Opportunity</b>						
<b>OPPORTUNITY</b>	Deferred action will eliminate future opportunities to meet project objectives or significantly increase the project costs.	Deferred action may eliminate the opportunity to meet some project objectives.	Minor aspects of the project may require alteration if the project is deferred.	The project can be deferred without negative consequences.		
<b>TIMELINESS</b>	The project has significant scheduling requirements; i.e. grant eligibility, mitigation availability, dependence on timely sharing or re-use of other facilities, and/or coordination with other projects.	Project will allow the city to take advantage of sharing or reusing available facilities or benefit from the timing of other projects.	Minor efficiencies would be realized by timely re-use or sharing of facilities and/or coordination with other projects.	Use of available facilities or coordination with other projects is not available on this project.		
<b>Woodinville Vision</b>						
<b>VISION STATEMENT</b>	The project will achieve nearly all of the following items: a successful balance of neighborhoods, parks and recreation, tourism, and business; preservation of our northwest woodland character, our open space, and our clean environment; enhances our ability to move freely throughout the community by all modes of travel.	This project will achieve some of the following items: a successful balance of neighborhoods, parks and recreation, tourism, and business; preservation of our northwest woodland character, our open space, and our clean environment; enhances our ability to move freely throughout the community by all modes of travel.	This project will achieve a few of the following items: a successful balance of neighborhoods, parks and recreation, tourism, and business; preservation of our northwest woodland character, our open space, and our clean environment; enhances our ability to move freely throughout the community by all modes of travel.	This project is in conflict with or does not achieve any of the following items: a successful balance of neighborhoods, parks and recreation, tourism, and business; preservation of our northwest woodland character, our open space, and our clean environment; enhances our ability to move freely throughout the community by all modes of travel.		
<b>TOTAL</b>						

# Public Outreach Program



## **PRESS RELEASE**

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**DATE:** January 10, 2000  
**FROM:** Deborah Knight, Assistant to the City Manager  
425-489-2700 (ext. 245) 425-489-2705 (fax)  
**SUBJECT:** Future Projects to be Considered by the City: Comments Wanted

More parks, a community center, less congestion in the downtown? The City is seeking public comment on over 40 proposed capital projects as identified in the City's 2001-2006 Capital Improvement Plan. The Capital Improvement Plan (C.I.P.) is the list of priority projects including parks, roads, and habitat enhancement projects, which the City plans to build over the next six years. The CIP shows the estimated costs and source of revenue and funding for each project over the six-year period. The City reviews and updates the CIP annually, providing an opportunity for new projects to be added and priorities to be adjusted based on current needs.

The process of adopting the Capital Improvement Plan begins in January. The City reviews the existing project list and determines if there are any new projects that should be considered. The Woodinville community can learn and comment on the City's proposed projects and suggest additional projects for consideration. In February, staff from the Executive, Finance, Planning, Public Works and Parks Departments will review the proposed projects and evaluate them based on a set of criteria adopted by the City Council. A draft CIP will be published for comment in March. There will be several opportunities to review the draft CIP and to submit comments including:

- An Open House at City Hall in May to present the proposed projects and answer questions,
- A Public Hearing at the Planning Commission meeting in May on the proposed CIP, and
- Several Council meetings in May and June.

The complete list of projects under evaluation is available on our web site at [www.woodinville-city.com](http://www.woodinville-city.com) after January 24<sup>th</sup> or by contacting City Hall at (425) 489-2700. Comments may be e-mailed to CIP Coordinator, Deborah Knight at [debrak@woodinville-city.com](mailto:debrak@woodinville-city.com) or faxed to City Hall at (425) 489-2705. Exact dates and times for the Open House, Public Hearing and Council meetings will be posted on our web site, advertised in the Woodinville Weekly, and included in future issues of the City Chronicle.

--end--



# Share Your Ideas on the 2001-2006 Capital Improvement Plan Projects



*The Capital Improvement Plan (C.I.P.) is a list of priority projects, showing the estimated costs and source of revenue and funding for each project over a six year period. The City's Comprehensive Plan is the basis for developing criteria to identify, evaluate and prioritize the projects listed on the reverse side.*

*The City reviews and updates the C.I.P. annually, providing an opportunity for new projects to be added and priorities to be adjusted based on current needs. Capital improvements are an important measure of a City's progress. It is also a difficult process of mixing and matching needs with fund sources that are always limited and sometimes restricted to certain kinds of projects.*

*On the reverse side of this flier are proposed projects for the 2001- 2006 Capital Improvement Plan. These potential projects have been identified by prior C.I.P. work, prior planning processes and other inputs during the year. Your input on these projects and other city capital needs is important and is encouraged. Please send any comments on these or other proposed projects to Deborah Knight, C.I.P. Coordinator by February 15, 2000.*

**Comments:** (use additional sheets if necessary)

**See reverse side for proposed projects**



Woodinville City Hall  
13203 NE 175th Street  
Woodinville, WA 98072  
425-489-2700



Office Hours:  
Monday - Friday  
8:00 a.m. to 5:00 p.m.  
425-489-2705 fax



Email comments to:  
Deborah Knight  
Debrak@woodinville-city.com  
www.woodinville-city.com

# 2001-2006 Capital Improvement Plan Proposed Projects



## Parks Projects

Location	Description
Little Bear Creek Lineal Park	Trailheads, interpretive facilities & habitat
Woodinview Park 	Acquisition/development of parks at ARCH
Rail Corridor Trail	Uses railroad right-of-way to create
Recreation Use of Utility	Uses existing utility R-O-W to create
Samammish Pedestrian Bridge	Connects industrial area & soft trail on west side of Samammish River with Central
Large Open Space	Options to acquire key open space parcels
School/Facility Field	Increase access and number of users for
Greenway Interpretive Areas	Provide formal access, interpretive and/historical markers & view areas with
Woodin Creek Park 	Redevelop park for stream enhancement, fish habitat & improving access to natural
Neighborhood Parks	Emphasis on areas currently underserved and seek opportunities to co-locate
Non-motorized boat launch	Create non-motorized boat 
Skateboard Park	Acquire & develop property in Central Business District
Woodinglen Interpretive Park	Acquire & develop parcel and install park amenities
Public Art Acquisition 	Acquire & install public art in parks and
Gateways to Woodinville	Stand alone projects at key intersections

## Facilities Projects

Location	Description
City Hall on 3-acre parcel corner 	Provide for design and construction
Proposed Community Center within	Provide facility for Community and

## Transportation Projects

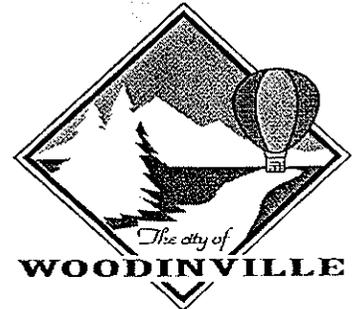
Location	Description
SR202/148th Ave. NE intersection	Improve capacity and safety of intersec-
SR202/127th Place Intersection	Installation of traffic signal;
SR202/SR522 interchange: 	Improve access via construction of new/
Woodinville-Snohomish Rd./NE	Construction of traffic signal 
Little Bear Creek Parkway - NE	Widen 177th/139 corridor with improve-
124th Ave NE between NE 146th	Left turn pocket and pedestrian path
133rd & 171st to 172nd road	Complete east 1/2 of 133rd from 171st to
SR522/195th Interchange	Eastbound on-ramp and westbound off-
SR202/148th to- 127th PI NE	Widen road, construct bike lane 
131st Ave NE/NE 177th Place Related to Little Bear Creek Park-	Add second southbound left turn lane; widen west bound leg of NE 177th &
Woodinville-Duval Rd/156th to	Road widening to 5 lanes
Woodinville-Snohomish Rd/140th to 205th	Widening with bike & pedestrian improve- ments
Woodinville-Duval/NE 178th St and NE 190th	Construct curb, gutter, sidewalks and bicycle facilities
SR522 East Bound off-ramp signal	Revise off-ramp signal
NE 175th St/135th Signal	Modify existing signal & improve traffic
Central Business District (CBD)	Install advanced traveler information
Pedestrian Crossing Safety	Install pedestrian crossing enhancements
Grid Roads	Provide north/south connections in down-
NE 143rd PI/132nd Ave NE	Install new signal & improve

## Surface Water Management Projects

Location	Description
Tributary 90	Relocate Trib 90 along and downstream of 148th Ave
Railroad Trestle	Remove debris to restore flow and reduce flooding.
Stream Corridor	Support volunteer planting and regional efforts.
Acquisition of Stream	Acquisition of land or conservation easements in the
South By-Pass Water	Plan, design and construct facilities to 
Habitat Enhancements	Habitat restoration along key stream corridors to en-

**Share Your Ideas  
With Us!**

# 2001-2006 Preliminary Capital Improvement Plan



## Parks Projects

- Little Bear Creek: Trailheads, interpretative facilities and habitat enhancement.
- Railway Corridor Trail: Use railroad right-of-way to create multipurpose trail connections.
- Skate Park: acquire and/or develop land for skating, skateboarding, BMX, and other related uses.
- Sammamish Pedestrian Bridge: Connects industrial area and soft trail on west side of River with the Central Business District.
- Large Open Space Acquisition: Options to acquire key open space parcels for wildlife/habitat conservancy.
- Non-motorized boat launch along the Sammamish River

**Please respond by  
April 28th**

**C.I.P. Open House  
May 1st  
Woodinville City Hall  
3:00 to 6:00 p.m.**



To learn about opportunities for you to share your ideas with us, contact:

**Deborah Knight, C.I. P. Coordinator**  
Phone: 425-489-2700 ext 285  
Fax: 425-489-2705  
Email: [debrak@woodinville-city.com](mailto:debrak@woodinville-city.com)

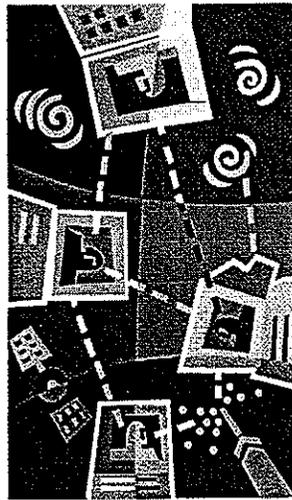
## Transportation Projects

- SR202/148th Ave NE intersection improvements.
- SR202/127th Place Intersection improvements.
- SR202/SR522 interchange improvement.
- Little Bear Creek Parkway/NE 177th Place improvements
- SR522/195th interchange: eastbound on-ramp and westbound off-ramp improvements.
- 131st Ave NE/NE 177th Place: add second southbound left turn lane; widen west bound leg of NE 177th and other improvements.
- Pedestrian Crossing Safety improvements at key pedestrian traffic areas.
- 133rd Ave NE (at 172nd St and NE 175th St) improvement: provide north/south connection in the downtown core.

## Surface Water Projects

- Derby Creek (Tributary 90) Relocation
- Stream Corridor Planting Projects
- Acquisition of Stream Corridor Parcels: in the Little Bear Creek Basin or Sammamish River shoreline.
- Habitat Enhancements: along key stream corridors to enhance ecologically significant fish runs.

# Community Comments



To: <debrak@woodinville-city.com>  
Date: 4/18/00 2:41PM  
Subject: Data posted to form 1 of [http://www.woodinville-city.com/cip2001/2001 CIP comment form.htm](http://www.woodinville-city.com/cip2001/2001-CIP-comment-form.htm)

\*\*\*\*\*

Name: Shannon Underwood  
Email: dirtdevil@earthlink.net  
Address: 16316 164th Avenue NE Woodinville WA 98072  
phone: 425-483-9203  
project: Skate Board Park  
B1: Submit

Comments:

I am not a skateboarder, however, I think it is very important that young people be provided with constructive activities. Last year we focused on toddler and elementary school age children with the Wilmot Gateway Park. That has been a terrific addition to the City. Let's move the skate park to the top of the list and provide those same opportunities for the junior and senior high school kids. We've been talking about this park since Cityhood. I know there are a lot of competing interests. I am very interested in the SR 55 interchanges and the interchange at 148th for business reasons. However, let's put the kids first on this one. I think we are doing a great job of keeping family our priority here. Let's keep up that momentum and move forward on this particular project ASAP.

To: <debrak@woodinville-city.com>  
Date: 4/17/00 4:39AM  
Subject: Data posted to form 1 of <http://www.woodinville-city.com/cip2001/2001> CIP comment form.htm

\*\*\*\*\*

Name: Paul Snyder  
Email: paul@snyderclan.com  
Address: 15727 - 154th Avenue NE  
phone: 4254873573  
project: SR202 148th Ave NE intersection improvements  
B1: Submit

Comments:

I wholeheartedly endorse your efforts to do something about the traffic at this intersection, particularly in the afternoon headed northbound. I like the idea of the roundabout - it's quick and efficient in dealing with large volumes of traffic, and it seems to work well on W. Lake Sammamish and on the east coast (I lived in Maine for 5 years, and it worked great there).



# Share Your Ideas on the 2001-2006 Capital Improvement Plan Projects



RECEIVED  
FEB 10 2000  
City of Woodinville

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Comments: (use additional sheets if necessary)

TRANSPORTATION: PLEASE LOWER  
SPEED LIMIT ON WDVLE WAY AND  
ENFORCE IT I NEED MY CUSTOMERS  
AND THE RD. IS HIGHLY TRAVELED BY  
WDVLE H.S. STUDENTS !!!

Shurgard of Woodinville  
14525 NE North Woodinville  
Woodinville, Washington 980  
(425) 483-1776

Store # 48016  
Shurgard Storage Centers, Inc.

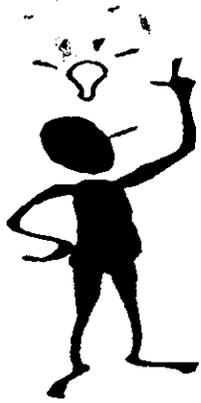
ALVIN RASMAN  
ML  
Email comments to  
Deborah Knight  
DebraK@woodinville-city.com  
www.woodinville-city.com

See reverse side for proposed projects

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**Share Your Ideas  
on the  
2001-2006  
Capital Improvement Plan  
Projects**



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Comments: (use additional sheets if necessary)  
 SOLVING WOODINVILLE'S TRAFFIC PROBLEMS WILL ENHANCE SEVERAL OF THE PARK PROJECTS. THOSE OF US WHO DO BUSINESS DOWNTOWN AND, REQUIRE SALES TAX REVENUE IN ADDITION TO OTHER TAXES, DEPEND ON A ORDERLY FLOW UP AND DOWN OUR STREETS.

**See reverse side for proposed projects**



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www.woodinville-city.com

# 2001-2006 Capital Improvement Plan Proposed Projects



## Parks Projects

Location	Description
Little Bear Creek Uneval Park	Trailheads, interpretive facilities & habitat enhancement
Woodinview Park 	Acquisition/development of parks at ARCH housing site.
Rail Corridor Trail	Uses railroad right-of-way to create multipurpose trail connections
Recreation Use of Utility Right-of-Way (R-O-W)	Uses existing utility R-O-W to create regional trail access
Sammamish Pedestrian Bridge	Connects industrial area & soft trail on west side of Sammamish River with Central Business District.
Large Open Space Acquisition	Options to acquire key open space parcels for wildlife/habitat conservancy.
School/Facility Field Improvements	Increase access and number of users for local school fields
Greenway Interpretive Areas	Provide formal access, interpretive and/or historical markers & view areas with benches at key locations.
Woodin Creek Park 	Redevelop park for stream enhancement, fish habitat & improving access to natural areas of park
Neighborhood Parks	Emphasis on areas currently underserved and seek opportunities to co-locate neighborhood parks at Elementary Schools
Non-motorized boat launch	Creates non-motorized boat launch in Tourist District 
Skateboard Park	Acquire & develop property in Central Business District
Woodinglen Interpretive Park	Acquire & develop parcel and install park amenities
Public Art Acquisition 	Acquire & install public art in parks and public R-O-W
Gateways to Woodinville	Stand alone projects at key intersections

## Facilities Projects

Location	Description
City Hall on 3-acre parcel corner of 133rd Ave & 172nd Street	Provide for design and construction of a new city hall building.
Proposed Community Center within Woodinville	Provide facility for Community and Recreation services delivery.

## Transportation Projects

Location	Description
SR202/148th Ave. NE Intersection Improvements:	Improve capacity and safety of Intersection
SR202/127th Place Intersection Improvements:	Installation of traffic signal; realign RR crossing
SR202/SR522 Interchange: 	Improve access via construction of new improved interchange to downtown
Woodinville-Snohomish Rd./NE 200th Intersection Improvements:	Construction of traffic signal
Little Bear Creek Parkway - NE 177th Place improvements	Widen 177th/139 corridor with improvements
124th Ave NE between NE 146th and NE 160th	Left turn pocket and pedestrian path linkages
133rd & 171st to 172nd road improvement	Complete east 1/2 of 133rd from 171st to 172nd
SR522/195th Interchange	Eastbound on-ramp and westbound off-ramp improvements
SR202/148th to- 127th PINE roadway improvements	Widen road, construct bike lane and pedestrian bridge 
131st Ave NE/NE 177th Place Related to Little Bear Creek Parkway Project.	Add second southbound left turn lane; widen west bound leg of NE 177th & other improvements
Woodinville-Duvall Rd/156th to 171st Ave NE:	Road widening to 5 lanes
Woodinville-Snohomish Rd/140th to 205th	Widening with bike & pedestrian improvements
Woodinville-Duvall/NE 178th St and NE 190th	Construct curb, gutter, sidewalks and bicycle facilities
SR522 East Bound off-ramp signal	Revise off-ramp signal
NE 175th St/135th Signal	Modify existing signal & improve traffic, pedestrian safety
Central Business District (CBD) Smart Signs	Install advanced traveler information board
Pedestrian Crossing Safety Improvements	Install pedestrian crossing enhancement at key pedestrian traffic areas
Grid Roads	Provides north/south connections in downtown core.
NE 143rd Pl/132nd Ave NE	Install new signal & improve channelization

## Surface Water Management Projects

Location	Description
Tributary 90 Relocation	Relocate Trib 90 along and downstream of 148th Ave NE
Railroad Trestle Channel	Remove debris to restore flow and reduce flooding. Design & construct facilities to improve water quality.
Stream Corridor Planning Projects	Support volunteer planting and regional efforts.
Acquisition of Stream Corridor Parcels	Acquisition of land or conservation easements in the Little Bear Creek Basin or Sammamish River shoreline
South By-pass Water Quality	Plan, design and construct facilities to treat runoff from roadway. 
Habitat Enhancements	Habitat restoration along key stream corridors to enhance ecologically significant fish runs.